



ROY COSTA PLANNING & DEVELOPMENT

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STATEMENT OF ENVIRONMENTAL EFFECTS
APPLICATION FOR MARINA (SMALL)
LOT 433 DP 756961
6 RIVER DRIVE BURONGA

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1. Introduction

This Statement of Environmental Effects pertains to the proposed marina (small) and storage container at 6 River Drive, Buronga, identified as Lot 433 DP 756961. The site is located within an NSW Crown Waterway.

The application seeks development consent under Part 4 of the Environmental Planning and Assessment Act 1979 (NSW). As the proposal is for a marina, an application for a variation to a development standard under clause 4.6 of the Wentworth Local Environmental Plan 2011 is included. This application, titled "Appendix A – Application for 4.6 Variation to Establish a Marina," accompanies the submission.

2. Subject Site and Surrounding Area

2.1 Subject Site

Address	6 River Drive Buronga
Lot and DP	Lot 433 DP 756961
Shape	Irregular shape, eastern side is wider than western side
Slope	Not applicable to this application
Vegetation	Not applicable to this application
Waterways	The Murray River is adjacent to the property on the eastern side
Current uses	Vacant Use – there are four (4) existing mooring sites
Previous uses	Nil
Natural hazards	Bushfire Prone: No Flood Impacted: Yes Salinity Impacts: Nil identified Inundation from Stormwater: Nil identified
Additional Constraints	Nil
Comments	<p>The subject site is representative of the typical riverine landscape, characterised by a gradual slope leading to the water's edge.</p> <p>A defining feature of this section of the Murray River is the presence of numerous houseboats moored along both banks.</p> <p>The proposed marina consistent with the existing visual character of the area and will not detract from its aesthetic appeal.</p> <p>Instead, the development will align with and complement the existing built form and land use, preserving the overall visual integrity of the river landscape.</p>



Figure 1: Aerial Image of Site



Figure 2: Image of existing bollards in the bank



Figure 3: Image of river and bank Looking North



Figure 4: Image of river and bank looking south

2.2 Use and Development in Surrounding Area

Existing use and development within the immediate surrounds of the subject site includes a blend of commercial, community and residential uses.

The Murray River is situated on the eastern boundary and River Drive is to the West.

See the image below for surrounding land uses.



Aerial Image of Site with descriptors

3. Proposed Development

3.1 Mooring Sites

The proposal outlines the marina & associated mooring sites, with each extending 22 meters into the river. Houseboats at these sites will be secured to bollards positioned 6 meters up the riverbank from the water's edge. Each mooring site will require two bollards, resulting in a total of 10 additional bollards.

The bollards will be constructed from 150mm galvanized pipe. For each bollard, a 200mm diameter bore hole will be drilled to a depth of 1200mm. The bollard will then be inserted into the hole and stabilised with backfill to ensure secure placement.

In summary, this proposal involves the installation of 10 bollards, with 2 bollards allocated to each of the 5 new mooring sites.

Construction Methods

- a. Identify site location on the ground
- b. Mark out position of the mooring bollards.
- c. Dig holes for bollards 1200mm deep.
- d. Place bollard in each hole.
- e. Pack soil around each bollard.
- f. Clean up site.

Note: The plans drawn up by GSD Architects, the bollards are to be placed in the same vicinity of the existing bollards which are 9m from the water's edge.

3.2 Storage Container

The proposed development will involve the location of a storage container within the RU5 Village Zone, designed to support the operation of nearby marina/mooring sites along the Murray River.

The storage container will be used to store vital equipment such as fuel oil, tools, fire-fighting gear, and spill kits, all essential for the safe and efficient operation of the mooring facility. Built with durable, weather-resistant materials, the container will incorporate fire-resistant finishes and sealed flooring to prevent contamination in the event of spills.

In order to mitigate flood risks from the Murray River, the container can be easily removed at any time during flooding.

