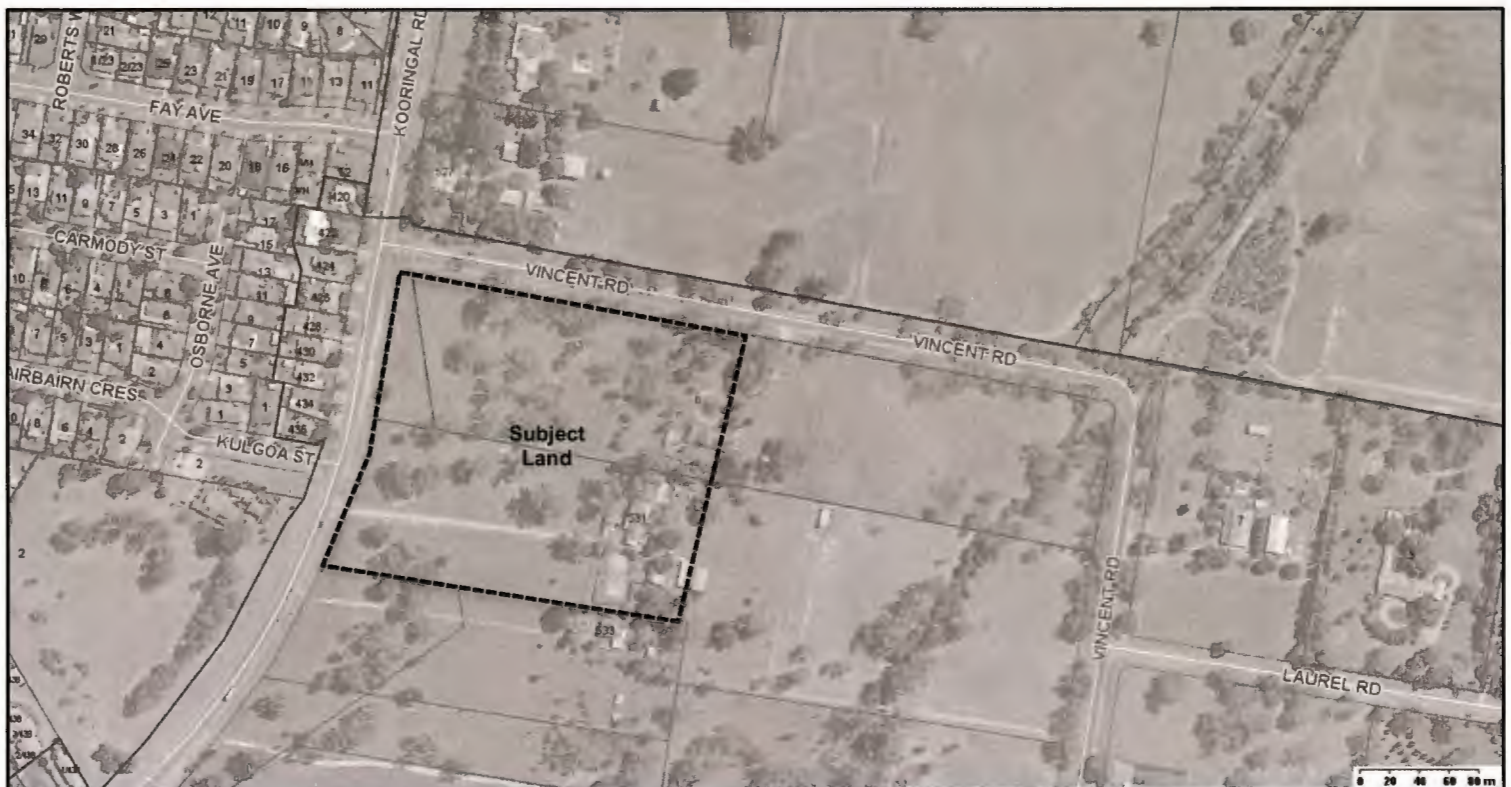


# PLANNING PROPOSAL



## Planning Proposal – Minimum Lot Size Amendment

6 Vincent Road & 531 Koorringal Road, Lake Albert  
Lot 1 DP653241, Part Lot 1 DP219692, Lot 2 DP1009360



Prepared for B McLean  
Rev 2.1 - Dec 2018



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# Planning Proposal – Minimum Lot Size Amendment

## 6 Vincent Road & 531 Vincent Road, Lake Albert

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# Planning Proposal – Minimum Lot Size Amendment

## 6 Vincent Road & 531 Koorungal Road, Lake Albert

The following planning proposal is to be read in conjunction with the attached supporting reports and maps. It has been prepared in respect to Lot 1 DP653241 & Part Lot 1 DP219692, 6 Vincent Road, and Lot 2 DP1009360, 531 Koorungal Road Lake Albert as shown below. The total area of the subject land is approximately 4.6 hectares.



**Figure 1:** Subject Land (Source: WWCC GIS 2018)

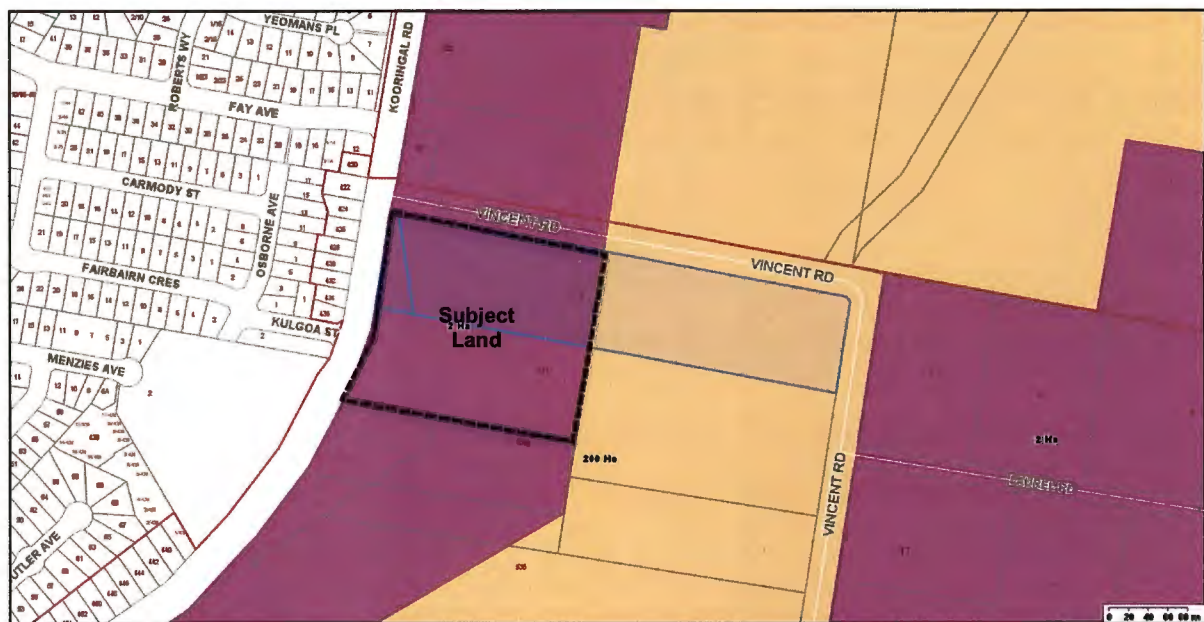
### 1. OBJECTIVES

The objective of this planning proposal is to amend the minimum lot size provision that applies to the subject land from 2 hectares to 0.15 hectares to enable additional large residential lots to be created.

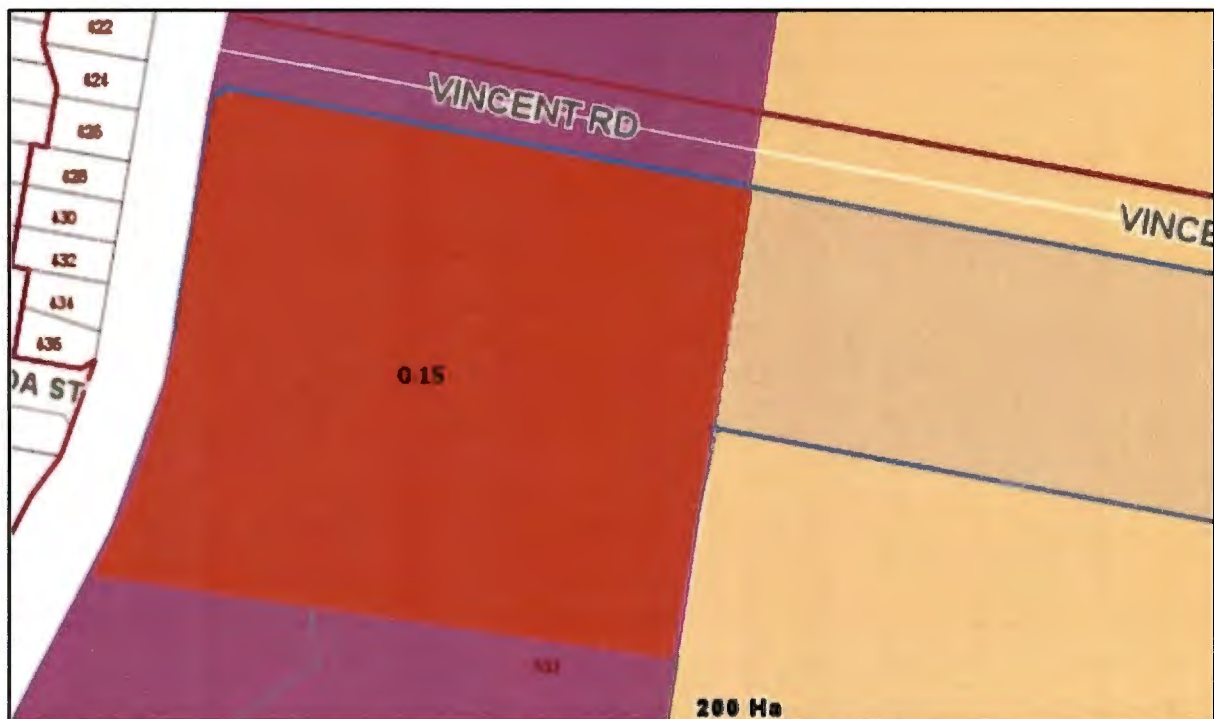
### 2. EXPLANATION OF PROVISIONS

The proposed outcome of this planning proposal will be achieved by amending the minimum lot size provision that applies to the subject land from 2 hectares to 0.15 hectares. This will involve preparing an amending map to Wagga Wagga Local Environmental Plan 2010. The proposed Minimum Lot Size map changes are shown below.

There are no other amendments required to LEP2010 to progress this Planning Proposal.



**Figure 2:** Existing Minimum Lot Size Map Extract (Source: WWCC GIS 2018)



**Figure 3:** Proposed Minimum Lot Size Amendment (Source: SP/WWCC GIS 2018)

### 3. JUSTIFICATION

Justification for the proposal, including its strategic relevance, is outlined in the sections below. The planning proposal seeks to reduce the minimum lot size currently applicable to the subject land and create additional large residential lots to optimise the use of the land.

The land is located opposite existing R1 General Residential land and is surrounded by existing urban infrastructure that would enable servicing of land at greater densities than currently permitted by LEP2010. The proposal would provide a transition of lot size between existing general residential and other large lot residential precincts in the locality, while retaining a semi rural backdrop to land adjacent Marshalls Creek.

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There is a limited stock of available land to develop at the proposed density under the R5 zone, particularly as there have been no significant rezonings of this type of land since the implementation of LEP2010. A supply-demand analysis, provided as an attachment to this planning proposal, has indicated a significant shortfall of appropriately zoned and serviced rural "lifestyle" lots to meet ongoing demand and choice.

The land has been the subject of various submissions to Council to alter the existing zoning and density of development since 2006. Higher density development of the land would be a natural and more efficient use of land resources within a connected local environment.

The boundaries of the proposed minimum lot size amendment have been determined based on the following factors:

- Proximity and accessibility to existing urban services and facilities
- Appropriate separation distance from the Koorringal Sewerage Treatment Plant (KSTP)
- Land that would be available for large lot residential development in relation to existing native vegetation cover
- Sufficient land area to allow for flexibility in lot design taking in account site opportunities and constraints
- Minimising overland stormwater flow impact
- Other land further south of this proposed minimum lot size boundary has increasing limitations in respect of proximity to the KSTP, existing fragmentation and subdivision pattern, other incompatible zonings (RU1), proximity to the existing creek, other potential flooding impacts and extent of native vegetation cover.

#### Proximity to KSTP

Separation from the KSTP has taken into consideration the NSWPlanning "*Guidelines for buffer areas around sewage treatment (water pollution control) plants*". These guidelines generally suggest a buffer area of at least 400 metres from STP's, which may be varied depending on local site conditions and meteorological data.

Predominant wind direction for this area is from W-WSW to E-ENE for over 40% of the year (based on 5 year annual average data from BOM). The site is located in a N-NNW direction from the KSTP which is subject to less than 8% wind direction impact. Within the separation distance there is existing established tree cover that would assist in mitigating any potential impact from odour drift from the KSTP.

In applying a general 400 metre buffer from the KSTP site boundary, the subject land is partially within the buffer. However, the location of the land is in a lesser affected location based on meteorological data. Also, the current tertiary upgrades of the STP have significantly reduced potential impact on neighbouring receptors, particularly other dwellings that are located closer to the plant than the subject site.

#### Proposed Minimum Lot Size

The 0.15 hectare minimum lot size has been chosen to allow flexibility in lot layout considering site opportunities and constraints, and to optimize the management and use of available land that is currently serviced by public infrastructure and accessible to existing local community facilities. The proposed minimum lot size will also continue to maintain the rural character of the local area by allowing sufficient land size to maintain and enhance natural vegetation communities. The proposal will continue to achieve the R5 zone objectives by:

- Providing residential housing in a rural setting while preserving, and minimising impacts on, environmentally sensitive locations and scenic quality.
- Ensuring that large residential lots do not hinder the proper and orderly development of urban areas in the future.
- Ensuring that development in the area does not unreasonably increase the demand for public services or public facilities.



- Minimising conflict between land uses within this zone and land uses within adjoining zones.
- Ensuring that the clearing of native vegetation is avoided or minimised as far as is practicable.

The existing 2 hectare minimum lot size is inappropriate as it does not respond to or achieve current Local Environmental Plan (LEP) aims and objectives, particularly in relation to responding to opportunities that have arisen in the subsequent provision of urban infrastructure and services in the local since the introduction of the original planning provisions over the land. The current minimum lot size provisions are outdated and do not respond to the current LEP aims of optimising the management and use of land and promoting sustainable urban development.

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### **3.1 Need for the planning proposal**

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#### **3.1.1 Is the planning proposal a result of any strategic study or report?**

The planning proposal is not the result of a local strategic study or report. However, it is consistent with other relevant existing local strategic studies and reports, as discussed below.

A site specific strategic environmental analysis report has been prepared (see Attachment 1) that provides further strategic justification for the proposal. This report has been prepared with reference to other existing local strategic studies and demonstrates the proposal's ability to complement and assist in the delivery of relevant strategic land use directions for the City.

#### **3.1.2 Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?**

The planning proposal is considered to be the best means to achieve the objectives and intended outcomes for the subject land. There is no zoning change proposed as the scale and density of the proposed minimum lot size change is consistent with the objectives of the existing R5 zoning that applies to the land.

The subject land is currently appropriately zoned as R5, given the surrounding development and scale and character of the existing area. The minimum lot size proposed is appropriate for the site and is not proposed as a wider precinct provision for other adjoining land at this stage due to access and environmental constraints of those other adjoining and adjacent parcels of land, including proximity to the KSTP.

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### **3.2 Relationship to strategic planning framework**

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#### **3.2.1 Is the planning proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?**

The proposal is consistent with the directions of relevant plans, including the *NSW State Plan*, *Premiers Priorities* and *Riverina Murray Regional Plan 2036*.

The relevant goals outlined in the Riverina Murray Regional Plan 2036 include:

- *Direction 22: Promote the growth of regional cities and local centres – increase the supply of housing*
- *Direction 25: Build housing capacity to meet demand - single detached dwellings, with some larger residential lots and rural lifestyle options. As the population grows and changes, there will be demand for new housing and a greater variety of housing. Making more housing available in existing urban areas will be more sustainable because it takes advantage of existing infrastructure and services.*
- *Direction 26: Provide greater housing choice*
- *Direction 27: Manage rural residential development - identify suitable locations for new rural residential development, to avoid fragmentation of productive agricultural land, potential impacts on high environmental value assets, cultural and heritage*

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*assets or areas with important rural landscape values. Rural residential development should not increase pressures on infrastructure and services and should be located on land free from natural hazards.*

Action 22.1 of Direction 22 refers to the coordination of infrastructure delivery across residential and industrial land in regional cities. The subject land is connected to and within reticulation networks for all essential urban infrastructure services. Servicing of additional allotments that would be created from this proposal would be subject to current servicing policies and any necessary administrative amendments to those policies. Preliminary investigations indicate that existing infrastructure would adequately accommodate the minor increase in allotments that would potentially be created.

Action 25.2 of Direction 25 refers to the facilitation of increased housing choice, including townhouses, villas and apartments in regional cities and locations close to existing services and jobs. The proposal seeks to make more efficient use of land that is within the urban servicing network of the city and adjoining, or within close proximity to other existing community services and employment areas. The size of allotments proposed will address a shortfall in this sector of the land use residential capacity of the city and provide necessary and suitable housing choice.

Action 26.7 of Direction 26 refers to promoting incentives to encourage greater housing affordability, including a greater mix of housing in new release areas. The subject proposal will provide additional large-lot residential land that will address a shortfall in this sector of the land use budget of the city. The current shortfall is resulting in increased prices for residential zoned land across the city, which has an impact on housing prices generally across all housing sectors.

In relation to Direction 27, the subject proposal supports this direction by:

- Protecting existing prime agricultural by focusing on land that has been previously fragmented and not part of active prime agricultural production;
- Being located within an existing urban settlement area with access to existing infrastructure and services including roads, water, electricity, gas, communications, waste, social, recreational and community facilities;
- Avoiding land use conflicts with productive agricultural land uses by being located adjoining other general residential and rural residential land;
- Not impacting upon areas of high environmental value and cultural heritage significance;
- Not unduly increasing pressures on infrastructure and services as the proposed increase in density is minimal and within known infrastructure capacity levels. See attached engineers report verifying capacity analysis for sewer, stormwater and traffic networks that service the subject area; and
- Not being located in any significant natural hazard area. The overland stormwater flows highlighted on Council flood modelling maps indicate a very minimal flow depth of between 20-50mm, which is within design considerations for residential development. Other residential areas of the City currently exist with similar stormwater constraints and have been established with minimal engineering solutions to avoid impacts on the subject lands and wider local area.

Direction 27.1 refers to enabling new rural residential development only where it has been identified in a local housing strategy prepared by Council and approved by the Department of Planning and Environment. The land is currently zoned for rural residential development and part of the existing rural residential strategy of the city. The proposal seeks to make more efficient use of the land by creating additional rural residential allotments of suitable size and adequately serviced by existing infrastructure. This type of infill development addresses the land use budget needs of the city without extending additional rural residential zoning beyond the current city zoning limits.

In relation to Wagga Wagga City in general, the regional plan notes, as a priority, to increase the range of housing options within the existing urban area. The subject land is located within the existing urban area and essential infrastructure service catchments.

### **3.2.2 Is the planning proposal consistent with a council's local strategy or other local strategic plan?**

The planning proposal has been measured for consistency with Council's local strategic planning documents including the Spatial Plan 2013-2043. A detailed strategic analysis of the proposal is contained Attachment 1, with a summary of the conclusions provided below.

#### Spatial Plan 2013-2043

The planning proposal is consistent with the *Wagga Wagga Spatial Plan 2013-2043*, meeting the key components and initiatives outlined under 'Resilient and Sustainable Built Environments', 'Plan for a Growing Community', 'Our Standard of Living' and 'Our Community Grows'. The proposal satisfies the objective of 'a variety of housing options to achieve housing choice and affordability' under this plan, addressing the accommodation of anticipated population growth. The housing options provided by the proposal include large lots capable of supporting a rural/residential lifestyle in a natural landscape setting.

**Table: Relevant Strategic Components of Wagga Wagga Spatial Plan 2013-2043**

| Wagga Wagga Spatial Plan 2013-2043 Extracts |  |
|---|--|
| Initiative                                  | Consistency  |
| RESILIENT & SUSTAINABLE BUILT ENVIRONMENTS  | The proposal is consistent with these strategic objectives by providing addition supply of residential land in an appropriate location to facilitate housing choice within a well serviced area.<br><br>The proposal addresses various short, medium, long term and ongoing action timeframes as listed in the strategy. |
| PLAN FOR A GROWING COMMUNITY                | The proposal is consistent with these strategic objectives by ensuring that existing infrastructure is accessed to ensure efficiency and sustainability.   |
| OUR STANDARD OF LIVING                      | The proposal is consistent with this strategic objective by promoting housing choice in a suitable location and aiming to achieve specific action items of the plan including those that ensure our standard of living is embellished.   |
| OUR COMMUNITY GROWS                         | The proposal is consistent with these strategic objectives by facilitating development and aiming to achieve specific action items of the plan including those that increase flexibility of planning controls for better living outcomes.  |

The Urban Layout map that accompanies the Spatial Plan indicates the subject land and "Urban Land", however does not indicate the land as "Potential Intensification". The land has certain attributes that would suggest that intensification is appropriate, particularly as the proposal would achieve and support the strategic components of the plan as discussed above.



**Figure 4:** Spatial Plan 2013-2043 extract (Source: WWCC 2017)

The proposal has strategic merit and is consistent with the intent of efficiently utilising available, serviceable land and avoiding further expansion of the urban footprint of the City. The proposal will facilitate infill large residential lots that will complement the existing character of the area.

### **3.2.3 Is the planning proposal consistent with the applicable State Environmental Planning Policies?**

The proposal is consistent with applicable State Environmental Planning Policies (SEPPs), as identified in the table below.

**Table 1: Applicable SEPPs**

| SEPPs Applicable to the Planning Proposal |  |
|---|--|
| SEPP Title                                | Consistency  |
| SEPP55 – Remediation of Land              | <p>The subject land is identified as having mixture of hobby farm and general agricultural uses conducted in the past. This land use is a purpose specified in Table 1 of the Contaminated Land Planning guidelines. It is considered that the potential for contamination of the subject land to be low, given the limited evidence of these activities. There are no storage facilities or other contaminating activities known to have occurred on the subject land. There is no evidence to suggest that the site was used for anything other than hobby farming and general low scale agricultural activities.</p> <p>Subdivision of the land from farming activities to 2.0 hectare rural residential development many years ago has resulted in no further active commercial farming activities on the land.</p> <p>It is considered that the potential for impact from contamination to be low, given that large lot residential type uses have occurred on the land and will continue with this proposal.</p> |

### **3.2.4 Is the planning proposal consistent with applicable Ministerial Directions (s117 directions)?**

The following table outlines the relevant s117 directions and the level of consistency of this planning proposal to those directions.

**Table 2: s117 Directions**

| Ministerial Directions applicable to the development |  |
|--|--|
| Direction title                                      | Consistency  |
| 2.1 Environmental Protection Zones                   | Consistent, the proposal does not reduce the environmental protection standards that apply to the land.  |
| 2.3 Heritage Conservation                            | Consistent, the proposal does not alter provisions that relate to heritage conservation matters that apply to the land.  |
| 2.4 Recreation Vehicle Areas                         | Consistent, the proposal does not alter provisions applying to the land that relate to the protection of sensitive land or land with significant conservation values from adverse impacts from recreation vehicles.  |
| 3.1 Residential Zones                                | The proposal is consistent with this direction, increasing the variety and choice of housing types across the area. The proposal also makes efficient use of existing infrastructure services whilst minimising the impact of future development on the environment and resource lands.  |
| 3.2 Caravan Parks                                    | Consistent, the proposal does not alter provisions relating to Caravan Parks.  |
| 3.3 Home Occupations                                 | Consistent, the proposal does not alter provisions relating to Home Occupations.   |
| 3.4 Integrating Land Use and Transport               | The proposal is consistent with this direction by ensuring greater housing choice in a location with access to a variety of transport modes that reduce dependence on cars.  |
| 3.5 Development Near Licensed Aerodromes             | <p>Consistent, the proposal is in relation to land that is of sufficient distance from the existing Wagga Wagga Airport to ensure continued effective and safe operation of the aerodrome.</p> <p>The land is located outside of the ANEF 25 contour and OLS mapping indicates negligible impact on the operation of the aerodrome under current and future scenarios.</p> |



|  |  |
|--|--|
| 5.10 Implementation of Regional Plans  | The proposal is consistent with this direction by ensuring the proposal achieves relevant Goals/Directions of the Riverina Murray Regional Plan 2036, including those referring to <i>Efficient transport and infrastructure networks</i> and <i>Strong, connected and healthy communities</i> .   |
| 6.1 Approval and Referral Requirements | The proposal is consistent with this direction as it does not introduce any unnecessary provisions to the development assessment process.  |
| 6.2 Reserving Land for Public Purposes | The proposal is consistent with this direction as it does not create, alter or reduce existing zonings or reservations of land for public purposes.  |
| 6.3 Site Specific Provisions           | The proposal is generally consistent with this direction as it does not propose additional permissible uses other than as exist under the current land zoning, rezone the land or introduce any other development standards in addition to those that are already contained in the LEP.<br>The site specific minimum lot size change is a minor inconsistency, as the existing zoning will remain unchanged and the proposal will achieve the objectives of that zone. |

### **3.3 Environmental, Social and Economic Impact**

#### **3.3.1 *Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?***

OEH mapping indicates that there is no critical habitat or threatened species, populations or ecological communities, or their habitats located on the site that are likely to be significantly affected as a result of this proposal, as shown in the relevant mapping included in the attachments to this proposal.

However, the subject land does contain scattered native vegetation including small stands of box-gum woodland (mainly yellow box), which are an Endangered Ecological Community under the Biodiversity Conservation Act 2016. Any proposed clearing of this vegetation would require the concurrence of NSW Office of Environment and Heritage (OEH).

#### **3.3.2 *Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?***

There are no significant environmental effects anticipated as a result of the planning proposal (see further discussion and detail in Attachment 1). LEP2010 mapping indicates that sensitive areas for biodiversity are contained within the subject land as identified in the figures contained in the attachments.

The subject land is located within Council's Biocertification Area and consideration of potential adverse impacts of this land have been previously considered by Council in the drafting of the current LEP. The land has been historically cleared for limited agricultural uses and hobby farming activities during post European settlement times.

The site is not identified as subject to flooding or bushfire hazards, as indicated on Council's online mapping. Overland stormwater flows are minor and would be subject to appropriate engineering design solutions at time of considering development of the land.

The subject land is located approximately 6.5km from Wagga Airport. Obstacle limitation (OLS) and noise affectation contours (ANEF) indicate negligible impact to the subject land.

There are no known items or places of European or Aboriginal cultural heritage located within proximity to the subject site.

In determining the likelihood of contamination, it is understood that the subject land has been historically utilized for limited agricultural activity, prior to being subdivided for rural residential use. There is no obvious evidence of soil contamination over the subject land.

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### **3.3.3 Has the planning proposal adequately addressed any social and economic effects?**

The proposal will contribute to building community in the local area, building stronger connections with established infrastructure including schools, neighbourhood centres and transportation networks.

A supply-demand analysis was undertaken to ascertain that creation of additional lots were warranted under current land development conditions (see further discussion and details attached). Available data indicated that progressing the planning proposal will meet a justifiable need for this type of land development and help balance the current land supply/value equation. Development of this land will also contribute positively to the local construction industry through employment and supply of materials. Higher density settlement of area will also make more economic use of valuable resources and services, also contributing to ongoing income generation for local businesses and public agencies.

Social and economic effects of the proposal have been adequately addressed.

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## **3.4 State and Commonwealth Interests**

### **3.4.1 Is there adequate public infrastructure for the planning proposal?**

There is adequate public infrastructure to support the outcomes of the planning proposal, as indicated on the attached infrastructure mapping, service capacity report and engineers report. The nature of the development will result in more efficient use of existing infrastructure services currently established adjacent to and nearby the site.

The subject site is within the existing Stormwater DSP. Any future development would be subject to relevant developer servicing requirements for drainage including contributions as tabled. The attached engineers report confirms that stormwater across the subject land can be satisfactorily managed under a higher density development environment.

The subject site is shown on the existing Sewer DSP as serviced by existing mains, however the relevant contributions overlay does not extend over the site. The site is included in the city sewer reticulation network, however, for contributions to be levied on future development, the DSP would require appropriate amendment.

The attached engineers report confirms that existing sewer infrastructure in the locality will enable development of the land and augmentation of services by way of a revised pumping system and rising main connection to the existing gravity main in Koorungal Road.

In relation to traffic management, the additional traffic flows generated by this proposal will be adequately accommodated within the existing public road environment, including the current arrangements with the Koorungal Road/Vincent Road intersection. No direct vehicular access will be available to new allotments with frontage to Koorungal Road. All vehicular access and egress arrangements will be established via a common internal road (either public or private). Appropriate intersection treatments can be established within both the Koorungal Road and Vincent Road reserves to ensure safe access and egress to the development area.

Other infrastructure networks and services, including public transport/school bus, waste management/recycling, health, education, emergency, mail and other community services are established in the local area and accessible to the subject site.

### **3.4.2 What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway determination?**

The views of State and Commonwealth public authorities will be sought following the issue of a Gateway determination on this matter.

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## **4. MAPPING**

The planning proposal seeks to amend the following map:

- Lot Size Map - LSZ\_004F

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## **5. COMMUNITY CONSULTATION DETAILS**

Community consultation will be undertaken in accordance with relevant sections of the Act and Regulations. In addition, the Gateway determination will confirm the extent and nature of community consultation to be undertaken for the purposes of this proposal.

## **6. PROJECT TIMELINE**

Following lodgement of the planning proposal, Council will develop a project timeline including Council acceptance, Gateway determination, public exhibition, reporting, Ministerial (or delegated) approval and implementation.

**14082: Document History**

| Revision No.            | Date       | Authorised By                  |   |   |
|-------------------------|------------|--------------------------------|---|---|
|                         |            | Name/Position                  | Signature   | Notes   |
| Rev 1.0 – Draft         | 9/11/17    | Rohan Johnston<br>Town Planner |  | For internal review   |
| Rev 1.1 – Revised Draft | 06/12/17   | Garry Salvestro<br>Director    |  | For preliminary review by WWCC & client                     |
| Rev 1.2 – Revised Draft | 08/12/2017 | Garry Salvestro<br>Director    |  | For further internal review                                 |
| Rev 1.3 – Revised Draft | 14/12/2017 | Garry Salvestro<br>Director    |  | For further review by WWCC & client                         |
| Rev 1.4 – Revised Draft | 22/03/2018 | Garry Salvestro<br>Director    |  | For further review by WWCC & client                         |
| Rev 2.0 – Final         | 09/05/2018 | Garry Salvestro<br>Director    |  | For lodgement with Council.                                 |
| Rev 2.1 – Final         | 18/12/2018 | Garry Salvestro<br>Director    |  | Revised version for joint landowner lodgement with Council. |



## ATTACHMENT 1: STRATEGIC ENVIRONMENTAL ANALYSIS REPORT

The planning proposal has been subject to a strategic environmental analysis to ensure the proposal has strategic merit when measured against State, Regional and Local plans and strategies.

### A1.1 The Subject Land & Locality

The subject land involves Lot 1 DP653241 & Part Lot 1 DP219692, 6 Vincent Road, and Lot 2 DP1009360, 531 Koorungal Road Lake Albert as shown below.

