

Debbie Boles

From: Kiama Council <council@kiama.nsw.gov.au>
Sent: Sunday, 30 May 2021 11:53 AM
To: Council
Subject: Make a submission
Attachments: SubmissionReceipt-MakeASubmission-383.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:	Janet M Peters
Street number:	68
Street name:	Attunga Ave
Suburb:	Kiama Heights
Postcode:	2533
Phone number:	0411021228
Email:	janetmpeters@outlook.com
Your Submission	
Type of submission:	Planning Proposal
DA number:	
DA address:	
Details of other:	
Submission comments	
Enter your comments:	I am a resident of Kiama Heights and secretary of the Kiama Heights Resident Group ("KHRG"). I am writing express my concern over two major issues with this proposal. 1. Provision of community land/open public spaces.

	<p>KHRG has just gone through and exhaustive (and exhausting!) process to preserve and improve our access to open, green community spaces. We found ourselves in this position because of successive Council decisions made at the planning stage for our own subdivision which failed to make adequate provision for community land, through to recent years in attempting to take even the little we have.</p> <p>If we learned nothing else from this experience, and from the effects of Covid, it is the value and preciousness of open spaces, for community building, mental and physical health and aesthetics.</p> <p>From reviewing the proposal document, it appears that the same mistakes are at risk of being made. Appendix 1 for example shows the prospective layout of the proposed new subdivision. Not one park is included. This is a terrible omission and I urge the Council to re-think this lack and re-work the proposal to include this.</p> <p>2. Traffic impacts.</p> <p>We have already noticed the increased traffic at the roundabout intersection Manning St/Saddleback Mountain Rd/Henley St near the Caltex and Kiama High School. We assume this is because of the increased development around that location. Irrespective of the proximate cause, the outcome is congestion getting into the town centre. The planning proposal will obviously make this situation worse, and our best guess is that it will make it virtually impossible to navigate this single access point, especially on school days at start and finish times.</p> <p>Has the Council or the developer factored this in? If so what is the mitigation for this outcome if the development proceeds?</p> <p>Outside of the traffic congestion issue, funneling such a volume of cars past a vulnerable site with kids running about seems like an unacceptable safety risk.</p> <p>I suggest that this proposal be rejected until these issues have been satisfactorily addressed.</p> <p>I am also aware of many other submissions raising other issues such as the questionable capacity of infrastructure (sewerage, schools, etc) the destruction of value to tourism of our "rolling green hills" being turned into yet another soulless urban development and the impact of a significant increase in population without a corresponding increase in amenity (such as shopping, parking, leisure and recreation spaces, arts etc).</p> <p>If the proposal proceeds despite these myriad concerns (and my preference is that it does not proceed), then these issues must be resolved and a better proposal be re-submitted</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: Sunday, 30 May 2021 5:44 PM
To: Council
Subject: Send feedback or a suggestion
Attachments: SubmissionReceipt-SubmitFeedbackOrASuggestion-FEEDBACK198.pdf
Categories: Blue Category



Send feedback or a suggestion

A user just submitted the following project feedback via Council's website:

Your contact details	
First and last name:	Shaun James Siddells
Street name:	Kaleula Cres
Suburb:	Kiama
Postcode:	2533
Phone number:	0403278693
Email:	siddells@gmail.com
Your feedback/suggestion	
Type of submission:	project feedback
Your comments:	I wish to have my opposition to the proposed rural rezoning of South Kiama. Any progression of this development will result in a loss faith & support in both the council & current minsters - ultimately resulting in timely & appropriate opposition to the development, council, & parliamentary ministers. Warm Regards
Upload a photo or document:	

Debbie Boles

From: Kiama Council <council@kiama.nsw.gov.au>
Sent: Sunday, 30 May 2021 11:57 AM
To: Council
Subject: Make a submission
Attachments: SubmissionReceipt-MakeASubmission-382.pdf; 10 May 20 Objection Letter v2.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:	I have not made any political donations or gifts. I do not wish my name or address to be included in any public reports.
Attach file:	10 May 20 Objection Letter v2.pdf
Your privacy	I agree that my public submission will be made publicly available.

30 May 2020

The General Manager – SC2853
Kiama Municipal Council
Email: council@kiama.nsw.gov.au

Dear Sir/Madam

SUBJECT: *Planning Proposal for Lot 1 DP707300, Lot 5 DP740252, Part Lot 101 DP1077617, Part Lot 102 DP1077617, Lot 8 DP258605 and Part Lot 3 DP 258605, Kiama*

I would like to object to the above rezoning proposal as a concerned resident of Kiama. This rezoning application and subsequent development of approximately 650 dwellings (or more) will significantly impact the aesthetics and lifestyle of my local community.

Below I have outlined objections from the Planning Proposals and reports, as well as third party reports that contradict the impacts made by these organisations.

HOUSING STRATEGY

Kiama Municipal Council has committed to develop a Local Housing Strategy to be completed by June 2022 according to the *Draft Illawarra Shoalhaven Regional Plan 2041 - Objective 18*. There is a need to undertake a comprehensive review of the town, housing needs and the necessary infrastructure to support the local community as part of the Local Housing Strategy. Endorsing this rezoning planning proposal before due diligence is applied is both foolhardy and impetuous, which will only serve to negatively affect the community.

Kiama is known for its unique beauty as a seaside town with a vibrant and cultural community. The Bombo Quarry area has been earmarked and endorsed by the community to increase housing needs without changing the natural beauty of the greenfield areas surrounding Kiama. According to the *Draft Illawarra Shoalhaven Regional Plan 2041 - Objective 18*, 'Kiama is only likely to play a supporting role in regional housing and has a limited supply of new greenfield areas. housing by increasing the supply available in existing areas and through the developing of Bombo Quarry, rather than providing opportunities for housing expansion in other non-urban areas.'

The *Draft Illawarra Shoalhaven Regional Plan 2041 - Objective 20* states that "Bombo Quarry is a 114-hectare regionally significant site long recognised for its potential reuse for employment and residential needs." In alignment with the *Draft Illawarra Shoalhaven Regional Plan 2041*, Kiama will adequately met these housing expansion requirements.

TRAFFIC

The RMS traffic report is inadequate and undermines the impact a proposed housing development and the volume of traffic will have on the community at large. Firstly, I believe the report was undertaken in July 2016, almost five years ago, and in school holidays, which fails to adequately account for the increase in traffic and population since this time.

The Report also unjustifiably denies the need for an egress or ingress via the M1 motorway, with the recommendation that the current roadways and minor amendments will not significantly impact Kiama. Instead, it's suggested that the additional traffic from the proposed housing development is funnelled to South Kiama Drive, past the high school, through a minor round-about and further local streets to gain access to the M1 motorway. Given

most traffic heads north for employment and school needs (approximately 84 per cent), the traffic flow during peak hours in Kiama will come to a stand-still.

There is a steady stream of traffic from approximately 5.30am in the morning along this stretch of road.

Ridgewaters is also under construction with an additional 62 units being built on South Kiama Drive. Although Ridgewaters is a South Kiama Drive address, the Kiama Municipal Council has allowed the only access road for the 62 units and their residents' via Surfleet Place. Once Ridgewaters is occupied, peak hour access from my street alone will create a problem due to the limited length of road from the Ridgewaters entrance/exit to the top of Surfleet Place (a mere 30 metres).

If the proposed rezoning is approved and subsequent housing development progresses, turning right at the top of Surfleet Place will become increasingly problematic and dangerous without adequate traffic management considerations. Added to this is the increased noise and pollution from both Weir Street and the Access road (from Kendalls Cemetery) traffic.

Conversely, on the homeward bound trip for northern commuters, the off-ramp to South Kiama Drive will be used by approximately 59 per cent of people, either turning right towards the proposed housing development via Weir Road or accelerating up South Kiama Drive to access Saddleback Mountain Road entrance.

Although I don't have school-aged children, the increase in traffic will not only be dangerous for drop-off and pick-up times but will cause added congestion as Saddleback Mountain Road will be used as the major thoroughfare from the proposed housing development. It's also suggested that the increase in children at both the public and/or high schools will not increase, and thereby not add to the traffic. This conclusion makes no sense given a mix of families will potentially purchase and/or rent these houses.

FLOODWATERS & SEWAGE

I was disappointed by the Sydney Water report (and I use this term loosely). It was only two months ago when Kendall's and Easts Beach were closed to the public due to run-off and sewage concerns. Serious consideration is required by Sydney Water to ensure infrastructure needs such as water and sewage is considered for any future growth of Kiama. Sydney Water has not acted in an appropriate manner and due diligence has not been given to the local community and their needs.

AESTHETICS

As previously advised, I live on [redacted] and currently afford a lovely picture window from the main bedroom. This will dramatically change the vista if the rezoning planning proposal is to move forward. Please carefully consider how we want Kiama to expand but retain its' natural beauty.

SUMMARY

In summary, while I'm not against proposed housing developments in Kiama, the existing infrastructure must support the increase in housing. It is the responsibility of Kiama Municipal Council to ensure the residents and

community are not seriously impacted by any further increase in population. I urge our Councillors to vote against this rezoning planning proposal before a Local Housing Strategy has been considered and developed.

Should you have any further questions or require clarification, please contact me.

Kind regards

Debbie Boles

From: Sheena McGhee <smcghee876@gmail.com>
Sent: Sunday, 30 May 2021 5:19 PM
To: office@stokes.minister.nsw.gov.au
Cc: kiama@parliament.nsw.gov.au; Council
Subject: South Kiama Rezone
Attachments: South Kiama rezone letter.docx

Categories: Blue Category

Dear Mr Stokes

I attach below my letter of deep concern re: South Kiama rezone issue.

I would very much appreciate your time to read and consider this serious rezoning plan.

With my regards

Sheena McGhee
[Email: smcghee876@gmail.com](mailto:smcghee876@gmail.com)

Sheena McGhee
1A Belvedere St
Kiama
NSW 2533

Email: smcghee876@gmail.com

30 May 2021

Mr R Stokes
GPO Box 5341
Sydney 2001
Email: office@stokes.minister.nsw.gov.au

Dear Mr Stokes

Re: South Kiama rezoning from rural to housing – 40 hectares

I attended the Kiama Central Precinct meeting on 25 May 2021 and was astounded to hear the above tender being put forward. Insufficient pre thinking eg – traffic numbers performed in July outside the school when folk are on holiday! Smacks of devious information collection to meet the already anticipated ends.

I'm afraid to say that it seems that Wollongong Table of Knowledge has arrived in Kiama. Greedy short term investment without either involving the residents of Kiama, who have a history of being active in the management of this beautiful town, which is, after all, a well known Tourist Destination. Fast becoming not so, especially if the above proposal goes ahead.

Can Kiama actually support this immense development idea into reality in the future? Are you aware that already Bombo Quarry area is a large space that many interested parties are busy proposing options could be used for housing?

So, are we going to arrange re-opening the hospital, can the schools cope (they are already at capacity). Has the long term investment in a sensible, actually functioning and appealing even been considered? Otherwise, why not add a cathedral too and make this a city? Infrastructure, infrastructure, infrastructure.

Due to the extremely short notice in which we find we are able to present our very serious concerns I am emailing this letter to you and the people noted below.

With regards

Sheena McGhee

cc Gareth Ward
102 Terralong St, Kiama NSW 2533
Email: kiama@parliament.nsw.gov.au

Cc Kiama Council
PO Box 75, Kiama NSW 2533
Email: council@kiama.nsw.gov.au

Debbie Boles

From: Dennis and Alison Yarrow <dennisyarrow@me.com>
Sent: Sunday, 30 May 2021 12:01 PM
To: office@stokes.minister.nsw.gov.au; Council
Subject: Kiama overcrowding

Categories: Purple Category

To whom it may concern,

We are long time residents and rate payers in Kiama and we are extremely concerned with the overdevelopment over the past few years.

The number of units, townhouses and similar developments is causing many problems.

This is a list of what we see as some of these problems.

Traffic congestion

Lack of parking

Overcrowding in schools

Lack of medical facilities to cope with increasing population.

We feel strongly opposed to the proposed development on Saddleback Mountain Road for all the above reasons as well as the fact this is prime farming land..

Yours faithfully

Dennis and Alison Yarrow

Debbie Boles

From: Ben Mireylees <benmireylees@icloud.com>
Sent: Sunday, 30 May 2021 5:17 PM
To: Council; Councillors; kiama@parliament.nsw.gov.au;
office@stokes.minister.nsw.gov.au
Subject: Objection to the South Kiama Planning Proposal
Categories: Blue Category

To the General Manager, Councillors, Minister Stokes & Local NSW Parliament Representative,

I reside in Hillview Circuit, Kiama and I would like to place an objection to the South Kiama Planning Proposal.

I don't believe that there has been enough consideration and research regarding local infrastructure and services. Concerns are detailed as follows;

Stormwater Infrastructure

The stormwater calculations within the Flood Study for the proposal appear to be inaccurate as the projections of overland flow of rain water cannot possibly achieve a mirrored projection from current state to expected post development with approximately 30 Hectares of rain water absorbing land being developed into sealed roads and residential property catchments, forcing the rain water into existing stormwater infrastructure.

By simply installing on site detention, detention basins and complying with Kiama Councils Urban Design Policy with the installation of residential water tanks is not sufficient. How will existing residence receive flooding of their properties due to residential rain water tanks, on site detention and detention basins being at capacity with further rainfall into a currently incapable storm water network system within this catchment.

There is no specification within Kiama Councils Urban Design Policy to note the rain water within residential water tanks will be utilised, therefore the consideration of this being a solution of flood projections within the Flood Study redundant, particularly when the tanks are at capacity which will then overflow into Council's storm water network.

The existing storm water infrastructure, particularly within the catchment surrounding Hillview Circuit is currently insufficient to accommodate even a minor projection storm event.

Road Infrastructure

The morning and afternoon traffic, particularly the intersection of South Kiama Drive and Saddleback Mountain Road is already beyond capacity due to the local school. Increasing traffic within this location to what would be more than doubled will be completely unacceptable for a town of this size. There is no consideration to reduce the strain on Council roads infrastructure with solutions such as a north bound highway on ramp within the proposal.

The Saddleback Mountain Road highway overpass bridge classification does not accommodate heavy vehicle traffic required as part of the development proposal, particularly if continuous, for most likely an extended period of time, let alone the high traffic post development after heavy vehicle use which has not been addressed within the proposal.

The increased traffic generated during and post development would be an unacceptable road safety risk for existing residence as the School area is part of the main accessibility section of the proposed development and proposed residential properties.

There is most likely no road base or sub base pavement on Saddleback Mountain Road from the proposed development to South Kiama Drive as this is generally the situation with most non arterial roads within Kiama Local Government Area, therefore Kiama Council will have to frequently repair and stabilise the road sub structure or

reconstruct the road at a cost to Kiama LGA residents, which considering the current financial state of Kiama Council, this is unacceptable.

Sydney Water Infrastructure

The Kiama area Sydney Water sewerage infrastructure currently cannot accommodate existing residential properties as the system surcharges within every significant rain event at locations such as Black Beach, Surf Beach, Kendall's Beach. With the addition of approximately two thousand residents, this infrastructure would become a real health risk to the existing community. This issue has not been addressed within the South Kiama Planning Proposal.

Heritage Consideration

There is no consideration within the proposal for the impact to significant heritage items such as the dry stone walls.

This proposal appears to lack significant detail to address all related site and surrounding area issues.

In addition, The proposal appears to assume that Council is going to rezone the noted land with no real community consideration or consultation.

Conclusion

The South Kiama Planning Proposal should be rejected unanimously by Council and should not proceed any further until all community matters have been completely addressed as this proposal is seriously lacking in research of existing and projected site specific and surrounding site issues.

Kind Regards

Benjamin Mireylees

Debbie Boles

From: philcostello57@gmail.com
Sent: Sunday, 30 May 2021 12:16 PM
To: Council; nsw.gov.au kiama@parliament.nsw.gov.au;
office@stokes.minister.nsw.gov.au
Subject: Proposal to rezone Lot 1 DP 707300, Lot 5 DP 740252, part of Lot 102 DP 1077617 and part of Lot 8 DP 258603 land west of the Princes Highway, Kiama for residential purposes.

Categories: Purple Category

I refer to the subject planning proposal and hereby object to the following aspects of the proposal;

- Significant adverse impact on traffic movement and associated safety. The traffic statement submitted is not contemporary and is typical of a statement created with the single purpose of supporting the requested rezoning. As a daily user of Saddleback Mountain Road, including during morning peak times, it is clear the roadway experiences significant congestion with associated safety issues. The road geometry simply will not accommodate the proposed increase in traffic movements. If this rezoning is to go ahead, another solution needs to be found to the traffic issue, the solution is not Saddleback Mountain Road and quiet simply, access/egress should not be provided to this road. I would advocate that an independent traffic assessment be commissioned to properly inform decision making in regard to this aspect of the proposal
- The proposal will have a significant adverse impact on the scenic landscape that is such a characteristic of Kiama and South Coast. The proposal is a highly visible location and the proposed density does not accommodate any ability to soften the visual impact. If the proposal is to go ahead it should be at a much reduced scale and footprint with associated greening and landscaping to a relationship with the currently enjoyed scenic vista,

Regards,
Phil Costello

Debbie Boles

From: Olivia Child <olivia-child@hotmail.com>
Sent: Sunday, 30 May 2021 5:46 PM
To: kiama@parliament.nsw.gov.au; office@stokes.minister.nsw.gov.au; Council;
Councillors
Subject: RE: SC2853

General Manager,

RE: SC2853

I write to you to strongly oppose the proposed re-zoning of rural land between Weir St and Saddleback Mountain. I have been fortunate enough to have grown up in the Kiama area and in doing so, I have gained firsthand experience of the dramatic changes imposed on what once was a small coastal town. It saddens me to say, as humans we often only see nature as a commodity and if we believe it offers no benefit, we deem it has no value. You may be convinced that the proposed site is insignificant, however I argue quite the contrary. Whilst the proposed development will have obvious consequences to local residents, schools and infrastructure, I write to you on behalf of those whom are often forgotten in these types of situations- the environment.

The proposed site has many undulations south to north over numerous riparian corridors. Riparian zones play a critical role in the function of ecosystems as it reduces risk of erosion, improves water quality, stabilizes water flow, enhances local biodiversity and provides habitat and corridors for wildlife. However, due to the prioritization of development, particularly urbanization, many riparian zones have been altered, or in worse scenarios cleared completely. If this occurs at South Kiama, the environment will undergo irreversible damage to biodiversity and ecosystem function. I urge you to speak on behalf of the environment and say no to the proposed development.

Olivia Child
Kiama Heights Resident

Debbie Boles

From: ...
Sent: Sunday, 30 May 2021 8:00 PM
To: kiama@parliament.nsw.gov.au; office@stokes.minister.nsw.gov.au; Council;
Councillors
Subject: RE: SC2853
Categories: Blue Category

General Manager,

RE: SC2853

I strongly object to the proposed new 40 hectare development of Saddle Back Mountain. Kiama is one of the most beautiful places on the South Coast of Australia, as we are the town where the mountains meet the sea. The rolling green hills create a draw dropping contrast with the glistening blue sea. I am saddened to think you want to strip that uniqueness away from Kiama to develop it into a community that resembles the new establishments that can be found at the back of Albion Park. Small blocks of land, narrow streets and people living on top of each other with nothing to view but each other's backyards.

The development has yet to propose anything to better Kiama but seeks to only take something special away. With the added people to the community, the infrastructure in Kiama cannot support the growth- the schools in Kiama and around it are at near capacity (with no where to expand), there are never any car parks around Kiama as it is- if we add more community members how can we support the much needed growth of tourism that positively impacts the many local businesses in Kiama? Kiama needs tourism, without it many businesses in Kiama will cease to exist. If tourists think it's too hard to navigate into Kiama, too much traffic and no car parks to park their cars they will bypass Kiama. We need tourism to thrive as a community.

How can the current sewerage system support the growth of that many new houses? What access points have they proposed to allow residents of the new proposed area to reach Kiama and both ways on the highway? How will that effect the current residents of the Kiama community? Kiama only offers one establishment to buy groceries- how will it support the growth of an entire new development area?

There has been hardly any transparency between developers and the Kiama community. I find it hard to believe anything they propose will positively impact the community as a whole. I strongly object the release of the proposed land for developers greedy gain. Kiama should remain being the picturesque place it is- where the mountains meet the sea.

Regards,

I do not authorise publication of my name or address.

Debbie Boles

From: Thomas Carrie <thomasqcarrie@gmail.com>
Sent: Sunday, 30 May 2021 7:12 PM
To: Council; Councillors
Subject: Saddleback Mountain Road Kiama Development Application and Rezoning Proposal

Categories: Blue Category

To all Kiama Councillors,

The development application for 492 townhouses on a 40 hectare site on Saddleback Mountain Road, Kiama is completely inappropriate.

This is a very scenic part of Kiama leading to the iconic landmark Saddleback Mountain which is popular with locals and tourists alike.

For that reason, this beautiful countryside has, rightly, already been zoned as rural.

Rezoning this land would be a retrograde step and would undoubtedly have a negative impact upon locals and tourists.

Kiama is already very congested especially on weekends and during school holidays. For a long time, traffic and parking have been major issues in Kiama that seriously need to be addressed. Until now these issues have certainly not been adequately and effectively addressed by any level of government.

Kiama is a beautiful town surrounded by spectacular scenery.

This proposed massive development entailing the construction of 492 townhouses in this location would have a severely negative impact upon the area and without a doubt be a blot on the landscape, inevitably resulting in increased traffic and parking issues which are already major problems in Kiama.

Shellharbour has been negatively impacted by overdevelopment and there is a serious risk that the charm, character and everything that makes Kiama a special place could also be ruined by overdevelopment.

As mentioned earlier, this development application is totally inappropriate.

This area should definitely not be rezoned.

My parents Quentin and Anne-Marie Carrie and I would respectfully encourage all of you to reject the rezoning of this land in conjunction with the NSW Planning Minister and the State Member for Kiama Gareth Ward MP.

Yours sincerely, Thomas Carrie

3, Pheasant Point Drive, Kiama 2533

Debbie Boles

From: Lyndal Dewberry <ldewberry1@bigpond.com>
Sent: Sunday, 30 May 2021 7:04 PM
To: Council
Subject: Proposed re-zoning rural land

Categories: Blue Category

To the General Manager

Kiama Council

Proposed rezoning of rural land between Weir St and Saddleback Road for housing (444 lots)

Dear Madam,

I am appalled at the proposal to rezone this very beautiful and picturesque rural land. I have been a resident of Kiama for 57 years and have witnessed so much change.

The rolling hills surrounding Shellharbour village have disappeared and we see atrocious housing estates. I fear Kiama and surrounds are about to follow.

I wish to record my objection to the subject proposal for the following reasons:

- With the cessation of activity of Boral Bombo quarry, no further greenfields rezoning in Kiama should take place until the potential alternative future uses for this large area, including residential, are fully considered, taking into account as well the future uses of the TfNSW quarry to the east
- Saddleback Mountain Road and the proposed 40 hectare site is in an area of famed outstanding natural beauty which should never be turned over to a housing development
- Vital accompanying infrastructure for traffic management, schooling, and potential flooding/sewerage issues is clearly lacking and cannot easily be implemented
- The proposal is an **inappropriately sited** overdevelopment, with little provision for green space

Kind regards,

Lyndal Dewberry
9 Gwinganna Ave, Kiama

Sent from my iPhone

SC2853

31.5.2021

Attention Kiama Municipal Council
General Manager

RE Development Application SC 2853
Kiama Heights

I wish to formally OBJECT to this development on many grounds in its current form and would prefer that we retained this area in its current zoning of rural.

I am a nearby resident that would be very much impacted by the increased traffic onto roads that are not suitable for current traffic let alone the volume of added cars from this development.

The infrastructure of Kiama cannot provide for this increase in population, services, traffic, sewerage.

The belief that this development would provide affordable housing for younger Kiama residents to get into the market here is false as it will just provide more real estate for people with money from outside the area to buy for a sea change or holiday home or holiday rental rather than affordable housing.

The amount of houses/dwellings packed into this area of the proposed development is not in keeping with adjacent block sizes - I am aware of varying sizes within the development but the blocks out that way are variable but most boundary blocks are R5 & of decent size & people that bought those had expectations of having space around them not suddenly being thrown into living

Beside 'Logo Land' or Hell Cove like the Shell
Bore developments.

Kiama is recognised for its beauty which
unfortunately is being taken away by all the
increased development of high rise estates within
Kiama, I am not against improving Kiama
but this is not improvement in this case if
this development goes through in its current
form (or at all).

I feel that this development would be
detrimental to residents as a whole
in Kiama & especially those of the
bordering neighbourhoods and **OPPOSE
ITS APPROVAL.**

Thank you for considering
my objection

* Would prefer my details remain withheld.

Date Received

31 MAY 2021

Kiama Municipal Council

Debbie Boles

From: Kiama Council <council@kiama.nsw.gov.au>
Sent: Sunday, 30 May 2021 10:48 PM
To: Council
Subject: Make a submission
Attachments: SubmissionReceipt-MakeASubmission-390.pdf; Y Beard Planning Proposal response May 2021.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:	Ysabel Baard
Street number:	15
Street name:	Anembo Crescent
Suburb:	Kiama Heights
Postcode:	2533
Phone number:	0427 642 140
Email:	ysabel@has-she.com.au
Your Submission	
Type of submission:	Community Consultation
DA number:	
DA address:	
Details of other:	
Submission comments	
Enter your comments:	Please see attached letter containing comments to the proposal.
Attach file:	Y Beard Planning Proposal response May 2021.pdf
Your privacy	I agree that my public submission will be made publicly available.

Dear Sir/ Madam,

I wish to comment on the gateway proposal by White Constructions to Amend Kiama Local Environmental Plan 2011 to rezone land between Saddleback Mountain Road and Weir Street, Kiama.

Whilst I understand and accept that new housing development opportunities are sought by the community, I believe that this proposal is excessively large in scale and is likely to have some detrimental impacts to the Kiama environs. I do not support the proposal to amend the current LEP and do not believe that exceptions should be made unless the development can be significantly scaled back.

I have listed my reasons below:

- A subdivision of this scale against the highway boundary is likely to significantly alter the very unique 'rural land meets the ocean' nature of the area that Kiama is most known for. Currently Kiama is known and loved as the place where the 'green' begins, a place where those travelling south sense that they have finally left the confines of the city and arrived in the country. With such a large amount of buildings fronting the highway, Kiama will risk losing its green appeal and become just another congested urban area.
- The density of the subdivision is too high with White Constructions proposing a significant percentage of the lots being intended as dual occupancy.
- The proposal is not environmentally sound. It includes many smaller properties fronting the highway that will be affected by constant road noise and at times radiant heat and road grime from their proximity to the highway. This will mean that homes are unable to open their windows without being affected by these issues year-round and the resulting households will be forced to use air-conditioning instead. Homes on Bland, Cole and King streets are current examples of properties experiencing the difficulties of this issue and they further away from the highway than the proposed development. Further to that, the loss of green space and its conversion to a built environment is likely to have a similar outcome to that in Shellharbour where a temperature increase and altered weather patterns have been demonstrated to have occurred.
- The proposal lacks the inclusion of an adequate northbound highway On-Ramp from the subdivision. In the current proposal, the volume of traffic attempting to travel north can only do so through the one bottle-neck road junction via Saddleback Mountain Road and South Kiama Drive at Kiama High School. Traffic must move around to Bland street or through the CBD which experiences congestion especially during holiday breaks. This additional load and resulting slow traffic movement through the township is certainly going to be unpleasant for residents and tourists alike.

- The volume of traffic moving past Kiama High school will impact on the safe movement of students at the High School and parking for staff, students and visitors to the school which is already difficult to obtain.
- The volume of future vehicles given in the proposal is underestimated. Most households have a minimum of two vehicles and if there are young adults there could be an additional couple of vehicles per home as well as congestion from boats, trailers and campervans being parked at residences. For the many dual occupancy lots this could mean a significantly higher number of vehicles in the area needs to be considered.
- Previous subdivisions by White Constructions have created streets that are narrow and inadequate for the needs of moving traffic and particularly for visitors to these households. How will Council address this issue to ensure this does not happen again.
- There is currently only one supermarket and the town infrastructure such as parking is already inadequate to the current needs of the township. These issues must be resolved before the town can support any further housing development.
- It states in the letter from the Rural Fire Service (1 April 2021) that:

To ensure adequate access and timely response times to all incidents, at a minimum, the central underpass of the motorway must be made available for a **Category 1** appliance to enter the proposal site. **The existing road network may be require upgrade to facilitate this traffic movement.** To ensure that future subdivision development can be supported by NSW RFS, at the **strategic planning stage prior to approval of the PP**, the consent authority shall be satisfied that the above access provision can occur at future development stages. **Consultation with emergency service providers NSW RFS recommend that comments are received from all emergency service providers during the consultation period regarding the adequacy on ingress paths proposed.**

To date there has been no information provided that this subdivision proposal will be able to meet this essential criteria. These provisions must be clearly demonstrated to the community before the proposal proceeds any further. White Constructions also include two letters from the Dept of Education which state that local schools are likely to be able to accommodate the rise in student population based on the proposal of 465 residential lots. The Traffic Survey by Bitzios Consulting (p.1) however acknowledges the proposal as intending: It should be noted that the traffic impact assessment originally estimated a yield of 450 lots, however this has since been modified to include 30 townhouses, 140 single dwelling lots and 285 lots capable of supporting dual occupancy development. This results in a potential development of approximately 700+ dwellings which is way in excess of what the dept of Education say the local schools were able to accommodate. An updated comment from them is required and expected. It also

exceeds what the Rural Fire Service was able to comment on. All other emergency services would also need to investigate the proposal and comment and be presented to the community and Council for consideration.

These issues if left unaddressed have the potential to detrimentally affect the existing and future residential occupants and visitors to the area as well as creating risk and stress to responding emergency services personnel.

Thank you for your consideration of these points.

Kind regards,
Ysabel Baard
30 May 2021.

