

Division 33 Retirement Village Code

33.1 Overall Outcomes

- (1) The overall outcomes are the purpose of this code.
- (2) The overall outcomes sought by the Retirement Village Code are the following:-
 - (a) The siting and physical form of accommodation facilities and other **ancillary structures** are appropriate to the desired character and environmental values of the areas in which they are situated;
 - (b) A high standard of accommodation and recreational facilities are provided on **site** for the occupants of **retirement villages**;
 - (c) Acceptable levels of natural light, natural ventilation and privacy for occupants of the premises and the occupants of adjoining premises are provided and maintained;
 - (d) Safe, convenient and adequate facilities addressing the following aspects of development are provided on **site**:-
 - (i) parking facilities and vehicle manoeuvring areas;
 - (ii) passive and active recreation;
 - (iii) potable water supply and power;
 - (iv) waste storage, recycling and disposal;
 - (v) laundry facilities;
 - (vi) emergency vehicle access; and
 - (vii) equitable access;
 - (e) Safe, convenient and adequate infrastructure is available to the premises; and
 - (f) Safe, convenient and adequate access to community services are available to the development **site**.

33.2 Compliance with the Retirement Village Code

Assessable development that is consistent with the specific outcomes of the Development Requirements *Table 6.1.33 Assessment Criteria for Assessable Development* contained in Section 33.4 complies with the Retirement Village Code.

33.3 Development Requirements

The development requirements of this code relate to the following elements:-

- (1) Development Site Area Limitations
- (2) Density of Development and Overall Site Coverage
- (3) Setbacks and Buffers to the Development Site Perimeter
- (4) Site Frontage and Road Access Constraints
- (5) Proximity of Development to Service Facilities
- (6) Building Separation
- (7) Car Parking and Service Vehicle Facilities
- (8) Communal Recreation Facilities
- (9) On-Site Services and Waste Storage, Recycling and Disposal Facilities
- (10) Emergency Vehicle Access and Signage
- (11) Outdoor Lighting
- (12) Disabled Facilities
- (13) Infrastructure Provision
- (14) Tall Structures
- (15) Energy Efficiency
- (16) Building Form and Appearance

33.4 Development Requirements Table

Table 6.1.33: Assessment Criteria for Assessable Development

Specific Outcomes for Assessable Development	Probable Solutions
Development Site Area Limitations	
SO 1 The overall development <i>site</i> is of a size which adequately accommodates the siting and use of the buildings and other associated facilities comprising the <i>retirement village</i> while maintaining the established or desired character of the area.	PS 1 The overall development <i>site</i> has an area of no less than 2,000m ² .
Density of Development and Overall Site Coverage	
SO 2 The development is of a density and is in a form which gives recognition to, and does not detract from, the character of development on adjacent land and other land in the general vicinity of the development <i>site</i> .	PS 2.1 The <i>gross floor area</i> of the development is no more than 55% of the area of that section of the development <i>site</i> occupied by the <i>retirement village</i> and its buffers to adjacent land uses. AND PS 2.2 Overall <i>site coverage</i> for the <i>retirement village</i> does not exceed 50%.
Setbacks and Buffers to the Development Site Perimeter	
SO 3 All car parking facilities, buildings or other <i>structures</i> are located on the development <i>site</i> in a manner which:- (1) does not adversely impact on the existing or desired streetscape for the area; (2) is in keeping with the desired or established character of the area; (3) does not result in significant loss of amenity to uses on adjacent land, or land in the general vicinity of the <i>site</i> , having regard to:- (a) overshadowing; (b) privacy and overlooking; and (c) natural light and ventilation; and (4) does not result in adverse effects on the safe and efficient operation of the vehicle carriageways and pedestrian thoroughfares within the frontage road.	PS 3.1 Unless more extensive buffering is required under another code within this <i>planning scheme</i> which is applicable ¹ to the particular development <i>site</i> , a landscaped buffer having a width of no less than 3m and constructed to the standard prescribed in <i>Planning Scheme Policy PSP30 Landscape Design</i> is provided and maintained on <i>site</i> for the full length of, and adjacent to, the road boundaries of the overall development <i>site</i> . For purposes of this provision, the property boundary includes any identified <i>probable future land acquisition line</i> . AND PS 3.2 Unless a greater setback distance is required by another code within this <i>planning scheme</i> which is applicable ¹ to the particular development <i>site</i> , the following boundary clearances are maintained for all buildings and <i>structures</i> (other than <i>structures</i> having a height of less than 1m above <i>natural ground surface</i> , freestanding retaining walls and fences) on the development <i>site</i> :- (1) no less than 6m to any road boundary; (2) no less than 6m to the rear boundary (i.e. the boundary opposite, or approximately opposite the road boundary); and (3) a setback distance of no less than that applicable under acceptable solution A2 within Part 12 of the <i>Queensland Development Code</i> to any boundary not covered by (1) and (2) above. For purposes of this provision, the property boundary includes any identified <i>probable future land acquisition line</i> . AND PS 3.3 No car parking facilities or <i>structures</i> , other than freestanding retaining walls and fences, are constructed within the buffer prescribed in <i>PS 3.1</i> .
Site Frontage and Road Access Constraints	
SO 4 The development <i>site</i> has:- (1) a road frontage of sufficient length to cater for:- (a) vehicular movement to and from the <i>site</i> by vehicles appropriate to the scale of the facility; (b) vehicular movements on the development <i>site</i> ; and (c) on-site accommodation facilities adequately buffered from adjacent land uses; and	PS 4.1 The development <i>site</i> has a frontage of no less than 20m to a public road. AND PS 4.2 The road from which vehicular access to the development is taken has a reserve width of no less than 18m and a sealed pavement width of no less than 7.5m.

