

## 11 Conclusions and recommendations

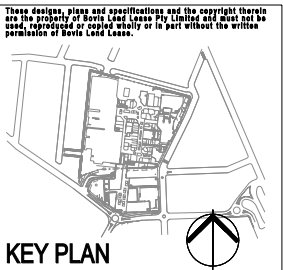
It is concluded from the analysis above that:

- Subject to recommended improvements, traffic effects of the proposal would be satisfactory;
- The proposed parking provision is appropriate;
- Proposed internal traffic and loading arrangements would be satisfactory;
- The proposed bus terminus on Edinburgh Road would afford vastly improved conditions for passengers and buses;
- Subject to improvements suggested in this report, pedestrians and bicycle access to and from the centre would be significantly improved, and
- The expanded centre would reduce expenditure from Marrickville Local Government area and in doing so would contain travel and reduce vehicle kilometres travelled compared to that which would otherwise occur.

In order to ensure that satisfactory transport outcomes would be achieved the following recommendations are made:

- Implement pedestrian improvements outlined in Section 7.3 of this report;
- Implement cyclist improvements outline in Section 7.4 of this report including the provision of bicycle parking and showers at the centre;
- Implement road improvements outlined in Section 7.8 of this report;
- Provide two car share spaces and negotiate with an operator to provide a car share service on the site; and
- Prepare a Green Travel Guide and Transport Access Guide for the centre including signage and travel information.

## **Appendix A Plans of the Proposal**

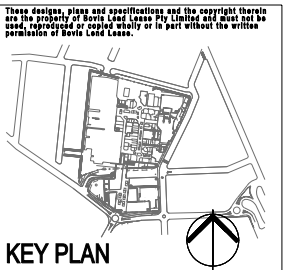


- EXISTING NEW
- NEW MAJORS
  - COMMUNITY OPPORTUNITY
  - KEY PUBLIC DOMAIN OPPORTUNITIES
  - SPECIALTY RETAIL
  - CIRCULATION PUBLIC
  - PARKING & DOCKS
- EXISTING TREE
- TREE TO BE REMOVED
- PROPOSED NEW TREE

01	ISSUE FOR PART 3A APPLICATION	02.06.10
Issue/Rev.	Revision Description	Date
Project Manager		
Bovis Lend Lease Pty. Limited		
Architect		
Lend Lease design		
Urban Planners		
URBIS		
Landscape Architect		
SITE IMAGE		
Client		
AMP capital		
Project		
Title		
PROPOSED GROUND FLOOR PLAN		
Scale		
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Drawn	Checked	Coordinated/Approved
LY	EI	
Project Number : Drawing Number		Issue
160496:EA006		01

