

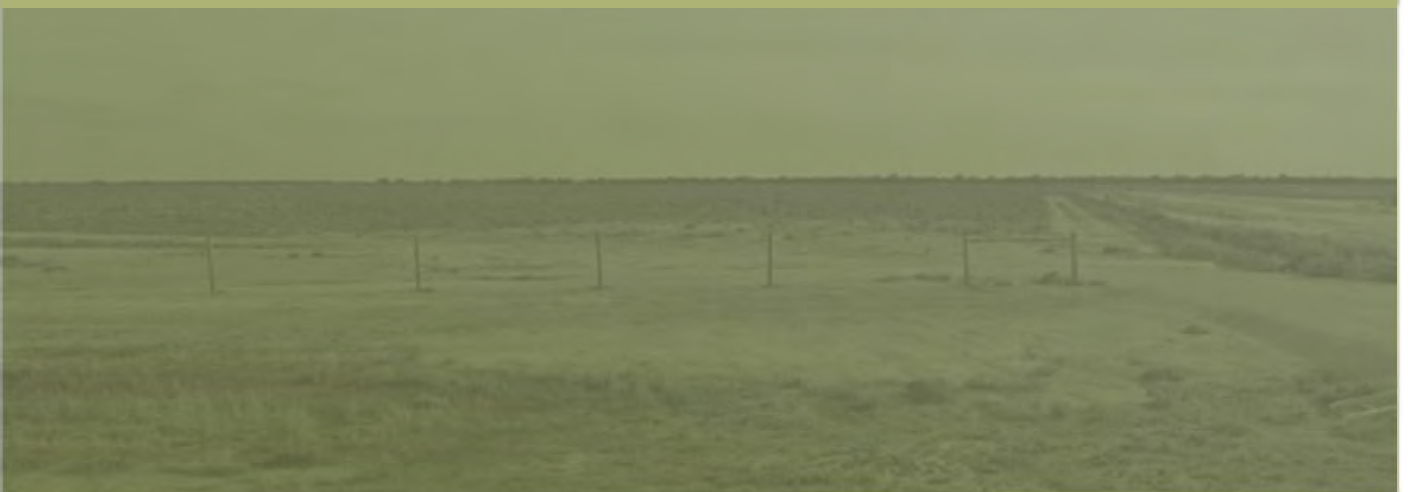
# Statement of Environmental Effects

11 Renmark Road Wentworth

February 2025

environmental, planning & development specialists

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## Introduction

Development consent is sought for a dwelling and aircraft hangar at 11 Renmark Road Wentworth on land which is known as Lot 11 DP1302054. The land immediately adjoins the Wentworth Aerodrome, and one dwelling exists on land of similar size to the west of the subject site. The land is one of 11 allotments subdivided from the airport. Land to the east has also been subdivided into 8 allotments of similar sizing. 6 dwellings and 8 hangars are existing. The land furthest east is used for purposes associated with the Wentworth aerodrome including commercial flights, maintenance, repairs, services to the public.



*Figure 1 Location plan of the land*

The land and adjoining land, at the aerodrome is zoned RU1 Primary Production and affected by the Flood Planning Area. The subject allotment is accessed by road via Renmark Road, and by aircraft via an access easement “taxiway” to the north of the property, directly onto the Wentworth Aerodrome tarmac.

It is considered the development is appropriate given the contents of the Wentworth LEP 2011, Wentworth DCP 2011, State Environmental Planning Policies and Environmental Planning and Assessment Act 1979.

As a result, the development application should be supported.



## Proposal

The application seeks development consent for a dwelling and aircraft hangar on the land known as 11 Renmark Road Wentworth (Lot 11 DP1302054). The land has an area of 9788m<sup>2</sup> and is relatively flat in terrain.

The land is currently vacant with minimal vegetation and no trees.

The proposed dwelling includes two bedrooms, bathroom, and open plan kitchen, meals and living area. The dwelling is to be constructed of clay brickwork and colorbond roof, located to the south of the site, setback approximately 50m from the boundary to Renmark Road. A double carport is proposed to the side (north) of the dwelling. The proposed hangar will be 494.10m<sup>2</sup> in area, constructed of colorbond cladding and will house one aircraft. The hangar is located to the north of the carport and setback 5m from the western side boundary. The land is proposed to be planted to local native indigenous trees and shrubs with a concentration along the southern and western boundary.

Road access exists from Renmark Road. The site is approximately a 2 minute drive from the Wentworth Township offering local services including supermarket, chemist, post office, newsagency, pubs and additional food outlets, clothing and gift stores.

The land is connected to services with additional provisions for a septic disposal area included on the plans. A 20,000 litre rain water tank for roof drainage is also proposed.

Whilst the site is located within close proximity to Thegoa lagoon, an overflow of the Darling and Murray River when in flood, the site itself is bound by a purpose built levee to ensure the aerodrome and access is not obstructed nor isolated in the event of a flood.

The land is 1 of 11 lots of similar size with direct access to the aerodrome with right of carriageway access (taxi way). All 8 lots to the east of the land have been developed with

only 1 of the 11 lots in the western portion being developed on (with a dwelling).

*Figure 2 Google mapping of 2023 flood extent.*



## Planning controls

### Definition

#### Dwelling house

*Dwelling house means a building containing only one dwelling.*

#### Note—

*Dwelling houses are a type of **residential accommodation**—see the definition of that term in this Dictionary.*

#### Dwelling

*Dwelling means a room or suite of rooms occupied or used or so constructed or adapted as to be capable of being occupied or used as a separate domicile.*

#### Residential accommodation

*Residential accommodation means a building or place used predominantly as a place of residence, and includes any of the following—*

- (a) attached dwellings,
- (b) boarding houses,
- (baa) co-living housing,
- (c) dual occupancies,
- (d) dwelling houses,
- (e) group homes,
- (f) hostels,
- (faa) (Repealed)
- (g) multi dwelling housing,
- (h) residential flat buildings,
- (i) rural workers' dwellings,
- (j) secondary dwellings,
- (k) semi-detached dwellings,
- (l) seniors housing,
- (m) shop top housing,

*but does not include tourist and visitor accommodation or caravan parks.*

#### Airport

*airport means a place that is used for the landing, taking off, parking, maintenance or repair of aeroplanes, and includes associated buildings, installations, facilities and movement areas and any heliport that is part of the airport.*

#### Hangar

*Noun A large building in which aircraft are kept. (as per the Oxford online dictionary definition).*

### Zoning

In accordance with the Wentworth LEP 2011 zoning maps the land is within the Zone RU1 Primary Production.

