

# Residential Accessway Guideline

An Accessway is a constructed vehicular access within a property that connects with a crossover at the property boundary, to enable access between a public road and the property. The term “Accessway” used here is to represent the designed and constructed areas used by vehicles to access into a property from the property boundary, to the end of the required vehicle access. The end may be a parking area, carport, garage, or a building. It has similar meaning to a “driveway” but does not include the section in the road reserve.

This specification aims to provide guidelines, processes, and requirements to satisfy a subdivision and development approval condition(s). Where a condition of approval has been applied such as “Access ways to be constructed and drained to the specification and satisfaction of the City of Kalamunda”, this guideline should be used.

The specification may be used as a guide for any person seeking to construct an access way when the access is not required as part of a development approval.

Readers should refer also to the separate Crossover Guideline for requirements between the edge of the road pavement and the boundary of a property.

Property owners should ensure that their contractor is in possession of the City’s current Residential Accessway Guideline. The owner must ensure that the access way is designed and constructed according to the following specifications:

## 1. TYPES OF ACCESSWAY

Before proceeding to design an accessway, the owner or applicant needs to identify what type of accessway is needed.

Driveways can be of three types depending on vehicle movement requirements:

- One Way Accessway – meaning that the vehicle needs to reverse in the street
- Two Way Narrow Accessway– meaning the vehicle can turn around somewhere in the property and exit the property in forward gear, but the width of the driveway only serves one vehicle at a time. A two-way movement does not necessarily mean the driveway is wider.

- Two Way Wide Accessway – meaning the vehicle can turn around somewhere in the property and exit the property in forward gear, and the width of the driveway allows two vehicles to pass each other at the property boundary.

A Two Way Narrow Accessway is required when:

- The domestic driveway connecting to a local distributor road serving more than 5000 vehicles per day or connecting to a district distributor road.

A Two Way Wide Accessway is required when:

- The driveway is serving five or more dwellings, or
- The distance from an on-site car parking space to the street is 15 metres or more.

The City may consider accessways to be designed as a Two Way Narrow Accessway instead of a Two Way Wide Accessway if a place is provided for vehicles to pass each other at one or more points at 15m interval to allow vehicles to pass in opposite directions.

## **2. APPROVAL BY OTHER STATUTORY AUTHORITY**

Trees on the road verge will not be removed to accommodate access ways. The applicant must demonstrate every effort has been made to design the development to retain or avoid impact to existing street trees.

Under special circumstances, where there is no possible configuration where the house or crossover could be positioned to save the tree, the applicant must submit a written request with attached site plan for consideration by the City. The City may approve the application if it meets the criteria for removal under City's "Street Tree and Streetscape Management Policy."

Trees and vegetation within the lot should be protected and may be subject to a clearing permit from the Department of Biodiversity, Conservation and Attractions and Conservation under the Environment Protection Act and the Native Vegetation Clearing Regulations, unless an exemption applies. Local Government environmental officers or Department of Biodiversity, Conservation and Attractions officers can be contacted for clearing permit advice.

### 3. POSITION

The position of the accessway must align to the approved crossover location and provide a continuous path for vehicles.

Public paths must have priority through access ways and crossovers, as noted below.

As per AS2890.1, for access driveways, footpaths and shared paths shall be continuous through the access point with the frontage road to make it clear to vehicle drivers that pedestrians have priority of movement (in accordance with the Road Traffic Code).

Access ways may abut neighbouring fences however the construction or vehicle movement must not affect or damage fences or structures on the boundary line. Applicants are encouraged to include a 0.5 metre landscape planting space between the accessway and neighbouring properties. This provides space for property utility services, landscaping to fit crossover wings and helps vehicle manoeuvring when driving beside a fence or wall.

### 4. DIMENSIONS

Accessway widths can be:

- For One Way Accessway, a minimum of 3 metres.
- For Two Way Narrow Accessway, a minimum of 3 metres and having passing points of 2.1 metres wide by 6.5 metres long at 15 metre intervals without obstruction.
- For Two Way Wide Accessway, a minimum of 5.5 metres with a 0.5 metre garden bed between the accessway and the neighbouring property boundary or wall.

### 5. GRADES AND CROSSFALL

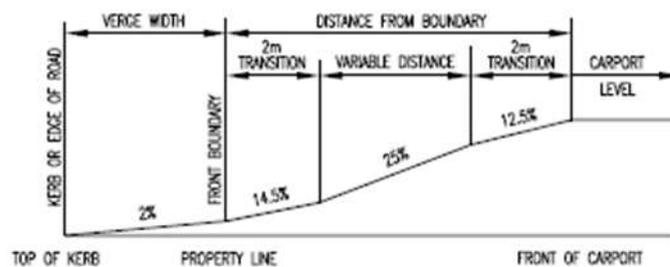
The accessway must have a cross fall to either or both sides at a minimum gradient of 1.5% to enable water shedding.

