

# PP - 5 Sims Road

Date Received

04 MAY 2021

30 Alne Bank Lane  
GERRINGONG 2534

Kiama Municipal Council

The General Manager  
Kiama Municipal Council

3<sup>rd</sup> May 2021

Re. 5 Sims Road Gerringong  
Lot 40 DP 1230679  
Your ref SC 3864

Dear Sir

We write to you in relation to the proposal to change the zoning of the above property from rural to industrial.

We note that notwithstanding that such a proposal would have a major effect on us, and everybody living either in Sims Road, Alne Bank Lane, Willowvale Road, and everybody looking to the west from Gerringong township, notice of this proposal was only given to the immediate adjoining property owners. Notice of such an important and fundamental change to the nature of the area should be distributed widely to everybody living in Gerringong by a suitable advertising campaign through the media instead of being dealt with in unseemly haste. To only allow responses by the 11<sup>th</sup> May does not give people the chance to make enquiries and form a view.

With reference to the consultants reports supporting the proposal much is made of the fact that there purports to be a dire shortage of industrial land in Gerringong and the Kiama Municipality generally. This morning we took a short drive through the Gerringong industrial area.

The old hardware site is having new factory units constructed but most of the site is given over to storage of containers, parking of boats and caravans. There is no other activity being conducted on the site.

Further along Rawlins Road, most of the bus depot is being used for storage of containers, caravans, boats and motor homes. Otherwise buses are parked on the site.

On the corner of Rawlins Road and Gray Street there is a large area of industrial land which is vacant and for sale but which has hitherto been used solely for the storage of containers.

In Bergin Street there are factory units and whilst one cannot tell if they are vacant, they were mostly shuttered and locked at 9.30 am on a Monday as they have been whenever we have gone past previously, the presence of rubbish stored in carspaces and the vehicles otherwise parked on the site which show no signs of having been moved in the last year or so, indicates that there is not much activity taking place. There are 3 of the factory units that show signs of a business being conducted there.

Where Gray Street joins Victoria Street there is a large area of industrial land used by a builder for storage of scaffolding and the like.

In Victoria Street there is vacant industrial land and vacant industrial buildings.

From the above one can see that Gerringong is not pressed for more industrial land, most of the land already available is either vacant or used for storage.

What has been put forward by the proponents is therefore a furphy. The concept plan attached to the proposal is just that, a concept plan of what COULD take place on 5 Sims Road Gerringong, it is by no means certain that this is what will take place on the site, and having regard to what is occurring on other industrial sites in Gerringong, we would assert that what is in the concept plan would be a most unlikely result.

Even if what is in the concept plan were built, and obviously the proponent is putting forward a concept plan that puts there proposal in the most favourable light, what is suggested would still be bad.

Aesthetically any industrial use would be deleterious to the area. We only bought here 4 years ago and what attracted us was the concept, which we were assured that the council had, that there would only be rural pursuits west of the highway. This may not be true in which case we were misinformed, but certainly it affected our thinking, and from conversations with our neighbours, affected them too.

Immediately adjoining the property is a small stream that feeds in to a retention pond constructed by the RMS as part of the highway works. Water to that pond comes only from farmland resulting in a small wildlife mecca which would be destroyed if waste from industry went in to it. One only has to look at the stream running through the existing industrial area to get an idea.

Any industrial use will result in truck movements causing problems for residents.

Industrial uses are by their very nature noisy and presently the only industrial noise we commonly hear are the sounds of machinery, trucks being loaded and unloaded in the hardware on Rawlins Road. We do not need more noise pollution. While one of the consultants states that cows get used to noise, we can assure you that people do not.

For people living in Gerringong with a view to the west, or even as you are driving through Gerringong, the current vista of paddocks leading up to the escarpment will be destroyed forever.

Proceeding further from the contention by us that the concept plan attached to the proposal will never be followed you go back to the auction of this property. We were present at that auction which was conducted on site.

Before the auction the agent spruiked the benefits of the property including the view from the property over surrounding paddocks up to the escarpment and that the property had an approval to build a house. The agent did not at any time suggest that the property had any uses other than that allowed in a rural zoning.

There then followed spirited bidding for the property and to our observation nobody held a gun to the head of the ultimate purchaser to bid further, nobody coerced the purchaser to go higher. The purchaser acted in free will.

Following the auction we made enquiries as to who the purchaser may have been and were informed that the purchaser was involved in a trucking business and also sold firewood and woodchips/mulch.

One could therefore envisage that if the property were rezoned we would never see the structures drawn so nicely in the concept plan ever built. Instead what we would get to see are trucks being stored and worked on in the site, a depot is a permitted use, and then the cutting and chipping of timber to make mulch or firewood.

Of course, if this did not require the entire site then part of the land could be used to store containers, caravans, motorhomes and boats, being the principal activity carried on in other industrial land in Gerringong.

One of the consultants attempts to justify the rezoning on the basis that the land is degraded and therefore no longer suitable as rural land. There is no way that any land of this area would be adequate to conduct a viable farming activity. That is not the point. There are many examples in surrounding area of houses on a small holding where the property is simply mown to keep it in order. Kikuyu is growing strongly on the property, better than at our place where the RMS ruined part of our paddock adjoining the highway, and this makes a suitable lawn.

The property being purchased as rural land by the current holder, and being bought on the basis that it was degraded land which was clearly evident to any buyer, and was therefore purchased at a substantial discount to what it would be worth if it had never been used as works depot by the RMS, the proponent paid a bargain price and now wants to profit from a rezoning when there is clearly, as we have shown, adequate industrial land in Gerringong. We therefore request the council consign this proposal to the garbage bin where it belongs.

Yours truly



Bruce & Bonnie Swane

## Debbie Boles

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**From:** Kiama Council <council@kiama.nsw.gov.au>  
**Sent:** Tuesday, 11 May 2021 3:13 PM  
**To:** Council  
**Subject:** Make a submission  
**Attachments:** SubmissionReceipt-MakeASubmission-279.pdf; EGP response 5 sims rd Gerringong NSW Kiama council.pdf; GAS-960-GL-PL-001\_Construction\_Guidelines.pdf; planning circular 18 010 act and regulation changes 2018 10 26 (003).pdf

**Categories:** Purple Category



## Make a submission

A user just completed the following submission via Council's website:

Your Contact Details	
First and last name:	Gavin Sherriff
Street number:	L16 567
Street name:	Collins Street
Suburb:	Melbourne
Postcode:	3000
Phone number:	0428805300
Email:	gavin.sherriff@jemena.com.au
Your Submission	
Type of submission:	Planning Proposal
DA number:	
DA address:	
Details of other:	
Submission comments	
Enter your comments:	Please find the attached Jemena objection to the Planning proposal
Attach file:	<a href="#">EGP response 5 sims rd Gerringong NSW Kiama council.pdf</a> <a href="#">GAS-960-GL-PL-001 Construction Guidelines.pdf</a> <a href="#">planning circular 18 010 act and regulation changes 2018 10 26 (003).pdf</a>



Your privacy	I agree that my public submission will be made publicly available.
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11<sup>th</sup> May 2021



Kiama Municipal Council  
11 Manning St  
Kiama NSW 2533

Attention: General Manager  
Reference: SC3864

Eastern Gas Pipeline  
Joint Venture

Jemena Eastern Gas Pipeline (1)  
Pty Ltd  
ABN 15 068 570 847  
Jemena Eastern Gas Pipeline (2)  
Pty Ltd  
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[www.jemena.com.au](http://www.jemena.com.au)

**Re: Planning Proposal – Lot 40 DP1230679, 5 Sims Road Gerringong NSW**

I make reference to the above planning proposal which Jemena did NOT receive any notification of the above proposal, despite Jemena having a registered pipeline easement crossing through the property concerned.

Jemena Eastern Gas Pipeline (1) Pty Ltd & Jemena Eastern Gas Pipeline (2) Pty Ltd, ('**Jemena**'), own and operate the Eastern Gas Pipeline (**EGP**), which is a high-pressure gas pipeline that is critical infrastructure for the supply of gas to both residential and industrial users in NSW. Jemena notes that it holds statutory rights to operate and protect the Eastern Gas Pipeline.

Jemena has not had time to undertake a full detailed engineering and land use assessment of the planning proposal due not being notified, however Jemena objects to the planning proposal and has concerns regarding the following comments:

- The proponent has not consulted with Jemena regarding the proposed development on this property
- The reports presented for the planning proposal, have a very limited if any reference to the Gas pipeline easement and the potential impact of the development upon the gas pipeline.
- Jemena maintains a gas pipeline easement for a transmission gas pipeline which operates at 15000kpa supplying gas to several power stations as well as supplying gas to the businesses and domestic users in the Illawarra and greater Sydney areas
- Jemena objects to the changing on the land rezoning from rural to industrial zoning as this has the potential to increase the risk to the gas transmission pipeline
- Jemena requires a safety management study (SMS) to be undertaken determine the threats presented by the development, and the controls required to mitigate the threats.
- Jemena accepts that there may be additional road crossings, however these crossings have not been contemplated as part of this assessment. Any new

road crossing shall be subject to a detailed design review by Jemena. Jemena reserves the right object to the crossing of the pipeline or direct the proponent to install mechanical protection over the pipeline, as well as further integrity testing of the pipeline, at the proponents expense, weight limits for crossing the gas pipeline easement also apply

- Jemena objects to the installation of any carparking areas or hard stand areas upon the gas pipeline easement
- Jemena objects to the proposed development as it may restrict future expansion plans for pipeline duplication or works within the Jemena easement
- Access along the Jemena easement must be maintained for Jemena vehicle patrols. Consequently, gates and fence lines must be installed in consultation with Jemena, and Jemena shall be given any required keys or combinations to allow unfettered access to the EGP
- Jemena objects to the vegetation planting over the Jemena easement as this can pose unacceptable risk to the pipeline. Consequently, any vegetation planting must be undertaken only after consultation and acceptance from Jemena.
- The creation of Drainage lines / basins and/or stormwater management infrastructure on or near the easement requires Jemena review and approval.
- During the construction of the subdivision, the Jemena easement boundaries are to be clearly marked by flagging and or temporary fencing to ensure the safety of the EGP from the threats presented by heavy machinery.
- All excavation, penetration, civil and subdivision works around the EGP easement should refer to and be in accordance with Jemena's *GAS-960-GL-PL-001 - Guideline to Designing, Constructing and Operating Around Existing AS2885 Natural Gas Pipelines*.
- No reference has been made to NSW Department of Planning, Industry and Environment planning circular – PS 18-010, Development Adjacent to high pressure pipelines transporting dangerous goods

Jemena is willing to discuss the Planning proposed further in consultation with the proponent and the Kiama Municipal Council.

If you have any queries, or require any additional information, please do not hesitate to contact me.

Yours faithfully,



**Gavin Sherriff**

Lands Management – EGP VIC/NSW

**Jemena**

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## GUIDELINE

# GUIDELINE TO DESIGNING, CONSTRUCTING AND OPERATING AROUND EXISTING AS2885 NATURAL GAS PIPELINES


GAS-960-GL-PL-001

Revision Number: 8


Revision Date: 4/11/2016

## AUTHORISATION

### REVIEWED BY

Name	Job Title	Signature	Date
James Wu	Engineering Support Manager - Pipelines		04/11/16

### Approved by

Name	Job Title	Signature	Date
Mark Dragar	Asset Manager - Pipelines		04/11/16

## INTERNAL

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## DOCUMENT HISTORY

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Revision	Date	Author	Description of Changes
0	4/11/2016	R. JEYARAJAH	New Jemena Template and general changes. Addition of Feedback Form, and supersede all other Jemena encroachment guidelines

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## OWNING FUNCTIONAL GROUP & DEPARTMENT / TEAM

Asset Management : Asset Strategy Gas : [Pipelines](#)

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## REVIEW DETAILS

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Review Period: As required

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Next Review Due: As required

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## 1 INTRODUCTION

### 1.1 PURPOSE

This document has been developed to provide general guidelines to assist the Third Party in their design/construction proposal prior to submitting it to Jemena for review.

This document does **NOT** authorise the Third Party to carry out any construction activities unless the design/construction proposal has been reviewed, assessed and accepted by Jemena.

Jemena Pipelines are licensed under the legislative provisions of each State. The Legislations contain a number of requirements including the:

- Approval from the relevant statutory authority for any modification to the assets as a result of the encroachment.
- Where required separate easements for third party services crossing Jemena Pipelines, and
- Approvals from the easement licence holder for works within the easement.

Jemena aims to continuously improve the guidelines it provides to help avoid delays or additional work or costs being incurred. The Feedback Form located in Appendix A of this guideline can be used to provide suggestions/or questions for continuous improvement.

### 1.2 DEFINITION

Term	Definition
<b>Easement</b>	A corridor for Jemena Pipelines that are laid in land other than road reserve (Private property) require an easement. The easement terms and conditions are listed in the current Jemena 88B document, to obtain the 88B document refer to Jemena Land Services.
<b>Encroachment</b>	Any design or construction activity and changes in operating condition that may impact on the integrity of the pipeline; Also see Standard and Non-Standard Encroachment
<b>Encroachment Management Study (EMS)</b>	The process that identifies threats to the pipeline system and applies controls to them, and (if necessary) undertakes assessment and treatment of any risks to ensure that residual risk is reduced to an acceptable level. This will include conducting workshops that will include relevant Stakeholders from the Third Party, Jemena lands, Service Delivery and Asset Management.
<b>Jemena Pipeline (AS2885 pipeline)</b>	A Jemena owned/operated natural gas pipeline that operates above 1050 kPa.
<b>Jemena Representative</b>	Responsible for providing site instructions to the Third Party as part of ensuring the safety and integrity of the Jemena Pipeline.



Term	Definition
<b>Non-Standard Encroachment</b>	An encroachment that does not meet the requirements set out in Section 6 of this Guideline.
<b>Road Reserves</b>	Road reserve is measured from boundary to boundary which includes the footpath, stormwater drains, roadways, medium strips, bus lanes and cycleway.
<b>Shall</b>	Designates a mandatory action
<b>Standard Encroachment</b>	An encroachment that meets the requirements set out in Section 5 of this Guideline.
<b>Third Party</b>	Developer, Builder, Owner, Contractor or Customer planning or conducting works in the vicinity of Jemena Pipelines.

### 1.3 REFERENCE DOCUMENT S

- AS2885.1 Pipelines - Gas and liquid petroleum-Design and construction
- Jemena Excavation Procedure document number; GAS PR 0005
- Jemena Backfilling Procedure
- Jemena Pipeline Survey Specification Procedure.

### 1.4 CONTACT DETAILS

#### 1.4.1 FAULTS AND EMERGENCIES

For faults and emergencies only:

- Eastern Gas Pipeline (VIC/NSW) **1800 620 492**
- Queensland Gas Pipeline (QLD) **1800 177 008**
- Jemena Gas Network (NSW) / ActewAGL Distribution (NSW/ACT) **131 909**

#### 1.4.2 JEMENA SERVICE DELIVERY

The Contact numbers to book a Jemena Representative are as follows:

1. NSW Jemena Gas Network **1300 665 380**;
2. Eastern Gas Pipeline (VIC/NSW) **(02) 9867 7700** ;
3. Queensland Gas Pipeline (QLD) **(07) 3498 7500**
4. ActewAGL Distribution **1300 503 237**

## 2 DUTY OF CARE FOR WORKING AROUND JEMENA PIPELINES

Working next to high pressure gas pipelines is extremely dangerous. You should always exercise due care and caution when working near any gas infrastructure. In addition to your general duty of care, there may be other obligations under relevant state legislations which require you to maintain safe practices.

Due care shall be taken at all time not to damage the Jemena pipeline or the protective coating covering the pipelines.

**Any damage to Jemena Pipelines, their protective coating or other assets shall be reported immediately to Jemena (see SECTION 1.4.1 for contact numbers).**

## 3 APPROVAL PROCESS

### 3.1 JEMENA LANDS TEAM:

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The Third Party shall contact the Jemena Lands Team on [Land.Services@jemena.com.au](mailto:Land.Services@jemena.com.au).

Jemena Lands Team will register the new enquiry and will advise the Third Party of the next steps based on the proposal.

### 3.2 SITE MEETING:

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The purpose of the site meeting with the Lands Coordinator and a Jemena Representative is to:

- Identify the location of the Jemena Pipeline (**refer to Section 5.2.2**);
- Discuss and review (where applicable) the design/construction scope of work.

Jemena Lands Coordinator and a Jemena Representative, will decide if the proposed design/work is a **STANDARD ENCROACHMENT (refer to Section 5)** or a **NON STANDARD ENCROACHMENT (refer to Section 6)**.

If the site meeting determines that the proposed design/work is a **STANDARD ENCROACHMENT**, a discussion and an agreement of the next step will be undertaken to ensure a Jemena Representative will be available to oversee that the works are undertaken as per Section 5.

If the proposed design/construction is a **NON STANDARD ENCROACHMENT**, Jemena Lands Coordinator will escalate the proposed design/construction.

### 3.3 JEMENA PIPELINE ENGINEER ENGAGEMENT:

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The pipeline engineer will review the proposed design/construction package (**refer to Section 4**) and provide any drawing mark-ups or comments on the methodology to ensure that there are sufficient controls to ensure the integrity of the Jemena asset. Where the proposed design/construction package is acceptable, the Jemena engineer will provide a dated digital acceptance stamp on reviewed drawings.

In some cases, the Pipeline Engineer may elect to conduct an Encroachment Management Study (EMS) with the relevant stakeholders (Third Party and Jemena) to ensure that the threats from the

proposed design/construction are considered and effective controls are put in place. Any action items from the EMS will be communicated to the third party in a formal written response. Any additional controls identified shall be incorporated in the design/construction documents and re-submitted to Jemena for approval by the Third Party.

### 3.4 COMMERCIAL

Commercial agreement may be required if there is a permanent crossing that leads to restriction of access to Jemena pipeline or modification. If so, this will be discussed and negotiated with the Lands Team.

Where a Commercial Agreement is required, the agreement shall be in place prior to any design acceptance and construction occurring.

## 4 DESIGN AND CONSTRUCTION PACKAGE

The Third Party shall provide the Design/Construction Package to Jemena for review and acceptance.

The package shall include but not be limited to the following:

- Due Dates or Project Program;
- Scope/Description of the project impacting on the Jemena Pipeline/s;
- Site Layout: Site Layout drawings shall include the following:
  - The location/address of the proposed work.
  - Site Access Designated Area including Jemena pipeline location and depth of cover (confirmed by positive identification) relative to the works
  - Sheds: The Third Party shall not install sheds directly over pipeline or within the easement without obtaining Jemena approval.
  - Temporary Stockpile: The Third Party shall not stockpile any heavy material directly over the pipeline, temporary Stockpile should be kept away from the pipeline to a distance equivalent to pipeline depth of cover plus 1 m.
- Design: depending on the proposed design/work, the drawings shall include the following **(refer to Section 5 or 6):**
  - Plan drawing: show the location of the Jemena's pipeline and the new service crossing including the separation distance;
  - Cross sectional drawing: show the vertical separation distance between Jemena's pipeline and the new service.
  - Details of Cathodic Protection where applicable for the new service
- Construction **(refer to Section 5):**
  - Construction alignment sheet (if applicable);
  - Construction methodology: Specify the construction activities, what equipment and how it will be used around the Jemena Pipeline
  - Plant and Equipment Specifications including:
    - Size of the plant, equipment or machinery that will be used within the Jemena Easement or where there is no easement, within a 10 m distance;
    - Load per axle where the vehicles will be crossing the Jemena pipeline;
    - Wheels configuration or track dimensions where the vehicle will be crossing the Jemena pipeline

The design documents required in this Section shall take into account the requirements outlined within this document, along with any other controls that may be required by Jemena.

## 5 STANDARD ENCROACHMENT

This section describes the minimum design and construction guidelines for utility crossings (trenched /trenchless installations), vertical drilling, road work maintenance, changes to surface levels and vehicle crossings in the vicinity of the Jemena Pipelines.

For activities complying with the requirements in this Section, the design and construction packages shall be as per **Section 4**. Where the proposed design/construction does not meet the requirements in this Section, the Third Party shall comply with the additional documentation requirements outlined in **Section 6**.

### 5.1 DESIGN

The most effective means of reducing the risks of working around gas infrastructure is to plan works in locations where the gas infrastructure is not located, or locations where the impact can be minimised. Where this is not possible, risk can be minimised through accurate locating and maximising clearances during the design phase.

Safety in design should be paramount, with due consideration of safe methods for the construction of the works and the ability to apply effective controls for these activities.

#### 5.1.1 SEPARATION DISTANCE FOR NEW SERVICE

Electrical assets encroaching on Jemena Pipeline are considered **NON STANDARD ENCROACHMENT (refer to Section 6)** and have additional requirements to the separation requirements outlined in Section 5.

##### 5.1.1.1 Trenching (open cut)

The separation distance between a new service crossing a Jemena pipeline is as follows:

- **Major utility services** vertical separation to the nearest surface of the Jemena Pipeline:
  - **Crossing over** - minimum 500 mm
  - **Crossing under** – minimum 1000 mm

All services crossing above Jemena Pipelines are to be marked with buried gas warning marker tape at the bottom of the service trench.

All services crossing below Jemena Pipelines shall have a Jemena Pipeline Marker installed within 1 m of the crossing point.

The requirement for any service (pipe or cable) to be installed parallel to the Jemena Pipeline is as follows:

- Where there is a **Jemena easement**, the service shall be located **outside of the Jemena easement**.
- Where there is **no Jemena easement**, the service shall be installed with a **minimum horizontal clearance of 1000 mm** between the two nearest surfaces (Jemena Pipeline and new service).

##### 5.1.1.2 Vertical Drill

Where Jemena Pipeline has an easement, all vertical augering, including drilling for any geotechnical investigation shall be outside the easement.



Where Jemena Pipeline does not have an easement: the minimum separation distance to Jemena Pipeline shall be a minimum of **5 m** for any vertical augering, including drilling for any geotechnical investigations.

#### 5.1.1.3 Trenchless Installations

The minimum separation distance for trenchless installations (including Horizontal Direction Drill (HDD), Micro Tunnelling (Laser Bore), or horizontal bore) shall be **3 m**.

For trenchless crossings of Jemena Pipelines:

- The Jemena Pipeline shall be **fully excavated at least 1 m in all directions** to ensure the drill will cross the pipeline safely with sufficient clearance; and
- A visual window in the form of a **slot/witness trench** 2-3m away from the pipeline on the drill approach side shall be provided. The slot/witness trench should have a depth equivalent to the Jemena pipeline depth (positively identified) plus 1 m.

#### 5.1.2 EXISTING ROAD WORK MAINTENANCE

The minimum cover including the reduction of cover for road maintenance shall be minimum **1.2 m** to the top of the pipe. And the maximum finish level to the top of the pipe is **3 m**.

##### 5.1.2.1 Changes to ground levels or surface conditions

Ground levels within the easement shall not be altered without written permission from Jemena.

Any proposed alterations to the finished surface level, width or surfacing of any street or road (sealed/unsealed) reserve shall not be altered without written agreement from Jemena.

#### 5.1.3 VEHICLE CROSSING AND CONSTRUCTION LOADINGS OVER JEMENA PIPELINES

The acceptable load/axle for construction vehicle or plant crossing over the Jemena Pipelines is limited to **8 Tonnes/axle**, the minimum depth of Jemena Pipeline shall be **1.2 m** at the crossing point. The crossing should be at right angles to the pipeline alignment.

Where soil conditions exhibit poor compaction and load bearing characteristics, such as swamp areas or wet soil conditions, equipment is not permitted to cross the pipeline irrespective of weight without written approval from Jemena.

Temporary Stockpile is not allowed within Jemena easement. Where there is no Jemena easement, temporary stockpile should be kept away from the pipeline at a minimum distance equivalent to the pipeline depth of cover plus one meter.

## 5.2 CONSTRUCTION PARAMETERS

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### 5.2.1 GENERAL

All construction personnel shall be made aware of the presence of gas infrastructure at the daily pre-start meetings and toolbox meetings, with due consideration given to the gas infrastructure within the relevant Job Safety Assessment.

Gas Marker sign posts shall not be disturbed, relocated, removed or altered without the prior written approval from Jemena.

### 5.2.2 LOCATING JEMENA'S PIPELINES

Jemena Pipeline locations shall be positively identified (potholing) in the presence of a Jemena Representative (see Section 1.4.2 for contact details) prior to any drilling or excavation that may impact Jemena's buried pipelines.

Potholing can be carried out by HydroVac or AirVac as per Jemena's Pipeline Excavation Procedure GAS PR 0005. **Water jetting at high pressures has the potential to damage buried assets.** Care should be taken if water jetting and the Third Party shall ensure that the water pressure will comply with the approved water pressure range depending on the type of Jemena Pipeline coating as per below:

Pipe material	Maximum allowable water pressure, psig	
	Rotating nozzle	Fixed nozzle
Nylon	2000	1500
PE	2500	2500
Uncoated steel pipe	3000	3000
PE coated steel pipe (yellow jacket)	2000	2000
Fusion bonded epoxy (FBE) coated steel	2000	2000
Coal Tar Enamel coated steel	1000	1000
Petroleum tape coated steel	1000	1000
Tek-Rap coated steel	1000	1000
Coated steel pipe (unknown coating)	1000	1000

### 5.2.3 EXCAVATORS AND EXCAVATION PROCEDURE

The biggest acceptable size of excavator that can be used during trenching (open cut) is 20 Tonnes fitted with general purpose bucket (blade bucket toothless bucket, mud bucket).

The excavation **SHALL** comply with Jemena's excavation procedure GAS PR 005. The requirement for a Jemena Representative during excavation will be advised by Jemena based on the Construction Methodology, typically Jemena supervision is required for the following:

- Any excavation within the easement or crossing the easement
- For road reserves within 2 m or crossing the Jemena Pipeline

### 5.2.4 BACKFILLING MATERIAL

The general backfilling material surrounding the Jemena pipeline (**minimum 150 mm around the pipeline**) shall be:

- Free of shell, stones and other deleterious material,
- Have a particle size not exceeding 1mm,
- Have a water extract pH value in the range of 6-8

- Sand bags are NOT allowed to be used as permanent bedding
- Recycled material is not to be used even if it meets the above specifications.

#### 5.2.5 STABILISED SAND

If the Third Party needs to use stabilised sand, the stabilised sand shall not exceed a ratio of **14:1 (sand: cement)**.

#### 5.2.6 COMPACTION OVER JEMENA PIPELINE

Compaction over Jemena Pipelines is limited to static rollers only.

- Where **cover exceeds 1.2 m**, compactors weighing **up to 10 tonnes** may be used over the pipeline.
- Between **0.6m and 1.2m cover**, compactor weight shall be **limited to 8 tonnes**.
- **Below 0.6m** cover, only a **handheld mechanical tamper** is allowed to be used.

The use of vibrating equipment is restricted in the vicinity of the Jemena Pipelines. Without prior approval, **vibrating compaction equipment is not to be operated within 20 m of the pipeline**, and handheld jackhammers are not to be operated within 5 m of the pipeline.

#### 5.2.7 VIBRATION

Vibrations from any equipment or processes including vibrating compaction equipment, jack hammers, rock hammers, seismic measuring processes, etc. **are not to exceed peak particle velocity readings of 20 mm/second** at the nearest surface of the buried pipeline.

In the event that such vibrating equipment is to be used close to the pipeline or in blasting operations, suitable trials are to be conducted prior to proceeding with the proposed development to ensure that the stipulated peak particle velocities will not be exceeded.

Suitable vibration monitoring equipment is to be used to record the tests and works as they progress in accordance with agreed procedures with Jemena.

#### 5.2.8 BLASTING

Blasting is **not allowed within 500 m** of Jemena Pipelines without prior written approval from Jemena.

#### 5.2.9 PROLONGED JEMENA PIPELINE EXPOSURE

If the Jemena Pipeline is to be exposed for more than one day, suitable barricades and steel plates to be installed to ensure the security of the exposed Jemena Pipeline from accidental (construction or vehicle impact) or deliberate damage (vandalism).

Damage to Jemena Pipeline due to sagging shall be prevented. For **any unsupported span of pipe exceeding 6 m**, written approval from Jemena will be required.

#### 5.2.10 JEMENA PROTECTION MEASURES - POST CONSTRUCTION

All existing Jemena Pipeline's protection measures including but not limited to concrete slabs, marker posts, marker tape and Cathodic Protection Systems shall be retained, any protection measure that was temporarily removed with Jemena's approval as part of construction is to be reinstated to its original condition post construction.

## 6 NON STANDARD ENCROACHMENT

Where the proposed design/construction does not meet the requirements outlined in **Section 5**, the following additional documentation requirements shall be met. Based on the proposed methodology, the Jemena Engineer may deem that an EMS is required. The third party shall actively participate in the EMS and complete any action items before design and construction acceptance.

### 6.1 DESIGN PARAMETERS

#### 6.1.1 VERTICAL DRILL

If Third Party cannot achieve the **STANDARD ENCROACHMENT** requirement, the Third Party shall provide Jemena the following information in the design package in addition to the minimum requirements set out in **Section 4**:

- The methodology of drilling activity, such as hammering, rotating, etc.;
- Findings of any Geotechnical assessment of formation being drilled to determine if ground settlement/heaving is likely and monitoring methodology to be used during works; and
- Demonstrate recommended physical mitigation measures.

#### 6.1.2 TRENCHLESS CROSSING

If a trenchless crossing activity is proposed to be carried out near Jemena Pipelines is less than the minimum recommended distances in **Section 5.1.1.3**, the following documents (in addition to minimum requirements in **Section 4**) shall be provided by the Third Party to Jemena for review:

Trenchless installation details including:

- Drill path profile showing Separation distance between the new service and the existing Jemena pipeline.
- The location and setup of the launch and receive pits where they are located within the Jemena Easement, where there is no easement, if located within 10 m;
- Drill head control, accuracy and monitoring methodology;
- Geotechnical assessment of formation being drilled to determine if ground settlement/heaving is likely and monitoring methodology to be used during works;
- Contingencies in the event of frac-out where drilling fluids are used; and
- Demonstrate recommended physical mitigation measures.

#### 6.1.3 NEW/UPGRADED ROAD CROSSINGS

The following specific design requirements will be required for road crossings:

- Minimum cover of 1200mm from the finished surface of the road or the invert of the drains to the top of the pipeline.
- Road alignment shall cross the pipeline at or close to a right angle.
- Road alignment shall not be parallel to and above the pipeline
- Where permanent protection measures are proposed, see **Section 6.1.6**

#### 6.1.4 ELECTRICAL UTILITY INSTALLATION

For **High Voltage Electrical installation**, defined as **voltage above 1000 VAC and 1500 VDC**, the Electricity Asset Owner or representative shall perform an electrical hazards study on the Jemena steel Pipeline in accordance to the latest version of AS4853 (Electrical Hazards on Metallic Pipelines).



The study shall be completed by a certified practitioner. The types of electrical hazards that need to be covered are as follows:

- Low frequency induction (LFI);
- Earth potential rise (EPR);
- EPR due to lightning current;
- Capacitive coupling on the pipeline due to adjacent high voltage power lines; and
- Accidental contact of pipeline with other electrical systems.

This report shall be submitted to Jemena for acceptance prior to implementing any design. The report should clearly state the standards it refers to, e.g. AS 4853:2012, details of the proposed electrical infrastructure, the hazards that have been assessed, the assessment, findings and Jemena's pipe details (diameter, length, and distance to nearest pipeline facility where contact by personnel is expected, such as Cathodic Protection Test Points).

For **Low Voltage Electrical installation** defined as voltage **below 1000 VAC and 1500 VDC**, the Electricity Owner or representative shall perform an electrical hazards study on the Jemena steel Pipeline in accordance to AS/NZ 5601 and AS 3000 by a certified practitioner.

#### 6.1.5 BLASTING

If blasting activity is the proposed work, the following information shall be included in the design:

- The blasting distance from the pipeline;
- Depth of the blast;
- Shot size (kg);
- Shot sequence and delay; and
- Shot strength.
- Information on Peak Particle Velocity (PPV) and measures to be in place during blasting to monitor PPV (**refer to Section 5.2.7**)

#### 6.1.6 NEW PERMANENT STRUCTURAL PROTECTION INSTALLATIONS OVER JEMENA PIPELINE

If the depth of the cover of Jemena Pipeline is Less than 1.2m or more than 3m, and the Third Party is proposing to design and install a new permanent structure on the top of Jemena Pipeline to provide protection from external loads or damage, the Third Party shall provide the following in the design package:

- The slab design drawing (plan and cross section);
- How the slab will be supported, i.e. vertical piers or similar
- Geotechnical investigations
- Design calculations; and
- Certification from the Structural Engineer certifying the adequacy of the design in ensuring the pipeline is isolated from excessive loading

The permanent structure shall be submitted to Jemena for review and acceptance.

## 7 ENVIRONMENTAL

The Third Party shall consider the following environmental requirements:

- Any tree planting within the vicinity of the Jemena Pipeline shall be reviewed and approved by Jemena. The proposed tree planting shall include the plan drawing showing the Layout of the

trees with respect to Jemena pipeline, and type of the trees that will be planted. Expected size of trees and shrubs at maturity demonstrating the location with respect to an easement, proximity of roots to a pipeline and placement of root barrier measures

- Clearing & grubbing, soil recovery management plans where work is carried in rehabilitated areas;
- Operations management plan, describing site layout, materials management and logistics/supply, traffic movements in/near gas mains area;
- Weed Management plan to ensure weeds, diseases are not imported/exported from site including vehicle cleaning process;
- Groundwater & construction water management plan, treatment & disposal means, including existing groundwater, water for hydro testing needed;
- Soil, erosion management plans;
- Area rehabilitation plan to ensure vegetation is reinstated consistent with local area;
- Management of local stakeholders;
- Information on type and source of soils/fill to be imported, to ensure material is suitable for use & not contaminated;
- Mitigation measures for air, noise, vibration, dust, erosion management issues on site
- Soil mechanics properties of fills to be imported, friction angle, calculation of soil pressures and mitigation measures for mains protection where surcharge may occur. Include design of protective slab, shoring and retaining walls to be proposed;
- Noise & Vibration management plan for works carried out near sensitive receivers or where vibration generating equipment is used.
- Check local authorities if excavation is to be performed within 50 m of a waterway. This activity may require state regulatory permission or advice.

## 8 AS-BUILT DRAWINGS

### 8.1 STANDARD ENCROACHMENTS

On completion of new **individual residential services**, a Jemena Representative shall provide As Built drawings in a site sketch including:

- Address
- Plan view;
- Cross section view;
- GPS coordinates.

