

RESIDENTIAL VEHICLE CROSSING TERMS AND CONDITIONS

Applicant lodges a Residential Vehicle Crossing Application and pays applicable fees as per Councils Fees and Charges.

Compulsory Inspections:

1. Council will undertake the initial inspection and assessment of the application. The applicant will be advised in writing of levels and any other relevant standards or specific conditions that apply to the site. Construction work must not commence until the approval is issued by Council.
2. The applicant must advise Council that the formwork inspection is ready. Formwork, steel mesh, expansion joints and sub-base must all be in place. To book an Inspection the applicant must ring with a **minimum 24 hours' notice. Bookings 02 4645 4460**. If work is not constructed to standard, an additional inspection will be arranged and will be charged accordingly. Inspections will only take place between 7:00am to 4:00pm, Monday to Friday. Failure to properly book an inspection may result in delays to your work.
3. A final inspection will take place within five to ten days after approval of formwork. The formwork must be removed and the concrete backfilled. Upon acceptance of the work, Council will issue a certification letter to the applicant. If work is inspected and found not to be complete, an additional final inspection will take place and may be charged accordingly.

Vehicle crossings that have not been properly inspected or approved by the council officer will be deemed as an illegally constructed crossing.

Road restoration for laybacks:

If the applicant is advised that asphalt/bitumen restoration is required, Council will provide a written quotation accordingly. Once payment is completed, Council will arrange for the asphalt restoration.

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1. Legal requirements

Under the *Roads Act 1993*, Section 138, it is an offence to construct any works that would include a crossing from the public road to the adjoining land without the consent of the relevant Roads Authority (in this instance Campbelltown City Council).

Under the *Roads Act 1993*, Section 218, it is the owner's responsibility to ensure the safety of all users of the footway adjacent to the owner's property. Further, that in relation to the above, if any liability claims are lodged with Council by users of the verge and footpath area, Council will not hesitate to pass the claim on to the owner.

Construction or commencement of a vehicle crossing without council approval is considered illegal construction works and will be referred to council's compliance section.

2. Fees and charges

Refer to Campbelltown City Councils Fees and Charges on website www.campbelltown.nsw.gov.au for costs associated with Residential Vehicle Crossings

3. Costs

The Applicant is responsible for all costs. These include excavation, laying of concrete, or brick paving, backfilling, turfing, alterations to existing structures (e.g. fences, gates, driveways and footpaths), roof water drainage or any other works, which may be specified or required. The matter of altering utility services is detailed in section 7.2 of this specification.

4. General information

- A. Crossings and kerb crossings must be built to Council specifications only. Any deviation requires prior written approval and may incur an additional fee (refer to current fees and charges).
- B. Construction of vehicle crossings may only be undertaken by suitably qualified persons, as a minimum council requires:
 - a. Public liability cover \$20,000,000 minimum
 - b. Site risk assessment and traffic and pedestrian management plans
 - c. Persons working onsite must have completed the WorkCover WHS General Induction (white card)
 - d. In the case of a business undertaking the work contractor licence details

Works shall comply in all respects with the Plan and Specification (Standard Drawings SD-R04 and SD-R08) provided by Council and with the issued information concerning levels. Work that does not meet specification may be removed and made good at the cost of the Applicant.

The area of works shall be made safe at all times and the applicant shall indemnify Council against claims in respect of public risk to a limit of \$20,000,000.

The Applicant and subsequent owners must maintain the crossing and or layback in good repair throughout its service life and arrange replacement when it is considered by Council to be beyond repair.

No tree is to be cut down without the written consent of the Council in accordance with Council's Tree Preservation Order. All flora is to be preserved where practicable.

5. Conditions

5.1 Prohibited location of driveways

Driveways should not be located within six metres offset from the tangent point of the kerb return, unless approval from Council is given. Some properties may have individual constraints that may apply.

5.2 Types of finishes

Work shall be undertaken in strict accordance with the standard plans (Standard Drawings SD-R04 and SD-R08) excepting where specifically varied for special surface finishes and pavements.

Application may be made for the construction of a crossing in materials other than plain concrete. The consideration of approval of a crossing by Council will include colour, material, location, effects/clash with adjoining streetscape and public safety. The layback and kerb and gutter must only be constructed in plain concrete.

