



**MINUTES OF MEETING
MANLY TRAFFIC COMMITTEE**

HELD MONDAY, 14 SEPTEMBER 2015

Note: All minutes are subject to confirmation at a subsequent Council of Planning and Strategy Committee Meeting.

PRESENT:

Councillors

Councillor Alan Le Surf	Manly Council (Chair)
Councillor Hugh Burns	Manly Council

Other Members

Mr Alex Coates	Roads and Maritime Services
Sgt Nino Jelovic	Northern Beaches LAC

Council Staff

Ben Hubbard	Manager Traffic & Transport – Civic & Urban Services
Ms Jessica Szeto	Traffic Officer – Civic & Urban Services

Apologies

Mayor Jean Hay	Manly Council
Mr John O'Connor	Representative for Mr Mike Baird MP Member for Manly
Mr Wade Mitford	State Transit Authority

TO THE MAYOR AND COUNCILLORS OF THE COUNCIL

The **Manly Traffic Committee** met on the Monday, 14 September 2015 to consider the matters referred to and reports having reached the decisions taken and recommendations stated hereunder.



ITEM 1 WELCOME AND INTRODUCTIONS

Councillor Le Surf welcomed the Traffic Committee.

ITEM 2 APOLOGIES AND LEAVE OF ABSENCE

The Mayor Jean Hay sent her apologies.

Mr John O'Connor sent his apologies.

Mr Wade Mitford sent his apologies.

ITEM 3 DECLARATIONS OF INTEREST: PECUNIARY NON-PECUNIARY

No pecuniary interests declared.

Councillor Le Surf declared non-pecuniary interest for Item 56/15, 57/15 and 58/15.

Sgt Nino Jelovic declared non-pecuniary interest for Item 57/15.

ITEM 4 REPORTS

ITEM 51/15 PARKVIEW LANE, FAIRLIGHT – NO PARKING (ITEM 51/15: 14/09/2015)

SUMMARY

For Council to consider installing a No Parking Zone along Parkview Lane, Fairlight.

REPORT

Council have received a request from a resident to install a No Parking Zone along Parkview Lane as a result of the approved development application at 9 Birkley Road, Manly (DA45/2015). The development involves the removal of the existing driveway, which will be reconstructed to the rear of the property, as shown in Drawing No. DA02.

Parking demand is high and is only permitted along the northern side of the laneway, between Parkview Road and Birkley Road. The road width is approximately 4.4m kerb to kerb, which makes it difficult for vehicles to navigate along the road segment, particularly for vehicles turning at the T-intersection when vehicles are parked close to the intersection.

Vehicle volumes travelling along the laneway are relatively low and it is therefore proposed to install a No Parking Zone for the length of 6m from the intersection, as show in Figure 1. This would provide adequate space for turning vehicles to manoeuvre along this section appropriately. The impacts of the proposal would not result in any loss of on-street parking

spaces as vehicles are currently prohibited from parking across the existing driveway and therefore, consultation is not required.

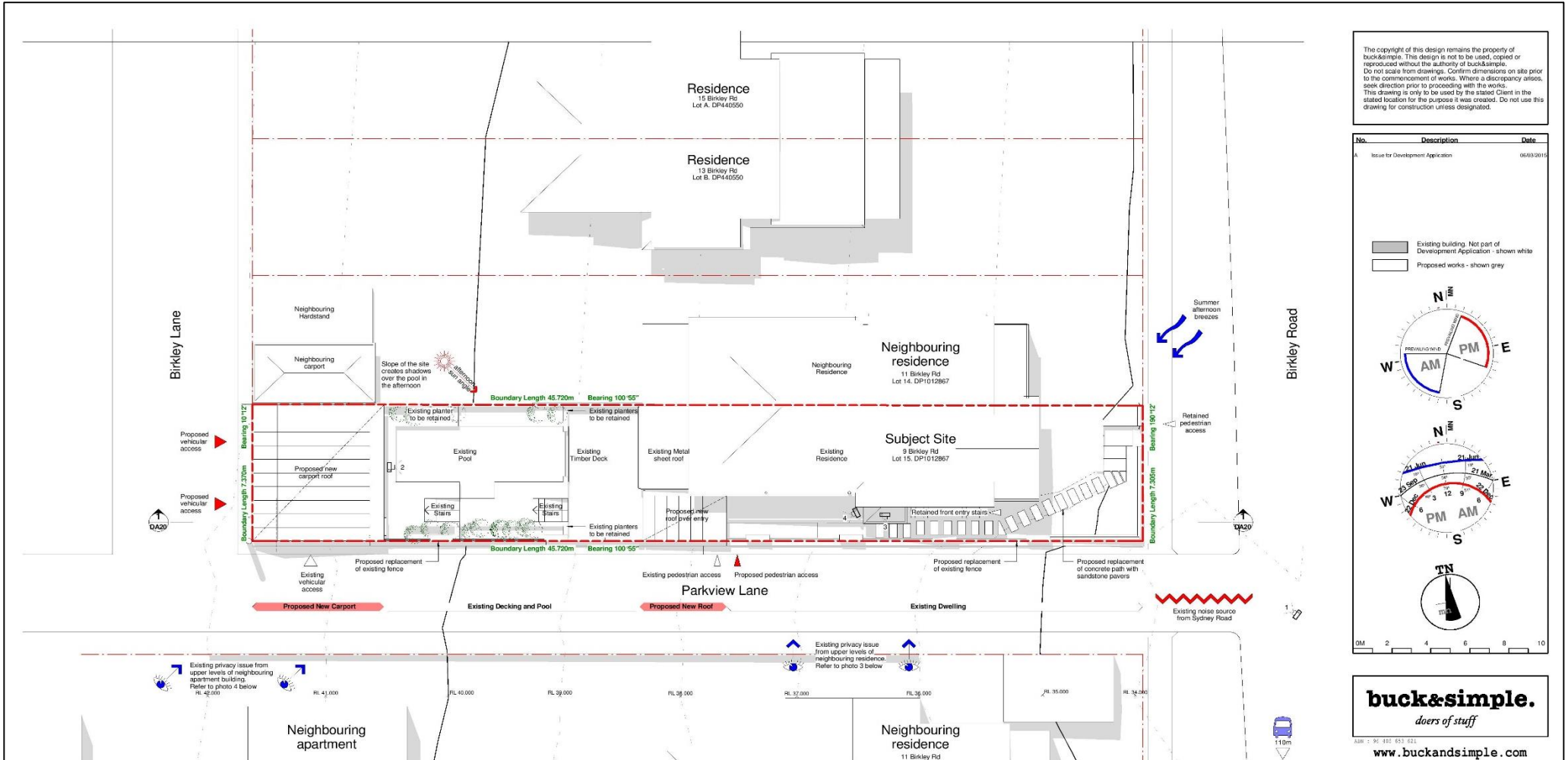
DISCUSSION

The Committee discussed the proposal and raised no objections.