Specific Outcomes for Assessable Development	Probable Solutions
<p>(2) a frontage road of adequate reserve width to accommodate:-</p> <ul style="list-style-type: none"> (a) the footpath reserves; and (b) the sealed pavement widths; <p>appropriate for the traffic generated by the development and the land uses within close proximity to the development site.</p>	
Proximity of the Development to Service Facilities	
<p>SO 5 The development is within a reasonable travel distance of community services providing for the short-term needs of the occupants of the retirement village.</p>	<p>PS 5 The pedestrian entry point to the development site is:-</p> <ul style="list-style-type: none"> (1) within a 400m walking distance of a local park; (2) within 400m walking distance of an existing public transport pick-up and set-down facility; and (3) within a 400m walking distance of an established convenience shopping area.
Building Separation	
<p>SO 6 Openings in the external envelope of buildings within the development site which contain dwelling units, serviced hostel units or nursing home accommodation are positioned in such a manner that adequate privacy is maintained for the occupants of all residential units within the development and that the potential for overlooking of activities within those units:-</p> <ul style="list-style-type: none"> (1) is minimised; and (2) meets the reasonable expectations of the residents within the retirement village. 	<p>PS 6 The distance between openings within facing walls of residential units on the development site is no less than:-</p> <ul style="list-style-type: none"> (1) 9m in instances where the difference in level between the higher opening and the opposing lower opening is less than 1.5m; and (2) 11m in instances where the difference in level between the higher opening and the opposing opening is 1.5m or more; <p>unless:-</p> <ul style="list-style-type: none"> (3) the sill of the higher opening is no less than 1.7m above the finished floor level of the room that the opening serves; and (4) the opposing walls are no less than 3.2m apart. <p>These minimum separation distances are also provided between buildings housing residential units and other buildings on the land which have external openings that overlook openings to the residential units.</p> <p>For purposes of this provision, a residential unit is residential accommodation in the form of a dwelling unit, serviced hostel unit or a private or shared bedroom within nursing home accommodation.</p>
Car Parking and Service Vehicle Facilities	
<p>SO 7 Sufficient space is available on the development site to accommodate:-</p> <ul style="list-style-type: none"> (1) the likely demand and expectations for resident parking facilities within the retirement village; (2) the parking needs of the on-site manager, maintenance staff and other on-site employees; (3) the likely demand of visitors to the site in terms of numbers and location of visitor parking bays; and (4) the needs for service vehicle access, manoeuvring and standing areas. 	<p>There is no probable solution for the numbers or type of service vehicle standing bays to be provided on the development site under this element.</p> <p>PS 7.1 2 car parking spaces² are provided on site for each dwelling unit while at least 1 parking space for each of the dwelling units is to be fully enclosed, lockable and adjacent to that dwelling unit. These car parking spaces may be aligned in tandem formation.</p> <p style="text-align: center;">AND</p> <p>PS 7.2 Visitor car parking bays² are provided on the development site at a rate of no less than 1 bay per 2 dwelling units and are so distributed that part of every dwelling unit is within 50m walking distance of a visitor car parking bay.</p> <p style="text-align: center;">AND</p> <p>PS 7.3 5 car parking spaces² are provided on site for every 4 serviced hostel units.</p> <p style="text-align: center;">AND</p> <p>PS 7.4 1 car parking space² is provided on site for every 4 beds, or part thereof, in any nursing home facility on the land.</p> <p style="text-align: center;">AND</p>

