Appendix 1A - Relevant Planning and Design Code Policies

Planning and Design Code (Version 2025.4: (27 February 2025)		
Zone / Subzone		
Strategic Employment Zone	DO1, DO 2, DO 3	Land Use and Intensity PO 1.1 Built Form and Character POs 3.1, 3.2, 3.3, 3.5 Landscaping POs 5.1 to 5.3 Fencing PO 6.1 Concept Plans (Concept Plan 102 – Gillman) PO 8.1
Gilman Subzone	DO1, DO 2	Land Use and Intensity PO 1.1 Hazard Risk Minimisation POs 2.1 to 2.4
Overlays		
Coastal Areas Overlay	DO1, DO 2	POs 2.1 to 2.5, POs 3.1 to 3.3, POs 4.1 to 4.7 and POs 5.1 to 5.4
Gas and Liquid Petroleum Pipelines Overlay	DO 1	PO1.1
Hazards (Acid Sulfate Soils) Overlay	DO 1	PO 1.1
Key Railway Crossings Overlay	DO 1	PO 1.1
Major Urban Transport Routes Overlay	DO 1, DO 2	PO 1.1, PO 2.1, PO 3.1, PO 5.1, PO 6.1, PO 7.1, PO 9.1, PO 10.1
Non-Stop Corridor Overlay	DO 1	PO 1.1
Traffic Generating Development Overlay	DO 1, DO 2	POs 1.1 to 1.3
Hazards (Flooding) Overlay	DO 1	PO 2.1, Flood resilience 3.1 – 3.6
Hazards (Flooding – General) Overlay	DO 1	PO 2.1, 3.1
Prescribed Wells Area Overlay	DO 1	PO 1.1
Water Resources Overlay	DO 1	POs 1.1 to 1.3 and POs 1.5 to 1.9
Design in Urban Areas	DO 1	PO 1.5, 2.3, 3.1, 4.3, 5.1, 7.2, 8.1, 8.4, 8.5, 9.1, 9.2, 13.1, 25.1, (water sensitive Design) 42.1,42.2, 42.3, 43.1
Design		Provisions same as above – including landscaping 3.2, Design of Transportable Dwelling 21.1, Water Sensitive Design 31.1, 31.2, 32.1 (identical to PO 42.1 - 42.3 above)
Interface between Land Uses	DO 1	POs 1.2, 2.1,4.1, 4.2, 5.1, 6.1, 6.2
Site Contamination	DO 1	PO 1.1
Transport, Access and parking	DO 1	PO's 1.1, 1.2, 1.3, 1.4, 2.1, 2.2, 3.1, 3.3, 3.8, 3.9, 5.1, 6.2, 6.5, 6.6,

Extract of Relevant Planning & Design Code Policies

Strategic Employment Zone

DO 1 A range of major logistics, manufacturing, high technology and research land uses generating wealth and employment for the state that takes advantage of road, rail and ports infrastructure together with compatible business activities that support an expanding workforce.

DO 2 Employment-generating uses are arranged to:

(a) support the efficient movement of goods and materials on land in the vicinity of major transport infrastructure such as ports and intermodal freight facilities

(b) maintain access to waterfront areas for uses that benefit from direct water access including harbour facilities, port related industry and warehousing, ship building and related support industries

(c) create new and enhance existing business clusters

(d) support opportunities for the convenient co-location of rural related industries and allied businesses that may detract from scenic rural landscapes

(e) be compatible with its location and setting to manage adverse impacts on the amenity of land in adjacent zones.

DO 3 A pleasant visual amenity from adjacent arterial roads, adjoining zones and entrance ways to cities, towns and settlements.

PO 1.1 Development primarily for a range of higher-impacting land uses including general industry, warehouse, transport distribution and the like is supplemented by other compatible development so as not to unduly impede the use of land in other ownership in the zone for employment-generating land uses, particularly those parts of the zone unaffected by an interface with another zone that would be sensitive to impact-generating uses.

PO 3.1 Development includes distinctive building, landscape and streetscape design to achieve high visual and environmental amenity particularly along arterial roads, zone boundaries and public open spaces.

