

# Statement of Environmental Effects

68 Silver City Highway Buronga

March 2025

environmental, planning & development consultants

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## Introduction

This Statement of Environmental Effects (SEE) has been prepared to seek consent for the development of two dwellings and the subdivision of land at 68 Silver City Highway Buronga, legally described as Lot 1009 DP 756961.

This SEE addresses all relevant matters for consideration under section 4.15(1) of the *Environmental Planning and Assessment Act 1979* (EP&A Act). This application is prepared in accordance and consistent with the contents of:

- ♦ State Environmental Planning Policies (SEPPs)
- ♦ Wentworth Local Environmental Plan (WLEP)
- ♦ Wentworth Development Control Plan (WDGP) 2011

The supporting documentation accompanying this SEE includes:

- ♦ Plans prepared by Gowers Homes
- ♦ AHIMS search
- ♦ Certificate of title and Deposited Plan of the land





## Proposal

Development approval is sought for the development of two dwellings and the subsequent subdivision of land. The demolition of the existing dwelling is required to facilitate the proposal.

The proposal aims to deliver two newly constructed, single-storey, 3-bedroom dwellings each to be contained within their own lot.

### Subdivision

The proposal involves the subdivision of land into two lots. The proposed lot configuration is detailed in Table 1 and figure 1 below.

**Table 1** Proposed lot details

Lot	Frontage to Silver City Hwy (m)	Area (m <sup>2</sup> )
A	15.84	433.0
B	3.26	479.6



**Figure 1** Proposed lot configuration

Proposed lot A is to include a frontage of 15.84m to Silver City Highway with a new access to be created toward the southern boundary, approximately 2.60m from an existing power pole. Proposed lot B is to include a frontage to Silver City Highway of 3.26m with access to the rear of the proposed lot to be provided along the northern boundary of proposed lot A.

### Proposed dwellings

The proposed dwellings are to be single-storey each with a total floor area of 183.5m<sup>2</sup>. The dwellings each comprise

three bedrooms, two bathrooms, open kitchen/meals/living area, separate laundry, double garage and alfresco area with convenient access from the meals area and laundry.

The dwelling on proposed lot A includes a front setback of 8.13m and a rear setback of 6.4m with a wall on boundary to the south and a setback of 1.245 to the north.

The dwelling on proposed lot B has been positioned to achieve the most suitable setbacks. The minimum setback from the western boundary is 3.092m which increases to 6.132m along the dwelling frontage. The minimum rear setback is 1.2m which increases to 2.925m along the rear of the dwelling.

The dwellings are to have a wall height of 2.4m and a maximum height to roof pitch of 5.2m.

The dwellings are to include brick veneer cladding, pitched roofs of Colorbond, front portico to provide articulation, and balance window and door ratios.

The dwellings are to be connected to all available services including electricity, sewer and water.



**Figure 2** Façade of proposed dwellings

### Development staging

As the existing dwelling is tenanted, the development is to be staged to allow the tenant to remain in the existing dwelling during the construction of the dwelling on proposed lot B. At the completion of the dwelling on lot B, the tenant will reside in the new dwelling during the demolition of the existing dwelling and the construction of the new dwelling on proposed lot A. The subdivision of land is to occur once the demolition of the existing dwelling is complete and the required setbacks from proposed boundaries can be achieved.

## Site and surrounding area

### Subject site

The subject land is located within a residential area approximately 750m due north-west of the Buronga township.

The subject lot is irregular in shape with a total area of 912.6m<sup>2</sup> with a frontage to the Silver City Highway of 22.36m and a maximum depth of 51.22m. The northern and southern lot boundaries are shared with existing dwellings while the rear boundary is shared with undeveloped farmland.

The lot contains an existing dwelling toward the western lot frontage and an outbuilding in the north-eastern corner.

The lot benefits from direct access to the Silver city Highway with an existing, gravel crossover toward the north of the lot.

The lot is raised from the Silver City Highway with access to the lot provided on a slight gradient. The lot levels out beyond the front setback and remains level across the remainder of the site.

The lot includes planted vegetation toward the lot frontage and toward the south-eastern corner.

Until recently, the lot was identified as Crown Land under a perpetual lease. The landowner has recently had the land converted to freehold as reflected in the appended advice from Land Registry Services and the historic and new title searches.

### Easements

The title plan does not indicate the presence of any easements on the subject land.



*Figure 3 Aerial image of the site*



*Figure 4 Pedestrian path at lot frontage*



*Figure 5 Existing dwelling*





**Figure 6** Lot frontage



**Figure 9** Rear of lot



**Figure 7** Rear of existing dwelling



**Figure 8** Rear of existing dwelling and driveway



## Locality

The subject land is located within a residential area that extends in a northerly direction from Buronga along the Silver City Highway.

While residential uses occupy land to the north and south, land to the west is farmland extending toward the Murray River. Land to the east is predominantly undeveloped farmland which shares a northern boundary with industrial land.

The Silver City Highway at the lot frontage links the site to Buronga and Mildura to the south and Dareton and Wentworth to the north-west. The wide road reserve provides an adequate setback of the lot boundary to the carriageway with canopy trees providing additional protection from the highway. Electricity transmission lines run along the east of the highway at the lot frontage. A pedestrian path also runs along the lot boundary and continues into Buronga.

The adjacent and nearby residential lots vary in area and range from approximately 800m<sup>2</sup> to 1,000m<sup>2</sup>. Dwellings are typically single-storey and oriented toward the highway.



**Figure 11** Lot frontage and Silver City Highway south-bound



**Figure 12** Silver City Highway north-bound



**Figure 10** Aerial image of locality

## Planning controls

### Environmental Planning and Assessment Act 1979

The statutory process under the Environmental Planning and Assessment Act, 1979 requires an evaluation in accordance with the provisions of Section 4.15. The matters for consideration include:

- ♦ *The provisions of:*
  - ♦ *any environmental planning instrument,*
  - ♦ *any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Planning Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and*
  - ♦ *any development control plan,*
  - ♦ *any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4,*
  - ♦ *the regulations (to the extent that they prescribe matters for the purposes of this paragraph), that apply to the land to which the development application relates,*
- ♦ *the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,*
- ♦ *the suitability of the site for the development,*
- ♦ *any submissions made in accordance with this Act or the regulations, and*
- ♦ *the public interest.*

Responses to the relevant matters are outlined in the planning assessment below.

### Relevant State Environmental Planning Policies (SEPPs)

#### SEPP (Biodiversity and Conservation) 2021

Chapter 5 River Murray lands of the SEPP (Biodiversity and Conservation) 2021 aims to conserve and enhance

the riverine environment of the River Murray for the benefit of all users.