RECOMMENDATION

That Council installs a No Parking Zone for a length of 6m along Parkview Lane, Manly.

ANNEXURES



1 Site Plan & Site Analysis Plan

1:100



1 Photo of the front of the existing residence



2 Photo of the existing rear yard and pool



3 Photo of neighbouring residence from upper floor of subject site

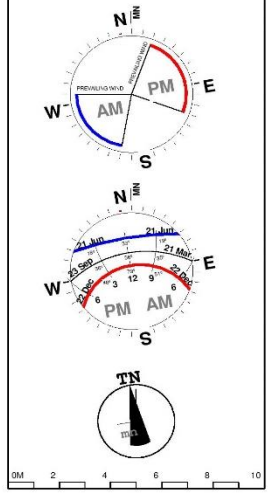


4 Photo of neighbouring apartment building from upper floor of subject site

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No.	Description	Date
A	Issue for Development Application	06/03/2015

Existing building - Not part of Development Application - shown white
 Proposed works - shown grey



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AWB: 94 401 631 621
www.buckandsimple.com

Development Application

Project: **Whyte House**

Location: **9 Birkley Rd, Manly**

Client: **James & Penny Whyte**

Drawing: **Site Plan & Site Analysis Plan**

Scale: As Indicated	Drawn by: KC	Checked by: BS
Project Issue Date: 19 Nov 2014		
Project Number: DA20	Drawing #: 1031	Revision: A

1031 DA02 A



Figure 1: Parkview Lane, Fairlight – Proposed installation of No Parking signs

SUMMARY

For Council to consider converting the existing No Parking to No Stopping restrictions along Lawson Place, Manly.

REPORT

Council have received a request from a concerned resident to convert the existing No Parking Zone to a No Stopping Zone along the eastern side of Lawson Place. It has been reported that vehicles have been parking at the existing No Parking Zone on a regular basis, which have obstructed driveway access for the adjacent property due to the narrow road width.

Lawson Place currently acts as a one-way road with a road width that varies between 5.5m to 3.9m, kerb to kerb. The existing No Parking Zone is approximately 20.5m long, which accommodates for three (3) vehicles. Council's Rangers have been requested to provide additional enforcement of the area for the illegally parked vehicles, but cannot respond promptly when vehicles are required to enter and exit the driveway, which occur at various times of the day. It is therefore proposed to convert the No Parking to No Stopping restrictions to prohibit all vehicles from obstructing driveway access at this section of the road at all times.

DISCUSSION

Councillor Burns suggested that No Stopping yellow lines be used at this location. The Committee agreed and raised no objections to the proposal.

RECOMMENDATION

That Council converts the existing No Parking to No Stopping restrictions along Lawson Place, Manly.

ANNEXURES

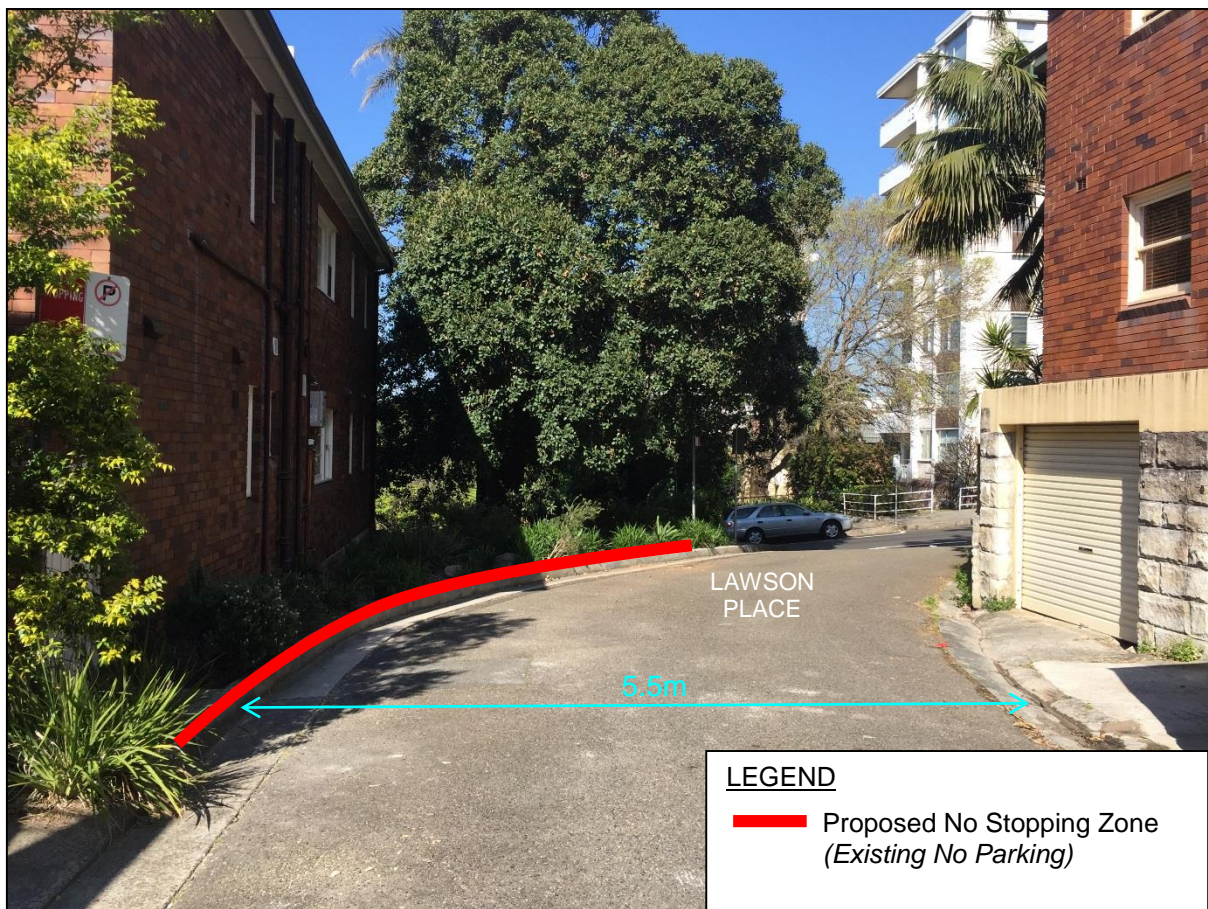


Figure 1: Proposed conversion from No Parking to No Stopping

ITEM 53/15 **WEST ESPLANADE, MANLY – RMS BLACKSPOT FUNDING (ITEM 53/15: 14/09/2015)**

SUMMARY

For Council to consider improving pedestrian crossing opportunities along West Esplanade, near Eustace Street, Manly.

REPORT

Council have received funding from the Roads and Maritime Services for the 2015/16 Australian Government Black Spot Programme. The project is 100% federally funded. The project scope involves installing a pedestrian refuge with kerb blisters to improve pedestrian crossing opportunities along West Esplanade, near Eustace Street (project number S/08231).

