

[REDACTED]

24 August 2020

Councillor D Gair
Wingecarribee Shire Council
[REDACTED]

True Copy

Dear Councillor Gair,

Thank you for your informative letter dated 12 August 2020 in reply to my letter of 30 July 2020.

I know that the upgrade of Station Street is close to your heart. However, I think that, if at all possible, the by-pass, when built, should be through the Brick Works site. As you know there is already a short road into the site from Kirkham Road adjacent to the railway line.

I note that the long held intention to improve the railway bridge at Wingecarribee Street is Stage 2 of the plan. I really feel that this should be Stage 1, despite the difficulties involved.

I am pleased that you have been able to arrange State intervention to improve the relationship between the Council staff and the Councillors. I also think that our State member should be put to work to get the by-pass funded by the State Government. As you are aware Station Street will never become a State road to replace Bong Bong Street.

I have also attached copies of my correspondence to Councillor Nelson and his replies. I did not take it as bullying, nor do I take offence, but it has been pointed out to me that it is, as someone has said, unparliamentary.

Perhaps he needs counselling and clerical assistance. My wife did take offence at his reply to my letter which he thought it was from her. He did, however, hand deliver his replies to my home address.

I apologise for my ignorance of the bus stop in Station Street.

RGW
24/8/20

Noted

① Division 3 Councillor Gair informed 24/8/20

② No reply required from Council staff

OFFICE OF THE MAYOR

12 August 2020



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ABN 49 546 344 354

Mr R Wilson

Dear Mr Wilson

Thank you for your ongoing interest in the Station Street Upgrade project. Please refer to my responses relating to "the things you need to know" below:

(A) Travel Time: How will it save travel time?

Expert traffic engineers, consultants and professionals within TfNSW (previously RMS) have all had input into the design and traffic modelling of the design. Roundabouts are considered high flow treatments to intersections allowing traffic to move through in a systematic fashion without being regularly forced to come to a halt. The traffic modelling was undertaken under worst case scenario conditions with extensive future growth considerations – over and above the best practice modelling requirements. All simulations undertaken demonstrated significantly improved results over the existing arrangements. As such the increased traffic throughput under demanding traffic loads will provide measurably improved travel times through Bowral.

(B) Intersections: How will it improve intersections? Station Street is already four lanes at the Wingecarribee Street railway bridge which is the major problem for traffic.

As per the above, the traffic modelling applies to "all" of the intersection treatments throughout the proposed works. Together they will collectively improve traffic flow through Station Street. This will further allow improvements to be made to signalling timing and sequencing which will further improve traffic throughput. The duplication of the Wingecarribee Street bridge is included in the overall strategy and will further extend the benefits of Stage 1.

(C) Parking: How will it improve parking? The 40-year-old plan had parking on the western side of the station. Where has this gone? Parking at Mittagong is no help and was not in the plan.

Parking has been a major focus of the design and Council has endeavoured to cater to the parking demands of the town centre. As a direct result of the project there will be a nett addition of 50 spaces to the Bowral Town Centre. Council has been significantly constrained by the requirements of third parties as well as the physical constraints already imposed by the locality.

Working with you

This has resulted in minor amendments to the original design's and parking arrangements. The addition of 50 spaces is a fantastic outcome for Bowral and is a direct result of a dedicated and committed approach by Council staff to ensure a rigorous process was undertaken to comply with the parking strategy.

The parking at Mittagong station was a requirement mandated by a third-party stakeholder and a necessary inclusion to the project, one which was out of Council's control.

- (D) **Gridlock:** How will it reduce gridlock? Four lanes from Station Street and two lanes from Bong Bong Street will make for an interesting, possibly gridlocked, roundabout. Has it been designed with this in mind?

Please refer to response in question (A).

- (E) **Pedestrians:** See "G" & "H" below.

Pedestrian safety and pedestrian connections have been considered and incorporated into the design with improved and safer walkways, lighting, access and transport connections included throughout the project route.

- (F) **Streetscape:** From watching the video, which bears little resemblance to the current streetscape, it may possibly improve it. The video shows buses using the street, there are no bus stops in Station Street. I had to watch the video twice to see the traffic lights at Wingecarribee Street – they seem to be in shadow. They appear to be continuously green as no traffic ever seems to stop.

