Response to Code: Table 9.4.2-2: Driveways and vehicular crossings code – assessable development

Performance outcomes	Acceptable outcomes	Does the proposal meet the acceptable outcome? If not, justify how the proposal meets either the performance outcome or overall outcome	Internal use
Design			
PO1 The driveway is designed in accordance with the applicable requirements in *AS2890: 2009 – Parking Facilities*	**AO1** (a) No acceptable outcome provided.	Complies with AO1	
PO2 Design of the vehicle crossing is certified by a RPEQ confirming compliance with: *a. Disability Discrimination Act 1992*; b. Applicable requirements in *AS2890: 2009 – Parking Facilities*; and *c. QUDM (Queensland Urban Drainage Manual)*.	**AO2** The vehicle crossing is designed in accordance with **SC6.12 City Plan policy – Land development guidelines, Section 2 – Transport network standards**.	Performance outcome sought - **crossing not perpendicular** The proposal meets the Performance Outcomes the Code as: • Due to the driveway being located on a cul-de-sac/on an irregular-shaped site, it is unable to be aligned to the street; • The crossing is appropriate as sight lines from the driveway are provided for entering, exiting and approaching traffic; The crossing provides safe and reasonable access for vehicles and appropriate space and an even surface for pedestrian movement.	
PO3 The vehicle crossing avoids damage to utility services, pathways, kerbs, road pavement and seal and other city infrastructure.	**AO3** Vehicle crossings are separated from: **Instance:** Traffic management devices and transport services, stormwater management devices, power supply services and telecommunication supply services **Minimum distance:** 1m **Instance:** Water and sewerage service assets on the surface (including water meter enclosures, sewerage inspection or maintenance pits,	Complies with AO3	

	fire hydrants and valves) **Minimum distance:** 300mm (horizontal distance)		

Maximum number of vehicle crossings

PO4 The number of vehicle crossings 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.	**AO4** The maximum number of vehicular crossings per site, for the following land uses, is as follows: **Land Use**: Dwelling house **Maximum number of vehicle crossings** 1 OR 2 - when the road frontage at the kerb is at least 40m subject to achieving a minimum of 7m between the crossings **Land Use**: Dual occupancy Multiple dwelling **Maximum number of vehicle crossings** 1 OR 2 - where the road frontage at the kerb is greater than 20m subject to achieving a minimum of 7m between the crossings **Land Use**: Non–residential use **Maximum number of vehicle crossings** 2 **Note: the maximum number of vehicle crossings and separation distance is shown above unless otherwise approved in a current**	Complies with AO4	

	development approval.		

Separation Distances

PO5 Vehicle crossings are appropriately separated from other 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.	**AO5** Vehicle crossings are separated from: **Instance:** Vehicle crossings on adjoining properties **Minimum distance (m)** 1m **Instance:** Any side property boundary • for residential development with approved built-to-boundary setback **Minimum distance (m)** 0.5m **Instance** Any side property boundary • for all other developments **Minimum distance (m)** 1m	Complies with AO5	

Location

PO6 Vehicle access to a public roadway is safe and does not compromise the efficiency, function, convenience of use or capacity of the road network.	**AO6.1** The location of the 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*. **AO6.2** 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**.	Complies with AO6	
PO7 Driveways and vehicle crossings: 1. ensure existing street trees within the verge are retained; 2. provide an appropriate separation distance to existing street trees within the verge in accordance with *AS4970:2009 – Protection of trees on development site*; and 3. retain space for the future planting of street trees within the verge in accordance with SC6.13 City Plan policy - Landscape work. **Note: The location of the driveway and vehicle crossing is**	**AO7** No acceptable outcome provided.	Complies with AO7	

considered at the design stage of the development			

Sight distances and lines

PO8 Vehicle crossings are designed to provide safe travel for vehicles, cyclists and pedestrians.	**AO8** Vehicle crossings are designed to provide sight distances and lines in accordance with *AS 2890.2-2002 Parking facilities Part 2: Off-street commercial vehicle facilities*.	Not applicable (Residential use)	