Given the locality of the site, two (2) options have been proposed:

1. Install a pedestrian refuge with kerb blisters; or
2. Install kerb blisters along both sides of the road.

Option 1 – Installation of pedestrian refuge with kerb blisters

Option 1 would provide additional crossing opportunities for pedestrians at this location. Given the high traffic volumes travelling along this road, the proposed pedestrian refuge would allow pedestrians to cross the road in two stages and only proceed crossing when it is safe to do so.

The proposed location of the pedestrian refuge would be in line with the footway along the southern side of the road connecting to the beachfront, as shown in Drawing No. A01. This would result in the loss of approximately four (4) parking spaces and the Tourist Bus Zone, which currently accommodates for two (2) tourist buses. There is a Tourist Bus Zone located further west, opposite the Manly Sea Life Sanctuary along Commonwealth Parade, which could be used as an alternative.

Option 2 – Installation of kerb blisters along both sides of the road

Option 2 aims to reduce the crossing distance for pedestrians by narrowing the trafficable lane widths to 3.5m each by installing kerb blisters on both sides of the road. This option would also consider extending the kerb along the southern side of West Esplanade to provide an indented parking bay, as shown in Drawing No.T01. The impacts of the proposal would result in the loss of approximately one (1) parking space and the Tourist Bus Zone. The parking along this section would also be improved in terms of safety by the introduction of the indented parking bay.

Alternatively, the kerb blisters could be installed further west to retain the existing Tourist Bus Zone, which would result in the loss of approximately five (5) parking spaces.

Council is now seeking advice from the Traffic Committee in regards to the above proposal.

DISCUSSION

The Committee discussed the location of the proposed pedestrian refuge and agreed that Council look into moving the refuge further west so that it would be further away from the set of traffic lights at Belgrave Street. Councillor Le Surf raised that the existing Tourist Bus Zone should be retained. Council will need to discuss with the RMS about the proposed changes to the location of the pedestrian refuge. The proposal shall be forwarded to the State Transit Authority for commentary and be brought back to a later Manly Local Traffic Committee meeting.

RECOMMENDATION

That Council seek approval from the Roads and Maritime Services (RMS) to relocate the proposed pedestrian refuge further west along West Esplanade, Manly. The item shall be taken back to a later Manly Local Traffic Committee meeting for endorsement.



LEGEND:

- ← TZ → EXISTING TOURIST BUS ZONE
- ← BZ → EXISTING BUS ZONE
- ← 1/2P → EXISTING 1/2P ZONE (30 MIN PARKING)
- PROPOSED NEW SIGNAGE
- PROPOSED NEW S2 LINE

NOTES:

1. EXISTING SEPARATION LINE S2 SHALL BE GRIENDED OFF AND REPAINTED, AS SHOWN
2. SIGNAGE TO COMPLY WITH AS 1742
3. ALTERNATIVELY, PROPOSAL COULD BE RELOCATED FURTHER WEST
4. ALL DIMENSIONS IN MM



Manly Council
 Council Chambers
 1 Belgrave Street Manly
 Ph (02) 9976 1500
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Prepared by:
 TRAFFIC AND TRANSPORT
 CIVIC AND URBAN SERVICES
 MANLY COUNCIL

Project:
**WEST ESPLANADE
 PROJECT S/08231**

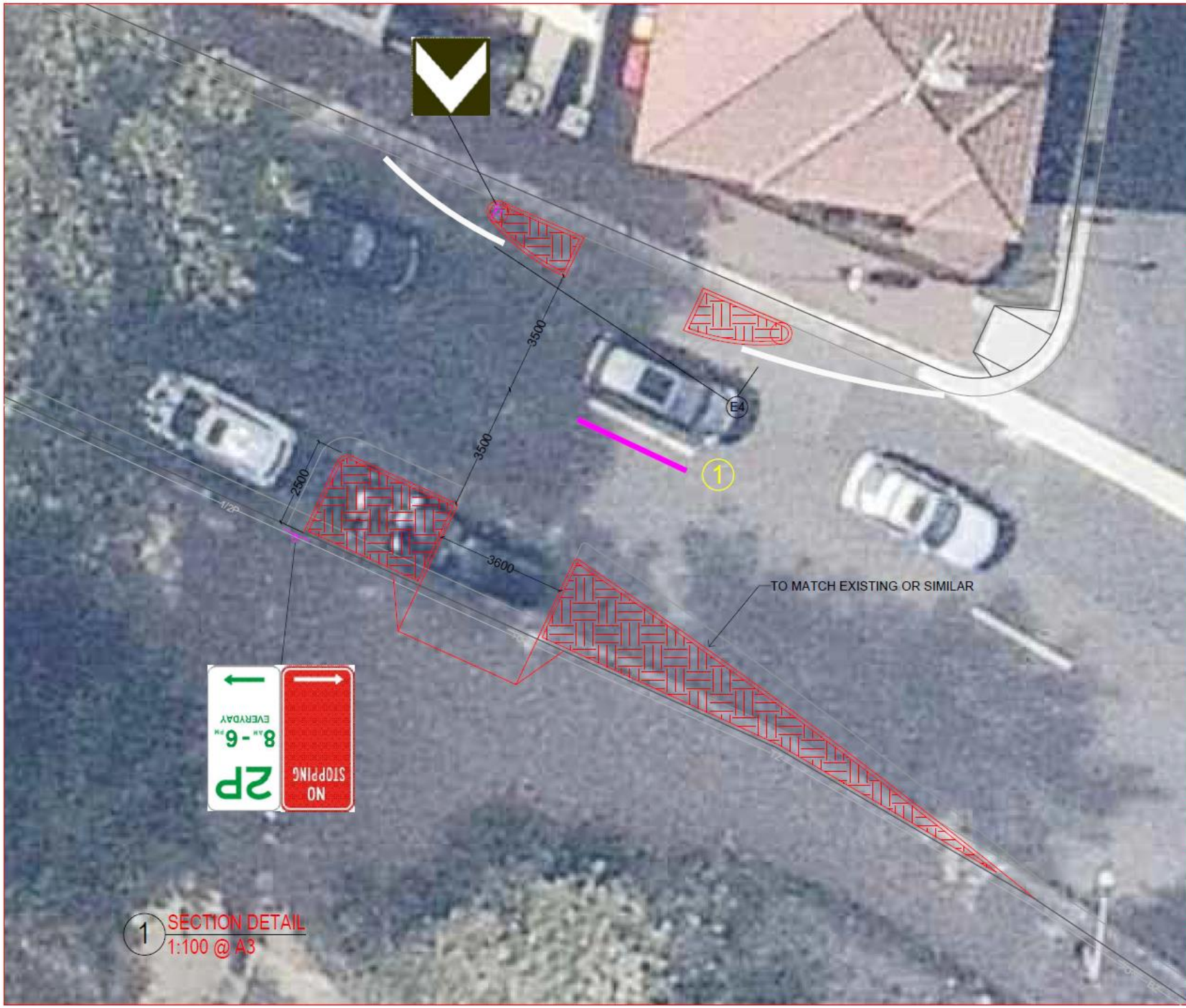
Drawing Title:
**CONCEPT PLAN
 KERB EXTENSION**