Please note that the video you are referring to relates to the previous design and has been superseded. This has been removed from Council's website. Furthermore, the video should be viewed as a representation of the outcome of the works. Council has gone to extensive lengths to ensure that the "Greening" of Station Street will transform and enhance the entire route of Station Street as has been depicted in the recent media campaign.

There is a bus stop on Station Street outside of the intersection adjacent to Bowral Street and the current bus stop in the station forecourt will also be reinstated.

- (G) **Increase Road Capacity:** From personal observation at the Funston Street roundabout it seems that approximately 50% of traffic goes to the town centre and the rest appear to use Station Street to bypass the centre. Intersections and pedestrian access could be improved by using the Government Grant to improve Station Street on its present alignment. It does increase road capacity for the 900 metres length, but what happens at both the North and South ends of this section of road? Perhaps the 2012 Traffic and Parking Study done by Council needs to be revised and today's conditions taken into account.

As described in response to question (A), the traffic modelling including proposed intersection treatments exceeds national standards and requirements. While your observations are appreciated, real time data, analysis and modelling was used to validate the design proposed.

The Government Grant has been provided for a pre-determined scope of work relating to easing congestion and in direct alignment to assigned milestones. The Funding body is in regular consultation

with Council regarding the project development and is a key stakeholder and supporter of the works as described. Stage 2 works will improve capacity at the Funston Street intersection. The traffic modelling confirms that Stage 1 as currently proposed is the priority, then move on to the completion of the Wingecarribee bridge duplication and finally Stage 2 works.

- (H) **Safety:** The safety of commuters, shoppers, workers and visitors will be hugely compromised by the removal of parking spaces at the Railway Station, the interchange where buses and taxis are now able to pick up passengers will no longer be easily accessed. The promise of additional parking spaces at Mittagong Railway Station is no use whatsoever, either to residents or visitors to Bowral and the long walk from the proposed parking at the southern end of Kirkham Road will be impossible for many of the community e.g. elderly people, disabled people and young couples with children in prams.

Commuter and pedestrian safety are of utmost importance and numerous treatments and provisions have been put in place. This has been done in direct association with the engineering consultants and TfNSW (RMS) validating the proposal in line with best practice and national standards. This is demonstrated via the traffic light signalling proposed for the Boolwey Street intersection. Commuter car parking spaces have been allocated via in depth negotiations with Sydney Trains and supported via parking studies that have also been undertaken. Bus and taxi provisions also remain and are similar in nature to what is currently provided with the inclusion of an additional bus stop in the service lane at the southern end of Station Street.

The parking proposed for Mittagong Station has no bearing whatsoever on the required commuter parking at Bowral Station. This is a requirement from Sydney Trains to bolster their overarching commuter parking strategy for the Shire.

Your suggestion that people will be forced to park and walk from the Southern end of Kirkham Street is an assumption, rather than fact as additional Town Centre parking will negate the need for shoppers to park in the commuter car park.

I appreciate your opinion of alternative routes, although I will remind you that Council has exhausted all options in this regard and that the supporting traffic modelling has provided Council with the optimal outcome.

Your commentary relating to advice provided from the Deep Dive review of ONLY "being of merit" is your interpretation. The fact remains that the review was undertaken to determine the necessity and validity of the project and that the review stated that this is a "very important infrastructure development in Bowral" and that "the Review Team believes that the project is very well-considered and appropriate solution, has considerable merit and should be expedited" which dispels your statement. The submission of the mentioned petition is also duly noted, as is the response provided from the Minister and Local Members.

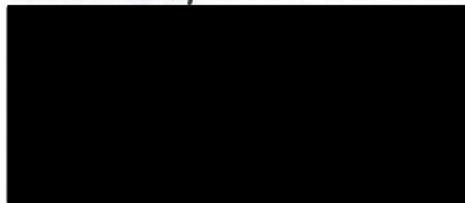
Your opinions relating to where Council has erred are also noted and, in my opinion are an invalid interpretation of the facts. Council also suggests that to maintain and sustain economic growth for the region, these significant infrastructure projects not only provide benefits via employment in the short term but will provide ongoing benefits for the region for generations to come.

Council acknowledges the importance and beauty of many of the trees affected by this project and has proactively investigated and undertaken due diligence to minimise impacts to the vegetation. Council has also developed a Succession Plan and is undertaking a Greener Station Street initiative which ensures the natural and aesthetic beauty of Bowral for generations to come.

