



**Liverpool LEP 2008 Draft Amendment 30 - 607-611 (LOTS 5-7 DP 15667) Hume Highway,  
Casula**

MDP Number :		Date of Release :	
Area of Release (Ha) :	<b>0.00</b>	Type of Release (eg Residential / Employment land) :	<b>N/A</b>
No. of Lots :	<b>0</b>	No. of Dwellings (where relevant) :	<b>0</b>
Gross Floor Area :	<b>0</b>	No of Jobs Created :	<b>225</b>

The NSW Government Lobbyists Code of Conduct has been complied with : **Yes**

If No, comment :

Have there been meetings or communications with registered lobbyists? : **No**

If Yes, comment : **To the best of the knowledge of the regional team, the Department's Code of Practice in relation to communications and meetings with Lobbyists has been complied with. Sydney Region West has not met with any lobbyist in relation to this proposal, nor has the Regional Director been advised of any meetings between other departmental officers and lobbyists concerning the proposal.**

**Supporting notes**

Internal Supporting Notes :

External Supporting Notes : **SUBJECT SITE (site plan and aerial photos attached)**

The site has an area of approximately 11,000sqm. It is located on the Hume Highway, approximately 4.4 kilometres from the Liverpool CBD and is located approximately 760 metres from the existing local centre (Casula Mall), zoned B2 Local Centre within the Liverpool LEP 2008.

The existing uses of the land are an auto-wrecker (Lot 5), a business manufacturing and retailing ceramic pots (Lot 6) and a commercial building (Lot 7) with four shop fronts. The three lots are currently separately owned, however, the planning proposal has stated that the applicant has taken out an option to purchase the entire site.

The site diagram, attached, shows the proximity of the subject site to the existing B2 Local Centre site known as the Casula Mall and the proposed Costco site at the Cross Roads.

**CURRENT ZONING (zoning plan and relevant extracts attached)**

The existing zoning of the site is B6 – Enterprise Corridor in the Liverpool LEP 2008. The objectives of the B6 - Enterprise Corridor zone as defined by the Liverpool Local Environmental Plan 2008 include:

- To promote businesses along main roads and to encourage a mix of compatible uses.
- To provide a range of employment uses (including business, office, retail and light industrial uses).
- To maintain the economic strength of centres by limiting the retailing activity.
- To provide primarily for businesses along key corridors entering Liverpool city centre, major local centres or retail centres.
- To ensure residential development is limited to land where it does not undermine the viability or operation of businesses.

- To provide for residential uses, but only as part of a mixed use development.

The B6 - Enterprise Corridor zoning permits development of a number of commercial, light industrial and residential uses, but Clause 7.23 (2) restricts the gross floor area of any individual retail premises to 1,600sqm. Clause 7.22(5) restricts gross floor area of certain retail premises in a single building to be 8,000 sqm.

#### THE PLANNING PROPOSAL

(Council resolution, report and the planning proposal, attached)

The planning proposal is to facilitate the construction of a 4,300sqm Woolworths supermarket with 189 parking spaces and two associated loading docks on the site. The planning proposal has been prepared for Woolworths by MacroPlanDimasi (July 2012). Liverpool Council, on 28 November, 2012, resolved to support the planning proposal.

The proposal is to amend the LLEP 2008 to permit the proposed development with consent on the site, either by rezoning 607-611 Hume Highway, Casula from B6 Enterprise Corridor to B2 Local Centre or by amending Schedule 1 of the LLEP 2008 to permit the proposed development as an additional use.

The proposal is also to amend the LLEP 2008 Key Sites Map to reflect the proposed additional use on the site.

The proposed access to the site is from the extension of Ingham Drive to the Hume Highway. Pine Road is to be closed. The applicant intends to retain road access to the site from the Hume Highway for delivery vehicles.

### Adequacy Assessment

#### Statement of the objectives - s55(2)(a)

Is a statement of the objectives provided? Yes

Comment : Liverpool Council, on 28 November, 2012, resolved to support the planning proposal to facilitate the construction of a 4,300sqm Woolworths supermarket with 189 parking spaces and two associated loading docks on the site.