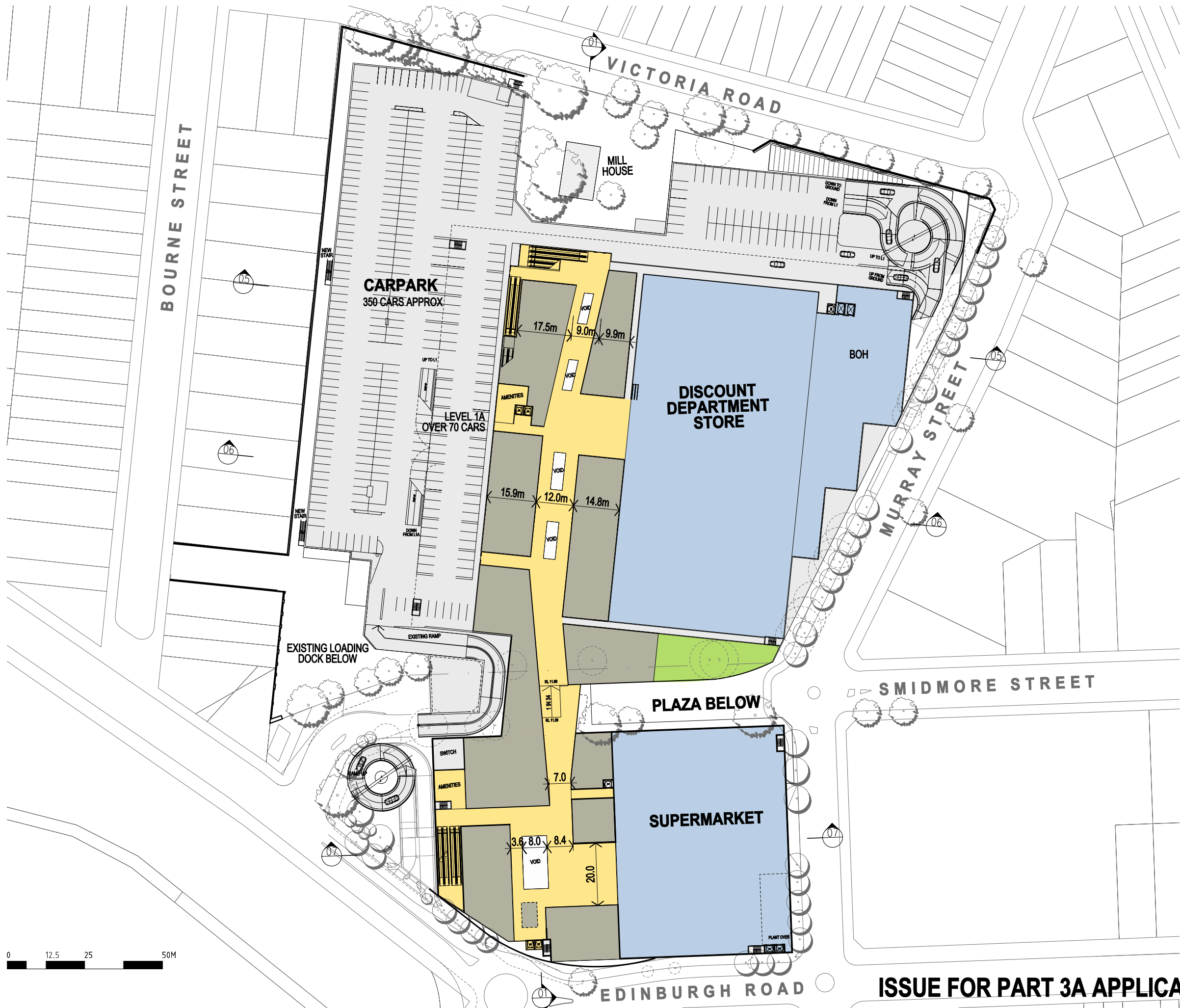


**ISSUE FOR PART 3A APPLICATION**

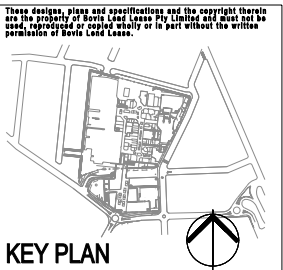


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Landscape Architect		
SITE IMAGE		
Client		
AMP capital		
Project		
Metrol		
Title		
PROPOSED LEVEL 1 PLAN		
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Drawn	Checked	Coordinated
LY	EI	approved
Project Number : Drawing Number		Issue
160496:EA007		01