The accessway must have longitudinal fall towards drainage facilities at a minimum gradient of 1.5%.

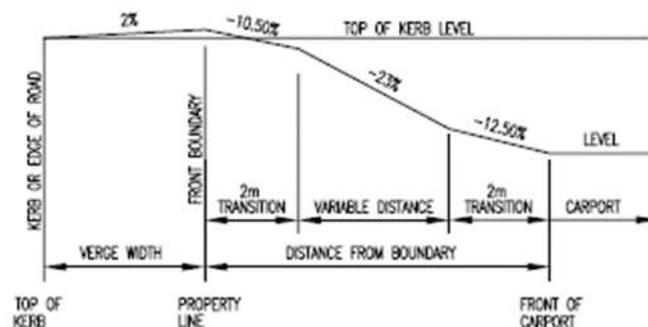
The maximum longitudinal gradient of a crossover at the property boundary between edge of frontage road and the property line or pedestrian path is defined by Australian Standards to be 5% (AS2890.1:2004, Clause 2.6.2 and Clause 3.3a). This allows safe Disability Access from the path to the property boundary.

In areas of steep grades, the verge on the high side may be graded at 2% for 3 metres and then battered to suit the finished contours at a maximum of 16% (as per the IPWEA Subdivisional Guidelines).

Transition grades may be required to join two different grades. The transition grade is the algebraic difference between the two adjacent grades and must be at least 2 metres long to avoid bottoming-out of vehicles (see below figure 1 as a reference).



TYPICAL PROFILE OF TREATMENT ABOVE KERB



TYPICAL PROFILE OF TREATMENT BELOW KERB

Figure 1: Access driveway gradient with standard 2% verge

## 6. DRAINAGE

The accessway needs to have drainage features installed as per the City of Kalamunda’s “Stormwater Design Guidelines for Subdivisional and Property Development”.

## 7. CONSTRUCTION

Residential pavements are to be designed and constructed in concrete, bitumen or paver as per AS 3727.1 to ensure an acceptable level of performance.

An Access driveway must withstand loadings from the intended vehicles using the property. As a guide as per AS 3727:

- For concrete accessways, construction requirements are: (i) N20 strength in accordance with AS1379 & AS3600. (ii) Reinforcement fabric to be in accordance with AS1304 with 50mm cover (F62min). (iii) Expansion joints to be 10mm thick, full depth closed cell cross-linked polyethylene foam (85 - 150 kg/m<sup>3</sup>) or 10mm thick compressed granulated corkboard installed to manufacturer's specifications. (iv) The slab is 100mm thick. (v) Surface is to be broom finished or exposed aggregate.
- For asphalt surfaces, construction requirements are: (i) At least 80mm thick compacted roadbase under asphalt. (ii) Asphalt cover at least 25mm thick.
- For brick pavers, construction requirements are: (i) Paving units are at least 40 mm thick. (ii) A least 100mm thick compacted sub-base. If the sub-base is not correctly compacted then the paving units may break.

## 8. MAINTENANCE

Maintenance of the accessway and crossover including drainage structures is the responsibility of the property owner.

## 9. ENQUIRIES

Enquiries may be directed to the Asset Services team by calling the City on 9257 9999 or emailing [enquiries@kalamunda.wa.gov.au](mailto:enquiries@kalamunda.wa.gov.au).

## 10. REFERENCES

- City of Kalamunda, 2017, Engineering Standard Drawings. Available at

<https://kalamunda.wa.gov.au/building-development/city-assets/engineering-services>

- Australian Standard AS 2890.1 2004 Parking facilities - Off-street car parking
- Australian Standard AS 3727 2016 Guide to Residential Pavements
- Western Australian Planning Commission, 2015, Draft Liveable Neighbourhoods. Available at <https://www.dplh.wa.gov.au/policy-and-legislation/state-planning-framework/liveable-neighbourhoods>
- Western Australian Planning Commission, 2019, State Planning Policy SPP 7.3 Residential Design Codes. Available at <https://www.dplh.wa.gov.au/rcodes>
- IPWEA guidelines for Subdivision Development 2017. Available at <https://www.dplh.wa.gov.au/getmedia/4b5222bc-b5e4-45b8-a6aa-33effd8b47f3/GD-SDV-Local-government-subdivisional-guidelines>
- City of Kalamunda, 2017, Engineering Standard Drawings. Available at <http://www.kalamunda.wa.gov.au/Services/Engineering-Services/Documents>
- City of Kalamunda, 2020, Crossover Guideline. Available at <https://www.kalamunda.wa.gov.au/building-development/city-assets/footpaths-roads-drains>
- City of Kalamunda, 2019, Street Tree and Streetscape Management. Available at <https://kalblob.blob.core.windows.net/kallibrary/docs/default-source/policies/service-8---street-tree-and-streetscape-management.pdf>
- City of Wanneroo, Standard Drawings.