Rev	Description	Date
A	FOR COMMENT/APPROVAL	SEP 15

Date: **SEP 2015** Dwg No. **T01**
 Drawn **JS** Issue no. **A**
 Checked **BH** SCALE **A.S.**



**1 SECTION DETAIL
 1:100 @ A3**



ITEM 54/15 **NEW STREET WEST, BALGOWLAH HEIGHTS – DISABLED PARKING**
(ITEM 54/15: 14/09/2015)

SUMMARY

For Council to consider providing an on-street disabled parking space within the Balgowlah Heights Shopping Centre.

REPORT

Council have received a request from the Clontarf Precinct Community Forum to install a disabled parking space near the pharmacy, located at the corner of New Street West and Beatrice Street. There are currently no on-street disabled parking spaces available in the area. It is proposed to install a disabled parking space along the frontage of the pharmacy for the length of 6m, as shown in Figure 1.

The impacts of the proposal would result in the loss of one (1) on-street 30 minute duration parking (1/2P) space in order to dedicate a parking space for people with disabilities. This location has been deemed most suitable for disabled users due to its close proximity to the pharmacy.

DISCUSSION

The Committee discussed the proposal and raised no objections. The results of the consultation are to be tabled back to a later Manly Local Traffic Committee (MLTC) meeting, in conjunction with the results of the consultation for item 46/15 raised in the August MLTC meeting. The Roads and Maritime Services raised that a pram ramp should also be installed.

RECOMMENDATION

That Council installs one (1) disabled parking space along the frontage of the pharmacy at New Street West, Balgowlah Heights, subject to consultation with the affected business owners.

ANNEXURES



Figure 1: New Street West, Balgowlah Heights – Proposed disabled parking space



Figure 2: New Street West, Balgowlah Heights – Street view

ITEM 55/15 **DARLEY ROAD, MANLY – PROPOSED TIMED PARKING RESTRICTIONS (ITEM 55/15: 14/09/2015)**

SUMMARY

For Council to consider installing timed parking restrictions along Darley Road, Manly.

REPORT

Council have received a request to install timed parking restrictions along Darley Road. There is currently unrestricted parking which are mainly used by staff members at the Manly Hospital, students and residents. Parking demand is high and often at capacity. It has been reported that patients and pregnant women have been unable to find parking close to the entrance of the hospital and have had to park at the rear and travel up the hill to reach the hospital.

In order to increase the parking turnover in the area, it is proposed to install 2 hour duration parking restrictions (2P) between 8am to 6pm daily for the length of 33m. This would result in the loss of approximately six (6) unrestricted parking spaces. The impacts of the proposal would likely result in the displacement of long-term stays further west of Darley Road and staff members at the Hospital to park within the off-street parking lot available.

DISCUSSION

The Committee discussed the proposal. It was agreed that Council speak to the Manly Hospital to consider changing their off-street parking arrangements to accommodate for their patients and patrons more appropriately. This would assist the demand for on-street parking in the area. It was concluded that Council not proceed with the proposal due to its impacts on the parking amenities for the general public as parking is premium in the area.

RECOMMENDATION

That Council does not install 2 hour duration parking restrictions (2P) along the northern side of Darley Road, Manly.

ANNEXURES

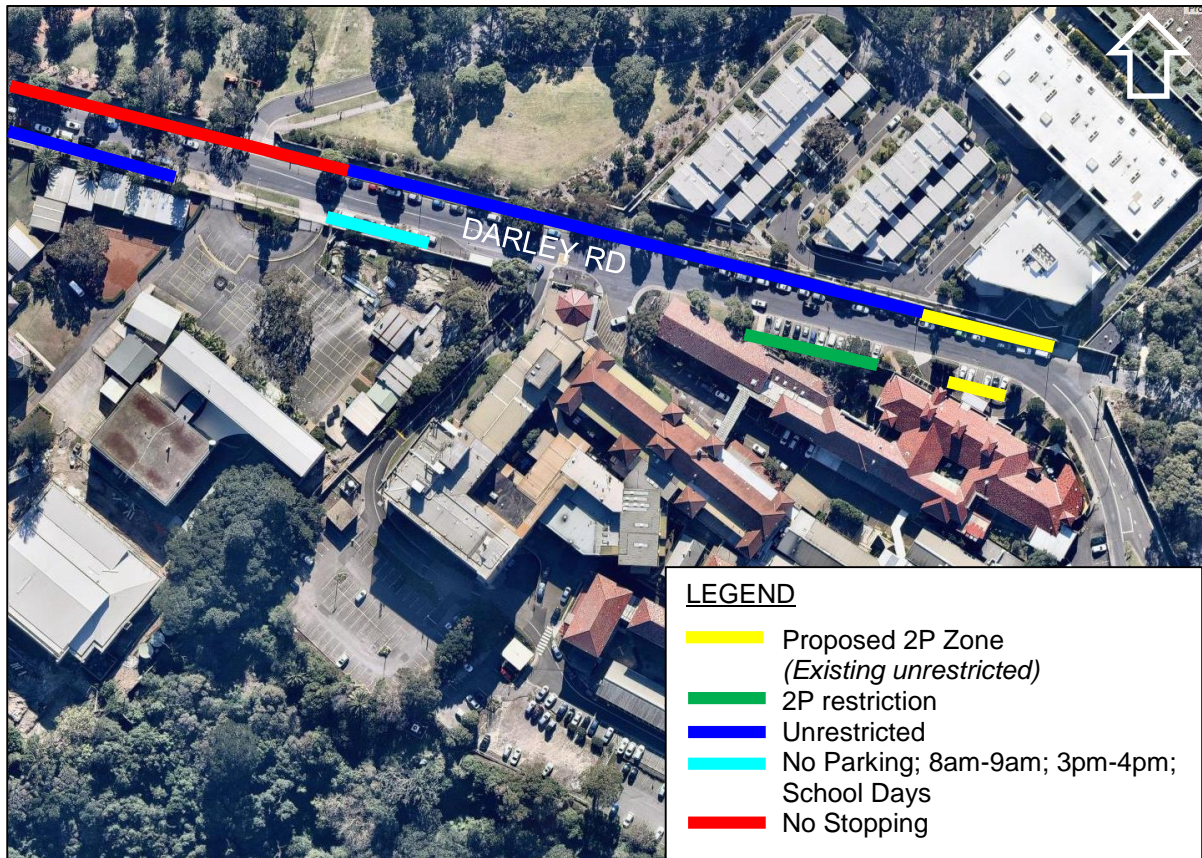


Figure 1: Darley Road, Manly – Proposed introduction of 2 hour duration parking (2P restriction)

ITEM 56/15 **THORNTON STREET / GRIFFITH STREET, FAIRLIGHT – NO STOPPING**
(ITEM 56/15: 14/09/2015)

SUMMARY

For Council to consider installing No Stopping signs at the intersection of Thornton Street and Griffith Street, Fairlight.

