



## **Gladstone Regional Council**

### **Rural Residential Property Access Standards**

#### **1.0 SCOPE:**

This standard applies to rural or other land uses where there is no kerb and channel along the frontage of the property. This excludes industrial or commercial uses unless referenced from another standard. It does not override development conditions imposed for a particular development.

#### **2.0 DRIVEWAY CONSTRAINTS**

All driveways must be wholly located on the frontage of the allotment serviced with a minimum side boundary clearance of two metres, where practical.

Rural residential area accesses will have one access per lot other than in the case of corner lots where an access on the second frontage may be permitted. Any additional accesses on any one lot will be at the discretion of the Director of Engineering Services or delegated representative.

Driveways must not be located within 20 metres of an intersection or roundabout unless otherwise approved by the Director Engineering Services or representative.

Constraints such as power poles and guard rails must be examined before positioning the driveway. Access restriction strips, easements, reserves or "limited access" declarations must also be researched as these may prevent the placement of the driveway in the intended location.

All driveways must have sufficient sight distance for the vehicles entering and exiting the property. In some special cases such as busy roads or main roads, works may need to be undertaken within the property to allow a vehicle to turn within the property and leave the property in a forward direction.

The driveway must be completed and safe within 10 days of commencing excavation, including back fill to the sides of the driveway.

#### **3.0 DRIVEWAY DESIGN**

- Accesses to rural allotments must be constructed in accordance with The Capricorn Municipal Development Guidelines CMDG-R-040A Rural Residential Property Access standard drawing. The driveway must be located such that the sight distance requirements from the standard drawing are satisfied using the visibility triangle (Sight Line).
- If the standard Capricorn Municipal Development Guidelines CMDG-R-040A Rural Residential Property Access drawing is not being used then the applicant must submit an alternate plan including a long section and cross section showing distances and heights with respect to the required offsets to services (where services exist in the footpath) to Council for approval. The driveway design shall be submitted for approval prior to the issue of a building approval over the site. Where the alternate design differs significantly from Councils standard, the alternate design will require signoff by a Registered Professional

Engineer Queensland (RPEQ), all associated costs to be borne by the applicant. The design must demonstrate unrestricted ingress and egress of a standard loaded passenger vehicle.

- The driveway must be constructed wide enough to accommodate the swept path of the largest vehicle to likely use the driveway, so as to prevent rutting over the driveway edges or drop off over pipe.
- Where access is required across a road side drain, in most instances, a pre-cast reinforced concrete pipe must be installed including sloping pre-cast headwalls at each end. This work must be carried out by a civil contractor with the relevant experience and equipment.
- The size of the pipe to be installed depends on the shape of the drain and the size of the catchment and stormwater flow in the drain. In some instances multiple pipes or box culverts may be required to take the stormwater flow in the table drain. Written advice must be sought from Council regarding the size of the pipe before construction commences. This advice can be obtained either prior to or with the application.
- The minimum size pipe is a 375mm diameter reinforced concrete "class 3" pipe with a minimum cover of 300mm. However, class 2 pipe may be approved should 450mm cover be achieved. Pipe joins are to be externally wrapped prior to backfill with an approved product.
- The pipe may be placed towards the property if suitable to shorten the length of the pipe required; provided the road side drain is relocated properly and utility services are not interfered with.
- Stormwater pipes must not be located over water mains, sewers, or any other services, and should avoid alignments for such services in areas capable of being serviced by these services.
- When the table drain has inadequate depth and it is impractical to fit a pipe even after re-grading works, "Flat Terrain Crossing" (a concrete floodway) is to be provided through the table drain. The floodway must be constructed to a minimum depth of 150mm, N25 concrete with F72 steel mesh placed centrally. The shape of the floodway must be such that the Council grader is able to traverse it during maintenance operations on the road and be able to grade up and away from the floodway where necessary. Advice must be sought from Council regarding the level of the slab with respect to the table drain before construction.
- Guide posts will be placed at either end of the pipe or slab to denote the location of the driveway and warn traffic of a possible hazard.
- Consideration must be given to avoid flooding of adjoining lands by the construction of the driveway, either by diverting or backing up the water in the road reserve.
- The driveway must not force water out on to the travel lane of the road. Thus saying, the surface of the driveway must not be higher than the shoulder of the road.
- Topsoil, including any vegetation matter, must be removed from the ground where the driveway is to be formed, and where applicable, replaced with suitable gravel materials mentioned in the drawing.
- The quality and compaction of the gravel driveway must be such that the surface is compacted tight with adequate strength for heavy vehicle use. Without undertaking

laboratory testing, the following are basic indications of adequate gravel driveway construction;

- The gravel cannot be kicked out with the heel of a shoe
- A car or truck must not indent the surface of the gravel
- The ground under the gravel is not spongy or showing sign of movement when a vehicle drives over it

#### **4.0 DRIVEWAY LEVELS AND SLOPES**

- The slopes and levels along the driveway shall be designed to allow a vehicle with full passenger load to enter the property without scraping the middle or ends of the vehicle. Transitions must be provided between changes in vertical grades to ensure loaded vehicles clear the driveway.
- Although the owner of the property may own a high clearance vehicle, the driveway shall be designed to suit a standard passenger vehicle so that visitors are able to traverse the driveway.
- The desirable maximum driveway grade is 16% (approx. 1Vertical in 6Horizontal). Driveways with grades steeper than 16% should be constructed with a sealed pavement suitable for the traction of the appropriate two wheel drive vehicle to traverse the driveway in wet weather (preferably concrete). The maximum grade for sealed driveway is 20% (1Vertical in 5Horizontal). A grade of 25% may be approved by Council in exceptional circumstances. However, Council is not responsible for the driveway and any access difficulties that may exist when desirable grades are exceeded.

#### **5.0 SURFACE TREATMENTS**

- The driveway surface is to be non-slip and suitable for the type of traffic that will use the facility. A gravel driveway surface will not be permitted if the adjoining road is bitumen or asphalt surface, the driveway surface is to be constructed of a similar material to the existing road surface unless otherwise approved.

#### **6.0 PROTECTION OF EXISTING FOOTPATHS**

- If an existing footpath location and height conflicts with the driveway design standards, the additional footpath may need to be removed and then reconstructed to enable an acceptable transition to the newly built driveway.
- If the existing footpath within the road verge is required to be removed, cutting of the footpath is to be undertaken using a Diamond Blade saw and the footpath removed to enable the proposed driveway to be constructed.
- The rebuilt footpath transition is to be constructed in accordance with Council's footpath standards and specifications.
- Expansion joints are to be provided at the intersecting points where the driveway adjoins the footpath.

## 7.0 SERVICES AND MARKERS

- Council and other utility providers are likely to have services pipes and cables under the footpath where the driveway will be placed. Accordingly, the driveway constructor must undertake 'Dial B4 You Dig' and locate the existing services in the road reserve well in advance of driveway construction.
- Any alteration deemed necessary to services including but not limited to water, sewer, gas, electricity, telecommunication, stormwater system and other services to facilitate the driveway construction is to be coordinated by the applicant/contractor with the relevant authority for their requirements and approval. All associated costs will be borne by the applicant/property owner.
- Utility providers may have constructed access points such as surface or subsurface pits, valves or connections which, if covered by concrete or other material during construction of a driveway, may prevent future access for maintenance work. Accordingly, the driveway must be located to avoid construction over these points.
- During the construction of a driveway, the contractor must be aware of the possibility of service indicators (posts/star pickets) including survey markers. These markers may designate a service location, conduit, pit or survey reference. If these markers are to be removed the relevant service provider/authority must be contacted to relocate the markers before they are removed.