

Standard conditions for works in road reserves (Vehicle Crossings)



City of
KINGSTON

These are standard conditions for a road opening consent (vehicle crossings) in a road reserve where Kingston City Council is the co-ordinating road authority. Following an application to do works in the road reserve, these standard conditions will form part of the consent to undertake the road works issued pursuant to s 63(1) and Schedule 7 of the *Road Management Act 2004* (Vic) and the Kingston Community Local Law.

CONDITIONS UNDER WHICH CONSENT TO CARRY OUT WORKS IS GRANTED

General conditions

1. You must repair or construct the vehicle crossing in accordance with Council's standard drawings and specifications which form part of this consent.
2. Vehicle crossings must not be:
 - a. closer than 1 metre from any pits, power poles, or other above ground assets; or
 - b. closer than 3 metres from a nature strip tree.
3. The vehicle crossing must be constructed in an alignment of 90 degrees to the kerb. An exception may be granted for industrial properties which have specific truck turning circle requirements.
4. The vehicle crossing must align with the internal driveway. Where an internal driveway is wider than the maximum 4.6 metres, the vehicle crossing is to be aligned centrally to the driveway and the adjacent footpath constructed to vehicle crossing strength on either side, no less than the width of the internal driveway.
5. You must not construct a shared vehicle crossing between two properties. A pedestrian refuge of 1 metre is to be provided between the vehicle crossings. Therefore, the vehicle crossing alignment must be no closer than 500mm to the side boundary. A common layback may be provided.
6. Where there is no existing footpath, levels at the property boundary and road reserve must be obtained from the Roads and Drains Department by calling 9581 4342 or 1300 653 356 before commencing works.
7. Any works to construct the vehicle crossing must not impact on any utility assets within the road reserve.
8. If the application includes a redundant crossing, the redundant crossing must be removed, and the kerb and channel replaced in one monolithic pour to Council's satisfaction.
9. This consent becomes null and void if default in any of these conditions is not remedied within 24 hours after notice from the responsible officer of the Council to do so. Any costs incurred by Council, within and subsequent to this 24 hour period, in maintaining the works in a safe manner will be at the cost of the applicant.

Pre-works

10. You must give notice to Council prior to installation of the vehicle crossing and book a pre-pour inspection.

During works

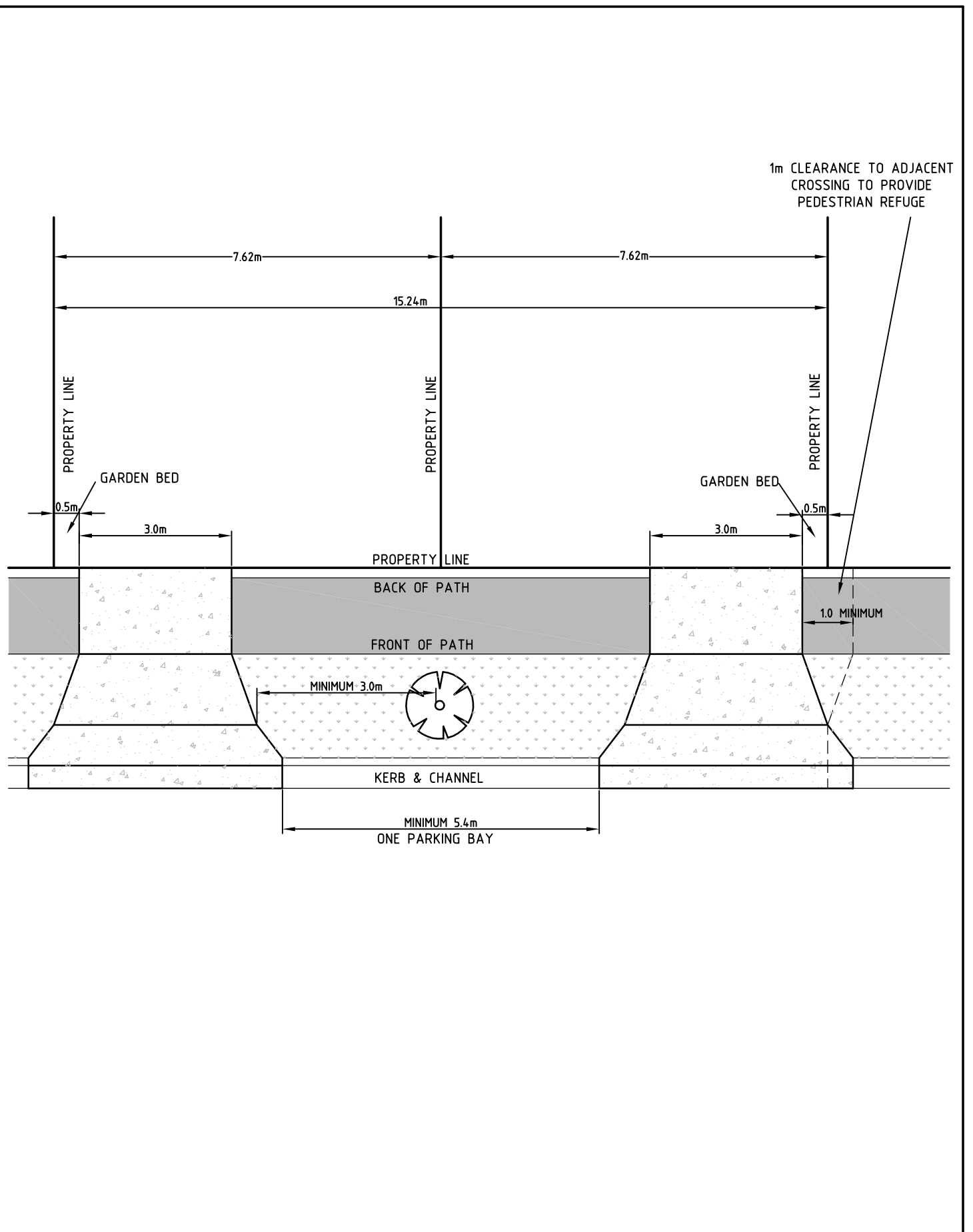
11. You must at all-times keep the road reserve in a clean and tidy condition.
12. All excavations carried out under this consent must be maintained in a safe condition until the works are completed.
13. If any damage to any part of the road reserve occurs during construction of the vehicle crossing, you must reinstate the road reserve to Council standards at your own cost.

