Dear Sir/Madam,

Please ensure you familiarise yourself with all attached information prior to making application to Council.

Council’s requirements for the construction of residential vehicle crossings of the gutter and footway (area between kerb and property boundary) are set out below. To ensure crossings are properly constructed additional work may be required such as:

- re-alignment or extension of gutter crossing
- reconstruct damaged gutter crossing
- connect roof water pipeline to kerb
- reconstruct footpath to 125mm thick

Council’s Crossing Inspector will advise of any additional work required at the time of formwork inspection. If you have any questions about any additional work or any construction enquiries that may be required, please ring 9839-6000 between 8:30am and 4:30pm.

**TYPES OF CONSTRUCTION PERMITTED**

Footway crossings may be constructed in plain concrete, paving bricks, hot mix (Rural type crossing only), coloured concrete and stencilled concrete. Plain concrete and rural type crossings will be restored by Council if at some future date they are disturbed by the activities of Public Utility Authorities or Council, however, in the case of crossings with decorative paving bricks, coloured concrete, stenciled concrete etc, Council takes no responsibility for matching colour or texture. Such restoration work is difficult, expensive and will have to be arranged by the resident. Council does not have the resources to match colour or patterns in concrete aprons. The waiver section of the Residential Vehicle Crossing Application must be signed by the owner and returned to Council at least two working days prior to the commencement of construction.

The finished surface must be sufficiently rough so as to ensure safety for pedestrians and other users. In the case of concrete the finished surface must NOT be finished in a smooth steel float finish. The surface of the footway crossing must NOT be coated with any epoxy type “paint” or other sealant. These types of surfaces may result in a smooth finish, which can be slippery in wet weather.

All residential construction must be in accordance with the attached Council plan A(BS)102S and the Construction Specification for Residential Vehicle Crossings in Concrete or Specification for Residential Vehicle Crossings in Brick Paving which are attached. Details are also available for construction of rural type crossings in Hot Mix in plan A(BS)127S attached.

**COUNCIL FEE**

See Annexure ‘A’ for Council fees for a vehicular crossing.

….Continued over page
PREMATURE & ADDITIONAL INSPECTIONS OF VEHICULAR CROSSING CONSTRUCTION

See Annexure ‘A’ for Council fees for a vehicular crossing.

HOW TO ARRANGE CONSTRUCTION

Council does not construct vehicle crossings, and therefore a licensed concreter must be engaged. Gutter crossings (laybacks), extensions to gutter crossings or the reinstatement of gutter crossings to kerb and gutter MUST be constructed by a licensed concreter.

Names of concreters can be found in the classified section of local papers or under “Concrete Contractors” and “Paving – Concrete” in the “yellow pages”. Concreters are required to provide a bond with an annual administration fee and inspection fee as per Council’s Goods & Services Pricing Schedule.

INSPECTIONS (FIRST AND FINAL)

Council must inspect the work when the formwork is erected (in the case of concrete work) or the base prepared (in the case of brick paving or hot mix work). A final inspection will automatically be carried out 14 days after the formwork inspection date unless otherwise requested. Please ensure that the formwork has been removed and the area is backfilled before the final inspection. Ring 9839-6000, giving 48 hours minimum notice for the inspection bearing in mind that applications must be received at least two working days prior to inspections being requested.

CANCELLATIONS

See Annexure ‘A’.

WORKMANSHIP

Council may require reconstruction of the work if workmanship or finish is not satisfactory or if the work is not in accordance with Council plans and specifications.

FUTURE CRACKING, SETTLEMENT, ETC.

Council cannot guarantee that cracking, settlement, etc., of the construction will not occur in the future and Council will not be liable for any claims to repair or reconstruct crossings even though Council had originally inspected and passed the work.

NOTE 1

Council accepts NO responsibility for the identification or position of property boundaries (either at the street or alongside boundaries).

NOTE 2

The concreter is to comply with Occupational Health and Safety and WorkCover requirements and all other requirements associated with this construction.

NOTE 3

It is the responsibility of the concreter carrying out the driveway construction to ensure the site is kept safe and pedestrians have safe access around the construction site. A traffic control plan must be kept on site by the concreter and produced upon request by Council’s Inspector. The traffic control plan must comply with AS1742.3.
NOTE 4

Soil erosion and sedimentation control measures are to be maintained during the entire construction period until disturbed areas are restored. Council may issue infringement Notices including a monetary penalty, where the maintenance measures fail to meet minimum standards as required by Council’s policy and Acts of Law.