REPORT

Council have received a request from the Ivanhoe Park Community Precinct Forum to install No Stopping signs along Thornton Street and Griffith Street. It has been reported that vans and cars have been parking right up to the corner of the intersection, which have reduced sight visibility for motorists.

Vehicles are not permitted to park within 10m from any unsignalised intersection and also within 3m from any continuous dividing line as per the Australian Road Rules (Rule 170 and Rule 208, respectively). There are double centre barrier (BB) lines along Thornton Street for a length of 11m from the intersection. The road width is approximately 9.1m, kerb to kerb, which leaves 4.3m of roadway on each side from the double centre barrier lines, which may be difficult for users to gauge the 3m distance required to comply with the Australian Road Rules.

It is therefore proposed to install No Stopping signs adjacent to the existing double centre barrier lines along Thornton Street and also 10m from the intersection along Griffith Street, as shown in Figure 1. This would provide additional guidance for motorists parking along this section of the road in order to comply with the Australian Road Rules.

DISCUSSION

The Committee discussed the proposal. Councillor Le Surf agreed that sight visibility along the eastern side is restricted when a vehicle is parked close to the intersection for exiting vehicles out of Thornton Street. It was concluded that the No Stopping signs be installed in accordance with the minimum statutory requirements.

RECOMMENDATION

That Council installs No Stopping signs along Thornton Street and Griffith Street, Fairlight.

ANNEXURES



Figure 1: Thornton Street / Griffith Street – Proposed installation of No Stopping signs

ITEM 57/15 **BELGRAVE STREET, MANLY – TAXI ZONE (ITEM 57/15: 14/09/2015)**

SUMMARY

For Council to consider extending the Taxi Zone along Belgrave Street, Manly.

REPORT

Council Officers have met with the NSW Taxi Council and Manly Warringah Cabs to discuss options to extend the Taxi Zones at the frontage of the Police Station and the Corso along Belgrave Street. It has been reported that there are not enough spaces for taxis to layover for pick up / drop off purposes, which have negatively impacted on the overall operation of the taxi rank at Belgrave Street.

It is proposed to:

- (a) Extend the Taxi Zone along the frontage of the Police Station at Belgrave Street for one (1) additional space; and
- (b) Install Taxi Zone restrictions, between 7pm to 7am daily, along the frontage of the Corso at Belgrave Street.

Proposal (a) would result in the loss of one (1) on-street 30 minute duration parking (1/2P) space, as shown in Figure 1. The current No Parking (Police Vehicles Excepted) restrictions would have to be relocated further south by one (1) space. This would not change the total number of dedicated parking spots for the Police Station.

Proposal (b) would change the existing No Parking time restrictions from all day to 7am to 7pm daily. Currently, the Hop Skip and Jump bus service uses this No Parking Zone for drop off and pick up purposes. This service operates between 7am to 7pm daily. It is therefore proposed to introduce Taxi Zone restrictions, between 7pm to 7am daily, which are out of the bus operating hours. This would improve the overall taxi operation at Belgrave Street by supplying more taxi layover areas.

DISCUSSION

The Committee discussed the proposal and agreed that it would not solve the issue of taxis' queueing along Belgrave Street, but would provide some assistance. Councillor Burns raised that a longer-term solution should be address through a "call forward" system. It was concluded that Council proceed with the proposal and also remind the NSW Taxi Council and Manly Warringah Cabs that double parking is not permitted in accordance with the Australian Road Rules.

RECOMMENDATION

That Council:

- (a) Extend the Taxi Zone along the frontage of the Police Station at Belgrave Street for one (1) additional space; and
- (b) Install No Parking, between 7am to 7pm, and Taxi Zone, between 7pm to 7am, along the frontage of the Corso at Belgrave Street.

ANNEXURES



Figure 1: Frontage of the Police Station, Belgrave Street, Manly – Proposed extension of Taxi Zone

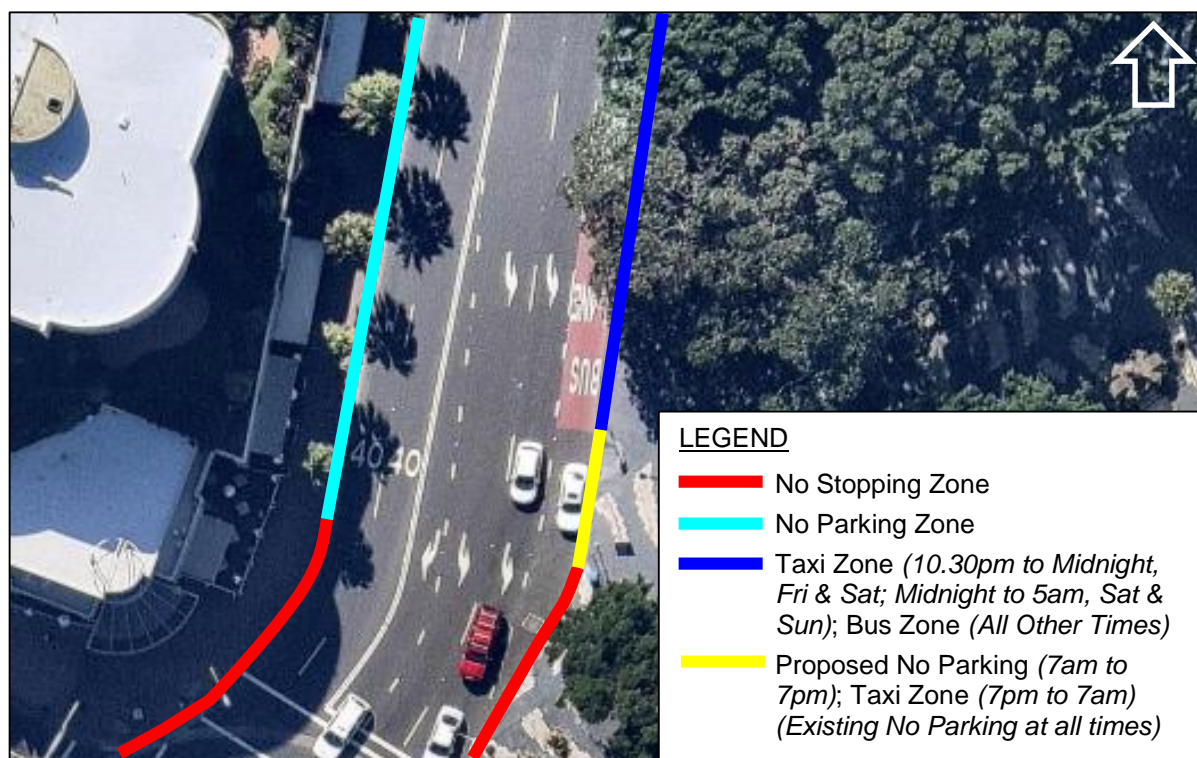


Figure 2: Frontage of the Corso, Belgrave Street, Manly – Proposed introduction of Taxi Zone

ITEM 58/15 **LODGE STREET AND THORNTON STREET – MEET YOUR STREET PARTY ROAD CLOSURES (ITEM 58/15: 14/09/2015)**

SUMMARY

For Council to approve a temporary road closure at Lodge Street, Balgowlah and Thornton Street, Fairlight, to facilitate a street party request.

