



Ordinary Council

Monday 12 August 2024
6.30pm

Late Correspondence

Privacy Statement:

In accordance with the Privacy and Personal Information Protection Act 1988, late correspondence tabled at this meeting is published on Council's website subject to suppression of information private or personal in nature, such as telephone number, residential address or email, or containing commercial-in-confidence information.

Subject: **LATE CORRESPONDENCE - 12 AUGUST 2024**
Author: Carolyn Nurmi, Governance Officer
File No: 24/142390
Purpose of the Report: To table late correspondence as submitted for consideration by the Mayor and Councillors relevant to the Ordinary Council Meeting held on 12 August 2024.
Alignment to Delivery Program: Strategy 11.3: Ensure effective and efficient governance and risk management.

Recommendation:

THAT Council receives and notes the late correspondence and reads late correspondence in conjunction with the relevant Agenda items.

Please find attached late correspondence relating to matters appearing on the Agenda for Council held on 12 August 2024. Correspondence received is listed below:

Item No.	Matter	Author	Page
12.2	Tender for the Design & Construction of Wilberforce Avenue Car Park - 17 Dover Road, Rose Bay NSW 2029	Nancy George	3
13.2 - R13	Fitzwilliam Road and Burrabirra Avenue, Vacluse - Traffic Calming Measures Design Plan	Arliss Blanch	5
13.2 - R13	Fitzwilliam Road and Burrabirra Avenue, Vacluse - Traffic Calming Measures Design Plan	Dana McChesney-Clark	6
13.2 - R13	Fitzwilliam Road and Burrabirra Avenue, Vacluse - Traffic Calming Measures Design Plan	Lyndi Adler	24
13.2 - R13	Fitzwilliam Road and Burrabirra Avenue, Vacluse - Traffic Calming Measures Design Plan	Ted & Maureen Kremer	25
13.2 - R13	Fitzwilliam Road and Burrabirra Avenue, Vacluse - Traffic Calming Measures Design Plan	Vivien & Maurie Stang	31
13.2 - R13	Fitzwilliam Road and Burrabirra Avenue, Vacluse - Traffic Calming Measures Design Plan	Farid Assaf	32
13.2 - R13	Fitzwilliam Road and Burrabirra Avenue, Vacluse - Traffic Calming Measures Design Plan	Melissa Chew	40
16.1	Notice of Motion - Save our Sydney Harbour	Bernard Remond	44
16.1	Notice of Motion - Save our Sydney Harbour	Julieanne Mills	47
16.1	Notice of Motion - Save our Sydney Harbour	Mary Curran	48

Carolyn Nurmi

Subject: FW: Late submission for council meeting 12 Aug - re Wilberforce Ave Car Park

Subject: Late submission for council meeting 12 Aug - re Wilberforce Ave Car Park

Hello

Hope this finds you all well.

I am not sure I will be able to attend tomorrow's meeting so would like you to submit this letter to be read.

As I understand from the information I can see online, the funds to build Wilberforce Ave Car Park (WCP) are not available in full and the project is still going out to tender.

I question moving forward with the tender process when funds are not fully available.

Should this not result in redesigning the project to meet the budget?

It is not fiscally responsible of Council to move forward with a plan they can't fund. This is the community's money.

In life and in business we would not do this with our own finances, so how can Council do this with community money?

The cost of construction continues to increase so the problem will only get bigger and more unmanageable.

Council has long been pushing the project and knows that more car spaces are urgently needed in Rose Bay Village. Business owners, the community and shoppers have been crying out for more parking too.

The whole area is built on sand and thus, construction of a 4 storey structure with basement is complicated.

Given these 4 elements:

- car park is needed
- sand foundation
- complicated construction of existing design
- funds not available for existing design

does it not make sense to redesign the proposed design to fit the budget?? Again we would do this in life & business.

I noticed that Vaucluse Bowling Club has added 'Community Centre' to its signage. This is almost always empty and is such an important resource for the community & asset to council. Why isn't this being used better??

The community centre / retail aspect can be removed for the WCP plan to cut costs and use existing assets to capacity. I have 100 suggestions that will bring this beautiful Bowling Club alive & be an important community hub, which I am happy to share. I am sure many people do.

Either way there needs to be another public discussion to inform the community of the project and current status. The last 'briefing' was done in a rushed manner not giving enough notice to the community. Those who attended were disappointed at not be able to ask questions and those who did manage to ask one, didn't have their questions answered.

I will also remind the Council of our fabulous local retailers and business owners in the village who should be given the utmost respect & support through this whole process. They are constantly not informed or

consulted. Letters to building owners rarely trickle down and show a lack of respect to the heartbeat of the village.

Again there are simple ways to circulate information & connect with business owners that we have shared. We can provide you with email addresses for them all. They are open every day pretty much, so I don't understand why it's been so hard.

Council & community should always be aligned. Because council works for the community, the rate payer. In so many cases concerning development, this has not been the case in the past. I hope this changes moving forward. I am constantly optimistic.

I will be watching with interest and look forward to your response.

Thank you
Nancy

Sent from my iPhone. Please excuse tone & typos.

NANCY GEORGES


Carolyn Nurmi

Subject: FW: Proposal R13 - Fitzwilliam Road and Burrabirra Avenue, Vaucluse

-----Original Message-----

From: Arliss Blanch [REDACTED]
Sent: Saturday, 10 August 2024 8:48 PM
To: Records <Records@woollahra.nsw.gov.au>
Subject: Proposal R13 - Fitzwilliam Road and Burrabirra Avenue, Vaucluse

I wish to register my objection to the proposal to introduce "blisters" the effect of which narrows the streets for the reasons outlined in "Taffix's analysis. I regularly drive and walk in that area and am astounded how narrow Fitzwilliam becomes when cars are parked on both sides, often requiring one car to give way if meeting a bus travelling in the opposite direction, or indeed a car. I can't believe Council would wish to spend money by adding a "blister" narrowing the entrance to Burrabirra Avenue, potentially causing another safety issue when the street has what I consider an already very adequately designed turn into Burrabirra.

Arliss Blanch
[REDACTED]

Sent from my iPhone

Carolyn Nurmi

Subject: FW: Council meeting Monday 12th August 2024 - document submission item R13 - additional information - LATE CORRESPONDENCE

Attachments: WMC council submission - DANA McCHESNEY-CLARK - drainage and road works - 6 Fitzwilliam Road Vacluse - 11.08.2024.pdf; 6 FITZWILLIAM ROAD VAUCLUSE - WMC footpath and drainage summary 28.04.2023.pdf

URGENT – LATE CORRESPONDENCE FOR COUNCIL MEETING - MONDAY 12 AUGUST 2024

Hello,

Please can you include this documentation for the discussion relating to item R13 for the council meeting Monday night?

This email includes 2 documents: 1, for the main submission, and 2, an appendix outlining previous correspondence and submission.

I wished to speak at the council meeting but did not know about the meeting until after the deadline for speaking application last Wednesday.

Should anyone in the council require, I can make myself available to meet and/or speak about this matter.

Kind regards,
Dana McChesney-Clark



11 August 2024

For **matter R13** – Councillor's meeting 12.08.2024

Submission to Woollahra Municipal Council in support of the proposed drainage upgrade and traffic changes to Fitzwilliam Road and Burrabirra Avenue VAUCLUSE

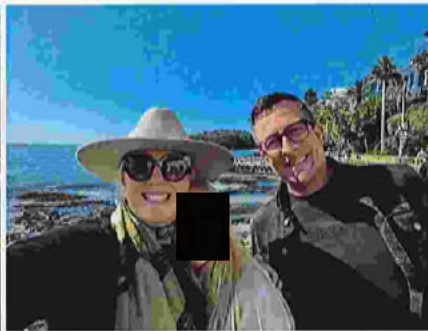
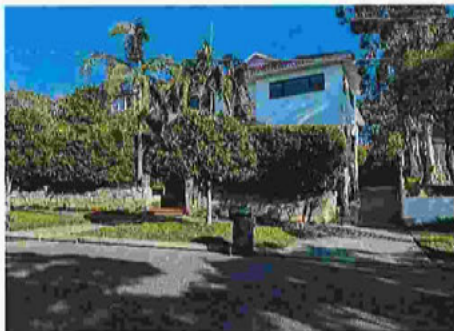
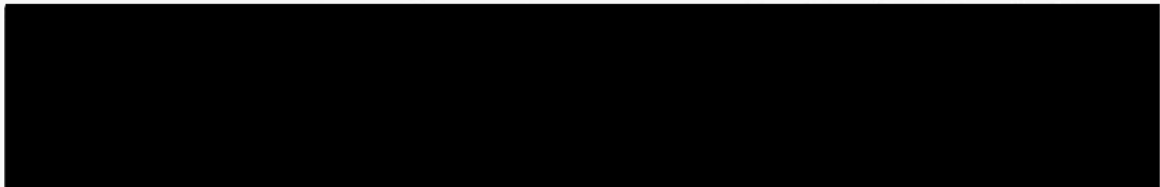
By Mrs Dana McChesney-Clark



Dear Council members,

I write to you to request that you vote in favour of the proposed civil infrastructure works to the drainage, road and footpath and traffic changes for Fitzwilliam Road and Burrabirra Avenue, at your meeting scheduled for Monday night, the 12th of August 2024.

I fully support the proposed upgrade and changes per the WMC and ASPECT AUSTRALIA documentation - project reference #15372. The proposed changes would significantly, and positively, impact my home and daily life, along with the 3 other families who reside in my building.



Secondly, I sincerely apologise for not participating sooner in this discussion and application. I have been battling a serious long-term illness for 8 months and have not had the capacity to engage until now. Fortunately, I am well on the road to recovery and now have the energy to share my view. While I have not previously participated in attending

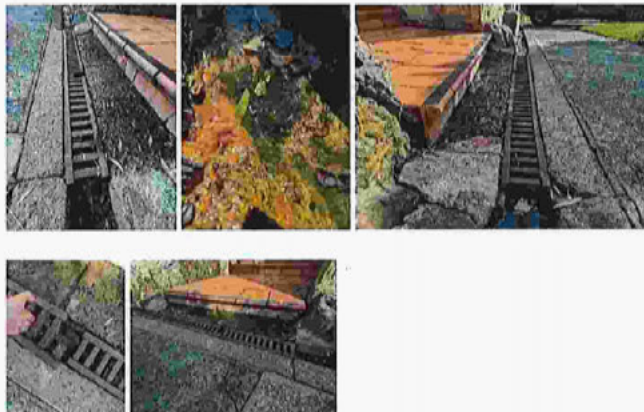
meetings, I have written to the asset engineering department at WMC and provided my family's support. Reference emails dated 13 February 2024 and 07 June 2024.

