PROPOSED MULTI-UNIT DEVELOPMENT AT No. 197 LAKE ALBERT ROAD

Certificate No. #HR-LTC3M9-01
Scan QR code or follow website link for rating details.
Assessor name: Jamie Bonnetin
Accreditation No.: HERA 10056
Property Address: 197 Lake Albert Road, Kooringa, NSW, 2650
http://www.hero-software.com.au/pdf/HR-LTC3M9-01

UNIT POS

U1 – 28.39 sq.m + 4.01 sq.m(balcony) = 32.40 sq.m
U2 – 22.09 sq.m + 3.86 sq.m(balcony) = 26.95 sq.m
U3 – 22.09 sq.m + 3.86 sq.m(balcony) = 26.95 sq.m
U4 – 22.09 sq.m + 3.86 sq.m(balcony) = 26.95 sq.m
U5 – 22.09 sq.m + 3.86 sq.m(balcony) = 26.95 sq.m
U6 – 48.25 sq.m + 4.01 sq.m(balcony) = 52.26 sq.m
U7 - 48.01 sq.m + 4.01 sq.m(balcony) = 52.02 sq.m
U8 – 22.09 sq.m + 3.86 sq.m(balcony) = 26.95 sq.m
U9 - 26.70 sq.m + 4.01 sq.m(balcony) = 30.71 sq.m

AREAS:-

ALLOTMENT - 1657 SQ.M
LANDSCAPING - 134 SQ.M
DRYING - 36 SQ.M
GARBAGE BINS - 13.5 SQ.M
SITE COVER - 40.70 %

UNIT 1

GROUND FLOOR
LIVING - 56.47 SQ.M
GARAGE - 19.24 SQ.M
PORCH - 1.05 SQ.M
PATIO - 9.70 SQ.M

FIRST FLOOR
LIVING - 77.05 SQ.M
BALCONY - 4.01 SQ.M

UNIT 2-5 & 8

GROUND FLOOR
LIVING - 55.13 SQ.M
GARAGE - 19.21 SQ.M
PORCH - 1.05 SQ.M
PATIO - 9.44 SQ.M

FIRST FLOOR
LIVING - 73.75 SQ.M
BALCONY - 3.86 SQ.M

UNIT 6,7, & 9

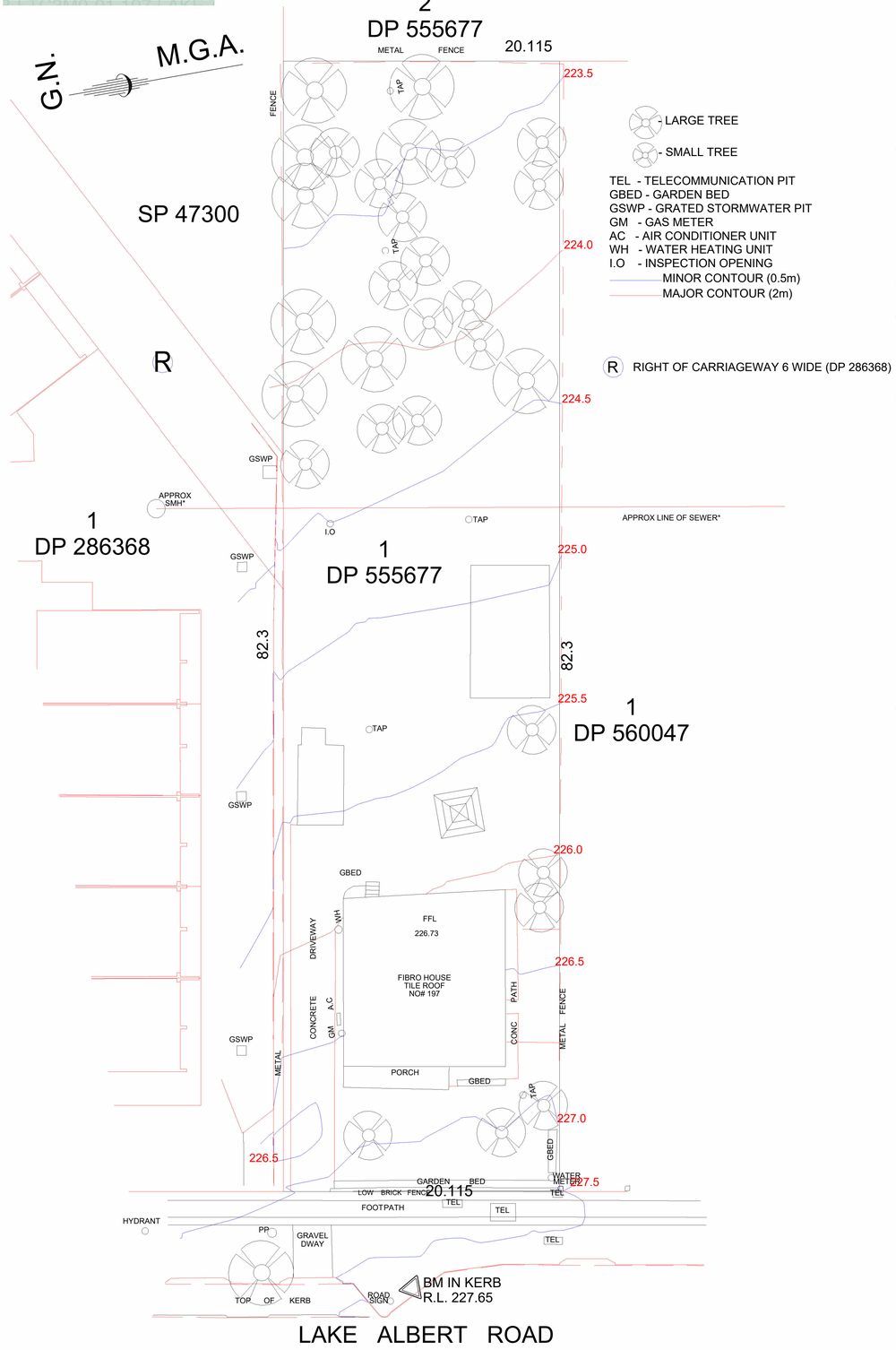
GROUND FLOOR
LIVING - 56.45 SQ.M
GARAGE - 19.21 SQ.M
PORCH - 1.05 SQ.M
PATIO - 9.44 SQ.M

FIRST FLOOR
LIVING - 74.40 SQ.M
BALCONY - 3.86 SQ.M

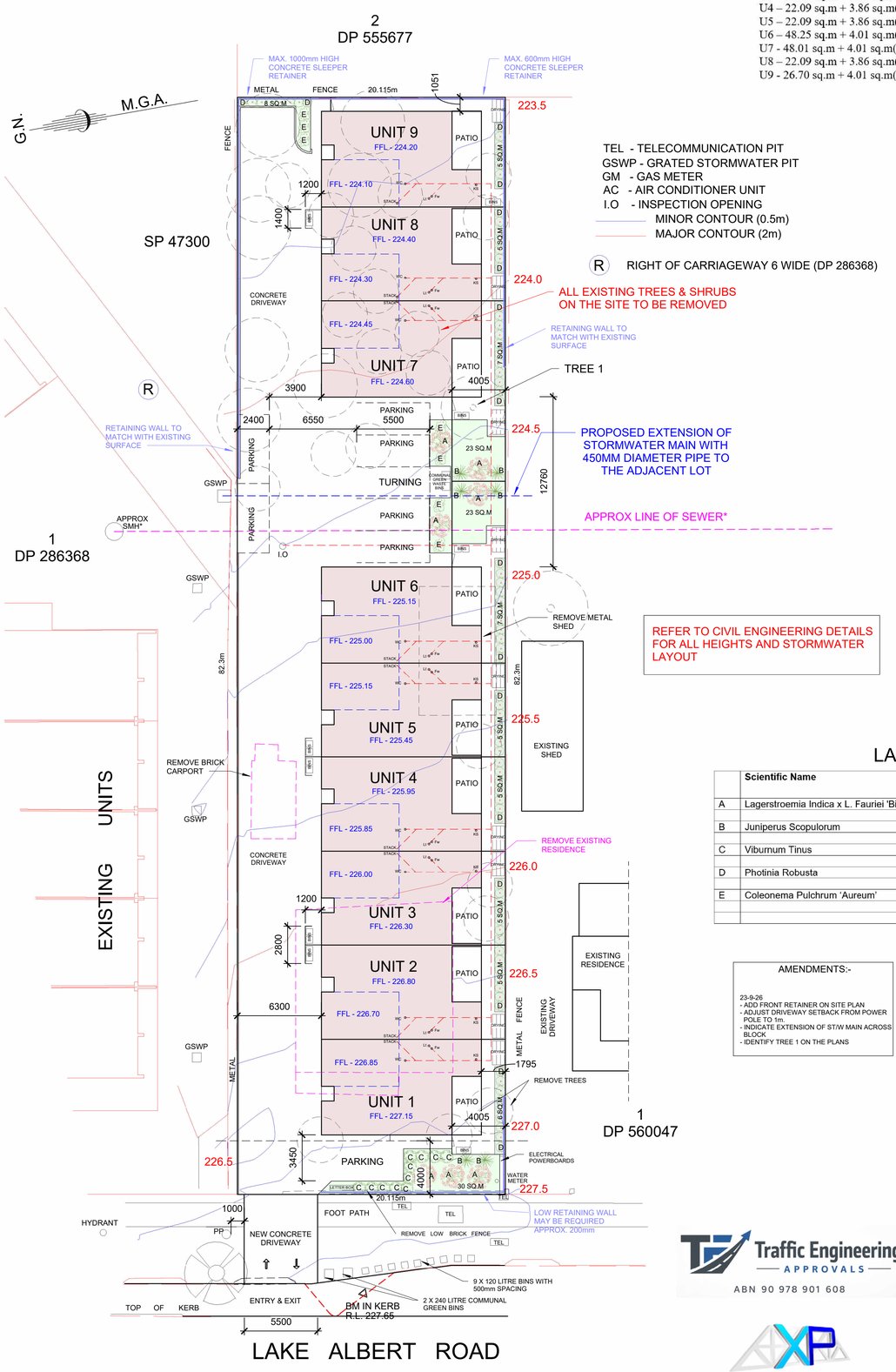
CARPARKING

9 X 1.5 = 13.5
VISITOR SPACES = 2
TOTAL REQUIRED = 15.5

PROVIDED - 16



EXISTING SITE PLAN
SCALE 1:200



PROPOSED SITE PLAN
SCALE 1:200

LANDSCAPING DETAILS

	Scientific Name	Common Name	Dimensions	Amount	Pot size
A	Lagerstroemia Indica x L. Fauriei 'Biloxi'	Crepe Myrtle	7m high x 5m wide	7	30cm
B	Juniperus Scopulorum	Skyrocket	4m high x 1m wide	6	20cm
C	Viburnum Tinus	Laurustinus	3m high x 2m wide	11	20cm
D	Photinia Robusta	Red Leaf Photinia	2m high x 1m wide	81	10cm
E	Coleonema Pulchrum 'Aureum'	Golden Diosma	2m high x 2m wide	7	20cm
			Total:	112	

REGION	TERRAIN	SHIELDING	TOPOGRAPHY	STANDARD
A	TC3.0	FS	T0	N1

AMENDMENTS:-

23-9-26
- ADD FRONT RETAINER ON SITE PLAN
- ADJUST DRIVEWAY SETBACK FROM POWER POLE TO 1m.
- INDICATE EXTENSION OF ST/W MAIN ACROSS BLOCK
- IDENTIFY TREE 1 ON THE PLANS

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KOORINGAL 2650
FOR : S. NIKOLOVSKI

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BUILDING DESIGNERS AUSTRALIA
Accreditation No - 6254
ACCREDITED CHARTERED BUILDING DESIGNER

Traffic Engineering APPROVALS
ABN 90 978 901 608

XEROS PICCOLO
CONSULTING ENGINEERS

GENERAL DETAILS

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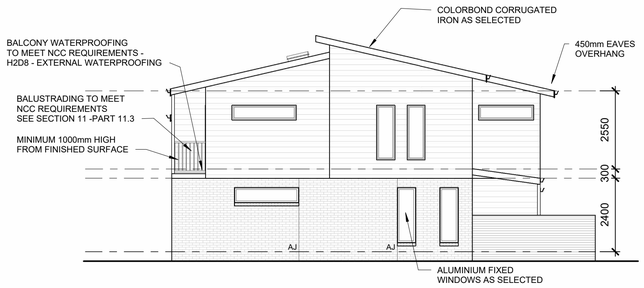
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PLAN No: 26001 - 1

No. OF SHEETS: 6

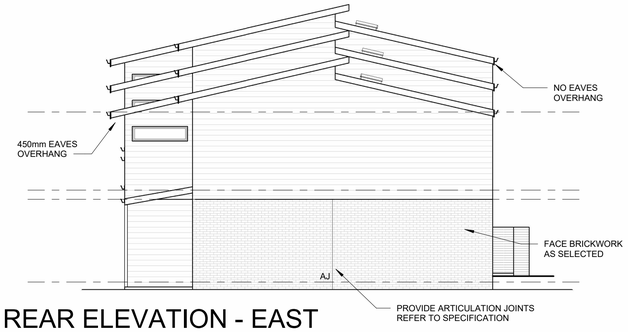
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BLOCK 1



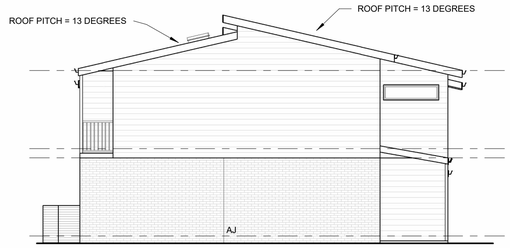
FRONT ELEVATION - WEST
LAKE ALBERT ROAD FACADE
SCALE 1:100

BLOCK 1



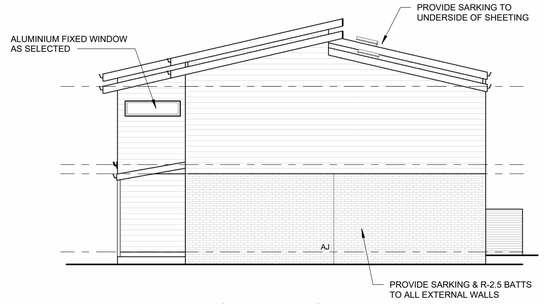
REAR ELEVATION - EAST
SCALE 1:100

BLOCK 2

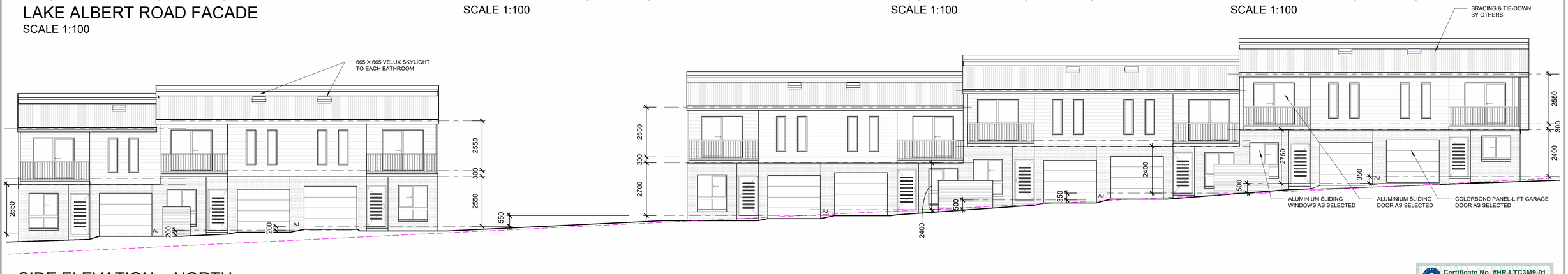


FRONT ELEVATION - WEST
SCALE 1:100

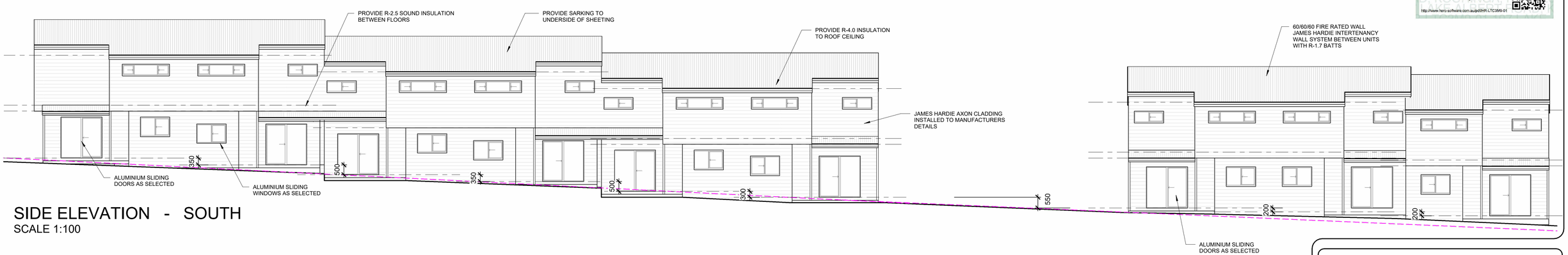
BLOCK 2



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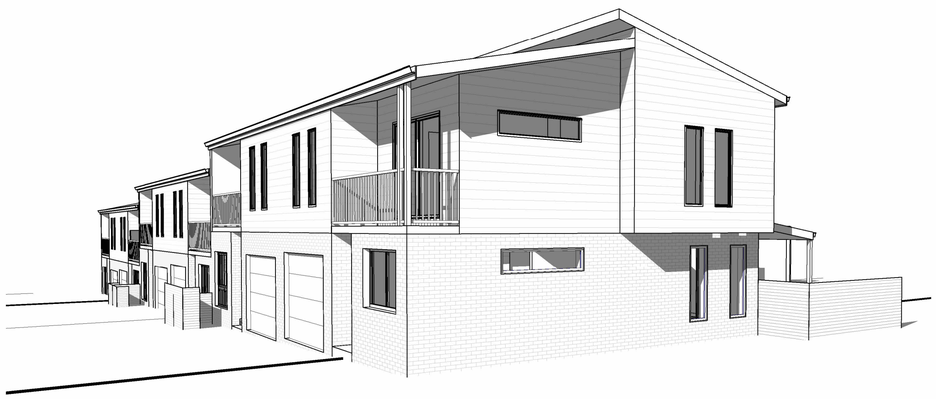


SIDE ELEVATION - NORTH
SCALE 1:100



SIDE ELEVATION - SOUTH
SCALE 1:100





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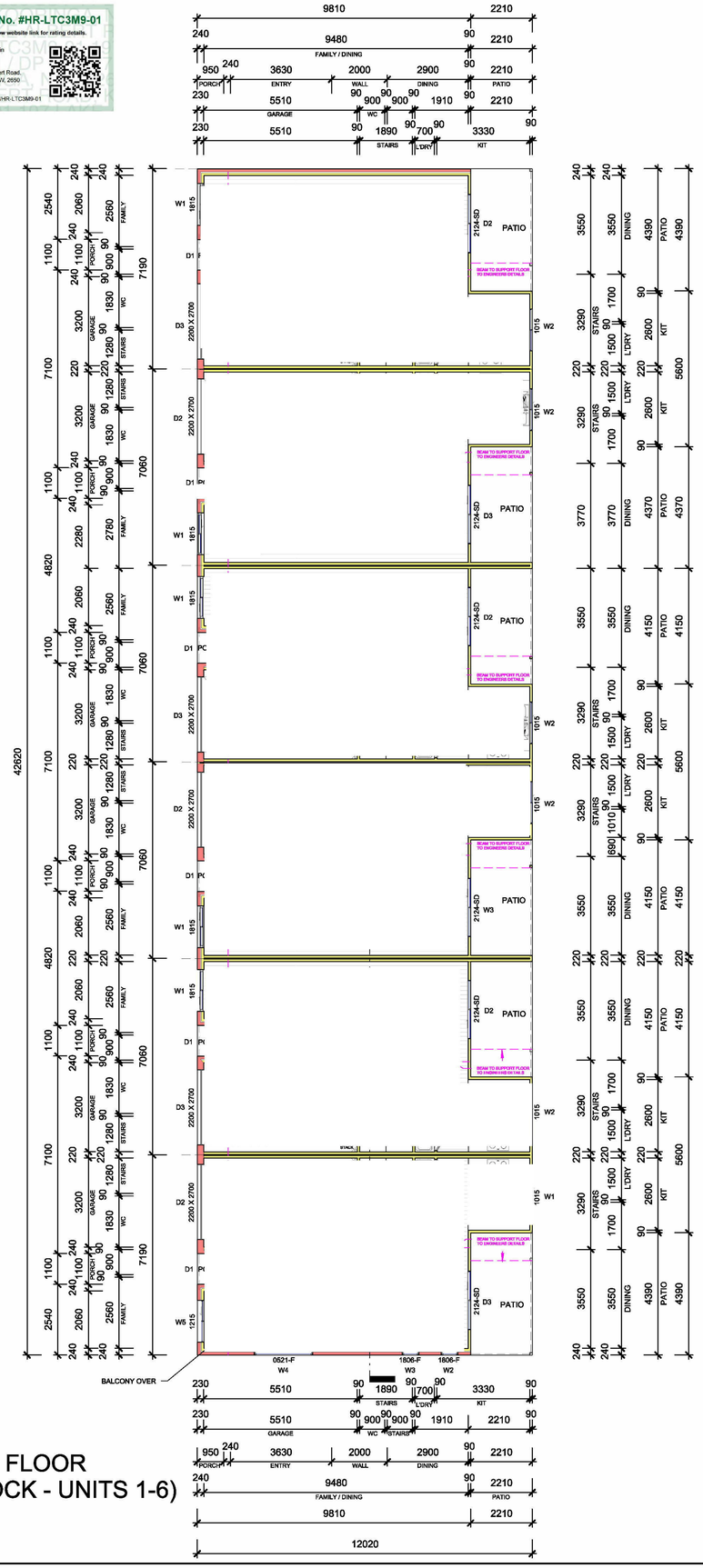
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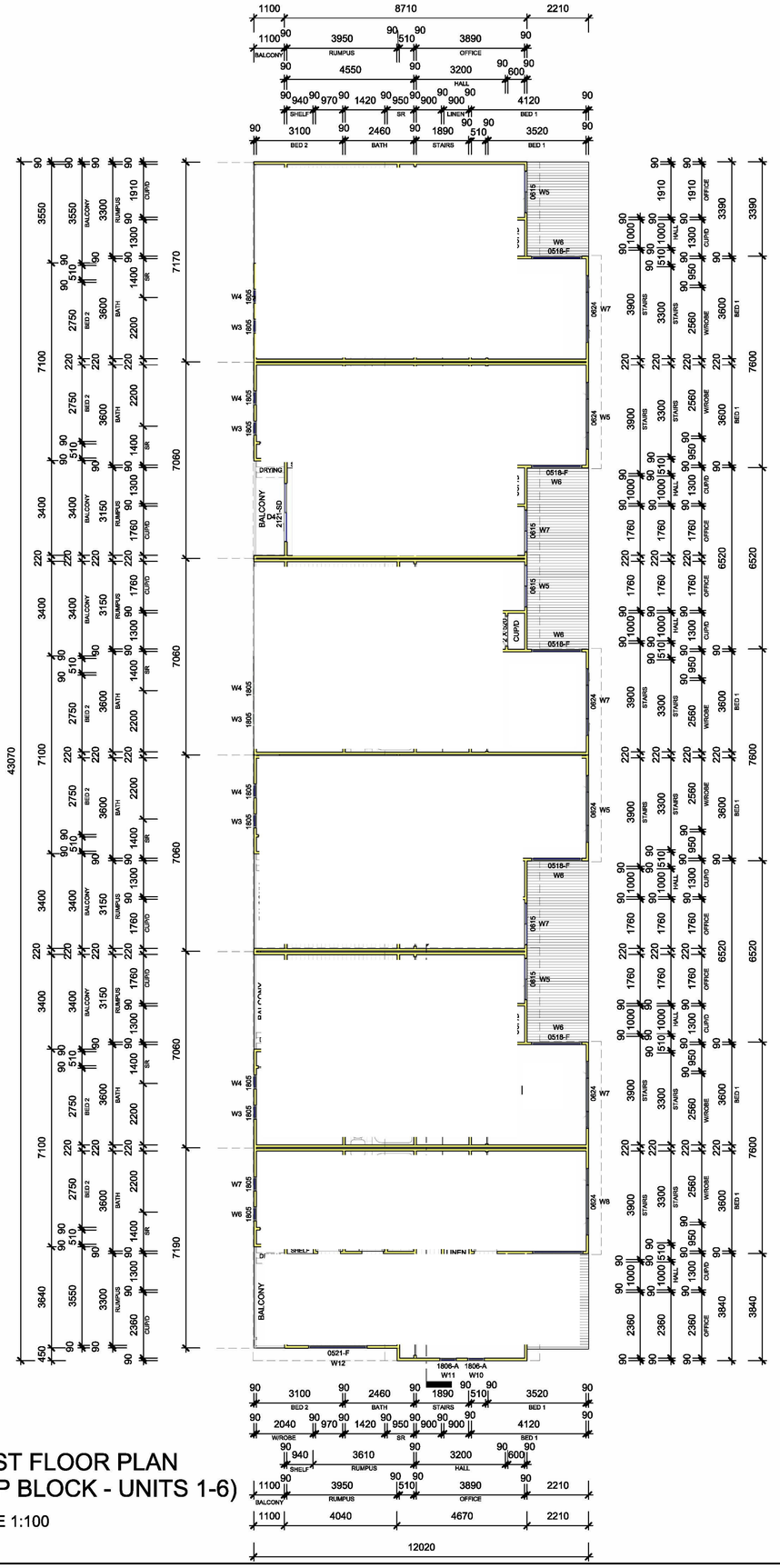
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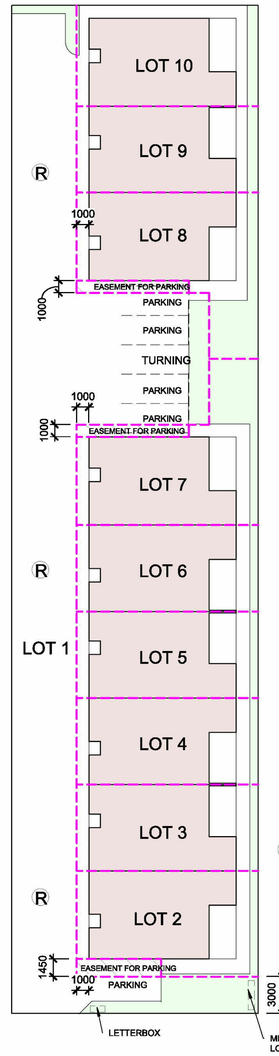
GROUND FLOOR
(TOP BLOCK - UNITS 1-6)

