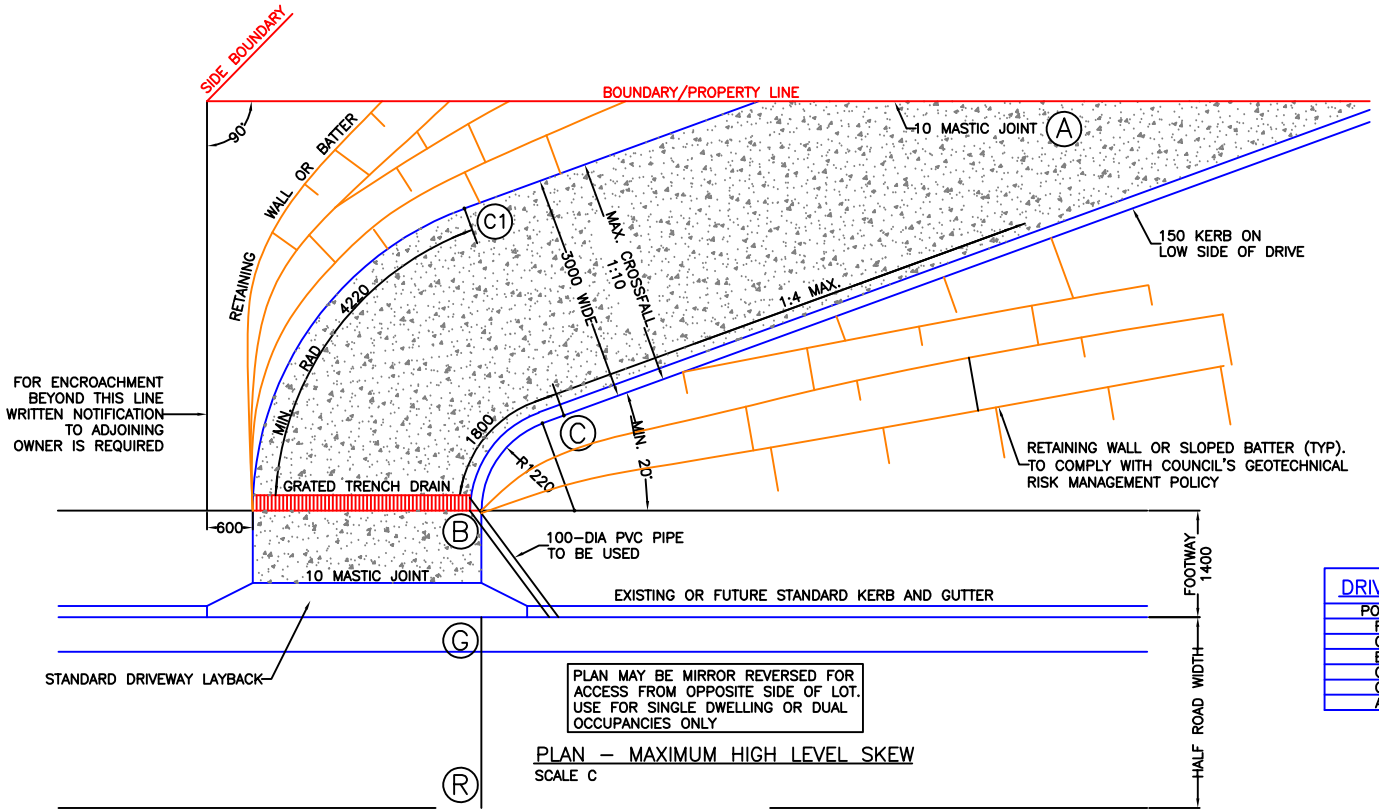


PLAN – MAXIMUM HIGH LEVEL SKEW
SCALE C

## DRIVEWAY SET-OUT SCHEDULE

| POINT | REMARK | LEVELS |
|---|---|---|
| R | ROAD CENTRE LINE | |
| G | INVERT OF GUTTER | |
| B | 1400mm FROM KERB FACE | 130mm ABOVE POINT G |
| C | 3200mm FROM KERB FACE | NOT HIGHER THAN 440mm ABOVE POINT G |
| C1 | 6900mm FROM KERB FACE | MIINIMUM 440mm AND MAXIMUM 740mm ABOVE POINT G |
| A | BOUNDARY | EASE REQUIRED AT GRADE CHANGE |