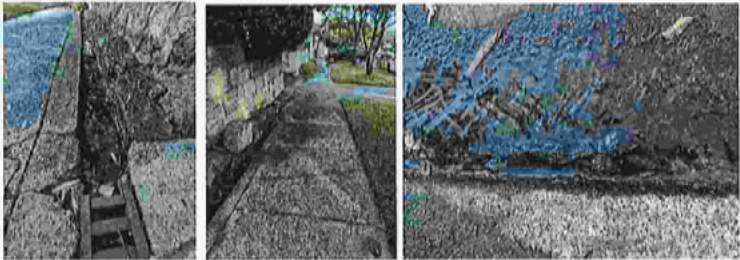
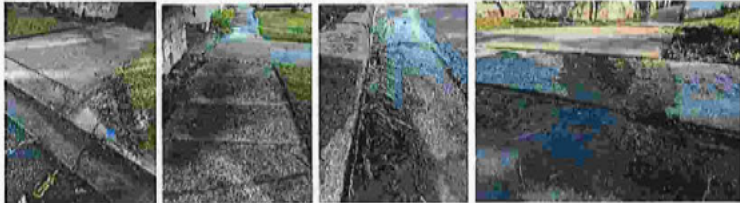
I feel very strongly about this matter and have been writing to council since 2014 to have the drainage problems of upper Fitzwilliam Road addressed. To date I have provided over 5 reports and countless emails over the last 11 years on the drainage problems that we experience at [REDACTED] Attached is just one report to serve as an example of the type, and detail, of document which I have submitted. You will see in that document a detailed plan which outlines the nature of our concerns.

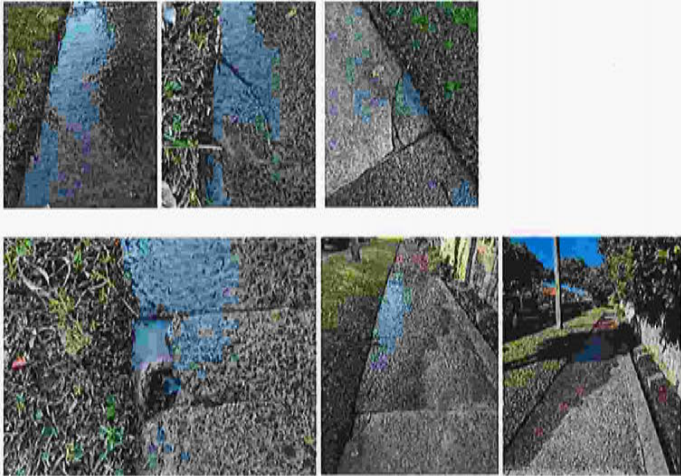
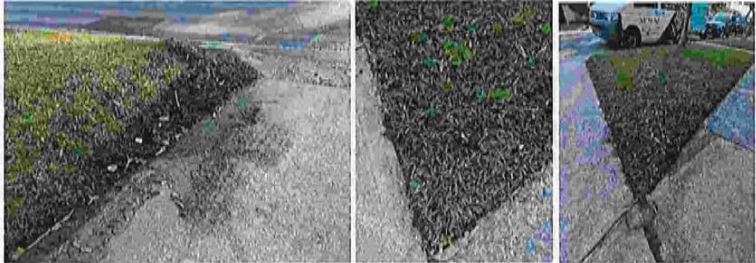
Our complaint has always focused on the drainage issues which are dealt with in the proposed design package, rather than the traffic concerns at the junction of the two roads. However daily, we witness many speeding cars, accidents or 'near misses' at that intersection and see the marriage of the two items as an intelligent and logical solution. When the DA was first listed, we were thrilled that WMC was providing a proper and thorough solution. We saw no reason for complaint. In speaking with our nearest neighbours, and fellow residents of the upper stretch of Fitzwilliam Road, all parties expressed their support to us and said that they would not be objecting.

While there may be some objectors, the silent voices of the non-objectors should still be counted as supporting votes. The nature of the DA process is such that it calls on only the objectors to comment, not the supporters. Please don't let the minimum number of objectors dominate the debate when the majority of supporters are silent, trusting of the council, and have not been called upon to either comment or vote, nor may even be aware that there is risk of the proposal failing.

IMPACT SUMMARY

1a	Why it impacts my home	<p>Crossing from the footpath and verge onto our property requires stepping over an open, and broken council drain, and onto permanently slippery and uneven surfaces.</p> <p>The footpath that runs in front of our property from [REDACTED] Fitzwilliam Road Vacluse is unique in that we have a double curb/stormwater drain. There is a drain which runs along the side of the road, and an additional drain which runs along the front edge of the property boundaries. Below ground, there are several pipes, of various ages and conditions, connecting the wall drain to the street drain. Most of these are damaged and blocked.</p> <div data-bbox="574 1415 1220 1825"></div> <p>Our property boundary runs along the front face of the terracotta tiles shown in this photo. The seeping water, the drain, grille and concrete path is on</p>
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		<p>council land. The water constantly runs and there is permanent slime, sludge and detritus at the entry to our home.</p> <p>The wrought iron grille is at least 60 years old, is broken and missing sections, is heavy and difficult to clean. Leaf litter, soil run-off, mosquitos and bugs collect under that drain. We have witnessed rats under the drains.</p> <p>We cannot lawfully make changes to those items.</p>
1b		<p>The drains are damaged beyond repair. We cannot maintain them.</p> <p>The drain has an uneven surface. Historic layers of old pipes and other drain construction types can be seen. This uneven surface permits slime and mosquito colonies to breed. Oftentimes there is a foul smell from the slime in the sections and pockets which sit higher than the sections of fast-running water.</p>  <p>This drain runs the full width of all the properties from [redacted] Fitzwilliam Road. To mitigate the running water, some of our neighbours have filled in the drain with their own personal gardens. The problem is that these garden beds create a build-up of soil and silt in the underground pipes which connect the boundary drain to the road drain. Once the blockage occurs the ground water pools at the western, and lower, end of the drain in front of our property and at the footpath junction at [redacted] Fitzwilliam and at our driveway entry. We end up with literal pools of water at the entry to our property. It is impossible to cross our driveway and footpath without stepping on aged concrete and slimy, wet council pathways.</p>
1c		<p>There is permanently running water over our footpath and driveway.</p> <p>The running water permits a buildup of slime, mould, mosses and lichen. It is a creek.</p>  <p>According to the hydro-geologists who have attended our site, there are at least 4 known natural springs within an 80m radius of our home, one including an old well in the yard of [redacted] Fitzwilliam Road. Groundwater courses up through the sandstone bedrock due to the water pressure from the ocean and harbour which bound the Vaucluse isthmus. The water is never-ending. Significant subterranean drainage is the only solution.</p>

1d	<p>The footpath is slippery, broken beyond repair and a trip hazard.</p> <p>These photos show the permanent water which sits on the path and lawn. Even in the dryest of times, it never drains. Old pipes are exposed through open cracks and holes in the footpath. Moss and slime permanently coat the path. It never can be cleaned. The paths do not comply with the National Construction Code, and do not reference current Australain Standards for safety.</p>  <p>The age of the footpath and concrete is so old that the cement has eroded such that the remnant aggregate stones are exposed. The surface is sharp and dangerous, with many chipped edges. It cannot be walked on without shoes.</p>
1e	<p>The ground soil is permanently wet.</p> <p>This prevents our children from using the lawn, and is very difficult to maintain.</p> <p>The lawn is wet due to several broken pipes underground. Water comes down the hill through the drain, get distributed into the cross drains, then gets stuck under our lawn.</p> 
1f	<p>We have had to execute significant building repairs and install water pumps.</p> <p>The natural water table shifts with each new additional building and increase in sealed-ground surfaces to our suburb, increasing the load on public drainage and stormwater systems.</p> <p>Public drainage will continue to be stressed with each new build, and each road resurfacing. The groundwater will continue to seep from surfaces which are not</p>

sealed by bitument or concrete. This leads to an increased amount of water over a smaller available surface area. That water needs to be evacuated to lower ground and stormwater drainage systems which are managed by both private land owners and councils. The increase in number of buildings and sealed road surfaces, leads to less open land to absorb or transit natural ground water, which leads to a need for better (and bigger) public drainage systems. Increased urbanity and density of dwellings means that our public drainage systems need to work harder and cope with ever-increasing volumes of water. This problem is only going to get worse over time.

We recently discovered new groundwater under our building. This appears to be worse since the redevelopment of some nearby properties which have recently poured new, and large, concrete slabs. Despite our building being positioned on a relative ridgeline halfway between the waterfalls of Vacluse House and Parsley Bay, we have new and fast running water. Our recent work involved a full sub-floor excavation to build new drains, along with installing a sump pit and pump. The water volume extracted from just one pump is between 1200-1600L per day.

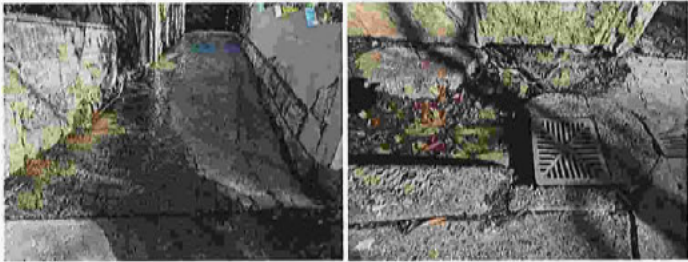



The ground water had damaged our substructure and as such we had to replace 19 piers which support our subfloor.


The amount of water in the drains along our streetfront is greater than the volume in our home, and must be coursing to other houses further downstream. Those homes share the same risk of damage, mould and damp.



We are not alone in having to deal with groundwater in our building. The majority of houses in Vacluse would share the risk and burden of groundwater management. As an owner I am happy to do my bit to manage the load. However, our private water management is only as good as the public management system into which we must offload.

The current system in upper Fitzwilliam Road is 100 years old, has failed and is stressed. No doubt other houses are extracting groundwater and dumping it into the open public drains which are running out the front of our property, coursing further downstream to houses in the Vacluse Bay Valley.