SCALE 1:100



FIRST FLOOR PLAN
(TOP BLOCK - UNITS 1-6)

SCALE 1:100



SUB-DIVISION LAYOUT

SCALE 1:250

SUB-DIVISION LAYOUT

LOT 1 - 605.13 SQ.M (NEIGHBOURHOOD LAND

LOT 2 - 121.33 SQ.M
LOT 3 - 104.59 SQ.M
LOT 4 - 104.59 SQ.M
LOT 5 - 104.59 SQ.M
LOT 6 - 104.59 SQ.M
LOT 7 - 142.88 SQ.M
LOT 8 - 142.88 SQ.M
LOT 9 - 104.59 SQ.M
LOT 10 - 121.83 SQ.M

TOTAL - 1657 SQ.M

(R) DENOTES RIGHT OF CARRIAGEWAY

REGION	TERRAIN	SHIELDING	TOPOGRAPHY	STANDARD
A	TC3.0	NS	T0	N1

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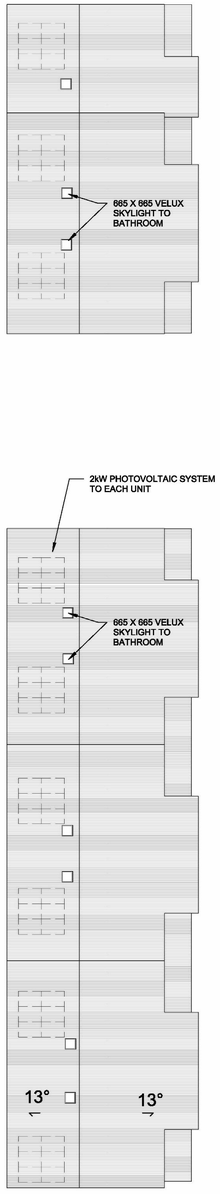
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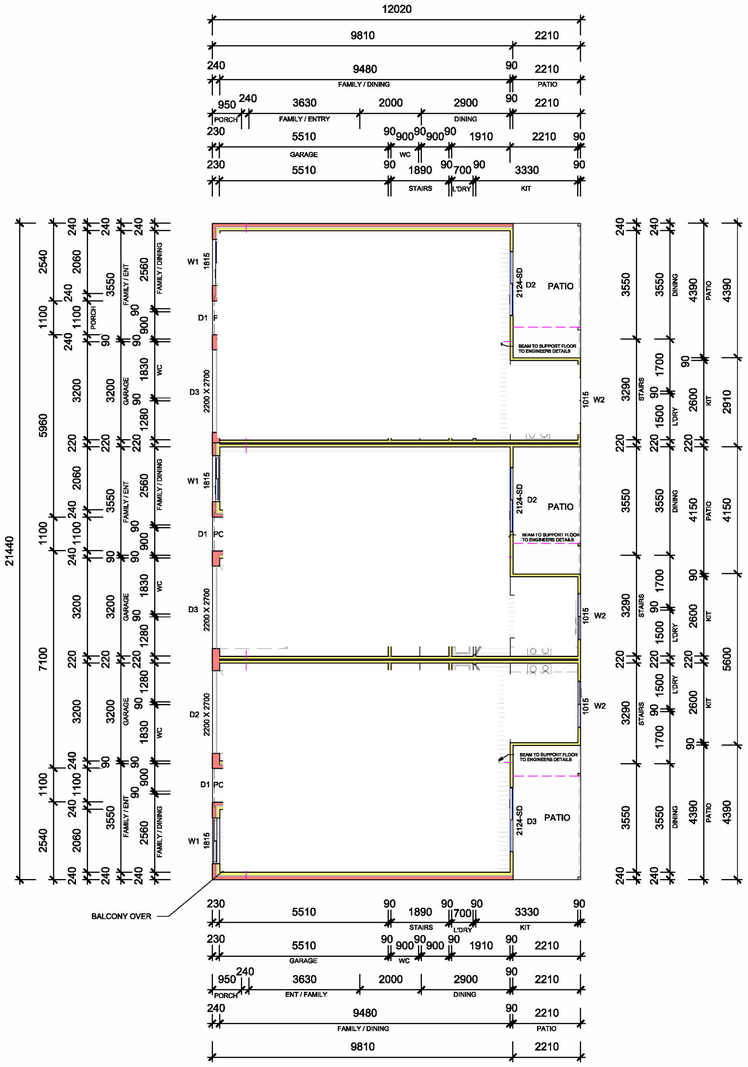
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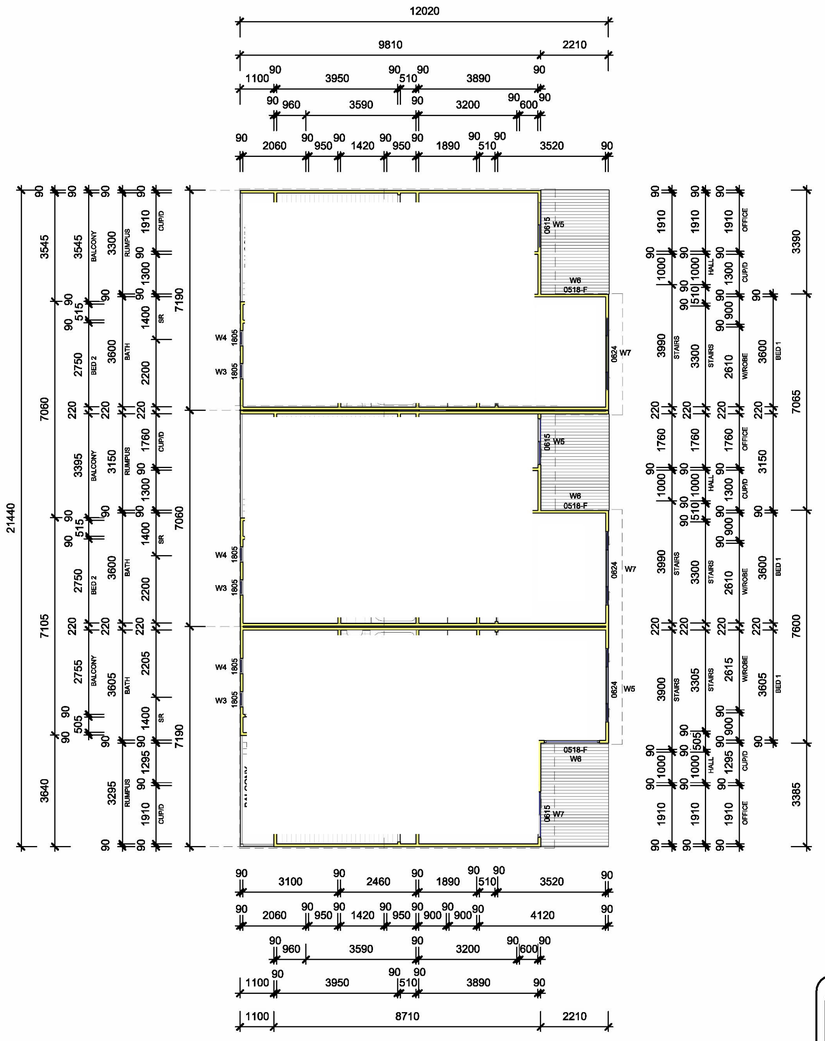
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ROOF LAYOUT
SCALE 1:200



GROUND FLOOR
(BLOCK 2 - UNITS 7-9)
SCALE 1:100



FIRST FLOOR PLAN
(BLOCK 2 - UNITS 7-9)
SCALE 1:100

NOTES:-

PLANS TO BE READ IN CONJUNCTION WITH SPECIFICATION PROVIDED.

SEWER & ST/W LINES SHOWN ON THE PLAN ARE INDICATIVE ONLY. EXACT POSITIONING TO BE CONFIRMED ONSITE BY LICENSED PLUMBER.

CONFIRM ALL DIMENSIONS & ROOF PITCH ON-SITE WITH FRAME & TRUSS MANUFACTURER.

SURVEYOR TO CONFIRM BOUNDARY LOCATIONS BEFORE CONSTRUCTION.

ANY MECHANICAL VENTILATION TO BE DUCTED THROUGH THE ROOF AND COMPLY WITH THE NCC.

ALL EXTERNAL ABOVE-GROUND TIMBER MUST BE DURABILITY CLASS 1 TIMBER, WITH SAPWOOD REMOVED OR SAPWOOD PRESERVATIVE TREATED TO H3.

FRAMES & TRUSSES TO BE TERMITE TREATED RADIATA PINE

WINDOW SCHEDULE OUTLINES GLAZING SIZES FOR BASIX, CONFIRM FRAME OPENING SIZES WITH WINDOW MANUFACTURER

ALL WINDOWS TO COMPLY WITH NCC HPS 2022 Part 11.3.7 - PROTECTION OF OPERABLE WINDOWS - BEDROOMS,
& Part 11.3.8 PROTECTION OF OPERABLE WINDOWS - ROOMS OTHER THAN BEDROOMS

SMOKE ALARMS TO BE INTERCONNECTED

PROVIDE SARKING TO NCC HPS 2022 - 10.8.1- EXTERNAL WALL CONSTRUCTION

ALL EXHAUST SYSTEMS TO MEET NCC HPS 2022 - REQUIREMENTS - 10.8.2 - EXHAUST SYSTEMS

CONDENSATION MANAGEMENT

BUILDING ELEMANTS IN AREAS SUBJECT TO WATER VAPOUR OR CONDENSATION MUST BE CONSTRUCTED TO REDUCE RISKS TO THE HEALTH OF BUILDING OCCUPANTS.
ALL CONSTRUCTION MUST MEET NCC 2022 - SECTION 10.8 - CONDENSATION MANAGEMENT REQUIREMENTS.
10.8.1 - EXTERNAL WALL CONSTRUCTION
10.8.2 - EXHAUST SYSTEMS
10.8.3 - VENTILATION OF ROOF SPACES

WET AREAS:

ENSURE ALL WET AREA WATERPROOFING COMPLIES WITH NCC 2022 - 10.2 WET AREA WATERPROOFING
PARTS 10.2.1 TO 10.2.5 CARRY OVER FROM NCC 2019.
PARTS 10.2.6 TO 10.2.32 ARE NEW REQUIREMENTS OF NCC 2022.

REGION	TERRAIN	SHIELDING	TOPOGRAPHY	STANDARD
A	TC3.0	NS	T0	N1

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ABN 90 978 901 608

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CONSULTING ENGINEERS

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PLAN No: 26001 - 4

PLAN & SHEET No.

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WINDOW SCHEDULE - UNIT 1

No	SIZE H X W	ORIENTATION	STYLE	COMMENTS
1	1000 X 1500	SOUTH	ALUM. SLIDING	ALUM. FRAMED / DOUBLE GLAZED
2	1800 X 600	WEST	ALUM. FIXED	ALUM. FRAMED / DOUBLE GLAZED
3	1800 X 600	WEST	ALUM. FIXED	ALUM. FRAMED / DOUBLE GLAZED
4	500 X 2100	WEST	ALUM. FIXED	ALUM. FRAMED / DOUBLE GLAZED
5	1200 X 1500	NORTH	ALUM. SLIDING	ALUM. FRAMED / DOUBLE GLAZED
6	1800 X 500	NORTH	ALUM. AWNING	ALUM. FRAMED / DOUBLE GLAZED
7	1800 X 500	NORTH	ALUM. AWNING	ALUM. FRAMED / DOUBLE GLAZED
8	600 X 2400	SOUTH	ALUM. SLIDING	ALUM. FRAMED / DOUBLE GLAZED
9	500 X 1800	WEST	ALUM. FIXED	ALUM. FRAMED / DOUBLE GLAZED
10	1800 X 600	WEST	ALUM. AWNING	ALUM. FRAMED / DOUBLE GLAZED
11	1800 X 600	WEST	ALUM. AWNING	ALUM. FRAMED / DOUBLE GLAZED
12	500 X 2100	WEST	ALUM. FIXED	ALUM. FRAMED / DOUBLE GLAZED

DOOR SCHEDULE (EXTERNAL)

No	SIZE H x W	ORIENTATION	STYLE	COMMENTS
1	1000 X 600	NORTH	920 SOLID CORE EXTERNAL DOOR	
2			2200 X 2700 PANEL-LIFT DOOR	
3	2100 X 2400	SOUTH	SLIDING GLASS DOOR	ALUM. FRAMED / DOUBLE GLAZED
4	2100 X 2100	NORTH	SLIDING GLASS DOOR	ALUM. FRAMED / DOUBLE GLAZED

WINDOW SCHEDULE - UNIT 2

No	SIZE H X W	ORIENTATION	STYLE	COMMENTS
1	1800 X 1500	NORTH	ALUM. SLIDING	ALUM. FRAMED / DOUBLE GLAZED
2	1000 X 1500	SOUTH	ALUM. SLIDING	ALUM. FRAMED / DOUBLE GLAZED
3	1800 X 500	NORTH	ALUM. AWNING	ALUM. FRAMED / DOUBLE GLAZED
4	1800 X 500	NORTH	ALUM. AWNING	ALUM. FRAMED / DOUBLE GLAZED
5	600 X 1500	SOUTH	ALUM. SLIDING	ALUM. FRAMED / DOUBLE GLAZED
6	500 X 1800	EAST	ALUM. FIXED	ALUM. FRAMED / DOUBLE GLAZED
7	600 X 2400	SOUTH	ALUM. SLIDING	ALUM. FRAMED / DOUBLE GLAZED

DOOR SCHEDULE (EXTERNAL)

No	SIZE H x W	ORIENTATION	STYLE	COMMENTS
1	1000 X 600	NORTH	920 SOLID CORE EXTERNAL DOOR	
2	2100 X 2400	SOUTH	SLIDING GLASS DOOR	ALUM. FRAMED / DOUBLE GLAZED
3			2200 X 2700 PANEL-LIFT DOOR	
4	2100 X 2100	NORTH	SLIDING GLASS DOOR	ALUM. FRAMED / DOUBLE GLAZED

WINDOW SCHEDULE - UNIT 3

No	SIZE H X W	ORIENTATION	STYLE	COMMENTS
1	1800 X 1500	NORTH	ALUM. SLIDING	ALUM. FRAMED / DOUBLE GLAZED
2	1000 X 1500	SOUTH	ALUM. SLIDING	ALUM. FRAMED / DOUBLE GLAZED
3	1800 X 500	NORTH	ALUM. AWNING	ALUM. FRAMED / DOUBLE GLAZED
4	1800 X 500	NORTH	ALUM. AWNING	ALUM. FRAMED / DOUBLE GLAZED
5	600 X 2400	SOUTH	ALUM. SLIDING	ALUM. FRAMED / DOUBLE GLAZED
6	500 X 1800	EAST	ALUM. FIXED	ALUM. FRAMED / DOUBLE GLAZED
7	600 X 1500	SOUTH	ALUM. SLIDING	ALUM. FRAMED / DOUBLE GLAZED

DOOR SCHEDULE (EXTERNAL)

No	SIZE H x W	ORIENTATION	STYLE	COMMENTS
1	1000 X 600	NORTH	920 SOLID CORE EXTERNAL DOOR	
2	2100 X 2400	SOUTH	SLIDING GLASS DOOR	ALUM. FRAMED / DOUBLE GLAZED
3			2200 X 2700 PANEL-LIFT DOOR	
4	2100 X 2100	NORTH	SLIDING GLASS DOOR	ALUM. FRAMED / DOUBLE GLAZED

WINDOW SCHEDULE - UNIT 4

No	SIZE H X W	ORIENTATION	STYLE	COMMENTS
1	1800 X 1500	NORTH	ALUM. SLIDING	ALUM. FRAMED / DOUBLE GLAZED
2	1000 X 1500	SOUTH	ALUM. SLIDING	ALUM. FRAMED / DOUBLE GLAZED
3	1800 X 500	NORTH	ALUM. AWNING	ALUM. FRAMED / DOUBLE GLAZED
4	1800 X 500	NORTH	ALUM. AWNING	ALUM. FRAMED / DOUBLE GLAZED
5	600 X 1500	SOUTH	ALUM. SLIDING	ALUM. FRAMED / DOUBLE GLAZED
6	500 X 1800	EAST	ALUM. FIXED	ALUM. FRAMED / DOUBLE GLAZED
7	600 X 2400	SOUTH	ALUM. SLIDING	ALUM. FRAMED / DOUBLE GLAZED

DOOR SCHEDULE (EXTERNAL)

No	SIZE H x W	ORIENTATION	STYLE	COMMENTS
1	1000 X 600	NORTH	920 SOLID CORE EXTERNAL DOOR	
2	2100 X 2400	SOUTH	SLIDING GLASS DOOR	ALUM. FRAMED / DOUBLE GLAZED
3			2200 X 2700 PANEL-LIFT DOOR	
4	2100 X 2100	NORTH	SLIDING GLASS DOOR	ALUM. FRAMED / DOUBLE GLAZED

WINDOW SCHEDULE - UNIT 5

No	SIZE H X W	ORIENTATION	STYLE	COMMENTS
1	1800 X 1500	NORTH	ALUM. SLIDING	ALUM. FRAMED / DOUBLE GLAZED
2	1000 X 1500	SOUTH	ALUM. SLIDING	ALUM. FRAMED / DOUBLE GLAZED
3	1800 X 500	NORTH	ALUM. AWNING	ALUM. FRAMED / DOUBLE GLAZED
4	1800 X 500	NORTH	ALUM. AWNING	ALUM. FRAMED / DOUBLE GLAZED
5	600 X 2400	SOUTH	ALUM. SLIDING	ALUM. FRAMED / DOUBLE GLAZED
6	500 X 1800	EAST	ALUM. FIXED	ALUM. FRAMED / DOUBLE GLAZED
7	600 X 1500	SOUTH	ALUM. SLIDING	ALUM. FRAMED / DOUBLE GLAZED

DOOR SCHEDULE (EXTERNAL)

No	SIZE H x W	ORIENTATION	STYLE	COMMENTS
1	1000 X 600	NORTH	920 SOLID CORE EXTERNAL DOOR	
2	2100 X 2400	SOUTH	SLIDING GLASS DOOR	ALUM. FRAMED / DOUBLE GLAZED
3			2200 X 2700 PANEL-LIFT DOOR	
4	2100 X 2100	NORTH	SLIDING GLASS DOOR	ALUM. FRAMED / DOUBLE GLAZED

WINDOW SCHEDULE - UNIT 6

No	SIZE H X W	ORIENTATION	STYLE	COMMENTS
1	1800 X 1500	NORTH	ALUM. SLIDING	ALUM. FRAMED / DOUBLE GLAZED
2	1000 X 1500	SOUTH	ALUM. SLIDING	ALUM. FRAMED / DOUBLE GLAZED
3	1800 X 500	NORTH	ALUM. AWNING	ALUM. FRAMED / DOUBLE GLAZED
4	1800 X 500	NORTH	ALUM. AWNING	ALUM. FRAMED / DOUBLE GLAZED
5	600 X 1500	SOUTH	ALUM. SLIDING	ALUM. FRAMED / DOUBLE GLAZED
6	500 X 1800	EAST	ALUM. FIXED	ALUM. FRAMED / DOUBLE GLAZED
7	600 X 2400	SOUTH	ALUM. SLIDING	ALUM. FRAMED / DOUBLE GLAZED

DOOR SCHEDULE (EXTERNAL)

No	SIZE H x W	ORIENTATION	STYLE	COMMENTS
1	1000 X 600	NORTH	920 SOLID CORE EXTERNAL DOOR	
2	2100 X 2400	SOUTH	SLIDING GLASS DOOR	ALUM. FRAMED / DOUBLE GLAZED
3			2200 X 2700 PANEL-LIFT DOOR	
4	2100 X 2100	NORTH	SLIDING GLASS DOOR	ALUM. FRAMED / DOUBLE GLAZED

WINDOW SCHEDULE - UNIT 7

No	SIZE H X W	ORIENTATION	STYLE	COMMENTS
1	1800 X 1500	NORTH	ALUM. SLIDING	ALUM. FRAMED / DOUBLE GLAZED
2	1000 X 1500	SOUTH	ALUM. SLIDING	ALUM. FRAMED / DOUBLE GLAZED
3	1800 X 500	NORTH	ALUM. AWNING	ALUM. FRAMED / DOUBLE GLAZED
4	1800 X 500	NORTH	ALUM. AWNING	ALUM. FRAMED / DOUBLE GLAZED
5	600 X 2400	SOUTH	ALUM. SLIDING	ALUM. FRAMED / DOUBLE GLAZED
6	500 X 1800	WEST	ALUM. FIXED	ALUM. FRAMED / DOUBLE GLAZED
7	600 X 1500	SOUTH	ALUM. SLIDING	ALUM. FRAMED / DOUBLE GLAZED

DOOR SCHEDULE (EXTERNAL)

No	SIZE H x W	ORIENTATION	STYLE	COMMENTS
1	1000 X 600	NORTH	920 SOLID CORE EXTERNAL DOOR	
2			2200 X 2700 PANEL-LIFT DOOR	
3	2100 X 2400	SOUTH	SLIDING GLASS DOOR	ALUM. FRAMED / DOUBLE GLAZED
4	2100 X 2100	NORTH	SLIDING GLASS DOOR	ALUM. FRAMED / DOUBLE GLAZED

WINDOW SCHEDULE - UNIT 8

No	SIZE H X W	ORIENTATION	STYLE	COMMENTS
1	1800 X 1500	NORTH	ALUM. SLIDING	ALUM. FRAMED / DOUBLE GLAZED
2	1000 X 1500	SOUTH	ALUM. SLIDING	ALUM. FRAMED / DOUBLE GLAZED
3	1800 X 500	NORTH	ALUM. AWNING	ALUM. FRAMED / DOUBLE GLAZED
4	1800 X 500	NORTH	ALUM. AWNING	ALUM. FRAMED / DOUBLE GLAZED
5	600 X 1500	SOUTH	ALUM. SLIDING	ALUM. FRAMED / DOUBLE GLAZED
6	500 X 1800	EAST	ALUM. FIXED	ALUM. FRAMED / DOUBLE GLAZED
7	600 X 2400	SOUTH	ALUM. SLIDING	ALUM. FRAMED / DOUBLE GLAZED

DOOR SCHEDULE (EXTERNAL)

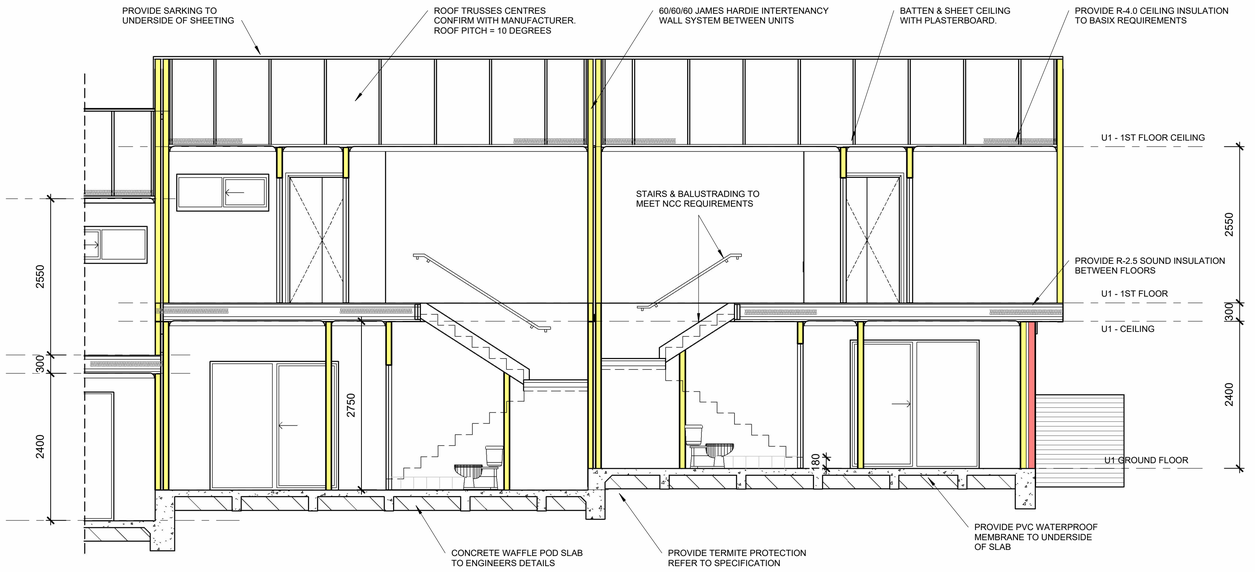
No	SIZE H x W	ORIENTATION	STYLE	COMMENTS
1	1000 X 600	NORTH	920 SOLID CORE EXTERNAL DOOR	
2	2100 X 2400	SOUTH	SLIDING GLASS DOOR	ALUM. FRAMED / DOUBLE GLAZED
3			2200 X 2700 PANEL-LIFT DOOR	
4	2100 X 2100	NORTH	SLIDING GLASS DOOR	ALUM. FRAMED / DOUBLE GLAZED