The objectives of the zone relevant to this application are:

*To encourage sustainable primary industry production by maintaining and enhancing the natural resource base.*

*To encourage diversity in primary industry enterprises and systems appropriate for the area.*

*To minimise the fragmentation and alienation of resource lands.*

*To minimise conflict between land uses within this zone and land uses within adjoining zones.*

*To encourage and promote the growth and diversification of economic and employment opportunities in agriculture, horticulture and tourism.*

*To enable the development of restaurants and cafes and kiosks as part of agritourism development.*

Any development not specified in item 2 or 4 is development permitted with consent.

Dwelling houses are listed as being permitted with consent and Aircraft hangars for the parking of aeroplanes in association with the adjoining airport, are considered to be permitted with consent.



Figure 4 Land Zoning Map sheet

## Additional mapping



**Figure 5** Flood Planning Area Map  
River Front Building Line Map – Sheet CL1\_002B

## Principal development standards

### 4.2B Erection of dwelling houses on land in Zones RU1

(2) *The objectives of this clause are as follows –*

- (a) *to minimise unplanned rural residential development*
- (b) *to enable the replacement of lawfully erected dwelling houses in rural and conservation zones.*

The proposed dwelling is to be located on land greater than the minimum lot size, being 5000m<sup>2</sup>.

## Miscellaneous provisions

### 5.21 Flood planning

(1) *The objectives of this clause are as follows –*

- (a) *to minimise the flood risk to life and property associated with the use of land,*
- (b) *to allow development on land that is compatible with the flood function and behaviour on the land, taking into account projected changes as a result of climate change,*
- (c) *to avoid adverse or cumulative impacts on flood behaviour and the environment,*
- (d) *to enable the safe occupation and efficient evacuation of people in the event of a flood.*

Whilst the land is included within the flood mapping area it is protected by a levee which protects it from the 1% flood event.

## Wentworth Development Control Plan 2011

The Wentworth Development Control Plan is applicable to the land and development.

### Chapter 2 Plan objectives

The Locality objectives refers to the Wentworth Aerodrome / Residential which are

- (a) *to specifically outline the type of development which can be carried out on the land,*
- (b) *to maintain the efficiency and safety of the Wentworth Aerodrome,*
- (c) *to ensure that any new use and development of the site does not prejudice the operation of the Wentworth Aerodrome*
- (d) *to ensure that the operation of the Wentworth Aerodrome is not detrimental to any use or development permitted on the site*
- (e) *to promote the development of this land for rural living having an association with aviation and the need for access to aerodrome for private flights*
- (f) *to ensure that the density of development is compatible with the land capability, and any natural physical constraint*
- (g) *to ensure that the development does not interfere with the natural flow of flood waters, and occurs in locations where safe access can be maintained.*

### Chapter 3 General Development Controls

Part 4 Flood affected land identifies the Wentworth Shire Council local government area being bound by the Murray River to the south and Darling River and tributaries.

The Development Control Plan aims to *minimise the impacts of flooding on development within the flood planning area of Buronga and Gol Gol.*

### Chapter 8 Site Specific Provisions

Part A Application of this clause, Wentworth Aerodrome Residential Development (includes Lot 1, 2 and 3 DP819759).

#### Part B Site specific controls

*This plan applies to Lots 1 and 2 DP819579, Parish and County of Wentworth identified on the attached maps, AND to an extent relate to the Wentworth Aerodrome land being Lot 3 DP819579.*

Further assessment against the site specific controls will be detailed within the planning assessment of this report.

#### **Additional local provisions**

Not applicable.





## Site and surrounding area

### Subject site

The land is situated north of the Wentworth township, approximately 3km by road, and access exists from Renmark Road. An unsealed access road/driveway connects the site to Renmark Road. The land is cleared and relatively flat in terrain. This application seeks approval for the use and development of a dwelling and aircraft hangar.

The land is 1 of 11 lots that was subdivided as part of the Wentworth Aerodrome for aerodrome related activities. Only 1 of the 11 lots have been developed (Lot 7 with a dwelling), and all are approximately 0.9ha in area. The 8 lots to the east of the land which forms a separate subdivision development, have all been developed with residential dwellings, private hangars or sheds. A taxiway exists to the north of the allotments for direct access for aircrafts to the adjoining aerodrome.

The Wentworth Aerodrome has recently undergone an upgrade of approximately \$9+ million for the construction of a new sealed runway, taxiway and apron, aircraft packing areas and the installation of pilot activated lighting, to enable increased use and night time operation. Land to the immediate north and further east being the Wentworth Aerodrome.

Whilst the land is low lying and a high hazard flood risk due to the proximity of Thegoa lagoon, a purpose built levee exists to the height and extent of Renmark Road from the Silver City Highway, beyond the property boundary. No native vegetation is required to be removed as part of this application.



*Figure 6 Aerial image of the site*



*Figure 7 Looking towards the Wentworth Aerodrome (source: James Golsworthy Consulting)*

## Locality

The locality is part of a rural setting abutting low intensity farming operations within reasonable proximity to the Wentworth township with intrinsic links to the Wentworth Aerodrome. Commercial and residential activities are located on adjoining land with associated development.

The land is situated with frontage to (Old) Renmark Road, with the Darling Barka River to the east, and Murray River and Thegoa Lagoon to the south. Mixed farming enterprises to the north west exist.

The land has been subdivided as part of an 11 lot residential subdivision subject to the Wentworth Aerodrome Residential Plan.

The soil type is indicative of having previously been affected by historic floodwater, and is located within the Flood Mapping Area.

Native vegetation within the locality is generally restricted to that along the roadside, with no vegetation to be removed as part of this application.

There is an existing settlement of rural residential allotments to the east of the Silver City Highway, and the Perry Sandhills, a great tourist attraction for the area is located to the west of the site. The Wentworth township is within reasonable proximity to offer necessary services.



Figure 8 Locality plan (source: Google maps)



## Planning assessment

### Policy context

There is no State Environmental Planning Policy considered relevant to the development of a dwelling and aircraft hangar upon the subject land.

### Wentworth LEP

The proposal is considered to be consistent with the policy direction of the LEP. In consideration of the objectives of Zone RU1 Primary Production within the LEP the following is noted:

- ♦ This consent will provide for a dwelling house within reasonable proximity to Wentworth township, where services exist to support the proposal.
- ♦ The consent is providing for one hangar for the parking of aeroplanes which are intrinsically linked to the adjoining lot. One aircraft only is proposed to be kept within the hangar at this current time.
- ♦ The dwelling and occupants via proposed hangars will utilise the upgrades to the Wentworth Aerodrome in which the State Government committed \$9 million funding towards.
- ♦ All services are readily available to the site, or easily connected.