Refuelling of Vessels

Refuelling of vessels at the marina will be conducted via truck to ensure safe and efficient delivery of fuel. A designated area will be established for the truck to park and transfer fuel to the vessels, minimizing any risk of spillage or contamination.

The fuelling process will be closely managed, with spill containment measures such as drip trays and spill kits in place to quickly address any accidental releases. This method of refuelling will not only reduce the environmental impact but also enhance safety by keeping fuel handling away from the vessels themselves.

Proper protocols will be followed to ensure that all fuelling operations comply with relevant safety and environmental regulations, safeguarding both the local ecosystem and the surrounding community.

Waste Management

Waste generated by the storage facility, including both general refuse and any hazardous materials, will be regularly collected by a private contractor. The contractor will follow a set pickup schedule to ensure that waste is removed promptly and disposed of in accordance with all relevant regulations, keeping the site clean and compliant with environmental standards.

4. Relevant Planning Controls

4.1 Planning Controls for Mooring Sites

Wentworth Local Environmental Plan (2011)

Permissibility of development in the zone The marina use and associated mooring sites are permissible in the W2 Water Recreation Zone.
Consistency with Objectives: This development will not impact on the ecological or scenic values of the waterways This development will not have an adverse impact on the values of the waterways This development does not restrict nor fetter sustainable/recreational fishing This development allows for water-based recreation and related uses.
Applicable Development Standards Nil
Applicable Miscellaneous Provisions Nil
Additional Local Provisions The following sections address clauses 5.21, 7.1, 7.6, 7.7 and 7.8 of the Wentworth Local Environmental Plan 2011.
5.21 Flood Planning <u>Objectives:</u> <ul style="list-style-type: none">• <i>To minimise the flood risk to life and property associated with the use of land.</i>• <i>To allow development on land that is compatible with the flood function and behaviour of the land, taking into account projected changes as a result of climate change.</i>• <i>To avoid adverse or cumulative impacts on flood behaviour and the environment.</i>• <i>To enable the safe occupation and efficient evacuation of people in the event of a flood.</i> <u>Response:</u> The earthworks being the boring of holes and backfilling shall be such that it does not collectively inhibit the flow of flood waters.
7.1 Earthworks <u>Objectives:</u> <ul style="list-style-type: none">(a) 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(b) to allow earthworks of a minor nature without requiring separate development consent. <u>Response:</u> The installation of the proposed mooring involves minor earth works. As the diameter of the piping is 150mm, it works are unlikely to cause disruption or detrimental effect on existing drainage patterns, soil stability, adjoining properties or the watercourse.

7.6 Development on riverfront areas

This clause is specific as to the impacts upon the Murray River. The proposed marina and associated mooring sites will not have any visual impact nor cause environmental harm to the Murray River due to the minor nature of the works.

7.7 Riparian Land and Murray River and other water courses- general principals

This clause is specified to the water quality, stability of river as well as the protection of ecology and riparian habitats of the river.

Response:

The installation of the bollards will allow the flow of water in times of flood.

This part of the proposed development will not have any adverse impacts on the following:

- Water quality of Murray River
- Aquatic species, habitats or ecosystems
- Stability of the bed/bank of the river
- Free passage of fish along the river
- Any future rehabilitation of the watercourse

7.8 Additional Provisions - development on river bed and banks of the Murray River

Part 7 Additional Local Provisions and the subheading for 7.8 is Additional Provisions – development on river bed and banks of the Murray River.

The application to vary this development standard under clause 4.6 of the WLEP - hereto attached and marked 'Appendix A'.

4.2 Planning Controls of Storage Sheds

Wentworth Local Environmental Plan (2011)

Permissibility of development in the zone

The construction and installation of storage sites is permissible in the RU5 Village Zone.

Consistency with Objectives:

This development provides for a range of land uses associated with a rural village.

This development promotes development within a growing demographic that is compatible with riverside living.

