



# Finance, Community & Services Committee

Monday 5 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 - FC&S - 5 AUGUST 2024**  
**Author:** Sue O'Connor, Governance Officer  
**File No:** 24/136574  
**Purpose of the Report:** To table late correspondence as submitted for consideration by the Mayor and Councillors relevant to the Finance, Community & Services Committee held on 5 August 2024.  
**Alignment to Delivery Program:** Strategy 11.3: Ensure effective and efficient governance and risk management.

**Recommendation:**

THAT the Finance, Community & Services Committee 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 the Finance, Community & Services Committee held on 5 August 2024. Correspondence received is listed below:

Item No.	Matter	Author	Page
D2/Y5	Etham Avenue, Darling Point – Timed Mail Zone Restrictions	Alice Ilich  	3
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D2/Y6	Fitzwilliam Road and Burrabirra Avenue, Vaucluse – Traffic Calming Measures Design Plan	Ben Kremer	7
D2/Y6	Fitzwilliam Road and Burrabirra Avenue, Vaucluse – Traffic Calming Measures Design Plan	Vivien & Maurie Stang and Ted & Maureen Kremer  	30
R6	Monthly Financial Report - 30 June 2024 Investment held as at 31 July 2024	Paul Ryan – Chief Financial Officer	37



**Sue O'Connor**

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**From:** Alice Ilich [REDACTED]  
**Sent:** Tuesday, 18 June 2024 11:34 AM  
**To:** Records  
**Cc:** Frank Rotta  
**Subject:** Request from Australia Post for dedicated mail zone parking

Dear Sir, Madam,.

Excellent news to hear that you are hopefully going to re-open the postal box on the corner of Etham Avenue and Darling Point Road. I have been representing a group of local citizens and was in touch with the Frank Rotta, at the Council, at the time the boxes in Darling point were mostly "temporarily closed". I can see that he has been responding to our request for which we are most thankful.

We all hope that this sensible compromise will ensure the hopeful outcome.

With kind regards,

Alice M Ilich

**Alice M Ilich**  
**Director**

[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]

**Sue O'Connor**

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**Subject:** FW: Proposed mailbox

**From:** Ben Opit [REDACTED]  
**Sent:** Thursday, 11 July 2024 8:36 AM  
**To:** Ever Fang <Ever.Fang@woollahra.nsw.gov.au>  
**Subject:** RE: Proposed mailbox

So you're taking up parking space for letter deliveries that only happen 3 days per week?  
I don't think a post box is warranted at this spot there is one down the road if some still wants to post a letter. I think I posted a letter about 15 years ago.  
Can you put my vote in for a solid no thank you. I'd rather make the parking spot available for 1 hour do people visit the cafe and support a local business.

Regards

Ben Opit

On 10 Jul 2024 at 2:32 PM +1000, Ever Fang <[Ever.Fang@woollahra.nsw.gov.au](mailto:Ever.Fang@woollahra.nsw.gov.au)>, wrote:

Hi Ben,

Hope all is well.

The Postbox was temporarily shut down by Australia Post who reported to Council that they couldn't find available and safe parking near this location to service the postbox. In the meantime Council has been receiving requests from the local community to advocate to Ausgrid to resume operation of this particular postbox. As a result, it was proposed to install timed mail zone at this location to accommodate delivery vehicles within the time period and allow general parking outside of these hours.

Kind regards,



**Ever Fang**  
**Traffic and Transport Team Leader**

Woollahra Municipal Council  
536 New South Head Road, Double Bay NSW 2028  
**t:** 02 9391 7039  
**e:** [Ever.Fang@woollahra.nsw.gov.au](mailto:Ever.Fang@woollahra.nsw.gov.au) **w:** [www.woollahra.nsw.gov.au](http://www.woollahra.nsw.gov.au)

**Our Values:** Respect | Open | Accountable | Responsive | Excellence

*We acknowledge the Gadigal and Birrabirragal people as the traditional custodians of the land in our local area.*

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**From:** Ben Opit [REDACTED]  
**Sent:** Monday, 8 July 2024 8:32 AM  
**To:** Records <[Records@woollahra.nsw.gov.au](mailto:Records@woollahra.nsw.gov.au)>  
**Subject:** Proposed mailbox

Hello I'm a resident on Etham Avenue. I noticed on the corner of Sutherland and Darling point Road a sign saying there's a proposed six meter exclusion for Australia Post. As you can see by this picture attached here residence have shared this post office does not work. it's locked. Hasn't worked for years. I've been put a request to remove the PO Box so why would we want to 6 minute exclusion for post office box? That's not being serviced?

Regards

Ben Opit

**Sue O'Connor**

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**From:** David Slessar - [REDACTED]  
**Sent:** Tuesday, 18 June 2024 10:20 AM  
**To:** Records  
**Subject:** Traffic Parking Changes

I was delighted to read in a poster on the corner of Mitchell Road and Darling point Road that the letterbox will be re-operating in the near future.

This is marvellous correction of an ill conceived change Well done David David Slessar OBE Managing Director The Walford Partnership

[REDACTED]  
[REDACTED]



## TRAFFIX

TRAFFIC AND TRANSPORT PLANNERS

Suite 2.08, 50 Holt St  
Surry Hills, NSW 2010  
PO Box 1124  
Strawberry Hills NSW 2012

t: (02) 8324 8700  
w: www.traffic.com.au  
acn: 065132961  
abn: 66065132961

Reference: 24.264r01v02

1 July 2024

Harry Sidaway & Associates Pty Ltd  
2/430 Darling Street  
Balmain NSW 2041

Attention: Mr Ben Kremer

**Re: Intersection of Fitzwilliam Road / Burrabirra Avenue, Vacluse**  
Peer review of proposed intersection upgrades  
Traffic Impact Statement

Dear Ben,

We refer to proposed upgrades in relation to the subject intersection of Fitzwilliam Road / Burrabirra Avenue, Vacluse as described in correspondence received from Woollahra Council dated 7<sup>th</sup> May 2024, provided in **Attachment 1** for reference. The subject intersection is located within the Woollahra Council Local Government Area. Fitzwilliam Road and Burrabirra Avenue are local roads, subject to Woollahra Council's controls.

A site inspection was undertaken on Friday 14<sup>th</sup> June 2024. A photographic record of the existing intersection layout and existing site conditions is presented in **Attachment 2** and the proposed intersection layout is presented in **Attachment 3**.

### Existing Intersection Layout

The existing intersection comprises a T-junction with Fitzwilliam Road forming the thru road and Burrabirra Avenue forming the stem as shown in **Figure 1** below.