Completion of works

14. You must remove any surplus materials at the completion of works.
15. You must within 7 days of completing any works, including any reinstatement works, notify Council as to the works that have been completed.

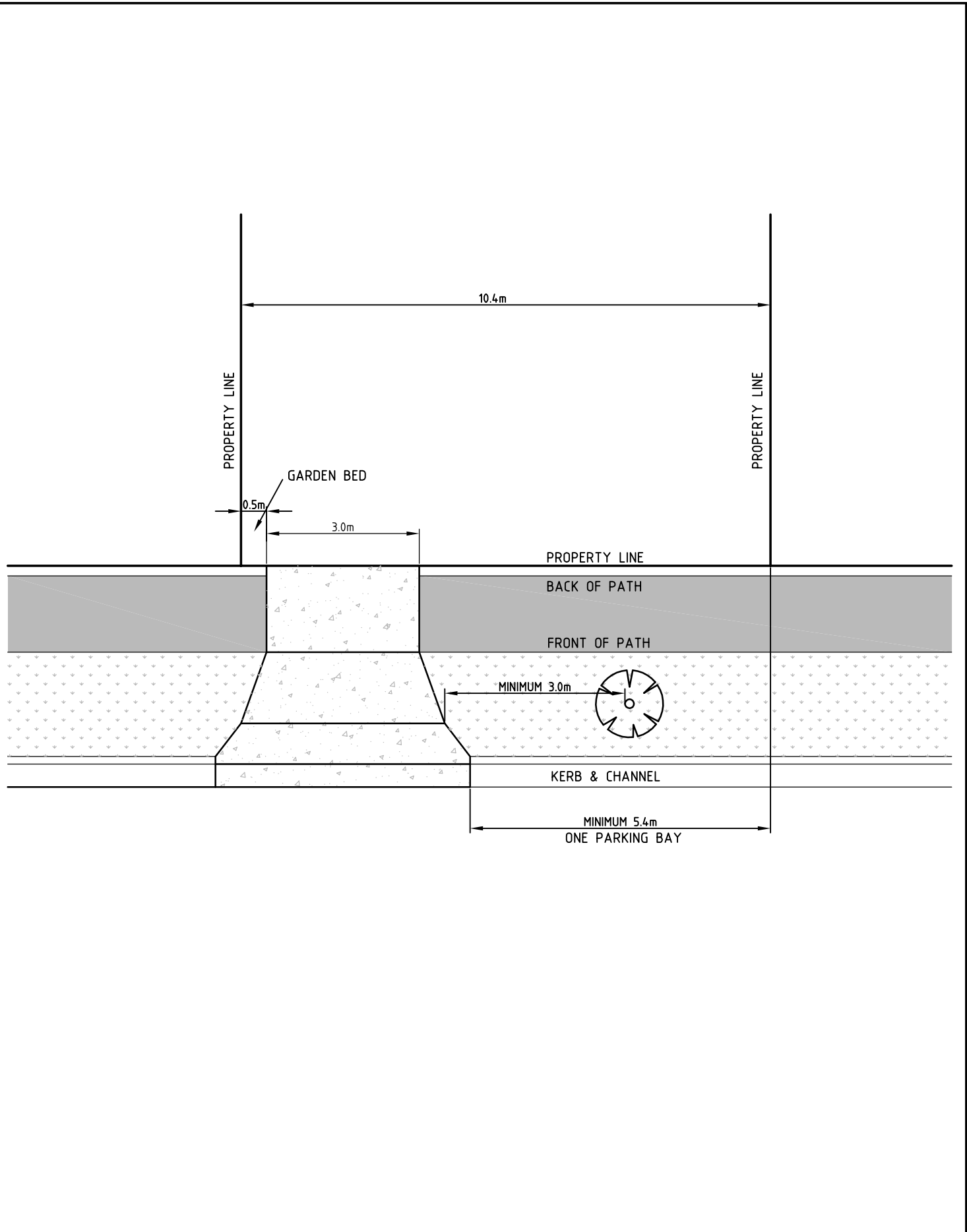
NOTES:

Pursuant to section 99A the *Road Safety Act 1986* (Vic) if you are conducting works in a road reserve, you must have a Traffic Management Plan.



