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CONCEPT PLAN APPLICATION

Princes Highway Tempe

OCTOBER 2008

## Environmental Assessment

VALAD





# IKEA Tempe Concept Plan Application

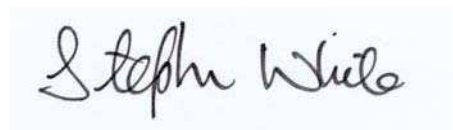
Prepared for VALAD Property Group  
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October 2008

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This report has been authored by Urbis, with input from a number of other expert consultants, on behalf of Valad Property Group. The accuracy of the information contained herein is to the best of my knowledge is not false or misleading. The comments have been based upon information and facts that were correct at the time of writing the report.

A handwritten signature in black ink that reads "Stephen White". The signature is written in a cursive, flowing style.

Stephen White  
Associate Director

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# 1 Introduction

## 1.1 Application Format

This application has been prepared on behalf of our client Valad Property Group.

This application is submitted to the NSW Department of Planning (DoP) in the form of a Concept Plan in accordance with Part 3A of the Environmental Planning and Assessment (EP&A) Act, 1979. This Concept Plan application contains sufficient detail to enable the Minister to waive the requirement for further environmental assessment for the project, in accordance with Clause 75P of the EP&A Act, 1979. This will have the end effect of enabling the Minister to approve the carrying out of the proposed development without the need for a separate Project Application to be submitted.

This Concept Plan application is supported by two volumes of supporting documentation and plans.

## 1.2 Background

IKEA has been looking for a new site of sufficient size and in an appropriate location to establish a new flagship store together with its Asia-Pacific office headquarters. The subject site was chosen due to its size, regional accessibility and its proximity to a retail catchment that is currently not well served by bulky goods furniture and homewares.

The progress to date of this proposal is listed below:

- Initial Part 3A request lodged November 2007.
- The initial scheme for the site incorporated a larger land parcel and some warehousing components including a modification to the Kennards Self Storage facility.
- The Draft Sydney South Subregional Strategy was released on 14 December 2007. Following release of this document, DoP called for more detailed information to be submitted to address this new Subregional Strategy.
- A detailed "Clause 6 request" and Preliminary Environmental Assessment was submitted to the DoP in February 2008.
- The Minister declared the proposal a Major Project, in accordance with Clause 6 of the Major Project SEPP on 23 May 2008.
- Following declaration as a Major Project, Kennards decided to move from the site, making more space at the east of the site available for IKEA. As such the scheme was amended to exclude the "Pretty Girl" site, and contain the development within Lot A DP 399884, Lot B DP 399884, Lot A DP 385209, Lot E DP 385210, Lot 200 and 201 DP 1097238
- A meeting was had with the DoP outlining the proposed changes to the Concept Plan, and described in formal correspondence dated 8 July 2008.
- As a result a revised Clause 6 declaration was sought due to the change in property description the subject of the application.
- The revised declaration that the concept was a Major Project was made on 5 August 2008.
- The Director General's Environmental Assessment Requirements were issued on 18 September 2008, forming the basis for the content within this application.

## 1.3 The Vision for the Site

The vision is to transform the former Council tip site and adjoining lands into a regionally significant development that will be a catalyst for revitalising the Princes Highway corridor. The site is proposed to

accommodate a new IKEA store and its Asia-Pacific office headquarters. The store will be the largest in Australia, totalling approximately 40,000m<sup>2</sup> of bulky goods floorspace. The format for the store will be a large ground floor level with a small upper level floor over an undercroft car park.

The car parking areas and public domain will be designed to a standard that provides a high level of amenity to the public domain and publicly accessible areas of the site.

## 1.4 The Objectives of the Proposal

The objectives of the proposal are as follows:

- To construct a new flagship IKEA store within a two storey building.
- To accommodate the Asia Pacific headquarters for IKEA.
- To provide sufficient on site car parking to accommodate the demands of customers, and minimise traffic impacts on the surrounding road network through upgrades to the Princes Highway, Bellevue Street and key intersections.
- To preserve and reuse the historically significant and iconic clock tower and showroom building fronting Princes Highway and to minimise disturbance to any potential archaeological heritage during construction and occupation of the site.
- To positively contribute to improving the public domain by creating new open spaces, extending existing bike paths and creating a more desirable street presentation.

## 1.5 Proponent and the Consultant Team

Valad Property Group is the project client. Valad has appointed the following consultants to prepare documentation supporting the Concept Plan application. They include:

- Urbis – Urban Planning; Social & Community Benefit; CPTED Assessment
- Krikis Taylor – Architectural Design
- Site Image – Landscape Master Plan
- GML – Heritage Impact Assessment
- Transport and Traffic Planning Associates – Transport and Parking Report
- Pitney Bowes/Mapinfo – Economic Impact Assessment
- Coffey Environments –Contamination Assessment
- Renzo Tonin and Associates – Environmental Noise Impact Assessment; Aircraft Noise Intrusion Assessment
- Henry & Hymas – Hydraulic Infrastructure
- JDG Consulting – Electrical and Telecommunication Services infrastructure
- Taylor Thompson Whitting – Structural Condition Report; Stormwater Management; Civil Design
- Cundall – ESD
- Accessibility Solutions – Accessibility Report
- Arup – BCA; Fire Engineering Statement

## 2 The Receiving Environment

### 2.1 Regional Context

This site is only 10 kilometres from the Sydney CBD and located within the Global Economic Corridor. The site sits within a large employment region of southern Sydney that surrounds and supports the state significant infrastructure of Sydney Airport and Port Botany.

There is excellent access to commuter and freight rail, motorway and highway transport infrastructure from within the region, which contributes to its attractiveness as a destination for business. A key action of the draft South Subregional Strategy is to retain and grow employment within the strategic employment lands in this region.

The Princes Highway has been identified as a potential Enterprise Corridor in which policy will be developed to encourage a range of commercial enterprises to establish along the road frontage. The Princes Highway is a major transport link from the southern Sydney region to the CBD.

Aside from its economic function, the southern Sydney region is home to over 650,000 people, mostly within old established suburbs. The region's residents have good access to a variety of open spaces, with the largest areas in the Sutherland Shire part of the region.

### 2.2 Local Context

The subject site is located within Marrickville Local Government Area. It is located along a major regional transport corridor, being the Princes Highway which links the southern part of Sydney to the CBD.

Along the Princes Highway strip, there is a mix of industrial and retail and business activities. Businesses in this locality enjoy the benefits of the close location to the CBD, high visibility, transport accessibility and a large surrounding population.

The site is located under the flight path for aircraft to Sydney Airport. This represents a significant development constraint to the types of land uses and scale of development on the site.

Land uses immediately surrounding the site include:

- A Salvation Army recycling store, adjoining to the east.
- Land use for temporary container storage, adjoining to the south. Further south is land reserved for the planned F6 motorway corridor.
- Industrial warehouses on Wood Street, adjoining to the west. Further west (between Smith and Station Streets) is a small precinct of residential lands.
- On the opposite side of Princes Highway to the north lies the established residential part of Tempe.

### 2.3 The Site

The subject site is located at 630-726 Princes Highway, Tempe between Smith and Bellevue Streets and comprises four separate allotments, totalling 9.98ha, legally described as:

- Lot A DP 399884 - 630 Princes Hwy, KAS Auto
- Lot B DP 399884 - 632 Princes Hwy, Kennards Self Storage
- Lot A DP 385209 and Lot E DP 385210 - 634-726 Prince Hwy, Ateco
- Lot 201 in DP 1097238 and Lot 200 in DP 1097238 – former Council Tip site

A copy of the Survey Plan of the subject site is attached at **Appendix A**.



The current site description is outlined below.

### **KAS Auto**

- This lot has a total area of 714.5m<sup>2</sup>.
- The property contains a mechanical workshop (eastern part), an attached office area (western part) and a canopy that extends from the main building to the front of the property. The property fronts the Princes Highway.
- The lot is generally flat and with the exception of planter beds along the front boundary, the site is covered by hardstand pavement or buildings.

### **Kennards Self Storage**

- This lot has an area of 1.789ha.
- This site comprises the Kennards Self Storage business, being a large storage facility consisting mainly of rectangular, galvanised sheeting, single and double storey buildings.
- It comprises six single-storey structures and four double-storey structures. A former residential building, now used as an office by Kennards, is located at the north-eastern corner of the lot.
- The lot is entirely covered in hardstand paving.
- The topography of the northern part of the site gently slopes towards south-east from the northern boundary to the middle of the site where the land drops by approximately 3 metres. The southern half of the site is generally flat.

### **Ateco**

- These lots have a total site area of 2.65ha.
- The Ateco site (former Penfolds wine storage building) consists of a two storey rectangular shaped building and warehouse. The building is listed as a locally significant heritage item with the office component and prominent clock tower along the Princes Highway frontage comprising the greatest significance. The lot also includes a freestanding building at the rear that related to an earlier use of the site.
- In addition to the site buildings, the Ateco lot contains an area of open space with trees and grass along the western part.

### **Former Tip site**

- These lots have total site area of 5.459ha.
- This property comprises two lots that comprised the former landfill site known as St Peters Garbage Depot.
- The site was used for metropolitan garbage landfill from 1942 to 1986. The site was sealed in 1986 and since then the entire area has been leased for container store.
- The lots form a triangular shape that is situated largely to the rear (south) of the Ateco and Kennards lots however it does extend north to have a frontage to Princes Highway.

Figure 1 – Site Area Breakdown



The following diagram identifies the two major development constraints on the site being the extent of the former tip site (shown in dark pink) and the area of land affected by the Sydney Airport noise exposure contours and height limitations, shown by the diagonal lines across the site.

Figure 2 – Site Constraints – Former Tip and ANEF Contours

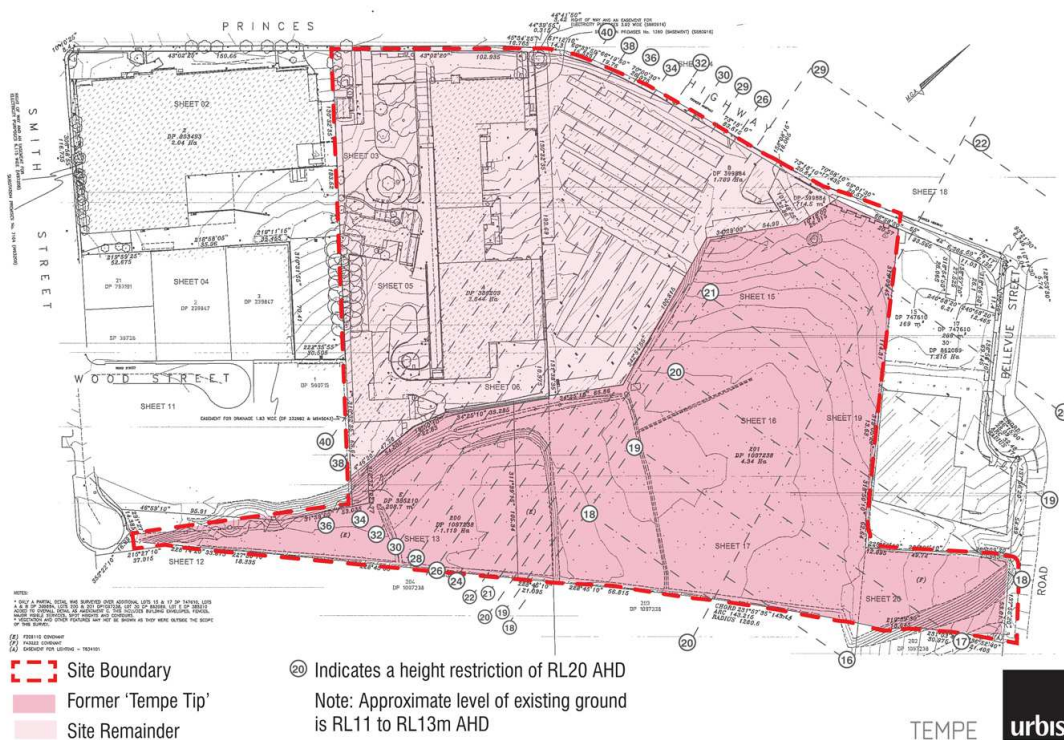
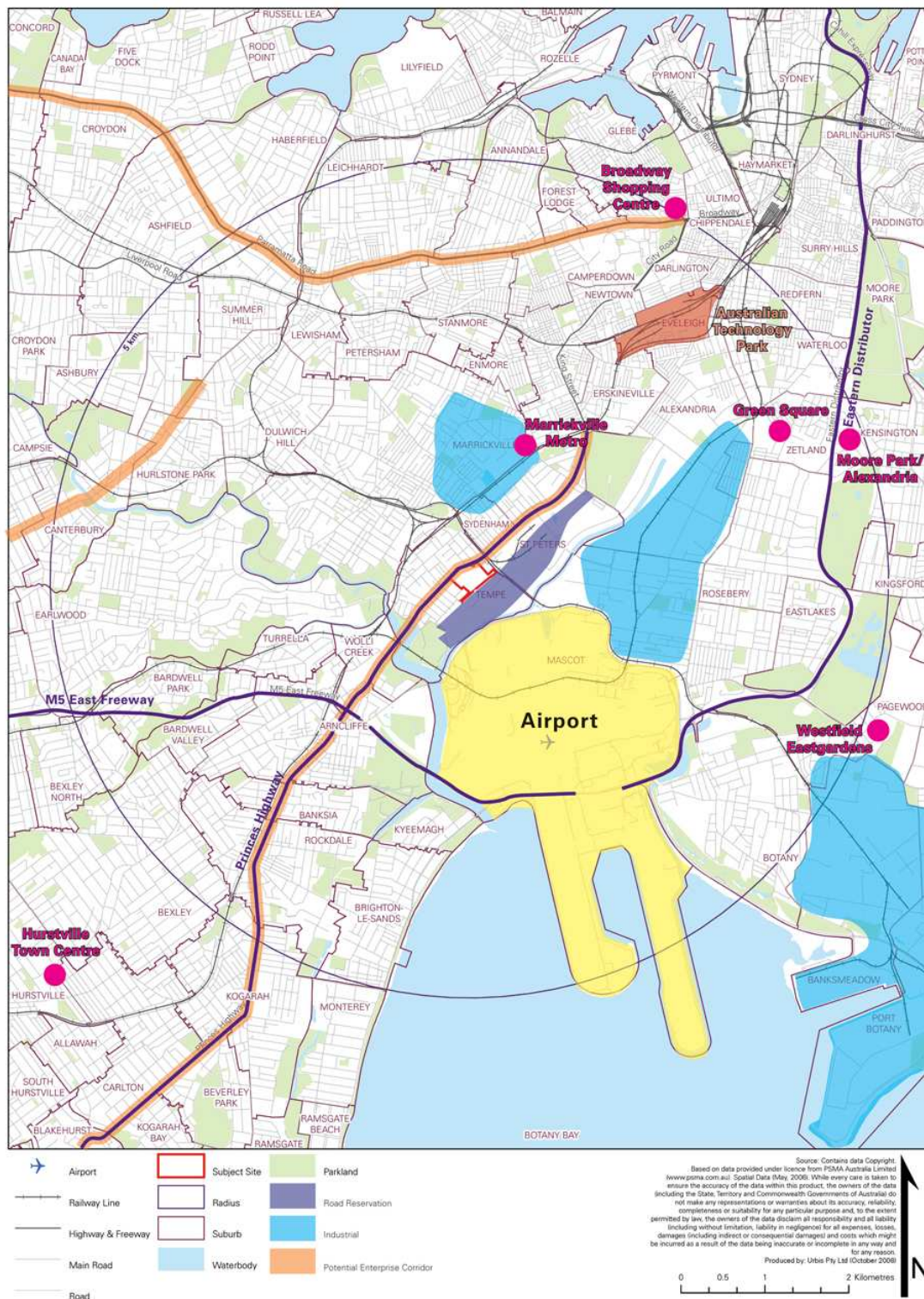




