

9.4.2 Driveways and vehicular/vehicle crossings code

9.4.2.1 Application

This code applies to assessing operational work for vehicle ~~crossing access~~ 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**.

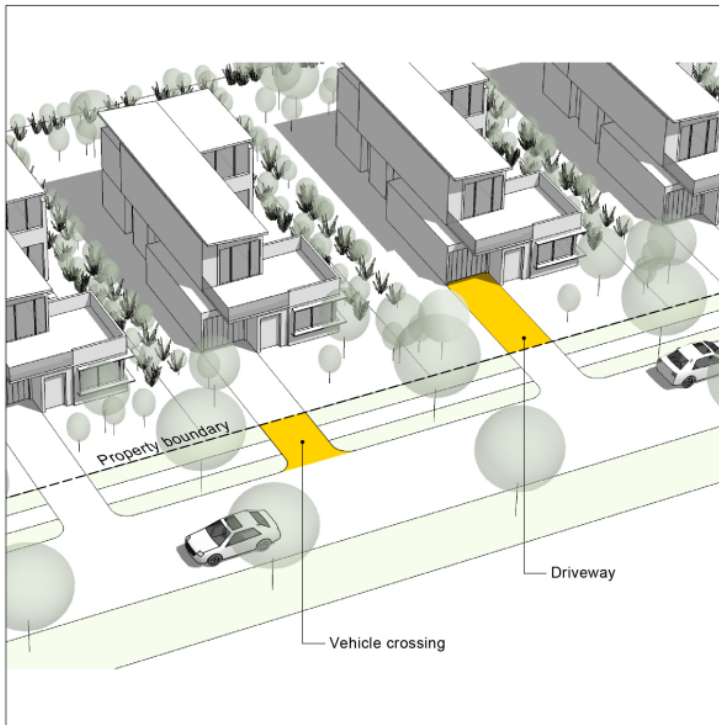


Figure 9.4.2-1

Illustration showing ~~the~~ driveway and vehicle crossing ~~components of for vehicle~~ access ~~works to parking spaces~~

9.4.2.2 Purpose

- (1) The purpose of the Driveways and ~~vehicular/vehicle~~ crossings code is to provide design standards for the construction, repair or modification to a driveway and/or a ~~vehicular/vehicle~~ crossing ~~and to ensure that the decisions are compatible~~.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) ~~Vehicular/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) ~~Vehicular/Vehicle~~ crossings ~~are located and constructed to~~ avoid adverse impacts on City or utility infrastructure.

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- (cd) ~~Driveways and Vehicular~~ vehicle 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~~ 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, and~~
- (i) ~~driveway~~ Driveways and ~~vehicular~~ vehicle crossings ~~do not cause adverse~~ ~~are designed and sited to mitigate~~ stormwater drainage impacts.

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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.~~

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

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Required outcomes

Location	<p>RO1</p> <p>The construction of the driveway:</p> <p>(a) does not cause damage to street trees in the verge; and</p> <p>(b) retains space for the planting of street trees within the verge.</p>						
Design	<p>RO2</p> <p>The driveway is designed in accordance with the following design standards:</p> <table border="1" style="width: 100%;"> <tr> <td style="width: 30%;">Land use</td> <td></td> </tr> <tr> <td> <ul style="list-style-type: none"> • Dual occupancy • Dwelling house • Multiple dwellings (where the development is for townhouses) </td> <td></td> </tr> <tr> <td>All other land uses</td> <td></td> </tr> </table> <p>OR</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) Disability Discrimination Act 1992;</p> <p>(b) AS 2890.1;</p> <p>(c) QUDM; and</p> <p>(d) Good engineering practice.</p>	Land use		<ul style="list-style-type: none"> • Dual occupancy • Dwelling house • Multiple dwellings (where the development is for townhouses) 		All other land uses	
Land use							
<ul style="list-style-type: none"> • Dual occupancy • Dwelling house • Multiple dwellings (where the development is for townhouses) 							
All other land uses							

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.

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 (or 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)*.

RO1RO2
 The vehicular/vehicle crossing is designed and constructed in accordance with the relevant vehicular crossing standards in **SC6.140 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 **RO2RO3**
 The maximum number of vehicular/vehicle crossings per site, for the following land uses, is as follows:

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

Note: The maximum number of vehicle crossings and minimum 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 other vehicular/vehicle crossings on adjoining properties	3m/1m
Any side property boundary:	
• for residential development with approved built-to-boundary setback of 2 dwellings or less	4.0.5m
• for all other development	2m/1m

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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

RO4RO5

~~Vehicular~~ [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.