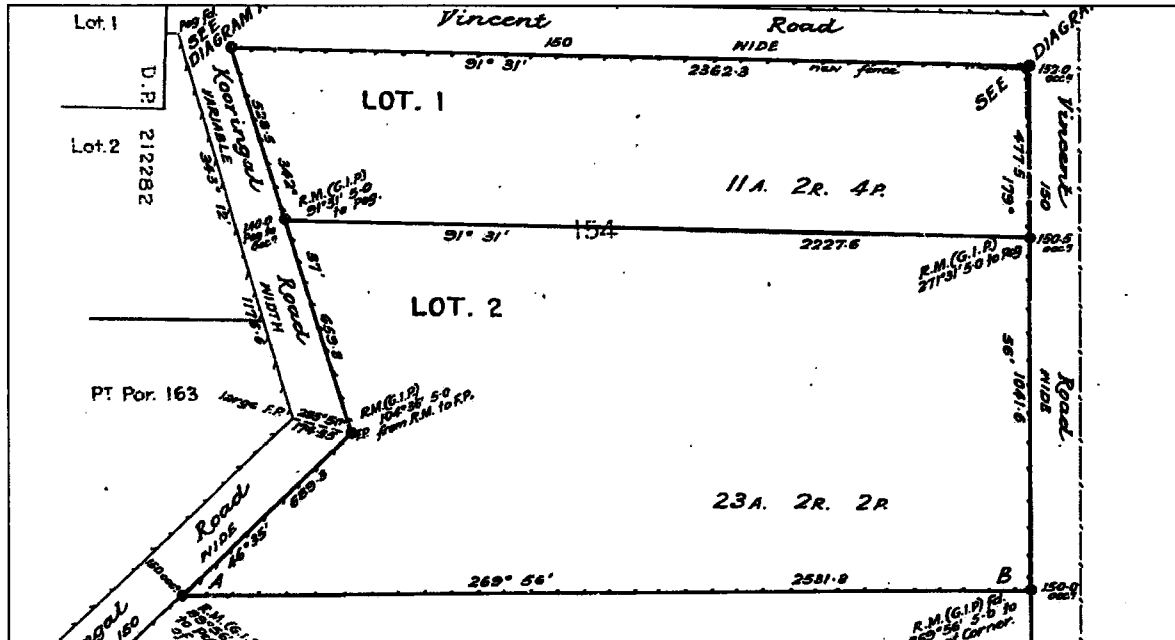


Figure A1-5: Extract of DP219692 (Source: WWCC GIS 2017)

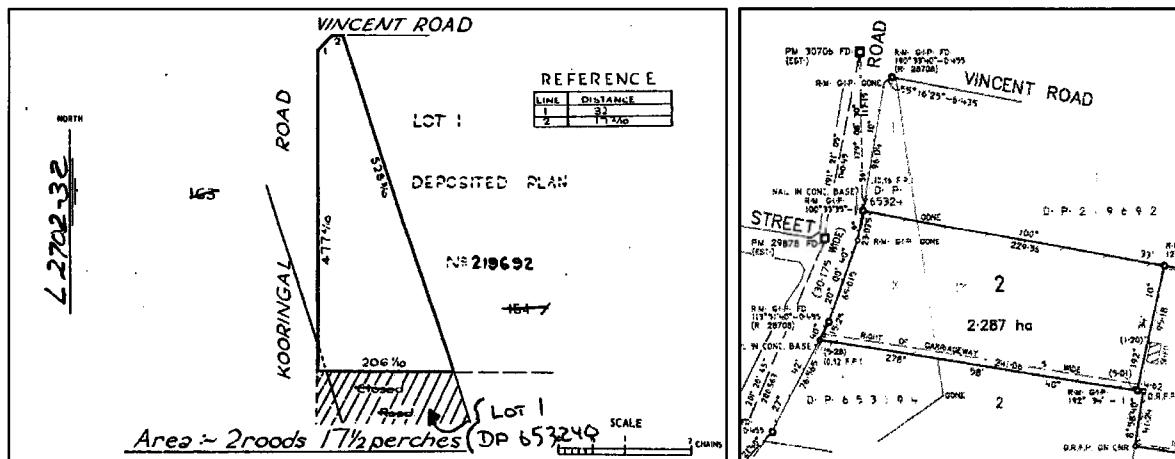
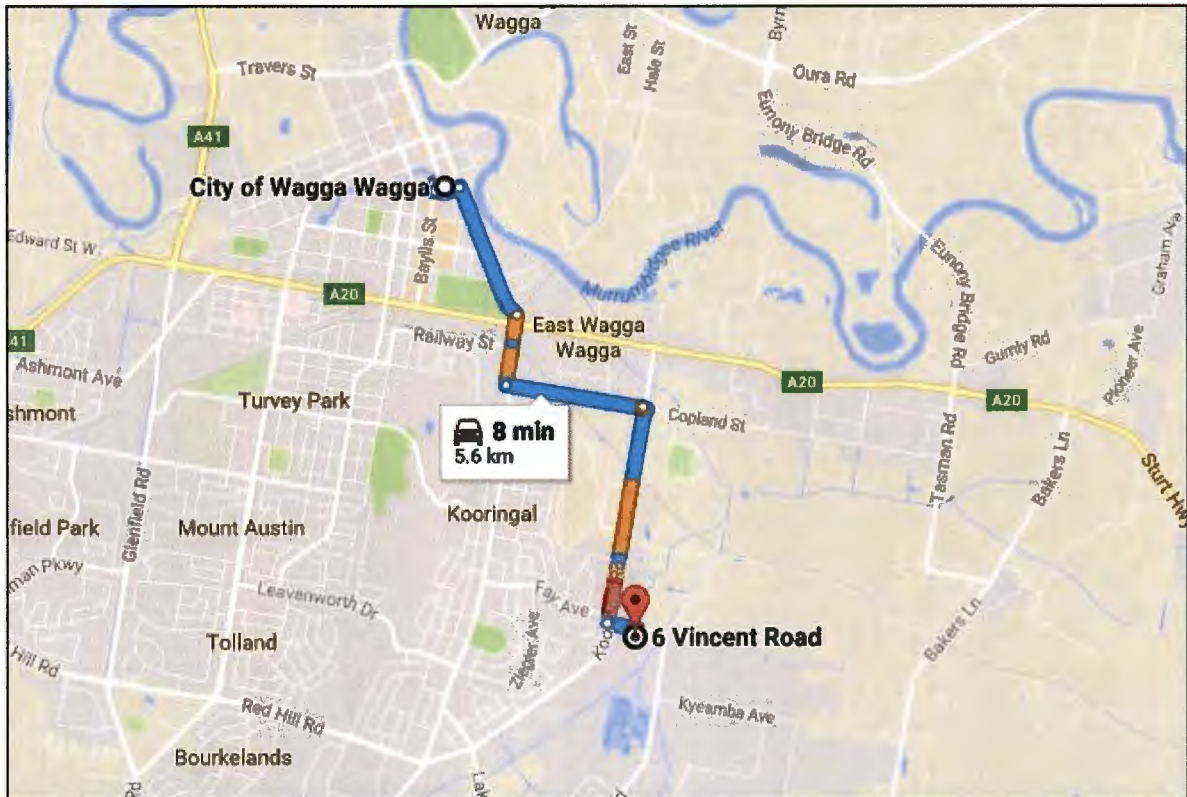


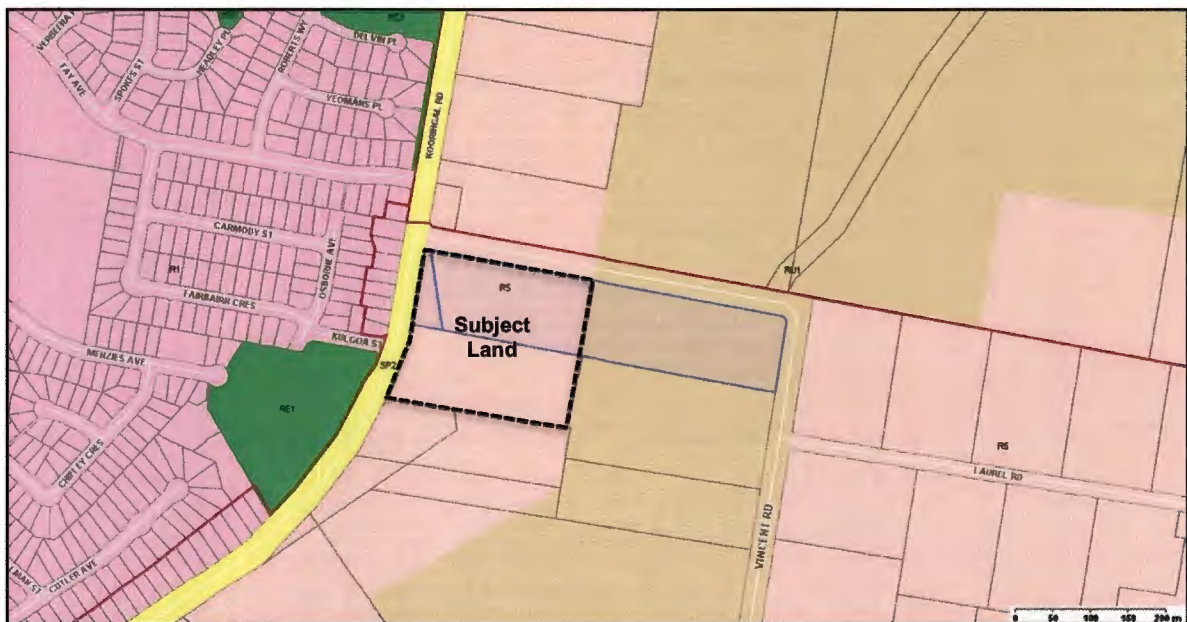
Figure A1-6: Extracts from DP653241 & DP1009360 (Source: WWCC GIS 2017)

Total site area of all lots is 7.2 hectares, however, the subject land zoned R5 comprises approximately 4.6 hectares only.

The land is located on the eastern edge of the current City urban area, approximately 5.6 kilometres by road southeast of the Wagga Wagga CBD, as indicated in the figure below.

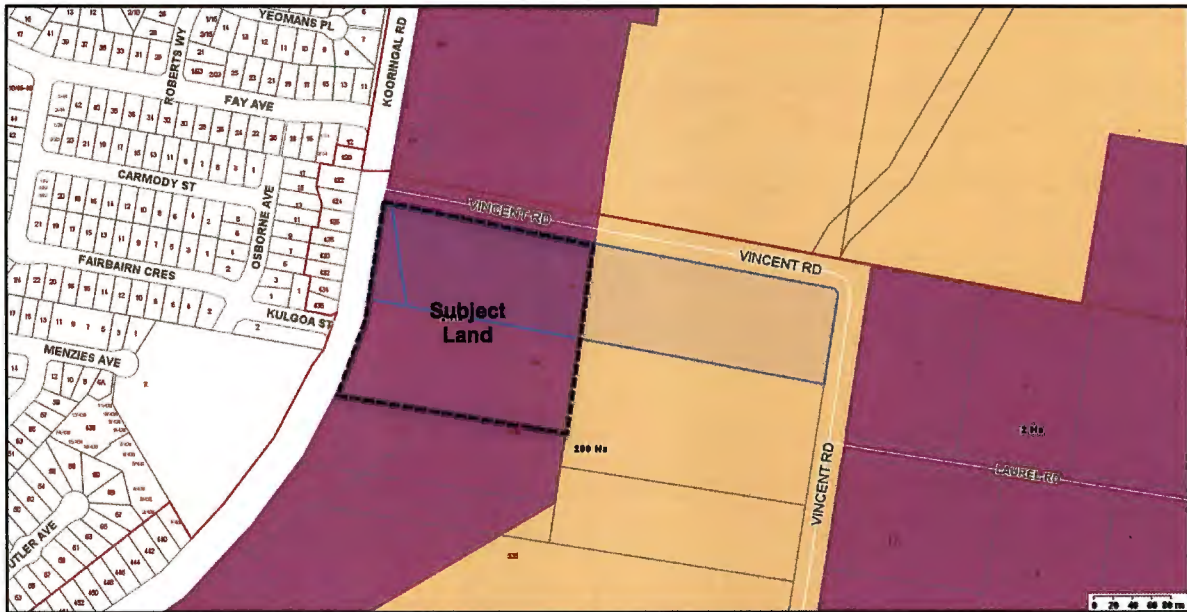


**Figure A1-7:** Location Map (Source: Google Maps 2017)



**Figure A1-8:** Existing Zoning LEP2010 (Source: WWCC GIS 2017)

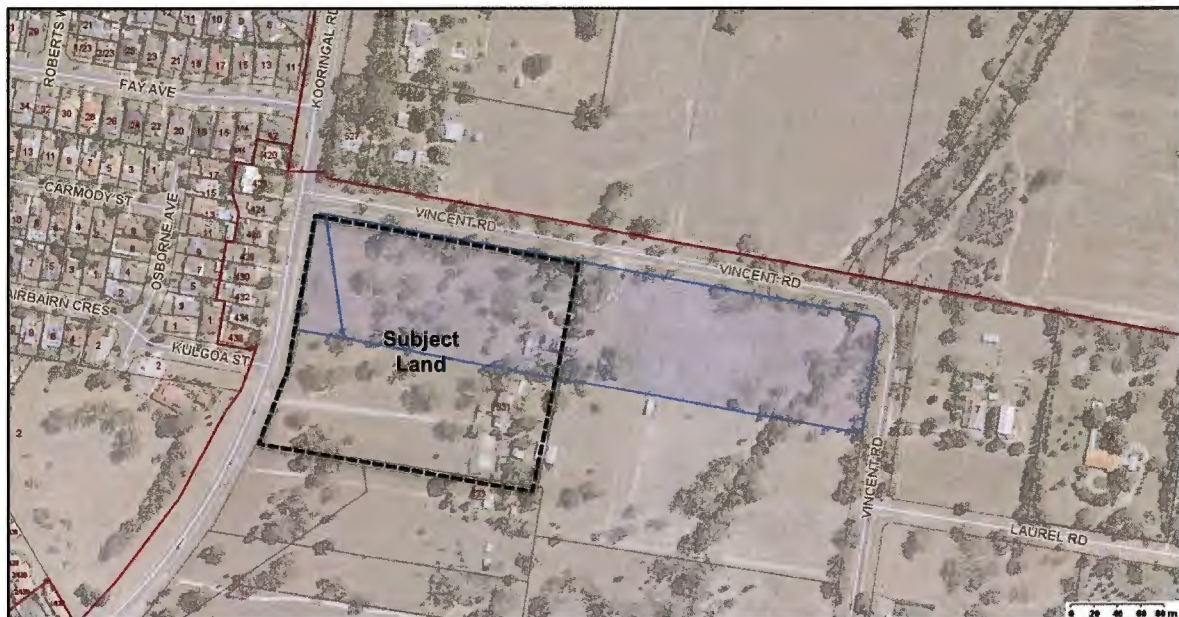




**Figure A1-9:** Existing Minimum Lot Size LEP2010 (Source: WWCC GIS 2017)

The subject land is currently zoned R5 Large Lot Residential, with a Minimum Lot Size of 2 hectares under WWLEP2010. The land is bounded by existing large lot residential development along Koorringal and Vincent Roads (north, south and east), and residential development on Koorringal Road (west), as shown in the aerial image below. The RU1 zoned land adjoining to the east generally follows the Marshalls Creek corridor from Lake Albert to East Wagga Wagga.

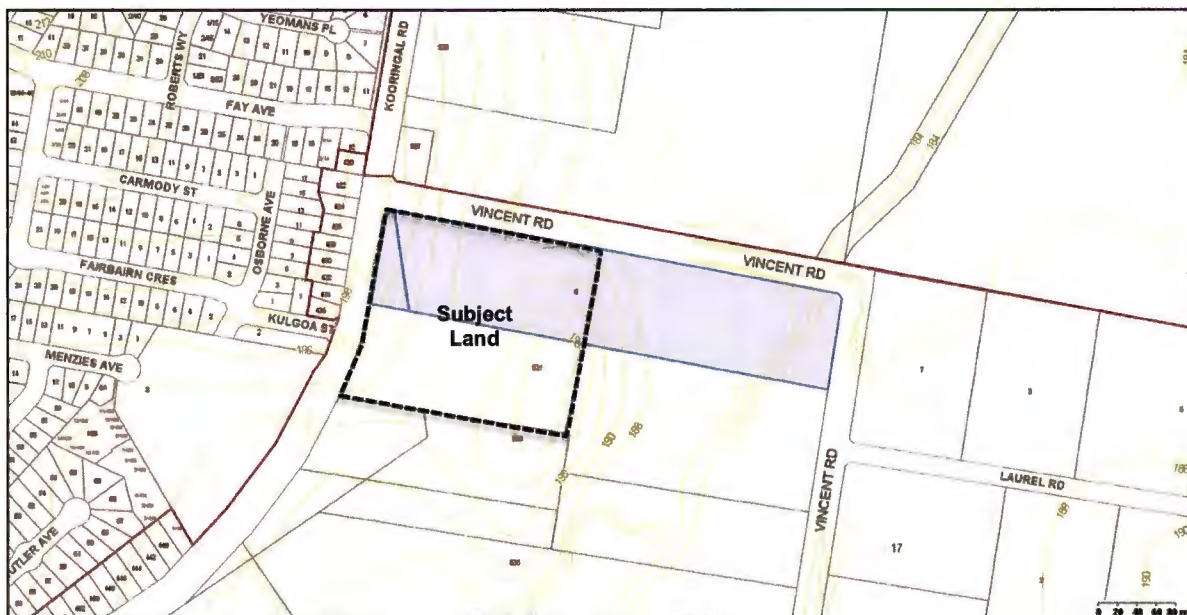
The primary site access is currently via Vincent Road and Koorringal Road.



**Figure A1-10:** Aerial Locality Map (Source: SIX Maps 2017)

The land is gently rolling, having an approximate elevation change from 196 AHD to 188 AHD across the site. The land falls to the east, away from Koorringal Road, with a rise in the middle of the site. A topographical extract is provided in the figure below. Lot 1 DP269692 has a depression on the eastern end of the property that is an intermittent creek (Marshalls Creek).





**Figure A1-11:** Topographical Map Extract (Source: WWCC GIS 2017)

Kooringal Road and Vincent Road are formed and sealed public roads that border the northern, western and eastern boundaries of the site. Vincent Road and Kooringal Road provide potential future access for large lot residential development on the subject land. The surrounding land has a character and amenity typical of a large lot and semi rural living environment in this locality. The image below shows the frontage of the northern portion of the subject land to Vincent Road, looking east.



**Figure A1-12:** View East along Vincent Road (Source: SP 2017)

The site contains an existing dwelling and associated domestic and hobby farm structures. Post European settlement and activity indicate limited agricultural activity and more recently hobby farm/rural lifestyle pursuits.



Existing native vegetation includes scattered stands of box-gum woodland (mainly yellow box), which are an Endangered Ecological Community (EEC) under the Biodiversity Conservation Act 2016.

The figures below are images of the subject land and locality.



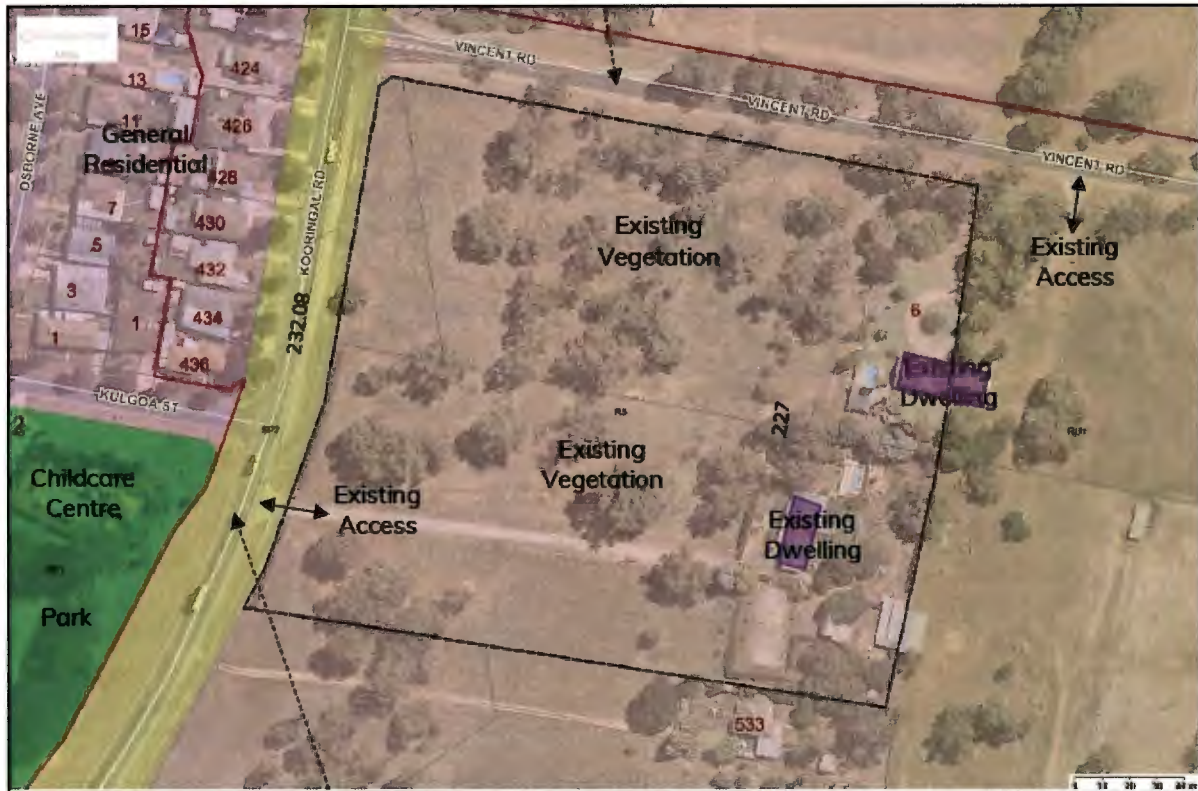
**Figure A1-13:** View South from Northern Boundary, Showing Existing Dwelling (Source: SP 2017)



**Figure A1-14:** View South (across Rear of Site) from Northern Property Boundary (Source: SP 2017)

The subject land contains existing dwellings and associated structures and outbuildings. These site elements and others are indicated on the attached Site Analysis Plan with extract provided in the figure below.





**Figure A1-14:** Site Analysis Plan Extract (Source: SP 2017)

## **A1.2 Strategic Overview**

### **A1.2.1 Relevant Strategic Plans**

The proposed minimum lot size amendment has been measured against the goals and directions contained in the following State, regional and local strategic planning documents:

#### NSW State Plan 2021:

Relevant goals include the following extracted from the NSW State Plan 2021.

- Drive economic growth in regional NSW
- Protect our natural environment
- Increase opportunities for people to look after their own neighbourhoods and environments
- Make it easier for people to be involved in their communities

In 2017, the NSW Premier reinforced the delivery of the State Plan by advising on 12 critical priorities including the following relevant areas.

- Making housing more affordable through faster housing approvals and facilitating dwelling capacity through rezoning proposals.
- Building infrastructure through increasing housing supply.

#### Riverina Murray Regional Plan 2036:

An extract of the Riverina Murray Regional Plan 2036 statement of purpose is provided below:

*"The Riverina Murray Regional Plan 2036 (the Plan) establishes a framework to grow the region's cities and local centres, supports the protection of high-value environmental assets and makes developing a strong, diverse and competitive economy central to building prosperity and resilience in the region. The Plan will guide the NSW Government's land use priorities and decisions over the next 20 years."*

Relevant goals/directions of the regional plan include:

- *Direction 22: Promote the growth of regional cities and local centres – increase the supply of housing*
- *Direction 25: Build housing capacity to meet demand - single detached dwellings, with some larger residential lots and rural lifestyle options. As the population grows and changes, there will be demand for new housing and a greater variety of housing. Making more housing available in existing urban areas will be more sustainable because it takes advantage of existing infrastructure and services.*
- *Direction 26: Provide greater housing choice*
- *Direction 27: Manage rural residential development - identify suitable locations for new rural residential development, to avoid fragmentation of productive agricultural land, potential impacts on high environmental value assets, cultural and heritage assets or areas with important rural landscape values. Rural residential development should not increase pressures on infrastructure and services and should be located on land free from natural hazards.*

In relation to Direction 27, the subject proposal supports this direction by:

- Protecting existing prime agricultural by focusing on land that has been previously fragmented and not part of active prime agricultural production;
- Being located within an existing urban settlement area with access to existing infrastructure and services including roads, water, electricity, gas, communications, waste, social, recreational and community facilities;
- Avoids landuse conflicts with productive agricultural land uses by being located adjoining other general residential and rural residential land; and
- Does not impact upon areas of high environmental value and cultural heritage significance

In relation to Wagga Wagga City in general, the regional plan notes, as a priority, to increase the range of housing options within the existing urban area. The subject land is located within the existing urban area and essential infrastructure service catchments.

*Wagga Wagga Community Strategic Plan 2040:*

The Community Strategic Plan paints a picture of what the local community want the future to look like. The plan aligns with the NSW Premier's Priorities. In relation to the key strategic direction for the environment, the proposal is consistent with the targeted outcomes of:

- *Sustainable urban development* – by ensuring planned development, considering environmental impacts, ensuring availability of appropriate infrastructure and services and enabling innovation in primary production landuse and lifestyle choices.
- *Housing that suits our needs* – by providing an alternative range of housing choice and living lifestyles.

*Spatial Plan 2013-2043*

The purpose of Wagga Wagga Spatial Plan 2013-2043 is:

*"..... to provide clear strategic indicators for the development of Wagga Wagga over the next 30 years and beyond, but with the flexibility required to respond to change. It is the key strategic planning document for informing and managing urban growth and change."*

The planning proposal is also consistent with this plan by addressing key goals and directions including:

*Goals: • We have opportunities and places for connection. • We are a community that is informed and involved in decisions impacting us. • We live in a safe community • We look after and enhance our natural environment. • We are happy with our standard of living. • Our community grows. • We plan for resilient and sustainable built environments.*

*Directions: • We use sports, recreation, arts and leisure as ways of staying connected. • We protect our heritage to keep what was. • We have a variety of transport options. • We are provided the opportunity to be involved with decisions impacting us. • We improve the*

*quality of our environment. • We plan for a growing community. • We maintain our current and future infrastructure. • Arrangements are in place to respond to and recover from natural disasters. • We have access to affordable housing options. • There is growing business investment in our community.*

Specifically, the proposal satisfies objectives of key components and initiatives outlined under the headings of 'Resilient and Sustainable Built Environments', 'Plan for a Growing Community', 'Our Standard of Living' and 'Our Community Grows'.

**Table 3: Relevant Strategic Components of Wagga Wagga Spatial Plan 2013-2043**

| Wagga Wagga Spatial Plan 2013-2043 Extracts |  |   |
|---|--|---|
| Initiative                                  | Objective  | Consistency   |
| RESILIENT & SUSTAINABLE BUILT ENVIRONMENTS  | <p><i>Accommodating population growth through adequate supplies of well planned residential, industrial and business land, providing a variety of housing options to achieve housing choice and affordability.</i></p> <p><i>Well serviced areas displaying design excellence, which in turn enhance the security and wellbeing of individuals and families, and provide a base for strong, resilient communities.</i></p> | <p>The proposal is consistent with these strategic objectives by providing addition supply of residential land in an appropriate location to facilitate housing choice within a well serviced area.</p> <p>The proposal addresses various short, medium, long term and ongoing action timeframes as listed in the strategy.</p> |
| PLAN FOR A GROWING COMMUNITY                | <p><i>Facilitate the provision of physical infrastructure in a coordinated and cost effective manner.</i></p> <p><i>Facilitate improved efficiency of urban infrastructure such as road networks, water supply, wastewater management, stormwater management, electricity and telecommunications</i></p>   | <p>The proposal is consistent with these strategic objectives by ensuring that existing infrastructure is accessed to ensure efficiency and sustainability.</p>   |
| OUR STANDARD OF LIVING                      | <p><i>Ongoing commitment to promotion of affordable housing in locations with access to services.</i></p>  | <p>The proposal is consistent with this strategic objective by promoting housing choice in a suitable location and aiming to achieve specific action items of the plan including those that ensure our standard of living is embellished.</p>   |
| OUR COMMUNITY GROWS                         | <p><i>Facilitate the development of a prosperous city.</i></p> <p><i>Support viable neighbourhood centres.</i></p> <p><i>Provide flexible opportunities and appropriate locations for establishing and growing business.</i></p> <p><i>Provide opportunities for key businesses established in Wagga Wagga to grow further.</i></p>  | <p>The proposal is consistent with these strategic objectives by facilitating development and aiming to achieve specific action items of the plan including those that increase flexibility of planning controls for better living outcomes.</p>  |

#### Draft Activation Strategy 2040

The Draft Activation Strategy 2040 has been prepared by Council to aid and direct the future growth of the city. It provides a blue print to cater for a growing economy and population. The Draft Strategy has been referenced during the preparation of this planning proposal to ensure it has strategic merit when measured against the relevant intentions and objectives of the strategy.



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The subject land is located within the "Urban Containment Line" as indicated within the Draft Strategy, satisfying the overall objective of Planning Sustainable Growth. It is also located within the Lake Albert, Tatton Precinct as identified in the Draft Strategy (see figure below). The strategic statement for the Lake Albert, Tatton Precinct has been defined as providing "a mixture of low density and rural lifestyle housing. The Lake will continue to be a popular recreation area. The precinct will continue to be an attractive area and will benefit from:

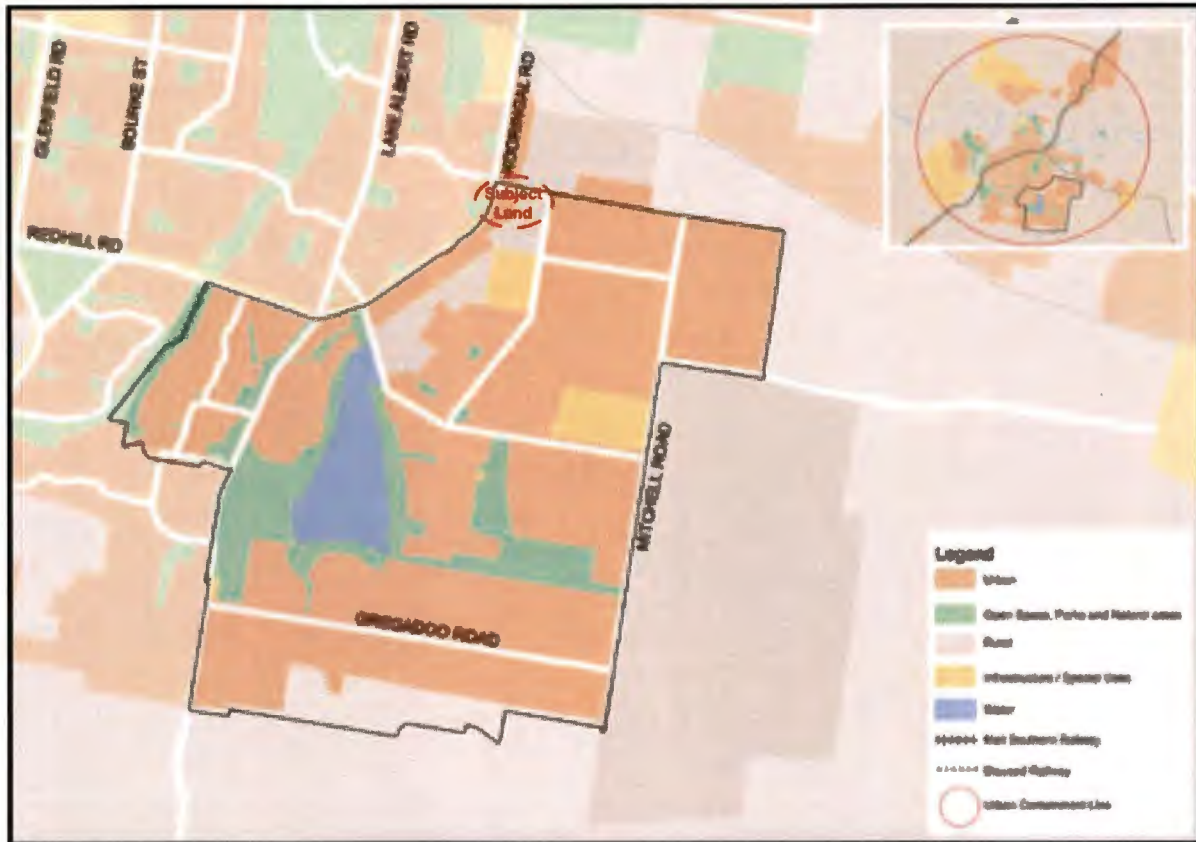
- A small amount of additional rural lifestyle lots that maintain and preserve the rural lifestyle character
- Improvements to connectivity and playgrounds
- Better use of Lake Albert to provide commercial opportunities
- Promotion of Lake Albert
- Green street planting
- Small scale development
- Improving corridors and connectivity
- Development of Rawlings Park as a major regional event facility for soccer
- Street tree planting
- Additional water stations

The local area has the following key characteristics as identified in the draft Strategy:

- Primary and secondary schools
- Childcare centre, playgroup and preschool
- Local shopping centre
- Sewerage treatment plant
- Low density housing
- Rural lifestyle lots
- Seniors living
- Golf course and club
- Boat club
- Medical centre
- Aged care facilities
- Lake and boat ramps
- Walking track and fitness equipment
- Cemetery
- Sports ovals and playgrounds
- Dog park
- Scout hall
- Wiradjuri Walking Track and Willans Hill reserve
- Vegetated boulevard

The development of the subject land in accordance with the objectives of this planning proposal will assist in achieving the identified outcomes of the draft strategy. The proposal has strategic merit and is consistent with the intent of efficiently utilising available, serviceable land and avoiding further expansion of the urban footprint of the City. The proposal will facilitate infill large residential lots that will complement the existing character and emerging subdivision pattern of the area.

The land is located at the northern boundary of this precinct and is located close to existing urban facilities and services in Koorinal, including shopping centre, schools, parks, medical centres and transport networks. The site has direct access along its Koorinal Road frontage to the city cycleway/walkway network.