On completion of new **major services** or changes to existing services, such as water and sewer mains that either parallel or cross a Jemena Pipeline, the following information shall be provided in hard copy and electronic medium format as agreed with Jemena:

- "As Built" drawings of the service in the vicinity of the Jemena Pipeline
- Obvert level of services crossing under, and invert level of services crossing over Jemena Pipelines
- Separation distance between new service and Jemena Pipeline
- Coordinates of the services on GDA datum.
- The location of each feature crossing the pipeline is to be accurate to  $\pm 100$  mm.
- As-Built survey is an engineering survey, and may be undertaken by qualified Engineering Surveyors. A Registered Surveyor shall supervise all engineering surveys.

9 APPENDIX A – FEEDBACK FORM



## Third Party Feedback Form

Please complete this form with your feedback and return to [Land.Services@jemena.com.au](mailto:Land.Services@jemena.com.au)

Publication Information					
<b>Title:</b>	GAS-960-GL-PL-001 Guideline to designing, constructing and operating around AS 2885 Pipelines	<b>Revision:</b>	8	<b>Issue Date:</b>	7/11/2016

Proposed Change Information			
<b>Page No:</b>		<b>Paragraph No:</b>	
<b>Description of Change:</b>			
<b>Reason for Change:</b>			

Your Information			
<b>Name:</b>		<b>Phone:</b>	
<b>Email:</b>			
<b>Address:</b>			
<b>Signature:</b>		<b>Date:</b>	





## Planning circular

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### PLANNING SYSTEM

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State environmental planning policy

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Circular	PS 18-010
Issued	26 October 2018
Related	nil

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# Development adjacent to high pressure pipelines transporting dangerous goods

This circular advises councils and developers of the mandatory notification and assessment requirements for development near pipelines listed under clause 66C of *State Environmental Planning Policy (Infrastructure) 2007* (known as the Infrastructure SEPP). Clause 66C of the Infrastructure SEPP lists high pressure pipelines used for the transport of dangerous goods. These pipelines have a level of risk which must be assessed when considering development near the pipelines, to ensure that risks to people, property and the pipelines are within acceptable levels.

## Introduction

High pressure pipelines are normally large, steel pipelines which operate at very high pressures to transport gas or liquids over long distance. These pipelines run beneath the ground and span thousands of kilometres around the country and within our cities and towns.

High pressure pipelines are typically constructed within well-defined easements or corridors that can be as wide as 30 metres. A pipeline easement or corridor is a right-of-way allowing access for necessary inspections or maintenance. In cities and towns, easements are typically narrower to maximise the amount of land available for urban use. Alternatively, pipelines may be placed in road reserves for similar reasons.

The Infrastructure SEPP is the key planning instrument in NSW for the facilitation and delivery of infrastructure. The Infrastructure SEPP contains planning provisions for various types of infrastructure, including pipelines. It also includes notification requirements and requirements to consider potential safety risks related to development near high pressure pipelines.

The purpose of this circular is to advise councils and developers of the requirements for development adjacent to high pressure pipeline corridors listed under Clause 66C of the Infrastructure SEPP. These provisions were recently expanded in amendments made to the SEPP on 31 August 2018.

The majority of high pressure pipelines listed under clause 66C are used to transport natural gas, however

the list now also includes pipelines for the transport of petroleum, crude oil, ethylene gas, ethane and jet fuel.

Development along such pipelines may pose a risk to pipeline integrity and, equally, such development may be at risk should a failure of the pipeline occur. While a serious failure of a pipeline is very unlikely, the consequence of such a failure could have serious implications for life, property, the environment and the State's economy.

All but one of the pipelines listed in the Infrastructure SEPP are high pressure pipelines licenced under the *Pipelines Act 1967* and regulated by the Department of Planning and Environment. The Clyde to Gore Bay Pipeline is covered under the *Work Health and Safety Regulation 2017*, which is regulated by SafeWork NSW

High pressure pipelines are designed, constructed, tested, operated and maintained in accordance with Australian Standard AS 2885 and licenced under the *Pipelines Act 1967*.

The *Pipelines Regulation 2013* also ensures that licensed pipeline are designed, constructed, maintained and operated in a safe and reliable manner. Under this Regulation, all pipeline operators must develop and implement a Pipeline Management Plan, which is used to monitor the ongoing performance of the pipeline operator.

## Locating high pressure pipeline corridors

The Infrastructure SEPP allows the development of high pressure pipelines in any zone (subject to certain



requirements if the land is zoned E1 National Parks and Nature Reserves or an equivalent zone).

Clause 66C of the Infrastructure SEPP lists the license numbers/names of 33 sections of high pressure pipelines in NSW ranging in length from 0.5 km to 1218 km. The clause aims to ensure that risks to people, property and the pipelines are considered during the development assessment stage and determined to be within acceptable levels.

To accompany the provisions within Clause 66C, this circular includes a table listing the pipeline operator(s) operating pipelines across NSW. If there is a pipeline operator allocated to a local government area the relevant council is to contact that operator to obtain information on the route of their pipeline.

It is best practice for developers to contact “Dial Before You Dig” during the early stages of the development assessment process, such as during the concept planning phase, to ensure that risks from the development on high pressure pipelines are adequately considered during this process. Their webpage is listed below.

Dial Before You Dig is a free national service which holds and provides information about the location and type of underground assets, including gas pipes and electricity cables. In NSW, pipeline operators need to be members of the Dial Before You Dig service.

Using the Dial Before You Dig service is mandatory before carrying out excavation work in NSW.<sup>1</sup>

The Dial Before You Dig service has a national call centre and website which can be accessed via webpage [www.1100.com.au](http://www.1100.com.au). The location of pipelines can be identified by contacting the Dial Before You Dig service.

### Development near pipelines - notification requirements

It is important that pipeline operators are aware of development proposed in the vicinity of their high pressure pipelines.

Matters, such as increased construction activity associated with a new development, may impact on the integrity of high pressure pipelines. The key cause of a pipeline failure is puncture or penetration of the pipeline by machinery, such as an excavator or a drill especially during construction.

Amendments to the Infrastructure SEPP notified on 31 August 2018 introduced requirements for consent authorities to notify the pipeline operator of any development application adjacent to a pipeline corridor within 7 days of receiving the application. As part of assessing this development application the consent authority must take into consideration any response

that is received from the pipeline operator within 21 days of the notice being given.

The land to which the clause applies is identified in clause 66C as any land:

- a) within the licence area of a high pressure pipeline licensed under the *Pipelines Act 1967*, or
- b) within 20m (measured radially) of the centreline or easement of any of the listed pipelines.

The notification requirements ensure pipeline operators are aware of any new development at an early stage of the development assessment process. This will enable the pipeline operator to work with the consent authority and developer to review the level of risk both to and from the pipeline.

A list of pipeline operator(s) operating pipelines across applicable local government areas within NSW is included below. The local council is to contact the relevant operator to obtain information of the route of their pipeline.

### Development near pipelines - consideration of potential safety risks

Clause 66C of the Infrastructure SEPP aims to protect people from unacceptable levels of risk from high pressure pipelines, whilst also protecting the pipelines themselves.

Specifically, clause 66C requires the consent authority to:

- a) be satisfied that the potential safety risks or risks to the integrity of the pipeline that are associated with the development to which the application relates have been identified, and
- b) take those risks into consideration in the assessment of development.

In taking ‘those risks into consideration’ it is acknowledged that the construction type, size, depth and the type of dangerous good within each of the high pressure pipelines listed under clause 66C will vary, resulting in each pipeline having a different risk profile.

There are certain types of developments such as high density residential, commercial or sensitive uses such as hospitals, schools, child care and aged care facilities which should be considered more carefully by the consent authority as they may introduce a higher or more vulnerable population near the pipelines listed under clause 66C.

Such development should consider preparing a risk assessment as part of the development application to demonstrate that the development will comply with the risk criteria for land use safety planning published in *Hazardous Industry Planning Advisory Paper No. 4 – Risk Criteria for Land Use Safety Planning*. It is important to have a comprehensive understanding of the hazards and risks associated with the operation of the pipeline and of the adequacy of safeguards.

<sup>1</sup> Excavation requirements are set out in the Electricity and Gas Supply Acts and Regulations.

In assessing the tolerability of risk from high pressure pipelines, both qualitative and quantitative aspects need to be considered.

Any quantitative (numeric) risk assessment should be consistent with the principles published in *Hazardous Industry Planning Advisory Paper No. 6 – Hazard Analysis*. The risk assessment is to be performed by a suitably qualified professional. This assessment is the responsibility of the applicant and must be undertaken in consultation with the pipeline operator. The risk assessment should be submitted with the development application.

All Hazardous Industry Planning Advisory Papers can be found on the Department of Planning and Environment's website.

### List of pipeline operators for each LGA

Pipelines Act 1967 Licence Number	Pipeline Operator	Local Government Areas
1	Jemena	Camden, Campbelltown, Fairfield, Liverpool, Wollondilly
2	Jemena	Wollondilly, Wollongong
3	Jemena	Blacktown, Fairfield
4	Viva Energy	Burwood, Canterbury-Bankstown, City of Parramatta, Cumberland, Inner West, Strathfield
5	Viva Energy	Burwood, Canterbury-Bankstown, City of Parramatta, Cumberland, Inner West, Strathfield
6	Caltex	Bayside, Burwood, Canterbury-Bankstown, Cumberland, Inner West, Strathfield
7	Jemena	Blacktown, Central Coast, Cessnock, Hawkesbury, Hornsby, Lake Macquarie, Newcastle, The Hills Shire
8	Jemena	Newcastle
9	Caltex	Blacktown, Central Coast, Hawkesbury, Hornsby, Lake Macquarie, The Hills Shire
10	Caltex	Blacktown, City of Parramatta
11	Caltex	Lake Macquarie, Newcastle
12	Qenos	Bayside, Canterbury-Bankstown, City of Parramatta, Cumberland, Inner West, Strathfield
14	Exxon Mobil	Bayside, Randwick
15	APA Group	Bayside, Bland, Camden, Campbelltown, Canterbury-Bankstown, Central Darling, Cobar, Georges River,

		Goulburn Mulwaree, Hilltops, Lachlan, Liverpool, Upper Lachlan Shire, Weddin, Wingecarribee, Wollondilly
16	APA Group	Bland, Central Darling, Cobar, Goulburn Mulwaree, Hilltops, Lachlan, Upper Lachlan Shire, Weddin, Wingecarribee, Wollondilly
17	APA Group	Bathurst Regional, Blayney, Cowra, Hilltops, Lithgow City
18	APA Group	Bathurst Regional, Oberon
19	APA Group	Cootamundra-Gundagai Regional, Hilltops, Junee, Wagga Wagga
20	APA Group	Coolamon, Griffith, Junee, Leeton, Narrandera
21	APA Group	Upper Lachlan Shire, Yass Valley
22	APA Group	Blayney, Cabonne, Orange
23	APA Group	Greater Hume Shire, Lockhart, Wagga Wagga
24	APA Group	Federation, Greater Hume Shire
25	APA Group	Bland, Dubbo Regional, Forbes, Narromine, Parkes, Weddin
26	Jemena	Camden, Campbelltown, Cumberland, Fairfield, Goulburn Mulwaree, Kiama, Liverpool, Queanbeyan-Palerang Regional, Shellharbour, Shoalhaven, Snowy Monaro Regional, Wollondilly, Wollongong
27	APA Group	Dubbo Regional, Gunnedah, Liverpool Plains, Tamworth Regional, Warrumbungle
28	APA Group	Cootamundra-Gundagai Regional, Junee, Snowy Valleys
29	Jemena	Queanbeyan-Palerang Regional
32	Energy Australia	Wollongong
33	Jemena	Central Coast, Lake Macquarie
35	BP Australia	Newcastle
42	AGL Energy	Newcastle, Port Stephens
Clyde to Gore Bay Pipeline Work Health and Safety Regulation 2017	Viva Energy	City of Parramatta, Hunters Hill, Lane Cove, Ryde

## Further Information

For further information please contact Service NSW on 13 77 18.

Department of Planning and Environment circulars are available at:

[planning.nsw.gov.au/circulars](http://planning.nsw.gov.au/circulars)

### Authorised by:

**Carolyn McNally**  
**Secretary**

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**Important note:** This circular does not constitute legal advice. Users are advised to seek professional advice and refer to the relevant legislation, as necessary, before taking action in relation to any matters covered by this circular.

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**Disclaimer:** While every reasonable effort has been made to ensure that this document is correct at the time of publication, the State of New South Wales, its agencies and employees, disclaim any and all liability to any person in respect of anything or the consequences of anything done or omitted to be done in reliance upon the whole or any part of this document.

## Debbie Boles

**From:** Kiama Council <council@kiama.nsw.gov.au>  
**Sent:** Wednesday, 5 May 2021 10:45 AM  
**To:** Council  
**Subject:** Make a submission  
**Attachments:** SubmissionReceipt-MakeASubmission-244.pdf  
  
**Categories:** Blue Category



## Make a submission

A user just completed the following submission via Council's website:

Your Contact Details	
First and last name:	Stacey Thorpe
Street number:	240
Street name:	Alne Bank Lane
Suburb:	Gerringong
Postcode:	2534
Phone number:	0410187662
Email:	stacey@thorpegroup.com.au
Your Submission	
Type of submission:	Planning Proposal
DA number:	
DA address:	
Details of other:	
Submission comments	
Enter your comments:	Lot 40 DP123679 5 Sims Road I wish to lodge an objection to this proposal for Zoning change. Council only recently agreed to not change any zoning west of highway at

	<p>Gerringong.</p> <p>My main points of objection are</p> <ul style="list-style-type: none"> <li>• Zoning change will set a precedent for the future see note 1:</li> <li>• Change of visual amenity</li> <li>• Possible pollution to adjacent waterways no connection to town sewer</li> <li>• Existing underground gas main in the vicinity</li> <li>• The proposed developments proposals already exist in Gerringong</li> <li>• There is room in RU1 zoning with application to achieve some similar outcomes with approval.</li> </ul> <p>Note 1 the next 5 land holdings to the north of this site are small rural residential allotments if this get rezoned it opens the door for all of them in the future being developed in one way or another think south Nowra various industrial development along highway.</p> <p>Gerringong Hardware already does wholesale landscape supplies Firewood retailer is in existing industrial site.</p>
Attach file:	
Your privacy	I agree that my public submission will be made publicly available.



## Debbie Boles

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**From:** raewyn thomson <raewynathomson@yahoo.com.au>  
**Sent:** Monday, 10 May 2021 1:21 PM  
**To:** Edward Paterson  
**Subject:** Exhibition of Planning Proposal 5 Sims Road- Lot 40 DP 1230679 – 5 Sims Road, Gerringong.

Dear Ed

Whilst I'm sure the developer as an ex landscaper would do his best to disguise the site it still is one of two entrances into our town and sets a precedent to other small farm holdings along the highway. In a matter of years we could be the new South Nowra.

The bulk carrier trucks if they are to be housed here are huge and entering and exiting at the underpass of Sims and Belinda St could become daunting.

It defies KMC planning controls and LEP.

Once it is rezoned there is no guarantee it won't be on sold.

There is a petition circulating that so far has 600 signatures of people who are interested in Gerringong's future.

Kind Regards

Raewyn Thomson  
0438761362

## Debbie Boles

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**From:** Kiama Council <council@kiama.nsw.gov.au>  
**Sent:** Wednesday, 5 May 2021 7:21 PM  
**To:** Council  
**Subject:** Make a submission  
**Attachments:** SubmissionReceipt-MakeASubmission-251.pdf



## Make a submission

A user just completed the following submission via Council's website:

Your Contact Details	
First and last name:	Kate Jones
Street number:	24
Street name:	Victoria Street
Suburb:	Gerringong
Postcode:	2534
Phone number:	0439469777
Email:	jones.katherine@gmail.com
Your Submission	
Type of submission:	Planning Proposal
DA number:	
DA address:	
Details of other:	
Submission comments	
Enter your comments:	I wish to oppose planning proposal SC3864. We live adjacent to the existing truck yard on Victoria Street but believe it is unfair to live between two industrial areas. This involves early and late heavy traffic, with noise and pollution impacts as well as safety risks. The old coop building is being redeveloped, adding to this area of town and industrial uses across the road will diminish this potential development and growth,

	as well as from crooked river winery. i am not anti development but it must have value for the town and residents, and minimise disproportionately high impacts on neighbours. Screening with plants will not address this. It would be better to allow housing there
Attach file:	
Your privacy	I agree that my public submission will be made publicly available.

## Debbie Boles

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**From:** Kiama Council <council@kiama.nsw.gov.au>  
**Sent:** Thursday, 6 May 2021 2:53 PM  
**To:** Council  
**Subject:** Make a submission  
**Attachments:** SubmissionReceipt-MakeASubmission-256.pdf  
  
**Categories:** Purple Category



## Make a submission

A user just completed the following submission via Council's website:

Your Contact Details	
First and last name:	Kim David Bailey
Street number:	10
Street name:	Baileys Road
Suburb:	GERRINGONG
Postcode:	2534
Phone number:	+61418223539
Email:	rbailey1@outlook.com
Your Submission	
Type of submission:	Planning Proposal
DA number:	
DA address:	
Details of other:	
Submission comments	
Enter your comments:	I am against rezoning of this block. It is my understanding that there was to be no development west of the railway line according to Council's Charette of Gerringong CBD. I had attended all meetings regarding all those proposals. If this property was rezoned to Industrial it would set a

	terrible precedent, which I am totally against. The property previously had a dwelling house erected on it when the RMS acquired it, so presumably that right for a dwelling should remain on the property.
Attach file:	
Your privacy	I agree that my public submission will be made publicly available.



## Debbie Boles

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**From:** Kiama Council <council@kiama.nsw.gov.au>  
**Sent:** Thursday, 6 May 2021 3:37 PM  
**To:** Council  
**Subject:** Make a submission  
**Attachments:** SubmissionReceipt-MakeASubmission-257.pdf; letter to kiama council.pdf  
**Categories:** Purple Category



## Make a submission

A user just completed the following submission via Council's website:

Your Contact Details	
First and last name:	Melanie Park
Street number:	
Street name:	
Suburb:	
Postcode:	
Phone number:	0401325584
Email:	melken44@hotmail.com
Your Submission	
Type of submission:	Other
DA number:	
DA address:	
Details of other:	Pre-Gateway Planning Proposal
Submission comments	
Enter your comments:	I declare no political donations or gifts
Attach file:	<a href="#">letter to kiama council.pdf</a>
Your privacy	I agree that my public submission will be made publicly available.

Melanie Park  
4 Creston Grove,  
Bomaderry, NSW, 2534

General Manager  
Kiama Municipal Council  
11 Manning Street, Kiama, NSW 2533

**Re: Planning Proposal DP 1230679 (Planning proposal to allow for industrial uses of land known as Lot 40 DP 1230679- 5 Sims Road, Gerringong)**

**Council Reference: SC3864**

Dear General Manager,

I am writing in regards to the proposal to rezone 5 Sims Road from its current RU1 Primary Production zoning to industrial uses with the intent to conduct industrial business including landscape supplies, firewood business and several fabrication/manufacturing businesses included in the concept plans.

The proponents have made many claims to support their proposed rezoning, however upon closer inspection, there are many issues with the proposal which I hope council will consider. Issues which have occurred to me through my reading of the plan are as follows:

- **This proposal will set a poor precedent.** It will open the door for future attempts to rezone land on this stretch of the highway. This has the potential to result in a series of industrial and commercial developments which could happen along the current western agricultural belt. KMC should carefully consider the future of the township and how they aim for it to look. Gerringong currently enjoys a fabulous reputation as a seaside township where the mountains meet the sea. It would be a bad look if it became a township where the industrial wasteland meets the sea and would result in Gerringong being a less desirable location for tourists to spend their money.
- **This proposal will not help to provide more residential housing.** In fact, it directly opposes council's stated aim to "consolidate future population growth" by attempting to rezone land which does in fact contain a house building parcel into industrial land. This will therefore not be used to house a family, but is a cynical attempt by the proponent to make profits by changing the purpose of the land and then gaining rental income or potentially subdividing and selling the industrial lots.
- **This proposal would not "protect and enhance the coastal and rural character of Kiama's rural towns, neighbourhoods and villages, and the characteristic scenic landscapes that contribute to its liveability and identity".** The proponent claims that plantings of screening plants will remediate the visual aspect of an ugly industrial locale, however given the size of these potential buildings the screening plants would have to be very large indeed, and will be unlikely to achieve the height and density necessary.
- **This proposal will not protect Kiama's cultural heritage.** This area has traditionally been tightly held as agricultural land and rural holdings which provide much of the natural beauty and cultural heritage of this area. Many farming families have held their land for generations and this is part of Gerringong's agricultural and farming heritage. There is a need to balance

Council Reference: SC3864

Melanie Park  
4 Creston Grove,  
Bomaderry, 2541

population growth with land use, however rezoning this land to industrial does not help on any of those counts and will in fact damage Gerringong's cultural heritage.

- **This proposal directly contradicts a stated aim to “protect agricultural land and restrict its fragmentation for purposes other than primary production”.** This proposal would seek to turn agricultural/rural land into industrial zoning. The document also alludes to possible future subdivision of this block once it is rezoned. At this point the land could be sold on to any person or company and be put to any kind of industrial use allowed under this zoning.
- **This proposal will put pressure on road infrastructure.** Large commercial vehicles accessing the site may include: 20m AV and 19m Truck and Dog. These vehicles may access the site frequently (as many as 43-73 times in the morning peak and 48-80 times in the afternoon peak). This is one of the primary interchanges for accessing Willow Vale Road, Sims Road by residents of these areas and also a primary way for the Gerringong population to access the highway. This will increase the traffic and inherent risks of collisions at this intersection.
- **This proposal will lead to a divided town.** With this proposed development being on the western side of the highway it does not contribute to development within the town centre and will create division between the town centre and this proposed new industrial site. We see similar things which have happened for example in Nowra, which has multiple industrial and commercial centres and as a result a very disjointed feel. It is also worth mentioning that when people enter Bomaderry past the industrial development of Manildra, it gives a very poor first impression of the town. Manildra too was a much smaller operation initially!
- **This land is the site of a gas pipeline** which would surely have significant impacts on the industrial usability of the site and severely constrain such a large scale development. How is the integrity of this pipeline being protected from damage? It does not feature in the proposal from my reading.
- **This proposal is not consistent with the Regional Plan or the Local Environment Plan (LEP).** Planning proposals must be consistent with a Regional Plan released by the Minister for Planning. The planners state that the PP is **generally** consistent with the Illawarra-Shoalhaven Regional Plan 2036, however, if that were actually the case, there would be no need for this Pre- Gateway submission and rezoning of rural land to industrial.
- **This proposal would permanently turn this land to industrial uses.** On many occasions the document refers to the RMS use of the site while constructing the highway as justification for why this new proposed development should be considered visually similar. The major difference, however is that the RMS use of the site was always temporary and had an end point for both the Static and Mobile receptors (otherwise known as residents and travellers). This proposal would be permanent in nature and therefore, cannot be compared in impact to the RMS site usage, particularly considering that these industrial units would be far larger than the RMS demountable buildings which were on the site.
- **If this proposal were to go through, the industrial site would be highly visible** from the highway and also to nearby residents, where currently the outlook is rolling green hills and pastures.

Many people in the local community are in agreement with the views I have outlined above, and lively discussion ensued on many social network forums when this proposal was brought to people's attention. An online petition through change.org in opposition to this development has already garnered 559 signatures and many comments of support at the time of writing this letter. I do hope that Kiama Municipal Council can wisely consider the future impacts of such a proposal, both in the

immediate future and long term.

Turning 5 Sims Road from a rural agricultural zoning to an industrial zoning would be opening the door to future similar developments on the western side of the highway, and this is only one issue amongst a raft of problems with this proposal. I would like to declare that I have not made any political donations or gifts, but am a concerned citizen.

Thank you for your time and consideration,



Melanie Park  
Director of Ivy Mount Pty Ltd

## Debbie Boles

---

**From:** Kiama Council <council@kiama.nsw.gov.au>  
**Sent:** Friday, 7 May 2021 11:57 AM  
**To:** Council  
**Subject:** Make a submission  
**Attachments:** SubmissionReceipt-MakeASubmission-261.pdf  
**Categories:** Purple Category



## Make a submission

A user just completed the following submission via Council's website:

Your Contact Details	
First and last name:	Annette Pust
Street number:	32
Street name:	Wilson Avenue
Suburb:	Gerringong
Postcode:	2534
Phone number:	0451025192
Email:	annette_pust@yahoo.com.au
Your Submission	
Type of submission:	Planning Proposal
DA number:	
DA address:	
Details of other:	
Submission comments	
Enter your comments:	SC3864 Dear ladies and gentlemen, I write to you today asking you to refuse approval to the proposed



rezoning of rural zoned land into industrial zoned land at Lot 40 DP 1230679 - 5 Sims Road.

There is no need for more industrial land in Gerringong. To my knowledge there is plenty of currently unused space that is zoned industrial in Rowllins Road (struggling to sell btw) and behind Belinda St. The recently built industrial units on Rowllins Road took a very long time to sell / rent, indicating there is no demand from local businesses for more industrial land.

Gerringong has everything it needs for a working, diverse community. Gerringong would benefit from another supermarket, ideally in the town centre or close by. I doubt ALDI or Coles would move to 5, Sims Road as it's not central enough. And how would council regulate that only a supermarket or what the community would benefit from could be built on the site in question ? It can't be controlled. As soon as the land is rezoned it could be sold to anyone. And exactly that is the problem :

The location the west side of the highway will not attract local businesses to expand or new supermarkets because it's out of town and demand for local business is met. Instead this location will attract businesses that will benefit from the off side highway location. Businesses that have a lot of driving through highway clientel or bulky goods, such as large scale home wares, car yards, fuel stations and fast food restaurants.

Imagine having a Bunnings, a Toyota showroom and a Mc. Donald's on that site ! Is this the look council wants for our town ? Both sides of the highway developed, looking like everywhere else, for example like in Albion Park ? I'm sure there can be better locations found for industrial land that will benefit the local community should the need arise in the future than land west of the highway that is so far untouched.

Changing the zoning for 5, Sims Road would set a precedent, with most likely all adjoining lots following over time and turning the west side of the highway into one of those "service strips" for people driving through. I doubt this would benefit the rural and upmarket image of the rural village that people love.

I'm not a farmer and don't know about the quality or usability of the land. But I do know that Gerringong heavily relies on tourism. Developing the west side of the highway will destroy the rural untouched look it has now. Gerringong is unique and loved by its community as well as its visitors for having a RURAL seaside charm. This is what people are after. They can see service strips everywhere else. We don't need one here and it would negatively impact the Gerringong tourism. Please refuse approval to this planning proposal. Thank you for your time.

Annette

Attach file:

Your privacy	I agree that my public submission will be made publicly available.
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# Date Received

06 May 2021

07 MAY 2021

Lot 40 DP 1230679

Your reference SC3864

Kiama Municipal Council

**James and Janet Nelson**  
"Clareview"  
Sims Road  
Gerringong, 2534  
02 4234 1522

To The General Manager Kiama Municipal Council

5 Sims Road, Gerringong

Lot 40 DP 1230679

Your reference SC3864

Dear Sir,

We have received notification from Kiama Municipal Council concerning the planning proposal to allow the above-mentioned block of land to be rezoned for industrial use.

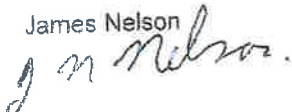
We oppose the proposal for the following reasons:

1. As far as we are aware there is no sewer or town water connected to the block.
2. 5 Sims Road has both Telstra and Optus telephone lines traversing the block and in addition the gas pipeline runs through the centre of the block which by rights should impact the industrial use of the block.
3. Should the warehouses be constructed that are outlined in the planning proposal, it is likely that their use will change which will impact surrounding rural land and all likelihood could contaminate the pastures on my farm.
4. Should the planning proposal be consented to it is highly possible that other industrial sites will be established in other rurally zoned land.
5. Another major concern of ours is that the landscape supplies may have contaminants which could enter the water course and further contaminate the rural pastures upon which my cattle graze.

We wish to be advised of the council's decision with regard to this planning proposal and further we state that we haven't made any political donations or gifts that may create the perception of undue influence.

Yours faithfully,

James Nelson



Janet Nelson



## Debbie Boles

---

**From:** Kiama Council <council@kiama.nsw.gov.au>  
**Sent:** Friday, 7 May 2021 5:49 PM  
**To:** Council  
**Subject:** Make a submission  
**Attachments:** SubmissionReceipt-MakeASubmission-263.pdf; Personal Objections Ivy Mount.pdf  
**Categories:** Blue Category



## Make a submission

A user just completed the following submission via Council's website:

Your Contact Details	
First and last name:	Lauren Hindmarsh
Street number:	8
Street name:	Oxford Road
Suburb:	Helensburgh
Postcode:	2508
Phone number:	0412669431
Email:	lauren.hindmarsh@thinktankmedia.net
Your Submission	
Type of submission:	Other
DA number:	
DA address:	
Details of other:	Gateway Proposal regarding rezoning of land
Submission comments	
Enter your comments:	Please see attached my objections to the Gateway Proposal before council regarding the rezoning of land at 5 Sims Road, Gerringong. DP 1230679.
Attach file:	<a href="#">Personal Objections Ivy Mount.pdf</a>

Your privacy	I agree that my public submission will be made publicly available.
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07 May 2021

## **IVY MOUNT Pty Limited**

24 Princes Highway,  
Gerringong, NSW 2534  
M: 0412669431  
E: lauren.hindmarsh@thinktankmedia.net

5 Sims Road, Gerringong

Lot 40 DP 1230679

Your reference SC3864

I am writing with regards to correspondence received from Kiama Municipal Council regarding a gateway proposal to allow the land at 5 Sims Road, Gerringong to be rezoned from rural to industrial land for use as a light industrial factory setting.

I object to this proposal and outline my reasons below.

- There is no sewer or town water connected to this property. The establishment of such infrastructure would cause much disruption.
- The block is home to Telstra and Optus lines as well as the gas pipeline which traverses the block.
- There is no guarantee of what type of business would take place with-in these factories, which puts the surrounding properties at risk with regards to auditory disturbance and leaching onto prime agricultural land in regards to a landscape supplies.
- Rezoning of this land will set dangerous precedents for other properties west of the highway. There are many small rural residential lots along this fringe and imagine how this would look in years to come if other properties are rezoned in the same manner.
- The proposal references the likely subdivision of this block when it is rezoned industrial. This directly contradicts the current reasons behind rural zoning.
- If this land is to be rezoned from agricultural land to industrial, because of the height of the road the units will be visible from the highway and also to nearby residents. I note there is a landscape plan with-in the proposal but it will by no way be sufficient to fully hide the industrial character of the block. This will directly impact the beautiful, green, mountainous landscape currently enjoyed by residents and tourists alike.

I make the disclosure that I have not made any political donations or gifts to any participants or persons connected to this planning proposal.

Yours faithfully,

Lauren Hindmarsh

Director

Ivy Mount Pty Limited



## Debbie Boles

**From:** Kiama Council <council@kiama.nsw.gov.au>  
**Sent:** Friday, 7 May 2021 8:24 PM  
**To:** Council  
**Subject:** Make a submission  
**Attachments:** SubmissionReceipt-MakeASubmission-264.pdf; kiama council- Alana Wilson 07.05.21.pdf

**Categories:** Marina



## Make a submission

A user just completed the following submission via Council's website:

Your Contact Details	
First and last name:	Alana Wilson
Street number:	56
Street name:	King St
Suburb:	Rockdale
Postcode:	2216
Phone number:	0403335922
Email:	awilson@ww.com
Your Submission	
Type of submission:	Development Application
DA number:	DP 1230679
DA address:	Lot 40 DP 1230679 - 5 Sims Road, Gerringong
Details of other:	
Submission comments	
Enter your comments:	I declare I have not made any donations / nor gifts and am not making this submission for political gain.
Attach file:	<a href="#">kiama council- Alana Wilson 07.05.21.pdf</a>
Your privacy	I agree that my public submission will be made publicly available.

Alana Wilson  
56 King Street,  
Rockdale, NSW, 2216

General Manager  
Kiama Municipal Council  
11 Manning Street, Kiama, NSW 2533

**Re: Planning Proposal DP 1230679 (Planning proposal to allow for industrial uses of land known as Lot 40 DP 1230679- 5 Sims Road, Gerringong)**

**Council Reference: SC3864**

Dear General Manager,

I am writing to oppose the proposal to rezone 5 Sims Road from its current RU1 Primary Production zoning to industrial. There are many issues with this proposal which include but are not limited to: the setting of a precedent, poor visual and auditory aspect and impact on the rural character of Gerringong.

Many claims have been made in the pre-gateway proposal by the proponents, however there remain significant concerns about the ramifications of this development if approved. The first of which is the setting of a precedent of rezoning small pockets of rural land to industrial. This could allow for more industrial rezoning further along the western fringe of the highway if this proposal goes ahead which in turn takes away the natural beauty and iconic green rolling hills or the Gerringong which is known and loved throughout NSW. An industrial development amidst the current scenery would be out of place and has not been included in the Regional Plan or Local Environment Plan for this reason.

Secondly, this development, contrary to the points made in the planning proposal, would have a very poor visual and auditory effect on the surrounding residents and travellers on the highway, not to mention changing the look of the town at a major entrance and exit point from the highway. The buildings proposed in the concept plan will be very imposing in order to accommodate large plant and machinery as well as trucks coming and going. Large, warehouse style buildings will not have a pleasing aesthetic impact on the surrounding areas and it is unlikely that any plantings which are done will adequately screen these buildings from view. The proponents discuss "architectural" styles which will not be an eyesore, however in reality, it is unlikely at best that these buildings will be attractive. In addition to the visual impact, the auditory impact of this development will be significant. The vastly increased traffic movements notwithstanding, there are also likely to be large plant movements throughout the trading hours to move mulch and noise associated with timber sales and any other 'fabrication/manufacturing' business. The movement of noise over the landscape is significant. Currently traffic from the highway can be clearly heard throughout the day and especially at night from the western side up the hill. Noise generated from industrial activities would be far worse and would affect not only immediate residents but also residents across the highway in the main part of Gerringong.

**Council Reference: SC3864**

**Alana Wilson  
56 King Street, Rockdale**

The last point I wish to make (although many more could be made) is that Gerringong is a rural village with a farming heritage. If you talked to people from further afield and mentioned the name Gerringong, they would immediately picture rolling green hills and seaside escapes, not industrial sites dotted along the highway. This proposed development will do nothing to enhance the character of Gerringong and will do much to degrade Gerringong's reputation for beauty and relaxation. The fact that there is vacant industrial land already located in the town adds insult to injury and leads me to believe that this proposal is nothing more than a money making scheme, designed by the purchaser to get the most bang for his investment buck.