The objectives of the Chapter are:

- (a) *to ensure that appropriate consideration is given to development with the potential to adversely affect the riverine environment of the River Murray, and*
- (b) *to establish a consistent and co-ordinated approach to environmental planning and assessment along the River Murray, and*
- (c) *to conserve and promote the better management of the natural and cultural heritage values of the riverine environment of the River Murray.*

As per Clause 5.3 of Part 5.1, the Chapter applies to the riverine land of the River Murray within the areas of Wentworth.

Part 5.2 of the Chapter outlines general and specific principles that must be considered when a consent authority determines a development application. Responses to the relevant matters are outlined in the planning assessment below.

#### SEPP (Sustainable Buildings) 2022

Chapter 2 of the SEPP (Sustainable Buildings) 2022, outlines the requirements for BASIX development.

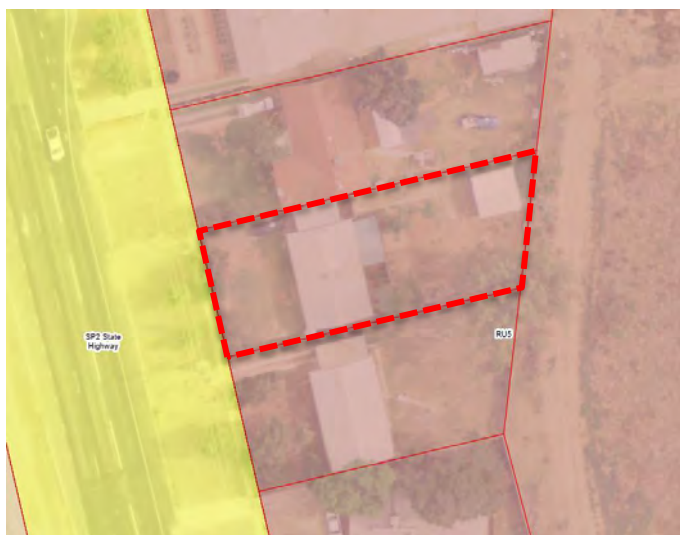
A BASIX report for each dwelling has been prepared and is submitted with this application.

### Relevant provisions of Wentworth Local Environmental Plan 2011

#### Zone RU5 Village

In accordance with the Wentworth Local Environmental Plan (WLEP) zoning maps the land is contained within zone RU5 – Village.





**Figure 13** Zone map

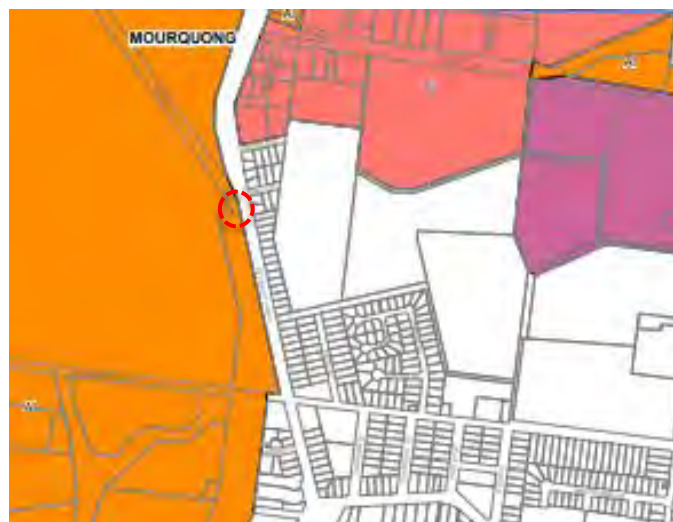
#### Objectives:

- ♦ To provide for a range of land uses, services and facilities that are associated with a rural village.
- ♦ To promote development in existing towns and villages in a manner that is compatible with their urban function.
- ♦ To encourage well-serviced sustainable development.
- ♦ To ensure there are opportunities for economic development.
- ♦ To deliver new residential and employment growth in Buronga and Gol Gol.
- ♦ To ensure business and retail land uses are grouped within and around existing activity centres.

Development consent is required for the development of land for dwelling houses.

#### Lot Size Map

The land is not subject to a minimum lot size.



**Figure 14** Lot Size Map

#### 7.1 Earthworks

##### Objective:

- ♦ To ensure that earthworks for which development consent is required will not have a detrimental impact on environmental functions and processes, neighbouring uses, cultural or heritage items or features of the surrounding land.
- ♦ To allow earthworks of a minor nature without requiring separate development consent.

Development consent is required for earthworks unless-

- ♦ The earthworks are exempt development under this Plan or another applicable environmental planning instrument, or
- ♦ The earthworks are ancillary to development that is permitted without consent under this Plan or to development for which development consent has been given.

An assessment of the relevant matters is outlined in the planning assessment below.

#### 7.2 Essential services

The clause applies to land in Zone RU5 Village and includes the following constraint:

- ♦ Development consent must not be granted to development unless the consent authority is satisfied that any of the following services that are essential for the proposed development are available or that



*adequate arrangement have been made to make them available when required –*

- a) The supply of water*
- b) The supply of electricity*
- c) The disposal and management of sewerage*
- d) Stormwater drainage or on-site conservation*
- e) Suitable road access*

An assessment of the relevant matters is outlined in the planning assessment below.

## Wentworth Development Control Plan 2011

The DCP provides a number of development controls. The following are of particular relevance to this application:

### Chapter 2 –

#### 1 General Development Objectives

Considered to be relevant to the proposal is the following:

- ♦ *Residential land is to be developed with the creation of neighbourhoods comprising a **range of housing styles and densities to cater for a diverse demographical profile** of the local government area.*

### Chapter 3 -

#### 5 Vehicular access and parking

The car parking ratio table stipulates a requirement of 1 space per dwelling.

### Chapter 4 –

Chapter 4 provides a number of design guidelines to ensure residential development protects the amenity of existing residents while also protecting the amenity of future residents within the development.

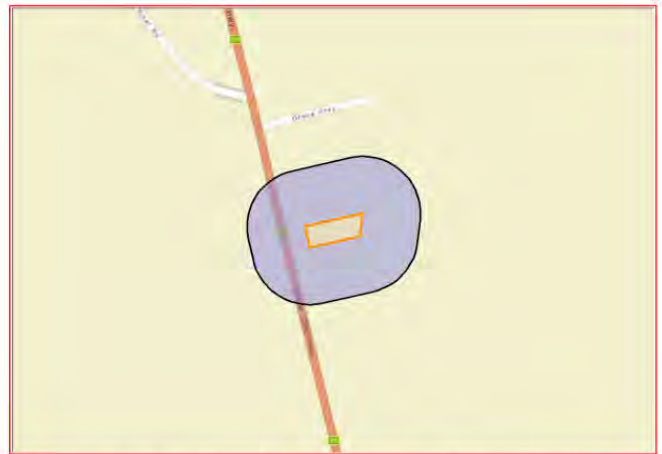
An assessment against the guidelines of the chapter is provided in the planning assessment below.

