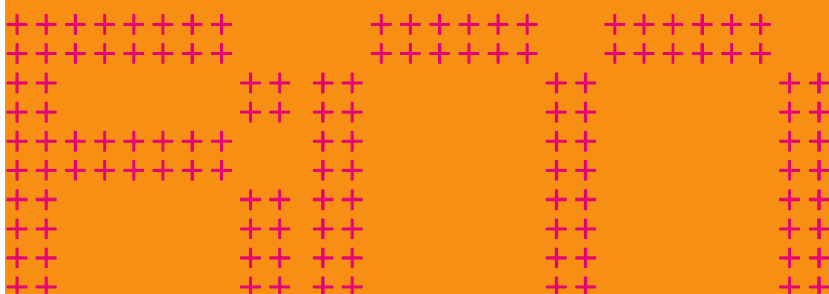
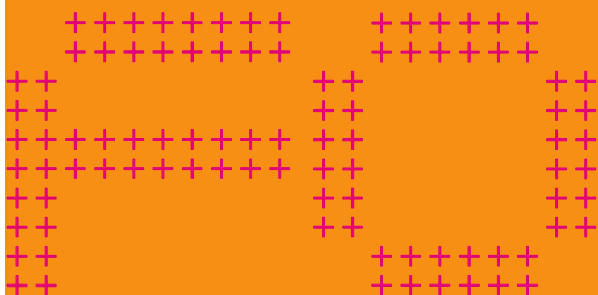
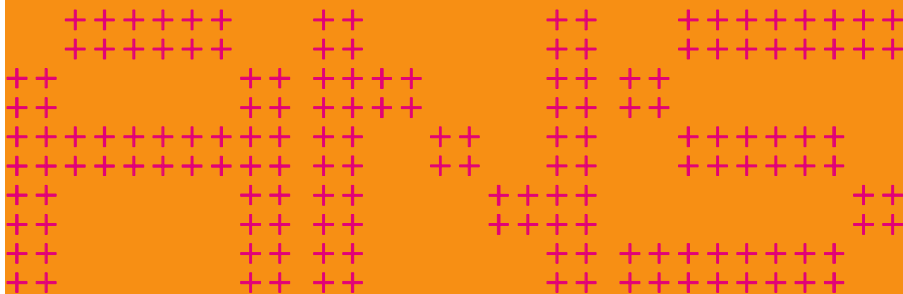
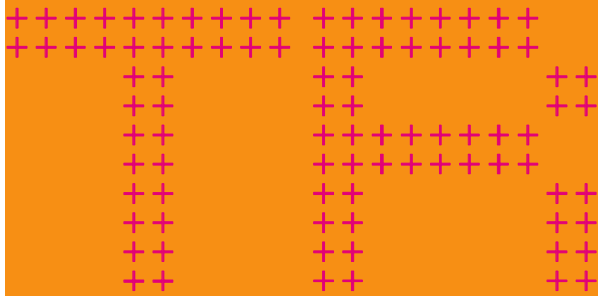


Response to Submissions – IKEA, Tempe

February 2009



urbis



Response to Submissions

Prepared for Valad Property Group

February 2009

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1 Summary of Submissions

The IKEA Major Project (MP 07_0149) was placed on public exhibition for the 12 November 2008 to 12 December 2008.

The Department of Planning have provided a copy of the submissions for the proponent to review.

In summary the submissions are grouped as follows:

- Agency submissions
- Council submission
- Community objections (including Action Group) and community support petition

The agency submissions provided technical comments on the application related to their department. The key community concerns about the proposal were overwhelmingly about local traffic concerns arising from the expected traffic generation of the IKEA Development. There were also concerns about the traffic analysis and accuracy of the work. Finally, Council provided a comprehensive submission raising a number of issues of concern, which we will address later in this response.

2 Agency Submissions

As part of the referral process, the Department of Planning issued the application to the RTA and the Sydney Regional Development Advisory Committee (SRDAC), Ministry of Transport (MoT), Department of Environment and Climate Change (DECC) and Sydney Airport Limited (SACL).