This development promotes opportunities for economic development as the marina and storage container will attract visitors and guests to the region.

It aims to deliver economic benefits to Buronga/ Gol Gol

This development will ensure that land uses are grouped within and around similar existing land uses.

Applicable Development Standards

Nil

Applicable Miscellaneous Provisions

The following sections address clause 5.21 Flood Planning of the WLEP 2011

Additional Local Provisions

The following sections address clauses 7.1, 7.6 and 7.7 of the WLEP 2011

5.21 Flood Planning**Objectives:**

- *To minimise the flood risk to life and property associated with the use of land.*

- *To allow development on land that is compatible with the flood function and behaviour of the land, taking into account projected changes as a result of climate change.*
- *To avoid adverse or cumulative impacts on flood behaviour and the environment.*
- *To enable the safe occupation and efficient evacuation of people in the event of a flood.*

Response:

The container will be located to allow the removal of the container in times of flood allow compatibility with flood behaviour.

7.1 Earthworks

Objectives:

- (c) 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
- (d) to allow earthworks of a minor nature without requiring separate development consent.

Response:

The location of the container will require minor earth works to prepare the area to be level for the container.

7.6 Development on riverfront areas

This clause is specific as to the impacts upon the Murray River. The proposed container will be of a neutral colour and will not have any visual impact nor cause environmental harm to the Murray River due to the minor nature of the works.

7.7 Riparian Land and Murray River and other water courses- general principals

This clause is specified to the water quality, stability of river as well as the protection of ecology and riparian habitats of the river.

Response:

The container is moveable at any time to allow the flow of water in times of flood. This part of the proposed development will not have any adverse impacts on the following:

- Water quality of Murray River
- Aquatic species, habitats or ecosystems
- Stability of the bed/bank of the river

4.3 Mooring Sites Consistency with Wentworth Development Control Plan (DCP)

The proposed development is consistent with Section 2.2 of the Wentworth Development Control Plan (DCP), which outlines that mooring sites are permissible with consent and the appropriate licence from NSW Crown Lands.

This section of the DCP specifically permits the establishment of the marina (small) & associated moorings, subject to obtaining the necessary approvals and licenses, ensuring that the development aligns with the overarching objectives of land use and environmental management in the area.

In compliance with these provisions, the proposal includes securing the necessary consent and licence from NSW Crown Lands to establish the marina.

4.4 Storage Container Consistency with Wentworth Development Control Plan (DCP)

The Wentworth Development Control Plan (DCP) 2011 does not specifically address the storage container associated with marina within the RU5 Village Zone. However, the DCP emphasizes maintaining the character of the area and minimizing adverse environmental impacts.

While explicit guidelines for the storage container in relation to marina are absent, the proposal aligns with the broader objectives of the RU5 Village Zone, which support low-impact recreational and tourism-related activities.

The proposed container will integrate visually with the surrounding environment, using materials and finishes that respect the area's aesthetic and environmental qualities.

Careful positioning and scaling of the structures will ensure minimal visual intrusion and environmental impact, particularly concerning the adjacent watercourse and flood risk. These considerations align with the DCP's focus on preserving the area's character and minimizing adverse impacts.

Design and Functionality

- **Size and Layout:** Storage Container, measuring 2.5m x 6.1m, will be located on-site, resulting in a total storage area of 15.25m².
- **Use:** The storage will provide essential storage for infrastructure supporting the marina (mooring sites), including fuel, oil, tools, and safety equipment. The container will also have an Environmental Management Plan delineated on the wall.
- **Utilities:** No utility connections are required for the container, ensuring minimal disturbance to the site.

Operational Considerations

- **Refuelling Services:** A fuel truck will visit the site fortnightly to provide refuelling services as needed by the vessels.
- **Waste Management:** A waste pump truck will also visit the site fortnightly to pump waste from each vessel if required.
- **Car Parking:** A designated parking area, including spaces for emergency vehicles, will be provided on-site to support operations.