## Aboriginal cultural heritage

All Aboriginal cultural heritage is protected by the *NSW National Parks and Wildlife Act, 1974* (the Act). Responsibility rests with the proponent of development to demonstrate that due care and diligence have been taken to identify and avoid impacts on archaeological sites through construction works.

*Division 1 of Part 6 - Aboriginal Objects and Aboriginal Places*, of the Act provides defences to a prosecution for an offence. Item (2) of Section 87 includes whether the defendant has exercised due diligence to determine whether the act or omission constituting the alleged offence would harm an Aboriginal object and reasonably determined that no Aboriginal object would be harmed.

The *Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW* (DECCW), provides an outline of due diligence measures to determine whether an Aboriginal Heritage Impact Permit (AHIP) is required. A search of the *Aboriginal Heritage Information Management System* (AHIMS) has been undertaken which confirms that there are no Aboriginal sites or places within a 50m radius of the subject land (see Figure 15 and the attached AHIMS report). Additionally, the subject land is not identified within the WLEP heritage map.



A search of Heritage NSW AHIMS Web Services (Aboriginal Heritage Information Management System) has shown that:

0	Aboriginal sites are recorded in or near the above location.
0	Aboriginal places have been declared in or near the above location. *

**Figure 15** AHIMS search



# Planning assessment

## Environmental Planning and Assessment Act 1979

In response to the provisions of Section 4.15, the following is provided:

- ♦ An assessment against the relevant environmental planning instruments has been provided below.
- ♦ At the time of this submission, no proposed instrument that is or has been the subject of public consultation under the Act or that has been notified to the consent authority has been identified.
- ♦ Responses to the relevant provision of the Wentworth Development Control Plan are provided below.
- ♦ There has not been a planning agreement entered into or a draft agreement offered under section 7.4 of the Act.
- ♦ No regulations applying to the land to which the application relates have been identified.
- ♦ The proposed development aims to improve and increase the housing supply in an established and accessible location. The layout of the proposed development and adequate setbacks from property boundaries ensures that the impacts on adjoining properties is minimised. The front setback and strategically placed driveways minimise impacts on the streetscape and surrounding area. As the area is already developed, no additional environmental impacts are likely. The construction of two new dwellings contributes to offering high standards of housing within the area.
- ♦ The site is considered suitable for the proposed development as the land currently supports one dwelling which is to be replaced with one additional dwelling located to the rear. The established area is well serviced, and the capacity of services is not expected to be exceeded by the addition of one dwelling.
- ♦ The increase of appropriate housing supply is in the public interest.

## SEPP (Biodiversity and Conservation) 2021

Clause 5.9 of Part 5.2 of Chapter 5 of the SEPP (Biodiversity and Conservation) outlines specific principles that must be considered when determining a development application. While the application is within a developed area and no additional impacts on the River Murray lands is expected, responses to the relevant principles are provided below:

### Access

The proposed development is not located on a waterway with no impacts to the waterway to be affected.

### Bank disturbance

As the proposed development is not located on a waterway, no bank disturbance will occur.

### Flooding

The subject land is outside of the identified WLEP flood planning mapping.

### Land degradation

No land degradation will occur by the replacement of one existing dwelling with two and the two-lot subdivision.

### Landscape

The proposed development is located away from any waterway with no impact on the landscape within the riverine area to occur.

### River related uses

The proposed development is not located on the river.

### Settlement

The proposed development is not located on flood free land and is within a location that is accessible to services and facilities. No impact prime crop or pasture land will occur.

### Water quality

No pollution from the proposed development is likely to reach the Murray River due to the expansive setback



distance and development features between the subject land and the river.

### Wetlands

The subject land is outside of the WLEP wetland mapping.

### SEPP (Sustainable Buildings) 2022

The application is supported by BASIX reports that indicate the water, thermal performance, energy and material scores for each dwelling.

### Wentworth LEP

#### Zone

The proposed replacement dwelling directly aligns with the objectives of the Zone RU5 – Village, by delivering new residential development in Buronga.

The proposal is located within a well serviced area that allows convenient access to services, facilities and employment.

The subject land has an area of 912.6m<sup>2</sup> and the increase in density resulting from one additional lot and one additional dwelling is compatible to the residential land uses to the north and south which include dwellings on smaller lots.

#### Lot Size Map

As outlined above, the subject land is not subject to a minimum lot size and the proposed lots of 433.0m<sup>2</sup> and 479.6m<sup>2</sup> are compatible with the surrounding land uses.

The existing dwelling was established approximately 52 years ago and has been continuously resided in since that time with historic aerial imagery provided below to the extent available.

### 7.1 Earthworks

The proposed development and subdivision will involve minimal earthworks as the site has been previously levelled and developed. The minimal nature of required earthworks are unlikely to impact upon drainage patterns or soil stability in the locality of the development.

### 7.2 Essential services

The subject land is within an established area with all essential services available. Access is to be provided from the Silver City Highway which provides excellent connectivity and emergency service access.

### 6.6 Development on river front areas

Pursuant to the definition within the clause, the *river front area* within the RU1 is the land within 100m of the high bank of the river.

### Wentworth Development Control Plan 2011

The Wentworth Development Control Plan (WDCP) 2011 provides general development objectives and general development controls. Among the development objectives is *the creation of neighbourhoods comprising a range of housing styles and densities to cater for a diverse demographical profile*. The proposal directly aligns with this objective by resulting in a moderate density increase and providing new housing stock that is modern and well-built offering a suitable style for the current demographic trend.

The development controls include specific controls relating to the development of dwelling houses and effects on the natural environment. Responses to the development controls are provided below:

#### 4.1.1 Site Context and Analysis

The proposal responds to the site specific conditions by maintaining one dwelling oriented toward the highway with an additional dwelling located to the rear and minimising impact upon the streetscape.

An additional crossover to the highway is required and is to be located toward the south of the lot with minimal disruption to traffic flows expected.

The size and dimensions of the dwellings is appropriate for the site and enables adequate setbacks from adjacent properties while ensuring the future residents have a high degree of amenity.

Given the width of the lots in the surrounding area, the neighbouring dwellings are situated in proximity to the

existing lot boundaries with large open spaces to the rear of the dwellings.

#### 4.1.2 Streetscapes

The proposed development has responded to the existing streetscape by maintaining a generous front setback. The dwellings are positioned in a tandem formation to ensure that only one dwelling is prominent from the streetscape. The proposed garages do not dominate the overall design and the dwellings include porticos to provide articulation and visual interest. Given the wide nature strip and the landscaping within the front setback, the proposal is considered to be respectful of the existing and preferred streetscape.

#### 4.1.3 Front setback

The WDCP outlines that Council will consider flexibility in front setbacks but recommends that setbacks be the same distance as one of the adjoining buildings. A setback of 8.130m has been proposed for the dwelling on lot A. The existing dwelling to the south includes a front setback of approximately 12.0m.