PO 3.2 Building facades facing a boundary of a zone primarily intended to accommodate sensitive receivers, a public road, or public open space incorporate design elements to add visual interest by considering the following:

(a) using a variety of building finishes

(b) avoiding elevations that consist solely of metal cladding

(c) using materials with a low reflectivity

(d) using techniques to add visual interest and reduce large expanses of blank walls including modulation and incorporation of offices and showrooms along elevations visible to a public road.

PO 5.1 Landscaping is provided along public roads and thoroughfares and zone boundaries to enhance the visual appearance of development and soften the impact of large buildings when viewed from public spaces and adjacent land outside the zone.

PO 5.2 Development incorporates areas for landscaping to enhance the overall amenity of the site and locality.

PO 5.3 Landscape areas incorporate a range of plant species of varying heights at maturity, including tree species with a canopy above clear stems, to complement the scale of relevant buildings.

PO 6.1 Fencing exceeding 2.1m in height is integrated and designed to complement the appearance of land and buildings and does not form a dominant visual feature from adjacent streets to enhance the character of employment areas.

PO 8.1 Development is compatible with the outcomes sought by Concept Plan 102 - Gillman of the Planning and Design Code to support the orderly development of land through staging of development and provision of infrastructure.

Gillman Subzone

DO 1 A range of major logistics, manufacturing, high technology and research land uses generating wealth and employment for the state that takes advantage of road, rail and ports infrastructure together with compatible business activities that support an expanding workforce.

DO 2 Co-location of the management of Adelaide's waste, resource recovery and related processing and industrial activities to provide operational efficiencies and the economic provision of infrastructure, and provision of land for stormwater management and enhancement of tidal flow and habitat function of Magazine Creek, Range wetlands, samphire and mangroves.

Land Use and Intensity

PO 1.1 Development primarily for a range of major logistics and manufacturing plants, high technology and research.

Hazard Risk Minimisation

PO 2.1 Land identified for stormwater management and habitat rehabilitation in the subzone is not developed for industrial use unless:

(a) there is sufficient land capable of managing the regional and local stormwater catchment function in the location

(b) the land unlikely to be inundated by tidal flows as a result of the periodic opening of the tidal gates, taking into account long term sea-level rise

(c) it does not result in the removal of existing remnant samphire habitats or threaten the ability for expansion and inland migration of such habitats

(d) the provision of a new or the expansion of an existing sea flood protection levee or sea wall infrastructure can be accommodated into the future.

PO 2.2 Development minimises adverse disturbance to existing sea flood protection levees and infrastructure.

PO 2.3 Development is designed and sited to provide sufficient land for flood mitigation, including the establishment of new seawalls or sea flood protection levees to provide protection from stormwater and seawater flooding.

PO 2.4 Development is protected against sea flood risk and sea level rise.

OVERLAYS

Advertising Near Signalised Intersections Overlay

DO 1 Provision of a safe road environment by reducing driver distraction at key points of conflict on the road.

PO 1.1 Advertising near signalised intersections does not cause unreasonable distraction to road users through illumination, flashing lights, or moving or changing displays or messages.

Advertising Near Signalised Intersections Overlay

DO 1 Provision of a safe road environment by reducing driver distraction at key points of conflict on the road.

PO 1.1 Advertising near signalised intersections does not cause unreasonable distraction to road users through illumination, flashing lights, or moving or changing displays or messages.

Airport Building Heights (Regulated) (All structures over 110 metres) Overlay

DO 1 Management of potential impacts of buildings and generated emissions to maintain operational and safety requirements of registered and certified commercial and military airfields, airports, airstrips and helicopter landing sites.

PO 1.1 Building height does not pose a hazard to the operation of a certified or registered aerodrome.

PO 1.2 Exhaust stacks are designed and sited to minimise plume impacts on aircraft movements associated with a certified or registered aerodrome.

Coastal Areas Overlay

DO 1 The natural coastal environment (including environmentally important features such as mangroves, wetlands, saltmarsh, sand dunes, cliff tops, native vegetation, wildlife habitat, shore and estuarine areas) is conserved and enhanced.