Figure 3 – Local Site Context



Tempe - Local Context

## 3 Consultation

### 3.1 Overview

The consultation process was undertaken by Urbis during October – December 2007, March – July 2008 and September – October 2008. The purpose of the process was to test community and stakeholder responses to Valad Property Group's proposal to redevelop the former Tempe Tip to host an IKEA furniture store and administration building, to inform the CPTED and Social and Community Benefits Study; and to make nearby residents and businesses aware of Valad's proposal.

The following activities illustrate the breadth and variety of consultation undertaken:

- Community overview - including stakeholder analysis, updating demographic characteristics of the area, research on the history and culture of the community.
- Stakeholder interviews/discussions - including discussions with key stakeholders such as phone interviews with representatives of community organisations and sporting teams.
- One-on-one meetings with key stakeholders – individuals and groups: including with community members with a significant interest in the future of the site, identified local activists, and discussions with the Marrickville Local Government Area (LGA) Youth Services Committee and the Marrickville LGA Aged Services Committee.
- Focus groups and workshops – three focus groups (for which participants were selected to represent
- Door knocking and mail outs to local businesses and adjoining neighbours and nearby residents.
- Meetings with Council and Newtown Local Area Command, as well as interviews with community, educational and sporting organisations.
- Distribution of newsletters about the proposal to all businesses and residents located within 500m of the site
- Provision of a 1800 number and email address dedicated to taking feedback and providing further information as requested.

In addition to gauging community opinion in relation to the IKEA proposal, the consultation also sought to identify key issues, aspirations and experiences of the Tempe community, to contextualise the feedback from stakeholders.

### 3.2 Key Findings

The key findings of the consultation found that participants have been strongly supportive of Valad's plans. There is a sense that IKEA will contribute to the revitalisation of the area and provide good employment opportunities to local people. There are expectations that IKEA will be a 'good neighbour'.

They were particularly pleased about:

- The general revitalisation of the site and the anticipated positive effects on the broader locality
- The provision of adequate car parking facilities
- The generation of local employment opportunities, particularly for young people
- The likely positive benefits to local businesses
- The regard that IKEA is likely to have for sustainability – social and environmental
- That IKEA wants to be an active part of the Tempe community.

There were several recurring questions from participants throughout the consultation process. They can be characterised as interest in:

#### *Land use matters*

- Environmental sustainability – i.e. will it be a 'green' development?
- Timing – i.e. when will the IKEA complex be built, and how long will the construction take?
- Height and acoustics – i.e. has the flight path and proximity of planes to the roof of the proposed development been considered?
- Traffic – i.e. will there be any alterations to road rules and infrastructure in the vicinity? How will congestion be managed? What are the likely impacts on nearby suburban streets?
- Contamination of the land – i.e. how will the contamination be managed?
- Alternative uses of the land – i.e. if it doesn't become an IKEA complex, how will the land be used?

#### *Community concerns*

- Community meeting places – i.e. will there be open or community space included in the design?
- Community involvement – i.e. how will IKEA contribute to the community?

Where the answers were available (such as information about environmental considerations, components of the development and so on), participants were generally satisfied with the responses.

### Emerging issues

The following issues are the most commonly raised by participants in consultation.

Regarding the proposal to establish an IKEA store and administration building onsite:

- Traffic impacts – congestion on the Princes Highway is already considered to be heavy in peak hours, so the need for traffic management around the site was raised frequently. There are also concerns that nearby residential streets will be affected by increased traffic, in terms of acoustics, congestion and safety.
- Accessibility is a priority for many
- Parking is already in high demand so it is important to provide adequate spaces for on-site activities
- Community meeting places – there is a perceived lack of meetings places in the vicinity and the proposal is regarded as an opportunity to address this
- Environmentally sustainable development (ESD) – there is strong local support for sustainable design and construction
- Aesthetic impact - participants are keen to find ways to improve the visual and pedestrian amenity of the site and area, including cafés, landscaping, open space and meeting places.

### 3.3 Response to issues raised

The information coming out of the consultation process has prompted the project to consider how to:

- Blend street frontages with surrounds and employ landscaping to soften impacts
- Manage traffic impacts on adjoining and local residents – positioning of egress and entry points, setbacks of buildings, and new intersections
- Provide adequate parking
- Enable good physical access for pedestrians and cyclists

- Ensure continued opportunity for community input through all phases of the project
- Adopt human resource strategies to encourage and facilitate the employment of local residents, particularly young people and young adults.
- Initiate and/or support grassroots community projects (like sponsoring a local sporting team, supporting community transport services, or funding a community development worker position)
- Ensure that wherever possible ESD principles are adhered to, in design, construction and site management phases

Participants are eager to be kept informed throughout the planning and development process.

This valuable information was recorded and carefully considered and included where practicable into the concept development and design layout. For more details, refer to **Appendix B** for the complete Community Consultation report.

## 4 Director General's Environmental Assessment Requirements

The Director General's Environmental Assessment Requirements (DGRs) were issued on 18 September 2008. The following table lists all the DGRs and provides a reference as to where each issue is addressed in this Environmental Assessment Report. A full copy of the DGRs are included at **Appendix C**.

Table 1 – Director General's Requirements

	Requirements for MP 07_0149	Report Reference
Key Issues	<p>The EA must address the following key issues</p> <ol style="list-style-type: none"> <li>1. Relevant EPIs, policies and Guidelines to be Addressed</li> </ol> <p>Planning provisions applying to the site, including permissibility and the provisions of all plans and policies including:</p> <ul style="list-style-type: none"> <li>▪ SEPP 55, Draft SEPP 66, Infrastructure 2007</li> <li>▪ Draft South Subregional Strategy</li> <li>▪ Marrickville Local Environmental Plan 2001, Relevant Development Control Plans</li> <li>▪ Airports Act 1996 and the Airports (Protection of Airspace) Regulations 1006</li> <li>▪ Nature and extent of any non-compliance with relevant environmental planning instruments, plans and guidelines and justification for any non-compliance.</li> </ul>	Section 6.1, 6.2 and 6.3.
	<ol style="list-style-type: none"> <li>2. Retail/Bulky Goods Economic Assessment/Appropriateness of the proposed uses</li> </ol> <ul style="list-style-type: none"> <li>▪ The EA shall address the economic/retail impact of the proposal upon existing and future development along Princes Highway, the surrounding retail centres within Marrickville LGA, having regard to the out-of-centre location, the hierarchy of centres in the Metropolitan Strategy and Draft Subregional Strategy.</li> <li>▪ The EA shall clearly identify and define each of the proposed uses and their compatibility/appropriateness at the proposed location considering the constraints of the site including obstacle height limitation and aircraft noise and land contamination; and with adjoining land in terms of both location and the types of uses.</li> </ul>	Section 6.1 and 6.3, and Economic Report at Appendix N.
	<ol style="list-style-type: none"> <li>3. Built Form</li> </ol> <p>The EA shall address the appropriateness of the height, bulk and scale of the proposed development within the context of the surrounding development and mitigate potential amenity impacts upon neighbouring properties. The EA shall provide the following documents:</p> <ul style="list-style-type: none"> <li>▪ Comparable height study to demonstrate how the proposed height relates to the height of the existing development surrounding the subject site and adjacent streetscape.</li> <li>▪ Demonstrate measures proposed to mitigate any visual impacts from large expanses of open lot car parking, including landscape treatments, and the removal/retention of existing trees and vegetation; and</li> <li>▪ View analysis to and from the site.</li> </ul>	Section 5.3 and 6.4, and Architectural Plans at Appendix D.

	<p>4. Transport and Accessibility/Car Parking/Traffic Impacts (Construction and Operational)</p> <p>The EA shall address and/or provide the following:</p> <ul style="list-style-type: none"> <li>▪ A Traffic Management and Accessibility Plan (TMAP) prepared in accordance with the Draft Interim TMAP Guidelines, Draft Traffic Study prepared by Transport and Urban Planning and the RTA's Guide to Traffic Generating Developments to address the following:</li> <li>▪ Daily and peak traffic movements likely to be generated by the proposed development including the impact on nearby intersections and the need for funding of upgrading or road improvement works. In this regard, intersection modelling at 6 intersections to be provided as required by the RTA (refer to letter from the RTA which includes modelling the intersection of Talbot Street and Princes Highway as per the Marrickville Council letter dated 25 June 2008)</li> <li>▪ Details of service vehicle movements, access, loading dock(s), car parking arrangements and measures to mitigate potential impacts for pedestrians and nearby residents during construction.</li> <li>▪ Traffic and transport infrastructure measures to promote public transport usage (for both staff and visitors) and pedestrian and bicycle linkages.</li> <li>▪ An assessment of car parking demand and comparative study of similar operational premises.</li> </ul>	Section 6.7 and Appendix H.
	<p>5. Ecologically Sustainable Development (ESD)</p> <p>The development is required to incorporate ESD principles into the design, construction and ongoing operation phases.</p>	Section 5.8 and Appendix K
	<p>6. Contributions</p> <p>The EA shall address provision of public benefit, services and infrastructure having regard to the Council's Section 94 Contribution Plan and/or details of any Voluntary Planning Agreement.</p>	Section 6.15 and Section 7
	<p>7. Contamination</p> <p>The EA shall address and/or provide the following:</p> <ul style="list-style-type: none"> <li>▪ A contaminated site assessment and a remediation strategy with respect to the proposed uses of the site; and</li> <li>▪ A Site Audit Statement and the Site Audit Report issued by the site auditor accredited under the Contaminated Land Management Act to demonstrate that the site can be made suitable for the proposed uses.</li> </ul>	Section 6.1 and Appendix F & G
	<p>8. Noise Assessment</p> <p>The EA shall address the issue of noise from the airport and provide detail of how this will be managed and ameliorated through the design of the building, in compliance with relevant Australian Standards.</p>	Section 6.13 and Appendix S
	<p>9. Heritage</p> <p>The EA shall provide the issue of noise from the airport and provide detail of how this will be managed and ameliorated through the design of the building, in compliance with relevant Australian Standards.</p>	Section 6.6 and Appendix O & P
	<p>10. Archaeological</p> <p>The EA shall provide an Archaeological Assessment of Aboriginal and non-Indigenous archaeological resources, including an assessment of the</p>	Section 6.6 and Appendix O & P



	significance and potential impact on the archaeological resources.	
	<p>11. Drainage/Flooding</p> <p>The EA shall provide an assessment of any flood risk on site in consideration of any relevant provisions of the NSW Floodplain Development Manual (2005) including the potential effects of climate change, sea level rise and an increase in rainfall intensity. Consideration should also be given to the requirements of Marrickville Council's Stormwater and on-site detention code.</p>	Section 6.2 and Appendix M
	<p>12. Utilities</p> <p>In consultation with relevant agencies, address the existing capacity and requirements of the development for the provision of utilities in particular the adequacy of the existing drainage system including staging of infrastructure works.</p>	Section 6.12 and Appendix S
	<p>13. Construction Impacts/Site Access</p> <p>The EA shall address measures to ameliorate potential impacts arising from the construction of the proposed development.</p>	Section 6.11 and Appendix R
	<p>14. Staging</p> <p>The EA must include details regarding the staging of the proposed development (where appropriate).</p>	Section 5.7
	<p>15. Consultation</p> <p>Undertake an appropriate and justified level of consultation in accordance with the Department's <i>Major Project Community Consultation Guidelines October 2007</i>.</p>	Section 3 and 6.9, and Appendix B
	<p>16. Statement of Commitments</p> <p>The EA must include a draft Statement of Commitments detailing measures for environmental management, mitigation and monitoring for the project.</p>	Section 7

## 5 Development Description

The proposal will create an integrated employment hub comprising bulky goods retailing and commercial office activities. It has been prepared to a level of detail to obviate the need for further separate Project Applications to be prepared and determined. Sufficient detail is therefore provided to enable construction drawings to subsequently be prepared and determined as the next phase.