**Figure A1-15:** Lake Albert, Tatton Precinct Mapping (Source: Draft Activation Strategy 2017)

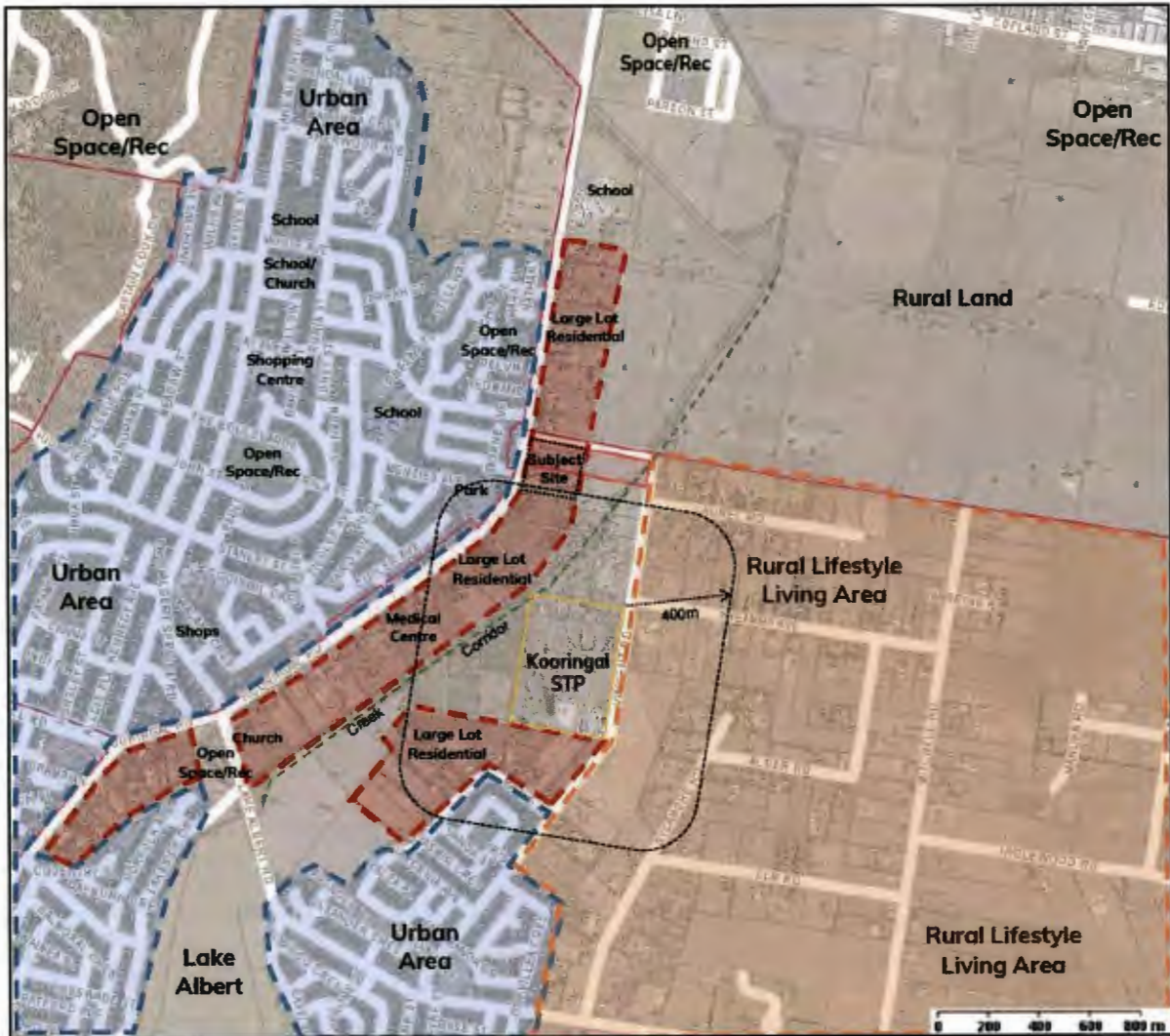
The planning proposal is consistent with Council's strategic landuse direction as indicated the Draft Strategy.

The key strategic element that this proposal addresses is the contribution to housing supply required to accommodate future growth, whilst utilising land that currently has access to essential services. The Draft Activation Strategy also encourages diversity in housing types and the preservation of rural lifestyle values through the development of land that is considered to have minimal impact on high value environmental areas and significant rural areas, which is supported by this planning proposal.

#### **A1.2.2 Strategic Analysis**

In analysing the proposal's strategic appropriateness, a series of plans have been prepared to measure the property's connectedness to the surrounding landuse structure, environmental attributes and essential linkages. These plans are included as Attachments 2 – 6. The following figures are extracts from those plans.





**Figure A1-16: Strategic Spatial Analysis Plan Extract (Source: SP 2017)**

The subject land is located within an area containing a range of land uses including large lot residential, hobby farms, lifestyle lots, medical centres, schools, child care centres and also general residential lots.

Kooringal sewerage treatment plant (STP) is located over 500 metres to the south of the subject site. The STP is a tertiary treatment facility and was established many years ago. It has been recently upgraded to more efficiently treat effluent and meet high environmental standards with minimal impact to adjoining and adjacent sensitive receptors. The buffer distance to the STP meets general recommended guidelines.

The subject land is separated from other rural residential/rural lifestyle lots, located to the east, by the existing Marshalls Creek corridor. There exists significant stands of native vegetation on adjoining land, with the subject land containing scattered stands of box-gum species.

Other aspects of the subdivision pattern of the local area include irregular sized lots that are the product of road realignments and future bypass corridors that have not eventuated as a result of subsequent local planning strategies. Considering the existing inconsistent subdivision pattern in the area, together with varying site constraints and topographic characteristics, a precinct wide approach in the application of minimum lot sizes is limited to those lots indicated as the subject land.







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ensure the creation of at least 300 – 350 dwelling lots per year, including a mix of allotment sizes to cater for lifestyle choices appropriate for a regional centre. In addition, recent announcements by Federal & State agencies are encouraging Wagga Wagga to aim for higher growth rates to enable the city to accommodate 100,000 within the same time frame, thereby raising the volume of new allotments to be created each year.

Rural lifestyle lots are a legitimate part of a sustainable residential lifestyle mix. Historic research indicates that an appropriate component of rural lifestyle lots to satisfy legitimate demand would be between 12-15% of residential dwelling lots. This suggests an annual creation of up to 50 vacant serviced lots per year.

Best practice guidelines for rural residential land supply recommend regional centres to aim for at least 10 years supply of appropriately zoned land to meet expected demand.

The attached Rural Residential Land Use Analysis Report outlines the rural residential land supply across the city. This report demonstrates that there is a significant shortfall in the current supply of rural residential land. The planning proposal seeks to provide rural residential land to increase the supply of this land use type and support the growth of the city in accordance with Council's Strategic planning documents and policies.

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### **A1.3 Environmental Context**

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#### **A1.3.1 Agricultural Land Quality**

The agricultural suitability of the subject land is predominantly Class 2.

Class 2 Land is defined by NSW Agriculture (Agfact AC.25, 2002) as:

*Arable land suitable for regular cultivation for crops but not suited to continuous cultivation. It has a moderate to high suitability for agriculture but edaphic (soil factors) or environmental constraints reduce the overall level of production and may limit the cropping phase to a rotation with sown pastures.*

The land is not used for primary production activities and is unlikely to be used for any commercial agricultural activities due to its proximity to urban land uses and fragmented nature of the surrounding subdivision pattern.

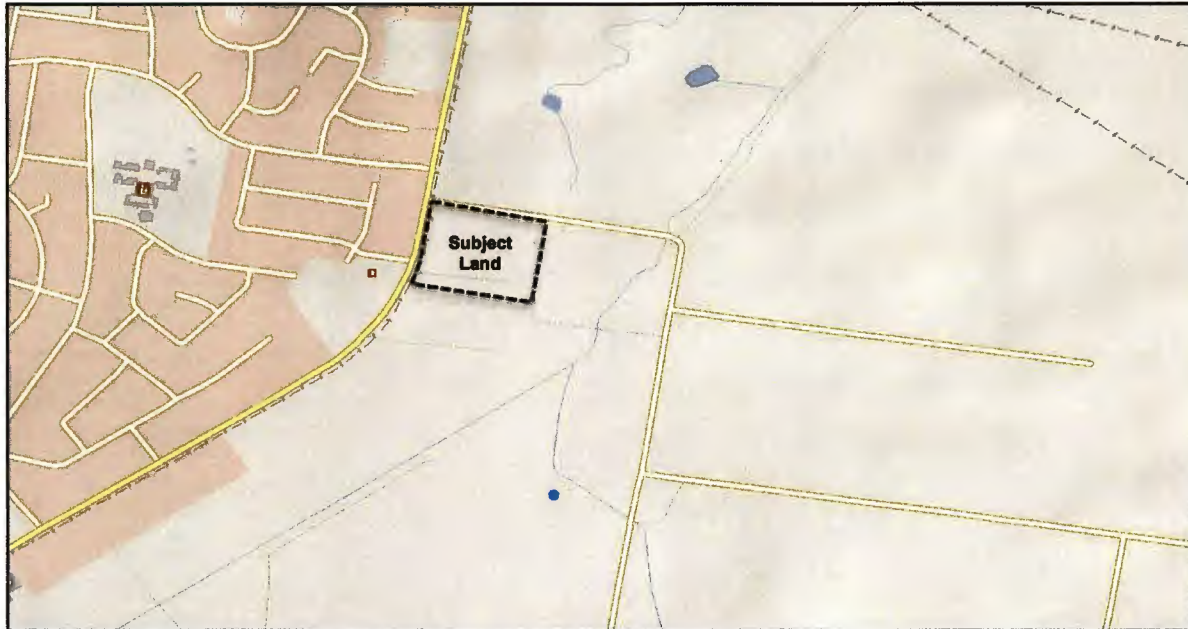
#### **A1.3.2 Flora/Fauna and Threatened Species**

The local environment has been significantly modified through historic land clearing practices. The subject land contains scattered native vegetation including small stands of box-gum woodland (mainly yellow box), which are an Endangered Ecological Community under the Biodiversity Conservation Act 2016. Any proposed clearing of this vegetation would require the concurrence of NSW Office of Environment and Heritage (OEH). Council environmental sensitive land mapping does not indicate the total extent of existing native vegetation over the land.

Future subdivision patterns would be required to minimise the removal of native vegetation where possible and in concurrence with OEH. In situations where removal is unavoidable, offset planting arrangements may be considered in appropriate areas on the subject land. Any development proposal would require a biodiversity impact assessment report taking into consideration matters discussed above.

Other vegetation on the site is the result of landscaping or cultivation as a result of residential and hobby farm activities.

OEH Mapping indicates there are no threatened species located on or within close proximity to the subject land (see figure below).



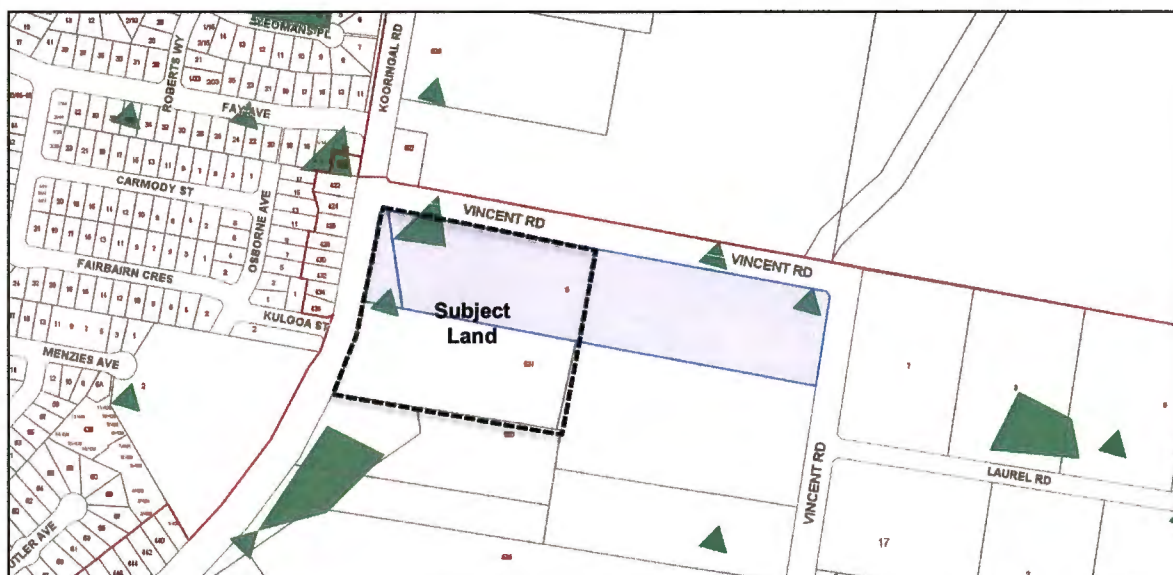
**Figure A1-18:** Wildlife Atlas Map Extract (Source: OEH 2017)

### **A1.3.3 Environmentally Sensitive Land (LEP2010)**

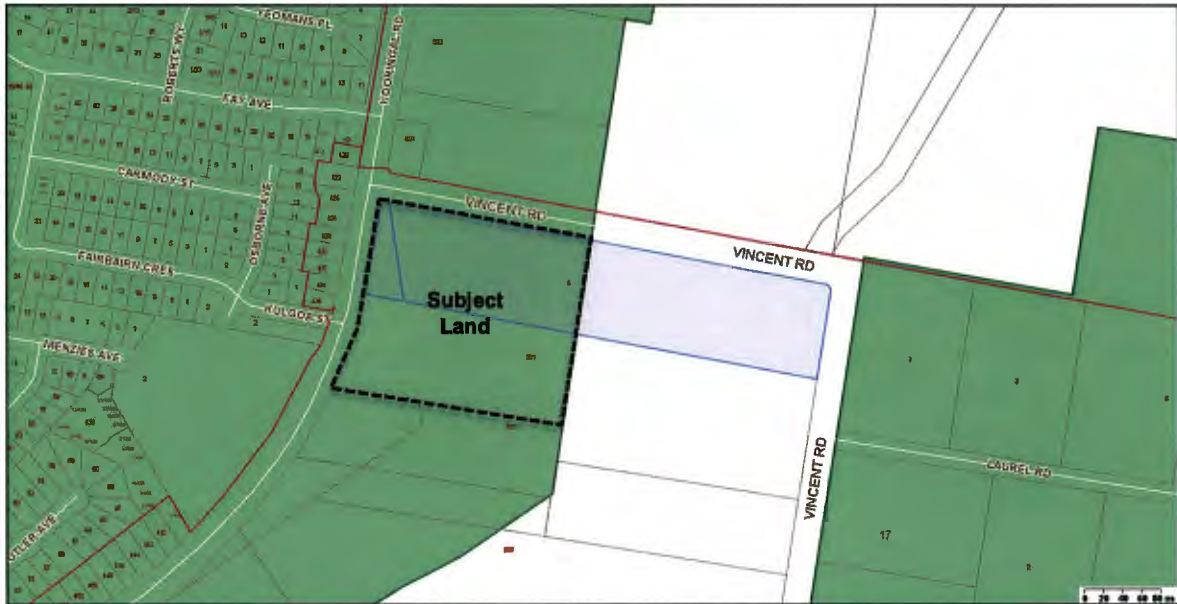
Part 7 of the LEP2010 includes additional local provisions for land identified as being environmentally sensitive. LEP2010 mapping indicates that some sensitive areas for biodiversity are contained within the subject land as identified in the figure below.

It is noted that the subject land is located within Council's *Biocertification Area* and consideration of potential adverse impacts of this land is not required as a result of any future proposal for development. It is considered that the size of the subject land and the proposed minimum lot size will enable any future development to adequately consider and mitigate any potential impacts to environmentally sensitive land. Lot sizes would be required to take into account and minimise the removal of native vegetation from the site, and also provide appropriate building envelopes.

At this stage, no removal of native vegetation is proposed to facilitate the planning proposal. The land has been historically cleared for limited agricultural uses and has been used for various hobby farming activities during post European settlement times.

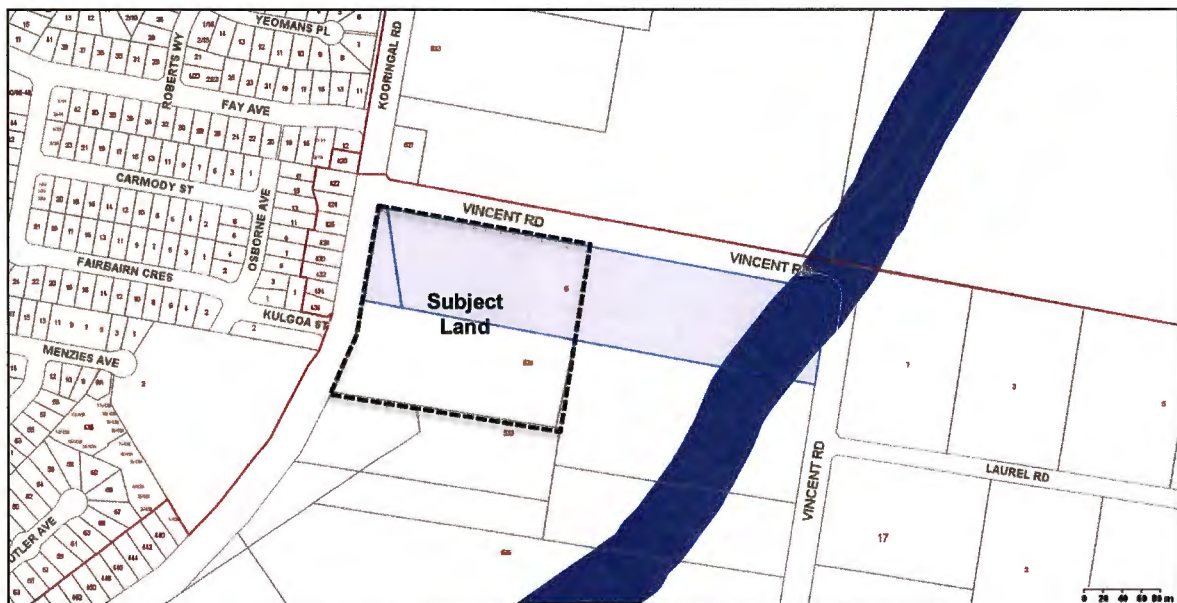


**Figure A1-19:** Natural Resources Sensitivity Map – Biodiversity (Source: WWCC GIS 2017)



**Figure A1-20:** Biodiversity Certification (Source: WWCC GIS 2017)

The subject land is located within the Lake Albert Catchment area. Whilst part of Lot 1, DP219692 is subject to riparian sensitivity overlay mapping (see figure below), in relation to the creek corridor, the subject land does not impact upon the riparian sensitivity of the local area.



**Figure A1-21:** Natural Resources Sensitivity Map – Water (Source: WWCC GIS 2017)

The objectives of this clause are to protect or improve:

- a. water quality within waterways, and
- b. stability of the bed and banks of waterways, and
- c. aquatic and riparian habitats, and
- d. ecological processes within waterways and riparian areas, and
- e. threatened aquatic species, communities, populations and their habitats,
- f. scenic and cultural heritage values of waterways and riparian areas, and
- g. catchment protection to prevent increased sediment loads and stream bank erosion from entering lakes, rivers and waterways.



Any future development will require incorporation of effective measures and incorporate water sensitive design strategies to limit and minimise any potential adverse impacts on groundwater, catchment areas and waterways. No development is proposed in the area indicated on the overlay.

The subject land is not mapped as containing environmentally sensitive land issues such as salinity.

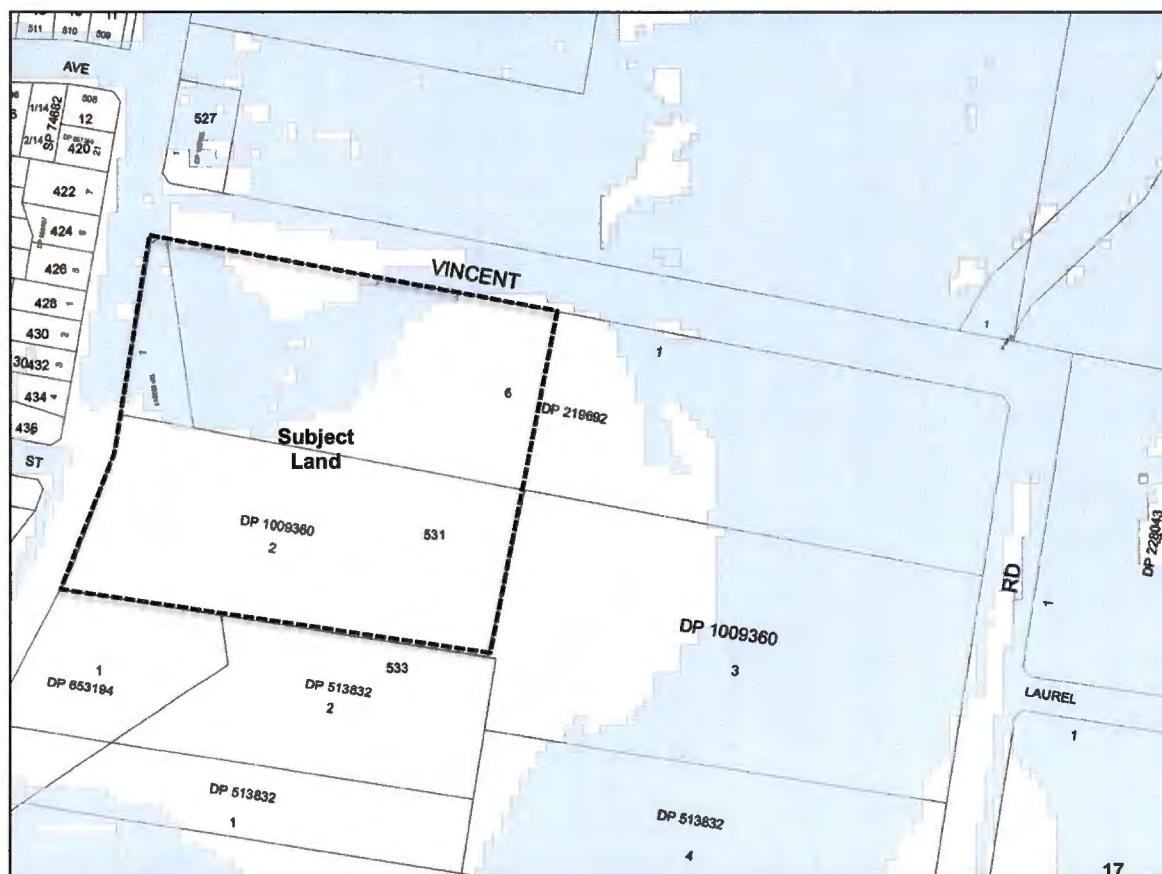
The subject land is not mapped as being environmentally sensitive with regard to groundwater in the area. The prescribed potential development is not identified as being designated development under the provisions of Clause 7.6 – Groundwater Vulnerability of the Wagga Wagga LEP.

#### **A1.3.4 Natural Hazards**

##### **Flooding**

The subject land is not subject to riverine flood inundation.

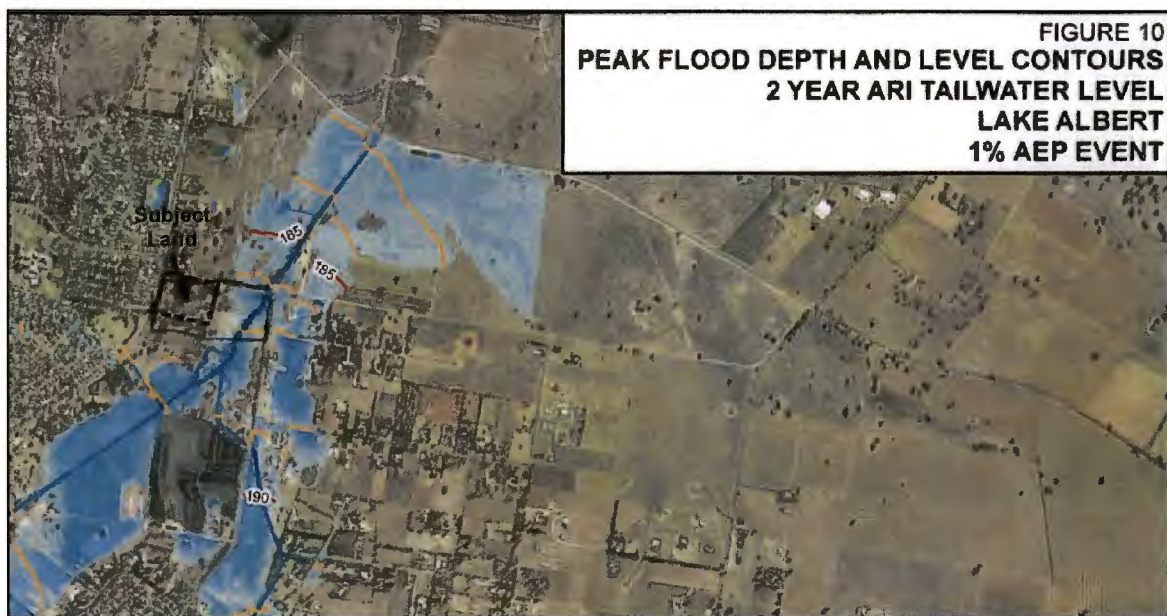
The land is shown on Council overland flow mapping as affected by stormwater flow paths of between 20-50mm depth. This is considered a very low level of affectation and within design mitigation measures for residential development. These overland flows will be taken into consideration in any future development application. The attached engineers report provides a strategic overview in managing overland stormwater flow across the subject land.



**Figure A1-22:** Overland Flow Map Extract (Source: MOFF Study 2015)

In July 2018, Council commenced a review of the stormwater overland flow modelling. As part of this review, land subject to predicted overland flow of 150mm or less is considered of low impact and have been excluded from proposed affectation mapping, as shown in plan extract below. As a result, the subject land is not indicated on proposed revised stormwater mapping as impacted by any significant stormwater flows for planning purposes.





**Figure A1-23:** Revised Overland Flow Map Extract (Draft) (Source: MOFF Study 2018)

### Bushfire

The majority of the site is not mapped as being subject to bushfire hazards, as shown in the Council Mapping below.



**Figure A1-24:** Bushfire Mapping (Source: WWCC GIS 2017)

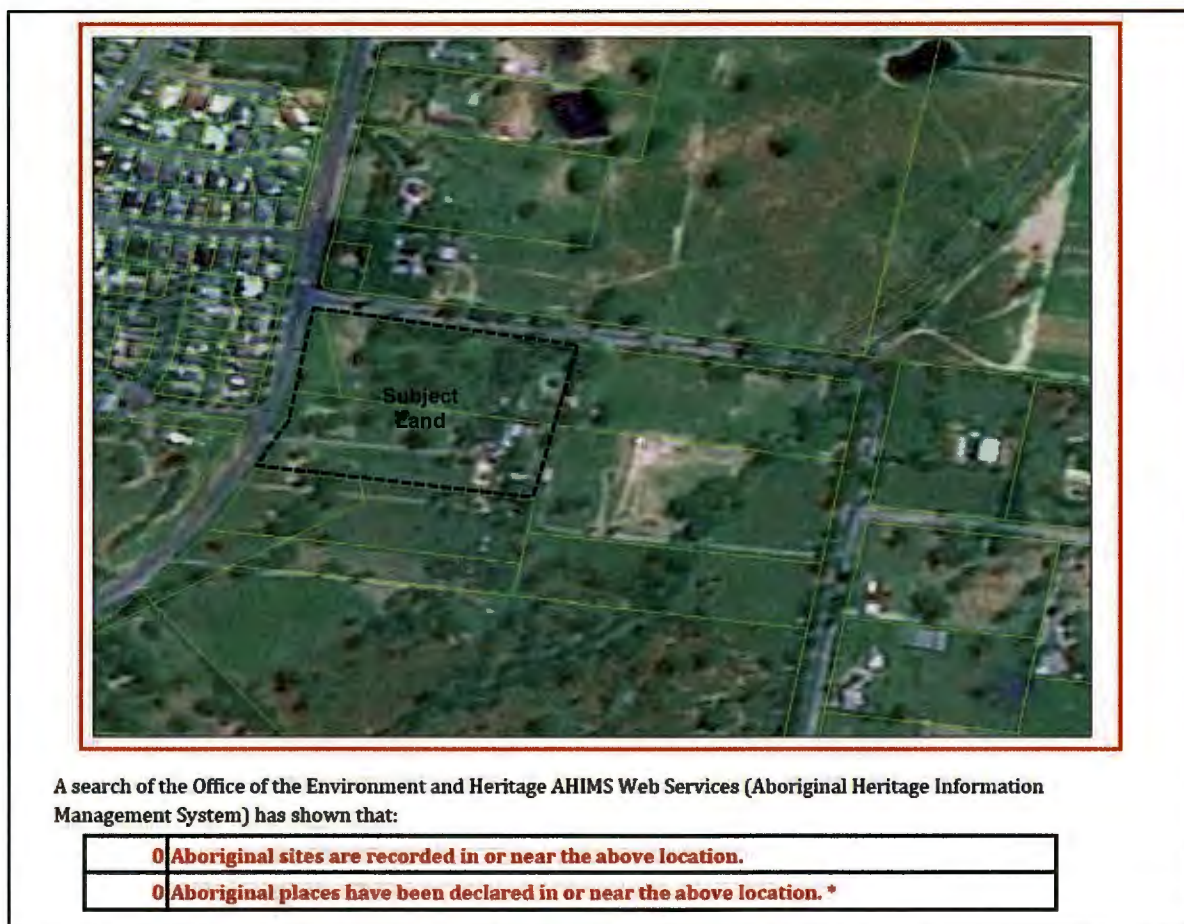
### **A1.3.5 Land Contamination**

In determining the likelihood of contamination, it is understood that the subject land has been historically utilized for limited grazing and other agricultural activities, prior to being subdivided for rural residential use under former planning instruments. There is no obvious evidence of soil contamination on the site. As the site has been used for large lot residential uses, it is considered that there is minimal possibility of contamination on the site.

The information has been provided on the basis of the long-term management of the land by the current landowners, and the information is provided to the best of their knowledge and expertise.

### **A1.3.6 Heritage**

An AHIMS search indicates that there are no items of Aboriginal Cultural Heritage on the subject land and the land is not located in the vicinity of any other significant Aboriginal Cultural Heritage sites, as shown in the figure below.



**Figure A1-25:** AHIMS Search Extract (Source: AHIMS 2017)

Council records indicate there are no post European settlement 'Heritage Items' on the subject land. The figure below indicates the subject land and its proximity to any identified heritage items. The land to the north contains Heritage Item I222 – Koorungal Stables and Woodshed (Former). It is considered that the proposal will not have any significant impact on these heritage items.



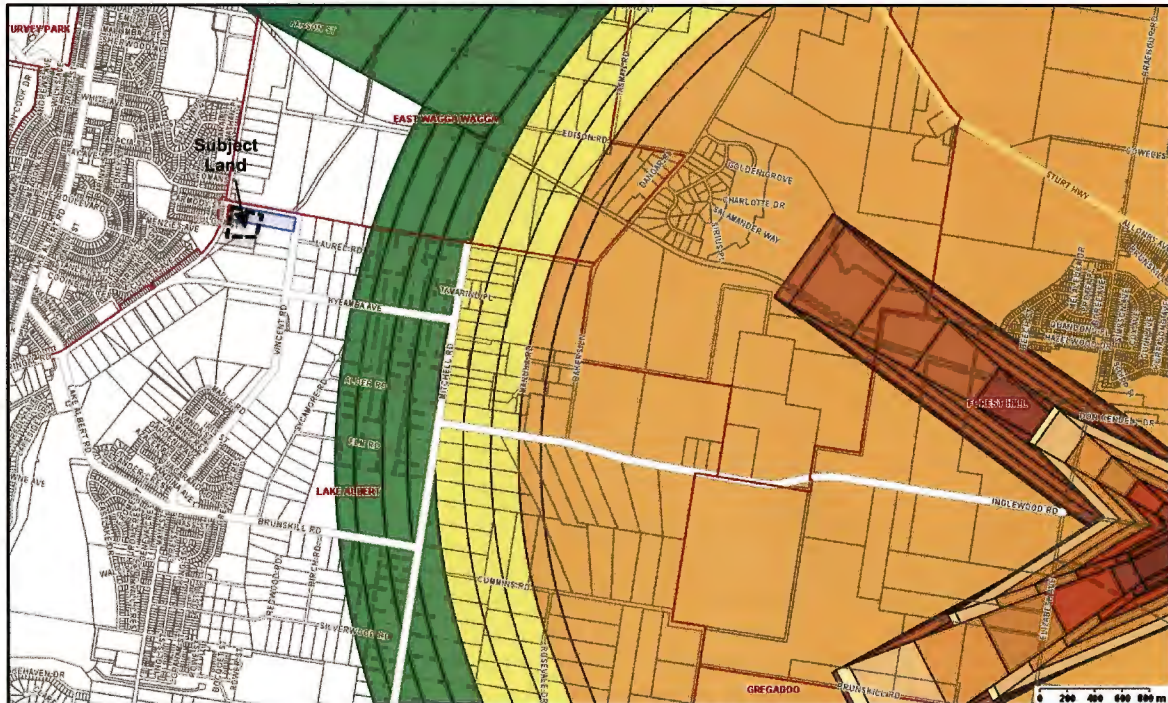
**Figure A1-26:** Listed Heritage Items (Source: WWCC GIS 2017)



### **A1.3.7 Other Matters**

#### **Airport & Flight Path Considerations**

The subject site is located approximately 6.5 kilometres west of the Wagga Wagga airport. Whilst the site is within the general vicinity of the airport, the distance and proposed density of development do not pose any potential negative impact on the operation of the airport. Similarly, impact from the operation of the airport on the subject land would be negligible. OLS and ANEF mapping is shown below.



**Figure A1-27: OLS Mapping – Wagga Airport (Source: WWCC GIS 2017)**



**Figure A1-28: ANEF Contour Mapping – Wagga Airport (Source: WWCC GIS 2017)**



The current Wagga Wagga Airport Masterplan provides OLS and ANEF conditions for both existing and envisaged future operations of the airport. It is highly unlikely that any building development on the subject land will have any impact on the OLS limitations of the airport operation, now or in the future.

ANEF contours were modelled on various scenarios for both existing and ultimate capacity operation of the airport. The modelling indicates that the subject site is not negatively impacted by noise from aircraft operation during both existing and future capacity scenarios of the airport.

#### Proximity to KSTP

Separation from the KSTP has taken into consideration the NSWPlanning "Guidelines for buffer areas around sewage treatment (water pollution control) plants". These guidelines generally suggest a buffer area of at least 400 metres from STP's, which may be varied depending on local site conditions and meteorological data.

Predominant wind direction for this area is from W-WSW to E-ENE for over 40% of the year (based on 5 year annual average data from BOM). The site is located in a N-NNW direction from the KSTP which is subject to less than 8% wind direction impact. Within the separation distance there are existing established tree cover that would assist in mitigating any potential impact from odour drift from the KSTP.

