266 LONGUEVILLE RD, LANE COVE

Due Diligence Traffic Study

Prepared for:

Australian Unity Limited

26/08/2016

The Transport Planning Partnership Pty Ltd

ACN: 607 079 005

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Version: 01 Draft

26/08/2016

TTPP Reference: 16176

Quality record

Report name	Date	Version	Prepared by	Approved by	Signature
16176r01	26/08/16	01 Draft	Michael Lee	Michael Lee	

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APPENDICES

A. CORRESPONDENCE FROM STA

1 INTRODUCTION

Australian Unity Limited (AUL) is responding to Lane Cove Council's request for tender to develop and operate a seniors living development at 266 Longueville Road, Lane Cove.

The Transport Planning Partnership (TTPP) has been engaged by AUL to prepare a due diligence traffic study of a seniors living development on the subject site. The objective of the due diligence study is to identify potential constraints and risks to developing the site as planned and provide recommendations as to potential measures to mitigate the identified constraints and risks.

The remainder of the report is set out as follows:

- Chapter 2 describes existing road conditions near the site,
- Chapter 3 provides an overview of the proposed development,
- Chapter 4 discusses potential key issues, and
- Chapter 5 presents the conclusions and recommendation from the review.

2 EXISTING CONDITIONS

2.1 Site Description

The subject site is located at 266 Longueville Road, Lane Cove. The site is made up of three lots and are legally described as

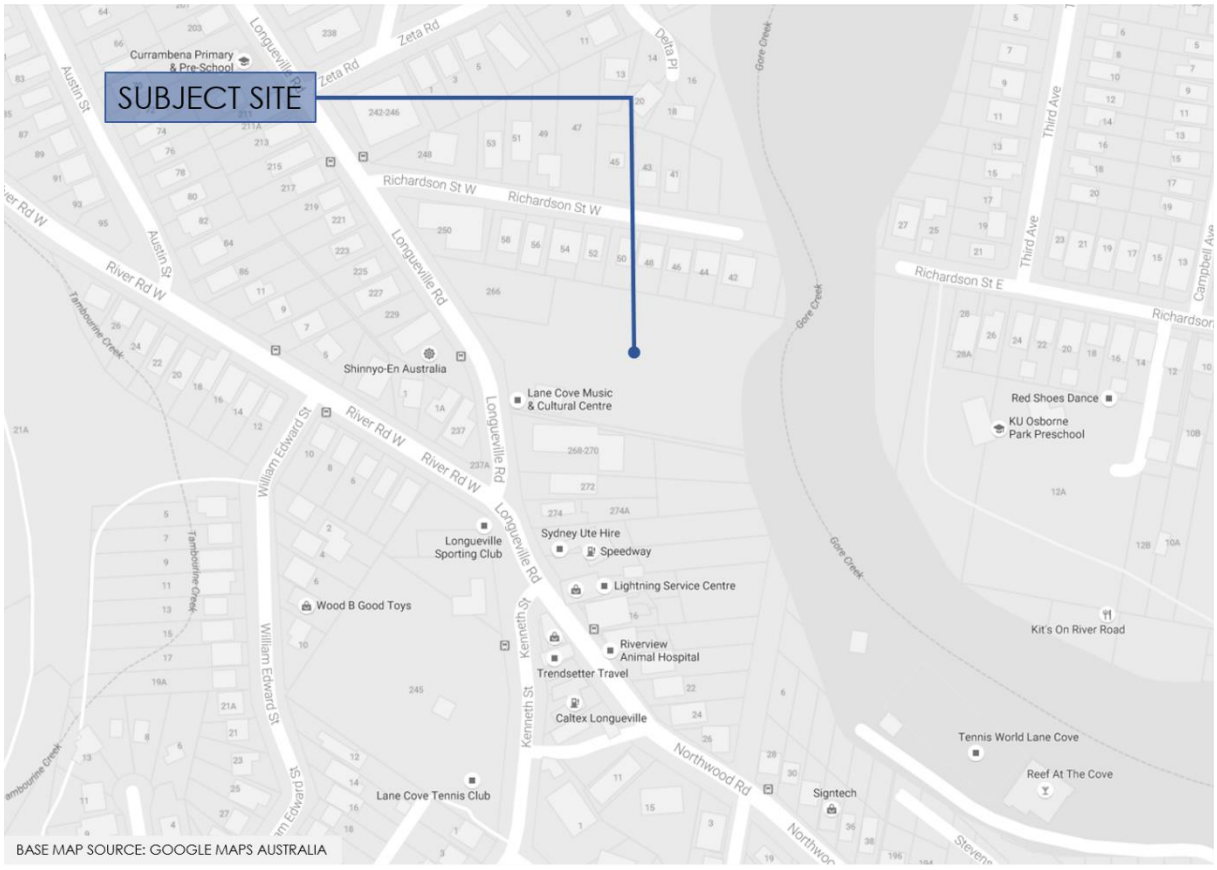
- Lot 1 of DP321353,
- Lot 1 of DP91655, and
- Part Lot 322 of DP1102537.