The detailed Architectural Plans of the proposal accompany this Concept Plan application at **Appendix D**.

### 5.1 Concept Plan Overview

The Concept Plan proposes the following:

- A new large format IKEA showroom and warehouse. The new IKEA building will comprise the following components:
  - Bulky Goods Showroom
  - Unlicensed Restaurant/Bistro (approx 750 person capacity)
  - Child's play area
  - Warehouse
  - Swedish Food Market
  - Office space (back of house)
  - Public amenities
  - Loading dock and back-of-house area.
- The Asia-Pacific office headquarters for IKEA, adaptively re-using part of the historically significant Ateco building. Lower ground level space within the Ateco building for additional warehouse/bulky goods and light industrial uses.
- Provision for 1,775 at grade car spaces for IKEA along with coach/bus lay by.
- Creation of new landscape and open spaces throughout the site, including passive areas for staff and the public as well extending regional cycle paths through the site. The open space area totals 2.3 ha.
- Opening hours of 10am – 10pm during the week and 9am – 10pm on weekends.

The proposal comprises the following approximate land use areas:

Proposed Use	Area GFA (m <sup>2</sup> )
<b>IKEA Building</b>	
Bulky Goods showroom and warehouse. In addition, including; restaurant, food market, play area, loading docks, back-of-house, and amenities.	39,999
<b>Retained ATECO Building</b>	
Commercial	2,780

Proposed Use	Area GFA (m <sup>2</sup> )
Warehouse/bulky goods	1,460
Light Industrial	290
<b>TOTAL</b>	<b>44,529</b>

## 5.2 Demolition

The proposal seeks approval for the demolition of all buildings and structures on the site comprising the KAS Auto, Kennards and former Council tip sites.

On the Ateco site, the proposal seeks approval for the demolition of the warehouse building component of the main building as well as all separate buildings and structures on-site. The office and clock tower component of the building fronting Princes Highway will be retained and reused in the development.

## 5.3 Built Form

### *New IKEA Building*

The proposed development is a two level rectangular-shaped building. The ground floor will contain the market hall, self-serve furniture area and warehousing. The showroom, café and staff amenities will occupy the first floor of the building. Owing to the slope of the site, the development has a lower ground level for basement car parking and amenities.

The entry forecourt will feature high quality paving and landscaping providing an appropriate level of pedestrian amenity in this area.

The yellow entry façade will be well massed and articulated. This will be complimented with the use of a dramatic pre-finished silver-clad café balcony extending to and from the awning of the glass exit foyer, and finally, upturning and returning as its own weather protective awning. Modular high quality pre-finished metal cladding is proposed in combination with glass for this area. The remainder of the building will be clad with pre-finished blue prefabricated metal wall panels in vertical format.

The various functions of the building will be expressed externally with precast concrete surrounds to loading docks, galvanised steel fire escape stairs and feature bay window on the western side of the building. This will enable views from the first floor showroom across to the pedestrian entry precinct from the Princes Highway all helping articulate the external form of the development.

Finer grain elements such as awnings, sun-shading, hoods and windows are expressed in pre-finished silver grey metal to provide contrast and visual interest to the design.

Fascias and parapets have been designed to hide the roof line with any roof top plant and equipment being screened and located well back from the parapet. Compliance with Sydney Airport Corporation OLS (Obstacle Limitation Surface) height restrictions results in a sloping parapet level on the northeast corner of the building.

### *Ateco Building*

Generally, the façade of the Ateco building is to be retained *in situ*. The articulation between the IKEA building and the heritage structure is achieved by indenting the glass-enclosed link. The roof of the link is kept below the parapet of the Ateco building to help visually separate the existing building from the new work.

An office lobby and bulky goods entry canopy to the north façade is introduced in place of the existing external stairwell. Below the entry canopy, backlit graphics will give the bulky goods component a presence to the on-grade car park and Princes Highway frontage.

The goods lift shaft to the southern facade will be located at the east end of the wall to avoid the need to remove or block existing windows. It is articulated by a strip of glass infill allowing the full retention of the windows on the south side and separating the new work from the existing building.

These new elements will be of pre-finished silver grey metal cladding to minimise its visual imposition to the original structure. In addition, these elements will have a common language to the minor building elements of the IKEA store (i.e. hoods, sunshades, etc.). Elements of the original structure will be made good with the closely matching white/blond brick.

The Ateco building east façade within the new void will involve minor changes to adapt to the proposed use. Most of the glazing elements will be removed to give opportunity for the proposed office levels to overlook the enclosed link volume. An acrylic type material will roof the enclosure to provide natural light within the space and similarly into the offices.

This scheme has provided an opportunity to 'unblock' and re-instate eleven previously bricked-in windows. A small number of windows will require modification and blocking for fire egress reasons. All but two will remain as windows, glazed with colour backed glass.

The ribbed metal spandrel panels on the southern and eastern elevations will be conserved and returned to their original colour finish. The same shall be re-instated to the western and northern façade.

## 5.4 Landscaping and Public Domain

The landscape scheme prepared by Site Image has been designed to be sympathetic to the heritage values of the site, significant existing vegetation, the prominence of the site along the Princes Highway and the sloping topography. A copy of the Landscape Plans is attached at **Appendix E**.

The following gives a description of the main design elements in each sector of the site.

- Utilising the slope of the land from the Princes Highway frontage, the landscaping will comprise alternative grass covers and native grasses separated by a regular linear sequence of gabion rock walls making reference to the quarry that existed on the site. Raised planters with low level groundcovers will provide a landscaped front setting for the Ateco building.
- A combination of hedge planting and gabion blade walls as a screen to neighbouring properties.
- Relocating the largest of the remnant fig trees to a prominent location visible from the Princes Highway as centrepiece within the generous courtyard of the passive recreation area for staff. A broad area of crushed granite paving will allow for informal seating and seating along the perimeter walls of this space.
- The entry to the IKEA pick up zone will comprise a simple broad pavement that will provide for movement of passing trolleys and pedestrians coming to and from the car park. The formalised pedestrian path from the car park is acknowledged with a marked pedestrian crossing. Shaded seating is provided adjacent to the pick up area, affording protection from the hot summer sun.
- The design of landscape zones between alternate bays of the car park will have the dual benefit of greening the space with tree and groundcover planting, as well as allowing a gradual seepage of methane gas from the consolidated and capped landfill below this area. Suitable provision of a profile of continuous soil as a trench through the landscape zones is to be achieved above the landfill capping. Soil volumes are to allow the healthy growth of the small to medium sized Water Gum trees.
- The planting design utilises a hardy low-maintenance palette of plants that will allow a formal garden character of massed groundcovers, border and hedging plants. Other functions of the selected plant species include boundary screening, car park trees, undercroft arrival feature treatments and forecourt and street-front feature planting. The plant species are generally endemic to the locality, contributing to the ESD benefits of the landscape setting. Low-water tolerance was also important given the potential for future restrictions on irrigation. Planting detail selection will be

low- allergenic, compatible with car park and pedestrian areas, and be suitable to the airport proximity in terms of not attracting a large bird population.

## 5.5 Access, Circulation and Parking

### *Access*

- The main vehicular access to and from the site will be via a new signalised intersection on the Princes Highway mid way along the site's frontage. The intersection will include two inbound lanes (one left turn in and one right turn in) and three outbound lanes (two right turn out and one left turn out).
- Truck delivery vehicles will access the site from Bellevue Street and will load and unload at the loading dock at the western side of the building. Smith Street will be used as an Emergency entrance only.
- Bellevue Street will provide secondary access to and from the site for customer vehicles.
- Pedestrians will access IKEA directly via footpaths that link the building entry to the street footpath.

### *Car Parking*

- Car parking will be provided on site for 1,750 cars. The car parking will be provided both at-grade and an undercroft level.

## 5.6 Business Signage

Building identification signage is proposed on the site, is shown on the architectural plans at **Appendix D**.

The signage will comprise the following:

- North and West Elevations - "IKEA Home Furnishings" sign
- South and East Elevations - "IKEA" sign
- One 30 metre pylon structure with "IKEA" sign on a triangular sided structure at the top. The sign on the Princes Highway frontage, oriented to the east and west, to a height of RL49.2m.
- A circular configuration of 12 metre high flag poles with "IKEA" flags adjacent to the main vehicle entry on the Princes Highway frontage. In addition, three 10 metre flag poles displaying the Swedish, Australian and NSW flags are proposed to be located close to the pedestrian entrance to the store.

All signs comprising the business name "IKEA" will appear in the corporate font and colours (blue or yellow).

## 5.7 Staging

The proposed development will be undertaken in a single construction stage. Construction is anticipated to take approximately 18 months.

## 5.8 ESD Measures

IKEA will be developing a Sustainability Management Plan (SMP) for the project that will identify and monitor the sustainability initiatives throughout the design, construction and operational phases of the project.

Based on the experience of comparable sized stores in Australia, IKEA Tempe proposes the following initiatives:

- A 40% energy reduction and 60% water reduction in comparison to a typical bulky goods / retail development through the adoption of the following key sustainability strategies.
- Chilled beam air conditioning throughout the Market Hall and Showroom utilising chilled water recirculation from sprinkler chilled water storage tanks located on the site.
- Recycling of all roof rainwater into harvesting tanks with a 500,000litres capacity for irrigation. usage, WC flushing and replenishment of cooling tower water lost through evaporation and drift.
- Solar hot water for domestic hot water used throughout the store including use in the commercial kitchen.
- Low VOC paint throughout to provide a more healthy indoor environmental quality.
- Sprinkler tanks were as a dual function in an innovative way by storing chilled water at night time using a lower power tariff and then supplying chilled water to the chilled beams at peak times.

Overall, the development will represent a sustainability benchmark for bulky goods/retail development in Australia as well as a global benchmark for IKEA.

## 6 Environmental Assessment

### 6.1 Strategic Planning and Site Suitability

#### 6.1.1 Sydney's Metropolitan Strategy

In 2005 the NSW Department of Planning released Sydney Metropolitan Strategy to provide a broad framework to facilitate and manage growth and development over the next 25 years.

It is made up of seven strategies from areas such as economy and employment to housing and environment. While broad objectives and actions are outlined for each strategy area, the most relevant actions and directions are now contained within the draft South Subregional Strategy which specifically relate to the subject site and its surrounding region.

#### 6.1.2 Draft Sydney South Subregional Strategy

The IKEA proposal has been assessed against the provisions of the Draft Sydney South Subregional Strategy. It is clear that the IKEA proposal is entirely consistent with the aims and actions of the Strategy. The following extracts from the Strategy are of particular significance to the IKEA proposal.

##### **Future Site Land Uses**

The following extracts from the Strategy provide specific comments about the subject site.