While the proposal includes a reduction in the recommended setback, it is considered that the reduced setback will not have a detrimental impact on the streetscape or the neighbouring properties.

As indicated in figure 16 below, the setback will align with other front setbacks in the area and will not be a dramatic deviation from existing conditions.

The wide nature strip and generous landscaping within the lot frontage further reduce the effects of the reduced setback and ensure the character of the area is maintained.



**Figure 16** Proposed 8.13m setback in relation to surrounding properties

#### 4.1.4 Side setbacks and corner lot setbacks

##### Lot A

The total side setback of the dwelling on lot A from the existing boundary to the north is 4.505m. A setback of 1.245m is achieved from the proposed boundary.

##### Lot B

The dwelling on lot B provides a side setback of 900mm to the northern boundary and 3.929m from the southern boundary, achieving a combined side setback of 4.829m.

While the side setback to the north is less than the recommended 1.0m, the angled orientation of the dwelling

results in a gradual increase in the side setback along the northern boundary to a maximum of approximately 5.30m.

The side setbacks of existing development on adjoining lots are minimal and the proposal is considered to provide an improved outcome.

#### 4.1.5 Rear setbacks

The dwelling on lot A provides a rear setback of 6.40m to the proposed lot boundary.

The dwelling on lot B provides a varied rear setback due to the angled boundary and the orientation of the dwelling. The minimum rear setback is 1.20m increasing to 2.925 from the proposed alfresco area. As the land to the rear of the lot is undeveloped farmland, no impact amenity is expected.

#### 4.1.6 Walls on boundaries

The proposed dwelling on lot A includes a wall on boundary for a distance of 7.30m. As the length of the wall on the boundary is less than 10.0m, the proposal aligns with the recommendation.

#### 4.1.7 Building heights and overshadowing

As both dwellings are single storey and include adequate setbacks from boundaries, no significant overshadowing that would impact adjoining properties is expected.

#### 4.1.8 Site coverage

The total building footprint of the two dwellings is 367m<sup>2</sup>. As the lot has a total area of 912.6m<sup>2</sup>, the site coverage is to be 40.2% and is below the recommended maximum site coverage of 60%.

#### 4.1.9 Private open space

Each dwelling includes a minimum of 40m<sup>2</sup> of private open space inclusive of a minimum of 25m<sup>2</sup> of secluded private open space.

#### 4.1.10 Energy efficiency and solar access

Both dwellings include windows on each elevation allowing solar access throughout the day and maximising cross ventilation.

#### 4.1.11 Daylight to existing windows

The single-storey nature and adequate boundary setbacks ensure that daylight to existing habitable room windows is maintained. The boundary fencing is to remain at the same height with no additional impacts to existing habitable room windows.

The garage of the dwelling on lot A is positioned on the boundary for a distance of 7.30m. The location of the garage abuts a carport on the property to the south with no additional impacts to habitable room windows expected.

#### 4.1.12 North-facing windows

As outlined above, north facing windows of existing development will not be impacted due to the single-storey nature of the dwellings, the height of boundary fencing and the location of north facing windows on abutting allotments.

#### 4.1.3 Overlooking

No potential for overlooking into existing secluded private open space or habitable room windows is possible due to the single-storey dwellings and the boundary fencing.

#### 4.1.14 Fencing and retaining walls

No front fencing is proposed.

#### 4.1.15 Car parking and vehicle access

Each dwelling includes a secure, double garage with internal access. Each dwelling includes independent driveway access with driveways located along the southern and northern boundaries. The garage to each dwelling is conveniently located at the end of the driveway and driveway gradients are to be of the minimum standard.

#### 4.1.16 Cut and fill

As the land is level within the proposed development area, no significant cut and/or fill is required that would result in a substantial change to the existing ground level.



## Conclusion

It is considered that the proposed dwellings and two-lot subdivision respond appropriately to the subject land and locality. The proposed development is considered to be generally consistent with the relevant controls and provisions and will increase and improve the housing stock in an accessible and convenient location by promoting in-fill development.

The proposal is considered appropriate for the site for the following reasons:

- ♦ The proposal is generally consistent with the Wentworth LEP and DCP.
- ♦ The proposal is consistent with the Environmental Planning and Assessment Act 1979.
- ♦ The proposal is consistent with State Environmental Planning Policy (Biodiversity and Conservation) 2021 and the State Environmental Planning Policy (Sustainable Buildings) 2022.
- ♦ The proposal is consistent with the purpose of the Zone RU5 Village.
- ♦ There is no minimum lot size applied to the land.
- ♦ The subject land currently supports a dwelling with the location and existing infrastructure to be utilised for the proposed dwellings.
- ♦ There will be no impacts to remnant native vegetation or the biodiversity of the area.
- ♦ The location, design and setbacks of the proposed dwellings minimises visual impact on the public realm and amenity impacts on neighbouring properties.



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FEATURE SURVEY NOTES:

- 1. ALL SERVICES/FEATURES LOCATED ONSITE ARE CORRECT AT THE TIME OF FEATURE SURVEY.
- 2. TITLE PEGS FOUND ON SITE AND LOCATED BY THIS FEATURE SURVEY HAVE NOT HAD THEIR ACTUAL LOCATION VERIFIED BY REGISTERED LAND SURVEYOR.
- 3. THE LOCATION OF UNDERGROUND SERVICES IS PARTLY COMPILED FROM PREVIOUS RECORDS OF THEIR INSTALLATION AND MAY NOT BE ACCURATE OR COMPLETE. PERSONS USING THIS PLAN SHOULD CHECK ON SITE OR WITH THE RELEVANT SERVICING AUTHORITIES BEFORE EXCAVATING.
- 4. CADASTRAL OVERLAY SHOWN IS AN INDICATION ONLY.
- 5. PROJECTION: MAP GRID AUSTRALIA 2020 ZONE 54
- 6. SURVEY DATA HAS BEEN OBTAINED THROUGH TOTAL STATION OBSERVATIONS.
- 7. CONTOURS ARE SHOWN AT AN INTERVAL OF 0.2m.

