



DRIVEWAY SET-OUT SCHEDULE

VEHICLE CROSSING CONSTRUCTION NOTES

1. AT LEAST 48 HOURS NOTICE OF INTENTION SHALL BE GIVEN TO COUNCIL ENGINEER TO POUR CONCRETE WITHIN THE ROAD RESERVE AND NO CONCRETE SHALL BE PLACED UNTIL THE FOREWORK HAS BEEN APPROVED AND AN INSPECTION NOTICE ISSUED.
2. ALL DISTURBED AREAS OF THE FOOTWAY ADJACENT TO THE VEHICLE CROSSING SHALL BE TIERED AND FINISHED LEVEL WITH THE CONCRETE SURFACE. RAISED EDGES ARE UNACCEPTABLE.
3. THE ROAD ADJOINING THE VEHICLE CROSSING SHALL BE BATTERED AND TIERED AT A MAXIMUM GRADIENT OF 1V:6H OR AS DIRECTED BY COUNCIL ENGINEER.
4. CONCRETE FOOTPATH ADJUSTMENTS SHALL BE IN ACCORDANCE WITH COUNCIL'S SPECIFICATION AND SATISFACTION.
5. THE SUBGRADE MUST BE THOROUGHLY COMPACTED BY THE USE OF VIBRATORY COMPACTION EQUIPMENT UNTIL IT SHOWS NO SIGNS OF MOVEMENT, OR AS DIRECTED BY COUNCIL.
6. VEHICLE CROSSING SLABS MUST BE POURED IN PLAIN CONCRETE. SLAB SURFACE MUST BE COVE FINISHED (OR EQUIVALENT) AND EDGES TO BE FINISHED WITH A 50mm MARLIN.
7. ALL CHANGES IN GRADE SHALL BE SKEWERED TO ENSURE NO RIGID/SHARP TRANSITIONS.
8. THE MINIMUM COMPRESSIVE STRENGTH OF CONCRETE SHALL BE 25MPa AT 28 DAYS.
9. THE MINIMUM THICKNESS OF CONCRETE SHALL BE AS FOLLOWS:
 - (a) SINGLE RESIDENTIAL DWELLING: 150mm THICK REINFORCED WITH S172 MESH PLACED 30mm BELOW TOP OF CONCRETE SLAB
 - (b) MULTI-UNIT RESIDENTIAL: 150mm THICK REINFORCED WITH S182 MESH PLACED 30mm BELOW TOP OF CONCRETE SLAB
 - (c) COMMERCIAL, OR INDUSTRIAL: 180mm THICK REINFORCED WITH S182 MESH PLACED 30mm BELOW TOP OF CONCRETE SLAB
10. THE VEHICLE CROSSING UP TO 2400mm FROM THE GUTTER INVERT SHALL BE GRADED PARALLEL WITH THE ROAD CENTRELINE.
11. THE VEHICLE CROSSING SHALL BE CONSTRUCTED PERPENDICULAR TO THE ROAD PAVEMENT UNLESS OTHERWISE INSTRUCTED BY COUNCIL.
12. APPROVED CONCRETE CONTRACTORS SHALL BE REQUIRED TO COMPLY WITH ALL COUNCIL CROSSINGS AND ASSOCIATED WORKS ON THE ROAD RESERVE MUST BE COMPLETED BY A COUNCIL APPROVED CONCRETE CONTRACTOR.
13. NO TREE ROOTS GREATER THAN 50mm IN DIAMETER ARE TO BE REMOVED UNLESS AUTHORISED BY A QUALIFIED ARBORIST.
14. ANY ROOTS APPROVED FOR REMOVAL, SHALL BE CLEAN CUT WITH SHARP TOOLS SUCH AS SECATEURS, PRUNERS, HANDSAWS, CHAINSAWS OR SPECIALISED ROOT PRUNING EQUIPMENT.

1. THE STANDARD DRIVEWAY PROFILES SHOWN MAY NOT SUIT ALL TERRAIN CONDITIONS.
2. THESE STANDARD DRIVEWAY PROFILES MAY NEED TO BE MODIFIED TO SUIT.
3. THE STANDARD DRIVEWAY PROFILES SHOWN MAY NOT TAKE INTO CONSIDERATION CONNECTING FOOTPATHS AND SIDEWALKS. THE DESIGNER WILL NEED TO ASSESS DISABLED ACCESSIBILITY. THE SLOPE OF THE DRIVEWAY MAY NEED TO BE DESIGNED WITH A MAXIMUM 2.5% CROSS-FALL GRADED TOWARDS THE KERB OR ROAD SIDE. ALSO THE STANDARD DRIVEWAY PROFILES SHOWN HAS NOT BEEN DESIGNED TO ACCOMMODATE ANY SPECIAL NEEDS, FOR EXAMPLE, IN A FLOOD PLANNING AREA WHERE A MINIMUM FIVE BOARD FEET IS REQUIRED TO PROTECT THE PARKING FACILITY.
4. WHERE MODIFICATION OF THE DRIVEWAYS IS REQUIRED TO MEET THE DESIGNER'S REQUIREMENTS, THE DESIGNER MUST BE AWARE THAT THE DESIGN PROFILE MUST BE CHECKED AGAINST THE AUSTRALIAN STANDARD AS/NZS 2890.1:2004 "OFF STREET CAR PARKING" CODE FOR SCRAPING AND BOTTOMING USING THE 85TH PERCENTILE PASSENGER VEHICLE.
5. THE DESIGNER WILL NEED TO CLASH WITH COUNCIL TO DEVELOP A SUITABLE DESIGN SOLUTION.

 northern beaches council	STANDARD DRAWINGS DRIVEWAY PROFILE – NORMAL (N)
	DRAWING NO. 1