### Clause 5.2 Flood planning

The provision requires consideration to the effect on the safe occupation and efficient evacuation of people or capacity of existing evacuation routes for the surrounding area in the event of a flood. The land does not flood due to being protected by a levee which is understood to be at a level in excess of the 1% flood event.

The use of the land for a dwelling and aircraft hangar is intrinsically linked to the existing aerodrome on adjoining land. The land use whilst used for habitation, in the maximum probable event the dwelling can be abandoned without occupation and limited impact given the nature of the buildings and land use.

The 2023 floods saw the effects of the flood area, and the benefits which the levee served to protect the aerodrome

and immediately surrounding land from becoming inundated. It is an expectation that should a future flood event occur, the land would remain unaffected. Council have confirmed this due to the key piece of infrastructure which the airport is.

### Wentworth DCP

#### Chapter 2 Plan objectives

The proposal is intrinsically linked to the Wentworth Aerodrome offering a dwelling alongside existing hangar.

#### Chapter 3, Part 4 Flood affected land

The land has been identified to require habitable buildings to be built at a minimum 750mm above the 1956 flood levels.

The dwelling and hangar are designed so as to not significantly obstruct the flow of floodwater. The dwelling will be built upon a compacted earthen mound 750mm above the 1956 flood levels as per the attached plans.

Whilst access to the site is considered to be vulnerable in time of flood, the behaviour of flood events within the Wentworth Shire are provided with an abundance of warning – weeks or months - as has been demonstrated with the 2022/2023 flood event where both the Murray and Darling Barka Rivers saw significant high flows. As mentioned previously, a purpose built levee has been constructed by lifting the Renmark Road to serve as a natural barrier to Thegoa Lagoon in the instance of high flood events, to diminish the risk of the Wentworth Aerodrome from becoming inundated.

Chapter 8.2 identifies provisions for assessing the application against the Wentworth Aerodrome – Residential development.

### Design and siting

The design and siting of the dwelling and aircraft hangar respects the alignment of the property. Indigenous plantings are proposed to the boundaries of the property, to clearly delineate the boundary of the property and offer screening to future adjoining dwellings to the west. One individual access as required to the taxiway to the north of the property exists.

### Building envelopes

The proposal respects side and front boundary setbacks and is supported by proposed landscaping to complement the existing plantings and to assist as a screen for the property to the west.

### Floor heights and Earth mounds

Floor levels are not less than 750mm above the 1956 flood level (via earthen mound) and the proposal is considered to comply with flood planning controls.

### Height limitation

The dwelling meets the height limitations associated with the adjoining aerodrome.

### Water supply

1 x 20,000L rain water tank is proposed alongside the aircraft hangar for rainwater collection and can be utilised for fire fighting purposes, which meets the 20,000L requirement.

### Stormwater

Collection from all roof areas is captured and piped into the proposed tanks, and overflow to the legal point of discharge as approved by Council is proposed.

### Sewerage

All wastewater will be contained on site and a septic tank system will support the use of the land for a dwelling.

### Aircraft hangars

The aircraft hangar will be in excess of 15m from the front and rear boundaries and situated within the centre of the lot to provide ease of manoeuvrability of aircraft. The hangar is proposed to be constructed of colorbond.

### Aerodrome security

Perimeter fencing exists and will be maintained and kept in good order. Access gates will be self closing and continually monitored.

### Outdoor lighting

Outdoor lighting will be baffled so as to not compromise the operation of the aerodrome.

### Landscaping

Landscaping is proposed as per the attached plans. Consideration has been given to the local climatic conditions and airport environs.

### Cultural Heritage

The AHIMS search has not identified any sites of significance.



Figure 9 AHIMS basic search

## Conclusion

In conclusion, it is considered for reasons outlined above, the use of the land for a dwelling and aircraft hangar responds well to the opportunities and constraints of the site.

The dwelling nor aircraft hangar will have no negative impacts upon the environmental values of the land or the immediate locality which cannot be managed.

The dwelling and aircraft hangar is consistent with the Wentworth LEP and associated supporting documents, and is therefore considered to be generally consistent with the LEP and the DCP and associated planning framework and should be supported through the issue of a development consent.



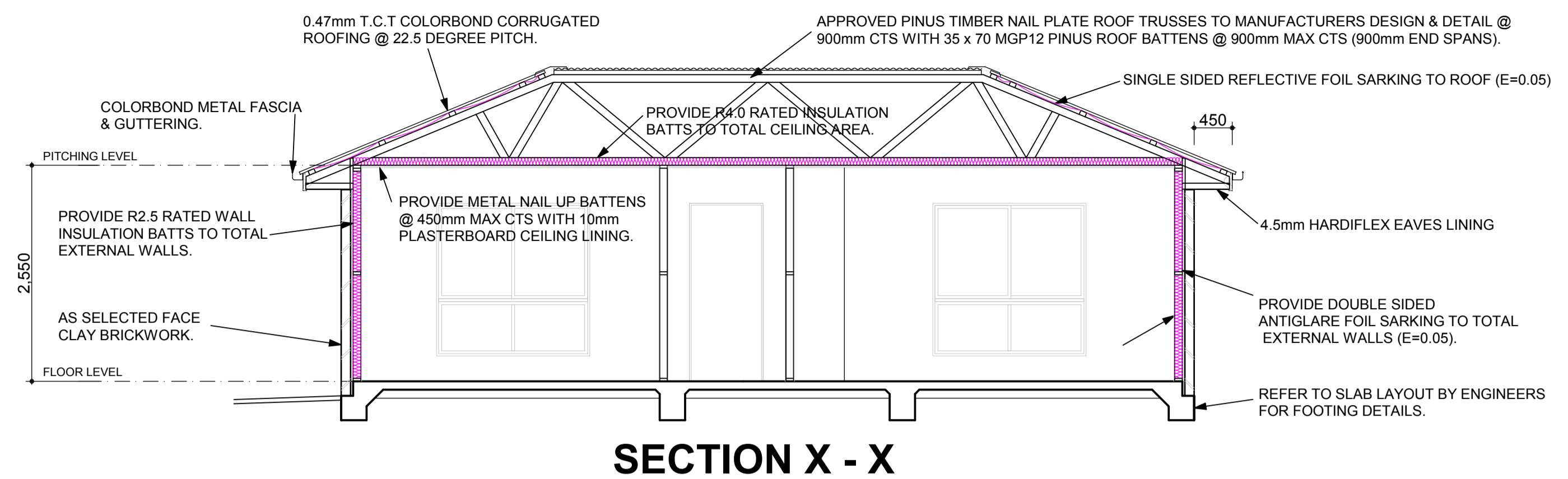
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**SECTION X - X**