I implore Kiama Council to reject this pre-gateway proposal to rezone land at 5 Sims Road from rural to industrial. There are far too many negatives associated with this plan and the long term ramifications are troubling at best and disastrous at worst.

Thank you for your time and consideration,

Alana Wilson  
Director of Ivy Mount Pty Ltd

## Debbie Boles

---

**From:** Kiama Council <council@kiama.nsw.gov.au>  
**Sent:** Sunday, 9 May 2021 10:57 AM  
**To:** Council  
**Subject:** Make a submission  
**Attachments:** SubmissionReceipt-MakeASubmission-262.pdf; Sims Road Development.pdf  
**Categories:** Marina



## Make a submission

A user just completed the following submission via Council's website:

Your Contact Details	
First and last name:	Janet Fingleton
Street number:	309
Street name:	Bryces Road
Suburb:	Far Meadow
Postcode:	2535
Phone number:	0418651787
Email:	janetfingleton@bigpond.com
Your Submission	
Type of submission:	Planning Proposal
DA number:	
DA address:	
Details of other:	
Submission comments	
Enter your comments:	I object to changing Sims Road from RU1 to Industrial land. I will attach a document explaining my objection.
Attach file:	<a href="#">Sims Road Development.pdf</a>
Your privacy	I agree that my public submission will be made publicly available.

## SIMS ROAD DEVELOPMENT, GERRIGONG, NSW

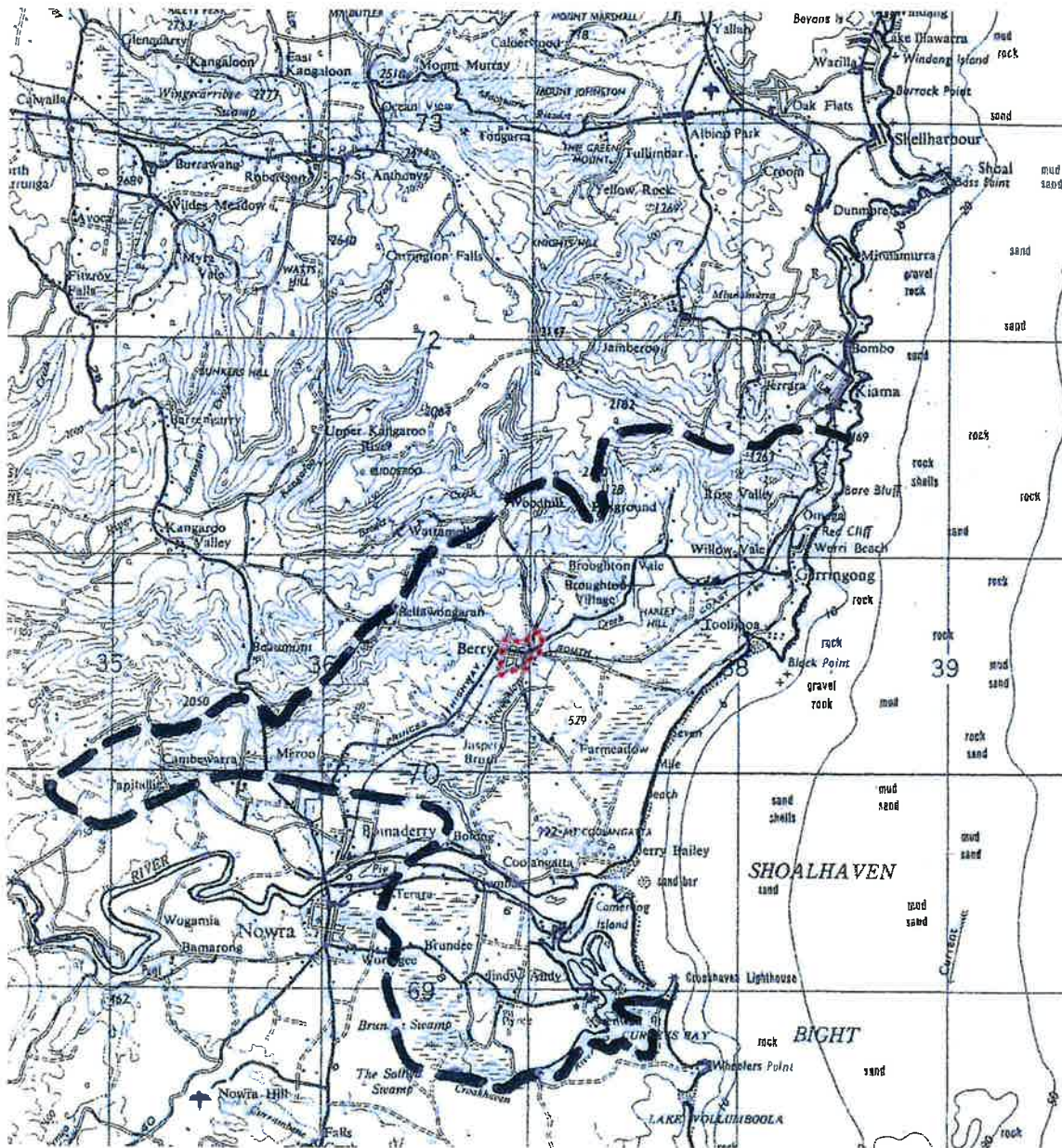
I would like to object to the Planning Proposal Proposed Industrial Land, Lot 40 DP 1230679, Sims Road, Gerringong for the following reasons:-

- I think that development of industrial land on this side of the highway which is zoned RU1 opposite Gerringong would destroy any visual amenity of the area and would forfeit employment through tourism and agribusiness.
- If development is allowed to go ahead on this side of the Highway, it creates a dangerous precedent and the likely “domino effect” to justify further expansion of development.
- The Kiama Regional Economic Development Strategy 2018-2022 sets out the vision of:
  - *“To be a strong vibrant economy outside of current holiday peaks with **carefully** managed growth and employment opportunities in tourism, agribusiness and other emerging industries and to capitalise on the region’s unique opportunities in digital connectivity.”*
- Any industrial activity should be done in areas that are not visible from the highway in this particular, scenic landscape, which has been captured by the celebrated Australian artist Lloyd Rees, who owned a holiday home at Werri Beach.
- The highway upgrade has enabled people to travel easily to Kiama, Wollongong and beyond to their areas of employment. With the improvement in trains this will also be the case.
- Improved roads and transport facilities have meant increased pressure on land here on the South Coast due to its proximity to Sydney. COVID19 has also resulted in people moving out of Sydney to this area.
- This scenic part of South Coast has been preserved because the Berry Estate founded by Alexander Berry has been recognised and listed by the National Trust in its Berry Landscape Conservation Area, 2010 which embraces *‘the coastline south of Kiama some 30 kilometres southward to Greenwell Point...’*
- It is part of the South Coast Regional Conservation Plan (RCP) that **guides natural heritage conservation** on lands on the South Coast excluding national parks and State forests. It provides direction to local government on planning and development decision-making so that the biodiversity of the South Coast can be maintained or improved.
- I think in recognition of these cultural, natural and aesthetic values of the Shoalhaven, the area from the Kiama Bends to Orient Point should be listed as an Area of Outstanding Natural Beauty (AONB). There are 46 areas of AONB listed in the UK with a land size of 243,305 square kilometres compared to the land size of Australia which is 7,617,930 square kilometres.
- I think that the Dept of Planning & Environment should seriously think about whether it wants the whole of the coastline in NSW covered by the sort of development found at Shellharbour, Blackbutt and Flinders.



- This lush, fertile coastal strip should not be covered in houses and industrial estates, but left for agricultural purposes. With rising sea levels due to climate change, these areas could be diminishing rapidly. The population should be encouraged to decentralise to other parts of NSW.

I am a Cultural Heritage Adviser, National Trust, ICOMOS and AGHS member. Although I live at Far Meadow, part of the original Alexander Berry Estate, I have family who live at Gerringong. I have not given any donations to any political donations over \$1,000 or given gifts to Councillors or council employees in the last two years.



The National Trust's Berry District Landscape Conservation Area showing the location of Berry at its centre. (Source: National Trust, 2008 with overlay by S. Duyker, 2010)



## Debbie Boles

**From:** Kiama Council <council@kiama.nsw.gov.au>  
**Sent:** Monday, 10 May 2021 10:37 AM  
**To:** Council  
**Subject:** Make a submission  
**Attachments:** SubmissionReceipt-MakeASubmission-267.pdf; SC3864 Planning Proposal 5 Sims Rd Gerringong.pdf

**Categories:** Marina



## Make a submission

A user just completed the following submission via Council's website:

Your Contact Details	
First and last name:	William Folder
Street number:	19
Street name:	Alne Bank Lane
Suburb:	Gerringong
Postcode:	2534
Phone number:	0401355533
Email:	williamjfolder@gmail.com
Your Submission	
Type of submission:	Planning Proposal
DA number:	
DA address:	
Details of other:	
Submission comments	
Enter your comments:	I strongly reject this Proposal and have attached a signed letter detailing the reasons for your reference.
Attach file:	<a href="#">SC3864 Planning Proposal 5 Sims Rd Gerringong.pdf</a>
Your privacy	I agree that my public submission will be made publicly available.

General Manager Kiama Council,

Re:SC3864.

Planning Proposal to amend the Kiama LEP 2011 to allow for industrial uses of land know as Lot 40 DP 1230679 – 5 Sims Road, Gerringong.

Dear General Manager,

I have owned 19 Alne Bank Lane (lot 101 Sims Road) since 2000.

Council has during this time, been very proactive to keep land west of the highway as rural. The Kiama council LEP 2011 was created in part to protect this farmland and limit any further subdivision unless the land size was greater than 40 hectares.

Council was also very proactive in keeping rural aesthetics by declaring that if an owner of a property less than 40 hectares had not built on the site in five years after the 2011 LEP then the owner would lose their right to build.

Council also required many building restrictions / requirements for the placement and again aesthetics of buildings and structures, keeping in with the rural landscape features.

For the council to now turn around and allow Industrial development in this area is a complete hypocritical stance and will create such a precedent that the previous rural / farmland ideals and vision the council espoused will be severely tested.

From reading the rather poorly thought out Assessments, Reports , Plans and Impact statements I have noted a few points below.

- There is no sewer or town water connected west of the highway,
- No consideration has been given for storm water runoff from the proposed site into crooked river via the creek crossing Belinda St, which flooded in the last rain.
- The traffic management plan failed to mention that the southbound offramp for trucks turning west will create a high risk for other road users as currently the westbound traffic along Belinda St is in a blind spot of the exiting traffic from the southbound off ramp.
- Many people and families walk and ride bicycles along Sims Rd, due to the small amount of local traffic, and further to take in the quiet, relaxed, country feeling and beautiful scenery this area has. This will be spoilt by allowing this proposal let alone the extreme risk to families and people created by the extensive truck movements at the entrance to Sims road. As stated these people ride / walk along the road as there is no footpath or verge.
- The proposal to plant trees on the western side of the property will not be allowed over the gas main corridor, let alone any industrial building / activity.
- The property is crossed by many power and communication lines which again will limit the landscaping requirements to reduce the visual impact to neighbouring residents and across to Elambra.
- The reference to the prior land use by the RMS is faulted as it was always the understanding by locals that the RMS would repatriate the site and rebuild the cottage that was demolished. Again, the RMS ownership was always only to be temporary and thus return to rural residential or farmland.

Of greatest significance I believe is the likelihood that if this approval is given, it would set a precedent that many other zoning changes could be sought west of the highway which would enable pockets of Industrial sites to be established.

This proposal is in direct contrast to the vision of Kiama Council as noted below:

- From the PP page 14 2e)" to protect and enhance the coastal and rural character of Kiama's rural towns, neighbourhoods and villages, and the characteristic scenic landscapes that contribute to its liveability and identity
- PP14 2k)" to protect Kiama's cultural heritage"
- PP page 14 2f)" to consolidate future population growth and medium density housing primarily in locations near shops and public transport"-

This proposal does not meet Council's vision in any way, the western side of the Princes Highway in Gerringong has traditionally been given over to rural holdings and agricultural land which provides much of the natural beauty and cultural heritage in the Gerringong and Kiama areas.

My family, neighbours and I strongly disagree with this proposal and trust your action will be positive in rejecting this planning proposal.

Yours sincerely,



William Folder.  
19 Alne Bank Lane,  
Gerringong.

## Debbie Boles

---

**From:** Kiama Council <council@kiama.nsw.gov.au>  
**Sent:** Monday, 10 May 2021 11:08 AM  
**To:** Council  
**Subject:** Make a submission  
**Attachments:** SubmissionReceipt-MakeASubmission-269.pdf  
  
**Categories:** Marina



## Make a submission

A user just completed the following submission via Council's website:

Your Contact Details	
First and last name:	Moira Etheridge
Street number:	198
Street name:	Willowvale Road
Suburb:	Willowvale
Postcode:	2534
Phone number:	0429340234
Email:	moira_etheridge@yahoo.com
Your Submission	
Type of submission:	Development Application
DA number:	DP1230679
DA address:	5 Sims Road, Gerringong
Details of other:	
Submission comments	
Enter your comments:	I am deeply disturbed by the covert way that Kiama Council is seeking to alter the LEP from rural to industrial zoning without consultation with the local community. This DA was drawn to my attention recently by a neighbour who is raising awareness of the impact on our local

	neighbourhood. I write to request an extension of time for submissions so that more time is available for community discussion on the environmental and ecological impact on the local neighbourhood and town. I believe it will have a deleterious impact on the condition of the road via the use of heavy trucks, as well as noise and diesel pollution and road safety.
Attach file:	
Your privacy	I agree that my public submission will be made publicly available.

06 May 2021

## IVY MOUNT Pty Limited

24 Princes Highway,  
Gerringong, NSW 2534  
M: 0402105316  
E: wes@aswservices.com.au

To General Manager Kiama Municipal Council,

5 Sims Road, Gerringong

Lot 40 DP 1230679

Your reference SC3864

We are in receipt of Kiama Municipal Council correspondence dated 28 April 2021 which advised that the Council has received a planning proposal to amend the Kiama local environmental plan 2011 to allow the land at 5 Sims Road, Gerringong to be used for industrial purposes.

We object to this proposal and inter alia the grounds upon which we oppose the proposal are as follows:

- There is no sewer or town water connected west of the highway.
- The block is criss-crossed with power lines, Telstra and Optus lines and not to mention the gas pipeline which traverses the block which it would not be unreasonable to assume that Jemina wouldn't want activity of an Industrial nature being conducted over the pipeline particularly when they wouldn't allow me to insert fencing posts over the top the route when fencing the Eastern boundary of the property.
- Over time it has been my experience that the warehouses they intend to construct may be initially a welding shop then on the occupant's departure it becomes a chemical factory which is misplaced in the midst of a Rural area where it is the intention to graze cattle on uncontaminated pastures.
- Of greatest significance I think is the likelihood that if approval is given that many other zoning changes could be sought west of the highway (our property for instance, Willow Vale, Alne Bank Lane etc etc ) which would enable pockets of Industrial sites to be established. This surely would not be the planning result that Kiama Council would want.
- The " site concept master plan" at fig 10 includes large bins to store Landscape supplies which is a concern in that runoff from them will enter the water course on the eastern side of the block and also there is no guarantee that the supplies contained in the bins won't contaminate the rural pastures to west of where they are planned to be constructed.



A selective critique of the planning proposal would include the following

- **From the PP page 14 2d) "To protect agricultural land and restrict its fragmentation for purposes other than primary production"** – Further in the proposal they allude to the possible subdivision of this block when it is rezoned industrial. This directly contradicts the current aims of the rural zoning.
- **From the PP page 14 2e) "To protect and enhance the coastal and rural character of Kiama's rural towns, neighbourhoods and villages, and the characteristic scenic landscapes that contribute to its liveability and identity"** - I fail to see how rezoning agricultural land to industrial uses will contribute to the beauty, liveability and scenic landscape that we currently enjoy. If the land is built on, these proposed 6 industrial units will be highly visible from the highway and also to nearby residents. The proposed plantings will not fully hide the industrial character of the block and would indeed need to be VERY tall and dense in order to cover a building which is large enough to accommodate a truck.
- **PP page 14 2f) "To consolidate future population growth and medium density housing primarily in locations near shops and public transport"**- This proposal does not meet this goal in any way, being completely disjointed from similar developments in Rowlin's Road and not close in any way to existing shops. This proposed rezoning will certainly bring extra traffic to the area but will not provide housing. It will put pressure on existing infrastructure.
- **PP14 2k) "To protect Kiama's cultural heritage"**- The western side of the Princes Highway in Gerringong has traditionally been given over to rural holdings and agricultural land which provides much of the natural beauty and cultural heritage in the Gerringong and Kiama areas. Rezoning the land as industrial flies in the face of this goal and if approved, sets a precedent for future attempts to rezone in the name of progress and economics but to the detriment of agriculture and land necessary to provide for the food needs of our growing population.
- **PP 3.1) "Need for planning proposal"** – Throughout the document the proponents frequently state that the proposal is in part consistent with KMC endorsed strategies however this proposal is in no way fully consistent with the aims of the council.

#### Table 4 Key Findings

- Large commercial vehicles accessing the site may include: 20m AV and 19m Truck and Dog. If these vehicles are accessing the site frequently (as many as 43-73 times in the morning peak and 48-80 times in the afternoon peak) this will put significant pressure on the existing road infrastructure, especially considering that this one of the primary interchanges for accessing Willow Vale Road, Sims Road and for residents of these areas and Gerringong township to access the highway. The surveyors have insinuated that these traffic movements will have a negligible impact on the existing road network surrounding the sites, however the number of vehicle movements outlined in the document directly contradicts this claim.

- The visual impact assessment it is stated that the static receptors are limited to those working and visiting adjacent properties within the Gerringong urban area so essentially anyone living in Gerringong will be confronted with these industrial units at some time. This seems to me to be a very significant impact on the visual environment and the planners assertion that the “visual impact of the proposed rezoning is considered acceptable” does not take into account the views both literal and figurative of those residents most affected by the development or the impact that a development of this nature will have on the overall feel of Gerringong.

In addition, this development will be highly visible from the highway will be able to observe this development. The planners assert that the visual impact will be mitigated by proposed green plantings, however, any building constructed to house large trucks will dwarf any vegetative plantings.

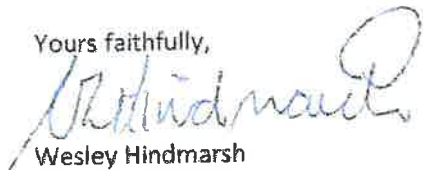
- The planners continually refer to aspects of the proposal being 'in part' consistent with the regional strategic planning framework and the Draft Illawarra Shoalhaven Regional Plan 2041. This proposal purports to be consistent with providing industrial jobs, however provides no ideas about where these people may reside. As we would all be aware, there is currently great pressure on the housing market due to the pandemic and an urban-rural shift which has led to a shortage of properties available to buy or rent. Provision of jobs in this area would not likely lead to population growth due to these factors, and in most cases would result in workers commuting which puts further pressure on the road infrastructure. Further, due to the nature of this rezoning being on the western side of the highway it does not contribute to development within the town centre and will in fact create division between the town centre and this proposed new industrial site.
- The land is the site of a gas pipeline which must have a significant impact on the usability of the site and severely constrain large scale development. Whether the integrity of this pipeline is being protected from damage does not feature in the planning proposal.
- In direction 5.10 planning proposals must be consistent with a regional plan released by the Minister for Planning. The planners state that the PP is generally consistent with the Illawarra / Shoalhaven Regional Plan 2036, however if this were actually the case, there would be no need for this pre gateway submission and thus the rezoning of rural land to industrial. This proposal is therefore inconsistent with the regional plan.
- Given the lack of sewerage services on the western side of the highway, the claim that “it is expected that water quality measures will be incorporated into the future development approval works to protect downstream riparian health” is questionable. How will this be achieved? Many aspects of the PP are designated to future consideration. To paraphrase, these things will be looked at further as part of the PP and Gateway Determination process.
- The proposal is considered to have a moderate-low impact on the overall sense of place and the example of the RMS use of the site while constructing the highway is used as justification for why this new proposed development should be considered visually similar.

06 May 2021

The major difference, however, is that the RMS use of the site was always temporary and had an end point for both the Static and Mobile receptors (otherwise known as residents and travellers). This proposal would be permanent in nature and therefore, cannot be readily compared in impact to the RMS site usage. Other parts of the Visual study note moderate visual impacts for most aspects of the proposal. Although this may be considered mediated by plantings and architectural considerations, this will not truly mitigate the visual aspect of this proposed development and the detrimental effect it will have on the views of many residents.

As required, I make the disclosure that I have not made any political donations or gifts to any participants or persons that may be connected with this planning proposal.

Yours faithfully,

A handwritten signature in blue ink, appearing to read 'Wesley Hindmarsh', written over a horizontal line.

Wesley Hindmarsh

Director

Ivy Mount Pty Limited

## Debbie Boles

---

**From:** [REDACTED]  
**Sent:** Monday, 10 May 2021 1:34 PM  
**To:** Council  
**Subject:** Objection to Proposed Land Rezoning Application -lot 40 ,DP 1230679. Ref SC 3864. 5 Sims Rd Gerringong n

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**Categories:** Blue Category

To the General Mgr .

I wish to object to the above rezoning application

. Gerringong is still a beautiful town with no visual industrial development west of the Princes Highway. I am not opposed acoustically, but very much opposed to the detrimental visual impact of this development on the western side of the highway , and the precedent this will cause if approved . I have lived in this area for nearly 70 years , and this rezoning (highly visible ) will destroy the rural amenity of that large area

. Please withhold my name and address from other parties

. Thankyou for considering my request to not approve this Rezoning Application

**Debbie Boles**

---

**From:** Tuesday, 11 May 2021 10:56 AM  
**Sent:** Council  
**To:** Councillors  
**Cc:** Attention General Manager - SC3864  
**Subject:**

**Categories:** Yellow Category

**RE: Planning Proposal for Lot 40 DP1230679 - 5 Sims Road Gerringong**

Dear General Manager,

I would like to register my objection to the above Planning Proposal.  
My reasons for this objection are as follows:

1. This parcel of land is zoned RU1 for agricultural use, and it is within a 40Ha minimum lot size zoning. The 40Ha zoning was created for a purpose, and that was to maintain the rural landscape character of these lands. These preserved vistas are cherished by residents and tourists alike. The country village ambience that is created is why residents prefer to live in Gerringong and tourists return to visit.

2. It is true that while RMS was using the site during the highway construction that it was an eyesore and seriously impaired. However, whilst it may not be prime agricultural land, it currently supports a luxuriant cover of grass which blends impeccably into the surrounding pastures, as it should. This small parcel of land may not be suitable for extensive agriculture, but, as a class 3 classification, it is eminently suitable for small scale animal husbandry (probably requiring some pasture improvement), hobby farm activities or an intensive cropping industry. After all it is zoned RU1!

3. The site sits at the main southern gateway to Gerringong. An industrial zoning here would seriously detract from a welcoming and attractive entry into Belinda St.

This site was sold 'as is', with a market value reflecting all its current limitations on use. The purchaser would have been fully aware of this and is clearly speculating on a rezoning, and possibly subdivision, for the benefit of a private company. If this rezoning is approved it would create a precedent for other landholders along this western side of the highway to do likewise. This would spell disaster for Gerringong's village amenity. *This rezoning proposal does not have to be considered a fait accompli.*

5 There are no immediate requirements for an industrial zone within the Gerringong environs. The firewood business mentioned in the proposal has been operating successfully from Rawlins Rd. Gerringong, and there are numerous landscape suppliers within Kiama and Gerringong, and also Shellharbour and Nowra. Indeed opening up a competing landscape supplier would surely reduce the capacity of the existing businesses to hold employees. The proposed landscaping business is described as wholesale, but this can change.

6. There are many other industrial sites available within this region, from Wollongong to the Shoalhaven. There is no pressing requirement for one to be created in Gerringong, and especially at this site. A proposal of this sort can be located in other more suitably zoned areas. For prospective employees to travel half an hour up or down the highway is no impediment to employment. Further, if land can be considered for rezoning from RU1 to IN, then why not rezone from B7 to IN instead. This would create alternative opportunities for 'fabricating and manufacturing' within the existing commercial area in Gerringong.

7. The 'Concept' report for the PP has assessed the suitability for 'truck and dog' access, both on the external roads and as part of the site design. The report states an expectation that users of the facility will relocate from Sydney. A new zoning category of IN can also accommodate 'depots'.

Given that this PP is only a 'concept' PP, and that McMahon Transport can only facilitate its administrative activities within the municipality, it would *not be unreasonable* to foresee that the site may well eventually be used as a trucking depot. Is this site suitable for such activities? Would it be acceptable to the residents of Gerringong?

8. The report mentions the *Draft Illawarra Shoalhaven Regional Plan 2041*, and the requirement of creating 30,000 new homes as a push factor for this PP. However, it fails to also mention that the DISRP also states that the demand for these new dwellings will be sufficiently met within the Wollongong, Shellharbour and Shoalhaven localities. Maybe a development such as this would be better placed within these regions. It also states that *agricultural land must be protected!*

In conclusion, it is my belief that this site should NOT be rezoned from RU1 to Industrial. If a need for such a zoning is deemed imperative for new or relocated *fabrication and manufacturing* businesses, there exist alternatives elsewhere within the region, and quite likely, within the municipality.

I can see no public benefit for the local community in this specific allotment being rezoned Industrial.

Thank you for the opportunity to make this submission.

Yours sincerely,

PS: Please withhold my name and address from public exhibition.



## Debbie Boles

---

**From:** Kiama Council <council@kiama.nsw.gov.au>  
**Sent:** Monday, 10 May 2021 5:56 PM  
**To:** Council  
**Subject:** Make a submission  
**Attachments:** SubmissionReceipt-MakeASubmission-271.pdf  
**Categories:** Purple Category



## Make a submission

A user just completed the following submission via Council's website:

Your Contact Details	
First and last name:	Ken Sandy
Street number:	73
Street name:	Rose Valley Road
Suburb:	ROSE VALLEY
Postcode:	2534
Phone number:	0411192626
Email:	kencsandy@gmail.com
Your Submission	
Type of submission:	Planning Proposal
DA number:	
DA address:	
Details of other:	
Submission comments	
Enter your comments:	The proposal to rezone rural land on Sims Road, Gerringong, represents another example of the continuous erosion of the LEP. Other current examples - South Gerringong (offensively and inappropriately described as "West Elambra" - no such location exists) and South Kiama magnify

	<p>disillusionment and discontent throughout the community with the apparent inability of Council to enforce the LEP. How can Council on the one hand espouse the "rolling green hills" mantra while on the other meekly acceding to the wishes of some who's only interest is self-interest! Since I have been a resident for 30 years the community attitude to proposals for inappropriate rezoning has been clear and reliable. NO. Why should the long held wishes of the community be disrespected simply to mollify the wishes of selfish individuals. Council has been digging itself into this hole for over a decade. It's time to stop NOW.</p>
Attach file:	
Your privacy	I agree that my public submission will be made publicly available.

**Debbie Boles**

**From:** Kiama Council <council@kiama.nsw.gov.au>  
**Sent:** Tuesday, 11 May 2021 12:02 PM  
**To:** Council  
**Subject:** Make a submission  
**Attachments:** SubmissionReceipt-MakeASubmission-277.pdf  
**Categories:** Purple Category



## Make a submission

A user just completed the following submission via Council's website:

Your Contact Details	
First and last name:	
Street number:	
Street name:	
Suburb:	
Postcode:	
Phone number:	
Email:	
Your Submission	
Type of submission:	Other
DA number:	
DA address:	
Details of other:	Objection of planning proposal
Submission comments	
Enter your comments:	Dear General Manager, I wish to object to the proposal (quoting SC3864) for the rural land at 5 Sims Road Gerringong to be rezoned as industrial.

	<p>My partner and I live at '                      ' and feel that industrialisation in our street will negatively impact us. We moved here a couple of years ago because of the quiet rural location, planning to make it our lifelong home. We are using organic farming methods for our own produce and animals, and hope to get organic certification in the future, but industrialisation in the area may make that unachievable. We don't want to have any industrial chemicals around the area affecting our organic farming. We are also concerned about noise disrupting the lifestyle we bought into, and pollution/chemicals as I have chronic health conditions. The industrialisation here would also pave the way for further industrialisation in the future which will destroy the unique rural environment that makes this part of Gerringong so special. Rural land like this should be conserved.</p> <p>Also, if a trucking company were allowed to set up here, this may also create traffic issues and safety issues as we go for walks along the road (as do local children) and there is no walkway or pathway, meaning that we have to walk on the road itself, and there won't be room for people to walk with trucks driving in and out all the time.</p> <p>We would appreciate if you could take our objections into serious consideration, as we did not know when we moved here that there was any potential for industrialisation and we are strongly against it.</p> <p>Please withhold my name and address and keep my details confidential.</p> <p>Thank you.</p>
Attach file:	
Your privacy	I agree that my public submission will be made publicly available.

## Debbie Boles

---

**From:**  
**Sent:** Monday, 10 May 2021 11:20 PM  
**To:** Council  
**Subject:** Kiama Council - Ed Patterson Lot 40 DP 1230679  
**Categories:** Blue Category

Dear Mr Patterson,

I hope that you are well.

I am writing to you in regards to opposing the DA which is subject to Lot 40 DP located at [5 Sims Road, Gerringong NSW](#). This site in the past has been used as a residential property and grazing before its recent use by RMS as an office/depot site when upgrading the Princes Highway. Subsequently, the site has been used, compacted and changed over this time and received recent approval for a dwelling house, to which I firmly believe, is the only viable option for this land, unless the land can be replenished and used for agricultural and or accommodation purposes (subject to approval).

I have read the reports in relation to this DA & oppose the application based on the following reasons;

- **Economic & Agricultural Disruption** - The new development will significantly impact the agricultural landscape for all neighbouring properties, local residents and tourists visiting the region, despite the suggestions in the report that motorists will not be affected with the imposed speed limit set at 100km/hr. The new proposed development will again significantly disrupt our existing view of Werri Beach from our property which currently has uninterrupted picturesque viewing from throughout our property. This might I add has not been recognised and or highlighted in the reports provided. This uninterrupted view from our property plays an important part for our in NSW to have panoramic ocean views throughout the & facilities provided, as a result adding to our contribution to the local economy via the tourism sectors.
- **Traffic Management** - The increased traffic congestion 5-7 days a week via an already dangerous intersection, & access to the Princess Highway. The addition of having multiple heavy dog & trailer vehicles/trucks passing and entering this site daily on an already active intersection will increase the risk for the general public and residents within Gerringong and the Willowvale community.

The inclusion of additional industrial complexes will not have an ongoing valued contribution to neighbouring properties in the area. If anything it will be a visual distraction for local tourism & the residential property sector having once being a partially untouched agricultural zoned site. The construction of this proposed development will have a direct impact on our current and ongoing business for the foreseeable future.

encourages all development and infrastructure for the region & the local economy, yet the need & or demand for more industrial unit complexes is not warranted for that specific location. I strongly feel that it would be a hindrance & unethical development for the area. I am of the option that all

industrial development should be on the eastern side of the Princess Highway, located towards Grey St & Rowllins Rd where the current commercial and industrial buildings reside.

We would like to thank Kiama Council, in particular Mr Patterson for your contributions in relation to this DA and submission process. †

We ask that you withhold our personal & private information stated on this email, in particularly names, ✓

Regards,



**Debbie Boles**

**From:** Kiama Council <council@kiama.nsw.gov.au>  
**Sent:** Tuesday, 11 May 2021 12:28 PM  
**To:** Council  
**Subject:** Make a submission  
**Attachments:** SubmissionReceipt-MakeASubmission-278.pdf  
  
**Categories:** Blue Category



## Make a submission

A user just completed the following submission via Council's website:

Your Contact Details	
First and last name:	
Street number:	
Street name:	
Suburb:	
Postcode:	
Phone number:	
Email:	
Your Submission	
Type of submission:	Community Consultation
DA number:	
DA address:	
Details of other:	
Submission comments	
Enter your comments:	We are very concerned that industrial Re-zoning in Sims Road would be detrimental not only to the existing rural farms and hobby farms surrounding this proposed development which are such an important part of Gerringong's fabric but to the town itself with such a noisy and

	<p>dusty environment that would be created by any trucking or industrial activity activity. It would mar the beauty of our surrounding rural land which brings so many visitors and hence economic benefit, to this area. Despite efforts to 'hide' the development, people visiting Crooked River Winery would have their beautiful views obstructed as would a lot of the surrounding properties and a resultant loss of value. There could also be a risk of PFAS contamination from any fuel and chemicals entering the ground and waterways affecting organic farming operations. We hope you will take our concerns into consideration as we strive to be known as an area of great rural &amp; seaside beauty and small boutique farming opportunities.</p> <p>Please keep our names private.</p>
Attach file:	
Your privacy	I agree that my public submission will be made publicly available.

## Debbie Boles

---

**From:** Janice Folder <janicecfolder@gmail.com>  
**Sent:** Tuesday, 11 May 2021 8:59 AM  
**To:** Council  
**Cc:** Janice Folder  
**Subject:** SC3864 Planning Proposal 5 Sims Road Gerringong

**Categories:** Marina

11th May 2021

The General Manager  
Kiama Municipal Council

SC3864  
Planning Proposal to amend the Kiama LEP 2011 to allow for industrial uses of land known as Lot 40 DP  
1230679- 5 Sims Road, Gerringong.

Dear General Manager,

I strongly oppose any changes to Kiama LEP 2011 that would allow industrial uses on 5 Sims Road, Gerringong for the following reasons.

1 To protect Gerringong's scenic rural landscape.

This has been an important part of the LEP for good reason, "to protect and enhance the coastal and rural character of Kiama's rural towns, neighbourhoods and villages, and the characteristic scenic landscapes that contribute to its liveability and identity,"

Gerringong is renowned for the breathtaking beauty of its rural countryside. It is an important part of a longer scenic drive along our coast. Large warehouses in this location are completely out of character, dominating the landscape and spoiling the views from all directions for residents and visitors. Screen planting would have minimal effect on the large structures proposed. It's a contradiction for the reports to claim the land is 'a graded but then expect that these trees or shrubs will grow high enough to make a difference. Some areas of boundary have easements which would prevent planting especially the gas pipeline.