1g		<p>The faulty council drainage system is preventing me from completing repairs to my driveway.</p> <p>We need to replace the surface of our driveway. This involves an upgraded non-slip surface and perimeter drainage to manage with groundwater run-off from the adjoining bedrock. This photo shows the groundwater which seeps from the bedrock under our front garden terraces. It is permanent, running water. We do not use irrigation. We do not have broken pipes. We do have a drain to the left of the driveway which usually can cope with the load. The line between two concrete finishes at the front of the photo shows the extent of our boundary. Water permanently runs out from the council drain which runs across our driveway. This drain is usually blocked and requires WMC staff to regularly attend our property for jet cleaning. We cannot install new drainage to the edges of our driveway unless there is a system into which they can run. The council drain is always blocking up and the overflow causes moss and slime to build up over the threshold of our property. This is unsafe and unsightly.</p> <div data-bbox="577 770 1267 1030">  </div> <p>The drain on the right is filled with concrete and does not connect efficiently with adjoining pipes. It fills and overflows regularly. The grille does not sit properly. All adjoining surfaces are cracked and jagged.</p>
2	<p>Why it impacts my family and health</p>	<p>Slip risk – ambulant disability</p> <div data-bbox="577 1211 1337 1323">  </div> <p>I can not enter my property without continued slip and fall risk across aged council footpaths. Walking outside my property is stressful and uncomfortable for me.</p> <div data-bbox="577 1435 986 1742">  </div> <p>Viral disease risk – Mosquitoes. The pooling, sludgy water is a breeding ground for Mosquitoes. </p>

		<p>Vermin Rats have been regularly sighted in the drains.</p> <p>Rough surface – path partial Some sections of the path (those areas not covered in slime) cannot be walked on without shoes. This is not good or healthy for our building's children who wish to play outside barefoot and carefree.</p> <p>Wet surface – lawn We encourage our children to play outside and have set up a swing in the tree. They are encouraged to be part of nature and to engage with passers-by and our neighbourhood kids. The wet boggy lawn prevents them from doing this.</p>
3	Why it is a risk for our strata plan	<p>Slip risk Vermin control Cannot upgrade our driveway until there is a sufficient public drainage system into which we can connect our run-off Unightly and impacts our property value Impossible to clean</p>
4	Why it is a risk to our street	<p>Slip risk – see point 5</p> <p>Crash risk – I have a direct line of sight from my living room, kitchen and garden terrace down to the intersection of Fitzwilliam Road and Burrabirra Avenue. With the exception of [REDACTED] Fitzwilliam Road, the living space of our home has the most visual interaction with that intersection. The number of cars which speed down the hill and treat that corner as a racetrack is high. We regularly observe skidding and screeching by high-performance cars speeding as they turn left into Burrabirra Avenue. While we worry for any vehicle accident, our concern is highest for pedestrians at that intersection and for the occupants of [REDACTED] Fitzwilliam, should a driver misjudge their abilities and end up crashing through their garden fence. Any death or injury from a speeding accident whereby someone misjudges the road width (narrowing on the low side of the intersection) would be heartbreaking for our community.</p>  <p>People walking on road Pedestrians avoid walking on the boggy ground, so they are forced to walk around cars and spend more time on the busy road.</p> <p>Water ingress into private properties No owner should have to deal with additional, and preventable, water ingress to their property. This work should be done even if only 1 property benefits. An equation whereby an argument is posited that this 'only impacts low numbers' is futile and illogical. No rate payer should have to endure unsafe and wet premises caused by poor public drainage and road safety.</p>

		<p>Neighbourly disputes</p> <p>Some owners do not like cars parking outside their properties for fear of backflow from blocked drains. Letters have been found on our guest's cars asking people not to park in certain locations in front of certain properties.</p> <p>Some delivery vehicles cannot move goods across sodden and boggy lawn. Trucks are then parked across driveways thus limiting access for owners to and from their driveways. This causes preventable interaction and conflict between some neighbours</p>
5	Why it is a risk to council	<p>Public Liability</p> <p>Slip risk – There is a possibility of litigation after accidents resulting from poorly managed and non-compliant footpaths. When I fell, I did not consider litigation. However, there will be a fall one day on non-compliant public surfaces in our municipality, and one day someone will commence compensatory litigation against our council. The financial cost of compensating someone's life would be far greater than the cost of repairing some necessary drainage and decrepit footpaths.</p> <p>Accident risk – it is only a matter of time before a speeding car mounts the curb at ■ Fitzwilliam Road and hits the fence of that property. If that happens, and the Council has been shown to ignore that risk, despite being warned, then significant personal injury and council costs will come to bare. So too would professional indemnity for decision makers.</p> <p>Due diligence - Have you notified residents that there is significant contention around this matter? Most will assume that the matter is progressing so they would not be looking out for information to the contrary.</p>

Unfortunately, I cannot speak at the council meeting on Monday night as I did not know about it in time to submit an application to present.

I am grateful for your time and energy in this matter and trust that my detailed document helps illustrate the importance of proceeding with this important work in my street, and our community.



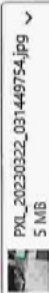
I will endeavour to contact each of you prior to the meeting and remain available for any conversations an meetings should you require.

Yours faithfully,




Dana McChesney-Clark



	<p>DRAINAGE AND FOOTPATH ISSUES 6 FITZWILLIAM ROAD VAUCLUSE Cleaning and repair request 28/04/2023</p>
<p>1 OUR MOST RECENT REQUEST TO WMC</p>	<div> <div>  <p>DM</p> </div> <div> <p>Dana McChesney-Clark <ds.smcc@gmail.com> To records@woollahra.nsw.gov.au</p> </div> <div>  <p>PXL_20230322_031449754.jpg 5 MB</p> </div> <div>  <p>PXL_20230331_024533701.jpg 6 MB</p> </div> <div> <p>RE: FITZWILLIAM ROAD VAUCLUSE -COUNCIL DRAINS BLOCKED</p> </div> <div> <p>Hello,</p> <p>Can you please arrange to have the council in-ground drains cleaned out the front of our property? We have a double kerb/water way on the southern side of the top end of Fitzwilliam Road.</p> <p>The current issue is that the drain which runs from the lower side of our driveway out to the street is blocked and water is pooling and running from the grate in the grass. (Shown in the foreground, grassed area in the attached photograph).</p> <p>Over the last week I have thoroughly cleaned the council drain which runs along our front boundary, but leaf litter and silt looks to be blocking the section of the pipe which runs out to the street.</p> <p>These drains continue to cause us much distress. The footpath is constantly sodden and our driveway (installed by WMC) gets a build up of slime and is always slippery. I have written to council several times previously outlining our concerns.</p> <p>Your lovely staff Peter, and Bob, have cleaned this many times, but clearly there is a bigger design issue.</p> <p>A broken section of footpath still remains with and exposed, and damaged, section of underground terracotta pipework below. This is a trip hazard and is unsightly.</p> <p>The council grate which covers the open drain in front of our main stair entry is also broken in several places and clearly very old. Much of the adjoining kerbing is also chipped and broken. Can this please be replaced and made good?</p> <p>Perhaps I can meet with someone from your works department to discuss this?</p> <p>Kind regards Dana McChesney-Clark</p> </div> <div> <p>...</p> <p>Reply</p> <p>Reply All</p> <p>Forward</p> <p>Fri 31/03/2023 2:10 PM</p> </div> </div>

pg. 1

2	<p>RESPONSE BY WMIC</p> <div data-bbox="236 409 1193 1664"> <p>Woollahra Council - New Comment on Service Request 53102</p> <p> noreply@woollahra.nsw.gov.au To: ds.smcc@gmail.com</p> <p><small>Thu 27/04/2023 7:13 AM</small></p> <p><small>Click here to view this message is displayed, click here to view it in a web browser. Click here to download pictures. To help protect your privacy, Outlook prevented automatic download of some pictures in this message.</small></p> <div data-bbox="475 600 651 1496"> <p>Woollahra Municipal Council</p> </div> <p>Dear Dana,</p> <p>A new comment has been added to service request 53102 - Pits Pipes Drainage Repairs.</p> <p>Comment: This section of infrastructure is on a regular cleaning section by internal crews and contractors. There is a natural spring in the immediate surrounding area causing mineral build-up which results in brown sediment water, this causes restricted flow to the underground pipe system which requires regular cleaning. The open terracotta drain at the front of the property is designed to capture a much of the property run off as possible and no other way is currently available.</p> <p>Regards, Customer Service</p> <div data-bbox="1037 600 1193 1496"> <p>Woollahra Municipal Council ABN 32 218 483 245 P 02 9391 7000 E records@woollahra.nsw.gov.au 536 New South Head Road Double Bay NSW 2028</p> </div> </div>
3	<p>HISTORY</p> <p>a) The top section of Fitzwilliam Road has two council kerb drains on the southern side of the road. One at the edge of the road (typical design), the other along the face of the property boundaries, which is an open culvit. This double-up is designed to collect run off from the high-set properties and take it to the main street curbing. This arrangement was installed many decades ago. Over time the street level has been raised due to multiple resurfacing, and some owners have filled in the kerb, which adjoins the property boundary, with</p>