TBM  
PIN IN KERB  
RL:42.849m

SILVER CITY HIGHWAY

WATER METER/TAP

HOUSE

FENCE-1.8m CB

SHED

HOUSE

HOUSE

WATER TAP

FENCE-1.8m GI

LEGEND

- TBM
- Elec-Pole
- Tree
- Palm Tree
- Water-Meter
- Tap
- Back of Kerb
- Edge of Bitumen
- Track
- Fence
- Footpath
- Garden
- Driveway
- House
- Elec-DH
- Carport

SITE PLAN

SCALE 1:200

CONTROL TABLE

Reference	East	North	Elevation	Description
SS33810	608627.407	6219527.517	38.129m	Permanent Mark
TBM	608661.522	6219005.826	42.849m	TBM-Pin In Kerb

MGA2020 ZONE 54

NORTH

REV	DESCRIPTION	DRN	DATE	CKD
A	INITIAL ISSUE	SPM	07NOV24	PGM

SCALE	1:200
DATE	07NOV24
DRAWN	S.P. MAW
CHECKED	P.G. MAW
APPROVED	

EMAIL: philipmaw17@outlook.com  
135 ADELAIDE STREET  
PO BOX 282, GOL GOL, NSW, 2738  
PHONE: 03 5024 8908 MOBILE: 04186 72509  
ABN: 73 787 133 092



PROJECT:  
**SITE / FEATURE AND LEVEL SURVEY**  
**68 SILVER CITY HIGHWAY**  
**BURONGA, NSW, 2739**

PLAN NUMBER:  
**PM2024-051**  
SHEET 1 OF 1  
ISSUE | A | | |



S I L V E R C I T Y H I G H W A Y

POWER  
POLE

15.84m

ALLOTMENT 1008

51.22m

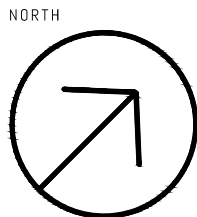
EXISTING CARPORT  
TO BE DEMOLISHED

EXISTING  
DWELLING TO  
BE  
DEMOLISHED

EXISTING SHED  
TO BE  
DEMOLISHED

20.28m

ALLOTMENT 1010



AREAS	
LIVING	122.3m <sup>2</sup>
ALFRESCO	14.0m <sup>2</sup>
GARAGE	45.2m <sup>2</sup>
PORTICO	2.0 <sup>2</sup>
TOTAL	183.5m <sup>2</sup>



Front façade – western elevation



Front façade – western elevation





Front façade – western elevation



Rear (eastern) elevation





Rear (eastern) elevation



Northern elevation



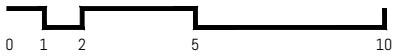
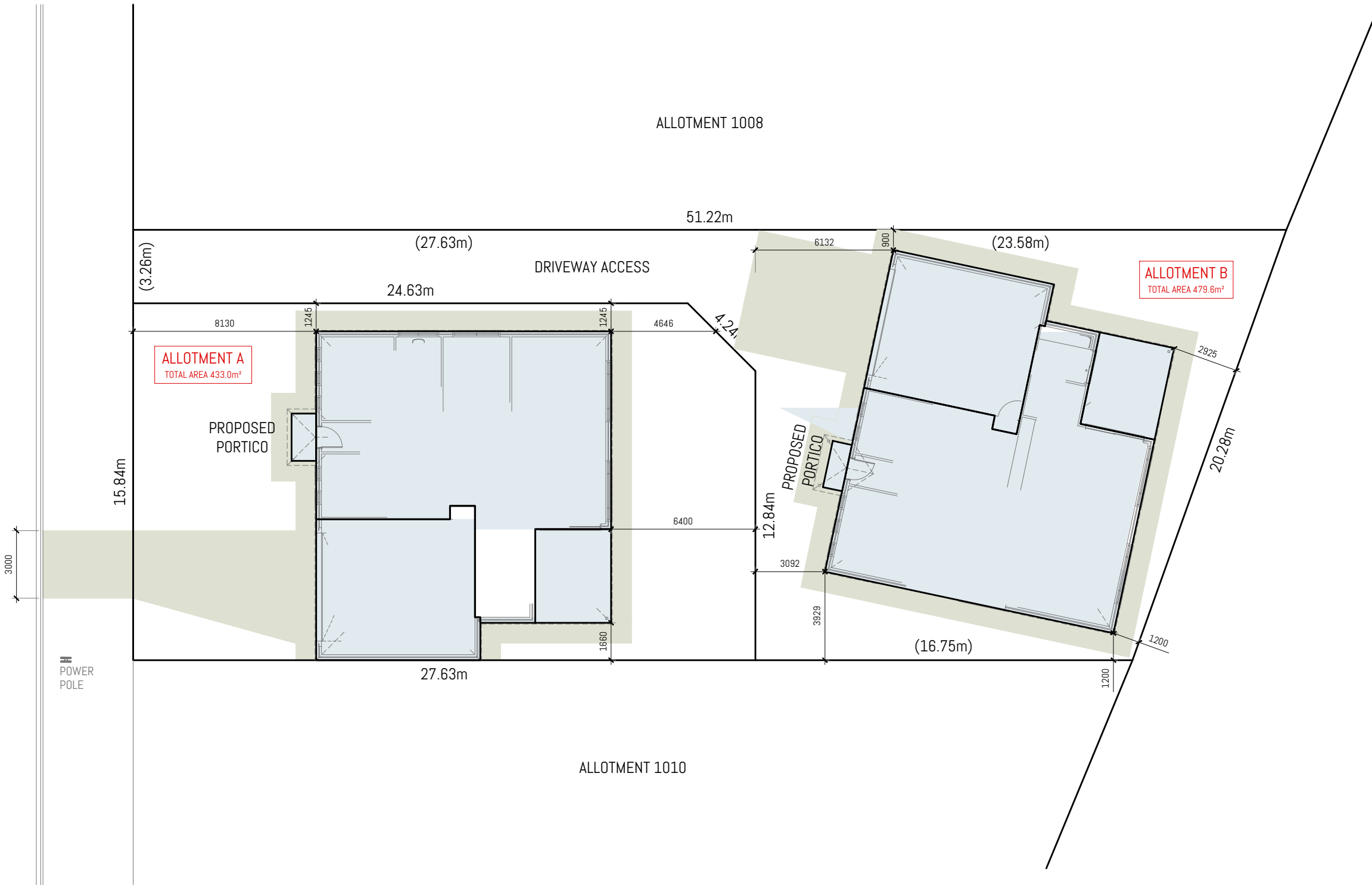
Northern elevation

