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## 12.0 VEHICULAR ACCESS

### 12.1 PURPOSE

This chapter is intended to provide supplementary information to expand on some of the elements specified in the Services, Works and Infrastructure Code and the Operational Works Code of the *Brisbane City Plan*. Therefore **the user must read this chapter in conjunction with the *Brisbane City Plan* to ensure that the development proposal complies in its entirety with the relevant codes, provisions and planning scheme policies.**

### 12.2 VEHICULAR CROSSINGS

Access to all allotments/dwellings must be functional and safe and must be of such strength as to not impose a future liability to the owners. Engineering plans must indicate location and standard driveway type.

#### Low Density and Rural Residential Areas

Standard residential vehicular crossings must comply with Standard No. UMS 223. In narrow residential streets ie less than 7.5 metres wide, the driveway must be 5.5 metres wide at the channel invert to minimise impedence from sight access from parked vehicles or traffic control devices.

Unless approved otherwise by the Engineering Officer Development & Regulatory Services, grades of residential vehicular crossings must comply with the desired grades shown in Standard Drawing No. UMS 224, and the Transport, Access, Parking and Servicing Planning Scheme Policy of the *City Plan*.

#### Low-medium, Medium and High Density Residential Areas, Industrial Areas, Multi Purpose Centres and Group Title Access Ways

A non-residential vehicular crossing in accordance with Standard Drawing No. UMS 221 must be used. The particular layout type is determined by the Engineering Officer Development & Regulatory Services, generally in accordance with the Transport, Access, Parking and Servicing Planning Scheme Policy of the *City Plan*.

Unless approved otherwise by the Engineering Officer Development & Regulatory Services, grades of non-residential vehicular crossings must comply with the desirable grade shown in the Transport, Access, Parking and Servicing Planning Scheme Policy of the *City Plan*.

Council will also require that any existing redundant vehicular crossings are closed and the footpath reinstated.



### **Surface treatments - Vehicular Crossings**

As pedestrians will also use the driveway across a verge, the surface must have an acceptable slip and skid resistance in accordance with the relevant *AustRoads guidelines*.

Broom finished concrete, segmental pavers and stencilled concrete provide good textured finish and are preferred. Exposed aggregate, stamped concrete, and the like are generally not permitted. Asphalt is not permitted except in rural residential and non-urban areas.

Permits from Development & Regulatory Services and permanent levels will need to be obtained prior to constructing driveways. It should be noted that service authorities will not necessarily replace the driveway with any treatment other than normal concrete if alterations to services require the driveway to be excavated. The installation of spare conduits should be considered for services to be threaded through in the future.

## **12.3 INTERNAL ACCESS ROADS FOR GROUP TITLES**

All road pavements within group titles used by refuse vehicles must be constructed with a minimum Type A pavement standard. Refer to Chapter 5 of Part B in this document.

## **12.4 REAR LOT ACCESS (CONVENTIONAL AND GROUP TITLE SUBDIVISIONS) VEHICULAR CROSSINGS**

### ***12.4.1 Residential Areas (includes Rural Residential)***

Car tracks are not permitted. The full length of rear allotment access driveways (including the crossing across the verge) will require a concrete slab of minimum width 2.5 metres. This width is generally acceptable for up to 3 rear lots providing the length of the access is no longer than 40 metres. For additional lots or longer access strips, the width and strength of the pavement needs must be increased accordingly as per Table B12.4.1.