The planning proposal (prepared by MacroPlanDimasi July 2012, for Woolworths) is for either rezoning the site to B2 – Local Centre, or by way of an additional use via Schedule 1 of the Liverpool LEP 2008 to facilitate the proposed development.

Council officers have recommended the planning proposal for refusal. Council officer's report is attached.

#### Explanation of provisions provided - s55(2)(b)

Is an explanation of provisions provided? Yes

Comment : Details of the proposed provisions are discussed later in the report under relevant strategies.

#### Justification - s55 (2)(c)

a) Has Council's strategy been agreed to by the Director General? No

b) S.117 directions identified by RPA :

1.1 Business and Industrial Zones

3.4 Integrating Land Use and Transport

\* May need the Director General's agreement

6.3 Site Specific Provisions

7.1 Implementation of the Metropolitan Plan for Sydney 2036

Is the Director General's agreement required? Yes

c) Consistent with Standard Instrument (LEPs) Order 2006 : Yes

d) Which SEPPs have the RPA identified?                   SEPP No 1—Development Standards  
SEPP No 6—Number of Storeys in a Building  
SEPP No 22—Shops and Commercial Premises  
SEPP No 33—Hazardous and Offensive Development  
SEPP No 55—Remediation of Land  
SEPP (Exempt and Complying Development Codes) 2008  
SEPP (Infrastructure) 2007  
SEPP (Mining, Petroleum Production and Extractive Industries) 2007

e) List any other matters that need to be considered :

Have inconsistencies with items a), b) and d) being adequately justified? No

If No, explain :                   **CONSISTENCY WITH SECTION 117 DIRECTIONS**

**1.1 BUSINESS AND INDUSTRIAL ZONES**

Ministerial Direction 1.1 applies when a Council prepares a draft LEP that affects land within an existing or proposed business or industrial zones.

The objectives of the direction are as follows:

- (a) encourage employment growth in suitable locations,
- (b) protect employment land in business and industrial zones, and
- (c) support the viability of identified strategic centres.

The planning proposal asserted that it meets all the above criteria in the direction and will effectively increase the level of floor space area in business zones.

The site is within the 800m radius catchment of the local town centre, Casula Mall and the planning proposal does not support the Enterprise Corridor zoning of the site, as well as the restriction of retail floor space of 1,600 sqm imposed by clause 7.23 of the Liverpool LEP 2008. It was considered as a restriction and anticompetitive barrier, inconsistent with the Draft SEPP (Competition).

Casula Mall is an identified local centre in the draft Liverpool Retail Centres Hierarchy and is accordingly zoned B2 Local Centre in the Liverpool LEP 2008. The proposed site is not considered to be located within the Casula Mall local centre or within an extension of the centre as asserted by the applicant.

Although the proposed retail premises on the site has potential to encourage employment growth in Western Sydney as well as located along a major transport route, it is not considered to support the viability of an identified centre or its extension.

Further, the Economic Impact Assessment prepared for the planning proposal has indicated that the likely impact of the development of the proposed supermarket on the Casula Mall would be a 9% fall in turnover for the 2014/15 financial year (\$16.2M – MacroPlan Economic Impact Assessment, table 5.3). The planning proposal has not considered the cumulative impact of the proposed Costco at Crossroads along with the proposed development at the subject site on Casula Mall local center. The potential impact on the existing centre is also discussed further in the Metropolitan Planning section of this report.

The planning proposal is not consistent with the objectives of the direction, in particular objective (c). It is not supported or justified by a strategy approved by the Director General. As discussed in the later sections of this report, it is considered that the Economic Impact Assessment has not satisfactorily addressed the objectives of the

direction.

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### 3.4 INTEGRATING LAND USE AND TRANSPORT

The direction applies as the planning proposal creates, alters or removes a zone or a provision which applies to urban land, including land zoned for business purposes.

