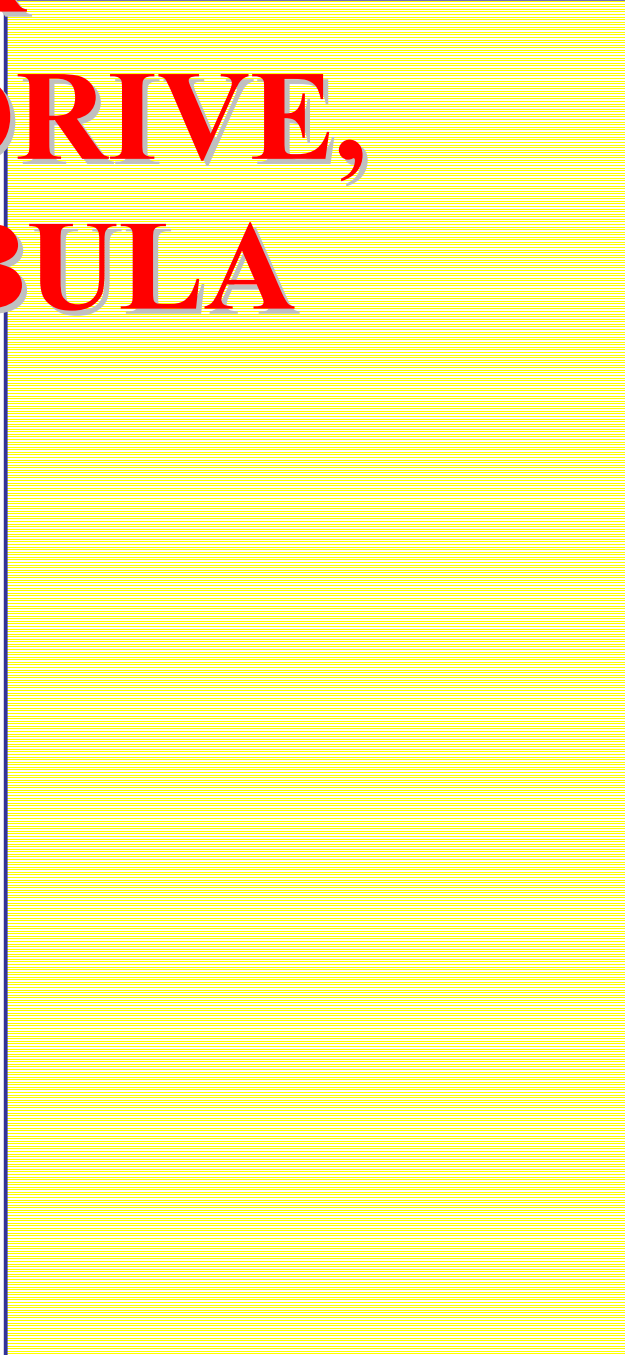
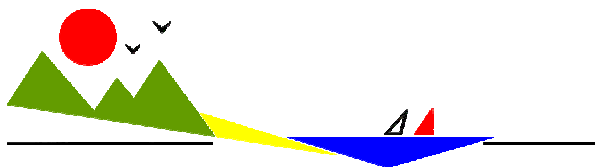


BEGA VALLEY SHIRE COUNCIL

**ARTHUR
KAINÉ DRIVE,
MERIMBULA**



Development Control Plan No.29



I, David Jesson, General Manager, Bega Valley Shire Council, certify that this is Development Control Plan No.29 – Arthur Kaine Drive, Merimbula and was made pursuant to Section 72 of the Environmental Planning and Assessment Act, 1979 and approved by Council at its meeting on the 12 November 2002.

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DAVID JESSON
General Manager

Record of Amendments

Name of Amendment	Date Approved by Council	Date Plan Came into Force
Original Plan		
Updating of references included in the plan	12 November 2002	15 November 2002

DEVELOPMENT CONTROL PLAN NO.29

ARTHUR KAINE DRIVE, MERIMBULA

1. NAME OF THE PLAN

This plan is Development Control Plan No 29 Arthur Kaine Drive, Merimbula.

2. AIMS OF THE PLAN

This aims of this plan are:

- a. ensure that development is carried out in a manner sympathetic to the location having regard to the limited opportunities available for access;
- b. ensure that any additional traffic generated as a result of development is controlled in a manner that minimises hazardous traffic movements that may affect Arthur Kaine Drive;
- c. ensure a co-ordinated approach to the provision of access and parking arrangements is achieved for the development of the subject land;
- d. to ensure that an appropriate level of landscaping is provided to the Arthur Kaine Drive frontage to minimise the visual impact of any development.

3. LAND TO WHICH THIS PLAN APPLIES

This plan applies to land in the vicinity of Arthur Kaine Drive, Merimbula as shown edged heavy black on the plan marked Development Control Plan No.29 – Map 1.

4. RELATIONSHIP TO OTHER PLANS AND POLICIES

- a. This plan should be read in conjunction with Bega Valley Local Environmental Plan 2002 and all other Codes and Policies adopted by Council relating to the development of land in the Shire of Bega Valley.
- b. Where there is any inconsistency between this plan and other Council policies or codes, then this plan prevails.
- c. Variations to the standards applied in this plan may be considered where such inconsistencies are justified in relation to the aims and objectives of this plan.

5. BACKGROUND AND NEXUS

Increases in traffic generated as a direct result of commercial and tourist development of land with access to Arthur Kaine Drive, Merimbula has brought about the need to implement a co-ordinated traffic and parking strategy for this land.