It would appear that many of the negative public comments have been driven by misinformation, and a lack of vision of what the project is proposing. Everyone has a right to an opinion, it is however unfortunate that some refuse to acknowledge Bowral's growing traffic concerns and provide any realistic attempt to address these concerns, instead shift the responsibility and ever-increasing problems onto future generations.

My position stands, and I continue to whole heartedly support the project and justify the expenditure. This is based on data and factual information presented to Council, understanding the undeniable benefits that will result from the delivery of this project and the long-term improvements it will provide to the green scape, the traffic, pedestrian and parking enhancements and the general improvement to the already attractive Bowral amenity for not just you and I, but for our children and our grandchildren.

Yours sincerely



~~Clr Duncan~~ Gair
Mayor

Letter to Mr R.C.Wilson - Station Street Upgrade.

Dear Sir

I refer to your letter dated 30 July 2020 in relation to the Station Street upgrade in which you requested councillors to reconsider the development.

Unfortunately, I will not be changing my decision in this matter.

And I will attempt to offer the following advice in relation to your questions.

Travel Time - if you are one of the people that are trying to get into Bowral from the western side where there are two stop signs then that will save travel time.

Intersections. - it will provide better traffic flow due to the new construction at the overpass.

Parking - council responded to Infrastructure NSW and State Rail in relation to the project for parking and council's plan has to accommodate both agencies.

Gridlock - it prevents gridlock because it will provide a traffic flow. Without the traffic flow and increase in traffic, gridlock will ultimately follow.

Pedestrians - Council has complied with Infrastructure NSW to provide pedestrian safety.

Streetscape - thanks for watching the video. It's my understanding that the traffic lights at Wingecarribee Street will be removed once this project goes ahead.

Increase Road Capacity. The traffic engineers have conducted the appropriate "warrants" in relation to road capacity and you should not forget that this is the First Stage of the project and that there is a proposed Second Stage that has to be funded and incorporated into the overall project. The local member should be providing funds for Stage Two

and also for the Moss Vale By-Pass.

Safety - I do not agree with your assessment that commenters, shoppers, workers and visitors safety will be compromised. Council has worked with both agencies to finally get the appropriate approval. Although the MOU has not been signed, it is imminent. The project will then proceed.

With all due respect to you and I am not sure if you are an Engineer but I know that I am not and therefore as part of my job I have undertaken to listen to the advice of a qualified Engineer.

The Gardens Are Us Site - the K-Mart proposal may or may have been a good proposal. I was not on council at the time of the decision so I cannot comment.

The Gibraltar Park Development - now I do know something about this and if council had allowed the residence to take possession it would have been capable in any litigation. The Developer was 100% at fault and sold the owners a pup. I was part of a number of councillor inspections at this development and it was disgraceful how the developer did not have the correct waste Infrastructure in place and was illegally pumping out the sewer for those residence that illegally occupied their unit.

3 Carrington Street - I cannot comment on this matter.

GFC crisis. - council was fraudulently placed into the CDO's and it is my understanding that we got all the moneys back and did not incur legal costs because it was done on a pro-bono case.

In todays Herald there is an article that advised how the rich get richer and the poor get poorer. The Liberal National Party have made the case for this to occur over the last 20 years.

Council Rate Increase

If council deferred the rate increase of 2.67% it would only have put off the inevitable of trying to catch up in later years. If you remember council had

to increase the rates over a five year period just to catch up when the council, some years ago, deferred any rate increase for 3 years.

The councillor that moved the motion to NOT increase rates was pandering to the crowd. I call them "Rate Seekers" rather than responsible councillors.

Council Decisions

When making a decision on council I take the opportunity to read the report presented by council staff, ask questions, listen to any representation and then make an informed decision. I will live and die by my decisions and should the electorate vote me out then so be it. But I will forever have a clear conscience.

Friends of Bowral

I have had dealings with Friends of Bowral and unfortunately they do not respect the referees decision and they misinform the public and tell untruths about Station Street.

Government Grant of \$7.5 Million dollars.

You should also be aware that should the Station Street project fail to proceed Council will have to return the funds. They cannot be used for another project. How would council get another million dollar grant funding for the project in 20 years time when the western side trees have failed and have to be removed. ?

I will not be giving \$7.5 million dollars back to the State Government and I will not be changing my mind on this project. It needs to happen and it needs to happen fast because it is causing angst among the community.

Sun Herald today

There is an article in todays "The Sun Herald" about the Pin Oak trees and people are now wanting to chain themselves to the trees. And John Hewson has put his 20 cents worth of comment into the debate.