The proposed design and operational measures ensure compatibility with the zone's objectives by maintaining low-impact development and supporting recreational and tourism-related uses. These measures also demonstrate a commitment to minimizing potential environmental effects while meeting functional requirements for the marina.

This proposal is consistent with the DCP's broader planning objectives and aims to enhance the site's utility in a manner that respects its environmental and aesthetic context.

5 Assessment

5.1 Assessment of Marina (Small)

Site Analysis
<p>Type and size of vessels that will be moored: Private registered houseboats approx. 22m long.</p> <p>Is there adequate depth of water for the moorings: Yes</p> <p>Is dredging needed to be carried out: No</p> <p>Does the development promote shared use of private facilities: Yes</p>
Comments
<p>The proposed marina (small) & associated mooring sites are intended for privately-owned small houseboats, addressing the current shortage of mooring locations in the area. This expansion will offer a valuable opportunity for houseboat owners seeking secure mooring facilities for smaller vessels.</p> <p>Activities at these sites will be limited strictly to those related to the marina and maintenance of houseboats. The increase in mooring capacity is not expected to negatively affect the amenity or character of the area, nor will it result in significant environmental impacts on the surrounding locality.</p> <p>The addition of these sites is designed to meet local demand while maintaining the natural and visual appeal of the area.</p> <p>The DCP provides specific controls relating to development on the Darling River and to the mooring of private vessels on the Darling River. Responses to the considerations of development on the Darling River are as follows:</p> <ul style="list-style-type: none"> • No native vegetation will be impacted by the proposed mooring. • The minor development will not cause impacts to abiotic factors. • No invasive species are to be introduced to the riparian corridor. • As private land abuts the river frontage, there is to be no impact effect upon regional connectivity of the area. • The small-scale works are unlikely to result in the potential for erosion of the river bank.
Environmental Considerations
<p><i>Will the development likely result in:</i></p> <ul style="list-style-type: none"> • <i>Air pollution?</i> No • <i>Water pollution?</i> No • <i>Noise impacts?</i> General construction noise • <i>Necessary excavation or filling?</i> No • <i>Erosion or sediment run-off?</i> Potentially sediment may enter the river as a result of installing the bollards. This will require an Erosion and Sediment Control Plan. • <i>Soil contamination?</i> No • <i>Environmentally sustainable development, is a BASIX certificate required?</i> No • <i>Negative impacts on heritage items or items of cultural significance?</i> No • <i>Disturbance of aboriginal artefacts or relics?</i> No

Comments
<p>Air Quality: Air quality at the site is consistent with conditions observed elsewhere in the locality. The construction and operation of the marina will not negatively impact air quality. Apart from minor exhaust emissions generated during the occasional operation of houseboat engines, there will be no significant effect on air quality. All houseboat engines are maintained in accordance with the manufacturers' specifications, ensuring that exhaust emissions remain minimal and within acceptable limits.</p> <p>Water Quality: The water quality at the site is high, as the marina location is situated within the weir pool that serves both the Mildura and Wentworth Shires. The primary hydrological feature in the area is the Murray River. In the event of flooding, all houseboats will be removed from the Murray River system and relocated to the Darling River. During periods of low water levels, such as during maintenance on the weir, houseboats will be moved downstream to accommodate reduced water heights.</p> <p>Flora: The vegetation at the site consists of typical riparian species. The upper canopy is dominated by mature River Red Gums (<i>Eucalyptus camaldulensis</i>), with a mid-story composed of River Cooba (<i>Acacia stenophylla</i>) and some reed species. The riverbank is primarily grassed with exotic species, predominantly couch grass.</p> <p>Fauna: No terrestrial fauna species were observed at the site. Aquatic bird species, such as ducks and other river birds, are commonly found in the area. The mature trees present offer suitable roosting, nesting, and perching habitats for avian species and potentially some small mammal species.</p>
Biodiversity Impacts
<p>Will the development result in:</p> <ul style="list-style-type: none"> a) The removal of any native vegetation on the site? No. b) Any impact on threatened species or native habitat? No.
Comments
The proposed development will not affect or impact in any way native vegetation.
Social and Economic Impacts
<p>Will the development result in:</p> <ul style="list-style-type: none"> a) Any economic impacts? b) Any social impacts? c) Any issues relating to security and crime?
Comments
<p>The marina will lead to an increase in the availability of houseboats for holiday hire, providing additional opportunities for tourism in the region.</p> <p>This is expected to attract more visitors, thereby boosting local economic activity. Increased tourism will benefit local businesses, including food and fuel suppliers, as well as houseboat hire operators.</p> <p>Furthermore, the marina will result in a greater demand for cleaning, maintenance, and administrative services, contributing to increased employment opportunities and wages for local staff.</p> <p>There are no anticipated impacts related to security or crime associated with the proposed development.</p>

