

9.4.2 Driveways and vehicle 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**.

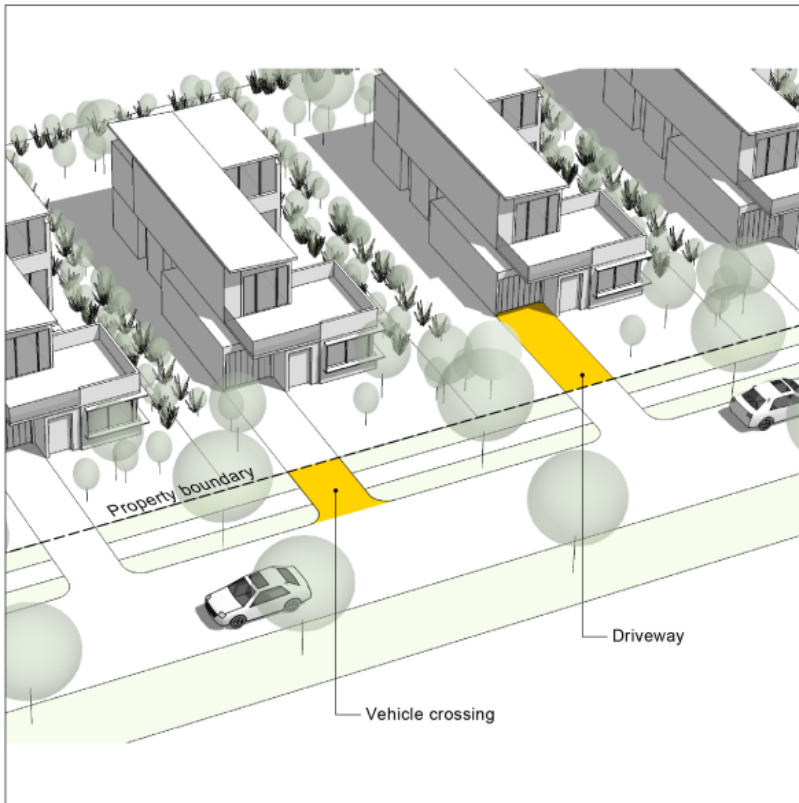


Figure 9.4.2-1

Illustration showing driveway and vehicle crossing for access to parking spaces.

9.4.2.2 Purpose

- (1) The purpose of the Driveways and vehicle crossings code is to provide design standards for the construction, repair or modification to a driveway and/or a vehicle crossing.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Vehicle 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) Vehicle crossings avoid adverse impacts on City or utility infrastructure.
 - (d) Driveways and vehicle crossings are of an appropriate standard to meet the needs of the development.

- (e) Vehicle crossings ensure that there is minimal loss of on-street car parking spaces.
- (f) Driveways and vehicle crossings are designed and sited to maintain streetscape elements and retain space for the future planting of street trees.
- (g) Vehicle crossings allow for the safety of all users of the existing and planned road and active transport networks.
- (h) Driveways and vehicle 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.
- (i) Driveways and vehicle crossings are designed and sited to mitigate stormwater drainage impacts.

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

Table 9.4.2-1: Driveways and vehicle crossings code – accepted development subject to requirements

Required outcomes	
Design	<p>RO1</p> <p>The driveway is designed in accordance with the applicable requirements in <i>AS2890: 2009 Parking Facilities</i>;</p> <p>OR</p> <p>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 (or RPEQ) having regard to the following:</p> <ul style="list-style-type: none"> (a) <i>Disability Discrimination Act 1992</i>; (b) Applicable requirements in <i>AS2890: 2009 Parking Facilities</i>; and (c) <i>QUDM (Queensland Urban Drainage Manual)</i>. <hr/> <p>RO2</p> <p>The vehicle crossing is designed in accordance with SC6.11 City Plan policy – Land development guidelines, Section 2 – Transport network standards.</p> <p>OR</p> <p>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:</p> <ul style="list-style-type: none"> (a) <i>Disability Discrimination Act 1992</i>; (b) Applicable requirements in <i>AS2890:2009 Parking Facilities</i>; and (c) <i>QUDM (Queensland Urban Drainage Manual)</i>. <p>Editor's note: An application for a licence to construct a vehicle crossing is required in accordance with the <i>Local Law 11 (Roads and Malls) 2008</i>.</p>

Comment [OCOP1]: Submission/s

Required outcomes

Maximum number of vehicle crossings per lot

RO3

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

Land use	Maximum number of vehicle crossings per lot
Dwelling house	1 OR 2 - where the road frontage at the kerb is at least 40m subject to achieving a minimum of 6m 7m separation 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 7m 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.

Comment [OCOP2]: Submission/s

Comment [OCOP3]: Submission/s

Separation distances

RO4

Vehicle crossings are separated from:

Instance	Minimum distance (m)
Vehicle crossings on adjoining properties	1m
Any side property boundary: <ul style="list-style-type: none"> for residential development with approved built-to-boundary setback for all other development 	0.5m 1m
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

RO5

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

RO6

Where identified on the Functional road hierarchy or the Pacific motorway service roads overlay map and a lot has two or more road frontages, vehicle access is provided from the road with the least on-road traffic.