Council Spokesman has said

" the \$18.2 million project will improve the amenity and accessibility of the town, increase parking spaces and improve pedestrian safety and public transport connections. Furthermore, the eight trees to be felled will be replaces with five "super advanced" pin oaks, and seven healthy oaks will be retained. Another 100 mature trees will be planted on the two kilometre route. Bowral's CBD faces significant traffic congestion issues which are predicted to worsen with an increasing population.

Also enclosed is a map of what the Station Street Project may look like once it has been completed.

Once again thank you for your representation. Unfortunately I disagree with your assessment. Council will be undertaking further promotional information about the Station Street Project next week. It is unfortunate that council has to expend monies on this project but because so many people are putting out misleading and misinformation, it has to be done. I therefore encourage you to take the time to review the documentation so that you have a better understanding of the project.

Regards

Peter Nelson

Councillor (former Staff member for 15 years at Wingecarribee Shire Council in the position of Manager Governance and Administration).

30th July 2020

Dear Councillor,

I am writing to each Councillor with the request that each of you consider revising the decision on the plan to upgrade Station Street. I refer to Council paper of April 2020 "Station Street Upgrade – What you need to know". The things I need to know are listed in the left margin of that document.

(a) Travel Time: How will it save travel time?

(b) Intersections: How will it improve intersections? Station Street is already four (4) lanes at the Wingecarribee Street railway bridge which is the major problem for traffic.

(c) Parking: How will it improve parking? The 40 year old plan had parking on the western side of the station. Where has this gone? Parking at Mittagong is no help and was not in the plan.

(d) Gridlock: How will it reduce gridlock? Four (4) lanes from Station Street and two (2) lanes from Bong Bong Street will make for an interesting, possibly gridlocked, roundabout. Has it been designed with this in mind?

(e) Pedestrians: See "g" and "h" below.

(f) Streetscape: From watching the video, which bears little resemblance to the current streetscape, it may possibly improve it. The video shows buses using the street, there are no bus stops in Station Street. I had to watch the video twice to see the traffic lights at Wingecarribee Street – they seem to be in shadow. They appear to be continuously green as no traffic ever seems to stop.

(g) Increase Road Capacity: From personal observation at the Funston Street roundabout it seems that approximately 50% of traffic goes to the town centre and the rest appear to use Station Street to bypass the centre. Intersections and pedestrian access could be improved by using the Government Grant to improve Station Street on its present alignment. It does increase road capacity for the 900 metres length, but what happens at both the North and South ends of this section of road? Perhaps the 2012 Traffic and Parking Study done by Council needs to be revised and today's conditions taken into account.

(h) Safety: The safety of commuters, shoppers, workers and visitors will be hugely compromised by the removal of parking spaces at the Railway Station, the interchange where buses and taxis are now able to pick up passengers will no longer be easily accessed. The promise of additional parking spaces at Mittagong Railway Station is no use whatsoever, either to residents or visitors to Bowral. And the long walk from the proposed parking at the southern end of Kirkham Road will be impossible for many of the community, e.g. elderly people, disabled people and young couples with children in prams.

The Station Street Upgrade is not the project planned 40+ years ago – that was for a Bowral by-pass. Of course a better plan is from Links Road, across the railway line to join Kirkham Road. The brickworks plan to move in the reasonably near future. The old plan showed parking on the west side of the Station which was discussed, and abandoned, by Council because they did not own the land.

The plan is only graded by the advisors as "being of merit". It doesn't say if it is necessary or essential. The current arrangement also has merit.

Some examples where the Council have erred – in my opinion – are;

The Gardens Are Us site at the Southern Entrance to Bowral was rezoned, contrary to the LEP, at the request of a developer who was proposing to build a K-mart on the site. Residents were concerned and made submissions to Council who then re-zoned the land back to R3 – medium density residential. However this caused Council to defend 3 court cases in the Land & Environment Court and then finally in the Supreme Court when Council and a senior staff member were the defendants. Luckily the Court found in favour of Council and their costs were borne by the developer.

The Gibraltar Park development was certified by a private Certifier. There was a delay of over 12 months before the residents were allowed to take possession of their homes and even then the sewerage had still not been connected, I think that Council stepped in and did some temporary work to enable people to move in to their homes. I believe that at least two (2) people died while they were waiting.