Yours Faithfully,

General Manager
Blacktown City Council

Per:
CONSTRUCTION SPECIFICATION

RESIDENTIAL VEHICLE CROSSINGS IN CONCRETE

1. All gutter crossings (laybacks) shall be placed on a compacted layer of approved fine crushed rock, 175mm thick or extending down to the base of the existing pavement, whichever is the greater depth.

2. Laybacks shall be formed integrally with the gutter section.

3. Where a new gutter crossing (layback), or an extension to a gutter crossing is to be constructed where there is existing kerb and gutter, the gutter as well as the kerb is to be saw cut at each end and the gutter completely removed as well as the kerb. Minimum of 1m between mastic joints.

4. Before pouring the new gutter crossing, it may be necessary to tack an edge board to the surface of the road adjacent to the lip of the gutter so that the correct edging tool can be used. If there has been damage to the edge of the road pavement then the concrete is to be allowed to spill underneath the edge board and then, a suitable time after edging the lip of the gutter, this edge board is to be removed and the top 25mm of the concrete protruding into the road pavement is to be trowelled out. The edge of the road pavement is to be cut square and then restored with hot mix.

5. Concrete crossings are to consist of 125mm thick concrete on 25mm sub-base of approved granular material eg metal dust or sand. Any existing 75mm concrete path paving is to be removed and reconstructed in accordance with this specification. All unsuitable material under the proposed apron must be removed and replaced with approved compacted material to a suitable depth.

6. Where existing concrete path paving can be shown to a minimum of 125mm thick and structurally sound then it may be retained and drill and dowelled to proposed footway crossing along with full depth mastic joint on each side of path. Refer Note 10 of plan A(BS)102S attached. Any concrete path restored on either side of a vehicular crossing should have a minimum length of 500mm.

7. Concrete shall be reinforced with F82 on chairs with 35mm cover. F82 mesh must be on site at the time of formwork inspection.

8. Concrete shall have a 28-day strength (F’c) of 20MPa and must be kept constantly moist for 5 days pouring to allow the concrete to cure.

9. Concrete shall have a light brushed finish on vehicle crossings and a steel floated finish on laybacks and on kerb and gutter.

10. All vehicle crossings must be constructed with a cross fall of 4% from top of kerb to the boundary. Any variation to the standard cross fall must have prior approval of Council. Refer plan A(BS)102S attached.

11. Joint at street alignment to be either Mastic formed using bitumen impregnated fibreboard, Connolly key joints or 25mm deep saw cut. When internal driveway is to be built at same time, reinforcing steel is to be continuous across joint at street alignment. Where internal driveway exists the proposed crossing is to be drill and dowelled to driveway along with full depth mastic joint. Refer plan A(BS)102S attached.

12. Before the formwork inspection for a concrete vehicle crossing can be made, the formwork must be adequately fixed in place to the correct levels, there must be a 25mm layer of approved fine granular material in the bottom of the excavation and all joints must either be in place or on site where the Crossing Inspector can see them.

13. On completion of construction site to be backfilled with top soil and footway area to be left level and clear of any excess spoil, waste materials, etc and safe for pedestrians. The Contractor is responsible for the backfilling and cleaning up of the site after completion of the works.

14. All construction is to be in accordance with Council Plan No. A(BS)102S.
15. Maximum footway crossing width to be 6 metres except where otherwise directed by development consent conditions.

16. Roof water pipe to be relocated outside of vehicle crossing and outlet connected to kerb, a minimum of 0.3m from top of wing and to Council specifications.

17. The concreter carrying out work must be licensed and must have in force $10,000,000 public liability insurance cover and at all times maintain the safety of the site to WorkCover requirements.

18. The concreter must have on site a traffic control plan that complies with requirements of Australian Standard 1742.3 and/or the “RTA Traffic Control at Work Sites” manual and must be produced to Council’s Inspector upon request.
ANNEXURE ‘A’

COUNCIL FEE

A Council fee must be paid a minimum of two working days before any work is commenced to cover supervision and administrative costs. When paying the fee, the name, address, telephone number and licence number of the concreter engaged must be given in writing. Please fill out the attached application and return it to Council with your payment. Ensure that the concreter chosen has the $10,000,000 Public Liability Insurance cover and has lodged a bond with Council and a copy of the Policy.