Debbie Boles

From: Kiama Council <council@kiama.nsw.gov.au>
Sent: Saturday, 29 May 2021 8:53 AM
To: Council
Subject: Make a submission
Attachments: SubmissionReceipt-MakeASubmission-347.pdf; South Kiama DA submission.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:	Geoff Pratt
Street number:	
Street name:	
Suburb:	
Postcode:	
Phone number:	
Email:	geoffp@fastmail.fm
Your Submission	
Type of submission:	Planning Proposal
DA number:	
DA address:	
Details of other:	
Submission comments	
Enter your comments:	Please see attached file
Attach file:	South Kiama DA submission.pdf
Your privacy	I agree that my public submission will be made publicly available.

council@kiama.nsw.gov.au
The General Manager
Kiama Municipal Council
Kiama NSW 2533

26th May 2021

Dear Madam,

Re: SC2853

I **object** to the Planning Proposal to amend the Kiama Local Environmental Plan 2011 to enable residential development and environmental protection at land west of the Princes Highway between Saddleback Mountain Road and south of Weir Street, South Kiama.

My reasons for objection follow:

1. Harmful environmental impacts.

a) Flood impacts.

The PP's site is steep and drains directly to the sea through existing urban areas. Currently drainage is moderated by flowing across relatively porous unimproved soils and vegetation, yet is still quite intense and results in occasional downstream stormwater flow damage. Climate change is predicted to produce more frequent and intense storm events, which will exacerbate the existing storm effects. If approved this PP will replace a large proportion of the permeable lands with concrete, tarmac, roofs and other hard surfaces, dramatically increasing the run-off. This will greatly impact the wider community. NSW has recently had a major flooding event with enormously damaging consequences for both the environment and communities. If approved this PP will worsen impacts of flooding in Kiama in similar future events.

Impacts that will be increased include soil erosion, stream-bank scouring, damage to riparian vegetation, beach and ocean pollution.

b) Sewage impacts.

Kiama's existing sewage treatment is already under pressure. Two recent (2021) rain events both resulted in uncontrolled sewage discharges. Climate change is predicted to make similar rain events more common, so such events are likely to be regular. If approved this PP will add to the frequency and severity of future uncontrolled sewage discharges. This is both harmful to the environment and to the existing community.

c) Water impacts.

Kiama's existing drinking water supply may well need to be significantly upgraded to cope with the massive increase in population that this PP will create, if approved.

2. Harmful social impacts.

a) Increased pressure on schools.

If approved the PP will greatly increase the number of families with school-age children in Kiama, leading to a significant jump in enrolments at roughly the same time. Existing schools are already at or above capacity and have very little room, due to site constraints, to grow their student population. This is not a good situation for the schools, or parents and children who will need to travel long daily distances to attend out-of-area schools.

In addition, the Northern end of the development will adjoin Kiama High School, increasing the impacts on that school community during pick-up/set-down and competing with the school for already scant parking and road access.

b) Increased pressure on Kiama's roads.

Kiama already has a difficult and pressured road infrastructure. If approved the PP will greatly add to the congestion on this existing road network. The PP will create traffic bottlenecks where its roads meet South Kiama Drive and Saddleback Road. These hold-ups will flow into the wider Kiama roads network, eg around Kiama Station, along Manning Street and through Terralong Street. Kiama has no capacity to significantly widen or improve any of its roads and they are already dangerously crowded.

I note that the supplied traffic study for this PP does not address the impacts of the PP on the wider Kiama roads network and I consider this an appalling or deliberate oversight for such a significant and large-scale development proposal.

c) Does not address alternatives to vehicle access.

The PP site is an awkward distance from the centre of Kiama, at the limits of a walkable or cyclable distance into the Kiama CBD. The PP could have addressed this with a plan to really make both of these low-impact transport modes (alternatives to cars) a central part of the development. Sadly, it lacks this vision and so condemns the future inhabitants to using a car to go anywhere, if approved. Given the negative impacts of car use, and the many benefits to the individual and community of cycle and foot journeys, this is a big problem with the PP.

I recognise that elderly, infirm, disabled and parenting people often need public transport as their only transport alternative. Sadly this PP has not addressed how to bring public transport into the subject site.

d) Increased pressure on parking.

The Kiama town centre already has seasonal and year-round parking pressures. The PP site is an awkward distance from the centre of Kiama. If approved and the proposed dwellings are constructed there will be a huge increase in the demand for parking in Kiama's CBD and near Kiama Station. Kiama's geography and urban structure does not lend itself to readily increasing the number of CBD parking spaces.

e) Increased pressure on the wider road network.

The PP, if approved, will add to freeway congestion, particularly at the three Kiama on/off ramps. Kiama's geography constrains how it connects to the wider road network and it is unlikely that the connections can be improved. Hence a big addition to the number of cars in town, as represented by this proposed development, will have a consequent big impact on the wider roads network.

f) Distressing to the wider Kiama community.

Most Kiama residents are concerned about any expansion of the town's built environment into the surrounding farm or bushland. The town is valued *as it is* for its scenic beauty, which includes the rolling green hills that frame it. Council has a history of managing this concern, eg the decision to rezone much of central Kiama to R3 was justified as a way to allow urban growth while keeping the town's perimeter fixed. Allowing the PP to proceed would destroy that idea and distress many residents. Refer to the Local Strategic Planning Statement, in which the community consistently values agricultural land, limited urban spread, scenic values and the natural environment.

g) The PP site does not have good residential amenity.

The site is cut off from the rest of Kiama town by the freeway. This is not a good place to build houses and markedly limits access to the rest of the town. There will be problems with access for emergency services or if residents need to evacuate. The circulation roads as shown are narrow, tight, constrained and difficult to access. The building lots will be steep, requiring a lot of cut-and-fill and producing massive erodible waste.

3. Does not meet a demonstrated need.

a) Kiama is already exceeding its mandated targets for new dwellings and population growth. Kiama is already in the middle of a construction boom. The vast majority of this is urban infill, at sites close to existing amenities. Blocks of flats continue to spring up and single-occupancy dwellings are being replaced by multi-unit housing in existing areas recently rezoned R3. Consequently, there is no need for a massive (potentially 890 dwellings) town-edge green-field site to meet State or LGA housing targets.

b) Kiama will soon have a massive green-field site in a much better location. The Bombo Quarry will soon reach the end of its working life and is slated for many re-use purposes. One of these is a site for housing development. The Quarry site is a much better potential source of large-scale housing stock, with none of the access, traffic and flooding issues of this PP. In addition, the Quarry site will have the advantage of re-use and improvement of degraded land in a much better infrastructure location.

d) The LGA has other potential green-field sites that are coming on-stream and will meet existing and future short-term demand for housing starts. Such sites as West Elambra (Gerringong) and Golden Valley Road (Jamberoo) are green-field sites that don't have the drawbacks of this site and spread growth opportunities to other communities in the LGA.

e) Green-field sites elsewhere in the Illawarra have better amenity and better meet the need for future housing stock. This PP is in a constrained, difficult location with limited access to the wider community. In comparison, locales such as Calderwood are much easier to develop and build on and should be the focus of any Regional Strategic Planning. This PP does not bring the benefits to the Region that larger, more accessible sites bring, eg along the western shores of Lake Illawarra. These are also set to benefit from the newly constructed Albion Park Bypass.

In conclusion

I am in favour of *good* economic growth. *Good* growth adds to the context within which it happens. *Good* growth benefits the wider community and meets their aspirations. *Good* growth increases the amenity for all, including future generations. *Good* economic growth lifts people up. On the other hand, *bad growth* does none of the above. It benefits a few, while hurting the many. It detracts from its surroundings. It uses people.

My concern, the reason why I have written the above, is fundamentally about what is good for the economic well-being of the community and this PP does not meet my criteria for *good* growth.

I worry that this proposal will leave Kiama fundamentally worse off;... and for that I object to it.

I urge Kiama Council to **recommend refusal** of Planning Proposal SC2853.

Yours faithfully

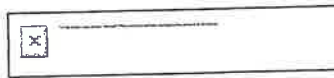


Geoff Pratt
PO Box 222
Kiama

Debbie Boles

From: Kiama Council <council@kiama.nsw.gov.au>
Sent: Monday, 31 May 2021 11:30 AM
To: Council
Subject: Make a submission
Attachments: SubmissionReceipt-MakeASubmission-396.pdf; South Kiama PP Submission.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:	Please see attached submission
Attach file:	South Kiama PP Submission.pdf
Your privacy	I agree that my public submission will be made publicly available.

The General Manager
Kiama Council
Kiama NSW 2533

30th May 2021

Submission to Kiama Council about the South Kiama Planning Proposal, SC2853

Dear Madam

I am against the South Kiama Planning Proposal that is currently on exhibition.

I'm a resident and have seen the town grow rapidly over the years. Old single houses on blocks of land have been demolished to be replaced by flats, apartments and townhouses. The same is happening to the motels in town, which are being replaced by residential multi-unit dwellings. As a result, Kiama is bursting at the seams.

I understand the State Government mandates population targets and tells Councils how much extra population they should house and I further understand that Kiama has already exceeded its mandated quota over recent years. So there does not seem to be any strategic housing need for this proposal. Thus there is no need to re-zone in order to allow more building development on the green hills that are a key part of the town's scenic character and visual beauty.

Recent Kiama history includes the Cedar Ridge development. This encroachment of the town into its hinterland was so controversial that Council re-zoned large parts of the town centre to R3 and ring-fenced the urban area to its present boundaries in order to stop future argument. Cedar Ridge is now just houses; not one cedar tree in sight. This South Kiama proposal is also highly problematic and unwanted by ratepayers. Council should stick to the agreement it made with the town and keep the urban limits where they are. Approving this South Kiama proposal would be a betrayal of community trust in that agreement.

The community values Kiama's scenic natural environment. We love the sea and coast but equally we love the surrounding farmland and green hills. This proposal is not in keeping with that strong community value and therefore is bad for this small town's well-being. I ask that Council work with the proposers to see if they can come up with other, inventive ways of using the land that doesn't end up with it being covered in unnecessary housing and urban sprawl. We don't need more of this!

Regarding the proposed site itself:

- I've looked at the design plans for the roads, drains and building sites on this proposal. The proposed subdivision is not on a good site and in any case is not needed. We know that in a few years time, the Bombo Quarry will be gone and its land will become available for new houses in a much better, more accessible site. The other townships in the Municipality also offer better housing options.
- The South Kiama site is cut off from the rest of the town by the freeway, with only two narrow and difficult access roads. It doesn't appear to have wide roads and I am concerned about access for emergency vehicles and ambulances, or evacuations if needed.
- The site is steep and captures a lot of stormwater. This will be a big flood risk downstream. Also the blocks of land themselves will be very steep requiring major earthworks, with all of the consequent erosion adding to the downstream problems.

- The South Kiama site is a long way out from the town centre, meaning people will need to use their cars to go shopping, conduct business or get to the train. This is not nearly as good for the environment as growth in the existing R3 zoned areas, where additional people have walking or buses as alternative ways to get to town or the station.

Furthermore, this planning proposal should be rejected because it will add to all of the problems that Kiama's current ad hoc growth is already causing. To sum up, these problems are:

- All of the town's roads are very heavily used. The proposal's traffic study is a con-job as it doesn't go much beyond the limits of the planned subdivision. It should have looked at the impacts that all of those extra cars, from up to 890 more houses (estimating at least 2 cars per house) would have on the town's roads, eg on the already crowded Terralong Street, or around the Station.
- The same goes for the car-parking around town. This is already heavily used and there is no capacity to put in more. Yet more will be needed and it will be the existing ratepayers who have to pay for the problems that a large increase of new people bring to the town. This would be bad planning.
- There will also be huge pressure on the local schools. These are packed with students and can't take any more. The schools don't have the on-site space for more buildings, either. The result? These students and their parents are going to be competing for local spaces or having to drive long distances each day to get to other school areas.

Please reject this planning proposal. It is not in the long-term interest of the town, the community, or the beautiful natural environment that surrounds Kiama. Locals don't want it, it's not needed for housing supply and it will add to our infrastructure woes.

I have not made any donations to Councillors, Council staff or politicians and I don't work for any development or influential group.

I do not want my personal details, including my name, made public even though I understand that my comments may be published.

Yours Sincerely,

Debbie Boles

From: Kiama Council <council@kiama.nsw.gov.au>
Sent: Monday, 31 May 2021 11:20 AM
To: Council
Subject: Make a submission
Attachments: SubmissionReceipt-MakeASubmission-394.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:	Margaret Anne Tweedie
Street number:	3
Street name:	Coryule Place
Suburb:	Kiama
Postcode:	2533
Phone number:	0408217121
Email:	tweediemg@hotmail.com
Your Submission	
Type of submission:	Other
DA number:	
DA address:	
Details of other:	SC 2853 Re Zoning Saddleback Mountain Rd Kiama
Submission comments	
Enter your comments:	To the persons giving consent to this application, I strongly object to this re zoning application based on the following :- (1) Adding around 450 lots to Kiama will increase the population by around 12% and there would need to be a comparable increase in

	<p>infrastructure PRIOR to this.</p> <p>(2) It would put huge pressure on streets such as Shoalhaven and Bland Sts and the drastically increased traffic to head north onto the highway will be passing through a school zone which then creates a much greater safety risk to children. Many more large trucks would need to use this route over an extended period.</p> <p>(3) Lack of proper ramp onto the highway for traffic heading north from this development. The additional generated traffic needs to stay on the west side of the highway for vehicles heading north to the highway.</p> <p>(4) An extra 1500 people will require more shops , services, ovals, petrol stations, hospital, doctors, supermarkets etc. The current centralized shopping centre is not sufficient and "large" shopping/services precincts should be established first in areas such as Kiama Heights to have any hope of coping with large developments like this. To do otherwise lacks common sense and poor town planning judgement. From what I can understand, there is no such planning in place to provide this precinct(s) nor to have a better solution for traffic heading north from this development in either the short or long term.</p> <p>Yours faithfully Margaret Anne Tweedie (31/05/2021)</p>
Attach file:	
Your privacy	I agree that my public submission will be made publicly available.

Robert and Janet BARNES
3 ARNOLD CRESCENT KIAMA 2533
Phone 02 42 322534 Mobile 0428 499 078
Email tetree@bigpond.com
(Or tetreeoilindustries@gmail.com)

Kiama Council
council@kiama.nsw.gov.au

30.05.21

Re : Proposed Residential Subdivision (rezoning)
South Kiama Drive, Kiama.
Lot 1 DP 707300 Lot 5 DP 740252 Lot 8 DP 258605 Part Lot 101
DP1077617 Part Lot 102 DP1077617 and Part Lot 3 DP258605

My wife and I have been Kiama residents for over twenty years, and believe we have a good understanding of many of the problems this very large development will bring to Kiama, including the following.

TRAFFIC

A major concern is the certain adverse effect on the roads leading north from the development. We notice that a traffic “assessment” has been included in the application, and believe this assessment grossly understates the problems that will be created.

For a start, one can expect a very large proportion of the vehicles travelling to and from this development will be travelling north, and many or most of these will avoid Manning Street and travel along Saddleback Mountain Road and Old Saddleback Road to get to areas north of Kiama.

The traffic assessment seems to have ignored the effect this will have on Old Saddleback Road, which is mostly a fairly narrow country road. There would also be a deleterious traffic effect on Long Brush Road (also a narrow country road).

Robert and Janet BARNES
3 ARNOLD CRESCENT KIAMA 2533
Phone 02 42 322534 Mobile 0428 499 078
Email tetree@bigpond.com

(Or tetreeoilindustries@gmail.com)

If we read the application correctly, there may be many many more occupancies than the 500 or so discussed. Therefore even more vehicles owned by occupants!

In addition to the number of cars being driven by the occupants, we also are concerned about the number of heavy vehicles, tradesmen's vehicles, and service vehicles that will be coming and going for a long time.

Even if Council is forced to improve these roads (a very expensive prospect, and disruptive to residents such as ourselves), the probable bottlenecks at each end of Saddleback Mountain Rd. and Old Saddleback Rd. will be constant and probably unsolvable. The current traffic bottleneck near the High School will of course be exacerbated, It is already an inadequate and dangerous intersection at certain times.

PARKING

Of course there are many other traffic problems caused by adding these large numbers of vehicles onto Kiama roads, not the least being the parking problem in and near the Kiama CBD.....already almost impossible!

SHOPPING

There is only one supermarket in Kiama, and every current resident is aware of the congestion already there in that car park, and the supermarket. The addition of 500 (600, 700?) new residents in a short space of time can hardly be expected to improve this situation.

SCHOOLS

As all the schools in the area are close to capacity already, either new schools could be needed or new residents' children will have to travel to other areas.

Robert and Janet BARNES
3 ARNOLD CRESCENT KIAMA 2533
Phone 02 42 322534 Mobile 0428 499 078
Email tetree@bigpond.com
(Or tetreeoilindustries@gmail.com)

AMENITY

Kiama is, at the moment, a pleasant place for people to live and enjoy the amenities of the town. Overdevelopment will ruin this forever., Do we need to be like Shellharbour?

While we expect there will be more, careful development for some time (e.g. the Quarry development), we believe this particular proposal is way out of order.

Please give our comments your utmost consideration.

Sincerely,

Robert and Janet Barnes

cc Gareth Ward kiama@parliament.nsw.gov.au

cc Rob Stokes office@stokes.minister.nsw.gov.au

Debbie Boles

From: dylan bradford <dylan-b@hotmail.com>
Sent: Monday, 31 May 2021 11:40 AM
To: kiama@parliament.nsw.gov.au; office@stokes.minister.nsw.gov.au; Council;
Councillors
Subject: RE: SC2853
Categories: Purple Category

General Manager

RE: SC2853

I write to you to strongly oppose the proposed rezoning of rural land at South Kiama. I have lived in the area for the past 12 months and recently brought a property on South Kiama Drive. I am very disappointed to hear council can even consider trading such a beautiful rural pocket of land for 40 hectares of housing development. I moved to Kiama for its serenity and unique beauty however, the proposed development will inflate traffic (making it even more unbearable than what it currently is), impose flooding threats to surrounding residents and apply more pressure on local infrastructure. Kiama cannot cope with these additional strains; I have witnessed the same impacts occur in my home town Ulladulla and I do not wish for it to happen here. This will taint Kiama's reputation of a small coastal town. Please help our community protect what makes us stand out from every other town on the South coast. Kiama's rural landscape is just as precious as it's coastline.

Dylan Bradford
Kiama Heights Resident

Debbie Boles

From: Kiama Council <council@kiama.nsw.gov.au>
Sent: Sunday, 30 May 2021 5:58 PM
To: Council
Subject: Send feedback or a suggestion
Attachments: SubmissionReceipt-SubmitFeedbackOrASuggestion-FEEDBACK199.pdf
Categories: Blue Category, Red 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:	Sharron Bonnici
Street name:	41 Cathedral Rocks Avenue
Suburb:	49 kiarama avenue
Postcode:	2533
Phone number:	0412353476
Email:	sharronbonnici4@gmail.com
Your feedback/suggestion	
Type of submission:	general feedback
Your comments:	I wish to feedback my concerns regarding the need for further infrastructure in order to support another development of this size.
Upload a photo or document:	

Debbie Boles

From: Roxanne Carnegie <roxanne@jaksan.com.au>
Sent: Monday, 31 May 2021 11:00 AM
To: kiama@parliament.nsw.gov.au
Cc: office@stockes.minister.nsw.gov.au; Council
Subject: Objection to rezoning of South Kiama

Categories: Purple Category

Good morning,

My husband and I are residents of Kiama – 32 Elanora Road and we want to lodge an objection to the rezoning of South Kiama from rural to housing (approx 40 hectares).

We want our beautiful rural area to be preserved.

Please don't approve this proposal.

Roxanne and John Carnegie.

Debbie Boles

From: Kiama Council <council@kiama.nsw.gov.au>
Sent: Monday, 31 May 2021 11:59 AM
To: Council
Subject: Make a submission
Attachments: SubmissionReceipt-MakeASubmission-397.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:	Janina Wheeler
Street number:	38/30
Street name:	Majestic Drive
Suburb:	Stanhope Gardens
Postcode:	2768
Phone number:	0429109581
Email:	ninawheeler@hotmail.com
Your Submission	
Type of submission:	Other
DA number:	
DA address:	
Details of other:	Objection to South Kiama Planning Proposal
Submission comments	
Enter your comments:	I have been a visitor to the township of Kiama for 35 years. I have brought international visitors there. The beauty of this south coast gem is it's pristine surroundings and quiet rural town feel, sitting on the beautiful coastline with rolling green hills behind it. I believe a development such

	as the rezoning of South Kiama / SC2853 - 492 Town Houses, is excessive, poorly planned, and in real danger of changing and damaging Kiama, the beauty of the place for which it is known and loved, and overloading it's infrastructure. This development in its current state must not go ahead.
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, 31 May 2021 12:13 PM
To: Council
Subject: Make a submission
Attachments: SubmissionReceipt-MakeASubmission-393.pdf; Response to planning proposal .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:	Jo Croft
Street number:	23A
Street name:	South Kiama Drive
Suburb:	Kiama Heights
Postcode:	2533
Phone number:	0420509027
Email:	jcroft773@gmail.com
Your Submission	
Type of submission:	Planning Proposal
DA number:	
DA address:	
Details of other:	
Submission comments	
Enter your comments:	Re SC 2853 Please find attached my letter addressed to the General Manager objecting to the proposal to amend Kiama Local Environment Plan 2011, to enable residential development of Land west of the Princes Hwy

	between Saddleback Mountain and Weir St Kiama. I do not believe this residential proposal to be environmentally sound.
Attach file:	Response to planning proposal .pdf
Your privacy	I agree that my public submission will be made publicly available.

30 May 2021

The General Manager
Kiama Council
11 Manning St
Kiama 2533
council@kiama.nsw.gov.au

Jo Croft
23A South Kiama Drive
Kiama Heights
2533
jcroft773@gmail.com

Re: Planning Proposal SC 2853

I wish to lodge my objection to amend the Kiama Local Environmental Plan to enable a significant residential development by White Constructions Pty Ltd of semi rural land west of the Princes Highway between Saddleback Road and Weir St Kiama.

In my reading of the various reports attached to the Planning Proposal I have strong concerns that the proposal has the potential for greater environmental damage than suggested and will further congest the Kiama centre and environs.

- Discrepancy in the number of proposed residences ; the number of residences noted in all the reports commissioned by White Constructions vary from 250 up to 600 (some double residences). This is a narrow strip of land bordered by remaining rainforest and includes sites of colonial cultural heritage interests forms of Kendall's Cemetery and Stone walls. The allotments are completely isolated from Kiama with only 2 access roads and no supporting facilities. Potential residents would be required to drive to all services including shops, to health and education centres, generating poor air quality already diminished by the increased traffic on the Princes Highway. This congestion would have a great impact on the vestiges of existing rainforest and reduce the "green lung" of Kiama even further.
- Environmental impact: I note with concern that the flora and fauna report prepared for White Constructions by Eco Logical Australia notes in its executive summary that apart from the rainforest remnant and creeks adjacent to the proposed allotments there are also "two threatened ecological communities were identified in the study during the survey" , and "one threatened fauna species". The report also found that: " potential impacts on foraging habits of 11 threatened species of fauna would be likely to occur (including migratory species)". It is astounding that the summary speculates that it does not constitute a significant impact, therein contradicting its own report and suggests bias towards a favourite report for White Construction. Given the diminishing habitats lost forever in the last bushfires it is vital that Kiama utilises its Local Environmental Plan to

protect any existing habitats of threatened species. The Eco Logical Australia report did not note that this proposal would necessitate a change in rezoning from rural to residential. Yet the Kiama LSPS notes that residents highly value the semi rural landscape of Kiama and its environs. Yet since my family moved to the area in the early 90's, we have seen a rapid increase of residential development causing the significant changes to both the landscape and traffic congestion.

- Traffic noise and congestion: I note that the noise pollution report attached to the planning proposal was prepared in 2016, since then there has been a significant increase in both h traffic numbers and noise from the Princes Hwy. Indeed the acoustic report was rebutted by the Transport NSW report which noted that acoustic mounds would need to be built on the allotments and a traffic barrier Would have to be built. This will further detract from the existing vista and cause further environmental destruction.
- Aboriginal Land Council: I note that the Kiama Aboriginal Land Council rejects the Aboriginal heritage reports and requests further consultation. The continuing "scientific approach" to Aboriginal heritage surveys are disrespectful.

In my opinion, the reports attached to the Planning Proposal paint a picture of an isolated residential eyesore, which; during its construction phase and then occupation of overcrowded properties, the impact of humans living alongside fragile ecosystems goes against protecting the local environment. Further to the north of Kiama in the Illawarra, the one road in and out of developments such as the Stockland Development in Thirroul has caused huge traffic delays for tourists and locals alike outside across the day.

The lack of public transport infrastructure in Kiama and the Councils unwillingness to reduce local traffic has seen long delays in accessing the single shopping complex and has led to Kiama residents going further afield for their shopping and health needs.

Kiama is in very great danger of appearing as a suburb of the Shoalhaven, losing tourist dollars and its last remaining rural charms. The views out to the west of Kiama are some of the last remaining pleasant ones as increased housing now squeezes out harbour views and pushes houses closer together.

In closing, I believe that this property development by White Constructions Pty Ltd does not justify amending the Kiama Local Environmental Plan.

Yours sincerely

Jo Croft

jcroft773@gmail.com

0420 509 027

Debbie Boles

From: Billy M <billy.mcpaul@gmail.com>
Sent: Monday, 31 May 2021 12:41 PM
To: kiama@parliament.nsw.gov.au; office@stokes.minister.nsw.gov.au; Council;
Councillors
Subject: South Kiama Development

Hi,

I am writing to you as a Kiama resident who is deeply concerned about the proposed South Kiama development to build 492 town houses. We have 2 children under the age of 5 and already have to take them to 4 different preschools as we can not get them into the same preschool as each other or the one preschool for the days they attend. We even have to go out of area for one of our children on one of the days as there simply is not enough childcare in Kiama as it is. The traffic is already bad along saddleback Mountain Road and Manning Street in the morning and I'm sure can not sustain the traffic generated from an additional 492 houses. Where does this need to develop all the green spaces end and for what? Who benefits from this? I truly hope that reason prevails and future generations can enjoy the natural spaces we take for granted.

Regards
Billy

Debbie Boles

From: kerrie wynn <kwynn19@hotmail.com>
Sent: Monday, 31 May 2021 12:48 PM
To: Council
Subject: Fw: South Kiama rezoning

Categories: Purple Category

From: kerrie wynn
Sent: Monday, May 31, 2021 12:38 PM
To: councillors@kiama.nsw.gov.au <councillors@kiama.nsw.gov.au>
Subject: South Kiama rezoning

We are writing as local Kiama residents to voice our opinions and concerns over the proposal to rezone South Kiama from Rural to Housing.

The current trend of new housing estates consisting of small blocks, extremely narrow roads and excessive amounts of townhouses or dual occupancy, creates a very unsightly and impractical environment in which to live. Most dwellings these days have 2 or more cars which leave the already narrow roads very hard to navigate. The impact of the extra traffic created from the development would greatly impact on South Kiama Drive and Saddleback Mountain Road with a flow on of traffic through Kiama on route to the highway.

I do not even want to contemplate the impact of flooding and sewerage on anyone living below the proposed development as well as our beautiful pristine coastline and town that attracts visitors from near and far.

Compare photos of Kiama's unspoilt surrounds with that of other developments in near by areas and ask APPROVAL OF THIS DEVELOPMENT REALLY THE RIGHT DECISION ?

Yours faithfully M and K Wynn

Debbie Boles

From: Richard Walsh <rwalsh@rwalsh.org>
Sent: Monday, 31 May 2021 1:10 PM
To: Council
Subject: Proposed rezoning of rural land between Weir St and Saddleback Road for housing (444 lots) - OBJECTION

Categories: Purple Category

To the General Manager

Kiama Council

Proposed rezoning of rural land between Weir St and Saddleback Road for housing (444 lots)

Dear Sir,

I wish to record my objection to the subject proposal. Vital accompanying infrastructure - for traffic management, for schooling and for potential flooding/sewerage issues - is clearly lacking and cannot easily be implemented.

Furthermore, Saddleback Mountain Road and the proposed 40 hectare site is in an area of celebrated and outstanding natural beauty; it should never be turned over to a housing development. The proposal is an inappropriately sited over-development, with little provision for green space.

Most importantly, with the cessation of activity at Boral Bombo quarry, no further greenfields rezoning in Kiama should take place until the potential alternative future uses for this large area, including residential, are fully considered, taking into account as well the future uses of the TfNSW quarry to the east.

I trust you will take all these matters into consideration before a final decision is taken on this important matter.

Yours sincerely,

Richard Walsh

13b Gwinganna Avenue, Kiama 2533; phone: 42323402

Debbie Boles

From: Erica Smith <ericasmith56@hotmail.com>
Sent: Monday, 31 May 2021 1:17 PM
To: Kiama@parliament.nsw.gov.au; office@stokes.minister.nsw.gov.au; Council; Councillors
Subject: Rezoning 40 Hectares
Categories: Purple Category

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

Dear Sir,

Once again beautiful picturesque Kiama faces being raped by the money hungry developers in this latest move to rezone from rural to residential the 40 hectare site that runs south along the Princes Highway from Saddleback Mountain Road.

WE ARE STRONGLY OPPOSED TO SUCH A REZONING.

Kiama is a town of outstanding beauty that draws tourists from all over Australia and hopefully from around the world as soon as the Covid-19 pandemic is over.

Once this land is rezoned, **IT WILL BE LOST FOREVER** and be just like the overdevelopment that has occurred in Shellharbour and Shellcove.

It is my understanding that the developer has submitted a **MISLEADING REPORT** to council regarding traffic movements in that:-

- A traffic survey of Saddleback Mountain Road was undertaken during the 2016 school holidays, a time of minimum traffic movement.
- Kiama High School has approximately 1,100 students with approximately 75 teaching staff who move in and out of the school via Saddleback Mountain Road.
- With approximately 500 town houses in the development, the result would approximately 1000 vehicles moving in and out onto Saddleback Mountain Road where the report states that Saddleback Mountain Road can only handle an additional 592 extra cars.
- Approximately 90% (about 900 vehicles) of the above traffic would be for workers in the north who would turn left up Saddleback Mountain Road, right onto Old Saddleback Mountain Road, right onto Bland Street to gain access to the 'on ramp' to the Princes Highway.
- Saddleback Mountain Road and Old Saddleback Mountain Road are narrow country roads not suitable for high volumes of traffic.
- The above roads do not have sufficient width for the heavy construction vehicles and oncoming cars to pass safely. I am often forced to move onto the grass verge to let them pass.
- The heavy vehicle construction traffic will endanger the lives of school children.