The site of the development at 3 Carrington Street was inspected by Council and staff prior to building commencing. Plans were lodged, and passed by Council, and a private Certifier was responsible. I suggest you visit this site and observe the gradient of the drive across the nature strip and the signage that seems to be permanently in place. This could have been overcome by grading the nature strip, building containment walls and making the drive through the property to meet the gradient regulation.

With the current effects of Australia's and the world's economies I suggest that Council should harbour its funds carefully. Unfortunately Council did lose funds in the GFC crisis – some monies were recovered. Economists are stating that the present recession will take a number of years to return to normal. Many people will become poor. The recent rate increase of 2.67% in this current climate is, to say the least, unfortunate. One Councillor moved that this increase should be deferred for 12 months. He lost the motion.

There is also the petition of over 3,200 signatures that was presented to Parliament by the previous Minister concerning the Station Street Upgrade. The trees are important and I feel that if the trees are removed the Council members will probably look quite different after the next Local Government elections.

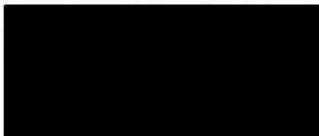
The bypass, when, and if, it is built, should be financed by the State Government and the local Member should be put to work on this now. He recently presented another 20 million dollars to the 50 million that the Government has already provided for the upgrading of Bowral Hospital.

I am not a member of Friends of Bowral however I think that they gauge the opinion of residents better than Council currently does, maybe their counsel should be sought.

I write this letter in the hope that you may reconsider your position. After all, your vote could cost in excess of 2 million dollars of ratepayers and tax payers monies. I was taught that when spending public money you must treat it as if it were your own. Would you spend this amount of money on this project if it was yours?

I look forward to your reply.

Yours faithfully,



R.C. Wilson

Station Street Upgrade - Mr Royce Wilson

Dear Mr Wilson

Thank you for your letter dated 25 June which was apparently sent to other people in your network.

If you stated that you have received the e-mail from the Mayor with all the details and facts associated with Station Street then I can't understand why you don't believe that the project should be approved. I think you should also view the council meeting of 25 March 2020 where the Station Street project was discussed and also the Extraordinary meeting held on 27 March 2020 to listen to the facts and the debate.

I think you may have take my comments out of context at the council meeeting of 14 February 2018 when the upgrade was approved but I will have to go back to that meeting to review the debate. However, I believed we have moved on since then.

I take it that you are an elderly gentleman and I would like to give you the analogy of a war time issue.

If the Army wishes to cross a river and has to build a bridge then would they call in the infantry to build the bridge or would that call in the specialist engineers to build the bridge. Of course they would call in the specialists engineers to build the bridge.

When I was making a determination on how to vote on the Station Street Project I listened to the Engineering Specialists on council staff that have been employed by council for over 20 years. These staff members have many years of experience and have lived and breathed traffic management in that time.

Argyle Street Moss Vale

Your comment about traffic issues in Moss Vale are not supported by me. I had a complaint from a friend about the time it takes to get through Argyle street. I actually timed myself to drive from McDonalds to the traffic lights and it took me 5 minutes. So you can't get through in 2 minutes and you can't park outside the shop that you want to shop at. Sorry sir, everyone

has moved on since those days.

Station Street.

The purpose of Station Street is to get traffic into Bowral more efficiently and as I stated previously I listen to the Engineering experts.

Watergate Project

The Watergate Project was approved by the JRPP not Council. That project is Seniors Living and there is provision for a bus to transport people into Bowral and the footpath will be upgraded and build wider to cater for pedestrians walking into town. Also the purpose of Station Street project is to get traffic from that area into Bowral more efficiently.

Bowral Traffic Study

Councillors would have been aware of the Bowral Traffic Study and councillors would have also had an Information Session on the issues of Station Street prior to going into a Council meeting. Both Councillors Turland and Halstead supported the Station Street project until recently. I have my personal reasons as to why they have changed their mind but unfortunately the next council election will not be held now until September next year. Also 6 other councillors support the project so that is Democracy and the project moves on.

The \$7.5 Million Grant Fund

As you mentioned the \$7.5 Million grant funding for Station Street I will advise you that if the project does not go ahead the grant money will have to be returned to the NSW State Government. The grant was given to council some 5 years ago so you could imagine how that funding has diminished since that time. And the delays are not due to council they are due to Government Agencies that are so slow in responding to council that the head of the both department working with council should be sacked. How could you justify giving \$7.5 million back to the government, particularly as the money cannot be reallocated to any other council project.