The direction states that a draft LEP shall locate zones for urban purposes and include provisions that give effect to and are consistent with the aims, objectives and principles of:

- (a) Improving Transport Choice – Guidelines for planning and development (DUAP 2001), and
- (b) The Right Place for Business and Services – Planning Policy (DUAP 2001).

The planning proposal has stated that it is consistent with the Ministerial Direction because:

- access to the site is supported by a significant walkable catchment of over 5,000 people
- the planning proposal effectively increases the effectiveness and viability of local public transport along the Hume Highway/Strategic Bus Corridor.

Council has advised that although the site is along some bus routes and there is a bus stop (north bound) adjacent to the proposed site, these routes do not link the site to existing residential neighbourhoods to the east and west and the Local Centre at Casula Mall.

The proposed rezoning is therefore inconsistent with the aims of Right Place for Business and Services - Planning Policy as the proposal:

- would be a substantial trip generator and will encourage single-purpose trips and not encourage multi-purpose trips; and
- would not be integrated with an existing Casula Mall local centre, which includes substantial public as well as private investment and could potentially undermine public investment in the centre.

Further, the establishment of an alternative large retail area in the approximate walkable zone of the existing local centre would fail to “encourage continuing private and public investment” in the existing centre inconsistent with the Right Place for Business and Services - Planning Policy.

It is considered that the proposed development fails to meet the Right Place for Business and Services - Planning Policy and, therefore, is not consistent with the direction, in particular direction (b), “increasing the choice of available transport and reduce the dependence on cars and reducing travel demand including the number of trips generated by development and the distance travelled, especially by car”.

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### 6.3 SITE SPECIFIC PROVISIONS

The planning proposal argues that the restriction to the size of retail premises on land zoned B6 – Enterprise Corridor (i.e. not a specific site but an entire zone) applied by clause 7.23 of the LLEP 2008 is inconsistent with Ministerial Direction 6.3 stating as “anti-competitive” floor space cap and is not reflective of achievable markets and demand. It further stated that the clause is also unfeasible given the area is approximately 10,000m<sup>2</sup> in size and would result in a large proportion of the site being under-utilised.

Clause 7.23 of the LLEP 2008 applies to B6 - Enterprise Corridor Zones and is not a site specific provision. The clause restricts individual retail premises to a maximum of 1600sqm in floor area, however, does not limit the development of multiple retail premises on the site as well as a range of other non retail uses.

Clause 7.23 is also consistent with the objectives of the B6 Enterprise Corridors in the draft South West Subregional Strategy to:

- provide low-cost accommodation for a range of retail, light industrial and commercial developments that would not easily integrate into centres.
- maintain economic strength of centres by limiting retailing of food and clothing.

The restriction of size of individual retail premises in the B6 - Enterprise Corridor zone is not considered inconsistent with the direction.

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#### 7.1 IMPLEMENTATION OF METROPOLITAN PLAN FOR SYDNEY 2036

The direction requires councils in the Sydney Metropolitan area to make plans consistent with the Metropolitan Strategy.

The planning proposal has stated that there is no inconsistency between the proposed development and this direction.

The consistency of the proposal with the Metropolitan Plan is discussed below.

#### METROPOLITAN PLAN FOR SYDNEY 2036

Chapter B of the Metropolitan Plan for Sydney 2036 emphasises that "Concentrating a greater number and range of activities near one another in centres well served by public transport makes it easier for people to go about their daily activities and helps to create lively, functional places in which to live, work, socialise and invest".

The Metropolitan Plan further identifies the benefits of concentrating activities in centres and defines a centre as "a place where varying concentrations and combinations of retail, commercial, civic, cultural and residential uses are focused around transport facilities".

The draft South West Subregional Strategy identifies "Cross Roads" as a strategically located employment land (zoned B5 Business Development) and Casula Mall as a "Town Centre". Both the centres are within 1 km from the proposed site.

