

A relevant draft Local Environmental Plan (LEP), therefore should only be submitted by council to the Department of Urban Affairs and Planning with a strategic justification in terms of this policy and the net community benefit assessment criteria.

The decision trees in section E of the explanatory notes summarise the application of the policy to land use and development decision making.

Locating development

Directions for specific land uses are provided below. Consult the explanatory notes in Part 3 for more detailed information in relation to retail formats and competition.

Retail

Retail is essential to the activity and viability of most centres because of its dominance of economic activity and relationship with personal and other services. Shops typically generate high trip levels and those serving more than a neighbourhood catchment should always be located in centres and be provided with pedestrian, cycling and public transport access. Retailers often prefer locations on main roads which afford high exposure. These locations should make the best use of road and public transport infrastructure.

Supermarkets and large specialist and department stores have an important role in anchoring a broad range of shopping and other services and thereby allow single multi-purpose trips. Retail proposals should be accommodated in centres to allow choice and free pedestrian movement. Ideally, a single retail property should not comprise the whole centre so as to allow for new market entrants and competition and avoid the unnecessary creation of new centres. It is particularly important for decision-makers to be consistent and fair because of the competitive nature of the industry.

Refer to the explanatory notes for pointers on retail formats including 'big box' factory outlets and markets.

Assessment of net community benefit may highlight the need to provide a **Transport Management and Accessibility Plan** for a proposal. Such a plan should address the willingness of the proponent to put in place travel demand management measures.

Bulky goods outlets

Bulky goods outlets have a physical need for space to display and handle large goods, however, they can be located in centres.

When it is not realistic for bulky goods outlets to be in centres, they should be located in one or two regional clusters to help moderate travel demand and allow for public transport accessibility. Existing clusters should be reinforced. If justified, new clusters should be in areas that would indirectly support major centres and link to public transport corridors.

To determine whether a new cluster is justified or a development proposal is suitable for a cluster location, the following issues, additional to the net community benefit criteria, must be assessed:

- the economic and social impact on existing and planned centres
- the demand for the amount of floor space for trading bulky goods and the potential impact any oversupply would have on existing centres
- the degree and potential of short- and long-term accessibility by public transport
- the effect on the demand for travel and impact of increased traffic to the arterial road network
- where industrial areas are proposed to be used, the operational and access needs of existing and future industry and the impact on property prices for industrial development.

Retail and main roads

We need to make the best use of road space and public transport infrastructure. Where there is conflict of use, this outweighs the desires of retailers who seek exposure along roads and at other high profile locations.

Out-of-centre locations are not automatically necessary for **bulky goods** outlets and locational decisions depend on the regional setting.

See section C of the explanatory notes.

Leisure and entertainment

Leisure and entertainment facilities include cinemas, theatres, bowling alleys, gymnasiums, clubs, hotels and amusement centres. They support the viability of centres, extend their hours of activity and generate high trip levels. They should always be located in centres with suitable accessibility.