TRAFFIX

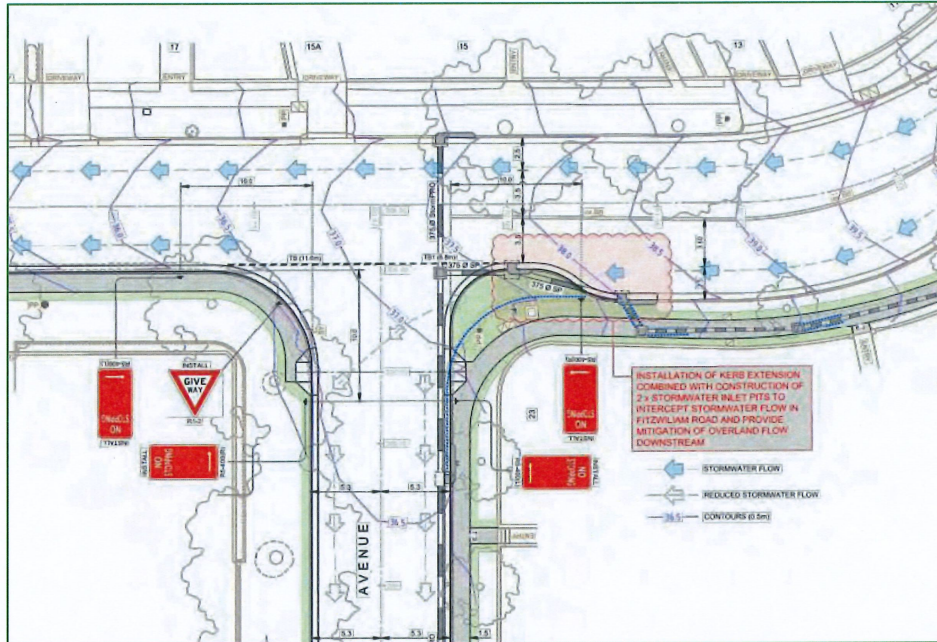


Figure 1: Fitzwilliam Road / Burrabirra Avenue

Proposed Intersection Layout

The proposed changes involve extending the kerb at the southeastern corner of the intersection to protrude into Fitzwilliam Road by 2.6m as shown in **Figure 2** below.

**TRAFFIX**



**Figure 2: Fitzwilliam Road / Burrabirra Avenue Proposed Intersection Layout**

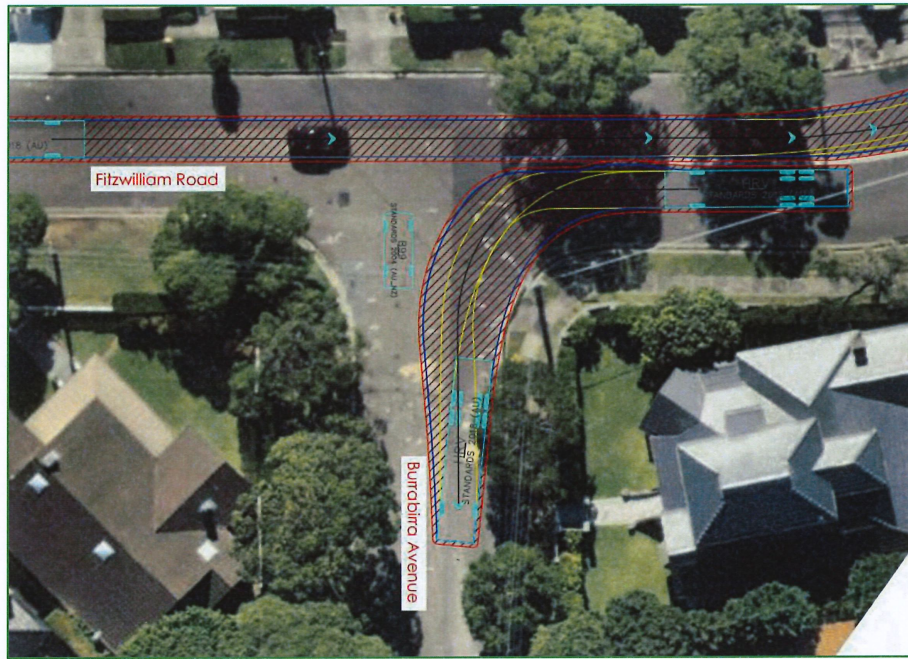
#### Road Safety Impacts

There are two (2) potential impacts to consider from a safety and traffic engineering perspective as a result of the proposed intersection changes as summarised below. Reference should be made to the swept path analysis presented in **Attachment 4**.

1. Under existing conditions, a 12.5m Heavy Rigid Vehicle (HRV) is a general access vehicle under the National Heavy Vehicle Register and is currently permitted to access Burrabirra Avenue. More specifically, under existing conditions a HRV can turn left from Fitzwilliam Road, northbound onto Burrabirra Avenue, westbound without conflicting with a vehicle turning from Burrabirra Avenue onto Fitzwilliam Road, as shown in **Figure 3** below.



**TRAFFIX**



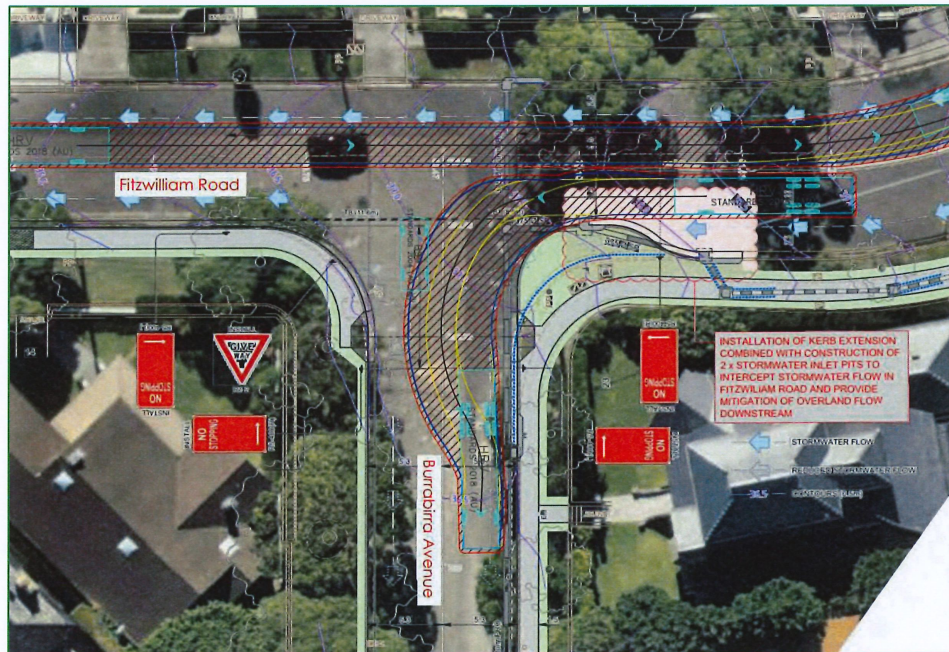
**Figure 3: Existing Arrangement - HRV turning left from Fitzwilliam Road into Burrabirra Avenue showing no conflicts.**

Provision of the proposed kerb extension will require a HRV to cross onto the opposite side of Burrabirra Avenue, potentially leading to a collision with a vehicle travelling in the opposite direction waiting to turn onto Fitzwilliam Road as shown in **Figure 4** below.

