

# Specification for construction of private/commercial vehicle crossing

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## Fees applicable

Non-refundable application fee

Inspection fee

Bond (if applicable – to be determined at application assessment by an Asset Protection Officer)

## SECTION A – GENERAL REQUIREMENTS

In accordance with Banyule City Council's General Local Law No. 1 (2015), prior to the commencement of any work in a road reserve, the owner/contractor/developer must obtain a Vehicle Crossing Permit from Banyule City Council.

Permits can be applied for online via the Banyule City Council website.

## INSPECTION

An inspection is required pre concrete pour and upon final completion. To book an inspection, contact the Municipal Laws & Public Assets team on 9490 4222.

A minimum of 24 hours' notice is required for inspection bookings. All inspections take place between the hours of 9am to 12pm and 1pm to 3pm Monday to Friday.

The permit holder is responsible for any additional damage caused to Council assets as a result of works. All reinstatement will be at the cost of the permit holder with repairs to be carried out in accordance with Council's current standards and specifications.

Permits will be valid for a period of 28 days – should work not be commenced within this time, a new Permit must be applied for and obtained. The granting of a Vehicle Crossing Permit is subject to compliance with the following conditions and requirements.

## SECTION B (i) – STANDARD CROSSING

The vehicle crossing shall consist of 150mm minimum thickness of concrete with F72 mesh and a stipple finish with a 25 MPA 28 day test value placed over a compacted 50mm thickness of fine crushed rock.

A total excavation depth of 200mm is required at a minimum.

F72 reinforcing mesh to be placed centrally in all concrete greater than 100mm thick.

The vehicle crossing shall extend from kerb to building line and shall comply in all aspects with Council's standard drawings. The minimum acceptable width is 3m and the maximum width is 5.6m. Where the maximum width at the building line is to exceed 5.6m, written approval must be obtained from the Municipal Laws & Public Assets team.

Banyule City Council's Standard Drawings R200, R205, R210, & R220

## **SECTION B (ii) – COMMERCIAL CROSSING**

Commercial vehicle crossings require greater thickness of concrete, reinforcing or higher MPA concrete and is to be constructed as per direction of Council's Authorised Officer discretion.

The vehicle crossing must be constructed with a minimum concrete thickness of 200mm with a 25 MPA 28 day test value or higher. The concrete must be placed over no less than 50mm of compacted fine crushed rock. A total minimum excavation depth of 250mm is required.

Optional:

Two layers of F72 reinforcing mesh on bar chairs must be installed prior to inspection.

One layer of F82 reinforcing mesh on bar chairs must be installed prior to inspection.

Banyule City Council's Standard Drawing R215.

## **SECTION C – NON-STANDARD CROSSING**

Written approval must be obtained from the Municipal Laws & Public Assets team for consideration of a non-standard vehicle crossing prior to applying for a permit. The onus is on the applicant to demonstrate why a standard crossing option could not be applicable.

### **Asphalt Crossing Specifications**

The asphalt is to be 100mm or greater in thickness and shall be laid on a base of 150mm minimum thickness of compacted crushed rock.

### **Brick Paver Specifications**

Brick pavers are to be a minimum of 75mm thick and shall be laid on a base of 100mm minimum thickness of concrete placed over 50 mm of compacted fine crushed rock. A 12mm thickness of mortar shall be used to bond the bricks to the concrete base.

### **Stamped Patterned Paving Specifications**

A minimum 150mm of concrete is to be laid on a base of 50mm of compacted fine crushed rock. A total minimum excavation depth of 200mm.

## **SECTION D – MAINTENANCE OF CROSSINGS**

If it is necessary for Council, or any other Authority, to lay mains or carry out any work, necessitating breaking up or trenching, through or under a non-standard crossing, the property owner is required to bear any cost over and above that of the reinstatement of a standard concrete crossing.

For a standard crossing, in the above situation, Council or the appropriate Authority will reinstate the vehicle crossing at no cost to the property owner. The property owner is responsible for the maintenance and replacement of both standard and non-standard crossings arising from normal wear and tear.

## **SECTION E – REMOVAL OF EXISTING FOOTPATHS, KERBS AND CHANNELS ETC**

Existing footpaths, considered by Council to be in good order, may be left intact to form part of the crossing. If the footpath thickness is less than 150mm at the crossing, the property owner will be advised that the sub-standard bays must be removed and reconstructed in accordance with Council's current standards and specifications.