2.1 RTA and SRDC

The proponent has been in discussions with the RTA since the beginning of the project to ensure that the proposed design and traffic management measures meet their requirements relating to site access, traffic flows and intersection safety on the Princes Highway.

Arising from direct correspondence, the project traffic consultant provided the RTA with more traffic analysis and design. Many of the recent design changes to the Princes Highway requested by the RTA have been made, which coincidentally will positively address one of the local traffic management concerns from Council and the Tempe Action Group (TAG).

The letter from the SRDC (dated 22 December 2008) raised no objection to the proposal, subject to additional matters 1 -19 being considered in the determination of the application.

Many of these items could be incorporated as standard conditions of consent. It is noted that in respect of item 7 of this letter, the design has incorporated two new pedestrian crossings on Princes Highway (Smith/Union Street intersection and the new IKEA intersection) as well as relocating the pedestrian crossing at the Bellevue Street intersection to the southern side for greater safety (*see TMAP for more details*).

Attached to the correspondence from SRDC were plans of desired road designs from the RTA relating to their "Pinch Point Study" of the Princes Highway which is focused on the Tempe to Sydenham section. Agreement has been reached with the RTA in relation to the IKEA development scheme to:

- retain 3 southbound lanes along the Highway (by increased widening into the site to achieve right and left-turn bays)
- no changes to the traffic lane arrangements at the Highway/Smith Street/Union Street intersection
- the provision of traffic signals at the access intersection on the Highway incorporating pedestrian crossing facilities

A copy of the final agreed road design changes is attached at **Appendix A**.

Based on the above information, the design proposal and the accompanying traffic and intersection measures satisfy the RTA.

2.2 Ministry of Transport

The Ministry of Transport (MoT) by way of letter dated 18 December 2008, declared in principle support for the package of measures indicated in the draft TMAP.

Subsequent to the draft TMAP reviewed to the MoT, an additional offer of a Home Delivery Service to assist customers who arrive by transport modes which do not provide for the transport of purchased goods has been added. This is considered another positive measure in addition to the other measures offered to encourage a greater modal split to and from the site.

A copy of the revised TMAP is attached at **Appendix B**.

The measures proposed in the TMAP are incorporated into the revised Statement of Commitments, as requested.

Therefore, we consider that the proposal satisfies the MoT response.

2.3 Department of Environment and Climate Change

The former “Tempe Tip” portion of the site has already been appropriately remediated for use as commercial or industrial premises. In accordance with the Site Management Plan, ongoing monitoring of leachate quality and landfill gas is being conducted on the site. The remainder of the site (non-tip land) has evidence of some localised contamination. At the request of DECC an additional Remediation Action Plan (RAP) has been prepared. A copy of the draft RAP is attached at **Appendix C**.

The Site Auditor, Graeme Nyland from Environ will conduct an audit of the RAP in the near future. In the meantime, he has provided a letter (see **Appendix C**).

The information provided satisfactorily meets the DGEARs by demonstrating the site can be remediated to a level suitable for its intended use. It is accepted that further consent conditions will be imposed to ensure that the RAP is certified by an accredited Site Auditor.

2.4 Heritage

The application was considered internally by the Department of Planning's heritage group. We have not received any written correspondence from the Department on this and therefore we have assumed that the recommendations proposed in the Godden Mackay Logan Report have been accepted.

Recent discussions with Department of Planning officers regarding the proposed removal of the mature fig tree (from the original Landscape Plan concept) has been accepted from a heritage perspective.

2.5 Sydney Airport Corporation Limited

No written response has been received from SACL. We have had several discussions with SACL staff and they have verbally indicated that they raise no issue with the proposal.

We expect that the matters raised in SACLs initial correspondence to inform the Director-General Requirements which relate to operating heights of construction cranes will be required to be satisfied through consent conditions.

3 Council Issues

The project team have sought to engage with Council throughout the process, by meeting with Council prior to lodging the Part 3A request, meetings prior to exhibition of the application and meeting post advertising of the application to try and address their matters of concern.

We believe that this commitment to engaging with Council has proved successful as we have now agreed to most of the matters Council raised in its submission.

A summary table of Council's submission and our response/commitments is attached at **Appendix D**.

