

## ATTACHMENT 7 - Wollongong Development Control Plan 2009 Assessment compliance table

### CHAPTER A1 – INTRODUCTION

#### 8 Variations to development controls in the DCP

The development has been assessed against the relevant chapters of WDCP2009 and found to be unsatisfactory with regards to retaining walls, waste management, parking requirements for emergency vehicles, character of the area, privacy, built form, preservation and management of trees and vegetation, Crime Prevention through Environmental Design, heritage conservation, biodiversity impacts, earthworks and riparian land management.

Variation justification statements have not been provided in support of the variations.

### CHAPTER A2 – ECOLOGICALLY SUSTAINABLE DEVELOPMENT

Development controls to improve the sustainability of development throughout Wollongong are integrated into the relevant chapters of this DCP as detailed below. Generally speaking, the proposal is considered to be consistent with the principles of ecologically sustainable development.

### CHAPTER B1 – RESIDENTIAL DEVELOPMENT

#### 4.0 General Residential controls

<i>Controls/objectives</i>	<i>Comment</i>	<i>Compliance</i>
<u>4.13 Fire Brigade Servicing</u>		
Ensure that all dwellings can be serviced by fire fighting vehicles.	The application fails to demonstrate that all dwellings can be serviced by fire fighting vehicles. The group home is located approximately 100 metres from Midgley Street via a right of carriageway and access way. Access to the group home from the fire hydrant located at the Princes Highway frontage is complicated and unlikely to satisfy the requirements of the NSW Fire Brigade.	No
<ul style="list-style-type: none"><li>encourage early consideration of servicing requirements, to ensure that all residential development can be appropriately serviced.</li></ul>	Water, electricity, sewage and telephone services are already available to the site.  The existing utility services could be augmented to support the proposed development.	Yes
<u>4.16 View sharing</u>	The proposal impacts on views obtained from the adjoining dwelling to the vegetation on the nearby RU1 zoned land from both living areas and the rear private open space of No 83 Midgley Street. These landscape views will be replaced with built form.  A reduction in the number of storeys of the child care building would assist in reducing this impact.	No

<i>Controls/objectives</i>	<i>Comment</i>	<i>Compliance</i>
<u>4.17. Retaining walls</u>	<p>Submitted plans indicate that the proposal incorporates retaining walls greater than 1m in height. Clause 4.17.3(4) indicates that to limit the overall height impact, terracing of retaining walls is required, limiting the maximum vertical rise of a retaining wall to 1m, with a minimum horizontal setback of 1m. Clause 4.17.3(5) indicates that any retaining wall with a vertical height exceeding 1 metre in any one vertical rise must be supported by appropriate justification demonstrating how the proposal meets the objectives.</p> <p>A variation justification statement has not been provided demonstrating that retaining walls exceeding 1m in height satisfy the objectives of the clause.</p> <p>The height of the retaining wall located along the southern boundary of the is excessive and results in adverse amenity impacts on the subject site.</p>	No

## **6 Residential flat buildings**

It is noted that the proposed residential flat building component of the development is subject to SEPP 65 and as such an assessment of the proposed residential flat building against the ADG is provided at Attachment 3.

SEPP 65 Clause 6A(2) indicates that in the event that a development control plan contains provisions that specify requirements, standards or controls in relation to a matter to which the ADG applies, those provisions are of no effect. However certain matters in Council's DCP still require assessment against relevant controls for all components of the development. The matters required to be assessed Section 6 of the WDCP 2009 are considered to be acceptable.

<i>Controls/objectives</i>	<i>Comment</i>	<i>Compliance</i>
<u>6.1 General</u>		
<u>6.2 Minimum Site Width Requirement</u>	The site width exceeds 24 metres for the full length of the building envelope, being approximately 37 metres wide.	Yes
<u>6.3 Front Setbacks</u>	The site has an extended battle axe handle and as such, the group home is located greater than 6 metres from the "front boundary". It is noted that the RFB is approximately 7 metres from the southern side boundary.	Yes