The steep terrain of the site will result in a cut and fill development and with the high density of town houses the hard cover of the ground by the buildings, paved areas and roads will

greatly increase the volume of stormwater runoff that will impact the Easts Beach and South Kiama Drive and the housing in their low areas with flooding.

The one page document provided by Sydney Water could not possible cover all the problems and issues the development of this size will create for sewerage and storm water.

It is understood that there are no provisions for green space in the development. With a development of this size, where will the children play ? Overload existing green space and parks.

Schools in the area are close to their maximum capacity with no room for future expansion. This will result in more traffic movements to access out of area schools on roads that would already be overloaded.

Kiama High School will loose an area where senior students who drive to school currently park.

In closing, we urgently request that:-

- You **OPPOSE THE REZONING** of this land
- You **PROTECT the BEAUTY of KIAMA**
- You **DO NOT ALLOW OVERDEVELOPMENT** as occurred in Shellharbour and Shellcove.
- Remember that once rezoned, **IT WILL BE LOST FOREVER**

Yours sincerely,
Erica Smith
7 Arnold Crescent
Kiama, 2533
0439 561 020

Sent from my iPad

Debbie Boles

From: alanwoodward@bigpond.com
Sent: Monday, 31 May 2021 2:34 PM
To: kiama@parliament.nsw.gov.au; office@stokes.minister.nsw.gov.au; Council
Subject: Objection - Planning Proposal SC 2853
Attachments: Submission to Object to Planning Proposal SC 2853.pdf

To:
Gareth Ward, MP, Member for Kiama
Hon Rob Stokes, Minister for Planning NSW
Councillors, Kiama Municipal Council

Please find attached a copy of the submission that we have lodged in objection to Planning Proposal SC 2853, which is on public exhibition. We would like you to give attention to this matter as there is considerable community interest in the determination on this Planning Proposal.

This Planning Proposal involves a proposed development of existing rural and agricultural lands to the south of Saddleback Mountain Road through to Weir Street, and to the west of the Princes Highway on the southern reaches of Kiama township.

In short, we don't think the community wants this development; we doubt that many of the Elected Representatives of the Council want this development and we don't see that the State Government is pressing for this development. We fail to see that this housing development is warranted.

We fail to see that the development as proposed supports the current and future planning directions for the Kiama LGA and we identify several aspects of the proposed development that do not align with community preferences that have been solid for many years, i.e. to prevent housing development west of the highway to retain the unique landscape and character of Kiama.

Please contact us if you have any questions or would like to discuss this matter further.

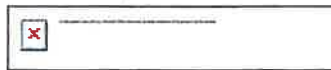
Thank you

Alan and Karen Woodward
Ph 02 4233 1671
Mobile 0439 586 355
E: woodward007@bigpond.com

Debbie Boles

From: Kiama Council <council@kiama.nsw.gov.au>
Sent: Monday, 31 May 2021 2:17 PM
To: Council
Subject: Make a submission
Attachments: SubmissionReceipt-MakeASubmission-404.pdf

Categories: Marina



Make a submission

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

Your Contact Details	
First and last name:	Alan and Karen Woodward
Street number:	3
Street name:	Elanora Road
Suburb:	Kiama Heights
Postcode:	2533
Phone number:	0439586355
Email:	woodward007@bigpond.com
Your Submission	
Type of submission:	Planning Proposal
DA number:	
DA address:	
Details of other:	
Submission comments	
Enter your comments:	General Manager Kiama Municipal Council 31 May 2021

Re: Planning Proposal SC2853

We wish to object to the draft Planning Proposal SC2853 which is on public exhibition. This involves a proposed development of existing rural and agricultural lands to the south of Saddleback Mountain Road through to Weir Street, and to the west of the Princes Highway.

In short, we don't think the community wants this development; we doubt that many of the Elected Representatives of the Council want this development and we don't see that the State Government is pressing for this development. We fail to see that this housing development is warranted. We fail to see that it supports the current and future planning directions for the Kiama LGA and we identify several aspects of the proposed development that do not align with community preferences that have been solid for many years, i.e. to prevent housing development west of the highway to retain the unique landscape and character of Kiama.

Our specific points of objection are as follows:

1. There is no compelling argument for land release in Kiama beyond that planned for at Bombo. This is confirmed in the Draft Illawarra Shoalhaven Regional Plan 2014, on page 9, where the housing growth areas for the region are identified as West Lake Illawarra and Nowra-Bombaderry, with Bombo in the Kiama LGA identified as an emerging growth area. If the most recent regional planning data and assessment is that there is no need for additional growth areas, the argument that this Planning Proposal is aligned to housing need estimates is not sustained.
2. In fact, two objectives of this Regional Plan are better served by the retention of agricultural lands and open space to the west of Kiama township - objective 9 (Promote agriculture innovation, sustainability and value-add opportunities) and objective 10 (Sustainably maximise the productivity of resource). That the current use of the lands in this Planning Proposal may not be optimal for agricultural opportunity or sustainability does not justify their discontinuation as agricultural lands. Further, Objective 22 of this Regional Plan (Embrace and respect the region's local character) will not be upheld with residential development that visually and environmentally disrupts the landscape and character of Kiama. The Regional Plan's Objective 18 points to this issue (Provide housing supply in the right locations).
3. This is not particularly suitable land for a housing development. Surface elevations are reported in the Planning Proposal as ranging from grades of 1 to 4 to 1 to 40 with steeper section adjacent to creek lines and watercourse/drainage depressions. Housing development on this hilly site would involve excavation and considerable disruption to the topography of the land. Flooding and destabilisation of the earth would be difficult to

address properly. There are better sites for housing development, such as the Bombo Quarry area.

4. The proposed development is an over-population of the land. It contains only three regular residential blocks of > 1,000 square meters, although this size block is typical of the previous development to the east of the motorway in Kiama Heights. Rather, the proposed development would present as an out of character close development with 285 residential allotments of > 450 square meters (small blocks) and 156 tiny residential allotments of > 300 square meters. These size blocks are suitable for inner city or town CBD developments, not the rural outskirts of Kiama.

5. The Traffic Assessment Report is inadequate and does not address the considerable traffic and road safety implications associated with this Planning Proposal. To state that "Saddleback Mountain Road is a minor local road which currently experiences low volumes of traffic, servicing a small number of residential dwellings." fails to address the location of Kiama High School at the eastern end of Saddleback Mountain Road, the vicinity of the proposed development. Traffic surrounding the single High School in Kiama is busy during the day and extremely busy at morning and afternoon periods. Furthermore, South Kiama Drive is the main route for traffic through the southern part of Kiama - it is the only road available for several thousand residents living south of the Beachside area (from the end of Manning Street and Addison's Garage corner) due to the topography and road system. This proposed development would add even more pressure on that single road. That is neither safe nor sound in planning terms.

6. The decision on the Gateway determination by the Executive Director of Planning has been taken without any regard to local community input. In particular, to have made a determination that "the planning proposal's inconsistencies with section 9.1 Directions 1.2 Rural Zones and 6.3 Site Specific Provisions are justified ..." has been undertaken without any assessment of community priorities and preferences regarding this site.

7. Aboriginal heritage has not been addressed in the planning proposal and the Illawarra Aboriginal Local Land Council makes it clear in its correspondence that it opposes the development, with particular comments made about the impact on landscapes and their values in the cultural and historic character of the Kiama area.

8. The Kiama Council determination on this matter as recorded in the Minutes of the Meeting on 16 July 2019 demonstrates that there is not a clear endorsement by Council for this Planning Proposal. This ambivalence amongst almost half of the Councillors reflects a wider community sentiment surrounding this Planning Proposal. Many in the community believe this draft development is not aligned to the values and priorities of Kiama Local Environment Plan, nor is it consistent with

	<p>the objectives of the Kiama community to retain local character and environment. There have been continuing community concerns about Council decisions on planning matters with the management of development again being an area of dissatisfaction in last year's Council Community Survey. That the Planning Proposal was referred for Gateway Determination on the basis of one Councillor's vote only (four voted against; five voted for) is an indication of the broader community resistance to this development proposal.</p> <p>Thank you for the opportunity to make this submission on the Planning Proposal.</p> <p>Yours sincerely</p> <p>Karen and Alan Woodward 3 Elanora Road Kiama Heights NSW 2533 Email: woodward007@bigpond.com</p>
Attach file:	
Your privacy	I agree that my public submission will be made publicly available.

Debbie Boles

From: Louise and Craig Summerhayes <lsummerhayes@gmail.com>
Sent: Monday, 31 May 2021 2:16 PM
To: Council
Subject: Proposal to rezone land at South Kiama

Categories: Marina

I am writing to you to lodge an objection to the proposal to rezone south kiama land from rural to housing thus enabling a 40 Hectare housing estate. The major concerns I have include

1. This proposed housing development is ad-hoc and premature given my understanding that Council is developing a long term vision (with community input) for housing in the municipality. I understand this 'vision' will be available in June 2022. It begs the question as to why such a proposal would be contemplated before Council's considered undertaking/recommendations are tabled.
2. If this development did proceed (as proposed) the traffic congestion it would cause would be ugly - notably at the Addisons garage roundabout (intersection of Manning/Bonaira/Henley/South Kiama Drive). This is an all day busy intersection moreso in peak periods. Traffic movements as a consequence of a proposed development of this scale (they all end up at this location!) will create gridlock during peak periods and difficulties at other times during the day. Residents in Kiama Heights and the Beachside district will avoid this intersection sending traffic through ill equipped local streets. This is very foreseeable and this matter alone should stop this development from proceeding.
3. Other issues of concern are
 - the proposals impact on the sewerage system. Kiama/Jamberoo is serviced by an onshore ocean outfall at North Bombo and there are currently clearly capacity issues in the reticulation system.
 - Kiama is a place of great natural beauty. This development would have an adverse impact on the Saddleback vista.
 - parking in the Kiama CBD is already problematic particularly on weekends and holiday periods. This development would only add to the difficulties in this area.

In conclusion this development should not proceed in its current form and any decision about housing in the Kiama local government area should be considered and evaluated in conjunction with Councils housing strategy report/recommendations.

regards
Craig Summerhayes

Debbie Boles

From: mark edward <mark1coll1@gmail.com>
Sent: Monday, 31 May 2021 2:37 PM
To: kiama@parliament.nsw.gov.au
Cc: office@stokes.minister.nsw.gov.au; Council
Subject: Proposed rezoning of South Kiama for rural housing

Categories: Marina

To whom it may concern

I would like to express my deep concern for this proposal as it stands, and with the resulting prospect of the development of some 500 residences on the 40 hectare site. With only a modicum of good sense anyone, lay or professional, can clearly see that this potential development will have disproportionately high consequences for the greater Kiama district.

On the universally used formulae of 2.5 persons and 1.5 motor vehicles per new residence, the resulting population increase of 1,250 and vehicular increase of 750, with concomitant surge in daily visitor vehicular movements for various reasons to and from the site, are patently far in excess of what any reasonable examination of the proposal would allow. Entry and egress would seriously compromise the integrity of the capability of Saddleback Mountain Road, South Kiama Drive, Manning Street, Farmer Street and Bland Street, and would present additional traffic hazards for Kiama High. Consideration of the existing population in these areas must be paramount.

Critical questions that MUST be answered prior to any rezoning and development of part or all of the 40 hectares for transparent public consideration include; overall environmental impact to the precious hinterland, the parallel development of necessary infrastructure such as roads and traffic attenuation and signalisation, shopping facilities and parking, provision of medical, age and health support for an additional 1,250 people of all ages, and public transport capability. As it stands finding parking in the Kiama cbd during the weekend is already difficult given its popular destination for tourists, which in itself is set to increase as Covid eases.

The potential for serious additional local vehicular movements cannot be underestimated. A 2016 traffic survey by developer during school holidays would be a most inappropriate and laughable tool to be relied upon by council. Instead it's own independent survey in 2021 would ensure the integrity of the process rather than leave council open to all possible negative insinuation. The developers figure of 592 car movements in 2016 seems tame and understated when looking at the likelihood of some 750 residential vehicles and numerous more sundry traffic movements that would occur such as that which takes place every day elsewhere in Kiama.

I repeat, without the council's PRIOR position in respect of all these considerations then there cannot be any move to rezoning and certainly no move to the acceptance of a DA. This is not just about development but is equally a serious test of our council's primary concern in the interests and wellbeing of the existing Kiama electorate. An electorate that most certainly doesn't want to replicate the folly that is now Shellharbour!

Clearly this major impacting issue will have very serious repercussions at the ballot box come the next council elections. The public will be keen to see what's on the table BEFORE they elect their next representatives that will have responsibility and carriage of any long term development. Transparency and time to discuss and debate are vital, since this enormous possible development has significant lifestyle changes for all.

Yours sincerely P
Mark and Colleen Durham
Barney Street, Kiama

Debbie Boles

From: Kiama Council <council@kiama.nsw.gov.au>
Sent: Monday, 31 May 2021 3:56 PM
To: Council
Subject: Make a submission
Attachments: SubmissionReceipt-MakeASubmission-425.pdf; South Kiama Planning Proposal_KK letter May 2021.pdf

Categories: Marina



Make a submission

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

Your Contact Details	
First and last name:	Karen Kenny
Street number:	31
Street name:	Bland Street
Suburb:	Kiama
Postcode:	2533
Phone number:	0456400575
Email:	karen.marie.kenny@gmail.com
Your Submission	
Type of submission:	Planning Proposal
DA number:	
DA address:	
Details of other:	
Submission comments	
Enter your comments:	Please see attached submission
Attach file:	South Kiama Planning Proposal_KK letter May 2021.pdf
Your privacy	I agree that my public submission will be made publicly available.

31 Bland Street
Kiama NSW 2533

31 May 2021

General Manager
Kiama Municipal Council
11 Manning Street
Kiama NSW 2533

DRAFT PLANNING PROPOSAL SOUTH KIAMA - REFERENCE SC2853 – SUBMISSION

Thank you for the opportunity to provide a submission regarding the draft planning proposal (PP) SC2853 to amend Kiama Local Environmental Plan 2011 to rezone land and enable residential development and environmental protection at land west of the Princes Highway between Saddleback Mountain Road and Weir Street, South Kiama. Please note - I have not made any political donations or gifts.

Issue

I am writing to object to the South Kiama PP. I live in Bland Street Kiama and view the South Kiama PP as a significant and unjustified overdevelopment. It would result in numerous unacceptable impacts upon the amenity of the area, which may ultimately negatively affect the value of my property and other residents.

Background - Kiama Council did not support the original South Kiama Planning Proposal

Kiama Council originally identified the following reasons for not supporting the South Kiama PP:

- a. Existing Greenfield sites are sufficient for Kiama housing development and additional sites would only be considered if insufficient dwellings are unable to be supplied
- b. Infill development makes an important and significant contribution to the Kiama housing market
- c. Housing completions have tracked above the annual average projected under the Illawarra Shoalhaven Regional Plan (ISRP) for the past two years
- d. Impacts on the performance of the road and wastewater networks need to be considered
- e. The Kiama Local Strategic Planning Statement (LSPS) notes that the community highly values the natural environment, agricultural lands, scenic landscapes and the urban character of the municipality
- f. The Kiama community has a strong preference for a moderate approach to growth and limited outward expansion of the Kiama district.

I believe all of these reasons are still relevant, and the South Kiama PP has not addressed nor provided mitigation strategies regarding any of the above original Council concerns.

MY OBJECTIONS TO THE PLANNING PROPOSAL SC2853

The key reasons for my objections to the draft PP SC2853 are:

1. **Poor standard PP** – the PP refers to outdated reports, inaccurate assessment of the need for additional housing in Kiama and critically, the lack of an overall Kiama housing strategy guiding the process.
2. **Lack of suitable infrastructure and facilities** – the nature and location of the PP means that there are difficulties in providing appropriate infrastructure and facilities (i.e. suitable and safe traffic management, additional school capacity and safety issues, flood, sewer and storm water management, retail, parking, medical resources), along with visual amenity and heritage issues.

A Poor standard PP– Kiama housing strategy should guide the process

The 2020 Local Strategic Planning Statement (LSPS), rather than the redundant 2011 Kiama Urban Study should have guided the PP. The 2020 LSPS states on Page 22 ***“It is considered that existing Greenfield dwelling opportunities within Kiama are sufficient for the short to medium term”***. The Action Plan on Page 31 clearly concentrates on existing Greenfield sites, planning for increased infill within Kiama boundaries and the potential of the Bombo Quarry site for future housing development.

The PP relies on the Illawarra Shoalhaven Regional Plan 2016-2036 to substantiate the need for South Kiama as a Greenfield site. The updated Illawarra Shoalhaven Regional Plan 2041 differs significantly on the contribution required by Kiama LGA regarding regional housing supply. In Objective 18 regarding provision of housing supply in the right location, it states that ***Kiama will only play a supporting role in regional housing supply. Furthermore, it notes that the community has expressed a desire to meet demands of new housing by increasing supply in existing areas and through development of the Bombo Quarry site rather than expansion in non-urban areas.***

Housing strategy

The Housing Strategy in section 11 of the LSPS - Kiama Council is committed to the following action item PP1: ***“Prepare and adopt a Housing Strategy, utilising the Department of Planning, Industry & Environment’s (DPIE) Local Housing Strategy Guideline and Template, to detail how and where housing will be provided in the Municipality. This work is due within the 2021/22 financial year.”***

The NSW Government released a discussion paper “NSW housing strategy” in May 2020. The direction to be followed for a housing strategy in this region (and therefore in the Kiama LGA) is the Illawarra Shoalhaven Regional Plan (ISRP). The review document, known as the draft ISRP states: “To meet the demand for 58,000 new houses in the Illawarra Shoalhaven region to 2041, a balanced approach will provide housing opportunities in urban release areas and existing urban areas. Wollongong, Shellharbour and Shoalhaven have a sufficient supply to meet demand to 2041. ***Kiama is only likely to play a supporting role in regional housing supply and has a limited supply of new Greenfield areas.***

Kiama Council has committed to developing a Local Housing Strategy and the NSW Government will work collaboratively with council so it can respond to changing housing needs in line with the community’s vision. When developing local housing strategies, “Councils will need to create urban growth boundaries to clearly identify where urban growth is acceptable and where it should be avoided.” Kiama Council’s response to the draft ISRP states in part “Of particular interest, council should note that the draft Regional Plan does not contain any numerical population/dwelling projections for any of the council areas, including the Kiama Municipality.”

A Local Housing Strategy, created by Kiama Council in collaboration with DPIE, will assess any need for housing and include controls on the type and density of housing based on that assessment. It should also state forecast dwelling numbers over the planning period to 2041, and have those numbers adopted by DPIE. The Local Housing Strategy will also identify the most desirable areas for increased dwelling numbers that could be utilised given the controls within the Local Environmental Plan (LEP). ***Therefore, council should not consider any further rezoning until the Local Housing Strategy is available to guide the process.***

Department of Education Report

I am concerned that the PP’s Department of Education report was brief, inadequately researched and contained misleading information. Furthermore, the report includes Gerringong and Jamberoo Primary schools thus distorting projected enrolment figures. In addition, the Kiama Catholic School and the Kiama Pre-School were not asked for a report re the PP.

The South Kiama PP will fall into the catchment area for Kiama High School and Kiama Primary School. Both schools are either over capacity or very close to capacity. These schools have a small footprint, with no room for expansion. There is no background information that explains the rationale behind the assumptions of projected population and whether it includes all anticipated dwelling numbers. The Department of Education has not included in their projections future development of Greenfield /Brownfield sites such as Spring Creek, Elambra Estate, Golden Valley Way and Bombo Quarry with these yielding potentially populations of over 5000. A thorough explanation on how projections are calculated is required so that an accurate assessment of schooling requirements is undertaken.

B. Lack of suitable infrastructure and facilities

The Site

South Kiama PP is 42.4 hectares of hilly land including four well-defined creeks. The site slopes significantly west to east and undulates south to north over numerous riparian corridors. The topography would require significant cut and fill, retaining walls and road construction. These works will significantly affect water catchments causing increased flooding and impacting water quality flowing into creeks near Kendalls Beach and Easts Beach. The loss of 40 hectares of valuable agricultural land is also of concern.

Traffic management, safety, noise and road maintenance

As I live at 31 Bland Street, Kiama, I am very concerned about the South Kiama PP and the potential for increased traffic volumes, noise, road safety issues and road maintenance.

With no additional ingress and egress to the Princes Highway, any development must include comprehensive traffic management plans. The traffic survey in the PP used out of date traffic counts from July 2016, and did not highlight that safety and traffic congestion on Saddleback Mountain Road and South Kiama Drive are a major issue for the Kiama High School, Kiama Pre-School, students, parents, grandparents and residents.

The PP indicates that there will be an extra 525 vehicle movements north past the Kiama High School each peak hour morning. ***With the PP potential 620 dwellings and 1.7 vehicles/dwelling (2016 ABS Census data number of vehicles /dwelling in Kiama) there maybe up to ~1054 additional vehicle movements past the Kiama High School every day!***

It is estimated that 90% of vehicles leaving the PP heading north via Saddleback Mountain Road, will either travel into the Kiama town centre or travel north on to the Princes Highway. Vehicles travelling north to the Princes Highway will need to wind through the roundabout near Caltex Kiama, onto Manning, Farmer, Shoalhaven and Bland Streets before entering the north bound entrance to the Princes Highway. ***An extra >525 vehicle movements each morning peak hour will severely impact suburban streets and create significant congestion, not to mention the total vehicles ~1054, which would be using the roads daily.***

Road Safety - For motorists travelling north along the Princes Highway entering the PP via Weir Street also creates safety issues. As Weir Street turns left from the Princes Highway in an area of S bends, any blockage with the Weir Street exit will create a severe safety hazard for motorists travelling north, and could cause traffic to back up round the S bends. As there is no other road alternative, highway traffic would come to a standstill. This would cause frustration, accidents, injury etc and block the Princes Highway traffic travelling north altogether.

An extra 525+ vehicles from the PP will confront the vehicles at the Kiama High School small turning circle during school days and create safety issues for children and frustration for motorists due to delays.

Emergency vehicle access- PP site requires clarification re emergency vehicle access given the limited access routes. The community is waiting for the draft Traffic and Parking Study that Council has commissioned to assess the current issues regarding parking and traffic. ***No development of the size of the PP should be considered until the traffic study has been completed and impacts accurately assessed.***

Noise –There are already very high volumes and loud noise from traffic using Bland Street to access the Princes Highway. The vehicles including trucks, buses etc are very noisy due to the steep incline of the street, and windows / doors are closed due to the loud noise of the traffic. I have installed double glazing to help mitigate the traffic noise, but when I am on a Zoom meeting, I need to have 'mute' on otherwise the other Zoom participants only hear the Bland Street traffic noise (while the doors and windows are closed!).

I am very concerned about the increase in traffic volume from the South Kiama PP with the additional 620 dwellings plus the extra noise, causing disruption and reduced amenity of my home and other residents in the streets around the PP. I am also concerned that my property valuation may be negatively affected if the PP proceeds.

Floodwater, Storm water and Sewerage - I am extremely concerned that the report from Sydney Water is a single page, inconclusive and provides no firm recommendations. Currently, the local sewerage system is unable to cope, particularly in holiday season and after rain events. The addition of ~620 dwellings to the system would require considerable research by Sydney Water. The PP site has steep terrain and many new hard surfaces created by new buildings, roads, kerbing and guttering will cause much more storm water. The storm water will channel through the watercourses and make its way toward the ocean.

The report from the Department of Planning, Industry and Environment (DPIE) - Biodiversity and Conservation Division states that there has been no flood mitigation implementation. This will lead to downstream flood impacts. ***"Flood risk will be increased due to this PP". The DPIE concludes that the "PP is inconsistent with objectives of Flood Prone Land."*** This is a major concern.

Transport Network - ***Transport for NSW does not support the PP in its current form***, and states that the PP needs to address impacts on the State road network, and requires more information regarding walking, cycling and public transport. In addition, noise abatement needs more careful consideration given the proximity to the freeway.

Road maintenance - There will be increased pressure on minor roads from heavy vehicles for an extended period if the PP proceeds. Extra road maintenance will be required and create disruptions and delays.

Kiama facilities – there is a lack of adequate retail, parking, medical centers, fuel outlets, public transport etc to support an additional 620 dwellings as proposed by the South Kiama PP.

Heritage Issues - The South Kiama PP is part of the original Kendall Farm, dating back to 1828. It contains many heritage sites, such as stonewalls used to enclose fields and the Kendall family cemetery. While the developer's report documents the position of most of the stonewalls, it recommends the demolition of some of the walls. As many of the stonewalls are positioned in potential development sites, it is unclear how they will be preserved and renovated. The concept plans show a protective area to the east and west of the cemetery, however nothing to the south and north. To protect the cemetery, the report recommends that a 20m area be set up around the site to present a visual and physical barrier. However, the report states that this barrier can include footpaths, verges and roads, which would severely diminish the effectiveness of the barrier. I therefore suggest that no facilities or infrastructure be built within 20m of the cemetery.

Visual Amenities - While the South Kiama PP sought to minimize the visual impact of over 600 dwellings on the site, a tour of the area shows the negative visual effect this development will have on the locality. Whether it is entering or leaving Kiama along the freeway, from existing houses to the south, east and north or coming down Saddleback Mountain Road from the west, the overdevelopment of the site is inappropriate and will unnecessarily affect the attractive rural views that are a feature of Kiama.

I strongly believe that any decision to re-zone any rural land should be deferred until the matters raised above are addressed and the Local Housing Strategy prepared by the Community and Council is completed.

Finally, thank you for the time you have taken to read my objections. I am convinced that the South Kiama PP is unacceptable, and would be pleased to discuss on 0456400575 at any time.

Yours sincerely

Karen Kenny

M 0456 400 575

Karen.marie.kenny@gmail.com

Debbie Boles

From: Kiama Council <council@kiama.nsw.gov.au>
Sent: Monday, 31 May 2021 1:33 PM
To: Council
Subject: Make a submission
Attachments: SubmissionReceipt-MakeASubmission-398.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:	John Greer
Street number:	79
Street name:	Kalang Road
Suburb:	Kiama Heights
Postcode:	2533
Phone number:	0422284887
Email:	johngreer75@yahoo.com.au
Your Submission	
Type of submission:	Planning Proposal
DA number:	
DA address:	
Details of other:	
Submission comments	
Enter your comments:	Attn: General Manager SC2853 I Strongly oppose the South Kiama Planning Proposal for the following Reasons;

	<p>It relies heavily on an outdated and inaccurate Revised Traffic Impact Assessment.</p> <p>For a start the assessment was conducted in 2016 during a school holiday period where the school was closed! so a true assessment of the impact of traffic on the high school has not been conducted.</p> <p>Also, the assessment does not take into account the substantial number of dwellings built on Surfleet Place and the currently under construction "Ridgewaters" multi-building apartment complex which lead directly on South Kiama Drive.</p> <p>But most importantly, the Revised Traffic Impact Assessment states the speed limit on South Kiama Drive as 80km/h where it is in fact 60km/h (20km/h slower) so on this point alone the assessment is clearly inaccurate and therefore invalid!. And under Section 9.45 of the Environment Planning & Assessment Act 1979 I would rightly argue the validity and therefore the legality of any decision made as any such decision would be based on inaccurate information.</p> <p>So I put to you a decision on the South Kiama Planning Proposal cannot be made until an updated and accurate Traffic Impact Assessment Study is done.</p> <p>Finally, If an updated and accurate Traffic Impact Assessment study actually exists and hasn't been available to public (i.e in the form of public exhibition) I would also question the matter of due process.</p> <p>Kind Regards</p> <p>John Greer</p>
Attach file:	
Your privacy	I agree that my public submission will be made publicly available.

Debbie Boles

From: Gerraldine Taylor <lighthouse.kiama@bigpond.com>
Sent: Monday, 31 May 2021 2:35 PM
To: Council
Subject: SC2853
Attachments: SUBMISSION.docx

Categories: Marina

The General Manager

Please find attached file of our submission regarding the proposal to amend the Kiama Local Environment Plan 2011 to rezone land between Saddleback Mountain Road and Weir Street Kiama.

Thanking you

Yours sincerely

Frank & Geraldine Taylor
1 William Street
Kiama 2533

Contact: 0422828386

We strongly object to the proposal to amend the Kiama Local Environmental Plan 2011 to rezone land between Saddleback Mountain Road and Weir Street Kiama.

Our reasons for the objection is as follows.

Traffic.

The traffic situation near the high school at peak times, before and after school, is chaotic at the present time with the queue extending south beyond Hillview Circuit causing extensive delays. This will also cause extensive congestion down Manning, Farmer, Shoalhaven and Bland streets as there is no other access to go north on the bypass. If the proposal proceeded, the impact of heavy construction vehicles on local roads would be great increasing maintenance requirements at great cost.

Floodwater

The inundation of Reid Street residences and Bonaira Reserve would be greatly increased as was witnessed after the development of Hillview Circuit. This proposal being further upstream would greatly increase this impact because of its far greater size.

Stormwater and Sewerage

The present infrastructure does not cope now when we have heavy rain events causing the closure of our beaches and Black Beach Reserve. It seems Sydney Water has not addressed this problem as it keeps reoccurring.

Rural environment

Kiama is renowned for its natural beauty including its beaches, green rolling hills and beautiful farmland vistas. If big developments occur this will be lost forever as is evident in Shellharbour.

Future Housing requirements

The need for additional housing in the future will be addressed after the proposed closure of Bombo Quarry.