Although we do not have any written correspondence from Council post our recent meeting (30 January 2009) where we discussed the summary table, it is our understanding that the following matters were agreed in principle.

Contributions

- In addition to the comments regarding the section 94 contributions in the attached summary table, for completeness, we have attached a copy of the letter sent to the Department of Planning (dated 13 January 2009) outlining our position as to why the 'additional' contributions sought by Council are rejected. (See **Appendix E**)

Traffic

- The TMAP meets Council's requirements. The amended TMAP has included a commitment to a home delivery service for customers as requested by Council in their response to Council on the draft TMAP. Council was to consider to their position on the proponent's decision to remove the secondary shared cycle/pedestrian path at the rear of the site given Council's preferred location is along the Princes Highway frontage as designed.
- The explanation regarding the errors in the floorspace calculations and traffic generation were accepted to have no perceptible difference in traffic generation.
- Council accepted the **additional offer** from the proponent of a payment **up to \$25,000** to fund the preparation of a Local Area Traffic Management Study that will investigate the 'before and after' IKEA opening traffic conditions. Any local traffic management measures recommended from the study will be Council's responsibility to address. The collected section 94 funds for local traffic management from the proposal totalling \$1.45mill would be at Council's disposal to commit to such works if warranted.
- The proponent agreed to Council's suggested consent conditions regarding construction traffic and emergency access into Smith Street.

Stormwater Drainage

- Additional stormwater drainage details have been provided to Council. Following our discussion with Council amended drawings have been prepared and are attached at **Appendix F**.
- This concept design is acceptable for approval as the Department of Planning can ensure that the detailed stormwater drainage design be provided to Council's requirements as part of the Construction Certificate

Remediation and related issues

- The proponent will satisfy the requirements of DECC.
- Council as former owners of the tip site also have ongoing obligations to meet.

Heritage

- Council agrees with the GML report recommendations, which will be incorporated into the final Statement of Commitments.

Design/Signage Pylon

- In response to Council and the Department of Planning's concern we have re-examined the signage location and design. After considering alternate locations for the site, the project heritage consultants considered the current location as the best to preserve views of the iconic clock tower.
- Although the location remains unchanged, the design has now changed to meet Council's concerns. The changes involve:
 - Reduction in the height of the tower from 30 metres about ground to 20.5 metres above ground, a reduction of almost 10 metres in height. This brings the height of the pylon tower to below the height of the existing clock tower, achieving a more compatible height relationship.
 - Reduction to the size (height, length, width) of the triangular signage area from (16m x 16m x 16m x 4m high) to (14m x 14m x 14m x 3.5 high).

A copy of the revised signage design is attached at **Appendix G**.

- Drawing DA 402 – updated signage plan with new pylon design
- Drawing DA 201 – Update Pylon sign height in overall elevation
- Drawing DA 203 - Update Pylon sign height in overall elevations

Landscape and Public Domain

The revised Landscape Plan and covering letter by Site Image is attached at **Appendix H**.

- Council agreed to the amended Landscape Concept Plan to provide 16 street trees in clusters along the Princes Highway frontage, 12 trees in planters in the car park near the main entry, and modulation and variation to tree species in the car park.
- The original Landscape Plan proposed to relocate the fig tree to the new open area on the western side of the new development, at a substantial cost to the proponent. Council's submission suggest that the proposal would "appear to provide limited additional amenity" and that an alternate design solution could be considered to retain the tree in its current state. Unfortunately no amended design solution could retain the tree and meet IKEAs floor plan requirements.
- Given this, our amended Landscape Plan proposes the following measures which are considered to result in a greater public benefit to the community:
 - Remove the fig tree from the site.
 - Provide replacement planting in the area originally planned to accommodate the relocated fig tree, to ensure adequate amenity and shade is provided to the open space.
 - The proponent agrees to pay Council a maximum of **\$50,000** in funding for the preparation of a public domain and landscape master plan strategy (as requested in their submission) that Council commissions and manages. This strategy will establish a theme and character for future redevelopment along the Marrickville Council section of Highway corridor.
 - The proponent agrees to pay Council **\$50,000** towards embellishments works to existing parks and open spaces. This will have an immediate benefit to the community by enabling improvement works (at Council's discretion) to be carried out in parks and open spaces in the LGA.