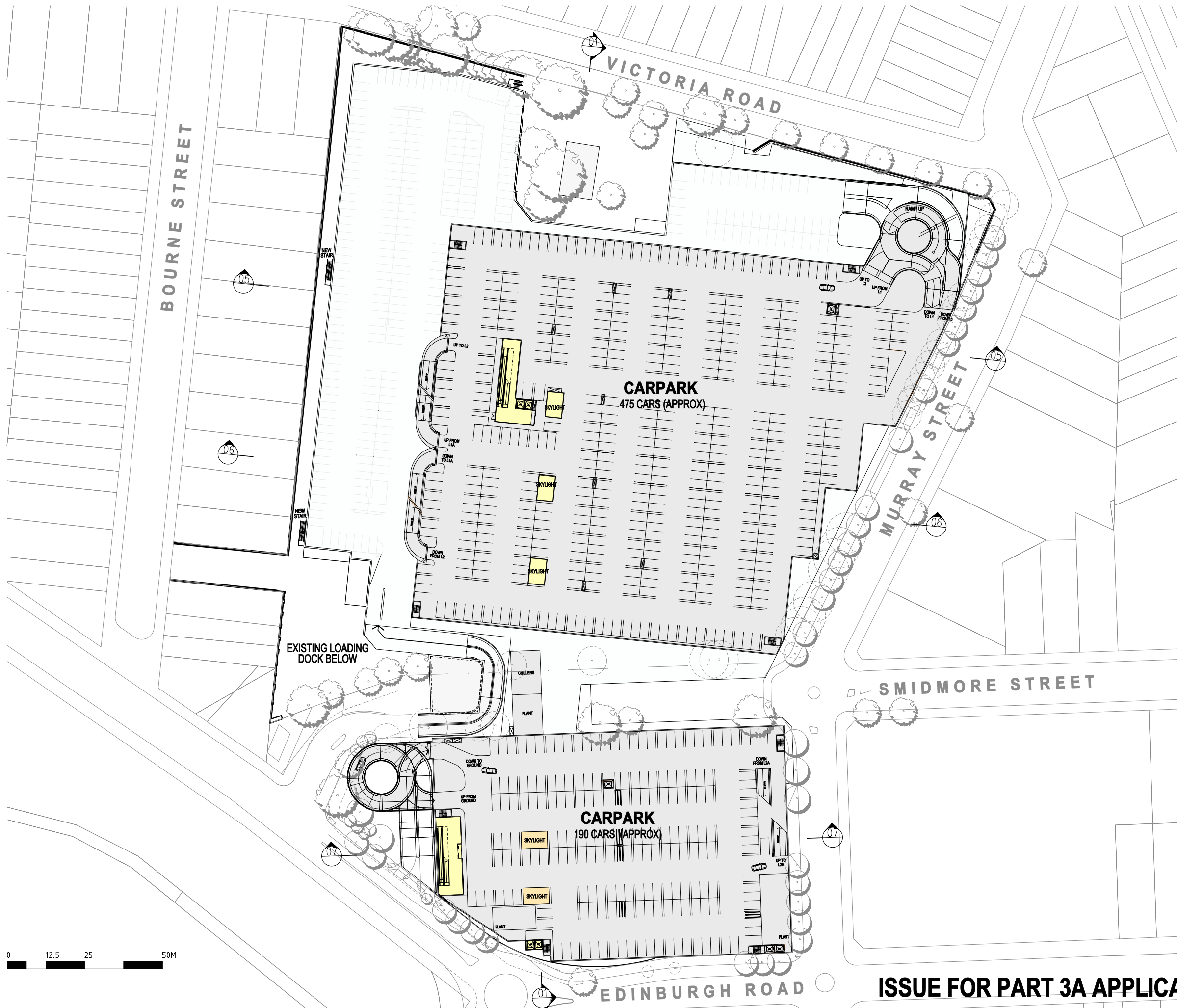


KEY PLAN

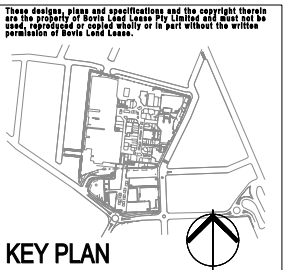
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Landscape Architect		
SITE IMAGE		
Client		
AMP capital		
Project		
Metro		
Title		
PROPOSED LEVEL 2		
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Drawn	Checked	Coordinated/Approved
LY	EI	
Project Number : Drawing Number		Issue
160496:EA008		01

