



COMMUNITY ASSOCIATION
BAWLEY POINT, KIOLOA AND TERMEIL

BAWLEY POINT, KIOLOA AND TERMEIL COMMUNITY ASSOCIATION
General Meeting /AGM following- Sunday 9 AM 23rd August 2026
AGENDA both GM & AGM

Welcome and Acknowledgement of Country

Minutes of the last General Meeting Sunday 24 May 2026

Circulated via Mail chimp and on Website

Business Arising from minutes:

Moved those minutes be accepted:

Changes from CCB to ACF;

Update on any changes

Correspondence IN / OUT

Letter to SCC including relevant docs and Tax Invoice for transition to ACF.

Letter to Minister for Emergencies regarding Dangerboard Road closure.

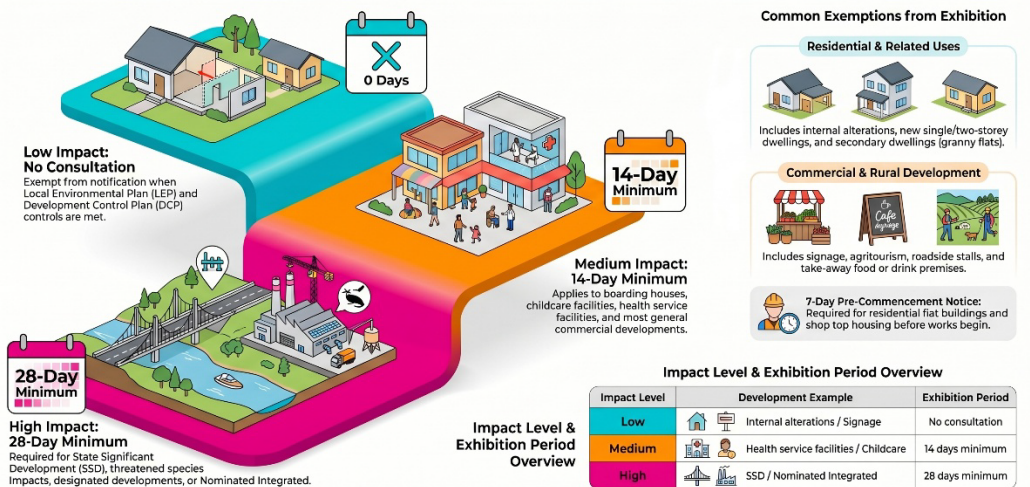
Mail chimp / FB

Dept of Planning – proposed changes to reduced exhibition periods for Das



Understanding Development Exhibition & Consultation in NSW

Public consultation periods for Development Applications (DAs) are determined based on the scale and impact of the proposed project, following the NSW Community Participation Plan (CPP).



Governance, Administration and Management

Financial – Treasurer's report, refer June 30 Profit & Loss and Balance Sheet.

Kylie Brindley has retired as Treasurer. Executive would like to thank Kylie for her hard work over the past few years. The Secretary will act as Treasurer until the AGM.

Membership is due on 1st July, now \$10 per member, (option for \$10 per household entitles one vote per household). Can be paid in cash, EFT or by square.

Members now need to agree to abide by the new Code of Conduct in keeping with SCC transition to ACF model, via completion of the 2026/27 membership.

Members also have the option to NOT have their name / address included on the public register.

Membership is now 96.

Community Led Projects

CLP202500094 Beach rescue stations (BRS)

Update on final 2 BRSs, Gannet Beach North & Murramarang Beach, both Bawley Point.

Update on possibility of an Ingenia-funded BRS at Merry Beach.

CLP20200160 Seating at Gannett Beach

Update by Moira. Thank you to Moria for her persistence in getting this one through. Seats will be installed on Gannett Headland on 3 September. Council will be on site during the installation.

CLP202500127 End of pathway from Scerri to Kioloa beach

Part of the final section is on Crown land. As the upgrade is considered a permanent structure, a permanent lease is required from Crown Lands. SCC current advice to be finalised by Spring.