Centres policy for Sydney is identified in the Metropolitan Plan as including:

- concentrating activity in accessible centres
- managing out-of-centre development to maximise the economic and social advantages of clustered activity
- making provision for the growth and urban renewal of existing centres
- planning for new centres to emerge in appropriate locations
- influencing the distribution and scale of land uses to improve transport choice and boost active transport and public transport use
- concentrating commercial activity and job destinations in centres to achieve agglomeration, productivity benefits and improve workforce access.

The proposed development, a 4,300sqm stand alone and out-of-centre supermarket, is not consistent with the centres policy. The proposed development will not be located in an existing centre and is not advantageously located with respect to public transport.

The Metropolitan Plan also defines the role and purpose of corridors, specifically B6 Enterprise Corridors Zones as follows:

- B6 Zones should be limited to areas of very high traffic volumes and where it is appropriate to allow a flexibility of land uses to enable productive use of the road corridor.
- B6 Zones not be appropriate for all busy roads and development for retail premises
- retailing to be permitted in the B6 Zone should be set locally.

The restriction on the floor space of individual retail premises located on land zoned B6 Enterprise Corridor Zone to 1,600sqm by clause 7.23 of the LLEP 2008 therefore complies with the Metropolitan Plan.

Metropolitan Plan Objective B1 - To focus activity in accessible centres supports location of commercial development in the central part of the existing or planned centres. It states that by providing adequate capacity for commercial development within centres, more sustainable growth can be achieved, avoiding pressure for such development in inappropriate out-of-centre locations.

Metropolitan Plan Objective B3.1 – Plan for new centres in existing urban areas and Greenfield release areas, also states that the Department and councils by using Subregional Strategies, local strategic planning and LEPs to carefully identify opportunities for new centres in existing urban areas that are distant from existing centres.

The proposed retail centre at the subject site would be within the 800m walking catchment of the existing B2 Local Centre at Casula Mall and within 1 km from bulky goods centre at "Crossroads" (Costco). The establishment of a new retail centre at the location is considered to be contradictory to the objective.

#### DRAFT SOUTH WEST SUBREGIONAL STRATEGY (DSWSS)

The DSWSS defines the role of "Enterprise Corridors" as providing low-cost accommodation for a range of local and regional services, including start-up offices, light industrial, show rooms, building supplies and small retail outlets, that would not easily integrate into centres and benefit from high levels of passing traffic. One of the main objectives of the B6 Enterprise Corridors is to maintain the economic strength of centres by limiting the retailing of food and clothing. As discussed in the Metropolitan Plan section, retailing to be permitted in the B6 Zone should be set locally.

Objective B4.1 is to "concentrate retail activity in centres, business development zones and enterprise corridors". Objective B4.1.1 also requires Councils to locate retail uses, within commercial core and mixed use zones in centres. It further states that the inclusion of measures to prevent retail activities in other areas will provide certainty for investors in office and retail in centres and ensure ad-hoc 'out-of-centre' development does not have additional cost impacts for Government and the community. Small start-up businesses are encouraged to be located within Enterprise Corridors in order to support centres rather than compete with them.

The zoning of B6 Enterprise Corridor zone as opposed to the proposed B2 Local Centre at this location is consistent with the DSWSS. The restrictions imposed by the Clause 7.23 of the Liverpool LEP 2008 on retail in an Enterprise Corridor (i.e. 'an out of centre' location) is also considered to be consistent with the DSWSS.

#### STATE ENVIRONMENTAL POLICY (COMPETITION) 2010 (consultation draft)

The applicant has asserted that the provisions of the draft Competition SEPP support the planning proposal.

It is considered that the Competition SEPP does not apply to restrictions on the scale of retail developments as provided by clause 7.23 of the LLEP 2008.

#### DRAFT CENTRES POLICY 2009

The planning proposal asserts that the planning proposal meets the six principles of the policy; it is underpinned by a strong market demand, it promotes competition and enables commercial growth through the utilisation of land in an accessible and suitable location, is situated close to local labour markets and to public transport facilities.