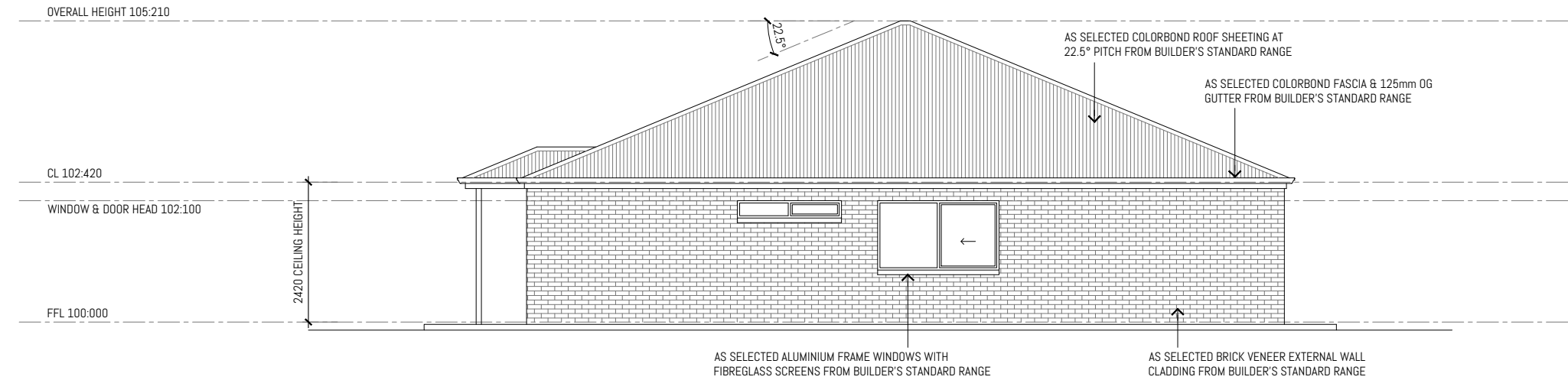
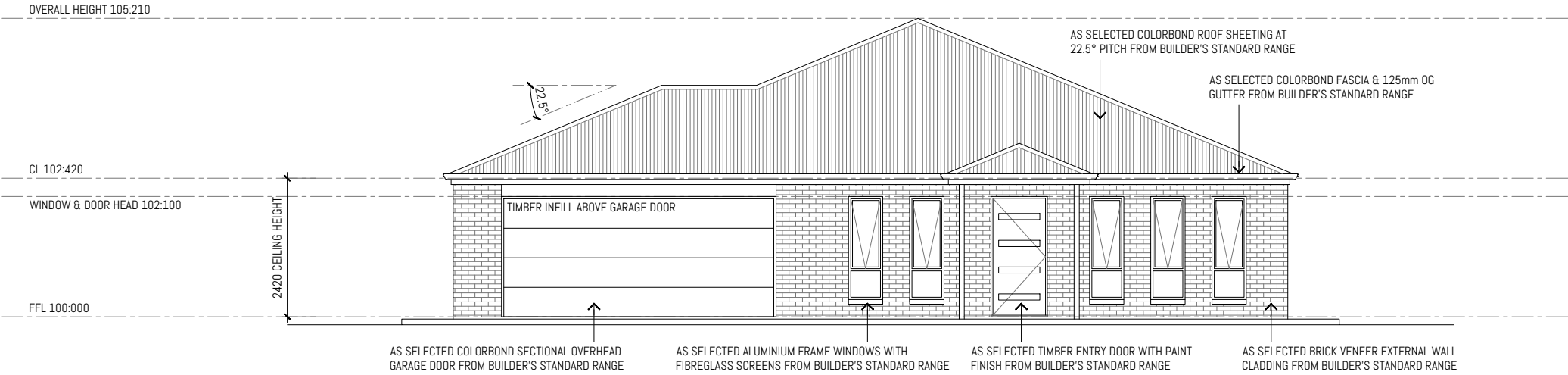


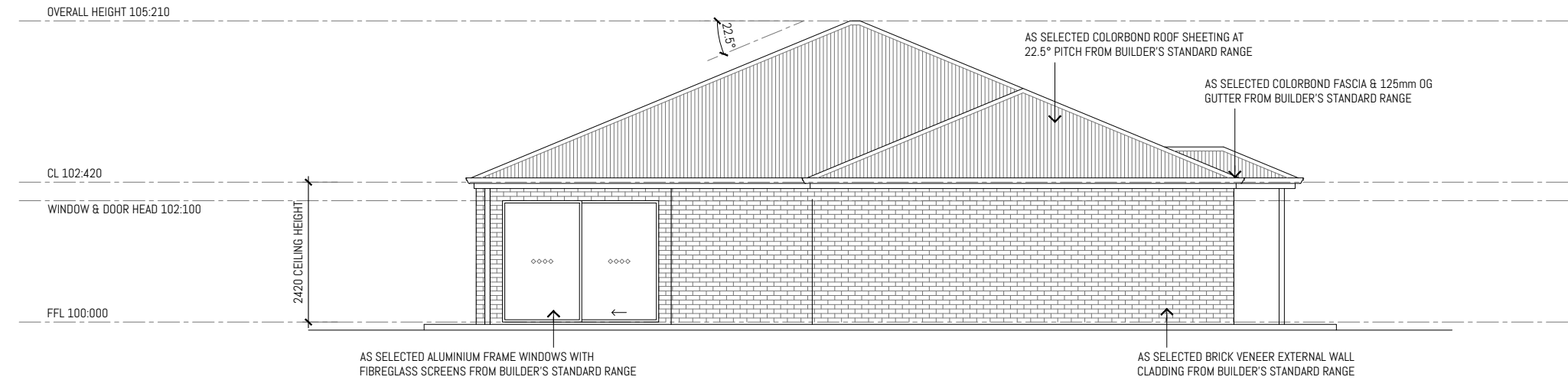
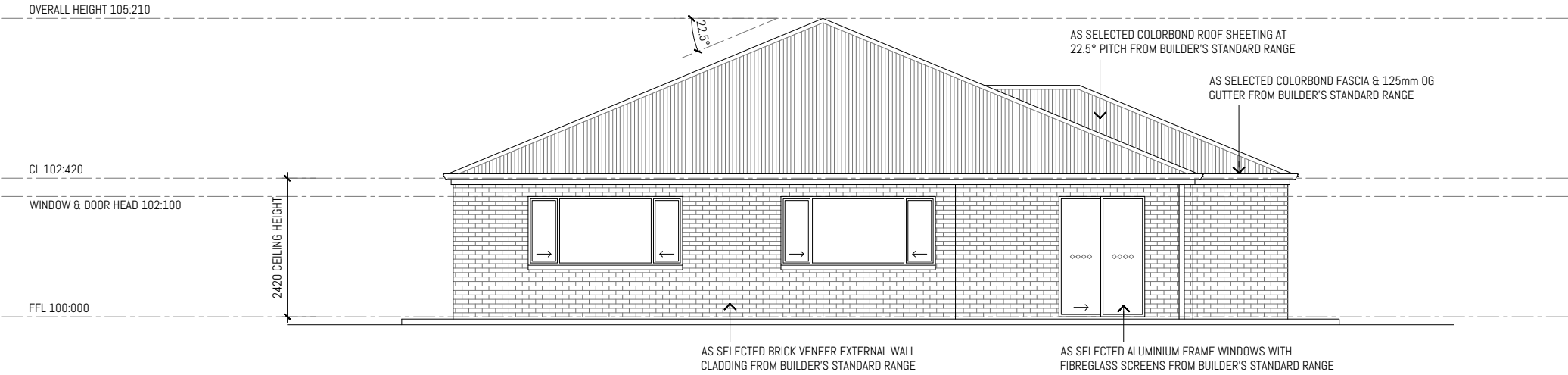
Southern elevation