Debbie Boles

From: Kiama Council <council@kiama.nsw.gov.au>
Sent: Monday, 31 May 2021 2:51 PM
To: Council
Subject: Make a submission
Attachments: SubmissionReceipt-MakeASubmission-405.pdf

Categories: Marina



Make a submission

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

Your Contact Details	
First and last name:	Sally Jones
Street number:	23
Street name:	Lollard Street
Suburb:	Hillcrest
Postcode:	4118
Phone number:	0435237429
Email:	sallyandstevejones@hotmail.com
Your Submission	
Type of submission:	Other
DA number:	
DA address:	
Details of other:	Objection to Planning Proposal - South Kiama (SC2853)
Submission comments	
Enter your comments:	Dear General Manager I strongly object to the proposed rezoning of land between Saddleback Mountain Road and Weir Street Kiama. (SC2853)

	<ul style="list-style-type: none"> · The rezoning is completely unnecessary as Kiama already has enough residential zoned land and more yet to be developed · The land is not suitable for a residential development due to poor road access and its steep landform · The roads (especially Saddleback Mountain Road) are unable to cope with the expected traffic volume · The traffic will be a huge safety issue for Kiama High School and road users · The Kiama Town Centre will suffer with more congestion · The Saddleback Mountain Road bridge is not built for this amount of traffic · The sewage and stormwater networks cannot cope with any more connections · The heritage structures will be destroyed · The development will be highly visible from everywhere <p>People are attracted to Kiama for the small coastal village community. More large scale residential expansion simply dissolves this appeal. Smart, small scale planning is possible to accommodate minor growth which can be sustained for many years to come. This proposal is nothing more than a quick sell off that will negatively impact Kiama.</p> <p>Please reject this proposal.</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, 31 May 2021 2:53 PM
To: Council
Subject: Make a submission
Attachments: SubmissionReceipt-MakeASubmission-406.pdf
Categories: Marina



Make a submission

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

Your Contact Details	
First and last name:	Steve Jones
Street number:	23
Street name:	Lollard Street
Suburb:	Hillcrest
Postcode:	4118
Phone number:	0431961060
Email:	sallyandstevejones@hotmail.com
Your Submission	
Type of submission:	Other
DA number:	
DA address:	
Details of other:	Objection to Planning Proposal - South Kiama (SC2853)
Submission comments	
Enter your comments:	Dear General Manager I strongly object to the proposed rezoning of land between Saddleback Mountain Road and Weir Street Kiama.

	<ul style="list-style-type: none"> · The rezoning is completely unnecessary as Kiama already has enough residential zoned land and more yet to be developed · The land is not suitable for a residential development due to poor road access and its steep landform · The roads (especially Saddleback Mountain Road) are unable to cope with the expected traffic volume · The traffic will be a huge safety issue for Kiama High School and road users · The Kiama Town Centre will suffer with more congestion · The Saddleback Mountain Road bridge is not built for this amount of traffic · The sewage and stormwater networks cannot cope with any more connections · The heritage structures will be destroyed · The development will be highly visible from everywhere <p>People are attracted to Kiama for the small coastal village community. More large scale residential expansion simply dissolves this appeal. Smart, small scale planning is possible to accommodate minor growth which can be sustained for many years to come. This proposal is nothing more than a quick sell off that will negatively impact Kiama.</p> <p>Please reject this proposal.</p> <p>Steve Jones</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, 31 May 2021 3:29 PM
To: Council
Subject: Make a submission
Attachments: SubmissionReceipt-MakeASubmission-414.pdf

Categories: Marina



Make a submission

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

Your Contact Details	
First and last name:	Joe Favorito
Street number:	80
Street name:	Johnson Street
Suburb:	Kiama Downs
Postcode:	2533
Phone number:	0407720835
Email:	joefavor7@gmail.com
Your Submission	
Type of submission:	Other
DA number:	
DA address:	
Details of other:	Objection to Planning Proposal - South Kiama (SC2853)
Submission comments	
Enter your comments:	Dear General Manager I strongly object to the proposed rezoning of land between Saddleback Mountain Road and Weir Street Kiama.

- The rezoning is completely unnecessary as Kiama already has enough residential zoned land and more yet to be developed
- The land is not suitable for a residential development due to poor road access and its steep landform
- The roads (especially Saddleback Mountain Road) are unable to cope with the expected traffic volume
- The traffic will be a huge safety issue for Kiama High School and road users
- The Kiama Town Centre will suffer with more congestion
- The Saddleback Mountain Road bridge is not built for this amount of traffic
- The sewage and stormwater networks cannot cope with any more connections
- The heritage structures will be destroyed
- The development will be highly visible from everywhere

I moved to Kiama to be in a rural area and the Council is allowing too much development and destroying its rural beauty. People are attracted to Kiama for the small coastal village community. More large scale residential expansion simply dissolves this appeal. Smart, small scale planning is possible to accommodate minor growth which can be sustained for many years to come. This proposal is nothing more than a quick sell off that will negatively impact Kiama.

Please reject this proposal.

Thank you
Joe Favorito

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, 31 May 2021 3:30 PM
To: Council
Subject: Make a submission
Attachments: SubmissionReceipt-MakeASubmission-415.pdf; Kiama Council Submission RE SC2853.pdf

Categories: Marina



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:	Re: SC2853 I vehemently object to the planning proposal of South Kiama; 40 hectares is a large loss to our Kiama landscape, the environmental impact is

	<p>understated when 'developmental proposals' are considered, the social amenities e.g. schooling, parks and infrastructure e.g. congestion on roads during before and after school, market days, crawling traffic along Terralong Street, notably insufficient parking spaces has become an increasingly unaddressed issue. Weekends, holidays and summer season exacerbates the problem.</p> <p>The development of the housing density life-style, narrow roadways, limited parking, no parks, added traffic congestion to all junctions, the necessity to seek education options beyond Kiama, is a shortsighted view of what works for our community.</p> <p>Kiama"s drawcard is what nature has given us; the Blowhole, the beaches, the coastal walks and yet 'man tampers with nature which will be the undoing of mankind'.</p> <p>*I do not authorise my name to be published.</p>
Attach file:	Kiama Council Submission RE SC2853.pdf
Your privacy	I agree that my public submission will be made publicly available.

Debbie Boles

From: Andrew Ratz <andrewdratz@gmail.com>
Sent: Monday, 31 May 2021 3:31 PM
To: Council
Cc: kiama@parliament.nsw.gov.au; pittwater@parliament.nsw.gov.au; Mark Honey; Andrew Sloan; Matt Brown; Neil Reilly; Kathy Rice; Warren Steel; Don Watson; Mark Way; Mark Westhoff
Subject: Submission re Planning Proposal South Kiama - SC2853
Categories: Marina

To the General Manager

Firstly, I declare that I do not have any political affiliations and have made no donations to any political party.

Secondly, I ask that my personal details be **withheld** from being released publicly.

Lastly, I wish to register my **objection** to the planning proposal for South Kiama. My reasons are listed below:

1. Traffic. I feel that the traffic plan is not adequately addressed. The Proposal notes that an additional 525 vehicle movements can be expected in the morning peak period (0800-0900) each week day. Without any changes to existing infrastructure, this will only add to a severe situation that already exists. The current situation is that traffic in and around the Kiama High School is at 'log jam' for both the morning 'drop-offs' and afternoon 'pick-ups'. The situation already presents as a significant risk.

2. Water / Stormwater / Sewage. The Sydney Water response to the Proposal lacks any detail and is unconvincing in its support. It notes that upgrades to the existing network will be delivered by Sept 21, but fails to include any detail. It does however, note that additional infrastructure such as lead in mains or amplifications maybe needed.

There is also no detail as to how rain run-off or sewage from an estimated additional 465 dwellings would be managed. I understand that the sewage treatment plant is already near or at capacity.

The NSW Dept of Planning, Industry and Environment (Dept PI&E) notes concerns regarding the potential for downstream flood impacts. This includes increased flood levels, frequency and duration over the full range of possible flood events. Dept PI&E also notes there is no proposed measure to offset the reduction in storage downstream of the fill, flood impacts caused by the floodplain filling are unmitigated. Furthermore, Dept PI&E notes that the opportunity to provide an overall reduction in existing flood risk to the community has not been addressed and flood risk will instead be increased due to this planning proposal.

3. Education. An additional 400 plus dwellings will result in an increase in the numbers of students needing to access local schools. The Dept of Education report notes that current enrollment levels are already above the projected Student by Area numbers for 2036.

Overall, I feel that this proposal only serves to meet the wants of the current property owner. Further, I do not believe that the Kaima LGA needs to expand dwelling numbers through this Proposal, when in the very near future, the Bombo Quarry site will more than adequately address any need for additional residential dwellings.

Your sincerely

Andrew Ratz
6B Love Street
Kiama

Debbie Boles

From: Kiama Council <council@kiama.nsw.gov.au>
Sent: Monday, 31 May 2021 3:31 PM
To: Council
Subject: Make a submission
Attachments: SubmissionReceipt-MakeASubmission-416.pdf
Categories: Marina



Make a submission

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

Your Contact Details	
First and last name:	Rene Favorito
Street number:	80
Street name:	Johnson Street
Suburb:	Kiama Downs
Postcode:	2533
Phone number:	0428966067
Email:	renefav7@gmail.com
Your Submission	
Type of submission:	Other
DA number:	
DA address:	
Details of other:	Objection to Planning Proposal - South Kiama (SC2853)
Submission comments	
Enter your comments:	Dear General Manager I strongly object to the proposed rezoning of land between Saddleback Mountain Road and Weir Street Kiama.

	<ul style="list-style-type: none"> · The rezoning is completely unnecessary as Kiama already has enough residential zoned land and more yet to be developed · The land is not suitable for a residential development due to poor road access and its steep landform · The roads (especially Saddleback Mountain Road) are unable to cope with the expected traffic volume · The traffic will be a huge safety issue for Kiama High School and road users · The Kiama Town Centre will suffer with more congestion · The Saddleback Mountain Road bridge is not built for this amount of traffic · The sewage and stormwater networks cannot cope with any more connections · The heritage structures will be destroyed · The development will be highly visible from everywhere <p>I moved to Kiama to be in a rural area and the Council is allowing too much development and destroying its rural beauty. People are attracted to Kiama for the small coastal village community. More large scale residential expansion simply dissolves this appeal. Smart, small scale planning is possible to accommodate minor growth which can be sustained for many years to come. This proposal is nothing more than a quick sell off that will negatively impact Kiama.</p> <p>Please reject this proposal.</p> <p>Thank you Rene Favorito</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, 31 May 2021 3:37 PM
To: Council
Subject: Make a submission
Attachments: SubmissionReceipt-MakeASubmission-417.pdf
Categories: Marina



Make a submission

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

Your Contact Details	
First and last name:	Max Rowe
Street number:	27
Street name:	Henry Parkes Drive
Suburb:	Kiama
Postcode:	2533
Phone number:	42376073
Email:	rowe31@tpg.com.au
Your Submission	
Type of submission:	Other
DA number:	
DA address:	
Details of other:	sc2853 - objection- South Kiama Rezoning proposal
Submission comments	
Enter your comments:	I strongly object to the proposed rezoning of land between Saddleback Mountain Road and Weir Street Kiama. · The rezoning is completely unnecessary as Kiama already has enough

	<p>residential zoned land and more yet to be developed</p> <ul style="list-style-type: none"> · The land is not suitable for a residential development due to poor road access and its steep landform · The roads (especially Saddleback Mountain Road) are unable to cope with the expected traffic volume · The traffic will be a huge safety issue for Kiama High School and road users · The Kiama Town Centre will suffer with more congestion · The Saddleback Mountain Road bridge is not built for this amount of traffic · The sewage and stormwater networks cannot cope with any more connections · The heritage structures will be destroyed · The development will be highly visible from everywhere <p>People are attracted to Kiama for the small coastal village community. More large scale residential expansion simply dissolves this appeal. Smart, small scale planning is possible to accommodate minor growth which can be sustained for many years to come. This proposal is nothing more than a quick sell off that will negatively impact Kiama.</p> <p>Please reject this proposal.</p>
Attach file:	
Your privacy	I agree that my public submission will be made publicly available.

Debbie Boles

From: emjde 32 <emjde32@gmail.com>
Sent: Monday, 31 May 2021 2:16 PM
To: Council
Subject: Development : Saddleback Mountain : 40 hectares.

Categories: Purple Category

Dear Council,

As a resident of Kiama I would like you to consider my objection to the proposed rezoning of land on Saddleback Mountain.

My objections include :

- 1. The development is excessive in scale and design.
- 2. Rezoning rural land to residential is inappropriate and leads to creeping development of valuable rural land.
- 3. Spot rezoning of this kind is ill considered.
- 4. The proposed internal roads do not take into account services such as garbage, police, ambulance and fire vehicles - car parking needs to be staggered to allow access for emergency vehicles.
- 5. The proposed development of the site does to advance the community of Kiama High School.
- 6. There is insufficient consideration for access to and from the development.
- 7. There are no amenities such as pre schools, shops and other community needs.
- 8. The sewerage system is currently inadequate and needs upgrading;
- 9. This development will only adversely impact on the water/sewage problems to the detriment of residents.

I urge the Council to reject the application.

Regards,

Melanie Duncan

Debbie Boles

From: Kiama Council <council@kiama.nsw.gov.au>
Sent: Monday, 31 May 2021 3:40 PM
To: Council
Subject: Make a submission
Attachments: SubmissionReceipt-MakeASubmission-418.pdf

Categories: Marina



Make a submission

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

Your Contact Details	
First and last name:	Maia Hadley
Street number:	6
Street name:	Burrandong Crescent
Suburb:	Baulkham Hills
Postcode:	2153
Phone number:	0423627303
Email:	maiahadley@gmail.com
Your Submission	
Type of submission:	Other
DA number:	
DA address:	
Details of other:	Objection to Planning Proposal - South Kiama (SC2853)
Submission comments	
Enter your comments:	Dear General Manager I strongly object to the proposed rezoning of land between Saddleback Mountain Road and Weir Street Kiama. We have been visiting Kiama

	<p>since we were children and continue to visit friends here. It is such a shame that there has been so much over-development lately and this one is especially in this location is not necessary.</p> <ul style="list-style-type: none"> · The rezoning is completely unnecessary as Kiama already has enough residential zoned land and more yet to be developed · The land is not suitable for a residential development due to poor road access and its steep landform · The roads (especially Saddleback Mountain Road) are unable to cope with the expected traffic volume · The traffic will be a huge safety issue for Kiama High School and road users · The Kiama Town Centre will suffer with more congestion · The Saddleback Mountain Road bridge is not built for this amount of traffic · The sewage and stormwater networks cannot cope with any more connections · The heritage structures will be destroyed · The development will be highly visible from everywhere <p>I moved to Kiama to be in a rural area and the Council is allowing too much development and destroying its rural beauty. People are attracted to Kiama for the small coastal village community. More large scale residential expansion simply dissolves this appeal. Smart, small scale planning is possible to accommodate minor growth which can be sustained for many years to come. This proposal is nothing more than a quick sell off that will negatively impact Kiama.</p> <p>Please reject this proposal.</p> <p>Thank you Maia Hadley</p>
Attach file:	
Your privacy	I agree that my public submission will be made publicly available.

Debbie Boles

From: Lenore Pennington <lenorekp@wyreepi.com>
Sent: Monday, 31 May 2021 3:42 PM
To: Council
Subject: Attention: General Manager Kiama Council: Letter of objection to South Kiama Planning Proposal SC2853
Attachments: Objection to South Kiama Planning Proposal 2021.05.31.pdf
Importance: High
Categories: Marina

Please find attached my letter outlining the reasons for my objection to the South Kiama Planning Proposal SC2853.

Sincerely,

Dr. Lenore Pennington
PO Box 147
Kiama NSW 2533
Email: lenorekp@wyreepi.com
Mobile: 0411-285-172

Dr. Lenore Pennington
10 Seaview Street
Kiama NSW 2533

The General Manager,
Kiama Council
11 Manning St,
Kiama NSW 2533
council@kiama.nsw.org.au

Re South Kiama Planning Proposal: SC2853

As a permanent resident of Kiama, I am writing to object to the proposed South Kiama Residential Development number SC2853.

My reasons for my objections are as follows:

Impact on the existing Kiama Community

Kiama is chosen and valued by residents for its mix of seaside, rural land, and tree covered mountains. The majority of residents want to maintain and safeguard the current natural environment which envelops the townships. The proposed development has the potential to be a form of urban sprawl with standardised housing such as that in Blackbutt and Flinders and is the antithesis of Kiama's beautiful setting, tradition and heritage.

Kiama's character attracts the tourists who bring revenue to the town. While we recognise Kiama needs to plan for an increasing population, the proposed development has the potential to be a form of urban sprawl with standardised housing such as that in Blackbutt and Flinders and is the antithesis of Kiama's beautiful setting, tradition and heritage. The community want to retain its green corridors and natural environment and the proposed South Kiama development will destroy existing, green space appreciated by the community .

The Department of Planning, Industry and Environment's estimated 2036 population has declined from 27,100 to 25,200, which indicates less additional housing stock will be required.

There is potential for urban expansion elsewhere and particularly land within the Bombo Quarry in Kiama after it is closed. The site which ceased operating in 2014 has the potential for up to 2,000 new dwellings, which is well above the 1400 houses predicted in the 2019 Population Projections. Unlike the proposed South Kiama Development, the Bombo Quarry location does not require construction on a green land site.

Interestingly, "the more housing that is provided the less likely people are to move to Kiama. This tells us that the strength of the Kiama housing market is linked with its low scale residential development that respects its environmental, heritage and agricultural context" (Kiama Local Strategic Planning Statement 2020, p. 11).

The Site

While the PP infers the site is relatively "flat", there are four significant gullies ("Riparian Corridors") across the site. The land also slopes. Figure 5 "Master Plan of the Site" reveals that in addition to the gullies the land is undulating, and the proposed streets and houses are to be built very close to these gullies and related creeks. It also reveals the houses would be built very close to the A1.

The variations in land height means there would need to be both significant excavation and land fill and retaining walls would need to be built for the roads.

Impact on nearby agriculture

There appears to be no assessment on the impact of either the construction activity, or the housing and its residents and their daily activities on nearby dairy farms such as The Pines, or the Agincourt Horse Stud.

Access to site

The proposal to use Saddleback Mountain Rd and Wier Streets for ingress and egress has not considered the fact Saddleback Mountain Rd is steep and narrow, Saddleback Mountain Road is steep and narrow and there is a small group of houses on the northern side just before the high overpass crossing the A1. It has no footpaths for students walking to and from school or local residents walking. The PP also has not considered the increased numbers of residents who are preferring to cycle.

At Wier Street there is a very busy north bound exit lane from the A1 which feeds traffic to South Kiama Drive. This exit lane is short, comes off a bend and there is very poor visibility where the exit joins Wier Street. Should traffic build up occur on the exit lane, there is potential for traffic accidents on and near this exit. The Kiama Bends already is a known site for traffic accidents.

Effectively all the traffic from this proposed development site will combine in front of the Kiama High School which brings greater risks to student and others.

This additional traffic will place added pressure on Manning, Terralong and Barney Streets; the latter already has fast speeding vehicles.

The culvert under the Princes Highway joining the site with South Kiama Drive is low and narrow, and its use for residential access would require excavation under the A1.

The proposal to use Saddleback Mountain Rd and Wier Streets for ingress and egress has not considered that Saddleback Mountain Rd is steep and narrow, and there is a small group of houses on the Northern side just west of the high overpass crossing the A1. It has no footpaths for students walking to and from school or local residents to walk. The PP also has not considered the increasing numbers of Kiama residents who are preferring to cycle.

Emergency Access to the Site

Ambulance, Fire and Police services need to be able to access the site quickly and safely. Given Wier Street and Saddleback Mountain Rd are narrow, both streets require travelling over bridges that cross the A1, and there will be increased traffic flows, has a study been done to ensure rapid emergency access?

Has any consideration been given to ensuring provide safe access to the proposed residential development should one of the bridges/access to one of the bridges be blocked?

Potential for Floods

A flood assessment for the site has not been conducted, and neither has an assessment been conducted for the potential impact of heavy rainfall and related storm water causing downstream flooding on local areas.

The site has been identified as having areas of deep clay soil and moderate to high risk for potential for groundwater seepage. while it is recommended to counter this risk surface and

subsurface drains be installed there is insufficient consideration of the impact on surrounding areas of the water being drained off the proposed development site.

The addition of hard surfaces such as streets, drains, and even roofs significantly increases that risk of water runoff from the site during rain.

Sewage Management

As evidenced by recent significant sewage overflows at Black Beach and Kendall's Beach in March and May of 2021, as well as in previous years (e.g., Aug 2015), the current sewage system is ageing, and the Bombo plant is unable to cope with the quantity of sewage generated by existing housing.

Additional housing and an increased population will exacerbate the sewage problem unless it is fixed by Sydney Water prior to any future housing development.

Education

The schools in the Kiama township are unable to take significant increased student numbers.

- Kiama High School already has over 1,000 students and a number of high school students travel to Oak Flats to Corpus Christi, Shell Harbour to Shell Harbour Anglican Christian School, and to Wollongong
- Kiama Primary School is overenrolled with 530 students and 21 classes. It has limited outdoor play space for this number of students.
- Ss Peter and Paul Catholic Primary School is close to capacity.
- All these schools are on limited land space and are unable to expand.

Noise abatement

The proposed development is very close to the A1 on which traffic flows continuously 24/7. The proposed inclusion of trees to minimise this noise is insufficient.

This is clear from the fact certain areas of Cedar Ridge already are subject to continuous traffic noise, as are roads such as Belvedere St, Gipps Street, Ancrum Street, Hothersall St, eastern end of Danube Street, western edge of Irvine Street, Pearce Place, Eugene Street and more. While a number of these areas have trees between them and the A1, there is a continuous traffic background noise.

General Services

Supermarkets and other Household Supplies

Kiama village with Woolworths and a limited number of other small shops is the primary location for household shopping in Kiama. The parking area has insufficient spaces at many times of the day, and particularly at weekends from late afternoon on Fridays through to early afternoon on Sundays and during school holidays. While there have been several proposals to redevelop Kiama village, none are proceeding as yet. Additional residents will place further pressure on this small shopping centre.

Access to Doctors

Kiama's population has grown in the past few years and there is increased pressure on medical services particularly as the town has an ageing population. It can be difficult to obtain medical appointments with preferred doctors and at times it can take four to six weeks to get a non-urgent appointment.

Recreation

While the PP states it will preserve riparian corridors there appears to be no proposal to include community green space such as a park and facilities such as a community playground where children can run and play (e.g., family informal cricket), and neighbours meet together. The recent debate about retaining 85 Attunga Ave, Kiama Heights as community land has emphasised the importance of community open spaces. Given the distance between the proposed South Kiama Residential development, and the large number of housing on small residential sites, provision of such a facility is very important to communities.

As the proposed Riparian Corridors are sloping land, and are intended to protect creeks and wildlife, they are not suitable for children running and playing. While cycle or pathways may be built in Riparian Corridors, they need to be offset by additional VRZ width. (Source: NSW Dept of Primary Industry "Controlled Activities on Waterfront Land: Guidelines for riparian corridors on waterfront land"

https://www.industry.nsw.gov.au/__data/assets/pdf_file/0003/160464/licensing_approvals_controlled_activities_riparian_corridors.pdf)

Protected species and Littoral Rain Forest

It is unclear whether the Planning Proposals for South Kiama Development has considered whether any of the land is habitat for any native species, including for rare, vulnerable species or endangered species. This is important given the site includes a small portion of littoral rainforest and is presumably adjacent to more of this forest. There needs to be a study conducted of this rainforest and actions determined for its protection.

Please consider these issues when determining your response to this Planning Proposal.

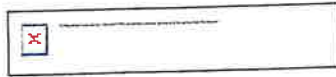
Yours sincerely,



Dr. Lenore Pennington

Debbie Boles

From: Kiama Council <council@kiama.nsw.gov.au>
Sent: Monday, 31 May 2021 3:43 PM
To: Council
Subject: Make a submission
Attachments: SubmissionReceipt-MakeASubmission-419.pdf
Categories: Marina



Make a submission

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

Your Contact Details	
First and last name:	Mark Hadley
Street number:	6
Street name:	Burrandong Crescent
Suburb:	Baulkham Hills
Postcode:	2153
Phone number:	0413164446
Email:	mark@markahadley.com
Your Submission	
Type of submission:	Other
DA number:	
DA address:	
Details of other:	Objection to Planning Proposal - South Kiama (SC2853)
Submission comments	
Enter your comments:	Dear General Manager I strongly object to the proposed rezoning of land between Saddleback Mountain Road and Weir Street Kiama.

	<ul style="list-style-type: none"> · The rezoning is completely unnecessary as Kiama already has enough residential zoned land and more yet to be developed · The land is not suitable for a residential development due to poor road access and its steep landform · The roads (especially Saddleback Mountain Road) are unable to cope with the expected traffic volume · The traffic will be a huge safety issue for Kiama High School and road users · The Kiama Town Centre will suffer with more congestion · The Saddleback Mountain Road bridge is not built for this amount of traffic · The sewage and stormwater networks cannot cope with any more connections · The heritage structures will be destroyed · The development will be highly visible from everywhere <p>I moved to Kiama to be in a rural area and the Council is allowing too much development and destroying its rural beauty. People are attracted to Kiama for the small coastal village community. More large scale residential expansion simply dissolves this appeal. Smart, small scale planning is possible to accommodate minor growth which can be sustained for many years to come. This proposal is nothing more than a quick sell off that will negatively impact Kiama.</p> <p>Please reject this proposal.</p> <p>Thank you Mark Hadley</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, 31 May 2021 3:45 PM
To: Council
Subject: Make a submission
Attachments: SubmissionReceipt-MakeASubmission-421.pdf; Traffic Outside School.jpg; Submission Kiama High School P and C Objection to the Proposed Rezoning South Kiama.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 Buckley
Street number:	40
Street name:	Bonaira Street
Suburb:	Kiama
Postcode:	2533
Phone number:	0411023615
Email:	jbuckley2005@gmail.com
Your Submission	
Type of submission:	Planning Proposal
DA number:	
DA address:	
Details of other:	
Submission comments	
Enter your comments:	Please see letter attached. Thank you
Attach file:	Traffic Outside School.jpg Submission Kiama High School P and C Objection to the Proposed Rezoning South Kiama.pdf



Parents and Citizens Association

To The General Manager,
Kiama Council.

31 May 2021

Objection to the proposed re-zoning of the land west of the Princes Highway between Saddleback Mountain Road & south of Weir Street, South Kiama. SC2853.

As a voice for the parents of students attending Kiama High School (KHS), the KHS P&C object to the proposed re-zoning of the land west of the Princes Highway between Saddleback Mountain Road and south of Weir Street, South Kiama on the grounds of:

- **Traffic and Safety:** There is a projected increase of 525 cars per hour on Saddleback Mountain Road moving past KHS during the already busy 8am-9am school drop off resulting in safety and congestion issues. This projected increase in vehicle movements will have a dominoe effect out onto South Kiama Drive and Manning St and other surrounding residential streets, such as Hillview Circuit, Bonaira Street, Marks Street and Henley Ave during the morning peak hour.
- **The capacity of Kiama High School** to accommodate an increase in the expected number of students should this rezoning proposal be successful with potentially 890 new dwellings being built (if dual occupancy is permitted). Logic says that a development of this size will bring more families into Kiama, yet the Dept. of Education (correspondence 2020) is only projecting an increase of 16 students to KHS by the end of 2036 and hence is not planning for growth of KHS.

Traffic:

The Traffic Impact Assessment, conducted by Bitzios Consulting (2018), projected that should the rezoning go ahead, and the land be redeveloped for potentially 890 dual occupancy dwellings, there would be an additional 525 traffic movements per hour past KHS during the 8am-9am peak school drop off time. Saddleback Mountain Road, outside KHS, is already congested in the mornings and afternoons during peak drop off and pick up times. There isn't any safe pedestrian way across Saddleback Mountain Road forcing students to dive between stationary and moving traffic. If this development goes ahead there will be an increase in foot traffic and an increase in vehicles on Saddleback Mountain Road. Many drivers during the peak times are inexperienced drivers on their Ls and Ps.

The vehicle turning circle up past KHS, moving cars across Saddleback Mountain Road, and the Y intersection where South Kiama Drive meets Saddleback Mountain Road also adds to the complexity, congestion, and danger of the road past KHS. The pedestrian crossing on Manning Street, outside the service station, two car lengths from the roundabout at Bonaira and Manning Street, also add to the traffic congestion already in existence on Saddleback Mountain Road, outside KHS, without the addition of a further 890 dwellings which are mainly going to use Saddleback Mountain Road to enter and exit their homes. The traffic intersection count, looking at current traffic movements, was conducted in July 2016 and is now out of date and it was also only conducted in fine weather and hence does not portray real traffic movements.



School Capacity:

The Department of Education, in its two-page report, said it did not expect the proposed rezoning and development to have an impact on the capacity of KHS, however the Department's projection was based on there being 465 lots in the development and not the potential for 890 occupancies. The Department should be asked to reassess its position.