REPORT

Council have received two (2) applications for a temporary road closure to facilitate a “street party” under Council’s “Meet Your Street” initiative. The requested locations for the temporary road closure are as follows:

1. Between 15 and 29 Lodge Street, Balgowlah, on 19 December 2015, between 4pm and 8pm; and
2. Between 13 and 21 Thornton Street, Fairlight, on 20 December 2015, between 3pm and 7pm.

Refer to Figures 1 and 2 for the location maps.

The impacts on traffic resulting from the temporary road closures in Lodge Street and Thornton Street are expected to be minimal, for the following reasons:

- Lodge Street and Thornton Street are local roads;
- There are no bus service routes that run along Lodge Street and Thornton Street;
- Alternative routes are available for through traffic and connecting roads for Thornton Street;
- The requested section of Lodge Street is a cul-de-sac with low traffic volumes;
- There have been no recorded accidents along these sections of Lodge Street and Thornton Street within the last five years; and
- The temporary road closure is being held on a Saturday evening at Lodge Street and Sunday evening at Thornton Street.

Access for pedestrians and cyclists will be maintained and the temporary road closure will be managed in accordance with *Traffic Control Plan (TCP) No. 1 for Thornton Street* and *TCP No. 2 for Lodge Street* (refer to Appendix A). The standard street party conditions must also be adhered to in conjunction with the TCP, as outlined in **Appendix A**.

DISCUSSION

The Committee discussed the proposal and raised no objections.

RECOMMENDATION

That Council approves the temporary road closure at:

1. Lodge Street, Balgowlah on 19 December 2015, between 4pm and 8pm; and
2. Thornton Street, Fairlight on 20 December 2015, between 3pm and 7pm.

ANNEXURES



Figure 1: Lodge Street, Balgowlah – Proposed temporary road closure (Refer to TCP No. 2)



Figure 2: Thornton Street, Fairlight – Proposed temporary road closure (Refer to TCP No. 1)

APPENDIX A**I. STANDARD TRAFFIC CONTROL PLAN (TCP)**

A Traffic Control Plan (TCP) has been developed in accordance with the Roads & Maritime Service's (RMS) Traffic Control at Worksites Manual. The TCP outlines the signs and devices that are required for the road closure to warn traffic and guide it appropriately.

In addition to the TCP, additional terms and conditions must be adhered to in order to facilitate the road closure safety with minimal disruption to the public. These conditions have been outlined in Section II.

The TCP shall use the following signs:



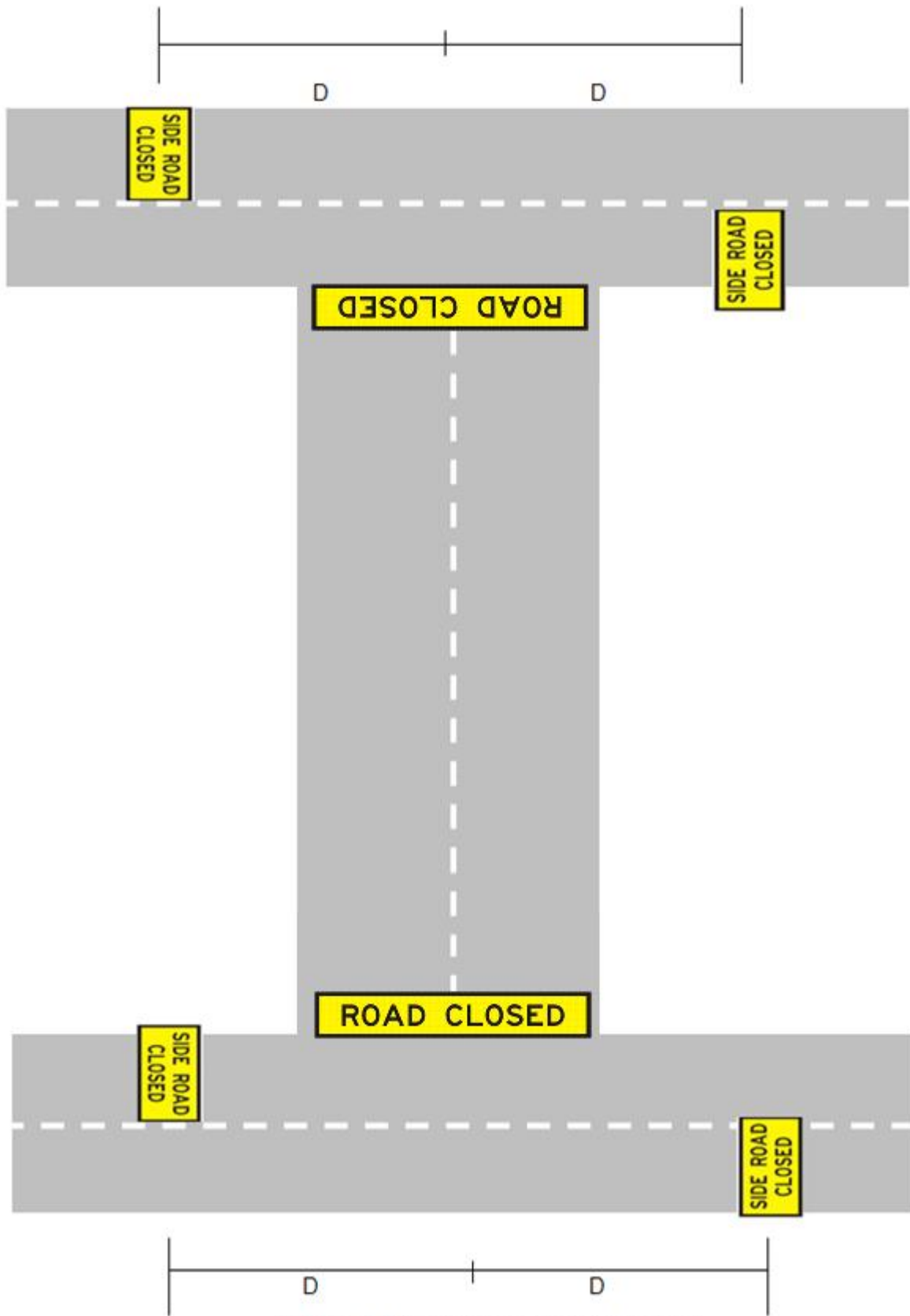
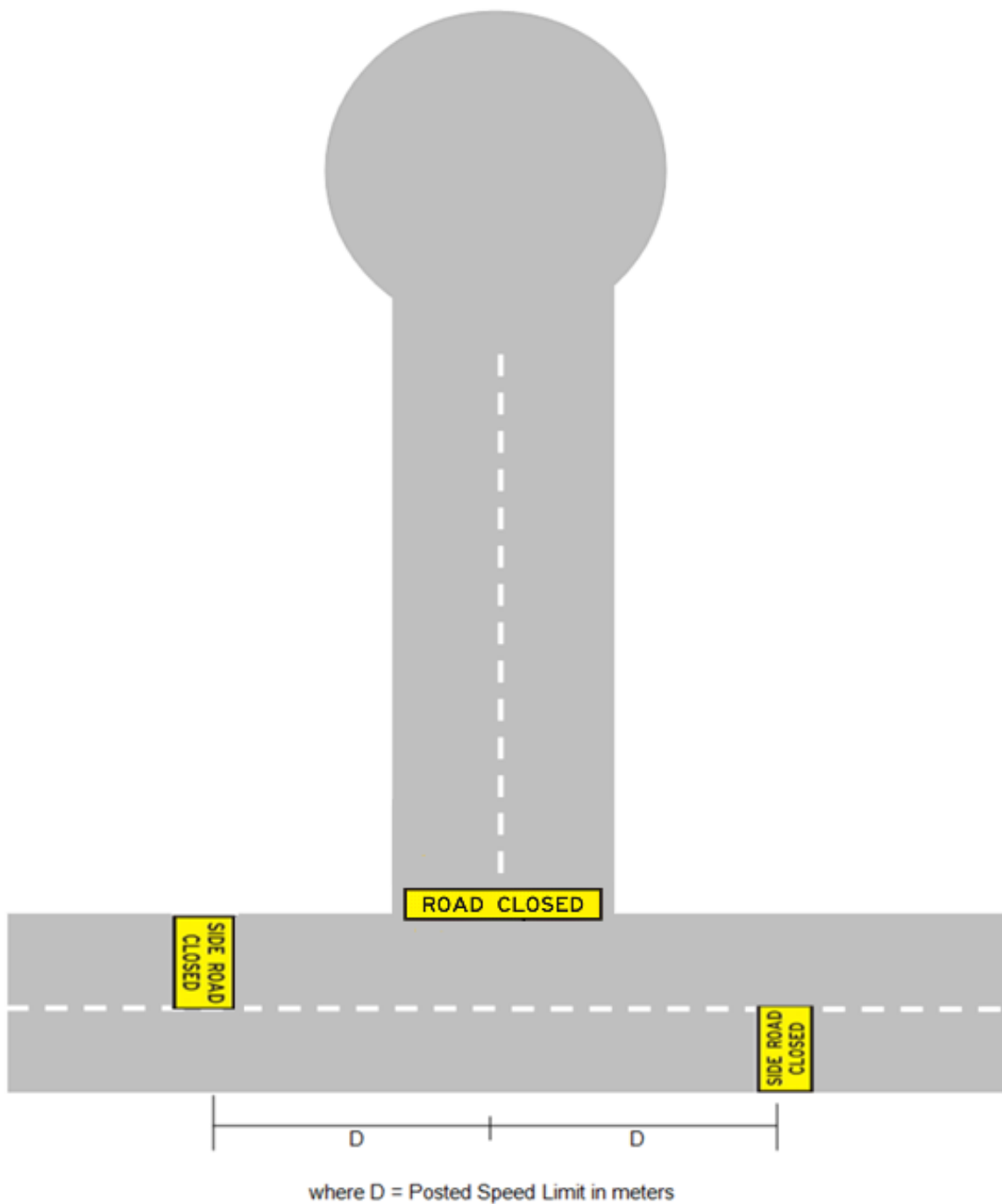
Sign Type	Sign No.	Sign Graphic
Road Closed	T2-4	
Side Road Closed	T1-32	

Table 1: Signing Schedule

Depending on the type of street (*open-ended* or *cul-de-sac*), one of the following standard TCPs must be used:



Standard Traffic Control Plan (TCP) No. 1



Standard Traffic Control Plan (TCP) No. 2

NOTES:

1. All persons working on road must wear high visibility vests or jackets as specified in the RMS's Traffic Control at Worksites Manual.
2. Traffic Controllers must be accredited by the RMS.
3. All signs must comply with AS 1742 Manual of uniform traffic control devices.
4. The temporary road closure should be carried out in conjunction with the attached conditions and requirements.

II. STANDARD CONDITIONS

Resident Street Party Organiser will be responsible for:

1. Submitting a completed application form to Council at least four (4) weeks prior to the event.
2. Undertaking a letterbox drop a minimum of two (2) weeks prior to the event. A copy of the letter is to be provided to Council. The letter shall include:
 - The proposed date and time of the street party
 - That residents participate at their own risk
 - That access will be available at all times for emergency vehicles
 - That vehicular access to and from properties located within the proposed road closure is permitted for resident vehicles only
 - A contact name and contact details for residents to communicate any objections to the road closure
3. Providing a statement to Council one (1) week in advance of the event to notify that not more than 25% of the residents oppose the street party.
4. Notifying the Traffic Sergeant at the Northern Beaches LAC Station to confirm that the street party will be going ahead on the proposed date.
5. Ensuring that noise is kept at an acceptable level and does not inconvenience the neighbouring community.
6. Ensuring that all rubbish is removed from the site at the completion of the street party.
7. Notifying all emergency service authorities.

Council's Events Team will be responsible for:

1. Ensuring the resident street party organiser has completed the induction and has lodged the application form and understands the conditions to conduct the event.
2. The implementation of the Traffic Control Plan (TCP) and ensuring that the signs and barricades are properly placed during the road closure and removed after the event.
3. Ensuring that qualified and certified people control the road closure points for the duration of the event. This will involve engaging an external contractor to man the road closure barricades for the duration of the event. The estimated cost to Council to facilitate this is \$600 per street party, based on a four (4) hour minimum.
4. The street party being restricted to local streets only (not collector, regional or state roads) in a very low traffic environment such as a dead-end or cul-de-sac (consult Council's Traffic and Transport section).
5. The street party shall be limited to not more than 100 people at any given time during the duration of the event.
6. Ensuring the applicant has obtained the concurrence from the Police.
7. Completing a risk management plan for each street party application and submitting this to Council's Insurers to confirm cover for event
8. The funding and coordinating of promotion of program and supply of amenities/infrastructure to the street party including road closure barricades/signage, bins and portable toilets within approved budget.