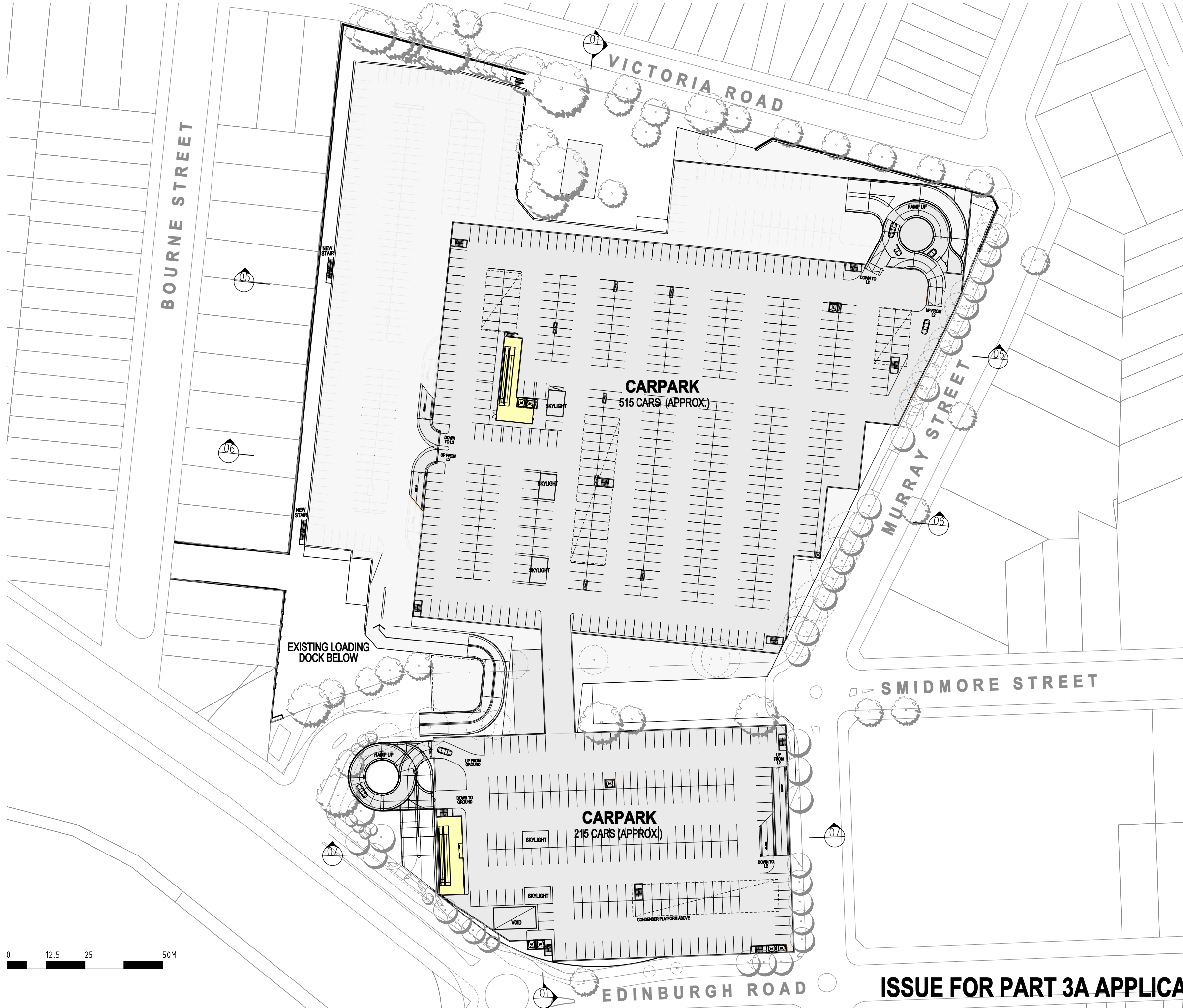


ISSUE FOR PART 3A APPLICATION



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Urban Planners		
URBIS		
Landscape Architect		
SITE IMAGE		
Client		
AMP capital INVESTORS		
Project		
Title		
PROPOSED ROOFTOP CAR PARK LEVEL 2A		
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Drawn	Checked	Coordinated/Approved
LY	EI	
Project Number : Drawing Number		Issue
160496:EA009		01