WINDOW SCHEDULE - UNIT 9

No	SIZE H X W	ORIENTATION	STYLE	COMMENTS
1	1800 X 1500	NORTH	ALUM. SLIDING	ALUM. FRAMED / DOUBLE GLAZED
2	1000 X 1500	SOUTH	ALUM. SLIDING	ALUM. FRAMED / DOUBLE GLAZED
3	1800 X 500	NORTH	ALUM. AWNING	ALUM. FRAMED / DOUBLE GLAZED
4	1800 X 500	NORTH	ALUM. AWNING	ALUM. FRAMED / DOUBLE GLAZED
5	600 X 1500	SOUTH	ALUM. SLIDING	ALUM. FRAMED / DOUBLE GLAZED
6	500 X 1800	EAST	ALUM. FIXED	ALUM. FRAMED / DOUBLE GLAZED
7	600 X 2400	SOUTH	ALUM. SLIDING	ALUM. FRAMED / DOUBLE GLAZED

DOOR SCHEDULE (EXTERNAL)

No	SIZE H x W	ORIENTATION	STYLE	COMMENTS
1	1000 X 600	NORTH	920 SOLID CORE EXTERNAL DOOR	
2	2100 X 2400	SOUTH	SLIDING GLASS DOOR	ALUM. FRAMED / DOUBLE GLAZED
3			2200 X 2700 PANEL-LIFT DOOR	
4	2100 X 2100	NORTH	SLIDING GLASS DOOR	ALUM. FRAMED / DOUBLE GLAZED



SECTION ON A-A
SCALE 1:50

BASIX DETAILS

*NOTE- DETAILS AND AREAS FOR BASIX USE ONLY, NOT TO BE USED FOR PRICING

DETAILS		ENERGY		
STREET ADDRESS	No. 197 LAKE ALBERT ROAD	HOT WATER UNIT		ELECTRIC INSTANTANEOUS
LOT / DP NUMBER	LOT 1 / DP 555677	COOLING	LIVING	1-PHASE AIR COND. - EER 3.0-3.5
SUBURB	WAGGA WAGGA		BEDROOMS	1-PHASE AIR COND. - EER 3.0-3.5
POSTCODE	2650	HEATING	LIVING	1-PHASE AIR COND. - EER 3.0-3.5
LGA	WWCC		BEDROOMS	1-PHASE AIR COND. - EER 3.0-3.5
NO. OF SEPARATE HOUSES	ONE	VENTILATION	BATHROOM EXHAUST	INDIVIDUAL FAN, DUCTED TO ROOF
SITE AREA	1657 SQ.M		SWITCH	MANUAL SWITCH ON/OFF
TOTAL ROOF AREA	371 SQ.M		KITCHEN EXHAUST	INDIVIDUAL FAN, DUCTED TO ROOF
NO. OF BEDROOMS	2		SWITCH	MANUAL SWITCH ON/OFF
CONDITIONED FLOOR AREA	SEE THERMAL ASSESSMENT		LAUNDRY EXHAUST	INDIVIDUAL FAN, DUCTED TO ROOF
NON-CONDITIONED FLOOR AREA	SEE THERMAL ASSESSMENT		SWITCH	MANUAL SWITCH ON/OFF
WATER		LIGHTING		
AREA OF GARDEN AND LAWN	VARIABLE	NATURAL LIGHTING	BATH/WC	No. OF ROOMS: 0
AREA OF INDIGENOUS/LOW WATER USE SPECIES	VARIABLE		KITCHEN	YES
FIXTURE RATINGS	SHOWERHEAD(S) 3 STAR	ARTIFICIAL LIGHTING Your development must be primarily lit (minimum 80% of light fittings) by compact fluorescent, fluorescent or LED lamps		
	TOILET(S) 4 STAR			
	KITCHEN TAP(S) 3 STAR			
	BATHROOM TAP(S) 3 STAR			
ROOF AREA DIVERTED TO TANK	N/A			
TANK SIZE	N/A	KITCHEN APPLIANCES		INDUCTION COOKTOP/ELECTRIC OVEN
TANK USED FOR:		OTHER		PRIVATE OUTDOOR CLOTHES DRYING AREA
		ALTERNATIVE ENERGY		MIN. 2kW PHOTOVOLTAIC SYSTEM EACH UNIT

THERMAL REQUIREMENTS - SEE ASSESSORS DETAILS

Certificate No. #HR-LTC3M9-01
Scan QR code or follow website link for rating details.
Assessor name: Jamie Bonnefin
Accreditation No.: HERA 10055
Property Address: 197 Lake Albert Road, Kooringa, NSW, 2650
http://www.hero-software.com.au/pdf/HR-LTC3M9-01

REGION	TERRAIN	SHIELDING	TOPOGRAPHY	STANDARD
A	TC3.0	NS	T0	N1

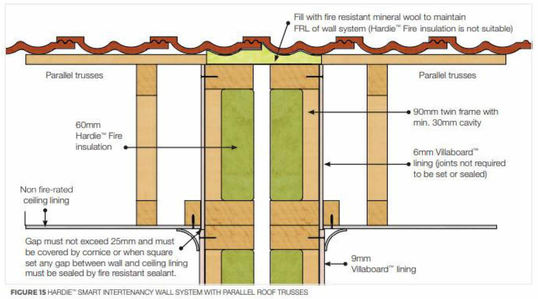


FIGURE 15 HARDIE™ SMART INTERTENANCY WALL SYSTEM WITH PARALLEL ROOF TRUSSES

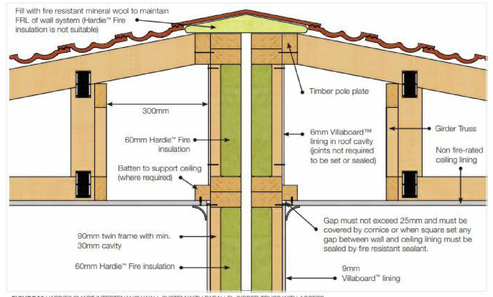


FIGURE 16 HARDIE™ SMART INTERTENANCY WALL SYSTEM WITH PARALLEL GIRDER TRUSS WITH ACCESS

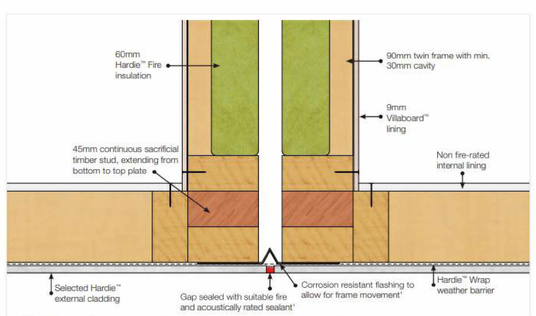


FIGURE 24 HARDIE™ SMART INTERTENANCY WALL SYSTEM TO NON-FIRE-RATED EXTERNAL CLADDING WALL

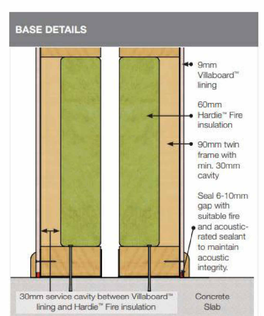


FIGURE 5 HARDIE™ SMART INTERTENANCY WALL SYSTEM BASE TO SLAB DETAIL

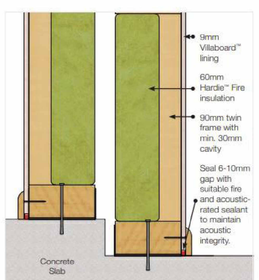


FIGURE 4 HARDIE™ SMART INTERTENANCY WALL SYSTEM BASE TO STEPPED SLAB DETAIL

HARDIE SMART - INTERTENANCY WALL SYSTEM DETAILS
REFER TO MANUFACTURERS DETAILS FOR FURTHER INFORMATION

PROPOSED MULTI-UNIT DEVELOPMENT

AT : No. 197 LAKE ALBERT ROAD
KOORINGAL 2650
FOR : S. NIKOLOVSKI

BCM DESIGN
13 LAUREL ROAD,
WAGGA WAGGA.
0407 256 970
info@bcmdesign.com.au
A.B.N. 84 912 514 779

BUILDING DESIGNERS AUSTRALIA
Accreditation No - 6254
ACCREDITED CHARTERED BUILDING DESIGNER

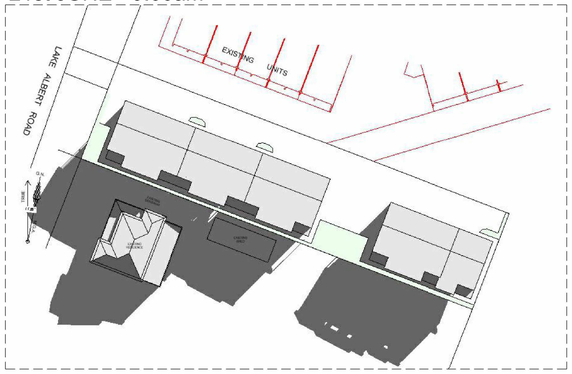
GENERAL DETAILS

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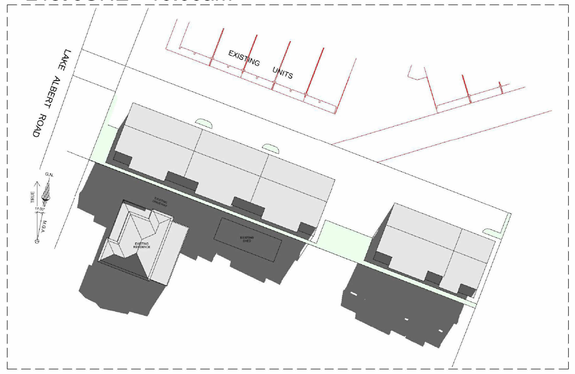
Copyright: ©	PLAN & SHEET No.	No. OF SHEETS
PLAN No:	26001 - 5	6

Document Set ID: 7032840
Version: 1, Version Date: 28/09/2026

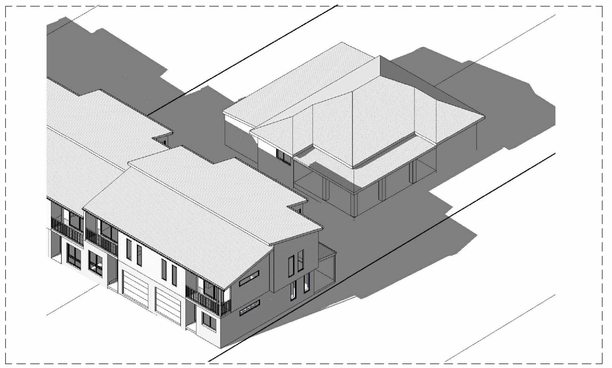
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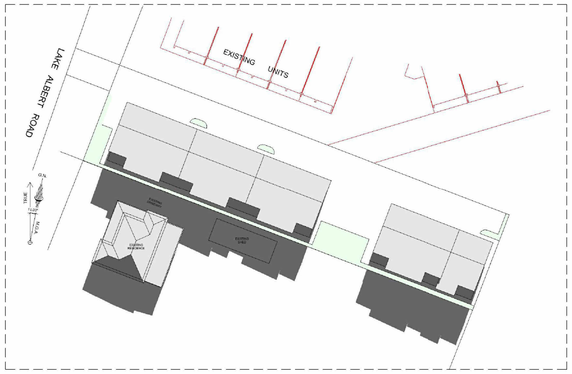
21st JUNE - 10.00am



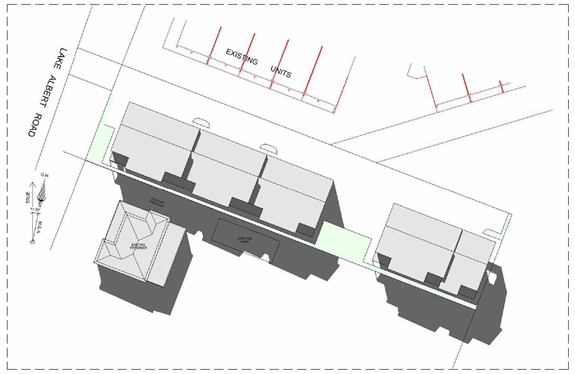
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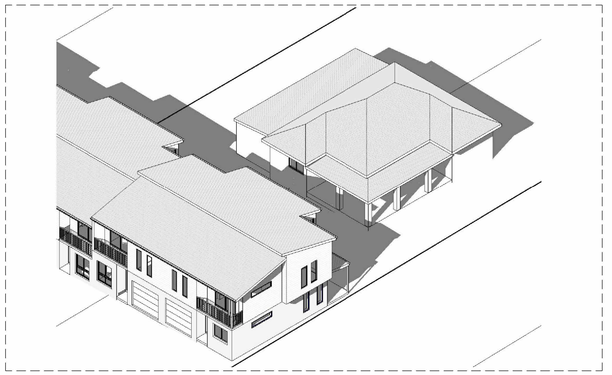
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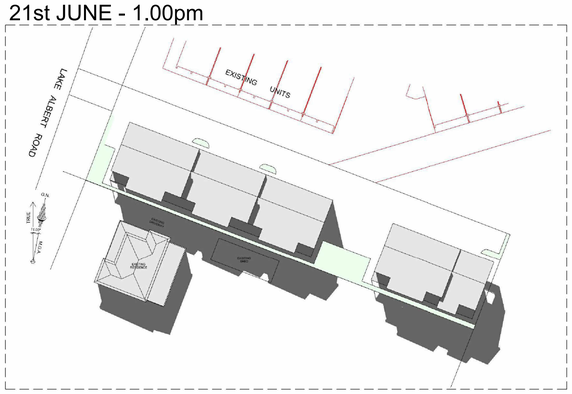
21st JUNE - 12 noon



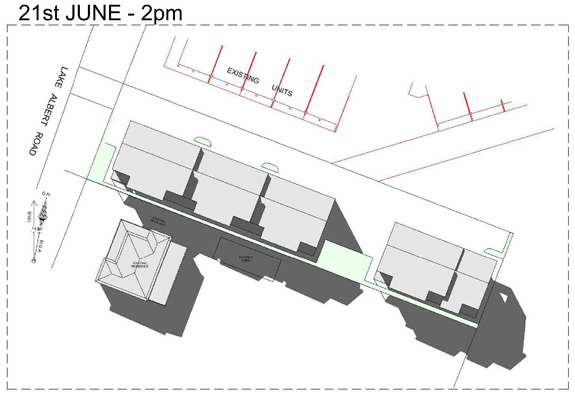
21st JUNE - 12noon



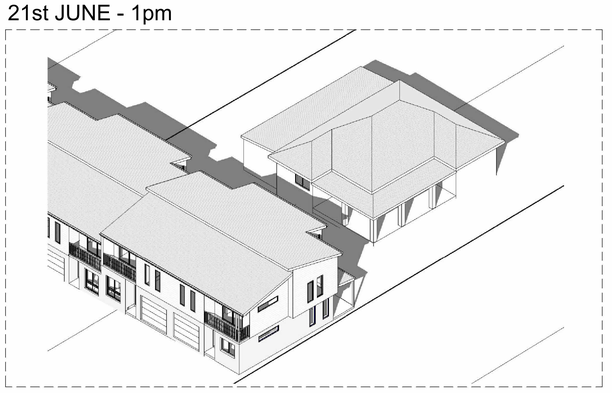
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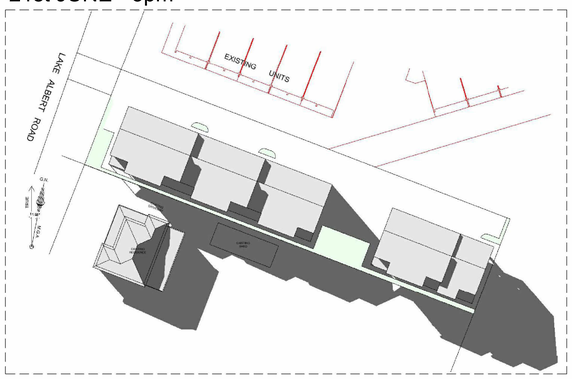
21st JUNE - 2pm



21st JUNE - 1pm



21st JUNE - 3pm



SHADOW DIAGRAM DETAILS:-

ALL SHADOW DETAILS ARE BASED ON THE FOLLOWING :

LATITUDE 35.0 DEGREES (SOUTH)

STANDARD TIME ADOPTED FOR CALCULATIONS

TRUE NORTH USED AS ORIENTATION POINT

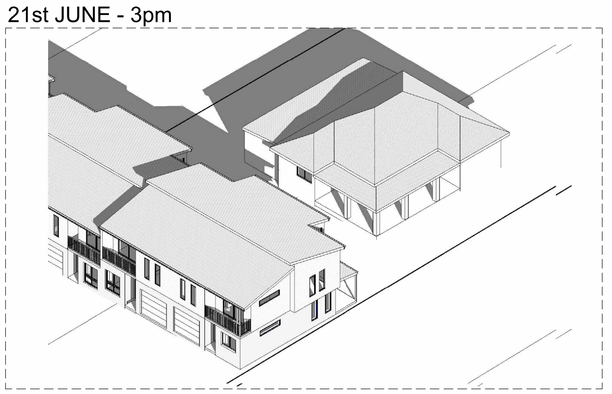
DATE AND TIME SELECTED REFECT STANDED GENERALLY REQUESTED BY COUNCIL (WINTER SOLSTICE)

BEING THE SHORTEST DAY OF THE YEAR THEREFORE SHOWING THE DAY OF MOST SHADE EFFECT

THE SHADOW LINES SHOW THE SHADOW CAST AT A HORIZONTAL LEVEL ONTO THE SURROUNDING AREA

THIS DRAWING WAS GENERATED BY COMPUTER WITH SOFTWARE PRODUCED BY AUTODESK - REVIT 2024

21st JUNE - 3pm



Certificate No. #HR-LTC3M9-01
Scan QR code or follow website link for rating details.
Assessor name: Jamie Bonnefin
Accreditation No.: HERA 10056
Property Address: 197 Lake Albert Road, Kooringa, NSW, 2650
http://www.hero-software.com.au/pdf/HR-LTC3M9-01

REGION	TERRAIN	SHIELDING	TOPOGRAPHY	STANDARD
A	TC3.0	NS	T0	N1

PROPOSED MULTI-UNIT DEVELOPMENT

AT : No. 197 LAKE ALBERT ROAD
KOORINGAL 2650
FOR : S. NIKOLOVSKI

BCM DESIGN
13 LAUREL ROAD,
WAGGA WAGGA.
0407 256 970
info@bcmdesign.com.au
A.B.N. 84 912 514 779

BUILDING DESIGNERS AUSTRALIA
Accreditation No - 6254
ACCREDITED CHARTERED BUILDING DESIGNER

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PLAN No: 26001 - 6

PLAN & SHEET No.

No. OF SHEETS: 6

Document Set ID: 7033870
Version: 1, Version Date: 28/09/2026

CERTIFIED ENERGY - SUMMARY COMMITMENTS TABLE

1300 443 674
quote@certifiedenergy.com.au
www.certifiedenergy.com.au

Project Details

Accreditation Number: HERA 10056 | CE Reference Number: 261626

Proposed:	Multi Dwelling	Address:	197 Lake Albert Road, Kooringa, NSW, 2650
Lot Number:		DP NUMBER:	DP 555677

Certificate No. #HR-LTC3M9-01
Scan QR code or follow website link for rating details.
Assessor name: Jamie Stanwin
Accreditation No.: HERA 10056
Property Address: 197 Lake Albert Road, Kooringa, NSW, 2650
https://www.hera-ashuen.com.au/pdf/HR-LTC3M9-01

Thermal Comfort

NatHERS Certificate Number: HR-LTC3M9-01

Windows

For detailed window specifications please refer to NatHERS Certificate
A ± SHGC tolerance is allowed with this rating (refer to NatHERS Certificate). This tolerance ONLY applies to SHGC, the U-value can always be lower but not higher.
If any of the windows selected are outside the tolerance then certificate is no longer valid and the dwelling will need to be rerated to confirm compliance.

Glazing (Dwelling or Unit)	Style	Glass Type	Frame Type	Code	U-Val	SHGC (Substitution Tolerance)
Unit 1, 2, 3, 4, 5, 6, 7, 8 & 9	Sliding	Doubled Glazed Clear	Aluminium (Standard)	BRD-002-036	3.5	0.46 (0.44/0.49)
Unit 1	Sliding Door	Doubled Glazed Low-E Clear	Aluminium (Standard)	BRD-141-301	2.50	0.47 (0.45/0.50)
Unit 1	Fixed	Double Glazed Low-E Clear	Aluminium (Standard)	BRD-153-311	2.42	0.48 (0.46-0.51)
Unit 2, 3, 4, 5, 6, 7, 8 & 9	Fixed	Doubled Glazed Clear	Aluminium (Standard)	BRD-153-002	3.7	0.47 (0.45/0.50)
Unit 1, 2, 3, 4, 5, 6, 7, 8 & 9	Awning	Double Glazed Clear	Aluminium (Standard)	BRD-191-016	3.5	0.45 (0.42/0.47)
Unit 2, 3, 4, 5, 6, 7, 8 & 9	Sliding Door	Doubled Glazed Clear	Aluminium (Standard)	BRD-052-008	3.9	0.48 (0.46/0.51)
Skylights	all units	velux			2.66	0.24

External Walls			Requirements	Insulation	Additional Notes
Brick Veneer			Medium Colour	R2.5 Bulk insulation	
Fibre Cement			Medium Colour	R2.5 Bulk insulation	
Hardie Smart Intertenancy Wall			Medium Colour	R1.7 + R1.7 insulation	
Internal Walls					**Additional Notes**
Cavity wall, direct fix plasterboard		shared with garage only	R2.50 Bulk Insulation		
Cavity wall, direct fix plasterboard			No Insulation		
Hardie Smart Intertenancy Wall		party wall	R1.7 + R1.7 insulation		

Floors		Under Slab Insulation	Slab Edge Insulation	Additional Notes
Waffle pod slab	Unit 1, 2, 3, 4, 5, 6, 7, 8 & 9	225 mm Waffle Pod	N/A	
Suspended timber	exposed only	R2.50 Bulk Insulation	N/A	
Suspended timber		No Insulation	N/A	

Ceiling			Insulation	Additional Notes
External ceiling -	Plasterboard	All- units- Ground floor	R2.50 Bulk Insulation	
External ceiling -	Plasterboard	All- units- First floor	R4.0 Bulk insulation	
Internal ceiling -	Plasterboard		No insulation	
Internal ceiling -	Plasterboard	Above garage only	R2.5 Bulk insulation	

Roof		Insulation	Additional Notes
Waterproofing membrane	balconies above	Medium Colour (solar absorptance 0.475-0.7)	
		No insulation	
Corrugated iron		Medium Colour (solar absorptance 0.475-0.7)	
		Sarking	

Ceiling Penetrations	
Lighting specification	Dwelling is rated with Assumed downlight as per NatHERS Tech Note "Ceiling Penetrations 9.4 to 9.8"

Ceiling Fans	
All Dwellings	No ceiling fans need to be installed

Site	
Orientation of nominal north elevation	As shown on plans
Overshadowing Details	Adjoining units calculated into model calculations

* Approved fireproof downlight covers HAVE been specified, which can be fully covered by insulation. Ceiling penetrations for exhaust dampers have been allowed (to all bathrooms, ensuites and internal laundry's) at the rate of 0.04 meters squared per exhaust fan penetration.

Document Set ID: 7022870
Version: 1, Version Date: 28/09/2026



LEGEND

MARK	ITEM		ITEM
	EXISTING BUILDING	T	EXISTING TELECOMMUNICATIONS LINE
SW	EXISTING STORMWATER LINE	E	EXISTING ELECTRICITY OVERHEAD
S	EXISTING SEWER LINE		EXISTING FENCE LINE
W	EXISTING WATER LINE		EXISTING MAJOR CONTOURS AT 2.0m INCREMENTS
G	EXISTING GAS LINE		EXISTING MINOR CONTOURS AT 0.50m INCREMENTS
	EXISTING EASEMENT		EXISTING TREE TO BE REMOVED

NOTES

1) CONTRACTOR TO CONFIRM DEPTH AND LOCATION OF EXISTING SERVICES PRIOR TO EXCAVATION AND ORDERING MATERIALS.
2) DO NOT SCALE OFF DRAWINGS. DRAWINGS ARE FOR ENGINEERING PURPOSES ONLY. REFER TO ARCHITECTURALS FOR SETOUT OF BUILDING AND RELEVANT REGULATORY PLANS FOR RELEVANT INFORMATION.
3) ALL EARTHWORKS TO COMPLY WITH AS3798.
4) ALL DRAINAGE AND PLUMBING WORKS TO COMPLY WITH AS3500.
5) LEVELS ARE PRELIMINARY DESIGN LEVELS AND ARE TO BE CONFIRMED IN DETAILED DESIGN.
6) ALL PITS GREATER THAN 900mm DEEP ARE TO BE MINIMUM 900x900 CONCRETE PITS.
7) OVERLAND ESCAPE FLOW PATHS TO BE MAINTAINED FOR THE LIFE OF THE DEVELOPMENT. OBSTRUCTIONS ARE NOT TO BE PLACED IN THE OVERLAND ESCAPE FLOW PATH. MINIMUM 150mm TO BE PROVIDED FROM FLOOR LEVELS TO OVERLAND FLOW ESCAPE BREAK–OUT POINTS.
8) DESIGN AND DRAWINGS SUBJECT TO CHANGE IN DETAILED DESIGN

0 1 2 5 7.5 10 12.5
SCALE 1:125 (A1) METRES

NOT FOR CONSTRUCTION

BEFORE YOU DIG www.byda.com.au
UNDER GROUND SERVICES ARE APPROXIMATE ONLY. CONTACT RELEVANT AUTHORITY PRIOR TO EXCAVATION OR CONSTRUCTION.

