

# Shoalhaven Traffic Committee

**Meeting Date:** Tuesday, 10 September, 2024  
**Location:** Manyana Meeting Room, City Administrative Centre, Bridge Road, Nowra  
**Time:** 9.30am

**Please note:** Council's Code of Meeting Practice permits the electronic recording and broadcast of the proceedings of meetings of the Council which are open to the public. Your attendance at this meeting is taken as consent to the possibility that your image and/or voice may be recorded and broadcast to the public.

## Agenda

1. **Apologies**
2. **Confirmation of Minutes**
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3. **Business Arising from Previous Minutes**
4. **Reports of the Convenor**
  - TC24.17 No Stopping (Authorised Vehicles Excepted) - Hawke Street - Huskisson (PN 3814) ..... 4
  - TC24.18 Edge Linemarking - Yalwal Road - Cabbage Tree Lane - Mundamia (PN 3816) ..... 6
  - TC24.19 Signage, Linemarking & BAR Treatment - Lot 232 - DP1281372 - 78 Isa Road - Worrigeer - DA23/1050 (PN 3817) ..... 12
  - TC24.20 Huskisson- Triathlon Huskisson 2024 - (PN 3818) ..... 19
5. **General Business**

**Note:** The next meeting will be held on Tuesday 8 October 2024.

**Membership**

Mr David Pieresko – Convenor  
Clr Patricia White  
Clr Matthew Norris  
Ms Nicole Brodie - TfNSW  
Sgt Kelly Thomas – NSW Police  
Sgt Simon Pugh – NSW Police  
Ms Liza Butler MP (or representative)  
Mr Stuart Coughlan

The Shoalhaven Traffic Committee is a technical review committee, not a committee of Council under the Local Government Act 1993. Transport for NSW (TfNSW) has delegated certain powers to Council under the Transport Administration Act 1988 (Section 50). A condition of this delegation is that Council must take into account the Traffic Committee recommendations.

There are four formal members of the Traffic Committee, *each of whom has a single vote only*. The members are representatives from:

- NSW Police Force
- TfNSW
- Shoalhaven City Council
- Local State Member of Parliament (for the location of the issue to be voted upon)

If TfNSW or NSW Police Force disagrees with any Traffic Committee recommendation, or Council's resolution (on any Traffic Committee recommendation), they may lodge an appeal with the Regional Traffic Committee for determination. The appeal must be lodged in writing within 14 days of the date of notification in writing. Any action relative to any issue under appeal must cease until the matter is determined. The Regional Traffic Committee is chaired by an independent chairperson and submissions and representations are welcomed from all interested parties.

Council cannot amend a Traffic Committee recommendation. The Council can only: adopt the Traffic Committee recommendation; not adopt the Traffic Committee recommendation, or request the Traffic Committee reconsider the issue.

**The full guide to the delegation to Council's for the regulation of traffic can be viewed at [TfNSW Website](#)**

## MINUTES OF THE SHOALHAVEN TRAFFIC COMMITTEE

**Meeting Date:** Tuesday, 13 August 2024  
**Location:** Manyana Meeting Room, City Administrative Centre, Bridge Road, Nowra  
**Time:** 9.37am

The following members were present:

Convenor Bianca van der Merwe – Civil Engineer  
Sgt Kelly Thomas – NSW Police  
Ms Nicole Brodie – TfNSW  
Ms Heather Marshall – TfNSW  
Ms Simone King – Premier Bus Company

Others present:

Mr Craig Exton – Manager – Technical Services

Note: Mr Stuart Coughlan – MP Kiama and Ms Liza Butler – MP South Coast submitted email votes on the agenda items, confirming in favour of the recommendations.

### Apologies

Apologies were received from Mr Stuart Coughlan and Cllr Patricia White.

### Confirmation of the Minutes

**RESOLVED** (By consent)

That the Minutes of the Shoalhaven Traffic Committee held on Tuesday 09 July 2024 and the Special Shoalhaven Traffic Committee held on Tuesday 23 July 2024 be confirmed.