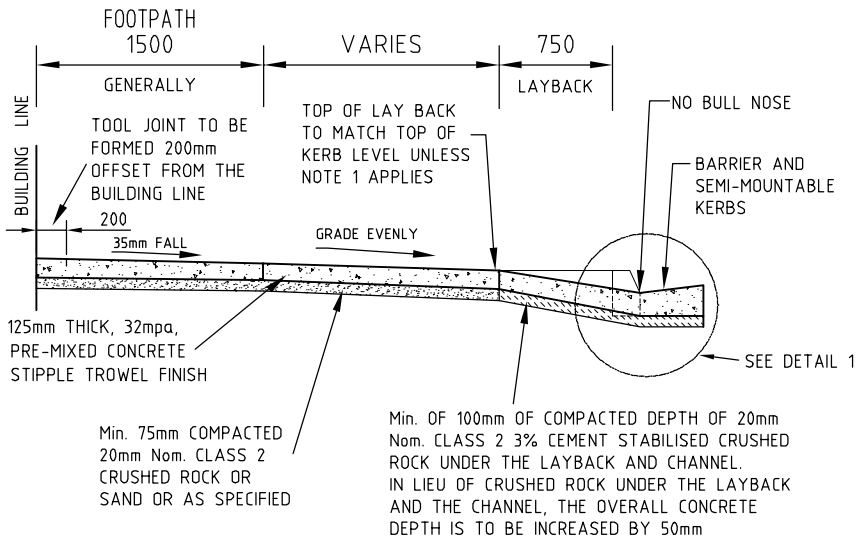
KINGSTON CITY COUNCIL

**TYPICAL "SIDE BY SIDE" DUAL OCCUPANCY
DEVELOPMENT ON AN AVERAGE RESIDENTIAL
HOUSE LOT OF 15.24 METRES WIDE**

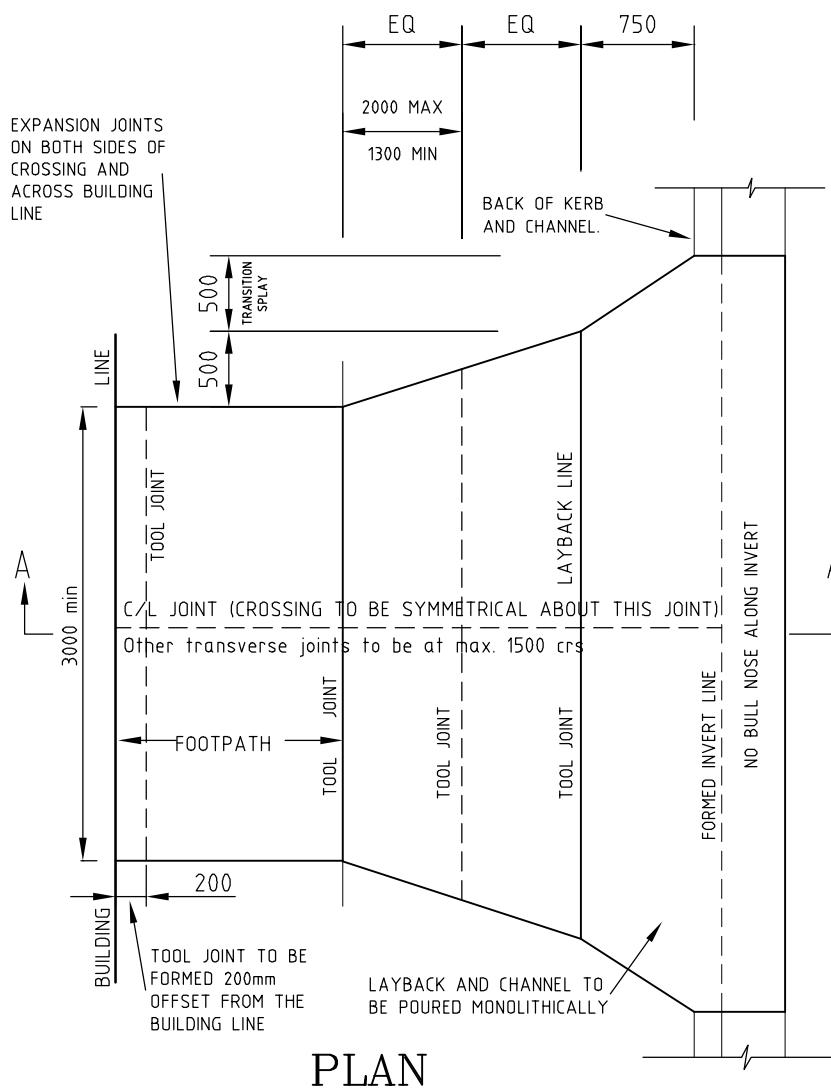


KINGSTON CITY COUNCIL

**PREFERRED MINIMUM LOT FRONTAGE OF 10.4 METRES
TO ALLOW STANDARD 3.0m WIDE VEHICLE CROSSING
AND ONE ON STREET PARKING BAY**



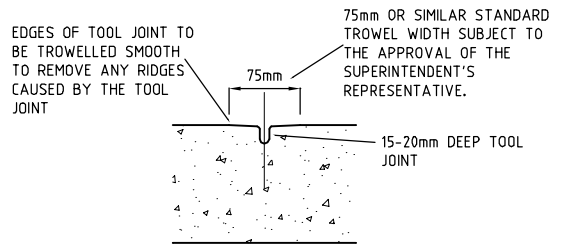
SECTION A - A



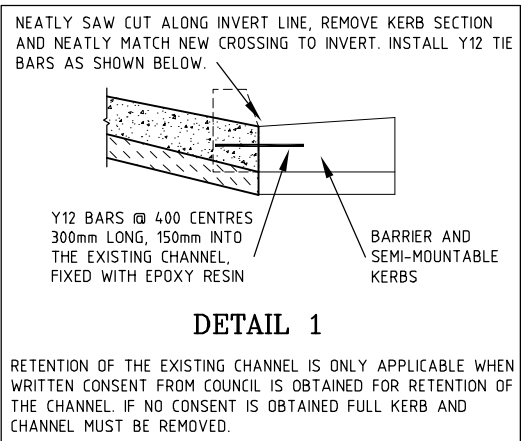
PLAN

NOTES:

1. WHEN LEVEL DIFFERENCE BETWEEN BUILDING LINE AND TOP OF KERB IS LESS THAN 50mm, CROSSING AND LAY BACK ARE TO GRADE EVENLY FROM INVERT OF CHANNEL TO FOOTPATH.
2. ALL NEW CONCRETE INCLUDING VEHICLE CROSSING, FOOTPATH AND KERB AND CHANNEL TO BE FULL DEPTH BLACK COLOUR TO ACHIEVE A CONSISTENT COLOUR. THE COLOUR IS TO BE 'ABILOX' PREMIUM SPECIAL BLACK AT A DOSE RATE OF **2.0%** BY WEIGHT IN GREY CEMENT.
3. ALL ITEMS TO BE DEMOLISHED SHALL BE SAW CUT AT JOINTS PRIOR TO REMOVAL (INCLUDES ASPHALT TO CONCRETE INTERFACE).
4. EXPANSION JOINTS TO BE 10mm WIDE & FILLED WITH CORK OR BITUMINOUS IMPREGNATED PARTICLEBOARD FOR FULL WIDTH & DEPTH OF EDGE.
5. EXISTING KERB & CHANNEL TO REMAIN FOR ROLL-OVER KERB (WHERE TOP OF KERB IS LESS THAN 90mm ABOVE INVERT). CROSSING TO BE TIED TO BACK OF KERB.
6. WHERE PARTIAL CROSSING REPLACEMENT / CONSTRUCTION IS TO OCCUR, COMPLETE BAYS ARE TO BE REMOVED. REINSTATED BAYS ARE TO BE TIED TO EX. CONCRETE WITH Y12 BARS @ 400mm CENTRES, 300mm LONG, 150mm INTO EX. CONCRETE.
7. FOR LOCATION, SPECIFICATIONS AND INSPECTION REQUIREMENTS REFER TO "CITY OF KINGSTON VEHICLE CROSSING GUIDELINES".



TYPICAL TOOL JOINT DETAIL



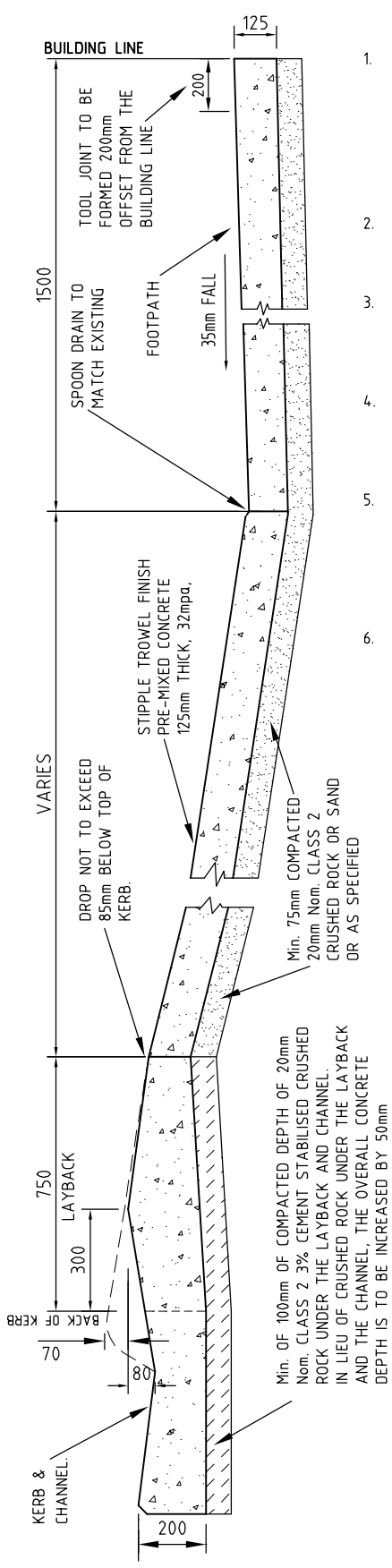
**KINGSTON CITY COUNCIL
STANDARD DRAWING**

DRG. NO. **S201**

ISSUE DATE: 22/03/12

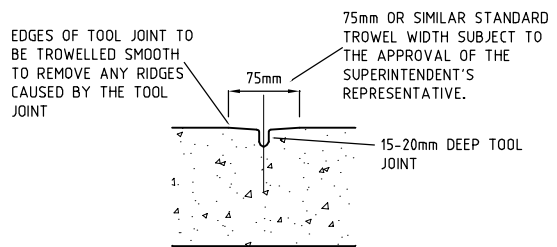
STANDARD VEHICLE CROSSING FOR RESIDENTIAL AREAS
IF BUILDING LINE >50mm BELOW TOP OF KERB S202 APPLIES

STANDARD DRAWING ISSUE
CURRENT AT TIME OF
CONSTRUCTION MUST BE USED

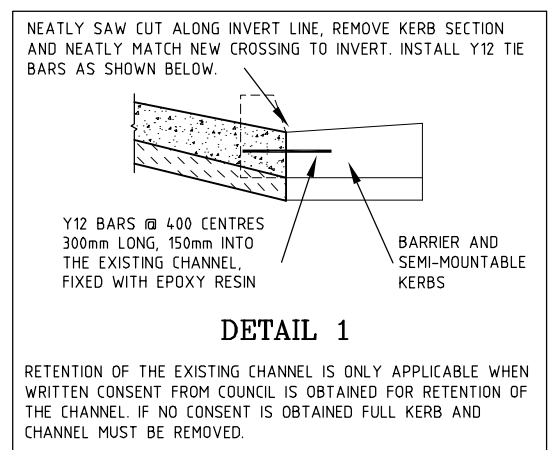


NOTES:

1. ALL NEW CONCRETE INCLUDING VEHICLE CROSSING, FOOTPATH AND KERB AND CHANNEL TO BE FULL DEPTH BLACK COLOUR TO ACHIEVE A CONSISTENT COLOUR. THE COLOUR IS TO BE 'ABILOX' PREMIUM SPECIAL BLACK AT A DOSE RATE OF **2.0%** BY WEIGHT IN GREY CEMENT.
2. ALL ITEMS TO BE DEMOLISHED SHALL BE SAW CUT AT JOINTS PRIOR TO REMOVAL (INCLUDES ASPHALT TO CONCRETE INTERFACE).
3. EXPANSION JOINTS TO BE 10mm WIDE & FILLED WITH CORK OR BITUMINOUS IMPREGNATED PARTICLEBOARD FOR FULL WIDTH & DEPTH OF EDGE.
4. EXISTING KERB & CHANNEL TO REMAIN FOR ROLL-OVER KERB (WHERE TOP OF KERB IS LESS THAN 90mm ABOVE INVERT). CROSSING TO BE TIED TO BACK OF KERB.
5. WHERE PARTIAL CROSSING REPLACEMENT / CONSTRUCTION IS TO OCCUR, COMPLETE BAYS ARE TO BE REMOVED. REINSTATED BAYS ARE TO BE TIED TO EX. CONCRETE WITH Y12 BARS @ 400mm CENTRES, 300mm LONG, 150mm INTO EX. CONCRETE.
6. FOR LOCATION, SPECIFICATIONS AND INSPECTION REQUIREMENTS REFER TO "CITY OF KINGSTON VEHICLE CROSSING GUIDELINES".



TYPICAL TOOL JOINT DETAIL

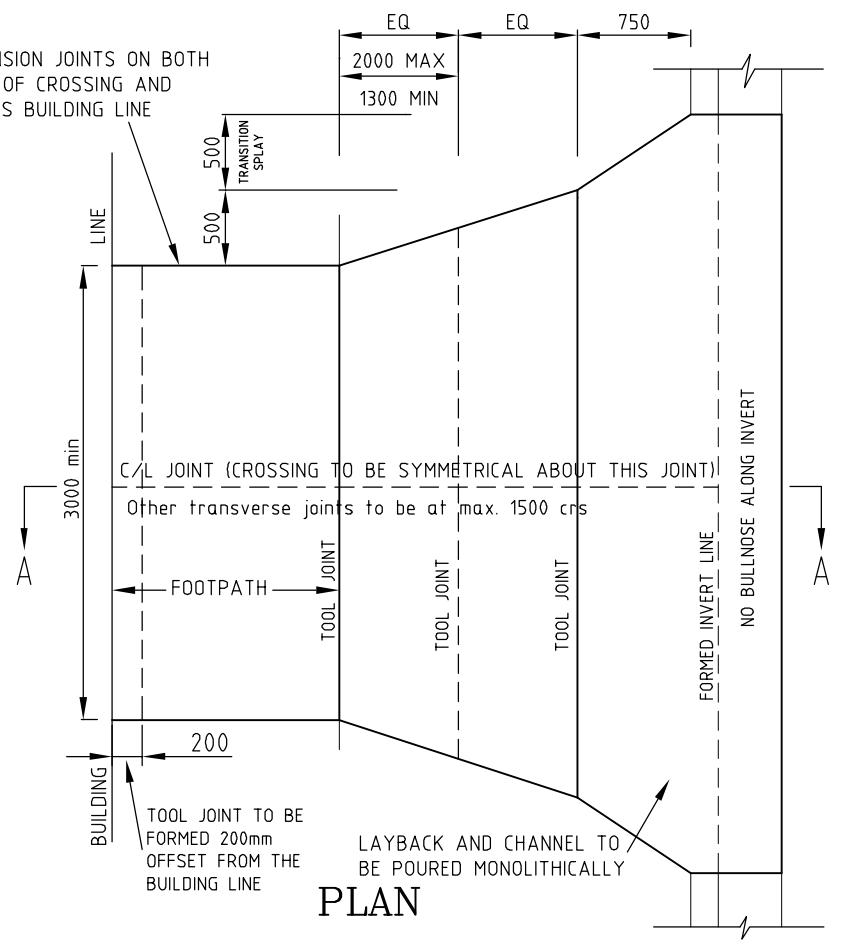


DETAIL 1

RETENTION OF THE EXISTING CHANNEL IS ONLY APPLICABLE WHEN WRITTEN CONSENT FROM COUNCIL IS OBTAINED FOR RETENTION OF THE CHANNEL. IF NO CONSENT IS OBTAINED FULL KERB AND CHANNEL MUST BE REMOVED.

SECTION A-A

EXPANSION JOINTS ON BOTH SIDES OF CROSSING AND ACROSS BUILDING LINE



PLAN

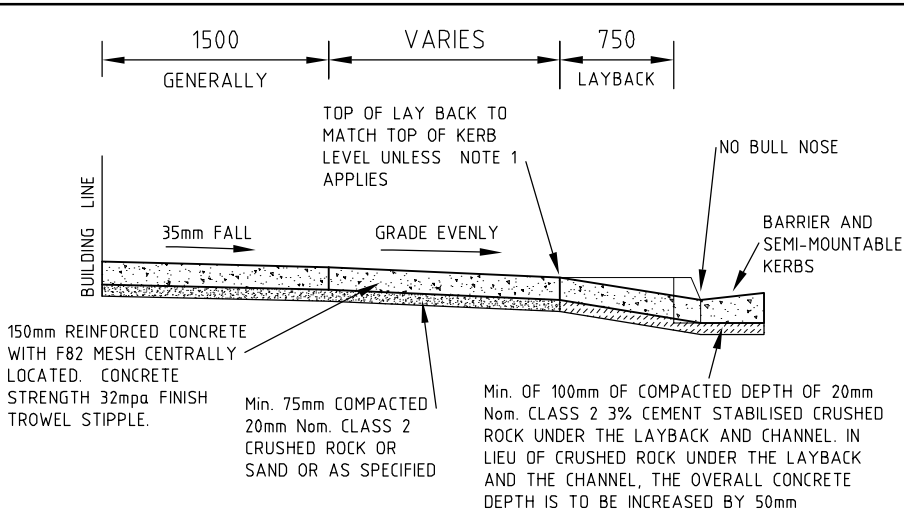
**KINGSTON CITY COUNCIL
STANDARD DRAWING**