The site is located with the local government area of Lane Cove Council.

The site is bounded by Longueville Road to the west, low density housing to the north, Gore Creek to the east and medium density housing to the south.

The location of the subject site and the surrounding environs are shown in Figure 2.1.

Figure 2.1: Subject Site and its Environs



The site contains two disused bowling greens. It also accommodates the Lane Cove Music & Cultural Centre which is available for hire.

The site is predominantly surrounding by well-established residential dwellings. Across Longueville Road opposite the subject site is the Shinnyo-en Buddhist Temple. South of the

site is the local retail strip with a small number of local shops. The St Michaels Catholic Primary School is located approximately 420m north of the subject site.

The site is accessed directly from two existing (unconnected) driveways from Longueville Road. The southern driveway is provided as a shared driveway with No. 268 Longueville Road. The northern driveway provides access to an informal car parking area located in the north western corner of the site.

Bus stops are located on either side of Longueville Road in front of the site.

2.2 Road Network

The key roads in the vicinity of the subject site include Longueville Road, River Road West and Northwood Road. Below is a description of these roads.

Longueville Road

Longueville Road is two-lane, two-way local road aligned in a north-south direction. Unrestricted parking is available within the kerbside on both side of the road. It has a sign posted speed limit of 50km/hr except near the primary school where a school zone is enforced. Traffic speed is reduced to 40km/hr in a school zone.

On road cycle path is also provided on either side of Longueville Road.

Longueville Road is a Council own road as such Lane Cove Council is responsible for the maintenance of the road, and is also the road authority for the road.

Intersections along Longueville Road are generally provided as sign controlled intersections except at River Road West which is a signalised intersection.

River Road West

River Road West is a four-lane, two-way north-west road. Kerbside parking is not permitted on River Road West. The posted speed limit on River Road West is 50km/hr.

River Road West is a regional road own by Roads and Maritime Services (RMS), but maintained by Council with funding from RMS. Council is the road authority, but concurrence is required from RMS for any works within the road reserve such as new driveway accesses.

Northwood Road

Northwood Road is the continuation of River Road West to the south of Longueville Road. Similarly, to River Road West Northwood Road is a four-lane, two-way road regional road. Kerbside parking is not permitted on Northwood Road.

2.3 Traffic Volumes

Intersection turning movement counts were conducted on Thursday 4th August 2016 from 7:00am to 9:00am, and from 4:00pm to 6:00pm at the following intersections:

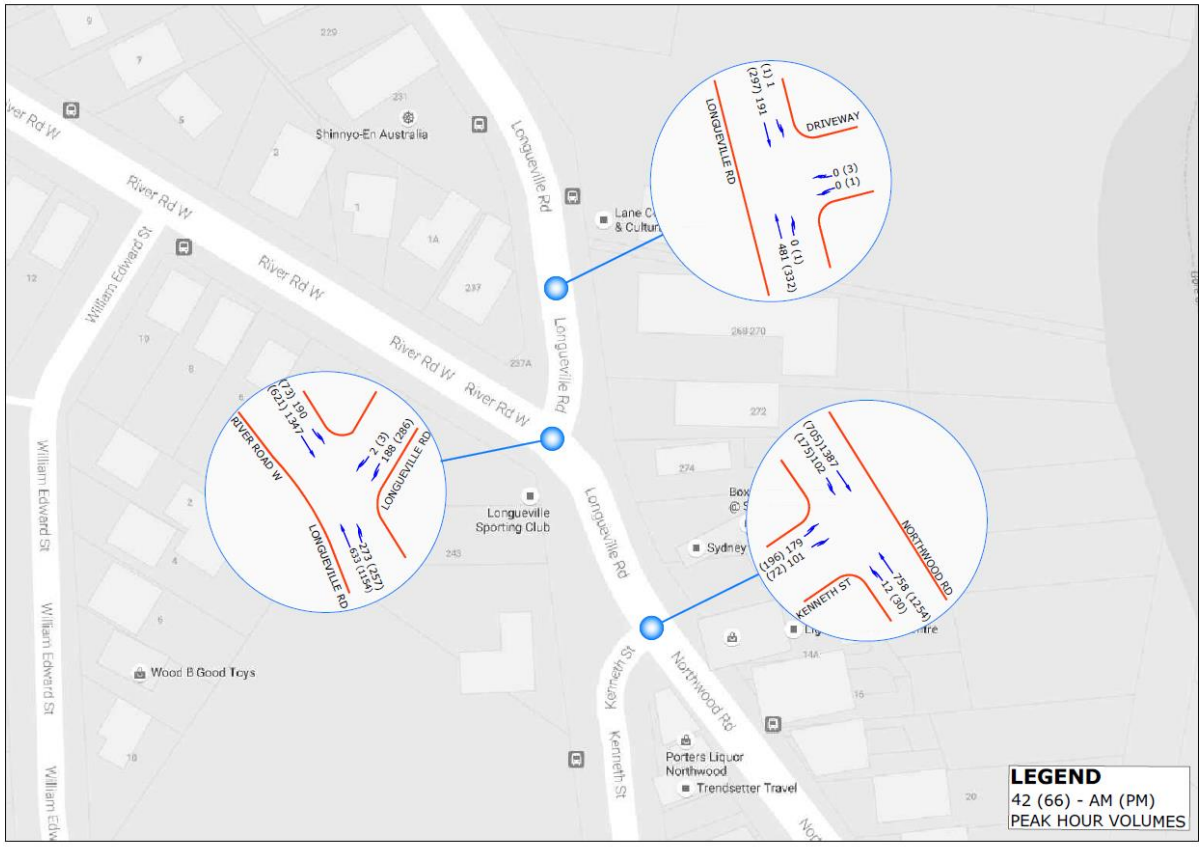
- River Road West with Longueville Road, and
- Longueville Road with Northwood Road.