DO 2 Provision is made for natural coastal processes; and recognition is given to current and future coastal hazards including sea level rise, flooding, erosion and dune drift to avoid the need, now and in the future, for public expenditure on protection of the environment and development.

Hazard Risk Minimisation

PO 2.1 Buildings sited over tidal water or that are not capable of being raised or protected by flood protection measures in the future are protected against the standard sea flood risk level and 1m of sea level rise.

PO 2.2 Development, including associated roads and parking areas, but not minor structures unlikely to be adversely affected by flooding, is protected from the standard sea flood risk level and 1m of sea level rise.

PO 2.3 Development will not create or aggravate coastal erosion or require coast protection works that cause or aggravate coastal erosion.

PO 2.4 Development is set back a sufficient distance from the coast to provide an erosion buffer in addition to a public reserve that will allow for at least 100 years of coastal retreat for single buildings or small-scale developments, or 200 years of coastal retreat for large scale developments unless:

(a) the development incorporates appropriate private coastal protection measures to protect it from anticipated erosion; or

(b) there are formal commitments to protect the existing or proposed public reserve and development from anticipated coastal erosion.

Coastal Protection Works

PO 3.1 Development avoids the need for coast protection works through measures such as setbacks to protect development from coastal erosion, sea or stormwater flooding, sand drift or other coastal processes.

PO 3.2 Development does not compromise the structural integrity of any seawall or levee bank or the ability to maintain, modify or upgrade any seawall or levee bank.

PO 3.3 Unavoidable coast protection works are the subject of binding agreements to cover the cost of future construction, operation, maintenance and management measures and will not:

(a) have an adverse effect on coastal ecology, processes, conservation, public access and amenity

(b) require commitment of public resources including land

(c) present an unacceptable risk of failure relative to potential hazard resulting from failure.

Environment Protection

PO 4.1 Development will not unreasonably affect the marine and onshore coastal environment by pollution, erosion, damage or depletion of physical or biological resources; interference with natural coastal processes; or the introduction of and spread of marine pests or any other means.

PO 4.2 Development avoids delicate or environmentally sensitive coastal areas such as sand dunes, cliff tops, estuaries, wetlands or substantially intact strata of native vegetation.

PO 4.3 Development allows for ecological and natural landform adjustment to changing climatic conditions and sea levels, by allowing landward migration of dunes, coastal wetlands, mangrove and samphire areas.

PO 4.4 Development avoids, or in built up areas minimises, impacts on important habitat areas that support the nesting, breeding and movement/migration patterns of fauna, including threatened shorebirds.

PO 4.5 Development is designed so that wastewater is disposed of in a manner that avoids pollution or other detrimental impacts on the marine and on-shore environment of coastal areas.

PO 4.6 Development is designed so that stormwater runoff is disposed of in a manner that avoids pollution or other detrimental impacts on the marine and on-shore environment of coastal areas.

PO 4.7 Development involving the removal of shell grit, cobbles or sand, other than for coastal protection works purposes, is not undertaken.

Access

PO 5.1 Development maintains or enhances appropriate public access to and along the foreshore.

PO 5.2 Public access through sensitive coastal landforms, particularly sand dunes, wetlands and cliffs, is restricted to defined pedestrian paths and constructed to minimise adverse environmental impact.

PO 5.3 Access roads to the coast, lookouts and places of interest:

(a) do not detract from the amenity or the environment

(b) are designed for slow-moving traffic

(c) are minimised in number.

PO 5.4 Development on land adjoining a coastal reserve is sited and designed to be compatible with the purpose, management and amenity of the reserve and to prevent inappropriate access to or use of the reserve.

Gas and Liquid Petroleum Pipelines Overlay

DO 1 Management of risk to public safety, the environment and security of energy supply from the encroachment of development on gas and liquid petroleum pipeline facilities.

PO 1.1 Development (including land division) does not present a risk to public health and safety due to any of the following:

a) continuous noise associated with pipeline facilities used for energy transportation that exceeds the Environment Protection (Noise) Policy

b) potential for occasional noise associated with high pressure venting.