Comment [OCOP4]: Submission/s

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.

PART B – ASSESSABLE DEVELOPMENT BENCHMARKS

Table 9.4.2-2: Driveways and vehicle crossings code – assessable development

Performance outcomes	Acceptable outcomes								
Design									
<p>PO1 The driveway is designed in accordance with the applicable requirements in <i>AS2890:2009 – Parking Facilities</i>.</p>	<p>AO1 No acceptable outcome provided.</p>								
<p>PO2 Design of the vehicle crossing is certified by a RPEQ confirming compliance with: (a) <i>Disability Discrimination Act 1992</i>; (b) Applicable requirements in <i>AS2890: 2009 – Parking Facilities</i>; and (c) <i>QUDM (Queensland Urban Drainage Manual)</i>.</p>	<p>AO2 The vehicle crossing is designed in accordance with SC6.10 City Plan policy – Land development guidelines, Section 2 – Transport network standards.</p>								
<p>PO3 The vehicle crossing avoids damage to utility services, pathways, kerbs, road pavement and seal and other city infrastructure.</p>	<p>AO3 Vehicle crossings are separated from:</p>								
	<table border="1"> <thead> <tr> <th>Instance</th> <th>Minimum distance</th> </tr> </thead> <tbody> <tr> <td>Traffic management devices and transport services, stormwater management devices, power supply services and telecommunication supply services</td> <td>1m</td> </tr> <tr> <td>Water and sewerage service assets on the surface (including water meter enclosures, sewerage inspection or maintenance pits, fire hydrants and valves)</td> <td>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)		
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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>Maximum number of vehicle crossings per lot</p>									
<p>PO4 The number of vehicle crossings per lot are minimised to avoid loss of streetscape elements and on-street car parking spaces and to prevent adverse interference with: (a) the safety, capacity and operations of the existing or planned road network; and (b) cycleways or pedestrian footpaths.</p>	<p>AO4 The maximum number of vehicle crossings per lot, for the following land uses, is as follows:</p>								
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<p>Note: the maximum number of vehicle crossings per lot and separation distance is shown above unless otherwise</p>									

Comment [OCOP5]: Submissions

Comment [OCOP6]: Submissions

Performance outcomes	Acceptable outcomes										
	approved in a current development approval.										
Separation distances											
<p>PO5</p> <p>Vehicle crossings are appropriately separated from other vehicle crossings and side property boundaries to prevent interference with:</p> <p>(a) the safety, capacity and operations of the existing or planned road network;</p> <p>(b) adjoining properties; and</p> <p>(c) cycleways or pedestrian footpaths.</p>	<p>AO5</p> <p>Vehicle crossings are separated from:</p> <table border="1"> <thead> <tr> <th>Instance</th> <th>Minimum distance (m)</th> </tr> </thead> <tbody> <tr> <td>Vehicle crossing on adjoining properties</td> <td>1m</td> </tr> <tr> <td>Any side property boundary:</td> <td></td> </tr> <tr> <td> <ul style="list-style-type: none"> for residential development with approved built-to-boundary setback </td> <td>0.5m</td> </tr> <tr> <td> <ul style="list-style-type: none"> for all other developments </td> <td>1m</td> </tr> </tbody> </table>	Instance	Minimum distance (m)	Vehicle crossing on adjoining properties	1m	Any side property boundary:		<ul style="list-style-type: none"> for residential development with approved built-to-boundary setback 	0.5m	<ul style="list-style-type: none"> for all other developments 	1m
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Location											
<p>PO6</p> <p>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>AO6.1</p> <p>The location of the vehicle crossing to a public roadway is consistent with the applicable requirements in <i>AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking</i> and <i>AS 2890.2-2002 Parking facilities Part 2: Off-street commercial vehicle facilities</i>.</p> <p>AO6.2</p> <p>No new 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>PO7</p> <p>Driveways and vehicle crossings:</p> <p>(a) ensure existing street trees within the verge are retained;</p> <p>(b) provide an appropriate separation distance to existing street trees within the verge in accordance with <i>AS4970:2009 – Protection of trees on development sites</i>; and</p> <p>(c) retain space for the future planting of street trees within the verge in accordance with SC6.11 City Plan policy – Landscape work.</p> <p>Note: The location of the driveway and vehicle crossing is considered at the design state of the development.</p>	<p>AO7</p> <p>No acceptable outcome provided.</p>										
Sight distances and lines											
<p>PO8</p> <p>Vehicle crossings are designed to provide safe travel for vehicles, cyclists and pedestrians.</p>	<p>AO8</p> <p>Vehicle crossings are designed to provide sight distances and lines in accordance with <i>AS 2890.2-2002 Parking facilities Part 2: Off-street commercial vehicle facilities</i>.</p>										