CLP202500162 Cricket nets at Kioloa oval

Update:- Survey, provided to SCC, shows current cricket pitch is partially on Crown Land not managed by Council. Therefore, the cricket pitch needs to be relocated. Council has agreed on a new location at the north end of the oval, which is closer to other facilities. BPKTCA is looking at grant funding:

- NSW Cricket has a round of funding in September. Chris Videroni is preparing for this Grant.
- Club Grants has a current round of funding. However, minimum project is for \$100,000. Club grants will fund 50%, ie \$50,000. This makes this project ineligible.

Update-Kioloa Community Hall upgrade sponsored by Kioloa Bawley Point Sports & Rec.

Progressing.

CLP Welcome Pack update

A welcome pack aimed at new residents is being developed. A digital copy will be available for all residents, if desired.

General Business

Racecourse Tasman

2025.26 annual report due by September 2026. Report is required for SCC to provide Tasman with their License to Operate. The Public Officer will follow up via GIPA after the due date.

Update Dangerboard Road closure

On Monday 3 August, The President and Secretary met with Kioloa and Bawley Point RFBs. A two part strategy was agreed on.

Part 1: short term, to provide access for the coming fire season, which involves

- moving the concrete barriers back towards Cockwhy bridge
- getting the Dangerboard Road graded to Cat 1 standard
- install a lockable gate which will limit access to emergency vehicles only

Part 2: long-term involving potential transfer of ownership / maintenance responsibility to NPWS.

Redcross RediPlan

BPKTCA has been approached by Red Cross re Community Resilience and Emergency Planning. At October long weekend Murramarang Markets, Red Cross will have a stall next to Kioloa RFB. They will be available to answer questions and assist with household RediPlans.

Upgrade of steps at north end of Murramarang Beach

Thank you to those involved in the new steps which are now in place and look very impressive.

Other business

Morning tea & coffee, light snacks please join us.

Next General Meeting– Sunday 22 November 2026 at 9 am

General Meeting Closed, AGM to follow, separate Agenda.



COMMUNITY ASSOCIATION
BAWLEY POINT, KIOLOA AND TERMEIL

30th May 2026

The Hon. Jihad Dib, MP
NSW Minister for Emergency Services
GPO Box 5341 SYDNEY NSW 2001
bankstown@parliament.nsw.gov.au

Dear Minister Jihad

Re: Urgent Issue: Closure of Dangerboard Road, Kioloa NSW

I write to you on behalf of the residents, visitors and thousands of holidaymakers who have strong and enduring relationships with the Bawley Point, Kioloa and Termeil community and environs. I would like to bring to your attention an issue of critical importance to this community and ask for your consideration of our advice and request for action.

As you may know, these three small villages sit on the NSW south coastline surrounded (and closed off) by beautiful national park and bushland on three sides. There is only one road in and out of these villages, this being Bawley Point Road. At the end of the small community of Kioloa lies Dangerboard Road, which up until this time, has been the only other potential source of egress when Bawley Point Road is closed. It is vitally important for our two bushfire brigades Bawley Point RFS and Kioloa RFS, who have relied on this road frequently to make speedy exits to the highway when called out on emergencies. In the 2019 bushfires, our communities experienced first-hand, the danger and fear of being trapped by the fires with limited egress routes.

As a community, we are distressed that this important back road and vital means of connection has been closed by Shoalhaven City Council.

This closure of Dangerboard Road presents a significant risk to our community. It limits the capacity of our rescue crews to be able to attend highway emergencies, car accidents etc in a timely fashion when called upon to do so. It presents a massive increase in bushfire risk for Kioloa and Bawley Point, particularly during the bushfire danger period when hot, dry westerly winds prevail.

With Dangerboard Road unavailable, local firefighting resources from Kioloa and Bawley Point will no longer be able to undertake timely, direct attack operations on fires advancing toward the villages from the west. This will significantly constrain early suppression efforts at the critical incipient stage, when fires are most controllable. Instead, crews will be forced to take longer, less direct routes, significantly increasing response times. This delay will not only limit the opportunity for rapid containment but also reduce the ability of local crews to support suppression efforts to the southern areas around Durras, Pebbly Beach and Depot Beach. In practical terms, this degradation in access could mean the difference between successfully controlling a small, emerging fire and facing a rapidly escalating incident that may threaten lives and properties.