TABLE 12.4.1  
DRIVEWAY REQUIREMENTS FOR RESIDENTIAL REAR ACCESS LOTS  
AND GROUP TITLE ACCESS WAYS

No of Lots	Distance from Dedicated Road (m)	Min Sealed Driveway Width (m)	Min width Unsealed Gravel Shoulders Each Side (m)	Type of Construction
1-3	<40	2.5	-	125 mm reinforced concrete with F62 mesh (Type A asphalt pavement in rural and non-rural areas)
4-5	<40	3.5	-	125 mm reinforced concrete with F82 mesh (Type A asphalt pavement in rural and non-rural areas)
6+	<40	5.5	-	160 mm reinforced concrete with F82 mesh or Type A asphalt pavement
1-5	>40	3.5	1.0	125 mm reinforced concrete with F82 mesh (Type A asphalt pavement in rural and non rural areas)
6+	>40	5.5	-	160 mm reinforced concrete with F82 mesh or Type A asphalt pavement

Easements for access must have a minimum width of 3.5 metres. If the access driveway is trafficked by refuse vehicle, the driveway must be 5.5 metres wide with a Type A minimum asphalt pavement.

Before constructing the driveway, provision must be made for the services of future house/s. This can be provided by an easement wide enough for the services to be placed alongside the driveway or by laying conduits under the concrete for the services to be threaded through in the future.

Environmental concerns would require that where scour of table drains or embankments can occur, longitudinal kerb/channel must be constructed and surface water directed to a suitable pipe system.

In all the above cases a concrete driveway (as per Standard Drawing Nos. UMS 224 and UMS 225) is required from the back of the kerb and channel to the property alignment except as otherwise specified in this document.

Where the crossfall of the driveway is severe and embankments are > 1V:4H, consideration must be given to providing retaining walls.

Additional works such as culverts, concrete causeways, stone pitching, etc may be required if the driveway crosses gullies or watercourses, permanent or otherwise. If rear lot access concentrates runoff onto adjoining properties, then a lawful point of discharge will be required.

The size of the culvert across the access way must provide adequate flood immunity and is determined by several factors including size of catchments, immunity provided by the road reserve fronting the lot and if there is a possible emergency exit route.



### **12.4.2 Industrial Areas**

The rear lot access to an industrial lot must have a minimum 8 metre wide Type E pavement and would normally require kerb and channel and drainage. The footpath crossing must be in accordance with Standard Drawing No. UMS 221. The width of the easement and the road pavement will be ultimately determined by the Engineering Officer Development & Regulatory Services.

#### **Maximum Grades**

The maximum grade of the rear lot access strip must comply with the Transport, Access, Parking and Servicing Planning Scheme Policy and the layout must incorporate areas for the safe manoeuvring of vehicles.

#### **Drainage**

The design of rear allotment access driveways must consider the natural overland flow and the effect of the driveway on such flows. In order to control surface water, consideration needs to be given to:

- Collection of the surface water via kerbs and piping under the driveway.
- Scour and erosion protection of the driveway embankment.
- Maintenance of table drains and embankments.

A design of the access driveway must be forwarded to the Engineering Officer Development & Regulatory Services for approval prior to earthworks commencing.

### **12.5 INTERNAL ACCESS ROADS FOR SITE DEVELOPMENTS (OTHER THAN GROUP TITLE)**

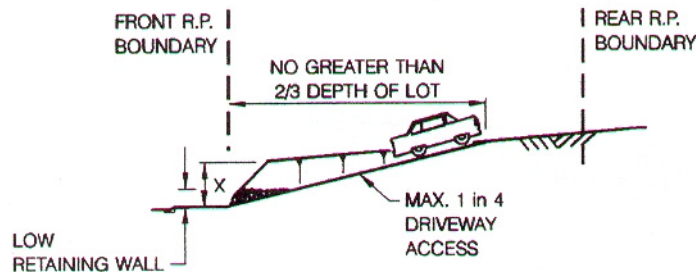
The internal geometry for site developments must conform to the Transport, Access, Parking and Servicing Planning Scheme Policy of the *City Plan*. The actual width of the industrial crossing into the site and internal layout must be approved by the Engineering Officer Development & Regulatory Services. The pavement must be constructed to a minimum Type A standard.

### **12.6 SITE ACCESS TO STEEP LOTS**

#### **Minimum Requirement**

For each new allotment, satisfactory vehicular access must be provided. Council's absolute minimum requirement is for a grade 1V in 4H (desirable minimum requirement is 1V in 6H) from the property alignment to reach the building platform by 2/3 of block depth. Refer to Figure B12.6.1.