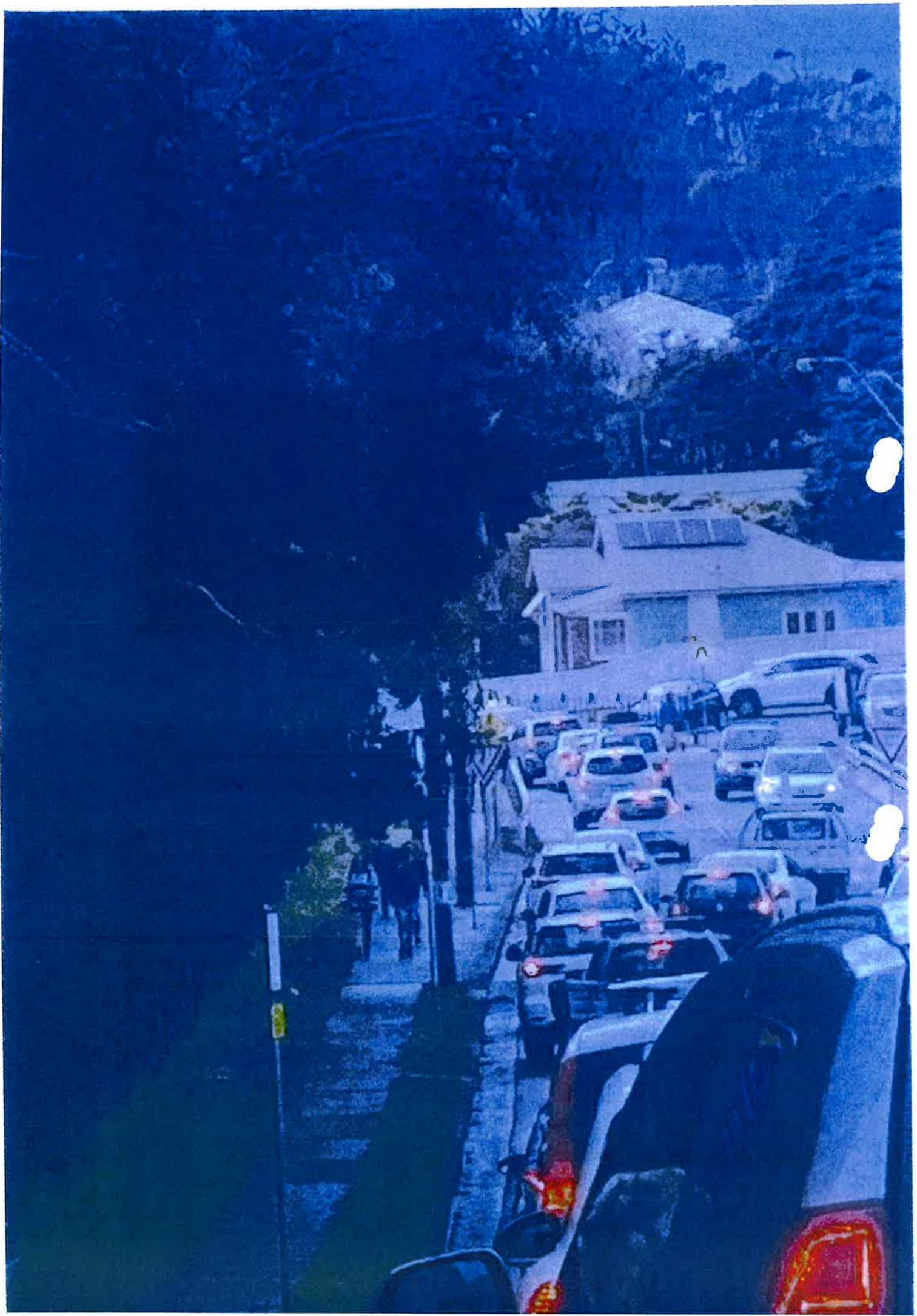
In 2021 KHS stopped taking out of area students to ensure it does not exceed capacity. The Department of Education consider Kiama to have an ageing population and hence have not projected that the school population will increase much in coming years, in fact the Dept. has only projected that KHS population will increase by 16 students from 2020 to 2036 (Dept. correspondence, 2020).

The yet to be completed Ridgewaters development on South Kiama Drive and the development of Surfleet Place will also add to the capacity pressures of KHS. The addition of these two new developments was not taken into consideration in any reports when looking at the rezoning of land and the impact on traffic or school capacity.

Yours sincerely,

Jenny Buckley

President Kiama High School P&C



Debbie Boles

From: Kiama Council <council@kiama.nsw.gov.au>
Sent: Monday, 31 May 2021 3:47 PM
To: Council
Subject: Make a submission
Attachments: SubmissionReceipt-MakeASubmission-423.pdf; Amend Kiama LEP to rezone land Saddleback Mountain rd to Weir St - RenkemaLang..pdf

Categories: Marina



Make a submission

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

Your Contact Details	
First and last name:	Karen Renkema-Lang
Street number:	U 4/20
Street name:	U 4/20 Dido St
Suburb:	Kiama
Postcode:	2533
Phone number:	0417203652
Email:	karen.leonie@internode.on.net
Your Submission	
Type of submission:	Planning Proposal
DA number:	
DA address:	
Details of other:	
Submission comments	
Enter your comments:	Proposal to rezone Lot 1 DP 707300, Lot 5 DP 740252, part of Lot 102 DP 1077617 and part of Lot 8 DP 258603 land west of the Princes Highway, Kiama for residential purposes.

	<p>I wish to record my objection to the subject proposal for the following reasons:</p> <ol style="list-style-type: none"> 1. No evidence has been provided that this parcel of land is required to meet housing demand for residential purposes in Kiama. 2. The capacity of Kiama infrastructure services (such as schools, roads and traffic, highway exit and entry, and utility services) are already under strain or failing. 3. Rezoning this parcel of land will result in the permanent loss of regionally important agricultural land, forever, along with the potential rural economic benefits. <p>Karen Renkema-Lang 4/20 Dido Street Kiama NSW 2533</p>
Attach file:	Amend Kiama LEP to rezone land Saddleback Mountain rd to Weir St - RenkemaLang..pdf
Your privacy	I agree that my public submission will be made publicly available.

Karen Renkema-Lang
4/20 Dido Street
Kiama NSW 2533

To:

The Hon. (Rob) Robert Gordon STOKES, (MP) Minister for Planning and Public Spaces
Mayor Mark Honey Kiama Council
Mrs Jane Stroud - Kiama Municipal Council Chief Executive Officer

Cc:

The Honourable Andrew Constance (MP) Minister for Transport and Roads
The Honourable Paul Toole (MP) Minister for Transport and Roads
The Honourable Sarah Mitchell (MP) Minister for Education and Early Childhood Learning
The Honourable Melinda Pavey (MP) Minister for Water, Property and Housing
The Honourable Gareth Ward (MP) Member for Kiama
Kiama Councillors Andrew Sloan, Kathy Rice, Neil Reilly, Mark Way, Mark Westhoff, Warren Steel, Don Watson, and Matt Brown

Subject: Objection to South Kiama Development Proposal (to rezone land between Weir Street and Saddleback Mountain Road)

Dear Minister Stokes, Mayor Honey and Mrs Stroud,

I wish to record my objection to the subject proposal for the following reasons:

1. No evidence has been provided that this parcel of land is required to meet housing demand for residential purposes in Kiama.
2. The capacity of Kiama infrastructure services (such as schools, roads and traffic, highway exit and entry, and utility services) are already under strain or failing.
3. Rezoning this parcel of land will result in the permanent loss of regionally important agricultural land, forever, along with the potential rural economic benefits.

No evidence has been provided that this parcel of land is required to meet housing demand for residential purposes. On the contrary, housing completions have tracked above the annual average projected demand as detailed in the last two versions of the Illawarra Shoalhaven Regional Plan ([ISRP](#)). The data provided on Department of Primary [Industry website](#), shows that on average, one hundred and thirty six dwellings were completed per year in the Kiama LGA over the past eight years, well exceeding the housing forecasts of 65-70 dwellings per annum. This has been achieved predominantly from infill. Further, the relatively new NSW "[Low Rise Housing](#)" legislation and plans to rezone areas of the [Kiama Town Centre](#) to 5 and 7 stories provide ongoing opportunities for new dwellings from infill areas. The [Kiama LSPS](#) identifies many opportunities for greenfield expansions, including the Bombo Quarry site that has the potential for 2,000 dwellings. I am requesting that the rezoning of this parcel of land be rejected and that no further rezoning for greenfields

development in Kiama take place until a Kiama Housing Strategy has been developed and all potential avenues for meeting housing demands are fully considered and quantified.

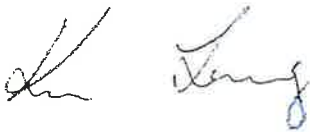
The capacity of Kiama infrastructure services (such as schools, roads and traffic, highway exit and entry, and utility services) are already under strain or failing. The reports provided by the Department of Education, Department of Transport, and Sydney Water make an assessment, in the main, based on the additional capacity anticipated as a result of the subject proposal. The combined impact of this proposal along with other planned proposals and infill development has not been considered.

- **Traffic and parking congestion.** The traffic congestion along the feeder routes to the exit and entry points of the subject site are already congested and dangerous, particularly during business hours and peak holiday season. The rate and scale of infill development is exacerbating this problem to the point that during peak holiday periods, congestion is often untenable. The additional traffic congestion that will result if the subject site is developed needs to be considered in the context of the findings of the [Kiama Town Centre traffic study](#) – which it has not.
- **Water and Sewage capacity.** An LGA wide capacity assessment for stormwater or sewage has not been undertaken, but is needed to address the [repeated sewage spills](#) Kiama is experiencing of late, particularly during major rain events. I am requesting that this proposal be rejected and that no further greenfields rezoning take place in Kiama until a Kiama Housing Strategy has been developed, as a precursor to quantifying Kiama's capacity requirements for water and sewage.
- **Capacity of Kiama schools.** Kiama Public school is already overcrowded and Kiama High is in a similar position. The Department of Education report refers to the Kiama Primary School Community Group, encompassing all Primary Schools in the Kiama LGA. Given that Kiama Public School is already overcrowded school catchments areas would have to be readjusted to accommodate children who will live in the proposed development site. This means that some Kiama primary students will need placement in Minnamurra Public school. This is not a viable option. Kiama Public School is already located close to the northern boundary of its catchment, and moving the boundary further south to accommodate extra students from South Kiama could go close to pushing the school out of its own catchment area. A Kiama Housing Strategy is required which quantifies projections for infill and greenfield dwellings and provides a basis for the Department of Education to more accurately assess future requirement for existing school and new schools.

Rezoning this parcel of land will result in the permanent loss of regionally important agricultural land. As set out in section 4.1.1 of the Illawarra/Shoalhaven Regional Strategy mapping of regionally important agricultural land is required to understand and quantify rural economic opportunities and to ensure important agricultural

**Karen Renkema-Lang
4/20 Dido Street
Kiama NSW 2533**

land is preserved and protected. This mapping has yet to take place, but is required to allow Kiama Council to review and adjust rural land zone boundaries and permissible land uses, to ensure that urban zone creep does not occur, and to better protect important agricultural land in the Kiama LGA. A technical paper recently produced by Kiama Council as a precursor to the Kiama Local Strategic Planning Statement (LSPS) emphasises the need to protect and preserve agricultural land for future food and fibre production. The technical paper also raised the growing threats of rezoning to provide for urban zone creep that will result in the fragmentation Kiama LGA's rich and long-established agricultural land – and the tourism magnet of its rural landscapes and villages. I am requesting that the subject proposal be rejected and that no rezoning of agricultural land occurs until completion of agricultural land maps are completed for the Kiama LGA.



Karen Renkema-Lang
4/20 Dido Street
Kiama NSW 2533

Monday 31 May 2021

Debbie Boles

From: Kiama Council <council@kiama.nsw.gov.au>
Sent: Monday, 31 May 2021 3:48 PM
To: Council
Subject: Make a submission
Attachments: SubmissionReceipt-MakeASubmission-424.pdf
Categories: Marina



Make a submission

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

Your Contact Details	
First and last name:	Helen Rowe
Street number:	27
Street name:	Henry Parkes Drive
Suburb:	Kiama Downs
Postcode:	2533
Phone number:	
Email:	bradrowe@inet.com.au
Your Submission	
Type of submission:	Other
DA number:	
DA address:	
Details of other:	Objection to South Kiama Rezoning - SC2853
Submission comments	
Enter your comments:	I have lived in Kiama for over 40 years and believe that Kiama can no longer sustain any further development. The Kiama town centre is choked with traffic, has no parking and is overcrowded. Therefore I strongly object to the proposed rezoning of land between Saddleback

	<p>Mountain Road and Weir Street Kiama that will further exacerbate this.</p> <ul style="list-style-type: none"> · The rezoning is completely unnecessary as Kiama already has enough residential zoned land and more yet to be developed · The land is not suitable for a residential development due to poor road access and its steep landform · The roads (especially Saddleback Mountain Road) are unable to cope with the expected traffic volume · The traffic will be a huge safety issue for Kiama High School and road users · The Kiama Town Centre will suffer with more congestion · The Saddleback Mountain Road bridge is not built for this amount of traffic · The sewage and stormwater networks cannot cope with any more connections · The heritage structures will be destroyed · The development will be highly visible from everywhere <p>People are attracted to Kiama for the small coastal village community. More large scale residential expansion simply dissolves this appeal. Smart, small scale planning is possible to accommodate minor growth which can be sustained for many years to come. This proposal is nothing more than a quick sell off that will negatively impact Kiama.</p> <p>Please reject this proposal for the benefit of the existing 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: Monday, 31 May 2021 3:56 PM
To: Council
Subject: Make a submission
Attachments: SubmissionReceipt-MakeASubmission-426.pdf

Categories: Marina



Make a submission

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

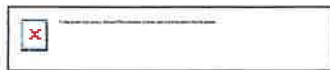
Your Contact Details	
First and last name:	Trent Byrne
Street number:	5
Street name:	Thornbury Avenue
Suburb:	Unanderra
Postcode:	2526
Phone number:	412936958
Email:	bradrowe@inet.com.au
Your Submission	
Type of submission:	Other
DA number:	
DA address:	
Details of other:	Object to rezoning South Klama - sc2853
Submission comments	
Enter your comments:	I have lived in Kiama for over 40 years and believe that Kiama can no longer sustain any further development. The Kiama town centre is choked with traffic, has no parking and is overcrowded. Therefore I strongly object to the proposed rezoning of land between Saddleback

	<p>Mountain Road and Weir Street Kiama that will further exacerbate this.</p> <ul style="list-style-type: none"> · The rezoning is completely unnecessary as Kiama already has enough residential zoned land and more yet to be developed · The land is not suitable for a residential development due to poor road access and its steep landform · The roads (especially Saddleback Mountain Road) are unable to cope with the expected traffic volume · The traffic will be a huge safety issue for Kiama High School and road users · The Kiama Town Centre will suffer with more congestion · The Saddleback Mountain Road bridge is not built for this amount of traffic · The sewage and stormwater networks cannot cope with any more connections · The heritage structures will be destroyed · The development will be highly visible from everywhere <p>People are attracted to Kiama for the small coastal village community. More large scale residential expansion simply dissolves this appeal. Smart, small scale planning is possible to accommodate minor growth which can be sustained for many years to come. This proposal is nothing more than a quick sell off that will negatively impact Kiama.</p> <p>Please reject this proposal for the benefit of the existing 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: Monday, 31 May 2021 3:59 PM
To: Council
Subject: Make a submission
Attachments: SubmissionReceipt-MakeASubmission-427.pdf

Categories: Marina



Make a submission

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

Your Contact Details	
First and last name:	Janelle Fowler
Street number:	190
Street name:	North Kiama Drive
Suburb:	Kiama Downs
Postcode:	2533
Phone number:	0466508594
Email:	fowlerjanelle@hotmail.com
Your Submission	
Type of submission:	Planning Proposal
DA number:	
DA address:	
Details of other:	
Submission comments	
Enter your comments:	Re SC2853 I am writing to object to the Planning Proposal to rezone South Kiama from rural to housing. General safety is of a concern surrounding this area.

	<p>The bridge that is a secondary road, under public safety needs to be assessed.</p> <p>As there is no current information available I propose that before this Planning proposal is considered that the safety of the area as a whole is considered.</p> <p>*Once it is it be considered then I propose that this then goes to an independant body for review.</p> <p>That these findings be available to the Kiama community by way of public exhibition andf available for feedback and comment before any further course is taken in considering this application.</p> <p>It is unacceptable for the rezoning to be considered without this "due diligence". Furthermore the traffic study has not been released by council, nor has this been done in conjunction with the Strategic housing plan.</p> <p>Given the size of the area and the amount of lots, which in turn will likely to be more dwellings than this, the impact on the surrounding infrastructure is key safety consideration.</p> <p>It is important that any ammendments under the planning act be also considered prior to any consideration, ensuring that areas are complying with legislation and changes.</p> <p>It is in the best interests of the Kiama community to not proceed with planning proposal .</p>
Attach file:	
Your privacy	I agree that my public submission will be made publicly available.

Debbie Boles

From:
Sent: Monday, 31 May 2021 4:00 PM
To: Council
Subject: To the General Manager SC2853 - letter of objection re South Kiama PP
Attachments: Submission re South Kiama Planning Proposal.pdf

Categories: Marina

To the General Manager

Please find attached my letter of objection regarding SC2853 South Kiama PP.

Please withhold my name and address from public reports to Council or being made publicly available.

Regards,

To the decision makers,

I write to raise the following concerns and objections.

Please withhold my name from public reports to Council and being made publicly available.

Recently the Kiama Municipal Council (KMC) identified reasons for not supporting the South Kiama Planning Proposal.

I also share concerns and objections to a development of this scale, density and location based on the following broad planning issues that exist in the Kiama Local Government Area (LGA).

1. The site was previously identified in an outdated 2011 Kiama Urban Study (KUS) for use "if insufficient dwelling numbers are available."

In the current 2020 Kiama Local Strategic Planning Statement (LSPS) there is the position that "the community highly values the natural environment, agricultural lands, scenic landscapes and the urban character of the municipality". The Kiama community has a strong preference for a moderate approach to growth and has raised concerns about the outward expansion of towns and villages.

The prospect of high-density zoning of dwellings and small-sized allotments in Kiama's urban streets is of concern and out of character with the existing township. Plans for almost 500 townhouses or duplexes, with little or no front/backyards, no significant green belts, tightly congested roads, lack of adequate car parking spaces on lots, and townhouse-style street frontages is not in keeping with the existing local urban area. Concern/objection/planning issue -

The proponent relies on the outdated 2011 Kiama Urban Study which has since been replaced by the 2020 Kiama Local Strategic Planning Statement LSPS. Both documents identify South Kiama as a potential greenfield site "if required."

Greenfield sites 'should only be considered' if insufficient dwellings are able to be supplied. Council considers that other existing greenfield sites will be and are sufficient for local housing development into the future.

It is now timely that other potential significant Greenfield sites should be considered in the decision-making around the South Kiama PP, such as the West Elambra, Bombo Quarry, South Gerringong sites.

Broad Planning Issue -

It is understood that Kiama Municipal Council will be preparing a Local Housing Strategy by June 2022.

My concern is that why would any significant decision be made on any large potential housing site before the Local Housing Strategy is in place?

Particularly in regard to the South Kiama PP, considering its potential for a number of significant negative impacts on the local community and the many problems being raised with the scale of the proposal.

The 2020 Kiama Local Strategic Planning Statement does not indicate there will be a shortage of local housing stock in the local area when other sites, such as the future Bombo Quarry development, will meet local demand in the future, particularly if West Elambra and South Gerringong developments proceed.

Planning Issue -

Matters and previous decisions regarding local Greenfield sites relied heavily on progressing the development of West Elambra, which has not been rezoned to date (I understand that this is now before Council). This should be considered in the process.

Planning Issue -

The 2020 Kiama Local Strategic Planning Statement LSPS for the first time identifies Bombo Quarry as a significant future contributor to dwelling numbers (see page 22 regarding Greenfield and infill sites, and page 31 regarding housing supply and demand). This too should be considered in the process.

Other factors that need to be recognised in final decisions are the importance of infill development to the Kiama housing market, and that

housing completions have tracked above the annual average projected under the Illawarra Shoalhaven Regional Plan (ISRP) for the previous two years.

The proponent relies solely on the 2036 ISRP, which is about to be replaced. Will this be considered?

There is an inconsistency in decision-making as the draft 2041 ISRP differs significantly in its view on the contribution required by Kiama LGA re regional housing supply (page 62 has Objective 18 - Provide housing supply in the right locations. Kiama will only play a supporting role in regional housing supply.)

The development of a Local Housing Strategy by KMC is critical for the town. Importantly, Bombo Quarry, as a future development site, rather than other non-urban areas should be considered in relation to decisions on this South Kiama PP. Significantly, the Regional Plan recognises the potential of Bombo Quarry as a future site for local housing needs.

Other emerging Greenfield residential developments will soon take any pressure off locally to meet local housing demand for such a large-scale development of farmland and are flagged locally for Bombo Quarry and the recently indicated development at South Gerringong.

Residents I speak to have the opinion that the South Kiama PP appears to be about providing housing stock locally for other towns, and not about local housing stock for our local population. There isn't the local industry or employment-needs in Kiama to require such large scale development of our non-urban area.

2. The South Kiama site slopes significantly west to east and has many undulations south to north over numerous riparian corridors. The steep slopes of much of the land would require significant cut and fill, as well as retaining walls in road construction as well as building construction.

Aesthetically, this will see a large part of South Kiama's scenic landscape lost forever and to the detriment of the region. The aerial photos do not give a true indication of the loss of this scenic landscape nor the visible impact of the large development up the hill.

3. The Visual Assessment study did not include any assessment whatsoever for the many residents of

A number of residents have indicated that the large-scale development will be highly visible from the street and views of high-density development well up the hills will detract from the scenic character of the area, and also that the large scale development will be noticeable both night and day and night, considering the additional streetlighting. Streetlights well up the hillsides of the large development will add to the current light pollution, and will be a further impact on the already significant loss of dark night skies locally, and will have further impact on local biodiversity and migratory species.

I am concerned, along with other residents, that the visual assessment report provided to KMC report failed to include a study for residents of

Why were residents of this street, which has scenic views of the farmland up the hill, not included in the report?

A number of residents have voiced concern to me regarding the obvious omission of a perspective for residents in the report and the impact of the large development on the view for residents of the street.

It is disappointing to many local residents to consider we have already removed much of the local rainforest, now we are considering removing the scenic 'hills to the sea' farmland and pasture lands which replaced it and which Kiama is famous and synonymous for.

The already limited agricultural production capacity of the land will likely become a zero possibility for production. The gradual encroachment of the Kiama urban area into farmland will ensure that, particularly such large-scale development such as proposals.

It seems Kiama is going the way of Shellharbour Municipality's complete urban development turning pasture and farmland into urban housing, which is highly unappealing to many locals and visitors.

4. I am aware that there are many community members also concerned that 40 hectares of limited and precious local pasture and farmland will be lost to encroachment of urban development.

The proposal, if allowed to proceed on such a large and intrusive scale up to a very visible hillside elevation will see the further loss of one of the most unique and restricted Greenfield sites in the Illawarra. It is the 'pinchpoint' between north and south sides of Saddleback Mountain where the escarpment/mountain meets the sea, and one of the last undeveloped areas of farmland along the narrowest corridor of coastal and hillside pastureland remaining.

The massive scale of housing and road development, unprecedented and not required for the local population on such a scale, requiring rezoning rural farmland into urban is of concern to many residents I speak to. A number identify that the last narrow corridor of farmland left in South Kiama will be greatly reduced to virtually zero from where Saddleback Mountain meets the sea. The additional urban encroachment and reduction in scenic pastures will be a significant impact for all to see, with high-density townhouses and duplexes highly visible up the hill above nearby South Kiama. Local scenic beauty severely impacted and lost.

5. There are significant and unaddressed concerns relating to stormwater, run-off, flooding that have not been addressed.

During high rainfall events, run-off/stormwater are a potential hazard and flooding does occur at lower elevations in natural watercourses due to the size of the catchment area, and development will significantly increase this risk. I have seen caravans floating in metres deep floodwater at the KMC caravan park at Kendall's Beach in the 1970s.

The report from Sydney Water is not sufficient.

Surely KMC requires much more information on existing sewerage capabilities given the ongoing and recent public health hazards seeing local beaches closed to the public for many days?

From a public health and environmental protection viewpoint I am concerned that the current sewage system is unable to cope, before adding the extra pressure of this large-scale development. The high-density development, well up the hillside, into a large rainfall catchment with paved roads, with little or

no yards, no green-space and hard surfaces will result in significant increases in run-off. Steep terrain and many new hard surfaces will cause much more stormwater and associated problems with flooding etc. The Biodiversity and Conservation section of the DPIE states that there has been no flood mitigation implementation. This will lead to downstream flood impact, it is on the record that "Flood risk will be increased due to this PP". I am concerned, from first-hand observation and knowledge, that the flood assessment has not addressed the related matters raised and discussed in previous advice in this regard.

The cut-and-fill into the steep hillside of some of the last parcels of farmland in that part of the Kiama coast situated below the remnant rainforest will see increased runoff and resultant flooding. Locals have seen the flooding of Bonaira Oval, Reid Street, Kendall's and Easts Beach, other water courses, with projections for more severe and higher occurrences of significant rainfall events into the future given the accepted scientific opinion associated with climate change. This will be inevitable. Stormwater increases will be significant and damaging to local waterways that flow into into Easts and Kendall's beaches and nearby surrounding streets and houses.

6. Impact on traffic and local roads.

The traffic survey commissioned by the proponent used an intersection count from 26/07/2016. This is out-of-date by 5 years. There have been significant traffic increases locally since. The study needs to be done on a normal school weekday, at peak times, and outside of school holiday periods. Obvious and significant questions have been raised about this out-of-date report.

The study did not highlight that safety and traffic are a major issue for Kiama High School school community and students currently. An updated Traffic Study is urgently required. This is a Health and Safety concern for students and pedestrians alike.

The traffic study states that there will be an extra 525 vehicle movements past the KHS each peak hour morning. The safety issues with an extra 9 vehicles per minute are a huge concern for student safety. Access for emergency vehicles to Kiama High School also needs to be re-assessed.

The traffic report states that 90% of vehicles leaving the proposed estate will be heading north, either going into the town centre or heading north on the Princes Highway past the school. More vehicles going into the town centre will put pressure on parking. Will KMC release details of the Traffic and Parking Study that Council has commissioned to assess the current issues regarding parking for assessment in relation to the PP?

The current intersection is problematic and other new developments nearby, such as at Surfleet Place, will add to traffic congestion.

Will there be noise abatement measures put into place for the increased traffic flows?

Transport for NSW does not support the PP in its current form. There is more information needed regarding pedestrian access, cycle ways, and public transport.

Within the South Kiama PP there appears to be very narrow roads and with the likelihood of 2 or 3 cars per residence in the high-density development proposed, this will see congestion on the streets, like in much of Shell Cove/Shellharbour, certainly much higher than in the out-of-date traffic study, with much higher traffic movements than 5 years ago. Residents have little confidence in the current traffic report.

7. The NSW Auditor-Generals report on NSW Public Schools recently highlighted that there can be little to no confidence attached/weighted to the brief 2 page letter from the NSW Department of Education to support the South Kiama PP.

There are significant concerns relating to school capacity, with Kiama High School currently close to max capacity 1060 students, and the Kiama Primary School PS also near maximum student capacity.

I have no confidence in the department's information considering the 2021 NSW Auditor-General's Report raised serious concerns regarding the Department of Education and Schools Infrastructure NSW ability to plan for and accommodate the huge enrolment increases expected in NSW

government schools (alone) during the next 2 decades (to 2038), with an additional 200 000 students projected to enrol statewide, above current levels.

The report cannot be relied upon when considering the 2021 findings of the NSW Auditor General.

Please accept my concerns and objections in regard to the current South Kiama Planning Proposal, written in the interest of future generations of people who will visit, work and live in our beautiful town.

Regards,

Please withhold my name from public reports to Council and being made publicly available.

Debbie Boles

From: howard.r.jones <howard.r.jones@bigpond.com>
Sent: Monday, 31 May 2021 4:02 PM
To: Council
Subject: Re: SC2853 - Planning Proposal for South Kiama
Attachments: South Kiama PP SC 2853.pdf

Categories: Marina

General Manager,
Kiama Municipal Council

Please see attached my submission opposing the proposal to amend Kiama LEP 2011 to rezone land between Saddleback Mountain Road and Weir Street, Kiama - SC2853

Howard R Jones
7 Free Selectors Road,
Foxground NSW 2534

NB Please note that I have made no notifiable donations to anyone associated with the assessment of this proposal.

407 Free Selectors Road,
Foxground NSW 2534
31st May 2021

Reference **SC2853**

To: The General Manager
Kiama Municipal Council,
By email..

The following statement and the appended documents constitute my submission in opposition to the proposal to amend Kiama LEP 2011 to rezone land between Saddleback Mountain Road and Weir Street, Kiama.

My submission consists of two documents that I have already submitted at various stages during the life of this proposal plus this statement which explains how they are still relevant and

The first document is labelled Appendix 1 and constitutes my letter to Council dated 15th September 2018, prior to the formal notification of the Planning Proposal. That letter was prepared by me and submitted on behalf of CCGA.

That letter set out the reasons why the Planning Proposal which is the subject of this submission should not have been supported by Council. I am aware that the proposal was supported by the staff but rejected by the Councillors. Subsequently the applicant requested a review of the decision.

The second document is labelled Appendix 2 and is my personal submission dated 15th July 2019 to item 16.1 – South Kiama Planning Proposal Review in the Council Business paper at the time.

My initial argument on behalf of CCAG was that the land involved in that PP should not have been supported for consideration because of the qualification in the Kiama Urban Strategy that it NOT be rezoned unless there was a demonstrable shortage of housing capacity in Kiama.

I argued that to suggest there was such a shortage was not supported by any real assessment or analysis of the housing history relative to the multitude of targets and guidelines in regional strategies and plans over the year, noting in particular that Kiama moved from being part of the Illawarra region to being part of the larger Illawarra Shoalhaven region. This meant that the options for significant dwelling locations were in a new context and over that time the role that the Kiama LGA played within the larger region was defined less in terms of greenfield dwelling potential to more emphasis on its agricultural and tourism values.

It was argued before the Southern Regional Planning Panel, that the absence of development in South Gerringong justified the analysis of a shortage of new housing options within the Kiama LGA and there for the qualification for NO rezoning of the land in the Kiama Urban Strategy could be ignored.

Now in recent months we are faced with planning proposals for that very land in South Gerringong supported by Council, in this case both staff and Councillors. If there was ever a case of double dipping, this is it. Of course, all the way through this process the significant contribution that Bombo will play (see draft Illawarra Shoalhaven Regional Strategy) was ignored and continues to be ignored during the current debate.

Could we assume that if those South Gerringong Planning Proposals had been supported prior to the South Kiama PP being assessed by Council that it would have implied that South Kiama was not supported because of the qualification in the KUS.

It should also be noted that somehow Council was suggesting that the lack of a South Gerringong proposal would remove 355 lots from the LGA tally, however no argument was given for where this number came from, certainly not the Kiama Urban Strategy. The recent Planning Proposal for South Gerringong was actually in the order of 160 lots!

The current proposal for South Kiama will result, after dual occupancies and other higher density areas, over 600 lots.

These uncertainties, cherry picking of numbers and words from documents, double dipping and magical use of timelines which vary from strategy to plan to strategy creates an extremely difficult scenario in which to know what is happening.