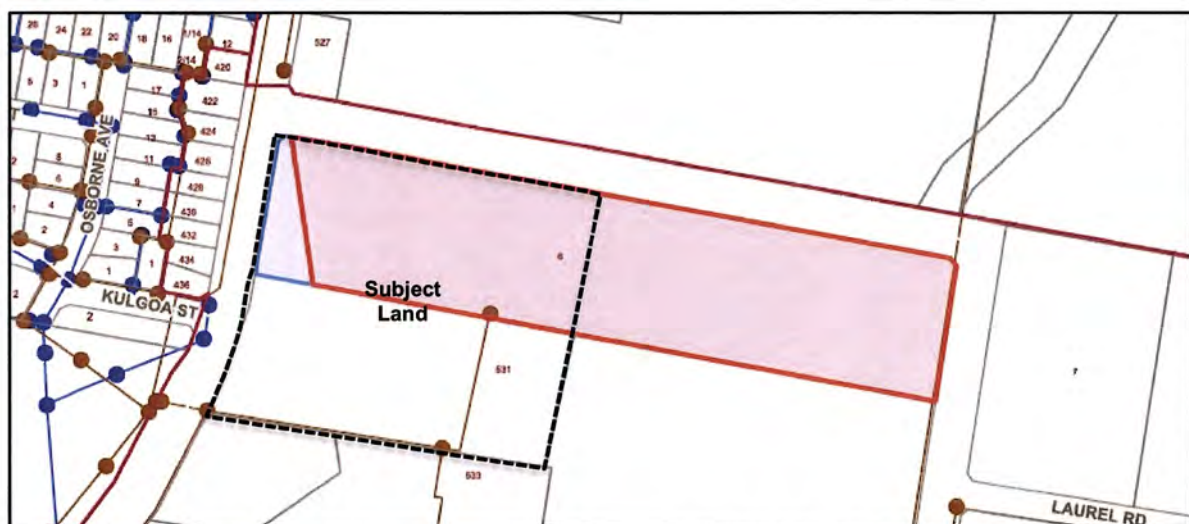
In applying a general 400 metre buffer from the KSTP site boundary (see Figure A1-16 above), the subject land is partially within the buffer. However, the location of the land is in a lesser affected location based on meteorological data. Also, the current tertiary upgrades of the STP have significantly reduced potential impact on neighbouring receptors, particularly other dwellings that are located closer to the plant than the subject site.

### **A1.4 Infrastructure & Essential Services**

A summary of the servicing arrangements available to the site is provided below. Investigations confirm that public infrastructure and services are available to the site and may be established to adequately service the proposed development in a coordinated manner. See attached engineers reports on traffic, sewer and stormwater management for the proposal.

#### **A1.4.1 Sewer/Effluent Disposal**

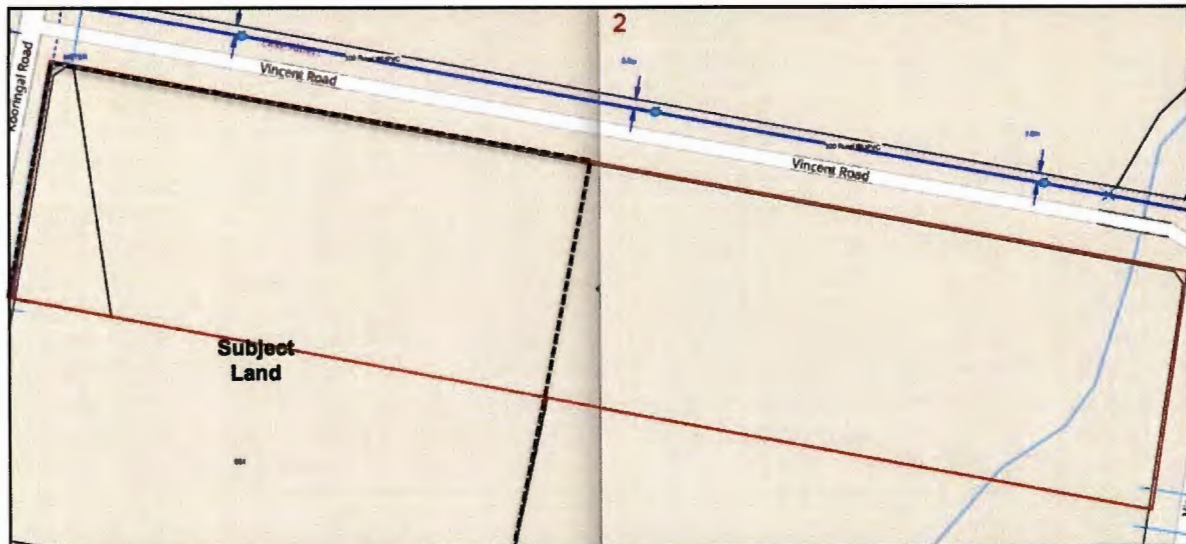
The nearest sewer reticulation line is shown in the figure below, located on the southern boundary of the site. Any future residential lots will be able to connect to this sewer infrastructure.



**Figure A1-29:** Existing Sewer Reticulation Network (Source: WWCC/XP 2017)

### **A1.4.2 Water**

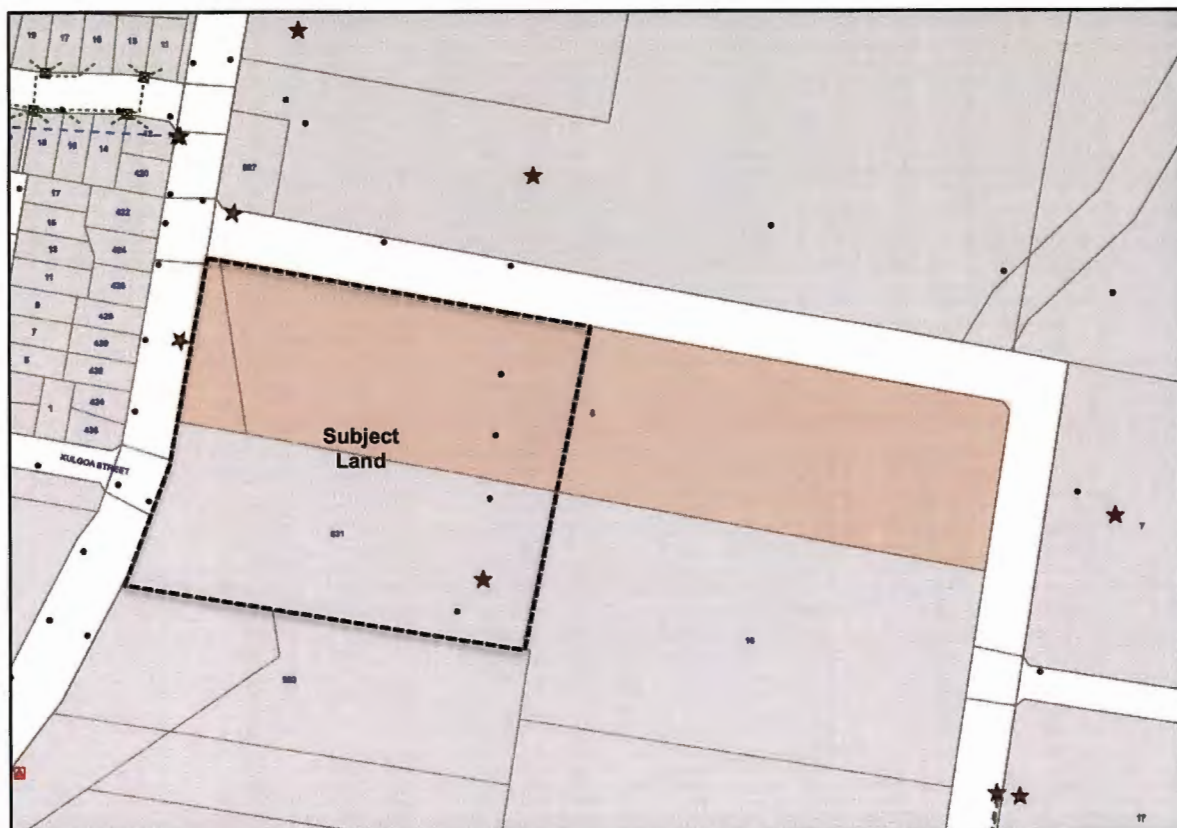
Local water supply is provided by Riverina Water County Council. Domestic water supply reticulation exists in the locality and can be made available to the subject land in accordance with Council and RWCC Guidelines.



**Figure A1-30: Existing Water Supply Network (Source: RWCC 2017)**

### **A1.4.3 Electricity**

There are no major impediments to the supply of electricity to the proposed development area. It is considered that the existing reticulation network has adequate capacity to accommodate the proposed additional allotments, subject to usual design and construction procedures.

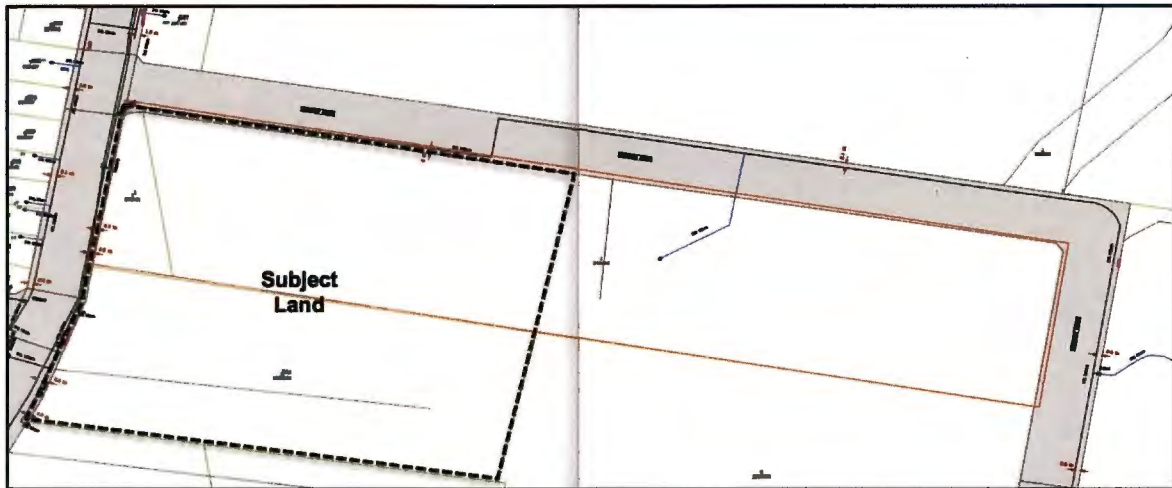


**Figure A1-31: Existing Electricity Supply Network** (Source: Essential Energy 2017)



#### **A1.4.4 Gas**

Gas infrastructure is located within proximity to the site, as shown in the figure below. Gas service could be provided to any future lots, subject to the usual infrastructure installation and connection requirements as per APA Guidelines.



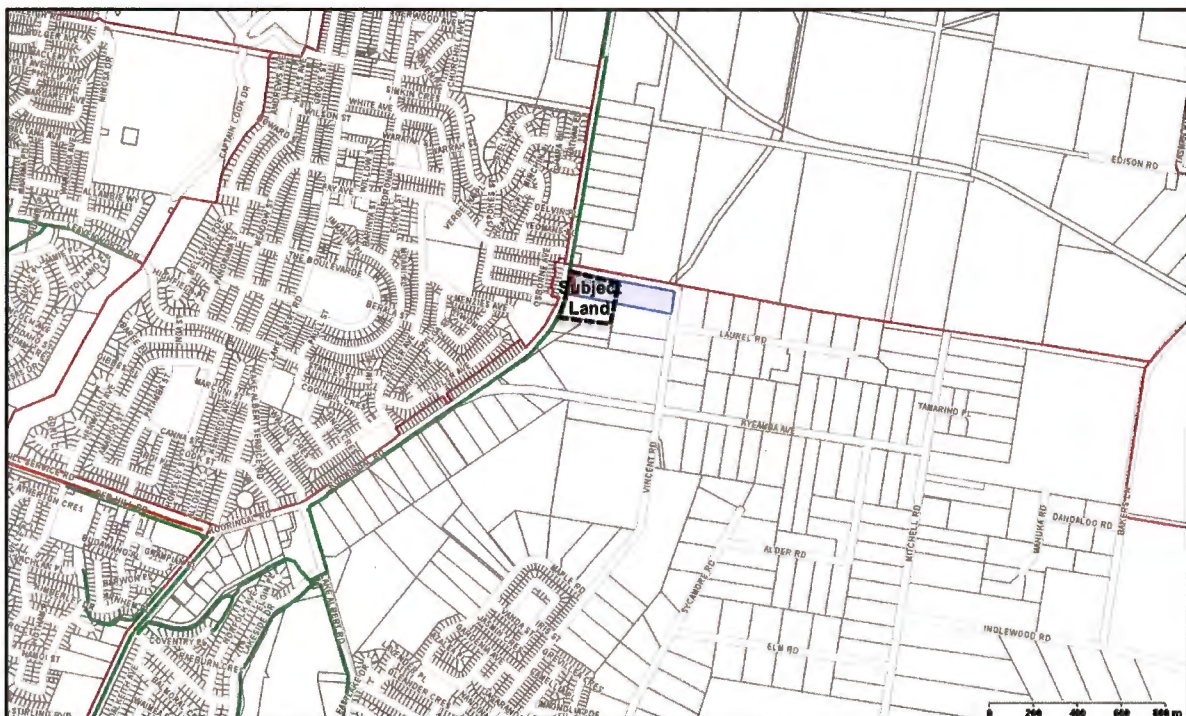
**Figure A1-32:** Existing Gas Reticulation Network (Source: APA/XP 2017)

#### **A1.4.5 Telecommunications**

Telstra advised that the existing telecommunications network is located in close proximity to the proposed development site. There are no major impediments to the provision of telecommunication in this area.

#### **A1.4.6 Walkway/Cycleway Network**

There is a cycleway identified on the western boundary of the subject site that connects to the other designated walkway/cycleway network located within the Lake Albert Common, which then connects with other networks including connections to neighbourhood and community facilities at Lake Albert Village.



**Figure A1-33:** Cycleway Network (Source: WWCC GIS 2017)



#### **A1.4.7 Bus Services**

**Public:** There are no public bus services along Vincent or Koorringal Road. The nearest bus stop and connection to the urban bus network system is located at Koorringal Mall.

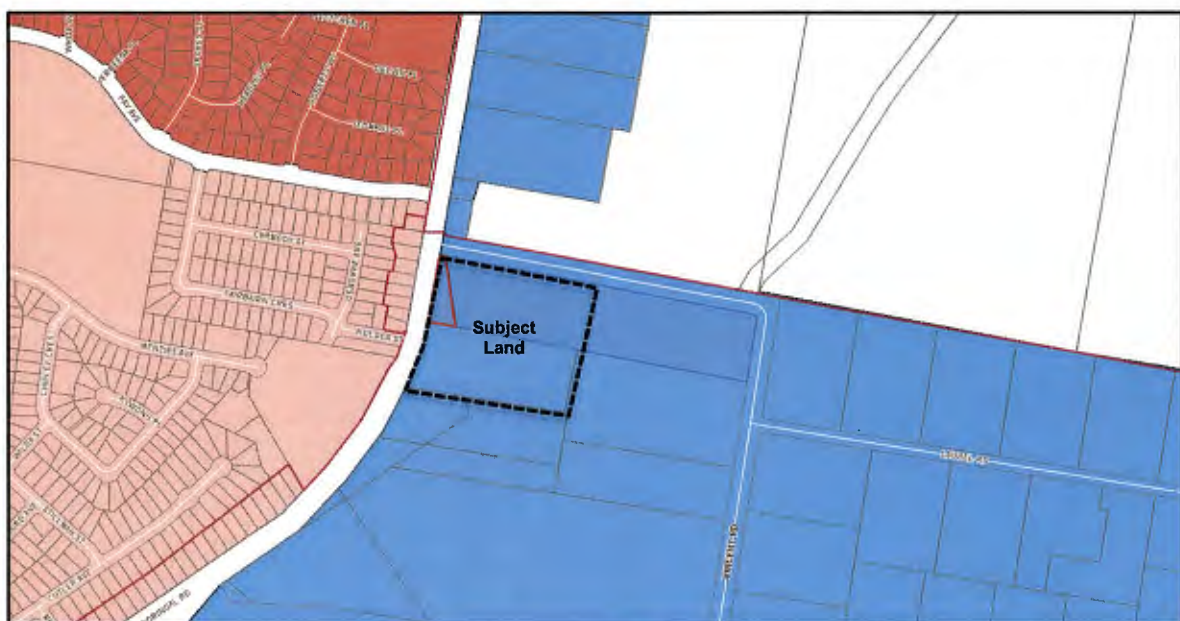


**Figure A1-34:** Public Bus Network (Source: BusAbout 2017)

**School:** Bus-a-bout provide school bus services in the local area including pickup points. The proposed development site will have access to those services.

#### **A1.4.8 Waste/Garbage Services**

Koorringal Road and Vincent Road is serviced weekly by Council's Waste service contractor (SUEZ), including general, recyclable and green waste. The site has access to those services, as indicated in the figure below.



**Figure A1-35:** Garbage Service Areas (Source: WWCC GIS 2017)

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#### **A1.4.9 Postal Services**

Australia Post provides postal services to the area. The site has access to those services.

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### **A1.5 Precinct Considerations**

There are several precinct elements relevant to the subject land and planning proposal that have been considered, including:

1. General subdivision patterns in the local and surrounding area
2. Emerging subdivision pattern and local character attributes
3. Proximity to essential services
4. Lot usage and existing built improvements
5. Ensuring efficient use of limited land resources and essential infrastructure

In considering the above, an appropriate minimum size for the land is suggested to be 0.15 hectares. A minimum lot size of 0.15 hectares will provide sufficient site area for large lot residential activities, make best use of available land and existing infrastructure, whilst contributing to the amenity and character of a large lot rural residential setting.

The boundaries of the proposed minimum lot size amendment have been determined based on the following factors:

- Proximity and accessibility to existing urban services and facilities
- Appropriate separation distance from the Koorringal Sewerage Treatment Plant (KSTP)
- Land that would be available for large lot residential development in relation to existing native vegetation cover
- Sufficient land area to allow for flexibility in lot design taking in account site opportunities and constraints
- Minimising overland stormwater flow impact
- Other land further south of this proposed minimum lot size boundary has increasing limitations in respect of proximity to the KSTP, existing fragmentation and subdivision pattern, other incompatible zonings (RU1), proximity to the existing creek, other potential flooding impacts and extent of native vegetation cover.

A wider planning proposal boundary serves no practical purpose at this stage, based on the above opportunities and constraints.

The consideration of a wider precinct boundary for rezoning or density proposals are best dealt with when Council conducts a major review of the LEP. The subject proposal is considered an interim adjustment to the existing LEP to address immediate opportunities for more efficient use of the land in context with site attributes and surrounding rural lifestyle character.

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### **A1.6 Conclusion**

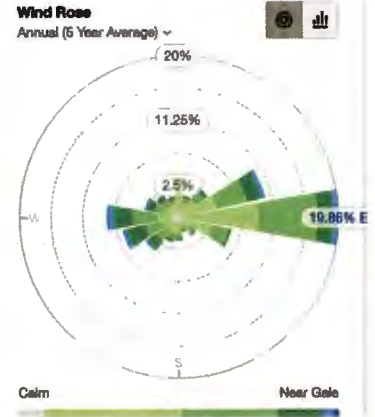
The strategic environmental analysis demonstrates that the proposal has strategic merit and is consistent with respective local strategic planning documents, land use and environmental planning data. The proposal will align with the city wide objectives of efficiently utilising available, serviceable land and avoiding further expansion of the urban footprint of the City. The proposal will also facilitate infill large residential lots that will contribute to the local urban character and assist in meeting the city-wide land use budget for this form of lifestyle living.

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## **ATTACHMENT 2: SITE ANALYSIS PLAN**





## Site Analysis Plan

Prepared for:  
**B McLean**  
**6 Vincent Road**



| Rev | Date     | Comment    |
|-----|----------|------------|
| A   | 14/11/17 | RJ - Draft |
| B   | 18/12/18 | GS - Draft |

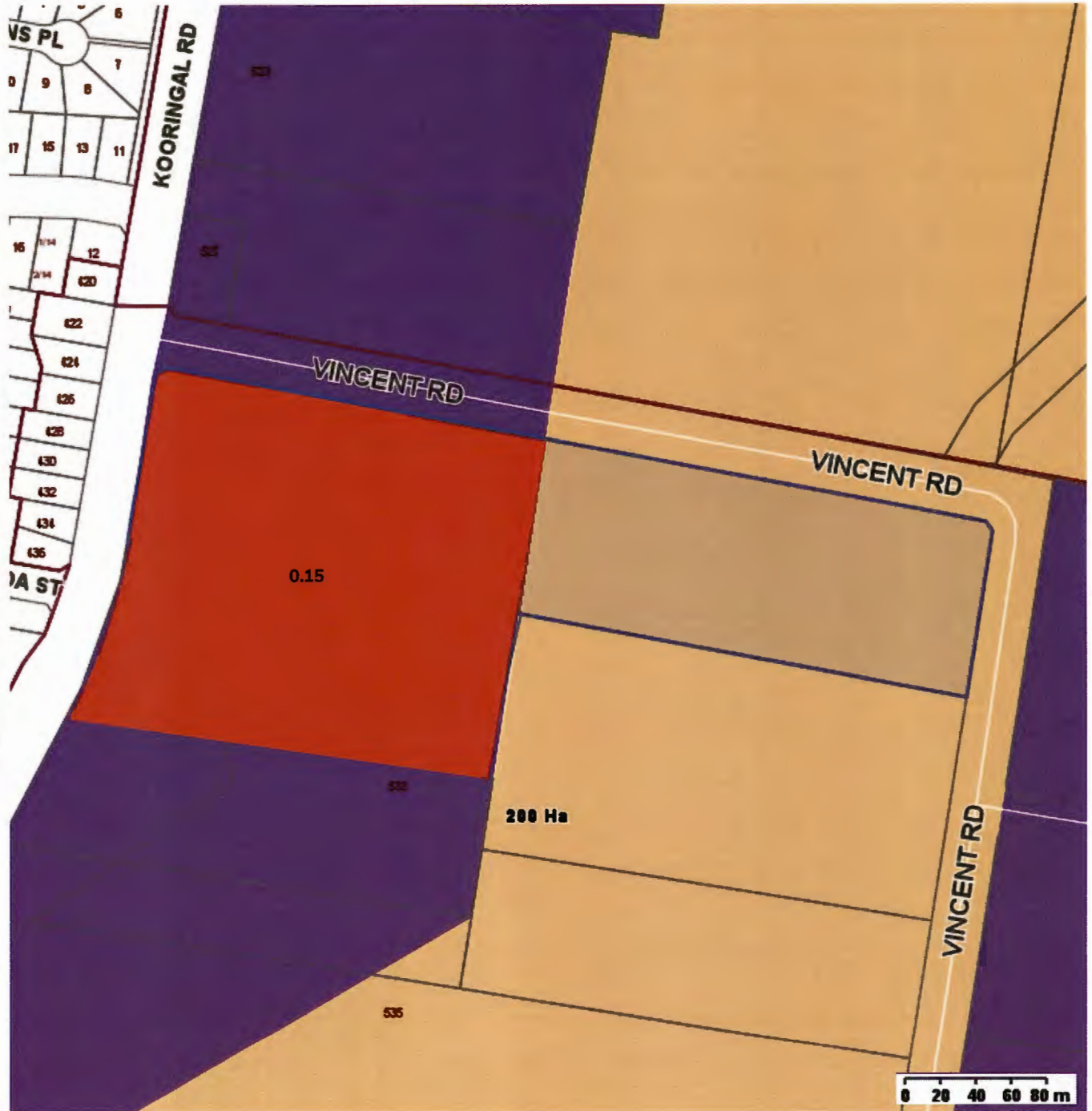
Ref: 14082 Scale 1:1500 (A4)

## Notes/Disclaimer

All measurements in metres and are subject to survey

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**ATTACHMENT 3: PROPOSED MINIMUM LOT SIZE PLAN**



# **PROPOSED MINIMUM LOT SIZE**

**Prepared for:  
B McLean  
6 Vincent Road**



| Rev | Date     | Comment    |
|-----|----------|------------|
| A   | 14/11/17 | RJ - Draft |
| B   | 6/12/17  | RJ - Issue |
| C   | 29/3/18  | GS - Draft |
| D   | 18/12/18 | GS - Draft |

**Ref: 14082 Scale 1:3,500 (A4)**

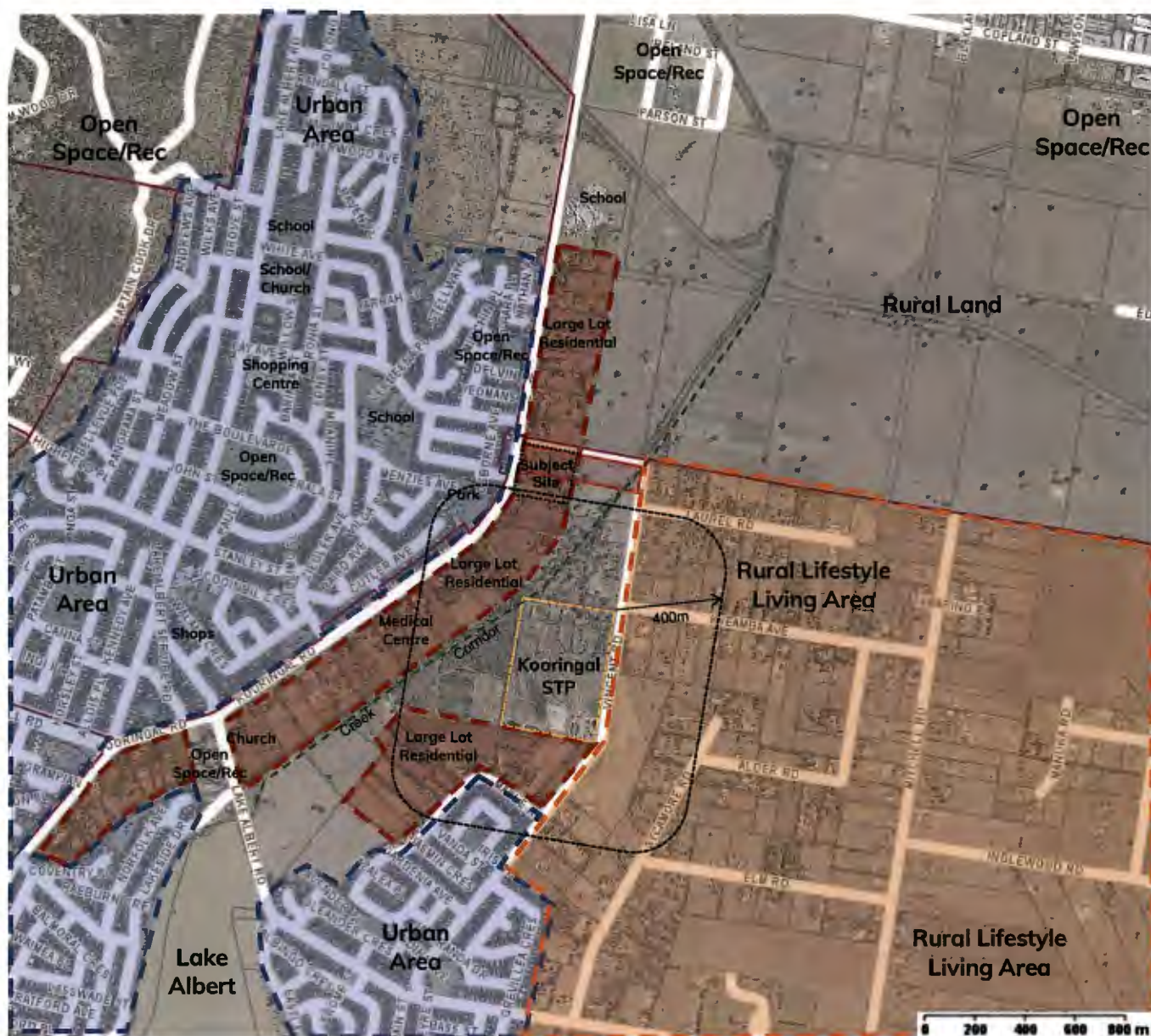
## **Notes/Disclaimer**

All measurements in metres and are subject to survey



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## **ATTACHMENT 4: STRATEGIC SPATIAL ANALYSIS PLAN**



## Strategic Spatial Analysis Plan

Prepared for:  
**B McLean**  
6 Vincent Road



| Rev | Date     | Comment    |
|-----|----------|------------|
| A   | 16/11/17 | RJ - Draft |
| B   | 12/12/17 | RJ - Final |
| C   | 18/12/18 | GS - Final |

Ref: 14082

Scale 1:25,000 (A4)

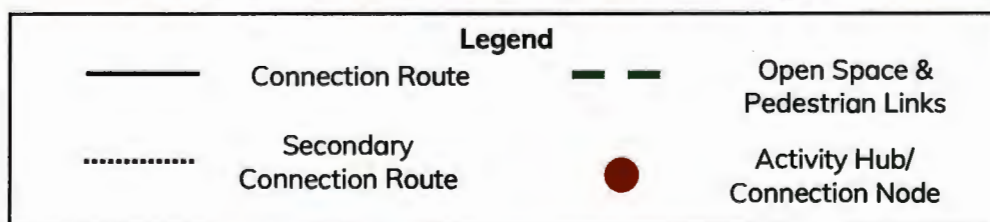
### Notes/Disclaimer:

All measurements in metres and are subject to survey

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## **ATTACHMENT 5: CONNECTIONS & LINKS ANALYSIS PLAN**





## Connections and Links Analysis Plan

**Prepared for:**  
**B McLean**  
**6 Vincent Road**



| Rev | Date     | Comment    |
|-----|----------|------------|
| A   | 14/11/17 | RJ - Draft |
| B   | 18/12/18 | GS - Final |
|     |          |            |

**Ref: 14082 Scale 1:50,000 (A4)**

Notes/Disclaimer

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## **ATTACHMENT 6: CONCEPT DEVELOPMENT PLAN**





## ATTACHMENT 6:

### Concept Development Plan

**B McLean**  
**Lot 1 DP219692, Lot 1**  
**DP653241, Lot 2 DP1009360**  
**6 Vincent Road, Lake Albert**  
**531 Koorngal Road, Lake Albert**

Reference 14082  
 Scale 1:4000 (A4)  
 Site Area: 4.6ha

| Rev | Date     | Initials - Comment  |
|-----|----------|---------------------|
| A   | 30/10/17 | RJ - For Discussion |
| B   | 30/11/17 | RJ - Final Draft    |
| C   | 22/3/18  | GS - Draft          |
| D   | 18/12/18 | GS - Final          |

#### Notes:

- 1 - All dimensions in metres
- 2 - All dimensions subject to survey
- 3 - Refer to PP for further details





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**ATTACHMENT 7: RURAL RESIDENTIAL LAND SUPPLY ANALYSIS REPORT**

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# Rural Residential Supply and Demand Report – November 2017

## RU2, RU4 and R5 Zones, Wagga Wagga

### 1 INTRODUCTION

The following report analyses the current status of rural residential land supply and demand across Wagga Wagga LGA. The information below comprises of land use data collected by Council in 2001 and an updated independent analysis in 2017 by Salvestro Planning.

The Council GIS system was used to inform the data, using a combination of aerial photographs and DA history to determine the vacant status of parcels of land. This data was used to compare against the 2001 data to determine land take up trends and the remaining land stocks of the city to help inform planning proposals located in rural residential settings and areas.

### 2 RURAL RESIDENTIAL LAND USE ANALYSIS

#### Population Growth, Future Demand & Residential Landuse Mix:

Wagga Wagga's current population of 65,000 is expected to grow beyond 80,000 by 2036 based on expected growth rates. To accommodate this growth, the City needs to sustainably ensure the creation of at least 300 – 350 dwelling lots per year, including a mix of allotment sizes to cater for lifestyle choices appropriate for a regional centre.

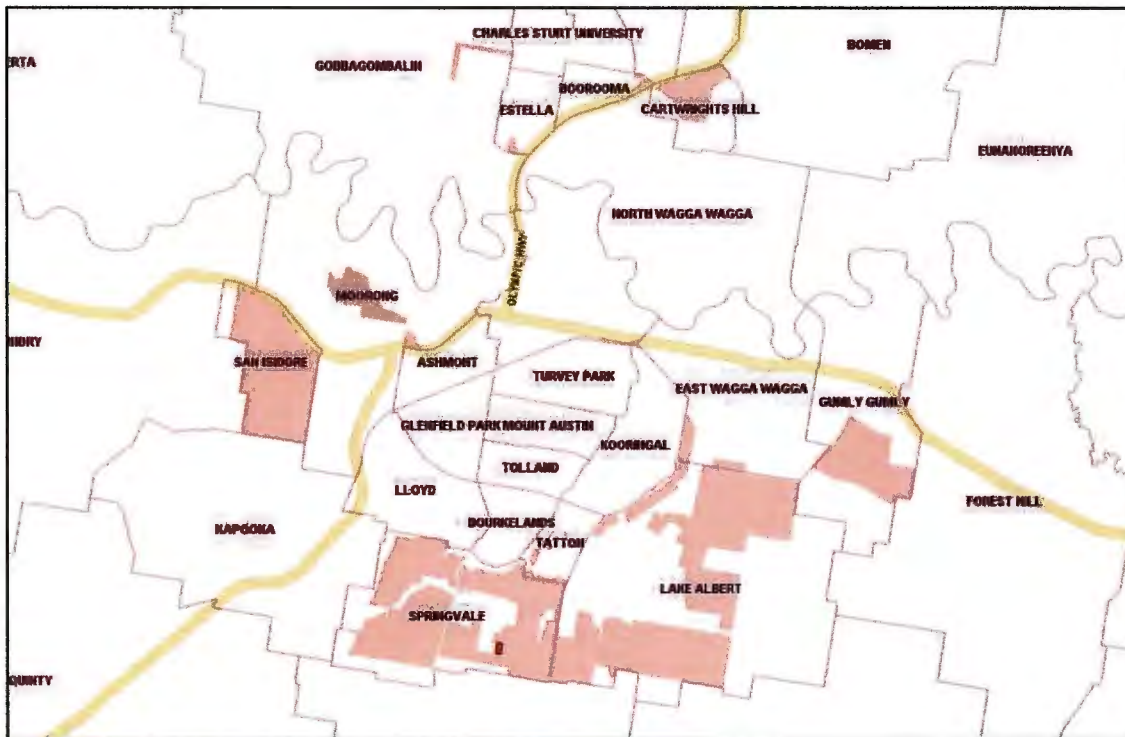
Rural lifestyle lots are a legitimate part of a sustainable residential lifestyle mix. Historic research indicates that an appropriate component of rural lifestyle lots to satisfy legitimate demand would be between 12-15% of residential dwelling lots. This suggests an annual creation of up to 50 vacant, serviced rural residential lots per year.