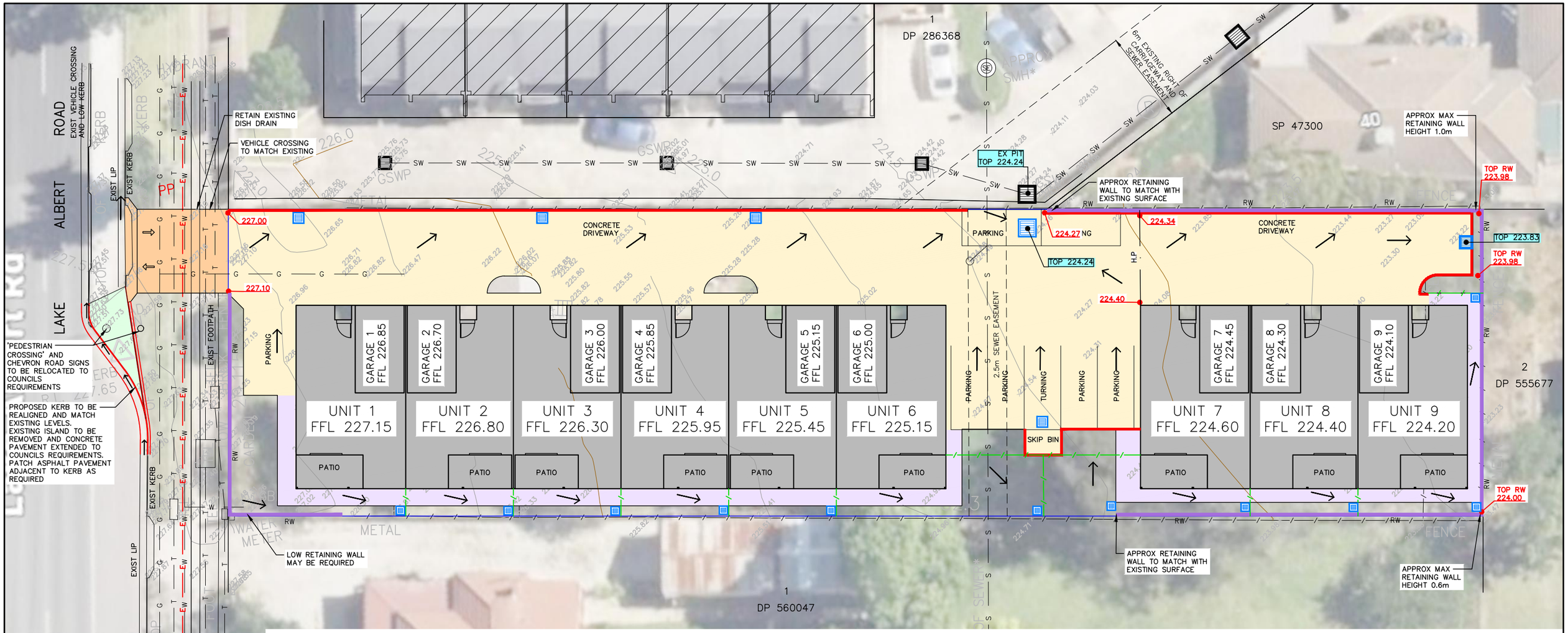
No.	DATE	DETAILS	BY
P3	17.07.2026	ISSUED FOR DA SUBMISSION	S.X
P2	13.07.2026	ISSUED FOR DA SUBMISSION	J.C
P1	09.07.2026	ISSUED FOR PRELIMINARY REVIEW	J.C

XEROS PICCOLO CONSULTING ENGINEERS
5 BYE STREET
WAGGA WAGGA, NSW, 2650
P (02) 6925 5855
F (02) 6925 5655
E WAGGA@XEROSPICCOLO.COM.AU
A.C.N. 662 322 652

Project: CIVIL DRAWINGS FOR MULTI–UNIT DEVELOPMENT
LOT 1 DP 555677
197 LAKE ALBERT ROAD, KOORINGAL NSW 2650

Sheet Title: EXISTING SITE PLAN
Client: STEVE NIKOLOVSKI
Scale: 1:125 (A1) 1:250 (A3)
Design: J.C | Drawn: C.A | Date: JULY 2026
Checked:
Approved:
Project Number: 260307
Sheet Number: A1001
Revision Number: P3

Document Set ID: 8993208
Version: 1, Version Date: 20/08/2026



LEGEND

MARK	ITEM		ITEM
286.05	PROPOSED CRITICAL OVERLAND FLOW DESIGN LEVELS		PROPOSED RETAINING WALL
→	PROPOSED DIRECTION OF FALL	OR	EXISTING STORMWATER PIT
	EXISTING BUILDING	SW	EXISTING STORMWATER LINE
	PROPOSED BUILDING REFER TO ARCHITECTURAL DRAWINGS	S	EXISTING SEWER LINE AND MANHOLE
	VEHICLE CROSSING AND DRIVEWAY TO BE CONSTRUCTED TO COUNCIL STANDARDS'	W	EXISTING WATER LINE
	PROPOSED CONCRETE PAVING	G	EXISTING GAS LINE
	PROPOSED CONCRETE PATH	T	EXISTING TELECOMMUNICATIONS LINE
	PROPOSED ROAD CONCRETE PAVING	E	EXISTING ELECTRICITY OVERHEAD
	PROPOSED BARRIER KERB		EXISTING FENCE LINE
OR	PROPOSED STORMWATER PIT REFER TO STORMWATER PLAN		EXISTING MAJOR CONTOURS AT 2.0m INCREMENTS
	PROPOSED FENCE LINE		EXISTING MINOR CONTOURS AT 0.50m INCREMENTS

NOTES

1) CONTRACTOR TO CONFIRM DEPTH AND LOCATION OF EXISTING SERVICES PRIOR TO EXCAVATION AND ORDERING MATERIALS.
2) DO NOT SCALE OFF DRAWINGS. DRAWINGS ARE FOR ENGINEERING PURPOSES ONLY. REFER TO ARCHITECTURALS FOR SETOUT OF BUILDING AND RELEVANT REGULATORY PLANS FOR RELEVANT INFORMATION.
3) ALL EARTHWORKS TO COMPLY WITH AS3798.
4) ALL DRAINAGE AND PLUMBING WORKS TO COMPLY WITH AS3500.
5) LEVELS ARE PRELIMINARY DESIGN LEVELS AND ARE TO BE CONFIRMED IN DETAILED DESIGN.
6) ALL PITS GREATER THAN 900mm DEEP ARE TO BE MINIMUM 900x900 CONCRETE PITS.
7) OVERLAND ESCAPE FLOW PATHS TO BE MAINTAINED FOR THE LIFE OF THE DEVELOPMENT. OBSTRUCTIONS ARE NOT TO BE PLACED IN THE OVERLAND ESCAPE FLOW PATH. MINIMUM 150mm TO BE PROVIDED FROM FLOOR LEVELS TO OVERLAND FLOW ESCAPE BREAK-OUT POINTS.
8) DESIGN AND DRAWINGS SUBJECT TO CHANGE IN DETAILED DESIGN

0 1 2 5 7.5 10 12.5
SCALE 1:125 (A1) METRES

NOT FOR CONSTRUCTION

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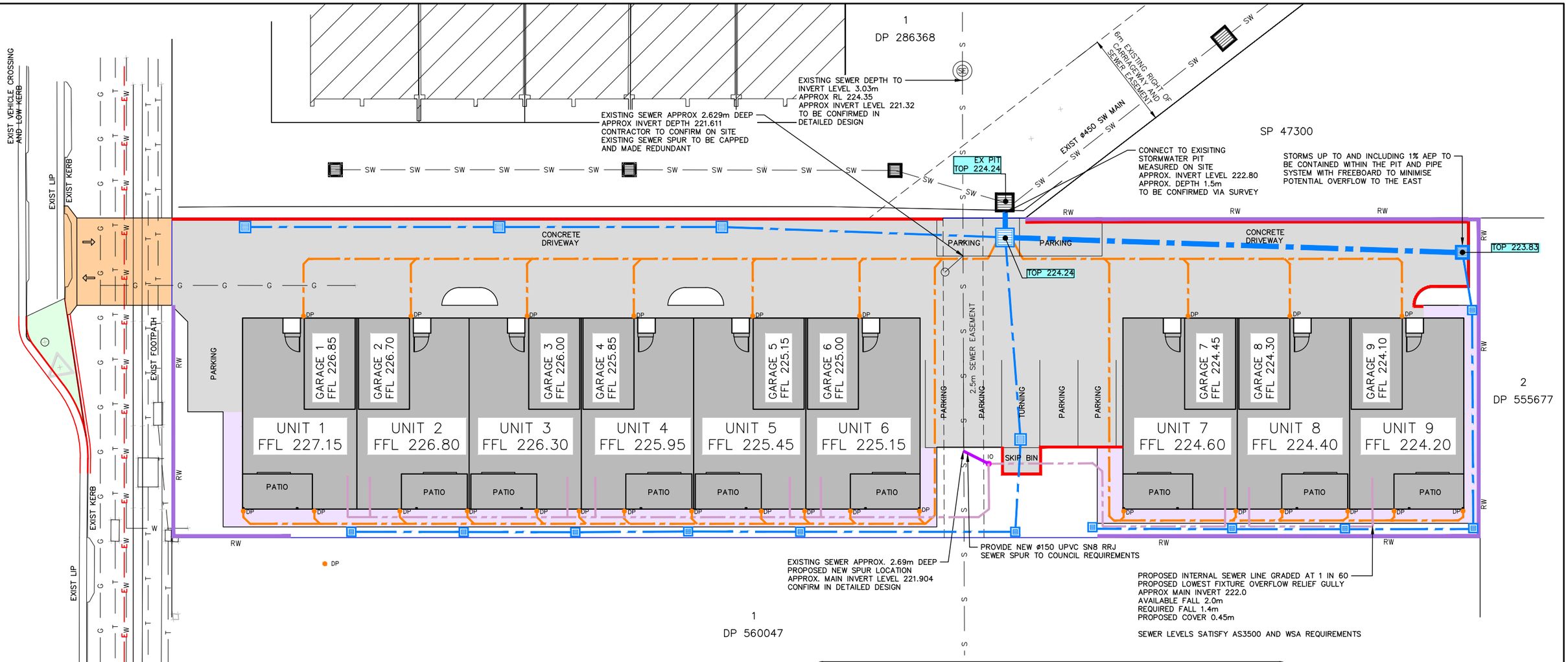
No.	DATE	DETAILS	BY
P3	17.07.2026	ISSUED FOR DA SUBMISSION	S.X
P2	13.07.2026	ISSUED FOR DA SUBMISSION	J.C
P1	09.07.2026	ISSUED FOR PRELIMINARY REVIEW	J.C

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Project: CIVIL DRAWINGS FOR MULTI-UNIT DEVELOPMENT
LOT 1 DP 555677
197 LAKE ALBERT ROAD, KOORINGAL NSW 2650

Sheet Title: LAYOUT PLAN
Client: STEVE NIKOLOVSKI
Scale: 1:125 (A1) 1:250 (A3)
Design: J.C | Drawn: C.A | Date: JULY 2026
Checked:
Approved:
Project Number: 260307
Sheet Number: A1101
Revision Number: P3

Document Set ID: 8042208
Version: 1, Version Date: 20/08/2026



LEGEND

MARK	ITEM		ITEM
	PROPOSED BUILDING REFER TO ARCHITECTURAL DRAWINGS	IO	PROPOSED ø150 SEWER SPUR AND INSPECTION OPENING
	VEHICLE CROSSING AND DRIVEWAY TO BE CONSTRUCTED TO COUNCIL STANDARDS'		PROPOSED INTERNAL SEWER LINE FOR INFORMATION ONLY DETAILS BY OTHERS
	PROPOSED CONCRETE PAVING		PROPOSED RETAINING WALL
	PROPOSED CONCRETE PATH	OR	EXISTING STORMWATER PIT
	PROPOSED ROAD CONCRETE PAVING	SW	EXISTING STORMWATER LINE
	PROPOSED BARRIER KERB	S	EXISTING SEWER LINE AND MANHOLE
	PROPOSED DOWNPIPE LOCATIONS	W	EXISTING WATER LINE
	PROPOSED DOWNPIPE COLLECTOR LINES DETAILS BY OTHERS	G	EXISTING GAS LINE
	PROPOSED STORMWATER LINE TO BE CONFIRMED IN DETAILED DESIGN	T	EXISTING TELECOMMUNICATIONS LINE
OR	PROPOSED STORMWATER PIT	E	EXISTING ELECTRICITY OVERHEAD

0 1 2 5 7.5 10 12.5
SCALE 1:125 (A1) METRES

NOTES

1) CONTRACTOR TO CONFIRM DEPTH AND LOCATION OF EXISTING SERVICES PRIOR TO EXCAVATION AND ORDERING MATERIALS.
2) DO NOT SCALE OFF DRAWINGS. DRAWINGS ARE FOR ENGINEERING PURPOSES ONLY. REFER TO ARCHITECTURALS FOR SETOUT OF BUILDING AND RELEVANT REGULATORY PLANS FOR RELEVANT INFORMATION.
3) ALL EARTHWORKS TO COMPLY WITH AS3798.
4) ALL DRAINAGE AND PLUMBING WORKS TO COMPLY WITH AS3500.
5) LEVELS ARE PRELIMINARY DESIGN LEVELS AND ARE TO BE CONFIRMED IN DETAILED DESIGN.
6) ALL PITS GREATER THAN 900mm DEEP ARE TO BE MINIMUM 900x900 CONCRETE PITS.
7) OVERLAND ESCAPE FLOW PATHS TO BE MAINTAINED FOR THE LIFE OF THE DEVELOPMENT. OBSTRUCTIONS ARE NOT TO BE PLACED IN THE OVERLAND ESCAPE FLOW PATH. MINIMUM 150mm TO BE PROVIDED FROM FLOOR LEVELS TO OVERLAND FLOW ESCAPE BREAK-OUT POINTS.
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Project:
CIVIL DRAWINGS FOR MULTI-UNIT DEVELOPMENT
LOT 1 DP 555677
197 LAKE ALBERT ROAD, KOORINGAL NSW 2650

Sheet Title: STORMWATER AND SEWER PLAN
Client: STEVE NIKOLOVSKI
Scale: 1:125 (A1) 1:250 (A3)
Design: J.C | Drawn: C.A | Date: JULY 2026
Checked:
Approved:
Project Number: 260307
Sheet Number: A1201
Revision Number: P3

Document Set ID: 7042220
Version: 1, Version Date: 22/08/2026

STATEMENT OF ENVIRONMENTAL EFFECTS

Date: 23rd September 2026
Owner: Steve Nikolovski
Lot: 1
D.P: 555677
Address: No. 197 Lake Albert Road
Kooringal 2650
Area: 1657 m²
Prepared by: BCM Design Centre Pty Ltd
Job Reference: 26001



DESCRIPTION OF DEVELOPMENT

The development will include construction of nine home units on an R3 Medium Density zoned block.

Each dwellings will all have 2 bedrooms, 2 living areas, and a single garage.

There will be two individual blocks of units, one each side of a sewer main running through the block. The 1st building closest to Lake Albert Road will include 6 attached dwellings & the 2nd building at the rear of the block will include 3 attached dwellings.

All dwellings are 2 storeys, with brick veneer to the lower floor, and timber framed construction with weatherboard cladding to the 2nd floor.

All units will have a Colorbond corrugated iron roof.

During the design process we have had a couple meetings with Town Planner Steven Cook regarding the development. After the meeting changes were made to address council concerns.

As part of the application the units will be sub-divided into a community title sub-division.

The existing dwelling will be demolished as part of this proposal.

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Version: 1, Version Date: 28/10/2026

DESCRIPTION OF SITE

The allotment is in an old established section in the suburb of Kooringal.



The block is located on the Eastern side of Lake Albert Road, nearly opposite the intersection with Lord Baden Powell Drive.

The block faces towards the west.

Currently there is an old single storey fibre cement cladded dwelling on the block. The house is reasonably old, and was built around late 60's judging by council mapping results.

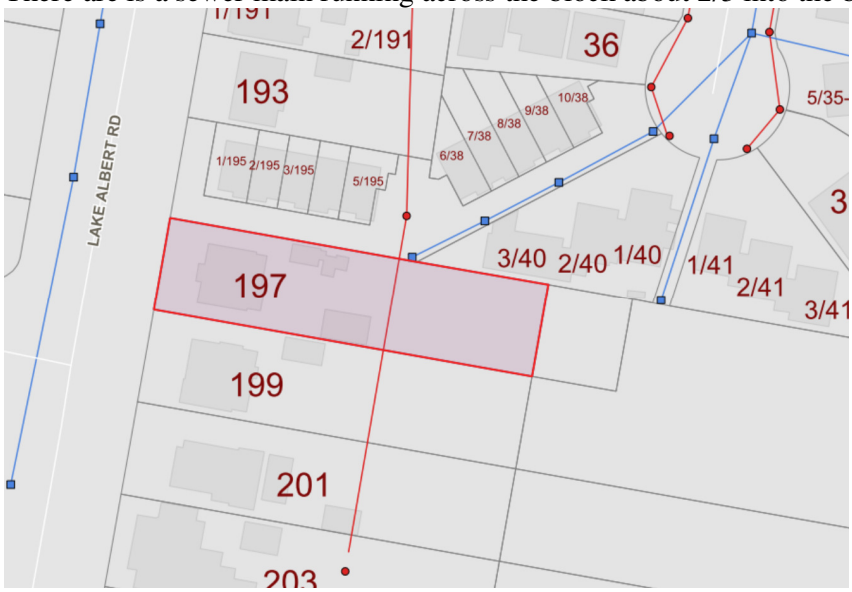


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Version: 1, Version Date: 28/10/2026

There are some small existing shrubs at the front of the block and some medium sized trees at the rear section of the block, all of which will be removed. The block will be cleared of all vegetation for the new development.

An Arborists report is attached to this application.

There are is a sewer main running across the block about 2/3 into the block. See image below.



The block currently does not have any connection to stormwater.

The block to the south currently has a single dwelling on it.

The block to the north has 10 x 2 storey units located on it, built in 2010.

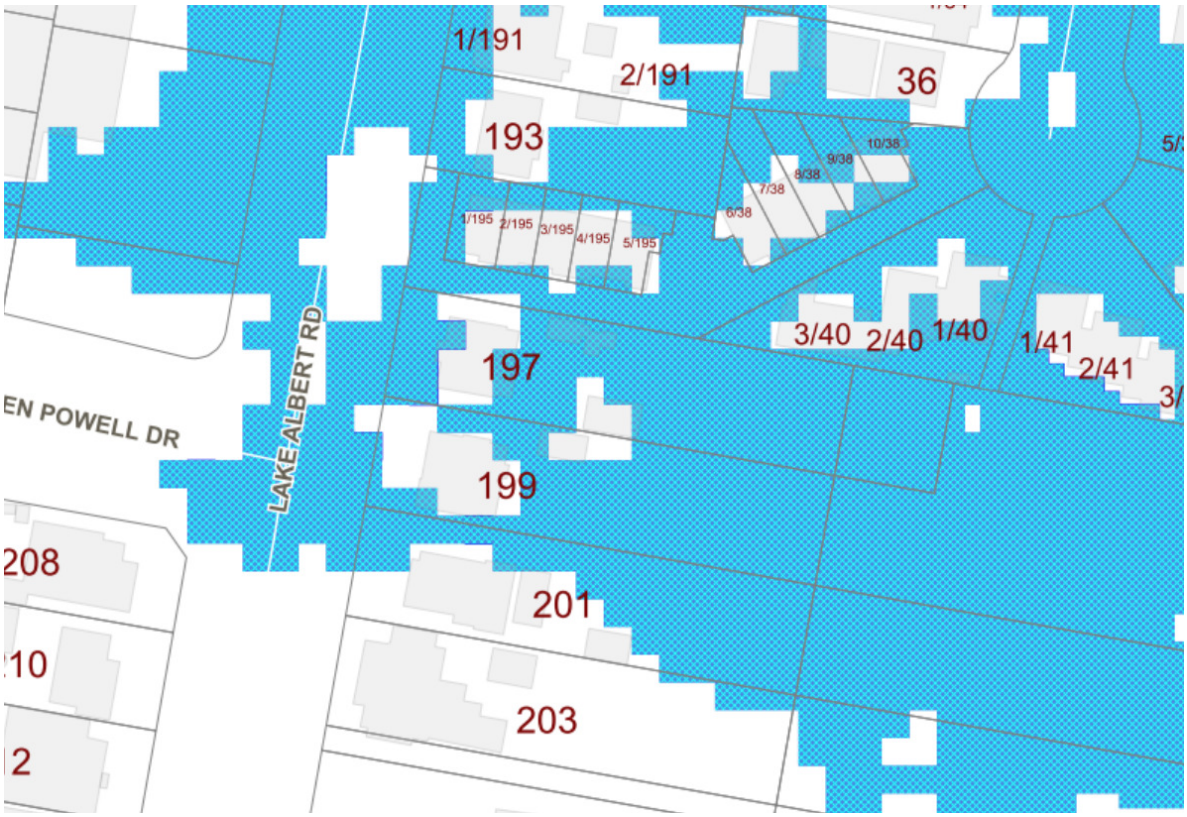
The allotment is not within council's Bushfire land.



Though as the block is wihin 140m of the bushfire zoning this will be included as being asessed as part of the DA application.

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The land is mapped as being affected by Moffs 1:100 – 1% AEP as per council mapping.



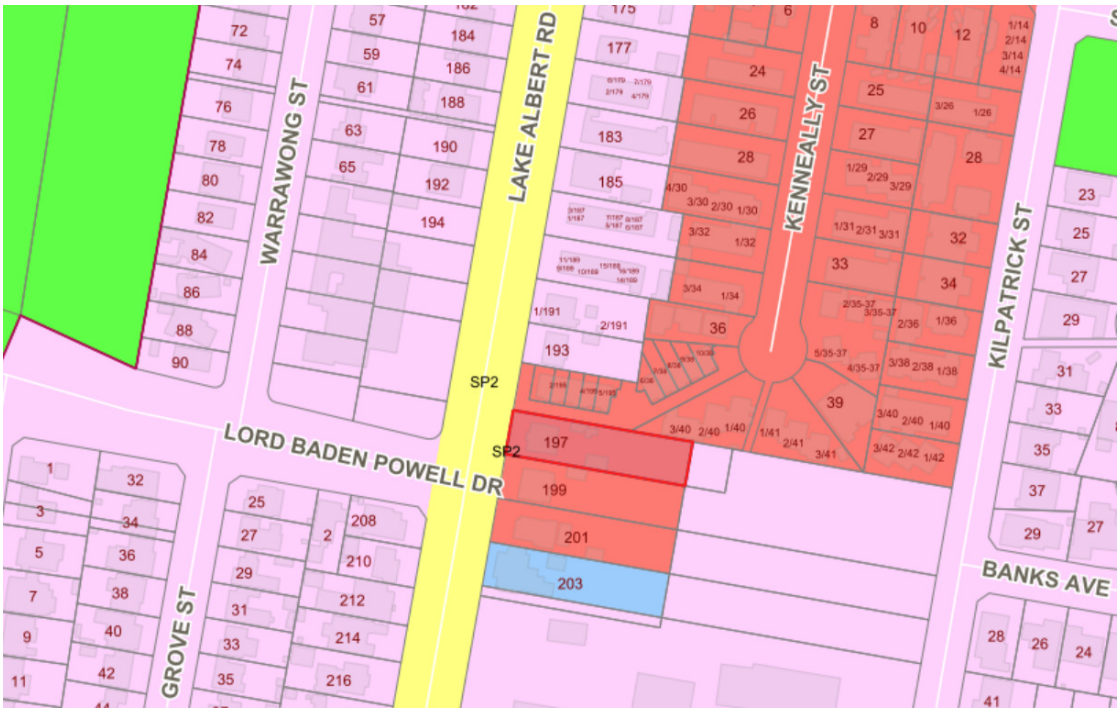
The site is not a heritage item and the block is not located within the conservation area.

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PLANNING CONTROLS

The site is controlled by:

- Wagga Wagga Local Environmental Plan (LEP)
- Wagga Wagga Development Control Plan (DCP)
- Allotment is zoned R3 – Medium density Residential zone.



Council's DCP states in an R3 zone in this area:

Consider zero lot housing for the remaining infill sites to 'highest use' of site potential in terms of density and amenity.

All Councils planning controls were thought about in detail, whilst also weighing it up with what the owner was wishing to achieve with this development.

During this process we worked our way through DCP 2010 Section 9. This included:-

Site Context & Layout

- Taking advantage of site features whilst minimising impacts to neighbours.
- The development has been individually designed to respond to the site constraints and take advantage of site features.