This is an important road that is in urgent need of repair, not closure, if lives and property are considered important and if tourism in the local area is to continue to flourish. Despite consultation with Shoalhaven Council to repair this vital link to the highway, we have been unsuccessful to date. On behalf of our emergency service volunteers, our local community leaders and residents, we ask you to look into this road closure and lend support to the re-opening and repair of Dangerboard Road as a matter of urgency.

I welcome the opportunity to discuss this with you in person and to walk you over the area and show you the risks, if you can manage a visit to our community. Our local Member, Liza Butler is a tremendous resource to our community and I'm sure she will be able to shed further light on this important issue.

Thank you for your consideration of this urgent request. We await your advice.

Kind regards

A handwritten signature in black ink, appearing to be a stylized 'P' followed by a large loop and a dot, representing the signatories Peter Longstaff and Lynn Cowley.

Peter Longstaff (President) and Lynn Cowley (Secretary)
Bawley Point Kioloa Termeil Community Association

Cc: Liza Butler MP

Dangerboard Road



Proposed Interim Emergency-Access and Long-Term Management Strategy

3 August 2026

Background

The communities of Termeil, Bawley Point and Kioloa remain deeply concerned about the risks associated with the approaching 2026–27 bushfire season.

The Bureau of Meteorology's current long-range outlook indicates that rainfall from August to October is likely to be below average across much of eastern and southeastern Australia, while daytime temperatures are likely to be above average across most areas south of the tropics.

Locally identified risk factors include:

- **Dry conditions:** Below-average rainfall and persistent soil-moisture deficits have left parts of the region drier than usual.
- **High fuel loads:** Previous wet periods produced significant vegetation and grass growth. As this material cures and dries, it may increase the potential for fast-moving and intense fires.
- **Delayed hazard reduction:** Prescribed-burning programs have been constrained by environmental and weather conditions, making fuel-risk mitigation more challenging.
- **Restricted emergency access:** The closure of Dangerboard Road has removed an important route for firefighting, emergency response and land-management operations.

On 3 August 2026, representatives of the Kioloa and Bawley Point Rural Fire Brigades and the Bawley Point Kioloa Termeil Community Association met to consider these risks.

The meeting developed a proposed strategy addressing:

1. The immediate need for controlled emergency access before the 2026–27 bushfire season; and
2. A longer-term solution for consideration by Shoalhaven City Council and the NSW Government.

The overriding concern is the protection of life. During the summer holiday period, thousands of visitors join the permanent residents of Bawley Point, Kioloa, Termeil, Depot Beach and surrounding areas, substantially increasing the number of people potentially exposed during a bushfire or other emergency.

Community preparation and operational access

The Kioloa and Bawley Point Rural Fire Brigades will continue working with the community to ensure that residents and visitors understand local fire conditions and the actions they should take to remain safe. This includes annual Get Ready Weekend activities and direct engagement with community groups and organisations.

The brigades also prepare pre-incident plans and inspect local roads and fire trails to assess their accessibility and safety.

In this context, the community remains concerned that Dangerboard Road is virtually impassable to fire appliances requiring rapid access to the adjoining national park. Access has recently been completely blocked by concrete barriers installed by Shoalhaven City Council. This is an immediate operational concern that needs to be addressed as a matter of urgency.

Dangerboard Road provides important access to connecting roads used to respond to fires approaching predominantly from the west. It also provides a potentially important emergency link supporting Depot Beach, which has only one road into and out of the village.

The road enables access to the major powerline easement currently being cleared. This easement could provide a strategic access and potential containment line from which firefighters may be able to slow or stop an approaching fire. It could also assist with the early identification of and response to fires entering the national park west of Kioloa.

Operational experience has shown that access to the Princes Highway through Dangerboard Road and its connecting roads can significantly reduce response times to motor vehicle accidents and other emergencies, including incidents where fallen trees obstruct sections of the highway.