Best practice guidelines for rural residential land supply recommend regional centres to aim for at least 10 years supply of appropriately zoned land to meet expected demand.

The following sections will firstly examine the available supply, expressed in available vacant lots and potential, future lots, and then the demand for these rural residential type lots. The report will then compare these results against historical land supply surveys and draw conclusions and make recommendations based on this comparison.

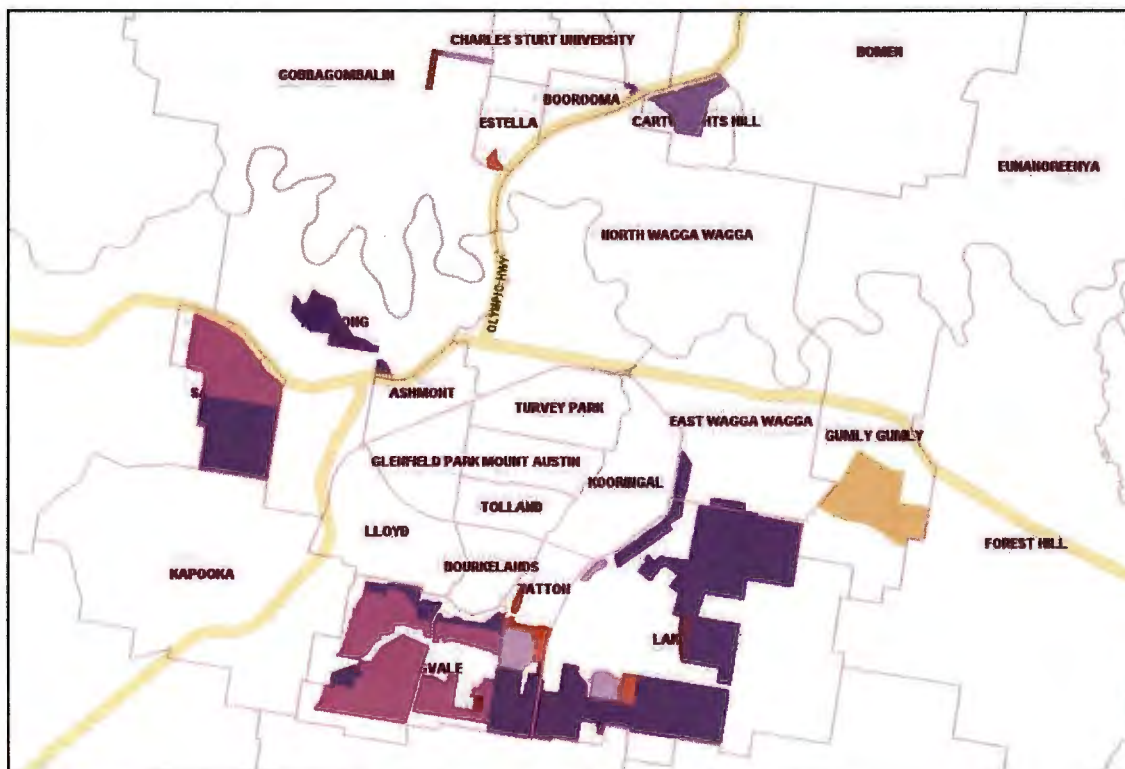
#### R5 – Large Lot Residential - Supply Analysis:

R5 zoned land is provided in five main areas across the city, covering approximately 2600 hectares, including land at San Isidore, Cartwrights Hill, Springvale, Lake Albert and Gumly Gumly areas, as shown on the map extract below. There are also zoned small parcels of land located in Estella, Gobbagumbalin, Boorooma, Moorong (River Road) and Tatton.



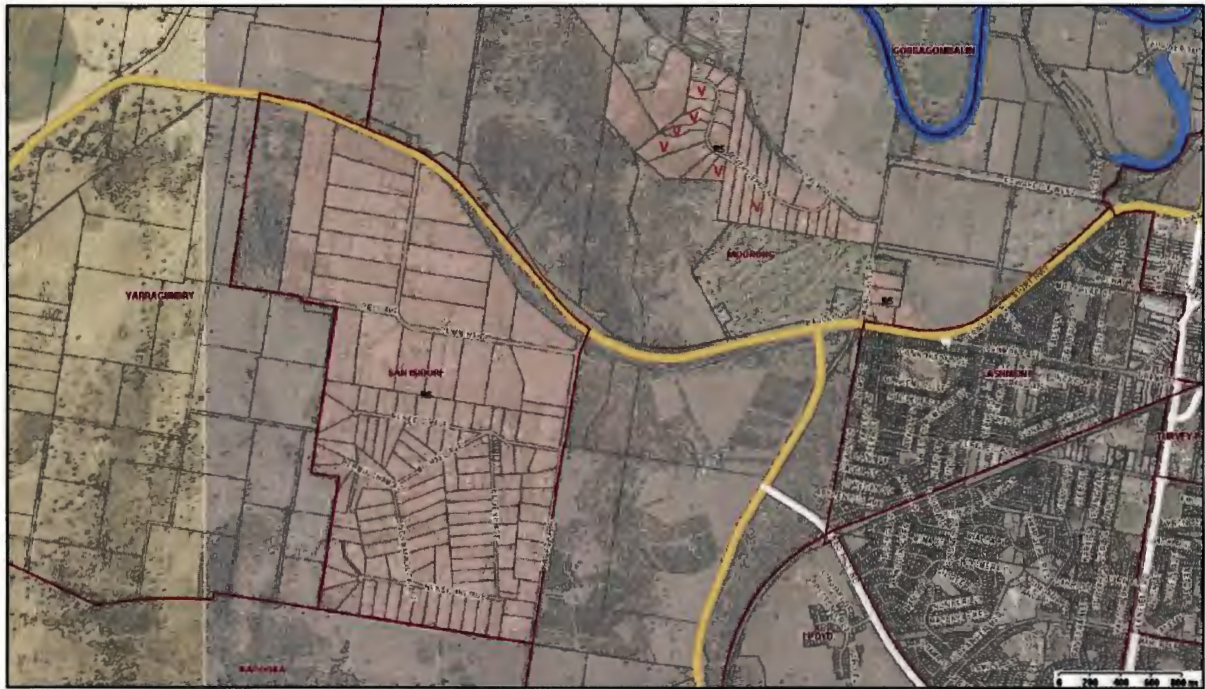
**Figure 1: R5 Zoned Land (Source: WWCC GIS 2017)**

The range of lot sizes included in the R5 zones vary from 0.1 to 8 hectares, as shown in the figure below (Note: an anomaly exists with Governor's Hill development Gumly Gumly that is shown as 200ha minimum lot size. Council is currently preparing a planning proposal to amend this to 0.4ha). This range of land parcels would generally be included as part of the "rural lifestyle" or "rural residential" lot description that also includes land zoned RU4 – Primary Production Small Lots and RU2 – Rural Landscape. These land use zonings cater for a range of living lifestyles from large lot residential to hobby farm and legitimate intensive agricultural production activities.



**Figure 2: Minimum Lot Size of R5 Zoned Land (Source: WWCC GIS & SP 2017)**





**Figure 3: San Isidore and Moorong – R5 Area (Source: WWCC GIS 2017)**



**Figure 4: Northern Suburbs – R5 areas (Source: WWCC GIS 2017)**





**Figure 5: Governor's Hill – R5 area (Source: WWCC GIS 2017)**

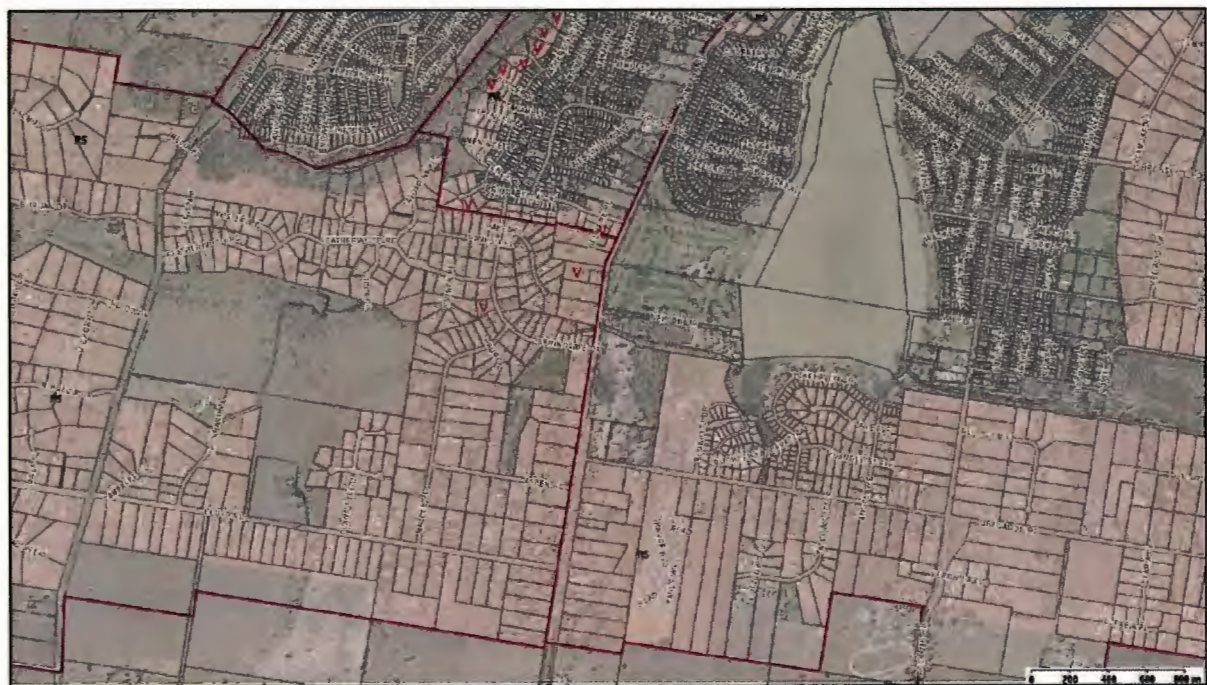


**Figure 6: Lake Albert East and Koorngal Road – R5 area (Source: WWCC GIS 2017)**





**Figure 7: Lake Albert South and Lakehaven – R5 area (Source: WWCC GIS 2017)**

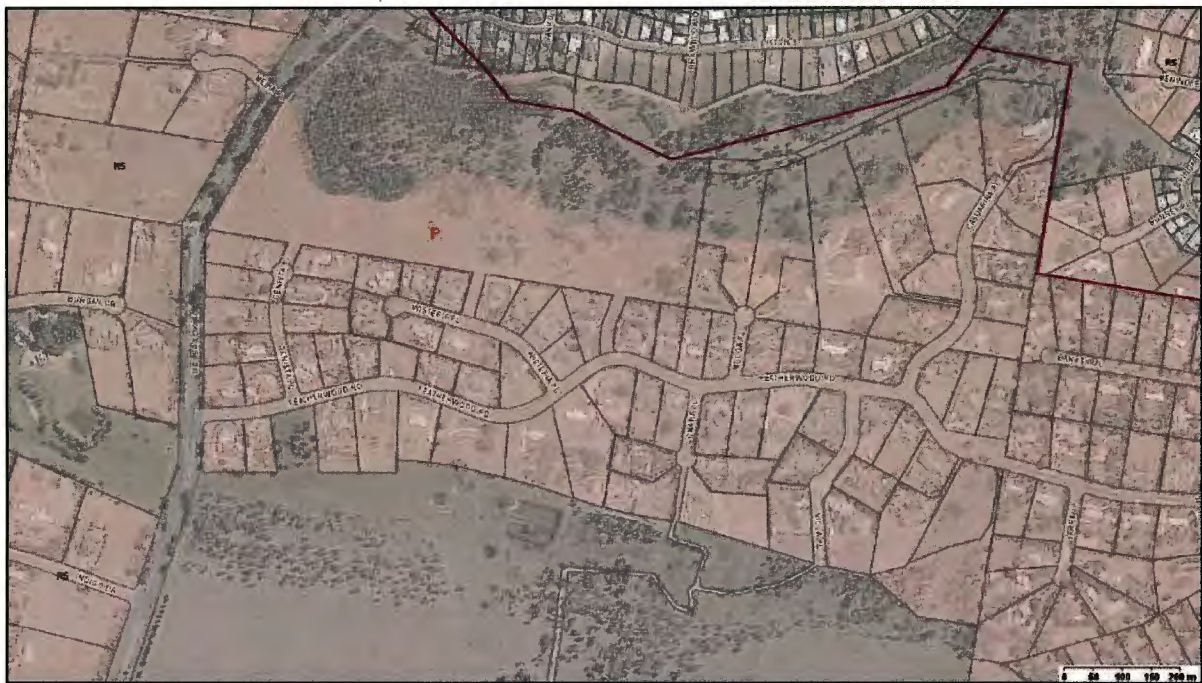


**Figure 8: Springvale East – R5 area (Source: WWCC GIS 2017)**





**Figure 9: Lloyd Road - R5 area (Source: WWCC GIS 2017)**



**Figure 10: Featherwood Road - R5 area (Source: WWCC GIS 2017)**





**Figure 11:** Glenoak South – R5 area (Source: WWCC GIS 2017)

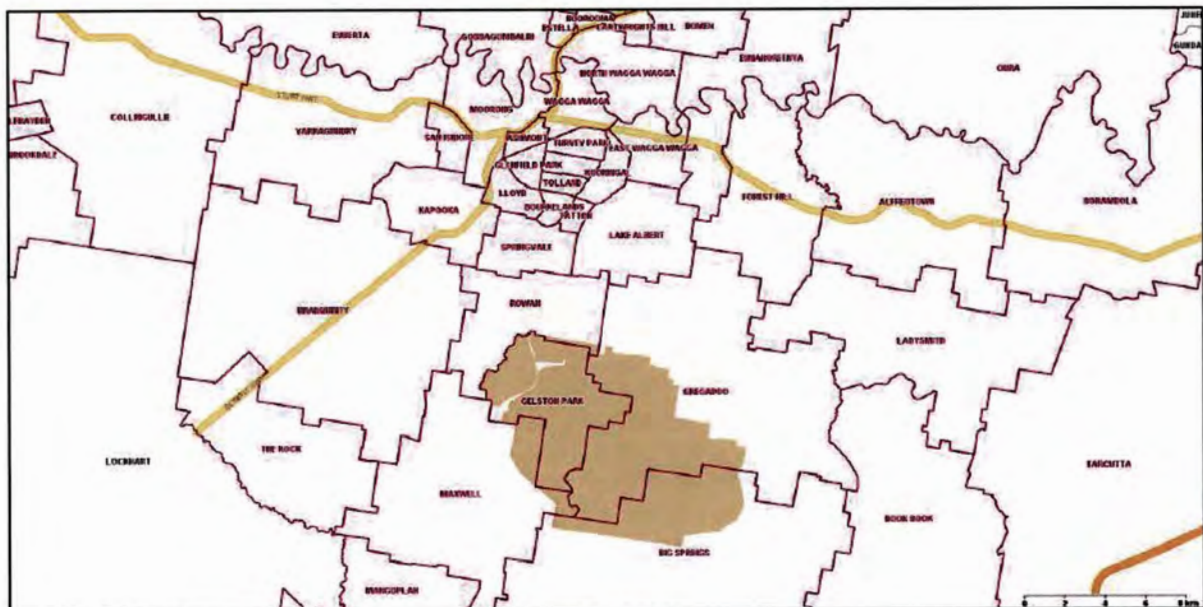


**Figure 12:** Glen Oak North – R5 area (Source: WWCC GIS 2017)

The figures above indicate the current and potential vacant land available in each area of R5 zoned land. The table below summarises the available and potential lots in each area.

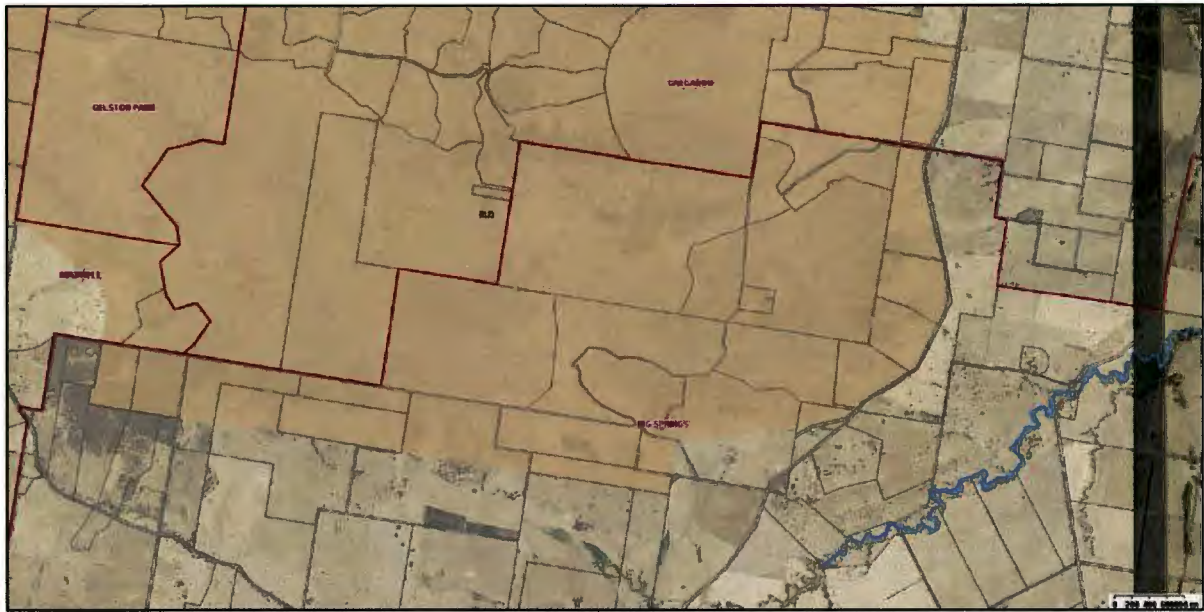
| Area Name                       | Subdivided Vacant Lots | Potential Remaining Lots | Total Lot Supply |
|---------------------------------|------------------------|--------------------------|------------------|
| San Isidore and Moorong         | 6                      | 10                       | 16               |
| North Wagga                     | 4                      | 12                       | 16               |
| Governor's Hill                 | 6                      | 100                      | 106              |
| Lake Albert East                | 2                      | 19                       | 21               |
| Koorungal Road                  | 0                      | 0                        | 0                |
| Lake Albert South and Lakehaven | 2                      | 0                        | 2                |
| Springvale East                 | 2                      | 0                        | 2                |
| Lloyd Road                      | 1                      | 0                        | 1                |
| Featherwood Road                | 0                      | 12                       | 12               |
| Glenoak South                   | 8                      | 0                        | 8                |
| Glenoak North                   | 3                      | 2                        | 5                |
| <b>Total Supply</b>             | <b>34</b>              | <b>155</b>               | <b>189</b>       |

RU2 zoned land is provided in one key location approximately 20km south of the CBD, as shown in the figure below. This zone has an area of approximately 9222 hectares. The minimum lot size of the zone is 40ha, creating viable small holdings permitting a variety of primary production and agricultural activities. A large portion of the area is still used for primary production purposes.

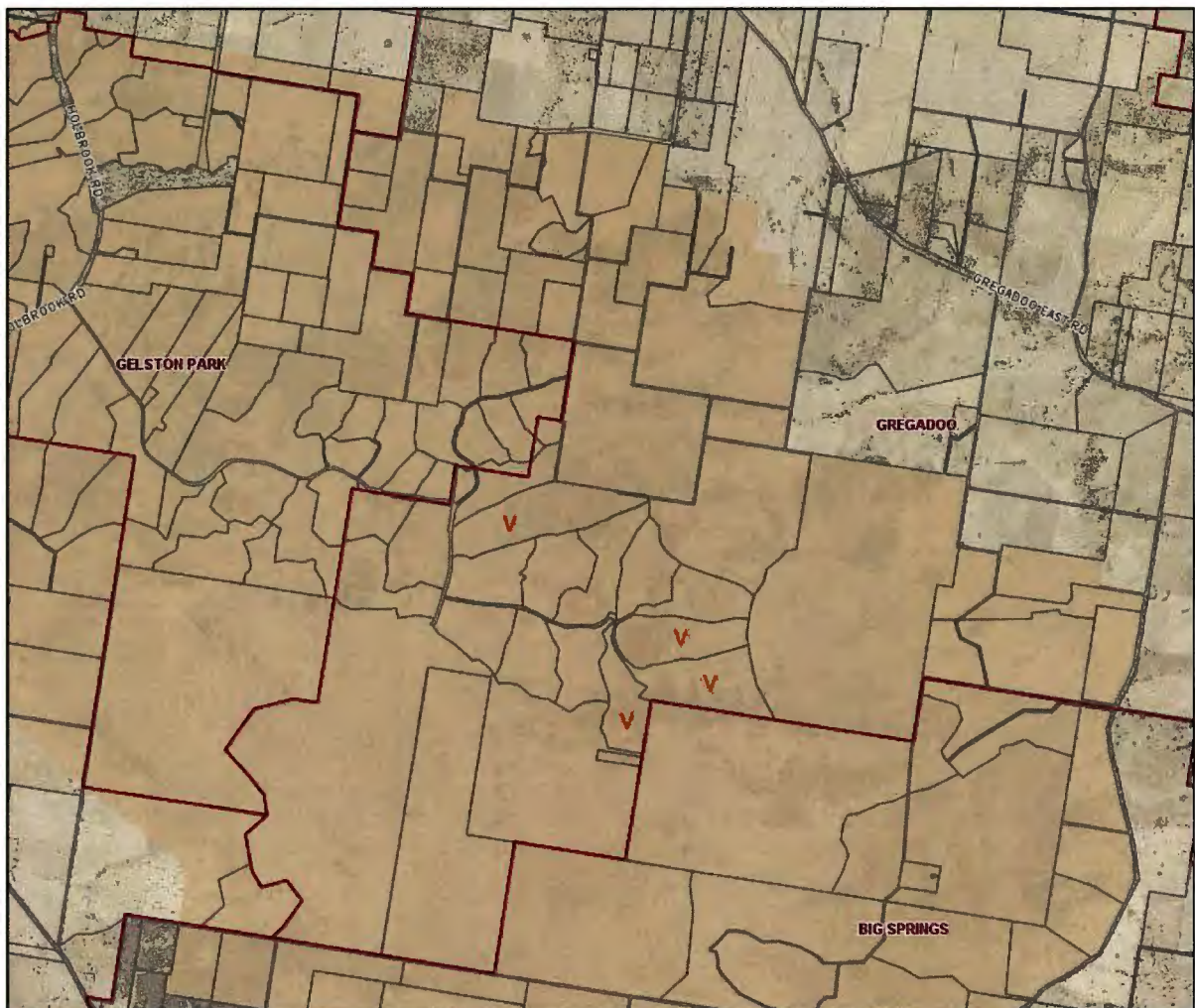


The figures below break down the area into three sections, with analysis indicating the current subdivided vacant lots.



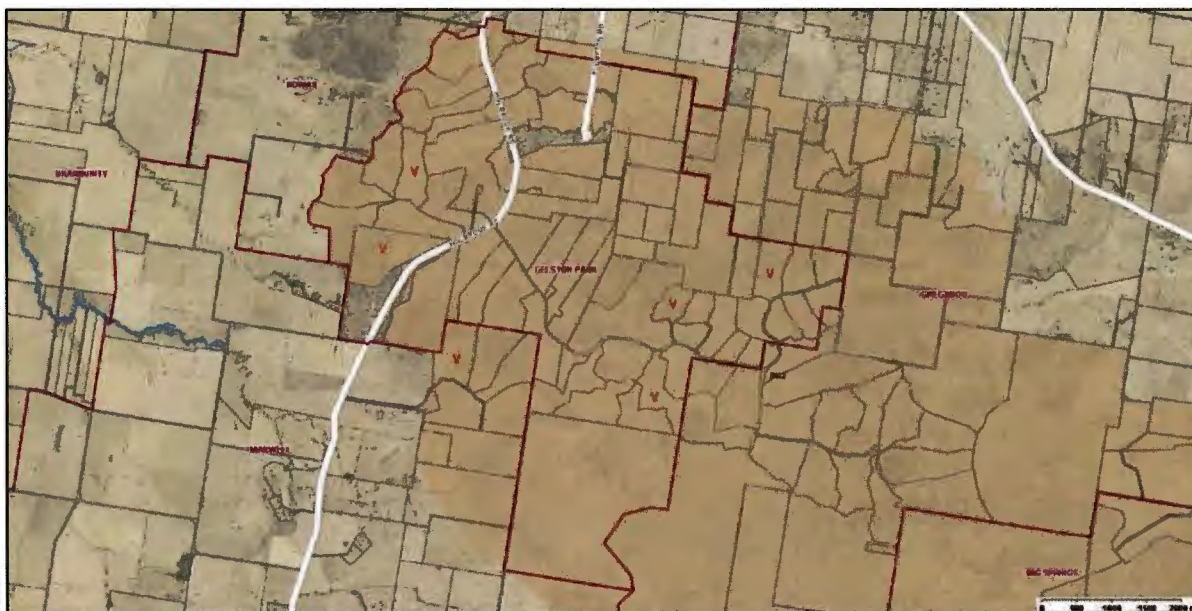


**Figure 14: Big Springs – RU2 Area (Source: WWCC GIS 2017)**



**Figure 15: Gregadoo – RU2 Area (Source: WWCC GIS 2017)**





**Figure 16:** Gelston Park – RU2 Area (Source: WWCC GIS 2017)

The area does have potential for future subdivision, although it is difficult to determine the amount of lots available from the desktop study conducted. The topography and nature of the area is a significant constraint for development in the area, increasing infrastructure expenses required to subdivide land further. The land has also been zoned for this purpose since the mid 1970's and is an area inherited by the city from the 1981 amalgamations of Wagga Wagga, Kyeamba and Mitchell LGAs). Initial development commencing with the construction of Gelston Park Road in 1977.

The table below shows the land supply in this RU2 zone.

**Table 2:** RU2 Land Supply Analysis

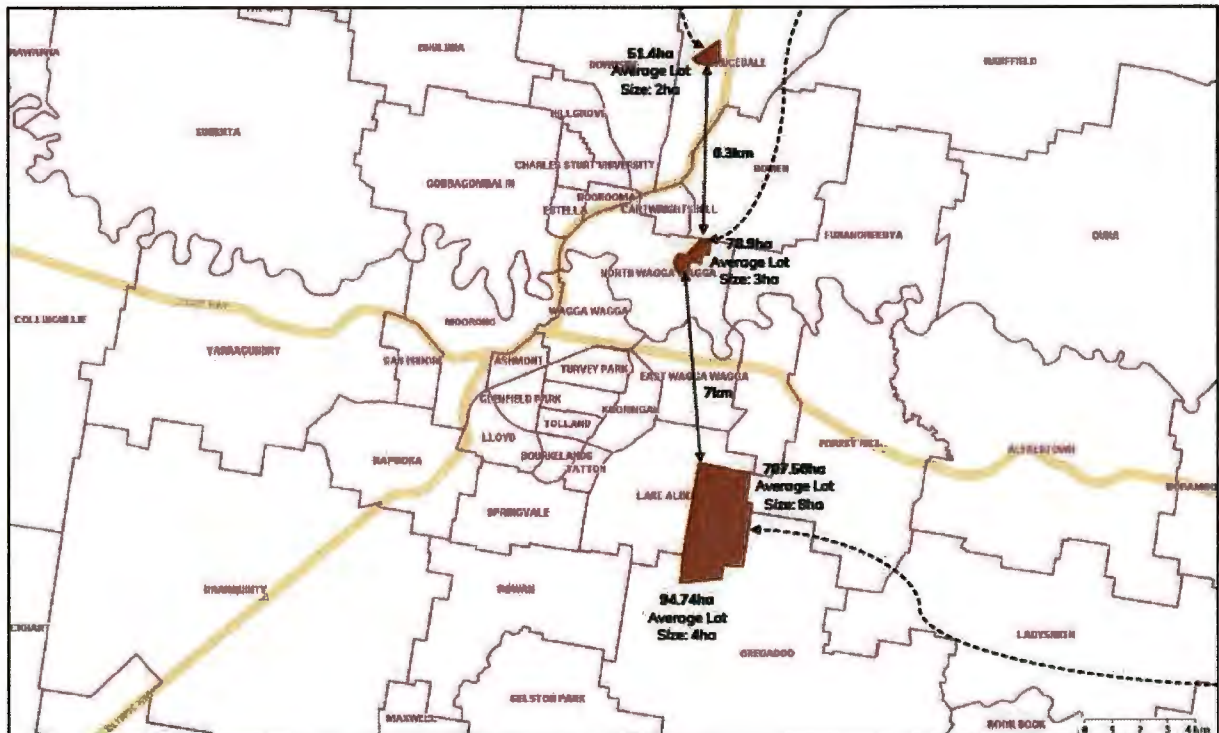
| Area Name    | Subdivided Vacant Lots | Potential Remaining Lots | Total Lot Supply |
|--------------|------------------------|--------------------------|------------------|
| Big Springs  | 0                      | 0                        | 0                |
| Gregadoo     | 4                      | 0                        | 4                |
| Gelston Park | 6                      | 0                        | 6                |
| Total        | 10                     | 0*                       | 10               |

\* See discussion below.

As discussed and indicated in the table above, the development potential for this area has been excluded from the analysis as significant works involving consolidation of lots, extensive infrastructure works and access considerations would be required to provide feasible development potential. These significant constraints prevent this area from being a viable rural residential land supply area at this stage.

**RU4 – Primary Production Small Lots - Supply and Demand Analysis:**

RU4 zoned land is provided in three locations across the city, covering 932.6 hectares including land at Bruceedale, Byrnes Road/Hillary Street and Mitchell Road/Dukes Road areas, as shown in the figure below.



**Figure 17:** RU4 Zone Analysis Plan extract (Source: SP 2017)

The range of lot sizes included in the RU4 zones vary from 2 to 8 hectares. The figures below show the areas indicated the above overlaid on aerial images to demonstrate the current density and rural nature of the land.



**Figure 18:** Brucedale – RU4 area (Source: WWCC GIS 2017)





**Figure 19:** Byrnes Road/Hillary Street RU4 area (Source: WWCC GIS 2017)



**Figure 20:** Mitchell Road/Dukes Road RU4 area (Source: WWCC GIS 2017)

The figures above indicate the current and potential vacant land available in each area of RU4 zoned land. The table below summarises the available and potential lots in each area.

**Table 3:** RU4 Land Supply Analysis

| Total RU4 Land Supply     | Subdivided Vacant Lots | Potential Remaining Lots | Total Land Supply Lots |
|---------------------------|------------------------|--------------------------|------------------------|
| Bruce Dale 2ha            | 0                      | 0                        | 0                      |
| North Wagga/Byrnes Rd 2ha | 1                      | 4                        | 5                      |
| Kyeamba/Mitchell Rd       | 4                      | 9                        | 13                     |
| <b>Total</b>              | <b>5</b>               | <b>13</b>                | <b>18</b>              |



### Land Availability Analysis and Value Survey

A survey of selected local real estate agents together with an online search was conducted to ascertain the stock of available vacant rural residential/lifestyle lots currently for sale within the Wagga Wagga local urban area. RU2 zoned land was excluded from this survey due to the current constraints on the land being able to be considered a viable contribution to rural residential land supply. The subsequent criteria applied in conducting this survey included:

- Site area from 0.1ha to 40ha; and
- Zoned RU2, RU4 or R5; and
- Vacant land, ready to be developed (construction of a dwelling); and
- All essential services available to the site; and
- Within close proximity to the CBD (less than 20km)

At the time of preparing this report only one (1) parcel of land zoned R5 and one (1) zoned RU2 were on the market. This confirmed that there is a significant shortage of this type of rural residential lifestyle allotment.

Agents confirmed that demand is continually strong, and with limited supply, any land of this type is generally sold "off the plan" in a very short time period. This is reflected in the price for any lots coming onto the market, with prices increasing significantly over the past few years as supply decreases and no further rezonings occur. A typical "lifestyle lot" or rural residential lot is now priced in the \$250,000 - \$350,000 range, depending on size and location.

The value of this type of land has a flow on affect to other real estate products, increasing values of land and housing stocks city wide. Whilst it is noted that increasing land values can be positive for current landholders, housing affordability does suffer, impacting the most vulnerable residents and first home buyers. Wagga Wagga has extensively used land affordability as a marketing tool to encourage and attract growth to the region, which may be at risk if land prices are allowed to increase unchecked.