- "Marrickville, Tempe (3) Princes Highway: Freight and Logistics, Commercial, Bulky Goods). The area located to the east side of the Princes Highway, Tempe between Smith Street and Bellevue Street. The site consists of the former Council landfill site (Tempe Tip), the former Ateco site (former wine storage), Pretty Girl and Kennards Self Storage. This area also contains a number of modern factory/office buildings on large parcels. They include clothing warehousing and wholesale, freight couriers, refrigeration specialists and importers of vehicle parts". (page 33)
- "The land is substantially affected by the Obstacle Limitation Surface, Aircraft Noise and land contamination constraints (old landfill). Given the mix of existing uses on the site and the limitations of this site, the land should be retained for employment generating uses. However, a range of other higher order employment uses could also be considered. Any redevelopment of this site should be master planned to ensure all land use constraints are properly considered and adequately addressed". (page 33)
- "There is little vacant land in industrial zones...As residential or commercial zoned land is unlikely to be converted to industrial, intensification of existing employment zones will be necessary to accommodate the increase". (page 44)

##### **Industrial Land Use Classification**

The Strategy classifies industrial land into one of three categories to guide its future development. The Strategy specifically refers to the IKEA site as outlined below:

- Category 2 – land with potential to allow for a wider range of employment uses: The second categorisation of Employment Lands is those which may have potential to accommodate a wider range of employment uses or more intensive scale of employment activity than currently permitted under the existing industrial zone. (page 28)
- 10 hectares of land described as "Tempe, Princes Highway" has been placed within Category 2 – land with potential to allow for a wider range of employment uses, including freight and logistics, commercial and bulky goods. (table 5, page 31)
- Examples of Category 2 lands may include employment locations along road and rail corridors well serviced by public transport, such as Enterprise Corridors, or on the edge of existing Strategic Centres which can contribute to their growth. (page 28)

### Future Zoning Classification

The Strategy recognises the importance of sites on major roads, and defines important areas as Enterprise Corridors. The Strategy provides specific comments with respect to the subject site, as outlined below.

- Enterprise Corridors have been defined as areas which provide low cost accommodation for a range of local and regional services, including start-up offices, light industrial, showrooms, building supplies and retail, which benefit from high levels of passing traffic.

They run along major arterial roads which generally carry over 40,000 vehicles per day and provide a valuable buffer, at an appropriate distance from the road, from surrounding residential development. The Metropolitan Strategy identifies a series of Enterprise Corridors including the Princes Highway...to be investigated further through subregional planning and preparation of councils' principle LEPs. (page 45)

The South subregion contains a number of existing corridors of strategic importance including:

Marrickville LGA forms part of the City to Airport Corridor

Marrickville LGA forms part of the Global Economic Corridor

Princes Highway has been identified as Potential Economic Corridor (Page75).

- Figure 9 in the Strategy graphically illustrates the extent of the Princes Highway Corridor Zone, which includes the whole of the subject site.
- "Some potential renewal sites for the South subregion that were identified include Princes Highway" (page 73)
- "Enterprise Corridors are considered a more appropriate location [than Business Development zones] for bulky goods retail land uses, where they can take advantage of signage opportunities, have a more compatible built-form and where there is better access to public transport" (page 73).

### Conclusions from the Draft Strategy

Following our assessment of the proposal against the provisions of the Strategy, we have drawn the following conclusions:

- The subject site has specifically been considered in the Strategy with respect to its current and future land uses and has been deemed appropriate for higher order employment generating uses.
- The subject land has been classified as a Category 2 land – meaning land with potential to allow for a wider range of employment uses than those permitted in the industrial zone such as freight and logistics, commercial and bulky goods.
- Category 2 land may include employment locations along road or rail corridors well serviced by public transport, such as Enterprise Corridors.
- The site is located within the Princes Highway Enterprise Corridor for the South Subregion.
- Enterprise Corridors are considered appropriate locations for bulky goods retailing as they can take advantage of the highway frontage and access to existing public transport infrastructure.

Having regard to the above, the IKEA proposal is the type and scale of use considered to be highly appropriate for the site as it satisfies all the key directions of the Strategy relating to future land use planning for an industrial site of its type.

#### 6.1.3 Marrickville Urban Strategy 2007

The Marrickville Urban Strategy provides the planning context for future development across the Marrickville LGA. The Strategy reviews current land use and zoning issues at a strategic level and incorporates the many existing Marrickville Council plans and strategies. It will inform the review and



rationalisation of Council's planning controls which will culminate in the production of a comprehensive planning strategy and new Local Environmental Plan. The Strategy focuses on finding sites for increased provision of housing and, to some extent, employment.

The Urban Strategy states that:

*In 2004, Marrickville LGA had an estimated 23,800 jobs. Overall, employment has declined since 1996 by 1,850 jobs. The main industries that saw declining employment were manufacturing, transport and community services. The Metropolitan Strategy has set an employment target for the South subregion of 21,000 new jobs. Marrickville has to demonstrate the contribution it can make towards this target to ensure it can accommodate enough homes and jobs in the right locations.*

The strategy identified the following issues with employment provision:

- Economic restructuring means that existing employment or industrial lands are experiencing some pressure for redevelopment to residential uses.
- Investors are deterred by the proximity of residential areas and fear of residential conflicts undermining business competitiveness.
- Employment modelling estimated an additional 26,100m<sup>2</sup> of industrial floorspace may be required within Marrickville to accommodate growth in the industrial sector. There may be existing capacity within current industrial land which is currently under-utilised, requiring 'restructuring' to cater for this demand.
- A key issue in Marrickville is the presence of small lots which limit redevelopment to meet current and future floorspace demand.
- The subject site is identified as being within an enterprise corridor, located along the Princes Highway. These corridors are identified as being able to provide locations for employment and services, in addition to providing opportunities to cater for housing demand where it is set back from the road corridor.

### Comments

The subject site is ideally located to supply an employment generating use to increase job availability in Marrickville LGA. The IKEA site will result in a net increase of 612 jobs on site, as well as 550 jobs during construction phase, catering for a range of ages and skill sets which can be drawn from the local area and beyond.

#### 6.1.4 Site Suitability

The suitability of the site has been considered from a retail trading perspective as well as from a site development perspective. This is summarised below.

Bulky Goods Retail Perspective:

- The site is ideally located away from competing centres, with no homemaker centre within the primary Inner South-Western Sydney catchment.
- The section of the Princes Highway corridor within the LGA area already contains a scattering of individual bulky goods retailers. This coupled with a recent rezoning for a bulky goods retailer on Princes Highway to the north has the makings of a cluster for the region. The proposal will reinforce this emerging trend plus the broader strategic aim for the Princes Highway to become an Enterprise Corridor that contributes significantly to the local economy.
- The Princes Highway frontage provides good exposure to passing traffic. The site also has good access from major roads such as M5 Motorway/Eastern Distributor and Botany Road that connect motorists to and from the region. For these reasons, the site is highly suited to accommodate this form of retailing.

#### Development Perspective:

- The majority of the site is currently zoned 4B Light Industrial under the Marrickville LEP which currently prohibits a range of development types including dwelling houses, hospitals, commercial premises (other than banks) and shops.
- The land is located in the vicinity of Sydney Airport and is subject to strict OLS height limitations and high levels of noise generation. This severely restricts the style of development that can be constructed on the site to low lying built forms which must be adequately insulated to cater for the noise generated by low flying planes.
- The Draft South Subregional Strategy identifies the site and surrounding precinct as a future enterprise corridor. This type of land use is conducive to retail and business operations, generally of a large scale in nature which have good access to road corridors.
- The site was formerly a Council tip and subsequently is highly constrained. As a result of the ongoing maintenance and testing requirements of the sub surface contamination coupled with the limitations in terms of construction, the re-use of the site for an employment generating development such as IKEA is highly suitable.
- The proposal has been specifically designed to position the building and the at-grade car parking so that the building can be developed outside the former tip site and the car parking caps and covers the former tip site.
- The overall concept has been specifically designed to meet OLS and noise insulation requirements and represents the only viable employment generating land use for the site that can operate within the considerable land constraints.
- The adaptive re-use of the historically significant Ateco building for the IKEA headquarters ensures the local landmark building is retained and restored.

Overall, the site presents a highly attract location for a bulky goods destination. Given the significant constraints on developing the land, the proposal represents an appropriate use in its local context.

## 6.2 Consistency with Environmental Planning Instruments

### 6.2.1 SEPP 55 Remediation of Land

SEPP 55 aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment. In the determination of a development application, the consent authority must not consent to the carrying out of any development on land unless:

- (a) It has considered whether the land is contaminated, and*
- (b) If the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable after remediation) for the purpose for which the development is proposed to be carried out, and*
- (c) If the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.*

The former “Tempe Tip” portion of the site has already been appropriately remediated for use as commercial or industrial premises. The remainder of the site has evidence of some localised contamination and as such a Remediation Action Plan is required for that land. Details are provided below.

### *Former Tempe Tip site – Lots 200 and 201 DP 1097238*

Coffey Geosciences, who were retained by Marrickville Council, advise that the former tip lands have been remediated by placement of a cap over the landfill material present on the site. The cap has been constructed of fill material classified as virgin excavated natural material (VENM) imported to the site. The imported VENM comprised largely of ripped sandstone, ripped shale and silty clay.

Following the completion of capping, Coffey Geosciences prepared a Validation Report for the subject site. Tenix Projects prepared a Site Management Plan for ongoing management and maintenance of the cap.

A Site Contamination Audit was undertaken for these former Tempe Tip lands (Lot 200 and 201 DP 1097238) by Environ (Graeme Nyland) in May 2006 as part of a contract of sale. The Audit was limited to a review of the capping and containment of fill material over these two sites, and the management of landfill gases. The audit was conducted to provide an independent review of whether these two sites are suitable for industrial or commercial use.

The Site Contamination Audit Report reviewed the Remediation Action Plan prepared for the site and the methodology of undertaking remediation works in accordance with this RAP. The Report concludes

*“Based on the information presented in the Coffey Reports and observations made on site, and following the Decision Process for Assessing Urban Redevelopment Sites in EPA (1998) Guidelines for the NSW Site Auditor Scheme, the Auditor concludes that the site is suitable for the purposes of commercial/industrial land uses subject to compliance with the following Environmental Management Plan:*

*“Tempe Lands, Site Environmental Management Plan For Areas 1A and 1B” dated 19 April 20-06 by Tenix Projects”*

*Groundwater should not be abstracted for use.*

The Site Audit Statement accompanying the Site Contamination Audit confirms this conclusion in accordance with the NSW Site Auditor Scheme.

As such, the lands formerly comprising the Tempe Tip are sufficiently remediated to allow development for the purposes of commercial and industrial development. In accordance with the Site Management Plan, ongoing monitoring of leachate quality and landfill gas is being conducted on the site.

This Site Audit Statement and Site Contamination Audit accompanying this application are included at **Appendix F**.

### *Other Land subject to this EA*

Coffey Geosciences has prepared a Contamination Assessment Report for the remaining land within the site known as:

- Lot A DP 399884, including 60 Princes Highway
- Lot B DP 399884, including 632 Princes Highway
- Lot A DP 385209 and Lot E DP 385210, including 634-726 Princes Highway.

Borehole testing was undertaken with various contaminants detected. This report is included at **Appendix G**.

The report concludes that based on the findings, Coffey Environments considers the site can, with some localised remedial work, be made suitable for the proposed commercial development. The localised areas of asbestos impact would need to be excavated and removed to a suitable licensed facility. The presence of asbestos is seemingly not widespread. The shallow hotspot areas (area of former tank pits and area around BH5) could be excavated and disposed of to a suitably licensed landfill. A Remediation Action Plan will be prepared to detail the method to remove the contaminants on this portion of the site.

## 6.2.2 SEPP (Major Projects) 2005

State Environmental Planning Policy (Major Projects) 2005 came into affect on 25 May 2005 and was subsequently amended on 31 October 2005. This SEPP defines what development is a major project as determined by the Minister for Planning. A Preliminary Environmental Assessment submission has been made to the Minister requesting the proposal be declared a Major Project pursuant to Clause 6 of the SEPP.

On 4 September 2008, the Minister for Planning declared, in the record of his opinion for the purposes of Clause 6(1) of the SEP, the proposal a Major Project to which Part 3A of the EP&A Act, 1979 applies.

The Director General issued Environmental Assessment Requirements (DGRs) for the lodgement of a Concept Plan Application on 18 September 2008, are detailed in Section 4 of this report.

## 6.2.3 SEPP (Infrastructure) 2007

State Environmental Planning Policy (Infrastructure) 2007 came into effect 1 January 2008. The SEPP was introduced to facilitate the delivery of infrastructure across the state by improving regulatory certainty and efficiency.

SEPP (Infrastructure) 2007 repealed a number of other environmental planning instruments, including SEPP 11 – Traffic Generating Developments. In place, this SEPP includes a clause that retains the same RTA referral provisions in the repealed SEPP 11.

The scale of the proposed floorspace and car parking spaces triggers the referral provisions under this SEPP, requiring the application to be referred to the RTA for comment.

## 6.2.4 SEPP 64 Advertising and Signage

State Environmental Planning Policy No. 64 (SEPP 64) aims to ensure that signage is compatible with the desired amenity and visual character of an area, communicates the message effectively and is of high quality design and finish.

The proposed business identification signage is shown on the Architectural Plans included at **Appendix D**.

Part 3 of SEPP 64 does not apply to this application, as the proposed signs are defined as ‘business identification signs’. Therefore, in accordance with Part 2 of the SEPP, an assessment of the proposal against the criteria specified in Schedule 1 of SEPP 64 has been undertaken.

The assessment of the proposed signage is outlined below.