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.
Comments
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.
AHIMS Search
An extensive search showed no Aboriginal Heritage items within 50m of the proposed development - hereto attached and marked 'Appendix B'.
Pursuant to the Due Diligence Code of Practice, the proposed development can proceed without an AHIP where no evidence of Aboriginal objects is found.

5.2 Assessment of Storage Sheds

Environmental Considerations
<p>Will the development likely result in:</p> <ul style="list-style-type: none"> • <i>Air pollution?</i> No • <i>Water pollution?</i> No • <i>Noise impacts?</i> General construction noise • <i>Necessary excavation or filling?</i> No • <i>Erosion or sediment run-off?</i> No • <i>Soil contamination?</i> No • <i>Environmentally sustainable development, is a BASIX certificate required?</i> No • <i>Negative impacts on heritage items or items of cultural significance?</i> No • <i>Disturbance of aboriginal artefacts or relics?</i> No
Comments
<p>The proposed storage container will not result in any form of air pollution.</p> <p>The proposed development will not create or result in any form of water pollution.</p> <p>The proposed development will not cause soil contamination.</p> <p>No other environmental impacts or considerations have been identified for the proposed storage container.</p>

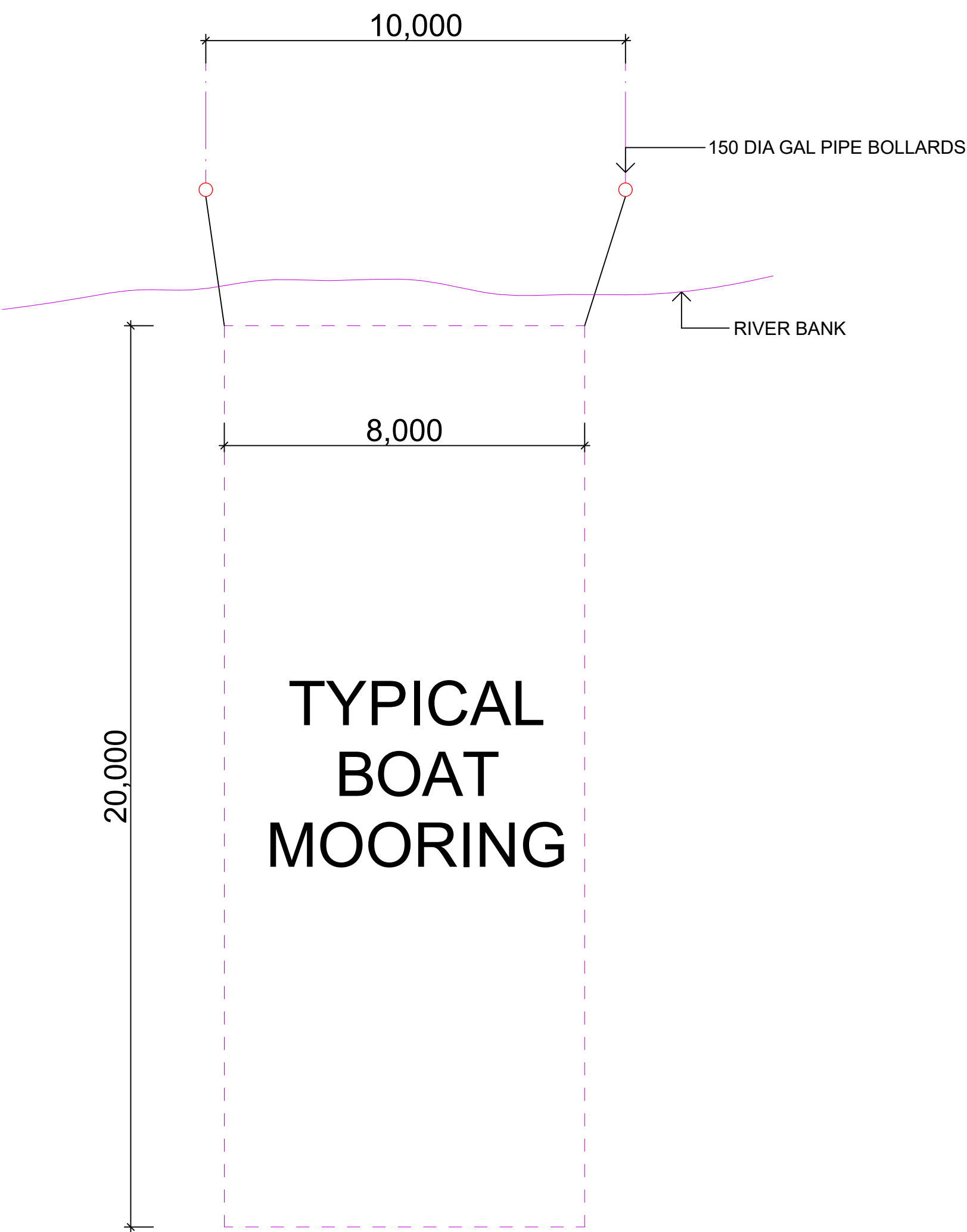
Biodiversity Impacts
Will the development result in: c) The removal of any native vegetation on the site? No. d) Any impact on threatened species or native habitat? No.
Comments
The proposed development will not affect or impact in any way native vegetation.
Social and Economic Impacts
Will the development result in: d) Any economic impacts? e) Any social impacts? f) Any issues relating to security and crime?
Comments
<p>The marina (small) & associated mooring sites and the storage container will lead to an increase in the availability of houseboats for holiday hire, providing additional opportunities for tourism in the region.</p> <p>This is expected to attract more visitors, thereby boosting local economic activity. Increased tourism will benefit local businesses, including food and fuel suppliers, as well as houseboat hire operators.</p> <p>Furthermore, the marina will result in a greater demand for cleaning, maintenance, and administrative services, contributing to increased employment opportunities and wages for local staff.</p> <p>There are no anticipated impacts related to security or crime associated with the proposed development.</p>
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AHIMS Search
<p>An extensive search showed no Aboriginal Heritage items within 50m of the proposed development - hereto attached and marked 'Appendix B'.</p> <p>Pursuant to the Due Diligence Code of Practice, the proposed development can proceed without an AHIP where no evidence of Aboriginal objects is found.</p>

6 Conclusion

The proposed activity is permissible within the designated zoning, subject to landowner consent from NSW Crown Lands and approval from the local Council.