Specific Outcomes for Assessable Development	Probable Solutions
	<p>PS 7.5 Service vehicle standing areas² are provided on the development site in locations adjacent to the facilities that they service.</p> <p style="text-align: center;">AND</p> <p>PS 7.6 3 car parking spaces² are provided within 10m travel distance of an access door to any on-site manager's residence and are set aside for the exclusive use of the on-site manager.</p> <p style="text-align: center;">AND</p> <p>PS 7.7 1 car parking space per staff member employed on the site at any point in time, is provided on site and is set aside for the exclusive use of on-site staff employed in the operation of the retirement village.</p> <p style="text-align: center;">AND</p> <p>PS 7.8 Of the visitor car parking bays prescribed in PS 7.2:-</p> <ol style="list-style-type: none"> (1) at least 1 in 10 of the overall number of bays required is provided adjacent to any on-site reception area; and (2) at least 1 in 20 of the overall number of bays required is designed and constructed to the standard prescribed for use by disabled persons in <i>Australian Standard AS 2890.1 (1993) Off-Street Car Parking</i>. <p style="text-align: center;">AND</p> <p>PS 7.9 Where dwelling units are required by this code to be accessible to people with physical disabilities, the car parking spaces for those units are designed and constructed for use by disabled persons to the standard prescribed in <i>Australian Standard AS2890.1(1993) Off-Street Car Parking</i>.</p>
Communal Recreation Facilities	
<p>SO 8 The development is provided with landscaped recreation areas and facilities which are accessible by all residents of the retirement village and their bonafide visitors and which are equivalent to that required for other forms of residential development of a similar size and density in terms of:-</p> <ol style="list-style-type: none"> (1) area; (2) shape; (3) casual observation; (4) catering for the recreational needs of those age groups likely to be represented in a residential facility of this nature; and (5) protection of users from direct exposure to the sun and inclement weather conditions. 	<p>PS 8.1 Not less than 30% of the area of that section of the development site occupied by the retirement village is developed and maintained as landscaped recreation area for the use of the residents of the retirement village.</p> <p style="text-align: center;">AND</p> <p>PS 8.2 The 30% landscaped recreation area prescribed under PS 8.1 does not include service areas such as clothes drying areas and bin storage facilities.</p> <p style="text-align: center;">AND</p> <p>PS 8.3 For those developments which incorporate 10 or more residential units, not less than 5% of the area of that section of the overall development site occupied by the retirement village is developed and maintained as communal recreation space.</p> <p>For purposes of this provision, a residential unit is residential accommodation in the form of a dwelling unit, serviced hostel unit or a private or shared bedroom within nursing home accommodation.</p> <p style="text-align: center;">AND</p> <p>PS 8.4 The 5% communal recreation space prescribed under PS 8.3:-</p> <ol style="list-style-type: none"> (1) does not include any area having a dimension of less than 5m; (2) does not include vehicle standing areas or internal roadways; (3) is so located that pedestrian access from any residential unit to the entry point to such space does not involve crossing more than one internal roadway; (4) is so located that entry to such space is within 100m walking distance of every residential unit; and