TRAFFIX has been advised that standard chartered buses and coaches (similar in dimension to HRV's) have been observed to turn left from Fitzwilliam Road into Burrabirra Avenue enroute to Vaucluse House, further increasing the potential for a collision between turning vehicles at the intersection of Fitzwilliam Road and Burrabirra Avenue.



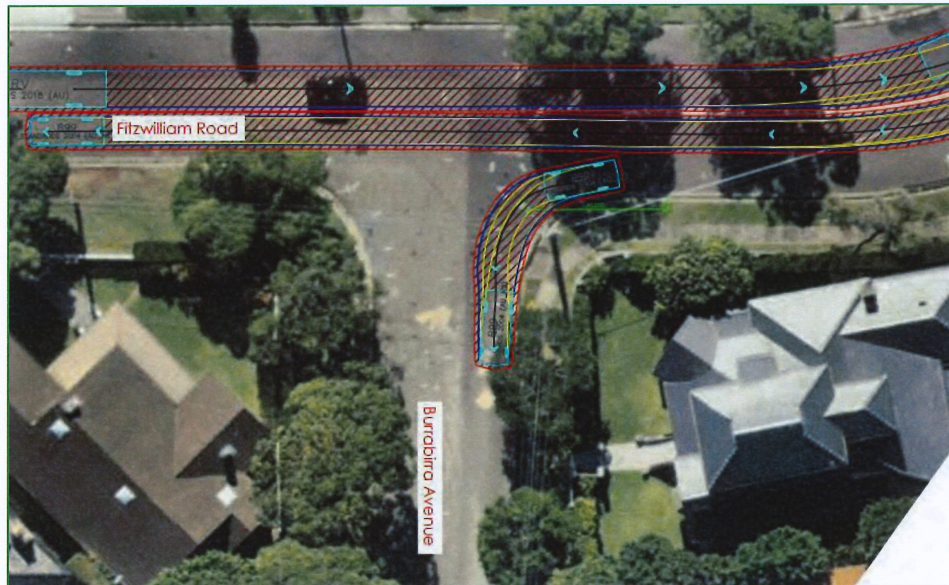
## TRAFFIX



**Figure 4: Proposed Arrangement - HRV turning left from Fitzwilliam Road into Burrabirra Avenue showing conflict with vehicle waiting to turn onto Fitzwilliam Road.**

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. This arrangement reduces the risk of a rear end collision between the turning vehicle and the rear vehicle since a passing opportunity is provided under existing conditions enabling the rear vehicle to pass the turning vehicle as shown in **Figure 5** below.

TRAFFIX



**Figure 5: Existing Arrangement – B99 turning left from Fitzwilliam Road into Burrabirra Avenue showing space for a passing opportunity for a rear vehicle.**

Under the proposed arrangement, there is no possibility for the rear vehicle to pass a turning vehicle without crossing the double lines on Fitzwilliam Road as shown in **Figure 6** below. This arrangement 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.

It is also noteworthy that Fitzwilliam Road is a formal bus route and accommodates 11.7m buses and other heavy vehicles which will be required to significantly reduce speed whilst the vehicle in the forward field of view turns from Fitzwilliam Road onto Burrabirra Avenue, further increasing the chance of a rear end collision, especially if the driver behind the turning vehicle does not expect the driver in the forward field of view to undertake the left turn into Burrabirra Avenue.



**TRAFFIX**



**Figure 6: Proposed Arrangement – B99 turning left from Fitzwilliam Road into Burrabirra Avenue showing no space for a passing opportunity for a rear vehicle.**

#### Crash Data

A review of available Transport for New South Wales crash data in the previous five (5) years shows there are no recorded crashes at the intersection of Burrabirra Avenue and Fitzwilliam Road in years from 2018-2022 inclusive.

#### Conclusion

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.

It is 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.



We trust the above is of assistance and request that you contact the undersigned should you have any queries or require any further information.

Yours faithfully,

**Traffix**



Justin Pindar  
**Director**

## ATTACHMENT 1

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Council Correspondence

Woollahra Municipal Council  
Woollahra Local Traffic Committee Agenda

7 May 2024

**Items to be Recommended to the Finance, Community and Services Committee by  
the Woollahra Local Traffic Committee for Consideration**

**Item No:** Y1  
**Subject:** FITZWILLIAM ROAD AND BURRABIRRA AVENUE, VAUCLUSE -  
TRAFFIC CALMING MEASURES DESIGN PLAN  
**Author:** Ever Fang, Traffic & Transport Engineer  
**Approver:** Emilio Andari, Manager Engineering Services  
**File No:** 24/30846  
**Purpose of the Report:** To improve road safety address local flooding issues.at this intersection.  
**Alignment to Delivery Program:** Strategy 6.1: Facilitate an improved network of accessible and safe active transport options.

**Recommendation:**

THAT the design plan for the proposed kerb extension and infrastructure upgrades at the intersection of Fitzwilliam Road at Burrabirra Avenue, Vaucluse, and installation of 'Give Way' control with associated signs and line markings (as per attached Attachment 1 – Design Plan) be approved.

**Executive Summary:**

As part of Council's 2023/24 Infrastructure Renewal Program, Council is proposing to renew and install sections of footpath, upgrade and realign kerb and gutter, install a kerb extension and enhance streetscape landscaping, as well as include associated signs and line markings at the intersection of Fitzwilliam Road and Burrabirra Avenue, Vaucluse. This proposal will improve pedestrian safety and traffic conditions, as well as stormwater infrastructure in this area.

The design plan has been finalised for the proposed measures together with the consultation and are presented in this report for consideration.

**Discussion:**

Site location & road network

<b>Street Name</b>	Fitzwilliam Road
<b>Section</b>	Intersection with Burrabirra Avenue
<b>Carriageway Width (m)</b>	10.0-11.7
<b>Carriageway Type</b>	Two-way road with one travel lane in each direction, in addition to kerbside parking lanes.
<b>Classification</b>	Local
<b>85<sup>th</sup> Percentile Speed (km/h) March 2018</b>	53.9
<b>Vehicles Per Day (vpd)</b>	2607
<b>Reported Crash History (5 year period)</b>	No crashes reported.
<b>Heavy Vehicle Volume (%)</b>	5.8
<b>Parking Arrangements</b>	Unrestricted parking on both sides of the road.