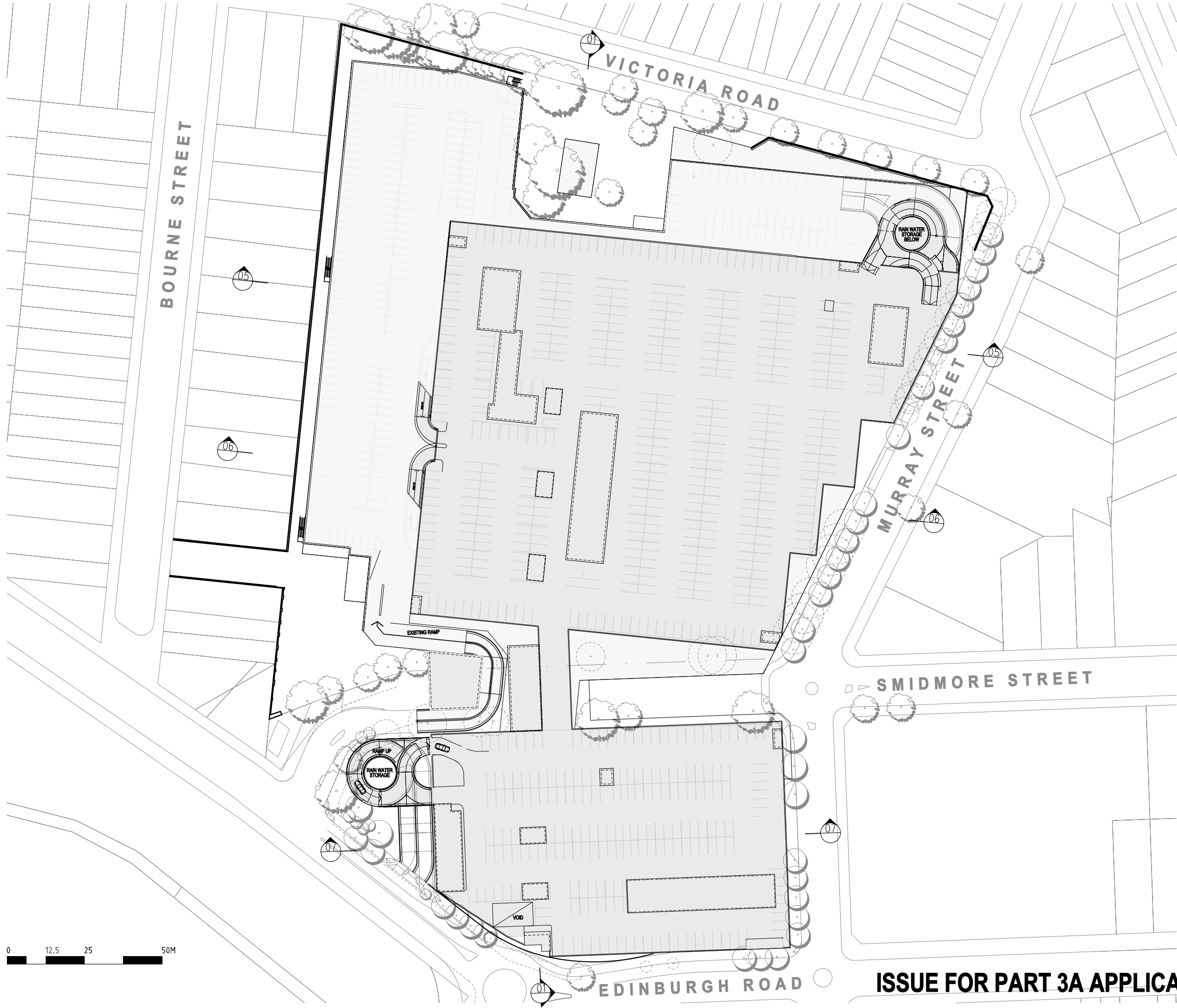






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Client		
Project		
Title		
PROPOSED ROOF PLAN		
Scale		
1:500 @ B1, 1:1250 @ A3		
Drawn	Checked	Coordinated/Approved
LY	EI	
Project Number : Drawing Number		Issue
160496:EA010		01



## **Appendix B List of Transport Improvements**



# List Transport of Improvements

## *Information Boards in public place*

- St Peters and Sydenham Station;
- Enmore Road Bus stops.

## *Pedestrian Refuge*

- Edgeware Road south east of Smidmore Road.

## *Improvements to Lighting*

- Juliet Street and Victoria Road; and
- Along Sydney Steel Road continuation footpath.

## *Footpath widening*

- Juliet Street and Victoria Road.

## *Traffic signals*

- Victoria Road with Edgeware Road.

## *Pedestrian crossing*

- Edinburgh Road east of Sydney Steel Road.

## *Mixed Traffic Bicycle On Road Markings*

- Mark bicycle road symbols every 75m along the route plus at intersections along these routes:
  - Lord Street and Darley Street extending the existing bicycle lanes from John Street to Edgeware Road;
  - Edgeware Road under Bedwin Road connecting the Lord and Darley Street lanes to Edinburgh Road;
  - Edinburgh Road to the Metro Entrance / exit;
  - Edinburgh Road and Sydney Steel Road;
  - Shirlow Street; and
  - Victoria Road to connect Metro with L7 and existing facilities in Juliet Street and Black Street.

## *Shared Bicycle and Pedestrian Path*

- Edge lines and dividing line along footpath, pavement symbols at 75 m intervals, signs at 75m intervals and warning signs at side streets for shared path along eastern side of Sydenham Road and northern side of Railway Parade.

## *Contra Flow Lane*

- Continuous white edge lines, green coloured pavement, road symbols at 75m intervals, directional arrows northbound in Shirlow Street south of Garden Street.

## *Pedestrian and Bicycle Way finding Signage*

- Way finding signage on streets.