The results are summarised in Table 2.1 and in Figure 2.2.

Table 2.1 Peak Hour Traffic Flows

Location	Morning Peak Hour			Evening Peak Hour		
	NB/EB	SB/WB	2-Way	NB/EB	SB/WB	2-Way
River Rd West, West of Longueville Rd	694	1,157	1,851	1,537	665	2,202
Longueville Rd, North of River Rd West	330	289	619	463	190	653
Northwood Rd, South of Kenneth St	785	1,559	2,344	1,297	773	2,070

Figure 2.2: Existing Peak Hour Intersection Volumes



The survey results indicate that River Road West and Northwood Road carry approximately 2,000 vehicles per hour (vph) during the peak periods, while Longueville Road carries approximately 600 vph.

These traffic volumes are typical for their corresponding type of roads and functions within the road network.

2.4 Public Transport

The subject site is accessible by regular scheduled bus services with bus stops located on Longueville Road in front of the subject site. The bus stops service Bus Routes 253, 254 and 261 which are operated by Sydney Buses. They provide access to destinations such as City,

Gore Hill, St Leonards, Crows Nest, Chatswood, North Sydney, Lane Cove, Riverview and Northwood.

2.5 Pedestrian and Cycle Infrastructures

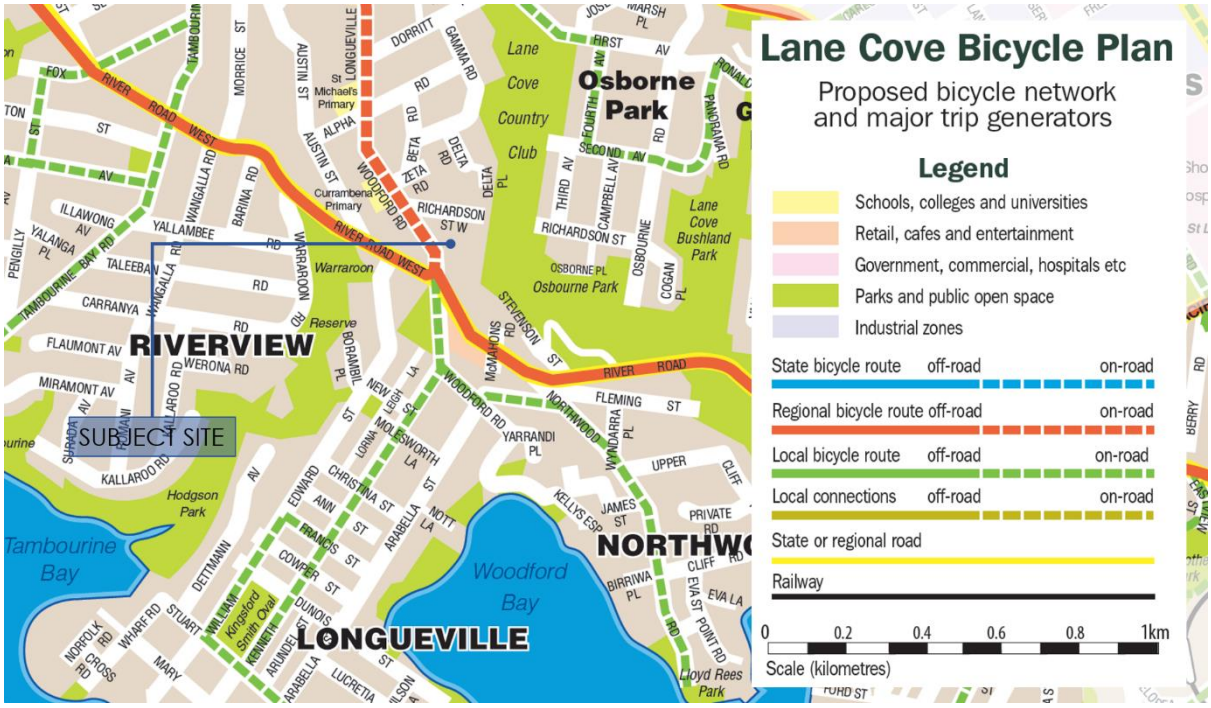
The pedestrian network surrounding the site is well established with pedestrian paths located on both sides of Longueville Road, River Road West, Northwood Road and other side roads from these roads.