Design Plans

A detailed design plan for the provision of a new kerb extension and infrastructure upgrades at the intersection of Fitzwilliam Road and Burrabirra Avenue, Vaucluse, and installation of 'Give Way' control with associated signs and line markings, are shown in Attachment 1.

The proposed work includes the following:

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7 May 2024

- Install a kerb extension on the southern side of Fitzwilliam Road, and east of Burrabirra Avenue and include streetscape landscaping at the intersection;
- Install four (4) new stormwater inlets and construct new stormwater pipes, as shown in Attachment 1.
- Reconstruct existing footpaths which includes widening sections of the footpath and adjusting the existing kerb ramps to match the new kerb alignment;
- Realignment of the existing kerb and gutter, and reconstruct sections of road pavement;
- Upgrade the section of footpath adjacent to the existing bus stop and relocate the existing seat;
- Install 'Give Way' control at the intersection with associated signs and line markings; and
- Install 'No Stopping' signs to reinforce the 10 metre statutory 'No Stopping' restrictions.

This proposal will result in no loss of legal on-street parking in Fitzwilliam Road and Burrabirra Avenue. The proposed kerb extension and installation of 'Give Way' control at the intersection with associated signs and line markings will improve pedestrian safety and traffic conditions at the intersection. The construction of the kerb extension will also mitigate overland stormwater flow from Fitzwilliam Road into Burrabirra Avenue, as previous investigations identified flooding issues in this area.

A 3.5 metre travel lane is provided to ensure safe and unimpeded bus operations along Fitzwilliam Road. The bus stop seat is relocated in line with the additional footpath and complies with accessibility requirement, as per the Disability Standards for Accessible Public Transport under Disabilities Discrimination Act.

All current vehicular accesses to adjoining properties will be retained. Swept paths of standard 85<sup>th</sup> percentile vehicle and waste collection vehicles (garbage trucks) have been tested as part of the design, in particular all turning movements at the intersection, and are satisfactory.

**Options:**

Nil.

**Community Engagement and/or Internal Consultation:**

Originally, it was proposed to install three (3) kerb extensions at Fitzwilliam Road and Burrabirra Avenue, Vacluse, with footpath widening on both sides of Burrabirra Avenue and the southern side of Fitzwilliam Road, east of Burrabirra Avenue. A notification letter as well as a copy of the original design plan was sent on 2 February 2024 to the owners and occupiers of the affected properties in Fitzwilliam Road and Burrabirra Avenue, Vacluse. A total of 36 letters were distributed and in addition, the proposal was advertised by hanging corflute signs to capture visitors to the area. The closing date for comments ended on 23 February 2024.

A total of two (2) submissions were received, including one (1) support and one (1) objection. Opposing submission raised strong concerns in relation to the road narrowing of Burrabirra Avenue, and that the proposed kerb extension would create safety hazards, particularly head-on collisions from large trucks turning at the intersection. A meeting was later held onsite between concerned residents and Council's Manager of Engineering Services, on 29 February 2024, to discuss the original design in detail.

It should be noted that the main objective for this design is to improve the storm water infrastructure and to mitigate any overland flow which historically has been an issue along Fitzwilliam Road and into Burrabirra Avenue, and resulted in overland flow into private properties.



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With this main objective, and taking into account the feedback from residents, the design has been revised to include two new storm water inlet pits along with a kerb extension on Fitzwilliam Road to intercept the overland flow, and a new footpath along Fitzwilliam Road, particularly outside property No.14 Fitzwilliam Road, to allow safe pedestrian access to the existing bus stop.

The design is anticipated to achieve a safer intersection with a 'Give Way' control treatment. To improve road safety, the kerb alignment of both sides in Fitzwilliam Road and Burrabirra Avenue, is designed to be perpendicular to one another. This approach will ensure clear sightlines are maintained and will minimise any potential risks with collisions between motorists exiting Burrabirra Avenue and motorists travelling along the bend on Fitzwilliam Road.

Narrowing of road width would effectively reduce vehicles speeds and is envisaged to improve traffic safety at this location. A swept path analysis has been undertaken with the revised design which demonstrates successful and efficient turning movements of waste collection vehicles (garbage trucks).

**Policy Implications:**

Nil.

**Financial Implications:**

Funding for the project has been made available as part of the 2023/2024 Infrastructure Renewal Program.

**Resourcing Implications:**

Nil.


**Conclusion:**

Based on the above, it is recommended that the design plan of the proposed kerb extension and infrastructure upgrades at the intersection of Fitzwilliam Road at Burrabirra Avenue, Vaucluse, and installation of 'Give Way' control with associated signs and line markings, as per Attachment 1, be approved in order to improve road safety and address local flooding issues.

**Identification of Income & Expenditure:**

Council's Infrastructure Renewal Program 2023/2024.