Specific Outcomes for Assessable Development	Probable Solutions
	<p>(5) is so designed that every part of the required communal recreation space is observable from a roofed facility accessible by residents of the retirement village.</p> <p>For purposes of this provision, a residential unit is residential accommodation in the form of a dwelling unit, serviced hostel unit or a private or shared bedroom within nursing home accommodation.</p> <p style="text-align: center;">AND</p> <p>PS 8.5 For those developments which incorporate more than 10 but less than 25 residential units, roofed recreation areas having an aggregate floor area equivalent to 1m² per resident for the licensed capacity of the retirement village are provided on site.</p> <p>For purposes of this provision, a residential unit is residential accommodation in the form of a dwelling unit, serviced hostel unit or a private or shared bedroom within nursing home accommodation.</p> <p style="text-align: center;">AND</p> <p>PS 8.6 For those developments which incorporate 25 or more residential units, the following facilities are provided on the development site:-</p> <ol style="list-style-type: none"> (1) the roofed recreation area prescribed under <i>PS 8.5</i>; and (2) one or more of the following:- <ol style="list-style-type: none"> (a) a community passenger vehicle; (b) on-site personal care services; and (c) an on-site prepared meal service which is not set aside for the sole benefit of any nursing home facility on the land. <p>For purposes of this provision, a residential unit is residential accommodation in the form of a dwelling unit, serviced hostel unit or a private or shared bedroom within nursing home accommodation.</p>
On-Site Services and Waste Storage, Recycling and Disposal Facilities	
<p>SO 9 Waste storage, recycling, disposal and bin washout facilities adequately catering for the everyday on-site activities of residents, managers/operators and maintenance staff are:-</p> <ol style="list-style-type: none"> (1) conveniently located in terms of the waste generating activities; (2) appropriately screened from recreation areas, internal thoroughfares, reception areas and adjacent land; (3) of sufficient size to accommodate the everyday anticipated load of the waste generating activity; (4) so located as to not have a significant adverse effect on the amenity of occupants of the site and adjacent land; (5) readily accessible to waste collection vehicles; and (6) so located that required reversing manoeuvres by waste collection vehicles are minimised in terms of number and travel distance, and are restricted to areas where sight distances are not overly constrained. 	<p>PS 9 Waste storage and bin washout facilities meeting the acceptable construction standards outlined in <i>Planning Scheme Policy PSP16 Construction Standards for Bin Washout Facilities, Shared Carwash Facilities and Waste Receptacle Storage Areas</i> are provided on the development site.</p> <p>There is no probable solution for the location, screening and size of waste storage and bin washout facilities to be provided on the development site under this element.</p>
<p>SO 10 Food preparation facilities meeting the reasonable everyday demands of the occupants of the serviced hostel units within the retirement village are provided on the development site and are maintained in both good working order and a presentable condition.</p>	<p>PS 10 Food preparation facilities meeting the acceptable standards outlined in <i>Planning Scheme Policy PSP32 Laundry and Personal Amenities for Shared Accommodation Facilities</i> are provided on the development site.</p>
<p>SO 11 Laundry and drying facilities meeting the reasonable everyday demands of the occupants of the serviced hostel units within the retirement village are provided on the development site and are maintained in both good working order and a presentable condition.</p>	<p>PS 11 Laundry and drying facilities meeting the acceptable standards outlined in <i>Planning Scheme Policy PSP32 Laundry and Personal Amenities for Shared Accommodation Facilities</i> are provided on the development site.</p>