DRG. NO. **S202**

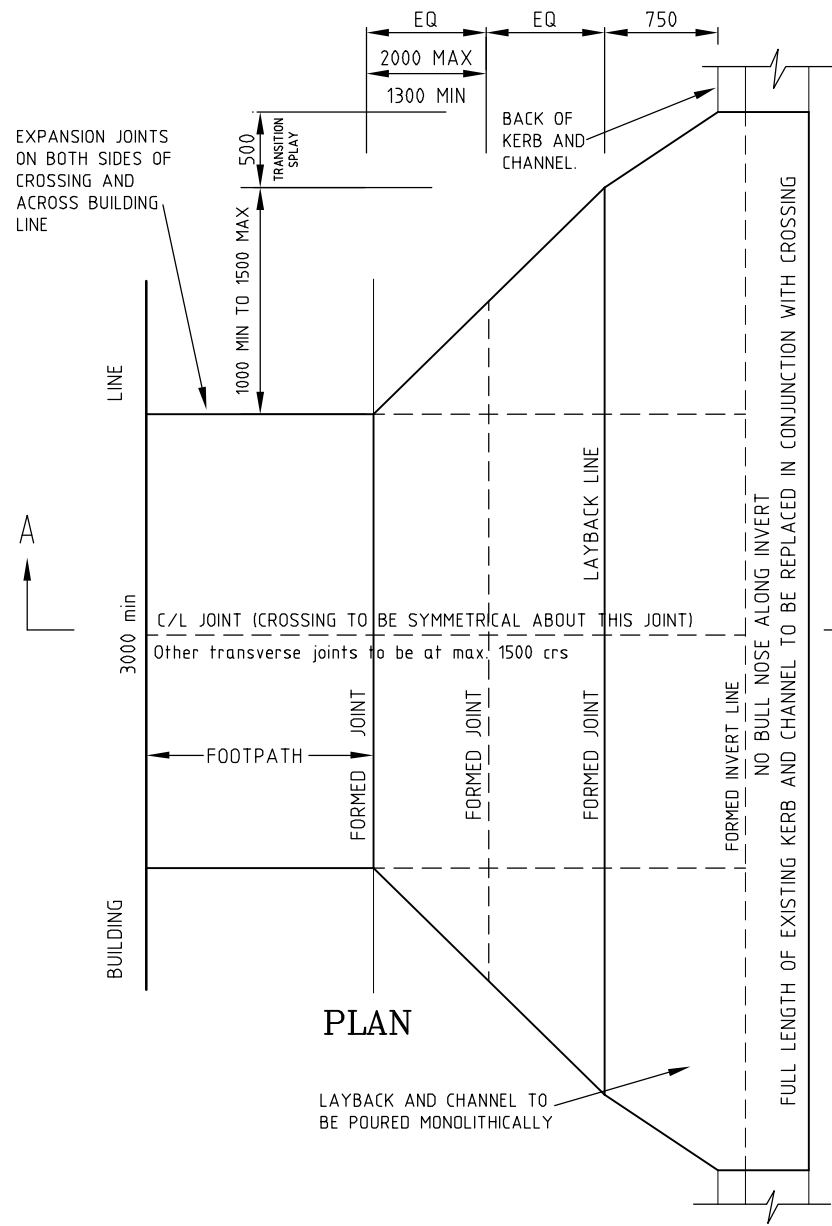
ISSUE DATE: 22/03/12

REVERSE FALL VEHICLE CROSSING FOR RESIDENTIAL AREAS
BUILDING LINE IS MORE THAN 50mm BELOW TOP PF KERB LEVEL - SEE S201 IF THIS
CONDITION IS NOT MET

STANDARD DRAWING ISSUE
CURRENT AT TIME OF
CONSTRUCTION MUST BE USED

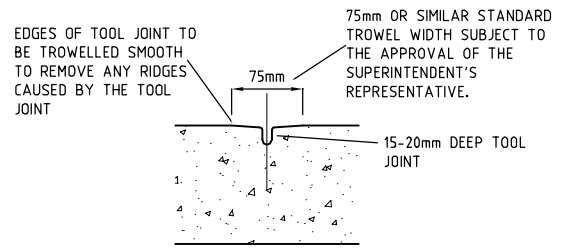


SECTION A - A



NOTES:

1. WHEN LEVEL DIFFERENCE BETWEEN BUILDING LINE AND TOP OF KERB IS LESS THAN 50mm, CROSSING AND LAY BACK ARE TO GRADE EVENLY FROM INVERT OF CHANNEL TO FOOTPATH.
2. ALL NEW CONCRETE INCLUDING VEHICLE CROSSING, FOOTPATH AND KERB AND CHANNEL TO BE FULL DEPTH BLACK COLOUR TO ACHIEVE A CONSISTENT COLOUR. THE COLOUR IS TO BE 'ABILOX' PREMIUM SPECIAL BLACK AT A DOSE RATE OF **8.3%** BY WEIGHT IN GREY CEMENT.
3. ALL ITEMS TO BE DEMOLISHED SHALL BE SAW CUT AT JOINTS PRIOR TO REMOVAL (INCLUDES ASPHALT TO CONCRETE INTERFACE).
4. EXPANSION JOINTS TO BE 10mm WIDE & FILLED WITH CORK OR BITUMINOUS IMPREGNATED PARTICLEBOARD FOR FULL WIDTH & DEPTH OF EDGE.
5. WHERE PARTIAL CROSSING REPLACEMENT / CONSTRUCTION IS TO OCCUR, COMPLETE BAYS ARE TO BE REMOVED. REINSTATED BAYS ARE TO BE TIED TO EX. CONCRETE WITH Y12 BARS @ 400mm CENTRES, 300mm LONG, 150mm INTO EX. CONCRETE.
6. IF THE BUILDING LINE IS LESS THAN 50mm BELOW THE TOP OF KERB NO PREPARATION WORKS ON THE VEHICLE CROSSING ARE TO COMMENCE UNTIL A DRAINAGE PLAN IS APPROVED BY COUNCIL AND THE APPROVED DRAINAGE WORKS ARE CONSTRUCTED.
7. FOR LOCATION, SPECIFICATIONS AND INSPECTION REQUIREMENTS REFER TO "CITY OF KINGSTON VEHICLE CROSSING GUIDELINES".