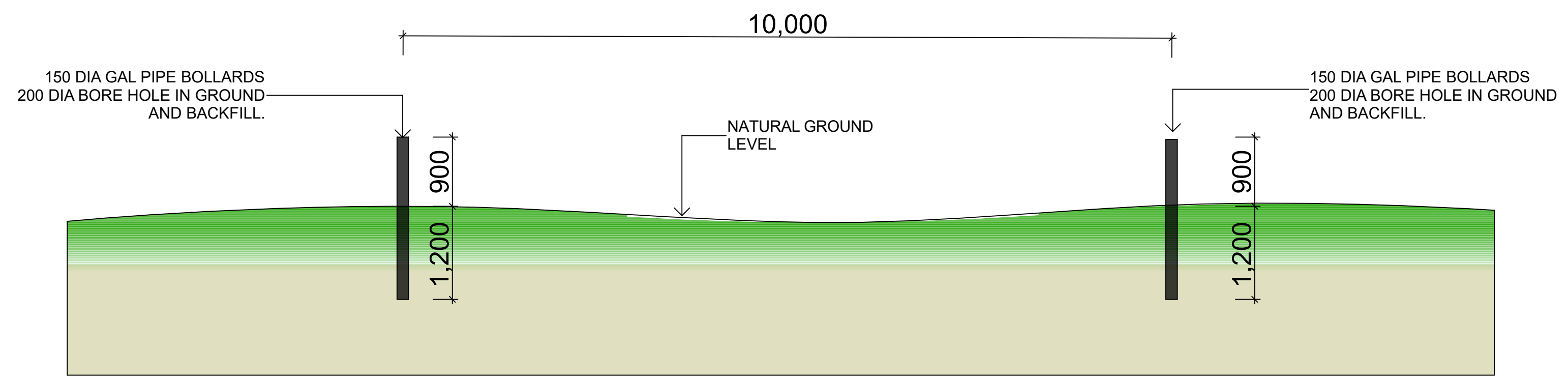
Based on the assessment, it is concluded that development consent should be granted for the marina (small) at 6 River Road, Buronga, NSW.

This development aligns with relevant planning controls and will contribute positively to the local economy while maintaining the environmental and aesthetic integrity of the area.

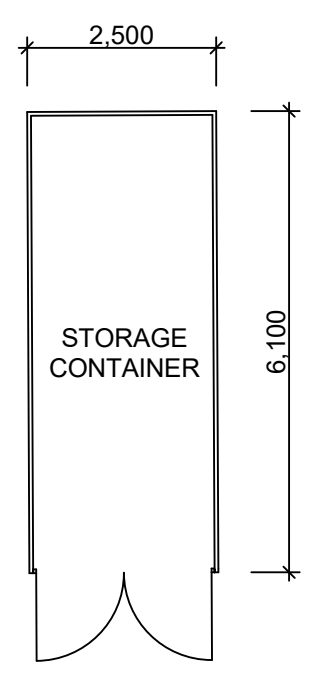
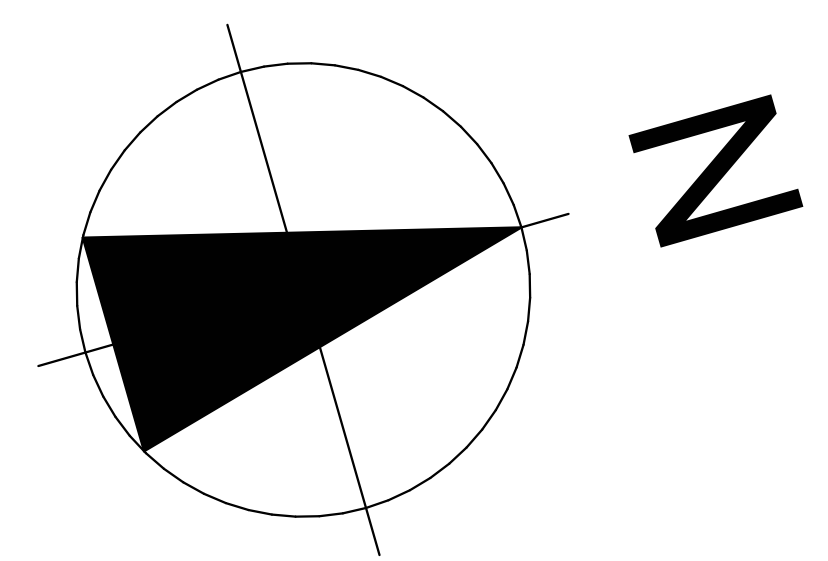