### 1. Character of the Area

- The Princes Highway locality comprises a mix of industrial and retail business activities along side old established residential premises. The businesses in this locality all display a range of attached wall and pylon signage. The predominant mixed industrial/retail character of the locality will continue to evolve by virtue of its future Enterprise Corridor zoning that will accommodate more regional serving retail and commercial businesses. Therefore, visually prominent and clear business signage will continue to exist in order to capitalise on the exposure to the high traffic volumes that businesses along this corridor enjoy. Within this context, the proposed signage is compatible with both the existing and desired future character of development within the locality.
- Proportionally, the proposed wall signs will achieve a complimentary relationship with the scale of the overall building. The area of wall signage along the principal northern and western frontages equates to only 3.5% and 7% respectively. Only 11% of the rear (eastern) wall area and 1.9 (% of the southern wall area will be occupied by signage. Thus the proportion of signage to the wall areas is very low. This design will ensure that the business signage will not dominate the visual character of the building. The location of the signage together with the colour branding will present a unified and uncluttered signage appearance that is appropriate in its local context.

- The proposed pylon sign has been located at the north-western corner of the site so as to be highly visible to passing motorists but also to sit behind the existing clock tower from the most expansive of the site travelling westbound to preserve its visual character and setting. The tower pylon structure with triangular shaped signage atop is the signature signage for IKEA. Give the regional draw and significance of IKEA coupled with its highway fronted exposure, the pylon 'statement' is considered appropriate in its context.
- The proposed signs will be of a high quality design and finish to provide effective communication of the IKEA image and branding.

## 2. Special Areas

- The site is located within an existing industrial precinct and is therefore not located in a 'special area'.
- The proposal does however seek to retain a building of heritage significance known as the "Penfolds showroom" building we refer to as the Ateco building. The heritage consultant, Godden Mackay Logan, have assessed the proposed signage and concluded that despite the clearly visible proposed signs, the Ateco building and its clock tower would remain the dominant form along the Princes Highway frontage. The separate location of the pylon sign and well removed from the clock tower would not reduce the iconic status of the Ateco building and clock tower.
- Furthermore, the Heritage Report suggests considering a lighting scheme for the Ateco building to assist in preserving its iconic status.

## 3. Views and Vistas

- The site does not form part of a view or vista of particular visual quality or significance.
- The proposal will positively contribute to the visual interest of the streetscape by signalling the activation of the site for bulky goods retail uses.

## 4. Streetscape, Setting and Landscape

- The proposal will comprise IKEA business signage, both integrated into the building and on a free-standing pylon structure. As such, the proposed signage will complement the character and nature of existing signage for businesses that front Princes Highway. The signage will not obstruct any important views. Within the Princes Highway corridor, the Ateco building and clock tower is the iconic visual landmark and this will be retained.
- The locality is quite degraded and lacks a visual and commercial vibrancy. The proposed signage will signal the rejuvenation of the locality and the signage will contribute to the new lively and active aesthetic.
- The signage will not obstruct views to existing signs. While the pylon tower will be the tallest signage structure in the locality, however by being setback from the street boundary it respects the viewing rights of other existing and future advertisers.

## 5. Site and Building

- The proposed signage is proportionally compatible with the scale of the proposed building and has been designed to present an integrated visual character.
- The signage has been located and scaled having close consideration to the presence of the existing Ateco building so as not to dominate or detract from its special character.
- The free standing pylon structures will create wider locality statement signalling the location of the development. The scale of the sign is appropriate for a retail development in the order of 40,000m<sup>2</sup>, as well as the Asia-Pacific headquarters of the IKEA business.

## 6. Associated Devices and Logos with Advertisements and Advertising Structures

- The proposal incorporates the “IKEA” and “IKEA Home furnishings” logos affixed to the building. An advertising sign affixed to the northern building face will display an image of the products for sale within the building. The signage has been designed to integrate with the building appearance and scale to achieve a harmonious visual appearance.

## 7. Illumination

- All the proposed signage will be backlit at night and will comply with the relevant codes. The flagpoles displaying the IKEA logo on banners will be up-lit.
- The illuminated signage of the pylon and highway fronted facades will be visible by only a small number of residences on the opposite side of Princes Highway. Having regard to the existing local context of a main road with significant street lighting, business and vehicle light spill, the proposed new signs will not change the diminish the current level of night time residential amenity. The proposed lighting method will ensure that no direct light will spill onto the residential properties avoiding any unreasonable disturbance.
- The illumination of the pylon structure at night will be to a magnitude that will comply with any relevant airport guidelines so as not impact on aircraft navigation.
- No flashing lights are proposed, and therefore will not create visual disturbance to neighbouring properties or aircraft.

## 8. Safety

- The pylon structure will be setback from the Princes Highway street verge and a sufficient distance away from any other signage in order to avoid any potential for driver confusion or distraction. As such the structure will not affect the safety of motorists travelling along the public road.
- Similarly, the clear setback of the pylon structure from the footpath will avoid any safety concerns for pedestrians. The proposed signs for the wall fascia will be affixed at a height that will ensure adequate levels of safety will be afforded to pedestrians accessing the centre.
- Directional entry and exit signs will further improve safety conditions for motorists entering and exiting the site.
- The signage has been designed with high quality materials and will be installed by suitably qualified tradespeople. Furthermore, the wall signs will be affixed to the building fascia, meeting the minimum height clearance, to ensure that the site provides a safe environment for vehicles, pedestrians or cyclists using the footpath entry to the building.

For the reasons outlined above, the proposed signage is considered to satisfy the relevant provisions of SEPP 64 and thereby achieve the aims of the policy.

### 6.2.5 Draft SEPP 66 – Integration of Land Use and Transport

The Integrated Land Use and Transport Planning Policy Package (ILUTP), which includes Draft SEPP 66, is a consideration in assessment of the proposed development.

The ILUTP has been prepared to identify actions and initiatives to achieve improved integration of land use with transport, with the key objectives of reducing car dependency on use of private motor vehicles, enhancing use and viability of public transport and contributing to more ecologically sustainable development.

The ILUTP includes a policy document known as “*The Right Place for Business and Services*”. This policy aims to encourage a network of vibrant, accessible, mixed-use centres, which are closely aligned with and accessible by public transport, walking and cycling. Key planning objectives of the policy are:

- To locate trip generating development which provides important services in places that help moderate the demand for car travel, encourage multi-purpose trips, and encourage people to travel on public transport, walk or cycle.

- To minimise dispersed trip generating development that can only be accessed by cars.
- To ensure that a network of viable, mixed-use centres closely aligned with the public transport system accommodates and creates opportunities for business growth and service delivery, encourage private and public investment in centres, and sure that they are well designed, managed and maintained.
- To foster growth, competition, innovation and investment confidence in centres, especially in the retail and entertainment sectors, through consistent and responsive decision making.

The proposal is consistent with the key policy objectives, for the following reasons:

- The site location and proposed use by IKEA accords with the principles behind classifying the Princes Highway as an Enterprise Corridor by utilising the existing road infrastructure to support an intensive land use, thereby avoiding the more significant impacts that would emanate if the development was located elsewhere in the region away from highway frontage and motorway access.
- While car based travel is the predominate mode to shop at stores like IKEA, the concept plan incorporates a coach bus lay-by area to accommodate shopping groups which is a measure to reduce car use to the site.
- The proposal also incorporates measures to improve accessibility and connectivity from the locality through improved pedestrian and cycle paths which will improve the attractiveness to customers and staff residing in the local area to travel to the centre by means alternate to cars.
- The site is located within walking distance of both rail and bus services. Sydenham and Tempe Stations provide rail services from the Eastern Suburbs/Illawarra line, Bankstown line and the Airport and East Hills line. Sydney Buses operate a number of bus services along the Princes Highway including Route 422 (City to Tempe), Route 357 (Bondi Junction to Sydenham) and Route 425 (Dulwich Hill to Tempe).
- The proposal represents an appropriate utilisation of a desirable highway-fronted site that has significant development constraints. Given the range of development constraints identified in this Report and the subsequent limited opportunity for alternate suitable uses, the proposal represents a highly appropriate location for the IKEA development.
- Given IKEA specialises in a single homemakers/bulky goods market segment it will not directly compete with existing centres such as Marrickville Metro which is predominately focused on supermarket and specialty retailing. The proposed IKEA will be a business and investment magnet for the region due to its wide geographic attraction and high volume of customers, encouraging businesses to the locality to capitalise on the opportunity that high customer volumes generated by IKEA. This will in turn lead the rejuvenation of commercial businesses along Princes Highway.

Given the above reasons, the proposal satisfies the objectives of the ILUTP and Draft SEPP 66.

### 6.2.6 Marrickville Local Environmental Plan 2001

The Marrickville Local Environmental Plan 2001 (MLEP 2001) is the principle planning instrument that would apply to the land if an application was lodged under Part 4 of the Act. The key town planning considerations under this instrument are summarised as follows:

- The majority of the site is zoned 4B Light Industrial, with a small strip of land along the north-eastern corner, fronting Princes Highway, zoned 9C Road Widening.
- Bulky goods retailing and commercial premises are prohibited in these zones under MLEP 2001.
- MLEP 2001 contains a 1:1 Floor Space Ratio (FSR) control that would apply to the site if the development was assessed under Part 4 of the Act.
- Clauses 47 to 54 of MLEP 2001 contain controls to guide the development works of a heritage item for works within the vicinity of heritage items. The site contains a heritage item known as "Westpac

Stores and Penfolds” at 634-808 Princes Highway. A detailed Heritage Assessment Report of the proposal has been prepared which addresses the requirements of this clause.

- Clauses 62 to 64 outline social planning requirements which must be taken into consideration by the Council in the assessment of a development application. It is considered that the proposal meets these social planning requirements as:
  - Active street frontages will be presented to the Princes Highway, the main frontage of the development, as well as to the car park which will contain the main pedestrian entry.
  - There will be no loss of low cost rental accommodation
  - The proposal will meet the relevant accessibility provisions of AS 1428, and the Disability Discrimination Act. Accessible paths of travel will be provided throughout the development.

### *Use*

The proposed use as a bulky goods retailing centre is considered to be appropriate for the site, due to its scale and proximity to the airport and major transport links. The development requires a significantly large site. While the use is not currently permitted under MLEP 2001, it will not be inconsistent with future land uses along the corridor which through the anticipated Enterprise Corridor zoning will comprise a mix of industrial, retail and commercial uses.

### *Floor Space Ratio*

The proposed floorspace of 44,529m<sup>2</sup> GFA comfortably fits within this 1:1 FSR, which would permit a total yield of 99,800m<sup>2</sup> of floorspace.

### *Heritage Conservation*

The proposal addresses the heritage significance of the site in the accompanying Statement of Heritage Impact and the Archaeological Assessment prepared by Godden Mackay Logan.

## 6.2.7 Sydney Airport Policy Documents

### *Commonwealth Airports Act 1996*

The Airports Act 1996 applies to Sydney Airport land which is in close proximity of the subject site. Part 12 of this Act includes provisions for the protection of airspace around airports.

Part 12 Division 4 applies to Controlled Activities for which approval is required under the Airports Act. These include:

- Construction of a building that protrudes into prescribed airspace.
- Operation of a source of artificial light which emits an intensity of light that exceeds the levels outlined in the Regulations or is capable of blinding or being distracting to pilots.
- Operating plant which reflects sunlight in such a way that it would be distracting to pilots.
- Operation of an activity which creates turbulence above levels allowable under the regulations or that would be disturbing to the operation of aircraft.
- Activities that emit dust or smoke or other particulate matter that is above levels allowable in the regulations or would affect the ability of aircraft to operate in the prescribed airspace.
- An activity that emits steam or gas that is above levels allowable in the regulations or would affect the ability of aircraft to operate in the prescribed airspace.

The undertaking of any of these activities requires an approval under the Airports Regulation.

In this regard, the built form of the proposed development will not protrude above the OLS into prescribed airspace, nor will it cause anything else to protrude into prescribed airspace. The location



and operation of cranes during construction of the project may require approval under the Airports Act and Regulation. Refer to the architectural drawings at **Appendix D** for more details.

### *Sydney Airport Master Plan*

The Airports Act 1996 provides for the making of Major Development Plans and Master Plans for airport land. The current Sydney Airport Master Plan does not apply to the subject development site, however outlines a long term plan for the upgrading of Sydney Airport facilities. This includes the zoning of some land within the airport precinct for mixed uses, including bulky goods retailing, commercial, hotels and restaurants and other forms of development. Any future development within the airport land is not required to be assessed against state or local planning policies. This application will not impact on the ability of the owners of the airport to physically develop land on their site for the anticipated range of non-aviation uses outlined in the current approved or future draft Master Plan.