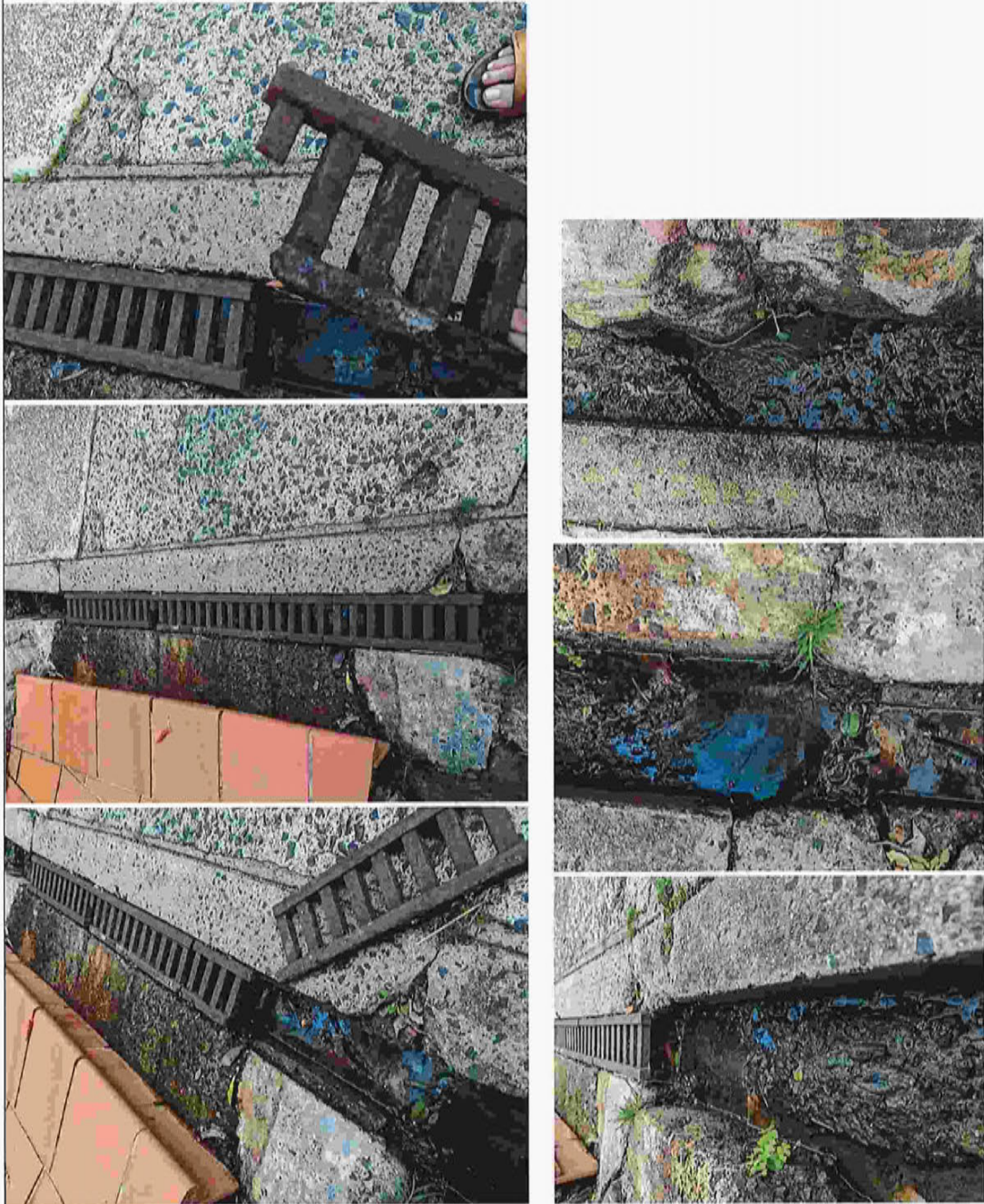
pg. 2

	<p>soil and planting. Some sections have secondary drainage built above the run of the original drainage. The concrete surfaces in the property-side kerb are very aged and chipped, which allows for permanent pooling/mould growth/mosquito bedding in front of our property.</p> <p>b) The entire top section of Fitzwilliam Road was raised and resurfaced in 2014. Works included new driveways to properties [REDACTED] new in-ground drainage; new street kerb and gutters; new drain cover at [REDACTED] Fitzwilliam boundary over driveway; new electrical pit at the junction of [REDACTED] sections of footpath were replaced. While the street kerb RFL was raised, the line along the property boundaries was not raised. This resulted in virtually no fall from the lower side of our driveway out to the street.</p> <p>c) Drawings (detailed construction and design sets) were provided to the residents prior to works for commencing for feedback and information.</p> <p>d) Works were managed by Richard Ladlow from WMC and completed by an external contractor.</p> <p>e) Works were not completed as per the agreed drawings and design. The drainage was supposed to follow the natural fall of the hill, but was redirected 90 degrees to run square to the street, with very limited fall and inferior elbow joints in locations vulnerable to traffic above ground.</p> <p>f) Concerns were raised with WMC. Senior members were involved to review the standard of work completed by both internal and external teams.</p> <p>g) The defects were never rectified.</p> <p>h) Subsequent to the completion garden beds have filled in the council drain at [REDACTED] Fitzwilliam. The garden bed at number 8 has been infilled previously by that owner.</p> <p>i) I have had the WMC team out to clean the lower drains on many occasions, with success. WMC advised me to contact council for cleaning as required, with a guarantee that the pipes would be jetted as often as needed.</p> <p>j) We have water constantly running on our driveway, at the location of underground pipes, causing a permanent build-up of slime. This is a slip hazard as well as being unsightly. See photo #</p> <p>k) We have water constantly over flowing from the drain pit on the lower side of our driveway. See photo #</p> <p>l) The council drain grate at our front stairs is well over 50 years old and made from cast iron. It is broken in several places and does not fit properly into the kerb channel due to the chipped and damaged concrete.</p> <p>m) There are old terracotta pipes running across the footpath, perpendicular to the boundary, in front of our property. The path above these lines is cracked and in some places completely removedleaving the damaged terracotta pipe open, exposed, and at risk for a fall hazard.</p> <p>n) -The drains have not been cleaned for over 6 months</p>
4	<p>CURRENT CONCERN</p> <p>Our view is that the people handling my request have not provided any meaningful response to my most recent correspondence. The response does not make sense and does not relate to my specific queries. I would like to know the following:</p> <p>a) Do the staff assessing my current request fully understand the history?</p> <p>b) Have they been to site? I note that we witnessed a council vehicle stop outside [REDACTED] Fitzwilliam at 11:50am on Wednesday this week (the day before their response to me). We witnessed two people in the car, working through paperwork. They did not get out of the car.</p> <p>c) What is the name of the staff member/s who came to site?</p> <p>d) What is the name of the staff member who wrote the latest email to me?</p> <p>e) Can we please meet with you and/or team to discuss.</p>

5	OVERVIEW OF EXISTING PROBLEMS AND PREVIOUS WORKS	EXISTING														
		<table><tr><td><div></div></td><td>Property boundaries</td></tr><tr><td><div></div></td><td>Original drainage by WMC circa 1914</td></tr><tr><td><div></div></td><td>New drainage lines per 2014 WMC design when road level was raised and resurfaced</td></tr><tr><td><div></div></td><td>Actual as-built drainage locations 2014 – not as per council approved design</td></tr><tr><td><div></div></td><td>Trip and slip hazards. Exposed in-ground terracotta pipes, uneven surface surrounding broken and aged WMC drain grille, constant surface slime from running water over driveway</td></tr><tr><td><div></div></td><td>Location of constantly blocked WMC drain</td></tr><tr><td><div></div></td><td>Location of WMC broken and aged drain cover</td></tr></table>	<div></div>	Property boundaries	<div></div>	Original drainage by WMC circa 1914	<div></div>	New drainage lines per 2014 WMC design when road level was raised and resurfaced	<div></div>	Actual as-built drainage locations 2014 – not as per council approved design	<div></div>	Trip and slip hazards. Exposed in-ground terracotta pipes, uneven surface surrounding broken and aged WMC drain grille, constant surface slime from running water over driveway	<div></div>	Location of constantly blocked WMC drain	<div></div>	Location of WMC broken and aged drain cover
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<div></div>	Location of WMC broken and aged drain cover															
																

<div>6</div> <div>PHOTOS drain area to the lower side of our driveway</div>	
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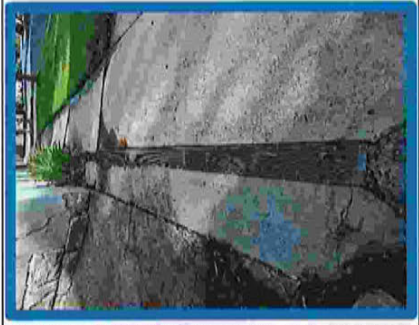

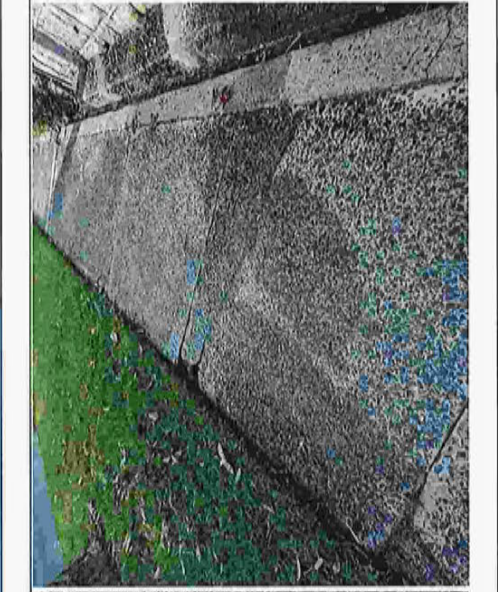
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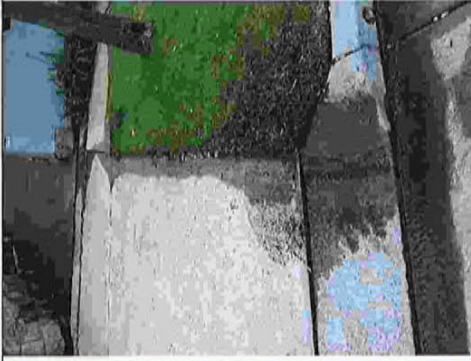


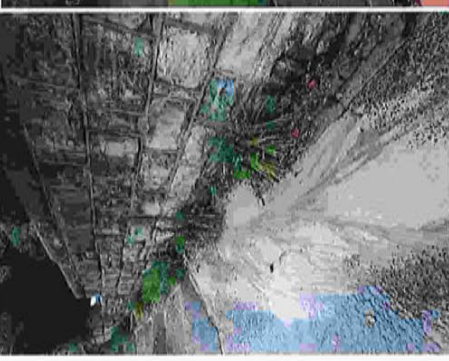


7 WMC drain grate across property main entry

NOTE – the ‘pipework’ here as noted in your council response is not terracotta. It is aged and damaged concrete.

The uneven lower surface has significant holes causing water to pool.

<p>The image with the blue border shows the drain grate provided by WMC when the road was raised. Something equal to this quality and safety should be provided at our entrance.</p>		<p>8 Broken and damaged/slippery footpath EXPOSED BROKEN TC PIPE</p>		
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	   <p data-bbox="718 1691 1348 1915">These photos were taken after rain and show sand which has been washed from our neighbour's wall (uphill) and infilled-in garden drain. The sand has pooled at the lower section of the footpath and the driveway. You can see that there is not enough fall for water/sand/runoff to make it to the street. This only started to occur after the street level was raised. Not only does it cause the drains to block, but further creates backflow which</p>
9	

saturates our
footpath and
driveway causing
slime etc.