Pedestrian crossing facilities are provided at the signalised intersections of:

- River Road West-Longueville Road – northern and western approaches, and
- Northwood Road-Kenneth Street – southern and western approaches.

The existing local on-street and off-street bicycle network in the vicinity of the site is shown in Figure 2.3 and includes River Road West, Longueville Road, Northwood Road and Kenneth Street.

Figure 2.3: Existing Cycle Network



Source: Lane Cove Council

3 OVERVIEW OF PROPOSED DEVELOPMENT

3.1 Proposed Development Yield

AUL's tender submission to Lane Cove Council involves a seniors living scheme comprising:

- 92 x self-contained apartments, and
- 70 x aged care facility beds.

The proposed dwellings would be accommodated across three buildings of five levels each.

3.2 Proposed Car Park Provision

At the time of preparing this report, the architectural plans show 148 car parking spaces. Although the car park plans have made some allowance for placement of structures, final input from the structural engineers may result in some losses of car parking spaces.

The proposed car parking spaces would be located within a two level basement car park which can be accessed from Longueville Road.

3.3 Proposed Loading Facility

A single loading bay is proposed to serve the development. The loading bay would be located at the end of the internal access road and adjacent where Building B joins to Building C. The loading bay would be designed to accompany service vehicles up to an Australian Standard 8.8m long medium rigid vehicle. The loading bay will be used by waste collection vehicles as well as removalist trucks.

Access to the loading bay will be shared with the car park access.

3.4 Proposed Access Arrangements

The existing southern driveway would be retained and embellished to provide access to the proposed seniors living development as well as existing residential development at No. 268 Longueville Road.

A drop off area is also proposed in front of Building B adjacent to the southern driveway. The drop off would be accessed from Longueville Road via an entry only driveway and exit to the internal access road from the southern driveway.

The existing northern driveway will be removed with kerb and gutter re-instated.

4 KEY ISSUES

4.1 Traffic Impacts

4.1.1 Traffic Generation

The proposed development is expected to include 92 self-contained apartments and 70 aged care facility beds. At the time of writing this report, the expected development yield is still being developed and refined. For traffic analytical purposes, it is assumed the proposed development would comprise up to100 self-contained apartments and 100 aged care facility beds.

RMS provides traffic generation rates for various land uses including housing for seniors. The RMS guidelines suggest a traffic generation rate of 0.4 trips per peak hour per dwelling. This traffic generation rate strictly speaking is applicable only to the self-contained dwellings, and not the aged care facility beds as the aged care facility beds would have lower traffic generation rate due to the nature of the aged care facility i.e. most residents in an aged care facility do not drive due to their advanced age and medical conditions.