- The driveway was forced to go on the northern side – this is due to all of the services located on the southern side in the council footpath. Being located on the northern side also kept the driveway just a little bit further away from the main intersection of Lord Baden Powell Drive

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See footpath with numerous pits on council land – southern side of block.



- Orientation has been taken into account with both living areas on each floor both facing north. An additional POS has also been placed on the northern side (for winter) in addition to the one on the southern side (which will be ideal for the hotter months)

- The units have been individually stepped down the site to minimise changing the landform

Streetscape

- Styling to reflect and to match in with existing and future development in the area.
- Nice presentation of units from the street frontage.
- Windows facing the street are from habitable rooms.
- Provide articulation in the elevations to avoid excessive blank and unattractive walls.

Sloping Sites

The development has been carefully designed to work with the site levels and has carefully addressed stormwater concerns and the overland flowpath. Civil engineers plans have detailed all the ground, FFL's, and pit heights over the site.

Building Form & Envelope

- The design has been made two storey to maximise the sites potential.

- This area of Wagga has been designated for medium density development and there are numerous examples of this style of development within the surrounding neighbourhoods.

Land Area per Dwelling

- The maximum land area in an R3 zone is 350 sq.m per dwelling.
- This development is dividing a 1657 sq.m block which equates to an area of 184.11sq.m per dwelling which is well under the square metres nominated in the DCP.

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Site Cover

- Maximum site cover is 40% for multi-units, & dual occupancies on this size block are allowed to cover 50% of the site.
- This development is barely over the site coverage allowed and covers 40.7% of the site. This is only just over the requirement and is within 10% of the numerical control.
- The small variation we require for this we feel is justified as undercover and secure parking has been provide for all dwellings. Plus, the fact that if it was a dual occupancy site we would be allowed to fill 50% of the site. We are trying to fit on a multi-unit development but have 10% less site cover to work with than 2 dwellings can use.

R3 Zones – minimum frontage

Minimum lot width needs to be 20m wide, this block is 20.115m wide which complies with the control.

Solar Access

- Living areas have been provided natural light to each residence to help provide adequate solar access as per DCP requirements.
- All units will receive northern sun directly into their main living areas on both the ground & second floor.
-

Solar access is maintained to all adjoining properties, see shadow diagrams included in the plan set.

Private Open Space

With the driveway located on the north this forced the units to the southern side making solar access to the POS somewhat tricky. Units 1,6,7,9 fair ok as they can get either eastern or western sun for solar access, whereas the other units proved tricky.

A number of options were incorporated to help with this shortfall. Firstly, the 2 storey section was reduced and will not cover the patio areas – with the use of some laserlite sheeting will allow some light into the rear POS.

In addition to the POS in the rear yard an additional area has been added on the northern side from a balcony on the second floor.

A usable POS area that is more than 4 x 4m is available to all units, in addition to this is an integrated but separate drying area, plus also the front balconies, which could be used to sit have a coffee or drying area in the winter months.

The balconies do not meet POS requirements and C4 of Section 9.3.5 in the DCP is not available to this development, though in saying that the extra area provided does push up the usable outdoor space of all units over the 24 sq.m POS requirements.

The size of POS areas is as follows: -

U1 – 28.39 sq.m + 4.01 sq.m(balcony) = 32.40 sq.m
U2 – 22.09 sq.m + 3.86 sq.m(balcony) = 26.95 sq.m
U3 – 22.09 sq.m + 3.86 sq.m(balcony) = 26.95 sq.m
U4 – 22.09 sq.m + 3.86 sq.m(balcony) = 26.95 sq.m
U5 – 22.09 sq.m + 3.86 sq.m(balcony) = 26.95 sq.m

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U6 – 48.25 sq.m + 4.01 sq.m(balcony) = 52.26 sq.m
U7 - 48.01 sq.m + 4.01 sq.m(balcony) = 52.02 sq.m
U8 – 22.09 sq.m + 3.86 sq.m(balcony) = 26.95 sq.m
U9 - 26.70 sq.m + 4.01 sq.m(balcony) = 30.71 sq.m

Much of the block will actually be used up providing a 6.3m wide driveway (which is required by AS 2890.1)for reversing out, plus garages and parking space. These areas are a necessity and in turn hamper the left over space.

Council has not individually addressed R3 zone controls since the DCP was introduced back in 2010. The idea behind R3 zones is to maximise a blocks potential in regards to providing residential housing. Therefore the POS requirements for this zone should not be as onerous as what it is for standard R1 zones.

To lose a full 4m in width for the whole width of the unit to the back yard would prove detrimental to the main ground floor living area which is already quite compact.

Front Setbacks

The DCP states for R3 zones that a setback of 3 metres may be considered, this development is back 4m.
In order to maximise best use of the R3 zoned land, and at the same time work with within constraints of a council sewer main running through the middle of the block we ask council to consider a reduced setback.

The whole development has been designed to:-

- Provide an attractive front elevation from the street.
- The building will complement the built patterns in the area.
- Maintained line of sight for vehicles.

Side & Rear Setbacks

Side setbacks are all over the 900mm requirement, with the closest wall 1795mm from the side boundary.
The rear setback is 1051mm, to maximise block usage.

Site facilities

Local rubbish collection companies were contacted to see if a skip bin option on-site would be possible over kerbside collection. The end result was that the companies' trucks were just too large to provide this service. I will attach feedback to the DA from Smallmon Brothers & JJ's to the DA submission, indicating that all their vehicles are too large for the site.

Access to leave through the adjoining site would have proved extremely difficult. We would have needed approval from 'all' current owners which is difficult when they are all leased out and individual owners details are not known. Not to mention there is a pretty good chance the current owners would not want access through their site to happen, the site is already congested with cars, net alone catering to fit a large truck through.

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Garbage storage areas have been provided to each unit. For the central units where rear yard access is not possible, separate screened areas have been provided for garbage bin storage.

As gardens areas are minimal, to provide green bins for each unit would be an overkill – we have allowed for 2 green bins to be located on-site in a centralise position (in front of turning bay between the 2 buildings).

All bins will be collected at the front kerb – to allow for this the existing island at the front will be removed, allowing the garbage truck to collect the bins from the current side lane without impacting on the other 2 lanes of traffic. This is how all other garbage is collected along this section of Lake Albert Road, which includes numerous unit developments.

Drying facilities have been provided at the front (balcony) and rear of all units.

Mailboxes will be provided at the front driveway entrance.

SITE SUITABILITY

The proposal for nine new dwellings has been designed to make maximum use of land that council has designated for medium density use.

The block is not allowed to have a new single dwelling on it, and a dual occupancy also falls outside the DCP controls.

There are numerous examples of this style of development within the vicinity, including the adjacent block which is very similar in design to what we are wanting to achieve.

PRESENT & PREVIOUS USE

The current use for the land is single dwelling, which has been there since around the late sixties.

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SOCIAL IMPACT

This proposal will maximise the potential use for the allotment in a popular area, providing new housing to an established area. Much of the surrounding unit development is old and some fresh design in the area will give the area a much-needed facelift.

ECONOMIC IMPACT

This development will provide another residential option in the area and create opportunities for local trade suppliers and contractors.

PEDESTRIAN & VEHICLE MOVEMENTS

Council's DCP states there is to be 'no access from Lake Albert Road'.

This has been thought about and discussed in much detail with developers, traffic consultants, and other professionals input throughout the design process.

After talks with council we understand the concerns they raised and all options were looked at in detail. The advice provided from council if we wanted access from Lake Albert Road was to obtain help from a qualified Traffic consultant which is the advice we followed. Please see Traffic Impact Statement attached to the DA submission.

The option we all agreed to go with was to enter and exit the site onto Lake Albert Road. All vehicles will enter & leave the site in a forward direction just like all other properties along Lake Albert Road.

The option of entering and leaving the site via a right-of-way onto the property to the north raised a number of issues:-

- How to find and locate the owners of 10 individual properties when the owners details are not allowed to be provided by council? Plus the fact that they there is a good chance that most of the owners are investors and the building are all leased out through whatever Real Estate they use.

- What's the chances all owners (possibly up to 10) would agree to our proposal and allow us to use their driveway? Why would they want to say 'yes' unless they were going to get compensation out of it, as it might devalue their own properties.

- How does the driveway stormwater from their block not impact our block and visa vesa when the 2 driveways would need to be joined?

- The fence between the units would need to be removed up the hill far enough that a car on our block could see a potential car coming down the driveway on the other block. In-turn possible losing ground floor privacy between the 2 blocks of units for a distance.

- To create the adjoining driveway access the development would lose at least one parking space and potentially two.

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- It just pushed more traffic in Sherwood Street which is difficult to cross during busy times. It would be safer to exit left onto Lake Albert turn up Lord Baden Powell Drive and then go down Warrawong and enter onto Lake Albert Road without crossing 2 lanes of traffic.

As no positive outcomes arose from use next door driveway the decision was made to proceed with an entrance and exit from Lake Albert Road.

PRIVACY/VIEWS AND OVERSHADOWING

Privacy
The Units have been designed not to impede on any existing neighbours privacy with all window sill heights to the second floor a minimum of 1500mm from the floor to prevent natural lines of site into adjoining yards.

Each unit has been provided with its own secure private open space area.

Views
The block does not have any views(due to numerous trees in the rear yard) and the building has not been designed to take advantage of any.

The building does not really prevent any views as there aren't any views to obscure.

Overshadowing

The building has been thought about in detail and a number of methods have been used to minimise any overshading of existing residences & yards.

1. All adjoining sites were studied in-depth to determine what if any affect a two-storey development would have on the immediate surrounding land.
2. The building has been articulated and most of the two storey sections are well away from the side boundaries.

Shadow diagrams have been completed and form part of the working drawings provided.

SOIL AND WATER

Excavation will not be required other than for clearing of the site and footings.

Some site fill be required to raise the rear 3 unit block in order to achieve required falls. See Civil Engineers drawings.

The proposed stormwater design & layout have been provided by the Civil Engineers.

Sewer will be piped to council's sewer main running through the block.

Sediment control measures will be installed for the duration of the construction period.

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ENERGY EFFICIENCY

All units have been designed to address the sites orientation.
All units will have double glazed windows, excellent insulation, and solar systems.
The units comply with the State Government Sustainability Index and a 'BASIX Certificate' and NatHERs Certificate has been provided for all units.

LANDSCAPING

Existing trees and shrubs will be removed as part of clearing the block of all vegetation.

All trees to be removed are indicated on the existing site plan on page 1 of the drawing set.

The development will be re-landscaped and provided with low-water use gardens, providing a very water-wise development.

DEMOLITION

Demolition will include removal of the existing residence & outbuildings.

Materials will be salvaged and re-used if possible.

If any asbestos is encountered it will be removed by a licensed asbestos remover.

All waste materials will be kept separate and recycled where practical, and taken to a recycling or waste dump centre, as required.

CONCLUSION

The result is a development that makes great use of an R3 medium density block. In a time when residential accommodation is struggling to keep up with the population demands, this development provides small tidy accommodation which is perfectly suited to what this zone was intended for.

The site is close to schools and shopping facilities, and a number public transport options are readily available.

The development is meeting pretty much all of council's controls and where it falls outside them it is only by a minimal amount.

The current DCP is now 14 years old and does not necessarily address the necessary the R3 zoning with controls that relate directly to this type of development. The DCP controls for this zone should not be the same requirements as development in R1 zones. We ask that as council access the application, they take this into account in their assessment process.

This SEE has been prepared by BCM Design Centre Pty Ltd.

Document Set ID: 7022842
Version: 1, Version Date: 28/10/2026

Proposed Development of 197 Lake Albert Road, KOORINGAL

(Revised) Arborist Report

A Report to;

Wagga
Wagga City
Council

Prepared by;

MARK D. McCRONE
LANDSCAPE
ARCHITECT



October 2026
Ref. 26/571A.

0 4 0 7 9 0 7 9 5 8

larch_therock@bigpond.com

Document Set ID: 7045237
Version: 1, Version Date: 28/10/2026

MARK D. McCRONE
LANDSCAPE
ARCHITECT

Proposed Development of 197 Lake Albert Road, KOORINGAL.

1 Introduction

Mark D. McCrone, consulting Arborist and Landscape Architect, has been engaged by Steve Nikolovski, to undertake an inspection of the trees on the property 197 Lake Albert Road, Kooringal. This inspection's observations and recommendations regarding the subject trees are recorded and discussed in the following report.

2 Report Background, Purpose and Scope

As part of the development application documentation for the proposed development of 197 Lake Albert Road, Kooringal (Lot 1 DP555677) its proponents have undertaken a recording and assessment of certain trees on the development site. The tree assessment included all trees with a height equal to or greater than eight (8) metres. The subject trees and property were inspected (and photographed) on Tuesday 26 May, 2026.

After an initial assessment of the DA by CCWW it has requested further information relating to arboricultural issues and the proposed development. This report has subsequently been revised and reissued (as Version A). The issues raised by CCWWs RFI are addressed as an Addendum, included as Appendix D to this report. Additional field work for this revision was undertaken on Friday 25 September, 2026.

This Arboricultural Impact Assessment Report (AIAR) will provide;

- a recording of the trees' species, diameter at breast height (DBH) and height;
- a description of the tree's current condition & vigour, and their crown & structural viability (identifying any existing hazards); and
- an appraisal of the trees to facilitate any works required to comply with the provisions of the Wagga Wagga Development Control Plan, 2010 (Section 5 - Natural Resource and Landscape Management, Sub-section 5.2 - Preservation of trees).

The site's location is shown in Exhibit 1 and the proposed development Site Plan for the property is included as Exhibit 2. Diagrammatic mapping of the trees recorded and assessed on the site is also included as Appendix B to this report.

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Exhibit 1 – Locality Plan; 197 Lake Albert Road, Kooringal.

Source; https://maps.wagga.nsw.gov.au/intramaps90

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3 Tree Recording & Condition Description

The recording and assessment of existing trees (over 8 metres tall) on the development site involved a total of ten (10) trees. The locations of these trees are shown on the Plan included as Appendix B to this report.

The recording of trees involved the following. The tree locations were established using the *Avenza Maps Pro* mobile mapping app. Each tree was identified to species (where possible), their DBH was measured and any detectable "defects" were noted. Tree heights have been estimated using a Sunto Clinometer. Any tree defects were established by an "on ground" inspection for symptoms and decay; neither excavation for root crown investigation, nor an aerial inspection of the trees' canopy, was conducted. A visual recording (via photography) of all trees' current physical form was also undertaken and is presented as Appendix C.

A "Tree Condition" rating (outlined below) was also attributed to the trees. It should be emphasised that this rating relates to the tree's condition at the time of assessment. The rating is a product of both the tree (its health) and the surrounding conditions. Changes to either the tree or its environment may result in a change to the Tree Condition

The following "Tree Condition" categories were utilized to describe the general condition of trees on the development site;

Good – a tree of good habit, a form not severely restricted for space and light, physically free from the adverse effects of predation by pests or disease, obvious instability or structural weaknesses, and is expected to continue to live in much the same condition as at the time of inspection provided conditions around it do not alter greatly.

Fair – a tree of good habit or misshapen, a form not severely restricted for space and light, has some physical indication of decline due to the early effects of predation by pests or disease, or has suffered physical injury that may be contributing to instability or structural weaknesses. Such a tree may recover with remedial works where appropriate, or may stabilize or improve over time, or in response to the implementation of beneficial changes to its local environment.

Poor – a tree of good habit or misshapen, a form that may be severely restricted for space and light, exhibits symptoms of advanced and irreversible decline due to the effects of predation by pests or disease, or has suffered physical injury that has lead to instability or structural weaknesses. Such a tree may decline further to death regardless of remedial works. Physical deterioration is characterised by a proportionate increase in susceptibility to, and predation by, pests & disease against which the tree cannot sustain its dynamic mass.

4 Description of the Proposed Works and Possible Tree Impact

4.1 – Proposed Works

As shown in the plan included as Exhibit 3, the property will be developed to contain nine residential units, including requisite driveways, parking, utility and landscaped areas.

4.2 – Current tree population

The trees recorded and assessed consist of planted specimens of various *Eucalyptus* and *Corymbia* species, mostly at the eastern end of the property. The close planting of the trees, sometimes as close as two to three metre centres, has many of them with an upright habit and high canopy.

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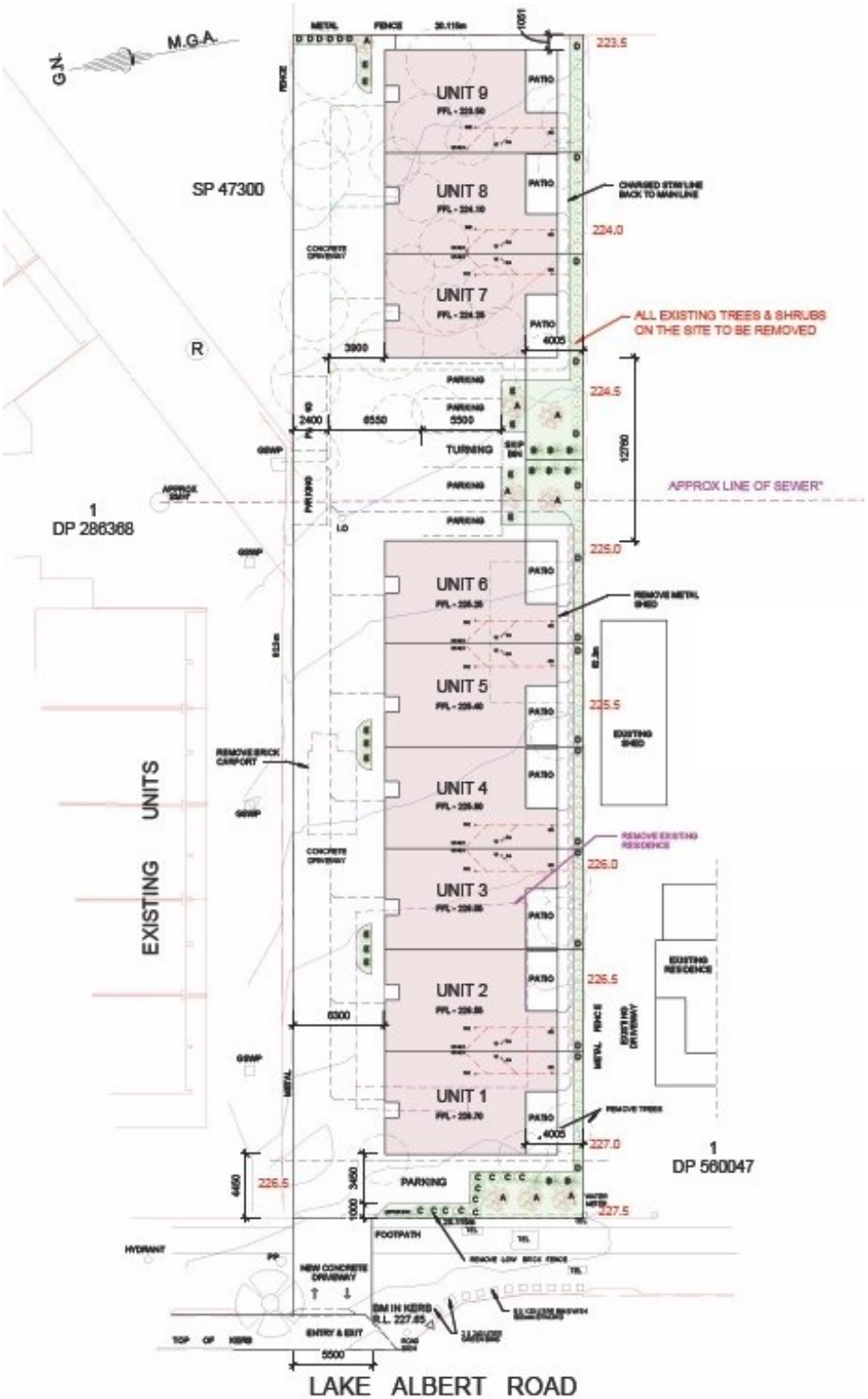


Exhibit 2 – Proposed Site Plan for 197 Lake Albert Road, Kooringal. Source; BCM Design

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In addition to the recorded trees, there is a range of smaller Eucalyptus species, approximately 10-12 in number, and all less than 8 metres high – see Exhibit 3. There is also a Kurrajong (*Brachychiton populneus*) of low spreading habit in the north-east corner of the property, which is also under 8 metres (see Exhibit 4).

The species and physical condition of the trees recorded are presented in a Table included as Appendix A to this report. The tree numbering used to identify the trees in that Table is as shown in on the plan included as Appendix B.

4.3 – Discussion

Under the provisions of the Wagga Wagga Development Control Plan (2010) any living tree or plant (whether indigenous, endemic, exotic or introduced species) with a height equal to or exceeding 8 metres requires Council consent to remove or prune.

The trees included in the Table in Appendix A all require Council consent for removal.

The tree removals would primarily be necessitated by their location "under" the proposed footprint of Units 7 to 9, and / or the the driveway or parking spaces servicing them.

5 Recommendations

Due to the proximity of the trees to the "building envelopes" of Units 7 to 9, or the proposed driveway servicing those units, it is recommended that they be removed to facilitate the development. The Table in Appendix A lists the trees which are recommended, and require Council consent for, removal.

Given the location, size and condition of the subject trees the removal of all the recorded trees is supported.

Finally, it should also be noted that trees cannot be guaranteed 'risk free'. All trees represent some degree of risk. Arboriculture is not an exacting science; rather it is an educated interpretation of the interaction of edaphic and environmental circumstances which are, of course, subject to change over time. This report documents such an interpretation of evidence available at the time of the trees' inspection.

Mark McCrone
October 2026.

6 Further Information

Further details or clarification with respect to any matter raised by this report may be obtained from **Mark McCrone** on 04 0790 7958 or via email to larch_therock@bigpond.com.

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Exhibit 3 – An illustration of the range of smaller *Eucalyptus* species present on 197 Lake Albert Road, all less than 8 metres high and approximately 10-12 in number, which include *Eucalyptus brandiana*, *E. erythrocorys*, *E. kruseana*, *E. macrocarpa*, *E. orbifolia* and *E. stricklandii*.

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Exhibit 4 – The Kurrajong (*Brachychiton populneus*) of low spreading habit in the north-east corner of the property.

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Appendix

A

Inventory of Recorded Trees

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Tree Reference No. (Refer to Appendices B & C)	Scientific Name	Common Name	Height (m)	DBH (cm)	Condition (Refer to Section 3)	Notes
1	*Eucalyptus leucoxylon*	Yellow Gum	14	49	Good	
2	*Eucalyptus* sp.	A Stringybark	20	44	Good	
3	*Eucalyptus sideroxylon*	Mugga Ironbark	18	50	Fair	Thin upper canopy & northern lateral branches pruned off.
4	*Eucalyptus campaspe*	Silver Gimlet	15	18	Poor	Thin canopy & perimeter dieback
5	*Eucalyptus* sp.	A Eucalypt	22	15	Fair	High canopy & diameter:height ratio
6	*Eucalyptus albens*	White Box	17	37	Good	High crown & northern lateral branches pruned off.
7	*Eucalyptus* sp.	A Eucalypt	16	32	Fair	High canopy & extensive wounding on (north-west) lower stem
8	*Corymbia citriodora*	Lemon-scented Gum	12	12	Poor	High canopy & diameter:height ratio & canopy heavily suppressed by surrounding trees
9	*Eucalyptus megacornuta*	Warty Yate	16	32	Fair	Canopy biased (to east) by surrounding trees
10	*Eucalyptus stricklandii*	Strickland's Gum	14	30	Fair	Canopy biased (to east) by surrounding trees

Tree No. – Trees to be removed

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Appendix

B

Tree Mapping

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Development of 197 Lake Albert Road, Kooringal – Recorded Trees

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Appendix

C

Trees on 197 Lake Albert Road, KOORINGAL

TREE PROFILES

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Tree 1



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Tree 2



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Tree 3



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Tree 4



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Tree 5



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Tree 6



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Tree 7



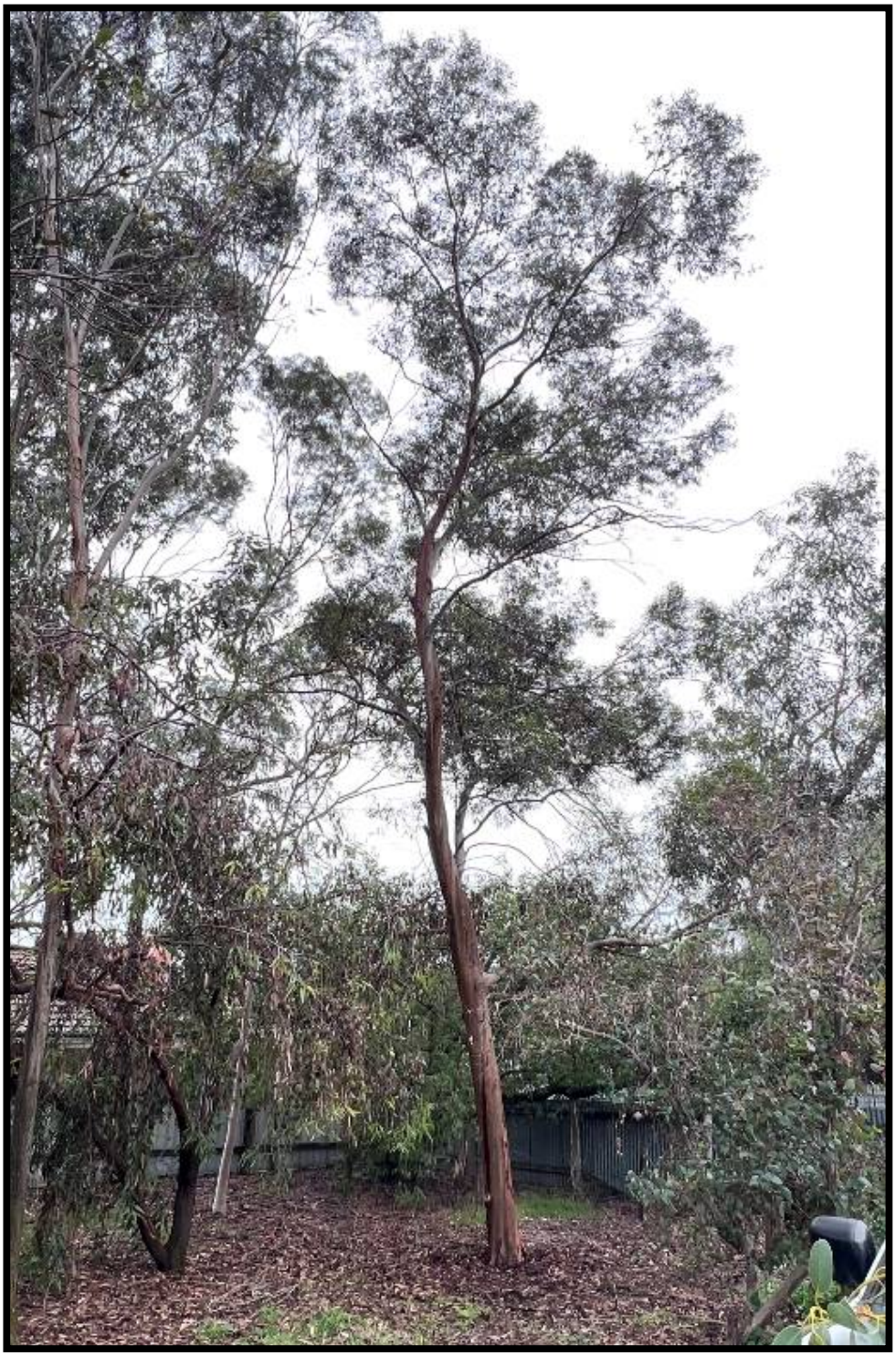
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Tree 8



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Tree 9



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Tree 10



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Appendix

D

Addendum on Trees on 197 Lake Albert Road, KOORINGAL, to address CCWW RFI

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CCWW RFI re DA26/0464 (9 x Two Storey Attached Dwellings, 197 Lake Albert Rd KOORINGAL [Lot 1 DP 555677])

CCWW have requested an amended Arborist Report for this project's DA which considers the following;

- ***Assessing the impact of the proposed development, including associated infrastructure works, on the Illawarra Flame Tree located on the northern boundary of, and within, the property to the south.***
- ***Assessing the suitability of retaining Tree 1 within the site, taking into consideration potential changes to the location of infrastructure on site to facilitate its retention.***

This Addendum to the project's DA Arborist Report contains relevant observations on these two above mentioned issues.