### Historical Land Supply Data v Current

A review was also made of available historical Council records in relation to rural residential land supply, in particular data from Council's Rural Residential Review 2001, Rural Residential Supply Data 2001 and Rural Residential Landuse Strategy 2002. The zoned areas identified in those documents are similar to the land currently zoned under WWLEP2010, both in respect of spatial extent and density.

**Table 4: Rural Residential Land Supply Analysis - 2001 (Source: WWCC)**

| Rural Res Area            | Subdivided Vacant Lots | Subdivided Lots with dwellings | Total Subdivided Lots | Potential Remaining Lots | Total Lots  |
|---------------------------|------------------------|--------------------------------|-----------------------|--------------------------|-------------|
| <b>WWDCP 1986</b>         |                        |                                |                       |                          |             |
| Lake Haven 0.6ha          | 18                     | 96                             | 114                   | 32                       | 260         |
| Lake Albert S/E 2ha       | 11                     | 139                            | 150                   | 56                       | 356         |
| Lloyd Road 2ha            | 0                      | 52                             | 52                    | 0                        | 104         |
| Springvale 0.6ha          | 0                      | 74                             | 74                    | 0                        | 148         |
| Lake Albert N/E 2ha (A)   | 6                      | 118                            | 124                   | 19                       | 267         |
| Lake Albert N/E 0.6ha (B) | 0                      | 10                             | 10                    | 7                        | 27          |
| North Wagga/Byrnes Rd 2ha | 0                      | 38                             | 38                    | 0                        | 76          |
| Pomingalarna/Roach Rd 2ha |                        |                                | 17                    | 124                      | 141         |
| Estella                   |                        |                                | 0                     | 15                       | 15          |
| Boorooma                  |                        |                                | 0                     | 13                       | 13          |
| South Tatton              |                        |                                | 0                     | 65                       | 65          |
| <b>Sub Total</b>          | <b>35</b>              | <b>527</b>                     | <b>579</b>            | <b>331</b>               | <b>1472</b> |
| <b>WWDRDCP</b>            |                        |                                |                       |                          |             |
| Bruce Dale 2ha            | 2                      | 10                             | 12                    | 10                       | 34          |
| Kyeamba/Mitchell Rd       | 6                      | 66                             | 72                    | 23                       | 167         |
| San Isidore 2ha & 8ha     | 4                      | 111                            | 115                   | 0                        | 230         |
| Springvale/Lloyd Rd 2ha   | 85                     | 19                             | 104                   | 291                      | 499         |

|                                   |            |            |            |            |             |
|-----------------------------------|------------|------------|------------|------------|-------------|
| Gelston Pk/Gregadoo Hills<br>40ha | 26         | 42         | 69         | 186        | 323         |
| Bakers Lane/Mitchell Rd<br>2ha    | 0          | 8          | 8          | 49         | 65          |
| Schipp (Governor's Hill)<br>0.6ha |            |            | 2          | 98         | 100         |
| <b>Sub Total</b>                  | <b>123</b> | <b>256</b> | <b>382</b> | <b>657</b> | <b>1418</b> |
| <b>TOTAL ALL AREAS</b>            | <b>158</b> | <b>783</b> | <b>961</b> | <b>988</b> | <b>2890</b> |

As indicated in the table above, data from 2001 indicated that approximately 1146 (988 + 158) vacant lots were potentially available across all rural living zoned areas, including vacant subdivided lots and potential unsubdivided lots.

One of the more significant changes in the rural residential land supply of the city has been Governor's Hill, or the Schipp 0.6ha land identified in the table above. Rezoning and amendment of the minimum lot size mapping in this locality has significantly increased the potential lots available in the area. From our investigations, approximately 100 additional lots to the current supply could be made available through further development. This is some 70 lots more than anticipated during the 2001 land supply study.

From the analysis undertaken in this report of the current rural residential land stocks of Wagga Wagga, the figures presented in the following table reflect the total amount of viable rural residential land available.

**Table 5: 2017 Total Rural Residential Land Supply**

| Area                     | Subdivided Vacant Lots | Potential Remaining Lots | Total Lot Supply |
|--------------------------|------------------------|--------------------------|------------------|
| R5 Total Supply          | 34                     | 155                      | 189              |
| RU2 Total Supply         | 10                     | 0                        | 10               |
| RU4 Total Supply         | 5                      | 13                       | 18               |
| <b>Total Land Supply</b> | <b>49</b>              | <b>168</b>               | <b>217</b>       |

**Table 6: Rural Residential Land Supply Comparison 2001 to 2017**

| Time Period | Subdivided Vacant Lots | Potential Remaining Lots | Total Lot Supply        |
|-------------|------------------------|--------------------------|-------------------------|
| 2001        | 158                    | 988                      | 1146                    |
| 2017        | 49                     | 168                      | 217                     |
| Change      | -109 at 6.81 lots/year | -820 at 51.25 lots/year  | -929 at 58.06 lots/year |

As shown in the table above, the available and potential land stocks of rural residential land have been depleted at a rate of approximately 58 lots per year, with limited additions to the land stocks for this time period. These figures confirm that an annual creation of approximately 50 lots per year would be sufficient to balance the take up of rural residential land in the city. Additional lots to the 50 required would also need to be zoned to provide at least a 10-year supply (500 lots) of potential rural residential land. The current land supply is estimated at 4.34 years, with 283 additional lots required to be created to fulfil a 10-year supply.

The Housing Industry of Australia (HIA) has released the *2016-2017 Wagga Wagga Land Monitor Report* which has some analysis of rural residential land across the Wagga Wagga area. The statistics in this report indicate that 58 rural residential lots were available at the beginning of 2017. It is worth noting that the HIA Report defines rural residential land as being:

*Land suitable for the construction of a single dwelling with a site area generally larger than 1,200 square metres.*

This definition does not account for land zoning, possibly leading to slightly higher vacant lot numbers, otherwise, the reports are consistent in their conclusions.



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## **ATTACHMENT 8: SERVICE CAPACITY ANALYSIS**

### SERVICE CAPACITY ANALYSIS - 6 Vincent Road & 531 Koorungal Road, Lake Albert

| Service                      | Availability                       | Capacity | Comment   |
|------------------------------|------------------------------------|----------|---|
| Water (RWCC)                 | Yes                                | Yes      | Serviced by mains on both Koorungal Road and Vincent. No major limitations to servicing. Existing network has capacity to accommodate the proposed increase in dwelling load.   |
| Sewer (WWCC)                 | Yes                                | Yes      | Pressure sewer available or other options available in Koorungal Road. No major limitations to servicing. Existing network has capacity to accommodate the proposed increase in dwelling load. Site is located outside the current DSP, immediately adjoining eastern boundary along Koorungal Road.  |
| Electricity (EE)             | Yes                                | Yes      | Serviced by overhead network from Vincent Road. Some electrical infrastructure existing on site. No major limitations to servicing. Network has capacity to accommodate the proposed increase in dwelling load. Possible upgrade of existing assets or installation of pole with distribution transformer and underground assets.   |
| Telecommunications (Telstra) | Yes                                | Yes      | Existing network is located in close proximity to site. There are no major impediments to provision of telecommunication in this area.  |
| Gas (APA)                    | Yes                                | Yes      | Site currently serviced by mains from Vincent Road. Additional mains located on Koorungal Road. Existing network has capacity to accommodate the proposed increase in dwelling load.  |
| Stormwater (WWCC)            | Yes – via public road swale drains | Yes      | No reticulated stormwater drainage system services the site. Stormwater drainage systems are located nearby, extending from Koorungal Road into Kulgoa Street and Fay Avenue. However, site would naturally flow to existing roadside swale drains and connect to existing downstream creek system. There are no major impediments to addressing and managing stormwater flows across and from the site. The site is located within the current DSP (Urban East of Willans Hill). |
| Roads (WWCC)                 | Yes                                | Yes      | Access to site available from Vincent Road, with additional frontage to Koorungal Road (both formed and sealed public roads). Road network links to Wagga Wagga CBD and surrounds via Koorungal Road. Road infrastructure considered adequate to accommodate for proposed increase in traffic.  |



| <b>Service</b>                               | <b>Availability</b>       | <b>Capacity</b>           | <b>Comment</b>  |
|--|---------------------------|---------------------------|---|
| Garbage (WWCC)                               | Yes                       | Yes                       | Site is currently serviced by Council's Kerbside Waste Collection. Proposed future dwellings will have access to this service.  |
| Postal (AP)                                  | Yes                       | Yes                       | Site is serviced by Australia Post. Proposed future dwellings will have access to this service.   |
| Bus Network (inc School) (BusAbout)          | Public: No<br>School: Yes | Public: No<br>School: Yes | No public bus routes service Vincent Road or nearby Koorungal Road. The nearest bus stops and connections are located nearby adjacent Koorungal Mall and adjoining streets – Fay Avenue/Zeigler Avenue (route 960). Bus-a-bout provide school bus services in the local area, including pickup points along Koorungal Road. |
| Bicycle Network (WWCC)                       | Yes                       | Yes                       | A Designated Cycleway exists adjacent the western boundary of site, along Koorungal Road. This cycleway connects south to the network within Lake Albert Common and continues further north to connect with the Wagga Wagga CBD and surrounds.  |
| Pedestrian Network (WWCC)                    | Yes                       | Yes                       | A Designated Walkway exists adjacent the western boundary of site, along Koorungal Road. This walkway connects pedestrians to the networks within Lake Albert and continues further north to connect with the Wagga Wagga CBD and surrounds.  |
| Child Care Centres (Various)                 | Yes                       | Yes                       | Child care facilities are located nearby, including Amy Hurd Early Learning (450m by road), Town and Country Children's Centre (1km by road) Goodstart Early Learning (1.6km by road) and Inspire Early Learning (1.5km by road).   |
| Schools (Various)                            | Yes                       | Yes                       | Educational facilities are located nearby, including Koorungal High School (1.5km by road), Koorungal Primary School (2.4km by road), Sturt Public School (1.7km by road), Sacred Heart Primary School (1.2km by road) and Wagga Wagga Christian College (1.2km by road).   |
| Emergency Services (Various)                 | Yes                       | Yes                       | Site is within Wagga Wagga area with access to Emergency Services including SES, Police, Fire and Ambulance. Base Hospital is located 5.7km from the site with access via local arterial roads.   |
| Shopping Centres & Medical Centres (Various) | Yes                       | Yes                       | Closest shopping centre is Koorungal Mall (1.2km) that includes ancillary shops and services including medical and pharmacy. KRS Medical Centre also located 1.2km south on Koorungal Road.   |

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## **ATTACHMENT 9: TRAFFIC MANAGEMENT REPORT**



**LOT 1 DP 219692**  
**LOT 1 DP 653241**  
**LOT 2 DP 1009360**  
**VINCENT ROAD**  
**KOORINGAL ROAD**  
**WAGGA WAGGA**

**TRAFFIC**  
**MANAGEMENT**  
**REPORT**

**JOB No 18W040**



Lance Ryan Consulting Engineers

## TRAFFIC MANAGEMENT REPORT

Lot 1 DP 219692  
Lot 1 DP 653241  
Lot 2 DP 1009360  
Vincent Road  
Koorringal Road  
Wagga Wagga

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Lance Ryan Consulting Engineers

## TRAFFIC MANAGEMENT REPORT

**Lot 1 DP 219692  
Lot 1 DP 653241  
Lot 2 DP 1009360  
Vincent Road  
Koorungal Road  
Wagga Wagga**

### 1. INTRODUCTION

Lance Ryan Consulting Engineers have been engaged by Salvestro Planning to prepare a concept Traffic Management Report for a proposed development at Lot 1 DP 219692, Lot 1 DP 653341 and Lot 2 DP 1009360. The site is located on the south east side of the intersection of Vincent Road and Koorungal Road Wagga Wagga

It is proposed to subdivide the subject land into lots of 1500 sq.m size. This equates to approximately 12 lots on Lot1 DP 219692 and Lot 1 DP 1009360 and 12 lots on Lot 1 DP 653341.

It is proposed to provide a new access road off both Koorungal Road and Vincent to provide access to the proposed new lots. Lots fronting Vincent Road could also be serviced by concrete driveways.

### 2. EXISTING CONDITIONS

Lot1 DP 219692 is bound by both Koorungal Road and Vincent Road. Lot 1 DP 653341 and Lot 2 DP 1009360 front Koorungal Road.

The existing intersection of Koorungal Road and Vincent Road is a CHR / AUL intersection. The intersection of Koorungal Road and Kulgoa Street is effectively a BAR / BAL intersection. Adjacent to Kulgoa Street, Koorungal Road has a 9.5m wide carriageway. The southbound lane is a single lane and the northbound lane is 6m wide with a 3.0m wide travel lane and a 3.0m widening to the kerb and gutter. Vincent Road is 7m wide with 1 x 3.5m travel lane in both directions. Sight distance on both Koorungal Road and Vincent Road is satisfactory in both directions for the posted speed limits. Koorungal Road is 60km/hr and Vincent Road is 60km/hr changing to 80km/hr approximately 200m east of the intersection with Koorungal Road.

Koorungal Road currently has approximately 6000 average daily count near the Equex Centre. Being conservative and assuming a 12 hour period this equates to 500 veh/hr.



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### 3. PROPOSED CONDITIONS

The proposed intersections of the new access roads with Koorungal Road and Vincent Road will need widening of both Koorungal Road and Vincent Road.

Based on traffic generations of 10 vehicles per day per lot this will equate to 120 vehicles per day generated at both the new Koorungal and Vincent Road intersections. This is equivalent to 12 vehicles per hour assuming a 12 hour period. From the Ausroads guide Figure 4.9 the Koorungal Road intersection will need to be a CHR(S) and AUL(S) intersection and Vincent Road a BAR / BAL intersection.

Koorungal Road is currently 6m wide for northbound traffic and this is wide enough to accommodate a CHR(S). The road reserve is also wide enough to accommodate an AUL(S) treatment. The location of the Koorungal Road / Kulgoa Street intersection will need to be taken into account when locating the new intersection off Koorungal Road. Councils Engineering Guidelines recommends a minimum centerline spacing of 50m in urban areas. It also requests a minimum distance of 2 times the stopping sight distance for the through road. For 60km/hr on Koorungal Road this equates to 128m. 128m cannot be achieved north of Kulgoa Street as this would place it at the Vincent Road intersection. South of Kulgoa Street places it in the lot south of Lot 2 DP1009360.

Vincent Road has a wide road reserve and can easily accommodate a BAR /BAL intersection treatment with satisfactory sight distance in both directions.

The internal roads will either be private or public roads and can designed to accommodate the turning manoeuvre of a 19m semi-trailer to enter and exit the site in a forward directions.

Koorungal Road currently has about 6000 veh / day. With the new development consisting of about 24 lots generating 10 movements per day this equates to 240 veh / day. Adopting all movements will use Koorungal Road this is an increase of only 4% which Koorungal Road can easily handle. Traffic counts were not provided at the time of writing this report for Vincent Road but assuming only 12 lots use Vincent Road this equates to 120 veh/day. Also assuming that Vincent Road has half the traffic of Koorungal Road this would also be an increase of only 4%.



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## TRAFFIC MANAGEMENT REPORT

**Lot 1 DP 219692  
Lot 1 DP 653241  
Lot 2 DP 1009360  
Vincent Road  
Koorringal Road  
Wagga Wagga**

### APPENDIX A

#### Site Plan





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**ATTACHMENT 10: SEWER AND STORMWATER MANAGEMENT REPORT**

**LOT 1 DP 219692**  
**LOT 1 DP 653241**  
**LOT 2 DP 1009360**  
**VINCENT ROAD**  
**KOORINGAL ROAD**  
**WAGGA WAGGA**

**SEWER AND  
STORMWATER  
REPORT**

**JOB No 18W040**



Lance Ryan Consulting Engineers

**SEWER AND  
STORMWATER REPORT**

**Lot 1 DP 219692  
Lot 1 DP 653241  
Lot 2 DP 1009360  
Vincent Road  
Koorringal Road  
Wagga Wagga**

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## **1. INTRODUCTION**

Lance Ryan Consulting Engineers have been engaged by Salvestro Planning to prepare a concept stormwater and sewer report for a proposed development at Lot 1 DP 219692, Lot 1 DP 653341 and Lot 2 DP 1009360. The site is located on the south east side of the intersection of Vincent Road and Koorungal Road Wagga Wagga

It is proposed to subdivide the subject land into lots of 1500 sq.m size. This equates to approximately 12 lots on Lot1 DP 219692 and Lot 1 DP 1009360 and 12 lots on Lot 1 DP 653341.

## **2. EXISTING CONDITIONS**

Lot1 DP 219692 is bound by both Koorungal Road and Vincent Road. Lot 1 DP 653341 and Lot 2 DP 1009360 front Koorungal Road.

The existing site falls away from Koorungal Road with a natural low point adjacent to Vincent Road approximately 200m east of the intersection of Vincent Road and Koorungal Road. Refer to the stormwater plan and sewer plan in Appendix B and Appendix C showing existing contours. These contours have been plotted from Wagga Wagga City Council Inframaps.

The existing Wagga Wagga City Council sewer infrastructure is located on the western side of Koorungal Road. The existing properties on the subject land have their sewer pumped to this infrastructure.

## **3. PROPOSED STORMWATER**

The development of the subject into lots of approximately 1500sq.m will increase the hardstand areas of the land and thus increase the volume and peak discharge of stormwater runoff. It is common practice to reduce the peak flows from new developments to the pre-developed conditions. In order to achieve this each lot will be provided with a small retention structure. The structures will be either a small depression or a small bunding bank. Each lot will also have bunding banks to prevent runoff entering adjacent lots.

The retention structures will discharge to the naturally forming low point in Vincent Road. To get to Vincent road the runoff will be carried by either the table drains formed in the new access roads or by underground pipes that will be located in a 3m wide easement.

Because the volume of runoff (not the peak runoff) will be increased the existing table drain on the south side of Vincent Road will be upgraded to direct runoff in an easterly direction towards the existing water course located approximately 500m east of the intersection of Vincent Road and Koorungal Road.

The existing land is subject to small depths of overland flow. Refer to Appendix A for these depths. This information was provided by Wagga Wagga City Council. These depths are only 0.02m to 0.05m in depth. All new buildings will be required to be built a minimum 500mm above the overland flow depth. Existing overland flow from Koorungal Road that enters the site can be catered for via swales and or bunding. The swales / bunds can direct this runoff into the table drains formed for the new access roads. This will keep the overland flow from entering into the retention structures created for each new lot.

## **4. PROPOSED SEWER**



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**SEWER AND  
STORMWATER REPORT**

**Lot 1 DP 219692  
Lot 1 DP 653241  
Lot 2 DP 1009360  
Vincent Road  
Koorungal Road  
Wagga Wagga**

The nearest existing gravity sewer infrastructure is located on the western side of Koorungal Road. In order to access this infrastructure a sewer pump station will need to be constructed as part of the development. All lots created as part of the development will gravity feed to the pump station. The pump station will have a 63 diameter rising main that will discharge into the existing infrastructure on the western side of Koorungal Road.

From Council information there is a 225 diameter sewer main discharging from a manhole located in the open space area south of Kulgoa Street.

It is beyond the scope of this report to investigate the capacity of the entire existing downstream Council sewer network to cater for this development. However because the development will be catered for by a sewer pump station the flows out of the pump station can be controlled. This would enable discharge from the pump station to be limited to small flows so that the effect on the existing downstream sewer network is minimal. The number of lots to be created and service by the pump station is estimated at only 24 so the total sewer flow generated is relatively small. The sewer pump station could be designed to pump outflows at non peak times to also reduce the effect on the existing sewer network.



Lance Ryan Consulting Engineers

**SEWER AND  
STORMWATER REPORT**

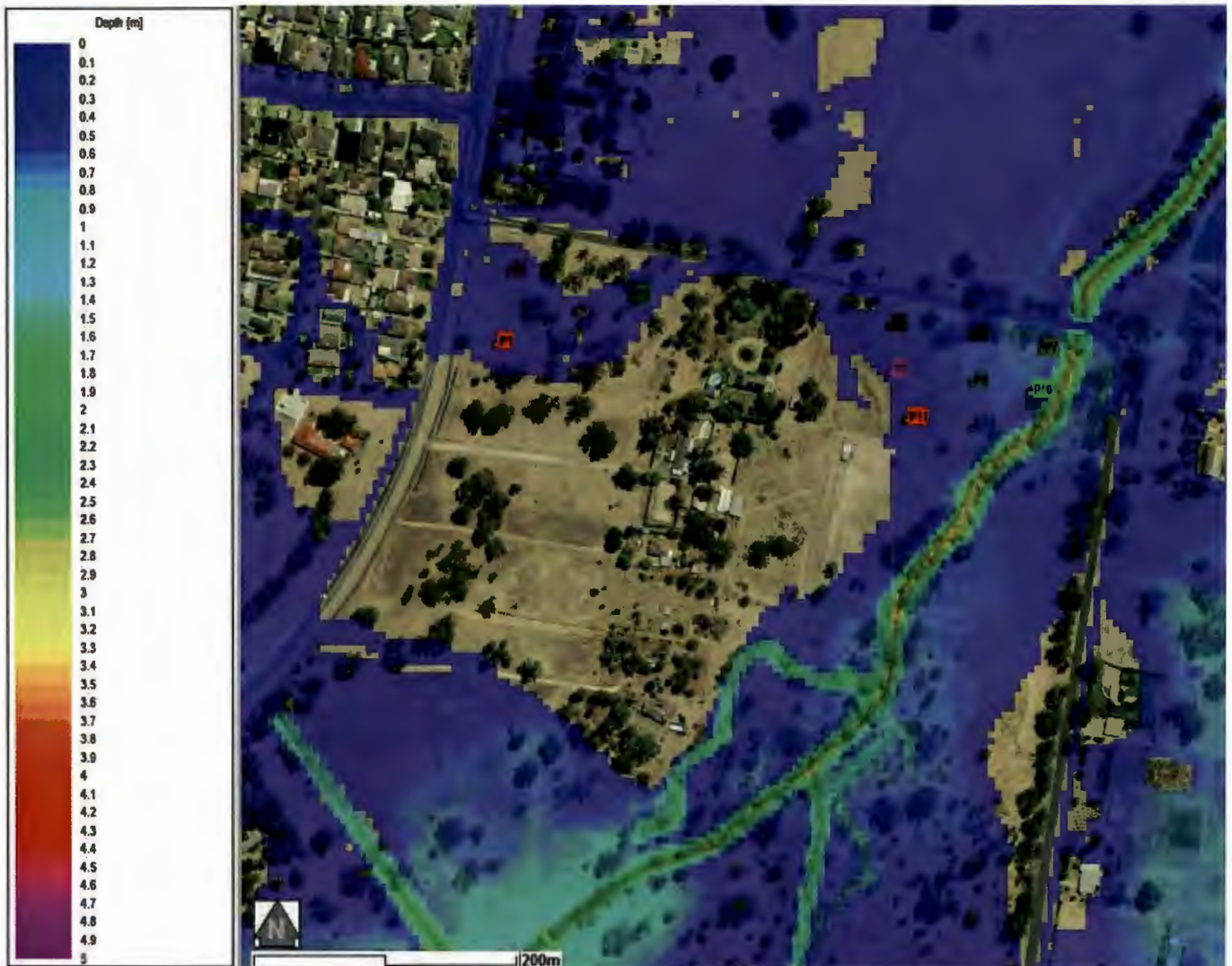
**Lot 1 DP 219692  
Lot 1 DP 653241  
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Vincent Road  
Koorringal Road  
Wagga Wagga**

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**APPENDIX A**

**Overland Flow Depths**





P1 = Depth 0.03

P2 = Depth 0.02

P3 = Depth 0.04

P4 = Depth 0.05



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**SEWER AND  
STORMWATER REPORT**

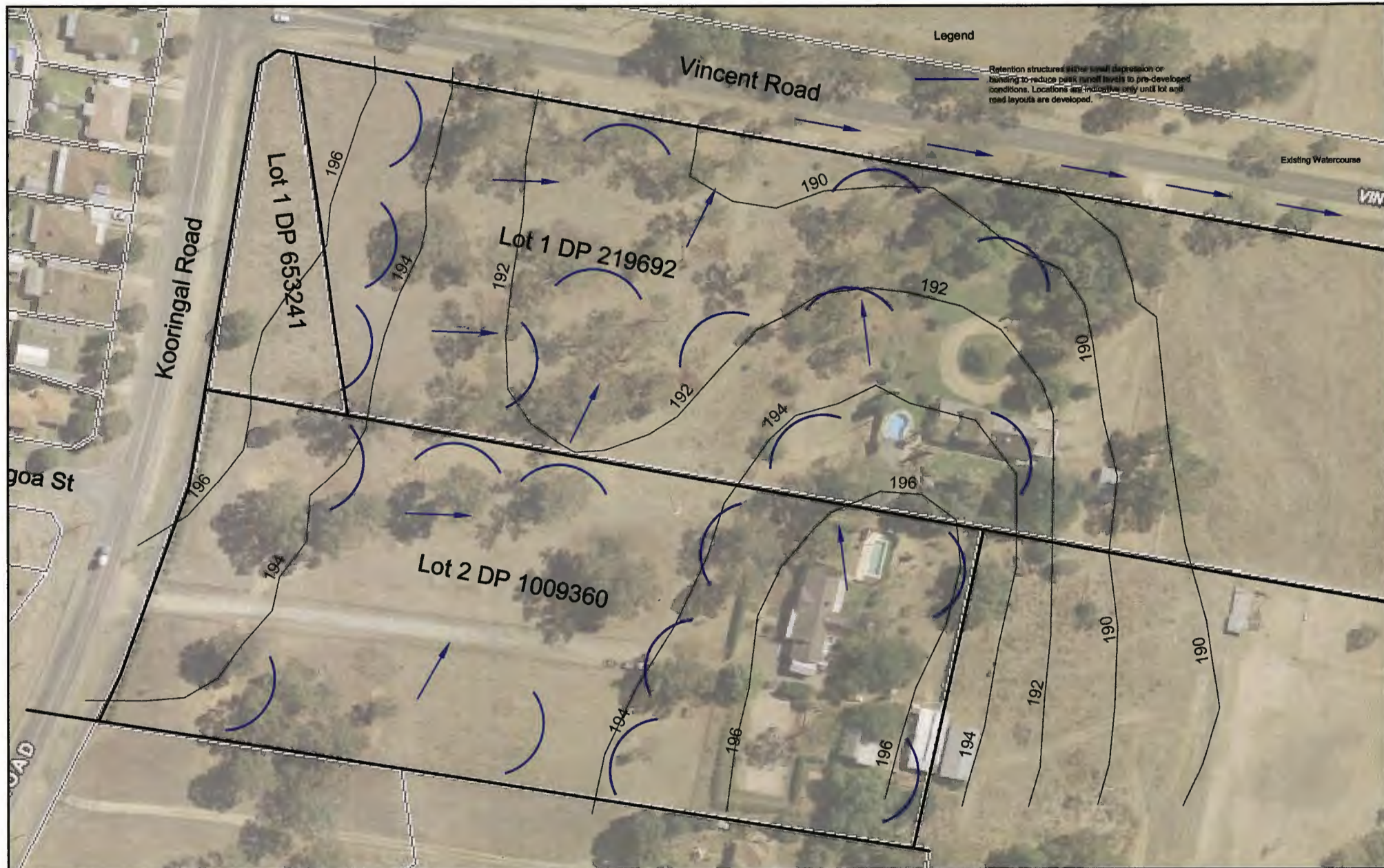
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Lot 1 DP 653241  
Lot 2 DP 1009360  
Vincent Road  
Koorringal Road  
Wagga Wagga**

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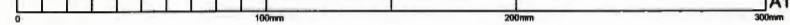
**APPENDIX B**

**Stormwater**





|   |  |   |                                   |  |  |  |  |   |  |   |   |  |
|---|--|---|-----------------------------------|--|--|--|--|---|--|---|---|--|
| <b>1</b> Issued for information<br><small>Amendment or reason for issue</small> |  | 13.12.2018<br><small>Issue date</small> | L.V.R.<br><small>Drawn by</small> | L.V.R.<br><small>Designed &amp; checked by</small> | L.V.R.<br><small>Verified by</small><br><small>if not verified</small> | [ ]<br><small>Issue authorized</small> | Copyright<br>This drawing remains the property of Lence Ryan Consulting Engineers Pty Ltd.<br>It may only be used for the purpose for which it was commissioned & in accordance with the terms of engagements for that commission.<br>Unauthorised use of this drawing is prohibited.<br><br>* Drawing Status<br>Warning: Unless there is an authorized Lence Ryan Consulting Engineers Pty Ltd signature at " - this drawing is not authorized for issue. | <div style="text-align: center;"> <br/> <b>North</b> </div> | <div style="text-align: center;"> <br/> <b>LRCE</b><br/>         Lence Ryan Consulting Engineers Pty Ltd<br/> <small>Consulting Engineers Planners &amp; Surveyors</small><br/> <small>22 Johnston Street</small><br/> <small>WILSON PROMEX NEW 2800</small><br/> <small>02 9551 1000</small><br/> <small>WILSON PROMEX NEW 2800</small><br/> <small>02 9551 1000</small><br/> <small>02 9551 1000</small><br/> <small>02 9551 1000</small> </div> | Project<br><b>Proposed Subdivision</b><br><b>6 Vincent Road, 531 Koorngal Road</b><br><b>Wagga Wagga</b><br><br>Client<br><b>Barry &amp; Lorraine McLean</b><br><br>Approved / Project Manager<br><b>Salvestro Planning</b> | Drawing Title<br><b>Stormwater Plan</b><br><br>Scale<br><b>1:500</b><br><br>Project Number<br><b>18W040</b><br><br>Sheet<br><b>SW01</b> | Client Project No.<br><br>Sheet<br><b>01 of 02</b><br>Revision<br><b>1</b> |
|---|--|---|-----------------------------------|--|--|--|--|---|--|---|---|--|



**A1 SHEET**





Lance Ryan Consulting Engineers

**SEWER AND  
STORMWATER REPORT**

**Lot 1 DP 219692  
Lot 1 DP 653241  
Lot 2 DP 1009360  
Vincent Road  
Koorringal Road  
Wagga Wagga**

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**APPENDIX C**

**Sewer**



|   |  |                          |                                |                                 |   |   |  |           |   |   |  |  |
|---|--|--------------------------|--------------------------------|---------------------------------|---|---|--|-----------|---|---|--|--|
| <b>1</b> Issued for Information<br>Revision Amendment or reason for issue |  | 13.12.2018<br>Issue date | L.V.R.<br>Drawing completed by | L.V.R.<br>Designed & checked by | L.V.R.<br>Verified by<br>(X = Not verified) | Issue authorized (Y)<br>Issue authorized by | Copyright<br>This drawing remains the property of Lence Ryan Consulting Engineers Pty Ltd.<br>It may only be used for the purpose for which it was commissioned & in accordance with the terms of engagements for that commission.<br>Unauthorised use of this drawing is prohibited.<br>* Drawing Status<br>Warning: Unless there is an authorized Lence Ryan Consulting Engineers Pty Ltd. signature at the bottom of this drawing it is not authorized for issue. | <br>North | <b>LRCE</b><br>Lence Ryan Consulting Engineers Pty Ltd<br>Consulting Engineers Planners & Managers<br>23 Johnson Street<br>WAGGA WAGGA NSW 2650<br>P.O. Box 200<br>WAGGA WAGGA NSW 2650<br>Ph: (02) 9551 1512<br>Fax: (02) 9551 1515<br>Email: lence.ryan@gmail.com | Project<br>Proposed Subdivision<br>6 Vincent Road, 531 Koorringal Road<br>Wagga Wagga<br>Client<br>Barry & Lorraine McLean<br>Architect / Project Manager<br>Salvestro Planning | Drawing Title<br><b>Sewer Plan</b><br>Scale<br>1:500<br>Project Number<br>18W040<br>Dep. No.<br>SE01 | Client Project No.<br>Sheet<br>01 of 02<br>Revision<br>1 |
|---|--|--------------------------|--------------------------------|---------------------------------|---|---|--|-----------|---|---|--|--|

0 100m 200m 300m

A1 SHEET

## **Planning proposal**

**info)Pute**

Project management

digital AGE!

dated 18.12.2018

Audit No: 18.004

### **Project specific:**

531 Koorringal Road  
Wagga Wagga 2650.

### **On behalf of:**

Robert Chambers

Dianne Chambers ID Lot No. 2      Plan No: 009360

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## **PART 1 - OBJECTIVES OR INTENDED OUTCOMES**

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The objectives along with the intended outcomes, of the planning proposal is to amend the minimum lot size, from 2Ha to 0.15Ha for the above nominated Lot.

- Exhibit A      - the existing lot identified showing existing residence and road access.  
                    -specific lot location and specifics id
- Exhibit B      - LID report -identifying particulars -of the said Lot
- Exhibit C      -Survey --showing -right of carriage way -to be removed form title  
                    -proposed central road to be used in-lieu of.
- Exhibit D      -the existing LGA minimum lot size being 2Ha, to be changed to .15HA
- Exhibit E      -Proposed survey layout .  
                    -indicating proposed central road layout  
                    -Ten (10) in number resulting lot sizes and dimensions.  
                    -accessibility for services
- Exhibit F      -Illustrates the -logic -truth -reason as to the defined arear being ideal for extended  
                    residential lot to the said area.  
  
                    -worthy of supporting relevant to the proximity to an existing residential area and the  
                    services available.

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## **PART 2 – EXPLANATION OF THE PROVISIONS**

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The proposed outcome will be achieved by amending the Wagga Wagga LGA map\* minimum Lot Size as stated, showing the minimum Lot Size to LGA map, revised to 0.15 Ha on the said Lot.

