

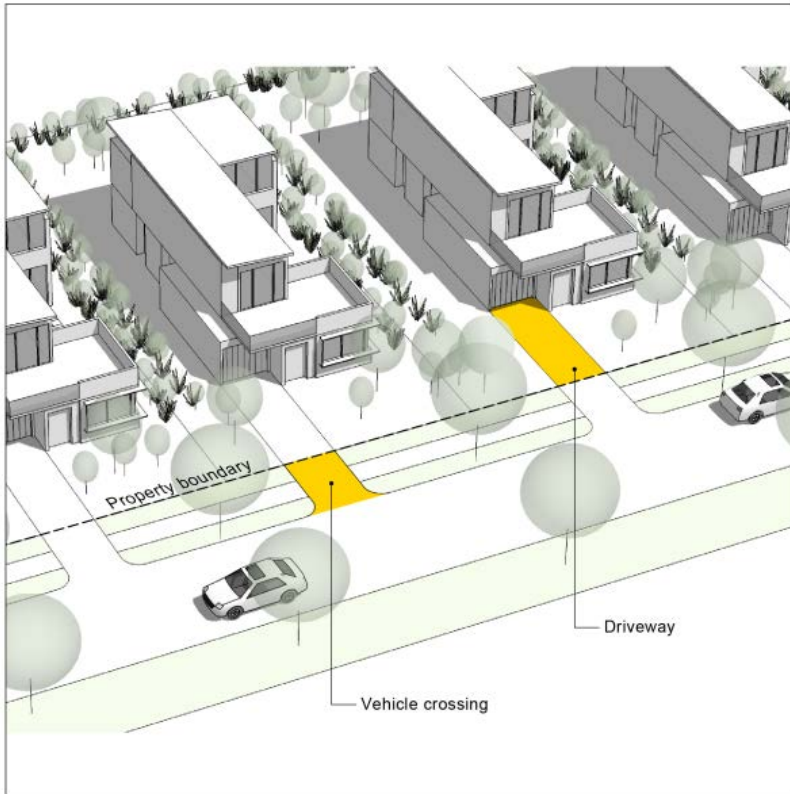
9.4.2 Driveways and ~~vehicularvehicle~~ crossings code

9.4.2.1 Application

This code applies to assessing operational work for vehicle crossing works and material change of use for any development involving vehicle access or driveway works where indicated within **Part 5 Tables of assessment**.

When using this code, reference should be made to **Section 5.3.2** and, where applicable, **Section 5.3.3**, in **Part 5**.

Comment [MU2 - CP1]: Theme: Built form and urban design - the importance of a well-designed city; Item 14 – Driveways and vehicle crossings



**Figure 9.4.2-1**  
Illustration showing driveway and vehicle crossing for access to parking spaces

9.4.2.2 Purpose

- (1) The purpose of the Driveways and ~~vehicularvehicle~~ crossings code is to provide design standards for the construction, repair or modification to a driveway and/or a ~~vehicularvehicle~~ crossing ~~and to ensure that the decisions are compatible~~.
- (2) The purpose of the code will be achieved through the following overall outcomes:
  - (a) ~~VehicularVehicle~~ crossings are designed to a standard in accordance with **SC6.10 City Plan policy – Land development guidelines** or with RPEQ certification to provide safe access for vehicles required to access the site from the edge of the road carriageway to the property boundary.
  - (b) Driveways provide safe access for all vehicles required to access the site from the property boundary to the on-site vehicle accommodation or standing area.
  - (c) ~~VehicularVehicle~~ crossings are located and constructed to avoid adverse impacts on City or utility infrastructure.