BOND

Concreters/contractors are required to pay a crossing bond. An annual administration fee will be charged to maintain the crossing bond. The crossing inspection fee will need to be paid separately with each application. In case of incomplete or unsatisfactory works, Council will undertake necessary works to comply with Council’s specification at the cost of the concreter. No further applications will be accepted until the crossing bond is topped up.

PREMATURE & ADDITIONAL INSPECTIONS OF VEHICULAR CROSSING CONSTRUCTION

Officers are at times requested to carry out inspections of sites in response to claims by applicants that works are complete or ready for inspection when in fact they are not. Where officers are required to re-inspect as a result of such a premature request for an inspection, a fee will be charged. No re-inspection will be carried out until this fee is paid.

It should be noted that the administration fee covers the first formwork and final inspection only. All extra inspections required will attract a fee.

Cancellations must be made prior to 7:30am by phoning 9839-6367 or 9839-6303. Failure to cancel will incur an additional fee.

All fees are in accordance with Council’s Adopted Fees and Charges. For further information, please see Council’s Web Page or contact Council’s Office during business hours.
ANNEXURE ‘B’

SPECIFICATIONS FOR THE SELECTION OF CLAY & CONCRETE PAVERS FOR USE IN PUBLIC AREAS

GENERAL

This specification covers the criteria to be applied when selecting either clay or concrete pavers for use within the Council controlled areas of Blacktown City Council. Evidence of compliance with this specification will need to be submitted to Council’s Manager Maintenance Services before approval can be given.

SPECIFICATIONS

DIMENSIONS

All pavers to have a minimum width to length ratio of 0.45 when actual dimensions are measured in accordance with A.S.N.Z.S 4455:1997 and shall not exceed the following tolerances:

± 40mm on the length of 20 pavers
± 40mm on the width of 20 pavers
± 40mm on the depth of 20 pavers

SHAPE

Footpaths
Pavers to be laid in areas trafficked by pedestrians or motorised scooters may be any regular shape such as square rectangular or hexagonal. Other shapes will only be considered after submission of an application in writing (with a representative sample) to the Manager Maintenance Services who will determine whether to grant or refuse permission for their use.

Roadways
Pavers to be laid in areas trafficked by any class of vehicular traffic shall be any regular shape designed to interlock with adjoining pavers and resist movement in both a transverse and longitudinal direction, and subject to the prior approval, obtained in writing, of the Manager Maintenance Services.

EDGE TREATMENT

The edges to the wearing course shall be rounded or chamfered to a radius not exceeding 5mm.

WEARING SURFACE

Pavers shall have re-rolled finish rather than a wirecut finish. All wearing surfaces shall be smooth non-slip, with no sharp projections.

COLOUR

The colour shall be similar to that of the existing pavers in Blacktown’s Central Business District (Blacktown Mall). A representative sample of any new coloured pavers shall be submitted to the Manager Maintenance Services for approval. No pavers shall be laid within Blacktown City Council area without such approval being sought and obtained prior to laying. Where an existing paver colour has previously been used within the Blacktown City Council area a representative colour sample need not be submitted, although approval must still be sought (quoting the location of the existing pavers) from the Manager Maintenance Services before its continued use can be agreed to.
CHARACTERISTIC REQUIREMENTS

All pavers shall meet the characteristics set out in the following table when tested in accordance with the Australian Standard specified in the table below.

<table>
<thead>
<tr>
<th>Characteristics</th>
<th>Australian Standard</th>
<th>Minimum</th>
<th>Maximum</th>
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<tbody>
<tr>
<td>Abrasion resistance</td>
<td>AS/NZS4456.9:1997</td>
<td>-</td>
<td>3.5cm³</td>
</tr>
<tr>
<td>Compressive strength (concrete)</td>
<td>AS/NZS4456.4:1997</td>
<td>45mpa</td>
<td>-</td>
</tr>
<tr>
<td>Characteristic Breaking load (clay pavers)</td>
<td>AS/NZS4456.5:1997</td>
<td>5kN</td>
<td>-</td>
</tr>
<tr>
<td>Cold water absorption</td>
<td>AS/NZS4456.5:1997</td>
<td>-</td>
<td>8%</td>
</tr>
<tr>
<td>Efflorescence</td>
<td>AS/NZS4456.6:1997</td>
<td>-</td>
<td>Nil</td>
</tr>
<tr>
<td>Lime Pitting</td>
<td>AS/NZS4456.13:1997</td>
<td>-</td>
<td>Nil</td>
</tr>
<tr>
<td>Co-efficient of friction</td>
<td>AS/NZS4586:1999</td>
<td>50 BPN</td>
<td>-</td>
</tr>
<tr>
<td>Transverse Breaking Load</td>
<td>AS/NZS4456.5:1997</td>
<td>5.0kN</td>
<td>-</td>
</tr>
</tbody>
</table>