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<p>SO 12 Car washing facilities adequate to cater for the everyday needs of on-site residents are available:-</p> <ol style="list-style-type: none"> (1) in locations which allow for the efficient washing of resident vehicles while ensuring that the washing activity has no significant adverse effect on the use of internal roadways, pedestrian thoroughfares or residential units; and (2) in a form which allows the efficient capture of wash water and the direction of wash water into an approved drainage system while minimising the potential for contamination of surface soil or surface waters. 	<p>PS 12.1 For those developments that incorporate 10 or more dwelling units, serviced hostel units or a combination of 10 or more such units, car washing facilities meeting the acceptable construction standards outlined in <i>Planning Scheme Policy PSP16 Construction Standards for Bin Washout Facilities, Shared Carwash Facilities and Waste Receptacle Storage Areas</i> are provided on the development site at the rate of 1 car washing space per 100 dwelling units or serviced hostel units, or part thereof.</p> <p style="text-align: center;">AND</p> <p>PS 12.2 A separation distance of no less than 6m is provided between any car washing facilities and any residential unit, internal pedestrian thoroughfare or internal roadway.</p> <p>For purposes of this provision, a residential unit is residential accommodation in the form of a dwelling unit, serviced hostel unit or a private or shared bedroom within nursing home accommodation.</p>
Emergency Vehicle Access and Signage	
<p>SO 13 A complete and readily understood directory system of on-site facilities which facilitates the effective operation of emergency services personnel in carrying out their designated duties, and aids in the direction of other visitors to the development site, is provided at the vehicular entry point to the site.</p>	<p>PS 13.1 A sign incorporating and identifying:-</p> <ol style="list-style-type: none"> (1) the overall layout of the development (to scale); (2) internal road names; (3) all communal facilities identified by name; (4) reception area and any on-site manager's office; (5) on-site hydrant facilities including hydrant points, booster points, on-site pumps and hydrant water storage facilities; and (6) physical constraints within the internal roadway system which would restrict access by fire fighting appliances and other emergency vehicles³; <p>is provided at the vehicular entry point to the site adjacent to a sealed layby no smaller than 11m x 3.5m wide.</p> <p style="text-align: center;">AND</p> <p>PS 13.2 The sign prescribed under <i>PS 13.1</i> and the graphics thereon are:-</p> <ol style="list-style-type: none"> (1) in a form; (2) of a size; and (3) illuminated to a level; <p>which allows the information on the sign to be readily understood, at all times, by an average person either standing, or seated in a vehicle, 4.5m from the sign.</p>
Outdoor Lighting	
<p>SO 14 An adequate level of illumination is provided at all times at the pedestrian entry point to the development site and within the communal areas of the overall development site which would ordinarily be used by residents during hours of twilight and/or darkness.</p>	<p>PS 14 The pedestrian entry point to the development site and the designated pedestrian thoroughfares leading to:-</p> <ol style="list-style-type: none"> (1) the entry point to the overall development site; and (2) the reception area for the development site; <p>are at all times illuminated to a level no less than that prescribed under <i>Australian Standard AS 1158.3.1 (1999) Road Lighting – Pedestrian Area (Category P) Lighting - Performance and Installation Design Requirements</i>.</p>
<p>SO 15 Outdoor lighting necessarily associated with the use of land as a retirement village is operated in such a manner as not to cause unreasonable disturbance to any person or animal on adjacent land.</p>	<p>PS 15 External lighting within the overall development site is directed and shielded in such a manner as not to exceed the "recommended maximum values of light technical parameters for the control of obtrusive light" given in Table 2.1 of <i>Australian Standard AS 4282 (1997) Control of Obtrusive Effects of Outdoor Lighting</i>. For purposes of that table, "curfewed hours" are taken to be those hours between 10pm and 7am on the following day.</p>

Specific Outcomes for Assessable Development	Probable Solutions
Disabled Facilities	
<p>SO 16 Safe, dignified and equitable access for physically disabled persons is provided to, and within:-</p> <ol style="list-style-type: none"> (1) those communal areas of the development site which are normally accessible to residents; and (2) an appropriate number of dwelling units which are designed to accommodate the reasonable needs of physically disabled persons. 	<p>PS 16 Access for physically disabled persons is provided:-</p> <ol style="list-style-type: none"> (1) from the entry point to the development site, from every on-site car parking space designated for use by disabled persons, to every individual dwelling unit required to be accessible by disabled persons, and to the reception area for the development; (2) from every dwelling unit required to be accessible by disabled persons to those parts of the communal area which are normally accessible to residents; (3) within those outdoor communal areas of the development site which are normally accessible to residents; and (4) to and within at least 1 for every 20 dwelling units, or part thereof, on the development site; <p>to the standard prescribed under <i>Australian Standard AS 1428.1 (2001) Design for Access and Mobility</i> and in a manner which does not require disabled persons not in motorised vehicles to travel along those parts of the internal roadways normally used by vehicular traffic.</p> <p>For purposes of this provision, the term dwelling unit is restricted to those buildings having a classification of 1⁴ under the <i>Building Code of Australia</i>.</p>
Infrastructure Provision	
<p>SO 17 The overall development site has access to infrastructure capable of adequately catering for the reasonable everyday demand of the development in regard to:-</p> <ol style="list-style-type: none"> (1) road access; (2) stormwater drainage; (3) water supply; (4) electricity supply; and (5) telecommunications. 	<p>PS 17.1 The overall development site has direct vehicular access⁵ to a dedicated road constructed to a standard which includes:-</p> <ol style="list-style-type: none"> (1) concrete kerb and channel; (2) a 1.2m wide concrete footpath; (3) sealed road pavement; (4) linemarking; and (5) road drainage works; <p>on the ultimate alignment prescribed in <i>Planning Scheme Policy PSP28 Civil Infrastructure Design</i> for a road of the standard designated by the administering authority, and which is constructed for the full frontage of the site.</p> <p style="text-align: center;">AND</p> <p>PS 17.2 The development is directly connected to a Council maintained stormwater drainage system which satisfies the requirements of <i>Planning Scheme Policy PSP28 Civil Infrastructure Design</i>.</p> <p style="text-align: center;">AND</p> <p>PS 17.3 The development has direct access to a reticulated community potable water supply which satisfies the requirements of <i>Planning Scheme Policy PSP28 Civil Infrastructure Design</i>.</p> <p style="text-align: center;">AND</p> <p>PS 17.4 The development has direct access to a reticulated community electricity supply and a landline telecommunication facility.</p>
<p>SO 18 Adequate sheltered telecommunication facilities satisfying the reasonable everyday demand of the users of the overall development are provided in appropriate locations on the development site.</p>	<p>PS 18 For those developments which incorporate 10 or more serviced hostel units, at least 1 pay phone for every 100 such units, or part thereof, having the following characteristics is available in the reception area or in a communal area of the overall development site:-</p> <ol style="list-style-type: none"> (1) sheltered from adverse weather conditions; (2) capable of IDD, STD and local area dialling; (3) available on a 24 hour basis;