The principles of the draft centres policy emphasises for retail and commercial activity to be located in centres to stimulate economic activity, ensure the most efficient use of transport and other infrastructure, proximity to labour markets, and to improve the amenity and liveability of those centres.

The Draft Centres Policy requires a Sequential Test when considering edge and out-of-centre proposals and a Net Community Benefits Test to be applied to proposed rezonings.

The planning proposal asserts that there will be a net community benefit flowing from the proposed development of the site as follows:

- the proposed supermarket will create 225 net additional jobs on site, in addition to a further 90 throughout the economy. The construction phase will create 47 additional direct jobs and a further 76 indirect jobs
- provide additional consumer choice and amenity
- minimal or minor impacts on the viability of the centres hierarchy in Liverpool.

The applicant's Net Community Benefit Test is not adequate to justify the location of the proposed retail premises as required in the draft Centres Policy. It has not adequately addressed the consistency and public benefit considerations. No assessment on the Sequential Test was submitted.

#### DRAFT ACTIVITIES CENTRES POLICY 2010

The aims of the policy seeks to consolidate commercial, high density residential, community uses and other high trip-generating developments in existing and planned new centres in appropriate locations, utilising existing infrastructure and optimising opportunities for business and community interactions.

The policy recommends that councils consider permitting retail in enterprise corridors only where the use does not undermine the activity centres (i.e. Casula Mall), taking into account their wider strategies to accommodate the retail floorspace in their areas.

The planning proposal fails to justify an argument that the additional retail floor space will not undermine the existing local centre at Casula Mall.

#### LIVERPOOL RETAIL CENTRES HIERARCHY REVIEW 2012 (attached)

The Liverpool Retail Centres Review has been prepared to support several planning proposals in Liverpool (i.e. Orange Grove, Costco and Masters proposals).

The Review states that Liverpool LGA is undersupplied by some 20,500sqm of retail floorspace in 2011. Department and discount department stores accounted for the largest proportion of this undersupply at 8,071sqm (or 40% of total floorspace undersupply).

In addressing accommodating growth, the review does not predict significant need for additional supermarket facilities in the Casula area. In its summary of the submissions



made to the Review by third parties, it specifically notes the proposal to rezone land at 607-611 Hume Highway, Casula, to permit the construction of a 4,300sqm supermarket, and considered that for the Casula Mall trade area there is limited undersupply of supermarket and grocery store expenditure in 2011. There is insufficient need for 4,300sqm supermarket, as sought in this submission, and this need is likely to be met by the development of the Costco which will sell a range of food and grocery items.

The planning proposal has not considered the proposed Costco development (with 14,000 sqm retail floor area) at the Crossroads Centre. The proposal states that Costco will not meet some of the localised market gap for convenience based retail, however, there is no analysis to support this position.

#### IMPACT ON EXISTING CASULA MALL LOCAL CENTRE

The planning proposal does acknowledge that the proposed development will have a significant economic impact on the existing Casula Mall local centre. The applicant's Economic Impact Assessment predicts a comparative fall of \$16.3M in turn over during 2014/15 at the Casula Mall centre (see Table 5.3, MacroPlan, Economic Impact Assessment), should the proposed development proceed. This equates to a 9% impact on turn over at the centre.

In addition the Liverpool Cumulative Economic Impacts Study, prepared for Liverpool City Council by Hill PDA in July 2012 notes that the proposed Costco development would cause a 7.2% decline in turnover at the Casula Mall local centre in 2016 .

The planning proposal has not considered the cumulative impacts of the proposed Costco at Crossroads along with the proposed development at the subject site on Casula Mall local centre in any determination of the overall net community cost/benefit of the proposed development.

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#### B6 - ENTERPRISE CORRIDOR ZONE

One of the options of the planning proposal is to amend Schedule 1 of the LLEP 2008 to provide an extra use for the subject site. This option is to retain the zoning of the site as B6 – Enterprise Corridor.

