

BEGA VALLEY SHIRE COUNCIL

MERIMBULA AIRPORT LANDS



Development Control Plan No.31



I, David Jesson, General Manager, Bega Valley Shire Council, certify that this is Development Control Plan No.31 – Merimbula Airport Lands 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	8 September 1998	6 November 1998
Updating of references included in the plan	12 November 2002	15 November 2002

DEVELOPMENT CONTROL PLAN NO.31

MERIMBULA AIRPORT LANDS

PART 1 - GENERAL

1. NAME OF THE PLAN

This plan is Development Control Plan No.31 – Merimbula Airport Lands.

2. AIMS OF THE PLAN

The aims of the plan are:

- (a) To facilitate the orderly and economic development of land at Merimbula Airport.
- (b) To preserve the financial viability of the Merimbula and Pambula CBD's by minimising unnecessary competition.
- (c) To encourage transport related industry on airport lands.
- (d) To allow for commercial and industrial opportunities which do not conflict with the effective operation of Merimbula Airport.
- (e) To ensure ecologically sustainable development

3. LAND TO WHICH PLAN APPLIES

This plan applies to land edged heavy black on Map 1 Development Control Plan No.31 Merimbula Airport Lands.

4. RELATIONSHIP TO OTHER PLANS AND POLICIES

- (a) This plan should be read in conjunction with the 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 an inconsistency between this plan and other Council policies and 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.

PART 2 – DEVELOPMENT STANDARDS

5. ACCEPTABLE LAND USES

5.1 Objective

To ensure that any change in land use is compatible with the effective operation of the airport and does not detract from the commercial viability of surrounding CBDs or Industrial Estates.

5.2 Acceptable Land Uses

The following list of land uses are considered typical of the land uses that Council considers acceptable on the site. Similar land uses may be considered by Council where the objectives of this plan are not compromised.

Bus Transport Terminal
 Commercial activities servicing airport patrons
 Commercial activities servicing existing airport facilities or utilising surrounding public infrastructure
 Commercial activities that are not more appropriately located within the CBD
 Light Industry
 Warehousing and storage facilities

5.3 Unacceptable Land Uses

Council will not consider the following uses on land to which this plan applies:

Bulky goods retailing
 Offensive and hazardous industry
 Commercial activities not servicing airport patrons especially those activities already provided for within the CBD

6. LANDSCAPING

6.1 Objective

To improve the visual amenity of the airport and screen industrial and other visually obtrusive activities from the view of airport patrons and passers-by.

6.2 Acceptable Landscaping Standard

- (i) Council will require the planting of mature species which will act as a visual buffer when viewing the development from both the airport terminal and runway as well as Arthur Kaine Drive.

- (ii) Council will require adequate evidence that there is a suitable system in place to maintain any landscaping provided.

7. ACCESS

7.1 Objective

To provide safe pedestrian and vehicular access and minimise traffic conflict points both internally and externally to the site.

7.2 Acceptable Access Points

Council will not permit more than two access points to the airport lands from Arthur Kaine Drive which must be utilised for external ingress and egress to the airport.

8. BUILDING DESIGN

8.1 Objectives

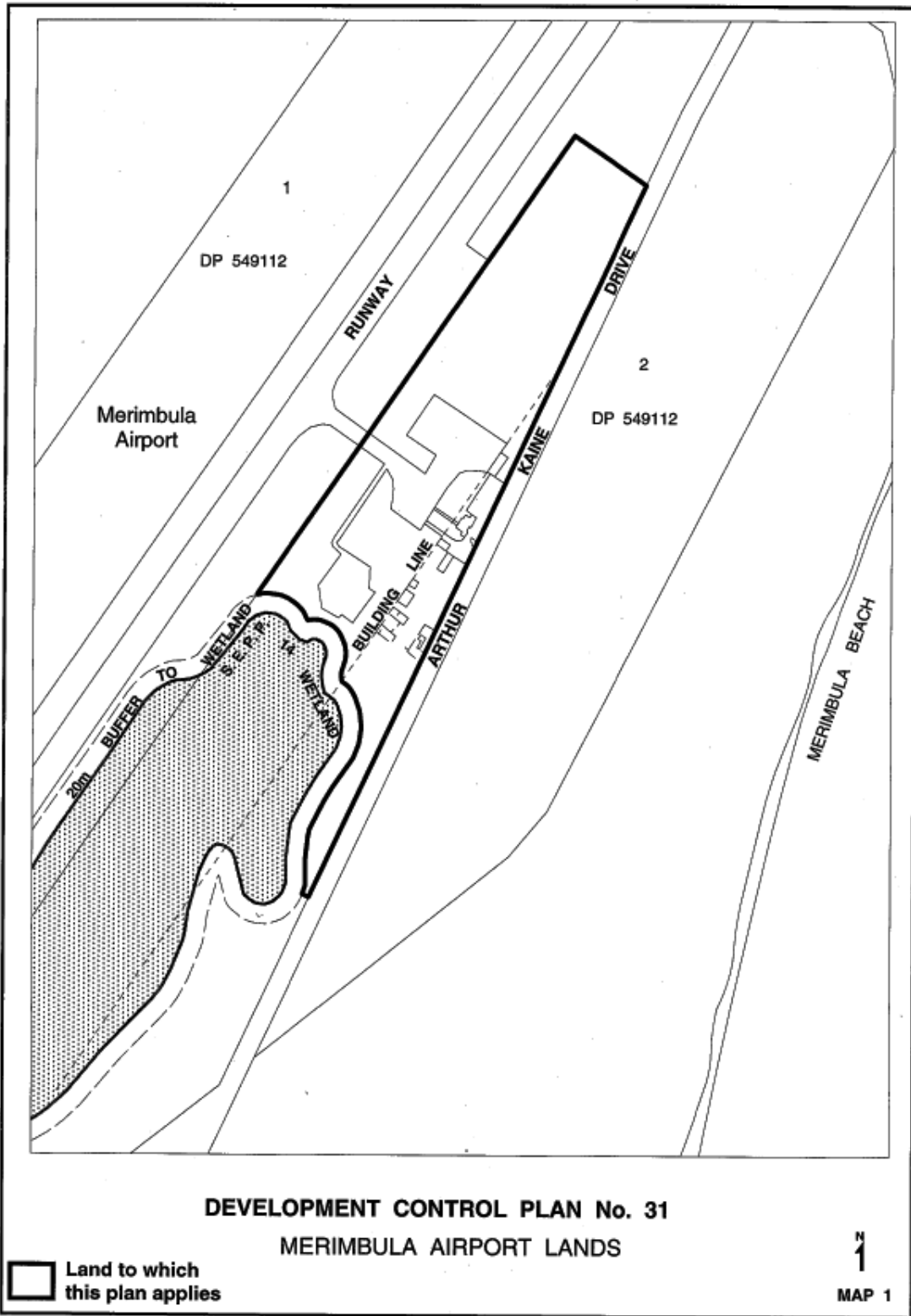
- (i) To ensure that building design is compatible with airport operations; and
- (ii) To ensure a high level of visual amenity when both viewed from within and outside the airport; and
- (iii) To ensure compatibility with South Coast Design Guidelines.

8.2 Building Height

No building is to exceed 10 metres in height measured from natural ground level or exceed the obstacle limitation surface restrictions; whichever is the lesser height.

8.3 Building Materials

Building materials are to be of non reflective Colorbond, brick or similar material acceptable to Council.



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