TYPICAL
BOAT
MOORING

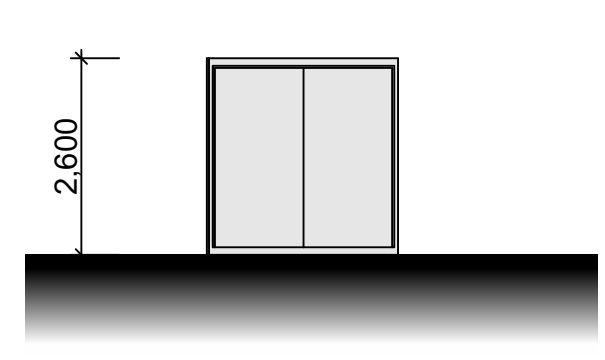
TYPICAL MOORING 1:100



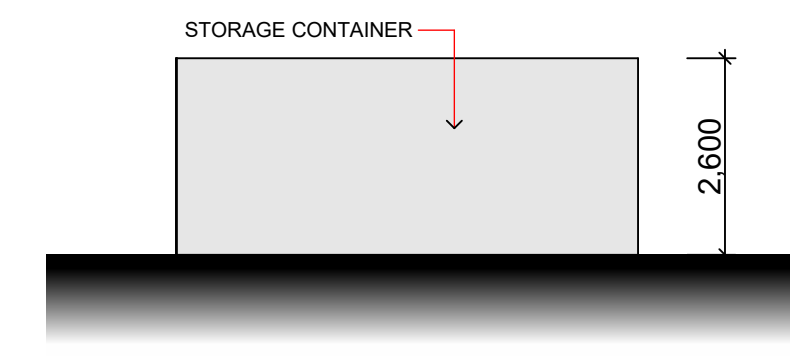
TYPICAL BOLLARD ELEVATION 1:50



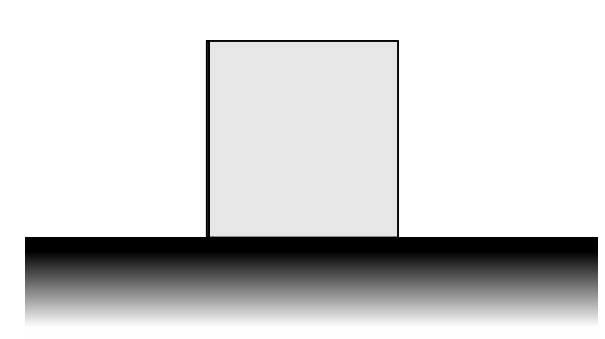
STORAGE CONTAINER 1:100



FRONT ELEVATION 1:100



SIDE ELEVATION 1:100



REAR ELEVATION 1:100



SIDE ELEVATION 1:100

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PLANS SHALL BE READ IN CONJUNCTION WITH THE PROJECT SPECIFICATION AND/OR ATTACHED DOCUMENTATION

REV.	DATE	REV. DETAILS
A	23.05.2025	STORAGE CONTAINER ADDED

AREAS

GSD

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CLIENT
Mr. J. CARRAZZA

PROJECT
**PROPOSED ADDITIONAL
MOORING SITES**

433/DP756961 6 RIVER DRIVE
BURONGA N.S.W.

DRAWING
FLOOR PLANS

0 1 2 3 4	DRAWN AGS
SCALE 1:100, 1:50	CHECKED G.S.

DEVELOPMENT APPROVAL		
PROJECT No. 23-100	DRG. No. 02	REVISION A
ORIGINAL SHEET SIZE A1	PRINT DATE	23/05/2025