Comment [MU2 - CP2]: Theme: Built form and urban design - the importance of a well-designed city; Item 14 – Driveways and vehicle crossings

Comment [MU2 - CP3]: Theme: Built form and urban design - the importance of a well-designed city; Item 14 – Driveways and vehicle crossings

- ~~(ed)~~ ~~Driveways and Vehicular~~vehicular crossings are ~~constructed to aof an appropriate standard to meet the needs of the development that is consistent with a standard vehicle.~~
- ~~(de)~~ ~~Vehicular~~Vehicle crossings ~~are designed to~~ ensure that there is minimal loss of on-street car parking spaces.
- ~~(e)~~ ~~Driveways provide safe access from the property boundary to the on-site vehicle accommodation or standing area.~~
- ~~(f)~~ Driveways and vehicle crossings are ~~designed and sited to maintain streetscape elements and located to ensure damage to existing street trees located within the verge is avoided.~~
- ~~(g)~~ ~~Driveways are located to~~retain space for the future planting of street trees.
- ~~(hg)~~ ~~The construction, location and design of vehicular~~Vehicle crossings ~~allow for the safety of all users of the existing and planned road and active transport networks and driveways prevent interference with the safe movement of vehicles or the safe use of the footpath to maintain the amenity of the area.~~
- ~~(ih)~~ Driveways~~The design and construction of the driveway and vehicular~~vehicular crossings are ~~designed~~ such that vertical and horizontal alignments provide a continuous, smooth access of good rideability and clearance for all vehicles ~~required to access the site, and~~
- ~~(i)~~ ~~driveway~~Driveways and ~~vehicular~~vehicular crossings ~~do not cause adverse~~ are designed and ~~sited to mitigate~~ stormwater drainage impacts.

Comment [LH4]: Theme: Built form and urban design - the importance of a well-designed city;  
Item 14 – Driveways and vehicle crossings

Comment [MU2 - CP5]: Theme: Built form and urban design - the importance of a well-designed city;  
Item 14 – Driveways and vehicle crossings

**9.4.2.3 Specific benchmarks for assessment**

**Part A** applies to accepted development subject to requirements.

**Part B** applies to assessable development.

**PART A – ACCEPTED DEVELOPMENT SUBJECT TO REQUIREMENTS**

~~Note:~~ ~~Table 9.4.2.1~~ applies to accepted development subject to requirements for driveways.

~~Note:~~ ~~Table 9.4.2.2~~ applies to accepted development subject to requirements for vehicular crossings.

Comment [MU3 - CP6]: Theme: Built form and urban design - the importance of a well-designed city;  
Item 14 – Driveways and vehicle crossings

**Table 9.4.2-1: Driveways and vehicular crossings code – accepted development subject to requirements for driveways**

<b>Required outcomes</b>											
<b>Location</b>	<p><b>RO1</b></p> <p>The construction of the driveway:</p> <p>(a) <del>does not cause damage to street trees in the verge;</del> and</p> <p>(b) <del>retains space for the planting of street trees within the verge.</del></p>										
<b>Design</b>	<p><b>RO2</b></p> <p>The driveway is designed in accordance with the following design standards:</p> <table border="1" data-bbox="258 674 1198 862"> <thead> <tr> <th>Land use</th> <th></th> </tr> </thead> <tbody> <tr> <td>• Dual-occupancy</td> <td></td> </tr> <tr> <td>• Dwelling house</td> <td></td> </tr> <tr> <td>• Multiple dwellings (where the development is for townhouses)</td> <td></td> </tr> <tr> <td>All other land uses</td> <td></td> </tr> </tbody> </table> <p><b>OR</b></p> <p>Where particularly restrictive physical conditions exist and the above standard arrangements are not attainable, the design and construction of the proposed driveway is certified by a RPEQ having regard to the following:</p> <p>(a) <del>Disability Discrimination Act 1992;</del></p> <p>(b) <del>AS 2890.1;</del></p> <p>(c) <del>QUDM; and</del></p> <p>(d) <del>Good engineering practice.</del></p>	Land use		• Dual-occupancy		• Dwelling house		• Multiple dwellings (where the development is for townhouses)		All other land uses	
Land use											
• Dual-occupancy											
• Dwelling house											
• Multiple dwellings (where the development is for townhouses)											
All other land uses											
<b>Advisory note</b>											
Accepted development identified in the assessment tables as subject to requirements must comply with all the nominated requirements in this and other applicable codes.											