Note: Should the Department of Planning ultimately determine that the best interests of the community are served by retaining the fig tree then the above monetary offers will be withdrawn.

Waste Management

- It was agreed that a construction waste management plan will be prepared in order to obtain a Construction Certificate. This plan will provide details on strategies to minimise waste during construction and operation.

Environmental Sustainability

- It was agreed that the proponent will comply with the ESD requirements for industrial buildings under Council's DCP 32.

Social and Community Issues

- It was agreed that Council's suggestion for IKEA to contribute financially to community groups or foundations was just that, a suggestion not a request. It was agreed 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, when appropriate.

Aircraft Noise

- It was agreed that the proponent will meet any required conditions of consent to ensure adequate noise reduction measures are incorporated into the design.

4 Community Issues

The proposal has generated some concern from the local community. Much of the concern has been channelled through the Tempe Action Group (TAG) who have arranged a community meeting (that the proponent was not invited to attend) and arranged a petition. After reviewing the individual objections it is apparent that there is a clear theme of concern amongst those that objected regarding local traffic impacts and safety arising from the anticipated increased traffic flows in the local area. We will address this below.

Before addressing the community concern, we make the following important points.

Firstly, the majority of all submissions objecting to the proposal provided statements of their support for the proposal in the understanding of the tangible benefits this project will have for their community. However due to the perception of local traffic issues, the submitters objected to the proposal.

Secondly, a petition of support arranged by local residents was sent into the Department of Planning indicating that there is wide support for the proposal. This supports the consultation carried out prior to lodgement of the application. Having reviewed the address details on the petitions of 'objection' and of 'support' it is evident that the community residing in the streets between Unwins Bridge Road and the Princes Highway are 'divided' in their concern. Thus the Department must take a balanced view on this matter.

The overwhelming community concern relates to **Local Traffic Impacts**. This issue is addressed as follows:

- Right turn bay into Union Street has been removed

The original proposal incorporated a right turn bay into Union Street signalised intersection. Currently vehicles travelling south can turn right at the lights into Union Street. The proposal sought to make this turn safer by realigning the road to include a right turn bay.

The community were concerned that this measure would attract and 'funnel' IKEA customers to travel up this street creating undesirable traffic impacts.

During ongoing discussions with the RTA, a new road design solution was reached with the RTA, and as part of the new design, the right turn bay into Union Street from the Highway was removed. This therefore will result in 'no change' to the current access into Union Street. Should Council after being furnished by a LATM report (funded by the proponent up to the sum of \$25,000) come to the conclusion that traffic management measures are required for Union Street or any other local street, then Council will be able to utilise the \$1.45mill in collected S94 traffic management funds to undertake capital works.

- RTA plans will improve traffic flows

The RTA has advised that they have short term road improvement plans to increase the peak time tidal flow on Princes Highway from Canal Street to the new IKEA intersection. To assist with this plan, additional site area has been lost to accommodate the vehicle slip lane into the site in order to retain 3 southbound lanes along the Highway. In the medium term, the Railway Road intersection will be widened. This widening will improve local traffic flows.

- Traffic concerns were overstated

The project traffic consultant in his letter (see **Appendix I**) states that IKEA will not be reliant on the use of Union Street or other local streets connecting between the Highway and Unwins Bridge Road. The traffic generation figures have been scrutinised by the RTA and the SRDC and have been verified as acceptable. Furthermore, the IKEA development will not generate traffic in the weekday morning peak period (the store will not open until 10am) as the peak activity will occur on weekends which will far outstrip demand during weekday evenings.