DOCUMENT ENDS

Completed by Dana McChesney-Clark

pg. 9

Carolyn Nurmi

Subject: FW: Fitzwilliam Rd / Burrabirra Ave intersection

Dear Council,

I live at [REDACTED] Vacluse, just down from the corner with Fitzwilliam Road. My husband also lived at 10 Fitzwilliam Road for over 20 years, so we are very familiar with the area

I have just become aware of a Council plan to narrow the Fitzwilliam roadway at the intersection with Burrabirra Ave, and that it will be voted on by the Council on Monday 12 August.

I am concerned, because I was not previously provided with any notice of this proposal, and I cannot attend the meeting to speak against it because I am flying out of Sydney tomorrow.

However, now that I have had a chance to review the proposed change I strongly oppose it.

The proposal says it is for "traffic calming". There is no problem with traffic that needs traffic calming. I go through this intersection multiple times a day, and it was obvious to me from looking at the proposal that it is going to make the turn into Burrabirra Ave unsafe by making it close to 90 degrees.

Those initial concerns have been confirmed by reviewing an independent traffic report that shows a risk of collision. Anyone who uses this roadway will know that the report is correct that trucks are not going to make a 90 degrees turn safely.

I know there are currently improved drainage works being undertaken in this area and I support those works. However I do NOT support any changes to the roadway.

I request that councillors vote against this change and leave the roadway the way it currently is.

Yours faithfully,

Lyndi Adler

Carolyn Nurmi

Subject: FW: Late correspondence - Council Meeting
Attachments: 15372_C_19.03.24 - alternative plan.pdf; Letter-Burrabirra.pdf

To whom it may concern

My wife and I are residents of [REDACTED] Vaucluse

We wish to submit the attached letter and plan as late correspondence for Item R13 of the Council Meeting tomorrow - Fitzwilliam Road and Burrabirra Ave Traffic Calming Measures Design Plan

We oppose the resolution to carry out the proposed works and request that either the proposal is not passed (and the intersection is not changed), or alternatively that any works done are not more extensive than the attached plan.

Yours sincerely,
Ted and Maureen Kremer

Ted and Maureen Kremer
[REDACTED]

Mayor Richard Shields and Councillors
Woollahra Council

10 August 2024

Dear Mayor and Councillors,

We are writing to object to Council's proposal R13 — Fitzwilliam Road and Burrabirra Avenue, Vaucluse - Traffic Calming Measures Design Plan and to urge you to vote against it.

The proposed change to the intersection was originally stated as being for "stormwater control", on the basis that two properties on the corner were flooding. That has since turned out to be incorrect.

It is now said to be that the all-grass nature strip on the western side of the intersection might be damp. Our children and grandchildren use, and have used, the 325 bus for decades, using the nature strip to access the bus stops in both directions, and have not experienced such a problem.

Even if there is such a problem, it can be fixed by (a) installing a concrete footpath on the nature strip between the bus stop and pram ramp, (b) proceeding with the planned stormwater upgrades in the area and (c) if necessary installing drainage on the footpath plus an additional stormwater drain on the western side of Burrabirra Ave to connect to the new stormwater works. We have shown these works on the attached plan.

The justification for the proposed intersection change is now said to be "traffic calming". First, there is no need for "traffic calming". We have lived on Burrabirra Ave for over 50 years. There has never been an accident at the Fitzwilliam Road / Burrabirra Avenue intersection, even when the speed limit was 60 km/h. The intersection is safe. It has excellent sight lines. We have included a photo below from Google maps to show this.

Secondly, when we received Council's current proposed intersection plan, we and other objectors sent it to be evaluated by an independent traffic engineering firm, Traffix, which is used by Transport for NSW, NSW Planning and Infrastructure and City of Sydney Council. If Traffix had concluded that the proposed changes were safe, we would have fully supported the proposal.

However, Traffix's analysis was that Council's current plan will introduce new safety risks that do not currently exist. One is that larger vehicles turning left into Burrabirra Ave will only be able to make the turn by crossing over onto the wrong side of Burrabirra Ave, where they will collide with any car or bike in their correct lane. The other is a new risk of rear-end accidents for cars turning left into Burrabirra Ave, because vehicles behind them, going downhill, no longer have room to pass; the part of the roadway that will be removed currently functions like a "slip lane" allowing safe turning.

Traffix recommended that an independent Road Safety Audit (RSA) is undertaken by an independent Level 3 Road Safety Auditor before any changes are made, and to identify whether the roadway narrowing should be reduced or eliminated. The Traffic Committee has ignored this advice. It did so despite confirming that it had not modelled the turning movements that Traffix had modelled.

We cannot understand how Council could responsibly continue with the current proposal. If Council makes no change to the existing road configuration, it has the protection of s 45(1) of the *Civil Liability Act 2002* (NSW); if it makes a change that knowingly introduces a risk of harm, it will lose that protection. A copy of the Traffix report is [available here](#). Figures 3 to 6 show the new risks of harm.

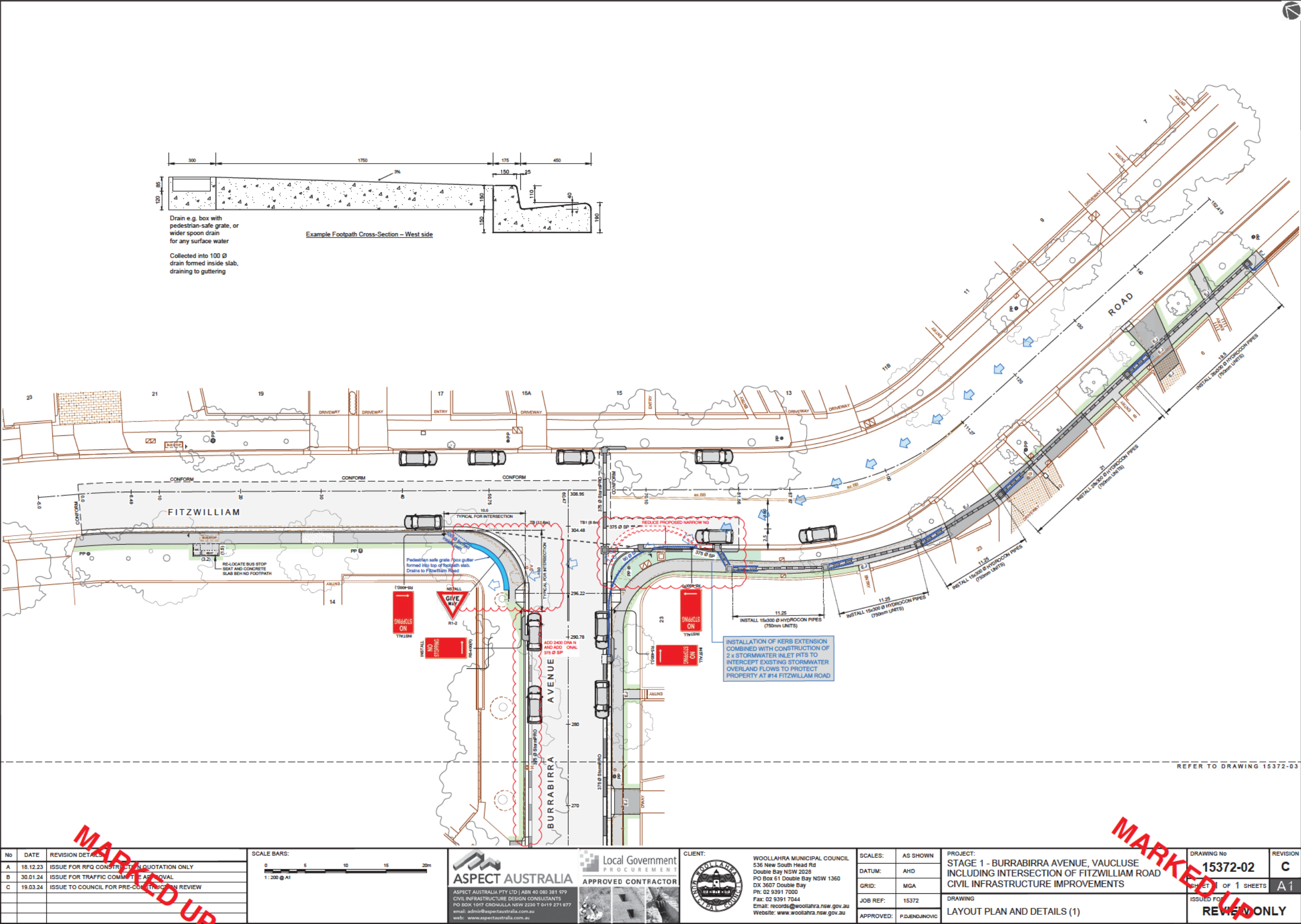
We have attached an amended version of the proposed plan which addresses stormwater issues, and squares the intersection without narrowing it — and hence does not introduce the safety risks. It also shows optional additional drainage possibilities on the west side to address any conceivable stormwater issue. If the roadway must be changed, it should not be changed more than this.

We would be happy to discuss this at your convenience if you require any further information.

Yours sincerely,

Ted and Maureen Kremer
[REDACTED]





Carolyn Nurmi

Subject: FW: FITZWILLIAM ROAD & BURRABIRRA AVENUE INTERSECTION - PROPOSED WORKS

Dear Council,

We live at [REDACTED] Vaucluse. We became aware of a Council plan to narrow the Fitzwilliam Road/Burrabirra Avenue intersection by seeing a notice put up on the corner.

We objected and met on the corner with Council members including Emilio Andari and Cr Mary-Lou Jarvis. We discussed the storm water work that needs to be done and have no issue with this. We also discussed the footpath proposed to be put in from outside 14 Fitzwilliam Road down to the bus stop and again have no issue with this. We did object to the blister that was to be put on Fitzwilliam Road and Burrabirra Avenue corner and was told this would not have to be done as they felt that the storm water issue could be addressed with improvements proposed.

We were then advised a new plan had been drawn up still including a blister in Fitzwilliam Road. Again we met with Council onsite and opposed it. The need to fix the storm water seems to have morphed into a traffic calming issue. We are very concerned about this and strongly oppose it. We drive through this intersection many times daily and have for over 30 years. There has never been an accident and there has never been a need to calm the traffic. Changing it to what is proposed does seem to open the intersection to be harder to negotiate and could potentially cause accidents, especially with delivery trucks, builders trucks, buses accessing Vaucluse House, etc. We have observed large vehicles come around this corner many times and presently they do not have issues. We believe this will not be the case in the future if the blister is put in place.