COMPLIANCE:

All suppliers wishing to have their pavers pre-approved for use within Blacktown City Council will need to apply in writing to the Manager Maintenance Services for such approval. **All such applications must be accompanied by a Certificate of Compliance from a NATA registered laboratory** stating that all of the above requirements have been tested and have been found to comply with this specification. In addition details of the suppliers manufacturing quality Assurance Accreditation must be supplied.

NON-COMPLIANCE:

The Manager Maintenance Services reserves the right to withdraw pre-approval for any manufacture or product for any reason of non-compliance with this specification at any time

VARIANCE:

The Manager Maintenance Services may grant, at his sole discretion limited approval for the use of non complying pavers and subject to any conditions he may wish to impose against such approval.
RESIDENTIAL VEHICLE FOOTWAY CROSSINGS IN BRICK PAVING

1. Remove all topsoil and organic matter. Excavate the area of the vehicle crossing to the required depth below finished surface level. The actual depth will vary depending upon the thickness of the brick paving used.

2. The excavation is to be made 150mm wider on each side of the footway crossing to allow for concrete edge strips. Refer to Council’s plan A(BS)102S for more details.

3. Lay 25mm of approved granular material in bottom of excavated area.

4. Construct edge strips in concrete 150mm wide on each side of 100mm thick slab using 20Mpa concrete with F62 mesh in accordance with the detail below. Keep concrete constantly moist for 5 days after pouring to allow it to cure.

5. Lay 25mm of sand bedding on the 20Mpa concrete with F62 mesh. The bedding sand should be relatively course like river sand.

6. Lay the brick paving on the sand bedding (25mm) having first set out the vehicle crossing with a string line, leaving gaps of 2-4mm between each paver.

7. Compact the brick paving using a vibrator plate ensuring that the finished level of the brickwork matches the level of existing concrete or brick (e.g. the back of the layback, the edge of existing concrete paving or any concrete pits).

8. Sweep fine dry sand into the joints between the pavers leaving excess sand over the surface. Use the vibrating plate to vibrate the sand into the joints. Sweep and vibrate until all joints are filled with well compacted sand. Remove excess sand from the surface. Do not wash it down the gutter.

9. Council cannot be held responsible for matching the shape, size, colour or texture of paving bricks following disturbance by public utility authorities or Council, although every effort will be made. Before commencing construction you must fill out a Residential Vehicle Crossing Application Form and sign the Waiver.

10. Where a gutter crossing must be constructed or extended in conjunction with the footway crossing construction, the work on the kerb and gutter must be done in accordance with Council’s Construction Specification for Residential Vehicle Crossings in Concrete.
Pits in Driveways
Telstra pits and manholes are commonly situated in the driveways of planned and/or existing private home and development sites. Where Telstra pits/manholes are located in proposed driveways, Councils should direct customers to contact Telstra's Network Integrity team prior to building approvals being issued; this will avoid legal implications. Under our asset relocation program we are able to work with all affected parties in resolving these matters.

In no circumstance should Councils/Shires or any party, including developers, modify or tamper with any Telstra assets; to do so is an offence under the Criminal Code Act 1995. Should you need to discuss access to or relocation of any Telstra assets please contact Telstra's Network Integrity team on:

Phone 1800 810 443 (opt 1) or email F1102490@team.telstra.com

Road Closures and Easement queries
Telstra requires notification when Councils/Shires plan to close, open or upgrade roads. Councils and Telstra frequently share the same land space, so it is extremely important that any such works are communicated to Telstra. Our Road Closures team will provide you with a brief overview of whether there is Telstra infrastructure in the area, along with some clear guidelines as to the options available. For further details please email:

Email F0501488@team.telstra.com

Asset Plant Location (APL) accreditation
Telstra does not permit external parties (non-Telstra) to conduct work on our network. Only Telstra staff or Telstra contractors are allowed to enter our manholes, open our pits, ducts etc. If we know of, or find unauthorised personnel in our network, under the Telecommunications Act we reserve the right to take legal action. Should your projects require cable location, you MUST engage an accredited Asset Plant Locator (a list of which is provided on the Dial Before You Dig plans). Alternatively you can seek your own accreditation through our registered training partner Coates Hire Training which is the only approved training provider for Asset Plant Location accreditation for Telstra's network. Contact Coates Hire Training on:

Phone 1300 657 867 or visit www.coateshire.com.au

Dial Before You Dig
Dial Before You Dig is a free referral service that helps provide information on underground pipes, cables and assets for registered Utility companies anywhere in Australia. Using Dial Before You Dig can prevent damage, disruption, injury and even death. The service should be used every time you intend to break ground in your municipality. Please contact Dial Before You Dig on:

Free call, 1100 number during business hours or go to www.1100.com.au

Network Integrity
Telstra Corporation Limited
Locked Bag 3573
BRISBANE QLD 4001
**RESIDENTIAL VEHICLE CROSSING APPLICATION FORM**

Details must be printed in ink. Tick ✓ as applicable

### 1.1 CONSTRUCTION OF
- Layback ONLY
- Layback & Vehicular Crossing
- Vehicular Crossing ONLY

### 1.2 TYPE OF CROSSING

- Plain Concrete
- Paving Bricks
- Colour: 
- Pattern: 
- Make: 
- Hot mix (Rural Crossings ONLY)

- Coloured Concrete
- Colour: 
- Make: 

- Stencilled Concrete
- Colour: 
- Make: 

### 1.2(a) JOB SITE

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<th>House/Lot No.</th>
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<th>Phone No.</th>
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### 1.3 Concretors/Contractors undertaking crossing construction are required to have a bond with Council. No sub-contractors to work without Council’s prior approval.

### 1.4 OWNER/APPLICANT

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<thead>
<tr>
<th>Surname</th>
<th>Given Names</th>
<th>Daytime Phone</th>
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<tr>
<th>Postal Address</th>
<th>Signature</th>
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### CONCRETOR DETAILS

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<th>Lic. No.</th>
<th>Phone No.</th>
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<th>Signature</th>
<th>Date</th>
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### PAVING CONTRACTOR DETAILS

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<th>Company Name and Address</th>
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### 1.5 Personal information you have provided in this form/application will be utilised and stored for the purpose of processing this application and would be viewed by relevant Council staff only.

### 1.6 WAIVER (to be signed by the owner for brick, paved, coloured and stencilled driveways).

I do not hold Council responsible for matching the shape, size, colour or texture of paving bricks, or for matching the colour or texture of hot mix following disturbance by Public Utility Authorities or Council for the above Vehicle Crossing.

I do not hold Council responsible for the restoration of the vehicle crossing in coloured concrete, stencilled concrete, or the like following disturbance by Public Utility Authorities or Council. I understand that Council will restore my Vehicular Crossing in concrete only. If it involves any other work such as stencilling then I will pay for any additional costs.

Owner/Applicant Signature __________________________
2.1 Note for the Concretor/Contractor

1. Concretor is responsible for protection of the Public during construction, (barricades, safe lanes etc.) and for all damage caused to any Public Utility by the construction of the crossing.

2. When formwork is removed, the excavated area is to be back filled and levelled with topsoil to the top of the slab, and the area made safe for pedestrians.

3. Concretors to book an inspection with Council’s Maintenance Services Section by telephone (02) 9839 6000 forty eight (48) hours prior to the required inspection time, quoting the Application Number. When the work is formed up ready to pour, formwork and mesh must be in place on a 25mm compactable sand base.

4. Concretor must call SYDNEY ONE CALL 1100 a minimum of two (2) days prior to works commencing to obtain up to date information, an additional charge will apply.

5. Form work which is not formed up and ready to pour at the requested time of inspection, which is not cancelled prior to inspection, an additional charge will apply.

6. Copies of a $10,000,000 Public Liability Insurance Policy and concretors licence (photocopies attached) in the Concretor’s name/Contractors trading name. NB Bookings close at 2:00pm daily. All bookings taken after 2:00pm will be included in the next working day’s booking.