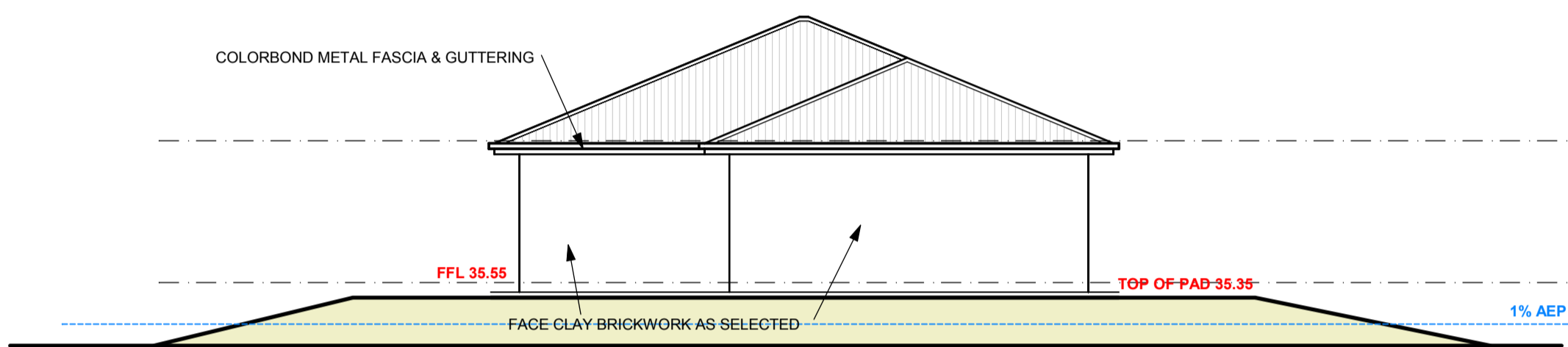
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<b>WATER</b>	
Landscape	Up to 160 m <sup>2</sup>
Showerheads, toilets, taps	3 stars
Alternative water	20 KL tank, to all roof catchment, plumbed to o-door tap
<b>THERMAL PERFORMANCE</b>	
External walls	Double-sided antiglare foil E=0.05/0.1, R2.5 batts
Ceilings	R4.0 batts
Roof	Single-sided reflective foil (E=0.05)
Glazing	Aluminium frame, single glazed, clear
External doors	Air infiltration seals
Exhaust: fans	Self-closing damper
<b>ENERGY</b>	
Hot water	Heat pump, 21-25 STCs
Cooling system - to living only	1-phase air conditioning, 2.5 stars (ZERL)
Heating system - to living only	1-phase air conditioning, 1.5 stars (ZERL)
Ventilation - to bathroom, kitchen	Individual fan, ducted, manual switch
Ventilation - laundry	None
Lighting	LED throughout, IC-rated
Other	Induction cooktop, electric oven

Certificate No. #HR-9DOLX5-01

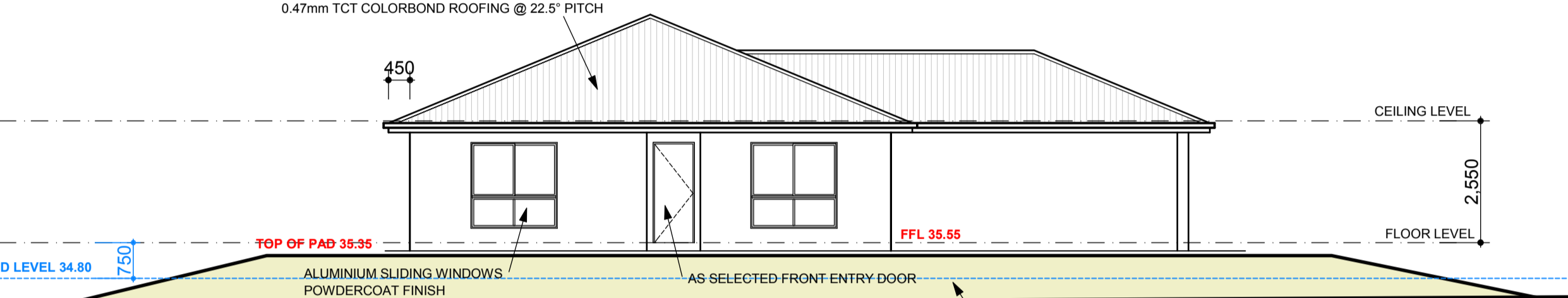
Scan QR code or follow website link for rating details.

Assessor name: Ryan Brown  
 Accreditation No.: CMR/1911910  
 Property Address: 11 Denmark Road, Wentworth, NSW, 2568