Council's Traffic Management Team will be responsible for:

1. Advising the Events Team if a street is deemed suitable for the temporary road closure.
2. Preparing the TCP and submitting to Council for approval. The TCP will indicate the recommended signage to be used to ensure traffic is managed effectively with minimum disruption.

Additional Terms and Conditions:

1. Street parties should be of a maximum four (4) hours in duration and should be held during daylight hours only.
2. If a street party organiser fails to adhere to the terms and conditions set out in the letter of consent issued by Council, a fine of a maximum of \$500 may be issued to the street party organiser. E.g. if the street party organiser extends the duration of the party or exceeds the maximum numbers permitted at the party.

ITEM 59/15 **SALISBURY SQUARE, SEAFORTH – RELOCATION OF BUS STOP J-STEM (ITEM 59/15: 14/09/2015)**

SUMMARY

For Council to approve the relocation of the bus stop J-stem at 13 Salisbury Square, Seaforth.

REPORT

Council have received a development application at 13 Salisbury Square (DA58/2015). The development application has been approved by Council, subject to:

Condition ANS01

The proposed driveway location requires the relocation of the bus stop J-pole located outside the property. Approval is to be sought by the Applicant from the State Transit Bus Authority with regards to proposed relocation of the J-pole. The approved relocation is to be carried out at the Applicant's expense.

Reason: To ensure that any relocation of infrastructure is undertaken as required and approved by relevant authority

The applicant is now seeking Council's approval to relocate the bus stop J-stem 5-10m metres further north of its current location (refer to Figure 1). There are unlikely to be any significant impacts from relocating the bus stop J-stem. The applicant has consulted with the State Transit Authority, whom have raised no objections.

DISCUSSION

The Committee discussed the proposal and raised no objections. Councillor Burns suggested that Council confirm whether the appropriate authority for these matters are still under delegation of the State Transit Authority or Transport for NSW.

RECOMMENDATION

That Council approves the relocation of the bus stop J-stem 5-10 metres north from its current location at the frontage of 13 Salisbury Square, Seaforth.

ANNEXURES

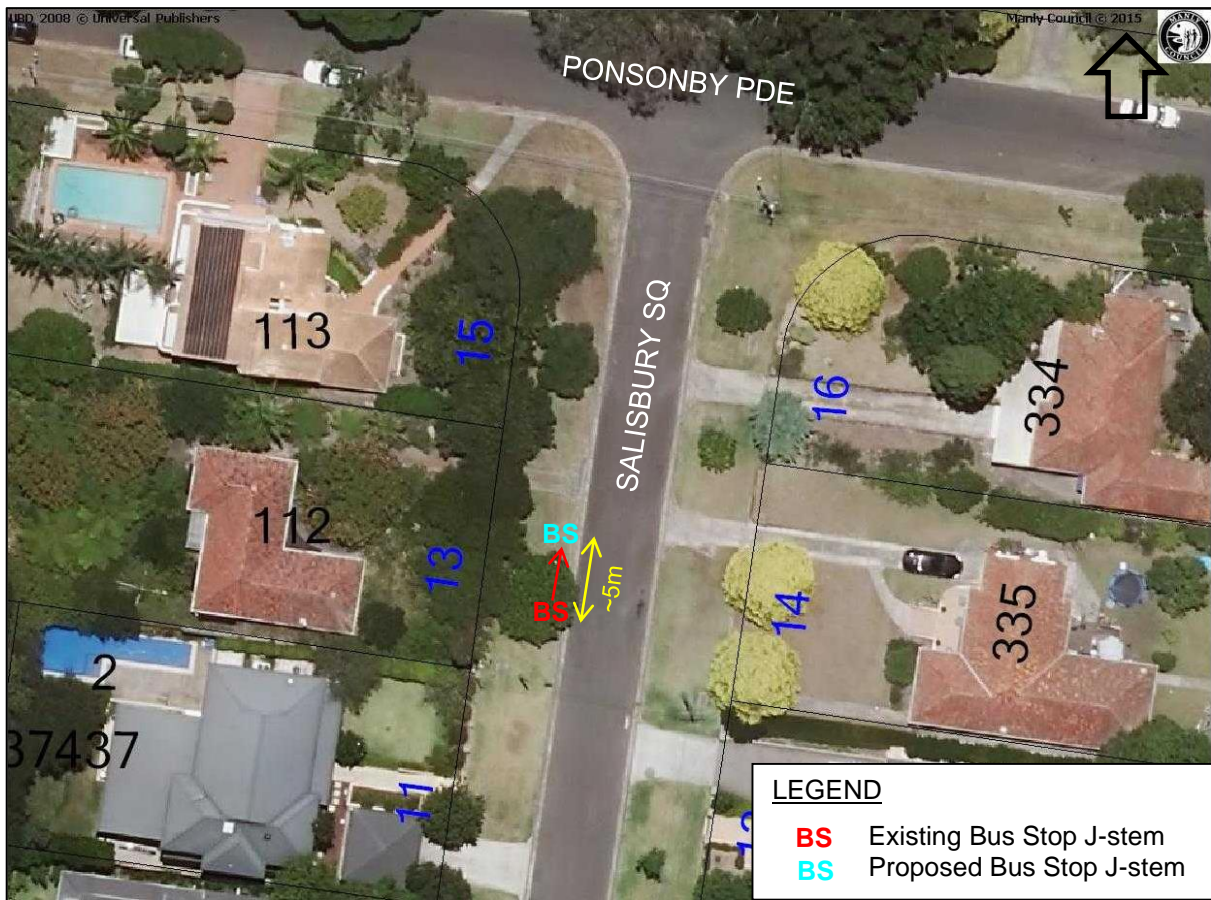


Figure 1: Salisbury Square, Seaforth – Proposed relocation of bus stop J-stem

ITEM 5 GENERAL BUSINESS

1. Councillor Burns raised that regular enforcement of the No Stopping yellow line restrictions along Darley Road, near the intersection with Ashburner Street, is needed. It was suggested that enforcement be undertaken every morning for a week. The matter shall be forwarded to Council's Compliance Team for action.
2. The Roads and Maritime Services (RMS) representative raised that Council should be in contact with the RMS to discuss the proposed traffic impacts of the Manly Oval carpark.
3. Councillor Burns raised the issue of bandicoots along Darley Road, near the Hospital. The Traffic Manager advised that a report shall be brought back to a later Manly Local Traffic Committee regarding the matter.
4. Councillor Le Surf raised that a countdown traffic signal should be installed along the Manly Wharf. The RMS representative advised that this arrangement is still operating as a trial basis, but will submit a request to the relevant officer at the Transport for NSW for review.

ITEM 6 DATE OF NEXT MEETING – 9.30AM MONDAY 14 SEPTEMBER 2015