Hazards (Acid Sulphate Soils) Overlay

DO 1 Development is located and undertaken to minimise disturbance of potential or actual acid sulfate soils and / or the release of acid drainage.

PO 1.1 Development that involves excavation or a change to a water table where potential or actual acid sulfate soils are present is undertaken to minimise soil disturbance or drainage; prevent or minimise oxidation; and contain and treat any acid drainage to prevent harm or damage to the environment, primary production, buildings, structures and infrastructure or public health.

Key Railway Crossings Overlay

DO 1 Safe, efficient and uninterrupted operation of key railway crossings.

PO 1.1 Site access does not interfere or impact on the safe operation of a railway crossing.

Major Urban Transport Routes Overlay

DO 1 Safe and efficient operation of Urban Transport Routes and Major Urban Transport Routes for all road users.

DO 2 Provision of safe and efficient access to and from urban transport routes and major urban transport routes.

PO 1.1 Access is designed to allow safe entry and exit to and from a site to meet the needs of development and minimise traffic flow interference associated with access movements along adjacent State Maintained Roads.

PO 2.1

Sufficient accessible on-site queuing adjacent to access points is provided to meet the needs of development so that all vehicle queues can be contained fully within the boundaries of the development site, to minimise interruption of the functional performance of the road and maintain safe vehicle movements.

PO 3.1 Existing access points designed to accommodate the type and volume of traffic likely to be generated by the development.

PO 5.1 Access points are located and designed to accommodate sight lines that enable drivers and pedestrians to navigate potential conflict points with roads in a controlled and safe manner.

PO 6.1 Access points constructed to minimise mud or other debris being carried or transferred onto the road to ensure safe road operating conditions.

PO 7.1 Access points designed to minimise negative impact on roadside drainage of water.

PO 8.1 Buildings or structures that encroach onto, above or below road reserves designed and sited to minimise impact on safe movements by all road users.

PO 9.1 New junctions with public roads (including the opening of unmade public road junctions) or modifications to existing road junctions located and designed to ensure safe and efficient road operating conditions are maintained on the State Maintained Road.

PO 10.1 Development is located and designed to maintain sightlines for drivers turning into and out of public road junctions to contribute to driver safety.

Non-Stop Corridor Overlay

DO 1 Safe and efficient operation of non-stop corridors, where free-flowing traffic movement is prioritised.

PO 1.1 The safety, efficiency and functional performance of non-stop corridors is maintained.

Prescribed Wells Area Overlay

DO 1 Sustainable water use in prescribed wells areas.

PO 1.1 All development, but in particular involving any of the following:

(a) horticulture

(b) activities requiring irrigation

(c) aquaculture

(d) industry

(e) intensive animal husbandry

(f) commercial forestry has a lawful, sustainable and reliable water supply that does not place undue strain on water resources in prescribed wells areas.

Regulated and Significant Tree Overlay

DO 1 Conservation of regulated and significant trees to provide aesthetic and environmental benefits and mitigate tree loss.

None applicable.

Traffic Generating Development Overlay

DO 1 Safe and efficient operation of Urban Transport Routes and Major Urban Transport Routes for all road users.

DO 2 Provision of safe and efficient access to and from urban transport routes and major urban transport routes.

PO 1.1 Development designed to minimise its potential impact on the safety, efficiency and functional performance of the State Maintained Road network.

PO 1.2 Access points sited and designed to accommodate the type and volume of traffic likely to be generated by development.

PO 1.3 Sufficient accessible on-site queuing provided to meet the needs of the development so that queues do not impact on the State Maintained Road network.

Water Resources Overlay

DO 1 Protection of the quality of surface waters considering adverse water quality impacts associated with projected reductions in rainfall and warmer air temperatures as a result of climate change.

DO 2 Maintain the conveyance function and natural flow paths of watercourses to assist in the management of floodwaters and stormwater runoff.

PO 1.1 Watercourses and their beds, banks, wetlands and floodplains (1% AEP flood extent) are not damaged or modified and are retained in their natural state, except where modification is required for essential access or maintenance purposes.