Each application will be considered on the merits of the proposal. Any such application should be supported by documentary evidence of the suitability of the proposed material, safety, and existing use. Council reserves the right to refuse permission to construct a vehicle crossing/kerb crossing in any other material other than plain concrete.

Any repairs and/or restorations of footpath crossings by Council and public utility authorities are limited to plain reinforced concrete. Any repair work required to match a non-standard (i.e. Crossings other than plain reinforced concrete) crossing will remain the responsibility of the owner.

5.3 Design and setting out

Where major design work is required, Council's Engineer shall undertake to design and set out the works covered by this specification at the Applicant's expense. Any obvious anomalies encountered during construction should be reported to the Engineer for assessment.

The Council shall provide sufficient reference marks or offset lines for construction purposes and will supply written information regarding their relation to the work. The contractor shall exercise due care in the preservation and use of these marks and accurately transfer levels to establish the work. Replacement of lost or damaged reference marks will be chargeable to the Applicant. The Applicant shall be responsible for work incorrectly set out.

5.4 Difference in levels

Where there is a difference of levels, between those existing at boundary alignment and designed levels, suitable adjustments within the owner's property will be necessary. This situation will be noted on the plan and will be the subject of negotiation between the contractor and the Applicant. It is suggested that greater ease of access will be obtained if sharp changes of grade are avoided.

6. Prior to construction

6.1 Safety and traffic control

All work on the road reserve shall be carried out with a minimum of obstruction to the pedestrian and vehicle traffic. Warning signs, lights and barricading, complying with the Australian Standard shall be in place for the entire time that work is in progress. If using star pickets, make certain the safety caps are fixed at all times to ensure pedestrian safety.

Where pedestrian traffic is diverted onto the roadway, a protected and marked path shall be provided.

6.2 Alterations and damage to mains, services and drainage structures

DIAL 1100 BEFORE YOU DIG this is a free enquiry referral service for information on underground pipes and cables anywhere in Australia. Allow a minimum of two working days before the job is due to commence.

Avoid damage to underground cables and pipes by finding out where they are located before undertaking any excavation.

The cost of any damages or alterations to any utility services, such as Telstra pits, shall be borne by the Applicant and it is the responsibility of the Applicant. Some restriction to the location of driveways and utility pits may be applicable.

Where it is necessary to make alteration to any of Council's stormwater drainage structures, such alteration shall be carried out as directed by Council's Engineer. Any alteration shall be at the Applicant's cost.

6.3 Silt control

The Applicant is to install appropriate silt control devices, so that, in the event of rain or while using water for washing purposes, or in conjunction with cutting of concrete or asphalt, coarse and fine particles are intercepted prior to entering into Council's stormwater system.

7. Construction Specification

7.1 Concrete

The work shall be constructed insitu to comply with the attached plans and shall be aligned in straight lines as shown, or as may be directed, and shall be true to the grades shown on the drawing and without local irregularities.

7.1.1 Subgrade

All soft and yielding and other unsuitable material shall be removed and the subgrade shall be thoroughly compacted and finished to a firm, smooth surface of uniform bearing value. The concrete shall be placed on a 25mm layer of bedding sand (or other approved material) Except under the kerb and gutter line where this section shall be placed on a minimum 150mm compacted layer of DGB20. Additional excavation and or rework of unsound sub-base material shall be at the discretion of the council inspector.

7.1.2 Formwork

Formwork shall be built true to line and braced in a substantial and unyielding manner. It shall be mortar tight and the interior surfaces shall be adequately oiled, greased, or soaped to ensure non-adhesion of the concrete. The material used for exposed surfaces shall be fixed softwood timber dressed on one side and both edges. Undressed timber may be used for backing to unexposed surfaces.

Formwork is to be provided at all vertical faces (including a board for the 25mm 'step' for vehicle crossings) The minimum width for footpaths is 1.2 metres with a cross fall of 2.5 per cent. Council reserves the right to vary its specification(s) on a case by case scenario in specific or priority areas.

7.1.3 Reinforcement

Steel reinforcement fabric shall be as defined in AS/NZS 4671 "Steel reinforcing materials". All reinforcement shall be free from rust, grease, tar, paint, oil, mud, mill scale, mortar or any other coating, and shall be stored under a waterproof shelter and supported above the surface of the ground. Reinforcement, when in position, shall be secured against displacement due to the flow and working of the concrete. The minimum clear cover to reinforcement is to be 50mm.