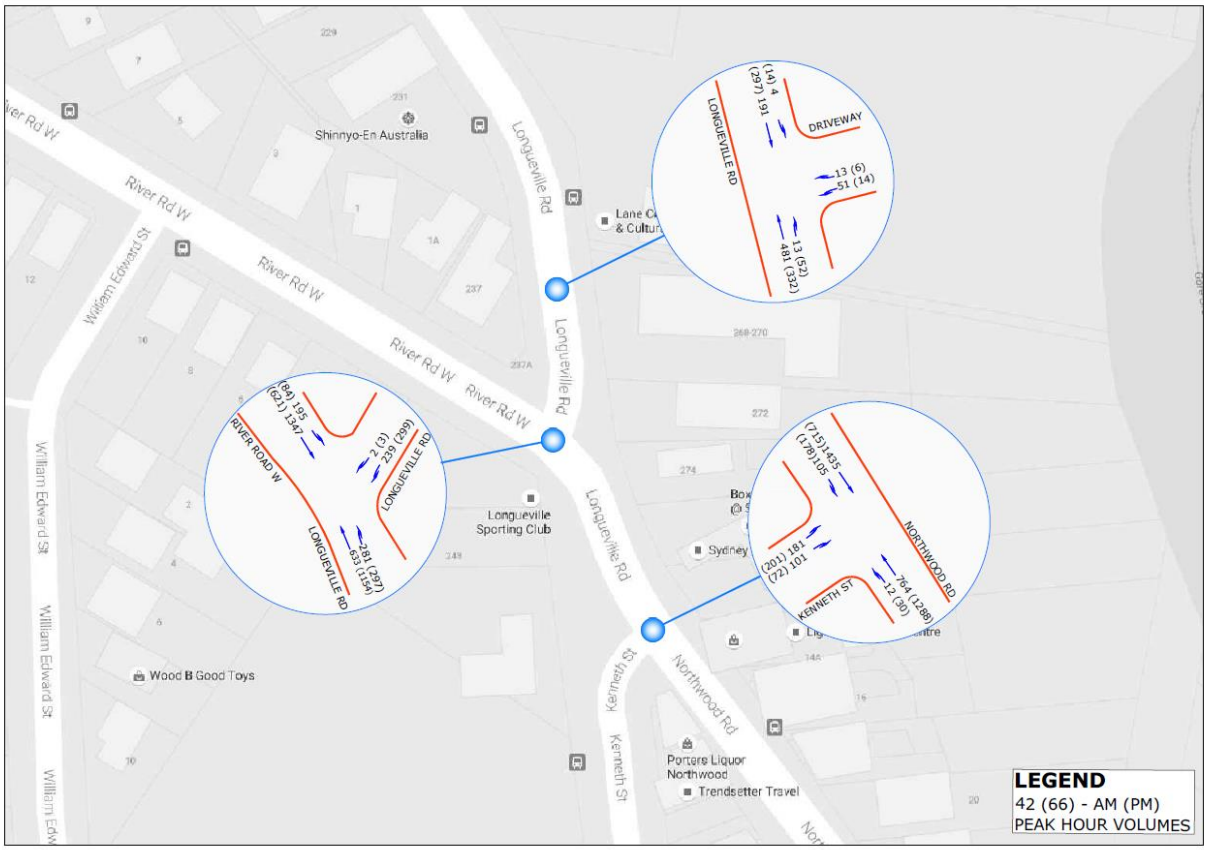
Notwithstanding this, the RMS traffic generation rate for senior housing was applied to both the self-contained apartments and aged care facility beds.

On this basis, a proposed seniors living development with 100 self-contained apartments and 100 aged care facility beds would generate approximately 80 vph during the busiest peak period.

The estimated development traffic has been assessed to the local network based on existing traffic patterns obtained from the intersection counts. In addition, AUL has advised that it is expected that the majority of traffic (80 per cent) would assess the site from either River Road West or Northwood Road.

The resultant intersection volumes are shown in Figure 4.1.

Figure 4.1: Future Peak Hour Intersection Volumes



4.1.2 Traffic Effects

From the above, the proposed development is expected to generate approximately 80 vph.

This level of development traffic is considered to be relatively minor especially when compared to the existing background traffic. The additional development traffic volume represents approximately four per cent of the background traffic along River Road West and Northwood Road, and approximately 13 per cent of the Longueville Road traffic. These changes in traffic levels are within range of variation in daily traffic pattern.

Notwithstanding the above, capacity analysis of the nearby intersections was conducted to assess the traffic effects of the proposed development. The analysis was conducted using surveyed existing and predicted future intersection volumes presented in Figure 2.2 and Figure 4.1 respectively.

The analysis results are presented in Table 4.2.

Table 4.2 Intersection Analysis Results

Scenario	Intersection	Morning Peak Period				Evening Peak Period			
		DoS	Ave. Delay (s)	LoS	Max Queue (m)	DoS	Ave. Delay (s)	LoS	Max Queue (m)
Existing Traffic Conditions	Longueville Rd/ River Rd West	0.58	14	A	112	0.81	13	A	90
	Northwood Rd/ Kenneth St	0.71	9	A	81	0.59	11	A	118
	Southern Access	0.27	7	A	1	0.18	7	A	1
Future Traffic Conditions	Longueville Rd/ River Rd West	0.58	14	A	113	0.82	13	A	90
	Northwood Rd/ Kenneth St	0.74	9	A	85	0.60	11	A	123
	Southern Access	0.28	7	A	2	0.24	7	A	4

The above analysis assumes that the southern driveway would continue to be a shared access serving the proposed seniors living development and as well as the existing residential development on the adjoining site at 268 Longueville Road. As a worst case scenario (in terms of traffic capacity), it is also assumed that all traffic turning movements continue to be permitted at the southern driveway and it would continue to operate with its current configuration i.e. no right turn bay (see discussion in Section 4.3).