Specific Outcomes for Assessable Development	Probable Solutions
	(4) illuminated to a level no less than that prescribed in <i>Australian and New Zealand Standard AS/NZS 1680.0 (1998) Interior Lighting</i> or <i>AS 1158.3.1 (1999) Road Lighting – Pedestrian Area (Category P) Lighting – Performance and Installation Design Requirements</i> as applicable to the location of the facility; (5) accessible to disabled persons to the standard prescribed in <i>Australian Standard AS 1428.1 (2001) Design for Access and Mobility</i> ; and (6) readily observable from reception areas.
Tall Structures	
SO 19 Structures such as light pylons, antennae, masts, aerials, telecommunication structures and other supply services which are ancillary to the use of premises as a retirement village , are restricted to a height and appearance which:- (1) does not adversely impact on the existing or desired streetscape for the area; and (2) is in keeping with the desired or established character of the area.	PS 19.1 Supply services within the development site which are not otherwise concealed within buildings or other structures are reticulated underground. AND PS 19.2 Structures such as light pylons, antennae, masts, aerials and telecommunication structures are limited in height so that no part of those structures , or attachments to the structures , projects more than the lesser of:- (1) the maximum height permitted under another code within this planning scheme which is applicable ¹ to the particular development site ; and (2) 10m above natural ground surface . AND PS 19.3 Transmission and receiving dishes are no larger than 1.2m in diameter.
Energy Efficiency	
SO 20 All serviced hostel units within the retirement village are so orientated and constructed as to maximise opportunities for the use of natural forms of heating, cooling and lighting while facilitating the efficient use of energy for artificial heating and cooling of those areas.	PS 20 The “acceptable construction practice” set out in the following parts of Volume 2 of the <i>Building Code of Australia</i> and the prescriptive requirements of the “acceptable construction manuals” nominated in those same parts are achieved for all building work comprising serviced hostel units within the retirement village despite the fact that those units would not comprise buildings of Class 1:- (1) Part 3.12.1 – “Building Fabric”; (2) Part 3.12.2 – “External Glazing”; (3) Part 3.12.3 – “Building Sealing”; (4) Part 3.12.4 – “Air Movement”; and (5) Part 3.12.5 – “Services”.
Building Form and Appearance	
SO 21 All building work on the development site is of a scale, form and external appearance which:- (1) does not adversely impact on the existing or desired streetscape for the area; and (2) is in keeping with the desired or established character of the area.	PS 21 No solution provided.

¹ Those codes identified in the assessment table and any overlay code relevant to the land.

² Physical attributes of car parking and service vehicle facilities are set out in detail in the Access and Parking Code.

³ Legislation administered by the Queensland Fire and Rescue Service prescribes the width, unobstructed height, clearance and standard of construction required for access to all of the operational components of the on-site hydrant facilities.

⁴ Disabled access to, from and within **dwelling units** within buildings having a classification other than 1 is addressed in the *Building Code of Australia*.

⁵ Physical attributes of vehicle access crossings are set out in detail in the Access and Parking Code.