2 To protect Gerringong from inappropriate land use and enhance the natural environment.

Again, the current LEP supports this and rightly so, "to provide planning controls for the Kiama area to achieve ecologically sustainable development principles while recognising the economic, environmental and social impacts and risks associated with climate change,

to maintain, protect and improve the natural environment including native vegetation, endangered ecological communities, natural habitat corridors, riparian land, groundwater dependent ecosystems and wetlands for their biodiversity values, to conserve and protect the area's water resources, groundwater, waterways, and water quality for their biodiversity, ecological, health and recreational values,  
to protect agricultural land and restrict its fragmentation for purposes other than primary production,"

This proposal will have a detrimental effect on this area completely destroying its potential with further degradation and impacting adjoining rural properties. Industry on this site will bring environmental hazards such as accidental spills, toxic run off and sediment pollution. This will also impact the nearby waterway which leads to Union creek and on to Crooked River. There is often significant flooding near Belinda Street which demonstrates the volume of water that runs from west of Sims Road. As there is no town water or sewage connected to the site, this would need to be taken into account also. There may be critical habitat and in turn biodiversity at risk from Sims Road to Crooked River.

### 3 Traffic Safety problems

Sims Road is a resident access road for many families and visitors and our only way in and out. There has also been an increase in people from the town walking, running and bike riding along our rural streets enjoying the fresh air. Sims Road was built to cater for residential traffic. I fear that the huge 20 metre trucks will present a danger to drivers and pedestrians. The same issues will also impact the access/off ramp that travels north to Belinda Street with rural residents affected there also. The Belinda Street intersection is tricky to navigate at times, especially during peak hour, weekends and public holidays and the significant increase in heavy vehicles will prove to create a dangerous situation.

The proposal suggests an intent for rezoning Sims Road to General Industrial as a minimal requirement for their needs. Any industrial zoning at this location is inappropriate for many reasons. Previous RMS ownership and use is not an excuse to degrade the site even further and efforts should be made instead toward improvements that are suitable for rural zoned land use only.

The Kiama Local Strategic Planning Statement, page 10 says this "The community values the unique natural landscapes and colours of Kiama – from the deep green bio-diversity of the escarpment, through to the agricultural pasture lands and rolling green hills of the coastal landscape and earthy hues of the coastline and deep blue of the ocean. The community wants to see the natural environment and open spaces retained and protected and for Kiama to be a sustainable place that embraces renewable energy and smart technology and that responds to the challenges of climate change."

Therefore I further reiterate my strong opposition to this planning proposal.

Yours sincerely  
Janice Folder  
19 Alne Bank Lane  
Gerringong, NSW 2534

**Debbie Boles**

**From:** Kiama Council <council@kiama.nsw.gov.au>  
**Sent:** Tuesday, 11 May 2021 3:22 PM  
**To:** Council  
**Subject:** Make a submission  
**Attachments:** SubmissionReceipt-MakeASubmission-281.pdf; Planning proposal objection 5 Sims Road Gerringong.pdf  
  
**Categories:** Purple Category



## Make a submission

A user just completed the following submission via Council's website:

Your Contact Details	
First and last name:	
Street number:	
Street name:	
Suburb:	
Postcode:	
Phone number:	
Email:	
Your Submission	
Type of submission:	Planning Proposal
DA number:	
DA address:	
Details of other:	
Submission comments	
Enter your comments:	Attn: General Manager Kiama Council 11th May 2021 Re: Application SC3864.



Dear General Manager,

I am writing to express my objection to the planning proposal for 5 Sims Road, Gerringong (SC3864).

NB: I wish for my name and address to be withheld. I have not made any political donation or gifts.

My objection is for the following reasons:

1. This planning proposal is not in keeping with the nature of the land on the Western side of the highway in Gerringong. There is immense value for Gerringong and the Kiama LGA in this land being kept as green space and agricultural land (regardless of whether 5 Sims Road remains viable for agricultural use after its use as an RMS site). The south coast has become an incredibly popular tourist destination, increasingly so during the pandemic, and its virtues are becoming more widely known. Allowing industrial use outside of the existing bounds of the urban part of town will start the process of destroying the scenic beauty of the area. In financial terms, this will erode the tourism income of the area and decrease the amenity for existing residents.

2. This planning proposal does not specify what type of industrial zone they are requesting. The description of "general industry" use indicates that the area would require amendments to the Kiama LEP 2011 to allow conversion of this land to IN1 zoning or make general industries a permissible land use in the IN2 Light Industrial Zone or retain the existing zone and create an additional permissible use under Schedule 1 of the LEP. The lack of clarity around the zoning that is being requested has made it difficult for members of the Gerringong community to understand the full implications of the rezoning, and it is not reasonable to expect the community to make an informed decision without the proposed zoning being known. For example, if the land was rezoned the landowners would not be obliged to build the exact structure that is described in the concept proposal. The height limits of IN1, B7 and IN2 zoning could be between 11-16m high, which is well beyond what the community has been led to believe with the imprecise concept drawings which are included in the planning proposal. The community is being asked for their response to a concept design, rather than the reality of what this rezoning could mean post-rezoning.

3. The concept proposal does not include the proposed height of the buildings, even if the landowners did end up building the exact design in the picture. The visual impact statement does not note the height limit on which the assessment has been based. (As confirmed by Edward Patterson from Kiama Council – "The proponent has not indicated a preferred maximum building height, in either their Planning Proposal or Visual Impact Statement."). This does not allow the community to know whether the visual impact statement is based on a "best case scenario" low rise building, or whether the visual impact could be considerably different if the land is rezoned (eg. to IN1 or other) and the landowner



proposes a development up to 11m or 16m high. It is reasonable for the community to know all of this before a determination is made about the zoning, so that they can understand the worse-case scenario. The land owner will not be tied to implementing this particular concept design once the land is rezoned, and indeed they could even on-sell the land once the rezoning occurs and a much wider range of uses could be applied for at later stages of planning. In my query to Kiama Council, Edward Patterson noted that "If the site were to be rezoned to IN1, Council would be required to, at a minimum, permit the following uses: Depots; Freight transport facilities; Garden centres; General industries; Hardware and building supplies; Industrial training facilities; Light industries; Neighbourhood shops; Oyster aquaculture; Places of public worship; Tank-based aquaculture; Warehouse or distribution centres".

4. There is no indication of how this application sits in relation to Kiama Council's broader plan for the region. It is notable that the Kiama LEP does not currently include IN1 zoning (or any zoning allowing general industries I believe). If this application is approved, does this suggest that there would be support for further rezoning along this area of the highway? There is significant concern in the community that this stretch of land could be progressively rezoned and end up becoming an Albion Park-style industrial area, which would completely change the nature of the area, for both residents and visitors. If this were to occur, it would be irreversible and could have a significant financial impact for the region due to the importance of tourism, as well as impacting on residents and their quality of life.

These questions need to be answered in a more strategic way, rather than in response to individual planning proposals. At the heart of this is the question of how we want our local area to be used and how we feel we can best leverage the value of our beautiful area to create jobs and to ensure a high quality of life for residents. It is certainly not a given that general industry zoning abutting prime farmland is the best fit for this region, or that it is the most effective way of ensuring jobs for the area. This needs to be assessed within the broader picture of the Kiama LEP and the vision that the community has for this area.

Sincerely,

Attach file: [Planning proposal objection 5 Sims Road Gerringong.pdf](#)

Your privacy I agree that my public submission will be made publicly available.

## Debbie Boles

---

**From:** Kiama Council <council@kiama.nsw.gov.au>  
**Sent:** Tuesday, 11 May 2021 3:24 PM  
**To:** Council  
**Subject:** Make a submission  
**Attachments:** SubmissionReceipt-MakeASubmission-280.pdf  
  
**Categories:** Purple Category



## Make a submission

A user just completed the following submission via Council's website:

Your Contact Details	
First and last name:	Mark & Fiona Trollope
Street number:	42
Street name:	Sims Rd
Suburb:	Gerringong
Postcode:	2534
Phone number:	0422090740
Email:	marktrollope89@gmail.com
Your Submission	
Type of submission:	Community Consultation
DA number:	
DA address:	
Details of other:	
Submission comments	
Enter your comments:	To : The General Manager. SC3864  We are very much against the Planning Proposal at Lot 40, 5 Sims Rd

Gerringong as should the Kiama Council as it goes against many of the planning principals outlined in the “Kiama Local Strategic Planning Statement 2020” and the “NSW Government Primary Industries Maintaining land for agricultural industries” policy 0-104.

Throughout the Kiama Planning Statement we see multiple sections, continually stating the importance of protecting agricultural land and the plans in place to do that.

8.0 Our Themes and Planning Priorities. Theme 3 Protect Rural Landscape.

Any reform in the agricultural sector needs to ensure the long term protection of agricultural land as a resource for food and fibre production. We need to be very careful about the types and mix of agricultural and/or ancillary uses that we permit in our rural zones. The introduction of uses that fundamentally shift the value of important agricultural lands should be avoided.

Two planning policies have even been identified to protect rural landscapes in our Municipality.

Action Plan – Develop a Diverse and Resilient Economy.

PF8 Protect viable agricultural and agricultural land.

PF9 Protect scenic rural landscapes. Investigate opportunities to introduce planning controls to protect scenic rural landscapes.

Surely this Planning Proposal for Sims Rd goes against the long term theme that the council has for the Gerringong area. We totally agree with your Planning Statement, the Planning Priorities are there for a reason and placing an industrial site in the middle of such a scenic rural area should be avoided.

The NSW Government Policy also clearly states that the planning system is to provide certainty and security for agricultural enterprises over the long term and to promote the continued use of agricultural land for commercial agricultural purposes. All alternative sites and options for non-agricultural developments should be considered first, with any decision to convert agricultural land to be a last option.

We agree but we don't believe alternative sites have been fully considered as many of the properties in the Gerringong Business Park are currently unused. Surely the Business Park is the ideal location for four Fabrication and Manufacturing buildings, not in the middle of agricultural land. The policy also states that spot rezoning and other ad hoc approaches to planning are undesirable. Changes should be implemented in a way to minimise impact, providing buffers between agricultural and non-agricultural land. We currently have that buffer, in the form of a highway. This proposal totally neglects that feature.

The policy also clearly states that once land is converted to other uses, especially to residential or industrial uses, it is most unlikely to return to agricultural production, since these decisions cannot be practically reversed.

Please consider the NSW Government and Kiama Planning and

	<p>Development guidelines as this is a very big decision that is virtually impossible to reverse. Once this error has been made the beautiful agricultural land in Gerringong west of the highway will be flawed forever.</p> <p>Thank you for your time. Mark and Fiona Trollope.</p>
Attach file:	
Your privacy	I agree that my public submission will be made publicly available.

**Debbie Boles**

**From:** Kiama Council <council@kiama.nsw.gov.au>  
**Sent:** Wednesday, 12 May 2021 1:13 PM  
**To:** Council  
**Subject:** Make a submission  
**Attachments:** SubmissionReceipt-MakeASubmission-282.pdf  
  
**Categories:** Purple Category



## Make a submission

A user just completed the following submission via Council's website:

Your Contact Details	
First and last name:	georgiana bamfield
Street number:	1
Street name:	Belinda
Suburb:	Gerringong
Postcode:	2534
Phone number:	0405636316
Email:	georgibamfield4@gmail.com
Your Submission	
Type of submission:	Other
DA number:	
DA address:	
Details of other:	5 sims road zoning application
Submission comments	
Enter your comments:	I appose the change and would seek zoning change also for my RU2 nearby and on the right side of town as this application sets the precedent for my property to be re zoned This had been applied for at the correct time .

	<p>This clashed with the time of highway redevelopment and council responded as wait and see letter with no further follow up despite Enquiry and submission by town planners for B4 / 6 zoning has come if it. Also RMS must reinstate the land to improved or the same condition so it's valuable farming land .</p> <p>Visual obstruction and against the objectives of the Kiama. LEP objectives to avoid fragmented farm land for other than the purpose of rural uses set out in the LEP.</p> <p>If you pass this you will create development havoc and the start of the new Shellharbour.</p> <p>Remember it was just only 30 years ago it was just Shellharbour village . Look what happened to that valuable dairy farm land.</p>
Attach file:	
Your privacy	I agree that my public submission will be made publicly available.



**Debbie Boles**

**From:** Kiama Council <council@kiama.nsw.gov.au>  
**Sent:** Tuesday, 18 May 2021 3:56 PM  
**To:** Council  
**Subject:** Make a submission  
**Attachments:** SubmissionReceipt-MakeASubmission-296.pdf  
**Categories:** Purple Category



## Make a submission

A user just completed the following submission via Council's website:

Your Contact Details	
First and last name:	DARYL JOHN HOBBS
Street number:	18 BROO
Street name:	18 BROOK STREET
Suburb:	GERRINGONG
Postcode:	2534
Phone number:	0417471800
Email:	djhobbs@hotmail.net.au
Your Submission	
Type of submission:	Planning Proposal
DA number:	
DA address:	
Details of other:	
Submission comments	
Enter your comments:	The western side of the Princes Hwy, Gerringong should not ever be industrialised, if anything it can be developed in to sporting grounds for the youth and their respective families of our community and surrounding areas to enjoy fresh air and the idyllic environment, to allow

	industrial development in the area would be catastrophic to the beauty and heritage of this land, shame on those who think different, greed has no great or beneficial outcome for the majority.
Attach file:	
Your privacy	I agree that my public submission will be made publicly available.

## Debbie Boles

**From:** Kiama Council <council@kiama.nsw.gov.au>  
**Sent:** Monday, 17 May 2021 4:53 PM  
**To:** Council  
**Subject:** Make a submission  
**Attachments:** SubmissionReceipt-MakeASubmission-291.pdf  
**Categories:** Marina



## Make a submission

A user just completed the following submission via Council's website:

Your Contact Details	
First and last name:	Debra Chapman
Street number:	9
Street name:	McDonald Street
Suburb:	Potts Point
Postcode:	2534
Phone number:	9380 4526
Email:	debrapinterest@gmail.com
Your Submission	
Type of submission:	Planning Proposal
DA number:	
DA address:	
Details of other:	
Submission comments	
Enter your comments:	I object to the planning proposal for Sims Road. I do not want industrial development in Sims Road. The land should be used for community sporting fields or agriculture of some kind such as permaculture. It is RU1 which is rural and it should stay rural for the community.

Attach file:	
Your privacy	I agree that my public submission will be made publicly available.

## Debbie Boles

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**From:** willowvale road <willowvaleroad@gmail.com>  
**Sent:** Monday, 24 May 2021 6:22 PM  
**To:** Council  
**Subject:** For Edward Paterson

**Categories:** Marina

Dear Edward,

Thank you for your time today and allowing me to voice my concerns over the proposed development at Lot 40, 5 Sims Road.

As a resident of Willowvale Road I am totally against the idea of this development for several reasons:

1. My business, named "Willowvale Road" runs candle workshops from my purpose built barn, located on top of a hill at number 128. I have tourists come from as far as Byron Bay and more recently Adelaide to attend one of my workshops. My workshops are popular based on my promotion of the views and stunning country location via social media. Even the labels on my candles are a photo of Willowvale Road. I am all about promoting this hidden gem behind Gerringong. To have this eyesore development located within view of many of our properties on Willowvale Road will be detrimental to our views, lifestyle, businesses and property values.
2. The noise of the trucks coming and going will affect the peaceful nature we have in Willow Vale. We will certainly be able to hear it from our home less than 1.5 km's up the road. We can hear the surf from Gerringong or Gerroa on some evenings so trucks will be heard without a doubt!
3. No development of this nature should be allowed on the western side of the highway. To allow this development to happen will set a precedent for future developments that could erode our beautiful farmland which Gerringong, Rose Valley and Willow Vale are known for.
4. The view from the highway passing looking toward Willow Vale will be interrupted by dozens of parked trucks. It's not a look that will encourage tourists to return to my business, Crooked River Winery or any of the holiday rentals on Willowvale Road.

Kind Regards,

Caroline Bloomfield  
willowvale road  
128 Willowvale Road  
Willow Vale NSW 2534  
Ph: 0413132461

[willowvaleroad@gmail.com](mailto:willowvaleroad@gmail.com)  
[www.willowvaleroad.com.au](http://www.willowvaleroad.com.au)

## Debbie Boles

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**From:** Debra Moore <debralm@bigpond.com>  
**Sent:** Tuesday, 18 May 2021 4:52 PM  
**To:** Council  
**Cc:** Councillors  
**Subject:** Submission objecting to PP Request - Amend LEP to allow for industrial uses - 5 Sims Road, Gerringong  
**Attachments:** Sub on request for PP to Amend LEP for industrial use, 5 Sims Rd, G'gong - 18 May 2021.pdf  
**Categories:** Purple Category

General Manager

Please see attached submission objecting to the PP Request to Amend Kiama LEP to allow for industrial uses on 5 Sims Road, Gerringong. There are two main headings in my submission:

1. Questioning Council's Due Process, Transparency, and Objectivity.
2. Comments on PP Request, PP Request documentation, and proponent's presentation at South Precinct Meeting last week.

Kind Regards

Debra Moore



PO Box 38  
GERRINGONG NSW 2534

**Please reply to:**  
[debralm@bigpond.com](mailto:debralm@bigpond.com)

18 May 2021

**Your Ref: SC 3864**

Mike Dowd  
Acting General Manager  
Kiama Municipal Council  
Manning Street  
KIAMA NSW 2533  
[council@kiama.nsw.gov.au](mailto:council@kiama.nsw.gov.au)

BY EMAIL

Dear Mr Dowd

**Re Pre-Gateway Public Exhibition of request for Planning Proposal – Amend  
Kiama LEP 2011 to allow for industrial uses of land known as Lot 40 DP  
1230679 – 5 Sims Road, Gerringong**

I object to the request for a Planning Proposal (PP) for the reasons set out hereunder.

**QUESTIONING COUNCIL'S DUE PROCESS, TRANSPARENCY, AND OBJECTIVITY**

1. I note the following sequence of events:

**2013 - 2016**

As shown in the proponent's Economic Impact Assessment by Atlas Urban Economics, 5 Sims Road (the Site) was occupied by Roads & Maritime Services (RMS) from 2013 to 2016 "for use as a site office and storage depot during delivery of the Princes Highway Upgrade"; "the land has remained vacant since that time"; and the Site "is zoned RU1 Primary Production" under the Kiama Local Environmental Plan 2011 (the LEP) (see excerpt below).

THL Rural own a large site being Lot 40 DP1230679 (the Site) which is adjacent to Sims Road which is just off the Princes Highway and immediately west of the Gerringong township in NSW's Illawarra-Shoalhaven region. Over the course of 2013-2016, the Site was occupied by Roads and Maritime Services (RMS) for use as a site office and storage depot during delivery of the Princes Highway upgrade. The Site was vacated and cleared in Q1 2016 and has remained vacant since that time. The Site is zoned RU1 Primary Production under the Kiama Local Environmental Plan 2011.

**June 2017**

The proponent’s PP Report (Allen Price & Scarratts – APS) states that the Site was approved by Council in “June 2017” to allow for construction of a dwelling house and access road (see excerpt below).

In June 2017, the site was approved by KMC to allow for construction of a dwelling house and access road which was then described as Lot 12 DP 1165635. The dwelling house has not yet been constructed and Lot 12 has since been superseded by Lot 40 which is part residue land of recent Princes Highway upgrading works. If the site is rezoned a dwelling house is unlikely to proceed.

**September - October 2020**

First National Real Estate advertised the Site for sale, as being an allotment with “DA Approval For House” – “for a sprawling contemporary style country home with beautiful mountain views to the north west” - see excerpt below of advertisement at: <https://firstnational.com.au/buy/real-estate/1616743/5-sims-road-gerringong-nsw-2534>

The operative word in the advertisement is “country” home, which indicates a “country” lifestyle with “beautiful mountain views to the north west”. When the Site was advertised for sale, a plan was provided which showed the location of the dwelling house and access road that Council had provided development consent for in June 2017 (see Plan below).

**5 Sims Road Gerringong NSW 2534**

**2,958 sqm with DA Approval For House**

Be looking for a house with an acreage for a lot of work at present and has been used to this day in town. The house is 2,958 sqm with DA approval for a sprawling contemporary style living space with beautiful mountain views to the north west. The house has a highly polished and finished the interior of the house. It is a 2.5 acre lot on a 5.5 acre lot with a 2.5 acre lot to the north west and a 2.5 acre lot to the south west.

**Property Details**

Property Type: Allotment Land  
(and Area: 2,958 sqm)

**Share**

1 / 1

First National Real Estate  
Local & Country



## 1 October 2020

Council held an Extraordinary Meeting regarding a confidential report to acquire employment lands in the Municipality. As the report was confidential, the location of the employment lands was unspecified (see excerpt below).

### **RECOMMENDATION**

That in accordance with Sections 10 and 10A of the Local Government Act, 1993 as amended, Council close the meeting of the Confidential Committee of the Whole to the Press and Public on the grounds detailed under the report headings as detailed below.

#### **4.1 ACQUISITION OF EMPLOYMENT LANDS IN KIAMA LOCAL GOVERNMENT AREA**

**Reason for Confidentiality:** This matter deals with information that would, if disclosed, confer a commercial advantage on a competitor of the council as per Section 10A(2)(dii) of the Local Government Act. .

The Minutes of the 1 October 2020 Extraordinary Meeting show that a majority of Councillors voted for recommendations - which are unknown to the general public (see excerpt below).

### **20/2700C**

**Resolved** that that the Confidential Committee of the Whole recommendations numbered 20/268CC to 20/2700C be confirmed and adopted.

(Councillors Watson and Westhoff)

**For:** Councillors Brown, Honey, Steel, Watson, Way and Westhoff

**Against:** Reilly, Rice and Sloan

Please see next page.

### 10 October 2020

The Site was sold on 10 October 2020, for \$1,035,000, as shown below and at: <https://www.realestate.com.au/sold/property-residential+land-nsw-gerringong-202796114>



### 23 November 2020

As shown in the advertisement when the Site was for sale (page 2 herein), there was no indication that it could be used for anything other than an allotment which had “DA Approval For House”.

However, the PP Report by APS refers to the Site as being recognised for its “**industrial use attributes**”, which were discussed with Council staff at a pre-lodgement PP meeting on 23 November 2020 (see excerpt below).

In recognition of the industrial land use attributes of the site an initial pre-lodgement PP meeting was held with KMC staff on 23 November 2020 which provided feedback of the following matters to be addressed in the PP and/or accompanying studies:

- Traffic Impact;
- Acoustic Impacts;
- Visual Impact with photomontages of potential built forms & landscaping;
- Agricultural Capacity of Site;
- Economic impact/demand.

Please see next page.



### 15 December 2020???

The proponent's Economic Impact Assessment, states that THL Rural (the proponent) purchased the Site in October 2020 at public auction following completion of remediation works by RMS.

The Economic Impact Assessment also states that Council had shown interest in acquiring the Site for the purpose of expanding the Municipality's supply of industrial and employment lands, and that this had been considered in the Agenda for the "15 December 2020" Council meeting (see excerpt below).

THL Rural acquired the Site in October 2020 at public auction following completion of remediation works by RMS. Kiama Municipal Council had shown interest in acquiring the Site for the purposes of expanding the Kiama LGA's supply of industrial and employment lands. This was considered in the Agenda of Ordinary Meeting of Council dated 15 December 2020.

There is NOTHING in the Council Agenda for "15 December 2020" about Council showing interest in acquiring the Site for the purposes of expanding industrial and employment lands in the Local Government Area (LGA).

The ONLY AGENDA THROUGHOUT THE ENTIRE YEAR OF 2020 showing that Council had an interest in acquiring "Employment Lands" in the LGA, was for an Extraordinary Meeting held on "1 October 2020". As the Council report for that meeting was CONFIDENTIAL, details were not made known to the general public. The general public therefore did not know where the "Employment Lands" were located.

Considering the statement in the proponent's Economic Impact Assessment that Council "had shown interest in acquiring the Site" for "industrial and employment lands", "considered in the Agenda of Ordinary Meeting of Council dated 15 December 2020" – it raises a question as to whether Council's Extraordinary Meeting on 1 October 2020 was for the purpose of discussing whether or not to purchase the Site.

Was the purpose of the 1 October 2020 Extraordinary Meeting for the purpose of discussing a purchase of the Site? If the answer is 'yes', then the Minutes of that meeting appear to indicate that a majority of Councillors voted to purchase the Site.

Did a majority of Councillors vote in favour of purchasing the Site at the 1 October 2020 Extraordinary Meeting? If the answer is 'yes', then it would suggest that:

- At the Extraordinary Meeting on 1 October 2020 in Confidential session, a majority of Councillors voted to purchase the Site for industrial and employment lands – without firstly undertaking any community consultation, or assessment of impact on adjoining farmlands that a rezoning of the Site for industrial use would have.

- A majority of Councillors disregarded the content of the Local Strategic Planning Statement (LSPS) which states that Council's "Strategic Planning" will work with "Key Stakeholders", which includes the "Broader Community" – to identify land and propose appropriate zoning that is suitable for small scale industrial uses in the short to medium term (details on page 8 herein).
- At some time, the proponent became aware of information that had been discussed in a Confidential session of Council, i.e., that Council had shown an interest in purchasing the Site for industrial and employment lands. This could only have been made known to the proponent by a person/s within Council, and is information that Council has never provided to the general public.

If it were not for the proponent's Economic Impact Assessment stating that "Kiama Municipal Council had shown interest in acquiring the Site for the purposes of expanding the Kiama LGA's supply of industrial and employment lands" and that it had been "considered in the Agenda of Ordinary Meeting of Council dated 15 December 2020", the general public would still not have ANY opportunity of knowing that Council had been interested in purchasing the Site for industrial and employment land use.

- As the proponent's consultant has stated that "Kiama Municipal Council had shown interest in acquiring the Site for the purpose of expanding the Kiama LGA's supply of industrial and employment lands", and as the proponent has lodged a request for a PP to rezone the land to enable industrial use - logic dictates that it would not be inappropriate to raise a question as to whether there has been some form of collusion between person/s within Council and the proponent.
- That Council will not be able to deal with the PP request in an objective manner.

## CONCLUSION

As stated in the proponent's Economic Impact Assessment, Council was interested in acquiring the Site for industrial and employment lands. As the proponent acquired the Site and has now lodged a request for a PP to rezone the Site from a rural zoning to facilitate industrial uses – it suggests that Council will be incapable of assessing the PP request objectively AND/OR that a majority of Councillors will support the PP request even if Council staff recommend not supporting it – noting that a majority of Councillors appear to have voted to acquire the Site for industrial use.

Regarding land for industrial use - the LSPS states that Council will take the "Lead", falling under the responsibility of "Strategic Planning": To identify land and propose appropriate zoning that is suitable for small scale service industrial uses in the short to medium term.

The LSPS also states that the "Key Stakeholders" are Council, Department of Planning and the "Broader Community".



As it appears that a majority of Councillors were prepared to purchase the Site for industrial and employment lands WITHOUT undertaking ANY community consultation (“Broader Community” being a “Key Stakeholder”), it indicates that a majority of Councillors DO NOT CARE about DUE PROCESS, and it makes a mockery of statements made in the LSPS about “Strategic Planning”, “Key Stakeholders”, “community consultation” and “priorities” and “key concerns” identified in the community consultation for the LSPS.

This raises probity issues, and is probably something that needs to be drawn to the attention of Council’s governance section for a review.

### COMMENTS ON PP REQUEST, PP REQUEST DOCUMENTATION, AND PROPONENT’S PRESENTATION AT SOUTH PRECINCT MEETING LAST WEEK

2. When you travel up and down the south coast, a feature of Gerringong (as well as a number of villages and smaller towns) is rural land on the western side of the Princes Highway.

If you start to chip away at the rural zoned land on the western side of the Princes Highway at Gerringong, which also acts as a scenic vista that attracts visitors to the town and the south coast, you will set a PRECEDENT whereby the area could end up looking like Yallah. This is shown clearly in the PP Proposed LEP Modifications Plans – shown in example map below.

As shown in the map below, all land zoned commercial, is located within the Gerringong township on the **eastern** side of the Highway. Inadvertently, by its very nature the proposal seeks to commence commercialising rural zoned land on the **western** side of the Highway, which would not only set an UNDESIRABLE precedent, but also separate the town, which is NOT a good idea.



3. The PP is NOT supported by the LSPS – with priorities identified in community consultation for the LSPS, being:

- **4.0 The priorities you identified:**

“protect existing agricultural land for farming” (page 11)

**N.B.** The above is quoted in the context of protecting existing farmlands that adjoin the Site; AND

- **6.3 Our Towns and Villages [Gerringong and Gerroa]:**

“Celebrating and protecting the coastal landscape and pristine beaches is a community priority.” (page 17)

4. The LSPS acknowledges that the Municipality contains only 3.58 ha of land zoned for light industry; that there is a demand for such land and premises; that lack thereof is forcing businesses to relocate to industrial and business parks in neighbouring local government areas; and that Council has three (3) planning priorities, i.e., Foster Economic Diversity (PP5), Manage tourism development and the visitor economy (PP6) and Strengthen Commercial Services (PP7).

The LSPS states that identifying land and proposing appropriate zoning which would be suitable for “small scale service industrial uses” is part of Council’s “Strategic Planning” and that the “Broader Community” will be engaged (Page 35 of LSPS - see excerpt below).

**Action Plan – Develop a Diverse and Resilient Economy**

Action	Council's Role	Timeline	Key Stakeholders	Responsibility
PP5 Foster Economic Diversity				
Support growth in key industries and encourage twenty-first century industry and business models through well planned urban and rural land development	Lead	Medium	Chambers of Commerce, Destination Kiama, NSW Gov, Business operators & Broader Community	Strategic Planning
Identify land and propose appropriate zoning that is suitable for small scale service industrial uses in the short to medium term	Lead	Short	Council, DPIE & Broader Community	Strategic Planning

Considering the above, the PP is NOT the result of any Strategic Planning study carried out by Council and therefore surely has to fail the strategic planning merit test.

All farmland surrounding the Site is zoned RU1 Primary Production, interspersed with small pockets of E3 Environmental Management. A lot of thought needs to go into what sort of precedent any acceptance of the PP would have on those farmlands over the long term; the future character of Gerringong; the priorities and key concerns of the community as outlined in the LSPS, and the content of the Draft Illawarra Shoalhaven Regional Plan 2041, which states:

“Agricultural land, particularly in areas such as Jamberoo, Gerringong, Berry, Kiama and Kangaroo Valley, attracts both residents and visitors. This is a diverse and unique tourism offering, with food and wine trails, farm stays, farmers markets, and a growing farm gate experience on offer.”

5. The Agricultural Viability Assessment by Cowman Stoddart (CS), states that in June 2017, Council granted approval for a dwelling and access road on Lot 12 DP 1165635 (3.654 ha), and that Lot 12 became known as Lot 40 (2.95 ha) as a result of part acquisition of the land for road widening – with the dwelling consent applying to Lot 40.

I note there was a dwelling in the vicinity when RMS acquired the Site, and that the dwelling was demolished as part of the Highway Upgrade. The LEP Lot Size Map shows that the Site has a minimum lot size of 40 hectares. As such:

There is a question as to why Council granted approval for a dwelling and access road on a parcel of land only 3.654 ha in size, when the LEP Lot Size Map shows a 40 ha minimum lot size for that location? Was there a dwelling entitlement?

6. The proponent's Agricultural Viability Assessment describes nearby farmlands as "highly productive" (see excerpt below from page 1).

The land is essentially a transition zone between the multi-lane highway with associated landscaping to the east and south, and highly productive farmland to the north and west.

The LSPS is not even one (1) year old, yet the PP request seeks to rezone a Site on the western side of the Highway, which adjoins rural land holdings.

The Agricultural Viability Assessment provides NO SERIOUS CONSIDERATION about the impact that the proposed development would have on adjoining rural properties; there has been no public consultation about opening up rural zoned land on the western side of the Highway for industrial development; and Council has not carried out Strategic Planning to ascertain the most suitable location/s for long term provision of light industrial land and/or premises in the Municipality. As such:

Any Council support of the requested PP would surely have to fall into a category AT THE VERY LEAST of 'policy on the run'.

7. The Agricultural Viability Assessment states:

- That "the land was remediated" prior to being sold at auction by RMS in October 2020;
- that the land was "revegetated with kikuyu pasture";
- that "the site is stable and not actively eroding";
- that "the groundcover is being maintained by a workman using a tractor and slasher"; BUT
- that the site "has not been restored to farmland", WITH
- that now being "virtually impossible due to the presence of rock and absence of topsoil"; AND
- "its [the Site] value for agriculture is only relevant as a stand-alone property" (see excerpt below).



#### 4.2 VIABILITY AS A STAND-ALONE PROPERTY

Since Lot 40 has a current Development Consent for a dwelling house, it is unrealistic to consider the land will ever become part of an adjoining property for agricultural use, ie its value for agriculture is only relevant as a stand-alone property.

As stated earlier, the land has been remediated to a stable landform but its intrinsic value as Class 3 prime agricultural land no longer exists.

While the statement (shown above) about the Site pertains to the value of the Class 3 prime agricultural land no longer existing, the Agricultural Viability Assessment acknowledges that the Site does have “value for agriculture” as “a stand-alone property”. That equates to the property having some agricultural VALUE to a property owner if the Site was kept for a dwelling house.

Considering the results of community consultation for the LSPS, it would be a far better outcome for owners of adjoining rural lands and to the broader community, for Council to support the site for its “value for agriculture” as “a stand-alone property”!

While the Site may never again be used for ‘farming’ in the true sense, the retention of the Site as a stand-alone property that has some agricultural value to a property owner, would align with community priorities and expectations to protect adjoining existing agricultural lands, and to protect the coastal landscape. (as outlined in the LSPS).

As shown - RMS acquired the Site to use it as a storage depot during delivery of the Princes Highway Upgrade, and thereafter remediated the Site before putting it up for sale. While the remediation did not restore the Site to its previous condition, it still has some VALUE for agriculture as a stand-alone property. As such, if Council disregards the agricultural value of the Site as a stand-alone property, then Council would be going against the outcome of community consultation for the LSPS, not to mention its own statements in the LSPS about engaging the broader community in identifying land that is “suitable” for small scale service industrial uses.

Also, it indicates that whenever RMS acquires land for the purpose of a storage depot during delivery of road upgrades and thereafter does not remediate the land to its previous condition prior to sale - communities need to demand that RMS remediate the land to its previous condition prior to sale, and if not - be on the lookout for exploitation of that land after it is sold by RMS.

8. The Agricultural Viability Assessment states:

- “The land is essentially a transition zone between the multi-lane highway with associated landscaping to the east and south.....”
- “The site is further constrained by easements for underground cables, overhead power lines, gas pipeline and transmission lines.”

Notwithstanding that the abovementioned easements are also found on a number of other rural properties, and that those easements do not prevent use of those

properties for certain agricultural pursuits - the above descriptions of the land are in stark contrast to how the land was advertised for sale last year by First National Real Estate – as shown on page 2 of this submission.