Comment [MU3 - CP7]: Theme: Built form and urban design - the importance of a well-designed city;  
Item 14 – Driveways and vehicle crossings

**Table 9.4.2-21: Driveways and vehicular vehicle crossings code – accepted development subject to requirements for vehicular crossings**

**Required outcomes**

**Construction of vehicular crossings**  
**Design**

**RO1**  
The driveway is designed in accordance with the applicable requirements in *AS2890: 2009 Parking Facilities*;  
**OR**  
Where particularly restrictive physical conditions exist and the above standard is not achievable, the design of the proposed driveway is certified by an accredited Private Certifier having regard to the following:  
(a) *Disability Discrimination Act 1992*;  
(b) Applicable requirements in *AS2890: 2009 Parking Facilities*; and  
(c) *QUDM (Queensland Urban Drainage Manual)*.

**RO1RO2**

The vehicular vehicle crossing is designed ~~and constructed~~ in accordance with ~~the relevant vehicular crossing standards in~~ **SC6.11 City Plan policy – Land development guidelines, Section 2 – Transport network standards.**

**OR**

Where particularly restrictive physical conditions exist and the above standard is not achievable, the design of the proposed vehicle crossing is certified by a RPEQ having regard to the following:

- (a) *Disability Discrimination Act 1992*;  
(b) Applicable requirements in *AS2890:2009 Parking Facilities*; and  
(c) *QUDM (Queensland Urban Drainage Manual)*.

**Editor's note:** An application for a licence to construct a vehicle crossing is required in accordance with the *Local Law 11 (Roads and Malls) 2008*.

**Maximum number of vehicular vehicle crossings per site lot**

**RO2RO3**

The maximum number of vehicular vehicle crossings per site lot, for the following land uses, is as follows:

Land use	Maximum number of vehicular vehicle crossings per site lot
Dwelling house	1 <b>OR</b> 2 - where the road frontage at the kerb is at least 40m subject to achieving a minimum of 6m separation between the crossings.
Dual occupancy Multiple dwelling	1 <b>OR</b> 2 - where the road frontage at the kerb is greater than 20m subject to achieving a minimum of 6m separation between the crossings.
Non-residential use	2

**Note:** The maximum number of vehicle crossings per lot and separation distance is shown above unless otherwise approved in a current development approval.

**Separation distances**

**RO3RO4**

~~Vehicular~~ **Vehicle** crossings are separated from:

Instance	Minimum distance (m)
Any <del>other</del> <b>vehicular</b> <del>Vehicle</del> crossings on adjoining properties	3m 1m
Any side property boundary:	
• for residential development with approved built-to-boundary setback of 2 dwellings or less	4.5m
• A for all other development	2m 1m

**Required outcomes**

Traffic management devices and transport services, stormwater management devices, power supply services and telecommunication supply services	1m
Any water and sewerage service assets on the surface (including water meter enclosures, sewerage inspection or maintenance pits, fire hydrants and valves)	300mm (horizontal distance)

**Location**

**R04R05**

~~Vehicle~~ Driveways and vehicle crossings are ~~located to avoid~~ designed and sited as to not result in damage to existing street trees located within the verge.

**Advisory note**

Accepted development identified in the assessment tables as subject to requirements must comply with all the nominated requirements in this and other applicable codes.

Comment [MU3 - CP8]: Theme: Built form and urban design - the importance of a well-designed city;  
Item 14 – Driveways and vehicle crossings

**PART B – ASSESSABLE DEVELOPMENT BENCHMARKS**

Note: ~~Table 9.4.2-3~~ applies to assessable development for driveways.

Note: ~~Table 9.4.2-4~~ applies to assessable development for vehicular crossings.