Commercial premises (which include supermarkets) are permitted with consent on land zoned B6, however, the size of commercial premises is constrained by clause 7.23 of the LLEP 2008 which limits the size of retail premises to no more than 1600sqm.

Council has advised that it has consistently utilised the B6 - Enterprise Corridor zoning for land along major roads leading to the Liverpool city centre including along the Hume Highway, Hoxton Park Road, Elizabeth Drive and Orange Grove Road. In all cases the variety of business, retail and industrial uses developed in these areas complement the role of the existing centres rather than undermining them.

As part of the process of considering the amendment, Council commissioned an assessment from Hill PDA, "Liverpool LEP Proposed Amendments to B6 Zoning Study". The assessment concluded that the role of enterprise corridors is to support the role of centres by accommodating retail which may not be able to locate within centres or may not be suitable for centres.

The aim of the retail premises threshold, in clause 7.23 therefore, is to restrict the extent to which retail in B6 zones competes with established centres and prevent retail uses such as larger supermarkets or bulky goods outlets from operating in B6 Enterprise Corridor Zones.

As discussed in the Metropolitan Plan section, in restricting individual retail premises

established on B6 - Enterprise Corridor land is therefore to allow such sites to support commercial activity while concentrating large scale/anchor retailing (such as full-line supermarkets) in centres. It is consistent with the objectives of the Metropolitan Plan.

#### B2 – LOCAL CENTRE ZONE

The alternate option of the planning proposal is to rezone the site from B6 – Enterprise Corridor to B2 – Local Centre, such that the restriction imposed by clause 7.23 of the LLEP 2008 not apply to the site, and that a 4,300sqm supermarket would be permitted with consent on the site.

As discussed in the Draft Centres Policy, B2 Local Centre Zone is intended to serve the needs of a local community, and a primarily walkable catchment. The proposed development site is located within the walkable catchment of an already existing local centre known as the Casula Mall.

The area of the Hume Highway in the vicinity of the subject site does not currently function as a local centre or its extension, but conforms to the existing zoning of the site as B6 – Enterprise Corridor as defined by a mix of “business, office, retail and light industrial uses”... “along key corridors entering Liverpool city centre, major local centres or retail centres”.

As discussed in the Metropolitan Strategy and the draft South West Subregional Strategy sections above the site cannot be strategically defined or identified to be a local centre. The proposed B2 Zone in this location is not supported.

#### Mapping Provided - s55(2)(d)

Is mapping provided? Yes

Comment :

#### Community consultation - s55(2)(e)

Has community consultation been proposed? Yes

Comment : The planning proposal recommended that the proposal be considered a 'low impact' proposal requiring 14 day exhibition period. No agency consultation is proposed in the planning proposal.

#### Additional Director General's requirements

Are there any additional Director General's requirements? Yes

If Yes, reasons :

#### Overall adequacy of the proposal

Does the proposal meet the adequacy criteria? No

If No, comment : Discussed in the above sections.

#### Proposal Assessment

Principal LEP:

Due Date :

Comments in relation to Principal LEP : Liverpool LEP 2008 is a Principal LEP.

**Assessment Criteria**

Need for planning proposal : The planning proposal is to rezone approximately 11,000sqm of land at 607-611 (lots 5-7 DP15667) Hume Highway, Casula to facilitate the development of a 4300sqm Woolworths supermarket with 189 car parking spaces and two associated loading docks.

The proposal is not consistent with a range of State and regional policies (and draft policies), Section 117 Directions, Metropolitan Strategy for Sydney 2036, draft South West Subregional Strategy and the draft Liverpool Retail Centres Hierarchy Review.

It is recommended the planning proposal be refused.

Consistency with strategic planning framework : As discussed in the strategies section of this report.

Environmental social economic impacts : The planning proposal will undermine a range of policy objectives initiated by the government such as Integrating Land Use and transport and Metropolitan Plan for Sydney 2036 as well as Council's draft Retail Centres Hierarchy Review.

It is not considered that the planning proposal has adequately addressed the Net Community Benefit to the surrounding residential area. It has not satisfactorily addressed the impacts on the existing local centre.