## 6.3 Consistency with Non-Statutory Guidelines

### 6.3.1 Marrickville Council DCPs and Policy Documents

#### *Parking Strategy DCP 19*

The Parking Strategy requires the minimum provision of car parking and bicycle parking at the following rates for the proposed uses on the site:

Table 2 – Car and Bike Parking Requirements

Land Use	Car Parking Requirement	Bicycle Parking Requirement (employee)	Bicycle Parking Requirement (visitor)
Commercial premises and offices (4,546m <sup>2</sup> )	1 space / 45m <sup>2</sup> GFA = 101 spaces	1 space per 200m <sup>2</sup> GFA = 23 spaces	1 space per 750m <sup>2</sup> over 1,000m <sup>2</sup> = 5 spaces
General Business, Retail Shops and Retail Floor Area, over 1000m <sup>2</sup> (20,204)	30 spaces + 1 space/20m <sup>2</sup> over 1000m <sup>2</sup> = 990 spaces	1 space per 300m <sup>2</sup> GFA = 67 spaces	1 space per 500m <sup>2</sup> GFA over 1000m <sup>2</sup> GFA. = 38 spaces
Industry, bulk stores and warehouses (17,180)	1 space per 90m <sup>2</sup> GFA = 191 spaces	1 space per 150m <sup>2</sup> GFA = 115 spaces	1 space per 1000m <sup>2</sup> GFA = 17 spaces
Total:	1,282	205	60

The minimum number of car parking spaces to be provided on the site is 1,282, with 205 employee bike spaces and 60 visitor bike spaces.

A total of 1,775 car parking spaces will be provided on the site, exceeding the DCP requirement.

IKEA has detailed surveys of customer travel modes, occupancy of vehicles and trip frequency to inform the total car spaces proposed. From data collected at the Rhodes store, it is anticipated that the maximum vehicle trips per hour are approximately 718 (between midday and 1pm on weekends). To accommodate this volume of traffic as well as existing vehicles on the site, approximately 1,775 car parking spaces are required. This will ensure queuing of vehicles happens on the site and not within the surrounding road network, and sufficient car parking spaces will be provided to meet the anticipated demand. Refer section 6.1 of the Traffic Report at **Appendix H** for further details.

#### *Waste Management DCP 27*

Council's Waste Management DCP aims to achieve waste reduction and resource recovery; achieve appropriately designed waste and recycling storage/collection systems in buildings; and to reduce

stormwater pollution due to the poor design and management of such facilities. The waste management plan addresses both construction and operational waste management.

The DCP requires that Part 1 of the Waste management Plan pro-forma (ongoing use of premises) be addressed at DA lodgement stage for Industrial development, whilst Part 2 (demolition/construction) can be addressed prior to commencement of any works.

IKEA has standard waste management practices which are adapted worldwide to each of its stores. These are detailed in full at **Appendix I** (Routines for Waste Storage and Retail Work in the Stores). Such measures include:

- Having an environmental co-ordinator in each of the stores ensuring new staff are appropriately trained and that up to date environmental standards are being implemented
- Utilising an environmental action plan including goals and methodologies to reduce waste and improve environmental performance
- The source separation of different waste types for recycling
- Implementation of producer responsibility for the life of the product.

A comprehensive waste management strategy will be completed prior to issue of Construction Certificate for the construction works.

#### *Contaminated Land Policy DCP 29*

Council's Contaminated Land Policy forms the basis for the control and management of contaminated land within the Marrickville LGA. The plan provides the policy framework for the integration of land contamination management controls and policies in local planning and development.

The objectives of the plan are to:

- *Implement a cautionary approach by identifying and dealing with contamination issues at an early stage in the planning process in order to prevent harm and avoid unnecessary restrictions on land use.*
- *Provide information to support decision making and inform the community of procedures relating to the control and management of contaminated land.*
- *Ensure council does not incur any liability in exercising its planning functions in relation to contaminated land by adhering to policies substantially in accordance with relevant state planning guidelines.*

The remediation of land is governed at a State level by SEPP 55 Remediation of Land and details of site remediation have been addressed in that relevant section of this report (refer section 6.1.1).

#### *Equity of Access and Mobility DCP 31*

This DCP aims to provide appropriate levels of access and mobility for new and redeveloped buildings, to recognise the diverse accommodation needs of members of the community, to provide adequate numbers of accessible car parking facilities, and increase awareness and understanding of access and mobility issues.

The proposed development has been designed to comply with all of the relevant DCP guidelines and DDA legislation.

An Access Report has been prepared by Accessibility Solutions and accompanies this EA report at **Appendix J**. The report states that

*Overall, the development proposal demonstrates that the fundamental aspects of accessibility have been incorporated into the design to enable equitable safe and dignified access to meet the performance requirements of the BCA and the capacity to comply with the technical requirements of AS1428 parts 1, 2 and 4. AS2980.1 regarding accessible parking, AS1735.12 relating to lifts and also satisfy Council's Access DCP 31.*

### *Energy Smart Water Wise DCP 32*

This DCP seeks to maximise the efficient use of energy and water by new development. A Sustainability Statement in respect to the proposed development has been prepared by Cundal and is included at **Appendix K**. The proposed development will provide the following, which was used as a basis for the ESD measures at the Logan store in Queensland:

- Chilled beam air conditioning throughout the Market Hall and Showroom utilising chilled water recirculation from sprinkler chilled water storage tanks located on the site.
- Recycling of all roof rainwater into harvesting tanks with a 500,000 litre capacity for irrigation usage, WC flushing and replenishment of cooling tower water lost through evaporation and drift.
- Solar hot water for domestic hot water used throughout the store including use in the commercial kitchen.
- Low VOC paint throughout to provide a more healthy indoor environmental quality.
- Sprinkler tanks with a dual function of storing chilled water at night time, using a lower power tariff, and then supplying chilled water to the chilled beams at peak times.

The following additional sustainability commitment has been made by IKEA for the Tempe project:

- To use Logan IKEA store as a performance benchmark for energy and water use and to provide improvements to these performance figures.
- To use an internationally recognised environmental rating tool as a guideline to achieving high levels of environmental performance in the other measurable areas of environmental performance such as waste management, materials, comfort and innovations.
- To develop a long term – 20 year carbon emission reduction strategy in line with Sydney's 2030 sustainable strategy.
- Develop IKEA's global renewable energy strategy for the Australian climate.

Overall the project will represent a sustainability benchmark for a bulky goods/retail project in Australia as well as a global benchmark for IKEA. Furthermore, the proposal will also meet the requirements of Part J of the BCA, which also aim to improve the environmental performance of commercial/industrial buildings.

### *Community Safety DCP 38*

Council's Community Safety DCP provides detailed objectives, controls and guidelines for how community safety matters can be adequately addressed in development. The DCP recognises that both private and public spaces contribute to overall community safety.

The main requirements of the DCP are based around the Crime Prevention Through Environmental Design principles, being surveillance, access control, territorial reinforcement and space management/maintenance. Council requires a CPTED report to be completed in respect to the proposed development, as well as the preparation of a Plan of Management for the operation of late night premises. A CPTED report prepared by Urbis accompanies this EA at **Appendix L**.

The report bases its CPTED assessment on both the physical built form considerations as well as the high risk issues for the area as nominated by the local area police command and local community. Overall the report identified areas which could be improved in the operational stage of the development to maximise public safety. These are listed below:

#### *On Site Security*

- Installation of CCTV cameras throughout all car parking areas (in particular, rear and delivery/loading dock area where permeability is obscured) and if possible, regular security patrols through these areas.

- External lighting (including sensor lights after hours) to a standard that enables facial recognition in all car parking areas, the loading dock, and key pedestrian access points. Monitor lighting standards in external areas adjacent to the site.
- Use of transparent, secure fencing of a sufficient height; landscaping to provide border definition of the site; and closure of the site after hours to deter unauthorised entry.
- Implementation of after hours management measures (ie CCTV, roving security patrols) for the Bellevue Street entry point to the delivery/loading dock, to address potential loitering or malicious damage to property.
- Consideration of varying delivery times and schedules to the loading dock (along the Bellevue Street access road) to deter the possibility of organised theft.
- Establishing an information/security point at the entrance to the car park to monitor car and customer movements to and from the site.
- Maintenance of clear and prominent signage, changed at regular intervals, warning people not to leave their valuables in their car.
- Use of robust materials in finishes throughout the store to reduce the likelihood and cost of malicious damage such as graffiti.

#### Traffic Management and Pedestrian Safety

- Use of clear signage in relation to pedestrian access and path-finding from the street front and car parking areas.
- Use of traffic control personnel at the main entry to marshal vehicles and pedestrians during peak times or events, eg store opening.
- Ensuring that external doors are flush with walls.
- Ensuring that lighting is improved along the frontage of the site (Princes Highway).

#### Internal Safety and Security

- The use of security access cards should be adopted for all staff. This is recommended to restrict movement of non-authorised persons beyond the general public area. This is particularly important in relation to the lower ground floor access to the IKEA Office building.
- Provide active surveillance such as CCTV and security patrols. This is particularly important in the loading dock, home delivery dock, waste storage and basement areas.
- Lighting must comply with AS1158/1680 and there should be sufficient light distribution and light levels to ensure that users of the facilities are safe.
- IKEA employees should follow their established cash management procedures.
- Doors leading from public to staff only areas such as those on the ground floor loading dock and upper ground floor should be locked with access only for authorised people. These should be identified by signage, change of colour or texture to limit confusion.

A number of the suggested measures that can be readily incorporated into the current plans have been done. The remainder will be incorporated into the detailed construction drawings following approval of the Concept Plan.

The following addresses how the proposed development meets the DCP's requirements.

## *Controls for Commercial and Community Developments*

### Siting of Buildings and Structures:

- The existing heritage 'Ateco' showroom building will be retained as the development frontage to the Princes Highway, with the new IKEA building positioned behind. Glazing in this elevation will present natural surveillance to the street frontage. This natural surveillance is also provided over the car park as part of the building's entry element.
- The main pedestrian entrance will be provided off the main car parking area and will be clearly visible from across the site.
- The design of the building has been articulated so as to present an interesting built form in the streetscape, avoiding excessive long uninterrupted horizontal walls to the visually prominent frontages. The extensive glazing along the main north elevation further reduces the massing of the building. In addition, the design carefully preserves and adaptively reuses the iconic heritage elements on the site which will promote visual interest and connectedness to the past history of uses on the site.
- Waste and recycling areas are provided at the basement level of the car park. Collection by commercial contractors will be undertaken from the loading dock.

### Design of entrances

- The retail building has entrances fronting the main car park via escalators to the main floor. The commercial office component has its main access from the Princes Highway. Both entrances are well signposted and are clearly visible. Plantings surrounding the commercial entrance are low ground cover plants that will not obscure view lines.
- Directional signage will be located throughout the car park area and around the building to assist in way finding of customers and staff.

### Design of Communal and Public Areas within Developments.

- The open space located towards the Princes Highway will be overlooked by windows within both the retail IKEA building as well as the heritage listed commercial building. The communal space surrounding the fig tree will be overlooked by windows from the heritage building.
- Garbage storage areas are located within the basement and within the loading dock space.
- Adequate lighting will be provided through the communal areas between the building and the Princes Highway as well as throughout the car park.

### Blind Corners

- Blind corners have been minimised in the design of the building. Where they are unavoidable they will be treated appropriately with reflective mirrors and the like.
- Landscaping and low height fencing has been used to delineate pathways across the site to maximise visual permeability.

### Lighting

- Where required, the Australian Standard AS1158.3.1:1999 "Road Lighting. Part 3.1: Pedestrian area (Category P) lighting – performance and installation design requirements" will be complied with.
- AS 4282-1997-Control of the Obstructive Effects of Outdoor Lighting will be complied with where not contrary to the provisions of AS1158.3.1:1999.

### Landscaping

- The building's entrance will be visible from both the street and the car park and will not be obscured by landscaping.

- No large trees are located adjacent to the building such that an intruder could gain access to the building via that tree. The relocated fig tree is located adjacent to a part of the building which does not contain balconies.
- The landscaping of the site has been designed to minimise opportunities for entrapment or the concealment of intruders. All plantings are either low in height or have clear trunks to facilitate clear view lines across the site.

#### Car park Access and Egress

- Separate ingress and egress lanes are provided at the common vehicular crossing points to both the Princes Highway and Smith Street.
- Wayfinding markers will be painted throughout the car park including directional arrows for vehicles, dedicated pedestrian routes and pedestrian crossings.

#### Minimising Unintended Access

- The proposed building is not located in close enough proximity to any other building so as to facilitate access between roofs.

#### Fencing

- Fencing is proposed along the southern boundary of the site. This is purposefully obscure so as to prevent overlooking onto the neighbouring container storage site.
- There will be no fencing along the Princes Highway frontage, with the natural gradation of the land providing sufficient barrier between the car park and the roadway. Low stone walls will mark the boundary of the site.

#### Security Measures

- No external storage areas are proposed.
- IKEA will prepare a Plan of Management for its ongoing operation which will detail night time safety measures.

#### Boundary Delineation

- The footpath will form the boundary delineation along the Princes Highway, with landscaping within the front setback.
- Low height walls are located within the front setback providing a boundary delineation between the subject site and the public domain along the Princes Highway.
- The bike path along the southern boundary has been designed for public through-site access however will be secured at night time.

#### Minimising Opportunities for Vandalism

- The proposed design incorporates a significantly modulated building to minimise opportunities for graffiti. The location of the heritage listed building along the Princes Highway frontage cannot be modulated for conservation reasons.

#### Materials and Maintenance

- The Operational Plan of Management will detail the ongoing maintenance of the site.

