



Gladstone Regional Council

Urban Residential Driveway Standards

1.0 SCOPE

This standard applies to all urban residential properties with up to five (5) dwelling units, from travel lane of the road to property boundary at the road frontage within the region. It does not override development conditions imposed for a particular development.

2.0 DRIVEWAY CONSTRAINTS

- Driveways must be wholly located on the frontage of the allotment serviced with a minimum side boundary clearance of two metres, where practical.
- The number and size of crossing to any lot shall not exceed the following:
 - Where the frontage of the lot is ten (10) metres or less, one crossing only having maximum width of three (3) metres.
 - Where the frontage of the lot exceeds ten (10) metres but is less than thirty (30) metres, one crossing only having a maximum width of six (6) metres.
 - Where the lot frontage exceeds thirty (30) metres in urban areas one additional crossing having a maximum width of three (3) metres will be considered.
 - Where the lot has more than one frontage, each frontage may be treated as a separate frontage.
- Multiple crossings shall be separated by a clear space of not less than six (6) metres, at the face of the kerb.
- Wherever practicable, the positioning of the crossing in relation to other crossings to the lot, or to neighbouring lots, shall be such as to preserve the maximum amount of kerbside parking space.
- Where the proposed access site is on a corner lot, no crossing shall be situated closer than twenty (20) metres from the corner transition point (TP) at the "kerb face line" of the alternate frontage, a greater distance may need to be determined by the Director Engineering Services or his delegate in certain circumstances.
- Driveways must not be located within twenty (20) metres of a roundabout unless otherwise approved by the Director Engineering Services or his delegate.
- No crossing shall be approved unless a clear space exists of not less than six metres within the property boundary on which a vehicle may park.
- Unless otherwise approved in the special circumstances of a particular case, all crossings shall be set square to the kerb line and directly opposite the point of entry at the property boundary.
- For the purpose of determining the number, size and disposition of crossings, a number of adjoining lots in the one ownership and used for a single purpose shall be regarded as being a single lot.

- Constraints such as power poles and guard rails must be examined before positioning the driveway.
- The driveway must be constructed to the following setbacks:
 - 600mm clear of any stormwater pit
 - 500mm from street signs
 - 1m clear of power poles or light poles
 - 2.5m clear of public transport infrastructure
 - 1m clear of street trees or its canopy
- Access restriction strips (encroachment), easements, reserve 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

- Driveways for single dwelling units or duplex developments must be constructed in accordance with the Capricorn Municipal Development Guidelines CMDG-R-041 A Urban Residential Driveway. Rutting presents an unacceptable pedestrian risk and therefore is not allowed on the footpath.
- The minimum width 'W' (refer to plan CMDG-R-041 A) for a straight driveway for a car is 2.7 metres however, 3 metres is preferred. Driveways for more than two residential units must be at least 3.5 metres wide at the boundary.
- With the minimum width stated above, the driveway must be wide enough to accommodate the swept path of the vehicle so as to prevent rutting over the driveway edges. To check this, drive the largest vehicle expected to enter the property over the area where the driveway is intended and allow 0.3 to 0.6 metres either side of the wheel path.
- Isolation joints must be provided where a pavement adjoins a building or other rigid structure such as a drainage pit. Isolation joints must allow freedom of movement between the slab and the structure and resist the entrance of foreign matter.

When constructing a driveway, the kerb and channel shall be cut down to avoid damaging vehicles crossing it.

- The barrier kerb back is to be cut down and removed to the invert of the channel as per CMDG-R-041 A, or in the case of a layback kerb can be cut either at the invert or 50mm above the invert as per CMDG-R-041 A. The outline of the driveway shall be cut by a professional concrete cutter with a diamond saw.
- Council will reject an uncut kerb broken out by other means e.g. sledge hammer, and may replace the damaged kerb and channel at the expense of the property owner.

- The level of the top of the kerb before removal must be achieved within one metre of the driveway to maintain flow of stormwater and avoid potential property flooding.
- Kerbs, ropes, edging etc. must not be placed on the side of driveway or footpath as they present a tripping hazard.
- The applicant must accurately locate (pothole) existing services within the footpath and submit long sections and cross sections of the proposed driveway and required offsets to services and the proposed pedestrian footpath to demonstrate compliance with Council's Driveway Standard CMDG-R-041 A as part of the Works on Road or Operational Works application.
- If the standard drawing CMDG-R-041 A 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 top of the kerb and 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 Council's 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.

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 passenger vehicle (car). 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 driveway grade within the footpath section will not exceed 2.5%. The desirable maximum driveway grade after footpath is 16% (approx. 1V in 6H horizontal). Driveways with grades steeper than 16% should be suitably constructed for the traction of the appropriate two-wheel drive vehicle to traverse the driveway in wet weather. The maximum grade for residential is 20% (1V in 5H horizontal). 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.
- Driveways and surrounding ground must be maintained such that any tripping hazards are minimised. The driveway must be built and maintained to the following tolerances:

Type of adjacent ground	Maximum height difference between driveway and adjacent ground	Maximum grade adjacent to driveway
Hard surfaces (concrete, pavers, gravels)	10mm for new installation or up to 30mm depending on risk associated with step for older works	1V in 8H (12.5%)

Soft natural surfaces (grass, loose soil)	25mm for new installation or up to 50mm depending on risk associated with step for older works	1V in 8H (12.5%)
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5.0 SURFACE TREATMENTS

- The driveway must meet the relevant AUSTRROADS' Guidelines in terms of skid resistance. Accordingly, broom finished concrete or segmental pavers providing a good textured finish is accepted for residential driveways. Sealed or asphalt surface for residential driveways in urban areas will not be accepted.
- Loose surfaces will not be permitted in urban areas due to the fact that the material can be washed onto footpath and gutters or stormwater drains and tracked onto the road causing a hazard and polluting water ways.
- Uneven surfaces such as stamped concrete must be avoided as they can create a tripping hazard.
- Slick coatings or finishes with low skid resistance in wet weather must be avoided. This may include; rounded peddles in exposed aggregate driveways, silicon sealant paint and glossy or ceramic tiles.

6.0 PROTECTION OF EXISTING FOOTPATHS

- If an existing footpath location and height conflicts with the driveway design standards, 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 joins are to be provided at the intersecting points where the driveway adjoins the footpath.
- In commercial areas, tactiles are to be installed on the footpath at the driveway line to assist vision impaired pedestrians, and must meet current Design for Access and Mobility standard AS 1428.1-2009.

7.0 SERVICES AND MARKERS

- Council and other utility providers are likely to have service 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.
- Whilst the kerb is cut during the construction of a driveway, the contractor must be aware of the possibility of service indicator (brass disk) markers on the kerb. These markers may designate a conduit or location of a fire hydrant (painted). If these markers are to be removed Council must be contacted to relocate the markers before they are removed.
- During the construction of a driveway, the constructor 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. All associated costs will be borne by the applicant/property owner.