It has also been very frustrating that Council has not kept public records of the number and type of dwellings that have been constructed over the length of the various timelines. Very late in the piece a recent Director of Environmental Services at Kiama Council actually showed where the public might get a clue by identifying the number of Sydney Water connections over time. Such information should have been made available from the very beginning and should have been part of determining the relationships between the various "targets" provided in the various regional plans and strategies.

Whilst the comments and arguments in the attached documents may technically not relate directly to the formal Planning Proposal for South Kiama, the first does accurately pre-empt it and the second relates to its review.

In the main I argue that the proposal should not actually be under assessment, however as it is, I argue that the basis for its existence is significantly flawed.

Thank you for the opportunity to comment,



Howard R Jones

0404149374

Appendix 1 - my letter to
Council dated 15th September
2018

CCAG – Kiama by Email
15th September 2018

Linda Davis,
Director of Environmental Services
Kiama Municipal Council

Re: Planning Proposal for South Kiama lands and associated matters.

Dear Linda,

Introduction:

A Planning Proposal for land in South Kiama has recently been discussed in The Bugle. We believe it was also raised at the Jamberoo Valley Residents and Ratepayers Association meeting and at the recent Central Kiama Precinct meeting.

We understand that council staff are currently assessing the proposal in line with NSW Government guidelines and Council's own Planning Proposal Policy for consideration by the councillors. While it is too early to talk about the specifics of the Planning Proposal (PP), there is however a question relating to how this matter will be assessed which is very relevant not only to this PP but to any future PP looking to rezone greenfield sites for residential purposes.

We refer specifically to the status of the Kiama Urban Strategy (KUS) and how its recommendations are reflected in the assessment of Planning Proposals.

To our knowledge there has been no statement from the Council which suggests that the KUS is no longer relevant or that it has been "downgraded" in importance.

At a recent meeting in Jamberoo attended by yourself and the DOP however, mention was made by the DOP representative that the KUS was "just a guide". At the time it was prepared of course it was actually a DOP requirement that Kiama Council produce a strategy to inform the new LEP and to provide an orderly plan for the future dwelling development that would occur in line with the Illawarra Regional Strategy.

More recently there have been updated population and housing projections produced¹.

In the case of new greenfield residential development, the KUS provides a staging of those rural lots that were identified as suitable for residential use. The analysis that was done of 30 or more lots put forward by landowners for consideration at the time identified suitable lots based on a complex and thorough set of criteria² together with a list of those unsuitable. It also identified a number of lots suitable for future seniors living.

There have been a number of requests through CCAG and before that from R Lyle from JVRRA and H R Jones from South Precinct for a running audit of the number of completed dwellings, those under construction and those approved, their categories and locations. The audit is

¹ See attachment 6

² See "Site Assessment Framework (SAF) – Judith Stubbs & Associates July 2007

intended to form a register that links the new dwellings to the projections in the Kiama Urban Strategy timetable.

The register would also match the opening up of new greenfield residential lots against the planned release included in the KUS staging recommendations. Whether the proposed number of dwellings relates to the original DOP figures mentioned in the KUS or the more recent proposed dwellings from the DOP attached, the absence of a register makes it impossible to determine progress towards the goal.

Council via recommendation 17/151 in May of 2017 resolved to implement such a register which would be updated on a quarterly basis. Whilst there has been some progress on other parts of the recommendation, nothing has been forthcoming regarding the register.

We have attached to this letter:

- (1) The annotated page 24 of the KUS relating to the Kiama South lots likely to be the subject of the Planning Proposal. We have overwritten on each lot the decision of the KUS in regard to its future role in supporting new dwellings,
- (2) Pages 32 and 33 which assign to each lot a role as mentioned above (see the red outline),
- (3) Page 25 (stage 1) and 45 (stages 2 and 3) from the KUS which sets out the staging of the development of new lots needed to satisfy the requirements set out in the Illawarra Regional Strategy,
- (4) Page 45 from the November 2010 version of the KUS showing no lots considered for residential development. Note that there is no equivalent map in the September 2011 version of the KUS highlighting the fact that none of the Kiama South lots were considered for inclusion,
- (5) Summary of considerations applied to site assessment in the JSA Site Assessment Framework,
- (6) Most recent DOP dwelling and population projections for Kiama LGA,
- (7) Web page of the Sydney-Regional-dwellings" data set link and
- (8) Kiama dwelling figures from dataset July 2012 to May 2018

Principal concerns:

We would like to highlight the following matters regarding the KUS and the Kiama South Planning Proposal **noting that the principles relate to any such Planning Proposal or DA which is likely to have significant impact on dwelling numbers.**

- (1) None of the lots likely to have been included in the Kiama South Planning Proposal between Old Saddleback Road and Weir Street are referred to in the staged release of new lots in the KUS and none of the lots are indicated on the page 45 map (of the original 2010 version of the KUS) showing "Kiama South Sites for proposed LEP residential". We note that there is not even a Kiama South sites map in the updated 2011 version of the KUS.
- (2) As per our annotations on appendix 1, the westerly lots are all determined in the KUS assessment to be not suitable for future residential rezoning.

- (3) As per our annotations on appendix 1, the eastern and southern lots similarly are not listed for inclusion in the KUS staged release of land. They are however qualified by the statement "To be considered in conjunction with **only if insufficient dwelling numbers are available.**" This position is stated in 6.1.4 on page 34 of the KUS.

NOTE: Detailed assessment justifying the reasons for (2) and (3) above are available in the 2008 version of the Kiama Urban Strategy adopted by Kiama Council on 15th July 2008 and the various attachments to JSA's Strategic Directions papers at the time. To our knowledge no further detailed comparative assessment relating to the appropriateness of these lots for residential development has been done.

As mentioned above, we are not commenting on the merits of the proposal, having not seen the detail, however we are questioning whether this matter should even be considered at this time given the absence of any data justifying whether "... **insufficient dwelling numbers are available.**"

It is of interest that in a recent case written up in the St George & Sutherland Shire Leader, a Planning Proposal (2016SCL006 DA) before Bayside Council for residential development was refused by the relevant Sydney Central Planning Panel³. The report contained the following statement:

The panel said it "was not satisfied with the justification put forward in support of the higher residential density proposed for the site".

"In particular, it is noted that the Bayside local government area (LGA) is more than meeting its residential targets and will continue to do so based on approvals issued and future developments which are in the pipeline," the panel said.

"Information provided by the council shows that the short-term housing target for the LGA 2016-2021 of 10,150 new dwellings has already been exceeded based on development approvals and completions to May 2018.

"Of the long-term target of 28,050 new dwellings by 2036, it is anticipated that 19,598, or 69.9 per cent, will be reached based on existing approvals, identified new residential precincts and planning proposals (pre and post Gateway) excluding Cook Cove."

What we read from this statement is that:

- (a) it was of significance that a Council was "more than meeting its targets" in determining the appropriateness or otherwise of the PP and
- (b) the information was available from the Council. That is Bayside Council was able to provide the dwelling data required for the case.

These are the very reasons why the previous requests for Kiama Council to have available a register of new dwellings matched to the targets were made. The Council (and through the

³

http://www.planningpanels.nsw.gov.au/DevelopmentandPlanningRegister/tabid/62/ctl/view/mid/424/JRPP_ID/3080/language/en-US/Default.aspx

Council the community) effectively entered into an agreement with the DOP to increase dwelling numbers over a period of time.

Of what value is it to have agreed targets and agreed timetable if there is no register of progress towards those targets? It should be noted that the most recent figures provided by the DOP were NOT the subject of negotiation and reflect a changing attitude by the DOP in the way it “distributes” projected housing numbers to Councils with the implication that the Council will simply do what it is told.

If lots have been identified as potential residential land on the basis of criteria relating to the lands’ appropriateness for that classification, and other lots rejected on the basis of those same criteria are given priority, of what value is it to have an agreed timetable or even to have a set of criteria at all?

There is much confusion within the Kiama LGA as to what is driving the current rate, type and location of development. The confusion comes from:

- (a) The inability of the community to relate the scale of development to what it thought it agreed to (through its Council) a number of years ago via an LEP (2011) and a KUS (2011),
- (b) The way that legislation has changed over time and removed much of the autonomy that Councils had over rezoning and the nature of development,
- (c) The Gateway process that is providing avenues to bypass Council and community wishes,
- (d) The possibility of “discarding” or “ignoring” of policies such as the Kiama Urban Strategy as highlighted in this letter and
- (e) The DOP policy of just “handing out” new housing requirements with the expectation that Councils will implement them without question. This is highlighted even more directly by the non-negotiated “Metro Satellite” classification recently given to Kiama LGA in the “20 Year Economic Vision for Regional NSW”. This classification includes the qualification “The Capital region and Kiama will also **see particularly strong population growth**”.

The CCAG notes the information contained in the NSW register of dwelling numbers⁴ which can be found at:

<https://data.nsw.gov.au/data/dataset/sydney-region-dwellings/resource/8a194224-d3ec-45d4-b251-512b7f33e4c7#>

This page provides a link to “Download Resource” which is an excel spreadsheet providing monthly data on new detached and multi-unit dwellings for the Illawarra and Kiama in particular on a monthly basis going back to 2012. The current version of the resource has data as recent as May 2018.

We are assuming that the information was provided by Council and that a further breakdown from Council’s records would provide links between these numbers, Kiama LGA location data

⁴ See attachments 7 and 8

and subsequently would allow matching to the anticipated dwelling numbers forecast in KUS (2012) as requested.

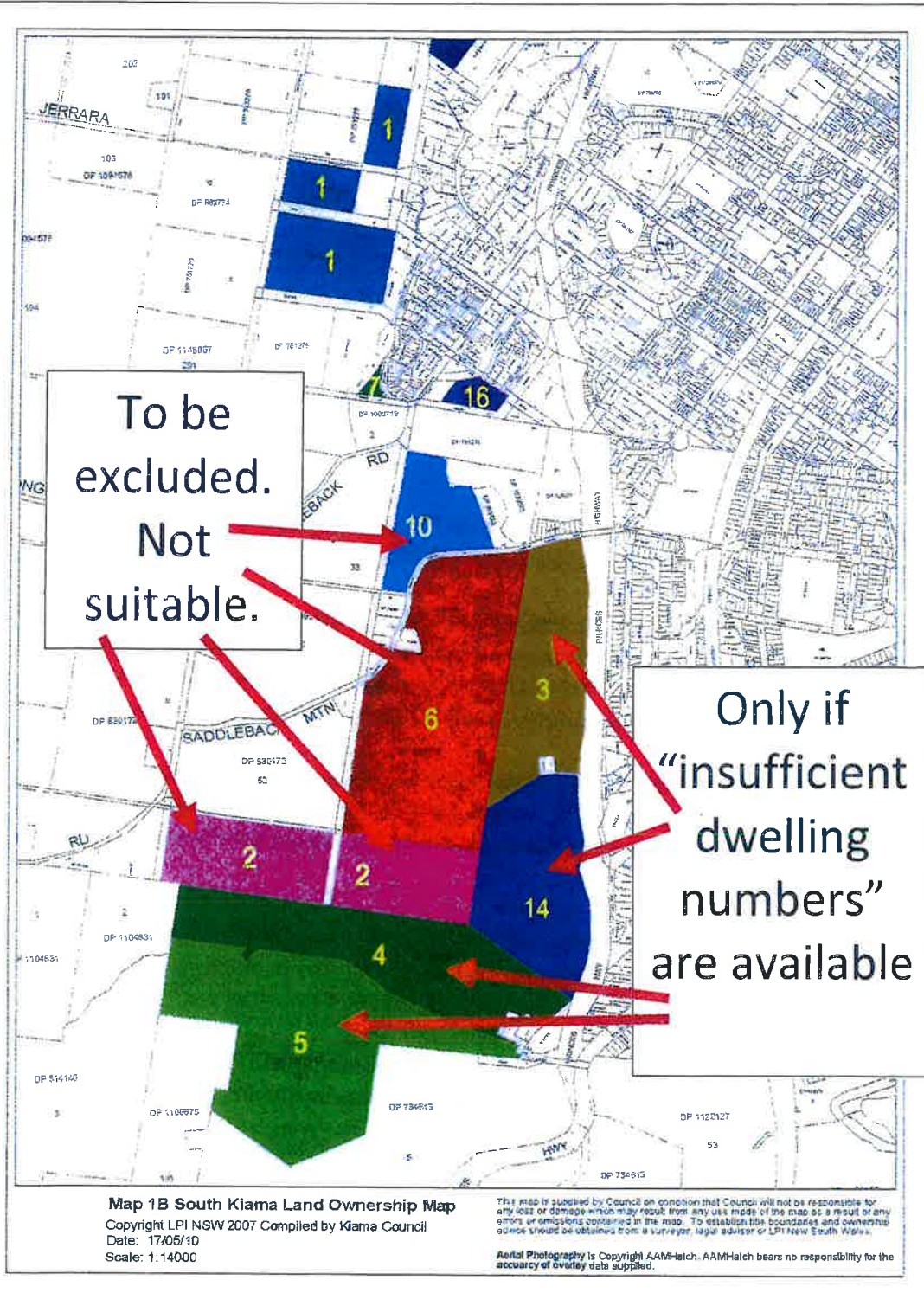
Conclusion:

In response to the points we have raised above we would ask that the following clarifications be made:

- A. What is the current status of the Kiama Urban Strategy (KUS) as seen from the points of view of Kiama Council and the Department of Planning?
- B. What role does the KUS play in assessing Planning Proposals relating to land mentioned in the KUS?
- C. On what basis would Kiama Council consider supporting a Planning Proposal for the rezoning of land where that land had not been supported for rezoning within the table of staged implementation mentioned above?
- D. How does Kiama Council intend to respond to the qualification "... only if insufficient dwelling numbers are available", relating to the lots mentioned above?
- E. Should Council consider the rezoning of rural land **not** supported in the KUS when, for example, Bombo Quarry which **is** supported in the KUS with its considerable potential yield, is yet to be developed? There remains considerable time before the original staged timeline runs its course and no evidence that the KUS is "undersubscribed".
- F. What consideration is Kiama Council giving to formulating a detailed register of new dwellings (as mentioned above) to serve as a guide in responding to this and future Planning Proposals to ensure that Kiama LGA does not exceed the previously agreed new dwelling numbers?
- G. If the status of the KUS has significantly changed over time, how will Kiama Council ensure that the community is brought up to date with the hierarchy of planning instruments overseeing development in the Kiama LGA?
- H. Given the existence of the publicly available above-mentioned "Sydney-region-dwellings" dataset, why is there continuing reluctance by Council to produce a register of the sort we have been asking for?

Prepared by Howard R Jones on behalf of CCAG - Kiama.

Appendix 1 – Annotated map of Kiama South lots considered in the KUS.



Appendix 2 – Details of Kiama South lots considered for KUS

KIAMA				
Site No	Proponent/ Owner	Property Description	Address	Assessment Result
1	David Yates & Associates (Lemina Pty Ltd)	Lot 185 DP 751279	Hothersal Street KIAMA	Exclude as the land is west of the town boundary adopted by Council.
		Lot 183 DP 751279		
		Lot 186 DP 751279		
		Lot 188 DP 751279		
2	Mr T Y Pryor & Mrs S G Pryor	Lot 1 DP 602167	205 Saddleback Mountain RD KIAMA	Exclude - not a suitable location and not required.
3	Mr L J Singleton	Lot 1 DP 707300	40 Saddleback Mountain RD KIAMA	To be considered in conjunction with 4, 5 & 14 only if insufficient dwelling numbers are available. Not supported by the Dept of Planning or Council.
4	Mr T J & Mrs P A McGill	Lot 101 DP 1077617	11 Weir ST KIAMA HEIGHTS	To be considered in conjunction with 3, 5 & 14 only if insufficient dwelling numbers are available. Not supported by the Dept of Planning or Council.
5	Mr A M Rendel & Mrs D I Rendel	Lot 102 DP 1077617	8 Weir ST KIAMA HEIGHTS	To be considered in conjunction with 3, 4 & 14 only if insufficient dwelling numbers are available. Not supported by the Dept of Planning or Council.
6	Mr R D & Mrs D Brooks	Lot 12 DP 598137	51 Saddleback Mountain Rd KIAMA	Exclude – not a suitable location and not required.
7	David Yates & Assoc (Lemina Pty Ltd)	PLT 1520 DP 1060995	Danube Street KIAMA	Exclude – located west of the town boundary adopted by Council.
8	Mr H Al-Said & Mrs M Al-Said	Lot 3 DP 1018217	Dido Street KIAMA	Include.
9	Cowman & Stoddart (Sailfind Pty Ltd)	Lot 3 DP 805229	25 Dido ST KIAMA	Exclude – due to its highly visual ridge location and not required.
10	Mr A M Rendel & Mr G O Grey	Lot 33 DP 709582	152 Saddleback Mountain Rd KIAMA	Exclude – not a suitable location and not required.
11	Cowman & Stoddart (Mr R F & Mrs L E French)	Lot 4 DP 1018217	17 Dido Street KIAMA	Partial inclusion only as part of the land is west of the town boundary adopted by Council.
12	Mr R M Goldie & Oscing Pty Ltd	Lot 2 SEC: 84 DP 758563	59 Jamberoo RD KIAMA	Exclude – as the land is west of the town boundary adopted by Council.
		Lot 1 SEC: 83 DP 758563		
		Lot 1 SEC: 84 DP 758563		
		Lot 1 DP 720053		
13	White Constructions (Mr J W Milne)	Lot 1 SEC: 67 DP 758563	Terralong Street KIAMA	Include – as the land adjoins Cedar Ridge and Cedar Grove and is east of the town boundary adopted by Council.
		Lot 1 DP 797732		
		Lot 2 DP 797732		

KIAMA				
Site No	Proponent/ Owner	Property Description	Address	Assessment Result
14	Mr J & Mrs M Fanaian	Lot 5 DP 740252	51 South Kiama Dr KIAMA HEIGHTS	To be considered in conjunction with 3, 4 & 5 only if insufficient dwelling numbers are available. Not supported by the Dept of Planning or Council.
15	East (private owner)	Lot 2 DP 740400	South Kiama Drive KIAMA HEIGHTS	Exclude as a result of submissions received during exhibition of the draft Urban Strategy.
16	J Marvel	Lot 500 DP 1064140	43 Old Saddleback Rd KIAMA	Zone Residential R2 as the land was supported in a previous environmental study. Included in draft LEP 2011
17	RTA surplus land	Lot 1 DP 1115452	Henry Parkes Drive KIAMA DOWNS	Include
18a	RTA surplus land	Lot 12 DP 1122990	Riverside Drive, Kiama Downs	Zone Residential R2 to facilitate extension of Barton Drive to Riverside Drive. Included in draft LEP 2011
18b	RailCorp surplus land and A & F Lucato	Lot 101 & 102 DP 1110563 Lot 12 DP 818205	Riverside Drive, BOMBO	Include.
19	RailCorp surplus land	Lots 1 & 2 DP 715077 Attunga Avenue Lots 3 & 4 DP 715077 Kalang Road	KIAMA HEIGHTS	Exclude to permit further discussion and assessment of noise and vibration, open space and pedestrian link requirements.
20	RailCorp, Boral and Cleary Bro (Bombo Quarries)	Various lots Bombo Quarries and surround lands	BOMBO	Include – recommended by the Community Panel Report and supported by a draft Structure Plan prepared for Bombo Quarries.

6.1.3 Sites 8, 11, 13, 18(b), and 20 as identified in the Table, the Kiama North and Kiama South Maps on pages 42 & 43 should be assessed further in a Planning Proposal. The Planning Proposal should at the minimum:

- 6.1.3a assess whether land within these sites is suitable for residential zoning having regard to traffic & transportation, flooding, land stability, natural environment, aboriginal and European cultural heritage, and scenic landscape considerations,
- 6.1.3b establish a more accurate lot yield potential and density,
- 6.1.3c assess infrastructure servicing availability and amplification needs,
- 6.1.3d propose a priority for release, and
- 6.1.3e identify any environmental and physical constraints to development and town services and social infrastructure requirements which should be met.

Appendix 3 – Stages of implementation of KUS. NOTE that none of the Kiama South lots considered above have been included in stages 1,2 or 3.

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5. SITES CONSIDERED FOR URBAN EXPANSION

5.1 UNSUBDIVIDED LAND CURRENTLY ZONED RESIDENTIAL

5.1.1 There are currently lands zoned for residential purposes in Kiama, Gerringong and Jamberoo which have not been subdivided. (see following plans) It is considered that the subdivision and release of this land should take precedence and should be considered as Stage 1 of the Urban Release Strategy. The Community Panel Report also recommended consideration of these sites at Kiama and Gerringong.

For the purpose of estimating the possible dwelling yield 13 dwellings per hectare (as suggested by the DOP) at Kiama and Gerringong and 10 dwellings per hectare at Jamberoo have been used.

Location	Land Area	Approximate Potential Dwelling Yield	Stage
Kiama			
Spring Creek	12.55ha	63 (Stages 1, 2 and 3 = 163)	Stage 1 – 63 (Council) Stage 2 – 50 (SRA) Stage 3 – 50 (Boral)
Kiama Heights	10.3 ha	134	1
Gerringong			
Elambra Estate	5.34ha	25 remaining (DA consent)	1
Campbell and Wells Streets	1.9ha	25	1
Jamberoo			
Drualla Road	3.97ha	40	1
Total		287	

5.1.2 Unsubdivided land currently zoned Residential at Kiama, Gerringong and Jamberoo is shown on the following 3 maps.

9. URBAN EXPANSION PROPOSALS POTENTIAL DWELLING YIELD AND STAGING

Location	Land Area Ha	Approximate Potential Dwelling Yield	Stage
Kiama			
Site No 20 Bombo Quarries	33	429	3
Site No 13 White Constructions	6.98	91	1
Site No 8, 11, 17 and 18b Miscellaneous	5.8	75	2
Spring Creek	12.55	100 (Stages 1, 2 and 3 = 163)	Stage 2 – 50 (SRA) Stage 3 – 50 (Boral)
Gerringong			
Part of Site No 30 Being Lot 10 DP 1045242 South of Campbell Street	13.83	179	Stage 1 – 60 Stage 2 – 60 Stage 3 – 59
Jamberoo			
Sites No 22, 24, 25 Miscellaneous	1.94ha	19	1
Site No 27b Simicic	4.7ha	47	2
Site Nos 27 & 27a Numerous owners	5.8ha	58	3

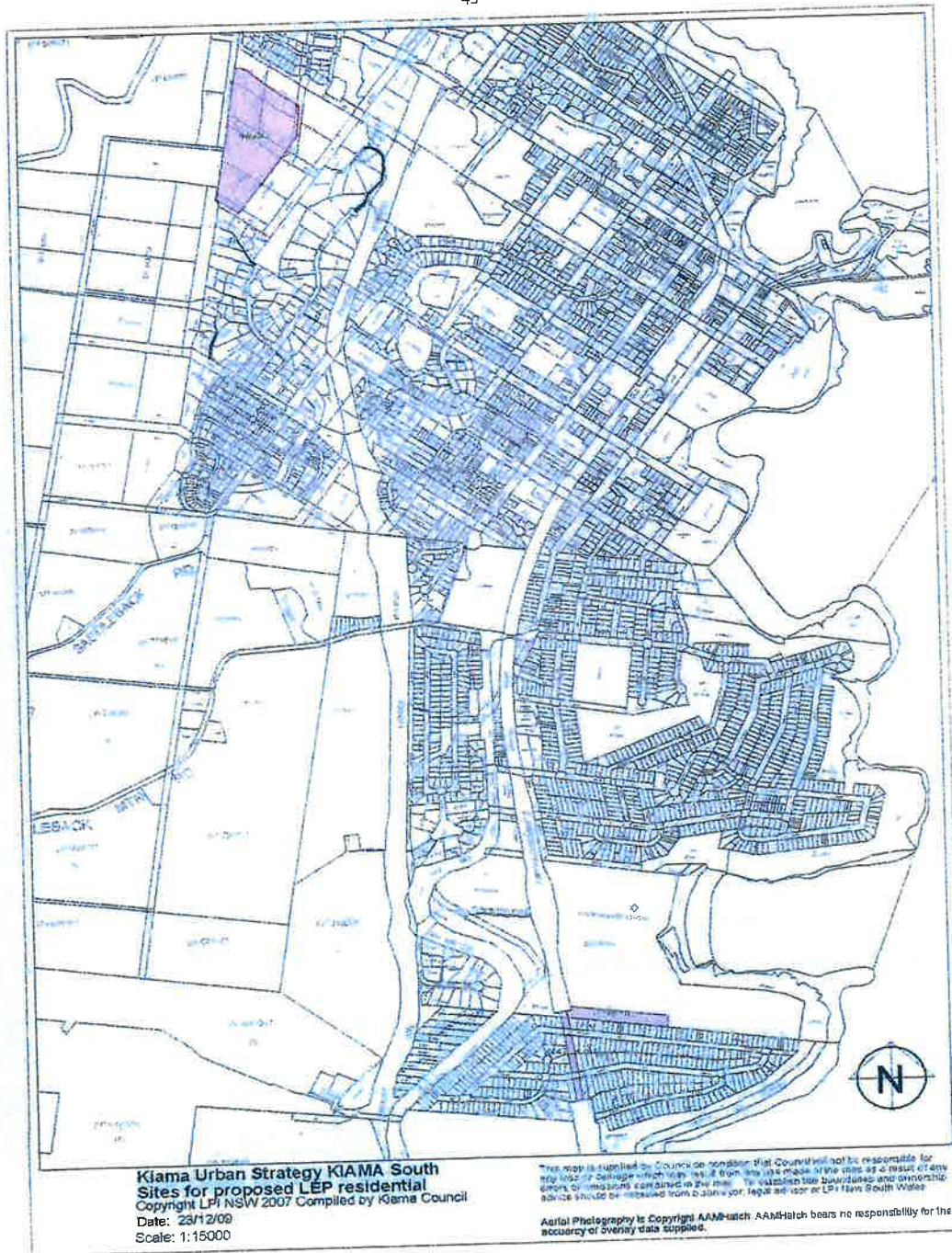
9.1 The sites identified for inclusion in a planning proposal are identified in the following 3 maps on pages 48, 49 and 50.

9.2 Total approximate potential detached dwelling yield:

- 9.2a Stage 1 – 457 (see table on page 25 and this page)
- 9.2b Stage 2 – 232 (see table above)
- 9.2c Stage 3 – 596 (see table above)
- 9.2d Total = 1285 (subject to final assessment by a Planning Proposal).

Appendix 4 – Page 45 from the version of the KUS updated on 3rd November 2010 by Kiama Council listing Kiama South sites for residential. Note that there are none of the sites discussed above shown. It is of interest that there is NO equivalent map in the latest updated version reflecting the lack of Kiama South lots recommended.

~ 45 ~



Appendix 5 – Summary of issues considered in the original Site Assessment Framework

Summary Table		
Natural Environmental Criteria	Score	
Avoidance of Risk		
Slope Analysis		
Soil Characteristics		
Vegetation & Habitat		
Aquatic Features		
Subtotal		
<hr/>		
Modified Environmental Impacts		
Heritage Features		
Land Use Considerations		
Utility Services		
Roads & Public Transport		
Urban Design Opportunities & Constraints		
Subtotal		
<hr/>		
Social Impacts		
Access to Facilities & Services		
Potential for Physical & Social Integration with Surrounding Neighbourhood		
Social Amenity Impacts on Existing Residents		
Ambient Amenity Value for Future Residents		
Likely Severity of Scenic & Character Impacts		
Consistent with Desired Outcomes of Housing Study, & Community Consultation Process		
Potential Public Benefits from Land Capture		
Subtotal		
<hr/>		
Economic Considerations		
Economic Considerations		
Subtotal		
<hr/>		
Final Total		

Appendix 6 – Most recent population and dwelling projections



2016 New South Wales State and Local Government Area Population and Household Projections, and Implied Dwelling Requirements



KIAMA

	2011	2016	2021	2026	2031	2036
TOTALS:						
Total Population	20,800	22,150	23,450	24,700	25,900	27,100
Total Households	8,100	8,850	9,500	10,100	10,750	11,350
Average Household Size	2.54	2.46	2.43	2.40	2.36	2.33
Implied Dwellings	9,900	10,850	11,600	12,350	13,150	13,900
CHANGE:		2011-16	2016-21	2021-26	2026-31	2031-36
Total Population Change		1,350	1,300	1,250	1,250	1,200
Average Annual Population Growth		1.3%	1.1%	1.1%	1.0%	0.9%
Total Household Change		800	650	600	600	600
Average Annual Household Growth		1.9%	1.4%	1.3%	1.2%	1.1%
AGE GROUPS:	2011	2016	2021	2026	2031	2036
0-4	1,050	1,150	1,200	1,200	1,150	1,150
5-9	1,250	1,300	1,350	1,450	1,450	1,450
10-14	1,350	1,400	1,500	1,550	1,600	1,650
15-19	1,450	1,300	1,350	1,450	1,500	1,550
20-24	1,100	800	700	700	750	800
25-29	900	1,000	800	750	750	800
30-34	850	1,100	1,200	1,050	1,000	1,000
35-39	1,150	1,100	1,350	1,400	1,300	1,300
40-44	1,300	1,400	1,350	1,600	1,700	1,600
45-49	1,450	1,400	1,500	1,500	1,700	1,800
50-54	1,700	1,550	1,500	1,600	1,600	1,850
55-59	1,650	1,800	1,700	1,650	1,750	1,700
60-64	1,450	1,750	1,900	1,850	1,800	1,900
65-69	1,250	1,500	1,800	2,000	1,900	1,900
70-74	950	1,200	1,450	1,750	1,900	1,850
75-79	800	850	1,100	1,350	1,600	1,800
80-84	600	650	750	950	1,200	1,450
85+	600	750	850	950	1,200	1,550
HOUSEHOLD TYPES:	2011	2016	2021	2026	2031	2036
Couple only	2,650	3,000	3,300	3,600	3,800	4,050
Couple with children	2,700	2,800	2,950	3,000	3,100	3,200
Single parent	700	750	750	800	850	850
Other family households	50	50	50	50	50	50
Multiple-family households	150	150	200	200	200	200
<i>Total family households</i>	<i>6,250</i>	<i>6,800</i>	<i>7,250</i>	<i>7,650</i>	<i>8,000</i>	<i>8,350</i>
Lone person	1,700	1,950	2,150	2,350	2,600	2,850
Group	100	100	100	100	100	150
<i>Total non-family households</i>	<i>1,850</i>	<i>2,050</i>	<i>2,250</i>	<i>2,450</i>	<i>2,700</i>	<i>2,950</i>
Total	8,100	8,850	9,500	10,100	10,750	11,350

Disclaimer

While every reasonable effort has been made to ensure that these projections are correct at the time of release, the State of New South Wales, its agents 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

g

Appendix 7 – Web page of Greater Sydney Region new dwelling data set.