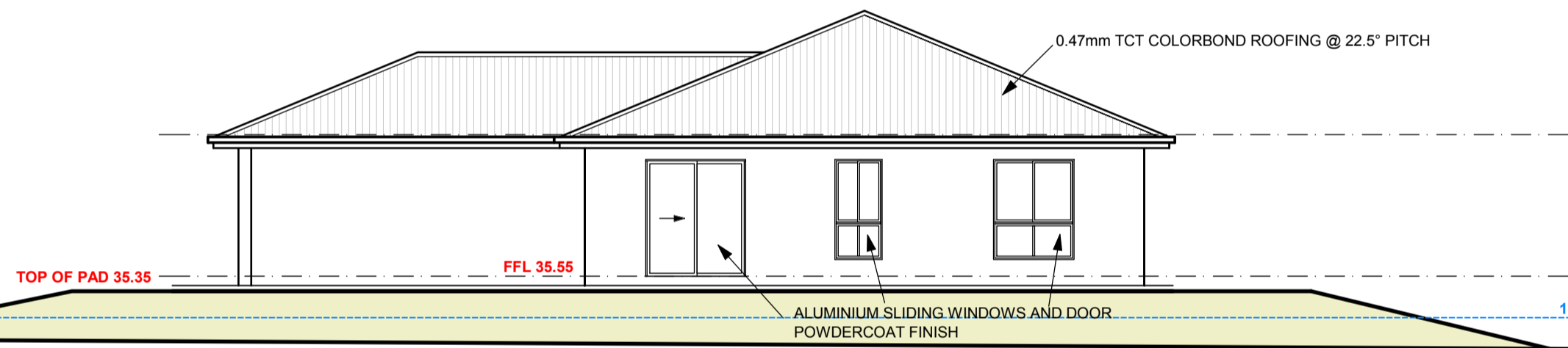
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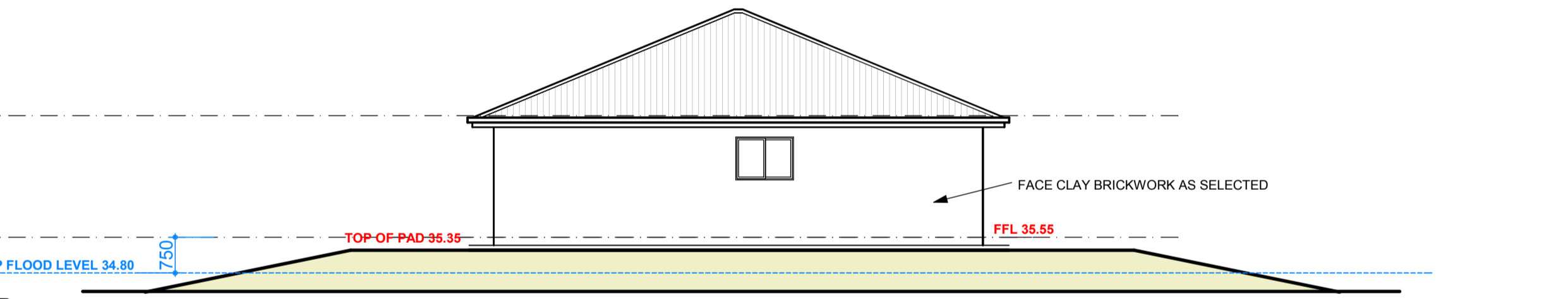
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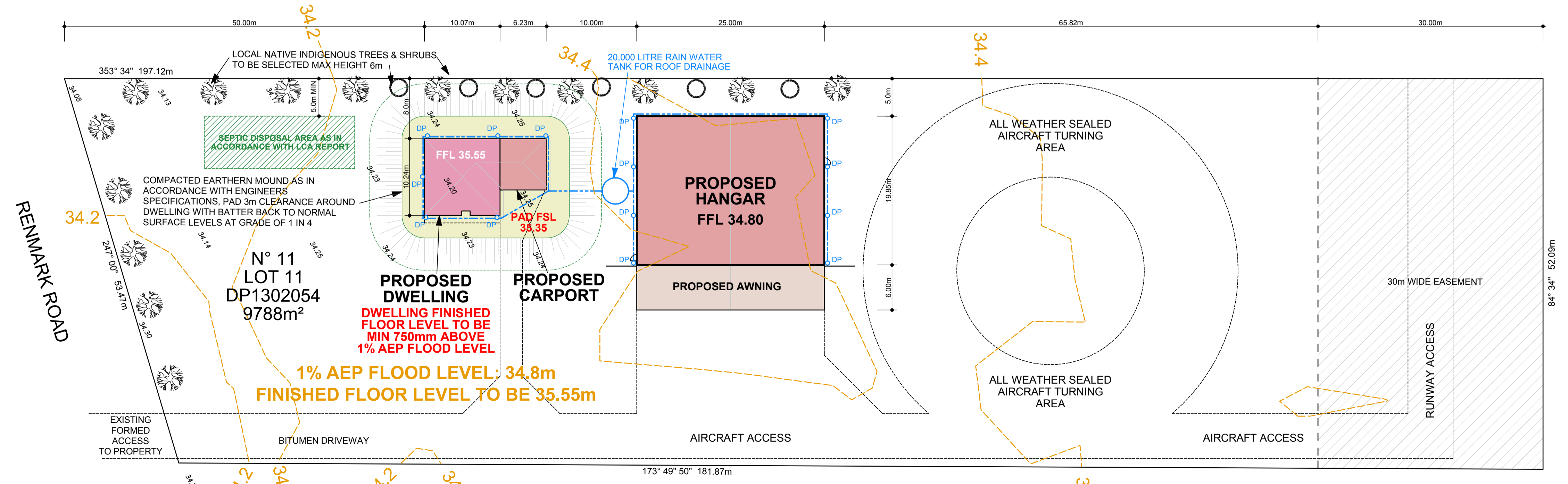
**EAST ELEVATION**



**WEST ELEVATION**



**SOUTH ELEVATION**



**SITE PLAN**

DP DENOTES 90mm Ø UPVC FULLY SEALED DOWN PIPES TO DISCHARGING TO RAIN WATER TANK WITH OVERFLOW TO LEGAL POINT OF DISCHARGE AS APPROVED BY WENTWORTH SHIRE COUNCIL.

ISSUE	DESCRIPTION	DATE
A	HANGAR SETBACK ADDED, FLOOR PLAN REMOVED	9-2-25

**PROJECT**

**PROPOSED DWELLING & HANGAR AT N° 11, LOT 11 IN DP1302054 RENMARK ROAD WENTWORTH**

**CLIENT**

**M.NISH**

AREA'S	AREA
PROPOSED DWELLING	102.44m <sup>2</sup>
PROPOSED CARPORT	40.24m <sup>2</sup>
PROPOSED HANGAR	494.10m <sup>2</sup>