9. In part, the Agricultural Viability Assessment justifies the proposal by describing the Class 3 agricultural land of the Site as no longer being “prime agricultural land”. While I have no argument with that statement - when you compare that description to the description given by the real estate agent when the Site was up for sale; and the information provided below about the PP for 48 Campbell Street, which CS also prepared (provided as an example): It highlights that paid consultants provide assessments to seek favourable outcomes for the proponents they serve, and in doing so disregard factual information.

#### 48 Campbell Street PP – proposed 166 residential lots on Class 3 land

The CS assessment of 13.8 ha at 48 Campbell Street, described Class 3 agricultural land as “undulating with permanent pasture and is used for beef cattle grazing”, and “prime crop and pasture land”.

Despite the Class 3 land being “prime agricultural land” that has been utilised as such for over 100 years, CS reported that excising 16 ha (from 45.83 ha) for residential development would be inconsequential, in that the carrying capacity would only reduce from 58 to 43 cows; that the remaining Class 2 land was more fertile (land that is subject to occasional flooding); and that the production “can continue as a viable part-time enterprise”.

There was no indication in the CS assessment as to where “all the necessary improvements for beef cattle including farm shed, stockyards, boundary and internal fencing”, would be re-located to – noting that they are currently located on the Class 3 land that is proposed for residential development.

If we are to presume that the existing “farm shed, stockyards, boundary and internal fencing” were to be relocated to the more fertile Class 2 land: It would have to reduce the carrying capacity of the Class 2 land area, noting that areas of it are subject to occasional flooding. But, this was not mentioned at all in the CS assessment.

When lower lying flood-prone farmlands become ‘flooded’, cattle naturally make their way to higher ground, which in the case of 48 Campbell Street, is on the Class 3 land that is proposed for residential development. This was not mentioned at all in the CS assessment.

As such, there is a question as to how ‘minor’ the “minor loss in agricultural production” would actually be – noting again that CS stated that it would still result in “a viable part-time enterprise”.

10. The Site is zoned RU1 in the LEP, one of the objectives of which is:

“To minimise conflict between land uses within this zone and land uses with adjoining zones.”

As the Agricultural Viability Assessment states that there is “highly productive farmland to the north and west”, and as all surrounding lands to the Site are zoned RU1, how does the PP “minimise conflict with all surrounding lands that are zoned RU1?”

If anything, the PP seeks to “create conflict” with adjoining farmlands.

11. The Agricultural Viability Assessment quotes on page 10, under a heading of “Farmland Rate Categorisation” - Section 515 of the Local Government Act (1993) (LGA 1993) as to how land is to be categorised as “farmland”.

The Assessment then concludes that using the criteria from Section 515 of the LGA 1993, that the subject site “does not have potential to be viable for an agricultural enterprise”.

While I generally agree with that conclusion, I do not think it automatically translates to the Site being more appropriately defined by a different zoning – noting that the advertising of the allotment for sale was for ONLY an allotment with “DA Approval For House”, and the Assessment acknowledges that the Site still has value for agriculture as a stand-alone property.

12. The Agricultural Viability Assessment refers to “background noise” and “lights” from the Princes Highway as being “constantly high”, and that “cattle become used to these issues as is frequently observed with quarries and mines” (see excerpt below).

The proximity of Lot 40 to the Princes Highway, which is a major arterial road, means that the background noise and lights is constantly high. In any case, cattle become used to these issues as is frequently observed with quarries and mines.

The above statement infers that any industrial noise from the proposed development would be inconsequential. The Site is NOT directly beside the Princes Highway, but adjacent to and above a newly formed side road which has become an extension of Sims Road, and which now traverses the eastern side of the Site before adjoining the original Sims Road (see photo below, taken from First National Real Estate advertisement when the property was for sale).





As shown in the above photo, there is an embankment to the east of the Site and a nature strip between the new part of Sims Road and the actual Highway. In that location, there is not that much lighting either – as shown in the photo. In any event, if the vegetation on the nature strip between the Highway and the new part of Sims Road were to be enhanced, then background noise and any Spill light to the Site from the Highway, would be further reduced.

I also point out that the Site is now further away from the Highway than it was prior to the Highway Upgrade, by virtue of the new extension of Sims Road and the nature strip adjacent to the Highway.

I also note the statement in the Agricultural Viability Assessment - that regardless of the background noise and lighting from the Highway, “cattle become used to these issues as is frequently observed with quarries and mines”.

Notwithstanding that most sentient beings prefer NOT to inhabit locations that are near quarries, mines, or industrial sites, and that in any event cattle have no choice considering they are fenced in – the statement is ironic when you consider that a rural property owner in Rose Valley is advertising, albeit incredulously, that meditation music “is played 24/7” to relax cattle on the property.

It is disingenuous for the Agricultural Viability Assessment to suggest that the Site is so compromised by Highway background noise and lights, that any industrial development of the Site would be inconsequential because cattle “become used to these issues”.

Also, it seems surreal to have to argue that Gerringong is not known for cattle on its farmlands having to put up with the same issues that cattle face in areas where there are “quarries and mines”!

13. At the South Precinct meeting last week, the proponent gave a presentation about his proposal, which on face value may have been convincing to people who are unaware of planning matters and how precedents are formed. I believe there are pertinent issues that the proponent may be unaware of – like strategic planning in a local and regional sense.

The proponent indicated his proposal was based around that he wants to live and work in Gerringong, rather than travel anywhere else, and that he also wants his children to be able to do this. While this understandable, if everybody had the same attitude then Gerringong would not have the attributes that it currently has and which community consultation over many years has identified is what draws people to the area, whether it be to reside or visit.

There was a person at the South Precinct meeting who indicated that she used to travel out of the region for work, and that a number of people travel to Sydney to work on a daily basis, and are prepared to do that because they appreciate living in picturesque Gerringong.

It was somewhat misleading for the proponent to have indicated that it was all about him simply wanting to work where he resides - as he also indicated that he wanted to lease out a number of other industrial suites for unknown industrial purposes. That is not just about wanting to live and work where you live, AND:

I note the proponent’s Traffic and Parking Impact Assessment (McLaren Traffic Engineering - pages 13 and 20) raises the possibility that the Site could be “subdivided” and each building operated “independently” (see excerpts below).

There is sufficient room on-site for the provision of the appropriate number of disabled spaces. If the site is subdivided and each building is operated independently (i.e., separate parking areas are provided for each building) each individual in isolation shall provide the appropriate number of disabled spaces in accordance with the BCA requirements.

- If the site is subdivided after the rezoning and each building is operated independently (i.e., separate parking areas are provided for each building) each individual building in isolation shall provide the appropriate number of disabled spaces in accordance with the BCA requirements.

Regardless of the character of a proponent, as Council is aware, a rezoning of land stays with the land, not the initial proponent.



14. The PP Report by APS states that Council staff recognise 'general industry' is currently not permissible in either the IN2 or B7 land zonings and that the PP should not suggest definitive zonings but rather outline the desired future intent for the property (i.e. general industry, etc); and that this approach would enable Council to determine the appropriate land zoning and other potential amendments that may be required to the LEP (see excerpt below).

Further to these investigations, the initial pre-lodgement PP meeting with KMC staff recognised that general industry (as defined in KLEP 2011), which this site has the potential to provide, is currently not permissible in either the IN2 or B7 land zonings and therefore the PP should not suggest definitive zonings but rather outline the desired future intent for the property (i.e. general industry, etc.). This approach will enable Council to determine the appropriate land zoning and other potential amendments that may be required to KLEP 2011. In recognition of this Council request, and the PP relates to changing land zonings and not approving subdivision or built form on the site, a concept master plan for the site and its suggested future uses is outlined below.

The last sentence (above) states that the PP request does NOT relate to "approving subdivision or built form on the site". As such, the Concept Plan is just a "Concept" and not what may end up on the Site. This renders the Concept Plan rather meaningless.

As shown in the excerpt above, Council staff gave advice about "general industry". I therefore point out that the LEP Dictionary DOES NOT MAKE SENSE. As shown in the excerpt below (taken from LEP Dictionary) "general industry" means a building "other than a heavy industry or light industry", that is used to carry out an industrial activity. It then states that "General industries are a type of industry" and to see the definition of "industry" in the Dictionary.

general industry means a building or place (other than a heavy industry or light industry) that is used to carry out an industrial activity.

Note—

General industries are a type of industry—see the definition of that term in this Dictionary.

However, in regard to "industry", the LEP Dictionary states that it INCLUDES "general industry", "heavy industry" and "light industry". (see excerpt below)

industry means any of the following—

(a) general industry;

(b) heavy industry;

(c) light industry;

but does not include—

(d) rural industry, or

(e) extractive industry, or

(f) mining.

The upshot of the the LEP Dictionary is that THERE IS NO ACTUAL DEFINITION for “general industry” in the LEP!

As the PP Report states Council staff recognise that the Site “has the potential” to provide “general industry”, this raises a question as to what Council staff think “general industry” includes?

The PP Report then states that four (4) of the factory-buildings would have a “Possible Use” of “Fabrication/Manufacturing Business” (see excerpt below), but then further on in the PP Report it states that the intended use is “industrial” (see excerpt below).

**Table 1: Concept Master Plan Summary**

Building	Gross Floor Area (sqm)	Possible Use
A	2,129	Wholesale Landscape Supplies
B	110	Firewood Business
C	408	Fabrication/Manufacturing Business
D	540	Fabrication/Manufacturing Business
E	1,350	Fabrication/Manufacturing Business
F	1,600	Fabrication/Manufacturing Business

### 3.1.2 Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The PP is the only planning mechanism of achieving the intended industrial use of the site via re-zoning.

At the South Precinct meeting, the proponent assured people that “Wholesale Landscape Supplies” and “Firewood Business” would take up residence in two of the buildings. However, when the proponent was pressed as to what type of businesses could end up in the other buildings, he indicated that perhaps may be a kitchen cabinet making business. There was no other information forthcoming as to what type of fabrication/manufacturing businesses could end up in the buildings.

Even if I was of a mind to support the proposed development: Although it may be impossible for the proponent to know what type of businesses would take up an offer to utilise the proposed factory-buildings, the fact that he was unable to provide any certainty or information as to what type of businesses might or might not be able to use the buildings (apart from “Wholesale Landscape Supplies”, “Firewood Business” and the “possibility” of a kitchen cabinet making business – which are not assured in any event) sends alarm bells.

It therefore seems the “Possible use” of “Fabrication/Manufacturing Business” for at least four (4) of the factory-buildings (C, D, E, and F) could be just ‘fillers’.

Even the proponent’s Economic Impact Assessment refers to “Industrial Rezoning” as the Job Name (see excerpt next page).

# Document Control

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Project Manager: Jacob Vince  
Email: Jacob.vince@atlasurbaneconomics.com  
Telephone: +61 2 8016 3864

Job ID: J108  
Job Name: Industrial Rezoning EIA  
Gerringong

Client: THL Rural  
Client Contact: c/- James Harris

Document Name: Gerringong Economic Impact Assessment draft  
Last Saved: 12/03/2021 10:29 AM

I note the definition of “light industry” is a building/place used to carry out an industrial activity “that does not interfere with the amenity of the neighbourhood” (see excerpt below).

light industry means a building or place used to carry out an industrial activity that does not interfere with the amenity of the neighbourhood by reason of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or otherwise, and includes any of the following—

- (a) high technology industry;
- (b) home industry;
- (c) artisan food and drink industry.

Note—

Light industries are a type of industry—see the definition of that term in this Dictionary.

In my opinion the ‘Concept’ appears to be TOO ‘Concept’ for the purpose of amending the LEP AND there is also the question as to what “general industry” actually means.

15. The PP Report by APS, under a heading of “Strategies planning assessment”, states that the following Council or State Government strategies or plans “have been assessed as supporting re-zoning and the development of the site...”:

- *Kiama Local Strategic Planning Statement 2020;*
- *Kiama Regional Economic Development Strategy 2018-2022;*
- *Kiama Council Community Strategic Plan 2017-2027;*
- *Kiama Operational Plan 2020-21 & Delivery Program 2017-21;*
- *Draft Illawarra Shoalhaven Regional Plan 2041; and,*
- *Draft Illawarra Shoalhaven Regional Plan 2036.*

The explanations provided in the PP Report as to how each of the above documents purportedly support the proposal, suggest that APS believe that this piece-meal PP is an alternative solution to Council’s Strategic Planning process.



In addition, the explanations provided as to how each of the above listed documents purportedly support the proposal, have been taken out of context. This is the SAME thing that APS did with the PP for 86 and 48 Campbell Street, Gerringong, AND also the PP for 48 Campbell Street, Gerringong.

16. The PP Report states under “Table 4 – Summary of key investigation findings” – “Traffic and Parking Impact Assessment”:

- “The proposal will only result in the rezoning of the land.”
- “If the site is subdivided after the rezoning and each lot / building is operated independently (i.e., separate parking areas are provided for each lot / building) each individual lot / building in isolation shall provide the appropriate number of disabled spaces in accordance with the BCA requirements.

It is disturbing that the PP Report describes an amendment to the LEP as “only” a rezoning of the land. And, as already stated, the PP Report mentions the possibility of the site being subdivided after a rezoning, so that each lot/building could be operated independently. This is not the impression that the proponent gave community members at the South Precinct meeting last week.

The proponent’s proposal is more entrepreneurial than just wanting to live and work in Gerringong as he indicated at the South Precinct meeting, with the PP Report indicating the possibility that the proponent may not even end up leasing the buildings, but onsell them. Therefore, acceptance of the PP by Council has the potential to ultimately result in a development that in no way resembles what the proponent indicated to the South Precinct meeting. And, regardless of any good intentions by the proponent, history and experience shows that this could end up happening anyway.

17. The PP Report states:

- The planning proposal prepared by Allen Price & Scarratts confirms that the proposed development has the sound planning justification. Having regard to the need for industrial growth in this area, I consider the proposal to be satisfactory in terms of the visual impact.

APS have NOT established a “sound planning justification”.

18. The PP Report states:

- Lot 40 adjoins larger agricultural holdings but is on the fringe of these properties, it will have no impact on their continued agricultural use.

APS have NOT seriously or even considered potential “impact” on adjoining agricultural holdings.



19. The Draft Illawarra-Shoalhaven Regional Plan 2041 (Draft Regional Plan), refers to:

- Tallawarra Employment Lands – The Tallawarra Employment Land has the potential to support new port related businesses, light industrial and commercial operations.
- South Nowra Employment Precinct – This precinct employs over 2,300 people and includes the Flinders Estate and the South Nowra industrial lands. The South Nowra industrial lands comprises 110 hectares with potential to accommodate up to 180 new industrial lots.

The information contained in the Draft Regional Plan about Gerringong, does not support the proposal.

At the time of writing this submission, there is vacant industrial land for sale in Dapto, and industrial properties for sale in Bomaderry and South Nowra. These areas are not that far for people to travel to work.

Acceptance of the PP would kickstart development on the western side of the Highway at Gerringong - which would RUIN what to date has been preserved; separate the township; and create an undesirable precedent.

20. I note how green the grass is on the Site in the photos in the PP Report (see Photo 1 and 2 below) compared to how brown the grass is in the photo shown in the Agricultural Viability Assessment, which describes the brown grass as “clear delineation between Lot 40 on the left [brown grass] and agricultural land on the right [green grass] of the boundary fence” (see 3rd photo next page). It looks like the grass was slashed prior to Photo 3 being taken.

Photo 1:



Photo 2:

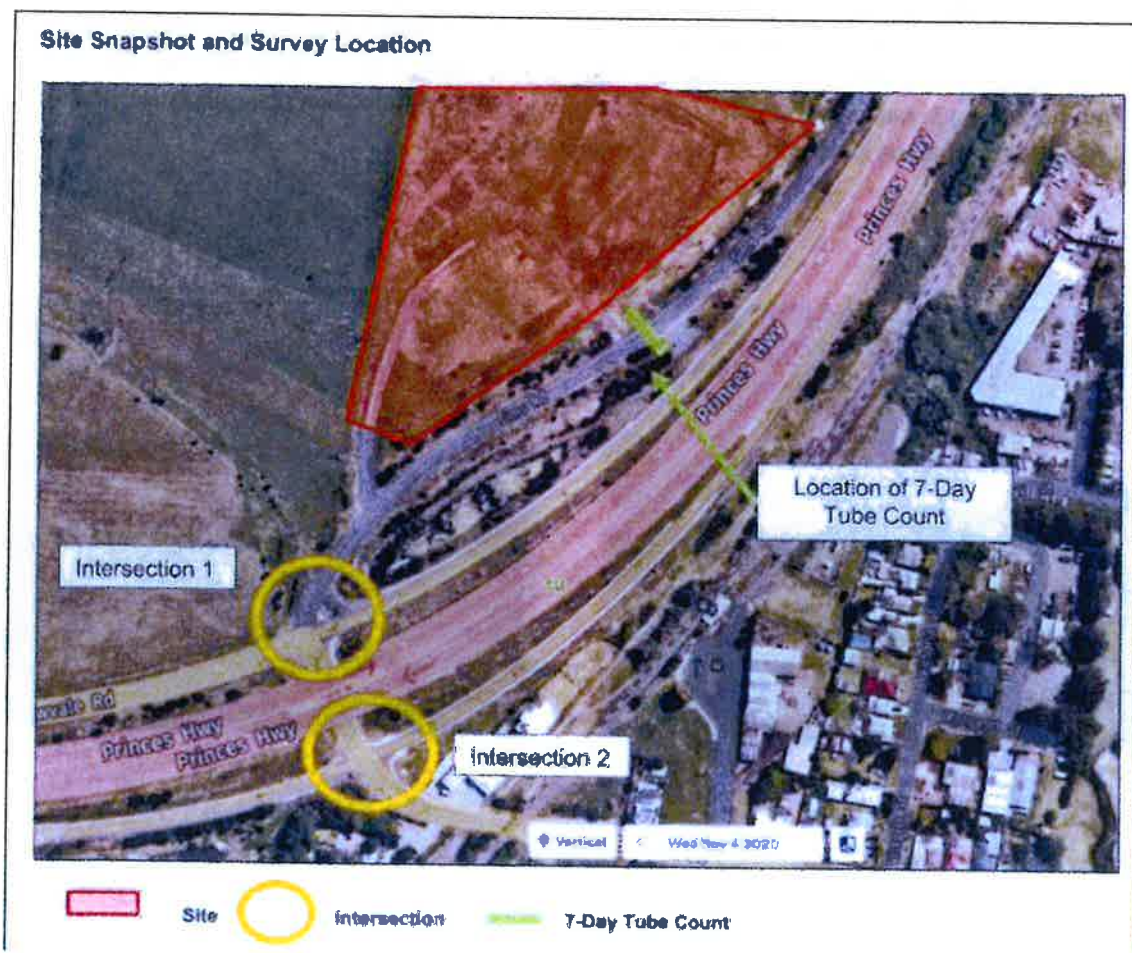


Photo 3



Photo No. 2  
Clear delineation between Lot 40 on the left and agricultural land on the right of the boundary fence.

21. I also point out how confusing and therefore dangerous Highway “Intersection 1” can be – see “Intersection 1” in photo below, taken from proponent’s Traffic and Parking Impact Assessment.





The intersection issue has been mentioned by many people since the Highway opened. Many people do not know the road, and when exiting Belinda Street to travel north to Kiama, Wollongong, and beyond – instead of making a right-hand turn, proceed straight ahead into Sims Road, and then have to turn around and come back.

This issue would be exacerbated by more traffic using Sims Road, especially heavy vehicles using the road as part of any industrial complex (see photo of intersection below).

Google Earth photo – taken from Belinda Street, looking west towards the Highway and Sims Road – Intersection 1.

Despite a “No Through Road” sign at the entrance to Sims Road – many people do not notice it and proceed into Sims Road, instead of turning right to go north.



Please see next page.

## CONCLUSION

If the proposed development eventuated, it would NO DOUBT set a precedent for more RU1 zoned land in the vicinity to be rezoned, and we could ultimately end up with a strip of industrial suites on the western side of the Highway in Gerringong that look like Yallah.

The proposed development seeks to “create conflict” with adjoining farmlands.

I note the request for a PP last year that included 86 and 48 Campbell Street, Gerringong – Council staff recommended NOT supporting that PP request as it was “inconsistent with the Kiama Local Strategic Planning Statement 2020 and therefore fails the strategic merit test”.

The request for a PP pertaining to 5 Sims Road, Gerringong, is not dissimilar to the request for the PP that included 86 Campbell Street, Gerringong. As 5 Sims Road is “inconsistent” with the LSPS, then logic dictates that it also fails the strategic merit test. **N.B.** There is still a question as to how Council arrived at the conclusion that 48 Campbell Street met the strategic merit test merely because it was shown in the LSPS as a “potential” site.

At the South Precinct meeting last week, the proponent made a comment to the effect that people in Gerringong oppose everything – as in people had opposed certain developments in the area.

Regardless of how many proposed developments are put forward at any given time, if they are inappropriate, then a number of people will oppose them. The PP request is one of those inappropriate proposals when the bigger picture is considered.

I have not made any political donations or gifts to any person.

Yours faithfully



Debra Moore

## Debbie Boles

---

**From:** howard.r.jones <howard.r.jones@bigpond.com>  
**Sent:** Tuesday, 18 May 2021 4:18 PM  
**To:** Council  
**Subject:** Submission SC3864 5 Sims Road PP request Lot 40 DP 1230779  
**Attachments:** Submission re Sims Road.pdf

**Categories:** Purple Category

Attention Mike Dowd,  
Acting General Manager,  
Kiama Municipal Council

Please see attached my submission to the public exhibition of the above mentioned PP request.

ward R Jones  
04149374



407 Free Selectors Road,  
Foxground NSW 2534  
Tuesday 18<sup>th</sup> May 2021

Mike Dowd,  
Acting General Manager,  
Kiama Municipal Council

Reference SC 3864

**Re: Planning Proposal request to amend LEP 2011 to allow Industrial uses on Lot 40 DP 1230679, 5 Sims Road, Gerringong.**

I am writing to oppose the above-mentioned Planning Proposal request as I believe that:

- (a) it does not satisfy the basic requirements for such a significant change,
- (b) it is not in the public interest to establish a precedent for making changes to an LEP through the approval of ad hoc applications and
- (c) It does not provide any significant argument that Ministerial Direction 1.2 Rural Zones should be overridden and so fails at the first stage.

#### **Zoning Change implications.**

Modifying RU1 (Primary production) land to industrial uses (B7 Business Park or IN2 Light Industrial) is a significant change when the objectives for these zones are compared.

As a means of comparison, I list the Objectives of the three zones:

#### **Zone RU1 Primary Production**

##### **1 Objectives of zone**

- 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 protect agricultural land for long term agricultural production.
- To provide opportunities for employment-generating development that adds value to local agricultural production through food and beverage processing.

#### **Zone B7 Business Park**

##### **1 Objectives of zone**

- To provide a range of office and light industrial uses.
- To encourage employment opportunities.
- To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.

#### **Zone IN2 Light Industrial**

## 1 Objectives of zone

- To provide a wide range of light industrial, warehouse and related land uses.
- To encourage employment opportunities and to support the viability of centres.
- To minimise any adverse effect of industry on other land uses.
- To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.
- To support and protect industrial land for industrial uses.

As identified in the PP request report, the existing status of the land, with an approved DA for a dwelling on the site, conforms to the RU1 objectives and land use options. Such an outcome would not create any land use incompatibility precedent and obviously would not require any changes to planning instruments as in the case of this PP request.

Normal process would suggest that if a proposal for a zoning change from RU1 to B7 or IN2 was to be supported, then the justification for that change would be well defined and the long-term consequences of the zoning change would be predictable. It is important to realise that any such zoning change sets a precedent for future changes in other RU1 zoned land.

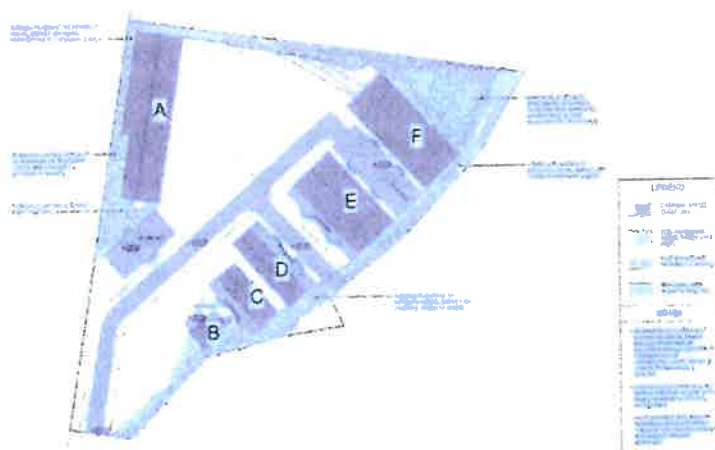
There are a number of issues which contribute to the PP request being seriously flawed. In particular, the proposal to make serious changes to the LEP is supported merely by a "concept" plan, the final result of which is vague and indeterminate.

It is very worrisome that nowhere in the PP request does it actually suggest what the new zone should be. In fact page 10 of the main PP document notes that "general industry (as defined in Kiama LEP 2011) which this site has the potential to provide, is currently not permissible in the IN2 or B7 land zonings and therefore the PP should not suggest definitive zonings but outline the desired future intent of the property ..."

The vagueness of the proposal is further highlighted in the applicant suggesting specific uses for a very small part of the property (two areas A and B being less than 20%) and leaving the uses of the remaining buildings (C, D, E and F) shown on the concept design below to the imagination.

The PP request further introduces significant unknowns by suggesting that post rezoning the property may be subdivided meaning that control of other uses by other owners could be anything allowable in the new zone.

Figure 10 – Site Concept Master Plan



The PP request documentation itself demonstrates the lack of detail by saying on page 10:

*“When reviewing the concept master plan, it must be understood that the proposal has not undertaken detailed investigations which would normally be prepared for any subdivision or built form, nor has it considered any feedback from the PP application process. Therefore, this plan must only be considered as an indication of what possible site land use could occur with rezoning for an industrial use.”*

It is worth noting that the recent PP supporting a change of land uses in Rose Valley to support an abattoir made assumptions that there would be an appropriate location for the abattoir on the property. As is now well documented the applicants were unable to establish a suitable location for the abattoir prior to the amended LEP nor when supported by the amended land use table at the DA stage.

In the Sims Road PP request, we are talking about a much greater degree of guess work than a simple change of land use table. The PP request report, as mentioned above, suggests that the proposed land use (general industry) does not exist in any of the available suite of zones in Kiama LEP 2011.

So, is this PP to change the land use table in an existing zone? Will it result in a new zone being added to the Kiama LEP? At least in the case of Rose Valley we knew that the intention was to allow for an abattoir and that it would be a simple land use table change specific to one property only in the LGA.

In this case, the community is being asked to comment on a PP request which:

- (a) cannot identify the new zone which provides the basis for the applicant’s proposed activities,
- (b) cannot identify the final uses on the land subject to the PP request.
- (c) may or may not be subdivided in the future with independent owners undertaking unspecified activities within unspecified zones

It is obvious that this huge set of future possibilities is primarily to support the applicant’s desire to maximise the return on the rezoning by maximising the range of potential uses for a subdivided property. It is not the role of modifications to an LEP to support the speculative financial aims of the applicant. The community must be assured that Council is supporting such changes on the basis of strategic merit.

It is totally inappropriate that Council might support a change to the LEP through this PP request, so lacking in detail, justified by a mere “concept plan”.

### **Kiama LSPS 2020**

I note that the first of the recent PPs for residential development in South Gerringong was rejected because part of the land had not been identified as potential residential land under the LSPS. The basis for that was that there had been no previous community consultation on part of that land which had identified it on the LSPS maps.

Whilst the LSPS makes mention of the lack of available industrial land in Kiama, it is not in the interest of a well-planned LGA that significant changes to land use should occur on an ad hoc basis and particularly not when the outcomes driving the proposed change are so vague.

See below, extract from the LSPS PP5 ..

**Action Plan – Develop a Diverse and Resilient Economy**

Action	Council's Role	Timeline	Key Stakeholders	Responsibility
<b>PP5 Foster Economic Diversity</b>				
Support growth in key industries and encourage twenty-first century industry and business models through well planned urban and rural land development.	Lead	Medium	Chambers of Commerce, Destination Kiama, NSW Gov, Business operators & Broader Community	Strategic Planning
Identify land and propose appropriate zoning that is suitable for small scale service industrial uses in the short to medium term	Lead	Short	Council, DPIE & Broader Community	Strategic Planning

There is no evidence that Council, with stakeholders, including the “broader community”, have engaged in any discussion about the potential rezoning of land for light industrial uses. It is the antithesis of proper strategic planning that changes to land use of this nature occur on an ad hoc basis.

Whilst the PP tries to gain support from the LSPS and its action plans it misses the whole point that such changes should come at the end of a detailed strategic planning process not as a result of an obscure proposal such as this.

**The regional perspective**

As is often the case, part of the argument for non-complying development proposals are as much related to the personal needs and desires of the applicant as the main basis of the proposal itself. In this case the applicant has made it clear that the site in question is of interest because of the desire to be near to home. It should be noted that other parts of the business operations of the company are well established in Nowra and Wollongong areas where large areas of industrial land have been established as part of regional planning strategies and priorities.

It is just not realistic that every local area should be able to provide for all types of services and businesses. That is the strength of regional planning, it will identify the most appropriate land that is available for different purposes.

One of the weaknesses in this PP is its attempt to cherry pick statements from Regional Planning documents that seem to justify the PP at its proposed site in Gerringong. Whilst the regional documents may well describe objectives that seem to support the Sims Road PP, the documents also highlight the availability of industrial land to the north and south of Kiama LGA as the prime focus for industries and the applicant themselves currently make use of this land.

There are great values in collecting together industrial activities so that they can share the infrastructure that can be provided as a result of achieving critical mass.

The cherry picking within the PP from regional documents also ignores the strong statements about the importance of agricultural land and landscapes in the Kiama LGA within those same documents. This support for maintaining such land use and landscapes has been an ever-increasing outcome of regional plans and strategies over the last 20 years. The current approved DA on the land is the ideal response to maintaining rural landscapes even though it may have had a non-agricultural use in recent times during the construction of the highway.

No attempt has been made to balance the competing objectives.

This lack of integrity extends to the Agricultural Viability Assessment, demonstrated on page 4 of that document via photo No.2. The photo tries to suggest that “agricultural land on the right of the boundary fence” is somehow obvious when compared with Lot 40 on the left where the land is perhaps not “agricultural”. In reality, the land on the left has been slashed and is obviously physically different to the right side of the fence as a result.

The fact that the land on the left has been slashed suggests that the agricultural potential of the PP land is not totally degraded and when the location plans for the approved dwelling are considered there is obviously a large section of the property still capable of producing silage.

#### **Draft Illawarra Shoalhaven Regional Plan**

The PP attempts to link the proposal to the objectives of the Draft plan. It should be noted that all references to industrial land in the document refer to Wollongong and Nowra regions. Most of the references to Gerringong in the draft plan are to maps identifying Gerringong or statements such as the following:

*“Agricultural land, particularly in areas such as Jamberoo, Gerringong, Berry, Kiama and Kangaroo Valley, attracts both residents and visitors. This is a diverse and unique tourism offering, with food and wine trails, farm stays, farmers markets, and a growing farm gate experience on offer.”*

This reference acknowledges not just the agricultural land itself, but the agricultural landscapes that support a broad range of tourism related industries. These landscapes can exist even if the agricultural productivity of land such as Lot 40 is somewhat degraded.

As I mention above, the current approved use the land for a dwelling, satisfies the draft plan objectives much more than does the Sims Road PP concept plan.

#### **The State Infrastructure Strategy 2018-2038**

This is also quoted in the PP request documents. It is a very broad-brush statement and in no way justifies the rezoning of agricultural land in Gerringong for the purposes of “who knows what”.

#### **Illawarra Shoalhaven Regional Plan 2036.**

I make similar assessments in this case. It is of interest that many of the goals extracted for support are predicated by the words “Whilst this goal is not directly related to the PP, the



outcomes of the PP result in employment generating land .....” I would argue that the applicant should be looking for goals at a regional and local level which ARE directly related to this PP in order to argue for significant changes to the Kiama LEP 2011!

Such choices indicate a difficulty in getting the support and justification that they want.

### **Ministerial Directions.**

The fact that a PP must be argued to be inconsistent with Direction 1.2 Rural Zones, indicates the importance that is applied to rezoning of rural land.

The quality of the argument in favour of this PP is very poor and vague. The future land uses that would justify a Council supporting the PP are also very vague and imprecise.

The relationship between this PP and the objectives for the Illawarra Shoalhaven regional plans and strategies are tenuous at most when related to the role that Gerringong plays in the region. In fact, the plans place a higher value on Gerringong’s role as a location for farmland, as a tourism destination, as an important rural landscape and as a centre for modest housing than they do as a focus for industrial land.

Even though Kiama LGA is identified as having a shortage of such land, the focus is still on providing industrial land in Wollongong and Nowra.

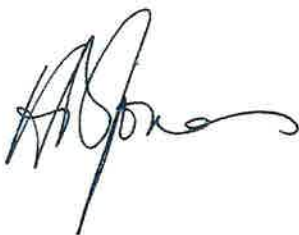
### **Conclusion**

None of the arguments provided in the PP support documentation provide any evidence that the Ministerial Directions should be seen to be inconsistent.

I therefore believe that this PP fails at the very first stage and should NOT be supported to progress to Gateway.

Thank you for the opportunity to comment on this Planning Proposal request,

Yours sincerely

A handwritten signature in black ink, appearing to read 'H. Jones', with a long horizontal flourish extending to the right.

Howard R Jones

## Debbie Boles

---

**From:** Anne Whatman <whatman@bigpond.net.au>  
**Sent:** Tuesday, 25 May 2021 12:07 PM  
**To:** Council  
**Subject:** Re previous Submission made to Kiama Municipal Council  
**Attachments:** Submission v2 to KMC to Planning Proposal to rezone Lot 40 5 Sims Road to Industrial land Ref SC3864.pdf

**Importance:** High

To Kiama Municipal Council

Attention: Edward Paterson

**Re:** Draft Planning Proposal: KMC Ref. **SC3864**  
Property Description: LOT: 40 DP: 1230679, 5 Sims Road, Gerringong NSW

Dear Mr Paterson

As discussed on the phone yesterday with Council staff, I sent you the incorrect version of my Submission, being unfamiliar with my recently upgraded Microsoft Word and PDF systems. It should have been Version 2 attached above, which had been edited for grammar and spelling, including removing a blank page 8 at the end. No other new points or arguments are included. Version 2 is just the edited document of what I sent. However there were two minor but significant changes. One was I had not added the declaration re donations, and the second was a correction to Section 2 (d) paragraph 6 on traffic impacts:-

“ If someone pulls up in the lane next to you on the Southbound off ramp, to turn left into Gerringong, you then can't see to the **left** and have to wait until this traffic has gone.”