RO6

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

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

~~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	
Location		
PQ1 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.	AQ1 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.	
Design		
PQ2 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.	AQ2 The driveway is designed in accordance with the following design standards:	
	Land use	Design standard
	<ul style="list-style-type: none"> • Dual occupancy • Dwelling house • Multiple dwellings (where the development is for townhouses) 	Queensland Development Code – NMP 1.1 – Driveways
All other land uses	AS/NZS 2890.1:2004 – Parking facilities – Part 1: Off-street car parking	

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Item 14 – Driveways and vehicle crossings

Performance outcomes	Acceptable outcomes
	<p>OR</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) <i>Disability Discrimination Act 1992</i>;</p> <p>(b) <i>AS 2890.1</i>;</p> <p>(c) <i>QUDM</i>; and</p> <p>(d) <i>Good engineering practice</i>.</p>

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

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Performance outcomes	Acceptable outcomes						
Construction of vehicular crossings Design							
<p>PO1 The driveway is designed in accordance with the applicable requirements in AS2890:2009 – Parking Facilities.</p>	<p>AO1 No acceptable outcome provided.</p>						
<p>PO4PO2 Design of the vehicle crossing is certified by an RPEQ confirming compliance with: (a) Disability Discrimination Act 1992; (b) Applicable requirements in AS2890: 2009 – Parking Facilities; and (c) QUDM (Queensland Urban Drainage Manual).</p> <p>The vehicle crossing is designed and constructed to ensure: (a) safe access for a B85 vehicle (AS/NZS 2890 (Set):2009 Parking Facilities-Set) from the road carriageway to the property boundary; (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.</p>	<p>AO42 The vehicle crossing is designed in accordance with SC6.10 City Plan policy – Land development guidelines, Section 2 – Transport network standards.</p> <p>Prior to the use commencing a vehicular crossing is constructed to provide access from the road to the property: Either: (a) The vehicular crossing is designed and constructed in accordance with the relevant vehicular crossing standards drawing in SC6.11 City Plan policy – Land development guidelines, Section 2 – Transport network standards; or (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: (i) Disability Discrimination Act 1992; (ii) AS/NZS 2890.1:2004 Parking facilities-Part 1: Off-street car parking; (iii) QUDM; and (iv) Good engineering practice.</p>						
<p>PO32 Location and construction of the vehicular/vehicle crossing avoids damage to utility services, pathways, kerbs, road pavement and seal and other municipal city infrastructure.</p>	<p>AO32 The vehicular crossing is designed and constructed in accordance with the relevant vehicular crossing standards in SC6.11 City Plan policy – Land development guidelines. Vehicle crossings are separated from: Section 2 – Transport network standards:</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)
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)						
Maximum number of vehicular/vehicle crossings per site							
<p>PO43 The number of vehicular/vehicle crossings per site are minimised to avoid the loss of streetscape elements and</p>	<p>AO43 The maximum number of vehicular/vehicle crossings per site for the following land uses, is as follows:</p>						

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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; (b) the proposed driveway; and (c) cycleways or pedestrian footpaths.	Land use	Maximum number of vehicular/vehicle crossings per site
	Dwelling house	1 OR 2 - when the road frontage at the kerb is at least 40m subject to achieving a minimum of 7m 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 7m between the crossings
	Non-residential use	2
	Note: the maximum number of vehicle crossings and separation distance is shown above unless otherwise approved in a current development approval.	

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Separation distances

PO4PO5	AO54	
Vehicular/Vehicle crossings are appropriately separated from other vehicular/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.	Vehicular/Vehicle crossings are separated from:	
	Instance	Minimum distance (m)
	Any other vehicular/vehicle crossings on adjoining properties	3m1m
	Any side property boundary:	
	Any side property boundary:	40.5m
	<ul style="list-style-type: none"> for residential development of 2 dwellings or less with approved built-to-boundary setback 	40.5m
	All for all other developments	2m1m

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Item 14 – Driveways and vehicle crossings

Performance outcomes	Acceptable outcomes
Location	
<p>PO5PO6</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>AO5AO6.1</p> <p>The location of the vehicularvehicle 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>AO5AO6.2</p> <p>No new vehicularvehicle 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>PO6PO7</p> <p>VehicularDriveways and vehicle crossings are located to:</p> <p>(a) ensure existing street trees within the verge are retained; avoid damage to existing street trees located within the verge; and</p> <p>(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</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 stage of the development.</p>	<p>AO6AO7</p> <p>No acceptable outcome provided.</p>
Sight distances and lines	
<p>PO7PO8</p> <p>VehicularVehicle crossings are designed to prevent conflict between provide safe travel for vehicles, with cyclists and pedestrians.</p>	<p>AO7.1</p> <p>Safe sight distances are provided, based on the vehicle speed at the vehicular crossing.</p> <p>Note: This AO does not apply to the following uses:</p> <ul style="list-style-type: none"> • Dwelling house; • Secondary dwelling; • Dual occupancy; or • Multiple dwelling (where there are 3 dwellings or less). <p>AO87.2</p> <p>VehicularVehicle 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.</p> <p>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.</p> <p>Note: This AO does not apply to the following uses:</p> <ul style="list-style-type: none"> • Dwelling house; • Secondary dwelling; • Dual occupancy; or • Multiple dwelling (where there are 3 dwellings or less).

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