CARRIED

### Business Arising from Previous Minutes

Nil

## REPORTS OF THE CONVENOR

**TC24.14 STOP Restrictions - Government Road - Sussex Inlet Road - Sussex Inlet (PN 3810)**

**HPERM Ref:  
D24/305560**

### Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed 'STOP' signage and associated linemarking at the T-intersection of Government Road and Sussex Inlet Road, Sussex Inlet as per Plan No. D24/305687.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

### RECOMMENDATION (By consent)

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed 'STOP' signage and associated linemarking at the T-intersection of Government Road and Sussex Inlet Road, Sussex Inlet as per Plan No. D24/305687.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

Note: This Recommendation was approved by the Acting Director City Services 30 August 2024.

CARRIED

**TC24.15 Parking Restrictions (90 Degree: Front to Kerb) - Scenic Drive - Nowra (PN 3811)**

**HPERM Ref:  
D24/305960**

Sgt Kelly Thomas – NSW Police noted the risk of vehicles reversing out onto Scenic Drive in regards to visibility of oncoming vehicles including pedestrians walking behind the vehicle.

Mr Craig Exton – Manager – Technical Services noted Council is to further investigate the solution considering adjusting the footpath width and/or implementation of Local Area Traffic Management.

Ms Nicole Brodie - TfNSW queried if someone with a wheelchair has accessibility to get in and out of this parking area. Ms Bianca van der Merwer – Civil Engineer clarified formal disabled spaces are provided closer to the hospital entry.

This recommendation was not supported by the Committee and further investigation required on alternative solutions including the origin for the investigation.

### Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed 90 degree 'Front to Kerb' regulatory parking signage restrictions along Scenic Dr, Nowra for 'Vehicles under 6m only' as per Plan No. D24/305968.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

### RECOMMENDATION (By consent)

That:

1. This recommendation not be supported and further investigation required to consider alternative solutions.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

Note: This Recommendation was approved by the Acting Director City Services 30 August 2024.

CARRIED

**TC24.16 Extension of No Stopping Restrictions - Shoalhaven Street - Nowra (PN 3812)**

**HPERM Ref:  
D24/312505**

**Recommendation**

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed 10m extension of a 'No Stopping' zone along Shoalhaven Street, Nowra as per Plan No. D24/312518.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

**RECOMMENDATION (By consent)**

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed 10m extension of a 'No Stopping' zone along Shoalhaven Street, Nowra as per Plan No. D24/312518.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

Note: This Recommendation was approved by the Acting Director City Services 30 August 2024.

CARRIED

**GENERAL BUSINESS**

- **TfNSW – Big, Big, Big Walk for Little Kid's Event**

Ms Nicole Brodie queried if this event is required to be reported to the Committee as it has not previously been discussed at the Shoalhaven Traffic Committee meetings this year. Ms Brodie further queried if this event would impact Council managed roads within the Shoalhaven LGA. Staff confirmed Council's Events and Road Assets Team reviewed the submission for this event and provided no objections due to this being a minor event with only two support cars following 12 walkers and there being no significant impact or road closures. Therefore this will not be reported to the Committee.

There being no further business, the meeting concluded, the time being 9.50am.

Ms Bianca van der Merwe  
CHAIRPERSON

## TC24.17 No Stopping (Authorised Vehicles Excepted) - Hawke Street - Huskisson (PN 3814)

**HPERM Ref:** D24/371756

**Convenor:** David Pieresko

**Attachments:** 1. PN 3814 Plan [↓](#)

### Reason for Report:

The purpose of this report is to seek Shoalhaven Traffic Committee approval for the proposed “No Stopping” (Authorised Vehicles Excepted) signage along Hawke Street, Huskisson as per Plan No. D24/371785.

### Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the “No Stopping” (Authorised Vehicles Excepted) signage along Hawke Street, Huskisson as per Plan No. D24/371785.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

### Background:

Shoalhaven City Council has received concerns regarding the enforceability of an existing parking spot marked as ‘Council Service Vehicles Only’ at Hawke Street. To further reinforce the existing linemarking and enforceability, Council is proposing to install regulatory ‘No Stopping’ (Authorised Vehicles Excepted) signage.

### Details of Submission:

Proposed addition to existing parking conditions:

- **“No Stopping” (Authorised Vehicles Excepted):** “No Stopping” (Authorised Vehicles Excepted) signage, to further regulate the existing supplementary ‘Council Service Vehicles Only’ linemarking.

### Consultation:

The existing linemarking denoting ‘Council Service Vehicles Only’ has been in place for over 20 years with no objections. This proposal aims to formalise this existing arrangement without proposing any additional changes.

### Risk Implications:

By installing the recommended “No Stopping” signs, Council aims to increase compliance in the use of this parking spot.

### Financial Implications:

The linemarking and signage for this proposal would be funded by Transport for NSW’s Block Grant Funding allocated to Council for new signage and linemarking.



## TC24.18 Edge Linemarking - Yalwal Road - Cabbage Tree Lane - Mundamia (PN 3816)

**HPERM Ref:** D24/373265

**Convenor:** David Pieresko

**Attachments:** 1. PN 3816 Plan [↓](#)

### Reason for Report:

The purpose of this report is to seek Shoalhaven Traffic Committee approval for the proposed “Edge Line” (EL1) linemarking along Yalwal Road, Mundamia as per Plan No. D24/373273.

### Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed “Edge Line” (EL1) linemarking along Yalwal Road, from Cabbage Tree Lane to George Evans Road, Mundamia as per Plan No. D24/373273.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

### Background:

Shoalhaven City Council has been requested, as part of the on-going road rehabilitation, to investigate lane delineation upgrades along Yalwal Road, Mundamia. Council is considering the installation of a white “Edge Line” (EL1) linemarking to improve driver safety by discouraging road users from travelling on road shoulders.

### Details of Submission:

Proposed change to carriageway:

- **Edge Line (EL1):** Approximately 2400 metres of white Edge Line (EL1) linemarking along the edge of Yalwal Road from George Evans Road to Cabbage Tree Creek.

### Consultation:

Consultation has been undertaken with adjacent residents, businesses, stakeholders, National Parks and Wildlife Services, Nowra Local Aboriginal Land Council, University of Wollongong (Shoalhaven) and closed on 30 August 2024. No submissions were received.

### Risk Implications:

This proposal aims to reduce the likelihood of vehicles exiting the carriageway. EL1 linemarking is designed to discourage drivers from travelling on road shoulders, acts as a continuous line of guidance that is useful in low visibility conditions, and assists in reducing vehicle speeds by visually ‘reducing’ carriageway widths.



**Financial Implications:**

The linemarking and signage for this proposal would be funded by Transport for NSW's Block Grant Funding allocated to Council for new signage and linemarking.









## TC24.19 Signage, Linemarking & BAR Treatment - Lot 232 - DP1281372 - 78 Isa Road - Worrigeer - DA23/1050 (PN 3817)

HPERM Ref: D24/376752

Convenor: David Pieresko

Attachments: 1. PN 3817 Plans & Swept Paths [↓](#)

### Reason for Report:

The purpose of this report is to seek Shoalhaven Traffic Committee approval for the proposed signage, linemarking and Basic Right-Turn (BAR) treatment associated with the development at 78 Isa Road, Worrigeer as per Plan No. D24/376790 (Attachment 1).

### Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed signage, linemarking and Basic Right-Turn (BAR) treatment associated with the development (DA23/1050) at 78 Isa Road, Worrigeer as per Plan No. D24/376790.
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

### Background:

Applicant: Northrop Consulting Engineers Pty Ltd

Owner: PC Infrastructure Pty Ltd

### 78 Isa Road, Worrigeer - Lot 232 - DP1281372 – Service Station / Car Wash

Shoalhaven Traffic Committee's approval is being sought for the updated signage, linemarking and Basic Right-Turn (BAR) treatment associated with road widening along Isa Road, Worrigeer as part of the development (DA23/1050) at 78 Isa Road, Worrigeer.