Given that only limited access is available for future development of this land, any development proposal will therefore be required to ensure provision of efficient access and parking arrangements in accordance with the following development control standards in clause 6.

6. DEVELOPMENT CONTROL STANDARDS

Any person wishing to develop land as shown on Map 1, must only do so provided:

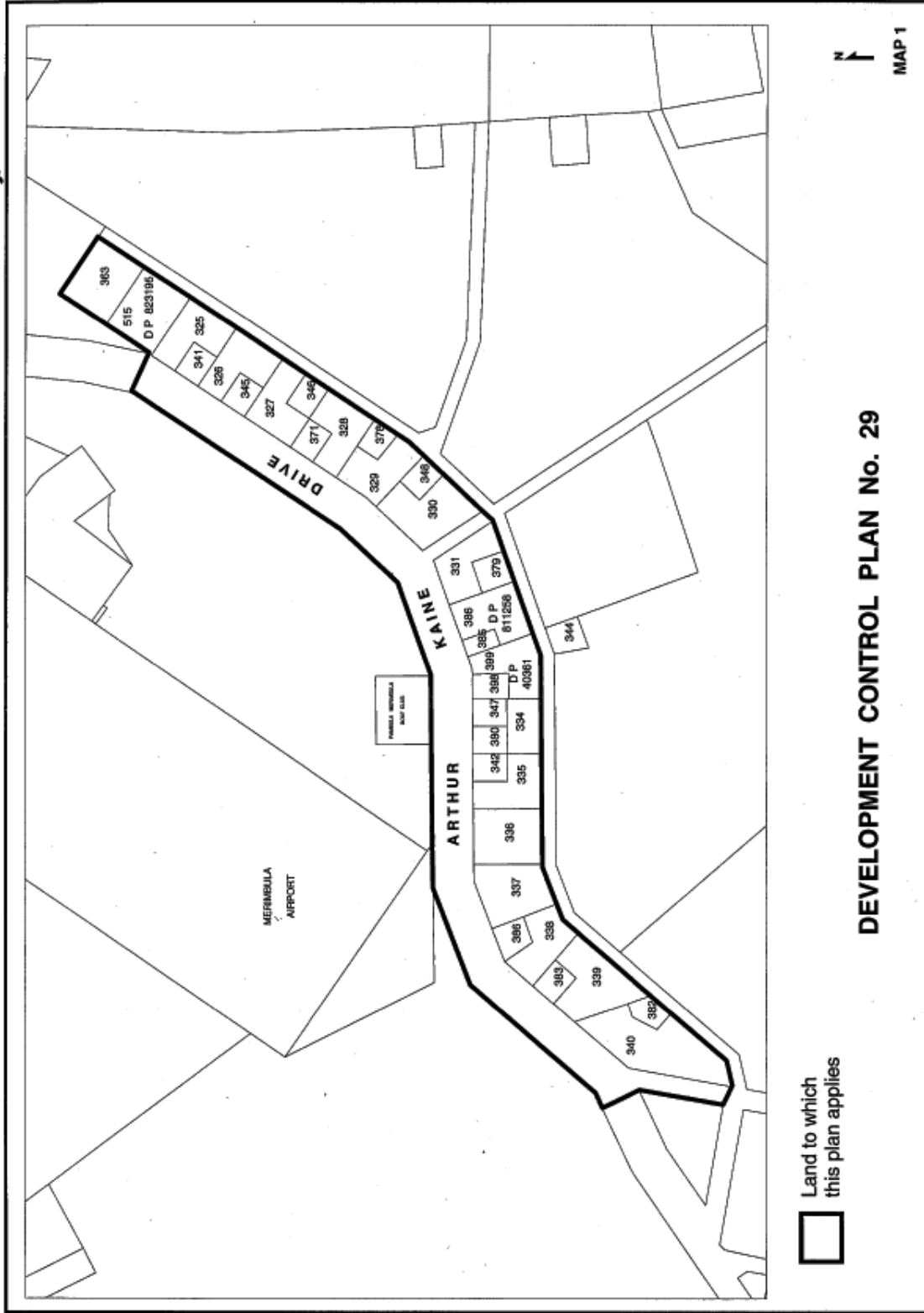
- i suitable access arrangements are provided to each individual development site to meet engineering standards for road servicing capacity, sight distance and road access design. **The location of these access points must be endorsed by the Local Area Traffic Committee;**
- ii having regard to (i) multiple access points to Arthur Kaine Drive will not be permitted to service individual development sites.
- iii materials used in works as required by this plan shall, as far as possible, be compatible with materials used on adjoining or adjacent development sites;
- iv the building line setback will be a minimum 10 metres from the forward property boundary for Zone 3(b) land and 20m for zone 1(a) Applicants are required to utilise this area for landscaping and general vegetation retention to limit the visual impact of development.
- v Carparking for future development is to be fully contained within each individual development site and in accordance with Council's Development Control Plan No 7 Parking Code.

7. TIMING OF DEVELOPMENT

It is recognised that development within the subject land will take place on a piecemeal basis.

In this respect, the intent of the plan is to encourage an overall coordinated approach to the development of this area.

Exceptions to the development standards of this plan will be permitted only on a temporary basis, pending development of adjoining land, and ultimately the whole area, and only with the endorsement of the Local Area Traffic Committee.



Development Control Plan No. 29