Illawarra Flame Tree (*Brachychiton acerifolius)* on 199 Lake Albert Road (Lot 1 DP 560047) – referred to as Tree A in this document.

As the neighbouring property could not be accessed without that property owner's consent, Tree A was viewed from 197 Lake Albert Road. The tree's Diameter at Standard Height (DSH) was estimated to be approximately 67.5cm and the Diameter Above Butress (DAB) as 75cm. This creates a Notional Root Zone (NRZ) of 8.1 metres. These estimates are quite conservative, and are most likely in excess of the tree's actual diameters

This NRZ for Tree A is illustrated diagrammatically Figure 1. The NRZ of Tree 1 is also shown in Figure 1.

The approximate position of the proposed extension of a Stormwater Main, and that of an existing Sewer Line, and their proximity to the NRZ of Tree A, are also diagrammatically illustrated in Figure 1.

The potential encroachment of the proposed building works (on 197 Lake Albert Road) is illustrated diagrammatically Figure 5. At approximately 24% it is considered a major encroachment of Tree A's NRZ.

The tree appears to be in good health and vigour, although there is large diameter deadwood evident in the southern portion of the tree's canopy (see Figure 4).

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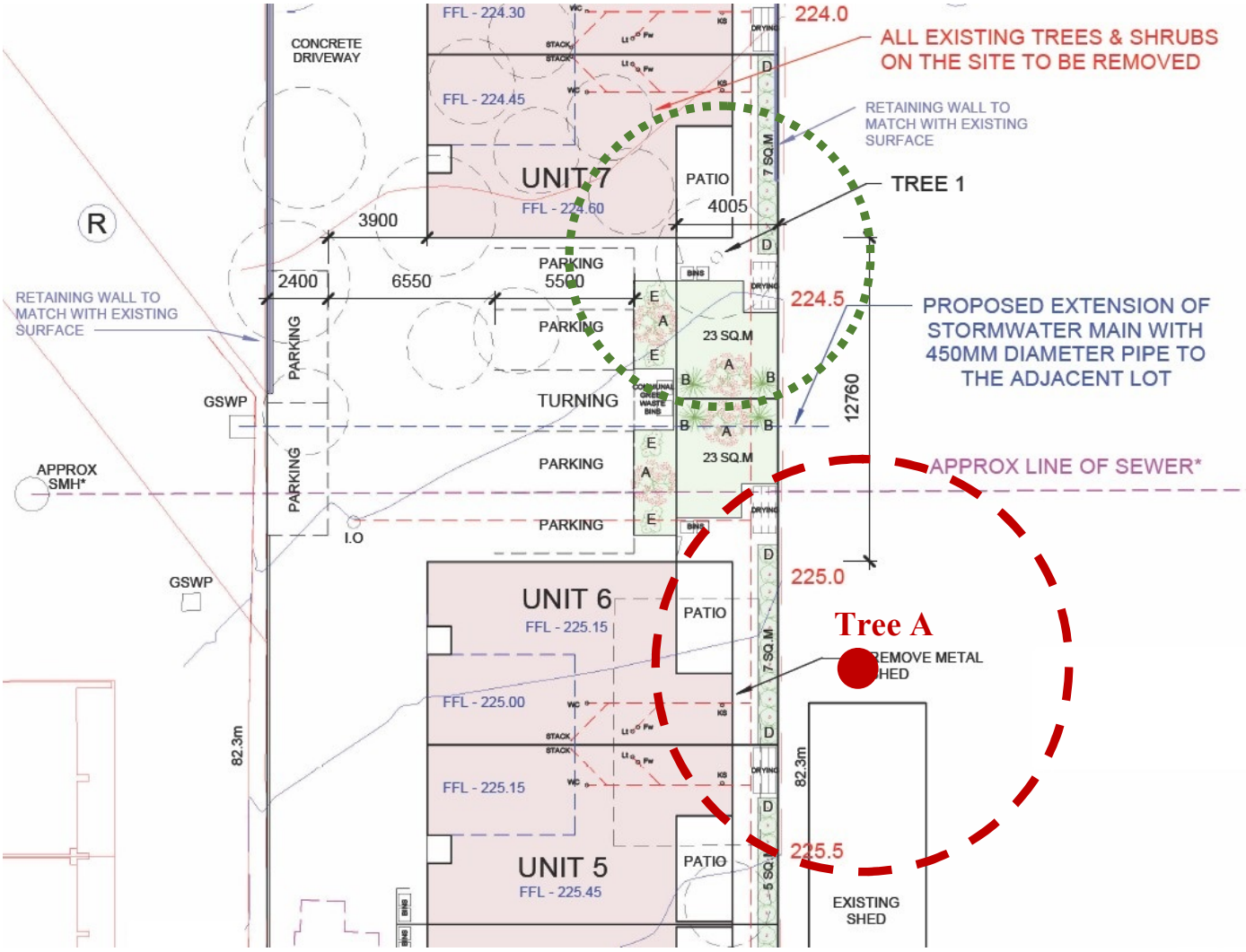


Figure 1 – The proposed Site Plan for 197 Lake Albert Road, Kooringal, with additional annotations as requested by CCWW. Tree A's approximate position is illustrated by a **Red Dot**.

The requisite NRZ's for the two trees, in accordance with AS-4970-2025, for Tree A (**Red Broken Line Circle**) & Tree 1 (**Green Dotted Circle**) are also illustrated.

Source; BCM Design.

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Figure 2 – The Illawarra Flame Tree (*Brachychiton acerifolius*) on 199 Lake Albert Road (Lot 1 DP 560047).

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Figure 3 – The lower stem of the Illawarra Flame Tree (*Brachychiton acerifolius*) on 199 Lake Albert Road (Lot 1 DP 560047).

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Figure 4 – The Illawarra Flame Tree (*Brachychiton acerifolius*) on 199 Lake Albert Road, viewed from the west, with the large diameter deadwood in the southern portion of the tree's canopy highlighted (**Yellow Circle**).

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Registered Landscape Architect

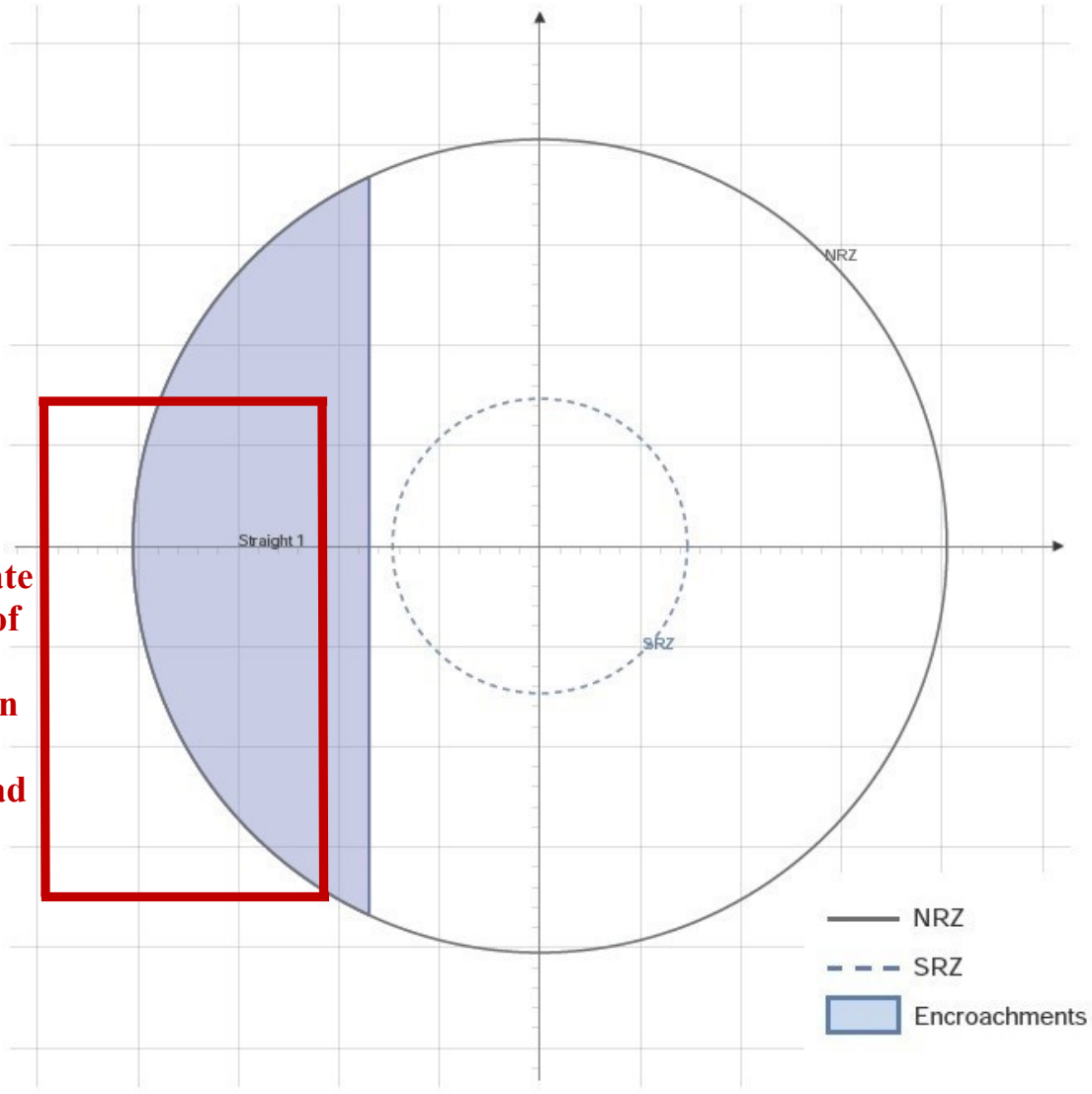
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DSH: 675.00 mm
DAB: 750.00 mm



Approximate footprint of existing building on 197 Lake Albert Road

Figure 5 – Diagrammatic mapping of the NRZ and SRZ of Tree A illustrating the projected encroachment (**Shaded Blue**) of the proposed building works on 197 Lake Albert Road. The approximate footprint of an existing building on 197 Lake Albert Road is shown as a **Red Outline**.

Source; treescience AS4970-2025:Smart Tree Protection Zone Calculator
(https://www.as4970smartcalculator.au/)

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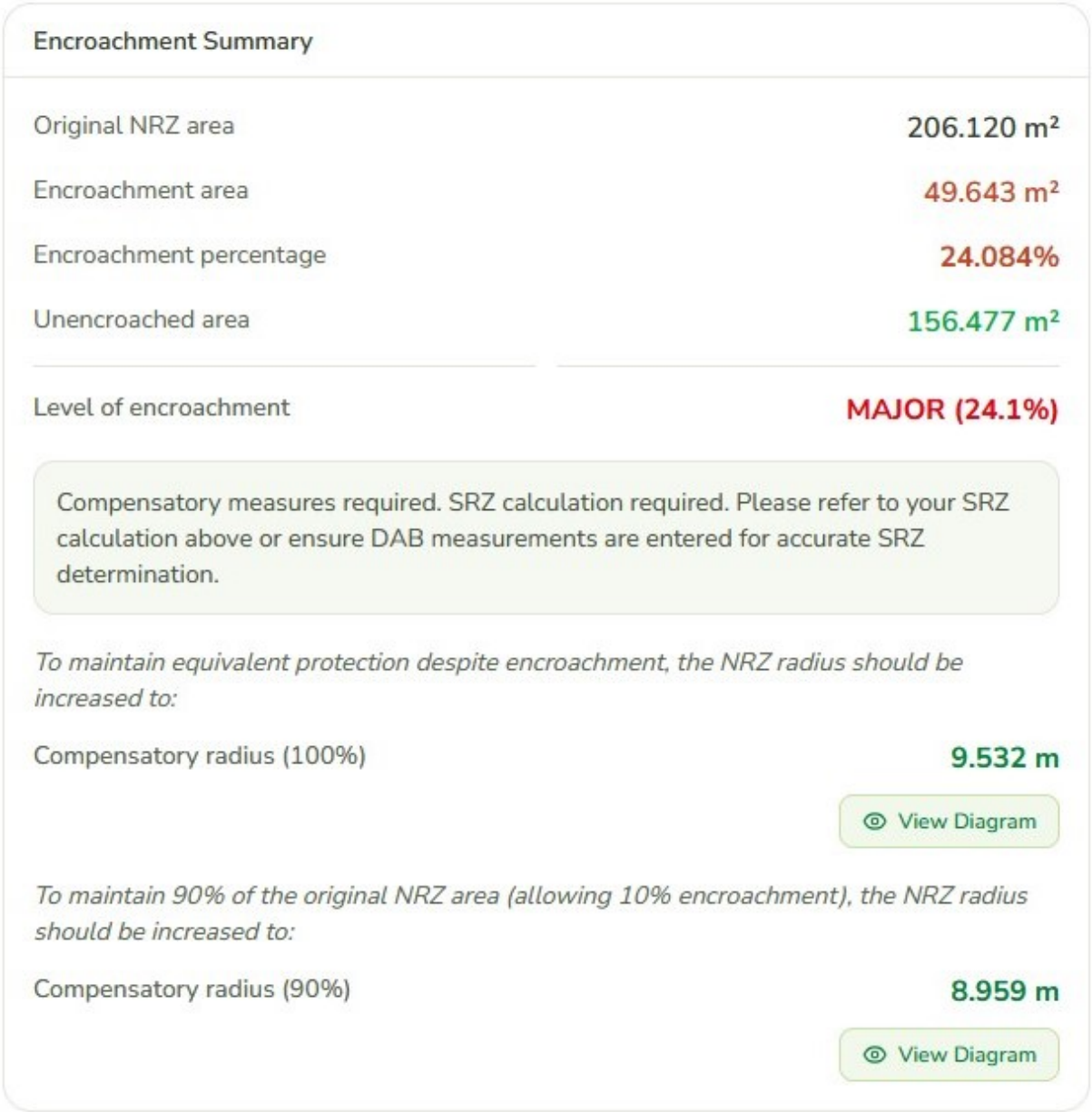


Figure 6 – A summary of the projected NRZ encroachment by the proposed building works on 197 Lake Albert Road on Tree A. A Diagram of the compensatory radius (of 9.5m) for Tree A's NRZ, to provide equivalent protection for the tree despite the projected encroachment of the proposed building works, is included as on 197 Lake Albert Road.

Source; treescience AS4970-2025:Smart Tree Protection Zone Calculator
(https://www.as4970smartcalculator.au/)

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Tree 1 – Yellow Gum (*Eucalyptus leucoxylon*) on 197 Lake Albert Road.

This tree's Diameter at Standard Height (DSH) was previously measured to be 49cm. This creates a Notional Root Zone (NRZ) of 5.9 metres.

This NRZ is also illustrated diagrammatically Figure 1.

As illustrated in Figure 1 upward of 70% of Tree 1's NRZ would be impacted by building works proposed by the development's current site planning.

This level of impact makes retention of the tree, while retaining its viability, implausible. The tree's location, less than one metre from a proposed two storey dwelling, reinforces the implausibity of its retention.

Recommendations

- The location of Tree 1, and the anticipated impacts on it from the construction of the proposed development, means it cannot be retained in the landscape as viable with medium to long term amenity.
- The capability of utilising a compensatory NRZ radius for Tree A, as illustrated in Figure 7, means that tree could be retained in the landscape as viable with medium to long term amenity.
- It is further noted that a large portion of the area of encroachment of the NRZ of Tree A is currently occupied by a (to be demolished) building – see Figure 5. Due to surrounding structures and land use history, Tree A may have a "bias" toward root growth to its south and east, implying a lesser impact on the tree by the proposed works.
- All excavation works within the NRZ of Tree A should be done either by hand or using alternative non-destructive digging means.
- Any tree roots encountered during the above mentioned excavation should have the soil removed around the root ends so a clean cut can be made and they should be cut at right angles with a saw to ensure little disturbance of the root-soil interfaces in the soil on the tree side of the cut.
- All the excavation works described above, and any necessary root pruning, should be supervised by a suitably experienced arborist.

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DSH: 675.00 mm
DAB: 750.00 mm

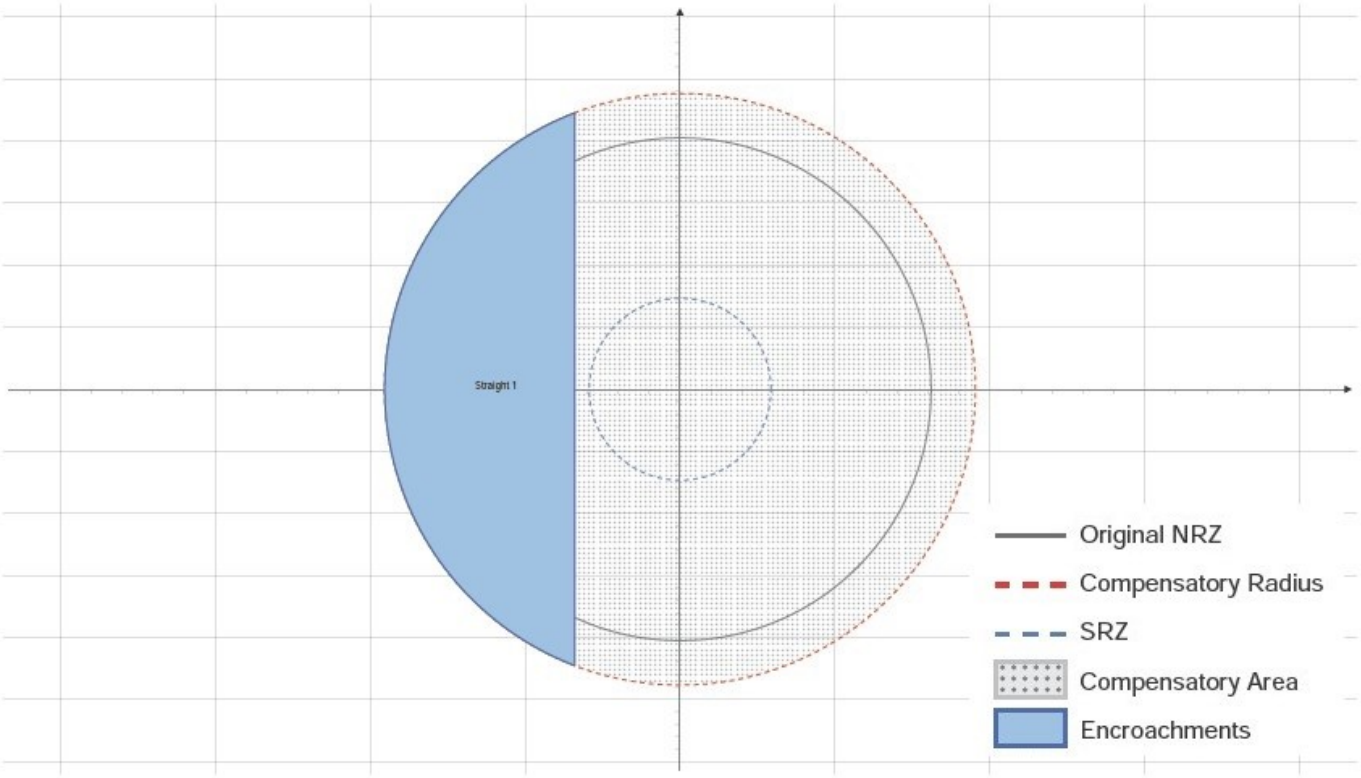


Figure 7 – The diagrammatic mapping of a compensatory radius for Tree A's NRZ to provide equivalent protection for the tree despite the projected encroachment of the proposed building works on 197 Lake Albert Road.

Source; treescience AS4970-2025:Smart Tree Protection Zone Calculator
(https://www.as4970smartcalculator.au/)

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Arboriculture is not an exacting science; rather it is an educated interpretation of the interaction of edaphic and environmental circumstances, which are, of course, subject to change over time. This note documents such an interpretation of evidence available at the time of the tree's inspection.

Mark McCrone
September, 2026.

Further details or clarification with respect to any matter raised by this inspection note may be obtained from Mark McCrone on 04 0790 7958 or via email to **larch_therock@bigpond.com**.

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Standards Australia, 2025. *Protection of trees on development sites*: AS4970-2025. SA: Sydney.

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R e g i s t e r e d L a n d s c a p e A r c h i t e c t

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Traffic Engineering APPROVALS

ABN 90 978 901 608

TRAFFIC IMPACT STATEMENT

PROPOSED MULTI-UNIT RESIDENTIAL DEVELOPMENT

197 Lake Albert Road
Kooringal

DATE

July 2026

PROJECT REFERENCE

261052

REVISION

FINAL



- TRAFFIC IMPACT ASSESSMENTS
- PARKING & ACCESS DESIGN ADVICE
- PRACTICAL | EFFICIENT | APPROVAL FOCUSED

info@trafficengineeringapprovals.com.au

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TEA TRAFFIC ENGINEERING APPROVALS

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1. INTRODUCTION

Traffic Engineering Approvals (TEA) has been commissioned by S.Nikolovski to assess the traffic and parking impacts in support of a Development Application (DA) relating to a residential development located at 197 Lake Albert Road, Kooringal.

The proposed development will involve demolition of existing structures on site to facilitate the construction of a multi-unit residential development. The subject site is located within the Wagga Wagga City Council Local Government Area and has been assessed under that Council's controls.

This report documents the findings of our investigations the potential transport, access and parking implications associated with the proposal. In this regard, the report includes the following:

- a summary of the site characteristics and proposed development;
- an overview of the surrounding road network and transport context;
- an assessment of the anticipated traffic generation associated with the proposal;
- consideration of the operational impacts of the development on the adjoining road network;
- a review of the proposed vehicular access, internal circulation and parking layout against relevant Australian Standards and Council requirements; and
- an assessment of the adequacy of the proposed on-site parking provision.

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2. SITE AND LOCATION

The subject site is located at 197 Lake Albert Road, Kooringal, situated on the eastern side of Lake Albert Road, opposite Lord Baden Powell Drive. The site details are provided below:

- Local Government Area: Wagga Wagga City Council
- Lot: Lot 1 in DP555677
- Land Zoning: R3 – Medium Density Residential

The subject site is rectangular in configuration with a total area of approximately 1,657sqm and a frontage of approximately 20 metres to Lake Albert Road. The site adjoins established residential properties to all remaining boundaries.

The site is currently occupied by an existing residential dwelling, with vehicular access provided directly via Lake Albert Road.

A Location Plan is provided in **Figure 1**, with the Site Plan presented in **Figure 2**. These figures provide an appreciation of the site context, surrounding road network and character of the locality.