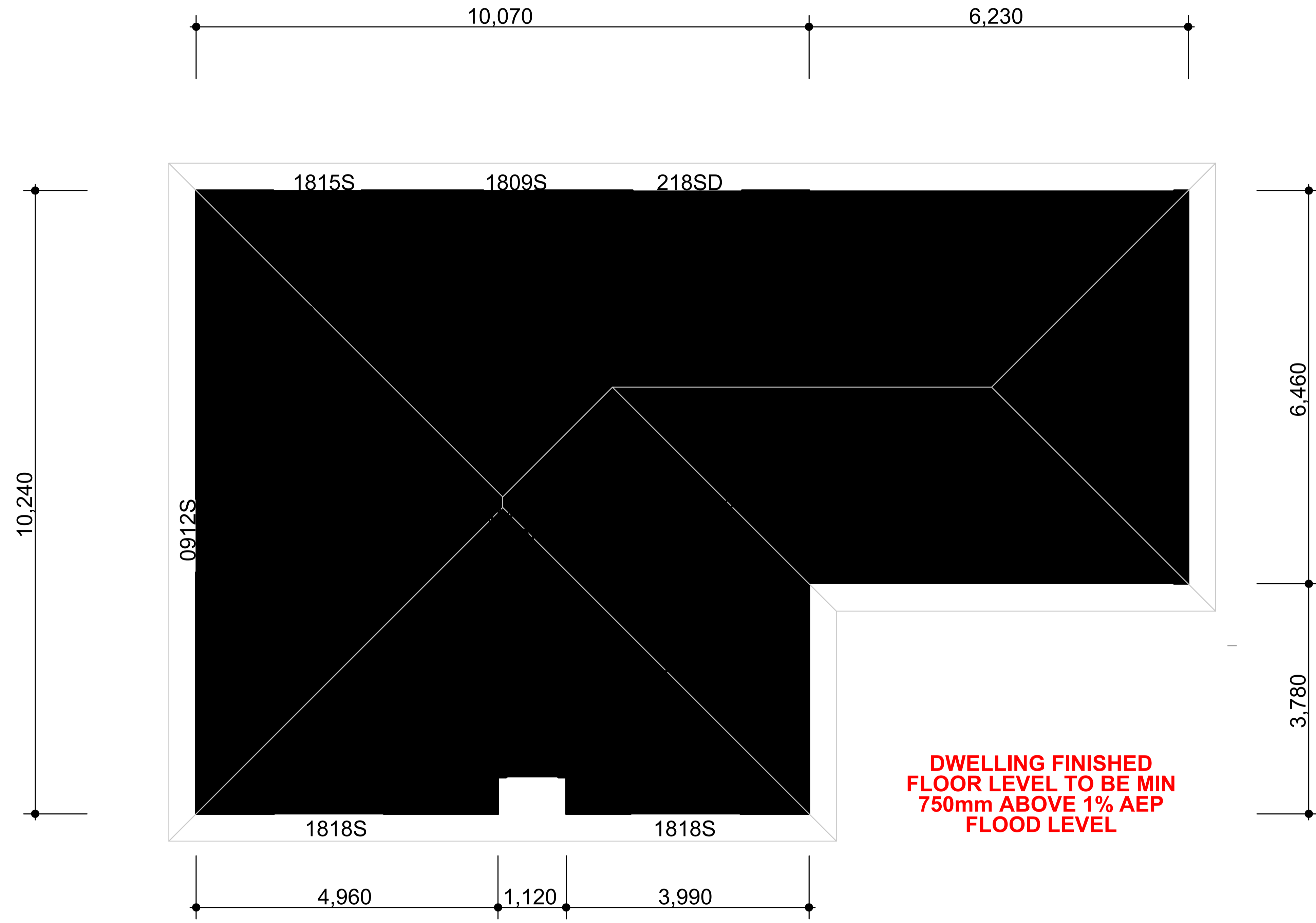
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**Rigby Designs**  
 BUILDING DESIGN & DRAFTING SERVICES

BUILDING PRACTITIONER  
 GLENN RIGBY  
 DP-AD 18063  
 P O BOX C P 620 MILDURA, 3501

PHONE: 03 5021 5121  
 MOBILE: 0427 215120  
 E: rigbydesigns@inet.net.au

NORTH	SCALE	DATE
	1:50, 100, 350	DEC 24
	DRAWING NUMBER	ISSUE
	24-062-DA1A	ADV



DWELLING FLOOR PLAN

Schedule of BASIX Commitments	
ITEM	COMMITMENT
<b>WATER</b>	
Landscape	Up to 160 m <sup>2</sup>
Showerheads, toilets, taps	3 stars
Alternative water	20 kL tank, total roof catchment, plumbed to outdoor tap
<b>THERMAL PERFORMANCE</b>	
External walls	Double-sided antiglare foil (E=0.05/0.1), R2.5 batts
Ceilings	R4.0 batts
Roof	Single-sided reflective foil (E=0.05)
Glazing	Aluminium frame, single glazed, clear
External doors	Air infiltration seals
Exhaust fans	Self-closing damper
<b>ENERGY</b>	
Hot water	Heat pump, 21-25 STCs
Cooling system – to living only	1-phase air conditioning, 2.5 stars (ZERL)
Heating system – to living only	1-phase air conditioning, 1.5 stars (ZERL)
Ventilation – to bathroom, kitchen	Individual fan, ducted, manual switch
Ventilation – laundry	None
Lighting	LED throughout, IC-rated
Other	Induction cooktop, electric oven



ISSUE	DESCRIPTION	DATE
B	FLOOR PLAN ADDED, CROSS SECTION REMOVED	19-2-25
A	HANGAR SETBACK ADDED, FLOOR PLAN REMOVED	9-2-25

**REVISIONS**

PROJECT

**PROPOSED DWELLING & HANGAR**  
 AT N° 11, LOT 11  
 IN DP1302054  
 RENMARK ROAD  
 WENTWORTH

CLIENT

**M.NISH**

AREA'S	
PROPOSED DWELLING	102.44m <sup>2</sup>
PROPOSED CARPORT	40.24m <sup>2</sup>
PROPOSED HANGAR	494.10m <sup>2</sup>