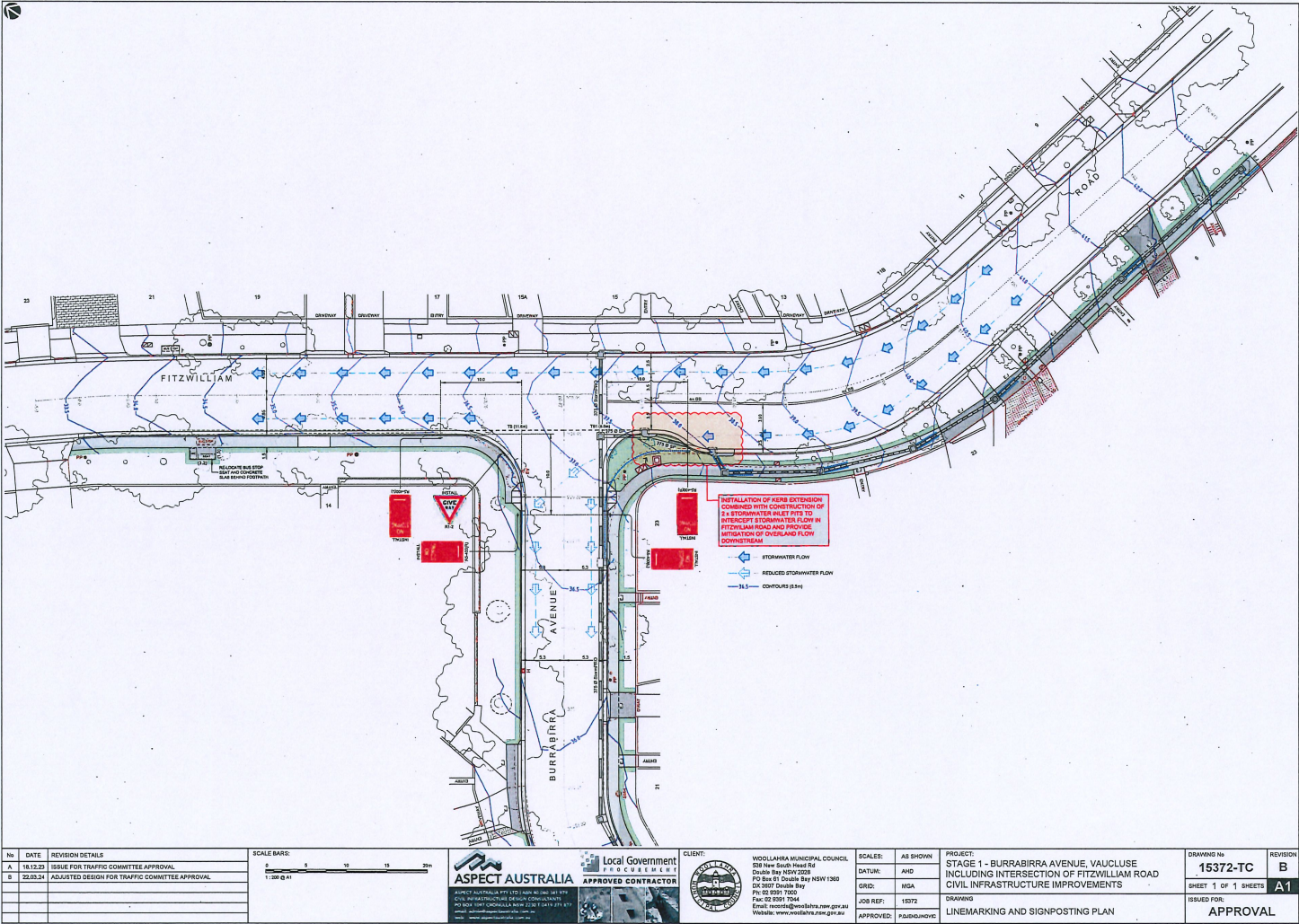
**Attachments**

1. Fitzwilliam Road and Burrabirra Avenue, Vaucluse - Traffic Calming Measures Design Plan [↓](#) 



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Woollahra Local Traffic Committee Agenda

7 May 2024



## ATTACHMENT 2

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Photographic Record





View looking north along Fitzwilliam Road towards its intersection with Burrabirra Avenue



View looking north along Fitzwilliam Road towards its intersection with Burrabirra Avenue





View looking west across Fitzwilliam Road towards its intersection with Burrabirra Avenue



View looking south along Fitzwilliam Road towards its intersection with Burrabirra Avenue

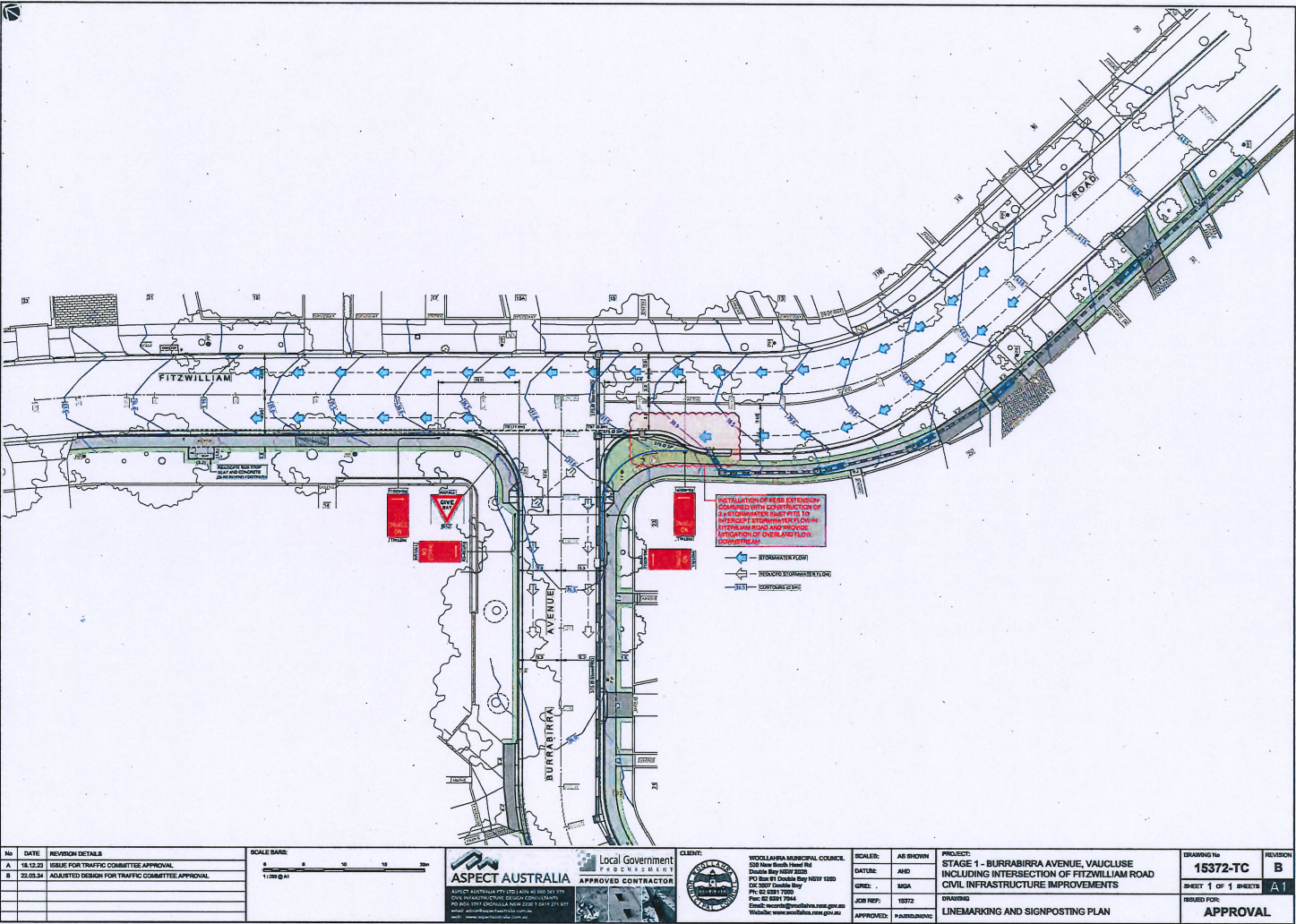
## ATTACHMENT 3

Proposed Intersection Layout



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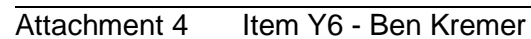


Attachment 1 Fitzwilliam Road and Burrabirra Avenue Vaucluse - Traffic Calming Measures Design Plan