As per Condition(s) (23) of the development consent, the following is required:

#### **23. Road Design Standards (Urban) – Development**

*Before the issue of a construction certificate, certified road design engineering plans must be prepared by a suitably qualified engineer or surveyor and approved by Council.*

*Road widening to the northern side of Isa Road to provide a BAR treatment generally in accordance with AUSTRROADS guidelines must be designed to allow eastbound vehicles to pass a vehicle waiting to turn right into the site. The road design must comply with the following:*

- a) Councils Engineering Design Specifications Sections D1 – Geometric Road Design and D2 – Flexible Pavement Design.

- b) *AUSTROADS Design Requirements and Specifications.*
- c) *The treatment must extend for sufficient length to cater for turning movements into the adjoining childcare facility approved under DA19/1000, to avoid immediate traffic conflicts at the end of the widening treatment.*
- d) *Integral upright kerb and gutter along the proposed road widening transitioning back to the existing layback kerb and gutter either side, in accordance with Council's Standard Drawings.*
- e) *Incorporate modification to existing road stormwater drainage to accommodate the widening, with new kerb inlet pits where appropriate and solid Class D trafficable lids provided to pits located within the road pavement, where required.*
- f) *Include adjustment of any driveways, services or other infrastructure impacted by the works.*
- g) *A road shoulder pavement constructed from the kerb to 300mm beyond the edge of existing bitumen seal on a pavement having a minimum compacted thickness of 300mm and a minimum 40mm AC10 on a primer seal*
- h) *The kerb and gutter shall have a minimum grade of 0.5% and the longitudinal design shall extend to the existing kerb either side of the BAR treatment.*
- i) *Subsoil drainage is to be provided behind the kerb line where an outlet to existing underground drainage (or other alternative suitable to Council) is available. Subsoil drainage is to be placed on the high side of the road or both sides if the cross-fall is neutral.*

TC24.19

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**Details of Submission:**

This proposal involves the installation/extension of signage, linemarking and the BAR treatment as per development consent Condition 23. The BAR treatment is proposed to consist of road widening, signage, linemarking and chevron treatments, between Golden Ash Close and 82 Isa Road, Worrigeer, as per attachment 1.

**Consultation:**

This Development Application was on public exhibition between 19 January 2023 and 4 February 2023 with feedback requested from the community and directly affected residents. No submissions regarding signage and linemarking were received. Council approved this application on 14 July 2023. Further to this, the signage/linemarking plan was updated, and an additional consultation was run between 14 August 2024 and 30 August 2024. No further submissions regarding signage and linemarking were received.

**Risk Implications:**

The proposed measures are expected to provide safe traffic management for this proposed development. Furthermore, the works are stipulated in a valid development consent. Undue prevention of, delay to, or alteration to the completion of requirements of the consent may expose Council to legal action.

**Financial Implications:**

The implementation of this proposal will be funded by the private developer and there will be no immediate financial implications to Council. However, Council will be responsible for the ongoing maintenance of these assets.













## TC24.20 Huskisson- Triathlon Huskisson 2024 - (PN 3818)

**HPERM Ref:** D24/379698

**Convenor:** David Pieresko

**Attachments:**

1. PN 3818 Plan - Event Traffic Management Plan (TMP) [↓](#)
2. PN 3818 Plan - Traffic Guidance Scheme (Saturday) [↓](#)
3. PN 3818 Plan - Traffic Guidance Scheme (Sunday) [↓](#)

### Reason for Report:

The purpose of this report is to seek Shoalhaven Traffic Committee approval for the proposed event 'Triathlon Huskisson (2024)' as per Traffic Management Plan No. **D24/379705** (Attachment 1).