The analysis indicates that the assessed intersections at present operate with good level of service and minimal delays in both peak periods.

Following the completion of the proposed development, the assessed intersections would retain its existing condition performance and would continue to operate satisfactorily.

From the above analysis results, the additional development traffic would not create any noticeable adverse traffic impacts to the local road network.

4.2 Parking Requirement

The subject site is under the jurisdiction of Lane Cove Council. As such, parking provision for any proposed on the site would be subject to parking requirements specified in Lane Cove Development Control Plan (DCP) (adopted on 22 February 2010). The DCP specifies parking provision rates for different land uses. However, it does not include parking provision rates for seniors living developments.

Instead, the DCP indicates that car parking provision rates "for certain special land uses are covered in the relevant State Environmental Planning Policies (SEPPs). These SEPP parking rates override Council's DCP parking rates".

The relevant SEPP document is the SEPP (Housing for Seniors or People with a Disability) 2004. In relation to car parking provision for aged care facilities, the SEPP states that:

A consent authority must not refuse consent to a development application made pursuant to this Chapter for the carrying out of development for the purpose of a residential care facility on any of the following grounds:

(d) parking for residents and visitors: if at least the following is provided:

(i) 1 parking space for each 10 beds in the residential care facility (or 1 parking space for each 15 beds if the facility provides care only for persons with dementia), and

(ii) 1 parking space for each 2 persons to be employed in connection with the development and on duty at any one time, and

(iii) 1 parking space suitable for an ambulance

Similarly, for self-contained dwellings, the SEPP states

A consent authority must not refuse consent to a development application made pursuant to this Chapter for the carrying out of development for the purpose of a self-contained dwelling (including in-fill self-care housing and serviced self-care housing) on any of the following grounds:

(h) parking: if at least the following is provided:

(i) 0.5 car spaces for each bedroom where the development application is made by a person other than a social housing provider, or

(ii) 1 car space for each 5 dwellings where the development application is made by, or is made by a person jointly with, a social housing provider.

Table 4.3 Minimum SEPP Parking Requirements

Proposed Dwelling Types	No. of Apartments/ Beds/Employees	Parking Rates	Minimum Required Parking
Aged Care Facility			
- Visitors	70	1 space per 10 beds	7
- Employees†	23	1 space per 2 employees	12
Sub-Total	-	-	*19*
Self-Contained Units			
- 1-Bedroom Units	15	0.5 spaces per bedroom	8
- 2-Bedroom Units	42	0.5 spaces per bedroom	42
- 3-Bedroom Units	33	0.5 spaces per bedroom	50
Sub-Total	-	-	*99*
Total	**-**	**-**	**118**

† Assumed the ratio of employees to aged care facility beds is one employee per three beds.

From the above, in accordance with parking requirements set out in the SEPP a proposed seniors living development with 90 self-contained apartments and 70 aged care facility beds would require a minimum of 118 car parking spaces for tenants, employees and visitors. In addition, one ambulance parking bay is also required for the aged care facility.

Therefore, if the proposed development is provided with a minimum of 118 car parking spaces and one ambulance parking bay, the consent authority cannot refuse the proposed development on parking ground.

As such, the provision of 148 (subject to confirmation) car parking spaces would be more than adequate to meet the SEPP parking requirements.

Finally, consideration should be given to reducing on site car parking provision to reduce construction cost.

4.3 Access Arrangements

At present, the site is served by two driveways.

The northern driveway provides access to an informal car park. Following the completion of the proposed development, the informal car park would become redundant. As such, the informal car park and the northern driveway will be removed.

The southern driveway is shared between the subject site and the adjoining site at 268 Longueville Road. This arrangement will continue in the future. In this regard, it is assumed that the shared access arrangement has been formalised through a right of way agreement and is properly recorded in accordance with the relevant laws and regulations. Otherwise, there could be a potential risk in the future leading to dispute with the adjoining neighbours which can be costly.

In addition, at present vehicular movements at the southern driveway from all directions are permitted. It is the intention of AUL for this to continue in the future.

In this regard, it is noted that from the traffic surveys the southern driveway generates approximately 4 vph. It is further noted that the existing driveway does not include a turning bay on Longueville Road so that a vehicle waiting to turn right into the site does not block northbound through traffic along Longueville Road – see Figure 4.2 and Figure 4.3.