ATTACHMENT 4

Swept path Analysis

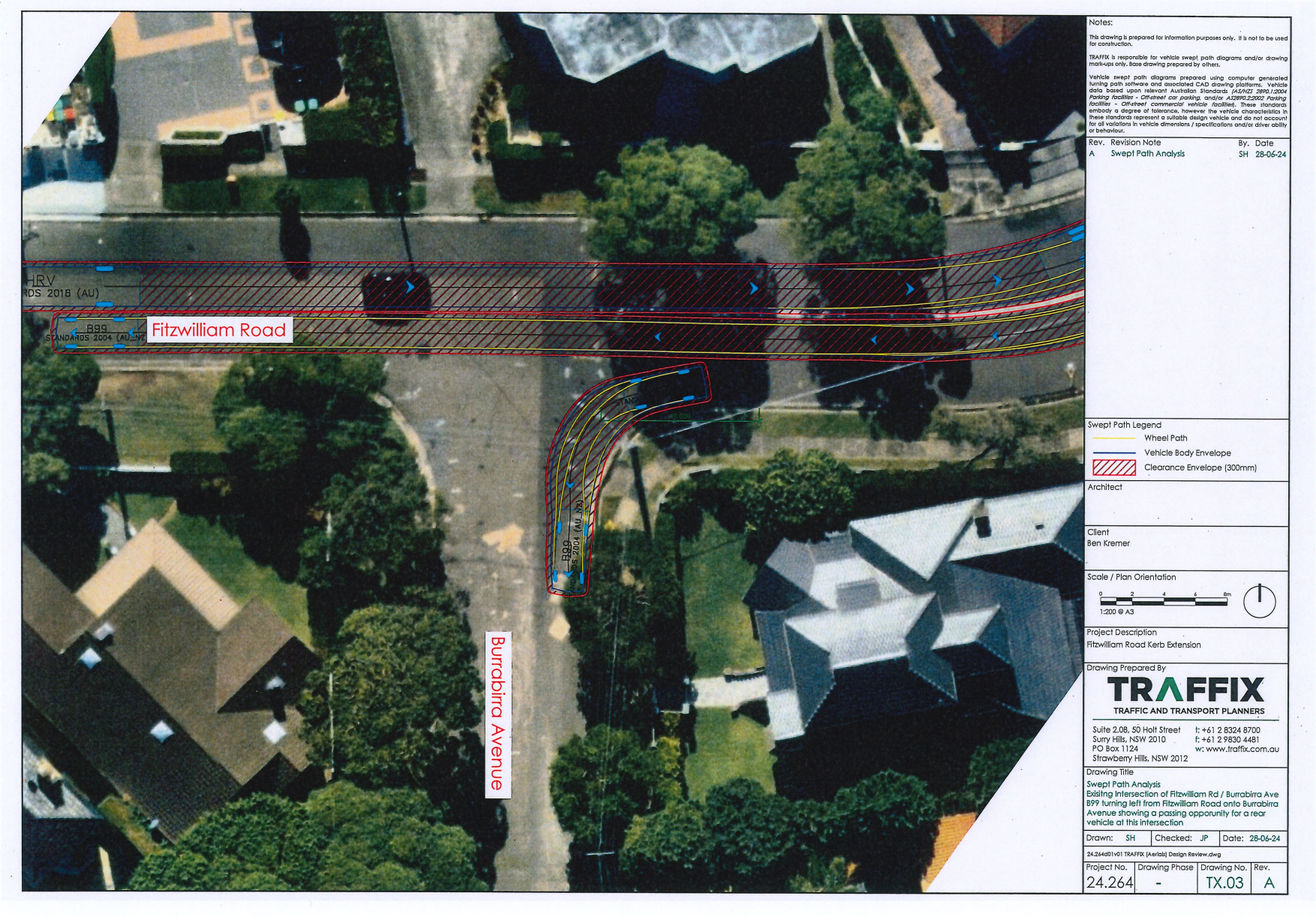


















**Vivien and Maurie Stang**

**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, Vacluse. 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.

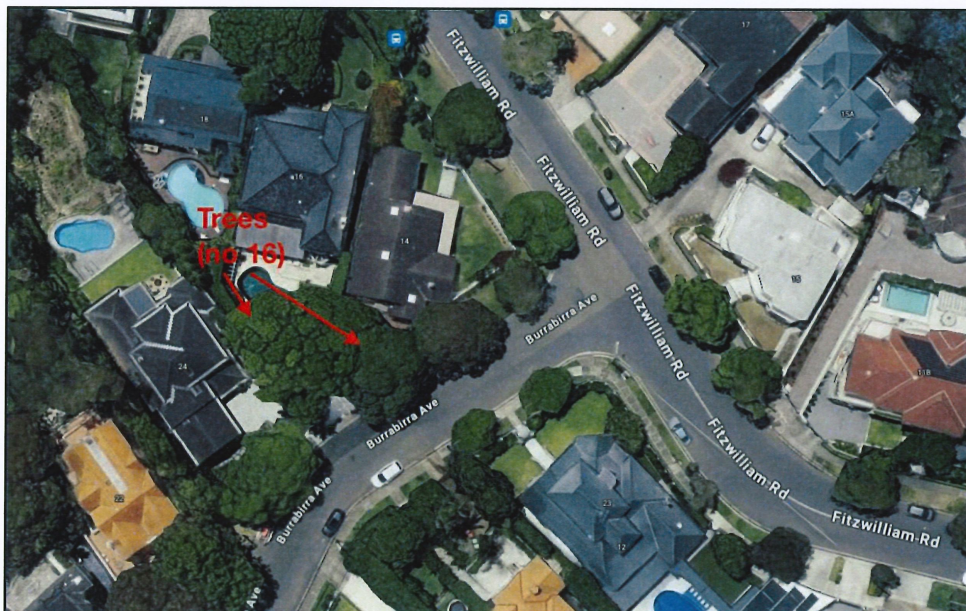
The way this issue has developed has resulted in residents having limited opportunity to be heard, and has overstated the support and understated the opposition to Council's proposal. Unfortunately, it is necessary to set out some detail to show this.