Greater Sydney Regional Housing activity - Greater Sydney Regional Housing Activity - Data NSW

10/9/18, 9:16 am

[Datasets \(/data/dataset\)](#) | [Organisations \(/data/organization\)](#) | [Groups \(/data/group\)](#) | [About \(/data/about\)](#)
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[Greater Sydney Regional ... \(/data/dataset/sydney-region-dwellings\)](#) / **Greater Sydney Regional ... ()**

[Download \(https://data.nsw.gov.au/data/dataset/97020a5b-83bb-4081-8ac0-72e48866b46f/resource/8a194224-d3ec-45d4-b251-512b7f33e4c7/download/dpe-sydney-housing-activity,june18.xls\)](https://data.nsw.gov.au/data/dataset/97020a5b-83bb-4081-8ac0-72e48866b46f/resource/8a194224-d3ec-45d4-b251-512b7f33e4c7/download/dpe-sydney-housing-activity,june18.xls)

Greater Sydney Regional Housing Activity

URL: <https://data.nsw.gov.au/data/dataset/97020a5b-83bb-4081-8ac0-72e48866b46f/resource/8a194224-d3ec-45d4-b251-512b7f33e4c7>

This dataset contains the latest available numbers of dwelling approvals by District from July 1991; the latest available numbers of net dwelling completions by District from July 2012; and the number of net dwelling completions for Greater Sydney Region by financial year from 1949-50 to date. DPE collects data from the Australian Bureau of Statistics, Sydney Water, Hunter Water, as well as the Central Coast and Shoalhaven Councils and analyses them as part of the Department's responsibilities to monitor residential dwelling approvals and completions. Dwelling Approvals refers to a residential development that has received the final approval to construct. Net dwelling completions refer to the difference between the number of completed dwellings compared to the existing stock, adjusted for demolitions. For example, a two-unit development that demolishes one house is counted as one net dwelling completion. These data are for the Greater Sydney, Central Coast, Illawarra-Shoalhaven and Greater Newcastle Regions, which comprise the LGAs of Bayside, Blacktown, Blue Mountains, Burwood, Camden, Campbelltown, Canada Bay, Canterbury-Bankstown, Central Coast, Cessnock, Cumberland, Fairfield, Georges River, Hawkesbury, Hornsby, Hunters Hill, Inner West, Kiama, Ku-ring-gal, Lake Macquarie, Lane Cove, Liverpool, Maitland, Mosman, Newcastle, North Sydney, Northern Beaches, Parramatta, Penrith, Port Stephens, Randwick, Ryde, Shellharbour, Shoalhaven, Strathfield, Sutherland Shire, Sydney, The Hills Shire, Waverley, Willoughby, Wollondilly, Wollongong and Woollahra. On 21 September 2017, the Greater Sydney Region Districts were revised to form Central City, Eastern City, North, South and Western City (Environmental Planning and Assessment Order 2017). Previously the Greater Sydney Region Districts included Central, Central West, North, South, South West and West.

[Data Explorer \(/data/dataset/sydney-region-dwellings/resource/8a194224-d3ec-45d4-b251-512b7f33e4c7?view_id=461f8c0a-5b84-4f64-b1e2-09c057de673f\)](#)

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i This resource view is not available at the moment. [Click here for more information.](#)

Could not load view: DataProxy returned an error (Request Error: Backend did not respond after 10 seconds)

[Download resource \(https://data.nsw.gov.au/data/dataset/97020a5b-83bb-4081-8ac0-72e48866b46f/resource/8a194224-d3ec-45d4-b251-512b7f33e4c7/download/dpe-sydney-housing-activity,june18.xls\)](https://data.nsw.gov.au/data/dataset/97020a5b-83bb-4081-8ac0-72e48866b46f/resource/8a194224-d3ec-45d4-b251-512b7f33e4c7/download/dpe-sydney-housing-activity,june18.xls)

<https://data.nsw.gov.au/data/dataset/sydney-region-dwellings/resource/8a194224-d3ec-45d4-b251-512b7f33e4c7#>

Page 1 of 3

(1) Appendix 8 – Kiama dwelling figures from dataset July 2012 to May 2018

Illawarra Completions													
Year and Month	Kiama			Shearwater			Shoalhaven			Wollongong			Grand Total
	Detached	Multi Unit	Total	Detached	Multi Unit	Total	Detached	Multi Unit	Total	Detached	Multi Unit	Total	
2012 Jul	5	4	9	2	0	2	0	0	0	16	17	33	44
2012 Aug	13	2	15	32	1	33	0	0	0	21	6	27	75
2012 Sep	14	0	14	62	1	63	0	0	0	48	4	52	139
2012 Oct	8	2	10	15	1	16	0	0	0	2	8	10	36
2012 Nov	5	1	6	7	0	7	0	0	0	20	7	27	40
2012 Dec	20	26	46	82	1	83	0	0	0	77	136	213	342
2013 Jan	9	1	10	24	1	25	0	0	0	32	7	39	74
2013 Feb	7	8	15	6	12	18	0	0	0	13	23	36	79
2013 Mar	18	4	22	59	28	87	0	0	0	68	5	73	182
2013 Apr	7	0	7	12	0	12	0	0	0	28	29	57	76
2013 May	0	0	0	8	16	24	0	0	0	9	59	68	92
2013 Jun	12	0	12	30	4	34	0	0	0	32	74	106	152
2013 Jul	1	0	1	8	1	9	0	0	0	4	16	20	28
2013 Aug	1	0	1	17	1	18	0	0	0	21	13	34	59
2013 Sep	8	0	8	42	1	43	0	0	0	82	17	99	150
2013 Oct	0	0	0	2	0	2	0	0	0	7	106	113	114
2013 Nov	2	1	3	3	8	11	0	0	0	2	2	4	18
2013 Dec	16	2	18	79	4	83	0	0	0	120	22	142	245
2014 Jan	0	20	20	1	3	4	0	0	0	1	11	12	36
2014 Feb	2	0	2	1	4	5	0	0	0	5	2	7	14
2014 Mar	5	4	9	95	7	102	0	0	0	111	13	124	245
2014 Apr	0	0	0	7	2	9	0	0	0	4	5	9	18
2014 May	0	0	0	4	12	16	0	0	0	12	2	14	30
2014 Jun	9	6	15	50	21	71	0	0	0	60	34	94	180
2014 Jul	3	0	3	6	4	10	56	35	91	7	112	139	223
2014 Aug	1	0	1	20	6	26	25	4	29	18	41	59	99
2014 Sep	8	0	8	50	5	55	27	2	29	58	12	70	171
2014 Oct	5	0	5	8	1	9	25	12	37	18	16	34	85
2014 Nov	2	0	2	27	3	30	34	24	58	30	11	41	111
2014 Dec	13	5	18	100	5	105	38	16	54	62	59	121	298
2015 Jan	1	0	1	2	0	2	24	3	27	9	25	34	64
2015 Feb	0	2	2	14	2	16	31	13	44	13	34	47	108
2015 Mar	6	24	30	67	7	74	39	18	57	56	16	74	235
2015 Apr	1	0	1	12	8	20	32	11	43	13	5	18	83
2015 May	1	0	2	14	0	14	36	17	53	24	6	30	99
2015 Jun	9	8	17	47	4	51	30	15	45	48	68	116	228
2015 Jul	2	3	5	10	13	23	31	14	45	15	11	26	98
2015 Aug	1	0	1	2	10	12	29	14	43	10	41	51	107
2015 Sep	4	5	9	76	16	92	35	18	53	79	8	87	241
2015 Oct	0	0	0	8	0	8	37	36	73	14	0	14	95
2015 Nov	0	0	0	2	3	5	35	4	39	6	28	34	78
2015 Dec	7	8	15	70	0	70	42	4	46	90	53	143	276
2016 Jan	10	2	12	5	0	5	12	7	20	8	38	46	83
2016 Feb	1	0	1	43	56	99	28	26	54	13	3	16	163
2016 Mar	7	0	7	57	8	65	25	12	37	77	17	94	207
2016 Apr	5	0	5	5	0	5	42	7	49	28	5	33	96
2016 May	13	0	13	23	0	23	38	11	49	31	135	166	251
2016 Jun	18	8	26	35	12	47	45	6	51	70	83	153	277
2016 Jul	2	0	2	8	14	22	33	8	41	24	16	40	105
2016 Aug	3	18	21	15	5	20	47	16	63	5	0	5	109
2016 Sep	9	5	14	41	4	45	76	16	92	57	33	90	241
2016 Oct	2	7	9	8	4	12	52	24	76	39	12	51	148
2016 Nov	7	0	7	33	5	38	42	8	50	32	33	65	160
2016 Dec	9	0	9	23	14	37	48	26	74	106	87	195	313
2017 Jan	2	0	2	9	3	12	19	6	25	43	0	43	82
2017 Feb	0	0	0	3	0	3	42	2	44	6	225	225	276
2017 Mar	24	2	26	35	0	35	49	15	64	66	79	145	264
2017 Apr	21	5	26	8	5	13	35	12	51	6	10	16	105
2017 May	0	21	21	64	37	101	46	0	46	91	364	455	623
2017 Jun	22	0	22	58	16	74	36	13	49	61	60	121	266
2017 Jul	6	5	11	2	13	15	25	11	36	14	6	20	82
2017 Aug	0	0	0	26	18	44	40	2	42	9	125	134	220
2017 Sept	18	8	26	113	2	115	35	4	39	69	57	126	306
2017 Oct	8	0	8	18	48	66	46	2	48	8	25	33	155
2017 Nov	8	22	30	17	2	19	46	10	56	6	30	36	141
2017 Dec	26	0	26	78	8	86	52	18	70	53	84	137	319
2018 Jan	0	3	3	14	6	20	23	36	59	6	18	24	105
2018 Feb	8	0	8	25	2	27	39	13	52	28	2	30	117
2018 Mar	39	8	47	79	24	103	43	17	60	23	43	66	276
2018 Apr	3	18	21	28	7	35	31	10	41	11	17	28	125
2018 May	3	0	3	13	3	16	44	50	94	11	10	21	134

Appendix 2 - my personal
submission dated 15th July 2019
to item 16.1 – South Kiama
Planning Proposal Review

407 Free Selectors Road,
Foxground NSW. 2534
15th July 2019

Re: Supplementary Item 16.1 – South Kiama Planning Proposal Review

Dear Councillors,

I write as someone who has had a close association with the history of this land at the time of preparation of the Kiama LEP 2011, during the preparation of the Kiama Urban Strategy and more recently when the Planning Proposal first came before Council and was eventually refused.

I suppose it was quite predictable that the proponents would take advantage of the review options available to them however I am confused that staff are recommending that Council accept the role of Planning Proposal Authority (PPA) when the Council originally voted against the Planning proposal proceeding to Gateway.

Of course, the matter is made more complicated by the fact that the staff recommended that the PP ~~did~~ go to Gateway, a decision that the Councillors overruled.

In Schedule 1 (page 13) of the Southern Regional Planning Panel's record of decision it is noted that on 19th June 2019 there was a "Briefing with Council" at which no Councillors were present. So what point of view was presented to the panel? Certainly no members of the public had an opportunity.

I have attached a copy of the Dept of Planning's "Rezoning Reviews" final report which looks at changes to the way that Rezoning Reviews are processed. It is of particular interest that a number of Councils and organisations submitted that Councils that refuse to forward Gateway applications should not be appointed as PPAs although the reasons for their opposition could be many and varied.

Given that Council refused to send the PP to Gateway but that staff are now recommending Council act as the PPA, there seems little opportunity for Council to follow up its opposition to the PP during the next stage of the process if it were to manage that process.

Kiama Council would be throwing in the towel by taking this route-

I note that Kiama Councillors on the Southern Regional Planning Panel (SRPP) excused themselves from deliberations because of "conflicts of interest". Why is it not a conflict of interest for the Council to act as the PPA?

The attached Department of Planning Rezoning Review explains the role of the Strategic Merits Test as well as the Site Specific Merits Test.

These two tests supposedly provide the justification for a decision to proceed to Gateway, however the Merit test reports in the business paper contain the very same inadequate assessments that were used to support the original PP.

For some reason the report focussed on the lack of progress with West Elambra as the reason for the shortfall, however the Kiama Urban Strategy takes an LGA wide approach

and the opportunities for Bombo Quarry, for example, greatly exceed the contribution from West Elambra. This area is listed as providing 179 lots in the KUS however the SRPP's Strategic Merit Test reports that 355 lots will be provided by West Elambra.

Of course those numbers and the broader numbers in the Illawarra Shoalhaven Strategic Plan are based on the "land availability and monitoring of progress under the Illawarra Urban Development Program (IUDP)" – see page 10 of the supplementary business paper.

It is totally contradictory to use the terms "IUDP" and "strategic" in the same sentence as the former is simply a database of greenfields sites without any strategic analysis as to their other values and potential to serve our region in some form other than urban development.

What other land in the south of the LGA is being considered to achieve 355 lots?

How a useful strategic assessment can be made in the absence of the detailed reports which will hopefully flow from the current Local Strategic Planning Statement (LSPS) process I do not know.

The SRPP report suggests that the LSPS process and the Gateway process "can proceed in parallel". That is just preposterous and implies that the Gateway process does not actually require a concrete accurate set of data on which decisions and analysis can be based.

Supporters of increased greenfield development in Kiama have long ignored the contributions of infill in existing areas, the significant numbers of dual occupancies, the large numbers of unit developments, Torrens title subdivisions of small lots (in some cases 3 lots from 1) etc when calculating the so-called shortfall.

The main issue with these "Merit Reports" is that no effort has been made to produce base line numbers (dates or dwellings) from which the success of the current planning environment in meeting the targets of the KUS and the Illawarra Shoalhaven Regional Plan (ISRP) can be measured.

Basic arithmetic and common sense says that there is a starting date from which calculations can be made and there is a finite number of dwellings of various types that have been created in the meantime. It may well be time consuming to do this calculation now when no capacity to keep track of the numbers is built into the "system", however in the absence of that data we are being conned.

There is a determined effort to deny both that the figures exist or that they can be measured. The KUS and the ISRP cover different time spans and no effort has been made to sort out the mess so that a clear picture can be formed. The KUS has been devalued by both Council and the Department of Planning for years when it gets in the way of a development agenda and nothing is clearer in this case when the land is clearly labelled "only if insufficient dwelling numbers are available".

I note on page 4 of the Department of Planning Rezoning Reviews document that the pre-Gateway review process was somewhat problematic in the areas of "transparency and certainty in plan making". It suggested there was a "need for a greater focus on strategic consistency" and that "inadequate weight [was] given to the currency of strategic planning applying to the land".

The KUS represents the current state of the strategic planning applying to the land in this PP. It was thorough and done in an LGA wide context and should not be overridden by the minimalist approach used in the SRPP Merit Tests and in an environment of numerical uncertainty regarding dwelling numbers.

I therefore suggest:

- (1) that Councillors seriously review the likelihood that PPA status will prevent the Council from actively opposing the PP in the next stage of its progress in line with your unanimous decision of 19th March 2019.
- (2) that Councillors request more detailed information about the background to the Strategic Merit and Site Specific Merit assessments done by the Southern Regional Planning Panel and reported in the "Rezoning Review Record of Decision" included in the business papers.
- (3) that Councillors request details of the staff input to the "Briefing with Council" on 19th June 2019 in view of the contradictory positions held by staff and Councillors prior to the 19th March 2019 Council meeting and highlighted in the staff report to that meeting.
- (4) that Councillors once again request the establishment of an accurate database of dwelling numbers and future dwelling options which relate to the time lines in the KUS and the ISRP?

Thank you for the opportunity to contribute to this debate.



Howard R Jones
(0404149374)

Debbie Boles

From: Kiama Council <council@kiama.nsw.gov.au>
Sent: Monday, 31 May 2021 4:17 PM
To: Council
Subject: Make a submission
Attachments: SubmissionReceipt-MakeASubmission-428.pdf
Categories: Marina



Make a submission

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

Your Contact Details	
First and last name:	Jillian Boyd
Street number:	1/33
Street name:	Tingira Cres
Suburb:	KIAMA
Postcode:	2533
Phone number:	0438597900
Email:	boydie5@optusnet.com.au
Your Submission	
Type of submission:	Other
DA number:	
DA address:	
Details of other:	Objection to development
Submission comments	
Enter your comments:	I wish to lodge my objection the the rezoning of 40 hectares of South Kiama - Saddleback Mountain Rd from pastoral to residential for the following reasons, It would be an eyesore. Why must developers cram housing into 40

	<p>hectares. There would be no room around the houses, no green space for families to enjoy. It would be just another housing development plonked down in the middle of what is currently a lovely hill. I would hope if this development has to go ahead that the developer would develop it into 2000 or 3000 sq mtr blocks and take into account the slope of the land. Houses built into the side of the hill would be less obvious with the opportunity to develop gardens around them, not another concrete jungle like the one in Shellharbour. Please don't approve it.</p>
Attach file:	
Your privacy	I agree that my public submission will be made publicly available.

Debbie Boles

From: wendy williams <exsabokkie@yahoo.com>
Sent: Monday, 31 May 2021 4:29 PM
To: Council
Subject: Saddleback Mountain Road proposed development

Categories: Marina

Dear Council Member

I hereby express dismay and objection to the proposed development at the rezoning of South Kiama from rural to housing.

The area is already at capacity. I live in Taylor Street and am constantly backed up behind parked cars trying to access my driveway. The roads are not wide enough to accommodate more traffic. Schools and doctors are at capacity.

Kiama cannot cope with the proposed development and anywhere between the proposed development and already struggling Kendalls and Easts Beaches cannot cope with flooding and sewerage overload.

to rezoning.

Kind regards

Wendy Mills

Sent from my iPhone

Debbie Boles

From: Warren Holder <1knotwas@gmail.com>
Sent: Monday, 31 May 2021 5:36 PM
To: Council
Cc: Andrew Sloan; Katherine Rice; Neil Reilly; Mark Westhoff
Subject: Submission to GM Kiama MC

Categories: Marina

The General Manager

Kiama Council regarding: **SC2853**

Amend Kiama Local Environmental Plan 2011 to rezone land between Saddleback Mountain Road and Weir Street, Kiama.

Dear General Manager, 31/5/21

Please accept my submission as a person strongly against this proposal.

Regional Plan: The Kiama LGA has already met what the State government requested for housing. In fact they state that Kiama will only play a small roll in housing supply.

It has long been established by many within the Kiama LGA's that our best future is centred around:

1. Farming high quality soils which are rated in the top 3% in the state, on our well watered basalt soils. These soils and our physical location are simply not created any more. We should value them for what they are. Even if at this very moment in time they are not being used at their top level of ability.
2. Low scale tourism with the dot points below in mind:
 - What places do tourist like visit? Green rolling hills. Some of which may in the future be used as touristic farms rather than dairy of beef cattle lands.
 - What do tourist hate? Huge traffic and parking issues. The rezoning of this land would certainly not be helpful on these matters.
 - What would drivers see as they drive through Kiama LGA from Bombo beach south bound along the Princes Hwy is, Cedar estates 1 & 2 high on the hills overlooked by the Princess Highway. Clearly those two estates are in their face as they drive past. Not the once pleasant green rolling hills.
 - To rezone this 100 acres from farmland to yet another housing estate just a little further south with around 630 dwellings. The vision of such a development could easily greatly reduce visitation of tourist to our LGA. Why would people looking for something different to their location head to a place which "shows" its self to be filled with houses rather than farmlands?
 - **If someone set out to destroy low scale tourism by rezoning this land they couldn't do a better job of it!** The cumulative visual impact of all of the current estates and likely extra estates listed below is going to have a detrimental impact on the future jobs in the area. Other areas nearby to the north and south of us can and will take more housing and Industrial sites. We are now seen to be living in a Region not a LGA need. It is now up to

LGA's to sort out what they do best. Some areas have already gone down the housing and industrial estate path. Our future is farmlands and tourist lands.

What is current either in the pipeline or proposed:

1. Golden Valley Rd Jamberoo All in all, in recent times there has been a substantially increase of houses at Jamberoo. Another 70-75 new blocks
 2. Bombo Quarry - Over 100 acres various forms of housing also **Industrial Estate.**
 3. Spring Ck is up for another housing estate.
 4. South Kiama - Capable of 600 dwellings up to 2,000 residents
 5. Industrial Estate - 7 acre lot at Sims Rd Willow Vale. In full view of Crooked River Winery. The cumulative impact of the likely above and below rezoning lands. Which would forever change the vision tourist would have in the LGA. To rezone this land from R2 to Industrial would move the town boundary westward into an area of which has nothing like what is proposed. Nothing fixed in place as what is shown is only a concept plan. Possibly also being the thin end of the wedge by setting a precedent for more and more of the same.
 6. Campbell St, West Elambra 166 Blocks of land
- ...e simply don't need South Kiama, Sims Rd Industrial, nor Campbell St. All of which would be unhelpful to our best future.

Key issues which must be resolved:

- Can schools cope with the numbers? Clearly it can't cope. Kiama primary on very steep land no room for demountable rooms.
- Geo tech report
- Traffic developers 525 traffic movements of which 90% headed in a Northerly direction in that important 1hr Period. Past Kiama High in same peak period. Especially on a wet day. Greatly increase the risk of injury or death to school students.
- No new entrance onto Princess hwy. Loss of a amenity for current and future residents.
- Parking in town
- Flooding- stormwater management. The developers consultant admitted that there will be flooding in Munmorra Ck and with all the hard surfaces on highly sloping land creates great velocity.
- increased strain on an already over prescribed Sewage system.

I for the above reasons I personally can't think of a worse place to rezone land for housing in a Kiama LGA for housing than this proposed site at South Kiama.

I have made no reportable donations.

Yours Sincerely
Warren Holder
15 Burke Parade, Gerroa 2534

Sent from my iPad

Debbie Boles

From: Kiama Council <council@kiama.nsw.gov.au>
Sent: Monday, 31 May 2021 3:00 PM
To: Council
Subject: Make a submission
Attachments: SubmissionReceipt-MakeASubmission-407.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:	Julio Cassin
Street number:	31
Street name:	Farmer Street
Suburb:	Kiama
Postcode:	2533
Phone number:	0242321543
Email:	juliocassin@gmail.com
Your Submission	
Type of submission:	Other
DA number:	
DA address:	
Details of other:	Objection to Planning Proposal - South Kiama (SC2853)
Submission comments	
Enter your comments:	Dear General Manager I strongly object to the proposed rezoning of land between Saddleback Mountain Road and Weir Street Kiama.

	<ul style="list-style-type: none"> · The rezoning is completely unnecessary as Kiama already has enough residential zoned land and more yet to be developed · The land is not suitable for a residential development due to poor road access and its steep landform · The roads (especially Saddleback Mountain Road) are unable to cope with the expected traffic volume · The traffic will be a huge safety issue for Kiama High School and road users · The Kiama Town Centre will suffer with more congestion · The Saddleback Mountain Road bridge is not built for this amount of traffic · The sewage and stormwater networks cannot cope with any more connections · The heritage structures will be destroyed · The development will be highly visible from everywhere <p>I moved to Kiama to be in a rural area and the Council is allowing too much development and destroying its rural beauty.</p> <p>People are attracted to Kiama for the small coastal village community. More large scale residential expansion simply dissolves this appeal. Smart, small scale planning is possible to accommodate minor growth which can be sustained for many years to come. This proposal is nothing more than a quick sell off that will negatively impact Kiama.</p> <p>Please reject this proposal.</p> <p>Julio Cassin</p>
Attach file:	
Your privacy	I agree that my public submission will be made publicly available.

Debbie Boles

From: Caulfield, Robin <rcaulfield@csu.edu.au>
Sent: Monday, 31 May 2021 5:57 PM
To: kiama@parliament.nsw.gov.au; office@stokes.minister.nsw.gov.au; Council; Councillors
Subject: Objection to planning application saddleback mountain road.
Categories: Marina

This email is in response to the application to rezone south Kiama from rural to housing and to make a formal objection to the proposal.

I make my objection based on the fact that this development of 492 dwellings comes on the back of the development of 69 dwellings on south Kiama drive and impacts on the following issues:

1. Infrastructure

There will be additional pressure placed on the existing infrastructure systems which means that our schools will not be able to cope without additional classrooms and teaching and non teaching staff. It is submitted that this issue has not been properly addressed.

Health issues the current hospitals in the area are not equipped for the additional numbers of people coming into the area ... they are struggling to cope with the existing population and already have intolerable waiting times. It is submitted that this issue has not been properly addressed.

Sewerage and waste disposal. additional people equates to additional sewerage and waste and therefore this will need to be managed and removed without any impact on the environment and additional pollution... how will the waste from people living in the 461 new dwellings.... it is submitted that this issue has not been properly addressed.

The additional numbers coming to live in the 461 dwellings will have an impact on both noise and light pollution in the area. It is submitted that this issue has not been properly addressed.

Traffic congestion/pollution will be caused by the additional vehicles coming into the area. This will have a massive impact on the quality of life and safety of people living in the area. In fact the survey done on traffic levels for the proposal which was completed during school holidays and therefore under estimates the amount of traffic using the local roads particularly near to the school which will create additional and increased hazards for the school and pupils. It is submitted that this issue has not been properly addressed.

Further on the issue of car parking in the area this is already at critical levels and it can already be seen that it is an unenviable task to even get parking currently at Woolworths making shopping in the area difficult... this has a knock on impact as I and other shoppers actually visit other stores outside of the area to do essential shopping. This had impact on local Kiama businesses and the local Kiama economy. It is submitted that this issue has not been properly addressed.

In essence it looks like that a cost benefit evaluation has been made and clearly greed and profit has come out on top of all the other issues without proper evaluation and investigation. This area is quite frankly natural beautiful and this will be lost with all these new developments again having implications for the local tourist economy with people being prepared to travel further down the south coast where the natural beauty has not been spoiled.

Should these developments continue in the area Kiama as we know it will be lost and we will have another Shellharbour which is unrecognisable from what it once was.

In summary I would submit that greed and profit should take a back seat in the consideration of such issues and please reconsider taking proper evaluation of all the issues into account and not development get rich schemes.

If not then Kiama council should adopt the song "big yellow taxi" as its anthem as in the words of Joni Mitchell you have found paradise and put up a parking lot!

Regards

Robin Caulfield
7b Stewart Place
Kiama
Get [Outlook for iOS](#)



Charles Sturt
University

| ALBURY-WODONGA | BATHURST | BRISBANE | CANBERRA | DUBBO | GOULBURN | MELBOURNE | ORANGE | PORT MACQUARIE | SYDNEY | WAGGA WAGGA |

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[Charles Sturt University in Australia](#) The Grange Chancellery, Panorama Avenue, Bathurst NSW Australia 2795 (ABN: 83 878 708 551; CRICOS Provider Number: 00005F (National)). TEQSA Provider Number: PV12018

Consider the environment before printing this email.

Debbie Boles

From: Kiama Council <council@kiama.nsw.gov.au>
Sent: Monday, 31 May 2021 3:02 PM
To: Council
Subject: Make a submission
Attachments: SubmissionReceipt-MakeASubmission-408.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:	Salwa Cassin
Street number:	31
Street name:	Farmer Street
Suburb:	Kiama
Postcode:	2533
Phone number:	0242321543
Email:	juliocassin@gmail.com
Your Submission	
Type of submission:	Other
DA number:	
DA address:	
Details of other:	Objection to Planning Proposal - South Kiama (SC2853)
Submission comments	
Enter your comments:	Dear General Manager I strongly object to the proposed rezoning of land between Saddleback Mountain Road and Weir Street Kiama.

	<ul style="list-style-type: none"> · The rezoning is completely unnecessary as Kiama already has enough residential zoned land and more yet to be developed · The land is not suitable for a residential development due to poor road access and its steep landform · The roads (especially Saddleback Mountain Road) are unable to cope with the expected traffic volume · The traffic will be a huge safety issue for Kiama High School and road users · The Kiama Town Centre will suffer with more congestion · The Saddleback Mountain Road bridge is not built for this amount of traffic · The sewage and stormwater networks cannot cope with any more connections · The heritage structures will be destroyed · The development will be highly visible from everywhere <p>I moved to Kiama to be in a rural area and the Council is allowing too much development and destroying its rural beauty. People are attracted to Kiama for the small coastal village community. More large scale residential expansion simply dissolves this appeal. Smart, small scale planning is possible to accommodate minor growth which can be sustained for many years to come. This proposal is nothing more than a quick sell off that will negatively impact Kiama.</p> <p>Please reject this proposal.</p> <p>Salwa Cassin</p>
Attach file:	
Your privacy	I agree that my public submission will be made publicly available.

Debbie Boles

From: Jim Mawer <jim@mawer.org>
Sent: Monday, 31 May 2021 6:19 PM
To: Council; Councillors; office@stokes.minister.nsw.gov.au;
kiama@parliament.nsw.gov.au
Subject: Proposed Rezoning of 40 Hectare Rural Land
Categories: Marina

Attn: The General Manager
Kiama Municipal Council,
11 Manning Street,
Kiama, NSW, 2533

Dear Sir,

I am a new resident to Kiama and am appalled that an application is before council to rezone beautiful Rural land alongside the Princes Highway to Residential to accommodate high density housing similar to Shellharbour and Shellcove.

If council allows this to occur, the beautiful rolling hills alongside the Princes Highway **will be lost for ever.**

I am **totally opposed to any such rezoning.**

I understand that the developer has submitted misleading reports to Council regarding traffic volumes by survey carried out in 2016 during the school holiday period.