SILVER CITY HIGHWAY

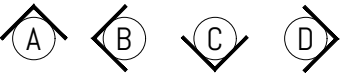
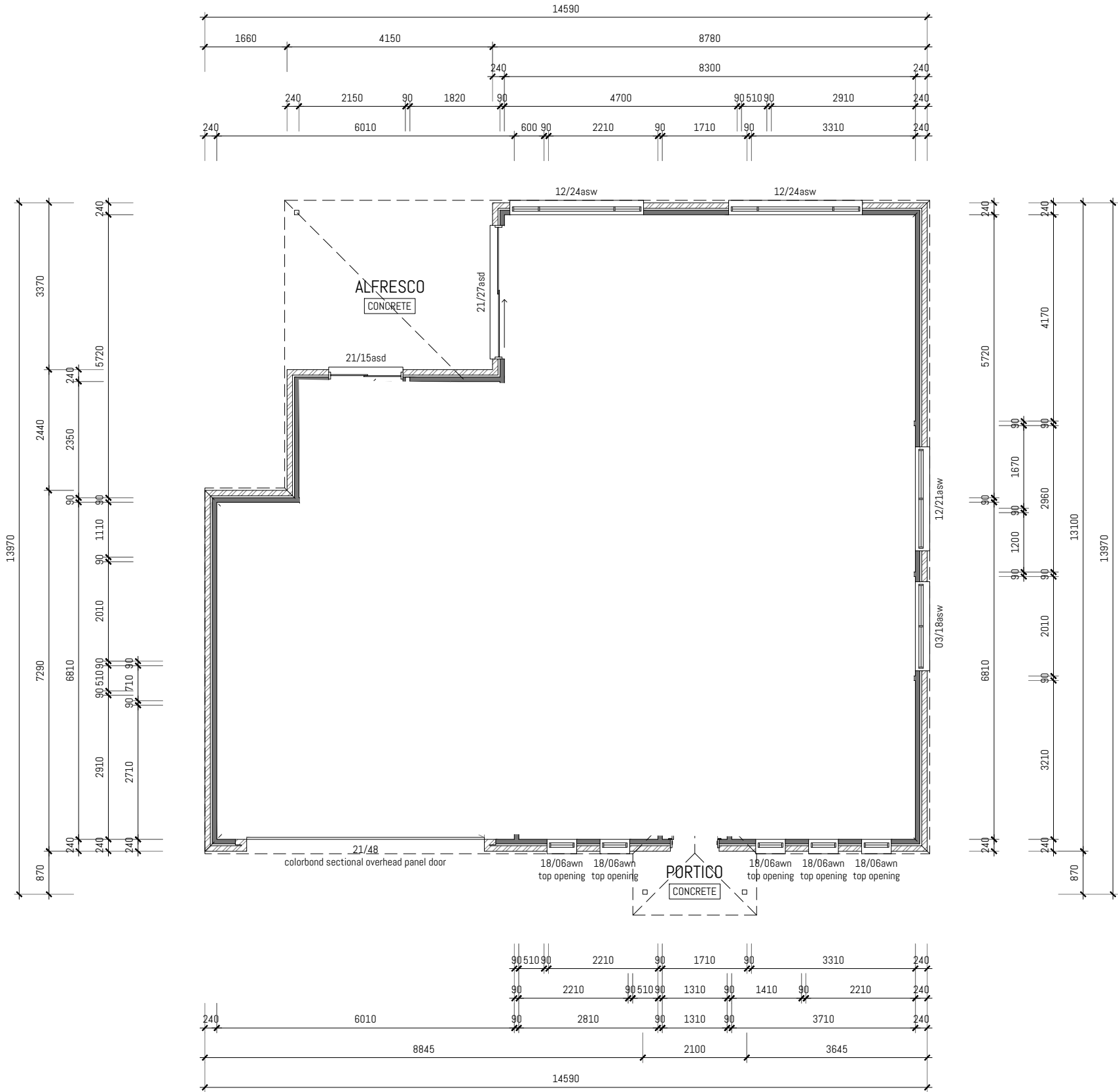


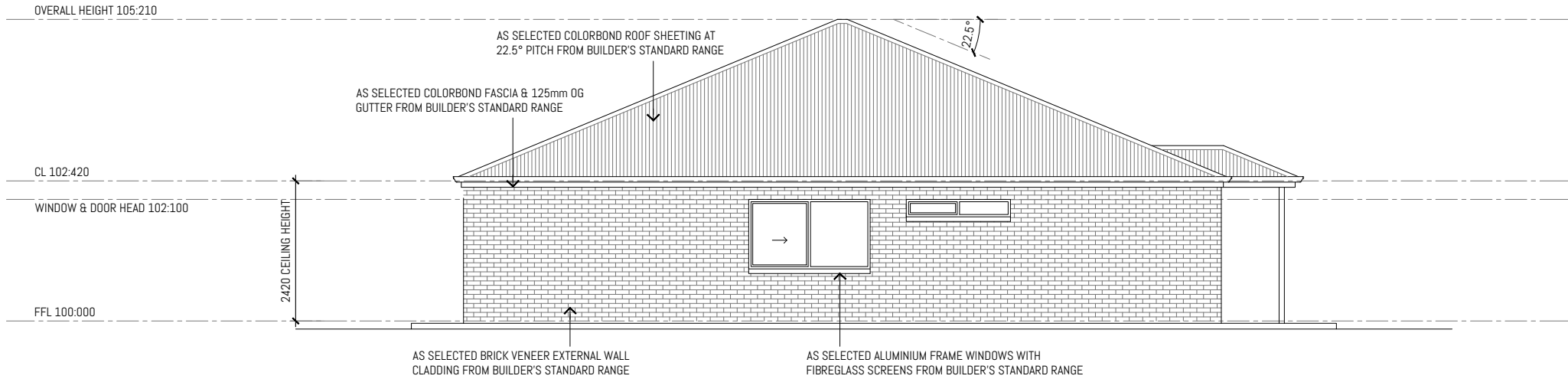
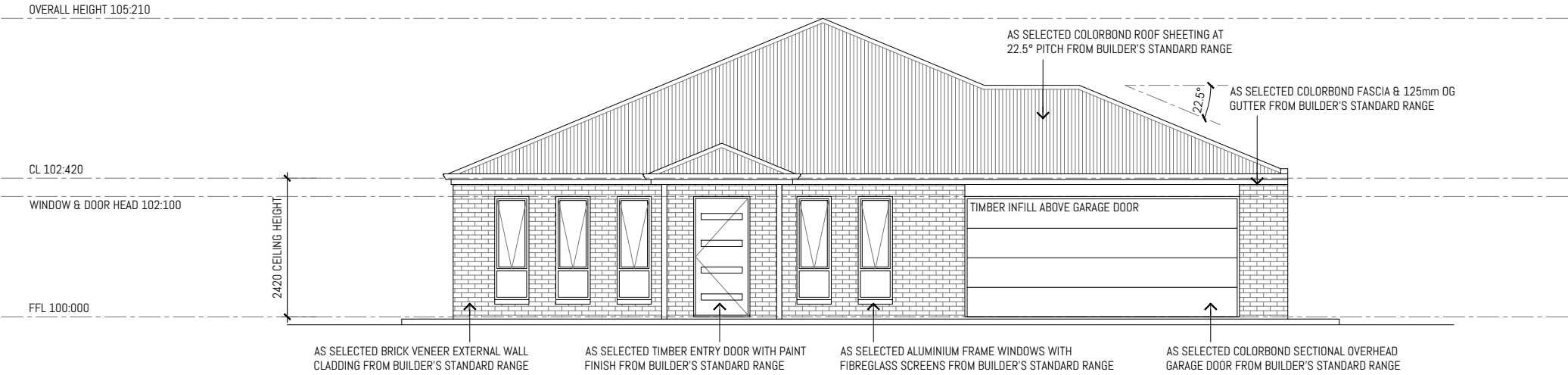