TYPICAL TOOL JOINT DETAIL

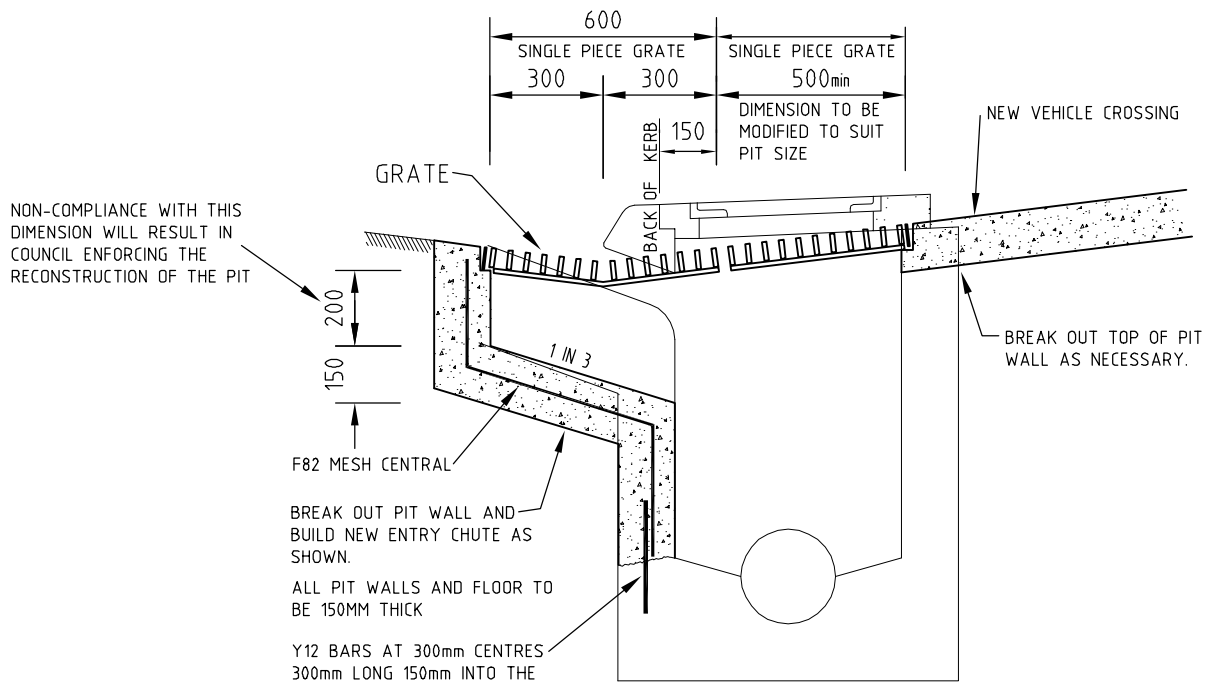
**KINGSTON CITY COUNCIL
STANDARD DRAWING**