7. All applications should be lodged a minimum of two (2) working days prior to work commencing.

8. Concretor to request formwork and final inspections in compliance with Council’s requirements as attached.

9. If Council specifications are not followed and more than one first inspection is required, a further fee will be required for each inspection.

10. Council accepts NO responsibility for the identification or position of property boundaries (either at the street or along side boundaries).

11. The concretor is to comply with Occupational Health and Safety and WorkCover requirements and all other requirements associated with this construction.

12. It is the responsibility of the contractor carrying out the driveway construction to ensure the site is kept safe and pedestrians have safe access around the construction site. A Traffic Control Plan as per Australian Standard 1742-3 must be kept on site by the concretor and produced upon request by Council Inspector/WorkCover Inspector.

13. Soil erosion and sedimentation control measures are to be maintained during the entire construction period until disturbed areas are restored. Council may issue Infringement Notices including a monetary penalty, where the maintenance measures fail to meet minimum standards as required by Council’s Policy and Acts of Law.

14. In case of paved vehicular crossings, each contractor for concrete work/paving work will require a separate clearance from Council in regard to satisfactory completion of their works. Each contractor must leave the work site in a safe condition.

15. A maximum period of two weeks is allowed between the laying of concrete base and the laying of the brick paving.

16. A separate application is required for each vehicular crossing.

APPLICANTS CHECKLIST

- Copy of current $10 Million Public Liability Insurance attached
- Signature of Property Owner to waiver
- Signature of Concretor
- Concretor’s Details and a copy of their current Licence
- Owner/Applicant’s Details
- Type of Structure(s) and finish
- Colour and Make of Coloured Concrete
- Colour and Make of Stencilled Concrete
- Bond payment, Administration fee and Inspection fee

N.B. Formwork inspections are to be booked forty eight (48) hours prior to a request for inspection and final inspections will be carried out 14 days after a satisfactory formwork inspection, unless Council is otherwise advised. It is expected that within 14 days all backfilling etc, will have been carried out to Council’s satisfaction, and if any additional inspections are required, then a re-inspection fee will be applied if applicable.

Council reserves the right to refuse the receipt of applications from concretors that have any outstanding issues from their vehicle crossing projects.
NOTES:

1. RESIDENTIAL VEHICULAR FOOTWAY CROSSING SHALL BE 125mm THICK CONCRETE ON 25mm SUB-BASE OF APPROVED FINE GRANULAR MATERIAL. REFER ALSO PLAN A/B/111.10.

2. ALL KERB AND GUTTER AND LAYBACK CROSSINGS SHALL BE PLACED ON A 175mm MINIMUM COMPACTED LAYER OF D.G.B. 20 OR TO THE BASE OF EXISTING PAVEMENT, WHICH EVER IS GREATER.

3. ALL CHANGES IN GRADE SHALL BE "ROLLED" ESPECIALLY POINT A, BUT POINT B MUST RETAIN 40mm OF WATER (LOW LEVEL FOOTWAY).

4. CONCRETE SHALL HAVE A 28 DAY STRENGTH ≥1 of 20 MPa.

5. CONCRETE SHALL HAVE A LIGHT BRUSHED FINISH.

6. ANY VARIATION TO STANDARD CROSSFALL OF ±4% SHALL HAVE THE PRIOR APPROVAL OF COUNCIL'S ENGINEER.

7. CONCRETE SHALL BE REINFORCED WITH RF62 MESH ON CHAIRS WITH 35mm COVER. IN CASE OF BRICK PAVING USE RF62 MESH WITH 40mm COVER.

8. THE STANDARD SHAPE OF THE CROSSING SHALL BE MAINTAINED. HOWEVER, IN SPECIFIC CIRCUMSTANCES AND WITH THE APPROVAL OF COUNCIL'S ENGINEER THE DIMENSIONS MAY BE ALTERED.

9. FOOTWAY CROSSING AND LAYBACK MUST BE A MINIMUM OF 1m OFF POWER POLES AND ELECTRICAL BOXES AND 1m FROM STORMWATER PITS. TELSTRA PITS WILL NOT BE ALLOWED IN FOOTWAY CROSSING.