#### **The intersection**

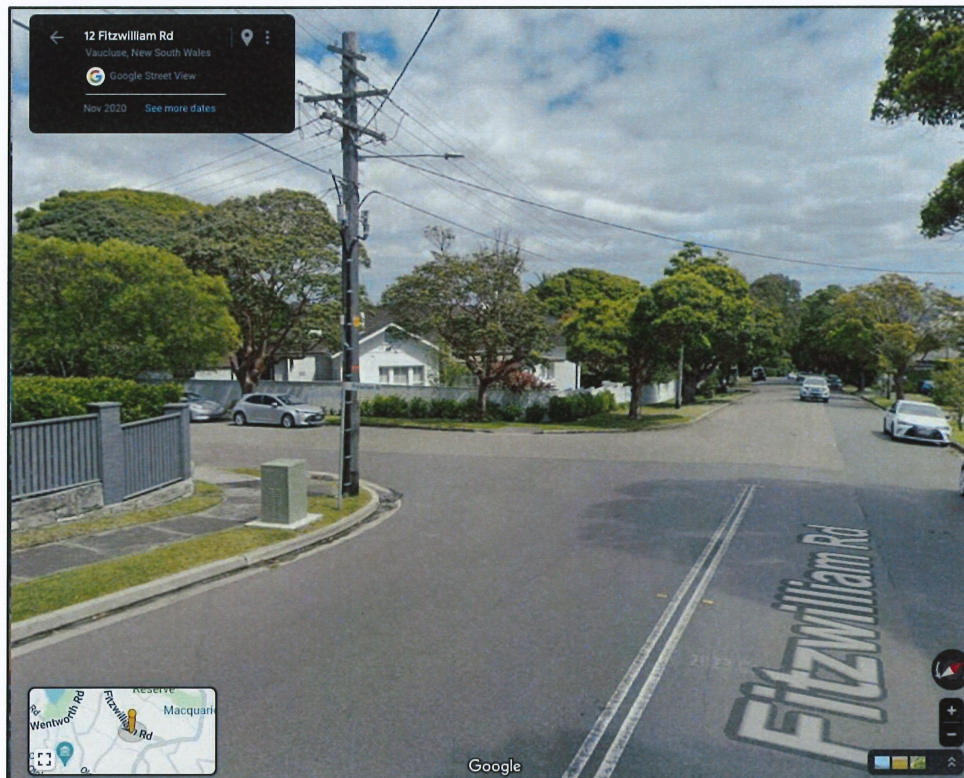
Fitzwilliam Rd runs from southeast to northwest, sloping down to the west. Burrabirra Ave joins it at 90 degrees. The 325 bus route runs up and down Fitzwilliam Rd, and Burrabirra Ave is often used to access Olola Ave and Vacluse House. It is used by trucks, large vehicles and coaches.

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.

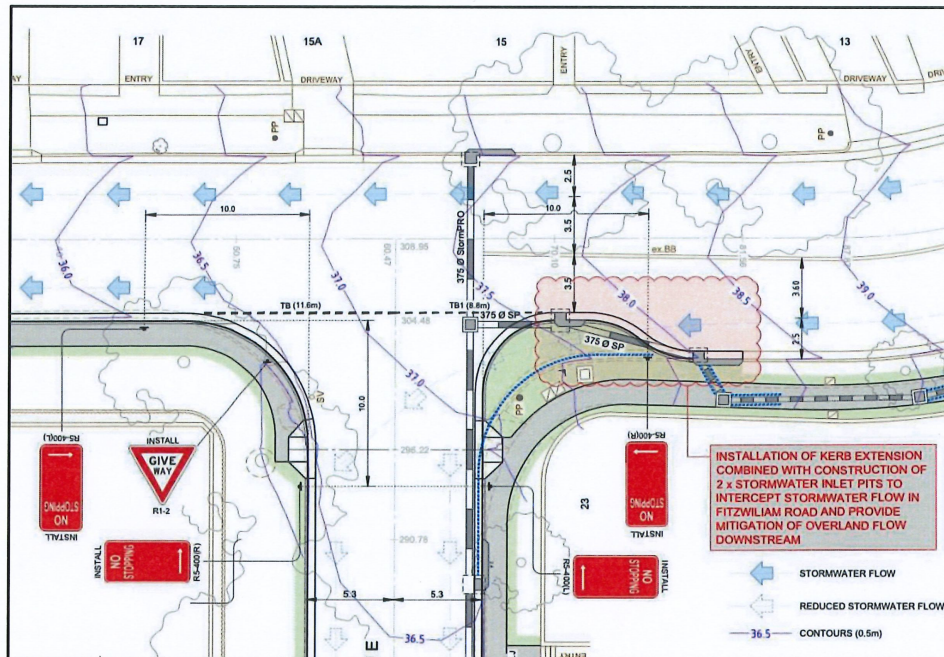
As a result of a number of residents objecting, an on-site meeting was held on 29 February. It was evident that the proposal was unsafe and unworkable - a truck tried to navigate around people standing where the proposed "blisters" would be and nearly had an accident.

#### **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.

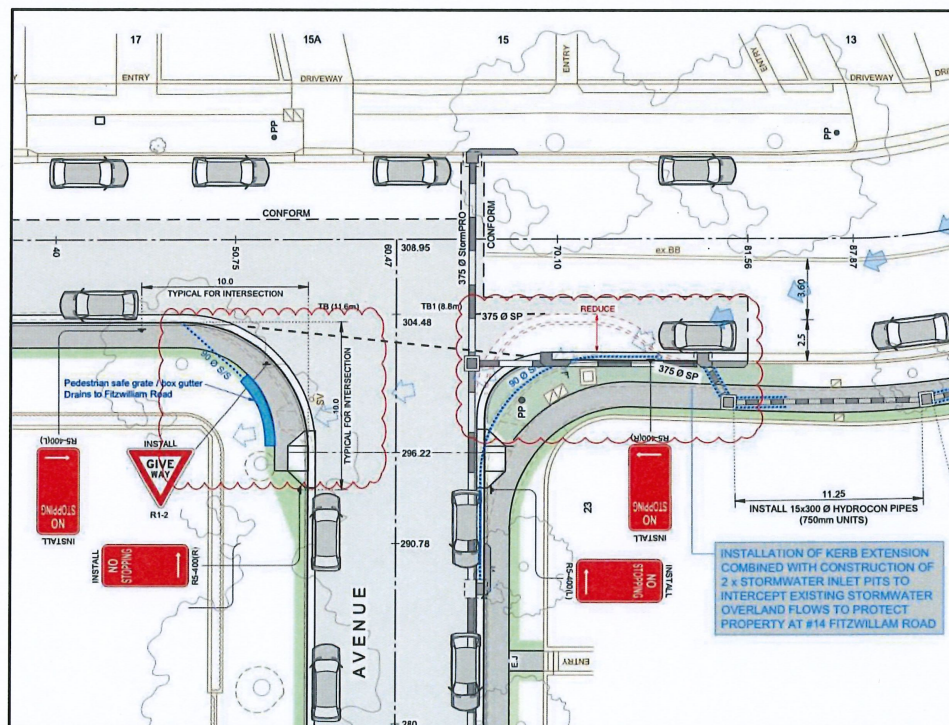
That proposal was presented at the Traffic Committee meeting on 7 May 2024. However, notice that the item would be considered at this meeting was not given to at least one household of objectors (Mr & Mrs Stang), or to Cr Witt.