Abandoned the Project re Recession

I do not agree that the current Station Street project should be abandoned due to the current recession. Both the Federal Government and State

Government are putting millions of dollars into the economy for Jobs, Jobs, Jobs and I believe that Council will be able to assist by pushing forward with the Station Street project. In fact council has one of the largest spending planned for various projects in the 2020/2021 Operational Budget.

1929 Depression

I believe that the world and Wingecaribee Shire Council has moved on since the Depression and I certainly hope we don't have another World War.

Land Required for Station Street

The problem with this situation was that council required 2 Square meters of land from State Rail at Bowral but because council was 2 carparking spaces short of what State Rail required and that they wanted the carparking in a different location they would not sell the land to council. And I am still amazed at that decision otherwise the project would be well underway by now.

Don't spend dollars until we see how the economy is affected by the worldwide recession.

I am sorry but I do not agree with your assessment. Every country in the world is spending money to assist with the rescission. Australia and Wingecaribee Shire Council can assist by spending funds and keeping people in work.

Act on behalf of all residence in the shire.

That is exactly what I mean when I make a decision on any issue at Council. And in this regard that is exactly what I have done with the Station Street project. A majority of councillors that represent all residence in the Shire agree with me. Your letter suggests otherwise and you have the right to question the decision. However, with all the facts presented the Council has decided to approve the Station Street project. I have worked 32 years in Local Government and 15 years at Wingecaribee Shire Council in the position of Manager of Governance and Administration. So I could say that I have seen it all.

I have worked with the Engineering Staff and know that they would not be

making the decision to recommend the Station Street proposal if they did not believe in it and as I believe in them, I am supporting the project. Once again thank you for your representation. We will agree to disagree. The proof will be in the construction of the project.

Regards

Peter Nelson

Councillor

Response please

**Peter Nelson -
To: Jan Wilson**

25 June 2020 at 13:09

No worse than what u are doing

Sent from my iPhone

On 25 Jun 2020, at 1:09 pm, Peter Nelson wrote:

And I am the one with the VOTE so u don't count
[Quoted text hidden]

[Quoted text hidden]


25 June 2020

*Emailed - Thursday 25 June 2020
Rau*

Dear Councillor Nelson,

I write this letter in relation to the Station Street Upgrade. At the Council meeting of 14 February 2018 when the Upgrade was approved you stated words to the effect that it would make no difference to the traffic. It was true then and it is true now. In fact, if the work goes ahead the traffic at the Railway bridge at Wingecarribee Street will create the worst traffic problem in the Shire as people seek the 'improved' parking in Kirkham Road – although Argyle Street, Moss Vale, is also a source of traffic problems. The Bowral traffic at the railway overpass will be dramatically increased when the Watergate project at the OLSH site is completed. There are proposed to be some hundreds of residents, the majority of whom will certainly have cars and will want to access the Bowral Railway Station and also the Town Centre.

I was surprised that most other Councillors at the 14 February 2020 meeting could not understand the Bowral Traffic Study (I think done in 2012), which stated that most traffic had Bowral Town Centre as their destination – through traffic was less. At least your words should have raised alarm and should have been considered before a vote was taken. By all means improve Station Street on its present alignment using the \$7.5 million grant to do so.

The current proposal should be abandoned. The threat of the current recession worsening should be enough reason for the Council to NOT spend ratepayers contributions on a project that is totally unnecessary and of no benefit to the community. I hope that the Council staff is planning for this eventuality.

I am old enough to remember the end of the 1929 depression when many people could not afford to pay rent, pay their mortgages, pay their rates to Councils and relied on charity to feed their families. My memory is that many people lived in sium conditions much like the slums we see in India today. The outbreak of WW2 soaked up the unemployed.

I find it hard to believe that the plan was approved when the land needed for the roundabout and the car park land at the Northern end of the existing car park was not controlled by the Council. I'm still amazed. The original Distributor plan for parking west of the station, discussed at the time, was also unavailable.

I think it is crazy to spend about 10 million dollars until we can see how our economy is affected by this worldwide recession.

You stated at the Council meeting yesterday (24 June) that you act on behalf of ALL the people of this shire. I do believe that you have the best interests of the people of this Shire at the forefront of your mind, and consequently would agree that their rates should not be wasted on this totally unnecessary project that provides absolutely no benefit whatsoever to anyone.

Royce Wilson