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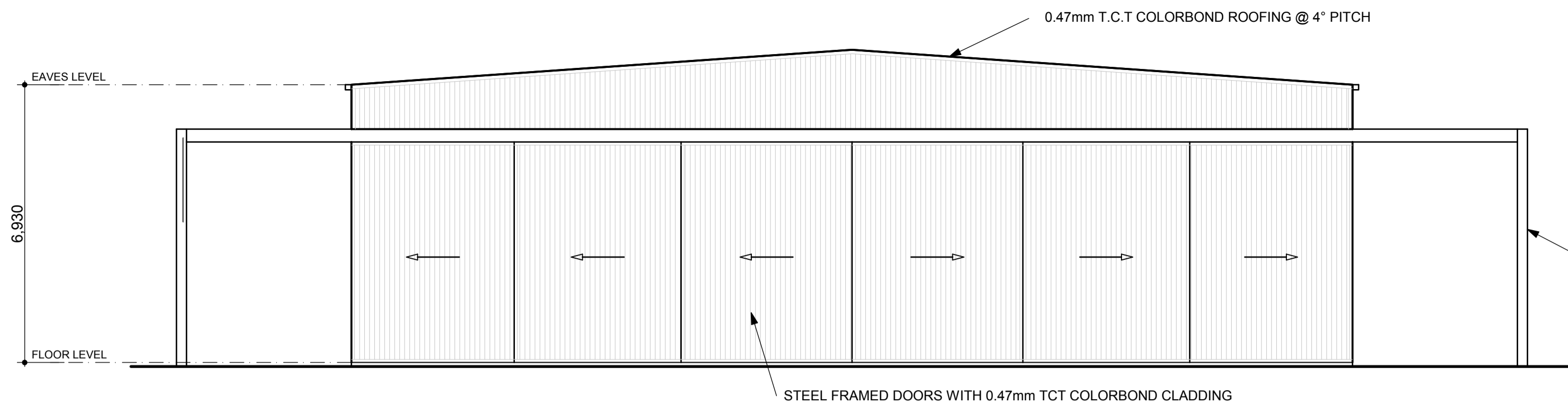
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 GLENN RIGBY  
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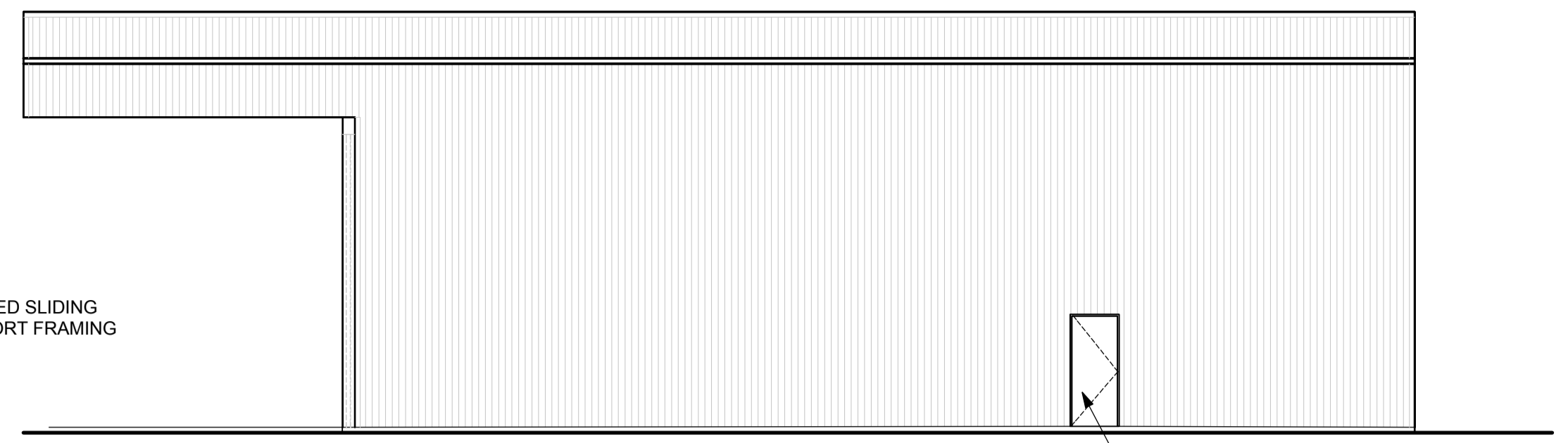
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 MOBILE : 0427 215120  
 E : rigbydesigns@inet.net.au

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	DRAWING NUMBER	ISSUE
	24-062-DA1B	ADV