7.1.4 Mixing at site

Mixing at site shall only be allowed for pours less than one cubic metre. The concrete shall be composed of one part of cement; two parts of sand and four parts of coarse aggregate.

7.1.5 Ready mixed concrete

Ready mixed concrete shall be used for all pours in excess of one cubic metre. If ready mixed concrete is used, it is required to have a characteristic strength (Fc) minimum of 25 Mpa after 28 days (NZS) and shall conform to Australian Standard AS1379 Specification and supply of concrete. Council may request copies of the delivery docket or additional testing. Additional water should only be added in controlled doses to minimise the risk of compromising the quality of the concrete.

7.1.6 Placing concrete

Care shall be taken to fill every part of the formwork by continuous tamping, mechanical vibration, spading or slicing and to work the coarsest aggregate back from the exposed surfaces. Exposed surfaces of concrete shall be struck off and broom finished, and corners and edges so drawn shall be left neatly rounded. Concrete shall not be disturbed after it has been in the formwork for ten minutes.

7.1.7 Thickness of concrete

Unless shown otherwise on the attached plans, the thickness of concrete paving for Domestic Crossings shall be a minimum thickness 125mm, reinforced with F62 reinforcing mesh (50mm cover).

7.1.8 Expansion joints

All expansion joints shall be perpendicular and filled with a strip of fibre and bitumen ten mm thick, extending full depth through the slab.

The kerb shall be discontinued to allow construction of layback crossing for vehicle access and at such points (where shown on drawings or where directed) a layback crossing shall be constructed with an expansion joint at both ends of the opening.

Where a vehicle crossing is to be provided, an expansion joint shall be placed at the back of the layback crossing. Where a vehicle crossing is to be connected to an existing concrete driveway inside the property, an expansion joint shall be placed at the boundary line.

All false joints on the vehicle crossing and footpath slabs shall be made to form a straight, well defined line, using an appropriate jointing tool.

7.2 Pavers

Use of pavers shall be based upon application, paver type, finish, specification and proposed installation design must be provided to council for consideration prior to approval being issued.

7.3 Kerb layback

The kerb shall be aligned in straight lines or in circular curves as marked out on the ground or as may be directed and shall be true to grade and without irregularities.

7.4 Removal of existing kerb, gutter, and layback

When installing a new layback the complete kerb and gutter is to be removed. The contractor is to saw cut a minimum of 300mm from the lip of the gutter as per attached drawing unless otherwise directed by Council. Council shall construct the road pavement at the applicant's cost. The applicant is to pay prior to commencement of works.

7.5 Curing and protection

Suitable curing methods shall be used in accordance with concreting standards. All work shall be protected from damage and, where the latter occurs, it shall be made good at the Applicant's expense.

7.6 Surface finish

On plain concrete, the exposed surface shall be broom finished with bull nosed edges to leave the surface plain and smooth and uniform in colour and appearance. All kerb and guttering and laybacks shall be finished with a steel float to leave the surface plain, smooth and uniform in colour and appearance. After removal of formwork, any rough or porous places or holes shall be picked over and dressed up with a two to one cement mortar.

On coloured, stamped, textured or exposed aggregate the finished surface shall be sealed using a quality non-slip sealer. If the finish is excessively slippery council may request additional treatment as required.

8. After Construction

8.1 Backfilling

After the initial concrete curing time and not sooner than three days, spaces around the sides of the work shall be backfilled with sound material, which shall be thoroughly, compacted in layers not greater than 150 mm.

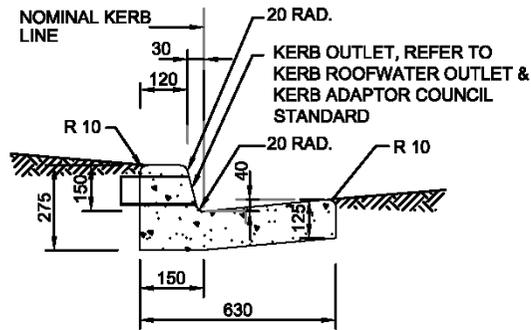
8.2 Regrading and returfing

Regrading and returfing shall be undertaken on either side of the concrete work, with a maximum slope of one vertical: six horizontal. Where shown on the attached plans, or as directed by Council's Engineer, the footpath shall be returfed with a grass type to match the existing. All turf installed shall be free of weeds at the time of laying and sufficiently watered to provide initial recovery.