### Recommendation

That:

1. The Chief Executive Officer (Director City Services) be advised that the Shoalhaven Traffic Committee has no objection to the proposed traffic management plan (TMP) and associated traffic guidance schemes (TGS) for the Huskisson Triathlon (2024) as per Plan No. **D24/379705** (TMP), **D24/379713** (TGS-SAT) and **D24/379718** (TGS-SUN), subject to the following
  - a. The TMP/TGS being implemented in accordance with 'TS05492 – Traffic Control at Work Sites 20.346', Clause 4.3.2 for Lane Widths and Clause 4.4.5 for Heavy Vehicles.
  - b. Accurate contact information (update accordingly)
  - c. Signpost the following streets: Bayswater St, Berry St, Montague St and Susan St with "Special Event In Progress" like Church St.
  - d. Plan **SZA1 (SUN)** to be updated to retain 50km/h segment of Woollamia Road.
  - e. **Plan 11 (SUN)** include metal crowd barriers on Owen Street, from Currambene Street to Sydney Street.
  - f. Labelled dimensions in accordance with 'TS05492' for lane widths on Plans 4, 5, 12, 13 and 15 (SAT).
2. The recommendation be approved by the Director City Services under delegated authority from Shoalhaven City Council - refer MIN21.411

### Background:

The Triathlon Huskisson (2024) is proposed to be held between 3 November 2024 to 4 November 2024 at White Sands Park, Huskisson. According to the Guide to Traffic and Transport Management for Special Events, this event is classified as a 'Class 2' event that will require altered traffic arrangements, as per the proposed Traffic Management Plan (TMP) and Traffic Guidance Schemes (TGS) attached for the committees' consideration.

### Details of Submission:

1. *Road Closures*

31 October 2024:

TC24.20

- 8:00am – Contractor deliveries to commence

1 November 2024:

- 8:00am – Contractor deliveries to commence. All deliveries will be made via the closed carpark
- 3:00pm – Install parking signage on Hawke St

2 November 2024:

- 5:00am – 4 x traffic controllers to meet at designated area to start implementation of traffic control signage as per TGS (qualified IMP ticket holders only)
- 7:00am – all traffic controllers to be in position
- 7:00am – road closures and detour in operation
- 2:30pm (approximate time) – Re-open road closures and detours. Sign removal and collection to take place

3 November 2024:

- 4:00am – 6 x traffic controllers to meet at designated area to start implementation of traffic control signage as per TGS (qualified IMP ticket holders only)
- 6:00am – meet all traffic controllers to advise positions, etc
- 6:15am – all traffic controllers to be in position
- 6:30am – road closures and detour in operation
- 12:00pm (approximate time) – Confirm no bikes the course and re-open road closures and detours. Sign removal and collection to take place
- 1:00pm – Remove parking signage

The following road closure and restrictions (emergency, official and resident vehicles exempt) are requested for **2 November 2024** for the running of the 2024 Triathlon Huskisson Festival:

- **Bowen St** from Hawke St to Fegan St from **6:00am – 13:00pm** for 30mins at the start of each race at 7.30am, 8.00am, 10.30am, 12.30pm
- **Fegan St** – from Bowen St to Nowra St from **6:00am – 13:00pm** for 30mins at the start of each race at 7.30am, 8.00am, 10.30am, 12.30pm
- **Nowra St** – from Fegan St to Beach St from **6:00am – 13:00pm** for 30mins at the start of each race at 7.30am, 8.00am, 10.30am, 12.30pm
- **Beach St** – from Nowra St to the entrance of the Huskisson Beach Tourist Resort from **6:00am – 13:00pm** for 30mins at the start of each race at 7.30am, 8.00am, 10.30am, 12.30pm
- Northern side of **Owen St** – from Sydney St to Currambene St from **7:00am to 2:00pm**
- Eastern side of **Elizabeth Dr** – between Plantation Point Pde and Federick St from **7:00am to 2:00pm**

The following road closure and restrictions (emergency, official and resident vehicles exempt) are requested for **3 November 2024** for the running of the 2024 Triathlon Huskisson Festival:

- **Bowen St** from Duncan St to Currambene St from **6:30am – 12:00pm**
- **Hawke St** from Bowen St to Hawke St from **6:30am – 12:00pm**

- **Owen St** from Hawke St to Sydney St from **6:30am – 12:00pm**
- **Sydney St** from Owen St to Tomerong St from **6:30am – 12:00pm**
- **Tomerong St** from Sydney St to Woollamia Rd from **6:30am – 12:00pm**
- **Woollamia Rd** from Huskisson Rd to Jervis Bay Rd from **6:30am – 12:00pm**
- **Fairfax Rd** from Jervis Bay Rd to Woollamia Rd from **6:30am – 12:00pm**
- **Seasongood Rd** from Jervis Bay Rd to Fairfax Rd from **6:30am – 12:00pm**

## 2. *Event Infrastructure*

**NSW Ambulance, Police and Fire Brigade:** Emergency access lanes have been designated to facilitate the entry of emergency vehicles into the areas where road closures are in effect.

**Medical:** Throughout the event at White Sands Park, there will be medical personnel present to provide necessary medical assistance.

**Port-A-Loos:** Portaloo numbers will be determined closer to the event as per SCC Event Guidelines.

**Cleaning/Disposal:** Wheelie bins and skips will be strategically placed at various locations in the event central area with the collection, removal, and disposal of waste managed by the event organisers.

## 3. *Transportation, Awareness of Event and Access*

**Public Transport:** The event organisers will advise public transport companies about the event, and they will make necessary adjustments to their regular routes, ensuring safety and minimal delays.

**Parking:** There is no dedicated on-site parking available for this event.

**Access/Awareness:** Event organiser will deliver letterbox notices to the residents and businesses in and around Huskisson, providing them with at least 21 days' notice. The notice will contain information regarding road restrictions and alternative contingency routes. Resident access will be ensured throughout the day, if it is safe to do so. Access to businesses in the industrial estate, caravan parks, and the boat ramp area will be maintained through traffic-controlled access on Huskisson Rd. All traffic is to yield to cyclists and adhere to designated speed limits.

## **Risk Implications:**

### 1. *Parking Limitations and Potential Congestion:*

- The event is proposed to take place over the first weekend of November when there is typically a high volume of day trippers and visitors to the region. With the higher vehicle and pedestrian demand and combination of event patrons, there is the potential for traffic flow issues, parking constraints and delays throughout Huskisson.

### 2. *Local Business and Resident Impact:*

- Large events can impact local businesses and residents negatively. Road closures and increased traffic may make it challenging for customers to reach businesses, and residents may experience noise disturbances, limited access to their properties, or inconvenience due to traffic restrictions.
- The festival will be conducted by Elite Energy and will be approved, sanctioned & insured by the national governing body, Triathlon Australia. All athletes must abide by the current rules & regulations of Triathlon Australia endorsed by the International Triathlon Union (ITU).

3. *Lane Widths:*

- To reduce safety concerns regarding unsafe lane widths, the TMP/TGS is to be implemented in accordance with *TS 05492 - Traffic control at work sites” 20.346 | Issue No.6.1 28 February 2022 Transport for NSW* with and the subsequently listed considerations:
- *Clause 4.3.2* on Lane Widths: The minimum width for lanes carrying traffic around, past or through a work site must be in accordance with Table 4-2.
- Lane widths should also consider accommodating the turn paths of large vehicles expected to negotiate the work site as per *Clause 4.4.5* for Heavy Vehicles.
- Where existing lane widths are narrower than those specified in the table above, the lane widths may be maintained. However, the TMP must document provisions for turning paths, sight distances and vulnerable road users.
- Where fixed vertical obstructions such as fences, or safety barriers are restricting the available shoulder width, consideration should be given to increasing lane widths to accommodate larger vehicles.

**Financial Implications:**

This event is funded by the event organiser (Elite Energy) and there will be no financial implications to Council.





























































































































































