<u>6.4 Side and Rear Setbacks / Building Separation</u>	<p>The proposal has the following side and rear boundary setbacks:</p> <p>Level 00 - 1.762m to habitable – non compliant</p> <p>Level 1 – 4m to non habitable windows; 7.5m to habitable window - compliant</p> <p>Level 2 – 6m – compliant</p> <p>See 3F ADG assessment</p>	<p>See 3F ADG assessment at <b>Attachment 3</b></p>
<u>6.5 Built Form</u>		
<u>6.6 Visual privacy</u>	<p>The objectives, design criteria and design guidance for visual privacy in residential flat building development are provided in the Part 3 of the ADG. As such the proposed development has been assessed against objectives, design criteria and design guidance of the ADG for visual privacy at Part 3F ADG assessment at <b>Attachment 3</b></p>	<p>See 3F ADG assessment at <b>Attachment 3</b></p>
<u>6.7 Acoustic privacy</u>	<p>The objectives, design criteria and design guidance for acoustic privacy in residential flat building development are provided in the Part 4 of the ADG. As such the proposed development has been assessed against objectives, design criteria and design guidance of the ADG for acoustic privacy at Part 4H ADG assessment at <b>Attachment 3</b>.</p>	<p>See 4H ADG assessment at <b>Attachment 3</b></p>
<u>6.8 Car Parking Requirements</u>	<p>Refer to E3 Car Parking, Access, Servicing/Loading Facilities and Traffic Management.</p>	<p>Considered acceptable</p>
<u>6.9 Basement Car Parking</u>	<p>Not applicable to proposed development</p>	<p>NA</p>

<u>6.10 Access Requirements</u>	<p>Access to the group home is provided from Midgley Street via an existing accessway.</p> <p>There is no new driveway connection to the street proposed due to the existing configuration of the allotment.</p> <p>Council's Traffic Engineer has reviewed the proposal and finds the group home manoeuvring, grades and driveway widths to be satisfactory.</p>	Yes
<u>6.11 Landscaping Requirements</u>	Proposed landscaped area for group home is 327m <sup>2</sup> , including podium.	Yes
<u>6.12 Deep Soil Zone</u>	The development provides sufficient deep soil zone to satisfy the controls for both the group home and child care centre combined.	See 3E ADG assessment at <b>Attachment 3</b>
<u>6.13 Communal Open Space</u>	The group home has less than 10 dwellings, and the DCP requirements for communal open space do not apply.	NA
<u>6.14 Private Open Space</u>	The objectives, design criteria and design guidance for private open space in residential flat building development are provided in the Part 4 of the ADG. As such the proposed development has been assessed against objectives, design criteria and design guidance of the ADG for private open space at Part 4E ADG assessment at <b>Attachment 3</b> .	See 4E ADG assessment at <b>Attachment 3</b>
<u>6.15 Adaptable Housing</u>	All units (100%) are design to capable of meeting the requirements of AS4299 adaptable housing. The proposed development is designed to the high physical support category of the SDA, which can be adapted to AS4299 requirements.	Yes
<u>6.16 Access for People with a Disability</u>	Refer to Access for People with a Disability in Part E of the DCP.	
<u>6.17 Apartment Size and Layout Mix for Larger Residential Flat Building Developments</u>	Not applicable to proposed development as less than 10 dwellings	NA

<u>6.18 Solar Access</u>	The objectives, design criteria and design guidance for solar and daylight access in residential flat building development are provided in the Part 4 of the ADG. As such the proposed development has been assessed against objectives, design criteria and design guidance of the ADG for solar and daylight access at <b>Attachment 3</b> .	See 4A of ADG assessment at <b>Attachment 3</b>
<u>6.19 Natural Ventilation</u>	The objectives, design criteria and design guidance for natural ventilation in residential flat building development are provided in the Part 4 of the ADG. As such the proposed development has been assessed against objectives, design criteria and design guidance of the ADG for natural ventilation at Part 4B of ADG assessment at <b>Attachment 3</b>	See 4B of ADG assessment at <b>Attachment 3</b>

## CHAPTER C5: CHILD CARE CENTRES

The Child Care Planning Guideline takes precedence over the Development Control Plan, except for controls relating to building height, rear and side setbacks and car parking rates.

The proposed development has been considered against the relevant provisions of WDCP 2009 below. There are a number of areas of non compliance that are not supported.