Where it is impractical to undertake earthworks and an embankment higher than 1500 mm remains at the road property alignment, Council would require the construction of a small cut-off wall along the full frontage and driveway returns.



**NOTES:**

1. DRIVEWAY ACCESS MUST BE GAINED IN THE FRONT 2/3 OF THE ALLOTMENTS DEPTH.
2. WHERE X IS >1500 mm, A LOW RETAINING WALL MUST BE CONSTRUCTED ALONG THE FULL FRONTAGE AND DRIVEWAY RETURNS.

**FIGURE B12.6.1  
DRIVEWAY ACCESS FOR STEEP LOTS (NEW SUBDIVISIONS)**

**Alternative Off Street Parking**

On occasion, Council may consider an alternative treatment as per Figure B12.6.2 when conventional access cannot be obtained. These include:

- Area for a vehicle cut into the lot at road level and retaining walls constructed.
- Area for a vehicle filled on the lot with structurally stable batters.
- Structural elevated platform provided for a vehicle.

Any alternative designs must be approved by the Engineering Officer Development & Regulatory Services.

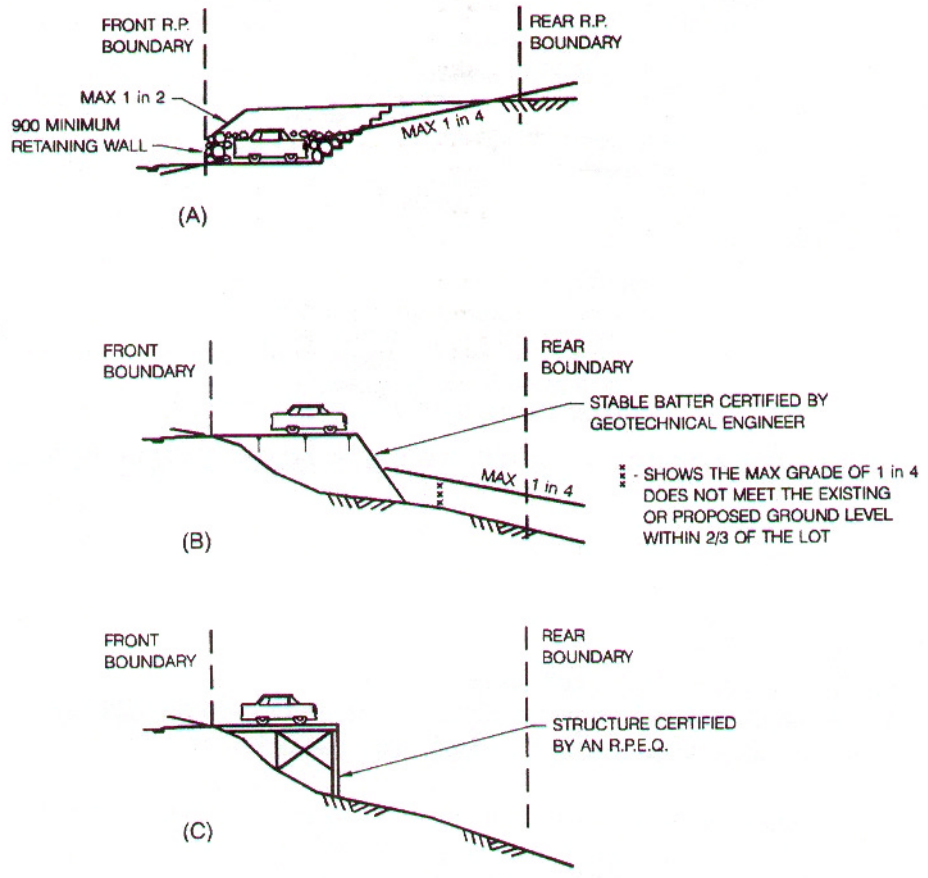


FIGURE B12.6.2  
 ALTERNATIVE STRUCTURED OFF STREET PARKING