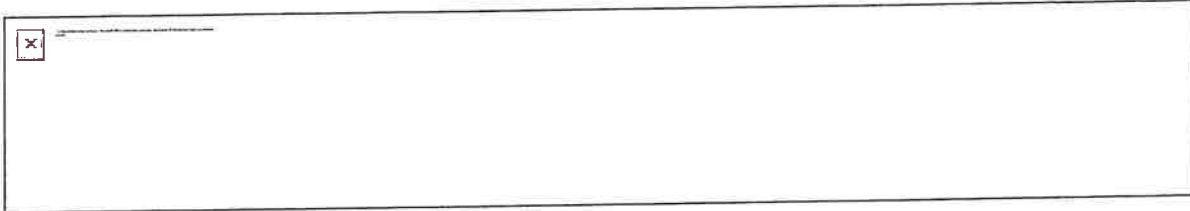
In my previously submitted Version this read **right** and didn't make sense.

As this will be available publicly, I hope you can accept this easier to read Version 2 and I apologise for the inconvenience. I also apologise for the length of the submission, it takes a lot of time to precis a document, without losing the intent and time was not available.

Yours Sincerely

Anne Whatman

**From:** Kiama Council <council@kiama.nsw.gov.au>  
**Sent:** Tuesday, 18 May 2021 4:25 PM  
**To:** whatman@bigpond.net.au  
**Subject:** Submission made to Kiama Municipal Council



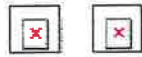
## Submission made to Kiama Municipal Council

Thank you for your submission. Here is a copy of what you sent us:

Your Contact Details	
First and last name:	Anne Whatman
Street number:	211 Wil
Street name:	211 Willowvale Road
Suburb:	Willow Vale
Postcode:	2534
Phone number:	0242343034
Email:	<a href="mailto:whatman@bigpond.net.au">whatman@bigpond.net.au</a>
Your Submission	
Type of submission:	Other
DA number:	
DA address:	
Details of other:	Submission to the Planning Proposal. to rezone Rural Land RU1 on Lot 40 5 Sims Road, Gerringong to Industrial land
Submission comments	
Enter your comments:	<p>To the General Manager, Kiama Municipal Council Re: Submission on, Draft Planning Proposal: KMC Ref. SC3864 Property Description: LOT: 40 DP: 1230679 5 Sims Road, Gerringong NSW Development Description: Pre Gateway Planning Proposal to amend the Kiama LEP 2011 to allow for industrial uses of land know as Lot 40 DP 1230679 – 5 Sims Road, Gerringong.</p> <p>I wish to make a submission regarding the above Planning Proposal to amend the Kiama LEP 2011 to allow for industrial uses of land known as Lot 40 DP 1230679 – 5 Sims Road, Gerringong.</p>

	I received an extension for a late submission from the Contact Officer, Mr Edward Patterson on the 10/5/2021.
Attach file:	Submission to KMC Lo Planning Proposal to rezone Lot 40 5 Sims Road to Industrial land Ref SC3864.pdf Sale of Gerringong land 1901Untitled.jpg
Your privacy	I agree that my public submission will be made publicly available.

## OpenForms



211 Willowvale Road  
Willowvale, NSW 2534  
18 May 2021

To the General Manager, Kiama Municipal Council

Re: Submission on,

**Draft Planning Proposal:** KMC Ref. SC3864

**Property Description:** LOT: 40 DP: 1230679  
5 Sims Road, Gerringong NSW

**Development Description:** Pre Gateway Planning Proposal to amend the Kiama LEP 2011 to allow for industrial uses of land known as Lot 40 DP 1230679 – 5 Sims Road, Gerringong.

I wish to make a submission regarding the above Planning Proposal to amend the Kiama LEP 2011 to allow for industrial uses of land known as Lot 40 DP 1230679 – 5 Sims Road, Gerringong.

I received an extension for a late submission from the Contact Officer, Mr Edward Patterson on the 10/5/2021.

I strongly object to the Proposal on several grounds addressed below: -

1 – The long-term Vision and Security of KLGA Rural RU1 zoning as detailed in the **Kiama Municipal Council Local Strategic Planning Statement 2020 (KMCLSPS 2020)**.

(a) This is a Planning Proposal to KMC for a major change in land use from Rural RU1 to Industrial, the opposite of the objectives in the Kiama LEP 2011 and the long-term strategies set out in the KMCLSPS 2020. Only two adjacent landholders were notified of this Proposal! They were given 2 weeks to respond, despite the fact that the applicant has had over 6 months to plan and has employed several professional firms to write this Proposal. Rural landholders and rural residents in the area surrounding 5 Sims Road will all be heavily impacted in varying degrees by this Proposal. KMC appears to have consulted with and advised the Applicants submitting this Proposal, without wide consultation with the local Gerringong community. The local community has had to find out through their neighbours and had at the most 3 weeks to respond. I find this unacceptable.

(b) I refer to the **Kiama Development Control Plan 2020 (KDCP 2020) Chapter 8. Rural Uses** and the overarching **KMCLSPS 2020 Theme 3: Protect Rural Landscapes** and quote: -

"The Kiama Municipality has a strong history in agriculture, however recent industry adjustments have changed the viability of traditional farming businesses. New farm-based enterprises have the potential to grow the local economy, however any reform in this sector needs to **ensure the long-term protection of agricultural land as a resource for food and fibre production.**"

"Kiama has **regionally** important environmental and agricultural lands. **It is Council's intention to preserve and maintain these areas as significant natural resources.** Accordingly, these



additional controls are designed **to ensure that any development in these areas is appropriate for future proofing these important natural assets.**”

**Theme 3** of the KDCLSPS states the Planning Priorities for Protecting Rural Landscapes are:

**PP8 – Protect viable agricultural and agricultural lands**

**PP9 – Protect scenic rural landscapes**

- (c) This document reflects a continuing recognition of the agricultural value of the Illawarra, Kiama and Shoalhaven regions, that was recognised by early settlers. I feel I must remind the State Government and the KMC, that Australia relative to its size, has limited fertile, well-watered agricultural land also positioned in a mild climate. I believe that currently the local agricultural sector is very undervalued, taking into account the future effects of climate change, world overpopulation and the loss of prime agricultural land in the world to feed the growing population. All these factors will also impact on the Australian population, which has grown unsustainably through mass immigration over the last two decades and I believe this growth is adding pressure to requests for inappropriate development in the KLGA. Controls are required to retain the assets of the region. Assets future generations will thank Government and community for preserving.
- (d) I enclose a photo of an advertisement in 1901, showing how valued this local prime agricultural land in the area was to early settlers.

The KDCLSPS says we (the Community?) need to be very careful about the types and mix of agricultural and/or ancillary uses that we permit in our rural zones. The introduction of uses that fundamentally shift the market value of important agricultural lands (such as rural residential and some tourism uses) should be avoided. Allowing smaller rural lot sizes does impact on production capacity, land values and rural business viability

- (e) **Theme 3** also discusses the relatively high level of risks faced by the agricultural sector. An increasing risk arises from the loss of scale. Farms, such as dairy farms, are increasingly being broken up into smaller less viable holdings. Farm land is permitted to be split up for additional residential/holiday buildings above what is required for the landholder.

When you become the only dairy farmer in a rural road, will the milk company service just your farm on a daily basis? The risk to the wider community is not thought out. Eventually an accessible healthy food, central to Australian life and culture – the access to cheap, fresh milk on a daily basis is threatened. We will end up just like overdeveloped Asia and Europe, only able to readily buy long life milk.

The viability of local agriculture, and the exceptional scenic rural landscape face additional risks while they continually come under relentless pressure by wealthy and/or influential groups, with agendas other than agricultural economic activities, such as residential developers and inappropriate re-zoning applications presented in this Proposal.

Lot 40, 5 Sims Road, is a perfect example of the encroachment on rural land uses by all of the factors discussed above. It has been left to become a remnant land holding in the agricultural landscape. Pressure to re-zone its use will further attack all the other agricultural holdings in the area and the priorities set out in KMC’s own LEP, 2011, Kiama Development Control Plan (DCP) 2012 and the KMCLSPS 2020.

- (f) The Applicant of this Proposal has not applied to undertake activities in the current zoning! They have Proposed a re-zoning in direct opposition to the Priorities of PP8 & PP9 of the KDCLSPS! It necessarily demonstrates the Applicant's inability to adhere to current zoning requirements, understand the reasons behind them and thus the need for rezoning.

Does the Council believe it would be reasonable to rezone the Rural RU1 land simply to allow an applicant to be subjected to lesser regulatory conditions? If the approach to zoning is simply that thresholds will be lowered when it suits industry, zoning regulations would essentially be meaningless! The zoning is premised on the social and ecological context of the landscape -The priorities set out in PP8 & PP9 of the KMCLSPS 2020. **Can the Applicant or KMC adequately justify what has changed in the community, that should warrant any zoning change?**

- (g) The Applicant should explain why they require a rezoning? including the justification for worse impacts than in a more restricted zoning.

**The applicant should adequately explain why rezoning is a more acceptable option than an investment in sustainable techniques or an alternative space allowing the applicant to operate in a location already zoned for such industry.**

I don't accept that any of the documents supplied by the Applicant adequately argue for this rezoning. I understand that there are available industrial areas within 30mins of Gerringong to the South and the North, both areas undergoing a high level of improvement to their access by road.

- (h) If Council is supportive of rezoning, since the community did not instigate a request for planning changes, Council should be considered a proponent of the Applicant at the behest of the Applicant. As such Council must provide an independent report into the benefits of rezoning to the community, environment, infrastructure and other businesses, as well as a transparent publication of their own reasoning of the benefits and drawbacks of the proposal.

I expect Council would then find itself in direct contradiction to its own KMC LEP 2011 Objectives and the priorities of the KMCLSPS 2020.

- (i) The Applicant would be using local infrastructure for heavy vehicles, will Council or State government provide a cost of maintenance to KLGTA taxpayers, and a justification? If not, the applicant should demonstrate how they will upkeep community infrastructure, in particular **the only access road they will share with rural/residential landholders in Sims Road, in Willowvale Road (27 residences and approx. 60 permanent vehicles, not including hundreds of "mobile receptors" i.e., visitors to the Crooked River Winery, the 'Boutique Hotel' Jerrymara, the Candle Workshop, and various other accommodation facilities in Willowvale Road) and Bailey's Road.** I note the Applicant mainly ignores the "static receptors" (residents & businesses?) in Willowvale and Bailey's Road in addressing the effects of an Industrial estate in Sims Road.

2. Justification provided in the Proposal for re-zoning Rural land RU1, Lot 40 5 Sims Road, to Industrial land, Lot 40 degraded already by the RMS.
  - (a) The Planning Proposal shows pictures to illustrate the alleged degraded nature of this land for grazing. I feel these pictures must have been taken during the drought, as photos I took last week (May 14, 2021) show a thick covering of green kikuyu grass.

I am reliably told by previous landholders of this site and surrounding farmers that this plot of land was originally part of very productive dairy land. It was acquired by the RMS for the purposes of an office and vehicle depot during re-construction of the Princes Hwy. It would seem that the RMS have not sufficiently rehabilitated the site, although having more access to topsoil than any other group! That aside, I am reliably informed by local farmers that Lot 40 can currently be used for grazing and easily improved to a more productive state. Lot 40 has the potential for various agricultural activities, both RU1 and RU2. It has building approval for a residence.

- (b) Land has already been used for other than Agricultural purposes

5 Sim's Road was previously a home and acreage owned by one of my neighbours in Willowvale Road. They said it was very fertile land. It was appropriated by the RMS during the upgrade to the Princes Hwy. **This land use was always known to be temporary.** The local community rightfully expected this land would return to a rural land use and remain zoned Rural, being west of the Hwy, complying with the objectives of the KMC LEP 2011 and strategy's set out in the KMCLSPS 2020.

- (c) Proposal will provide scarce industrial land for Gerringong.

As laid out in the KMCLSPS 2020, the overarching document to the KMC LEP 2011 and Development Control Plan (DCP) 2020, **Gerringong is a uniquely, beautiful small coastal town.** It has steep headlands dropping to pristine beaches with a backdrop of a green rolling rural landscape and a forested escarpment and mountains. A world class scenic tourism destination and an area of scarce prime agricultural land. It is also constrained by its geography to further development without losing the spectacular beauty and fertile, well-watered farming land. The township of Gerringong and Kiama do not have the space for extended Industrial land without taking away from their unique & other more desirable attributes than supporting Industrial growth.

The LSPS gives effect to the Illawarra-Shoalhaven Regional Plan implementing the directions and actions at a local level. It is also informed by other State-wide and regional policies including the Kiama Region Economic Development Strategy (REDS) and the NSW Marine Based Tourism Strategy.

The township of Gerringong is not suited to Industrial Development and luckily within 20-30 mins. Drive on the Hwy. there are available suitable Industrial sites in the Illawarra and Shoalhaven Districts. These are close distances to Gerringong. Most people in the Gerringong township consciously choose to travel outside of the area for their work, and live away from built up industrial areas.

- (d) Proposal states land is ideal due to proximity to Highway, and separation from residential area in Gerringong.

Lot 40, 5 Sims Road is sited close to Intersection 2 on the traffic diagrams in the Proposal. The Princes Hwy off ramps heading north, allow access for rural residents and rural businesses in the single lane rural roads - Bailey's Road, Willowvale Road and Sim's Road (including farms in Alne Bank Lane) and a second access road into Gerringong for traffic from the South (as well as residents from these rural roads). **Estimated traffic generated by the Proposal will share what is the only entry and exit for traffic from these 3 rural roads.**

This may seem a drawcard for the Applicant, however it will severely impact the rural residents and rural business in the area, some of which are tourist based. The two intersections near Sim's road will become unsafe with Industrial traffic. I have travelled to work on various highways for 15 years, both interstate and to South West Sydney and have frequently witnessed and experienced delays from trucks breaking down, trucks involved in accidents, catching fire, losing their loads, crashing into overhead structures, dominating the roads, thus causing serious impacts on the roads.

The traffic that would be generated by this Proposal is unknown, due to the type of industries that might occupy the Industrial site being largely unknown. However, the Applicant says he is planning to move his truck depot from Gerringong and plans a business in wholesale landscape supplies to occupy one of the bigger lots on the site. The Proposal estimated an extra 96 vehicle movements a day, which includes very large double B trucks and trucks with trailers.

This adds considerable risks and hazards, to what is a now a safe, pleasant rural and country town access road for tourists and residents. This is after decades of risky entry from the Hwy. to these rural roads.

Intersection 2, already has issues with traffic from Gerringong entering the intersection via the Hwy overpass which casts a significant shadow on traffic, making it difficult to see and also estimate the speed. Visitor traffic frequently enters Sim's Road thinking this is the on ramp to the Hwy. northbound. This Proposal would make this rural access road unsafe for the local residents and visitors, by adding an Industrial level of heavy vehicles to the road, an unacceptable and unsafe increase in traffic movements to this rural and tourist area, for which the road has not been designed.

Intersection 1, next to the Caltex service station has some more serious issues with significant blind spots. To turn right and cross into Intersection 2, requires a driver to see oncoming traffic from the right, by looking through the underpass (i.e., entrants from Sim's road being one line of traffic entering the intersection) across a distance of what would be 6 traffic lanes. By the time a driver has checked this direction, cars entering Intersection 1 from Gerringong have slipped around the bend unnoticed. If someone pulls up in the lane next to you on the Southbound off ramp, to turn left into Gerringong, you then can't see to the left and have to wait until this traffic has gone.

At the moment this traffic situation is manageable, because the traffic coming from Sim's Road is

very light, particularly in comparison to Willowvale Road, which is now busy for a single lane rural road. Just to remind KMC again that the access Road to Willowvale Road handles tourist traffic to the Crooked River Winery. At times hundreds of people attend events at The Winery. At other times they hold weddings and other celebrations, with large numbers of people and cars. Tourists also walk from the Railway Station to the Winery, past Sim's Road. They have a permanent open cellar door and a restaurant. The traffic estimated to be generated (which may be higher than numbers provided) by this Proposal seems highly incompatible with tourist activities in the area and for the rural residents and rural businesses.

(e) Proposal states it will provide local jobs –

As set out above an industrial site is not an appropriate land use for Gerringong. Just because the Applicant sets out a Proposal that says it is, while based on some very unconvincing and unsubstantiated impacts on the surrounding community and long-term viability of the nearby agricultural land. This Proposal would create continuing tension between the proposed Industrial site and the local community. The Applicant states that he wishes to provide local jobs in Gerringong for the future, however his Proposal does not comply with the Rural zoning or the Priorities set out for Rural Landscapes in the KMCLSPS 2020. I am sure many non-complying activities would create jobs in Gerringong, perhaps bring back car races on 7-mile beach, or a nuclear power plant, why not fill all the green valleys with large scale industrial storage sheds?

The Applicant can provide the jobs in existing Industrial zoned areas in nearby centres such as Bomaderry, South Nowra, Oak Flats, Albion Park, Yallah & potentially Bombo Quarry, all within 20-30mins on newly built Highways, thus providing almost local jobs. Perhaps not quite jobs that you can walk to from home! **This is the compromise the Community has previously decided on to preserve a world class environmental area and planned with KMC through the KMCLSPS 2020.**

3. Potential conflict with the owners of the easements on Lot 40, significantly the gas pipeline and electricity.

Changing this zoning to an industrial site, particularly with half a dozen different industrial activities, adds risks to a site containing several different easements. In particular the gas easement, which would present an extreme danger if damaged.

It seems likely that a truck depot is one site usage proposed and based on the Depot in Victoria St Gerringong would likely involve the installation of a diesel pump, which adds a fire risk to the site.

4. The impacts if the Lot 40 5 Sims Road were re-zoned Industrial

- (a) The Applicant's arguments are unconvincing & have not realistically explained the current baseline conditions of traffic, soil, noise, pollution, water systems & runoff, fire risk, biodiversity, rural scenic views, local rural amenity and what impact this development would expect to create above the current baselines. For instance, the Proposal ignores the economic risks to viable agricultural activities on neighbouring properties, such as the importation of soil and weed contaminants and the economic risks to the tourism industry through the impact on



outstanding rural scenic views, local tourism activities at the Crooked R. Winery etc. The Proposal ignores the social and environmental impact on rural residents and businesses in Willowvale Road.

For example, when speaking to the Applicant at the South Precinct meeting, there did not seem an understanding of the likely high impact of **noise** generated by the proposed Industrial site to residents in Willowvale & Sims Road. This was dismissed as inconsequential with regard to noise already generated by the Hwy. Noise from the Hwy. has been and continues to be an intrusion on our everyday amenity in the area of Willowvale Road. We do not want to add to that.

I explained that the valley created by Curry's Mountain & the surrounding hills, creates an amphitheatre for sound. When the Crooked River Winery has music festivals, we can sit on our veranda 2 kms up the road and hear the music as clearly as if we were there. Sound is amplified around the hills, so any noise generated would have a high impact on the surrounding area.

This Proposal requesting a major change in the land zoning from Rural RU1 to Industrial would have an unacceptable negative impact on the rural residents and existing businesses both adjacent to and nearby Lot 40, in Bailey's Road, Willowvale road & Sim's Road. It is in direct contradiction to Priorities PP8 and PP9 of the KMLSPS 2020 to protect rural landscapes.

The major impacts to surrounding residents, the rural and tourist industries would be the high likelihood of an increase in industrial traffic, noise, visual loss of the beautiful rural landscape for residents both in Gerringong and the surrounding rural area, tourists and travellers. An increase in pollution through dust and potentially toxic substances affecting adjacent nearby dairying and viticulture. The Proposal will have major impacts on the soil, water systems and runoff, fire and explosion risks. **Overall, the environmental amenity would be significantly reduced and potentially lost long term.**

5 **Objectives and priorities for KMC 20-year plans are to protect agricultural land for long term agricultural production.**

This Planning Proposal would actually lead to the loss of the remaining agricultural land through changing the permissible zoning for the area, thereby opening the area up to further applications for re-zoning, particularly for nearby smaller rural properties. This would actually increase the risks of fragmentation, loss of scale of agricultural activity, and lead to an increase in conflicts between surrounding land uses and subsequently over time to the loss of the viable agricultural land, and the scenic rural landscapes

The remaining farms will then become economically unviable as a consequence of the introduction of uses that fundamentally shift the market value.

Yours Sincerely

Anne Whatman

I disclose that I have not made any political donations or gifts to any participants or persons that may be connected with this Planning Proposal.



*The opportunity of the Century.*

# MEGA ESTATE

15 Magnificent Agricultural & Dairy Farms

On the South Coast Railway Line between **KIAMA AND GERRINGONG** Railway Stations

**The well known**

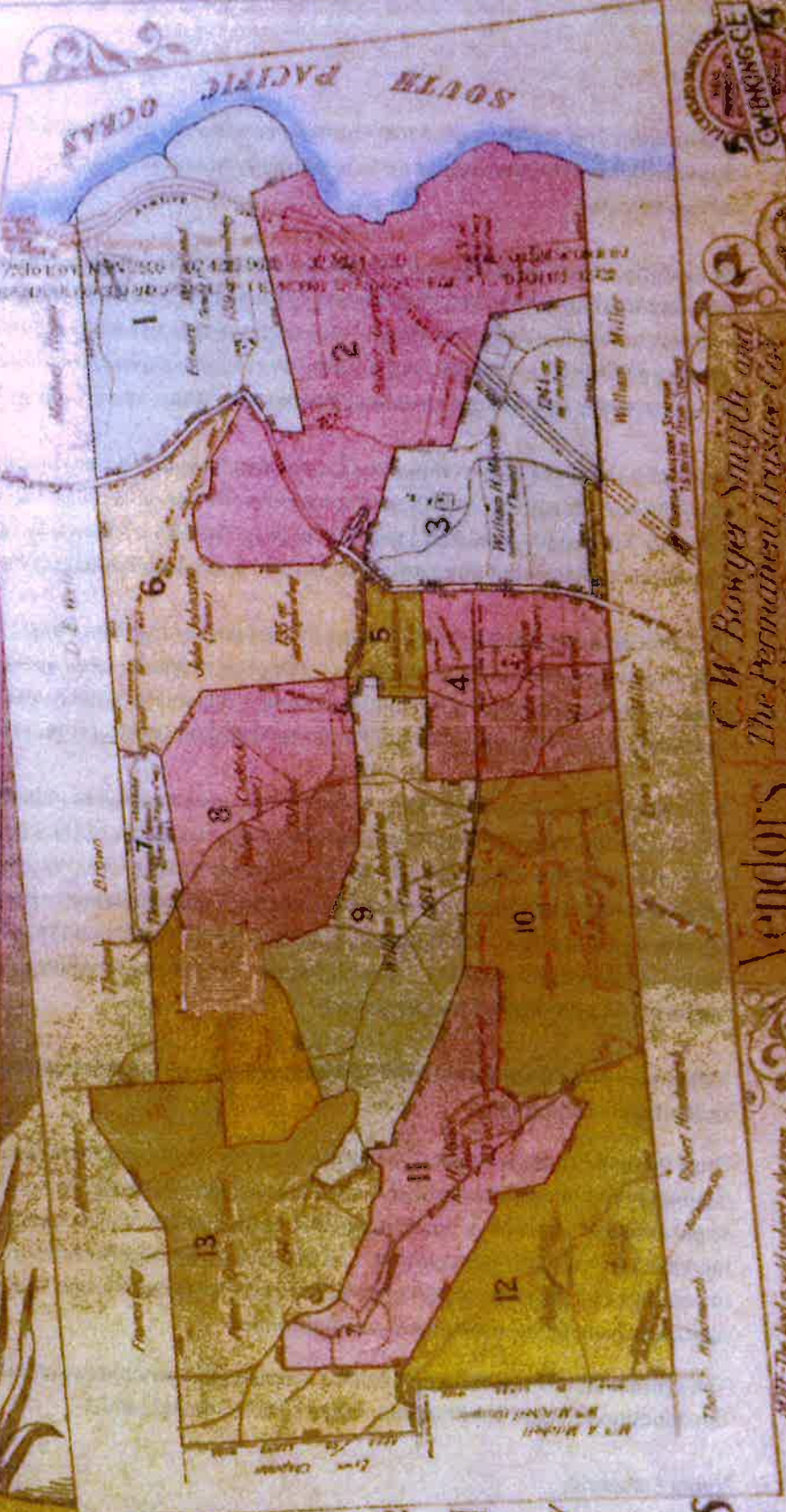
Which has been subdivided into

*Rich Pastures  
Fertile Soils  
Permanent Water*

**FOR**  
Auction Sale  
at the Grand Hotel  
on Saturday Kiama  
Decr. 7<sup>th</sup> 1901 at 3pm.

**RICHARDSON & WRENCH**  
LIMITED,  
Auctioneers, Pitt St. Sydney

**Temp**  
20% Deposit  
20% in One Year  
20% in 2 Years  
20% in 4 Years  
Baker & Co  
Torrens  
TITLE



NOTE - The land is well subject to the way and drainage given on approved plans.

*C W Boyger Smith and  
The Permanent Trustee Co  
of New South Wales Ltd*

**Vendors**





## Debbie Boles

---

**From:** Kiama Council <council@kiama.nsw.gov.au>  
**Sent:** Monday, 17 May 2021 11:09 AM  
**To:** Council  
**Subject:** Make a submission  
**Attachments:** SubmissionReceipt-MakeASubmission-289.pdf; Gerringong Lot 40 objection frm B Whatman.pdf

**Categories:** Purple Category



## Make a submission

A user just completed the following submission via Council's website:

Your Contact Details	
First and last name:	Brian Whatman
Street number:	211
Street name:	Willowvale Road
Suburb:	Willowvale
Postcode:	2534
Phone number:	0425311640
Email:	whatman@bigpond.net.au
Your Submission	
Type of submission:	Other
DA number:	
DA address:	
Details of other:	Objection against Planning Proposal Lot 40, DP 1230679 Simms Road Gerringong
Submission comments	
Enter your comments:	I strongly object to this proposal as it contravenes the Regional Plan which was developed in consultation with the community. Any proposal

	to make changes should therefore be in consultation with the public. Other reasons for my objection are outlined in the attached document
Attach file:	<a href="#">Gerringong Lot 40 objection frm B Whatman.pdf</a>
Your privacy	I agree that my public submission will be made publicly available.

211 Willowvale Road  
Gerringong NSW 2534  
0425311640  
whatman@bigpond.net.au

General Manager  
Kiama Municipal Council

Re: **Draft Planning Proposal KMC ref. SC3864**  
**Property Description:- Lot 40, DP 1230679 Sims Road Gerringong**

It was recently brought to my attention that a planning proposal has been received by the Council to amend the Kiama Local Environment Plan 2011 to have the above block re-zoned as "Industrial". Please note that I was granted an additional week to prepare this objection by the contact officer Edward Paterson.

I strongly object to this proposal. This region is a rural/beaches district and because of its beauty attracts large scale tourism. I will address specifics of my objection below but initially want to comment on an argument in the Proposal (PP) that there is a shortage of industrial land in the Kiama Local Government Area (page 13). As mentioned Gerringong is a rural/beachside town surrounded by rural properties. So it is an absurd contradiction to suggest there is inadequate industrial land available here. If it was suggested that there were no Formula 1 speedway tracks or uranium disposal sites, that would not provide a basis for sound argument in favour of them. If industrial land is being sought, there are no shortages in our region; for example, South Nowra, Albion Park Rail, Bombaderry, Oak Flats and soon the Bombo Quarry will offer substantial Industrial opportunities.

It is worth pointing out that Industrial properties also exist in Gerringong (Rowlins Road) and I am advised that not all units have been taken up.

More specifically, I object to the proposal based on the following grounds:-

**In the Kiama Development Control Plan 2020 Chapter 8. Rural Uses**, it is stated in the introduction that "*The Kiama Municipality has a strong history in agriculture, however recent industry adjustments have changed the viability of traditional farming businesses. New farm based enterprises have the potential to grow the local economy, however any reform in this sector needs to ensure the long term protection of agricultural land as a resource for food and fibre production.*" It goes on to say that it is Council's intention to preserve and maintain these areas as significant natural resources and the following additional controls were designed to ensure that any development in these areas is appropriate for future proofing these important natural assets:-

O:8.1.1 To protect agricultural land and restrict its fragmentation for purposes other than primary production.

O:8.1.2 To ensure that development does not inhibit the use of agricultural land for agriculture.



O:8.1.3 To minimise the risk to development posed by climate change and natural hazards such as acid sulfate soils, bush fires, flooding, sea level rise and associated rise in water tables, and land instability.

O:8.1.4 To maintain, protect and improve the natural environment including native vegetation and riparian land.

O:8.1.5 To ensure that all new development adopts best practice design criteria for climate change.

O:8.1.6 To protect threatened species, endangered ecological communities, natural habitat and riparian corridors, waterways and wetlands.

O:8.1.7 To protect and enhance the character of the Kiama area's coastal and rural scenic visual landscapes.

O:8.1.8 To protect rural residential amenity.

On the basis of these new control rules the applicant's proposal (PP) should not be allowed to proceed. The PP attempts to argue that Lot 40 should be removed as an agricultural zone because it is not fit for farming land and is too small for farming. To this I would argue-

1. A viewing of Lot 40 reveals a green well grassed property and nothing like the photos lodged with the PP.
2. The land is quite capable of being improved
3. Surrounding farmers were keen to purchase the block, so they weren't of the opinion that it was not fit for farming.
4. The property is ideal for hobby farmers or those seeking a lifestyle change.
5. The PP is in contravention of the Kiama Development controls O:8.1.1, O:8.1.2, O:8.1.7 and O:8.1.8

The PP is seeking changes to the Kiama Local Environmental Plan (KLEP) 2011, notwithstanding that this plan is probably no longer current. However, I would like to comment on this with regard my objection to the PP:-

- **Page 14 2d) to protect agricultural land and restrict its fragmentation for purposes other than primary production and 2 b) To maintain, protect and improve the natural environment etc.** This proposal aims to remove agricultural land by rezoning the block. This is simply in contravention of the Kiama Development Control Plan 2020, specifically O:8.1.1, O:8.1.2, O:8.1.3, O:8.1.4, O:8.1.7 and O:8.1.8. The argument that it is not fit to be farming has been addressed above. I believe it is a lazy argument as many blocks of land with far greater problems than mentioned in this proposal have been improved to a satisfactory level for primary production. I would also make the point that some of the photos of the

land provided with the application do not reflect the current condition and must have been taken during the drought.

- **Page 14 2e) To protect and enhance the coastal and rural character of Kiama's rural towns, neighbourhoods and villages, and the characteristic scenic landscapes that contribute to its liveability and identity.** This is an industrial site being proposed and it is not credible to say that it won't detract from the coastal and rural character etc. It seriously tests their credibility because of its impacts on the visual amenities, noise generation, traffic and potential pollution. The proposed units will be highly visible from the highway, particularly by travellers (referred to as mobile receptors for heaven's sake!!) from the south, and also to nearby residents. Plantings may provide some cover, but not for many years and not for residents living above the block. Nor will noise and smells be greatly dissipated by plantings. It contravenes Kiama Development Control Plan 2020 to protect agricultural land, ensure development does not inhibit its use as agricultural land, to protect and enhance the character of the Kiama area's coastal and rural scenic visual landscapes and to protect rural residential amenity
- **2f) To consolidate future population growth and medium density housing primarily in locations near shops and public transport.** Gerringong is a small coastal & rural town that has geographical limits to large scale residential opportunities. It can't really expand to take in industry. The block in question is nowhere near shops. The experience in Gerringong is that employment attracted to this area does not always contribute greatly to economic growth because most of the employees commute to the area. They spend their money where they live or on the way home. Any additional home seekers would just add more pressure to the property market. Property prices here are very high and many employees in such industrial ventures would find housing unaffordable. Consequently we could expect more road traffic.

#### TABLE 4- Key Findings Page

- **Traffic.** Despite the professional traffic impact report, the impact on traffic will be significantly affected by this proposal. The intersection on Belinda Street from southbound traffic exiting the highway (to Gerringong) – intersection 1, is incredibly dangerous for traffic turning right. Vehicles approaching from the left are often hidden for some time because the road swings away in a sharp curve. So you cannot take your eyes off possible traffic from that direction. However traffic from the right can suddenly appear from the northbound access road, so you need to keep a close eye on traffic from that direction as well.

This proposal would significantly increase traffic to and from the Sims Road entrance.

We live in Willowvale Road, so when driving into Gerringong, or heading north, we turn on to the Northbound access road which then intersects with Sims Road – intersection 2. Because of the overpass it is essential to stop (there is a Stop Sign) because the pillars of the overpass hide oncoming traffic. Sims Road is quite narrow as it was built to enable access to Sims Road homes. So it was not meant for regular traffic flows.

With these dangerous and quite narrow intersections it is impossible for anyone that either knows the traffic conditions, or an expert that should have investigated the traffic conditions, to insist that the additional traffic flow referred to would not have a serious impact. Remember these intersections have been created by access roads to rural properties. They are not highways or regular roads.

In addition to the seriously elevated dangers associated with the specified traffic increases (especially with large trucks being involved), increasing delays will occur, particularly during the holiday periods. Trucks at these intersections will be much slower to cross. It is quite wrong to state that the generation of extra traffic resulting from the proposal would have a negligible impact on existing road networks surrounding the site. But I note that the PP traffic assessment has resulted from a “concept masterplan” and we are told that a more detailed assessment might be required. This seems to be a common approach used in this proposal. They state, that for the purpose of convincing the Council of the so called merits, an “assessment” has determined there will be limited negative impacts. But they introduce a fallback position for later when issues arise (e.g. the PP states that a more detailed assessment of traffic might be needed later). This is not good enough for a proposal that could affect the lives of so many local residents and businesses if approved.

- **Noise.** Incredibly the PP states that the level of noise emissions from any future industrial premises can easily be controlled. It implies that there would be no noise. I have visited many industrial sites and found most to be incredibly noisy. At this point we don't know what businesses are being considered, but, if for example one of them involved the removal of car tyres with hydraulic and pneumatic devices, the noise would be deafening. If a saw mill was part of the activities (it has been suggested a Firewood business is possible), we all know how loud those sounds are and the distance they travel. It is unsatisfactory for the PP to simply state that noise can easily be controlled. But please note that the fallback for later exists here as well and states “Dependant on the exact use of the land after rezoning, further acoustical assessments could be required.” This is an easy “out” to include but most unsatisfactory. Local residents deserve to know exactly what such a rezoning would mean for them.

I might add here that the PP refers to people with a view of the proposal from their dwellings and those living, working or visiting adjacent properties and those within the Gerringong urban area, as “Static receptors”. This is really indicative of how the applicants view the people likely to be impacted. They are not seen as people, but as “Static Receptors”. That's akin to being treated as a number. They are simply not concerned about how their plans affect the locals, their neighbours.