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Figure 1: Location Plan (Source: SIX Maps)



Figure 2: Site Plan (Source: SIX Maps)

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3. EXISTING TRAFFIC CONDITIONS

3.1 Road Network

The road hierarchy surrounding the subject site is illustrated in **Figure 3** and summarised in **Table 1** below. The surrounding road network comprises a combination of State, Regional and Local Roads, providing connectivity between the site and the broader Wagga Wagga road network.

Table 1: Road Network

Road Name	Classification	Speed Limit	Configuration	Kerbside Parking
Edward Street	State Road	60km/h	Two-way divided carriageway comprising two lanes in each direction	Yes
Bourke Street	Regional Road	50km/h	Two-way divided carriageway comprising two lanes in each direction	Yes
Lake Albert Road	Local Road	60km/h	Two-way divided carriageway comprising two lanes in each direction	Yes
Note: *Speed limits, parking restrictions and carriageway configurations referenced in this table are based on observations undertaken at the time of writing and may vary along sections of the road network, particularly near intersections and key access points where auxiliary lanes or localised widening may be provided.*				

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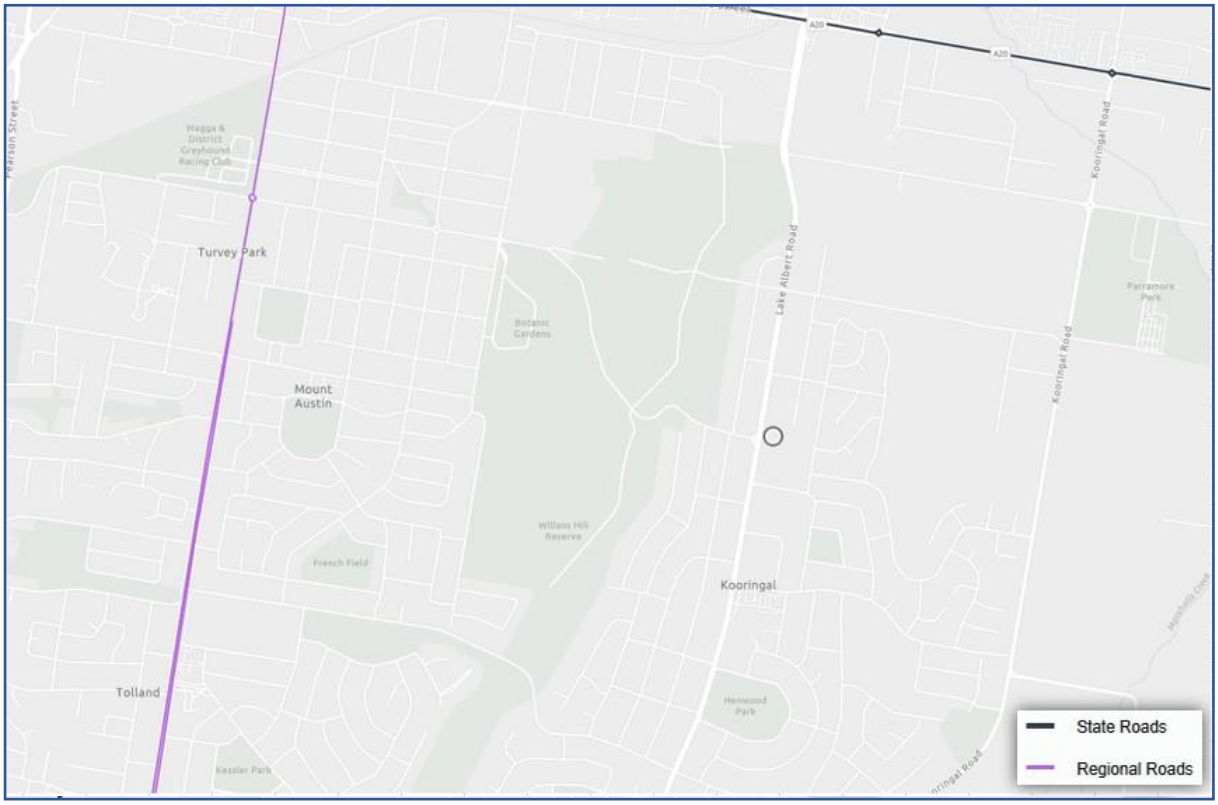


Figure 3: Road Network (Source: TfNSW)

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3.2 Public Transport

Public transport services within walking distance of the subject site are illustrated in **Figure 4**. The site is serviced by the following bus routes:

- **Route 922** provides weekday-only services between Junee and Wagga Wagga via Yathella & Wallacetown, servicing key locations including Junee Public School, Wagga Wagga Local Court, and Sturt Mall;

- **Route 960** provides daily, roughly hourly, services between Lake Albert (Main St/Oval) and Charles Sturt University (CSU), passing through Kooringal, Lake Albert Road, and the Wagga CBD. The route connects key locations including Kooringal High School, Sturt Public School, Wagga Wagga Court House, and CSU student accommodation; and

- **Route 969** provides regular, direct service between Tatton and the Central Business District (CBD) via TAFE and the Botanic Gardens. It operates daily, with extended hours on Thursdays, Fridays, and Saturdays until approximately 8pm, covering areas such as Turvey Park, Mount Austin, and Tolland.

The above services provide connectivity to the broader public transport network and support travel to surrounding residential, employment and activity centres. Further information regarding public transport services is available via the Transport for NSW Trip Planner.

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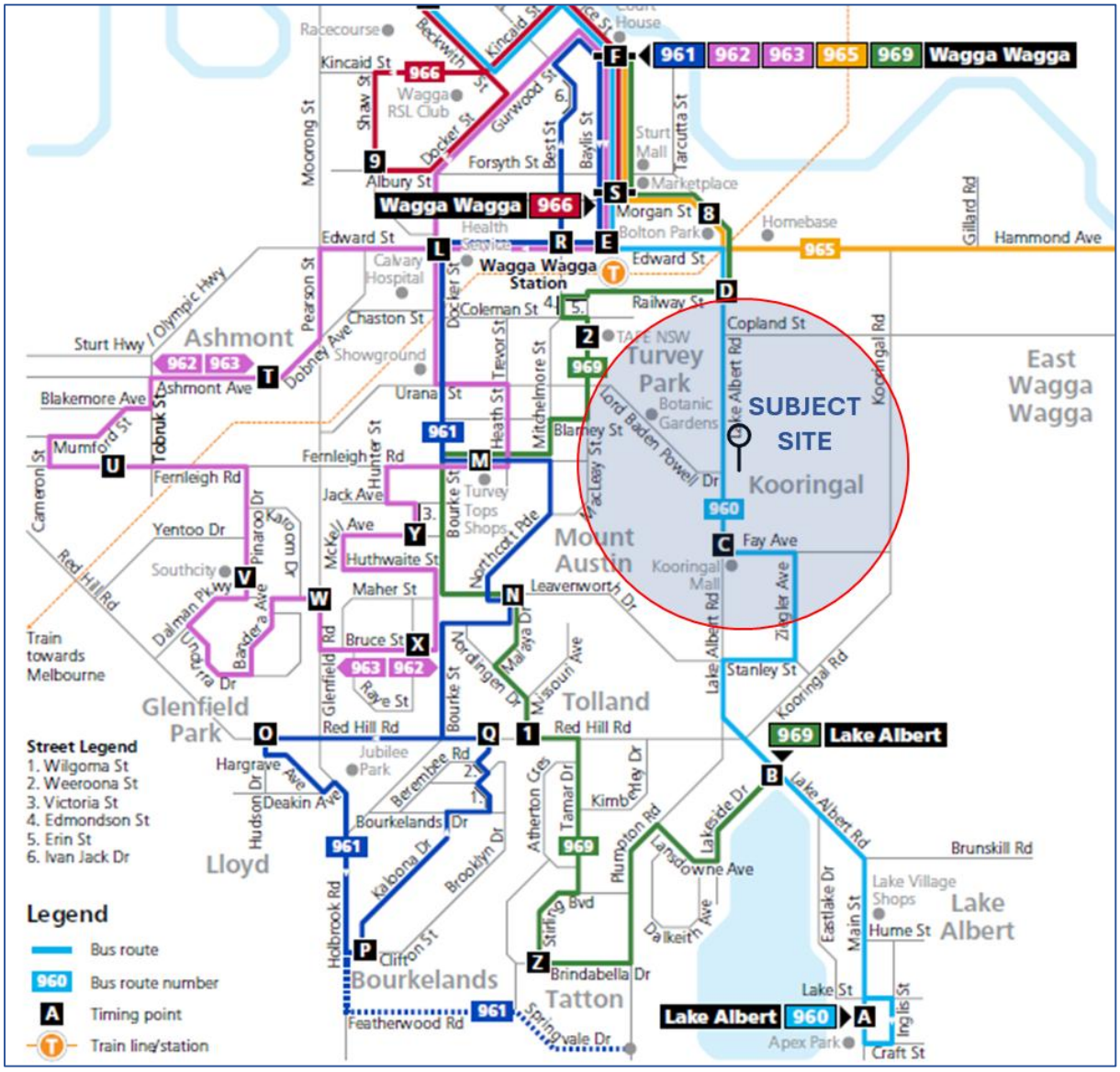


Figure 3: Public Transport Map (Source: Busabout Wagga)

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4. PROPOSED DEVELOPMENT

The proposed development involves the demolition of the existing dwelling on the site and the construction of a new residential development comprising:

- Nine (9) two-bedroom dwellings;
- A total of 16 off-street parking spaces comprising nine (9) single lock-up garages and seven (7) open-air parking spaces; and
- A combined two-way entry/exit driveway located toward the northern end of the Lake Albert Road frontage.

Architectural plans of the proposed development, prepared by BCM Design, are reproduced in **Appendix A**.

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5. PARKING ASSESSMENT

5.1 Statutory Car Parking Requirements

The statutory car parking requirements for the proposed development have been assessed with reference to the relevant provisions of Wagga Wagga Development Control Plan 2010.

A summary of the applicable car parking requirements is provided in **Table 2**.

Table 2: Statutory Car Parking Assessment

Land Use	Scale / Yield	DCP Parking Rate	Parking Required	Parking Provided
Resident	9 × 2B Units	1.5 space per unit	13.5 (14) spaces	14
Visitor		1 space per 4 units	2.2 (2) spaces	2
		Total:	**16 spaces**	**16**

As shown in **Table 2**, the proposed development provides 16 off-street car parking spaces, thereby satisfying Council's car parking requirements.

5.2 Refuse Collection

Refuse collection for the proposed development is proposed to occur via kerbside collection on Lake Albert Road. Waste and recycling bins will be stored within the site at all times and presented at the kerb only on the nominated collection days, before being returned to the on-site storage area following collection.

To facilitate this arrangement, the accompanying civil engineering plans submitted separately propose removal of the existing kerb build-out adjacent to the site frontage. This will enable Council's waste collection vehicle to pull into the kerbside lane in a manner consistent with a conventional kerbside collection operation, allowing the vehicle to stop clear of the through traffic lane and minimising any impact on traffic movements along Lake Albert Road.

The proposed arrangement is not materially different to the existing waste collection operations along this section of Lake Albert Road. While the development will generate a modest increase in the number of bins presented for collection, the additional servicing time would be negligible and is not expected to result in any discernible traffic impacts.

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Furthermore, kerbside waste collection is already undertaken for numerous nearby properties, including 121, 125, 143, 151, 179 and 183 Lake Albert Road, together with many other properties in the immediate vicinity of the site. The proposed arrangement is therefore consistent with the established operational characteristics of the locality and demonstrates that kerbside collection can continue to operate satisfactorily.

Accordingly, subject to implementation of the proposed frontage modifications shown on the civil engineering plans, kerbside waste collection is considered an appropriate and practical servicing solution for the development. It is consistent with the existing operation of the surrounding road network and is not expected to give rise to any unacceptable traffic, safety or operational impacts.

5.3 Driveway Location

The proposed driveway is located within the area identified as prohibited by Figure 3.1 of AS 2890.1:2004. However, the Standard expressly recognises that this requirement does not apply where a property would otherwise be denied vehicular access due to the physical impossibility of complying with the requirement.

In this instance, the site's frontage constrains the available driveway location. The proposed access has therefore been positioned at the optimum practicable location having regard to the site's physical constraints, while maintaining safe and efficient vehicle access.

Notwithstanding that compliance with Figure 3.1 is not required, the development further proposes to restrict the driveway to left-out movements only, reinforced by appropriate signage. This measure reduces potential conflict points and further improves the operational and safety performance of the access, although it is not considered necessary to achieve an acceptable outcome.

Accordingly, the proposed driveway location is compliant with AS 2890.1:2004, represents the best practicable outcome for the site, and is not expected to give rise to any unacceptable traffic safety or operational impacts.

5.4 Vehicular Access

The proposed vehicular access arrangement has been assessed against the relevant requirements of AS 2890.1:2004 and is considered compliant.

Vehicular access is provided via a combined entry / exit driveway with a width of 5.5m, satisfying the requirements for a Category 1 driveway under AS 2890.1:2004. Appropriate sight lines and visual splays are also provided at the driveway access in accordance with Figure 3.3 of AS 2890.1:2004.

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The proposed development has been designed to facilitate vehicles to enter and exit the site whilst travelling in a forward direction at all times, thereby improving the safety and efficiency of vehicle movements to and from the site. While the development will generate a modest increase in traffic compared to the existing dwelling, this is more than offset by the improved access arrangement.

Under the existing arrangement, vehicles are generally required to either reverse into or reverse out of the garage directly onto Lake Albert Road. In contrast, the proposed development enables vehicles to enter and exit the site in a forward direction, substantially reducing reversing manoeuvres, improving driver sight lines, and minimising potential conflict with through traffic, pedestrians and cyclists.

Accordingly, notwithstanding the modest increase in vehicle trips associated with the development, the proposed access arrangement represents a significant improvement in road safety compared to the existing situation.

5.5 Car Park Layout

The off-street parking facilities have been designed generally in accordance with the relevant requirements of AS 2890.1:2004 and incorporate the following key design characteristics:

- Single garages with minimum internal dimensions of 5.4m (L) by 3.0m (W), incorporating minimum 2.7m wide garage door openings and accessed via a minimum 6.3m wide aisle;
- At-grade parking spaces with minimum dimensions of 5.4m (L) by 2.4m (W), accessed via a minimum 5.8m wide aisle.;
- Additional 0.3m clearance adjacent to walls and vertical obstructions where required; and
- Minimum headroom clearances of 2.2m throughout trafficable areas and parking spaces.

In addition to the above, swept path analysis confirms that all critical vehicle movements can be accommodated on site whilst maintaining appropriate manoeuvring clearances as provided in **Appendix B**.

Overall, the proposed parking and access arrangements are considered satisfactory and comply with the relevant requirements of AS 2890.1:2004.

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6. TRAFFIC ASSESSMENT

The traffic generation potential of the proposed development has been assessed with reference to the Transport for NSW Guide to Transport Impact Assessment (GTIA).

The estimated peak hour traffic generation associated with the proposal is summarised in **Table 3** below.

Table 3: Traffic Generation Estimate

Peak Period	Scale / Yield	GTIA Vehicle Trip Generation Rate	Total Vehicle Trips	Parking Provided
AM Peak Hour	9 × 2B Units	0.41 per unit	4 vehicle trips (1 inbound, 3 outbound)	
PM Peak Hour		0.60 per unit	5 vehicle trips (4 inbound, 1 outbound)	

The proposal is of a scale and traffic-generating nature that is typically accommodated within the existing road network without requiring detailed traffic modelling or infrastructure upgrades, consistent with the proportional assessment approach adopted by the GTIA.

Accordingly, the estimated traffic generated by the proposed development is negligible in the context of the surrounding road network and would not be expected to result in any unacceptable impacts on road network capacity or operation.

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7. CONCLUSION

The proposed development has been assessed from a traffic engineering and transport planning perspective having regard to the relevant provisions of Wagga Wagga Development Control Plan 2010, the applicable Australian Standards and current Transport for NSW Guidelines.

The assessment demonstrates that the proposed parking provision satisfies the statutory car parking requirements, and the proposed vehicular access, internal circulation, servicing arrangements and off-street parking facilities have been designed in accordance with the relevant requirements of AS 2890.1:2004.

The proposal is expected to generate only a negligible increase in traffic volumes and is not anticipated to result in any unreasonable traffic, safety or operational impacts on the surrounding road network.

Accordingly, the proposed development is not expected to result in any unacceptable traffic, parking or road safety impacts and is considered supportable from a traffic engineering and transport planning perspective. Development approval of the application is therefore recommended.

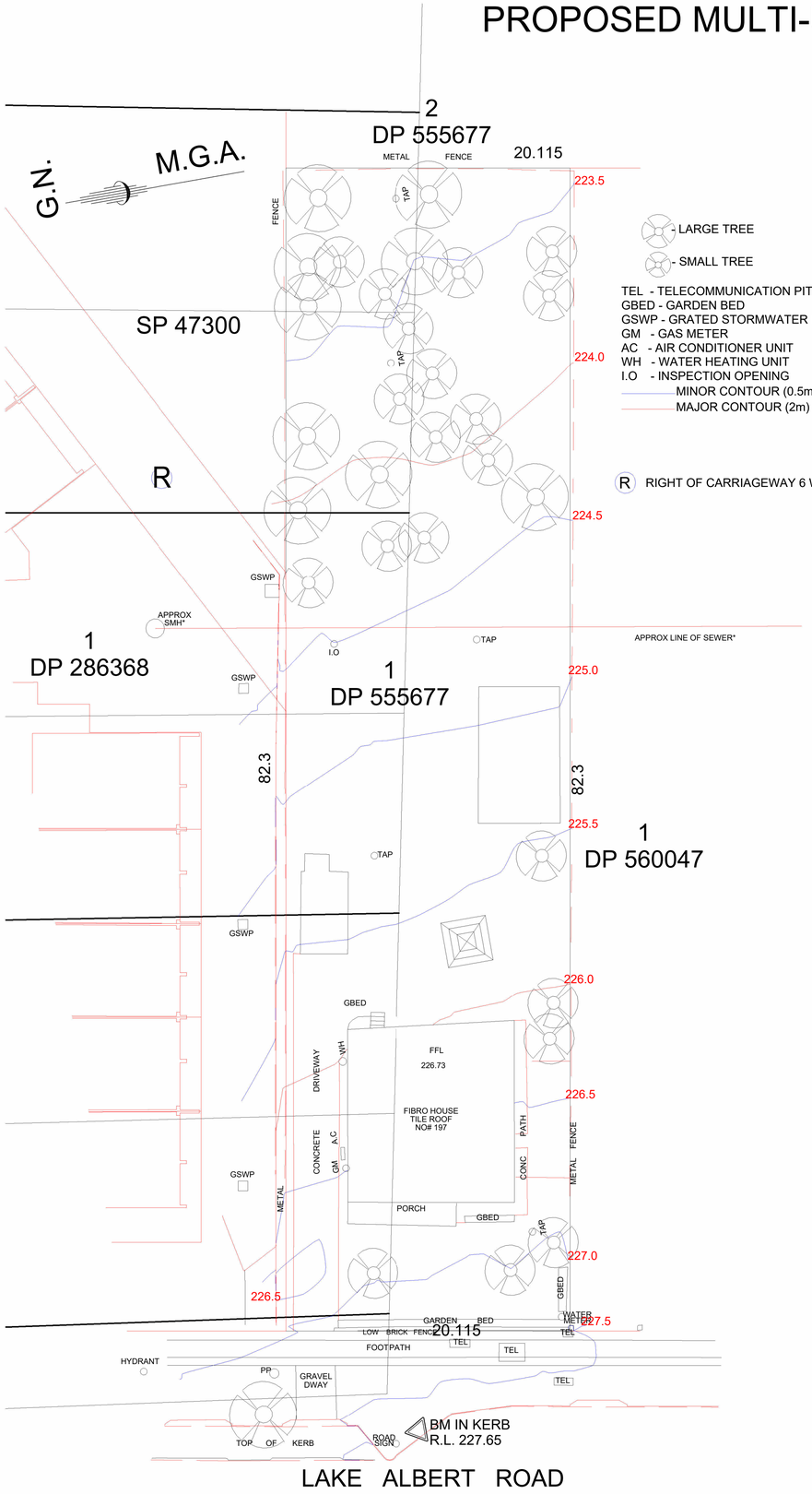
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Version: 1, Version Date: 20/08/2026

Appendix A

Architectural Drawings

Document Set ID: 7093298
Version: 1, Version Date: 20/10/2026

PROPOSED MULTI-UNIT DEVELOPMENT AT No. 197 LAKE ALBERT ROAD

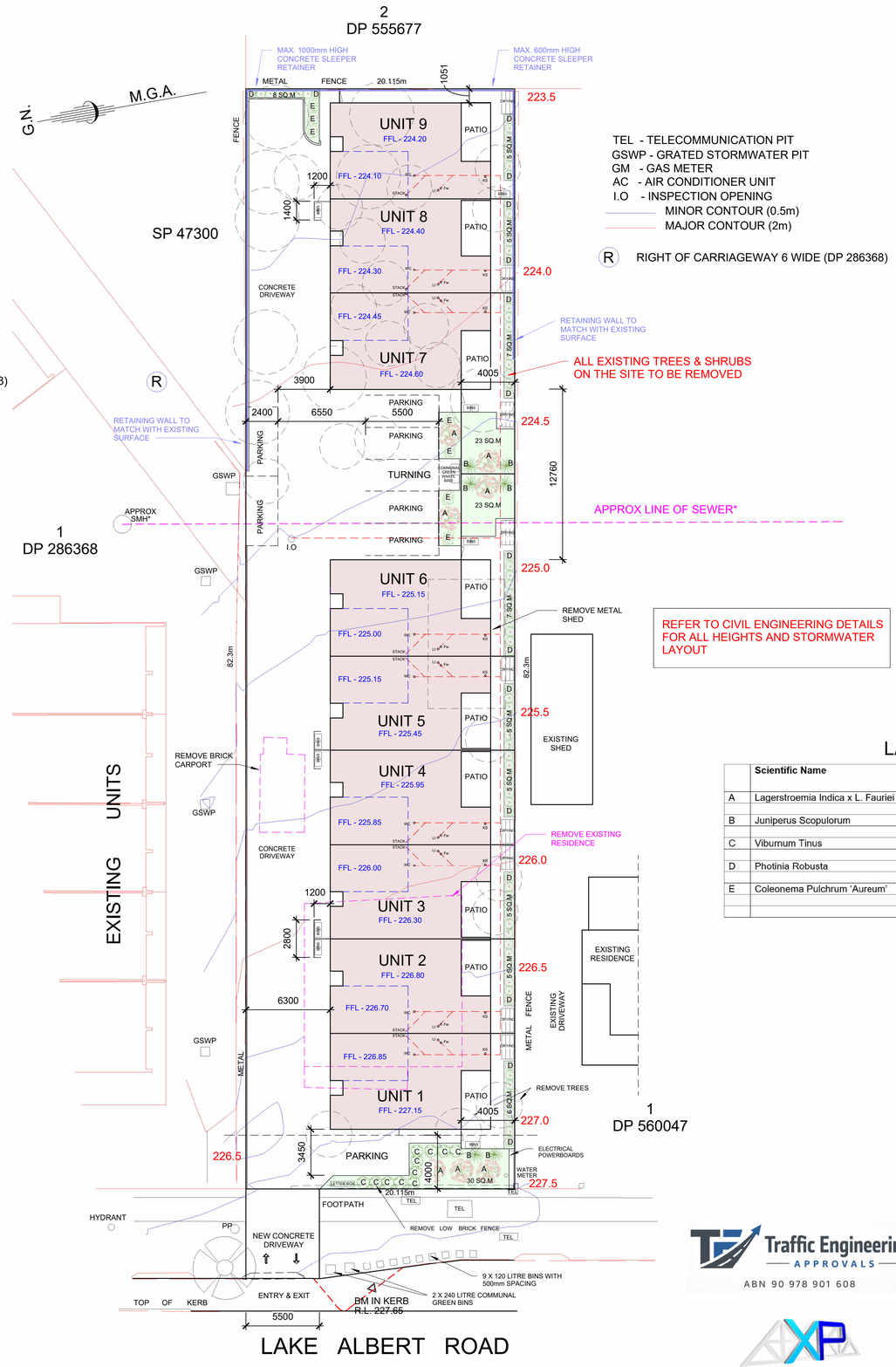


- LARGE TREE
- SMALL TREE

TEL - TELECOMMUNICATION PIT
GBED - GARDEN BED
GSWP - GRATED STORMWATER PIT
GM - GAS METER
AC - AIR CONDITIONER UNIT
WH - WATER HEATING UNIT
I.O - INSPECTION OPENING
MINOR CONTOUR (0.5m)
MAJOR CONTOUR (2m)

R RIGHT OF CARRIAGEWAY 6 WIDE (DP 286368)

EXISTING SITE PLAN
SCALE 1:200



TEL - TELECOMMUNICATION PIT
GSWP - GRATED STORMWATER PIT
GM - GAS METER
AC - AIR CONDITIONER UNIT
I.O - INSPECTION OPENING
MINOR CONTOUR (0.5m)
MAJOR CONTOUR (2m)

R RIGHT OF CARRIAGEWAY 6 WIDE (DP 286368)