<i>Controls/objectives</i>	<i>Comment</i>	<i>Compliance</i>
<u>7.3 Building Design, Appearance and Neighbourhood Character</u>		
The front setback of the building shall be determined by means of site analysis. The setback must be the average of the existing setbacks of the two properties on either side of the site. (Refer to Figure 1 below). However, an absolute 5.5 metre minimum front building line setback is required for any child care centre in a residential zone or B4 Mixed Use zone	The average setback of the two closest buildings is approximately 20 metres from the Princes Highway (noting these are the rear setbacks of the adjoining residential properties).  The proposal achieves the absolute minimum "front" building line setback of 5.5m.	Yes
A minimum 6 metre rear building line setback is required for any new child care centre building in a residential zone or the B4 Mixed Use zone.	The child care centre does not extend to the "rear" boundary of the allotment	NA
A minimum 3 metre rear setback is required for any outdoor play area, off the common property boundary with any adjoining residential property, in order to maintain the amenity and privacy of the adjoining property occupants.	The nearest play area to a residential boundary is approximately 3.9m from that boundary.	Yes

<i>Controls/objectives</i>	<i>Comment</i>	<i>Compliance</i>
A minimum 2 metre side building line setback is required for any new child care centre in a residential zone or the B4 Mixed Use zone, except where no openings are provided to the subject boundary in which case a minimum 900 millimetre setback may be permitted.	The child care centre achieves a 2 metre setback from the nearest residential boundary.	Yes
<u>7.6 Car Parking, Access and Pedestrian Safety</u>	<p>A Traffic and Parking Assessment Report and updated Traffic and Parking Statement were provided with the application submission. Council's Traffic Officer considers the report has provided an appropriate summary of parking requirements and traffic matters in relation to the proposed development.</p> <p>The deceleration lane proposed to ensure safe access to the basement parking is not supported in its current form as it relies upon significant retaining infrastructure in the road reserve that will result in an unacceptable maintenance burden and is not in the public interest.</p> <p>The proposal for the ambulance parking area to be located in the deceleration lane is also not supported due to the potential adverse impacts on traffic safety where vehicles attempt to access the child care centre parking area during an emergency. An ambulance parking space must be provided on the subject site.</p>	No
<u>7.10 Landscaping and Vegetation</u>	The development provides sufficient deep soil zone to satisfy the controls for both the group home and child care centre combined.	Yes
<u>7.11 Stormwater Drainage</u>	The proposal was referred to Council's Stormwater Engineer and a conditionally satisfactory referral response was provided in this regard.	Yes

Controls/objectives	Comment	Compliance
<u>7.18 Waste Management</u>	Collection by a private contractor is proposed, however the Operational Waste Management Plan indicates that collection will occur from the deceleration lane- this is not supported and is not consistent with the requirements of this Chapter.	No

## CHAPTER D1 – CHARACTER STATEMENTS

### Existing Character

*Corrimal is framed by the Illawarra Escarpment and is positioned east of the escarpment landmark known as Brokers Nose.*

*Corrimal has a low to medium density residential character and is characterised by a mix of residential housing types including one to two storey detached dwelling-houses including circa 1920's - 1930's weatherboard and corrugated iron and brick and tile inter-war bungalows as well as newer larger brick and tile dwelling-houses as well as medium density villas and townhouses.*

*Corrimal contains a number of heritage items including the Colliery, Palm Court Hotel, former headmaster's residence at Corrimal Public School and the Catholic cemetery.*

*The Corrimal retail and business centre is classified as a major town centre (district level centre) and represents the highest order retail and business centre for the northern suburbs of Wollongong. The centre is a strong traditional retail and business strip situated along both sides of the Princes Highway. It contains two large enclosed shopping centres which feature a full line supermarket in each centre as well as a range of specialty retail outlets and service businesses.*

*Corrimal also contains a variety of light industries.*

### Desired Future Character

*The lower density residential areas of Corrimal will retain their low density character. In this respect, it is likely that the replacement of some older dwelling stock will occur with newer two storey dwelling-houses. Any new building should be designed to be sympathetic with the prevailing streetscape and any adjoining dwelling-house, especially an inter-war bungalow.*

*Additional medium density housing is likely to occur within or in close walking distance (ie 400 – 600 metres) of the Corrimal retail and business centre.*

*The Corrimal retail and business centre is proposed to be strengthened through the expansion of the existing centre, the encouragement of mixed use developments designed to foster a lively main street and improvements to pedestrian linkages throughout the centre. This will help to establish Corrimal as a major town centre to serve the northern suburbs of Wollongong LGA.*

*The desired future character for Corrimal is to retain the existing street and built form character of the Corrimal retail and business centre through maintaining an active street frontage with continuous retail uses on the ground floor level and a two storey street façade. Continuous awnings will also be retained along footpath areas. Active retail frontages will be strongly encouraged for the facades of "big box" retail centres to improve the streetscape*

*appearance of each shopping centre and to improve the overall vitality of the Corrimal retail centre.*