**Table 9.4.2-3: Driveways and vehicular crossings code—assessable development for driveways**

Performance outcomes	Acceptable outcomes						
<b>Location</b>							
<b>PQ1</b> The location of the driveway is considered at the design stage of the development to ensure it does not unnecessarily damage street trees and allows space for the planting of street trees within the verge.	<b>AQ1</b> The design of the driveway: (a) does not cause damage to street trees in the verge; and (b) retains space for the planting of street trees within the verge.						
<b>Design</b>							
<b>PQ2</b> The driveway is designed and constructed to ensure: (a) safe access for a B85 vehicle (AS/NZS2890 (set): 2009 Parking Facilities Set) from the property boundary to the on-site vehicle accommodation or standing area; (b) it does not cause adverse stormwater drainage impacts on or off the site; and (c) safe pedestrian movement in the proximity of the site.	<b>AQ2</b> The driveway is designed in accordance with the following design standards: <table border="1"> <thead> <tr> <th>Land use</th> <th>Design standard</th> </tr> </thead> <tbody> <tr> <td> <ul style="list-style-type: none"> <li>• Dual occupancy</li> <li>• Dwelling house</li> <li>• Multiple dwellings (where the development is for townhouses)</li> </ul> </td> <td>Queensland Development Code – NMP 1.1 – Driveways</td> </tr> <tr> <td>All other land uses</td> <td>AS/NZS 2890.1:2004 – Parking facilities – Part 1: Off-street car parking</td> </tr> </tbody> </table>	Land use	Design standard	<ul style="list-style-type: none"> <li>• Dual occupancy</li> <li>• Dwelling house</li> <li>• Multiple dwellings (where the development is for townhouses)</li> </ul>	Queensland Development Code – NMP 1.1 – Driveways	All other land uses	AS/NZS 2890.1:2004 – Parking facilities – Part 1: Off-street car parking
Land use	Design standard						
<ul style="list-style-type: none"> <li>• Dual occupancy</li> <li>• Dwelling house</li> <li>• Multiple dwellings (where the development is for townhouses)</li> </ul>	Queensland Development Code – NMP 1.1 – Driveways						
All other land uses	AS/NZS 2890.1:2004 – Parking facilities – Part 1: Off-street car parking						
	<b>QR</b> Where particularly restrictive physical conditions exist and the above standard arrangements are not attainable, the design and construction of the proposed driveway is certified by a RPEQ having regard to the following: (a) Disability Discrimination Act 1992; (b) AS 2890.1; (c) QUDM; and (d) Good engineering practice.						

Comment [MU3 - CP9]: Theme: Built form and urban design - the importance of a well-designed city;  
Item 14 – Driveways and vehicle crossings

Comment [MU3 - CP10]: Theme:  
Built form and urban design - the  
importance of a well-designed city;  
Item 14 – Driveways and vehicle crossings