REFER TO CIVIL ENGINEERING DETAILS FOR ALL HEIGHTS AND STORMWATER LAYOUT

PROPOSED SITE PLAN
SCALE 1:200

AREAS:-

ALLOTMENT - 1657 SQ.M
LANDSCAPING - 134 SQ.M
DRYING - 36 SQ.M
GARBAGE BINS - 13.5 SQ.M
SITE COVER - 40.70 %

UNIT 1

GROUND FLOOR
LIVING - 56.47 SQ.M
GARAGE - 19.24 SQ.M
PORCH - 1.05 SQ.M
PATIO - 9.70 SQ.M

FIRST FLOOR
LIVING - 77.05 SQ.M
BALCONY - 4.01 SQ.M

UNIT 2-5 & 8

GROUND FLOOR
LIVING - 55.13 SQ.M
GARAGE - 19.21 SQ.M
PORCH - 1.05 SQ.M
PATIO - 9.44 SQ.M

FIRST FLOOR
LIVING - 73.75 SQ.M
BALCONY - 3.86 SQ.M

UNIT 6,7, & 9

GROUND FLOOR
LIVING - 56.45 SQ.M
GARAGE - 19.21 SQ.M
PORCH - 1.05 SQ.M
PATIO - 9.44 SQ.M

FIRST FLOOR
LIVING - 74.40 SQ.M
BALCONY - 3.86 SQ.M

CARPARKING

9 X 1.5 = 13.5
VISITOR SPACES = 2
TOTAL REQUIRED = 15.5

PROVIDED - 16

LANDSCAPING DETAILS

	Scientific Name	Common Name	Dimensions	Amount	Pot size
A	Lagerstroemia Indica x L. Fauriei 'Biloxi'	Crepe Myrtle	7m high x 5m wide	7	30cm
B	Juniperus Scopulorum	Skyrocket	4m high x 1m wide	6	20cm
C	Viburnum Tinus	Laurustinus	3m high x 2m wide	11	20cm
D	Photinia Robusta	Red Leaf Photinia	2m high x 1m wide	81	10cm
E	Coleonema Pulchrum 'Aureum'	Golden Diosma	2m high x 2m wide	7	20cm
			Total:	**112**	

REGION	TERRAIN	SHIELDING	TOPOGRAPHY	STANDARD
A	TC3.0	FS	T0	N1

PROPOSED MULTI-UNIT DEVELOPMENT
AT : No. 197 LAKE ALBERT ROAD
KOORINGAL 2650
FOR : S. NIKOLOVSKI

BCM DESIGN
13 LAUREL ROAD, WAGGA WAGGA.
0407 256 970
info@bcmdesign.com.au
A.B.N. 84 912 514 779

BUILDING DESIGNERS AUSTRALIA
Accreditation No - 6254
ACCREDITED CHARTERED BUILDING DESIGNER

Traffic Engineering APPROVALS
ABN 90 978 901 608

XEROS PICCOLO
CONSULTING ENGINEERS

GENERAL DETAILS

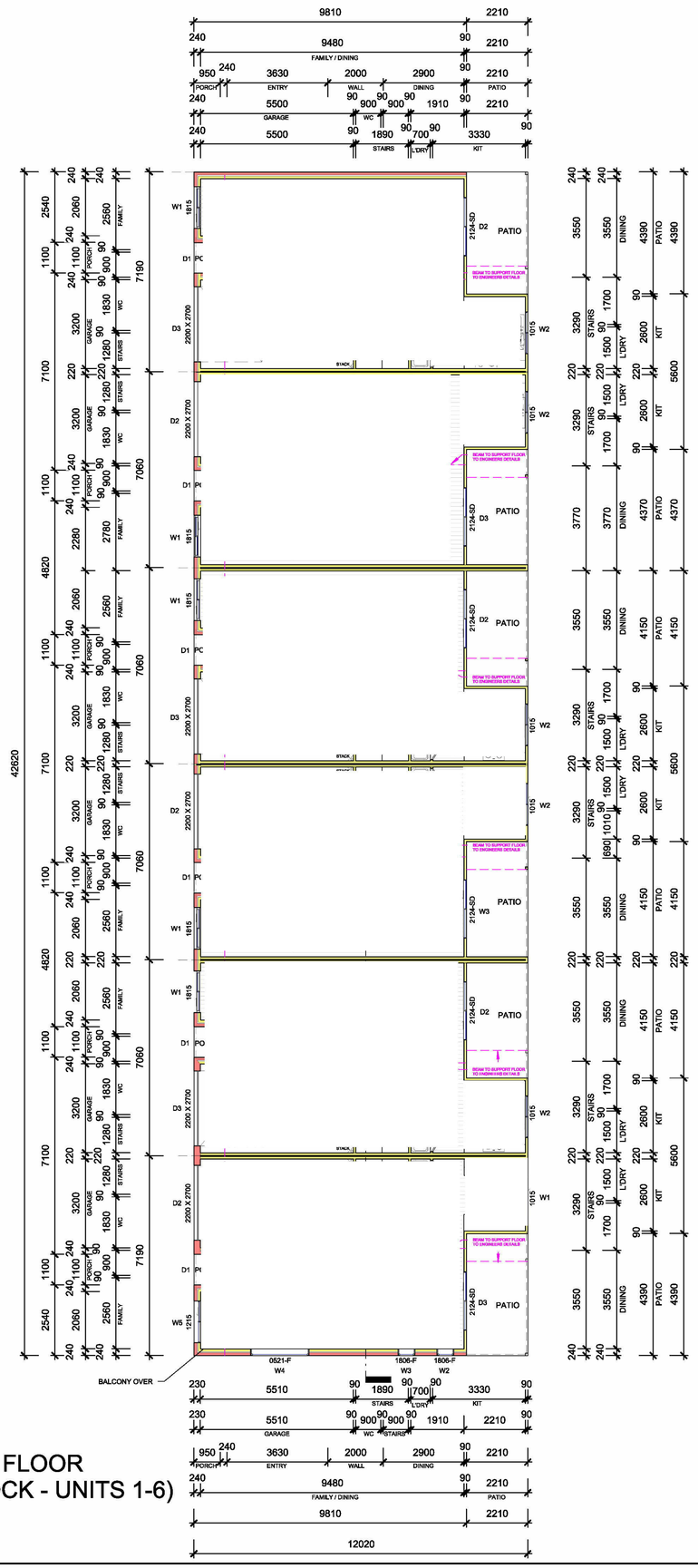
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PLAN No: 26001 - 1

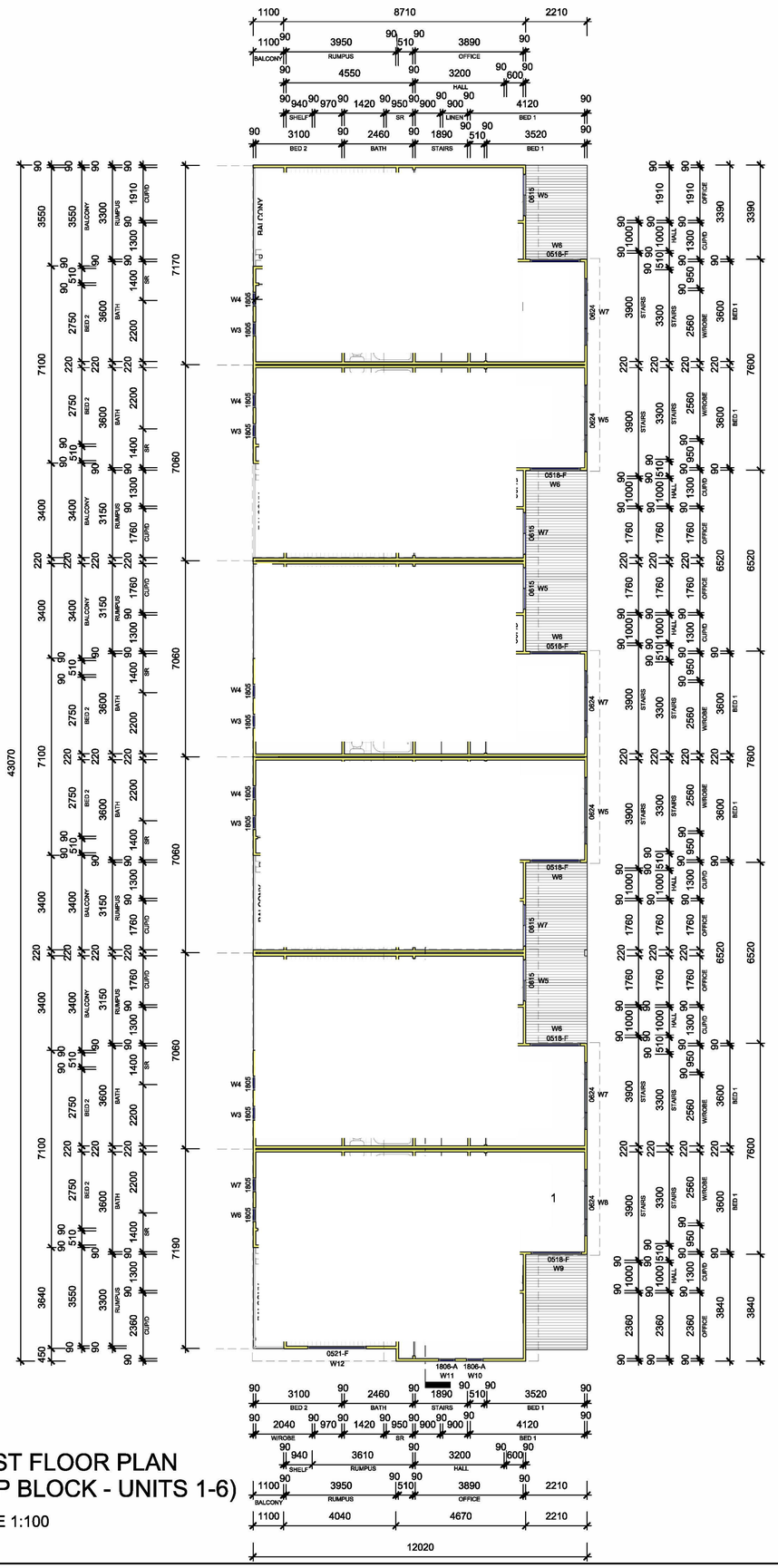
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Version: 1, Version Date: 28/08/2026



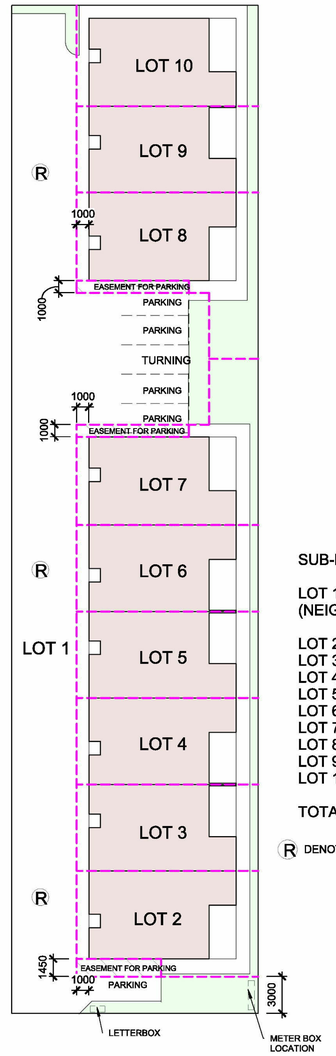
GROUND FLOOR
(TOP BLOCK - UNITS 1-6)

SCALE 1:100



FIRST FLOOR PLAN
(TOP BLOCK - UNITS 1-6)

SCALE 1:100



SUB-DIVISION LAYOUT

SCALE 1:250

SUB-DIVISION LAYOUT

LOT 1 - 605.13 SQ.M
(NEIGHBOURHOOD LAND

LOT 2 - 121.33 SQ.M
LOT 3 - 104.59 SQ.M
LOT 4 - 104.59 SQ.M
LOT 5 - 104.59 SQ.M
LOT 6 - 104.59 SQ.M
LOT 7 - 142.88 SQ.M
LOT 8 - 142.88 SQ.M
LOT 9 - 104.59 SQ.M
LOT 10 - 121.83 SQ.M

TOTAL - 1657 SQ.M

(R) DENOTES RIGHT OF CARRIAGEWAY

REGION	TERRAIN	SHIELDING	TOPOGRAPHY	STANDARD
A	TC3.0	NS	T0	N1

PROPOSED MULTI-UNIT DEVELOPMENT

AT : No. 197 LAKE ALBERT ROAD
KOORINGAL 2650
FOR : S. NIKOLOVSKI

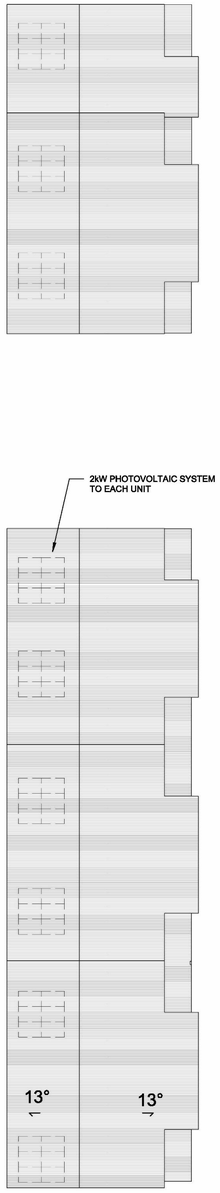
BCM DESIGN
13 LAUREL ROAD,
WAGGA WAGGA.
0407 256 970
info@bcmdesign.com.au
A.B.N. 84 912 514 778

BUILDING DESIGNERS AUSTRALIA
Accreditation No - 6254
ACCREDITED CHARTERED BUILDING DESIGNER

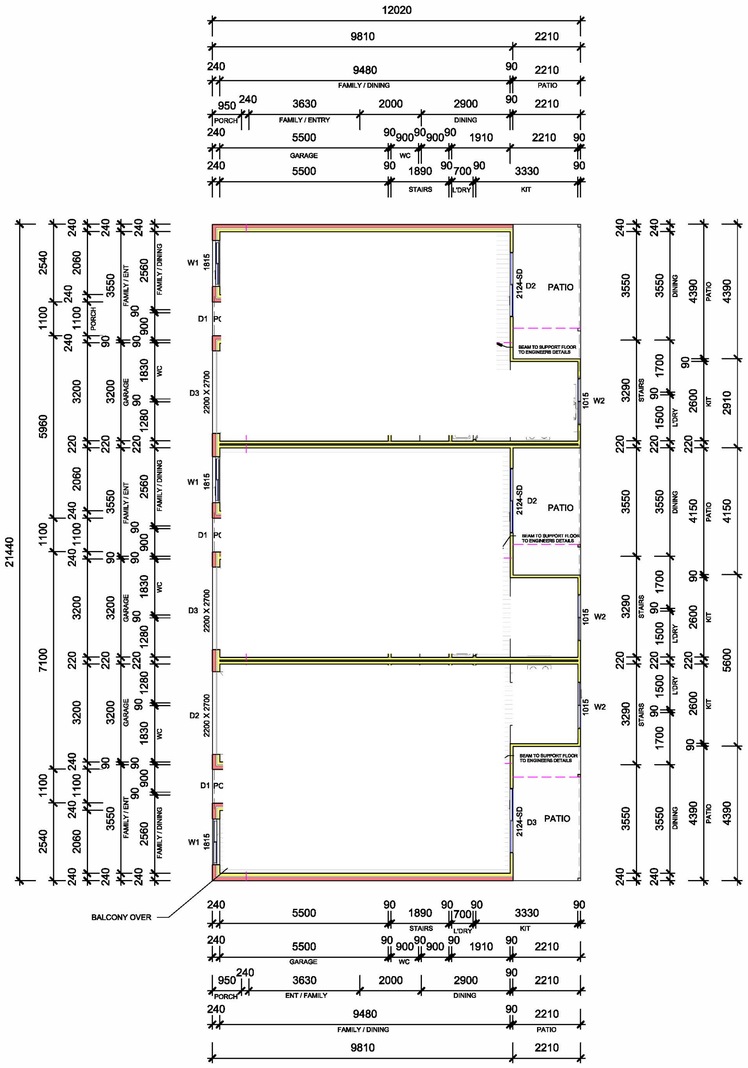
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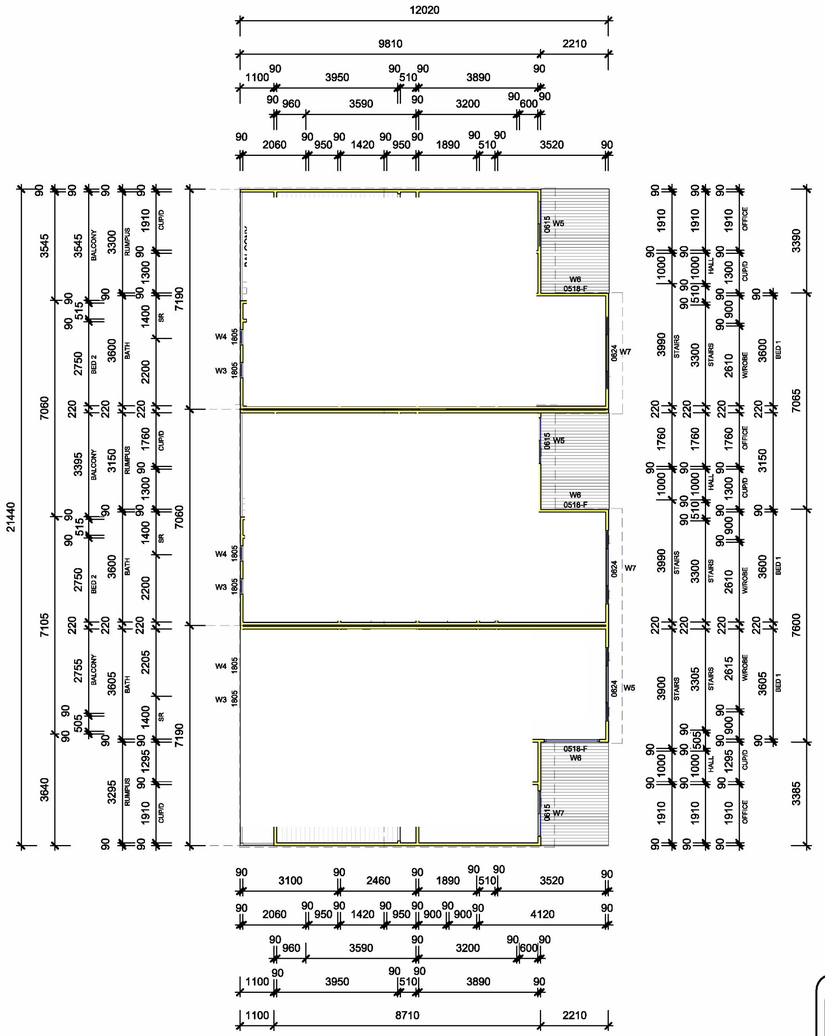
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ROOF LAYOUT
SCALE 1:200



GROUND FLOOR
(BLOCK 2 - UNITS 7-9)
SCALE 1:100



FIRST FLOOR PLAN
(BLOCK 2 - UNITS 7-9)
SCALE 1:100

NOTES:-

PLANS TO BE READ IN CONJUNCTION WITH SPECIFICATION PROVIDED.

SEWER & ST/W LINES SHOWN ON THE PLAN ARE INDICATIVE ONLY. EXACT POSITIONING TO BE CONFIRMED ONSITE BY LICENSED PLUMBER.

CONFIRM ALL DIMENSIONS & ROOF PITCH ON-SITE WITH FRAME & TRUSS MANUFACTURER.

SURVEYOR TO CONFIRM BOUNDARY LOCATIONS BEFORE CONSTRUCTION.

ANY MECHANICAL VENTILATION TO BE DUCTED THROUGH THE ROOF AND COMPLY WITH THE NCC.

ALL EXTERNAL ABOVE-GROUND TIMBER MUST BE DURABILITY CLASS 1 TIMBER, WITH SAPWOOD REMOVED OR SAPWOOD PRESERVATIVE TREATED TO H3.

FRAMES & TRUSSES TO BE TERMITE TREATED RADIATA PINE

WINDOW SCHEDULE OUTLINES GLAZING SIZES FOR BASIX, CONFIRM FRAME OPENING SIZES WITH WINDOW MANUFACTURER

ALL WINDOWS TO COMPLY WITH NCC HPS 2022 Part 11.3.7 - PROTECTION OF OPERABLE WINDOWS - BEDROOMS,
& Part 11.3.8 PROTECTION OF OPERABLE WINDOWS - ROOMS OTHER THAN BEDROOMS

SMOKE ALARMS TO BE INTERCONNECTED

PROVIDE SARKING TO NCC HPS 2022 - 10.8.1- EXTERNAL WALL CONSTRUCTION

ALL EXHAUST SYSTEMS TO MEET NCC HPS 2022 - REQUIREMENTS - 10.8.2 - EXHAUST SYSTEMS

CONDENSATION MANAGEMENT

BUILDING ELEMANTS IN AREAS SUBJECT TO WATER VAPOUR OR CONDENSATION MUST BE CONSTRUCTED TO REDUCE RISKS TO THE HEALTH OF BUILDING OCCUPANTS.
ALL CONSTRUCTION MUST MEET NCC 2022 - SECTION 10.8 - CONDENSATION MANAGEMENT REQUIREMENTS.
10.8.1 - EXTERNAL WALL CONSTRUCTION
10.8.2 - EXHAUST SYSTEMS
10.8.3 - VENTILATION OF ROOF SPACES

WET AREAS:

ENSURE ALL WET AREA WATERPROOFING COMPLIES WITH NCC 2022 - 10.2 WET AREA WATERPROOFING
PARTS 10.2.1 TO 10.2.5 CARRY OVER FROM NCC 2019.
PARTS 10.2.6 TO 10.2.32 ARE NEW REQUIREMENTS OF NCC 2022.

REGION	TERRAIN	SHIELDING	TOPOGRAPHY	STANDARD
A	TC3.0	NS	T0	N1

PROPOSED MULTI-UNIT DEVELOPMENT
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ABN 90 978 901 608

XEROS PICCOLO
CONSULTING ENGINEERS

GENERAL DETAILS

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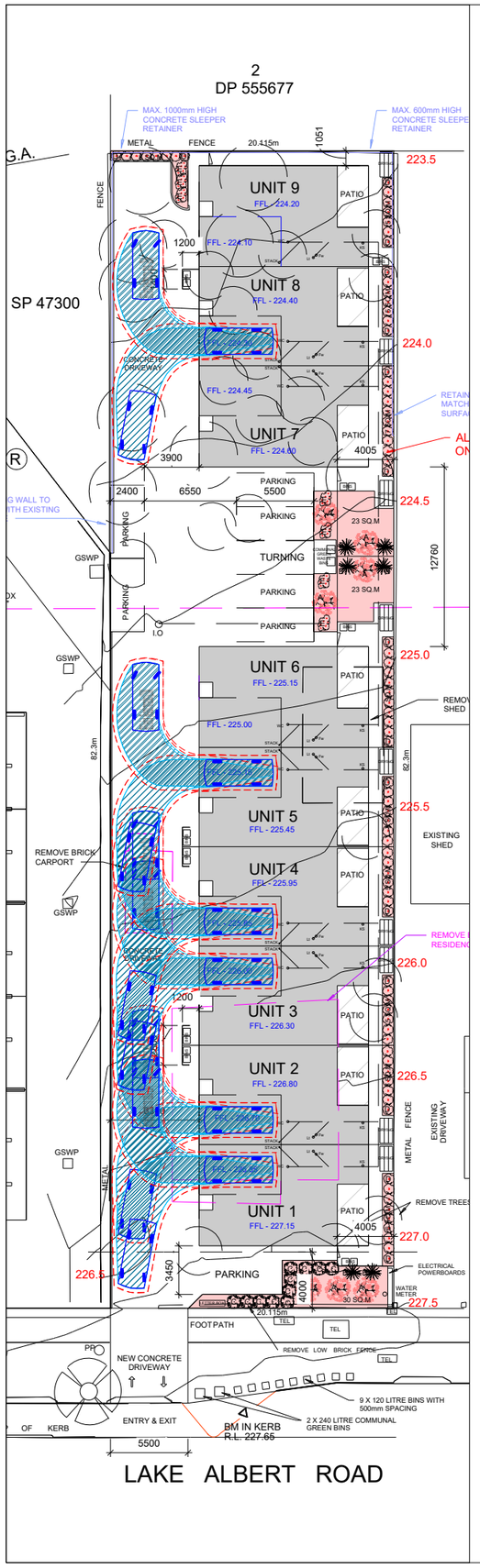
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Appendix B

Swept Path Analysis

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Version: 1, Version Date: 20/10/2026



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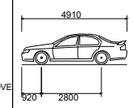
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VEHICLE SWEPT PATH DIAGRAMS PREPARED USING COMPUTER GENERATED TURNING PATH SOFTWARE AND ASSOCIATED CAD DRAWING PLATFORMS.

VEHICLE DATA BASED UPON RELEVANT AUSTRALIAN STANDARDS 2890. THESE STANDARDS EMBODY A DEGREE OF TOLERANCE, HOWEVER THE VEHICLE CHARACTERISTICS IN THESE STANDARDS REPRESENT A SUITABLE DESIGN VEHICLE AND DO NOT ACCOUNT FOR ALL VARIATIONS IN VEHICLE DIMENSIONS / SPECIFICATIONS AND / OR DRIVER ABILITY OR BEHAVIOUR.

DESIGN VEHICLE



B85 Vehicle (Realistic min radius) (2004)	
Overall Length	4910mm
Overall Width	1870mm
Overall Body Height	1421mm
Min Body Ground Clearance	159mm
Track Width	1770mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5750mm

ARCHITECT

BCM DESIGN

CLIENT

S. Nikolovski

SCALE

1:400 @ A3

PROJECT

197 Lake Albert Road
Kooringal

DRAWING TITLE

Swept Path Analysis
B85 Entry & Exit Paths

PROJECT NO. 261052

DRAWN: TY CHECKED: TY DATE: 22-07-2026

DRAWING PREPARED BY

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