*The built form should also take a “perimeter block” form where public parts of buildings are orientated towards public roads and parking and service loading areas should be internalised.*

*The location and provision of parking is critical to achieving accessibility to and within the retail centre as well as the vision of a centre that is a general destination rather than a predominantly point-based and car dependent internalised shopping venue.*

*Off-street parking needs to be located as close as possible to retail and commercial activities but should not sacrifice pedestrian and streetscape amenity.*

*Residential uses are encouraged for all parts of the Corrimal retail and business centre with the blurring of the edges of the centre encouraged by mixed use development. Ground and first floors are to be designed for retail and commercial office use with residential activity permitted above the first floor.*

*Higher density mixed use retail, commercial office and residential apartment development is to be orientated towards Princes Highway, Railway Street and Underwood Street.*

*The strengthening of connections between the Stockland Mall in the south to Collins Street and to the north, along the Princes Highway is recommended.*

*Clear pedestrian linkages should be provided from Underwood Street to the Princes Highway and the Corrimal Memorial Park. This will also require stronger linkages between Corrimal Memorial Park and Ziems Park and key sites such as the Underwood Street carpark site and the proposed eastward expansion of the Stockland Mall shopping centre. Clear pedestrian routes are also necessary from parking areas to the retail and commercial centre. Through site links are also to be provided in accordance with the DCP.*

*Additionally, pedestrian linkages should be strengthened between Corrimal retail and commercial centre and Corrimal railway station through to the beach.*

*All public spaces (including roads, parks and plazas) should be directly overlooked by adjacent development and street planting is to be designed to avoid any potential concealment opportunities.*

*Night time activities such as restaurants, cinemas etc are encouraged to enliven the retail and commercial centre.*

*A range of community facilities are also envisaged for the Corrimal centre.*

The subject proposal is considered to be inconsistent with the desired future character statement for the area. The proposed development does not act to retain the low-density character of Corrimal and does not respond to the character of the surrounding area. Impacts arising from vegetation removal, bulk and scale and streetscape impacts are not consistent surrounding development.

#### **CHAPTER E1: ACCESS FOR PEOPLE WITH A DISABILITY**

An Access Report was provided with the application indicating that the development complies with the requirements of the Access Code of Disability (Access to Premises - Building) Standards 2010, and the Disability Access relevant sections of the Building Code of Australia 2019.

#### **CHAPTER E2: CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN**

A Crime Prevention through Environmental Design Report has not been provided in support of the application. There are a number of matters that require redesign or further information, particularly given the vulnerability of the occupants of the three land uses proposed for the site. In this regard, the application submission has not satisfied the requirements of the Chapter.

Control/objective	Comment	Compliance
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<u>3.1 Lighting</u>	Lighting plan not provided	Not demonstrated
<u>3.2 Natural surveillance and sightlines</u>	The pedestrian accessway from Princes Highway to the group home does not satisfy CPTED principles such that it includes sharp corners, areas for entrapment, and the height of adjoining retaining walls and the walls of the development result in a tunnel like passageway that is not provided with good casual surveillance.	No
<u>3.3 Signage</u>	A signage plan has not been provided and is required.	Unknown
<u>3.4 Building design</u>	<p>The proposal provides an obvious entry to both the child/respite care and group home uses. Additional windows of the front elevation of the child care centre would alleviate the expanse of blank wall associated with the stairs at the front of the building.</p> <p>The elevator entry from the pedestrian pathway into the group home is in an isolated area- a CPTED report has not been provided that details how access to this area and the pedestrian pathway would be managed overall.</p> <p>Structures such as the retaining walls and substation provided at the front of the child care centre and along the pedestrian walkway are vulnerable to vandalism and graffiti given the isolated nature of the frontage in this location and the lack of buildings in the vicinity that could provide casual surveillance of the frontage out of hours.</p> <p>Details relating to securing the building – particularly the basement – against opportunistic entry have not been provided. The application does not demonstrate that the use of a security gate to the carpark area will not result in queuing in the deceleration lane during peak periods.</p>	No
<u>3.5 Landscaping</u>	Landscaping is to be provided that is site specific and considers the occupants of the buildings. .	Yes
<u>3.6 Public open space and parks.</u>	Not applicable	NA
<u>3.7 Community facilities and public amenities</u>	Not applicable	NA
<u>3.8 Bus stops and taxi ranks</u>	Insufficient information has been provided to consider the relocated bus shelter against the provisions of this Chapter.	Not demonstrated

## **CHAPTER E3: CAR PARKING, ACCESS, SERVICING/LOADING FACILITIES AND TRAFFIC MANAGEMENT**

The subject site has a frontage to the Princes Highway and is also accessed via a Right of Way over other lots to Midgley Street. The application proposes that vehicle access to the group home is achieved via the ROW from Midgley Street. Vehicular access to the child care/ respite day care centre is off the Princes Highway and requires the provision of a deceleration lane for safe access.