We support the drainage works being proposed in this area however, we do NOT support any changes to the roadway.

We request that councillors vote against this change and leave the roadway as it currently is.

Yours faithfully,
Vivien and Maurie Stang,

[REDACTED]

Carolyn Nurmi

Subject: Burrabirra / Fitzwilliam intersection works
Attachments: Letter-15july2024.pdf

Dear Councillors,

I request that my email and attachment below be submitted as late correspondence for the Council Meeting on Monday 12 August for item R13 —
FITZWILLIAM ROAD AND BURRABIRRA AVENUE, VAUCLUSE - TRAFFIC CALMING MEASURES DESIGN PLAN

I am concerned about the safety implications of the proposal, and object to it. I urge all Councillors to vote against the proposal and reject the planned roadway changes. The only work that should proceed is the existing upgrade and improvement of the stormwater drains and lines in this area.

Regards
FARID ASSAF SC [REDACTED]

Liability limited by a scheme approved under Professional Standards Legislation.

From: Farid Assaf SC [REDACTED]
Sent: Wednesday, July 24, 2024 16:06
To: richard.shields@woollahra.nsw.gov.au <richard.shields@woollahra.nsw.gov.au>
Cc: Farid Assaf SC [REDACTED]
Subject: RE: Burrabirra / Fitzwilliam intersection works

Dear Mayor

Objection to intersection redesign at the corner of Fitzwilliam Rd and Burrabirra Ave, Vacluse.

I am a resident at [REDACTED] Vacluse. [REDACTED]

As a father and rate payer I am most concerned with the proposed re-design of the above-mentioned intersection. In the attached submissions, my neighbour Dr Kremer, eloquently and comprehensively sets out the overwhelming reasons why the proposal is, with respect, a bad idea. I agree with Dr Kremer's submission in that regard.

Leaving aside the lack of notification and consultation (which is in itself troubling), the proposal is an unnecessary waste of rate payers' monies and, moreover, likely to result in a significant traffic and safety hazard. I accordingly suggest Council abandon the proposal and instead devote hard earned rate payer dollars to more worthy community needs.

Regards

FARID ASSAF
[REDACTED]

Vivien and Maurie Stang

Ted and Maureen Kremer

Mayor Richard Shields
Woollahra Council
richard.shields@woollahra.nsw.gov.au

15 July 2024

Dear Mayor,

We are writing to inform you of a serious concern we have with Council's Traffic Subcommittee. On 2 July 2024, Committee voted 3-1 to spend over \$450,000 on an intersection redesign at the corner of Fitzwilliam Rd and Burrabirra Ave, Vaucluse. The majority committee members were not given an independent traffic engineering report commissioned by us and sent as late correspondence that identified significant safety concerns about the new design, and—after it was drawn to their attention during the meeting—stated outright they would not consider it before voting to implement the design.

The way this issue has developed has resulted in residents having limited opportunity to be heard, and has overstated the support and understated the opposition to Council's proposal. Unfortunately, it is necessary to set out some detail to show this.

The intersection

Fitzwilliam Rd runs from southeast to northwest, sloping down to the west. Burrabirra Ave joins it at 90 degrees. The 325 bus route runs up and down Fitzwilliam Rd, and Burrabirra Ave is often used to access Olola Ave and Vaucluse House. It is used by trucks, large vehicles and coaches.

The intersection has been in its present configuration since at least 1975. Long-time residents will confirm that no accidents have occurred there since at least that time, noting that the speed limit was 60kph for most of that period.

Two photos from google maps show why this is the case: the intersection is well designed, and has excellent sight lines and ample space for cars to turn.





Council's Initial Proposal - February 2024

Council developed an initial proposal in February 2024. It proposed a significant narrowing of both Fitzwilliam Rd and Burrabirra Ave by installing built-out "blisters". The stated reasons included "stormwater management" of water flowing down Fitzwilliam Rd.

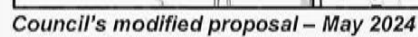
Not all affected residents were notified. There was no letterbox drop to properties as close as No 13 and No 16 Burrabirra Ave. No 24 Burrabirra Ave, near the corner, was not notified. The only notice was a sign placed at the intersection not long before the Traffic Committee meeting.

As a result of a number of residents objecting, an on-site meeting was held on 29 February. It was evident that the proposal was unsafe and unworkable - a truck tried to navigate around people standing where the proposed "blisters" would be and nearly had an accident.

Council's Modified Proposal - May 2024

Council modified its proposal by removing the proposed narrowing of Burrabirra Ave, but leaving the narrowing of Fitzwilliam Rd. It was now stated to be for "traffic calming". An excerpt of the modified design is below.

That proposal was presented at the Traffic Committee meeting on 7 May 2024. However, notice that the item would be considered at this meeting was not given to at least one household of objectors (Mr & Mrs Stang), or to Cr Witt.



Objectors' modified proposal – May 2024

Council's notes in support of its proposal stated: "A total of two (2) submissions were received, including one (1) support and one (1) objection." That is incorrect - at least 4 objections were made.

Council staff asserted that the Council plan was superior, but did not provide any stormwater engineering or other details to support this. Staff did state that they had modelled swept paths for two types of vehicles: cars (B99) and council rubbish trucks.

The Committee voted to hold a second on-site meeting, which was initially proposed (with 5 days notice) for 12 June. It was cancelled a few hours before it was to be held.

On 24 June at 10.08am, the on-site meeting was announced for 26 June at 10am. Requests to postpone it to allow one of the objectors to attend were denied. At the meeting, Council staff stated that the redesign was to address "flooding" for two properties: No 14 Fitzwilliam Rd (the house on the corner), and No 24 Ave Burrabirra (the next house in, noting No 16 Fitzwilliam Rd has a small intervening frontage).

Vote - 2 July 2024

Council's proposal was to be discussed on the 2 July meeting. No notice of that was given to the objectors. The fact that the proposal was to be voted on was only identified by contact directly between Ms Stang and Cr Jarvis.

The day before the meeting, the objectors provided an opinion from an independent, third party traffic engineer, Traffix, as late correspondence. Council confirmed that that report was not distributed to any of the attendees at the meeting.

The Traffix report ([available here](#)¹) identified two safety issues:

- (1) larger vehicles (HRV), which Council confirmed it had not modelled, cannot turn left without conflicting with a vehicle leaving Burrabirra Ave;
- (2) "Under existing conditions, a vehicle travelling northbound along Fitzwilliam Road can turn left at Burrabirra Avenue whilst a vehicle travelling behind the turning vehicle (rear vehicle) is able to pass the turning vehicle without crossing over the double lines on Fitzwilliam Road." That possibility is removed with the proposed narrowing, which "increases the risk of a rear end collision with the turning vehicle in the forward field of view, especially considering vehicles travelling northbound along Fitzwilliam Road are travelling on a downgrade and require additional time to reduce speed".

Traffix concluded that:

In summary, consideration should be given to removing or reducing the extent of the proposed kerb buildout protrusion into Fitzwilliam Road to provide sufficient space for the above impacts to be eliminated or mitigated as far as possible.

Traffix recommended that:

... an independent Road Safety Audit (RSA) is commissioned and undertaken by an independent Level 3 Road Safety Auditor to provide an independent assessment of the proposed intersection layout and to identify any other potential risks to the safety of road user, prior to implementation of the proposed intersection changes.

A copy of Traffix's swept-path analysis showing the extent of the collision between a heavy turning vehicle (taking the turn as tightly as possible) and a passenger car is as follows.

¹ <https://www.dropbox.com/scl/fi/45gbt39poqf5z8zjia8x/24.264r01v02-TRAFFIX-Fitzwilliam-Road-Kerb-Extension.pdf?rlkey=4qaj83mdr4r9glenu5jyre4ao&e=1&st=uandpcc6&dl=0>

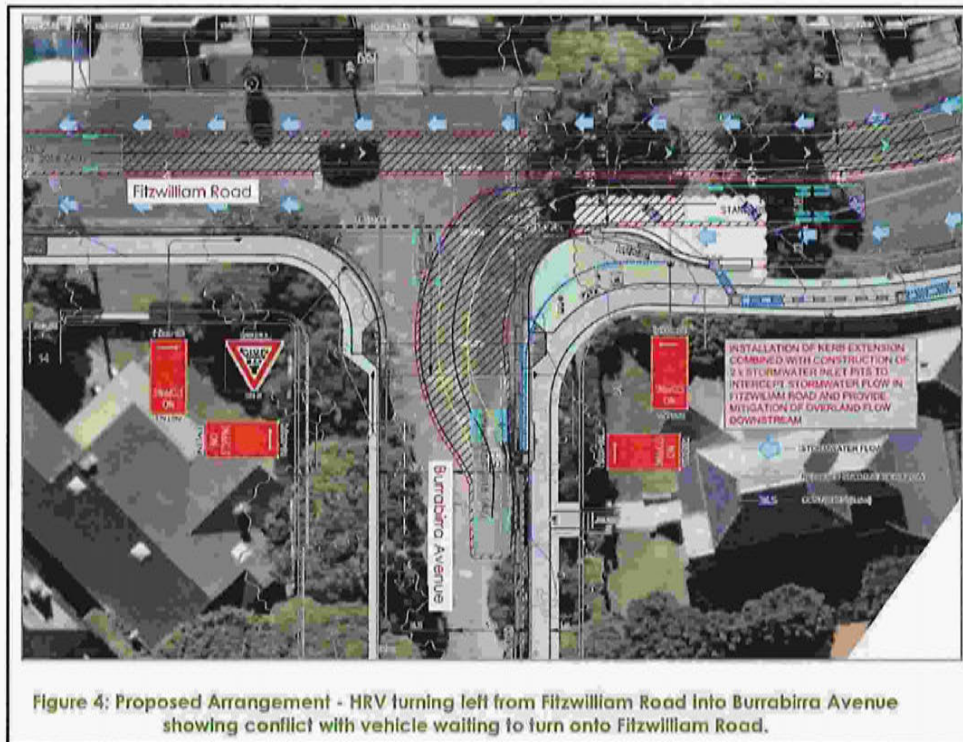


Figure 4 from Traffix Report

The committee members confirmed that they had not been given or read the Traffix report. Traffix's conclusions and recommendation were read to them, including (verbatim) the recommendation to engage an independent, Level 3 Road Safety Auditor to properly assess the safety risks of Council's proposed design. However the committee (other than Mr Gojak) stated that they were happy to ignore the Traffix report and proceed to vote without taking time to read it. The Council proposal passed, 3-1.