There is no proposed revision for the actual LEP itself, only the map reference of 2Ha. to .15 Ha

Please refer to the process involved from the pre planning meeting, attached.



## **PART 3 JUSTIFICATION**

### **Section A — Need for the planning proposal**

#### **1. Is the planning proposal a result of any strategic study or report?**

The planning proposal is not a result of a thorough study or report other than this article, as no major restrictions are foreseen. Further to the previous pre-submission meeting.

The only possibility as discussed was overland flooding not being relevant to this application. As it is not relevant, nor does it cause restriction on traffic flow!

The only other matter discussed was the KSTP, which prior to the WWCC spending several million dollars on an upgrade, could not now be considered a restriction.

The strength of the proposal is to make somewhat of a greenfield suite of a property, that is zoned R5 residential, there is no intent to revise the zoning from R5 -residential.

The intent is to achieve ten (10) Lots within the current confines of the existing lot, being only one

#### **1. Lot, very much underutilised as is It is something considered a much needed.**

Project Lots as proposed being in the order of O. 15Ha are very much needed\* as such Lot size are a scarcity in IWWCC LGA, yet very much desired relevant to current trends.

A community awareness is being demonstrated here by not proposing 800 square metre blocks or even less that is referred to as 'match box' development. As proposed, even though Wagga Wagga, is the largest inland city in new South Wales, it will always be of a country environment come atmosphere, hence there is a need for something more than a 'match box'. Hence the intent for this proposal is most desirable and has been given constructive and considerable thought, it is suggested this will be an ideal way of enclosing the suburb of Koorringal and utilising the services and businesses that are well established (some thirty-two (32) in number) in the immediate area,

#### **2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?**

Revising the minimum lot size to achieve ten blocks instead of a non-utilised land mass of one (1) single residence considered of great gain to the immediate area and Wagga Wagga in general.

### **Section B — Relationship to strategic planning framework**

#### **3. is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy?**

Yes -also the State Government\*s policy on such matter

#### **a) Does the proposal have strategic merit?**

One would hardly consider the submission of a strategic nature, that was the consideration some sixty years ago.

It is more of a tactical consideration as times have changed particularly in life styles.

The property is no longer viable for farming activities what so ever.

However, within the site limits needed, currently reasonable size blocks to cater for what people desire these days, as opposed to sixty years ago.

Houses are becoming much larger and as such, 1500 square metre blocks are much needed and in short supply.

That can cater for the lifestyle of what 'can be' and 'should be'.

1.2 Protect important agricultural land identified in the regional agricultural development strategy from land use conflict and fragmentation and manage the interface between important agricultural lands and other land uses.

As proposed such matters of important agricultural land is not a consideration and could not be considered as such.

As to conflict and fragmentation is not a consideration, as it will make available much needed larger size block that would be most suitable to a current life style, as to the size and quality of homes that are being built in Wagga Wagga!

b) Does the proposal have site specific merit?

The answer to item (b) could only be answered YES !!!!!

The strength of that argued here, the merit, is in utilising a development that was planned and developed in the 'past' and to this day it remains in the 'past'.

Due to the very location of such being on the fringe of a major suburb of Wagga Wagga, known as Koorringal, that is to the West. Only a stones throw from facilities that provides all the services that could possibly be required, some thirty-two (32) in total  
Schools -doctor's surgery -shops -hotels -sports ground -you name it is there.

4. Is the proposal consistent with a council's local strategy or other local strategic plan?

Community Strategic Plan 2040 Wagga View

Objective: We plan for the growth of the city

The planning proposal will enable the use of an existing parcel of land that has been overlooked for many years and as times change so do people's needs.

A development such as that propose will cater for much needed sizable blocks, due to the nature and location of that proposed. That could only be considered an asset to the city of Wagga Wagga.

The planning proposal provides an additional semi-rural lifestyle across the road from the suburb of Koorringal, that is much need. A Wagga Wagga in general is not supplying much needed larger blocks that are most desirable as citizens are calling out for such.

Spatial Plan 2013 - 2043

The Planning Proposal is consistent with the following objectives of Council's Spatial Plan 2013 — 2043:

Accommodating population growth through adequate supplies of well planned residential, industrial and business land, providing a variety of housing options to achieve housing choice and affordability.

The planning proposal will facilitate the development of ten dwellings on an existing parcel, providing an additional semi-rural, lifestyle, housing option within proximity to the city as opposed to one (1) dwelling that exists.

5. Is the planning proposal consistent with applicable State Environmental Planning Policy

01 The planning proposal is consistent with the SEPP.

a01 It will not cause fragmentation as such

a02 It will simply provide ten (10) parcels of land instead of one

a03 Whilst retaining the R5 zoning as already exists.

a04 In real terms it will increase the usability, allowing more places of residence

Is the planning proposal consistent with applicable Ministerial Directions (\$9.1 Directions)? State Environmental Planning Policy No. 55 — Remediation of Land.

The minimum lot size will change from 2Ha to 0.15 Ha only.

6. The proposal is consistent with the relevant state environmental planning policies,

a01 Further to a site inspection such matters as contamination is considered not relevant.

01 Precinct,

a01 This is all about the possibility and probability that are relevant.

a02 It is agreed that a precinct consideration is relevant.

a03 However due to that which has evolved over many years is a limitation on that possible and that practical.

a04 Being the age of the owners of the relevant lots involved, the consideration is based on the very nature of that which has happened some time ago, one cannot change the past but can prepare for the future.

a05 By considering this a futuristic proposal most beneficial to the community, that is not an immediate precinct possibility but can be planned for as such, progressively

a06 The consideration is the age of the owners of the adjoining land to the south.

a07 That being, as they the existing owners get to the stage of needing permanent care is when it all will happen, that is relevant a precinct.

a08 The said lot and the lot next to 231. Koorringal road, to the North, should the basis of and the starting point for a precinct development.

**Section C Environmental, Social and Economic impact**

7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

a00 No

a.01 There will be no real impact other than ten (10) residence in-lieu of one (1) nothing else will change.

a.02 Nor is there a consideration as to habitat, species population nor the ecology at to environmental and environ matters.

8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?



01 Flooding      Considered not relevant.  
There has been talk of over land flooding.

02      We rely on the attachment that illustrates such is not relevant  
Bushfire  
Considered not relevant.  
a02 Such is not indicated on any such article within the WWCC

9. How has the planning proposal adequately addressed any social and economic effects?  
By relying on the state government's own policy by utilising no productive land relevant to the benefits of residential development.  
The agriculture and land values have been given due consideration and found to be not relevant when it comes to this proposal.  
The said block has not been used for farming activities / benefits in many years other than to run a few sheep occasionally.  
It is considered a non-event, when it comes the farming productivity and agricultural land Worth for varying and several reasons.

#### **Section D — State and Commonwealth interest**

9. Is there adequate public infrastructure for the planning proposal?

aOO      There is adequate infrastructure to service the additional dwelling that would be a result of the planning proposal.

#### **FOOTNOTE:**

From a title search, the said Lot has one restriction being a 'right of way' placed along the southern boundary.

The parties involved have agreed to remove same and use the proposed road as illustrated on the drawings granting access across Lot 5 in the north / east corner of that proposed.

Prepared by: hogan john j.



Dated:      18.12.2018      Mobile: 0428 162 762      eMail [wagga@infopute.com.au](mailto:wagga@infopute.com.au)

## Proposal planning

### List -check

relevant      complying  
☒ yes ☐ no ☒ yes ☐ no  
☐ yes ☐ no ☐ yes ☐ no -authorities opinion  
☒ yes ☐ no ☒ yes ☐ no  
☐ yes ☐ no ☐ yes ☐ no -authorities opinion  
☒ yes ☐ no ☒ yes ☐ no  
☐ yes ☐ no ☐ yes ☐ no -authorities opinion

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☐ yes ☐ no ☐ yes ☐ no -authorities opinion

info)Pute

Project management digital AGE!

### Project specific:

531 Koorringal Road

Wagga Wagga. 2650

New South Wales

Lot No. ; 2

DP: 1009360

### 00 Required for all proposals

a01 Objectives -intended outcomes

a02 Mapping -current and proposed

a03 Community consultation

### -considered on a case by case basis!

### 01 Strategic planning context:

a01 Consistent with the relevant regional plan district plan, or corridor /precinct plans applying to the site

a02 Consistent with a relevant local council strategy that has been endorsed by the Department

a03 Responding to the change in circumstances, such as the investment in new infrastructure or change in demographics trends

a04 Seeking to update the current planning control if they have not been amended in the past 5 years

### 02 Site description – context:

a05 Aerial photographs

a02 Site photos -photographs

### 03 Traffic and transport consideration:

a01 Local traffic and transport

a02 TMAP

a03 Public transport





☒ yes ☐ no ☒ yes ☐ no  
☐ yes ☐ no ☐ yes ☐ no -authorities opinion

☒ yes ☒ no ☒ yes ☐ no  
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☐ yes ☒ no ☐ yes ☐ no  
☐ yes ☐ no ☐ yes ☐ no -authorities opinion

a04 Cycling and pedestrian movement

#### **04 Environmental considerations:**

a01 Bushfires hazards

a02 Acid sulphate soils

a03 Noise impact

a04 Flora – fauna

a05 Soil stability, erosion, sediment, landslip

a06 Water supply

a07 Stormwater management

a08 Flooding

a09 Land /site contamination (SEPP 55)

a10 Resources

a11 Sea level rise

#### **05 Urban design -considerations:**

a01 Existing site plan  
 -buildings -vegetation -roads

a02 Building mass -block diagram study  
 changes in building height -FRS

a03 Lighting impacts

a04 Development yield analysis  
 Potential yield of lots -houses -employment

#### **06 Economic -considerations:**

a01 Impact assessment

a02 Retails centres hierarchy

a03 Employment land



☐ yes ☒ no ☐ yes ☐ no  
☐ yes ☐ no ☐ yes ☐ no -authorities opinion

☐ yes ☒ no ☐ yes ☐ no  
☐ yes ☐ no ☐ yes ☐ no -authorities opinion

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☐ yes ☐ no ☐ yes ☐ no -authorities opinion

☒ yes ☐ no ☒ yes ☐ no  
☐ yes ☐ no ☐ yes ☐ no -authorities opinion

## **07 Social and cultural -considerations:**

a01 Heritage -impact

a02 Aboriginal archaeology

a03 Open space management

a04 European archaeology

a05 Social -cultural impact

a06 Stakeholders engagement

## **08 Infrastructure -considerations:**

a01 Infrastructure services -potential

a02 Funding arrangements

## **09 Miscellaneous -additions considerations**

a06 Stakeholders engagement

**Prepared BY:**

**hohan john j**

**dated : 19.12.2018**

**Signature**

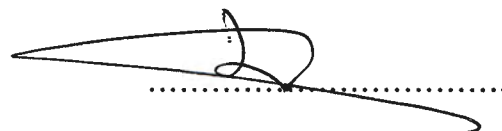


**Authorised BY**

.....

**dated : -- . -- .----**

**Signature**







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2

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245130

3

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677.181076

595.116666

434

4

621.444571

436

6

KULGOA ST

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KOORINGAL RD

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M2

DP 1009360

2

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6

DP 219692

531

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7391.060863

1

DP 653194

13468.951189

533

DP 513832

2

4296.353841

DP 650258

9310.662119

Exhibit 'A'

Exhibit A

21026.68023



10

PLAN FORM 2A

SIGNATURE AND SEALS ONLY

*[Signature]*

*[Signature]*  
C. B. Burchard

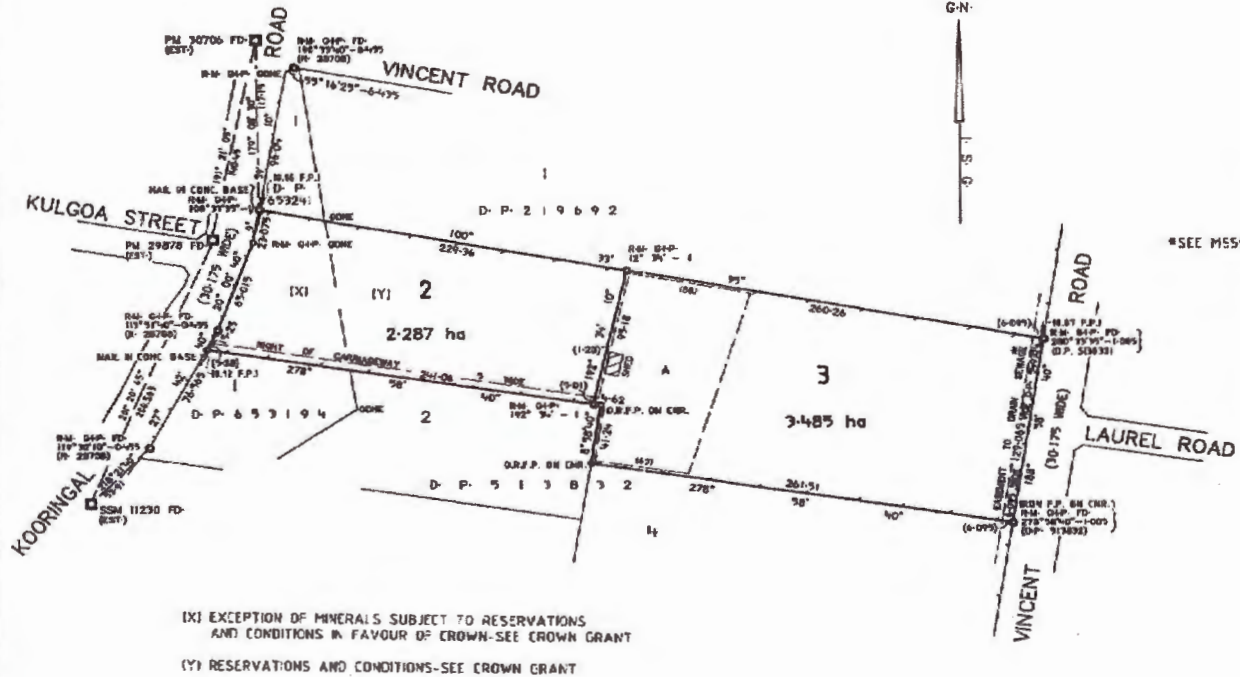
Westpac Banking Corporation or ANZ BANKING  
by its Attorney, Conings Norman, under  
Power of Attorney No 83, Book 4059

*[Signature]*  
Ladner, Wagga Wagga 25 November 1999

*[Signature]*  
Wagga Wagga 25 November 1999  
31 Fitzmaurice Street  
Wagga Wagga  
NSW 2650

SURVEY PRACTICE REGULATION 1990, CLAUSE 32 (2)

| MARK  | E.C. COORDINATES |             | ACC. ZONE |
|---|------------------|-------------|-----------|
|   | EASTING          | NORTHING    |           |
| BM 2281A  | 335138.584       | 1189317.655 | 55/2      |
| BM 11230  | 335144.184       | 1189332.818 | 55/2      |
| CHANGED SEA LEVEL AND SCALE FACTOR - 0.999920           |                  |             |           |
| SOURCE: E.C. COORDINATES OBTAINED FROM G.C. ON 16-07-99 |                  |             |           |



DP1009360

Registered: 21-12-1999

CA. SEE CERTIFICATE

Title System: TORRENS

Purpose: SUBDIVISION

Ref. Map: L2702-32

Last Plan: DP513832, DP653240

PLAN OF SUBDIVISION OF LOT 3 IN  
D.P. 513832 & LOT 1 IN D.P. 653240

Lengths are in metres. Reduction Ratio: 1:2000

L.S.A. WAGGA WAGGA

Locality: KOORINGAL

Parish: SOUTH WAGGA WAGGA

County: WYNYARD

Sub-division of any plan or plans  
(Where it is applicable)

Surveyor (Practice) Registered: 1990

I, LES R. YOUNG

of 25 FITZMAURICE ST., WAGGA WAGGA

A surveyor registered under the Surveyors Act 1988, hereby certify

that this plan is a true and correct copy of the original plan as

submitted to me on 29th AUGUST 1999.

The survey relates to LOTS 2 & 3

of the land shown in the plan.

Witness my hand and seal at the office of the surveyor,

Wagga Wagga, on 29th AUGUST 1999.

LES R. YOUNG

Surveyor

Plans used in preparation of Survey/Amendment

D.P. 513832 D.P. 219572

R. 26789 D.P. 203047

D.P. 513832 D.P. 203047

D.P. 653240

D.P. 653241

D.P. 653242

PANEL FOR USE ONLY for statements of intention

to dedicate public roads, to create public reserves

drainage reserves, easements, restrictions on the

use of land or positive easements.

PURSUANT TO SEC. 86B OF THE

CONVEYANCING ACT, 1999 - 1964, IT IS

INTENDED TO CREATE:

1. RESTRICTION ON USE OF LAND

MARKED A

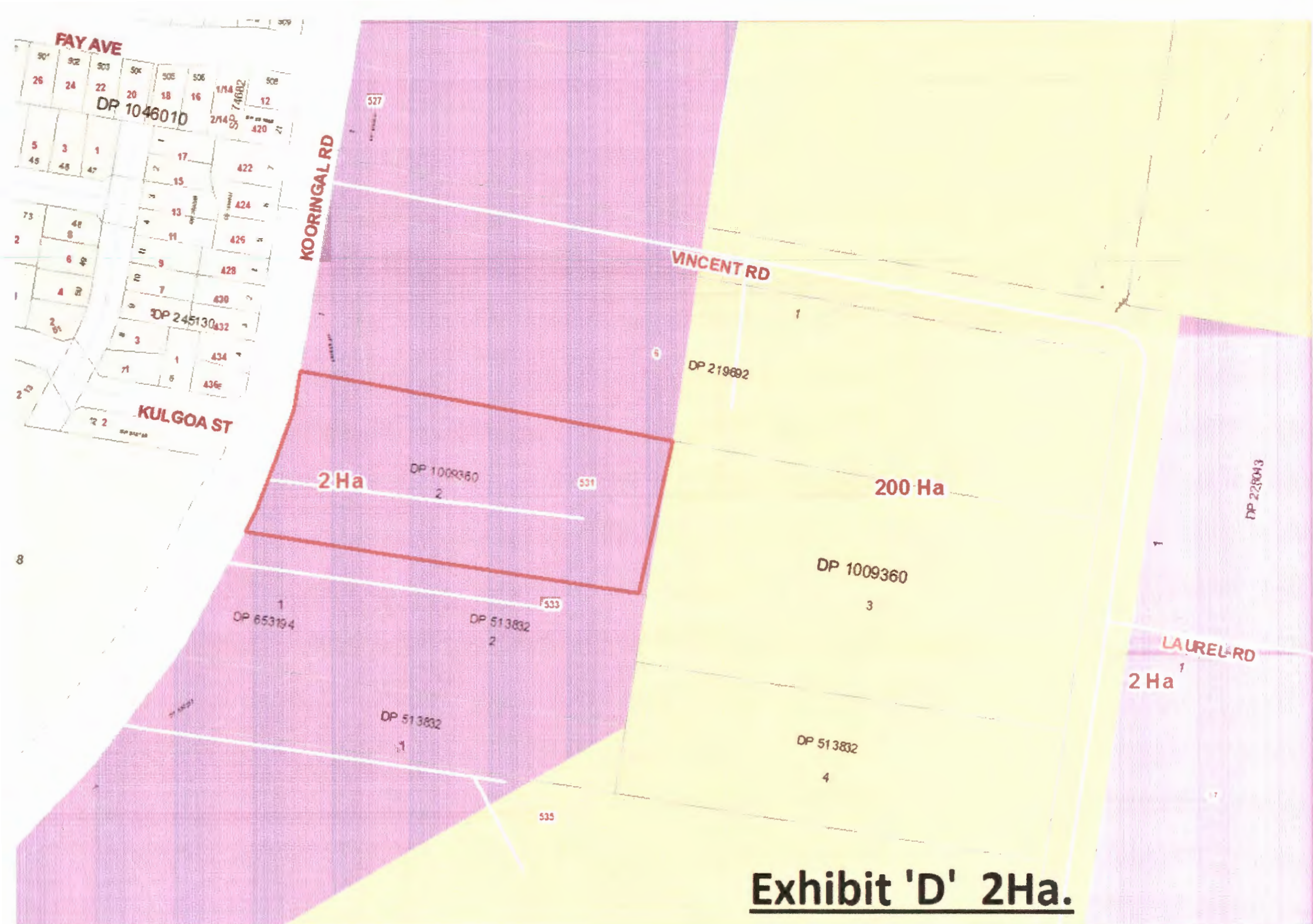
2. RIGHT OF CARRIAGEWAY 5 M

3. RESTRICTION ON THE USE OF LAND

Box: WAGGA / Doc: DP 1009360 P / Rev: 23-Dec-1999 / Status: OK / Prt: 05-Apr-2001 15:18 / Page: 1 of 1 / Page: 1 of 1 / Page: 1 of 1

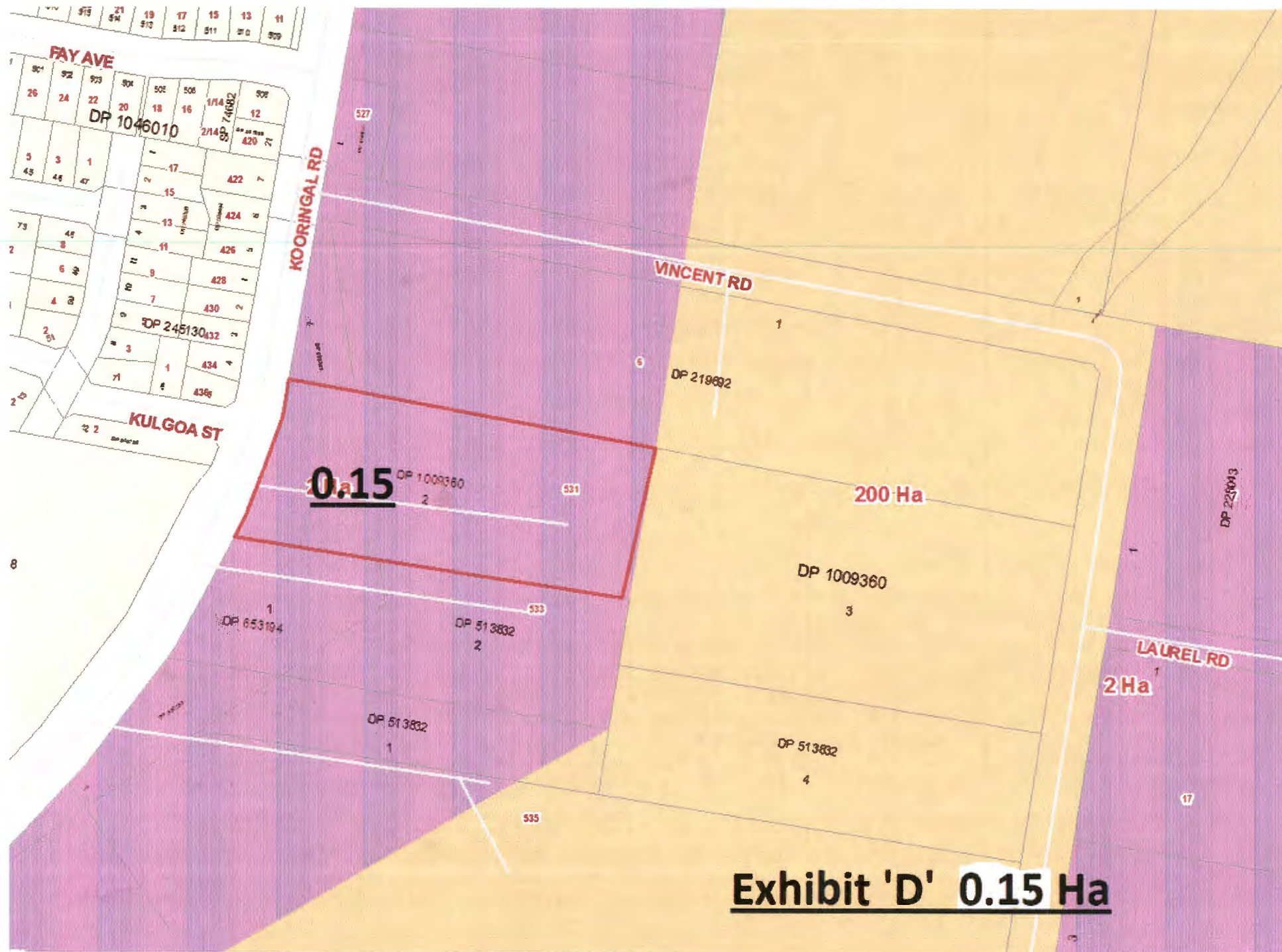
Exhibit C Survey particulars

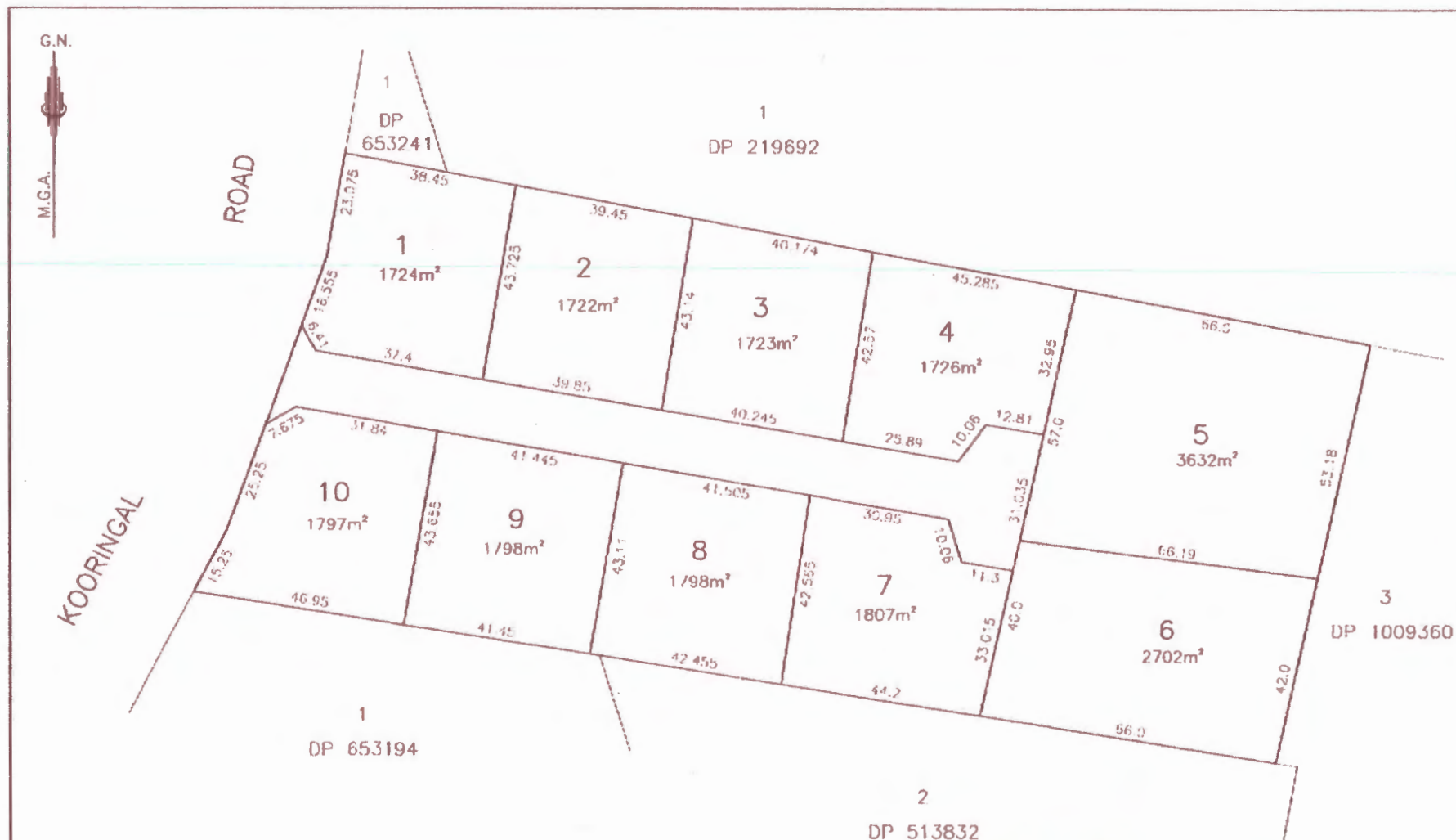




**Exhibit 'D' 2Ha.**







## Exhibit E

-proposed curvey layout

|                          |                       |  |  |                     |
|--------------------------|-----------------------|--|--|---------------------|
| L.C.A:<br>WAGGA WAGGA    | Scale:<br>1: 800 (A3) | SKETCH PLAN SHOWING PROPOSED<br>SUBDIVISION OF LOT 2 DP 1009360<br>No 531 KOORINGAL ROAD, LAKE ALBERT<br>FOR: JOHN HOGAN | <b>TJH</b> T.J. HINCHCLIFFE & ASSOCIATES PTY. LTD.<br>CONSULTANTS IN SURVEYING, PLANNING AND DEVELOPMENT<br>405-407 119-121<br>30 Crampford Street,<br>Wagga Wagga, N.S.W. 2650<br>Phone 02 6931 7633<br>Fax 02 6931 7684<br>Email: info@tjhsurveyors.com.au | Date:<br>25-02-2018 |
| Locality:<br>LAKE ALBERT | Datum:<br>Origin:     |  |  | Reference:<br>18055 |









|                          |                       |  |  |                     |
|--------------------------|-----------------------|--|--|---------------------|
| L.G.A.:<br>WAGGA WAGGA   | Scale:<br>1: 800 (A3) | SKETCH PLAN SHOWING PROPOSED<br>SUBDIVISION OF LOT 2 DP 1009360<br>No 531 KOORINGAL ROAD, LAKE ALBERT<br>FOR: JOHN HOGAN | <b>TJH</b> T.J. HINCHCLIFFE & ASSOCIATES PTY. LTD.<br>CONSULTANTS IN SURVEYING, PLANNING AND DEVELOPMENT<br>ACN 003 619 725 ABN 18 003 619 725<br>39 Crampton Street,<br>Wagga Wagga, N.S.W. 2650<br>Phone: 02 6931 7099<br>Fax: 02 6931 7098<br>P.O. Box 5497<br>Wagga Wagga, N.S.W. 2650<br>Mobile: 0402 009 795<br>Email: admin@waggasurveyors.com.au | Date:<br>23-02-2018 |
| Locality:<br>LAKE ALBERT | Datum:<br>Origin:     |  |  | Reference:<br>18055 |



## **pre Lodgement Meeting -research**

### **Project specific:**

531 Koorungal Road  
Wagga Wagga. 2650  
New South Wales  
Lot No. ; 2  
DP: 1009360

### **On behalf of:**

Robert Chambers  
Dianne Chambers

- 01 Traffic flow
- 02 Precinct
- 03 Solar access
- 04 Access
- 05 Buffer zone

Arising from the pre lodgement meeting such matters as listed below are relevant to the sum total of the Planning Proposal as an overview of the total consideration.

### **01 Traffic flow**

Information made available by the WWCC engineering dept., roads and traffic.

#### **Existing traffic flow to:-**

|                  |       |               |
|------------------|-------|---------------|
| Lake albert road | 6,775 | 2018          |
| Edward Street    | 7,300 | 2010          |
| Gurwood Street   | 4,000 | 2103          |
| Bourke Street    | 1,880 | not available |
| Tarcutta Street  | 9,335 | not available |

The road relevant to the research being Koorungal Road shows!

|                |      |      |
|----------------|------|------|
| Koorungal road | 2015 | 2012 |
|----------------|------|------|

So as one is not confused, we claim two car per lot, there is ten lots so it would mean twenty cars, not so. Two cars in the overview are allowed for in the 2015 consideration.

As proposed allowing for two vehicle (cars only) per lot proposed per day by a factor of two, would be an increase of eighteen cars per day. Hence the overall figure relevant to that as proposed would be 2051 per day along Koorungal Road.

Consider so insignificant as to that which will be achieved for the benefit of Wagga Wagga, such should be accepted in a similar manner, that being of no significance in the total overview what so ever.





## **02 Precinct**

**It was suggested that due consideration be given to the overview of a precinct something we support without reservation. However, there is always a 'however' such can only be a consideration as a 'works in progress' due to the age of the existing residence. We see the precinct concept being implemented over the next five years. That is when the existing residence not involved now will be in the age group of needing age care facilities.**

## **03 Solar Access.**

**Not only will that as proposal meet the requirement of having 70% of blocks being relevant to a northly aspect, all blocks will have a northly aspect.**

## **04 Access**

**As proposed, nothing will change, other than an increase of some eighteen cars. The existing users right of access will remain, albeit to a central location for practical reasons. Meaning there will be only one access to Kooringal Road as is the situation, currently.**

## **05 Buffer zone**

**re: Sewer treatment works.**

**Behind the scene this has caused more nonsense than it was worth.**

**We consider such as the nonsense similar to traffic flow.**

**The residence has stated from day one, it is not a 'problem' what so ever, since the updating of the treatment works was carried some five years ago.**

**It was argued without 'backup' such was considered a real consideration, nonsense!**

**We have been referred to by the WWCC, many sections of the regulation governing such matters. I have replied to the WWCC's General Manager on such matters, as of now I have not received a reply.**

**Please consider:**

**The buffer zone within relevant legislation is taken in general terms as 400m, such is agreed.**

**However such legislation requires the WWCC to justify such and determine such with their own buffer zone map. Nothing of such is available from many hours of research!**

**Base on the attachments the consideration (not in Concept -we support such) but in reality and practical application, we consider the debate a nonsense.**

**We see no real or otherwise problems that need t be addressed other than the justification of our overview.**

The first part of the paper is devoted to the study of the asymptotic behavior of the solutions of the system (1) as  $t \rightarrow \infty$ . It is shown that the solutions of the system (1) are bounded and tend to zero as  $t \rightarrow \infty$ . The second part of the paper is devoted to the study of the asymptotic behavior of the solutions of the system (1) as  $t \rightarrow \infty$ . It is shown that the solutions of the system (1) are bounded and tend to zero as  $t \rightarrow \infty$ .