### **6 Traffic impact assessment and public transport studies**

#### **6.1 Car Parking and Traffic Impact Assessment Study**

A Traffic and Parking Assessment Report and a subsequent Traffic and Parking Assessment Statement were submitted for the proposal. which reviewed the following:

- existing traffic conditions
- vehicular and pedestrian access
- the proposed deceleration lane located on the Princes Highway
- On site parking provision
- Parking layout and circulation
- Waste collection

The traffic impact assessment has been reviewed by Council's Traffic Officer who has advised that proposed ambulance parking and waste servicing is unsatisfactory.

### **7 Parking demand and servicing requirements**

The proposal provides the following with respect to on site parking:

#### **Child Care/Respite Day Care Centre:**

- 36 on site car parking spaces
  - 17 spaces for staff parking
  - 16 visitor spaces for drop off/pick up, including one accessible parking space and adjacent shared area and two pram parking spaces
  - Three spaces allocated to the day program facility including 1 accessible parking space and an adjacent shared area and 2 staff parking spaces
- Seven bicycle storage spaces
- Two motorcycle parking spaces
- Dedicated loading bay

#### **Group Home**

- Three on site at grade parking spaces
- Temporary space for parking of ambulance

The parking provision has been assessed by Council's Traffic Engineer as acceptable.

### **10 Pedestrian access**

The proposal is unsatisfactory with regard to pedestrian access into the site and the group home at the rear.

### **11 Safety & security (Crime Prevention through Environmental Design) measures for car parking areas**

Safety and security measures for the car parking area have not been fully resolved.

## **CHAPTER E6: LANDSCAPING**

The proposal was referred to Council's Landscape Officer for consideration. Additional information was initially requested in relation to the substantial public domain works being proposed. Additional civil and landscaping plans were submitted.

The proposed landscaping design does not reinforce the identified natural attributes of the site including, but not limited to, views and vistas and significant trees. Remnant native vegetation has not been retained, managed and incorporated into the landscape design.

Further, the landscape plan for the subject site does not compensate for the loss of vegetation that would be required for the creation of the Asset Protection Zone over the adjoining allotment.

The proposal does not satisfy the requirements of Chapter E6.

## **CHAPTER E7: WASTE MANAGEMENT**

The proposal for waste collection from the Princes Highway deceleration lane is not supported as it has the potential to adversely impact on road safety and is contrary to WDCP 2009.

Any Operational Waste Management Plan should be incorporated into the Plan of Management for the overall development as a minimum to ensure that all land uses operate in accordance with the plan ongoing. The Waste Management Plan is likely problematic given the separate occupancies within the development.

## **CHAPTER E11 HERITAGE CONSERVATION**

The subject site is located adjacent to a heritage item of local significance, being South Bulli Colliery.

### **14 DEVELOPMENT IN THE VICINITY OF A HERITAGE SITE**

The proposal was considered by Council's Heritage Officer who notes that the proposal is significantly changing the historic nature of the subject site that has been associated with the adjoining heritage item for over 60 years, although the aerials do not show any previous structures on the site prior to 1955, and the structure itself is not considered to have heritage significance.

The development includes a number of variations including exceedance of the maximum height limit, which will impact on the visual relationship between the site and the heritage item and character of the area, as well as setting undesirable precedents for the area, which is likely to be subject to future growth pressure. From a heritage perspective, a compliant proposal for the site would be appropriate.

The proposal is therefore not consistent with the requirements of the Chapter.

## **CHAPTER E12 GEOTECHNICAL ASSESSMENT**

The application has been reviewed by Council's Geotechnical Engineer in relation to site stability and the suitability of the site for the development. The proposal is considered to be consistent with the requirements of this Chapter.

## **CHAPTER E14 STORMWATER MANAGEMENT**

Council's stormwater engineer has reviewed the proposal with respect to the provisions of this chapter and has advised that the proposal is consistent with the requirements of the Chapter.