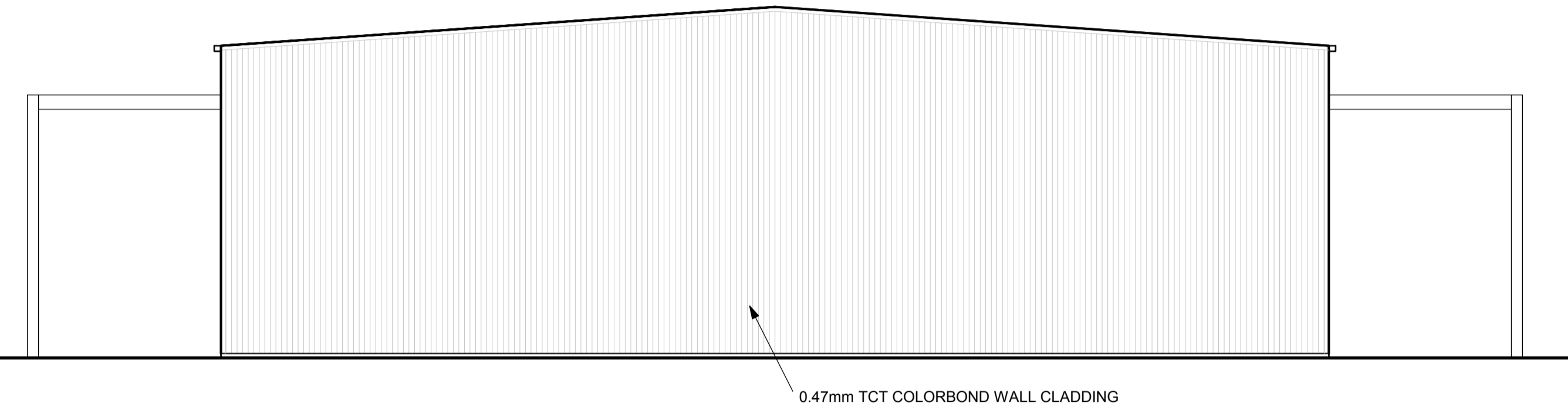




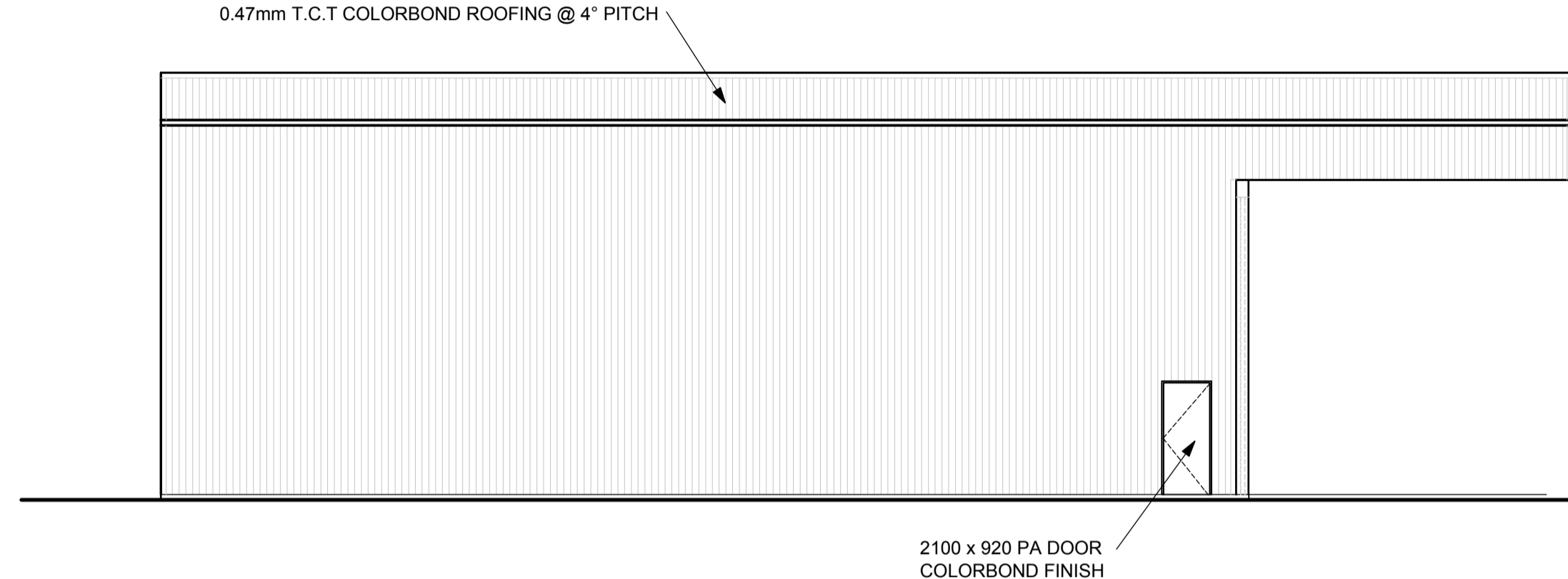
**EAST ELEVATION - HANGAR**



**NORTH ELEVATION - HANGAR**

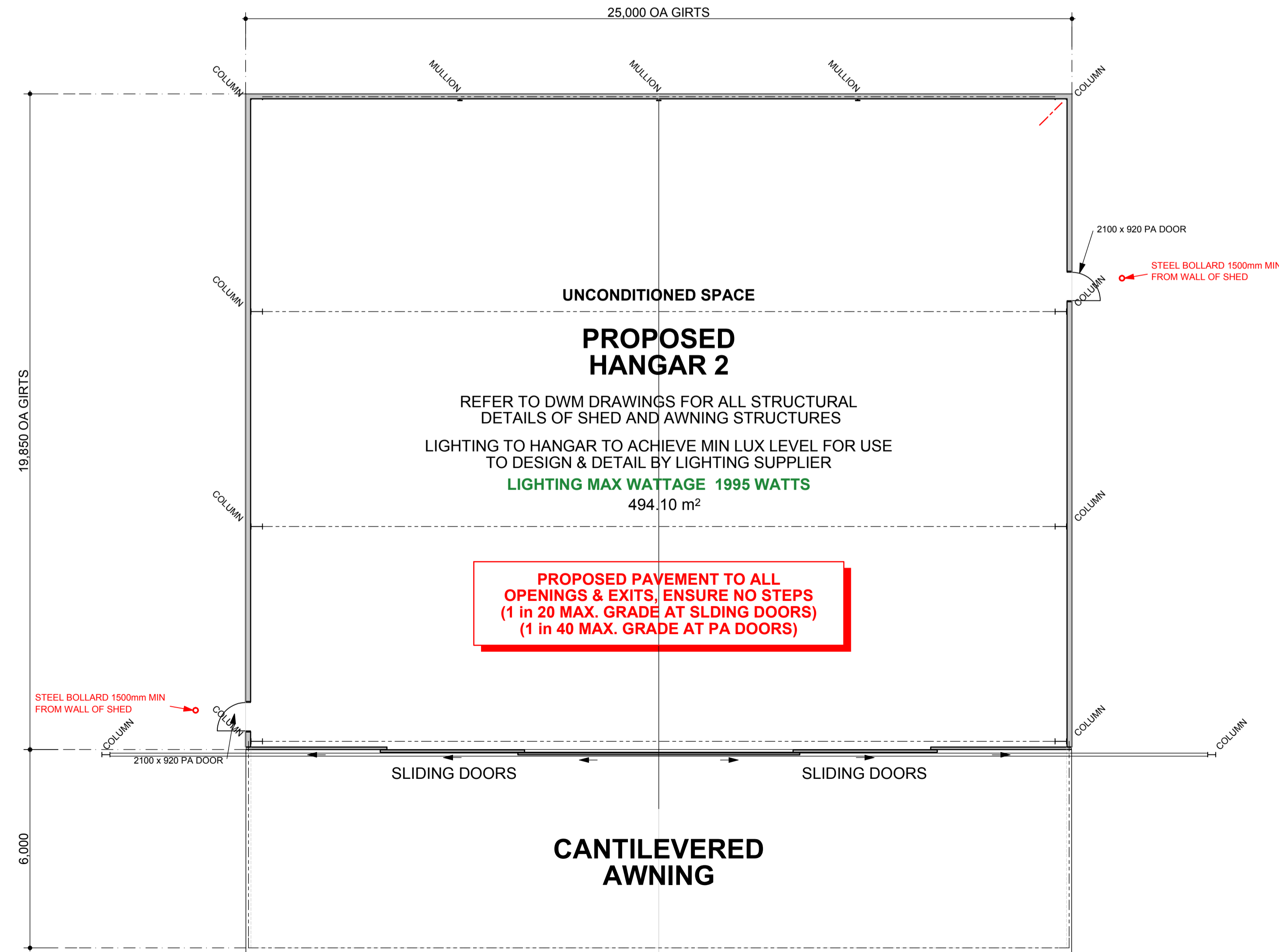


**WEST ELEVATION - HANGAR**



**SOUTH ELEVATION - HANGAR**

**Certificate No. #HR-9DOLX5-01**  
 Scan QR code or follow website link for rating details.  
 Assessor name: Rick Brown  
 Accreditation No.: CMR/19/19/0  
 Property Address: 11 Denmark Road, Wentworth, NSW, 2538  
 http://www.niro-software.com.au/pdf/HR-9DOLX5-01



**FLOOR PLAN - HANGAR**

ISSUE	DESCRIPTION	DATE
<b>REVISIONS</b>		

**PROJECT**  
**PROPOSED DWELLING & HANGAR**  
 AT N° 11, LOT 11  
 IN DP1302054  
 RENMARK ROAD  
 WENTWORTH

**CLIENT**  
**M.NISH**

**AREA'S**  
 PROPOSED HANGAR 494.10m²  
 © Rigby Designs

**Rigby Designs**  
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 BUILDING PRACTITIONER PHONE: 03 5021 5121  
 GLENN RIGBY MOBILE: 0427 215120  
 DP-AD 18063  
 P.O BOX C.P. 620 MILDURA, 3501 E: rigbydesigns@inet.net.au

NORTH	SCALE	DATE
	1:100	DEC 24
	DRAWING NUMBER	ISSUE
	24-062-DA2	A