## CONCRETE DRIVEWAY NOTES

1. LAYBACK AND GUTTER SHALL BE CONSTRUCTED IN PLAIN CONCRETE AND FINISHED WITH A STEEL TROWEL.
2. THE MINIMUM COMPRESSIVE STRENGTH FOR DRIVEWAYS SHALL BE 25MPa AT 28 DAYS. FOR COMMERCIAL OR INDUSTRIAL DRIVEWAYS THE SLAB DEPTH SHALL BE INCREASED TO MINIMUM OF 180mm WITH SL82 STEEL MESH AND TOP COVER OF 30mm.
3. THE SUBGRADE SHALL BE EVENLY COMPACTED USING A VIBRATORY COMPACTION EQUIPMENT UNTIL IT SHOWS NO SIGNS OF MOVEMENT, OR AS DIRECTED BY COUNCIL.
4. ALL VEHICLE CROSSINGS SHALL BE CONSTRUCTED IN ACCORDANCE WITH LEVELS AND SPECIFICATION ISSUED BY COUNCIL AND MUST COMPLY WITH AS/NZS 2890.1:2004 "OFF STREET CAR PARKING" CODE.
5. ALL KERBING SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD DRAWINGS AND SPECIFICATION ISSUED BY COUNCIL.
6. WHERE COUNCIL OR ITS REPRESENTATIVE DIRECTS THAT THE GUTTER IS TO BE RETAINED, THE CONTRACTOR IS TO PLACE A 75mm DEEP SAW CUT IN THE GUTTER INVERT AND REMOVE THE KERB AND/OR LAYBACK.
7. WHERE COUNCIL OR ITS REPRESENTATIVE DIRECTS THAT THE GUTTER IS TO BE REMOVED, A ROAD OPENING PERMIT OR APPLICATION IS TO BE OBTAINED PRIOR TO COMMENCEMENT OF WORKS.
8. THE CONSTRUCTION OF ALL VEHICLE CROSSINGS AND ASSOCIATED WORKS MUST BE PERFORMED BY A COUNCIL APPROVED CONTRACTOR.
9. SAWCUT 500mm ASPHALT STRIP AND MATCH IN LAYBACK WITH ROAD SURFACE TO SMOOTH TRANSITION.

## 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 FORMWORK HAS BEEN APPROVED AND AN INSPECTION NOTICE ISSUED.
2. ALL DISTURBED AREAS OF THE FOOTWAY ADJACENT TO THE VEHICLE CROSSING SHALL BE TURFED AND FINISHED LEVEL WITH THE CONCRETE SURFACE. RAISED EDGES ARE UNACCEPTABLE.
3. THE ROAD ADJOINING THE VEHICLE CROSSING SHALL BE BATTERED AND TURFED AT A MAXIMUM GRADIENT OF 1V:6H OR AS DIRECTED BY COUNCIL.
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 MARGIN.
7. ALL CHANGES IN GRADE SHALL BE SCREEDED 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: 130mm THICK REINFORCED WITH SL72 MESH PLACED 30mm BELOW TOP OF CONCRETE SLAB
(b) MULTI-UNIT RESIDENTIAL: 150mm THICK REINFORCED WITH SL82 MESH PLACED 30mm BELOW TOP OF CONCRETE SLAB
(c) COMMERCIAL OR INDUSTRIAL: 180mm THICK REINFORCED WITH SL82 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. THE CONSTRUCTION OF ALL VEHICLE 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.

## IMPORTANT DRIVEWAY DESIGN NOTES:

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 WHERE THE FOOTPATH MEETS THE DRIVEWAY. FOR DISABLED ACCESSIBILITY, A SECTION 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 FREE BOARD CREST IS REQUIRED TO PROTECT THE PARKING FACILITY.
4. WHERE MODIFICATION OF THE DRIVEWAY IS REQUIRED TO MEET EXISTING OR PROPOSED CROSS FALLS OR LEVELS, THE FINAL 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 LIAISE WITH COUNCIL TO DEVELOP A SUITABLE DESIGN SOLUTION.

| No | DATE | AMENDMENTS | INITIALS |
|---|---|---|---|
| 1 | 16/06/22 | INITIATE DRAWINGS | JM |

LEVEL DATUM: AHD
CO-ORD SYSTEM: N.A.
SURVEYED: N.A.
WORK-AS-EXECUTED
BY: N.A.
DATE: **/**/****

PLOT DATE: 07/07/2022
PRELIMINARY
DRAWN BY: THOMAS LAU
DATED: 20/04/18
INITIATED BY: STEVE WATSON
(ASSET MANAGER)

DESIGN APPROVED
DESIGNED BY: THOMAS LAU
DATED: 20/04/18
APPROVED BY: E. HAVENSTEIN
DESIGN MANAGER

APPROVED FOR CONSTRUCTION
PROJ. MGR: N.A.
DATE: (**/**/****)
APPROVED BY: THOMAS LAU
PRINCIPAL ENGINEER

A 0 0.10 0.20 0.30 0.40 0.50 METRES 1:20 @ A3
B 0 0.2 0.4 0.6 0.8 1 METRES 1:40 @ A3
C 0 0.5 1.0 1.5 2.0 2.5 METRES 1:100 @ A3

northern beaches council

STANDARD DRAWINGS
DRIVEWAY PROFILE – MAXIMUM HIGH LEVEL SKEW (MHLS)

DRAWING NO. 1