## **CHAPTER E17 PRESERVATION AND MANAGEMENT OF TREES AND VEGETATION**

An aboricultural assessment report was provided in support of the proposal, and included details of the proposed removal of 172 trees in total in association with the proposed development:

- 60 trees from the subject site and road reserve, under this development application
- the removal of a further 112 trees for the creation of the APZ on the adjoining Lot 31, subject to future development consent

Council's Landscape Architect has indicated that the proposed tree removal is not supported for the reasons outlined above under Chapter E6. The proposed tree removal is extensive, cannot be compensated for on the subject site and will adversely impact on biodiversity and the character of the area.

## **CHAPTER E18 NATIVE BIODIVERSITY IMPACT ASSESSMENT**

The proposal is not consistent with the objectives of the Chapters as the proposed development does not protect and enhance ecological communities and corridors for flora and fauna, and the proposal does not attempt to ensure the impacts of the development are managed through the Mitigation Hierarchy, with an emphasis on avoidance.

The BDAR states that the proposal has been located to avoid or minimise direct and indirect impact by:

- *Locating the proposed buildings within the existing footprint within the clear areas*

Comment: The required APZ is over adjoining land, requiring substantial tree removal. The APZ required not only relates to the location of the proposal, but also the intended use of the proposal. The types of land uses being proposed as part of this application require greater APZs than other land uses that are permissible in the zone, as they are considered to be development for a Special Fire Protection Purpose. In this regard, the biodiversity impacts indicate that the site is not suitable for the proposed development.

Further, the BDAR has also not considered the full extent of the proposed clearing of native vegetation that would be required for the deceleration lane.

## **CHAPTER E19 EARTHWORKS (LAND RESHAPING WORKS)**

The proposal comprises significant earthworks on the subject site, with excavations up to approximately 7 metres and retaining walls proposed up to 6.3 metres high. Significant excavations within the road reserve to enable the provision of the deceleration lane also require retaining, with walls up to 6.79 metres high proposed in this location.

The proposed excavation in the road reserve and the associated vegetation removal will significantly change the features of the surrounding land, impacting on the streetscape along Princes Highway. Further, the extensive on site excavations and retaining are not appropriate in a residential land context, and have also resulted in unresolved design challenges along the southern boundary of the site.

The proposed earthworks are not consistent with the requirements of the Chapter.

## **CHAPTER E20 CONTAMINATED LAND MANAGEMENT**

The application submission included a Detailed Site Investigation (DSI) that concludes that the site is suitable for the proposed development subject to the implementation of a number of recommendations, including the relocation of coal wash material, the preparation of a Construction Environmental Management plan, Dewatering Management Plan, Hazardous Material Survey and Unexpected Finds Protocol, and the provision of an asbestos clearance Certificate.

The submitted DSI is acceptable and the land contamination would not prevent the proposed development.

## **CHAPTER E21 DEMOLITION AND HAZARDOUS BUILDING MATERIALS MANAGEMENT**

The application submission proposes demolition of existing structures. A Site Waste Minimisation Plan, including waste removal was included in the application submission. Conditions could be imposed to minimise impacts and ensure that demolition is carried out to Council's and Safe Work NSW requirements.

## **CHAPTER E22 SOIL EROSION AND SEDIMENT CONTROL**

Proposed soil erosion and sediment control has been indicated on plan - conditions could be imposed to minimise the impacts of the proposed works on the environment.

## **CHAPTER E23: RIPARIAN LAND MANAGEMENT**

Riparian Land corresponding to a Category 2 watercourse has been mapped under WDCP 2009 on the adjoining Lot 31 to the north. The minimum riparian corridor width for each side of a Category 2 watercourse is 30 metres from the top of bank, consisting of a 20 metre wide core riparian zone and 10 metre wide vegetated buffer.

The Asset Protection Zone (APZ) to the north of the proposed development extends into the required riparian corridor width. Whilst the works on the adjoining site are not included in this application, the impacts of the proposed development must still be considered under s4.15 of the EP&A Act 1979.

The application submission was referred to Council's Environment Officer for comment. The application submission fails to address the potential impacts on the riparian corridor arising from the tree removal required to provide the APZ. As such, advice received indicates that the APZ is required to be located and managed within the defined limits of the development site and outside of the minimum total riparian corridor width.

The proposal is fails to demonstrate consistency with the following riparian corridor objectives:

- To protect watercourses, banks and riparian corridors and improve their environmental, ecological and hydrological function and stability
- Protect and enhance native riparian vegetation and associated habitat
- Protect and enhance the viability of threatened ecological communities and threatened species