Council's modified proposal – May 2024

The objectors proposed an alternative design, which minimised the narrowing of Fitzwilliam Rd but still addressed any stormwater runoff (shown as blue arrows). An excerpt is below.



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](#)<sup>1</sup>) 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.*

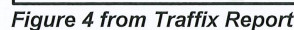
Traffix recommended that:

*... 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.

<sup>1</sup> <https://www.dropbox.com/scl/fi/45gbt39poqf5z8zjjat8x/24.264r01v02-TRAFFIX-Fitzwilliam-Road-Kerb-Extension.pdf?rlkey=4qaj83mdr4r9qlenu5jyre4ao&e=1&st=uandpcc6&dl=0>





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,

Vivien Stang

Ted Kremer

██████████

██████████ ██████████

Memorandum

Date 05 Aug 2024

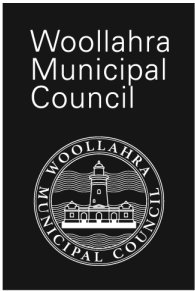
File No.

To The Chair, Toni Zeltzer  
All Committee Members  
Senior Staff

CC

From Paul Ryan, Chief Financial Officer

**Subject** LATE CORRESPONDENCE - FINANCE & COMMUNITY &  
SERVICES COMMITTEE - 05 AUG 2024



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**Facsimile (02) 9391 7044**

Please find attached late correspondence relating to matters appearing on the Agenda for the Committee meeting to be held on Monday 05 August 2024. The correspondence received is listed below:

Item	Matter	Author	Approved
R6	Investments Held as of 31 July 2024	Abdullah Rayhan	Paul Ryan

Regards

Paul Ryan  
Chief Financial Officer



**DETAILS OF INVESTMENTS PORTFOLIO AS AT 31 July 2024**

RATING	BANK & SECURITY	PURCHASE DATE	MATURITY DATE	TOTAL TERM (DAYS)	REMAINING DAYS TO MATURITY	%	BOOK VALUE \$
	<b>1. OAKVALE CAPITAL Limited</b>						
	Emerald Reverse Mortgage Backed Security Face Value 1 Million						754,513.00
	<b>2. WMC DIRECT INVESTMENTS</b>						
AA	<b>COMMONWEALTH BANK</b>						
	TERM DEPOSIT	21/08/2023	20/08/2024	365	20	5.53	5,000,000.00
A	<b>SUNCORP BANK</b>						
	TERM DEPOSIT	21/08/2023	21/08/2024	366	21	5.21	5,000,000.00
AA	<b>NATIONAL AUSTRALIA BANK</b>						
	TERM DEPOSIT	20/09/2023	23/09/2024	369	54	5.30	8,000,000.00
AA	<b>WESTPAC BANKING CORPORATION</b>						
	TERM DEPOSIT	31/10/2023	31/10/2024	366	92	5.50	2,000,000.00
A	<b>SUNCORP BANK</b>						
	TERM DEPOSIT	28/11/2023	28/11/2024	366	120	5.47	2,000,000.00
BBB	<b>BANK OF QUEENSLAND</b>						
	TERM DEPOSIT	20/12/2023	21/01/2025	398	174	5.10	1,000,000.00
A	<b>SUNCORP BANK</b>						
	TERM DEPOSIT	20/12/2023	21/01/2025	398	174	5.20	7,000,000.00
A	<b>ING DIRECT</b>						
	TERM DEPOSIT	20/12/2023	21/01/2025	398	174	5.23	7,000,000.00
AA	<b>NATIONAL AUSTRALIA BANK</b>						
	TERM DEPOSIT	24/01/2024	4/02/2025	377	188	5.15	3,000,000.00
AA	<b>WESTPAC BANKING CORPORATION</b>						
	TERM DEPOSIT	24/01/2024	4/02/2025	377	188	5.16	7,000,000.00
AA	<b>NATIONAL AUSTRALIA BANK</b>						
	TERM DEPOSIT	27/02/2024	4/03/2025	371	216	5.10	5,000,000.00
AA	<b>WESTPAC BANKING CORPORATION</b>						
	TERM DEPOSIT	27/02/2024	4/03/2025	371	216	5.12	5,000,000.00
BBB	<b>BANKVIC</b>						
	TERM DEPOSIT	13/03/2024	13/03/2025	365	225	5.11	2,000,000.00
A	<b>ING DIRECT</b>						
	TERM DEPOSIT	13/03/2024	13/03/2025	365	225	5.13	5,000,000.00
A	<b>ING DIRECT</b>						
	TERM DEPOSIT	26/03/2024	2/04/2025	372	245	5.11	3,000,000.00
BBB	<b>BANKVIC</b>						
	TERM DEPOSIT	26/03/2024	2/04/2025	372	245	5.15	2,000,000.00
AA	<b>WESTPAC BANKING CORPORATION</b>						
	TERM DEPOSIT	24/04/2024	6/05/2025	377	279	5.17	4,000,000.00
AA	<b>WESTPAC BANKING CORPORATION</b>						
	TERM DEPOSIT	30/04/2024	20/05/2025	385	293	5.34	2,000,000.00
AA	<b>NATIONAL AUSTRALIA BANK</b>						
	TERM DEPOSIT	29/05/2024	4/06/2025	371	308	5.24	5,000,000.00
AA	<b>NATIONAL AUSTRALIA BANK</b>						
	TERM DEPOSIT	21/06/2024	24/06/2025	368	328	5.25	2,000,000.00
AA	<b>NATIONAL AUSTRALIA BANK</b>						
	TERM DEPOSIT	23/07/2024	23/07/2025	365	357	5.32	4,000,000.00
AA	<b>WESTPAC BANKING CORPORATION</b>						
	TERM DEPOSIT	23/07/2024	23/07/2025	365	357	5.27	5,000,000.00
<b>AT CALL:</b>							
AA	<b>COMMONWEALTH BANK</b>						
	ONLINE SAVER A/C					4.35	16,000,000.00
AA	<b>NATIONAL AUSTRALIA BANK</b>						
	LOANS REPAYMENT A/C					4.75	241,340.89
	Total WMC Direct Investments						107,241,340.89
<b>Weighted Average Days to Maturity of WMC Direct Investments</b>					<b>194</b>		
<b>Weighted Average Return of WMC Direct Investments</b>					<b>5.23</b>		
<b>PORTFOLIO TOTALS</b>							<b>107,995,853.89</b>

I hereby certify that the above investments have been made in accordance with Section 625 of the Local Government Act 1993, Clause 212 of the Local Government (General) Regulation 2005 and Council's investment policy.

P. Ryan  
CHIEF FINANCIAL OFFICER