Where there is no layback, all kerb and channel must be removed to the nearest joint. Alternatively, with the approval of Council's Supervising Officer, the complete kerb and channel may be cut through neatly so as to leave no section of kerb and channel less than 1.5m long. Care should be taken when breaking out kerb and

channel that the asphalt edge of roadway is not damaged. Should roadway damage occur, the property owner is responsible for the subsequent costs of any required reinstatement. Where an existing kerb layback is not used for the crossing, it must be removed and reinstated in kerb and channel.

## **SECTION F – INSPECTION BY COUNCIL**

After obtaining a Vehicle Crossing Permit, the work may proceed to the stage where all excavation and formwork is set up.

### Pre-pour Inspection:

24 hours prior notice is required to arrange a pre-pour inspection where the permit holder must obtain approval from the Asset Protection Officer before pouring concrete. Please call our Customer Service on 9490 4222.

### Final Inspection:

Once all works are completed, arrangements for a final inspection should be made. The Asset Protection Supervisor retains the right to order the demolition of the vehicle crossing if it does not conform to Council's specifications.

## **SECTION G – BASE COURSE**

Should any necessary filling be required, the entire sub-grade base area must be thoroughly compacted by an adequate roller or flat tamping, using sufficient moisture content to obtain a uniformly hard, even surface at a minimum depth of 150mm below the specified concrete surface level. Any soft or spongy areas within the base course will be rejected, as will any areas not showing a 150mm minimum depth. In summer, the base course should be well watered prior to pouring concrete.

## **SECTION H – POURING AGAINST EXISTING CONCRETE**

All concrete surfaces abutting new concrete should be thoroughly cleaned and watered immediately before pouring. The poured concrete should be densely compacted by vibration, tamping or spading. In all instances, surface density should be obtained by heavy floating. Construction joints must be straight. The figuration shall conform to Council's Standard drawings. A first-class standard of finishing to a stipple or trowel finish and jointing is required to give a uniform medium rough textured surface. If it is in the opinion of the Authorised Asset Protection Supervisor that excessive damage has occurred due to rain, footprints, cracking, graffiti or any other blemishes; direction may be given for the removal of the vehicle crossing.

## **SECTION I – CURING NEW CONCRETE**

At temperatures above 25° C the contractor must keep the concrete moist and green for seven (7) days and may use such methods as frequent watering, polythene, hessian sheet covering, or damp sand. The Authorised Asset Protection Supervisor may direct for the removal of a vehicle crossing if prematurely dried concrete shows surface crazing or shrinkage cracks.

## **SECTION J – BARRICADING AND PROTECTION OF WORKS**

The contractor must provide sufficient pedestrian management and lighting during construction and curing periods (after care/after-hours plan to be implemented). The work area must be cleared of any debris to fully protect vehicular and pedestrian traffic. Any breach of this requirement will result in Council carrying out this work at the contractor's expense and infringements may apply.

## **SECTION K – DAMAGE TO EXISTING WORKS**

During construction of the vehicle crossing, should any damage to Council assets, Public Authority assets or private assets occur, the contractor will be responsible for the full reinstatement of such works as directed by the Asset Protection Supervisor.

## **SECTION L – CLEANING UP OF THE SITE**

On completion of the vehicle crossing construction, the adjacent nature strip is to be neatly trimmed to match the new crossing and left in a safe condition. All excavation material, broken concrete, formwork etc, shall be removed from the site and the whole site is to be left in a neat and tidy condition.

## **SECTION M – LOCATION OF CROSSING**

On corner properties, the vehicle crossing must be a minimum of 9.0m from the intersection of the lot boundaries, unless otherwise approved by the Authorised Asset Protection Supervisor. If the proposed crossing location is obstructed by street trees, drainage pits, electricity supply poles, public authority valves, pits or manholes or any other obstruction, then arrangements must be made with the appropriate Authority for the relocation of such obstructions prior to the issue of a permit and cost to the applicant.

## **SECTION N – PERMIT TO OCCUPY SPACE DURING CONSTRUCTION**

A permit to occupy space on the road and footpath must applied for and obtained to support the placement of a concrete truck and associated traffic/pedestrian management during the pour. A permit can be obtained via Banyule City Council's website.