It is recognised that resolving the longstanding issue of replacing the bridge over Cockwhy Creek will require further investigation, funding and consultation. However, the long-term bridge process does not address the immediate operational risk facing the community.

We believe that a controlled interim access arrangement for Dangerboard Road is critical and should be assessed as a matter of urgency. The proposed immediate and long-term strategies are outlined below.

Part 1: Interim emergency-access solution

Target: Operational by October 2026

1. Joint inspection and assessment

Shoalhaven City Council, the NSW National Parks and Wildlife Service and the NSW Rural Fire Service should urgently undertake a joint inspection of the proposed route.

The inspection should confirm:

- The section of Dangerboard Road that can safely be made operational;

- Whether the proposed route can operate without crossing the damaged bridge over Cockwhy Creek;
- The grading, drainage, vegetation clearance and other works required;
- The types of emergency vehicles that could safely use the route;
- Any engineering or environmental approvals required; and
- The responsibilities and potential liabilities of each participating agency.

2. Grading of Dangerboard Road

Subject to the joint assessment, Shoalhaven City Council should accept any practicable NPWS offer to grade the section of Dangerboard Road between Kioloa and Cockwhy Creek.

Any concerns regarding authority, insurance, liability or work undertaken across agency responsibilities should be resolved through an appropriate written agreement or memorandum of understanding.

3. Removal or modification of the concrete barriers

Subject to engineering and safety approval, Council should remove or modify the concrete barriers at the Kioloa end of Dangerboard Road.

This would provide controlled access from Kioloa towards the South Arm Road intersection and onward to Bucks Road, subject to confirmation of the precise route and its condition.

Potential operational benefits include:

- Access to the powerline easement for rapid fire suppression and containment;
- Support for planned NPWS hazard-reduction operations;
- An alternative operational route for emergency services travelling between the local area and the Princes Highway;
- Reduced response times to fires approaching from the west;
- Improved access to motor vehicle accidents and other incidents; and
- Additional emergency support for Depot Beach and users of the adjoining national park.

4. Controlled-access gate

A locked gate should be installed at the Kioloa end of Dangerboard Road to ensure that access is restricted to authorised users while preserving the road's operational value for emergency and land-management purposes.

A documented access protocol should identify:

- The agencies and personnel authorised to use the road;
- Key, combination or electronic access arrangements;
- Inspection and maintenance responsibilities;
- Activation arrangements during an emergency;
- Communications and incident-control procedures; and
- Whether the route could safely be opened for managed public evacuation in particular circumstances.

Unless a public evacuation protocol is formally assessed and approved, the interim proposal should be described as providing controlled emergency-service and land-management access rather than general public access.

5. Inter-agency consideration and endorsement

This interim proposal should be presented urgently to the Shoalhaven Bush Fire Management Committee and Local Emergency Management Committee.

It should be considered by all relevant parties, including:

- Shoalhaven City Council;
- NSW Rural Fire Service;
- NSW National Parks and Wildlife Service;
- NSW Police;
- Transport for NSW, where appropriate; and
- Other relevant emergency-management and land-management agencies.

The objective should be to identify and resolve any engineering, environmental, legal or operational barriers in time to establish controlled access before the approaching fire season.

This is considered the most practical option currently identified for restoring an operational secondary route before the 2026–27 bushfire season.

Part 2: Long-term management solution

Target: Agreement in principle and a documented implementation pathway by June 2027

Shoalhaven City Council and the NSW Government should formally investigate transferring ownership or operational management of the relevant section of Dangerboard Road to NPWS.

Ministerial assistance should be sought from the Hon. Jihad Dib MP, Minister for Emergency Services, and other responsible ministers, with the support of Liza Butler MP and other elected representatives.

A transfer or alternative management agreement could provide a more sustainable arrangement for the continuing maintenance and operational management of this important access route.