It is reported that Mr Derek McMahon attended the local South Precinct meeting on 13 May 2021 to attempt to defend this proposal. When asked about the impact it would have on the Winery, he effectively said “it already has the Rowllins Road Industrial sites in its view anyhow”. I did a check and if you look towards Gerringong, there is on side of a shed that can be seen, but it just comes across as being part of the Gerringong Township. It is not a shed in the middle of beautiful natural scenery. The fact is that the eye is automatically drawn to the visual beauty of



the paddocks and hills directly below the winery and unfortunately the proposed industrial site would be displayed front and centre. It will be right in their view.

- **Agricultural potential.** As previously mentioned, The PP leans heavily on the argument that the site is no longer suited to agriculture as it is too small and the soil is poor. The arguments are not true as many farmers in the region can attest to with regard to improving soil quality. And the size of the block would suit many buyers seeking lifestyle changes or hobby farms, particularly post pandemic

Or it could be used as a rural residential block, or for grazing horses, goats etc.

In any event, the proposal to rezone to industrial is simply inconsistent with the regional plan that was formulated by involving the public. Any changes to that plan should involve public consultation.

So the argument that the block has no agricultural potential should not be used to somehow reach a default industrial zoning position.

- **Lot 40 adjoins larger agricultural holdings .....it will have no impact on their continued agriculture use.** This is not a well thought out comment. The properties adjoining Lot 40 are not large holdings so Lot 40 could never be considered to be “on the fringe”. It is not tucked away out of sight. It is not so far away that it can’t be seen. It is close to many rural homes and farmers I have spoken to have concerns about impacts. There could be sewerage run-off, noise, unsightly structures, infestations brought in with supplies etc.
- **The PP will not have an adverse impact on the agricultural value of rural land.** Based on what? This appears to be the best throw-a-way line in the proposal. The PP is totally in contravention of O:8.1.7 of the **Kiama Development Control Plan 2020 Chapter 8. Rural Uses** – “to protect and enhance the character of the Kiama area’s coastal and rural scenic visual landscapes”. Farmers in the area are very concerned about the negative impact on the value of their properties and rightly so.
- **Economic Impacts.** Figures have been provided but no details on assumptions used have been provided, other than they believe the project will deliver 62 jobs. We would be interested to know how that number was determined when at this stage they do not know what sort of businesses would be involved. The PP again pushes the argument that there would be no negative impacts and little impacts on landowners. This is so misleading and I’m sure the Council would recognise this. I think it is so crass to wave \$ signs around in the hope the contraventions of almost all the **Kiama Development Control Plan 2020 Chapter 8. Rural** controls can be ignored. Of course if the development went ahead in an existing designated Industrial Hub, the so-called economic benefits won’t be lost.
- **Visual Impact Assessment.** This proposed development breaches O:8.1.7 of the Kiama Development Control Plan 2020 Chapter 8. Rural To protect and enhance the character of the Kiama area’s coastal and rural scenic visual landscapes. The PP basically states that these industrial units and the large trucks coming and going etc, will have

limited visual impact on this stunningly beautiful area. It goes on to state that the visual impact of the proposed rezoning is considered acceptable.

There are many houses above the site that would look directly down on to the proposed development. No amount of plantings will hide the units, trucks etc from their view. The mere fact that the applicants feel the need for plantings to hide the units indicates that the industrial activities/units are unattractive.

Travellers coming from the south will be looking directly down on the site for around 500-800 meters. Cars travelling from the north may be travelling at 100 Klm per hour, but they will take in the site and see blight on the landscape. Conceivably tourist would register in their minds the industrial site overshadowing the otherwise beautiful valley and feel that the ambience is slipping away.

The Crooked River Winery and some other properties will overlook the industrial "sight" from a height that no amount of plantings will fail to hide. The winery has an impressive restaurant and plays host to many weddings and music festivals. The weddings pick this location because of the beautiful views and ambience. I have no doubt their bookings will be impacted. These sorts of economic losses have not been included in the PP calculation of "economic benefits".

Throughout the proposal there is reference to "The PP is in part consistent with ..." or "generally consistent with ..." (for example, pages 16, 17, 23, 24). So the fact is the PP knows it is not consistent with the various rules and plans that determine if it has a case. For example the applicant states that the PP is generally consistent with the Illawarra- Shoalhaven Regional Plan 2036. However, if that was the case, there would be no need for this Pre-Gateway submission and rezoning of rural land to industrial. It therefore follows that this proposal is not consistent with the Regional Plan.

Most telling of all is that the proposal contravenes the **Kiama Development Control Plan 2020 Chapter 8. Rural.**

As required I make the disclosure that I have not made any political donations of gifts to any participants or persons that may be connected with this planning proposal.

Regards



Brian Whatman



## Debbie Boles

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**From:** Kiama Council <council@kiama.nsw.gov.au>  
**Sent:** Tuesday, 11 May 2021 7:36 AM  
**To:** Council  
**Subject:** Make a submission  
**Attachments:** SubmissionReceipt-MakeASubmission-274.pdf  
  
**Categories:** Blue Category



## Make a submission

A user just completed the following submission via Council's website:

Your Contact Details	
First and last name:	Dane Allen
Street number:	3A
Street name:	Tuggerah Pl
Suburb:	Berkeley
Postcode:	2506
Phone number:	0437130225
Email:	dane.allen23@gmail.com
Your Submission	
Type of submission:	Planning Proposal
DA number:	
DA address:	
Details of other:	
Submission comments	
Enter your comments:	I think that the planned proposal is a fantastic idea. Due to the lack of industrial land in the area, it makes McMahons impossible to grow their business. They are a local business that has been operating in the area for

	the last 35 years. The planned proposal will create more local jobs and generate more income for local businesses.
Attach file:	
Your privacy	I agree that my public submission will be made publicly available.

## Debbie Boles

**From:** Kiama Council <council@kiama.nsw.gov.au>  
**Sent:** Monday, 10 May 2021 9:30 AM  
**To:** Council  
**Subject:** Make a submission  
**Attachments:** SubmissionReceipt-MakeASubmission-268.pdf  
**Categories:** Marina



## Make a submission

A user just completed the following submission via Council's website:

Your Contact Details	
First and last name:	Justine Lang
Street number:	1
Street name:	Elambra Parade
Suburb:	Gerringong
Postcode:	2534
Phone number:	0411625274
Email:	langj02@dow.catholic.edu.au
Your Submission	
Type of submission:	Planning Proposal
DA number:	
DA address:	
Details of other:	
Submission comments	
Enter your comments:	I am 100% behind this proposal for the growth of Business and employment in our Municipality. Gerringong is growing and at present the small about of industrial land available will not see us into the future where growth is evident.

Attach file:	
Your privacy	I agree that my public submission will be made publicly available.

## Debbie Boles

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**From:** Kiama Council <council@kiama.nsw.gov.au>  
**Sent:** Tuesday, 11 May 2021 7:28 AM  
**To:** Council  
**Subject:** Make a submission  
**Attachments:** SubmissionReceipt-MakeASubmission-273.pdf  
**Categories:** Blue Category



## Make a submission

A user just completed the following submission via Council's website:

Your Contact Details	
First and last name:	Shane Sommers
Street number:	
Street name:	
Suburb:	
Postcode:	
Phone number:	
Email:	s.sommers79@gmail.com
Your Submission	
Type of submission:	Planning Proposal
DA number:	
DA address:	
Details of other:	
Submission comments	
Enter your comments:	I am currently an employee of the company involved and I have been a resident of the Illawarra my whole life and love the area. I believe that the planned proposal is an excellent idea. It is bringing a local family owned business back to the area which will generate income to other



	local businesses in the area and also will create employment opportunities for local residents to go along side the currently employed locals from the area.
Attach file:	
Your privacy	I agree that my public submission will be made publicly available.

**Debbie Boles**

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**From:** Kiama Council <council@kiama.nsw.gov.au>  
**Sent:** Friday, 7 May 2021 9:46 AM  
**To:** Council  
**Subject:** Make a submission  
**Attachments:** SubmissionReceipt-MakeASubmission-258.pdf; IEKXybwBbBSfvzS-800x450-noPad.jpg  
  
**Categories:** Purple Category



## Make a submission

A user just completed the following submission via Council's website:

Your Contact Details	
First and last name:	Paul Dopper
Street number:	11
Street name:	Greta Street
Suburb:	Gerringong
Postcode:	2534
Phone number:	0437113406
Email:	dopper.paul@gmail.com
Your Submission	
Type of submission:	Community Consultation
DA number:	
DA address:	
Details of other:	
Submission comments	
Enter your comments:	I am writing in support of the Sims Road in Gerringong Development Application. I cannot believe the BS that some community memebers are carrying

	<p>with in regards to this DA.</p> <p>As 4th generation and life long resident of Gerringong I have seen so much development in town and none of it has been of detriment to the community.</p> <p>This proposed site has not been used as rural for at least 15 years and would not be suitable for future rural use due to the previous use by the RMS.</p> <p>People are complaining that they don't want commercial use of this land however the adjoining property is currently being used as a Metal Fabrication business and the Winery use to be my friends farm that we use to ride our horses on.</p> <p>So many of the complainants are new residents to Gerringong who have found their little piece of paradise and now don't want anyone else their - which is SOOOOO not fair.</p> <p>I believe that the development of this site would of great benefit to the community creating jobs and supporting a local families business.</p> <p>Please take this into consideration when making your decision and don't just be swayed by a minority.</p>
Attach file:	<a href="#">IEKXybwBbBSfvzS-800x450-noPad.jpg</a>
Your privacy	I agree that my public submission will be made publicly available.



Public Transport

## Debbie Boles

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**From:** Kiama Council <council@kiama.nsw.gov.au>  
**Sent:** Thursday, 6 May 2021 12:30 PM  
**To:** Council  
**Subject:** Make a submission  
**Attachments:** SubmissionReceipt-MakeASubmission-255.pdf  
  
**Categories:** Yellow Category



## Make a submission

A user just completed the following submission via Council's website:

Your Contact Details	
First and last name:	Garry McCudden
Street number:	
Street name:	
Suburb:	
Postcode:	
Phone number:	
Email:	garrymccudden@live.com.au
Your Submission	
Type of submission:	Planning Proposal
DA number:	
DA address:	
Details of other:	
Submission comments	
Enter your comments:	Dear General Manager of Kiama Council. Regarding SC3864 5 Sims Road Gerringong, I am in support of this rezoning to industrial/ employment lands. As an employee of McMahons Transport, the related entity to the



	<p>proponent of 5 Sims Road, the rezoning of degraded former agricultural land to industrial will provide much needed room for our business to expand and ensure its long term viability.</p> <p>McMahons Transport relocated its head office from Albion Park to Gerringong over two years ago, in those two years my co workers and I buy daily coffees/ meals, drinks etc from local cafes during the week. We are welcome patronage at these cafes Monday to Friday when they tend to be quieter. The bigger picture of rezoning this degraded land will encourage other businesses to either employ more workers or to move their businesses to Sims Road Gerringong. A welcome injection for local businesses Monday to Friday.</p> <p>By rezoning the land to industrial, we would be able to relocate our yards from outside the Kiama LGA to Gerringong, bringing these jobs with it. It will also allow our other business, Lumberjacks Firewood to also relocate from Rowllins Road Gerringong to Sims Road. Lumberjacks Firewood is currently trading out of Rowllins Road Gerringong however we are physically constrained to grow and expand this part of the business due to lack of appropriately zoned and available land.</p> <p>The agricultural viability of Sims Road is constrained due to the degraded soil profile and the physical size of the property. The ability to use this property for commercial agricultural purposes is unviable.</p> <p>With the rezoning of Sims Road Gerringong it will reduce the economic bleed that occurs every morning when residents leave Gerringong to work outside the area and allow local businesses to expand and employ locals.</p>
Attach file:	
Your privacy	I agree that my public submission will be made publicly available.

## Debbie Boles

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**From:** Kiama Council <council@kiama.nsw.gov.au>  
**Sent:** Thursday, 6 May 2021 11:43 AM  
**To:** Council  
**Subject:** Make a submission  
**Attachments:** SubmissionReceipt-MakeASubmission-254.pdf  
  
**Categories:** Purple Category



## Make a submission

A user just completed the following submission via Council's website:

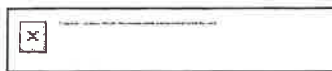
Your Contact Details	
First and last name:	aaron shelley
Street number:	41
Street name:	Jerrara Rd
Suburb:	Jerrara
Postcode:	2533
Phone number:	0427282044
Email:	aaron@pdh.com.au
Your Submission	
Type of submission:	Planning Proposal
DA number:	
DA address:	
Details of other:	
Submission comments	
Enter your comments:	I ma writing in support of the Planning Proposal to rezone land to Industrial on Sims Rd Gerringong. reference SC3864.  I grew up in Kiama and now operate several businesses, all of which

	<p>based in the Wollongong area. Directly and indirectly we employ 15-20 people FTE. I would love to have based these businesses in Kiama however there is not currently any suitable land available.</p> <p>There is a known and distinct lack of industrial land in our area to operate a business from meaning we consistently lose employment opportunity to other areas.</p> <p>I note that the area proposed for rezoning has been previously used as a construction site by the RMS. It has not been used as agricultural land for some time and has been muted as a suitable industrial site for some years.</p> <p>For me the area proposed is ideal industrial land due to its close proximity to the highway and well separated from the Gerringong town centre.</p> <p>I encourage council to consider this application favourably and allow for the development of industry in our area and for us all and our children to enjoy the ensuring employment opportunity.</p>
Attach file:	
Your privacy	I agree that my public submission will be made publicly available.

## Debbie Boles

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**From:** Kiama Council <council@kiama.nsw.gov.au>  
**Sent:** Wednesday, 5 May 2021 6:08 PM  
**To:** Council  
**Subject:** Make a submission  
**Attachments:** SubmissionReceipt-MakeASubmission-250.pdf  
  
**Categories:** Purple Category



## Make a submission

A user just completed the following submission via Council's website:

Your Contact Details	
First and last name:	Yale Bolto
Street number:	60
Street name:	Fern
Suburb:	Gerringong
Postcode:	2534
Phone number:	0438618429
Email:	havenislandoysters@gmail.com
Your Submission	
Type of submission:	Community Consultation
DA number:	
DA address:	
Details of other:	
Submission comments	
Enter your comments:	Good evening, I am writing in support of the development of industrial zoned lots at 5 Simms Road Gerringong. I recently attempted to expand my current business by looking to lease industrial sites in Gerringong. There are limited industrial sites in Gerringong and therefore my plans

	were put on hold. The business would have created employment in Gerringong and diversified the local economy.
Attach file:	
Your privacy	I agree that my public submission will be made publicly available.



## Debbie Boles

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**From:** Kiama Council <council@kiama.nsw.gov.au>  
**Sent:** Wednesday, 5 May 2021 3:21 PM  
**To:** Council  
**Subject:** Make a submission  
**Attachments:** SubmissionReceipt-MakeASubmission-249.pdf  
**Categories:** Purple Category



## Make a submission

A user just completed the following submission via Council's website:

Your Contact Details	
First and last name:	Nicole Stephens
Street number:	201
Street name:	Princes Highway
Suburb:	Toolijooa
Postcode:	2534
Phone number:	42341911
Email:	nicole@gerringongfn.com
Your Submission	
Type of submission:	Community Consultation
DA number:	
DA address:	
Details of other:	
Submission comments	
Enter your comments:	Lot 40 DP 1230679 - 5 Sims Road, Gerringong. I live just down the highway from this property that is being considered for rezoning into industrial land. I believe rezoning this into industrial land will be good for the town and have a very minimal impact on surrounding properties.

	Clusters of farm buildings such as dairies and hay sheds already look the same as what is proposed, so in my opinion, the only difference will be that it will create more local jobs for young people and also help the local businesses succeed. We are becoming a town full of expensive holiday homes due to the lack of support for local businesses. More jobs = Better community.
Attach file:	
Your privacy	I agree that my public submission will be made publicly available.

## Debbie Boles

---

**From:** Kiama Council <council@kiama.nsw.gov.au>  
**Sent:** Wednesday, 5 May 2021 3:07 PM  
**To:** Council  
**Subject:** Make a submission  
**Attachments:** SubmissionReceipt-MakeASubmission-248.pdf  
  
**Categories:** Purple Category



## Make a submission

A user just completed the following submission via Council's website:

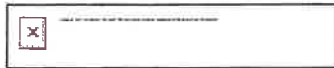
Your Contact Details	
First and last name:	Jason Stalgis
Street number:	24
Street name:	Union Way
Suburb:	gerringong
Postcode:	2534
Phone number:	0403 648 375
Email:	jason.stalgis@ccfn.com.au
Your Submission	
Type of submission:	Community Consultation
DA number:	
DA address:	
Details of other:	
Submission comments	
Enter your comments:	I am writing in support of the proposed rezone of 5 Sims Road, Gerringong into industrial land. I own real estate businesses based in Kiama, Gerringong and Shoalhaven Heads and there is a steady flow of enquiry from local small business owners who are constantly want to buy

	<p>or lease industrial property but we just have so little available. On follow up, most of these buyers or tenants have had to secure a property in either Nowra/Bomaderry to the south or Oak Flats/Albion Park to North. Our LGA has had an undersupply of Industrial land for as long as I can remember and unless something is done we will continue to miss out on local job opportunities. This site looks to be the most logical place to rezone for many obvious reasons such as the access and not adjoining any built up areas. Many local businesses need this sort of space for their businesses to expand and grow, which in turn creates more local jobs and a better community.</p>
Attach file:	
Your privacy	I agree that my public submission will be made publicly available.

## Debbie Boles

---

**From:** Kiama Council <council@kiama.nsw.gov.au>  
**Sent:** Wednesday, 5 May 2021 10:08 AM  
**To:** Council  
**Subject:** Make a submission  
**Attachments:** SubmissionReceipt-MakeASubmission-243.pdf  
  
**Categories:** Marina



## Make a submission

A user just completed the following submission via Council's website:

Your Contact Details	
First and last name:	Jennifer Mcfarlane
Street number:	36
Street name:	Meehan Dr
Suburb:	Kiama Downs
Postcode:	2533
Phone number:	0431721610
Email:	jenstu.mcfarlane@hotmail.com
Your Submission	
Type of submission:	Other
DA number:	
DA address:	
Details of other:	General public support for 5 sims Rd Re zoning
Submission comments	
Enter your comments:	Hi. I would like to submit my support for the proposal of Re Zoning 5 Sims Rd Gerringong (SC3864) to light Industrial area. Currently there is a lack of Industrial land in the area which then doesn't allow local businesses to grow their business. If these local businesses had an option for more



	<p>industrial land not only could they grow their business they would create more employment for many locals in the area. After looking at the proposal I feel 5 Sims Rd is a perfect position for this. I feel it also looks to meet all the necessary criteria &amp; requirements to make this a very suitable light Industrial area. It appears that the land isn't prime agricultural any longer since it was used as site works while the highway was being built. Also it seems in the proposed plan that they have allowed for visual effects so it is pleasing to the eye &amp; the surrounding neighbours views etc.</p> <p>I am in full support of this Re zoning plan of 5 Sims rd to go ahead &amp; feel it is very much needed in the Gerringong Kiama area. Thank you</p>
Attach file:	
Your privacy	I agree that my public submission will be made publicly available.

## Debbie Boles

---

**From:** Kiama Council <council@kiama.nsw.gov.au>  
**Sent:** Wednesday, 5 May 2021 9:38 AM  
**To:** Council  
**Subject:** Make a submission  
**Attachments:** SubmissionReceipt-MakeASubmission-242.pdf  
  
**Categories:** Purple Category



## Make a submission

A user just completed the following submission via Council's website:

Your Contact Details	
First and last name:	Gregory Cefai
Street number:	3
Street name:	3 Boanyo Avenue
Suburb:	Kiama
Postcode:	2533
Phone number:	0421258704
Email:	greg_c1988@hotmail.com
Your Submission	
Type of submission:	Planning Proposal
DA number:	
DA address:	
Details of other:	
Submission comments	
Enter your comments:	This has been discussed in the Gerringong community. I'm quite concerned about the lack of business growth affecting local employment in our local Kiama LGA. I and many others would like to express support in business growth,

	especially whilst our population and housing is on the rise, with many new developments and planning in the pipeline. Local Business is just as important as local infrastructure, essential to the growth of our LGA.
Attach file:	
Your privacy	I agree that my public submission will be made publicly available.

## Debbie Boles

---

**From:** Kiama Council <council@kiama.nsw.gov.au>  
**Sent:** Wednesday, 5 May 2021 9:29 AM  
**To:** Council  
**Subject:** Make a submission  
**Attachments:** SubmissionReceipt-MakeASubmission-241.pdf

**Categories:** Purple Category



## Make a submission

A user just completed the following submission via Council's website:

Your Contact Details	
First and last name:	Philip Vernon Rogers
Street number:	29
Street name:	29 Henry Lee drive
Suburb:	Gerringong
Postcode:	2534
Phone number:	0424298908
Email:	servicespgl@gmail.com
Your Submission	
Type of submission:	Community Consultation
DA number:	
DA address:	
Details of other:	
Submission comments	
Enter your comments:	I live and work in gerringong. I operate lumberjacks firewood which currently runs out of a shared space in rowlins road. we employ 4 local people. we want to expand and employ more people but we need more space. the proposed development at Sims lane would be perfect for us -

	<p>access to the highway - less movement of our trucks through the town - our staff could park off the road rather than in rowlins road - we could establish a site office employ more staff and grow our business. I fully support the development application - it's about time businesses were given priority in gerringong - planning for our children's future and generating local wealth and stability</p>
Attach file:	
Your privacy	I agree that my public submission will be made publicly available.



## Debbie Boles

---

**From:** Kiama Council <council@kiama.nsw.gov.au>  
**Sent:** Wednesday, 5 May 2021 9:04 AM  
**To:** Council  
**Subject:** Make a submission  
**Attachments:** SubmissionReceipt-MakeASubmission-240.pdf  
  
**Categories:** Purple Category



## Make a submission

A user just completed the following submission via Council's website:

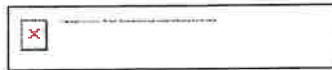
Your Contact Details	
First and last name:	Daniel Wilson
Street number:	29
Street name:	Cullen Drive
Suburb:	Kiama Downs
Postcode:	2533
Phone number:	
Email:	danjw29@gmail.com
Your Submission	
Type of submission:	Community Consultation
DA number:	
DA address:	
Details of other:	
Submission comments	
Enter your comments:	I see no issue with this re-zoning. Being a local person who is in business, it is very difficult to operate within our own township due to lack of industrial land. Being immediately adjacent to the highway makes sense and this parcel of land is too small to be profitable as a farming venture

Attach file:	
Your privacy	I agree that my public submission will be made publicly available.

## Debbie Boles

---

**From:** Kiama Council <council@kiama.nsw.gov.au>  
**Sent:** Tuesday, 4 May 2021 7:59 PM  
**To:** Council  
**Subject:** Send feedback or a suggestion  
**Attachments:** SubmissionReceipt-SubmitFeedbackOrASuggestion-FEEDBACK156.pdf  
  
**Categories:** Blue Category



## Send feedback or a suggestion

A user just submitted the following general feedback via Council's website:

Your contact details	
First and last name:	Jennifer Mcfarlane
Street name:	36 Meehan Dr
Suburb:	Kiama Downs
Postcode:	2533
Phone number:	0431721610
Email:	jenstu.mcfarlane@hotmail.com
Your feedback/suggestion	
Type of submission:	general feedback
Your comments:	I have viewed the proposal to re zone 5 Sims Rd to light industrial. I would like it known that I fully support this proposal as it will be excellent for economic growth in the area which is much needed. The current proposed plan for buildings, parking, screen planting, visual impact etc satisfies all the necessary requirements. I feel it's imperative to support our local businesses as they form an extremely important part of our local community. Thank you 😊
Upload a photo or document:	

## Debbie Boles

**From:** Kiama Council <council@kiama.nsw.gov.au>  
**Sent:** Tuesday, 4 May 2021 8:21 PM  
**To:** Council  
**Subject:** Make a submission  
**Attachments:** SubmissionReceipt-MakeASubmission-239.pdf  
  
**Categories:** Blue Category



## Make a submission

A user just completed the following submission via Council's website:

Your Contact Details	
First and last name:	Phil Burgess
Street number:	33
Street name:	Armstrong Ave
Suburb:	Gerringong
Postcode:	2534
Phone number:	
Email:	paburgess@shoal.net.au
Your Submission	
Type of submission:	Planning Proposal
DA number:	
DA address:	
Details of other:	
Submission comments	
Enter your comments:	The land in the proposal is perfectly suited to a change from Residential to Industrial for a variety of reasons . Firstly , it's proximity to the highway . This would provide safe access to the site from the highway without impacting adversely with residential areas. As Gerringong has grown, the

	<p>current light industrial land has come under pressure from the encroaching housing . This site allows for separation from the majority of houses .</p> <p>Several light industrial businesses in Gerringong have expanded and find themselves limited by the available space. This expansion of the industrial land in Gerringong would allow for those businesses to remain in town and grow , thus providing employment opportunities for local people .</p> <p>This land was last actively farmed by my family in the 1980's. Since then, it was used as a residence for a number of years before RMS took over the land to use during the highway upgrade. The site is better suited to the proposed industrial use and can no longer be considered prime agricultural land.</p> <p>Gerringong has grown considerably since the last industrial land was developed. This site is well suited for this purpose and I support the proposal being put forward .</p>
Attach file:	
Your privacy	I agree that my public submission will be made publicly available.

## Debbie Boles

---

**From:** Kiama Council <council@kiama.nsw.gov.au>  
**Sent:** Tuesday, 18 May 2021 8:40 AM  
**To:** Council  
**Subject:** Make a submission  
**Attachments:** SubmissionReceipt-MakeASubmission-293.pdf  
  
**Categories:** Purple Category



## Make a submission

A user just completed the following submission via Council's website:

Your Contact Details	
First and last name:	Bruce Dun
Street number:	11
Street name:	Isabella Place
Suburb:	Kiama
Postcode:	2533
Phone number:	0417899463
Email:	dun.super@bigpond.com
Your Submission	
Type of submission:	Planning Proposal
DA number:	
DA address:	
Details of other:	
Submission comments	
Enter your comments:	I wish to support the planning proposal for Lot 40 DP1230679 Sims Road Gerringong. The land is unsuitable for grazing, it had been used for industrial purposes whilst the highway deviation was being constructed, the land is situated directly opposite existing industrial land, the lot has



	<p>highway access and it is located well away from residential areas. The fact that the Kiama Municipality has very little industrial land is well known. Industrial land creates employment. There is no where to park a heavy vehicle in Kiama for longer than an hour for rest purposes. As a resident I have to travel to Oak Flats or Gerringong to buy any hardware. Council has a responsibility to assist businesses to set up in our Municipality and also to allow businesses to expand. There is no argument to stop this planning change. The weak argument put forward that agricultural land is an asset to our community should be viewed in the light of the weak dairy industry here and the lack of other genuine agricultural pursuits. The visual and auditorial impact argument is hard to believe when one is travelling south you see the existing industrial land on the left, the south coast rail line with its massive overpass bridge and the service station. A well shielded industrial development on the right would not distract from the current vista. Please approve this zone change.</p>
Attach file:	
Your privacy	I agree that my public submission will be made publicly available.

## Debbie Boles

---

**From:** Kiama Council <council@kiama.nsw.gov.au>  
**Sent:** Monday, 17 May 2021 9:22 PM  
**To:** Council  
**Subject:** Make a submission  
**Attachments:** SubmissionReceipt-MakeASubmission-292.pdf  
**Categories:** Purple Category



## Make a submission

A user just completed the following submission via Council's website:

Your Contact Details	
First and last name:	Jason Stewart
Street number:	4
Street name:	Barclay
Suburb:	Gerringong
Postcode:	2534
Phone number:	0408668740
Email:	oceanside@southernphone.com.au
Your Submission	
Type of submission:	Planning Proposal
DA number:	
DA address:	
Details of other:	
Submission comments	
Enter your comments:	development proposal no dp 1230679 Sims Rd I am in Favour of the proposed rezoning of the land at 5 sims rd reasons being -There is an obvious lack of industrial land in Gerringong/Kiama as i have

	<p>been actively searching for a level industrial block in the area for 3+ years. Industrial lots that are available are seen to be on sloping sites which bring increased building costs and access problems when unloading heavy payloads at regular intervals</p> <ul style="list-style-type: none"> <li>-Sims Rd site would offer level industrial/building sites therefore providing an economically viable opportunities for construction of premises</li> <li>-Industrial lots that are of suitable set up are currently owner tenanted therefore leaving little chance of vacation and new properties becoming available for sale or lease on the market in the local area</li> <li>-Victoria St Gerringong I believe is zoned light industrial but with closer viewing of this street. The complete western side is built on with residential dwellings. The eastern side has 3 industrial buildings only (1 of which are vacant)</li> <li>-Browns St Kiama industrial complex would also be seen as unsuitable for a truly light industrial size manufacturing plant. Safe heavy rigid truck access which is required by industrial manufactures would be extremely difficult due to the narrow access roads on both eastern &amp; western industrial sites in the Brown area</li> <li>-Sims rd would reduce the movement of heavy vehicles within the Gerringong township</li> <li>-Small industrial development would provide increased trade employment within the local area. Availability of new industrial sites offers the Kiama municipal area the opportunity to broaden the services &amp; skills offered within the local area</li> <li>-Development of the Gerringong community has been thoughtfully evolving as the town expands to cater for new residential arrivals. Increasing industrial/manufacturing sites is the next step to allow locals/newcomers the opportunity to operate businesses in their local area</li> </ul>
Attach file:	
Your privacy	I agree that my public submission will be made publicly available.

## Debbie Boles

---

**From:** Kiama Council <council@kiama.nsw.gov.au>  
**Sent:** Wednesday, 5 May 2021 8:13 PM  
**To:** Council  
**Subject:** Make a submission  
**Attachments:** SubmissionReceipt-MakeASubmission-253.pdf  
  
**Categories:** Purple Category



## Make a submission

A user just completed the following submission via Council's website:

Your Contact Details	
First and last name:	kristy edmonds
Street number:	40
Street name:	Jupiter street
Suburb:	Gerringong
Postcode:	2534
Phone number:	0419150970
Email:	kristy_edmonds2004@yahoo.com.au
Your Submission	
Type of submission:	Community Consultation
DA number:	
DA address:	
Details of other:	
Submission comments	
Enter your comments:	No plans should be made before council elections in September.
Attach file:	
Your privacy	I agree that my public submission will be made publicly available.

## Debbie Boles

---

**From:** Wes Hindmarsh <wes@aswservices.com.au>  
**Sent:** Monday, 10 May 2021 12:32 PM  
**To:** Mark Honey; Andrew Sloan; Matt Brown; Neil Reilly; Kathy Rice; Warren Steel; Don Watson; Mark Way; Mark Westhoff  
**Subject:** PLANNING PROPOSAL(PP) TO REZONE RURAL LAND TO INDUSTRIAL-  
GERRINGONG Lot 40 DP 1230679 YOUR REFERENCE SC3864  
**Attachments:** petition\_signatures\_jobs\_28688811\_20210510005959 (1).pdf

To the Aldermen of Kiama Municipal Council,  
Attached is signatures from a petition which has been conducted on the Planning Proposal whereby the following was posed to them.

**Stop the rezoning of agricultural land at 5 Sims Road, Gerringong.** There is a Pre- Gateway proposal before Kiama Council to rezone agricultural land on Sims Road to become an Industrial site. Agricultural land is a valuable asset to our community and should be preserved. A Ministerial Direction has stated in The Environmental Planning and Assessment Act of 1979, "A planning proposal must not rezone land from a rural zone to a residential, business, industrial, village, or tourist zone." **This proposed development will have a substantial visual and auditorial impact on beautiful Gerringong and sets the precedent of further industrialisation of rural agricultural land.**

This petition has been conducted for a period of a week and has received consideration from more than 6000 individuals resulting in 600 signatures which are listed on the attachment. I request that Councillors take note of this document in their deliberations on the matter.

Wesley Hindmarsh Hda BAppEc CA JP  
Phone 0402 105 316  
24 Princes Highway  
GERRINGONG 2534  
Email: wes@aswservices.com.au

*Liability limited by a scheme approved under Professional Standards Legislation*



This email has been checked for viruses by AVG antivirus software.