**Assessment Process**

Proposal type : **Inconsistent** Community Consultation Period : **28 Days**

Timeframe to make LEP : **12 Month** Delegation : **DG**

Public Authority Consultation - 56(2)(d) : **Department of Trade and Investment  
Transport for NSW  
Transport for NSW - Roads and Maritime Services  
Adjoining LGAs**

Is Public Hearing by the PAC required? **No**

(2)(a) Should the matter proceed ? **No**

If no, provide reasons : **The planning proposal fails to address the combined impacts of the proposed Costco at Crossroads along with the proposed development at the subject site on existing centres. This issue has not been considered in any considerations of the overall net community cost/benefit of the proposed development.**

**If the planning proposal proceeds it will undermine and will not complement the role of the existing Casula Local Centre.**

**It is inconsistent with the government's strategic policies as outlined in the Metropolitan Plan and the draft Subregional Strategies, Section 117 Directions, as well as contradicts the recommendations in the draft Liverpool Centres Hierarchy Review.**

**It is considered that:**

- the subject site is not suitable for rezoning as B2 – Local Centre;
- the current zone of the site as B6 – Enterprise Corridor should be maintained; and
- the current restriction on the size for retail floor space in B6 Enterprise Corridors Zone of 1,600sqm is consistent with the state government policies.

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The planning proposal to rezone the site to B2 Local Centre or amend schedule 1 of the LLEP 2008 to permit the development of a 4,300sqm retail premises on the subject site should not be supported.

Resubmission - s56(2)(b) : **No**

If Yes, reasons :

Identify any additional studies, if required. :

If Other, provide reasons :

Identify any internal consultations, if required :

**No internal consultation required**

Is the provision and funding of state infrastructure relevant to this plan? **No**

If Yes, reasons :

**Documents**

Document File Name	DocumentType Name	Is Public
Site_location_and_aerial_maps.pdf	Map	Yes
Zoning_extract_and_relevant_LEP_provisions.pdf	Map	Yes
Council_letter_resolution_and_report.pdf	Proposal	Yes
Economic_Impact_Assessment_June_2012_Part1.pdf	Proposal	Yes
Planning_Proposal.pdf	Proposal	Yes
Economic_Impact_Assessment_June_2012_Part2.pdf	Proposal	Yes
Draft_Liverpool_Retail_Centres_Hierarchy_Review_Final_Report_(Version 2 July 2012).pdf	Study	No

**Planning Team Recommendation**

Preparation of the planning proposal supported at this stage : **Not Recommended**

- S.117 directions:
- 1.1 Business and Industrial Zones
  - 3.4 Integrating Land Use and Transport
  - 6.3 Site Specific Provisions
  - 7.1 Implementation of the Metropolitan Plan for Sydney 2036

Additional Information : **The Proposal should not proceed at this stage for the following reasons:**

- the planning proposal fails to address the combined impacts of the proposed Costco at Crossroads along with the proposed development at the subject site. This issue has not been considered in any considerations of the overall net community cost/benefit of the proposed development.
- if the planning proposal proceeds it will undermine and will not complement the role of the existing Casula Local Centre.
- it is inconsistent with the government's strategic policies as outlined in the Metropolitan Plan and the draft Subregional Strategies. It also contradicts the recommendations in the draft Liverpool Centres Hierarchy Review.

In view of the above, it is recommended that the Proposal should be declined as it is considered that:

- the subject site is not suitable for rezoning as B2 Local Centre;
- the current zone of the site as B6 – Enterprise Corridor should be maintained;

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- the current restriction on the size for retail floor space in B6 Enterprise Corridor Zone of 1,600sqm is consistent with the state government policies; and
- the planning proposal to amend schedule 1 of the LLEP 2008 to permit the development of a 4,300sqm retail premises on the subject site should not be supported.

Supporting Reasons :

Signature:

*Derryn John*

Printed Name:

DERRYN JOHN

Date:

7/2/13