Subsequent information - no stormwater/flooding issue for No 24 Burrabirra Ave

At the site meeting on 26 June, council stated that the redesign was needed to address "flooding" from stormwater supposedly coming from Fitzwilliam Rd at properties, No 24 Burrabirra Ave and No 14 Fitzwilliam Rd.

The owner of No 24 Burrabirra, Ms Karney, has since confirmed that she does not experience any flooding issue from Fitzwilliam Rd since she installed new drainage in October 2023. She has confirmed that she experienced flooding during heavy rain due to leaves and debris dropped from the two tall trees located on No 16 Fitzwilliam Rd, which blocked her gutters and drains. Those trees have been marked with red arrows on the aerial picture above, and shown in the two pictures below. Council has not disclosed any advice from Council's Arborist.

The fact that Council does not seem to have verified that No 24 Burrabirra had any water issue from the existing intersection design, and to have proceeded on the basis that it does, is highly concerning.

Ms Karney's confirmation removes half of the stated Council rationale for the proposed change, leaving only asserted flooding for No 14 Fitzwilliam Rd. No objective assessment or substantiation of this has been provided to objectors, or placed before the Committee. What had been stated onsite was that the flooding was in the garage — which is about 30m from the intersection.

Again, a street view shows that there is no stormwater drain or grating between the intersection and the garage (see photo below). It also shows no lip guttering for the driveway. If it is the case that runoff along the western side of Burrabirra Ave is the issue, this can be easily addressed by a stormwater grate/drain installed at the kerb before the driveway cutting, connecting to the existing stormwater drain on the street, plus possibly also properly forming a driveway lip.



Google view of garage of No 14 Fitzwilliam Rd: No gutter drains and no driveway kerb lip are present



Google view of No 24 Burrabirra Ave (left), small frontage of No 16 Fitzwilliam (centre) and No 14 Fitzwilliam (right), showing two large trees (arrowed) that have caused drain/gutter blockages on No 24 Burrabirra Ave

Before expensive intersection works are undertaken, Council surely must verify whether No 14 Fitzwilliam has a flooding issue, and if so what the cause is. If it, too, is due to blocked gutters or drains, or broken pipes, or a lack of any grating / stormwater drain in the ~30m of kerb before its driveway cutting, then this can be addressed directly, and the unsafe intersection need not be built.

Conclusion

We and other objectors are concerned about how this proposal has progressed. There has been inadequate notification. Our views have been downplayed, but without supporting evidence. Our independent expert report has been wholly ignored — intentionally — by the majority who supported the proposal. That included dismissing the recommendation to have an independent safety audit carried out by an independent safety auditor.

Council is poised to spend nearly half a million dollars to introduce a safety risk at a very safe intersection to address a "stormwater problem" that likely either does not exist, or which can be addressed by proper stormwater management outside No 14 Fitzwilliam in the roadway guttering.

This state of affairs is disappointing. It presages a potentially enormous waste of Council funds, and potential legal liability for the Council if it knowingly installs unsafe roadworks (contrary to expert advice) that result in a person being injured or killed. It should not be occurring in Woollahra Council in 2024.

At the very least:

- a proper stormwater assessment needs to be done, including identifying the cause of any flooding at No 14 Fitzwilliam and whether it can be addressed by less invasive (and less expensive) works, such as by installing a drain between the intersection and the driveway
- Council's arborist should advise on the extent to which the large trees on No 16 Fitzwilliam are a cause of any flooding issue
- an independent Road Safety Audit (RSA) is commissioned and undertaken by an Independent Level 3 Road Safety Auditor to provide an independent assessment of the proposed intersection layout and to identify any other potential risks to the safety of road users, prior to any implementation of the proposed intersection changes

We would be happy to discuss this at your convenience if you require any further information.

Yours sincerely,

[Redacted Signature]

Ted Kremer

[Redacted Signature]

Dear Councillors,

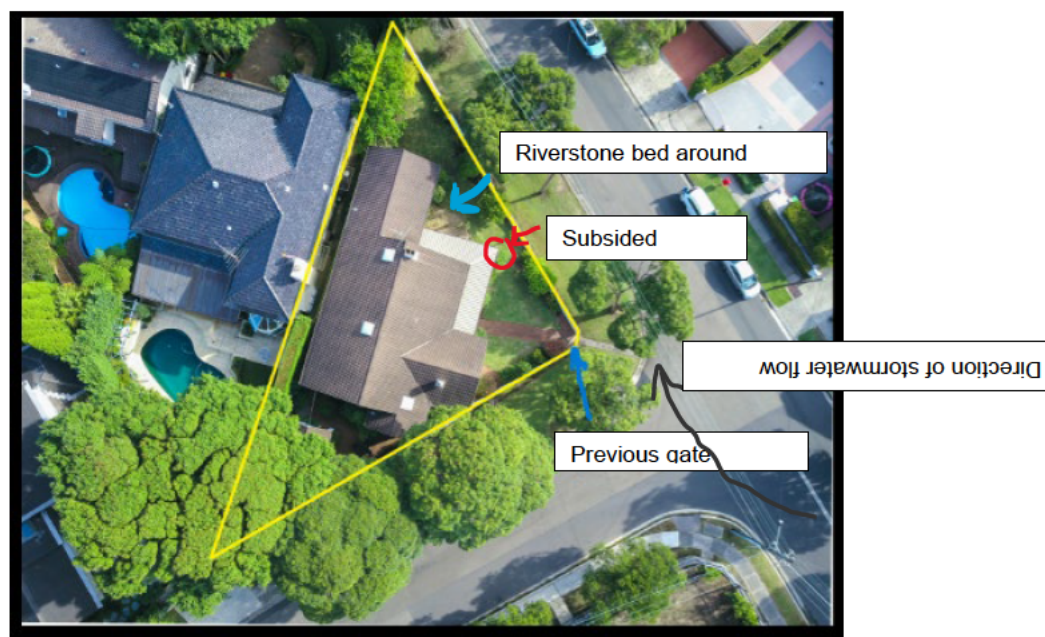
Re : Late correspondence for Council Meeting 12 August 2024

Reference project SC7028

Burrabirra Ave and Fitzwilliam Road, Vacluse

I am writing to advise of my strong support of the plans for the proposed works at the corner of Fitzwilliam Rd and Burrabirra Ave.

I have lived at [REDACTED] Road since 2017. During handover after purchase of the home, the former owners informed me of the water issues they had encountered throughout their ownership, specifically, that during rain events, torrents of water travelled down Fitzwilliam Road, overtopped the curb at the corner and flooded onto their nature strip and through the Fitzwilliam Road side of their property. I was informed that the footing at the corner of the veranda had subsided, causing damage to the pillar and dropping of the veranda at the corner, cracking tiles. (see diagram below) The former owners told me that they had made some attempts to mitigate the issue, by putting river stones in the garden beds along the Fitzwilliam Road aspect.



Upon my purchase of the home, I have taken further steps to mitigate the issue. I rebuilt the fence at the corner and relocated the front gate, to prevent stormwater coming down Fitzwilliam Road overtopping at the corner ramp and entering my property. I also dug trenches around the front of my property, which were filled with blue metal and agricultural lines. The home's downpipe drainage was also upgraded. I recently had the damaged veranda footing underpinned, at significant cost.

Unfortunately, the measures undertaken have not addressed the persisting water issues. My naturestrips along the sides of Fitzwilliam and Burrabirra are usually damp, boggy and muddy, and have a foul odour. This significantly impacts amenity when crossing the naturestrip to access my home, or for pedestrians walking along the naturestrip, including to access the bus stop in front of my home on Fitzwilliam Road.

The objector's submissions minimise the extent and severity of the problem, alleging the issues are only in relation to flooding at my garage and isolated to impacting only one or two properties. Instead the water issues impact many living along Fitzwilliam Road and along the southeastern side of Burrabirra, where I understand and observe many homes on Fitzwilliam are impacted by flooding during heavy rain events.

In regard to alerting Council to the issues, soon after moving in in 2017, I first contacted council by phone. Subsequently, from 2022 I have made numerous requests in the Council app, communicated by email and spoken with council staff. I am very grateful to council staff for their efforts to address the issues with the proposed plans.

I note some residents of Burrabirra have objected to the proposed plans. I strongly disagree with their assertions regarding traffic safety issues at the corner. It is my observation, from 7 years of living at the subject corner, that the extra-ordinary width of the corner, arising in part from the non-alignment of the curbs, enables drivers to adopt a "racing line" and take the corner at excess speed. I am of the strong view that council's proposed changes will have the effect of changing driver behaviour, causing them to slow down and remain within their lane when turning, vastly improving safety. It is difficult to understand how anyone could reasonably object to measures which would slow traffic in a residential area, with significant numbers of pedestrians and young families.

I understand there are two specific concerns arising from the "Trafix" report commissioned by the objecting residents. The first is that a heavy rigid vehicle turning left from Fitzwilliam Road into Burrabirra will, for a short distance, partly cross the midline during the turn and could collide with a vehicle waiting to turn out of Burrabirra. It is my experience that it is uncommon for heavy rigid vehicles to enter Burrabirra, but even on the occasion that they might, the concerns addressed by "Trafix" could be addressed by the adoption by the truckdriver of the normal safe driving practice of checking the path is clear before turning. This is no different from the driving practices required when a car makes a U-turn.

The second concern raised by "Trafix" is that the changes will prevent cars overtaking a slow turning car at the corner. Considering both streets are zoned 50km/hr, the risk of rear collision would only occur if the following car was driving dangerously by speeding. Overtaking a turning vehicle in circumstances where Fitzwilliam Road is a single lane road is dangerous, and the suggestion by "Trafix" here that such behaviour should be protected is bizarre.

I note the author of the "Trafix" report, Justin Pindar, did not disclose any potential conflicts of interest and did not agree to be bound by the expert witness code of conduct. In such circumstances, the report can not be viewed as independent.

Instead, it is my understanding that Council staff have consulted with local police and other experts and undertaken traffic modelling and that it is the unanimous view of those experts that the proposed changes will improve road safety in the vicinity. My delegate attended an onsite meeting in late June 2024, where experts confirmed the proposed changes were safe, and in fact would improve safety at the corner. The refusal of some residents to accept this expert advice should not be a barrier to addressing the issues regarding stormwater management, which have been assessed by experts in council as requiring action, and the adoption of changes based on expert safety advice.