## 2. THE MAIN RESULTS

In this paper we shall consider the system (1) with the initial conditions

$$x(0) = x_0, \quad y(0) = y_0, \quad z(0) = z_0, \quad w(0) = w_0, \quad v(0) = v_0, \quad u(0) = u_0, \quad t = 0, \quad (2)$$

where  $x_0, y_0, z_0, w_0, v_0, u_0$  are arbitrary constants. It is shown that the solutions of the system (1) are bounded and tend to zero as  $t \rightarrow \infty$ . The third part of the paper is devoted to the study of the asymptotic behavior of the solutions of the system (1) as  $t \rightarrow \infty$ . It is shown that the solutions of the system (1) are bounded and tend to zero as  $t \rightarrow \infty$ .

## 3. THE PROOF OF THE MAIN RESULTS

### 3.1. THE FIRST PART OF THE PROOF

In this part of the proof we shall consider the system (1) with the initial conditions (2). It is shown that the solutions of the system (1) are bounded and tend to zero as  $t \rightarrow \infty$ . The fourth part of the paper is devoted to the study of the asymptotic behavior of the solutions of the system (1) as  $t \rightarrow \infty$ . It is shown that the solutions of the system (1) are bounded and tend to zero as  $t \rightarrow \infty$ .

### 3.2. THE SECOND PART OF THE PROOF

In this part of the proof we shall consider the system (1) with the initial conditions (2). It is shown that the solutions of the system (1) are bounded and tend to zero as  $t \rightarrow \infty$ . The fifth part of the paper is devoted to the study of the asymptotic behavior of the solutions of the system (1) as  $t \rightarrow \infty$ . It is shown that the solutions of the system (1) are bounded and tend to zero as  $t \rightarrow \infty$ .

The sixth part of the paper is devoted to the study of the asymptotic behavior of the solutions of the system (1) as  $t \rightarrow \infty$ . It is shown that the solutions of the system (1) are bounded and tend to zero as  $t \rightarrow \infty$ .



- Attachment 05 a** -identifies the location of the Lot in question and the Treatment works
- Attachment 05b** -justifies our argument -the 400 m rule is a consideration  
-identified is the fact there is 779 m between the two set locations.
- Attachment 05c** -set out the practicalities of the overview, in that half of Koorringal  
would have to be demolished if our argument is not agreed with!  
-in that many dwelling would have to be removed as many are within  
280m of the treatment works as illustrated.
- Attachment 05d** Illustrates the proximity to the establish suburb of Koorringal.

**Prepared BY**

**hogan john j 18.12.2018**





**05 a pre Lodgement**





Advanced Search

Address (1) Lot Suburb POI Survey Mark

Number

Distance Tool

Total Distance: 779 m  
Last Segment Distance: 6 m

Search Reset

| Address                                   | Type    |
|---|---------|
| 531 KOORINGAL ROAD LAKE ALBERT<br>1:9,028 | Primary |

**5b distance between being 779 m**





Distance Tool

Total Distance: 280 m  
Last Segment Distance: 3 m

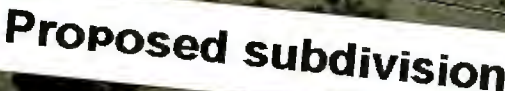
**5c Buffer zone established to the south 300m**

1:9,028

0 100 200m







## 5d Rlevance to Koorringal exising



## DEPARTMENT OF URBAN AFFAIRS AND PLANNING

Governor Macquarie Tower, 1 Farrer Place, Sydney 2000.  
Box 3927 GPO Sydney 2001. DX 15 Sydney.  
Telephone: (02) 391 2000 Fax: (02) 391 2111.

CIRCULAR NO. E3  
(formerly DEP 148)

Issued  
17 March 1989

To all Councils

### **Guidelines for buffer areas around sewage treatment (water pollution control) plants**

This circular describes a general policy on buffer areas for sewage treatment (water pollution control) plants.

2. A buffer area is an area of land or water near a sewage treatment plant which, together with pollution control measures, reduces odour, noise, visibility, or other adverse environmental impact to more acceptable levels. Acquisition of all affected lands is usually too costly. Although technical solutions are also costly, the design of buffer areas should be based on the best engineering practice and design available.

3. Ideally, buffer areas should be created through local environmental plans, and be at least 400 metres wide, but this may vary to suit local conditions. Meteorological advice should be obtained to work out the most likely movement of air flows so that the widest buffer areas can be established in that direction.

4. To obtain the most efficient use of the land possible, buffer areas should also be used for compatible purposes. Possibilities include: flora and fauna reserves; grazing; agricultural use; forestry; commercial plant nurseries; recreation; effluent disposal; or public road reserves.

5. Land near sewage treatment plants may not form part of a buffer area, but ideally should be included. Councils should avoid rezonings that permit more intensive development and take advantage of any opportunities to extend the buffer area. Public authorities may need to acquire properties in the immediate proximity of plants.

■ Contact: Assessments Branch

■ Our reference: F5/1(Z)4



6. When considering development applications for proposals located near sewage treatment plants, councils should aim to limit structures to the minimum required for acceptable uses. Councils should also take into account the interests of public authorities.

7. New local environmental plans should not permit development to encroach on existing buffer areas. There should not be any rezoning of buffer areas, except to allow additional compatible uses, or to restrict the existing range of permitted uses.

8. Councils should consult with the relevant Water Board, or the Public Works Department, as well as the State Pollution Control Commission and any other appropriate organisation before drafting plans affecting sewage treatment plants. This meets the consultation requirements of section 62 of the Environmental Planning and Assessment Act 1979. Similarly, the responsible State agencies should consult with councils on proposals involving sewage treatment plants.

9. For further technical information or advice contact:

Sydney/Illawarra Regions:

The Secretary, Water Board, Cnr. Pitt and Bathurst Streets, Sydney; or

Sewage Treatment Planning Manager, Mr. B. Nelson, (02) 269 6969 Ext. 6212.

Hunter Region:

The Secretary, Hunter District Water Board, P.O. Box 5171B, Newcastle West, N.S.W. 2302 (for those areas serviced by the Board); or

Waste Water Investigation and Planning Engineer, Mr. D. McRae, (049) 267267 Ext. 277 (or the local office).

Other Regions:

The Secretary, Public Works Department, State Office Block, Phillip Street, Sydney 2000; or

Principal Engineer, Wastewater Engineering, Mr. F. King, (02) 228 4238 (or the local office).


Additional Advice:

The Secretary, State Pollution Control Commission, G.P.O. Box 4036, Sydney 2001; or

Principal Engineer - Noise, Mr Tony Hewett (02)265 8918,  
Principal Engineer - Water, Mr Warren Hicks (02)265 8917.

10. For further information please contact the Department's Regional Manager for the Council's area.



-  Annotations
  - House Numbers
  - Lot Numbers
  - Plan Numbers
  - Road Text
    - National
    - Highway
    - Road
    - Urban Road
-  Boundaries
  -  Suburbs
  -  Councils
    -  Wagga LGA
    -  Other LGAs
-  Topographic
  -  Roads
    -  Road
      -  National
      -  Highway
      - Road
      - Urban Road
-  Land Parcels
  -  Strata
    - Strata Combined
  - Buildings
  -  River Corridor
  -  Cadastre
-  Planning Layers
  -  Flooding
    -  Major Overland Flow Flood Study (MOFFS)



**WAGGA WAGGA NSW 2650**  
**Ph: (02) 6926 9199**  
**Web: [www.wagga2a.nsw.gov.au](http://www.wagga2a.nsw.gov.au)**

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Created By: Whitehead, Trent

**MOFFS (2015)**  
**Koorlingal Rd**

**To**  
**Wagga Wagga City Council**  
**Cnr Baylis & Morrow Street**  
**Central**  
**Wagga Wagga. 2650**  
**New South Wales**

*entity*  
*street*  
*suburb*  
*city / town*  
*state*

**From**  
**HOGAN John J**  
**4 Warrawong Street.**  
**Koorinal**  
**Wagga Wagga, 2650.**  
**New South Wales.**

**02 6926 9199**

**landline**

**02 6921 4801**

**council@wagga.nsw.gov.au**

**mobile**

**0428 162 762 -preferred**

**email**

**wagga@infopute.com.au**

**Administration:**

**LEP 18/0011**

**Audit No.**

**18.000192**

**Reference No.**

**w23 k.07 k-18 0531 / 18.000004**

**Id. particulars**

**Lot 2**

**DP 1009360**

**531 Koorinal Roads. 2650**

**To the attention of:**

**General manager**

**Adriaan Stander -Strategic Planning Coordinator**

**Further to the meeting held 22.11.2018 that was held referencing LEP18/00011 we hereby make application in relation to the matters discussed and agreed upon by all parties present.**

**For the benefit of all three entities involved (reference was made to the neighbour to the North of the said land, under consideration) a suggestion posed by WWCC staff, Strategic Dept., was to make application to withdraw the current application and request a refund of the original application fee, the amount being \$7,500.00.**

**The owners of the said property by their signatures, authorise and agree to such, as proposed by WWCC's staff, that being.**

**The meeting extended the consideration into the approach to be addressed after the above matter are finalised.**

**Suggestions proffered and agreed to in principle are considered below.**

**In the first instance the owners of both properties jointly present, a one only application, it was agreed in principle subject to support from the relevant neighbour, being the second party.**


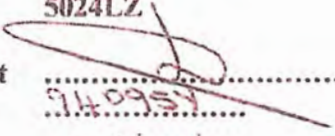

**The applicant requested the one only application be formatted in two stages, with each owner being responsible for their own property.**

**We do advise, discussion have taken place between the two relevant consultants and it is train to bring all parties together to finalise specific details that are acceptable to all three parties relevant.**



We advise we are endeavouring to have relevant articles prepared ready for presenting before the December meeting.

There were many and varying matters considered at the meeting (22.11.2018) based on previous correspondence, such matters are relevant to the 'overview' of the total concept, a reply to such is currently being prepared.

|                |                                    |   |                  |
|----------------|------------------------------------|---|------------------|
| Prepared by:   | hogan john j<br>Id. license No.    | <br>5024LZ  | dated 26.11.2018 |
| Authorised by: | Chambers Robert<br>Id. license No. | <br>9140957 | dated 26.11.2018 |
| Authorised by: | Chambers Dianne<br>Id. license No. | <br>9763 TM | dated 26.11.2018 |

10 HURIAAN STANDER, Kristan Kelly &  
Peter Thompson.

Info)Pute

Digital Age - Computer Aided Approvals

Date 25.11.2018

**To**  
**Wagga Wagga City Council**  
Cnr Baylis & Morrow Street  
Central  
Wagga Wagga, 2650  
New South Wales

02 6926 9199

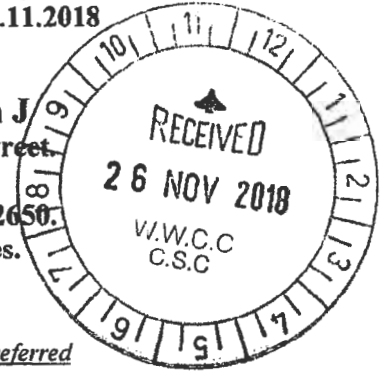
council@wagga.nsw.gov.au

entity  
street  
suburb  
city / town  
state

landline  
mobile  
email

**From**  
**HOGAN John J**  
4 Warrawong Street  
Koorringal  
Wagga Wagga, 2650.  
New South Wales.

02 6921 4801  
0428 162 762 -preferred  
wagga@infopute.com.au



LEP 18/0011

**Administration:**

Audit No. 18.000192  
Reference No. w23 k.07 k-18 0531 / 18.000005  
Id. particulars Lot 2  
DP 1009360  
531 Koorringal Roads. 2650

**To the attention of:**

General manager  
Adriaan Stander -Strategic Planning Coordinator

Before I address the relevant correspondence as requested at the meeting held 22.11.2018, may I firstly address a matter that has arisen since that meeting.

I was referred to (at that meeting) to such matters as directed by the article Circular No.e3 by the Dept. of Urban Affairs and Planning, as to such matters as I raised in person.

Being: 01 the design of buffer zones  
02 The required distance of 400m.

I firstly point out such is nothing more or less, than nonsense on behalf of the directive given. I point out that I would be exceeding my authority to prepare such a reply as due diligence is in my opinion the real consideration here, that is not of myself.

Paragraph 2 of the said Article refers to the Buffer zone, accepted.

Comment: WWCC do not have, being their responsibility, a 'buffer zone map' that is Relevant.

Paragraph 3 of the said article refers to the 400 meter rule.

Comment we accept the 400 meter rule.

The consideration is that we are in the order of 700 meter of the Treatment works.

My clients have always maintained odour is not a problem

Paragraph 8 of the said article refers to section 62 of the EPA Act 1979

I appreciate you will consider the word 'nonsense' a bit harsh.

I do not as there is not section 62 within the EPA Act 1979.

It could be considered negligent of me, to subject my client to the expense of addressing such as there is no relevance in my opinion of such being relevant to my client's application as it compiles.

**Turning to Article date 16.11.2018 Ref. LEP 18/0011**

**Paragraph 1**                      **Noted.**  
**Comments:**                      I am of the opinion such as presented is a bit harsh.  
   I point out all involved since the meeting 22.11.2018 have an extended view.

**Item 1**      **My client has always supported the ‘precinct’ concept however as referred to in the original application the consideration, has to be extent in my opinion to a works in process approach.**

**Item 2** I am of the opinion such as stated is sheer **NONSENSE.**

**Item 3** I have covered the consideration within this submission.  
I am of the opinion it would be nonprofessional to put my client to such a cost when it is no seen as a problem. *Please refer to comments within the submission*

**item 4**      **Once again sheer nonsense as no overland flooding is relevant to my client's property.**  
**Nor in my opinion should my client be up for any extravagant, not needed costs.**

**Paragraph 3 Noted**

**Paragraph 4** Due to arranged meeting with the WWCC's staff we held of on such a request.

**Comment:** I am of the opinion from that meeting all parties are leaps and bounds ahead of where we were a week ago.  
I do appreciate the genuine interest shown by staff members.

**Turning to Article date 19.11.2018 Ref. LEP 18/0011**

**Paragraph 1 Noted**

**All other matters have been noted and recorded.**

**My personal opinion being, the meeting held 22.11.2018 have change everyone's opinion and look forward working with the WWCC's staff to bring this matter to a conclusion.**

Prepared by: hogan john j  
Id. license No. 5024LZ dated 26.11.2018

**Authorised by:** Chambers Robert ..... **dated** 26.11.2018  
**Id. license No.** 940957 .....

Authorised by: **Chambers Dianne** *D. Chambers* dated 26.11.2018  
Id. license No. *9763TM*







Lance Ryan Consulting Engineers

**SEWER AND  
STORMWATER REPORT**

**Lot 1 DP 219692  
Lot 1 DP 653241  
Lot 2 DP 1009360  
Vincent Road  
Koorringal Road  
Wagga Wagga**

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**LOT 1 DP 219692**  
**LOT 1 DP 653241**  
**LOT 2 DP 1009360**  
**VINCENT ROAD**  
**KOORINGAL ROAD**  
**WAGGA WAGGA**

**SEWER AND**  
**STORMWATER**  
**REPORT**

**JOB NO 18W040**





Lance Ryan Consulting Engineers

**SEWER AND  
STORMWATER REPORT**

**Lot 1 DP 219692  
Lot 1 DP 653241  
Lot 2 DP 1009360  
Vincent Road  
Koorungal Road  
Wagga Wagga**

The nearest existing gravity sewer infrastructure is located on the western side of Koorungal Road. In order to access this infrastructure a sewer pump station will need to be constructed as part of the development. All lots created as part of the development will gravity feed to the pump station. The pump station will have a 63 diameter rising main that will discharge into the existing infrastructure on the western side of Koorungal Road.

From Council information there is a 225 diameter sewer main discharging from a manhole located in the open space area south of Kulgoa Street.

It is beyond the scope of this report to investigate the capacity of the entire existing downstream Council sewer network to cater for this development. However because the development will be catered for by a sewer pump station the flows out of the pump station can be controlled. This would enable discharge from the pump station to be limited to small flows so that the effect on the existing downstream sewer network is minimal. The number of lots to be created and service by the pump station is estimated at only 24 so the total sewer flow generated is relatively small. The sewer pump station could be designed to pump outflows at non peak times to also reduce the effect on the existing sewer network.

## 1. INTRODUCTION

Lance Ryan Consulting Engineers have been engaged by Salvestro Planning to prepare a concept stormwater and sewer report for a proposed development at Lot 1 DP 219692, Lot 1 DP 653341 and Lot 2 DP 1009360. The site is located on the south east side of the intersection of Vincent Road and Koorungal Road Wagga Wagga

It is proposed to subdivide the subject land into lots of 1500 sq.m size. This equates to approximately 12 lots on Lot1 DP 219692 and Lot 1 DP 1009360 and 12 lots on Lot 1 DP 653341.

## 2. EXISTING CONDITIONS

Lot1 DP 219692 is bound by both Koorungal Road and Vincent Road. Lot 1 DP 653341 and Lot 2 DP 1009360 front Koorungal Road.

The existing site falls away from Koorungal Road with a natural low point adjacent to Vincent Road approximately 200m east of the intersection of Vincent Road and Koorungal Road. Refer to the stormwater plan and sewer plan in Appendix B and Appendix C showing existing contours. These contours have been plotted from Wagga Wagga City Council Inframaps.

The existing Wagga Wagga City Council sewer infrastructure is located on the western side of Koorungal Road. The existing properties on the subject land have their sewer pumped to this infrastructure.

## 3. PROPOSED STORMWATER

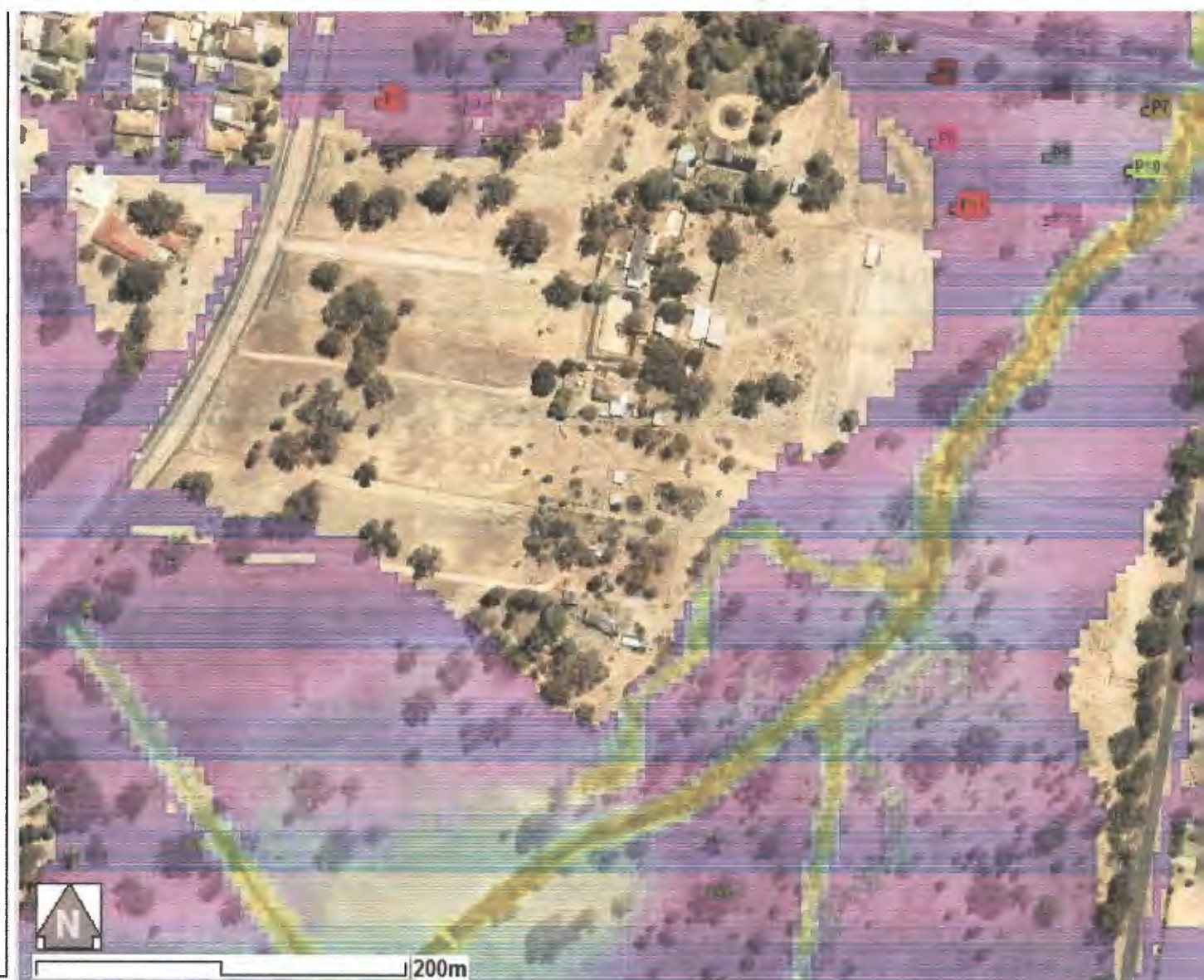
The development of the subject into lots of approximately 1500sq.m will increase the hardstand areas of the land and thus increase the volume and peak discharge of stormwater runoff. It is common practice to reduce the peak flows from new developments to the pre-developed conditions. In order to achieve this each lot will be provided with a small retention structure. The structures will be either a small depression or a small bunding bank. Each lot will also have bunding banks to prevent runoff entering adjacent lots.

The retention structures will discharge to the naturally forming low point in Vincent Road. To get to Vincent road the runoff will be carried by either the table drains formed in the new access roads or by underground pipes that will be located in a 3m wide easement.

Because the volume of runoff (not the peak runoff) will be increased the existing table drain on the south side of Vincent Road will be upgraded to direct runoff in an easterly direction towards the existing water course located approximately 500m east of the intersection of Vincent Road and Koorungal Road.

The existing land is subject to small depths of overland flow. Refer to Appendix A for these depths. This information was provided by Wagga Wagga City Council. These depths are only 0.02m to 0.05m in depth. All new buildings will be required to be built a minimum 500mm above the overland flow depth. Existing overland flow from Koorungal Road that enters the site can be catered for via swales and or bunding. The swales / bunds can direct this runoff into the table drains formed for the new access roads. This will keep the overland flow from entering into the retention structures created for each new lot.

## 4. PROPOSED SEWER







Lance Ryan Consulting Engineers

**SEWER AND  
STORMWATER REPORT**

**Lot 1 DP 219692  
Lot 1 DP 653241  
Lot 2 DP 1009360  
Vincent Road  
Koorringal Road  
Wagga Wagga**

---

**APPENDIX A**

**Overland Flow Depths**

Lot 1 DP 219692

Lot 2 DP 1009360

Lot 1 DP 653241





Lance Ryan Consulting Engineers

**SEWER AND  
STORMWATER REPORT**

**Lot 1 DP 219692  
Lot 1 DP 653241  
Lot 2 DP 1009360  
Vincent Road  
Koorringal Road  
Wagga Wagga**

---

**APPENDIX B**

**Stormwater**



Lot 1 DP 219692

Lot 2 DP 1009360

Lot 1 DP 653241

Sewer Pump  
Station





Lance Ryan Consulting Engineers

**SEWER AND  
STORMWATER REPORT**

**Lot 1 DP 219692  
Lot 1 DP 653241  
Lot 2 DP 1009360  
Vincent Road  
Koorringal Road  
Wagga Wagga**

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## **APPENDIX C**

### **Sewer**

**LOT 1 DP 219692**  
**LOT 1 DP 653241**  
**LOT 2 DP 1009360**  
**VINCENT ROAD**  
**KOORINGAL ROAD**  
**WAGGA WAGGA**

**TRAFFIC  
MANAGEMENT  
REPORT**

**JOB NO 18W040**





Lance Ryan Consulting Engineers

## TRAFFIC MANAGEMENT REPORT

Lot 1 DP 219692  
Lot 1 DP 653241  
Lot 2 DP 1009360  
Vincent Road  
Koorringal Road  
Wagga Wagga

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## 1. INTRODUCTION

Lance Ryan Consulting Engineers have been engaged by Salvestro Planning to prepare a concept Traffic Management Report for a proposed development at Lot 1 DP 219692, Lot 1 DP 653341 and Lot 2 DP 1009360. The site is located on the south east side of the intersection of Vincent Road and Koorungal Road Wagga Wagga

It is proposed to subdivide the subject land into lots of 1500 sq.m size. This equates to approximately 12 lots on Lot1 DP 219692 and Lot 1 DP 1009360 and 12 lots on Lot 1 DP 653341.

It is proposed to provide a new access road off both Koorungal Road and Vincent to provide access to the proposed new lots. Lots fronting Vincent Road could also be serviced by concrete driveways.

## 2. EXISTING CONDITIONS

Lot1 DP 219692 is bound by both Koorungal Road and Vincent Road. Lot 1 DP 653341 and Lot 2 DP 1009360 front Koorungal Road.

The existing intersection of Koorungal Road and Vincent Road is a CHR / AUL intersection. The intersection of Koorungal Road and Kulgoa Street is effectively a BAR / BAL intersection. Adjacent to Kulgoa Street, Koorungal Road has a 9.5m wide carriageway. The southbound lane is a single lane and the northbound lane is 6m wide with a 3.0m wide travel lane and a 3.0m widening to the kerb and gutter. Vincent Road is 7m wide with 1 x 3.5m travel lane in both directions. Sight distance on both Koorungal Road and Vincent Road is satisfactory in both directions for the posted speed limits. Koorungal Road is 60km/hr and Vincent Road is 60km/hr changing to 80km/hr approximately 200m east of the intersection with Koorungal Road.

Koorungal Road currently has approximately 6000 average daily count near the Equex Centre. Being conservative and assuming a 12 hour period this equates to 500 veh/hr.

---

### **3. PROPOSED CONDITIONS**

The proposed intersections of the new access roads with Koorungal Road and Vincent Road will need widening of both Koorungal Road and Vincent Road.

Based on traffic generations of 10 vehicles per day per lot this will equate to 120 vehicles per day generated at both the new Koorungal and Vincent Road intersections. This is equivalent to 12 vehicles per hour assuming a 12 hour period. From the Ausroads guide Figure 4.9 the Koorungal Road intersection will need to be a CHR(S) and AUL(S) intersection and Vincent Road a BAR / BAL intersection.

Koorungal Road is currently 6m wide for northbound traffic and this is wide enough to accommodate a CHR(S). The road reserve is also wide enough to accommodate an AUL(S) treatment. The location of the Koorungal Road / Kulgoa Street intersection will need to be taken into account when locating the new intersection off Koorungal Road. Councils Engineering Guidelines recommends a minimum centerline spacing of 50m in urban areas. It also requests a minimum distance of 2 times the stopping sight distance for the through road. For 60km/hr on Koorungal Road this equates to 128m. 128m cannot be achieved north of Kulgoa Street as this would place it at the Vincent Road intersection. South of Kulgoa Street places it in the lot south of Lot 2 DP1009360.

Vincent Road has a wide road reserve and can easily accommodate a BAR /BAL intersection treatment with satisfactory sight distance in both directions.

The internal roads will either be private or public roads and can designed to accommodate the turning manoeuvre of a 19m semi-trailer to enter and exit the site in a forward directions.

Koorungal Road currently has about 6000 veh / day. With the new development consisting of about 24 lots generating 10 movements per day this equates to 240 veh / day. Adopting all movements will use Koorungal Road this is an increase of only 4% which Koorungal Road can easily handle. Traffic counts were not provided at the time of writing this report for Vincent Road but assuming only 12 lots use Vincent Road this equates to 120 veh/day. Also assuming that Vincent Road has half the traffic of Koorungal Road this would also be an increase of only 4%.





Lance Ryan Consulting Engineers

## TRAFFIC MANAGEMENT REPORT

**Lot 1 DP 219692  
Lot 1 DP 653241  
Lot 2 DP 1009360  
Vincent Road  
Koorringal Road  
Wagga Wagga**

### APPENDIX A

#### Site Plan

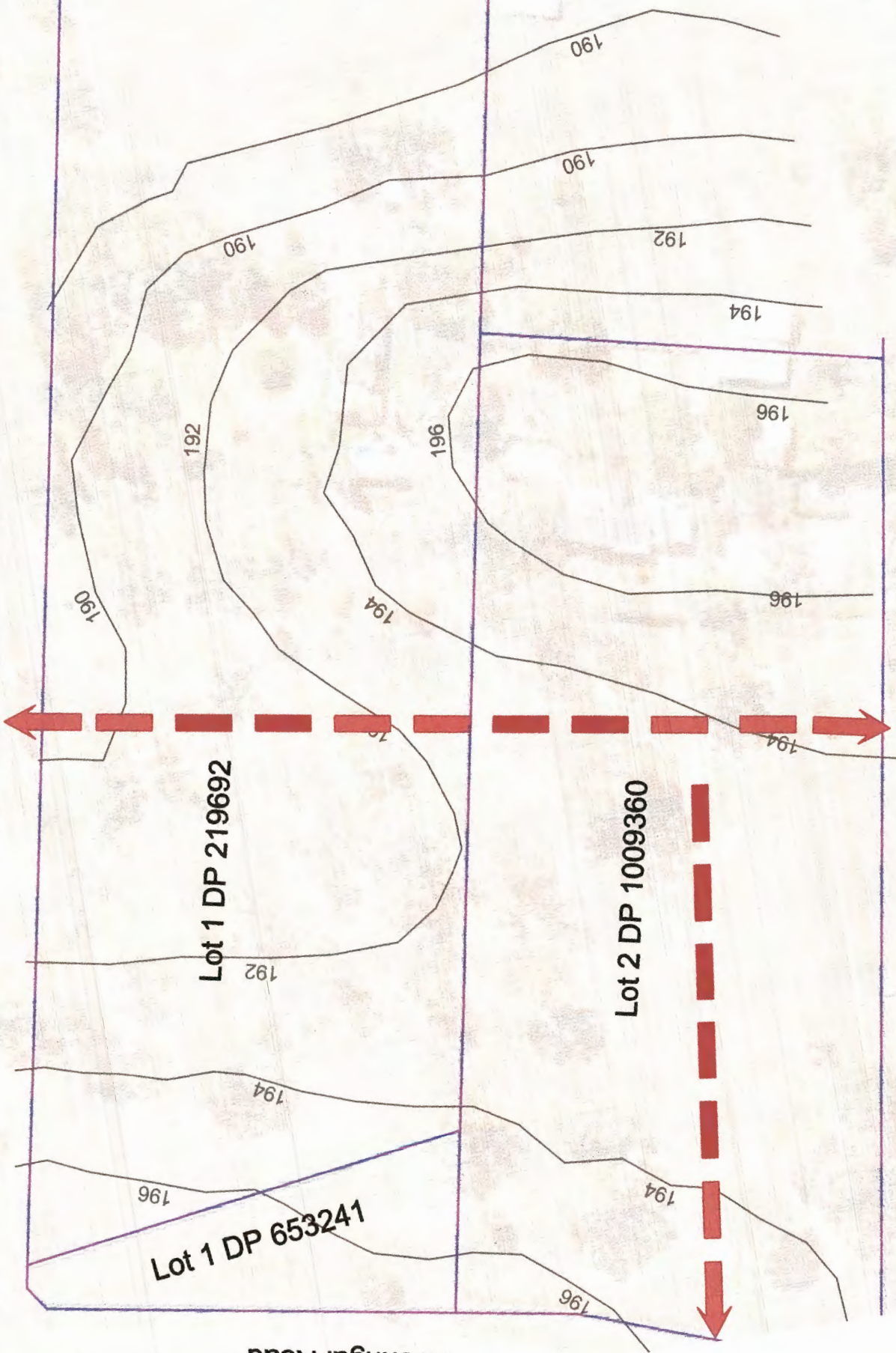
Vincent Road

Lot 1 DP 219692

Lot 1 DP 653241

Lot 2 DP 1009360

Koorlingal Road



18/12/2018

The General Manager  
Wagga Wagga City Council  
PO Box 20  
Wagga Wagga NSW 2650

Dear Sir,

**RE: PLANNING PROPOSAL – 6 VINCENT ROAD & 531 KOORINGAL ROAD, LAKE ALBERT NSW 2650 – LOT 1 DP653241 & PART LOT 1 DP219692, LOT 2 DP1009360**

Please be advised that I authorise Salvestro Planning to act on my behalf for the abovementioned property. A copy of any correspondence should also be forwarded to:

Salvestro Planning  
PO Box 783  
Wagga Wagga NSW 2650

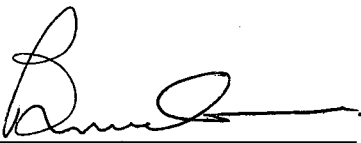
Or

[admin@salvestroplanning.com.au](mailto:admin@salvestroplanning.com.au)

This authority also extends to any enquiries, verbal or written, made on my behalf to enable the ongoing processing and consideration of this matter.

Please contact me on 0419 344 331 if you require any clarification.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Barry McLean', written over a horizontal line.

Barry McLean  
Applicant