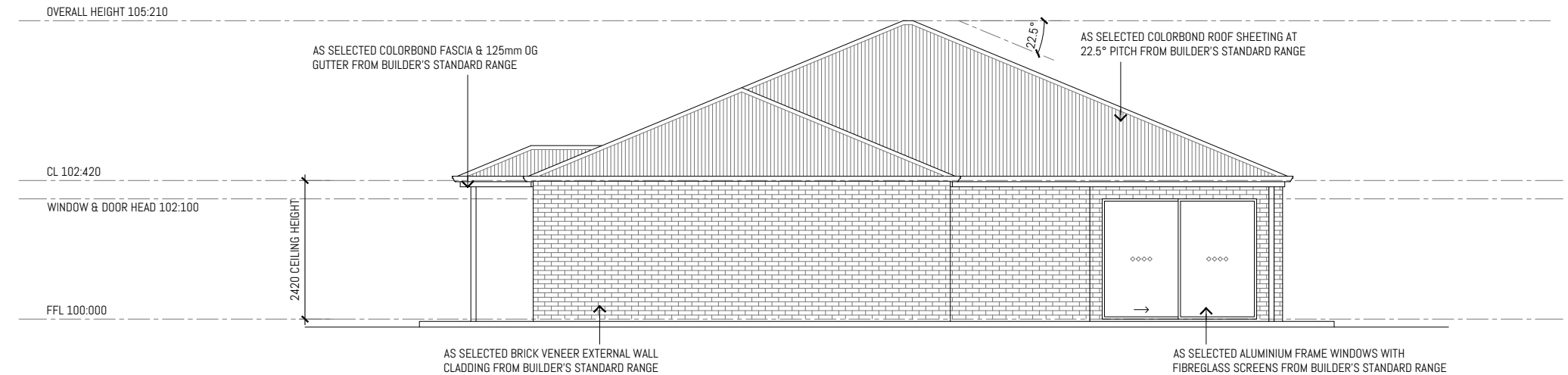
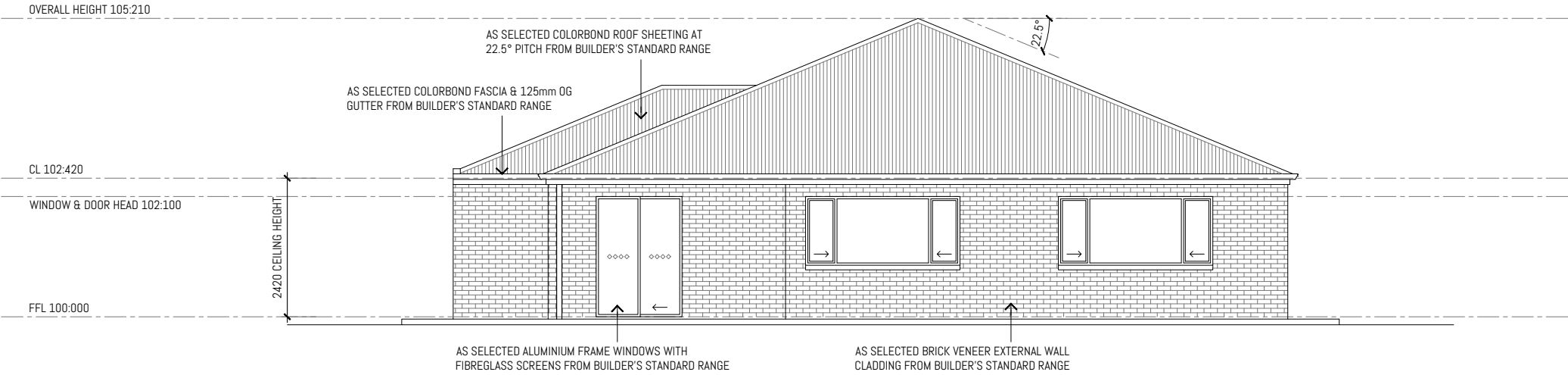




ROOF LINTEL SCHEDULE				
SPAN	LINTEL	TYPE	JAMB STUD	TYPE
900	120x45	MGP10	1/90x35	MGP12
1200	2/120x45	MGP12	1/90x45	MGP12
1500	190x45	MGP12	1/90x45	MGP12
1800	190x45	LVL15F17	2/90x35	MGP12
2400	240x45	LVL15F17	2/90x35	MGP12
2800	2/240x45	LVL15F17	2/90x45	MGP12
3600	2/290x45	LVL15F17	3/90x45	MGP12
5000	230PFC plus 175x10mm PL		89x5.0mm	SHS
6000	250PFC plus 195x10mm PL		89x5.0mm	SHS







AREAS	
LIVING	122.3m <sup>2</sup>
ALFRESCO	14.0m <sup>2</sup>
GARAGE	45.2m <sup>2</sup>
PORTICO	2.0 <sup>2</sup>
TOTAL	183.5m <sup>2</sup>

DRAWING TITLE	EXTERNAL ELEVATIONS
DESIGN	SUBDIVISION SITE PLAN
FACADE	STANDARD

PROJECT	PAUL NEWLAND
SITE ADDRESS	LOT 1009 (A), No 68 SILVER CITY HIGHWAY BURONGA NSW 2739
DATE	14/02/2024
SCALE	1:100 A3



ROOF LINTEL SCHEDULE				
SPAN	LINTEL	TYPE	JAMB STUD	TYPE
900	120x45	MGP10	1/90x35	MGP12
1200	2/120x45	MGP12	1/90x45	MGP12
1500	190x45	MGP12	1/90x45	MGP12
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2800	2/240x45	LVL15F17	2/90x45	MGP12
3600	2/290x45	LVL15F17	3/90x45	MGP12
5000	230PFC plus 175x10mm PL		89x5.0mm	SHS
6000	250PFC plus 195x10mm PL		89x5.0mm	SHS

