

Summary Table of Council's Submission regarding the IKEA Tempe Major Project (MP07_0149)

Item	Original Proposal	Council Submission & requests	Response / Statement of Commitments
Section 94 Contributions	<p>\$2,031,294 – WIK contribution for part Bellevue Road upgrade</p> <p>\$1,454,948.13 – Traffic Management Contribution</p> <p>\$83,669.80 – Plan administration fee</p> <p>\$3,569,941.93 - Total</p> <p><i>[Note: In addition, our client carrying out works like road widening, intersection works, land dedication and the like, to the RTA to the value of approximately \$5mill which will benefit regional traffic flows]</i></p>	<p>\$3,569,941.93 - Total</p> <p>Additional:</p> <p>\$148,823.22 – open space and recreation facility demand</p>	<p>Our client accepts the monetary levies and /or equivalent WIK as required by Marrickville Council's Section 94 Plan.</p> <p>We believe that on balance our client is contributing a more than reasonable amount to Council and the community as a consequence of this development. In addition to the agreed section 94 contributions, the proposal will provide improved pedestrian/cycleway infrastructure, road and intersection upgrades, and streetscape landscaping, not to mention the 600 new jobs created along with the revitalisation of significant part of the Princes Highway corridor.</p> <p>The 'additional contribution' sought by Council for the perceived additional demand on open space and recreation facilities is not justified or legally attributable to the proposal in our view. Therefore the 'additional contribution' is not accepted.</p>
Traffic, Parking and Access	<p>Details contained in the Traffic Report.</p> <p>No TMAP was provided with original application as RTA stated it was not required.</p>	<p>A. Applicant to provide a TMAP.</p>	<p>A. TMAP has been prepared and reviewed by Council. Council and Ministry of Transport prepared letters of support for proposed measures. These measures include:</p> <ul style="list-style-type: none"> Provide 2 new pedestrian crossings on Princes Highway and relocate an existing crossing to enhance pedestrian safety.

		<p>B. Council traffic consultant raised issues on:</p> <ol style="list-style-type: none"> 1. Floor space – incorrect figures 2. Questions on existing traffic conditions Level of Service (LoS) 3. Traffic Generation – issues with calculation for IKEA and office uses as well as the proportion of linked trips. 4. Local Area Traffic Management – need for further analysis on local east-west streets between Princes Highway and Unwins Bridge Road. Implementation of any additional LATM measures from the study 5. Construction Traffic – all construction traffic is to enter and leave via Bellevue Street 6. Smith Street - consent condition measures to be employed to ensure it is 	<ul style="list-style-type: none"> ▪ Provide bus shelters with appropriate seating, lighting and information on the highway adjacent to the new intersection. ▪ Provide formal shared bike/pedestrian corridor on eastern side of highway frontage. ▪ Provide locker and shower facilities and secure storage for cyclists. ▪ Provide for coach set down/pick up. ▪ Review demand for shuttle bus when in operation. ▪ Prepare and maintain Transport Access Guidelines. ▪ Encourage car pooling for employees. ▪ Provide home delivery service to customers. <p>B. Response to consultant report:</p> <ol style="list-style-type: none"> 1. Floor space – differences arose from architect calculations on different GFA definition. Real difference in GFA is very minor (2.5%) – this will have no perceptible difference in traffic generation. 2. The quoted existing intersection LoS is correct. It is as per SCATES model, which has been verified and accepted by RTA. 3. Traffic Generation – the calculations are correct as per RTA guidelines together with the unique nature of IKEA. This calculation has been accepted by RTA and the SRDAC. 4. As part of the revised Statement of Commitments, IKEA will commit to funding the preparation of a LATM study up to \$25,000 to investigate local traffic movements before and after IKEA opening. Any LATM measures recommended from the study are to be paid by Council from the \$1.45mill collected from the proposal for local area traffic management works.
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		used only for emergency access and not overflow access.	<p>5. Construction Traffic – Once a constructor has been appointed, a detailed Construction Traffic Management Plan will be prepared as required by a condition of consent. This plan will address Council's concerns.</p> <p>6. Smith Street – The applicant will comply with the consent conditions. There is no intention or need for Smith Street to provide overflow vehicle access.</p>
Stormwater Drainage	Details contained in the Concept Plan for stormwater management	Additional information and investigation is required with respect to drainage impacts and detention design.	In response to Council's comments, details have been provided to Council in advance of this meeting. Some of the information requests constitute detailed design measures that will be required to be provided for the construction stage, and enforced by way of consent conditions.
Remediation and related issues	Details contained in the Contamination Assessment Report & Site Audit Assessment Statement	<ul style="list-style-type: none"> ▪ Applicant will need to consider the Site Environmental Management Plan (SEMP) for Areas 1A and 1B. ▪ Consent condition requested requiring disturbed landfill capping to be reinstated to Site Auditors satisfaction ▪ Gas migration – 5 metre setback of vents from adjoining lands 	<ul style="list-style-type: none"> ▪ The project contamination consultants are currently preparing a report to address the requirements of DECC. ▪ It is noted that any disturbed landfill will be reinstated to the required standard.
Heritage	Details contained in the Heritage Impact Statement	<ul style="list-style-type: none"> ▪ The recommendations of the GML Heritage report be included in the Statement of Commitments and the conditions of consent 	<ul style="list-style-type: none"> ▪ Agreed. Recommendations will be incorporated into Statement of Commitments.
Design	Details contained in the Architectural drawings and photomontages.	<ul style="list-style-type: none"> ▪ Overall height of the pylon sign should be reduced to be comparable to the height of the clock tower. ▪ The design shall incorporate measures to deter graffiti which should be incorporated into a graffiti management plan. 	<ul style="list-style-type: none"> ▪ Alternate locations for the pylon structure have been considered by the heritage architect and the current proposed location is considered the best location to preserve views to the iconic clock tower. ▪ In response to Council's concern, the height of the tower, an amended signage design has been submitted resulting in a reduction in the height from 30m to 20.5m as well as a reduction in the height and scale of the signage area atop the pylon (see architectural plans for