Figure 4.2: Existing Driveway Configuration

Figure 4.3: Existing Driveway Configuration

Base Map Source: Google Maps Australia

In the future following the completion of the proposed development, traffic flows at the southern driveway would increase to 80 vph. With the additional volume, the potential for

northbound through traffic to be blocked would increase. In addition, the southern driveway is located in close proximity (approximately 35m) to the signalised intersection at River Road West. Furthermore, traffic turning left into Longueville Road from River Road West has limited visibility to a vehicle waiting to turn right into the subject site. These factors combined together could compromise road safety along this section of Longueville Road in front of the subject site.

Notwithstanding the discussion in Section 4.1.2, for the reasons outlined above it is possible that the consent authority may restrict vehicle movements to be left-in from and left-out to Longueville Road by imposing a consent condition requiring a median strip be constructed on Longueville Road. In addition, to accommodate traffic movements from River Road West and Northwood Road, the consent authority may require a roundabout on Longueville Road at Richardson Street West (approximately 150m from the subject site) to be constructed.

Traffic analysis was also conducted to assess the traffic effects of the proposed development assuming development traffic from River Road West and Northwood Road is re-directed to access the site via a new roundabout at Richardson Street West. The analysis results are presented Table 4.4.

Table 4.4 Intersection Analysis Results - Richardson St West

Scenario	Intersection	Morning Peak Period				Evening Peak Period			
		DoS	Ave. Delay (s)	LoS	Max Queue (m)	DoS	Ave. Delay (s)	LoS	Max Queue (m)
Future Traffic Conditions	Longueville Rd/ Richardson St West	0.34	9	A	16	0.26	10	A	12

The analysis indicates if the Longueville Road intersection with Richardson Street West was to be converted into a roundabout, it would have sufficient traffic capacity to accommodate the existing background traffic as well as the additional traffic arising from the proposed seniors living development.

In the event the consent authority continues to permit all vehicle turning movements to and from Longueville Road, it is possible that the consent authority would require a right turn bay be provided on Longueville Road. This will require kerb side parking (approximately five car parking spaces) on the western side of Longueville Road be removed. Under this arrangement, the consent authority may still not permit right turn movement into Longueville Road. A concept plan for such arrangement is shown in Figure 4.4.

Figure 4.4: Future Driveway with Right Bay Configuration

Base Map Source: Google Maps Australia

One possible solution for a full access driveway for the proposed development that the consent authority may consider would be to relocate the driveway further north along Longueville Road so it is sufficiently away from the River Road West signalised intersection to provide appropriate sight distance to allow drivers to take appropriate actions to avoid potential hazards if require. An appropriate location for the new driveway would be at the current location of the northern driveway.

Attempts have been made to consult Lane Cove Council to understand their position on future access to the site. Lane Cove Council has indicated that they are not in position to consider this. They further indicated that they will not do so until such a development application is submitted.

Separately, attempts were also made to consult RMS on access arrangement. At the time of preparing this report, they have not responded to our queries. Given that Longueville Road is a local road, it is likely they will refer the matter to Lane Cove Council.

4.4 Relocation Bus Stop

Bus services operate along Longueville Road. The southbound bus stop is located in front of the subject site to the immediate north of the existing southern driveway. Under existing arrangement, if a bus stops within the bus stop drivers leaving the site would not be able to see vehicles from the north resulting a potential safety issue.

The local bus services are operated by Sydney Buses which in turn is under the responsibility of the State Transit Authority of NSW (STA). The STA was consulted to explore the possibility of having the southbound bus stop relocated elsewhere – see correspondence in Appendix A.

STA confirms that they have no objections to the relocation of the bus stop (sign) as long as it continues to remain outside of the subject site. The bus shelter is a Council's asset, and as such STA does not have jurisdiction over the bus shelter. Council will need to be consulted in relation to relocating the bus shelter. Given the circumstances, it is unlikely that Council will object to relocating the bus shelter. However, it is likely that AUL will need to relocate both bus stop sign and the shelter at AUL's own costs.

4.5 Loading Dock Arrangement

A single loading bay is proposed on site for use by waste collection and removalist vehicles. The proposed loading bay can accommodate service vehicles up to an Australian Standard 8.8m long medium rigid vehicle.

It is noted that Council's development control plan on waste management and minimisation references three different sized waste collection vehicles for domestic waste collection. They are 6.64m, 8.0m and 9.64m long. Therefore, the proposed loading bay would be able to accommodate two out of the three waste collection vehicles that Council uses to conduct waste collection.

It is further noted that the loading bay would be located adjacent to where Building B joins to Building C. At this location the existing residential building on the adjoining site would be its closest location to the proposed building. When a service vehicle accesses the loading bay, it is required to conduct a three-point turn in order to reverse into the loading bay. In doing so it would generate additional noise pollution disrupting the residents living in the adjoining building. In addition, as the loading bay will be used by waste collection vehicles it will generate additional odour.

