

Part 5 – Design elements for all single house(s) and grouped dwellings; and multiple dwellings in areas coded less than R40

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- 5.1 Context
- 5.2 Streetscape
- 5.3 Site planning and design
- 5.4 Building design
- 5.5 Special purpose dwellings



Design principles <i>Development demonstrates compliance with the following design principles (P)</i>	Deemed-to-comply <i>Development satisfies the following deemed-to-comply requirements (C)</i>
<p>5.3.4 Design of car parking spaces</p> <p>P4 Car, cycle and other parking facilities are to be designed and located on-site to be conveniently accessed, secure, consistent with the streetscape and appropriately manage stormwater to protect the environment.</p>	<p>C4.1 Car parking spaces and manoeuvring areas designed and provided in accordance with AS2890.1 (as amended).</p> <p>C4.2 Visitor car parking spaces:</p> <ul style="list-style-type: none"> • marked and clearly signposted as dedicated for visitor use only, and located close to, or visible from, the point of entry to the development and outside any security barrier; and • provide an accessible path of travel for people with disabilities. <p>C4.3 Car parking areas comprising six or more spaces provided with landscaping between each six consecutive external car parking spaces to include shade trees.</p>
<p>5.3.5 Vehicular access</p> <p>P5.1 Vehicular access provided for each development site to provide:</p> <ul style="list-style-type: none"> • vehicle access safety; • reduced impact of access points on the streetscape; • legible access; • pedestrian safety; • minimal crossovers; and • high quality landscaping features. <p>P5.2 Development with potential to be subdivided to create 20 or more green title, strata or survey strata lots provides legible internal and external connections to the surrounding road network and accommodates traffic movement and volume, visitor parking, pedestrian access, street shade trees, utility services and access for waste collection and emergency service vehicles.</p>	<p>C5.1 Access to on site car parking spaces to be provided:</p> <ul style="list-style-type: none"> • where available, from a communal street or right-of-way available for lawful use to access the relevant site and which is adequately paved and drained from the property boundary to a constructed street; or • from a secondary street where no right-of-way or communal street exists; or • from the primary street frontage where no secondary street, right-of way, or communal street exists. <p>C5.2 Driveways to primary or secondary street provided as follows:</p> <ul style="list-style-type: none"> • driveways serving four dwellings or less not narrower than 3m at the street boundary; • no driveway wider than 6m at the street boundary and driveways in aggregate no greater than 9m for any one property.

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Design principles

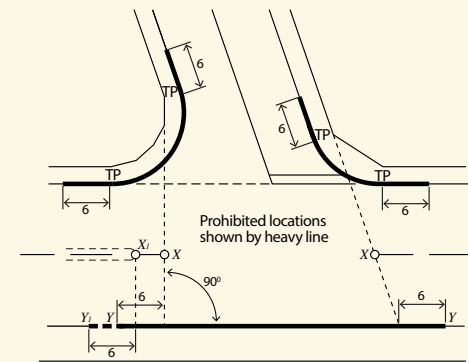
Development demonstrates compliance with the following **design principles** (P)

Deemed-to-comply

Development satisfies the following **deemed-to-comply** requirements (C)

C5.3 **Driveways** shall be:

- no closer than 0.5m from a side **lot boundary** or street pole;
- no closer than 6m to a **street** corner as required under AS2890.1 Parking Facilities: Off street Parking (as amended);
- aligned at right angles to the street alignment;
- located so as to avoid street trees, or, where this is unavoidable, the street trees replaced at the applicant's expense or re-planting arrangements to be approved by the **decision-maker**; and
- adequately paved and drained.



TP = Tangent point Source: AS/NZS 2890.1:2004 (figure 3.1)

AS2890.1 - Prohibited locations of access driveways

- Notes:
- 1 Accesses to domestic driveways are excluded from the prohibition in respect of the kerb section marked Y - Y (see clause 3.2.3(a))
 - 2 The points marked X₁ and X₂ are respectively at the median end on a divided road and at the intersection of the main road centre-line and the extensions of the side road property lines shown as dotted lines, on an undivided road. On a divided road, dimension Y - Y extends to point Y₁.

Dimensions in metres

C5.4 **Driveways** designed for two way access to allow for vehicles to enter the **street** in forward gear where:

- the driveway serves five or more **dwellings**;
- the distance from an on-site car parking space to the street is 15m or more; or
- the street to which it connects is designated as a primary distributor or integrator arterial road.



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- C5.5 **Driveways** for **multiple** and **grouped dwellings** where the number of **dwellings** is five or more, shall be:
- a minimum width of 4m; and
 - designed to allow vehicles to pass in opposite directions at one or more points.
- C5.6 **Driveways** designed for **multiple** and **grouped dwellings** may be reduced to no less than 3m where it is necessary to retain an existing **dwelling** and a passing bay or similar is provided.
- C5.7 Where any proposed **development** has potential to be subdivided to create 20 or more **green title, strata** or **survey strata lots**, with each of these **lots** obtaining **driveway** access from a **communal street**, a minimum total width of 12 metres is required for the communal street which includes a paved vehicular carriageway with a minimum width of 5.5 metres and a pedestrian path as required by clause 5.3.6.