DRG. NO. **S203**

ISSUE DATE: **22/03/12**

**HEAVY DUTY VEHICLE CROSSING
FOR USE IN INDUSTRIAL AND COMMERCIAL AREAS**

STANDARD DRAWING ISSUE
CURRENT AT TIME OF
CONSTRUCTION MUST BE USED



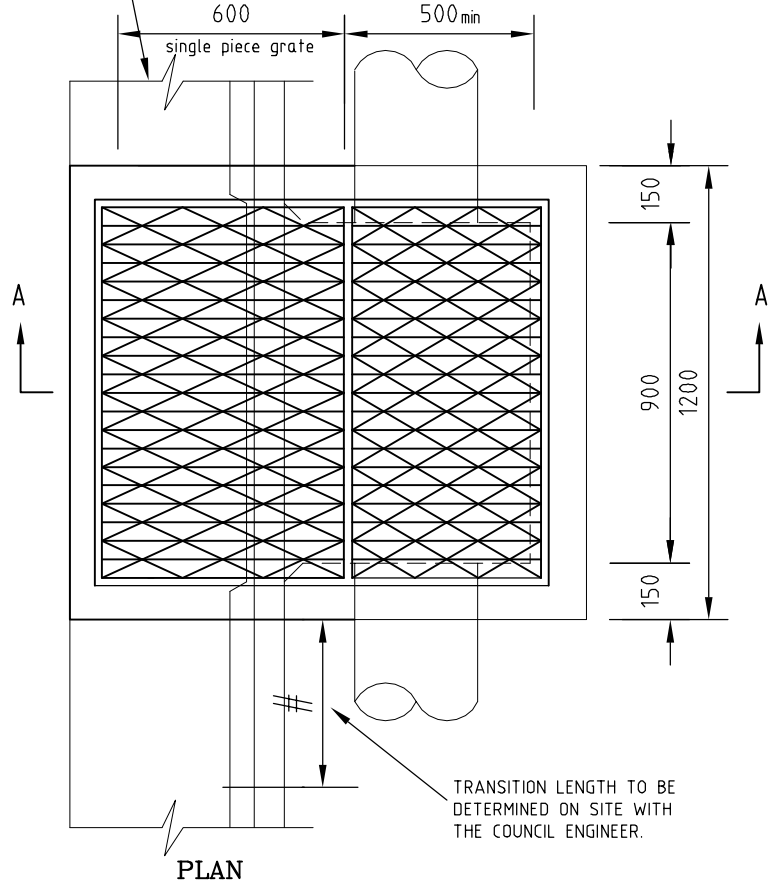
SECTION A - A

NOTES

1. ALL NEW COVER DIMENSIONS GIVEN ON THIS DRAWING MUST BE VERIFIED FOR SUITABILITY AGAINST THOSE OF THE PIT BEING MODIFIED BEFORE ORDERING COMPONENTS.
2. ALL GRATE COMPONENTS TO BE CLASS D AND GALVANISED. APPROVED SUPPLIERS AS OF MARCH 2012
R&S GRATING, BIKE SAFE GRATES
13 HEALY ROAD DANDENONG SOUTH.
Ph. 9238 5888
www.grating.com.au
3. DIMENSIONS GIVEN ON THIS DRAWING ARE FOR THE CURRENT STANDARD 900x600 SIDE ENTRY PIT. DUE TO THE LARGE VARIATION IN PIT SIZES WITHIN THE CITY OF KINGSTON, INDIVIDUAL PITS MUST BE MEASURED BEFORE ORDERING COVER COMPONENTS. MOST EXISTING PITS WILL REQUIRE MODIFICATION FROM THE DIMENSIONS SHOWN ON THIS DRAWING.
4. THIS DRAWING GIVES DETAILS FOR A SINGLE FRAME (2 SINGLE PIECE GRATES) WHICH IS SUITABLE FOR VEHICLE CROSSINGS WITH MINIMAL SLOPE. FOR STEEP VEHICLE CROSSINGS, A TWO PIECE FRAME WILL BE REQUIRED WITH A CHANGE IN GRADE BETWEEN FRAMES.
5. ALL PROPRIETARY COMPONENTS TO BE SUPPLIED BY MANUFACTURERS LISTED OR OTHERS IF APPROVED BY COUNCIL.
6. THIS MODIFICATION CANNOT BE LOCATED WITHIN THE TRANSITION SPLAY ZONE OF THE VEHICLE CROSSING. SEE VEHICLE CROSSING STANDARD DRAWINGS S201, S202 AND S203 FOR THE DEFINITION OF THE TRANSITION SPLAY.

KERB PROFILE SHOWN IS 600mm WIDE, OTHER PROFILES EXIST

SINGLE PIECE GRATE DIMENSIONS TO BE MODIFIED TO SUIT PIT SIZE.



**KINGSTON CITY COUNCIL
STANDARD DRAWING**

DRG. NO. **S204**

ISSUE DATE: 22/03/12

SIDE ENTRY PIT MODIFICATION FOR VEHICLE CROSSING
CONSTRUCTION

STANDARD DRAWING ISSUE
CURRENT AT TIME OF
CONSTRUCTION MUST BE USED



Vehicle Crossing Inspections – Booking Procedure

- Vehicle crossing pre pour inspections are conducted Monday to Friday 8.30am to 12.30pm.
- Bookings are made by telephone 9581 4342 or 9581 4369. Applicants are urged to leave a message and contact number to enable Council's Field Officer to return the call.
- Inspections to be booked allowing one (1) business days' notice, subject to availability. Book earlier to secure your preferred day and time.
- The concreter must be present at the inspection. The vehicle crossing must be fully prepared for pouring concrete, i.e. boxed out to the required levels. See standard drawings.
- Crossings that fail inspections must be re-booked for a further inspection. An additional fee may be required when multiple inspections occur.

Vehicle Crossing Guideline

This guide is to assist you with construction of your proposed vehicle crossing in accordance with Councils requirements. Vehicle crossings must adhere to the following:

- Not be closer than 1 metre from any pits, power poles or other above ground asset without the written consent of the relevant authority.
- Not be closer than 3 metres from any nature strip tree. A large nature strip tree may require up to 5 metres clearance, at the discretion of the permit issuer, to preserve the tree and eliminate future vehicle crossing damage.
- Not be closer than 6 metres of the tangent of a corner / street intersection.
- Where public utility assets (power poles, stormwater pits, telecommunication pits etc) are located within proposed vehicle crossings, these assets must be moved, relocated, or modified at the owners / developers cost. All such works are to comply with the relevant authority's requirements.
- For single dwellings, only one vehicle crossing is permitted per property. Vehicle crossing widths are to be no less than 3 metres and no more than 4.6 metres as measured at the property boundary.
- For properties under a planning permit, vehicle crossing widths are to be no less than 3 metres wide as measured at the property boundary.
- All redundant and / or redundant portions of a vehicle crossing must be removed and reinstated to Council satisfaction with kerb and channel replaced in a monolithic pour.
- Must be constructed in an alignment of 90 degrees to the kerb.
- Must align with the internal driveway. Where an internal driveway is wider than the maximum 4.6 metres, the vehicle crossing is to be aligned centrally to the driveway and the adjacent footpath constructed to vehicle crossing strength, no less than the width of the internal driveway.
- Where there is no existing footpath, levels at the property boundary and road reserve must be obtained from the Roads & Drains department by calling 9581 4342 or 9581 4369 before commencing works.
- A shared vehicle crossing between two properties is no longer permitted. A pedestrian refuge of 1 metre is to be provided between the vehicle crossings. Therefore, the vehicle crossing alignment must be no closer than 500mm to the side boundary. A common layback may be provided.

For further information or clarification, please call 9581 4342 or 9581 4369.