#### *Stormwater and On Site Detention Code*

OSD of stormwater is required to limit discharges from developments to pre-developer conditions. For developments greater than 1,000m<sup>2</sup> in area allowable discharges will be limited to the equivalent fully pervious discharges for the site area. A concept stormwater management plan has been prepared for the development by Taylor Thompson Whitting and is included at **Appendix M**.

### *Proposed Stormwater*

It is proposed that all stormwater be captured in a put and pipe system designed to the 20 year ARI, and then connected into the existing Council stormwater network via On-Site Detention. In the event of localised flooding, water will be discharged away from the building and directed downstream. Moreover, overland flow paths have been provided to restrict ponding and to direct access flows via the roadways and away from the site.

- The eastern car park overflow is directed towards the access road and down Bellevue Street.
- The eastern entrance to the site off the Princes Highway, and landscaped areas will overflow through to the eastern car park.
- Overflow from the entrance ramp to the basement will be directed into the basement and captured by pits connecting to the southern drainage line. The catchment area of the ramp leading to the basement was minimised to prevent excessive flooding through the car park.
- The western landscaped areas upon entrance to the site off the Princes Highway is directed south, past the loading dock and through the access road to be released at Smith Street.
- The western loading dock overflow is directed south, past the loading dock and through the access road to be released at Smith Street.

### *On Site Detention*

Marrickville Council requires that the post development flow must be limited to equal or less than the existing flow from the 5 year to the 100 year ARI.

OSD was modelled in DRAINS to ensure the proposed development met the criteria. The existing catchment has been split into 3 sub catchments for the purposes of modelling; these are the catchment draining to the South of the site, the sandstone capping draining to the South of the site and the bypass catchment draining to the North-east of the site. Similarly, the proposed catchment was split into the catchment draining to the OSD and the bypass catchment draining to the north east of the site.

An OSD volume of 400m<sup>3</sup> is required to meet the criteria.

### *Flooding*

The proposed development does not have any adverse hydraulic affect on the current state of adjacent and downstream properties during the 100 year storm event. The 100 year storm flood extents (overland flows) are directed and limited to the roadways west of the development on Smith Street and east of the development on Bellevue Street.

## 6.4 Built Form

The proposed built form has been designed to accommodate the significant site constraints including contamination and OLS height limits.

The building form is located towards the western boundary of the site to integrate with the Ateco heritage building and also avoid construction over the capped former Tempe Tip component of the site. This location also places the built form in closer proximity to existing buildings on neighbouring sites, thereby producing a continuity of built form along the Princes Highway rather than the appearance of a 'building in space'.

A comparable height study has been undertaken which shows the height of the proposed building in the context of the surrounding development. Architectural drawing SA-201 (**Appendix D**) shows the western elevation of the proposed IKEA building along with the existing built form elevations on both neighbouring sites. This elevation demonstrates that the height of the proposed IKEA building is complementary to that of the "Pretty Girl" building to its west, with the IKEA parapet height being slightly lower than that of the "Pretty Girl" building. The height of the building in the context of the other

surrounding sites is also clearly shown in the 3D model that has been prepared and is considered to be appropriate. The building sits below the OLS limits, a major development constraint.

The character of this precinct on the southern side of the Princes Highway is dominated by large scale industrial style warehouse buildings. The bulk and scale of the IKEA building is also consistent with this large format style of building. Across the Princes Highway, development consists of a range of one and two storey buildings being residential dwellings and retail shops and light industrial units. There is sufficient distance between these existing buildings and the IKEA development that the scale of the proposed IKEA building will not dominate the scale of these buildings on the northern side of the Princes Highway.

A view analysis of the built form has been undertaken and this is demonstrated in the colour perspectives that accompany this application. The proposal sits well in the streetscape and is appropriate for the context of this locality. The building sits on the low side of the Princes Highway and steps down the slope of the land, thereby minimising the appearance of bulk and scale from the street. This is also assisted by the use of a variety of materials and finishes which are visible from the street, and the retention and promotion of the heritage listed building fronting the Princes Highway.

The visual impact of the car parking is minimised as a result of the natural slope of the land, resulting in the car parking being below street level. This coupled with landscaping treatments including the use of low gabion walls and low level plantings will soften vista from vehicles along the Princes Highway into the car park below. Once cars enter the site, they are then able to view the open car parking area to assist drivers with finding a car parking space. Clear trunked trees will be planted intermittently throughout the car park to promote the appearance of vegetation and break up the appearance of hard surfaces.

The design response for the built form and site layout is considered to be appropriate to the site and complements the surrounding context.

## 6.5 Retail Impact Assessment

An Economic Impact Assessment of the proposal has been prepared by Pitney Bowes Mapinfo, which accompanies this report at **Appendix N**.

The report presents an independent assessment of the demand and market scope for the development of an IKEA store within the inner south-western suburbs of Sydney at Tempe. The report provides an assessment of the economic impacts that can be expected to result from the development, including positive benefits for the surrounding population, as well as projected impacts on competitive facilities.

The extent of the trade area is limited to the north by the existing IKEA store at Rhodes Waterside Shopping Centre and bulky goods facilities along Parramatta Road in Auburn. The proposed site, therefore, would have a main focus on serving the southern and eastern suburbs of Sydney, as well as the Lower North Shore, where residents would have a choice between the Rhodes Store and the Tempe store.

The report states that there are a number of bulky goods retailers within this region of Sydney. However there is only one existing IKEA store within the region, at Rhodes Waterside, located beyond the trade area. Given the substantial size and unique draw of IKEA, it is more likely that this facility will redistribute trade from the existing store at Rhodes Waterside as compared with traditional bulky goods retailer situated throughout the region.

The trade area population is projected to increase to 2,120,600 by 2021, including 1,457,220 persons within the main trade area and 394,650 persons within the key primary sector.

A significant bulky goods component was proposed to form part of an expanded Sydney Airport, however this proposal is not unlikely to proceed in the current form and at this stage no additional plans have been lodged. The development was planned to include a retail component of 48,400m<sup>2</sup> including a 24,000m<sup>2</sup> outlet centre, 10,000m<sup>2</sup> homemaker centre, a large discount store and a food court. The Federal Transport Minister has announced that the development will not proceed due to safety implications. It is possible that Sydney Airport Corporation may consider a revised development,



however any future application would be subject to the same procedures and review. Taking the above into consideration, as no development is currently approved at the site, for the purposes of this retail analysis it is assumed that the development will not proceed. This position is in line with standard EIA assumptions regarding mooted developments.

The EIA report demonstrates that there is currently an undersupply of bulky goods/homemaker floorspace throughout the defined Tempe trade area. As such, there is potential for additional facilities within the region, even taking into account the development of the Tempe IKEA store.

The proposed development of the Tempe IKEA store will result in a range of economic impacts. From a trading point of view, some impacts are likely to be experienced by competitive retailers throughout the trade area. On the other side of the equation, it is clear that the development would also result in a range of economic benefits. The primary benefits would include the following:

- The provision of a wider range of shopping alternatives for bulky and homemaker goods for the surrounding population
- The development of the Tempe IKEA store would create a number of additional jobs, both for the construction and related industries during the construction phase of the project (approx 550 direct jobs and a further 881 jobs resulting from supplier induced multiplier effects) and for the economy generally (net increase in permanent employment of 671 jobs) once the store is operational.
- The development of this large vacant site for a typical retail use within this largely industrial area of Tempe may stimulate values and interest in the surrounding land areas. Furthermore, the development is in-line with objectives outline in the Draft South Subregional Strategy.

The report concludes that a substantial net community benefit will flow to the South Sydney metropolitan region as a result of the development of the Tempe IKEA store and also that there is strong economic need for the development of this store. Offsetting the normal competitive trading impacts on surrounding retailers, it will not impact on the validity of these centres and/or precincts.

It is concluded that the combination of the substantial positive economic impacts will more than serve to offset the projected trading impacts that could be anticipated on existing and proposed trade area retailers. Further, these impacts are unlikely to threaten the viability of any of these retailers or centres, or inhibit likely other proposed future development.

















## 6.10 Landscaping and Public Domain

A Landscape scheme for the site has been prepared by Site Image and accompanies this report at **Appendix E**. The scheme has been designed to reflect and be sympathetic to the heritage values of the site, significant existing vegetation, the prominence of the site along the Princes Highway and the sloping topography.

In landscape terms, a significant gesture to the site heritage and past land use is able to be provided through:

- Providing the Ateco building with an attractive and functional forecourt to reinforce the setting and relationship to the streetscape.
- Relocating the largest of the remnant trees that was planted in associated with the Bayview House Asylum to a prominent location visible from the Princes Highway, and to be integral with providing a landscape setting to the Ateco building.
- The 'gabion wall' details making reference to the quarry that existed on the site, with clear expression of crushed rock in the face of these walls.

The following gives a description of the main design elements in each sector of the site. Refer to the attached landscape plan and report for further details.

### *Entry Area*

The design of the entry area accounts for the possible future widening of the Princes Highway. The slope of the land in this location is utilised to create a significant landscape feature. Linear landscape elements are defined by stone-filled gabion walls. These elements will provide a strong public domain identity to the streetscape, providing foreground detailed elements addressing the footpath and street. Low landscape treatments of groundcovers and native grasses provide distinctive patterns that read together with the gabions.

### *Ateco Building*

A large level area at the streetscape is to provide a generous lawn, paving and groundcover treatments, creating a dynamic space that compliments the bounding as well as the broader site landscape treatment. The continuation of the gabions along the length of the Princes Highway frontage will reinforce the singular identity of the site.

A large IKEA identity sign is to be located in the broad space to the western side of the Ateco building. The location of the sign is such that the setting of the Ateco building is not compromised in views from passing traffic. Views are afforded through this space to the relocated fig tree.

### *Entry to IKEA/Pick Up Zone*

A simple broad pavement in this area will provide for movement of passing trolleys and pedestrians coming to and from the car park. The formalised pedestrian path from the car park is acknowledged with a marked pedestrian crossing.

Shaded seating is provided adjacent to the pick up area, affording protection from the hot summer sun. The change in level from the car park to the undercroft space is to have massed planting of Tree Ferns and Birds Nest Ferns. These planting areas flank the ramp and stairs and will provide a greening of views around this area. The use of high quality gabions in this area will continue the landscape themes of the site, with a higher level of finish and resolution to be appropriate to the building forecourt.

### *Fig Courtyard*

The proposed relocation of a large scale Moreton Bay Fig is to create a destination landscape space for the north western corner of the IKEA building. This will improve amenity for staff and customers, with a broad area of crushed granite paving allowing informal seating and seating along the perimeter walls.

### *Car Park Treatment*

The provision of landscape zones between alternate bays of car parking has the dual benefit of greening the space with tree and groundcover planting, as well as allowing a gradual seepage of methane gas from the consolidated and capped landfill below this area. Suitable provision of a profile of continuous soil as a trench through the landscape zones is to be achieved above the landfill capping. Soil volumes are to allow the healthy growth of the small to medium sized Water Gum trees proposed.

### *Bus Drop-Off/Site Boundary*

Due to the slope of the land and the desire to prevent continuous views to the adjacent land, boundary landscaping will provide a quality resolution of views in the foreground, with boundary planting and gabion wall elements at regular intervals. A cycleway proposed along this lower boundary will provide broader community benefit by providing a 'stepping stone' towards a regional bike network.

The bus drop-off area repeats the site wide vocabulary of gabion walls and allied hedge planting and landscape. Extensive seating is to be provided to allow for waiting and collection of groups of bus visitors.

### *Bellevue Street*

The proposed treatment for the second site entry off Bellevue Street is to create a quality visual environment that repeats the main landscape identity treatments proposed elsewhere on the site. Along with signage and secure entry gates, the landscape will clearly identify the arrival to the IKEA site. Broad areas of groundcovers and gravel surface treatments will be utilised, complemented by low walls and boundary planting. The aim is to enhance the appearance with low-maintenance treatments but not encourage general use of the area for recreation or visitation in order to assist the safety and security of this remote area of the site.

### *Planting*

The planting design is to utilise a hardy low-maintenance palette of plants that will allow a formal garden character of massed groundcovers, border and hedging plants. Other functions of the selected plant species include boundary screening, car park trees, undercroft arrival feature treatments and forecourt and street-front feature planting. The plant species are generally endemic to the locality, contributing to the ESD benefits of the landscape setting. Low-water tolerance was also important given the potential for future restrictions on irrigation. Planting detail selection will be low- allergenic, compatible with car park and pedestrian areas, and be suitable to the airport proximity in terms of not attracting a large bird population.

### *Cycleway*

The proposed cycleway will be located along the southern boundary of the site and will be constructed of appropriate hardstand material.

### *Public Domain Works*

Public domain works including new footpaths along the Princes Highway will be provided in conjunction with this development.

## 6.11 Construction Impacts

A construction methodology accompanies this report at **Appendix R**.

The main site compound will be established at-grade near the main entrance. Personnel access to the site will be through these main gates. During the final stages of the project the site accommodation will be relocated to allow the external works to proceed. The final location of the site accommodation will be located where it will impact least on the final stages of construction.

To ensure site security, hoardings will be installed to the Princes Highway, Smith Street and Bellevue Street frontages, whilst still allowing pedestrian movement along the footpaths. Temporary security fencing will be installed around the remaining site perimeter.