**Table 9.4.2-42: Driveways and vehicular vehicle crossings code – assessable development for vehicular crossings**

Performance outcomes	Acceptable outcomes						
<b>Construction of vehicular crossings</b> <i>Design</i>							
<p><b>PO1</b> The driveway is designed in accordance with the applicable requirements in <i>AS2890:2009 – Parking Facilities</i>.</p>	<p><b>AO1</b> No acceptable outcome provided.</p>						
<p><b>PO4</b> Design of the vehicle crossing is certified by an RPEQ confirming compliance with:</p> <ul style="list-style-type: none"> <li>(a) <i>Disability Discrimination Act 1992</i>;</li> <li>(b) <i>Applicable requirements in AS2890: 2009 – Parking Facilities</i>; and</li> <li>(c) <i>QUDM (Queensland Urban Drainage Manual)</i>.</li> </ul> <p>The vehicle crossing is designed and constructed to ensure:</p> <ul style="list-style-type: none"> <li>(a) safe access for a B85 vehicle (<i>AS/NZS 2890 (Set):2009 Parking Facilities Set</i>) from the road carriageway to the property boundary;</li> <li>(b) it does not cause adverse stormwater drainage impacts on or off the site; and</li> <li>(c) safe pedestrian movement in the proximity of the site.</li> </ul>	<p><b>AO4.2</b> The vehicle crossing is designed in accordance with <b>SC6.10 City Plan policy – Land development guidelines, Section 2 – Transport network standards.</b></p> <p><del>Prior to the use commencing a vehicular crossing is constructed to provide access from the road to the property.</del> <del>Either:</del></p> <ul style="list-style-type: none"> <li>(a) The vehicular crossing is designed and constructed in accordance with the relevant vehicular crossing standards drawing in <b>SC6.11 City Plan policy – Land development guidelines, Section 2 – Transport network standards</b>; or</li> <li>(b) where particularly restrictive physical conditions exist and the above standard arrangements are not attainable, the design and construction of the proposed vehicular crossing is certified by a RPEQ having regard to the following: <ul style="list-style-type: none"> <li>(i) <i>Disability Discrimination Act 1992</i>;</li> <li>(ii) <i>AS/NZS 2890-1; 2004 Parking facilities Part 1: Off street car parking</i>;</li> <li>(iii) <i>QUDM</i>; and</li> <li>(iv) <i>Good engineering practice</i>.</li> </ul> </li> </ul>						
<p><b>PO32</b> <del>Location and construction of the vehicular</del> The vehicle crossing avoids damage to utility services, pathways, kerbs, road pavement and seal and other municipal-city infrastructure.</p>	<p><b>AO32</b> The vehicular crossing is designed and constructed in accordance with the relevant vehicular crossing standards in <b>SC6.11 City Plan policy – Land development guidelines, Vehicle crossings are separated from: Section 2 – Transport network standards.</b></p> <table border="1" data-bbox="657 1451 1189 1758"> <thead> <tr> <th data-bbox="657 1451 928 1482">Instance</th> <th data-bbox="935 1451 1189 1482">Minimum distance</th> </tr> </thead> <tbody> <tr> <td data-bbox="657 1482 928 1624">Traffic management devices and transport services, stormwater management devices, power supply services and telecommunication supply services</td> <td data-bbox="935 1482 1189 1624">1m</td> </tr> <tr> <td data-bbox="657 1624 928 1758">Water and sewerage service assets on the surface (including water meter enclosures, sewerage inspection or maintenance pits, fire hydrants and valves)</td> <td data-bbox="935 1624 1189 1758">300mm (horizontal distance)</td> </tr> </tbody> </table>	Instance	Minimum distance	Traffic management devices and transport services, stormwater management devices, power supply services and telecommunication supply services	1m	Water and sewerage service assets on the surface (including water meter enclosures, sewerage inspection or maintenance pits, fire hydrants and valves)	300mm (horizontal distance)
Instance	Minimum distance						
Traffic management devices and transport services, stormwater management devices, power supply services and telecommunication supply services	1m						
Water and sewerage service assets on the surface (including water meter enclosures, sewerage inspection or maintenance pits, fire hydrants and valves)	300mm (horizontal distance)						
<p><b>Maximum number of vehicular vehicle crossings per lot site</b></p>							
<p><b>PO443</b> The number of vehicular vehicle crossings per site lot are minimised to avoid the loss of streetscape elements and</p>	<p><b>AO43</b> The maximum number of vehicular vehicle crossings per site lot, for the following land uses, is as follows:</p>						

Performance outcomes	Acceptable outcomes	
on-street car parking spaces and to prevent adverse interference with: (a) the safety, capacity and operations of the existing or planned road network; <del>(b) the proposed driveway;</del> and (eb) cycleways or pedestrian footpaths.	Land use	Maximum number of <del>vehicular</del> vehicle crossings per site/lot
	Dwelling house	1 OR 2 - when the road frontage at the kerb is at least 40m subject to achieving a minimum of 6m between the crossings
	Dual occupancy Multiple dwelling	1 OR 2 - where the road frontage at the kerb is greater than 20m subject to achieving a minimum of 6m between the crossings
	Non-residential use	2
	<b>Note:</b> the maximum number of vehicle crossings per lot and separation distance is shown above unless otherwise approved in a current development approval.	