PO 1.2 Development avoids interfering with the existing hydrology or water regime of swamps and wetlands other than to improve the existing conditions to enhance environmental values.

PO 1.3 Wetlands and low-lying areas providing habitat for native flora and fauna are not drained, except temporarily for essential management purposes to enhance environmental values.

PO 1.5 Development that increases surface water run-off includes a suitably sized strip of vegetated land on each side of a watercourse to filter runoff to:

(a) reduce the impacts on native aquatic ecosystems

(b) minimise soil loss eroding into the watercourse.

PO 1.6 Development resulting in the depositing or placing of an object or solid material in a watercourse or lake occurs only where it involves any of the following:

(a) the construction of an erosion control structure

(b) devices or structures used to extract or regulate water flowing in a watercourse

(c) devices used for scientific purposes

(d) the rehabilitation of watercourses.

PO 1.7 Watercourses, floodplains (1% AEP flood extent) and wetlands protected and enhanced by retaining and protecting existing native vegetation.

PO 1.8 Watercourses, floodplains (1% AEP flood extent) and wetlands are protected and enhanced by stabilising watercourse banks and reducing sediments and nutrients entering the watercourse.

PO 1.9 Dams, water tanks and diversion drains are located and constructed to maintain the quality and quantity of flows required to meet environmental and downstream needs.

GENERAL DEVELOPMENT POLICIES

Design in Urban Areas

DO 1 Development is:

(a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributes to the character of the immediate area

(b) durable - fit for purpose, adaptable and long lasting

(c) inclusive - by integrating landscape design to optimise pedestrian and cyclist usability, privacy and equitable access, and promoting the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimise security and safety both internally and within the public realm, for occupants and visitors

(d) sustainable - by integrating sustainable techniques into the design and siting of development and landscaping to improve community health, urban heat, water management, environmental performance, biodiversity and local amenity and to minimise energy consumption.

PO 1.5 The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form), taking into account the form of development contemplated in the relevant zone.

PO 2.3 Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.

PO 3.1 Soft landscaping and tree planting are incorporated to:

a) minimise heat absorption and reflection
b) maximise shade and shelter
c) maximise stormwater infiltration
d) enhance the appearance of land and streetscapes.

PO 4.3 Buildings incorporate climate responsive techniques and features such as building and window orientation, use of eaves, verandahs and shading structures, water harvesting, at ground landscaping, green walls, green roofs and photovoltaic cells.

PO 5.1 Development is sited and designed to maintain natural hydrological systems without negatively impacting:

a) the quantity and quality of surface water and groundwater
b) the depth and directional flow of surface water and groundwater
c) the quality and function of natural springs.

PO 7.1 Development facing the street is designed to minimise the negative impacts of any semi-basement and undercroft car parking on streetscapes through techniques such as:

a) limiting protrusion above finished ground level
b) screening through appropriate planting, fencing and mounding
c) limiting the width of openings and integrating them into the building structure.

PO 7.2 Vehicle parking areas appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.

PO 8.1 Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.

PO 9.1 Fences, walls and retaining walls of sufficient height maintain privacy and security without unreasonably impacting visual amenity and adjoining land's access to sunlight or the amenity of public places.

PO 9.2 Landscaping is incorporated on the low side of retaining walls that are visible from public roads and public open space to minimise visual impacts.

PO 13.1 Development facing a street provides a well landscaped area that contains a deep soil space to accommodate a tree of a species and size adequate to provide shade, contribute to tree canopy targets and soften the appearance of buildings

PO 25.1 The sub-floor space beneath transportable buildings is enclosed to give the appearance of a permanent structure.

PO 42.1 Development likely to result in risk of export of sediment, suspended solids, organic matter, nutrients, oil and grease include stormwater management systems designed to minimise pollutants entering stormwater.

PO 42.2 Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.

PO 42.3 Development includes stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that development does not increase peak flows in downstream systems.