- TMAP Measures will encourage alternate modes of travel

The local residents did not have the benefit of viewing the TMAP before preparing submissions. The TMAP incorporates a range of measures that will seek to encourage customers and staff to travel to the site by means other than car. It also provides measures to improve safety which will benefit the community. The measures that will provide demonstrable benefits to the local community are as follows:

- Two new pedestrian crossings on Princes Highway (Smith/Union Street intersection and the new IKEA intersection)
- Relocating the pedestrian crossing at the Bellevue Street intersection to the southern side for greater safety
- Providing bus shelters and lighting at the bus stops on the Princes Highway adjacent to the new intersection to make the space safe and inviting.
- Provide a formal shared pedestrian/cyclist corridor along Smith Street linking with the existing pathway and along the Princes Highway site frontage.
- Provision for tour coach set-down/pick up as well as separate parking on-site to accommodate customers arriving by coach.
- Car Pooling for staff will be encouraged through the preparation of a Transport Access Guide
- A home delivery service to assist customers who arrive by transport modes which do not provide for the transport of purchased goods.

For the reasons outlined above, we are strongly of the view that the concerns of the community have been met through the combination of design changes, TMAP commitments and funding an additional traffic study to investigate the 'real' impacts.

5 Summary of Project Benefits

The proposal will deliver substantial benefits to the community over and above the obvious improvement to retail bulky goods shopping convenience that IKEA will deliver. These additional benefits are outlined below.

1. Cycleway Extension

- Construction of a shared pedestrian and cycleway along the sites' Princes Highway frontage between Smith Street and Bellevue Street, to extend and enhance Council's regional cycleway plan. An upgrade to the footpath on Smith Street will also be carried out.

2. Road and Intersection Works

- Princes Highway
 - Creation of a slip lane in and out of the site in order to retain three southbound lanes on the Highway as required by the RTA which will improve regional traffic flows during peak periods.
 - Construction of a new intersection to provide direct signalised access to and from the site for vehicles.
 - Two new pedestrian crossings on Princes Highway (Smith/Union Street intersection and the new IKEA intersection) as well as relocating the pedestrian crossing at the Bellevue Street intersection to the southern side for greater safety.
- Bellevue Street
 - Undertaking a part upgrading Bellevue Street including the intersection at Princes Highway, which importantly will benefit adjoining landowners as well as the development.

3. Heritage Preservation and Reuse

- The adaptive reuse and preservation of the historically significant "Ateco" showroom and clock tower building that is currently vacant. This will ensure this iconic landmark is retained which is important to the rich history of the locality.

4. Open Space and Landscaping

- The proposal will significantly improve the current aesthetic and amenity of the former tip site. The development will incorporate substantial landscape planting throughout the site designed to withstand the contaminated soil and overhead aircraft conditions. Features include a soft 'green edge' to Princess Highway with new street trees, tree plantings in the car park as well as designated generous open spaces for staff.
- Subject to the Department of Planning agreeing to the removal of the fig tree on the ATECO side of the building and accepting the amended Landscape Plan the proponent agrees to pay Council a maximum of **\$50,000** in funding for the preparation of a public domain and landscape master plan strategy (as requested in their submission) that Council commissions and manages. This strategy will establish a theme and character for future redevelopment along the Marrickville Council section of Highway corridor.
- Furthermore, the proponent agrees to pay Council a further **\$50,000** towards embellishments works to existing parks and open spaces. This will have an immediate benefit to the community by enabling improvement works (at Council's discretion) to be carried out in parks and open spaces in the LGA.

5. ESD Measures

- The development will be environmentally responsible by implementing a wide range of Environmental Sustainable Design (ESD) measures (outlined in the EA report) that will be incorporated into the construction and ongoing management of the site (worth between \$5mill to

\$10mill) to set the benchmark for environmental performance for bulky goods developments in Australia.

6. Social and Economic Benefits

- The development will reuse the former Tempe Tip for an employment generating use. The project will create approximately 600 ongoing jobs, plus some 550 jobs during construction. This will provide opportunities for local residents wishing to work within the Marrickville LGA.
- The proposal will renew a significant portion of the Princes Highway corridor from an unsightly sterile place to a highly active public environment will have an appreciable public benefit. This investment will be a catalyst for further renewal to achieve the state and local government objectives in this region.
- Finally, in addition to providing a wider range of shopping alternatives for bulky and homemaker goods for the surrounding population, the IKEA store will become a place of public gathering. It will incorporate uses such as a restaurant, food market, children's indoor play area into the development. No such community facilities exist in premises fronting Princes Highway within the LGA hence the development will provide a welcome shopping and meeting destination for residents of the municipality.