			<p>details).</p> <ul style="list-style-type: none"> Measures to control graffiti will be included within the IKEA operational plan.
Landscape and Public Domain	Details contained in the landscape drawings and photomontages.	<ul style="list-style-type: none"> There are opportunities to plant additional trees in clusters along the highway frontage Provide diversity of trees species in car park and taller trees near building. The modern and structural style of the blade wall elements is considered harsh Consideration to be given to providing additional useable spaces A public domain and landscape Masterplan strategy for the Princes Highway section would be beneficial. 	<ul style="list-style-type: none"> In response to Council's concerns, 18 additional indigenous canopy trees will be planted along the street. To soften the gabion wall elements, climbing plants are proposed which will 'green' these elements to soften their presence while retaining the general design intent. The revised landscape plan will incorporate more modulation and variation to tree species in the car park to meet Council's concerns. In response to Council's concerns, 12 additional trees in broad planters will be provided near the main pedestrian entry of the building. The proposed seating arrangement is considered appropriate and changes as suggested are not warranted or desired. The revised landscape concept now incorporates a plan that removes the fig tree and in place commits to replanting in the space originally designated for the relocated tree plus additional funding commitments to the sum of \$100,000 to Council to fund a landscape public domain study and local open space embellishment works (see Urbis report for more details).
Waste Management	Details contained in the IKEA Waste Management Strategies report	<ul style="list-style-type: none"> A Construction Management Plan (CMP) should be required as a condition of consent addressing construction and ongoing waste. 	<ul style="list-style-type: none"> Agreed. A CMP will be prepared as will be required by the consent conditions. The current operational waste management strategies provided in the application will be supplemented to address construction waste.
Environmental Sustainability	Details contained in the Sustainability Statement	<ul style="list-style-type: none"> As a minimum the development should comply with relevant industrial building provisions in DCP 32. Proposed ESD measures in EA report 	<ul style="list-style-type: none"> IKEA is committed to best practice ESD measures for large scale bulky goods development, and as such, the measures employed are likely to exceed the DCP standards. IKEA will adhere to any ESD consent

		should be linked to consent conditions.	conditions.
Social and Community Issues	Details contained in the Social and Community Benefits Study and the Community Consultation Report	<ul style="list-style-type: none"> ▪ Council acknowledges the social benefits but recognises their will be impacts and requests IKEA contribute financially to community programs as well as provide a community meeting room or equivalent cash contribution to upgrade existing community facilities at St Peters Town Hall. 	<ul style="list-style-type: none"> ▪ Our client respectfully understands Council's comments however in our view the community benefits generated by IKEA and Valad's significant capital investment in the site are significant and therefore the additional measures suggested by Council cannot be committed to. Furthermore, we do not believe that such matters should not be incorporated into consent conditions or Statement of Commitments and that IKEA will consider such requests at a later time. <p>The development will create the following immediate community benefits:</p> <ul style="list-style-type: none"> ▪ Generation of some 600 new local employment opportunities. ▪ Provision of a community 'meeting place' (i.e. a café and restaurant and children's play area) within the development which in the experience at the Rhodes store has proven very popular. ▪ Extension to the local pedestrian and bicycle network. ▪ Two new pedestrian crossings on Princes Highway as well as new bus shelters with seating and lighting. ▪ Improvement in the convenience furniture and homewares retail offer in the local area. ▪ Humanising the site by instilling life and activity to a former tip. The development will be a catalyst for further urban renewal which will create a sense of local pride in the area and increase feeling of community safety on this stretch of the Princes Highway. ▪ Preservation and adaptive reuse of an iconic industrial heritage building and mature fig tree ensuring links to the past are not lost.

Aircraft Noise	Details contained in the Aircraft Noise Intrusion Assessment Report	<ul style="list-style-type: none"> ▪ Council recommends that conditions of consent are imposed to achieve compliance with clause 28 of Council's LEP. 	<ul style="list-style-type: none"> ▪ Noted. IKEA will meet the required consent conditions if applied.
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