Saddleback Mountain Road and Old Saddleback Mountain Road are narrow rural roads and would take the majority of the traffic from this highly populated development and feed into Bland Street to access the **on ramp** to the Princes Highway to head north to Sydney and the Wollongong area where most occupants work.

The development of this site and the heavy machinery required to cut and fill the site for the construction of town houses and roads plus the hundreds of trucks needed to bring in building materials will see Saddleback Mountain Road and Old Saddleback Mountain Road handling the brunt of this traffic on a road with insufficient width for a truck and oncoming car to pass. This would also create dangers to the over 1000 school children and teachers attending Kiama High School.

Sydney Water have not carried out due diligence on the ramifications of this development in their one page document regarding the high degree of hard ground cover created by high density housing and roadways nor to the sewage requirements.

It appears that the developer is intent only on major returns from the development and has made no allowance for any green space and parks for children of the development to play.

With the local schools nearing their maximum capacity, children will have to look to out of area schools for their children's education adding to the already excessive impact of vehicle movements to and from the development.

Having looked at Shellharbour and Shellcove for a new home before deciding to settle in Kiama, please **oppose the rezoning** of this land and **protect the beauty of Kiama from developers.**

Once this land is rezoned, **it will be lost forever.**

Sincerely,

James Mawer
PO Box 85,
Gerringong, NSW, 2534
0422 007 889

Debbie Boles

From: Kiama Council <council@kiama.nsw.gov.au>
Sent: Monday, 31 May 2021 3:06 PM
To: Council
Subject: Make a submission
Attachments: SubmissionReceipt-MakeASubmission-409.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:	Diana Panrucker
Street number:	165
Street name:	Doonan Bridge Road
Suburb:	Verridale
Postcode:	4564
Phone number:	0427191068
Email:	organicchoices@bigpond.com
Your Submission	
Type of submission:	Other
DA number:	
DA address:	
Details of other:	Objection to Planning Proposal - South Kiama (SC2853)
Submission comments	
Enter your comments:	Dear General Manager We lived here for many years and continue to visit our family in Kiama.

	<p>I strongly object to the proposed rezoning of land between Saddleback Mountain Road and Weir Street Kiama.</p> <ul style="list-style-type: none"> · The rezoning is completely unnecessary as Kiama already has enough residential zoned land and more yet to be developed · The land is not suitable for a residential development due to poor road access and its steep landform · The roads (especially Saddleback Mountain Road) are unable to cope with the expected traffic volume · The traffic will be a huge safety issue for Kiama High School and road users · The Kiama Town Centre will suffer with more congestion · The Saddleback Mountain Road bridge is not built for this amount of traffic · The sewage and stormwater networks cannot cope with any more connections · The heritage structures will be destroyed · The development will be highly visible from everywhere <p>I moved to Kiama to be in a rural area and the Council is allowing too much development and destroying its rural beauty. People are attracted to Kiama for the small coastal village community. More large scale residential expansion simply dissolves this appeal. Smart, small scale planning is possible to accommodate minor growth which can be sustained for many years to come. This proposal is nothing more than a quick sell off that will negatively impact Kiama.</p> <p>Please reject this proposal.</p> <p>Thank you Diana Panrucker</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, 31 May 2021 3:09 PM
To: Council
Subject: Make a submission
Attachments: SubmissionReceipt-MakeASubmission-410.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 Panrucker
Street number:	165
Street name:	Doonan Bridge Road
Suburb:	Verridale
Postcode:	4564
Phone number:	0439454346
Email:	mark.panrucker@hotmail.com
Your Submission	
Type of submission:	Other
DA number:	
DA address:	
Details of other:	Objection to Planning Proposal - South Kiama (SC2853)
Submission comments	
Enter your comments:	Dear General Manager We lived here for many years and continue to visit our family in Kiama.

	<p>I strongly object to the proposed rezoning of land between Saddleback Mountain Road and Weir Street Kiama.</p> <ul style="list-style-type: none"> · The rezoning is completely unnecessary as Kiama already has enough residential zoned land and more yet to be developed · The land is not suitable for a residential development due to poor road access and its steep landform · The roads (especially Saddleback Mountain Road) are unable to cope with the expected traffic volume · The traffic will be a huge safety issue for Kiama High School and road users · The Kiama Town Centre will suffer with more congestion · The Saddleback Mountain Road bridge is not built for this amount of traffic · The sewage and stormwater networks cannot cope with any more connections · The heritage structures will be destroyed · The development will be highly visible from everywhere <p>I moved to Kiama to be in a rural area and the Council is allowing too much development and destroying its rural beauty. People are attracted to Kiama for the small coastal village community. More large scale residential expansion simply dissolves this appeal. Smart, small scale planning is possible to accommodate minor growth which can be sustained for many years to come. This proposal is nothing more than a quick sell off that will negatively impact Kiama.</p> <p>Please reject this proposal.</p> <p>Thank you Mark Panrucker</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, 31 May 2021 3:11 PM
To: Council
Subject: Make a submission
Attachments: SubmissionReceipt-MakeASubmission-411.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:	Aron Panrucker
Street number:	165
Street name:	Doonan Bridge Road
Suburb:	Verridale
Postcode:	4564
Phone number:	0457939412
Email:	aron.pan@hotmail.com
Your Submission	
Type of submission:	Other
DA number:	
DA address:	
Details of other:	Objection to Planning Proposal - South Kiama (SC2853)
Submission comments	
Enter your comments:	Dear General Manager We lived here for many years and continue to visit our family in Kiama.

	<p>I strongly object to the proposed rezoning of land between Saddleback Mountain Road and Weir Street Kiama.</p> <ul style="list-style-type: none"> · The rezoning is completely unnecessary as Kiama already has enough residential zoned land and more yet to be developed · The land is not suitable for a residential development due to poor road access and its steep landform · The roads (especially Saddleback Mountain Road) are unable to cope with the expected traffic volume · The traffic will be a huge safety issue for Kiama High School and road users · The Kiama Town Centre will suffer with more congestion · The Saddleback Mountain Road bridge is not built for this amount of traffic · The sewage and stormwater networks cannot cope with any more connections · The heritage structures will be destroyed · The development will be highly visible from everywhere <p>I moved to Kiama to be in a rural area and the Council is allowing too much development and destroying its rural beauty. People are attracted to Kiama for the small coastal village community. More large scale residential expansion simply dissolves this appeal. Smart, small scale planning is possible to accommodate minor growth which can be sustained for many years to come. This proposal is nothing more than a quick sell off that will negatively impact Kiama.</p> <p>Please reject this proposal.</p> <p>Thank you AronPanrucker</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, 31 May 2021 3:24 PM
To: Council
Subject: Make a submission
Attachments: SubmissionReceipt-MakeASubmission-412.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:	Ed Cassin
Street number:	16
Street name:	Leichhardt Street
Suburb:	Glebe
Postcode:	2037
Phone number:	0429227746
Email:	edcassin@gmail.com
Your Submission	
Type of submission:	Other
DA number:	
DA address:	
Details of other:	Objection to Planning Proposal - South Kiama (SC2853)
Submission comments	
Enter your comments:	Dear General Manager I have lived here for many years and continue to visit our family in Kiama.

	<p>I strongly object to the proposed rezoning of land between Saddleback Mountain Road and Weir Street Kiama.</p> <ul style="list-style-type: none"> · The rezoning is completely unnecessary as Kiama already has enough residential zoned land and more yet to be developed · The land is not suitable for a residential development due to poor road access and its steep landform · The roads (especially Saddleback Mountain Road) are unable to cope with the expected traffic volume · The traffic will be a huge safety issue for Kiama High School and road users · The Kiama Town Centre will suffer with more congestion · The Saddleback Mountain Road bridge is not built for this amount of traffic · The sewage and stormwater networks cannot cope with any more connections · The heritage structures will be destroyed · The development will be highly visible from everywhere <p>I moved to Kiama to be in a rural area and the Council is allowing too much development and destroying its rural beauty. People are attracted to Kiama for the small coastal village community. More large scale residential expansion simply dissolves this appeal. Smart, small scale planning is possible to accommodate minor growth which can be sustained for many years to come. This proposal is nothing more than a quick sell off that will negatively impact Kiama.</p> <p>Please reject this proposal.</p> <p>Thank you Ed Cassin</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, 31 May 2021 3:25 PM
To: Council
Subject: Make a submission
Attachments: SubmissionReceipt-MakeASubmission-403.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:	John Graham Martin
Street number:	77 Attu
Street name:	77 Attunga Ave
Suburb:	Kiama Heights
Postcode:	2533
Phone number:	0418277097
Email:	jma74876@bigpond.net.au
Your Submission	
Type of submission:	Planning Proposal
DA number:	
DA address:	
Details of other:	
Submission comments	
Enter your comments:	General Manger Kiama Council

RE: SC2853 Planning Proposal to amend the Kiama Local Environmental Plan 2011 to enable residential Development and Environmental Protection at land West of the Princes Highway between Saddleback Mountain Road and south of Weir St, South Kiama

I strongly object to the planning proposal SC2853 and acknowledge that I have not made any political donations or gifts.

The proposed planning proposal is to convert mainly RU2 Rural Landscape zoned parcels of land into mainly R2 Low density Residential zoned land to enable the development of residential dwellings in the future. In my view, the change of land use is unwarranted and not justified on a number of grounds.

1. The Current RU2 zoning is achieving its objective, To maintain the rural landscape character of the land, which is a fundamental aspect of the Kiama and its surrounds. The Kiama Local Strategic Planning Statement, Technical Paper Two, highlighted that, "The community is concerned that over-development will ruin this existing character and wishes to see modest growth...". The proposed re-zonings will contribute to Kiama losing its rural landscape by increasing urbanisation.

2. The land parcels are not within a designated growth corridor to accommodate increasing populations under State Planning policies. There are larger areas better suited to residential development that have been identified within the Illawarra Region such as the West Dapto within the Wollongong City Council area with a stated capacity for 19,000 new homes - see <https://www.wollongong.nsw.gov.au/council-projects/ongoing-projects/west-dapto>

3. The development of the land will affect the amenity of the surrounding areas:

- a. by increasing traffic congestion in local roads and increase the traffic safety risk surrounding Kiama High School,
- b. Contributing to already stressed levels of carparking within the town area during weekends and school holidays,
- c. increasing light pollution at night, and potentially a distraction to motorists on the Princess Highway,
- d. be a visible blight to those residents living eastwards of the lands. The visual assessment from Kiama Heights was limited and not representative of what can be observed from other parts of Attunga Ave.
- e. Increased noise pollution especially during periods of construction,

4. I agree the view expressed by the Illawarra Local Aboriginal Lands Council that there has been "an inadequate evaluation of the cultural landscape across the development site and the surrounding areas". How do you adequately measure the intangible aspects of a place such as this and the meaning and value it holds for the community?

	<p>5. There will be increased stormwater flows into Munna Munnora Creek and the potential to affect the water quality of East Beach after high intensity rain events.</p> <p>6. Impact on fauna and flora, notwithstanding the presented studies, experience shows there are impacts to ecosystems from large scaled development such as the proposed.</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, 31 May 2021 3:26 PM
To: Council
Subject: Make a submission
Attachments: SubmissionReceipt-MakeASubmission-413.pdf
Categories: Purple Category



Make a submission

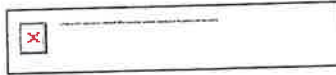
A user just completed the following submission via Council's website:

Your Contact Details	
First and last name:	Juanita Ashworth
Street number:	16
Street name:	Leichhardt Street
Suburb:	Glebe
Postcode:	2037
Phone number:	0429227746
Email:	edcassin@gmail.com
Your Submission	
Type of submission:	Other
DA number:	
DA address:	
Details of other:	Objection to Planning Proposal - South Kiama (SC2853)
Submission comments	
Enter your comments:	Dear General Manager We lived here for many years and continue to visit our family in Kiama.

	<p>I strongly object to the proposed rezoning of land between Saddleback Mountain Road and Weir Street Kiama.</p> <ul style="list-style-type: none"> · The rezoning is completely unnecessary as Kiama already has enough residential zoned land and more yet to be developed · The land is not suitable for a residential development due to poor road access and its steep landform · The roads (especially Saddleback Mountain Road) are unable to cope with the expected traffic volume · The traffic will be a huge safety issue for Kiama High School and road users · The Kiama Town Centre will suffer with more congestion · The Saddleback Mountain Road bridge is not built for this amount of traffic · The sewage and stormwater networks cannot cope with any more connections · The heritage structures will be destroyed · The development will be highly visible from everywhere <p>I moved to Kiama to be in a rural area and the Council is allowing too much development and destroying its rural beauty. People are attracted to Kiama for the small coastal village community. More large scale residential expansion simply dissolves this appeal. Smart, small scale planning is possible to accommodate minor growth which can be sustained for many years to come. This proposal is nothing more than a quick sell off that will negatively impact Kiama.</p> <p>Please reject this proposal.</p> <p>Thank you Juanita Ashworth</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, 31 May 2021 7:58 PM
To: Council
Subject: Send feedback or a suggestion
Attachments: SubmissionReceipt-SubmitFeedbackOrASuggestion-FEEDBACK202.pdf
Categories: Blue Category



Send feedback or a suggestion

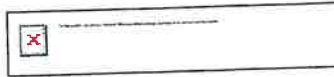
A user just submitted the following project feedback via Council's website:

Your contact details	
First and last name:	Cynthia Roberts
Street name:	Bland Street
Suburb:	Kiama
Postcode:	2533
Phone number:	0410154394
Email:	cynthiaroberts.cr@gmail.com
Your feedback/suggestion	
Type of submission:	project feedback
Your comments:	<p>I am writing to express my concern at the proposed development in South Kiama. I have recently moved to town, particularly drawn by the peace of the seaside and the friendly community atmosphere. We particularly chose Kiama over Shell Cove because we felt the latter was overdeveloped, feeling like any other Sydney suburb. Rather we appreciate the village atmosphere of Kiama. We were very disappointed, therefore, to hear about the proposed development of more than 400 homes in South Kiama. Living on Bland Street is subject to traffic noise in peak times. We are concerned about the addition of potentially another 600 cars per day along the route to the motorway.</p> <p>The area is already stretched with public services. We were shocked that it can take up to 1 week to get a medical appointment. How much</p>

	<p>further will the services be stretch with another 400+ households. The beaches are also prone to sewage pollution during times of high rainfall, making unhygienic conditions, hazardous to the health of swimmers. The addition of 400+ houses will further exacerbate this problem</p> <p>The nature surrounding the town is so beautiful, the beaches, the hills, the walks, the national parks. This is what Kiama life is all about. Please don't destroy the surrounding beauty by approving the proposed development</p>
<p>Upload a photo or document:</p>	

Debbie Boles

From: Kiama Council <council@kiama.nsw.gov.au>
Sent: Monday, 31 May 2021 11:42 PM
To: Council
Subject: Send feedback or a suggestion
Attachments: SubmissionReceipt-SubmitFeedbackOrASuggestion-FEEDBACK203.pdf
Categories: Blue Category



Send feedback or a suggestion

A user just submitted the following project feedback via Council's website:

Your contact details	
First and last name:	Ian Avery
Street name:	17 Kalang Road
Suburb:	Kiama Heights
Postcode:	2533
Phone number:	42321093
Email:	iwa@iinet.net.au
Your feedback/suggestion	
Type of submission:	project feedback
Your comments:	<p>I would like to lodge an objection to the proposal for the rezoning and development of the 40 hectare site west of the Princes Highway between Saddleback Mountain Road and Weir Street, Kiama Heights, for the following reasons:</p> <ol style="list-style-type: none">1. The proposed density of the development, is in my view, extreme and far outside the expected make-up of a residential areas in Kiama. It is more in line with what would be expected for high-density public housing. It seems even more condensed than what has happened in the western parts of Kiama.2. The width of the streets are too narrow for such a large development or any development for that matter. Vehicles cannot pass each other without moving off the roadway. It is even worse when vehicles are parked in the streets.

	<p>3. Access to and from this development is totally inadequate. There is no access to the Princes Highway to travel north without first travelling via Weir Street or Saddleback Mountain Road into Kiama to gain access from the Bland Street on-ramp, or through Kiama proper to utilise the North on-ramp to the Princes Highway from Jamberoo Road. Both of these accesses to the Princes Highway are very busy during peak-hours, especially around Kiama High School. To access the above mentioned on-ramps to the Princes Highway two School speed restricted areas are encountered in the case of Bland Street on-ramp and three speed restricted areas if using the on-ramp from Jamberoo Road. With the proposed number of dwellings for this development vehicle numbers could well double the volume of vehicles wanting to gain access to the Princes Highway. The safety of High School students, especially around Saddleback Mountain Road in the vicinity of the school can only decline with this large increase in vehicular traffic, and will also further aggravate the grid locks now experienced there during the peak hours.</p> <p>4. After reading the various reports, i.e. Power supplies, Sewer services, Water and Sewerage services, Traffic services, some quite inadequate in my opinion, do not seem to support this development in a satisfactory way. Flooding in particular could be a particular problem with changes to existing natural waterways and drainage. All this mostly due to the extremely high density of residences proposed. The reports seem to be very inadequate in view of the proposed density of the development. They mostly don't seem to support it with the information given in the reports.</p> <p>5. There does not seem to be any open spaces for public recreation, i.e. playing a game of cricket or football, or exercise.</p> <p>6. Schools are currently near capacity now and there is little space for any expansion of either the high school or infants/primary school for the certain increases in student number from this development.</p> <p>7. Access to beaches on the southern end of Kiama is already difficult, especially Easts Beach.</p> <p>8. Parking in Kiama is already hard to find almost any time during business hours, let alone adding hundreds more vehicles. Parking on weekends is even harder.</p> <p>Therefore I wish to register my strong opposition to this rezoning and development as I do not believe Kiama needs it nor would it be of any benefit to our community, especially when our council is of the view that there is sufficient residential stock for the present time and for some years to come.</p> <p>Thank you, Ian Avery.</p>
Upload a photo or document:	

Debbie Boles

From: Kiama Council <council@kiama.nsw.gov.au>
Sent: Monday, 31 May 2021 9:43 PM
To: Council
Subject: Make a submission
Attachments: SubmissionReceipt-MakeASubmission-363.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:	Geoffrey Reid
Street number:	8
Street name:	Hyam Place
Suburb:	Jamberoo
Postcode:	2533
Phone number:	4236 0543
Email:	pyp2533@gmail.com
Your Submission	
Type of submission:	Development Application
DA number:	SC2853
DA address:	Saddleback Road & Weir Street South Kiama
Details of other:	
Submission comments	
Enter your comments:	This is a submission against the proposed rezoning of 40 hectares of land in South Kiama. 1. The NSW Government has released the Housing 2041 Strategy

	<p>outlining a 20 year vision to allow a plan for better housing across our region and NSW. This strategy will allow for what the housing needs are and where housing is best located. This is in collaboration with Kiama Council, Community and the NSW Government Planning Department. The rezoning of the South Kiama agricultural land should be deferred until a Kiama Local Housing 2041 Strategy has been developed.</p> <p>2. The Draft Illawarra Shoalhaven Regional Plan 2041 - Objective 20 states.... develop a shared vision for the future of Bombo Quarry in collaboration with KMC, Landowners and the Community.</p> <p>3. The traffic report by TfNSW does not support the Planning Proposal in it's current form, it states that the PP needs to address impacts on the state road network and requires more information on walking, cycling and public transport. The traffic survey did not highlight that traffic and safety is already a major issue around the Kiama High School area. The ingress/egress out of the proposed development site will be a major problem for the township.</p> <p>4. The Draft Illawarra Shoalhaven Regional Plan 2041 -Objective 22 states.. "embrace and respect the local character."</p> <p>This rezoning and future development goes against all the community's views, vision and shared values as stated in the Kiama Local Stregetic Plannning Statement 2020.</p> <p>regards,</p> <p>Geoff & Mary Lou Reid Jamberoo</p>
Attach file:	
Your privacy	I agree that my public submission will be made publicly available.

Debbie Boles

From: Mark Wolstenholme <mwolsten11@gmail.com>
Sent: Monday, 31 May 2021 10:28 PM
To: Council
Subject: Objection to South Kiama Drive Planning proposal

Categories: Blue Category

I wish to object to the South Kiama Drive Planning Proposal on traffic and road safety grounds

I understand submissions close today, being 31 May 2021. The web link for making submissions appears to have been disabled already so it is unclear what information is required.

I would appreciate your confirmation that my submission will in fact be considered.

I confirm that I have not made any donations to any political party in the last five years. If you require additional information from me in order to accept this submission, please let me know as the submission form has been disabled.

The revised traffic impact assessment dated 8 November 2018 does not adequately assess the existing or future traffic conditions resulting from this proposed development.

1. At a basic level, only one traffic count has been undertaken, being for the intersection of South Kiama Drive and Saddleback Mountain Road. This traffic count was undertaken in the middle of winter, July 2016. July is the quietest time of year and is not representative of normal road conditions in Kiama. Moreover, no attempt has been made to account for seasonal traffic variations by factoring up the traffic count to represent the 120th highest peak hour for the year. The base data has not been updated to be representative of the expected year of completion for the development and a future 10 year development horizon. Only 2019 and 2029 data has been provided.
2. No traffic counts or traffic modelling have been undertaken at Weir Street and the Princes Highway to determine queue lengths and delays at this intersection, for example, whether the development will cause queuing back to the Princes Highway.

3. The SIDRA intersection modelling for the intersection of South Kiama Drive in the AM peak is not representative of current traffic conditions. The modelling reports no queues at this intersection in 2016, 2019 or 2029. The traffic impact assessment does not acknowledge or take into consideration the long traffic queues that form in all directions in the AM peak. The proposed development will exacerbate queue lengths, delay and the current road safety concerns on roads around Kiama High School.
4. The majority of traffic generated by the development is expected to access Saddleback Mountain Road. The impact this will have on the traffic and road safety issues around the high school, on the intersection of Manning St / Bonaira Street roundabout, and on other intersections such as South Kiama Drive and Marks Street have not been addressed. No consideration has been given to a roundabout at South Kiama Drive and Saddleback Mountain Road. No consideration has been given to providing two-way access via the underpass under the Highway between the site and South Kiama Drive to help distribute traffic away from Saddleback Mountain Road.
5. Bus access to the development, including school buses, has not been considered. Provision of walking and cycling paths to the development has not been considered.
6. The proposal will exacerbate existing traffic and road safety issues around Kiama Public School. The letter from School Infrastructure NSW dated 12 October 2020 states that the Kiama Primary School Community Group (SCG) will be able to accommodate future students associated with the amended planning proposal. The SCG comprises Kiama, Gerringong and Jamberoo Schools. It is unclear if the intention is to require students from the development to attend Jamberoo Public School. If the intention is that students would attend Kiama Public School, then no consideration has seemingly been given by the developer, SINSW or Kiama Council as to how the additional traffic and pedestrians movements will be managed around the school, where there are already significant traffic congestion and road safety issues.
7. No consideration has been given to the need to provide additional kiss and drop facilities for Kiama High School along Saddleback Mountain Road or elsewhere due to traffic being delayed from entering and exiting the current kiss and drop zone as a result of the additional congestion caused by the development. No consideration has been given to the need for a pedestrian crossing across Saddleback Mountain Road in particular to cater for school students, parents, carers and teachers accessing the high school and beyond.
8. The proposed development includes a non-standard proposal for a 'Y' shaped intersection where the proposed development intersects with Saddleback Mountain Road. It is unclear why a roundabout would not be required at this intersection to maintain the priority on Saddleback Mountain Road. A roundabout would also serve as a U-turn facility for Kiama High School. The Y shaped intersection appears to be a proposal to reduce costs.

Thank you for taking the time to read this submission. It is disappointing Council has allowed the development to get to this stage without first addressing these fundamental traffic and road safety issues.

Regards

Mark Wolstenholme

Debbie Boles

From: PhillipYoung <pcyoung@bigpond.net.au>
Sent: Monday, 31 May 2021 10:20 PM
To: Council
Cc: office@stokes.minister.nsw.gov.au; Councillors; kiama@parliament.nsw.gov.au
Subject: Saddleback Mountain sub division. Weir St. to Saddleback Mountain Rd.

Categories: Blue Category

To the General Manager
Kiama Council.

Dear Manager,

I wish to formally object to the proposed re zoning & sub division of land between Weir St. & Saddleback Mountain Rd.

How could anyone possibly consider this to be a bonus to our municipality?

The terrain is steep & susceptible to slippage.

There is no adequate access to or from either end the proposed sub division that could sustain the amount of traffic movement for the number of lots proposed. Or for that matter any at all.

Service connections (sewerage & stormwater especially) are already at capacity & cannot currently sustain times of high usage & heavy rainfall without major environmental effects to our waterways & ocean limiting the amenity for use for health & safety reasons.

The proposal is grossly over crowded with small lots, I suspect for reasons that the developer will relinquish their original 492 lots to an amount that will make them look honourable when the reduced amount was what they where probably planning on in the first place.

This proposal is good for nothing except for the greed & gain of the developer.

It will reduce the appearance & the appeal of this beautiful town.

Please help the residents of Kiama fight the good fight & not only reduce the size of this monstrous eye sore but to eliminate it all together. Nobody wants it!

Kind Regards, Phil Young

Phillip C. Young Builders Pty. Ltd.
0412 210 555

Debbie Boles

From: Kiama Council <council@kiama.nsw.gov.au>
Sent: Monday, 31 May 2021 6:27 PM
To: Council
Subject: Send feedback or a suggestion
Attachments: SubmissionReceipt-SubmitFeedbackOrASuggestion-FEEDBACK201.pdf

Categories: Purple Category



Send feedback or a suggestion

A user just submitted the following project feedback via Council's website:

Your contact details	
First and last name:	Idamo Castelli
Street name:	93a Tingira crescent
Suburb:	Kiama
Postcode:	2533
Phone number:	0406651046
Email:	omadi39@gmail.com
Your feedback/suggestion	
Type of submission:	project feedback
Your comments:	<p>I believe that developing 40 hectares in South Kiama to housing is not acceptable for these listed reasons below, We do not have adequate shopping centres we only have Woolworths and it is already not large enough to cope with current residents and furthermore visitors during peak season. The town itself gets congested and that extra amount of housing means more traffic. The sewerage is already a problem being a resident near to the little blow hole it reaches the up to the platform on occasions. Most importantly Kiama is a beautiful town that does not need to be turned into another mini city. It will loose it unique beauty and it is not fair on current residents to take away more beautiful and visual rolling green hills to view another housing development.</p>

	I strongly urge you do not allow this development to proceed if you care about Kiama and it's residents.
Upload a photo or document:	

23/5/21

To the General Manager, Kiama Council

Re: Objection to Planning Proposal SC 2853

I urge the council to vote **NO** to the proposal to rezone the parcel of land West side of the Princes Highway and allow a developer to build 440 new homes.

Seeing as Transport NSW have stated that there is to be no new on ramp development, all traffic (building and local) will travel via Saddleback, Manning, Farmer, Shoalhaven and Bland Streets, or into Kiama central. It is already difficult to get out of my property at Bland St into the road during peak times. On a daily basis a possible 600+ cars will be added to the traffic already on these roads, plus the building vehicles.

There is also the issue of infrastructure like schools, which are already at full capacity.

The land in question is a natural water course. Storm water and sewerage could be a problem.

Kiama has already met its requirements in increased dwellings/accommodation as set out by state rules.

I urge the council to vote NO

I declare that I have made no political donations or gifts.

Yours sincerely

ok. J. Alltechall

2/22 Bland St.

Kiama N.S.W. 2533

also.
This will contribute to the parking problems in the main street and surrounding streets which is presently diabolical

Debbie Boles

From: Gary & Mary Ibbotson <ibbo@bigpond.net.au>
Sent: Monday, 31 May 2021 5:10 PM
To: kiama@parliament.nsw.gov.au; office@stokes.minister.nsw.gov.au; Council; Councillors
Subject: Re: Over development of Kiama, South Kiama
Categories: Marina

To Whom It May Concern

I wish to raise our concerns with regard to the proposed rezoning of South Kiama area to allow more development/enlargement of the footprint of Kiama.

Kiama is a unique part of the world and it should remain this way. The infrastructure copes with permanent residents now but struggles with the influx of tourism mainly on weekends and holiday periods. Residents cope during the week but come weekends prefer to stay at home as traffic, parking, restaurants and crowds in general is at a maximum. Tourism is a good thing but to now ask our unique part of the world to add thousands of more residents is unreasonable and unnecessary.

Leave it as it is and work with what we already have. There is a lot of modernising and improving that can be done in downtown Kiama. If we expand our footprint we lose our uniqueness and tourism will ultimately suffer. Please listen to the people who live here and have made Kiama what it is today, one of the best places in the world. Don't change it too much.

Your sincerely

Gary & Mary Ibbotson
G: 0417-229288
M: 0437-246802
ibbo@bigpond.net.au

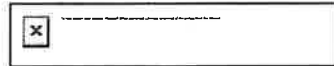


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www.avast.com

LATE

Debbie Boles

From: Kiama Council <council@kiama.nsw.gov.au>
Sent: Friday, 4 June 2021 10:46 PM
To: Council
Subject: Send feedback or a suggestion
Attachments: SubmissionReceipt-SubmitFeedbackOrASuggestion-FEEDBACK205.pdf



Send feedback or a suggestion

A user just submitted the following general feedback via Council's website:

Your contact details	
First and last name:	James Ballentine
Street name:	101A Tingira Crescernt
Suburb:	KIAMA
Postcode:	2533
Phone number:	0411018715
Email:	mjballentine@exemail.com.au
Your feedback/suggestion	
Type of submission:	general feedback
Your comments:	We are absolutely shocked that our Council is considering a proposal to rezone the South Kiama 40 hectares of beautiful countryside. As a resident of 40 years we have seen many changes occur to our town and consider change part of progress but must be controlled and well planned with vision for the residents. The traffic congestion is a daily concern, there is little parking, the school is overcrowded and the sewerage system cannot cope at the moment and you are considering adding almost 500 more houses into the mix. Fix our current concerns first, build infrastructure for the present and future residents THEN consider rezoning and increasing the population. The quality, the essence of our town and the enjoyment of life in Kiama is truly under threat and I ask you to stop this development.