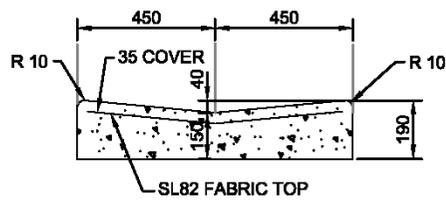
8.3 Excess spoil

Excess spoil shall be removed from the site and in general the footpath area is to be left in a tidy condition within three days after pouring the concrete.

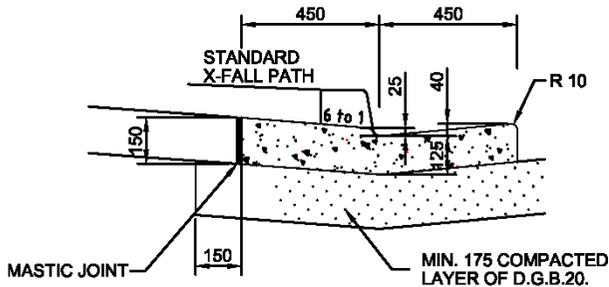
9. Standard Drawing SD-R04 and SD-R08



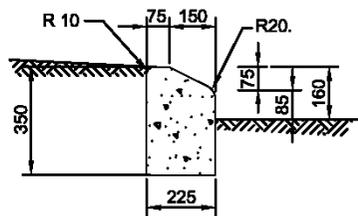
150mm KERB AND GUTTER



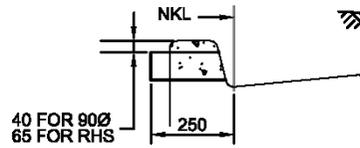
DISH CROSSING



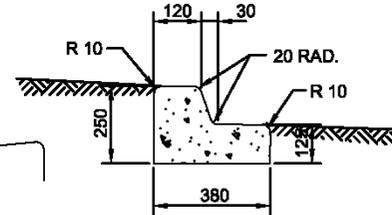
RESIDENTIAL LAYBACK



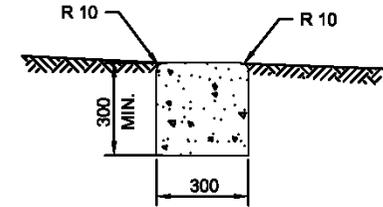
MOUNTABLE KERB



DETAIL



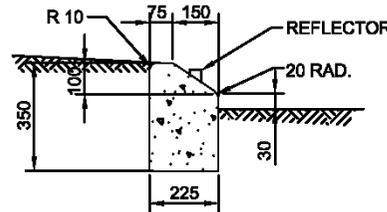
KERB WITH TOE



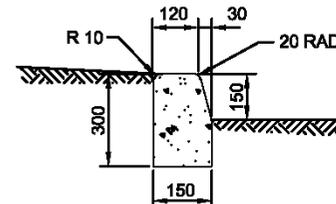
EDGE STRIP

NOTES:

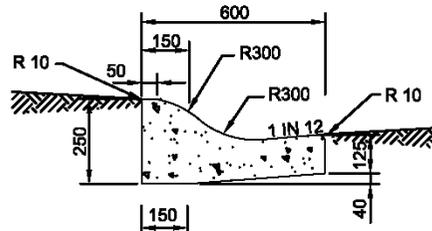
1. ROAD SUB BASE SHALL BE EXTENDED BENEATH KERBS, GUTTERS AND DISH CROSSINGS 150 BEHIND REAR OF KERB A MIN. DEPTH OF 175 & SUBJECT TO SUB-SOIL DRAINAGE REQUIREMENTS
2. CONCRETE SHALL BE OF 25 MPa COMPRESSIVE STRENGTH (F_c) AT 28 DAYS WITH NO SLUMP MIX FOR KERBS AND GUTTERS, DISH CROSSINGS, MISCELLANEOUS KERBS AND EDGE STRIPS.
3. REINFORCING FABRIC SHALL BE TO AS 4671:2001 "STEEL WIRE REINFORCING FABRIC" WITH 35 COVER.
4. CONDUIT LOCATIONS SHALL BE MARKED ON KERB FACES WITH AN APPROVED TOOL OR AS OTHERWISE DIRECTED.
5. ALL DIMENSIONS ARE IN MILLIMETRES.