The investigation should consider:

- Responsibility for the road, bridge and associated assets;
- The strategic emergency-management value of the route;
- Future inspection, repair and maintenance obligations;
- Environmental and national-park management requirements;
- Funding, insurance and liability arrangements;
- Continued access for the RFS and other emergency services;

- Access required for hazard reduction and fire suppression; and
- Emergency-response requirements for Depot Beach, national-park visitors and neighbouring communities.

Given the financial and asset-management pressures facing Shoalhaven City Council, there may be an opportunity to transfer or share responsibility for a road that currently represents both a cost and a liability to Council.

As NPWS manages much of the surrounding national park and its associated road network, there may also be operational and financial benefits in establishing a coordinated management arrangement.

Any long-term arrangement should:

- Preserve the strategic emergency-management value of Dangerboard Road;
- Clearly allocate responsibility for inspection, maintenance and operational decisions;
- Provide continuing access for emergency and land-management agencies; and
- Establish a funded and enforceable maintenance regime.

Actions requested

The participating community and brigade representatives request:

1. An urgent multi-agency inspection of Dangerboard Road and the proposed interim route;
2. Written confirmation of whether the interim proposal is technically, environmentally and legally feasible;
3. Identification of the works, approvals and agreements required;
4. Nomination of a lead agency and responsible officer;
5. Consideration by the BFMC and LEMC at the earliest available opportunity;
6. A written action plan and timetable for establishing controlled emergency access by October 2026;
7. Commencement of formal discussions concerning the road's long-term ownership and management; and
8. Agreement on a documented long-term implementation pathway by June 2027.

Conclusion

The permanent repair or replacement of the bridge over Cockwhy Creek remains necessary. However, that longer-term infrastructure process does not address the immediate operational risk facing the community during the approaching fire season.

A safe, controlled and workable interim emergency-access arrangement must therefore be investigated without delay.

The communities and brigades are seeking a coordinated and practical response from the responsible agencies, supported by clearly assigned responsibilities and firm deadlines.

CONCEPT ONLY

**Lot 7010
DP 1101612
CROWN LANDS**

BOUNDARY SURVEYED 18/05/2026

POSSIBLE FUTURE EXPANSION, OUT OF SCOPE.

PROPOSED 20m x 3.6m CRICKET NET POSITION (PENDING SURVEY OF LEVELS IN IMMEDIATE AREA).

**DEMOLISH
EXISTING
CRICKET NETS
AS SURVEYED
18/05/2026**

**Lot 7004
DP 1020466
CROWN LANDS
SCC MANAGER**

**INDICATIVE TOUCH
FOOTBALL FIELD
70mx50m**

13.7m

EXISTING CREEKLINE

EXISTING CREEKLINE

TENNIS CLUB

**PLAY
GROUND**

**TOILET
BLOCK**

TENNIS COURTS

BASKETBALL COURT

VEGETATION DRIPLINE (NOT SURVEYED)

BOUNDARY SURVEYED 18/05/2026

MURRAMARANG ROAD

PROJECT NAME

KIOLOA SPORTS FIELD CRICKET NETS

PROJECT ADDRESS

650 MURRAMARANG ROAD KIOLOA NSW 2539

CLIENT

**SHOALHAVEN CITY COUNCIL - COMMUNITY INFRASTRUCTURE
PLANNING**

SITE PLAN PREFERRED OPTION

[SCALE] **1:500 @ A3** [DWG] **B&LD011** [REV] **A**



11/06/2026 10:35 AM
DRAWN BY: J. SIMPSON
CHECKED BY: C. MAHONY
APPROVED BY:

[REV#]	[DESCRIPTION]	[DATE]
A	FOR INFORMATION	11.06.2026

STATUS	TRIM REFERENCE	PLAN REFERENCE	SURVEYED BY
CONCEPT	50293E/1	2305_03	

GENERAL NOTES

The Builder shall check all dimensions and levels on site prior to construction. Notify any errors, discrepancies or omissions to the architect. Refer to written dimensions only. Do not scale drawings. Drawings are not be used for construction purposes until issued for construction.

All boundaries and contours are subject to survey drawing. All levels to Australian Height Data. It is the contractors responsibility to confirm all measurements on site and locations of any services prior to work on site.