Further, I note that those residents who are objecting have acknowledged in their letter that they are not personally impacted by stormwater issues. I consider it unreasonable for the objectors to expect other residents to continue to tolerate unacceptable stormwater problems on the basis of their objections in relation to bizarre and disproven traffic scenarios. Astonishingly, one objector submitted, via their architect, that because they are no longer personally impacted by the stormwater, they newly object to the changes. In contrast, none of the people impacted by stormwater have objected to the proposed plans. Likewise, it is important to note that only 4 of 22 households in Burrabirra have objected, suggesting that the majority of unaffected households are supportive, or at least neutral, in relation to the proposed changes.

I also note that the objectors are misrepresenting the cost of the changes at this corner and asserting that this represents a waste of council funds by quoting the total cost of the project. However, it is my understanding that the project is of a large scope, with multiple different

component projects, and that the cost of the traffic changes at this corner which are in dispute represents a very small proportion of the total cost of the project, in the order of tens of thousands, compared to the approx. \$500,000 total cost the objectors are touting.

Council have conducted an independent assessment and determined that the stormwater issues at this site must be addressed. Affected residents have waited years for issues to be addressed by the planned changes. Once identified, council has a responsibility to prevent property damage and loss of amenity arising from the stormwater issues, especially in circumstances where the issues are most problematic during heavy rain events, and where heavy rain events are expected to be more severe and more frequent in the future due to climate change. It is prudent, efficient and cost effective for Council to maximise the positive outcome of the necessary expenditure on stormwater, to also simultaneously address traffic flow improvements.

I appreciate your consideration of the issues and hope Council will support the planned improvements.

Yours sincerely,

Melissa Chew

[REDACTED]
[REDACTED]

Carolyn Nurmi

Subject: FW: COUNCIL MEETING 12 AUGUST 2024- AGENDA ITEM 16.1 FILE 24/129632
Attachments: WAGpetition.1.090824.pdf; WAGpetition.2.090824.pdf

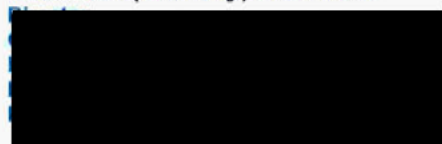
SAVE OUR SYDNEY HARBOUR PETITION TO NSW STATE GOVERNMENT

As a local resident and along with many other locals, I congratulate the Woollahra Council in raising this agenda matter and strongly support your action in endorsing the petition and its promotion.

Attached is a brief summary of the position and also a simple scan sheet which may assist in your promotion and publications such as the regular news sheets in the hope of encouraging and gaining the requisite 15000 signatures required for tabling the petition in NSW Parliament House.

Thank you.

Bernard (Barney) Rémond



WATERFRONT ACTION GROUP

WATERFRONT ACTION GROUP NSW INC
1 Bligh Crescent, Seaforth NSW, 2092 Phone 0417 290 884
Website: www.waterfrontactiongroup.com.au

Sydney Harbour needs your urgent help!

There are derelict, degraded vessels and failing structures that litter our harbour and are a serious risk to the environment.

Remove the junk, stop pollution!

Sign our petition to the NSW Government. It takes 1 minute to do your part and protect the environment. Be a voice for change. Scan the QR code below or sign at NSW Legislative Assembly Petitions.



Please get 10 others in your network to sign!

Sydney Harbour is a national and international icon, drawing millions of visitors to it each year. But what can be seen in coves from Manly to Paramatta are decayed, unloved vessels on swing moorings and dilapidated commercial vessels left to further decay and pollute. 1860 plus people are on a wait-list for a swing mooring with the wait in some areas of between 22 and 25 years! Failing structures also need clearing.

The Waterfront Action Group (WAG) together with other community action groups have joined forces to make a difference for current and future generations, to encourage the NSW Government to develop policies, which respond to community concerns about long term mooring of decaying vessels and failing structures.

This fight, which has been going since 2018, requires a unified and strong approach, which WAG can deliver. WAG is recognised by the NSW Government as the stakeholder representative for waterfront property owners in NSW and therefore already has access to the Ministers and Government agencies that can bring about the necessary change.

Sign the Petition / Join WAG today

(A membership application form is printed on the reverse side of this flyer.)

Save our Sydney Harbour

Save the environment in 1 minute



Scan & Sign



Sue O'Connor

Subject: FW: Woollahra Council Meeting, NOM 16.1 - Save our Sydney Harbour

From: Lucinda Regan <Lucinda.Regan@woollahra.nsw.gov.au>
Sent: Saturday, 10 August 2024 1:58 PM
To: Records <Records@woollahra.nsw.gov.au>
Cc: Jennifer Chenhall <Jennifer.Chenhall@woollahra.nsw.gov.au>; Sue O'Connor <Sue.OConnor@woollahra.nsw.gov.au>
Subject: Fwd: Woollahra Council Meeting, NOM 16.1 - Save our Sydney Harbour

Please include this as late correspondence to Item 16.1 at Monday night's meeting

Thank you

Lucinda Regan
Residents First
Bellevue Hill Ward Councillor, Woollahra Municipal Council
lucinda.regan@woollahra.nsw.gov.au
[REDACTED]

Begin forwarded message:

From: jmills@bigpond.net.au
Date: 10 August 2024 at 9:28:51 AM AEST
Subject: Re: Woollahra Council Meeting, NOM 16.1 - Save our Sydney Harbour

Dear Mayor and Councillors

I am a [REDACTED] and one of our very active volunteers and friend, Mary Curran has alerted me to this NOM for Mondays meeting.

I have been a resident in Woollahra Council since 2007, have [REDACTED] that attended a local school and many friends who live in the area. I love and enjoy the great benefits that Sydney harbour provides its residents, from the visual amenity to swimming, harbour walks and ferry trips.

I appreciate all the efforts that the council has implemented to improve the harbour and its foreshore. But there is always more we can do and I believe this petition by Mary Curran goes to continuing to improving the harbour.

I kindly ask that you support the motion and assist with the petition.

Yours sincerely,

Julianne Mills

Julianne Mills
[REDACTED] 3
[REDACTED]

Sue O'Connor

Subject: FW: Woollahra Council Meeting, NOM 16.1 - Save our Sydney Harbour

From: Lucinda Regan <Lucinda.Regan@woollahra.nsw.gov.au>
Sent: Friday, 9 August 2024 5:19 PM
To: Jennifer Chenhall <Jennifer.Chenhall@woollahra.nsw.gov.au>
Cc: Sue O'Connor <Sue.OConnor@woollahra.nsw.gov.au>; Craig Swift-McNair <Craig.Swift-McNair@woollahra.nsw.gov.au>
Subject: Fwd: Woollahra Council Meeting, NOM 16.1 - Save our Sydney Harbour

Hello Jennifer, could this please be included as late correspondence to the meeting on Monday night in relation to item 16.1

Thank you

Lucinda Regan
Residents First
Bellevue Hill Ward Councillor, Woollahra Municipal Council
lucinda.regan@woollahra.nsw.gov.au
[REDACTED]

Begin forwarded message:

From: [REDACTED]
Date: 9 August 2024 at 10:31:06 AM AEST
To: Richard Shields <Richard.Shields@woollahra.nsw.gov.au>, Isabelle Shapiro <Isabelle.Shapiro@woollahra.nsw.gov.au>, Nicola Grieve <Nicola.Grieve@woollahra.nsw.gov.au>, Toni Zeltzer <Toni.Zeltzer@woollahra.nsw.gov.au>, Harriet Price <Harriet.Price@woollahra.nsw.gov.au>, Susan Wynne <Susan.Wynne@woollahra.nsw.gov.au>, Sarah Swan <Sarah.Swan@woollahra.nsw.gov.au>, Sean Carmichael <Sean.Carmichael@woollahra.nsw.gov.au>, Mark Silcocks <Mark.Silcocks@woollahra.nsw.gov.au>, Peter Cavanagh <Peter.Cavanagh@woollahra.nsw.gov.au>, Matthew Robertson <Matthew.Robertson@woollahra.nsw.gov.au>, Mary-Lou Jarvis <Mary-Lou.Jarvis@woollahra.nsw.gov.au>
Cc: Lucinda Regan <Lucinda.Regan@woollahra.nsw.gov.au>, Luise Elsing <Luise.Elsing@woollahra.nsw.gov.au>, Merrill Witt <Merrill.Witt@woollahra.nsw.gov.au>
Subject: Woollahra Council Meeting, NOM 16.1 - Save our Sydney Harbour

Dear Mayor and Councillors, I am writing re the above Notice of Motion and would like to thank Councillors Regan, Elsing and Witt for their sponsorship.

I am the petitioner to Parliament for this action which is supported by Clean Up Australia, Waterfront Action Group, numerous member of Parliament, mayors, including Zoe Baker, Clover Moore, Darcy Byrne.

As noted the petition is to ensure better care is taken of Sydney Harbour and it is safer for navigation, kayakers, swimmers and all the public who enjoy it and to prevent pollution of our waters. Murray Rose Pool is one of my favourite places in the Eastern Suburbs!

The link to the petition is below (a QR code is also attached)
<https://www.parliament.nsw.gov.au/la/Pages/ePetition-details.aspx?q=DqXN3A0U4R3g8W25kiQwMw>

I would kindly ask that you consider supporting the resolution, signing and sharing this petition. We already have over 1,000 signatures and need 20,000 to ensure the matter is debated at Parliament. Any help you can give is much appreciated.

<https://www.parliament.nsw.gov.au/la/pages/epetitions-list.aspx>

I provide links below as an example of what North Sydney Council (my LGA) is doing to support us.

<https://www.northsydney.nsw.gov.au/news/article/218/tell-the-state-government-sydney-harbour-is-not-a-junkyard>

We have appeared on Channel 9 News and also on ABC Breakfast Show, Craig Reucassel.

Feel free to reach out for further information and scientific evidence provided by Dr Bill Ryall, a leading environmental consultant.

Mary Curran, Petitioner, ph [REDACTED]

George Citer, Co-Chair and Chair of Waterfront Action Group [REDACTED]

[REDACTED]
Stuart King, Co-Chair, p [REDACTED]

Thank you for taking the time to read this email.

Best wishes

Mary

Mary Curran

[REDACTED]
[REDACTED]
[REDACTED]