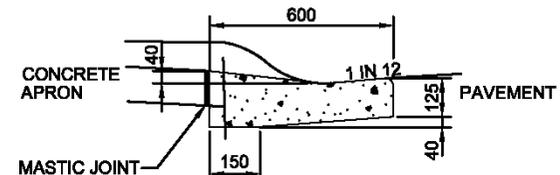
MEDIAN KERB



KERB ONLY



STANDARD ROLL TOP KERB AND GUTTER

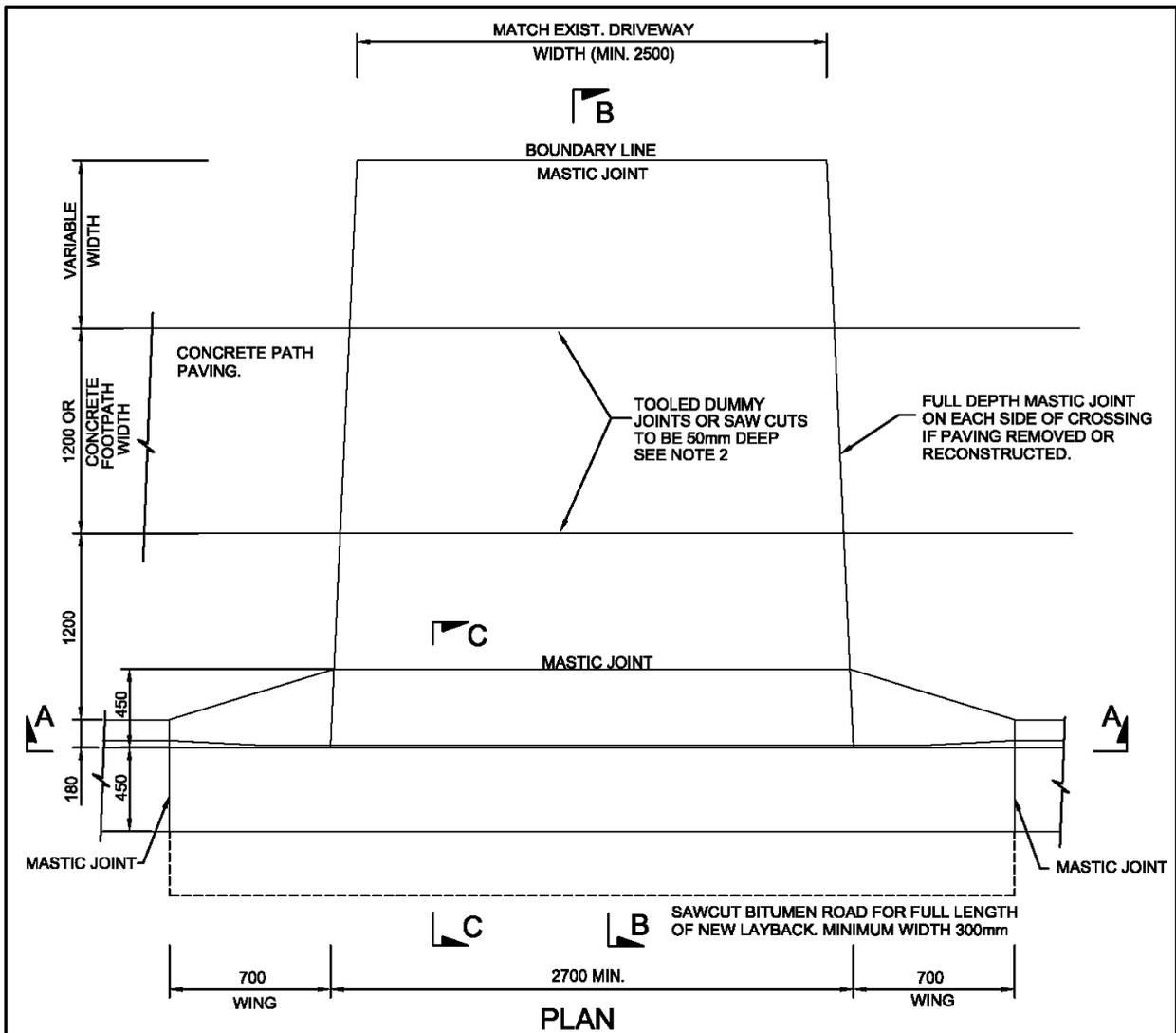


STANDARD ROLL TOP KERB AT VEHICULAR CROSSING

				 campbelltown city council		CHECKED: W. Vandermeer	
						DATE: OCT 04	
A OCT 2006 KERB ONLY - CHANGED 180 TO 185				AF	DW	APPROVED: D. Webb	
PROJECT TITLE: STANDARD DRAWINGS						DATE: NOV 04	
REV.	DATE	DESCRIPTION	CHECKED	APPD.	SHEET 1 of 1		REV. VER2007
SHEET TITLE: KERBS & GUTTERS				STD DWG No. SD-R04		SCALE: N.T.S	
						DATE: MAY07	

DATA AND DOCUMENT CONTROL

Revised Date: 05/07/2017
Review Date: 30/09/2019

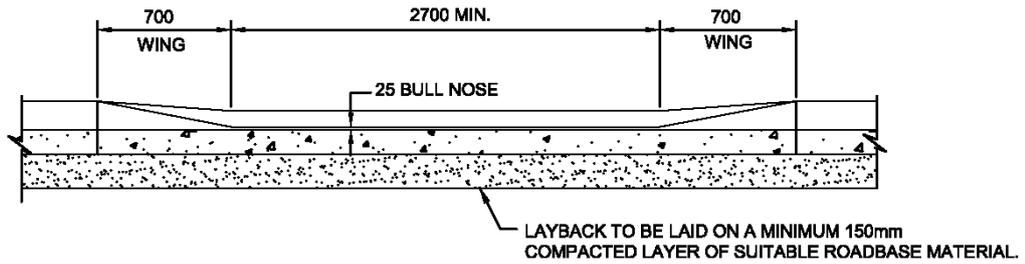


NOTES:

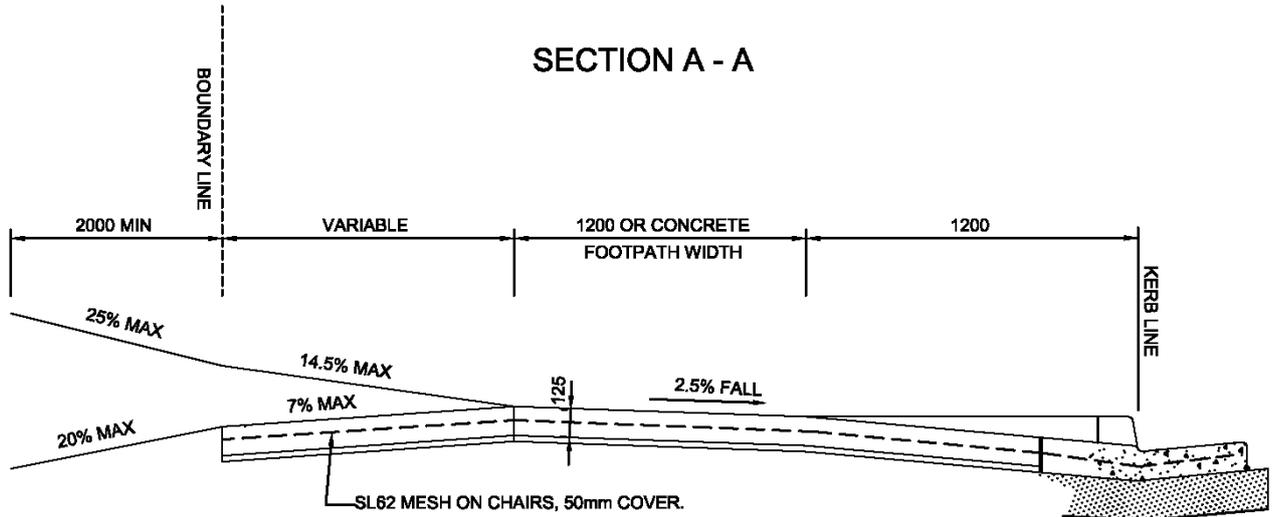
1. RESIDENTIAL VEHICULAR FOOTWAY CROSSINGS SHALL BE 125mm THICK CONCRETE, REINFORCED WITH SL62 MESH ON CHAIRS, 50mm COVER.
2. THE CONCRETE SHALL BE PLACED ON A 25mm LAYER OF APPROVED FINE, GRANULAR MATERIAL, EXCEPT UNDER THE KERB AND GUTTERING LINE WHERE THIS SECTION SHALL BE PLACED ON A MINIMUM 150mm COMPACTED LAYER OF D.G.B 20.
3. EXISTING CONCRETE FOOTPATH SHALL BE SAW CUT EITHER SIDE OF THE CROSSING AND WHERE NECESSARY RECONSTRUCTED IN CONJUNCTION WITH THE CROSSING.
4. CONCRETE SHALL HAVE A 28 DAY STRENGTH (F_c) OF 25MPa AND A SLUMP OF 80mm.
5. ANY VARIATIONS TO STANDARD CROSSFALL 2.5% ON FOOTWAY SHALL HAVE THE PRIOR APPROVAL OF COUNCIL.
6. ALL DIMENSIONS ARE SHOWN IN MILLIMETRES.
7. BITUMINOUS FIBRE BOARD 10mm THICK, 125mm DEEP TO BE PLACED ON BOUNDARY LINE & REAR OF LAYBACK.
8. SURFACE FINISH: ON PLAIN CONCRETE, THE EXPOSED SURFACE SHALL BE BROOM FINISHED WITH BULL NOSED EDGES TO LEAVE THE SURFACE PLAIN & SMOOTH & UNIFORM IN COLOUR & APPEARANCE. ALL KERB & GUTTERING & LAYBACKS SHALL BE FINISHED WITH A STEEL FLOAT TO LEAVE THE SURFACE PLAIN, SMOOTH & UNIFORM IN COLOUR & APPEARANCE. AFTER REMOVAL OF FORMWORK, ANY ROUGH OR POROUS PLACES OR HOLES SHALL BE PICKED OVER & DRESSED UP WITH A TWO (2) TO ONE (1) CEMENT MORTAR. OTHER FINISHES MUST BE APPROVED IN WRITING FROM THE DIRECTOR OF CITY WORKS.

				 campbelltown city council		CHECKED: W. Vandermeer	
						DATE: OCT 04	
A AUG 2008 SHEET 2 AMENDED				C.K. D.W.		APPROVED:	
— MAY 2007 REVIEWED - NO CHANGES				A.F. D.W.		D. Webb	
PROJECT TITLE: STANDARD DRAWINGS						DATE: NOV 04	
SHEET TITLE: RESIDENTIAL VEHICLE CROSSING - PLAN				STD DWG No. SD-R08		SCALE: N.T.S	
						SHEET 1 of 2	
						REV. VER2009 DATE: MAR 09	

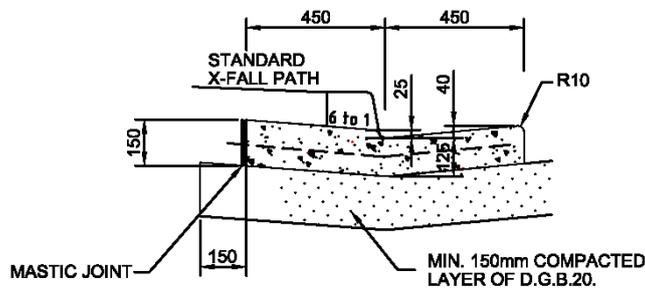
DATA AND DOCUMENT CONTROL



SECTION A - A



SECTION B - B



SECTION C - C

						CHECKED: W. Vandermeer DATE: APRIL 07	
A	AUG 2008	DIMENSION LINE AMENDED	CK	DW	PROJECT TITLE: STANDARD DRAWINGS		APPROVED: D. Webb DATE: APRIL 07
—	MAY 2007	REVIEWED - NO CHANGES	AF	DW			SHEET 2 of 2
REV.	DATE.	DESCRIPTION	CHECKED	APPD.	STD DWG No. SD-R08	SCALE: N.T.S	
SHEET TITLE: RESIDENTIAL VEHICLE CROSSING - SECTION							

DATA AND DOCUMENT CONTROL