6 Revised Statement of Commitments

General

Contributions

- The proponent agrees to pay Council section 94 contributions totalling **\$3,569,941.93** in accordance with the Marrickville Section 94 Contribution Plan. This amount includes \$2,031,294 of 'works in kind' contribution for the proponent to construction part of the planned Bellevue Road upgrade.

Traffic Study Funding

- As agreed with Council, the proponent agrees to fund a Local Area Traffic Management Study up to a total of **\$25,000** to investigate the "before" development and "after" development traffic flows.

TMAP measures

- The proponent agrees to carry out works and implement the transport measures recommended in the Transport Management and Access Plan Report, by Transport and Traffic Planning Associates, dated January 2009.

Landscape study and works

Subject to the Department of Planning agreeing to the removal of the fig tree on the ATECO side of the building and accepting the amended Landscape Plan:

- The proponent agrees to pay Council a maximum of **\$50,000** in funding for the preparation of a public domain and landscape master plan strategy (as requested in their submission) that Council commissions and manages.
- Furthermore, the proponent agrees to pay Council a further **\$50,000** towards embellishments works to existing parks and open spaces within the LGA, to be used for such purposes at Council's discretion.

Prior to Issue of Construction Certificate

Contamination

- The Remediation Action Plan for remainder of the site (non tip lands) shall be signed off by a Site Auditor through a Site Audit Certificate prior to issue of Construction Certificate for construction works.

Construction Management

- A construction management plan must be prepared and submitted to the Department of Planning outlining the methods of construction, traffic management, crane height and location details (to meet SACL requirements) and a waste management and recycling strategy.

During Construction Works

Archaeology and Heritage

- Any proposed ground disturbance in areas identified as having archaeological potential shall be monitored by a suitably qualified archaeologist. The monitoring program is to be conducted in accordance with the Archaeological Assessment and Research Design prepared by Godden Mackay Logan and dated July 2007.
- On completion of the works, a succinct report shall be prepared by the nominated archaeologist to document the results of the monitoring program. The results shall be illustrated by photographs, survey plans and other drawings as appropriate in accordance with best-practice standards.
- If substantial intact archaeological relics of State Heritage significance not identified by the archaeological assessment are discovered during excavation at the site, all works in this area

should cease and the Heritage Branch, Department of Planning, should be notified in writing in accordance with Section 146 of the Heritage Act.

Prior to Issue of Occupation Certificate

Operational

- IKEA will prepare an Operational Plan of Management for the operation of the store, prior to issue of Occupation Certificate.

Archaeology

- If substantial intact archaeological remains are discovered at the site, an Interpretation Plan shall be prepared by a suitably qualified heritage practitioner in accordance with best-practice standards. The recommendations of the Interpretation Plan shall be implemented by the Proponent to communicate the history of the site and the significance of the archaeological resource.
- A copy of the final Archaeological Report and Interpretation Plan is to be submitted to the Heritage Branch, Department of Planning and Marrickville City Council Library.

Public and Streetscape works

- The undertaking of any public domain/landscaping works proposed as part of this application shall be undertaken prior to issue of Occupation Certificate.

Road works

- The details of any works in kind agreed between the Council and the proponent such as the part upgrade of Bellevue Street shall be undertaken prior to issue of Occupation Certificate.
- The agreed Princes Highway road and intersection works required by the RTA must be constructed and agreed by the RTA.
- Works associated with pedestrian crossings at the nominated Princes Highway intersections must be completed to the satisfaction of the RTA.

Operational Conditions

Transport

- IKEA will be responsible for the preparation and maintenance of a Transport Access Guide in accordance with RTA Guidelines for employees and customers and the TMAP.

Appendix A RTA Agreed Road Design

Appendix B TMAP

Appendix C Remediation Action Plan

Appendix D Summary response table to Council Submission

Appendix E Urbis letter to DoP on Section 94 Contributions

Appendix F Stormwater Drainage Concept Plan

Appendix G Revised pylon signage design plan

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