[www.avg.com](http://www.avg.com)

**change.org**

Recipient: Kiama Municipal Council

Letter: Greetings,

Prevent Loss of Agricultural Land in Gerringong



# Signatures

<b>Name</b>	<b>Location</b>	<b>Date</b>
Brady Moffat	Australia	2021-05-03
Melanie Park	Gerringong, Australia	2021-05-03
joe hindmarsh	Australia	2021-05-03
Deanna Rolfe	Asquith, Australia	2021-05-03
Andrew Wilson	Sydney, Australia	2021-05-03
Samantha Ottey	Sydney, Australia	2021-05-03
Lauren Hindmarsh	Sydney, Australia	2021-05-03
Ken Park	Surry Hills, Australia	2021-05-03
Chantelle Vornfett	Australia	2021-05-03
Kate Heffernan	Sydney, Australia	2021-05-03
Olivia Paris	Wulagi, Australia	2021-05-03
Rachael Doves	Australia	2021-05-03
Simone James-Moon	Australia	2021-05-03
Alana wilson	Rockdale, Australia	2021-05-03
Gavin Glozier	Australia	2021-05-03
Scott Small	Calderwood, Australia	2021-05-03
Helen Treuen	Sydney, Australia	2021-05-03
Lisa Malek	Sydney, Australia	2021-05-03
Lana cutlack	Australia	2021-05-03
Simon Cutlack	Sydney, Australia	2021-05-03

<b>Name</b>	<b>Location</b>	<b>Date</b>
Sharee Wilson	Australia	2021-05-03
Lauren Cutlack	Sydney, Australia	2021-05-03
Jess Whiteoak	Sydney, Australia	2021-05-03
Nina Sampson	Sydney, Australia	2021-05-03
Ros White	Berry, Australia	2021-05-03
Stuart McCorkell	Mitchells Flat, Australia	2021-05-03
Georgia Singles	Sydney, Australia	2021-05-03
Micayla Chandler	Gerringong, Australia	2021-05-03
Christine mcinerney	Australia	2021-05-03
Owen Tracey	Melbourne, Australia	2021-05-03
Rob Borge	Australia	2021-05-03
Stephen Patterson	Australia	2021-05-03
Janice Folder	Gerringong, Australia	2021-05-03
John Gouldthorpe	Australia	2021-05-03
Bonnie Eacott	Laggan, Australia	2021-05-03
Clare Leslie	Berry, Australia	2021-05-03
Natalie Brevig	North Turrumurra, Australia	2021-05-03
Sally Galas	Heathcote, Australia	2021-05-03
Linda Stokes	Hervey bay, Australia	2021-05-03
Diana Thompson	Wollongong, Australia	2021-05-03
Grant Barrington	Wareemba, Australia	2021-05-03
James Matthews	Balmain, Australia	2021-05-03

<b>Name</b>	<b>Location</b>	<b>Date</b>
Matthew Doves	Sydney, Australia	2021-05-03
Crystal Taylor	Wentworthville, Australia	2021-05-03
REARDON Mairinger	Sydney, Australia	2021-05-03
Stacey Hinkley	Sydney, Australia	2021-05-03
Athenee Simmons	Sydney, Australia	2021-05-03
Hayden Simmons	Sydney, Australia	2021-05-03
Isabelle Tan	Chipping Norton, Australia	2021-05-03
Shae Bartaska	Australia	2021-05-03
Julia Foster	BOMADERRY, Australia	2021-05-03
Clair Hutchinson	Sydney, Australia	2021-05-03
Lisa Altavilla	Sydney, Australia	2021-05-03
Janice Folder	Gerringong, Australia	2021-05-03
Nicole Huston	Helensburgh, Australia	2021-05-03
Miranda Minter	Sydney, Australia	2021-05-03
rosemary sutherland	Australia	2021-05-03
Katrina Vukelic	Australia	2021-05-03
Melanie Clare	Helensburgh, Australia	2021-05-03
Kathleen Gaffney	Gerringong, Australia	2021-05-03
Vanessa Anderson	Sydney, Australia	2021-05-03
Chris Long	Sydney, Australia	2021-05-03
Fiona Croft	Gerringong, Australia	2021-05-03
Emma Lloyd-Wright	Adelaide, Australia	2021-05-03

<b>Name</b>	<b>Location</b>	<b>Date</b>
Chrisy Christou	Sydney, Australia	2021-05-03
Jay Quinn	Mount Kembla, Australia	2021-05-03
Ellen Setter	Sydney, Australia	2021-05-03
Rodney Croft	Kiama, Australia	2021-05-03
Sarina Trimarchi	Tullimbar, Australia	2021-05-03
Kim Dang	Sydney, Australia	2021-05-03
Gail Croft	Tomerong, Australia	2021-05-03
vanessa Griffiths	Sydney, Australia	2021-05-03
Therese Winyard	Gerringong, Australia	2021-05-03
Ann Bartolo	Sydney, Australia	2021-05-03
Narelle Adams	Perth, Australia	2021-05-03
Helen Mc Dermott	Gerringong, Australia	2021-05-03
Kellie Gutterson	Tapitallee, Australia	2021-05-03
Jodi Croft	Mount Kembla, Australia	2021-05-03
Zaina Ali	Sydney, Australia	2021-05-03
David Sippel	Gerringong, Australia	2021-05-03
Sandra Claux	Sydney, Australia	2021-05-03
Michael Vaughan	Primrose Valley, Australia	2021-05-03
Mark A Magi	Ulladulla, Australia	2021-05-03
Joanne Candy	Sydney, Australia	2021-05-03
Sarah Cullen	Sydney, Australia	2021-05-03
John Taylor	Sydney, Australia	2021-05-03

<b>Name</b>	<b>Location</b>	<b>Date</b>
Jeanette Johnson	Australia	2021-05-03
Carolyn McInnes	Australia	2021-05-03
Swathi Ganesan	Sydney, Australia	2021-05-03
Rebecca Dover	Sydney, Australia	2021-05-03
William Folder	Gerringong, Australia	2021-05-03
Elisabeth Simpson	Gerringong, Australia	2021-05-03
L Bennett	Sydney, Australia	2021-05-03
Skye Hennessey	Sydney, Australia	2021-05-03
sion wessell	Australia	2021-05-03
Talitha Francis	Surry Hills, Australia	2021-05-03
Lina Saleem	Kellyville, Australia	2021-05-03
Lee-Ann MacDonald	Australia	2021-05-03
Terrie Walsh	Wollongong, Australia	2021-05-03
Eva Rogers	Helensburgh, Australia	2021-05-03
Judy Hindmarsh	Bomaderry, Australia	2021-05-03
Fran Miller	Bellingen, Australia	2021-05-03
Peta Burns	Australia	2021-05-03
Michael Hindmarsh	Bomaderry, Australia	2021-05-03
Jacinta Jackson	Orchard Hills, Australia	2021-05-03
Julie Merrick	Gerringong, Australia	2021-05-03
Zeynel Obut	Gerringong, Australia	2021-05-03
Zi Tan	Sydney, Australia	2021-05-03

<b>Name</b>	<b>Location</b>	<b>Date</b>
Claire Pillow	Adelaide, Australia	2021-05-03
Sarah Binns	Caringbah, Australia	2021-05-03
Fred Galoustian	Sydney, Australia	2021-05-03
J M	Gerringong, Australia	2021-05-03
Rajpreet kaur	Brisbane, Australia	2021-05-03
Maree Sulter	Mount White, Australia	2021-05-03
Tim Francis	Australia	2021-05-03
Sam Salem	Ballina, Australia	2021-05-03
adam smedo	nsw, Australia	2021-05-03
navdeep singh	Hobart, Australia	2021-05-03
Shay Fitzgerald	Sydney, Australia	2021-05-03
Isat Bilali	Summer Hill, Australia	2021-05-03
Connor Seibright	Nowra, Australia	2021-05-03
Mick Walker	Berry, Australia	2021-05-03
Grant Buda	Brisbane, Australia	2021-05-03
Cheryl Buda	Brisbane, Australia	2021-05-03
Patricia Calleja	Sydney, Australia	2021-05-03
james pick	Sydney, Australia	2021-05-03
Gavin Fisher	Nsw, Australia	2021-05-03
Sarah McGuirk	Australia	2021-05-03
Melinda Budd	Kiama, Australia	2021-05-03
Lauren Miller	Helensburgh, Australia	2021-05-03



<b>Name</b>	<b>Location</b>	<b>Date</b>
Susan Dhu	Nowra, Australia	2021-05-03
Krisann Caines	Nowra, Australia	2021-05-03
Joel Stibbard	Shellharbour, Australia	2021-05-03
Angela Darlington	Girraween, Australia	2021-05-03
Janet Fingleton	Sydney, Australia	2021-05-03
Josie Godfrey	Gerringong, Australia	2021-05-03
Wendy Cutting	Gerringong, Australia	2021-05-03
Serdar Ozaras	Sydney, Australia	2021-05-03
Margaret Merrick	Grasmere, Australia	2021-05-03
Terry Mulhall	Sydney, Australia	2021-05-03
Caroline Bloomfield	Willow Vale, Australia	2021-05-03
Farrell Brocklebank	Sydney, Australia	2021-05-03
Gloria Sherman	Cambewarra, Australia	2021-05-03
Orla Smith	Gerringong, Australia	2021-05-03
Margaret Wilson	Brisbane, Australia	2021-05-03
Sharon Morgan	Sydney, Australia	2021-05-03
Lisa Bates	Sydney, Australia	2021-05-03
Linda Taylor	Gerringong, Australia	2021-05-03
Jess Rich	Oak Flats, Australia	2021-05-03
Scott Wheeler	Gerringong, Australia	2021-05-03
Denise Wilton	Australia	2021-05-03
Patricia Ross	Kiama, Australia	2021-05-03

<b>Name</b>	<b>Location</b>	<b>Date</b>
catherine vo	Australia	2021-05-03
Brendan Blackmore	Wollongong, Australia	2021-05-03
Kathy Onstenk	Australia	2021-05-03
Rachel Cole	Sydney, Australia	2021-05-03
JILL BERNARD	Australia	2021-05-03
Megan Phillips	Sydney, Australia	2021-05-03
Zarina Ross-Kelloway	Sydney, Australia	2021-05-03
Judy Stewart	Australia	2021-05-03
Carol Coulton	Australia	2021-05-03
Kylie McGregor	Sydney, Australia	2021-05-03
Fiona Salmon	Melbourne, Australia	2021-05-03
Adrian Berkhoy	Nowrs, Australia	2021-05-03
Patricia Moebus	Australia	2021-05-03
Katina Baker	Australia	2021-05-03
Terryanne Ingram	Sydney, Australia	2021-05-03
Chris Cole	Sydney, Australia	2021-05-03
Ali Mckenzie	Perth, Australia	2021-05-03
Matthew Keogh	Australia	2021-05-03
James Peach	Sydney, Australia	2021-05-03
Vicki Cole	Australia	2021-05-03
Jacqueline Mackay	Wollongong, Australia	2021-05-03
Kyle Brady	Australia	2021-05-03

<b>Name</b>	<b>Location</b>	<b>Date</b>
Jan Dion	Wollongong, Australia	2021-05-03
Debbie Res	Melbourne, Australia	2021-05-03
Alison Thai	Sydney, Australia	2021-05-03
Sarah Whaley	Mundoolun, Australia	2021-05-03
Lily Parker	Lake Illawarra, Australia	2021-05-04
Lyn Cheney	Bimbimbie, Australia	2021-05-04
Brad Marshall	Australia	2021-05-04
Mark Trollope	Sydney, Australia	2021-05-04
Catherine Biddle	Nowra, Australia	2021-05-04
Annalise Cheney	Gerringong, Australia	2021-05-04
Diane Straney	Australia	2021-05-04
Mackenzie Medlock	Indianapolis, Indiana, US	2021-05-04
jason l	Fairfield, Australia	2021-05-04
Jo Bolam	Rose Bay, Australia	2021-05-04
Leanne Gauld	Wollongong, Australia	2021-05-04
Bryan Doherty	Canberra, Australia	2021-05-04
Victoria Austin	Oak flats, Australia	2021-05-04
Carly Blackmore	Falmouth, Maine, US	2021-05-04
Dallas De Brabander	BUNDANOON, Australia	2021-05-04
Shannon Simmons	Sydney, Australia	2021-05-04
Louise Peralta	Elderslie, Australia	2021-05-04
Kristie Boniel	Gerringong, Australia	2021-05-04

<b>Name</b>	<b>Location</b>	<b>Date</b>
Ben G	Sydney, Australia	2021-05-04
Rachel Unicomb	Gerringong, Australia	2021-05-04
Dan Hernandez	Wollongong, Australia	2021-05-04
Susan Edwards	Brisbane, Australia	2021-05-04
Brian Corless	Gerringong, Australia	2021-05-04
Cassie Digger	Gerringong, Australia	2021-05-04
Elizabeth Woodgate	Sydney, Australia	2021-05-04
Jack Geaney	Gerringong, Australia	2021-05-04
Liz Mason	Bomaderry, Australia	2021-05-04
Zachary Vezzola	Sydney, Australia	2021-05-04
Naomi Folder	Dapto, Australia	2021-05-04
jeanette coffey	Alice Springs, Australia	2021-05-04
Kylie Haining	Nowra, Australia	2021-05-04
Alanna Stubbs	Sydney, Australia	2021-05-04
Sandra Sawers	Gerringong, Australia	2021-05-04
Louise Sproule	Sydney, Australia	2021-05-04
Gai Speirs	Australia	2021-05-04
katie newman	Sydney, Australia	2021-05-04
Callum Downes	Gerroa, Australia	2021-05-04
Branko Dedich	Sydney, Australia	2021-05-04
Eileen Robberds	Brisbane, Australia	2021-05-04
Toby Moffat	Nowra, Australia	2021-05-04

<b>Name</b>	<b>Location</b>	<b>Date</b>
Anne Grunsell	Rockdale, Australia	2021-05-04
Natasha Stone	Australia	2021-05-04
Angie Lee-Prichard	Gerringong, Australia	2021-05-04
Gerard Gallop	Cooroy, Australia	2021-05-04
Renae Magdas	Sylvania, Australia	2021-05-04
Keely Quinn	Sydney, Australia	2021-05-04
Bruce Swane	Sydney, Australia	2021-05-04
Amy Cockshutt	Sydney, Australia	2021-05-04
Sassy El-Husseini	Berry, Australia	2021-05-04
Cassandra Leatheam	Shoalhaven, Australia	2021-05-04
Simon Spence	Basin View, Australia	2021-05-04
Zena Dib	Kenthurst, Australia	2021-05-04
Sue Keane	Australia	2021-05-04
Leah Bennett	Brisbane, Australia	2021-05-04
Debra Mcpherson	Gerringong, Australia	2021-05-04
Mitch Windsor	Foxground, Australia	2021-05-04
Rebekah Webb	Wollongong, Australia	2021-05-04
Plunkett Kerrie	GERROA, Australia	2021-05-04
Raewyn Thomson	Sydney, Australia	2021-05-04
Kerrie Thomas	Werri Beach, Australia	2021-05-04
Simone Schulz	Sydney, Australia	2021-05-04
Julie Munley	Berry, Australia	2021-05-04

<b>Name</b>	<b>Location</b>	<b>Date</b>
Elly Neilsen	Australia	2021-05-04
Juanita Bailey	Kiama, Australia	2021-05-04
Aimee Jones	Helensburgh, Australia	2021-05-04
Bec Myers	Kiama Downs, Australia	2021-05-04
Ann Blue	Australia	2021-05-04
Ben Osmond	Wollstonecraft, Australia	2021-05-04
Craig Vaughan	Sydney, Australia	2021-05-04
Kate Khoury	Sydney, Australia	2021-05-04
Yusuf Tumer	Sydney, Australia	2021-05-04
Catherine Hooten	Berry, Australia	2021-05-04
Barbara Parkes	Sydney, Australia	2021-05-04
Wade Ingold	Kiama, Australia	2021-05-04
Mrs Natalie Wainman	Kiama, Australia	2021-05-04
Katy Murrell	Australia	2021-05-04
Heather Downes	Gerroa, Australia	2021-05-04
Patrick Harte	Stanmore, Australia	2021-05-04
Rod Clark	Gerringong, Australia	2021-05-04
Kellie Lamont	Holsworthy, Australia	2021-05-04
Lissa-Jane de Sailles	Nowra, Australia	2021-05-04
Amberlie Binks	Australia	2021-05-04
Crimseanna Pereira	Australia	2021-05-04
Keith Potts	Berry, Australia	2021-05-04



<b>Name</b>	<b>Location</b>	<b>Date</b>
Matthew Odlum	Gerringong, Australia	2021-05-04
Rosemary Stevens	Bomaderry, Australia	2021-05-04
Alan Boxsell	Australia	2021-05-04
chris trickey	Australia	2021-05-04
Paul Brewster	Sydney, Australia	2021-05-04
Tony Tulich	Sydney, Australia	2021-05-04
chris Forward	Sydney, Australia	2021-05-04
Tania Budimir	Cambridge Park, Australia	2021-05-04
Jane McCorkell	Rose Valley, Australia	2021-05-04
liz micovska	Australia	2021-05-04
Briony McLure	Helensburgh, Australia	2021-05-04
Amie Brennan	Sydney, Australia	2021-05-04
Kay McVey	Nowra, Australia	2021-05-04
Matthew Kelly	Millendon, Australia	2021-05-04
David Mairinger	Brisbane, Australia	2021-05-04
Jan Knapp	Bolong, Australia	2021-05-04
Kayla Burazin	Kiama, Australia	2021-05-04
Karni Doherty	Medowie, Australia	2021-05-04
Jennifer Thomas	Bellawongarah, Australia	2021-05-04
Helen Scarr	Sydney, Australia	2021-05-04
Joanne Campione	Tweed Heads, Australia	2021-05-04
Stefan Soleau	GERRINGONG, Australia	2021-05-04

<b>Name</b>	<b>Location</b>	<b>Date</b>
Meg Pomfret	Australia	2021-05-04
Dal McNamara	Berry, Australia	2021-05-04
Michele Martin	Gerringong, Australia	2021-05-04
Trish Booth	Sydney, Australia	2021-05-04
Mez Bice	Cambewarra, Australia	2021-05-04
Genevieve Dennis	Willowvale, Australia	2021-05-04
Diana Tooley	Wollongong, Australia	2021-05-04
Darrell Foote	Adelaide, Australia	2021-05-04
Bella Gilbertson	Australia	2021-05-04
Josephine Brown	mmmmmmm, Australia	2021-05-04
ava megahey	killarney vale, Australia	2021-05-04
David Grajfoner	Capel Sound., Australia	2021-05-04
Maggie Simmons	Werri Beach, Australia	2021-05-04
judy harland	Australia	2021-05-04
Emily Simpson	Foxground, Australia	2021-05-04
Christine Pepper	Australia	2021-05-04
Elizabeth Story	Dernancourt, Australia	2021-05-04
Emily McTaggart	Sydney, Australia	2021-05-04
michele ward	Australia	2021-05-04
Kelly Short	Sydney, Australia	2021-05-04
Andrew Mottram	Sydney, Australia	2021-05-04
andrew mcneil	Australia	2021-05-04

<b>Name</b>	<b>Location</b>	<b>Date</b>
Linda Mottram	Sydney, Australia	2021-05-04
Eevi Stein	Sydney, Australia	2021-05-04
Catherine Ireland	Foxground, Australia	2021-05-04
Rhonda Ridd	Melbourne, Australia	2021-05-04
Veerpal Kaur Gill	Queanbeyan, Australia	2021-05-04
Celia Nicol	Berry, Australia	2021-05-04
Adriano Regano	Brisbane, Australia	2021-05-04
Anne Fraser	Australia	2021-05-04
john sigmund	Australia	2021-05-04
Cameron Bevan	Australia	2021-05-04
Alycia Targa	Sydney, Australia	2021-05-04
Natalie Roberts	Sydney, Australia	2021-05-04
Brad Wilke	Sydney, Australia	2021-05-04
Chani Farrell	Grafton, Australia	2021-05-04
Emily Thornton	Wollongong, Australia	2021-05-04
Donna Donlon	Sydney, Australia	2021-05-04
Fay Rohrlach	Australia	2021-05-04
Nigel & Bev Holmes	Wollongong, Australia	2021-05-04
Jamie Ramsay	Australia	2021-05-04
Stephen Castle	Holder, Australia	2021-05-04
Carly Scullion	Australia	2021-05-04
Ged Dav	Kiama, Australia	2021-05-04

<b>Name</b>	<b>Location</b>	<b>Date</b>
Alicia Walker	Paralowie, Australia	2021-05-04
Chris Cafe	Toolijooa, Australia	2021-05-04
Michael Petrovich	Kianga NSW, Australia	2021-05-04
JOHN WESTON	Kiama, Australia	2021-05-04
Patrick Eid	Illawong, Australia	2021-05-04
Angela Flaherty	Sydney, Australia	2021-05-04
G F	Sydney, Australia	2021-05-04
Annie Keats	Sydney, Australia	2021-05-04
Lyndon McCorkell	Sydney, Australia	2021-05-04
Linda Mccauley	Australia	2021-05-04
Tegan Elliott	Berry, Australia	2021-05-04
Stuart Dow	Maitland, Australia	2021-05-04
Brendan Baxter	Sydney, Australia	2021-05-04
Amanda Dunn	Gerringong, Australia	2021-05-04
Lara Thompson	Australia	2021-05-04
Paul Locker	Sydney, Australia	2021-05-04
Ann Furner	Sydney, Australia	2021-05-04
Hailey Chamberlain	Caloundra, Australia	2021-05-04
Chen Lin	Australia	2021-05-04
Leanne Darragh	Melbourne, Australia	2021-05-04
Jackie Borge	Australia	2021-05-04
Annette Pust	Sydney, Australia	2021-05-04

<b>Name</b>	<b>Location</b>	<b>Date</b>
Harriet Kinross	Brisbane, Australia	2021-05-04
Stephen Parker	Brisbane, Australia	2021-05-04
Vicki Lilley Lilley	Sydney, Australia	2021-05-04
Gail Heap	Gerringong, Australia	2021-05-04
Hanis Arief	Adelaide, Australia	2021-05-04
Shantel Burns	Campbelltown, Australia	2021-05-04
Sarah Watson	Australia	2021-05-04
Olga Rudyk	Australia	2021-05-04
Rebel Dillon	Waroon, Australia	2021-05-04
Warren Holder	Gerroa, Australia	2021-05-04
Kristie Becker	Norwich, UK	2021-05-04
Ben Boniel	Gerringong, Australia	2021-05-04
Max Mcconnell	Gerringong, Australia	2021-05-04
Les Thurgood	Woodend, Australia	2021-05-04
Beth Korner	Brisbane, Australia	2021-05-04
Kim Grivas	Sydney, Australia	2021-05-04
Jayde Henning	Berry, Australia	2021-05-04
VIK sarakula	Sans Souci, Australia	2021-05-04
Cathie Swan	Cambewarra, Australia	2021-05-04
Hannah Keily	Mission Beach, Australia	2021-05-04
Maria Vassallo	Australia	2021-05-04
Hope Prosser	Kiama, Australia	2021-05-04

<b>Name</b>	<b>Location</b>	<b>Date</b>
Bill Furner	Griffith, Australia	2021-05-04
Cameron Potter	Kiama, Australia	2021-05-04
David Kerr	Sydney, Australia	2021-05-04
Monica Haddad	Sydney, Australia	2021-05-04
Jodi Keast	Kiama, Australia	2021-05-04
Richard Whitehead	Melbourne, Australia	2021-05-04
Judy Schneider	Australia	2021-05-04
Regina Floyd-Kerr	Helensburgh, Australia	2021-05-04
Rochelle Ahio	Minnamurra, Australia	2021-05-04
Laurence Watson	Sydney, Australia	2021-05-04
Des Mckerracher	Chatsworth Island, Australia	2021-05-04
Angelina M	North Melbourne, Australia	2021-05-04
Lesley Field	Australia	2021-05-04
Ming Lai	Australia	2021-05-04
Stephen Quilty	Sydney, Australia	2021-05-04
Sophie Jakimyszyn	Tapitallee, Australia	2021-05-04
Janet Mottram	Sydney, Australia	2021-05-04
Alyson Galea	Northbridge, Australia	2021-05-04
Helena Hinden	Katoomba, Australia	2021-05-04
Nikki Donlon	Sydney, Australia	2021-05-04
Angela Hay	Australia	2021-05-04
Rosie Proust	Sydney, Australia	2021-05-04



<b>Name</b>	<b>Location</b>	<b>Date</b>
Annie Allin	Kiama, Australia	2021-05-04
Anthony Bartsch	Adelaide, Australia	2021-05-04
Maninder Valla	Toongabbie, Australia	2021-05-04
Patrick Hughes	Australia	2021-05-04
Zhe Hu	Sydney, Australia	2021-05-04
Sharon Clark	Kiama, Australia	2021-05-04
Bill Fordham	Harrington Park, Australia	2021-05-04
Robert Glasson	Adelaide, Australia	2021-05-04
Lyn Gerstenberg	Nowra, Australia	2021-05-04
liza chapman	Australia	2021-05-04
Elizabeth Richmond	Gerringong, Australia	2021-05-04
Rosemary Kitchin	Australia	2021-05-04
Rashmi Saini	Beverly Hills, Australia	2021-05-04
Clay Barber	Australia	2021-05-04
Huirong Zhou	Brownlow Hill, Australia	2021-05-04
Jill White	Sydney, Australia	2021-05-04
Corinne Marriott	Greta, Australia	2021-05-04
Jemma Warren	Perth, Australia	2021-05-04
Phoebe Koay	Lyndhurst, Australia	2021-05-04
Lexye Anne La-Spad	Dianella, Australia	2021-05-04
Michelle Joynton-Smith	Central Coast, Australia	2021-05-04
Kent Ladkin	Sydney, Australia	2021-05-04

<b>Name</b>	<b>Location</b>	<b>Date</b>
Grace Zhang	Sydney, Australia	2021-05-05
Samanatha Posthuma de boer	Perth, Australia	2021-05-05
Elizabeth Collins	Perth, Australia	2021-05-05
Wendie Batho	Bundanoon, Australia	2021-05-05
Justine Stephen	Sydney, Australia	2021-05-05
lilly miles	Sydney, Australia	2021-05-05
Carol Rogers	Sydney, Australia	2021-05-05
Milla Ellison	Australia	2021-05-05
Jacqueline O'Donnell	Perth, Australia	2021-05-05
Beverley Robyn	Narellan, Australia	2021-05-05
Taylah Cook	Australia	2021-05-05
Catherine Davies	Sydney, Australia	2021-05-05
Belinds Holz	Strathfield, Australia	2021-05-05
Dusanka Sivcevic	Blaxland East, Australia	2021-05-05
Bettina Grau	Ipswich, Australia	2021-05-05
Lil M	Lillian Rock, Australia	2021-05-05
Margarita Ramfos	Adelaide, Australia	2021-05-05
lisa mcdonald	booval, Australia	2021-05-05
Danielle Allen	Sydney, Australia	2021-05-05
phil Donnelly	Brisbane, Australia	2021-05-05
Tony McGee	Kiama, Australia	2021-05-05

<b>Name</b>	<b>Location</b>	<b>Date</b>
jayman hancox	singleton, Australia	2021-05-05
John Nimmo	Elizabeth Bay, Sydney, Australia	2021-05-05
Alastair Urquhart	Sydney, Australia	2021-05-05
Joe Howells	Australia	2021-05-05
Melissa Hehir	Gerroa, Australia	2021-05-05
danielle kohlmann	Australia	2021-05-05
Sandra Ross	Sydney, Australia	2021-05-05
Julie Mackay	Australia	2021-05-05
Rachael Parker	Sydney, Australia	2021-05-05
Jon Harris	Gerringong, Australia	2021-05-05
Xavier Stewart	Adelaide, Australia	2021-05-05
Bradley Campbell	Australia	2021-05-05
Kevin To	Australia	2021-05-05
Steven Woolley	Berry, Australia	2021-05-05
Debbie Cork	Gerringong, Australia	2021-05-05
hilary cook	Kalamunda, Australia	2021-05-05
Mark Hehir	Sydney, Australia	2021-05-05
Patricia Dunn	Gerringong, Australia	2021-05-05
Lorraine Bartlett	Chiswick, Australia	2021-05-05
Yingna Liu	wentworth point, Australia	2021-05-05
Adriel Baudy	Kiama, Australia	2021-05-05
James Pedrocchi	Australia	2021-05-05

<b>Name</b>	<b>Location</b>	<b>Date</b>
Travis Morgan	Perth, Australia	2021-05-05
Martin Stones	Sydney, Australia	2021-05-05
Maria Sanchez	Sydney, Australia	2021-05-05
Belle McNeil	Gerringong, Australia	2021-05-05
William Marriott	warragul, Australia	2021-05-05
Valerie and Tony Sewell	Sydney, Australia	2021-05-05
Leonard Brown	Surry Hills, Australia	2021-05-05
Taliska Crispin	Berri S.A, Australia	2021-05-05
Actual Trash	Kew East, Australia	2021-05-05
Paul McGuinness	Sydney, Australia	2021-05-05
Timothy Smith	Blackstone, Australia	2021-05-05
phill Trick	Blacktown, Australia	2021-05-05
Deborah Woolley	Berry, Australia	2021-05-05
Ra Gott	Canberra, Australia	2021-05-05
Sean Walter	Kiama, Australia	2021-05-05
Chris Saunders	Geelong, Australia	2021-05-05
Kevin Haynes	Brisbane, Australia	2021-05-05
Mike Hall	Gerringong, Australia	2021-05-05
Kerry Mcgaw	Gorokan, Australia	2021-05-05
Esma Hanson	Kiama, Australia	2021-05-05
Ken Sandy	Rose Valley, Australia	2021-05-05
manon saur	Warsaw, Australia	2021-05-05

<b>Name</b>	<b>Location</b>	<b>Date</b>
Mal Lambert	Sydney, Australia	2021-05-05
Susan Bond Bond	Gerroa, Australia	2021-05-05
Liam Gleeson	Canberra, Australia	2021-05-05
Debra Rosicky	Australia	2021-05-05
Jasmine Yoo	Caversham, Australia	2021-05-05
Davin Shaw	Australia	2021-05-05
David Barwick	Australia	2021-05-05
Elizabeth Sinclair	Carrington, Australia	2021-05-05
Tracy Bowman	Bolong, Australia	2021-05-05
Matt Herbert	Australia	2021-05-05
Stephen Bottomley	Sydney, Australia	2021-05-05
Janet Butterworth	Medowie, Australia	2021-05-05
Jonah Keily	Mission Beach, Australia	2021-05-05
Angela Wallace	Australia	2021-05-05
glen philpps	sydney, Australia	2021-05-05
Fiona Wheeler	Sydney, Australia	2021-05-05
Mitchell Hudson	Corrimal, Australia	2021-05-05
Amie Jakimyszyn	Avondale, Australia	2021-05-05
Leanne Ryan	Sydney, Australia	2021-05-05
Karen Nguyen	Brisbane, Australia	2021-05-05
Ewan Dewar	Perth, Australia	2021-05-05
Angus Salmon	Broughton Village, Australia	2021-05-05

<b>Name</b>	<b>Location</b>	<b>Date</b>
Francois Pialoux	Sydney, Australia	2021-05-05
Sue Redman	Gerringong, Australia	2021-05-05
Khanitha Clark	Melbourne, Australia	2021-05-05
Ashley Horn	Australia	2021-05-05
Danny Eid	Granville, Australia	2021-05-05
Mariana Roul	Australia	2021-05-05
sarah drummond	Sydney, Australia	2021-05-05
Joe Basha	Sydney, Australia	2021-05-05
Jane White	Sydney, Australia	2021-05-05
Julius Hamprecht	Curl Curl, Australia	2021-05-05
Julie Guy	Nowra, Australia	2021-05-05
Lynda Cook	Kiama, Australia	2021-05-05
Lawrie Edwards	Australia	2021-05-05
Lou Baxter	Melbourne Victoria, Australia	2021-05-05
Sue Hobson	Sydney, Australia	2021-05-05
Louise Fletcher	Sydney, Australia	2021-05-05
Graeme Romei	Australia	2021-05-05
Maureen Notsch	Berry, Australia	2021-05-05
Jan Kielly	Nowra Hill, Australia	2021-05-05
Georgia Taylor	Australia	2021-05-05
issy rose	Sydney, Australia	2021-05-05
Rica Cariaso	Australia	2021-05-05



<b>Name</b>	<b>Location</b>	<b>Date</b>
Stephen Moore	Gerringong, Australia	2021-05-05
Bonnie Cassen	Gerroa, Australia	2021-05-05
Hope Erokhin	Sydney, Australia	2021-05-05
Benita Sajan	Prestons, Australia	2021-05-05
Erina Davey	Broome, Australia	2021-05-05
Michelle Jones	Gerringong, Australia	2021-05-05
Bernard Negus	Sydney, Australia	2021-05-05
Melinda Horneman	Sydney, Australia	2021-05-05
Rebecca Cook	Kiama, Australia	2021-05-05
Joseph Richards	Sydney, Australia	2021-05-05
Allad Walsh	Wollongong, Australia	2021-05-05
Simone Felice	Sydney, Australia	2021-05-05
Andrew Smith	Sydney, Australia	2021-05-05
Mark Levett	Sydney, Australia	2021-05-05
Craig Bolles	Willow Vale, Australia	2021-05-05
McLellan Alexander	Sydney, Australia	2021-05-05
Ruth walker	Gerringong, Australia	2021-05-05
Tim Fisher	Woonona, Australia	2021-05-06
Soujanya Parthasarathy	Melbourne, Australia	2021-05-06
kathrynne grundy	Perth, Australia	2021-05-06
Katerina Samios	Brisbane, Australia	2021-05-06
Debra Walsh	Sydney, Australia	2021-05-06

<b>Name</b>	<b>Location</b>	<b>Date</b>
Julia Ostara	Sydney, Australia	2021-05-06
Michelle McClure	Wongawilli, Australia	2021-05-06
Anthony Felice	Sydney, Australia	2021-05-06
Tom Atallah	Sydney, Australia	2021-05-06
Ebony Holz	Kiama, Australia	2021-05-06
Warren Heycox	Yerong Creek, Australia	2021-05-06
Taylah McDonald	Willow Vale, Australia	2021-05-06
John Taylor	Australia	2021-05-06
max bolles	Willow Vale, Australia	2021-05-06
Rachelle Kells	Sydney, Australia	2021-05-06
Penny G	Sydney, Australia	2021-05-06
Victoria Day	Australia	2021-05-06
Carlie Boyton	Bomaderry, Australia	2021-05-06
Alison Seymour-Munn	Culburra Beach, Australia	2021-05-06
Robert Ducie	Camden, Australia	2021-05-06
David Gould	Sydney, Australia	2021-05-06
Luke gibbons	Perth, Australia	2021-05-06
Phill Parker	Gerringong, Australia	2021-05-06
G Bamfield	Sydney, Australia	2021-05-06
Annie Heppell	Sydney, Australia	2021-05-06
Joanne Allen	Australia	2021-05-06
Paul Jones	Australia	2021-05-06

<b>Name</b>	<b>Location</b>	<b>Date</b>
Haley May	Shellharbour, Australia	2021-05-06
Joshua Francis	Jaspers Brush, Australia	2021-05-06
Kelcy Roberts	Avalon, Australia	2021-05-06
Lisa Perkins	Australia	2021-05-06
Michelle Essington-Wilson	Newport, Australia	2021-05-06
Tanya Moire	Sydney, Australia	2021-05-07
Lucie Johnston	Gerroa, Australia	2021-05-07
Chris White	Sydney, Australia	2021-05-07
Mary Thomson	Sydney, Australia	2021-05-07
Rachel Mills	Australia	2021-05-07
David Collins	Sydney, Australia	2021-05-07
Denise Southgate	Mardi, Australia	2021-05-08
Rebecca James	Sydney, Australia	2021-05-08
Wendy Firth	Sydney, Australia	2021-05-08
Clare Rhodes	Dapto, Australia	2021-05-08
Amanda Parr	Kiama, Australia	2021-05-08
Jodi Evans	Brownlow Hill, Australia	2021-05-08
Jennifer Barbour	Werri Beach, Australia	2021-05-08
Lucy Gentle	Australia	2021-05-08
Orest Chytra	Auckland, New Zealand	2021-05-08
Laura Rieveley	Sydney, Australia	2021-05-09
Mark Whalan	Kiama, Australia	2021-05-09

<b>Name</b>	<b>Location</b>	<b>Date</b>
Michael Whatman	Gerringong, Australia	2021-05-09
Brian Whatman	Sydney, Australia	2021-05-09
Margot Flood	Wollongong, Australia	2021-05-09
Fiona Wrightson	Australia	2021-05-09
Jill Christie	Australia	2021-05-09
Gemma Puplett	Sydney, Australia	2021-05-09