PO 43.1 Areas for activities including loading and unloading, storage of waste refuse bins in commercial and industrial development or wash-down areas used for the cleaning of vehicles, vessels, plant or equipment are:

(a) designed to contain all wastewater likely to pollute stormwater within a bunded and roofed area to exclude the entry of external surface stormwater run-off

(b) paved with an impervious material to facilitate wastewater collection

(c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash- down area

(d) designed to drain wastewater to either:

(i) a treatment device such as a sediment trap and coalescing plate oil separator with subsequent disposal to a sewer, private or Community Wastewater Management Scheme

or

(ii) a holding tank and its subsequent removal off-site on a regular basis.

Design (provisions similar to the above – include the following)

PO 3.2 Soft landscaping and tree planting maximises the use of locally indigenous plant species, incorporates plant species best suited to current and future climate conditions and avoids pest plant and weed species.

Interface Between Land Uses

DO 1 Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.

PO 1.2 Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.

PO 2.1 Non-residential development does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) or an adjacent zone primarily for sensitive receivers through its hours of operation having regard to:

(a) the nature of the development

(b) measures to mitigate off-site impacts

(c) the extent to which the development is desired in the zone

(d) measures that might be taken in an adjacent zone primarily for sensitive receivers that mitigate adverse impacts without unreasonably compromising the intended use of that land.

PO 3.1 Soft landscaping and tree planting are incorporated to:

a) minimise heat absorption and reflection
b) maximise shade and shelter
c) maximise stormwater infiltration
d) enhance the appearance of land and streetscapes.

PO 4.1 Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).

PO 4.2 Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including:

(a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers.

(b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers

(c) housing plant and equipment within an enclosed structure or acoustic enclosure

(d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.

PO 5.1 Development with the potential to emit harmful or nuisance-generating air pollution incorporates air pollution control measures to prevent harm to human health or unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) within the locality and zones primarily intended to accommodate sensitive receivers.

PO 6.1 External lighting is positioned and designed to not cause unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers).

PO 6.2 Development is designed and comprised of materials and finishes that do not unreasonably cause a distraction to adjacent road users and pedestrian areas or unreasonably cause heat loading and micro-climatic impacts on adjacent buildings and land uses as a result of reflective solar glare.

Site Contamination

DO 1 Ensure land is suitable for the proposed use in circumstances where it is, or may have been, subject to site contamination.

PO 1.1 Ensure land is suitable for use when land use changes to a more sensitive use.

Transport, Access and Parking

DO 1 A comprehensive, integrated and connected transport system that is safe, sustainable, efficient, convenient and accessible to all users.

PO 1.1 Development is integrated with the existing transport system and designed to minimise its potential impact on the functional performance of the transport system.

PO 1.2 Development is designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive receivers.

PO 1.3 Industrial, commercial and service vehicle movements, loading areas and designated parking spaces are separated from passenger vehicle car parking areas to ensure efficient and safe movement and minimise potential conflict.

PO 1.4 Development is sited and designed so that loading, unloading and turning of all traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths.

PO 2.1 Sightlines at intersections, pedestrian and cycle crossings, and crossovers to allotments for motorists, cyclists and pedestrians are maintained or enhanced to ensure safety for all road users and pedestrians.

PO 2.2 Walls, fencing and landscaping adjacent to driveways and corner sites are designed to provide adequate sightlines between vehicles and pedestrians.

PO 3.1 Safe and convenient access minimises impact or interruption on the operation of public roads.

PO 3.3 Access points are sited and designed to accommodate the type and volume of traffic likely to be generated by the development or land use.

PO 3.8 Driveways, access points, access tracks and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated.

PO 3.9 Development is designed to ensure vehicle circulation between activity areas occurs within the site without the need to use public roads.

PO 5.1 Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as:

(a) availability of on-street car parking

(b) shared use of other parking areas

(c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared

(d) the adaptive reuse of a State or Local Heritage Place.

PO 6.2 Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced, and the like.

PO 6.5 Vehicle parking areas that are likely to be used during non-daylight hours are provided with sufficient lighting to entry and exit points to ensure clear visibility to users.

PO 6.6 Loading areas and designated parking spaces for service vehicles are provided within the boundary of the site.