Whilst cranes will be utilised to assist in the construction their height and location will be carefully monitored to ensure that they do not protrude above the OLS above the site. Approval to operate this equipment will be obtained by the contractor from SACL.

A full traffic management plan will be submitted as part of the construction certificate submission prior to the commencement of construction works. This will detail all pedestrian and vehicular traffic movements in and around the site, delivery routes, site access points, set down areas and craneage points. It is envisaged that vehicular traffic movements will use the Bellevue Street entrance as the main entrance point for trucks entering the site with possible set down points next to the proposed building. Pending further investigations, it may be possible to use Smith Street as an exit point, allowing trucks to enter and leave the site without turning around and causing delays to other vehicles entering the site.

## 6.12 Utilities and Services

JDG Consulting has undertaken an Electrical and Telecommunication Services Infrastructure Report, which accompanies this Concept Plan at **Appendix S**.

The report identifies existing electrical and telecommunications services on the site requiring relocation, and additional provisions which are required to satisfy authorities for the slip lanes off the Princes Highway.

In summary the site investigation determined that:

- Existing high voltage and low voltage distribution run underground and overhead along the road reserve (eastern footpath) of the Princes Highway.
- Existing high voltage services supply two customer transformers on the site and one, namely S.1360, needs to be decommissioned and removed during the provision of a new customer multiple kiosk substation to serve the new IKEA superstore.
- Existing telecommunications services run underground and overhead along the road-reserve (eastern footpath) of the Princes Highway.
- Existing OptusVision CATV services run overhead along the road-reserve of the Princes Highway.
- Existing street lighting, particularly in the vicinity of the entry to the site off the Princes Highway, needs to be relocated to align with the new kerb and guttering to satisfy the requirements of the RTA and Marrickville Council.

In addition, it is noted that a new 11kV distribution associated with the IKEA superstore will require the establishment of a cable easement (2m) and right-of-way easement (4m) adjacent to the location of the customer multiple kiosk substation.

Telecommunication services to the IKEA superstore will be made underground via the road-reserve of the Princes Highway. The existing telecommunication services providers will provide specific telecommunication services as required by the customer.

Existing electricity and telecommunications assets will need to be relocated along the Princes Highway to the western boundary of the proposed development. The existing electricity supply to the site will be upgraded to serve the new development's demand.

All relocated existing assets and proposed new assets will be run underground in accordance with statutory authority and Marrickville Council requirements.

The location for such service provision and relocation are shown on the accompanying plans at **Appendix S**.

## 6.13 Noise Impact

Noise Impact Assessments were undertaken in respect to the subject development by Renzo Tonin and Associates.

### *Environmental Noise Impact Assessment*

The Environmental Noise Impact Assessment (included at **Appendix T**) looked at the potential for noise generation from the site and the likely impacts on surrounding land uses. It noted that potential noise emissions from the development may impact on surrounding residential premises fronting the Princes Highway and Bellevue Street including:

- Continuous noise from mechanical plant;
- Intermittent noise from the loading dock when in use;
- Intermittent noise from car park activity; and
- Site generated traffic increasing noise levels on the Princes Highway and Bellevue Street.

The report addressed the relevant noise criteria levels, identified predicated noise levels for each component of the site's operation and provided recommendations as to minimising noise intrusion to sensitive sites.

The recommendations provide in-principle noise control solutions recommended to reduce noise impacts to residential receivers. The report concluded that:

- Future traffic noise levels on Bellevue Street will commonly be within 2dB(A) of the existing levels, and would only exceed the ECTRN criteria during the night if IKEA truck deliveries coincided with a lull in the existing traffic. Since future traffic noise levels are generally expected to be within 2dB(A) of existing levels, no traffic noise mitigation is warranted for this project.
- Noise from the loading dock and car park are expected to easily comply with the set noise criteria.
- In-principle noise management measures for mechanical plant, including procurement of 'quiet' plant, installation of commercially available silencers over noisy fans; installation of acoustic screens and barriers between plant and sensitive neighbouring premise; and installation of partially-enclosed or fully-enclosed acoustic enclosures over plant, should be implemented where necessary during the detailed design phase to control noise to acceptable levels.

### *Aircraft Noise Intrusion Assessment*

The Aircraft Noise Intrusion Assessment (included at **Appendix U**) presents an assessment of aircraft noise intrusion which potentially affects the proposed development of the IKEA store at Tempe. The site is located less than 1km north east of Sydney's Kingsford Smith Airport and is within the ANEF 30-40 contours.

The report states that the building is able to achieve the internal noise criteria stipulated in Australian Standard AS2021-2000 by the application of standard noise control measures. A table within the report stipulates specific considerations that will assist in meeting this internal noise standard.

In principle building material selections will control noise so that internal noise levels within the development comply with the criterion specified in the Standard. Such building materials include:

Walls	utilisation of appropriately rated lightweight sandwich panels (Bondor)
Windows	utilisation of appropriately rated standard or laminated glass
Roof/ceiling	utilisation of appropriately rated metal deck roofing with sarking and insulation underneath with a plasterboard lining.

Specific details of the above materials are contained within the report.

The report recommends that an acoustic consultant be retained to recommend the final construction details, to supervise the works and to provide a final compliance report.

## 6.14 Structural Condition Report

A Structural Condition Report of the retained Ateco building has been prepared by Taylor Thompson Whitting. A copy of the report is included at **Appendix V**.

The report found that there is no evidence to suggest that the building will not continue to be suitable for its intended use.

The following additional investigation or review is considered appropriate:

- Design check of the existing roof truss to confirm its adequacy under the wind load pressures in accordance with AS1170.2.
- Exposing of the truss bearing plates to determine appropriate rectification details.
- Detailed checks for fire rating requirements during the design phase.
- Removal of select sample areas to the face brick to check the condition of the existing wall ties.

The building appears in a satisfactory condition structurally based on the level of defects observed but requires the following rectification of remedial works in the short term:

- Repair of corroded reinforcement to the soffit of the level 1 slab.
- Repairs to the truss bearing plates.

Work in the medium term includes repairs to the cracked masonry on the façade walls and the installation of an appropriate building joint cover strip.

Other work such as the replacement of the external pavements and installation of hobs to control water ingress, are of an aesthetic nature and can be undertaken depending on the required future use of the building.

## 6.15 BCA and Fire Safety

A review of the proposal was undertaken by Arup with respect to fire safety, and specifically those aspects of the fire safety design that impact upon planning and DA issues for the building. A copy of this report is included at **Appendix W**.

The report states that

*The fire safety design of the building will generally satisfy the Performance Requirements of the Building Code of Australia (BCA) by complying with the Deemed-to –Satisfy (DTS) Provisions. However, there are some aspects of the design that are to be developed using performance based fire engineering to achieve compliance with the Performance Requirements of the BCA....*

Issue	Non-Compliance	Addressed
1.	Smoke reservoir zones exceed the prescriptive limits stated within the BCA	Fully engineered smoke management system with detailed assessment of the smoke movement and conditions within the space. This will be designed to maintain tenable conditions for an extended period of time to allow for safe egress and fire fighting
2.	Some extended travel distances and non-compliances relating to escape routes discharging within	A Fire Engineering Assessment will be undertaken to compare the available safe egress time against the required safe egress time (utilising the smoke control

	<i>the building. Some possible reductions in exit width when peak occupancy is considered.</i>	<i>assessment and occupant egress calculations). This will be designed to maintain tenable conditions for a period sufficient to allow occupants to evacuate, with appropriate safety factors.</i>
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*At this stage of the design, most other fire safety aspects of the building appear to be DTS compliant. It is anticipated that there could be other non-compliances with the deemed-to-satisfy provisions of the BCA as the design further develops, however it is considered that there are no issues that would affect the building layout arising from fire safety and hence no impediments to the issuing of a development consent.*

6.16 Contributions

Valad Property Group has commenced discussions with Marrickville Council with the intent to enter into a Voluntary Planning Agreement (VPA) provided the agreement can be reached within an appropriate timeframe.

The VPA will address the provision of public benefit of the development, services and infrastructure works that will be carried out to support the development. When prepared, the draft VPA will be submitted to DoP to be placed on public exhibition prior to its finalisation.

## 7 Draft Statement of Commitments

### Prior to Issue of Construction Certificate

- A Remediation Action Plan shall be prepared to identify the appropriate methodology for remediation of the remainder of the site, including areas contaminated by asbestos and former tank pits. Full remediation of the site shall be achieved and signed off by a Site Auditor prior to issue of Construction Certificate for construction works.

### During Construction Works

- 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

- IKEA will prepare an Operational Plan of Management for the operation of the store, prior to issue of Occupation Certificate.
- 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.
- The details of any works in kind contained within a VPA, entered into between the Council and the proponent, shall be undertaken prior to issue of Occupation Certificate.
- The undertaking of any public domain/landscaping works proposed as part of this application shall be undertaken prior to issue of Occupation Certificate.

### Operational Conditions

- Council will remain responsible for its ongoing commitment to the former tip lands.
- Collection and treatment of stormwater shall be undertaken as per the concept stormwater plan prepared by Taylor Thompson Whitting.

## 8 Summary and Conclusion

This Concept Plan application seeks consent for the development of an IKEA store and associated office use fronting the Princes Highway, St Peters. The site comprises the former Tempe Tip site, as well as the former Penfolds wine storage facility, and Ateco buildings, totalling 9.98ha.

The Major Project was declared by the Minister for Planning on 2 August 2008, with Director General's Environmental Assessment Requirements issued on 18 September 2008.

The proposal involves the construction of a new IKEA bulky goods retailing store and associated offices forming the new Asia Pacific Headquarters for IKEA. 1,775 car parking spaces will be provided on the site, with store operating hours between 10am and 10pm Monday to Friday and 9am and 10pm on weekends.

The proposal has been assessed against the relevant provisions of the Environmental Planning and Assessment Act 1979, including Part 3A as well as the Director General's Requirements issued in respect to the development. From this assessment it has been demonstrated that:

- This site area is identified in the Draft Sydney South Subregional Strategy as a future Enterprise Corridor. This site is specifically identified as a site that would be suitable for large format retailing and business uses for bulky goods development. The proposed IKEA store will be a regionally development drawing customers from a wide catchment and generating significant new levels of employment for the locality. The proposal therefore is highly consistent with the state government strategic direction for development along this part of Princes Highway.
- The site clearly has substantial development constraints. The ongoing presence and maintenance of contamination from the former tip as well as the height and noise controls of Sydney Airport clearly limits the potential to develop and master plan the site.
- The proposed building and site layout has been design to specifically address these constraints. At grade car parking will be located over the capped former tip site and is significantly constrained from a geotechnical and height perspective. The built form will be sited away from the former tip lands and from the most constrained height limits on the site. The proposal therefore represents the most orderly and appropriate economic use of the land given its significant land use given its constraints.
- Importantly, the proposal will preserve the economic function of the site and the Princes Highway corridor. The Asia-Pacific Headquarters for IKEA will operate from the retained and restored Ateco heritage building which will adjoin the new IKEA building. This will help to boost local employment opportunities both in the management of the store and for retail service staff, as well as provide flow on economic benefits for local businesses and services in Marrickville LGA. The establishment of the new Asia-Pacific Headquarters will raise the profile of the locality and be a catalyst for further rejuvenation and investment along the Princes Highway corridor.
- The proposal has had close regard to the heritage significance of the site's built and landscape features. It presents an appropriate balanced response of heritage retention by adaptively reusing the iconic Ateco building and clock tower and implementation of interpretation measures on the site to recognise the past site uses.
- This application has considered a wide range possible impacts arising from the proposed development. The accompanying specialist plans and reports adequately address the anticipated impacts arising from the development through the implementation of mitigating measures to maximise vehicle and pedestrian safety, environmental performance, and visual character.
- In addition to the significant economic and employment benefits of the proposal, the proposal will deliver social and environmental benefits. The café and children's play area have proven very popular meeting and recreation places for the local community of Rhodes, and it is anticipated to have the same effect at Tempe. The streetscape improvements and bike path extension will enhance facilities for pedestrians and cyclists.



- Economically, the proposal will create approximately 600 jobs in the Marrickville LGA, representing a significant boost to the local economy, as well as new job opportunities for local people. The development will also act as a catalyst for renewal along the Princes Highway corridor by engendering investor confidence of the long term viability of the business enterprises along the corridor.
- The design and operation of the store will set a benchmark for Ecologically Sustainable Development for bulky goods retailing development in Sydney. IKEA is renowned for its sensitivity to environmental issues, life-cycle responsibility for its products, and the promotion of recycling. The proposed environmental measures will ensure that the development will minimise its energy and water consumption.

Overall the development will provide the much needed commitment to revitalising land uses along the Princes Highway Enterprise corridor. The proposed IKEA store and Asia-Pacific Headquarters will be regionally significant development that will draw patrons from a wide catchment which will have flow on benefits to the locality.

The site is considered to be appropriate in balancing the bulky goods policy aims, the objectives of the Enterprise Corridor vision and the derived community benefits. For these reasons, we conclude that there is sufficient planning merit and community benefit for the Minister to approve this Concept Plan application.