Measures will be needed to mitigate the noise and odour issues.

4.6 Emergency Vehicle Access

Internal circulation layout is to be designed to accommodate emergency vehicles such as ambulance and firefighting appliances (potentially including rural firefighting vehicles).

It will be necessary to consult the NSW Fire Brigade and/or NSW Rural Fire Service as part of the development application process. It is most likely that they will require a loop road and

potentially two separate driveways for their firefighting appliances to access the site. In addition, they will require access to all sides of the building for firefighting purposes.

The design of the buildings will need to consider these and other requirements from NSW Fire Brigade and/or NSW Rural Fire Service.

5 CONCLUSION

From the above review, it is considered the site is feasible for the proposed development.

From a traffic and parking perspective, the traffic and parking effects of the proposed development will be manageable.

However, the single identified risk is that continuation of the current full access arrangement (i.e. all turning movements permitted) is unlikely to continue in the future with any redevelopment of the subject site. This could result in additional development costs associated with the provision of a right turn bay or a median strip along Longueville Road and roundabout at Richardson Street West.

There are also minor risks associated with the proposed location of the loading dock and the additional noise and odour pollution arising from the use of the loading dock.

APPENDIX A

Correspondence from STA

Michael Lee

From: Michael_Perrone@sta.nsw.gov.au
Sent: Wednesday, 17 August 2016 11:24 AM
To: Michael Lee
Cc: Tony_Moujalli@sta.nsw.gov.au; Steve_Harris@sta.nsw.gov.au; Ranjan_Kaul@sta.nsw.gov.au; WestTruck_25@sta.nsw.gov.au; Anthony_Kareh@sta.nsw.gov.au; Steve_Bakous@sta.nsw.gov.au; Egwin_Herbert@sta.nsw.gov.au; Melissa_Eames@sta.nsw.gov.au; Duty_Managers_West.STA@sta.nsw.gov.au
Subject: Re: Proposed Bus Stop Relocation at 266 Longueville Rd, Lane Cove

Michael

Thank you for your email and phone conversation, State Transit have no objections to the relocation of the bus stop sign (J stem) outside 266 Longueville Rd, Lane Cove. The bus stop will remain outside 266 Longueville Rd, Lane Cove, to a agreed location between both parties.
The only cost for State Transit will be the relocation of the bus stop sign (J stem). The shelter please refer to Lane Cove for relocation process.

Regards
Michael Perrone
Service Delivery Manager
State Transit Western Region
T: 9941 6826 M: 0411 407 436
Email michael_perrone@sta.nsw.gov.au

From: Michael Lee <Michael.Lee@ttpp.net.au>
To: "michael_perrone@sta.nsw.gov.au" <michael_perrone@sta.nsw.gov.au>
Date: 16/08/2016 11:51 AM
Subject: Proposed Bus Stop Relocation at 266 Longueville Rd, Lane Cove

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Hi Michael,

Thanks for taking my call earlier. As explained we are working on the redevelopment of the above site into a seniors living development. At the present, the site is a dis-used bowling green, and has a shared driveway with the adjacent residential apartment block. There is an existing bus stop located to the immediate north of this driveway (in front of the subject site). When there is a bus at the bus stop, it would block visual contact between southbound traffic along Longueville Road and traffic leaving the site.

As part of the proposed development, we are looking to relocate the bus stop including the bus shelter from its current location to another location approximately 65m north. This is shown in the attached Google Street View Photo. The subject site has an approximate frontage of 100m along Longueville Road. Therefore, the proposed new location for bus stop would still be located in front of the same property.

The relocation of the bus stop and shelter will be at no cost to STA.

From our discussion, I understand STA has no issues with the proposed location as long as the bus stop is located within the same property frontage. I also understand the relocation of the bus shelter will be subject to Council's approval as it is a Council's asset.

In terms of timing for the relocation, it is still unknown at this stage. Our client is one of four tenders invited by Lane Cove Council to tender for the redevelopment and operation of the site as a seniors living development. At this stage, we would like some initial feedback from STA. Following our success in the tender, a development application will be submitted. At that time, we will consult with STA again.

In the meantime, can you please confirm if my understanding above is correct and reflects our discussion earlier.

Regards,

Michael Lee
Associate Director

The Transport Planning Partnership Pty Ltd
Suite 402, 22 Atchison St
St Leonards NSW 2065

Mob: 0403 107 146
[attachment "266 Longueville Rd Bus Stop Relocation.png" deleted by Michael Perrone/Ryde/STA]

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