10. WHERE EXISTING PATH PAVING CAN BE SHOWN TO BE >125mm THICK IT MAY BE RETAINED BUT MUST BE DRILL AND Dowelled TO CROSSING ON BOTH SIDES WITH GALVANISED 13G DOWELLS PLACED 350mm IN FROM EDGES OF CROSSING AND AT 900mm SPACING WITH FULL DEPTH MASTIC JOINT. COAT ONE HALF OF DOWELL WITH SUITABLE MATERIAL TO ENSURE SLIP JOINT.

11. DOWELING OF LAYBACK TO FOOTWAY CROSSING WITH GALVANISED 13G DOWELLS PLACED 350mm IN FROM EDGES OF CROSSING AND AT 900mm SPACING IS OPTIONAL BUT RECOMMENDED WITH FULL DEPTH MASTIC JOINT. COAT ONE HALF OF DOWELL WITH SUITABLE MATERIAL TO ENSURE SLIP JOINT. REFER ALSO NOTE 13.

12. WHERE DISTANCE FROM BACK OF LAYBACK TO STREET ALIGNMENT EXCEEDS 4.5m A MASTIC JOINT REQUIRED WITH DOWELLS AS PER NOTE 11. LOCATION OF JOINT TO BE DETERMINED BY COUNCIL'S ENGINEER.

13. ALL DOWELLS TO BE 300mm LONG WITH 150mm PENETRATION INTO EACH SLAB.

14. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.

15. THE SECTION OF THE CROSSING ADJACENT TO THE CONCRETE FOOTPATH IS TO HAVE 2.5% FALL, UNLESS MATCHING THE CROSSFALL OF EXISTING FOOTPATH.
SECTION B - B
STANDARD FOOTPATH
NOT TO SCALE

SECTION B - B
LOW LEVEL FOOTPATH

FOOTWAY WITH BRICK PAVING

NOTE: IN ESTABLISHED AREAS WHERE THE LAYBACK IS IN EXISTENCE
WITH 40mm BULL NOSE, THEN THE APPLICANT HAS AN OPTION
TO RETAIN EXISTING LAYBACK OR RECONSTRUCT WITH 20mm
BULL NOSE AT THEIR COST.
RURAL VEHICULAR CROSSING - TYPE 1

MATCH EXIST. DRIVEWAY WIDTH
MIN. 6 m AT PROPERTY BOUNDARY

FOOTWAY VARIABLE

TABLE DRAIN

ROAD SHOULDER

EDGE OF BITUMEN WHERE EXISTING
MIN. WIDTH OF SEAL = #

REMOVE EARTH TO A MINIMUM DEPTH OF 175mm.
PLACE 150mm D.G.B.20, THOROUGHLY COMPACT AND SEAL WITH 25mm A.C.

# WIDTH AT PROPERTY BOUNDARY + 1m ON EACH SIDE, e.g., FOR A 4m WIDTH AT PROPERTY BOUNDARY, THE WIDTH OF DRIVEWAY AT EDGE OF BITUMEN WILL BE 6m.

RURAL VEHICULAR CROSSING - TYPE 2

MATCH EXIST. DRIVEWAY WIDTH
MIN. 6 m AT PROPERTY BOUNDARY

FOOTWAY VARIABLE

TABLE DRAIN

ROAD SHOULDER

EDGE OF BITUMEN WHERE EXISTING
MIN. WIDTH OF SEAL = #

CONCRETE HEADWALL.

LAY MIN. 375mm INTERNAL DIA. REINFORCED CONCRETE PIPE (OR LARGER DIA. PIPES AS REQUIRED BY COUNCIL) 4.08m LONG, TO MATCH BED OF EXISTING TABLE DRAIN AT EVEN GRADE. CONSTRUCT CONCRETE HEADWALL AT BOTH ENDS OF PIPE.

# WIDTH AT PROPERTY BOUNDARY + 1m ON EACH SIDE, e.g., FOR A 4m WIDTH AT PROPERTY BOUNDARY, THE WIDTH OF DRIVEWAY AT EDGE OF BITUMEN WILL BE 6m.

RURAL VEHICULAR CROSSING - TYPE 2

NOTES FOR BOTH TYPE 1 AND TYPE 2:
1. RURAL VEHICULAR CROSSING STARTING FROM PROPERTY BOUNDARY WILL EXTEND UP TO EDGE OF BITUMEN WHERE EXISTING.
2. A GUIDE POST TO BE INSTALLED FOR SAFETY REASONS ON THE APPROACH SIDE.