**Comment [MU3 - CP11]:** Theme:  
Built form and urban design - the importance of a well-designed city;  
Item 14 – Driveways and vehicle crossings

**Separation distances**

<del>P04</del> <b>P05</b> <del>Vehicular</del> Vehicle crossings are appropriately separated from other <del>vehicular</del> vehicle crossings and side property boundaries to prevent interference with: (a) the safety, capacity and operations of the existing or planned road network; (b) adjoining properties; and (c) cycleways or pedestrian footpaths.	<b>AO54</b>	
	<del>Vehicular</del> Vehicle crossings are separated from:	
	Instance	Minimum distance (m)
	<del>Any other vehicular</del> Vehicle crossing on adjoining properties  Any side property boundary:  <del>Any side property boundary:</del> <ul style="list-style-type: none"> <li>for residential development of 2 dwellings or less with approved built-to-boundary setback</li> </ul> • All for all other developments	3m        10.5m  2m

**Comment [MU3 - CP12]:** Theme:  
Built form and urban design - the importance of a well-designed city;  
Item 14 – Driveways and vehicle crossings

Performance outcomes	Acceptable outcomes
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**Location**

<p><b>PO5PO6</b> Vehicle access to a public roadway is safe and does not compromise the efficiency, function, convenience of use or capacity of the road network.</p>	<p><b>AO5AO6.1</b> The location of the vehicular vehicle crossing to a public roadway is consistent with the applicable requirements in AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking and AS 2890.2-2002 Parking facilities Part 2: Off-street commercial vehicle facilities.</p>
	<p><b>AO5AO6.2</b> No new vehicular vehicle crossings are created on roads identified on the Functional Road Hierarchy as shown on the Zone maps or the Pacific motorway service road types overlap map.</p>

<p><b>PO6PO7</b> <del>Vehicular</del> Driveways and vehicle crossings <del>are located to:</del> (a) <del>ensure existing street trees within the verge are retained; avoid damage to existing street trees located within the verge; and</del> (b) provide an appropriate separation distance to existing street trees within the verge in accordance with AS4970:2009 – Protection of trees on development sites ; and (c) retain space for the future planting of street trees within the verge in accordance with <b>SC6.11 City Plan policy – Landscape work.</b> <b>Note: The location of the driveway and vehicle crossing is considered at the design state of the development.</b></p>	<p><b>AO6AO7</b> No acceptable outcome provided.</p>
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Comment [MU3 - CP13]: Theme: Built form and urban design - the importance of a well-designed city;  
Item 14 – Driveways and vehicle crossings

**Sight distances and lines**

<p><b>PO7PO8</b> <del>Vehicular</del> Vehicle crossings are designed to prevent conflict <del>between</del> provide safe travel for vehicles, with cyclists and pedestrians.</p>	<p><b>AO7-1</b> <del>Safe sight distances are provided, based on the vehicle speed at the vehicular crossing.</del> <b>Note: This AO does not apply to the following uses:</b> ● Dwelling house; ● Secondary dwelling; ● Dual occupancy; or ● Multiple dwelling (where there are 3 dwellings or less).</p> <p><b>AO8-2</b> <del>Vehicular</del> Vehicle crossings are designed to provide safe sight distances and lines for vehicles exiting the vehicular crossing in accordance with AS 2890.2-2002 Parking facilities Part 2: Off-street commercial vehicle facilities. <del>Where no service vehicle is required to access the site, including waste collection, the requirements for sight lines at the vehicular crossing are in accordance with AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking.</del> <b>Note: This AO does not apply to the following uses:</b> ● Dwelling house; ● Secondary dwelling; ● Dual occupancy; or ● Multiple dwelling (where there are 3 dwellings or less).</p>
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Comment [KK14]: Theme: Built form and urban design – the importance of a well-designed city;  
Item 14 – Driveways and vehicle crossings code

Comment [KK15]: Theme: Built form and urban design – the importance of a well-designed city;  
Item 14 – Driveways and vehicle crossings code