

General Information on the Construction and Maintenance of Vehicle Crossovers on Council Controlled Land

If you are considering construction of a vehicle crossover in the road reserve you may be required to apply to council for approval.

Construction includes any new crossover or modification or alterations to your existing crossover where you are changing the profile, surface, dimension or materials. Basic maintenance or upkeep such as repairing cracks or mowing the crossover area does not require council approval.

The following information may assist you in understanding council's position regarding vehicle crossovers on land we control.

What is a vehicle crossover?

A vehicle crossover is the portion of your driveway from your property boundary to the end of the road or kerb and channel (i.e. on council controlled land). The crossover includes all pipes, kerbing and any other works undertaken as part of the construction.

Do I require approval to construct a crossover?

There are two possible options for construction of your driveway which can be determined in the self-assessment information attached to this Fact Sheet:

Standard crossover – No permit required

Non-standard crossover – Council approval required

What if my crossover is from a State Controlled road?

If access to your property is from a Queensland Government controlled road, you will require approval from the Department of Transport and Main Roads to complete your crossover construction. Council cannot approve your construction. Visit www.transport.qld.gov.au for more information.

Will Council construct my crossover?

No. Council does not construct crossovers in our road reserve but we do ensure there is an opportunity for each property owner to have at least one crossover approved by Council.

Can I construct my own crossover?

Yes, you can construct your own crossover to council's engineering standards. Alternatively, you can engage the services of a licensed contractor to do the work for you.

What does standard mean?

Standard means your crossover is self assessable against Council requirements. The self assessment process is designed to ensure crossover construction will not have a negative impact on the environment, Council's infrastructure or the community.

How do I know if my crossover plans are standard?

Refer to the Vehicle Crossover Checklist. If you answer 'no' to any of the questions your crossover is nonstandard and therefore not self-assessable. In this instance you must apply for a Non Standard Crossover / Operational Works approval through Council's Planning Department.

What are my responsibilities?

The property owner/s is wholly responsible for (including costs of):

1. the construction of the crossover; and
2. the maintenance of the crossover.

Any modification to the kerb and channel is considered to be part of the construction of the crossover and therefore is the responsibility of the property owner/s.

Council takes no responsibility for any public liability injury or property damage caused by you carrying out work in the road reserve (footpath).

What are the acceptable standards for a crossover?

To be classed as a standard crossover it must be constructed in accordance with the appropriate standard drawing – RS-049 and RS-050 (residential) and RS-056 (rural) and/or Addendum RS-056.1 for a rural driveway concrete surface alternative.

In accordance with the standard drawings, your crossover should be finished with a non-slip surface and be able to withstand loading from intended vehicles.

How do I determine whether my property is located in a rural or urban area?

If you are unsure about which standard drawings apply to you, please refer to the planning scheme to determine whether your property is located in a rural or urban area.



What if I can't comply with the standard requirements?

Crossovers that cannot be constructed in accordance with council's standard conditions will need to have an Operational Works approval.

Operational Works approvals may be subject to obtaining approvals under the planning scheme.

How do I apply for an Operational Works approval?

Complete [DA Form 1 – Development Application Details](#) and forward to Council.

What if there is a tree, infrastructure or utility service in the way?

If there are vegetation, infrastructure or utility services in the proposed crossover area, you will be required to obtain an Operational Works approval. You should plan the location of your crossover according to the required setbacks and clear of any utility service where possible. Significant trees, traffic islands and storm water pits cannot normally be moved to suit crossovers. If approval is granted, the cost of any remedial works will be at the property owners' expense. Council may grant permission for the removal of some street trees upon assessment to construct an approved crossover.

Who will maintain my crossover?

Maintenance of a crossover is the sole responsibility of the property owner. The maintenance requirements are a standard condition of any crossover approval. Council will not maintain crossovers and may require that a property owner undertake works to improve their crossover/asset or risk having it removed. This position is consistent with other councils and the State Government.

What if council or a public utility company damage or remove my crossover?

If council or a public utility company damage or remove any part of your crossover, there is no expectation or requirement that they reinstate the crossover as constructed. Where the crossover construction is to a higher standard or non-standard, council or the public utility will look to reinstate the crossover to a design compliant with the standard drawings.

What forms do I use?

Complete the Vehicle Crossover Checklist to determine if your vehicle crossover is:

1. Standard (read the Standard Vehicle Crossover Fact Sheet to determine if your proposed crossover is considered standard and no approval permit is required), or
2. Non Standard (seek an Operational Works approval by completing [DA Form 1 – Development Application Details](#)).

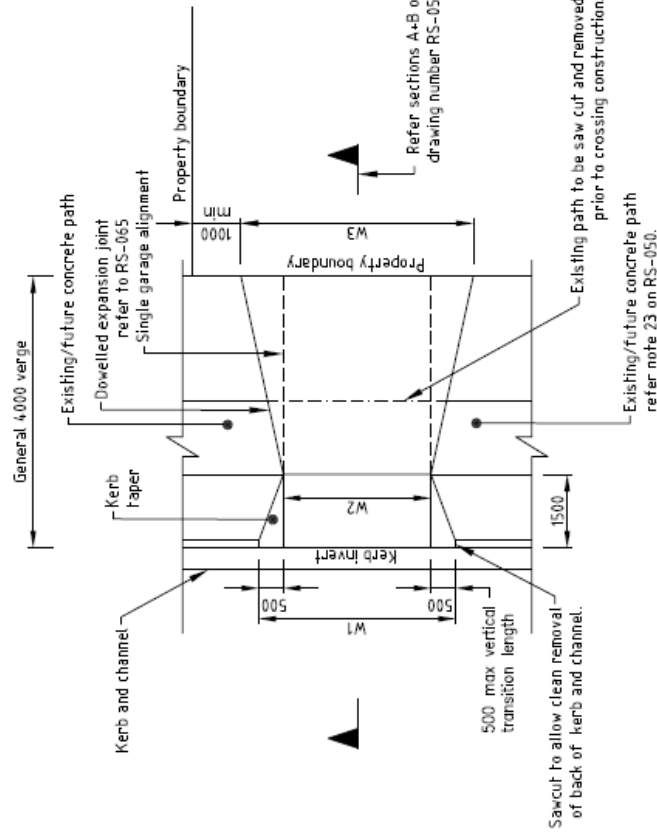
Further information

For further information regarding standard and non-standard crossovers, please contact Councils Customer Service on 07 5329 6500.



ALLOWABLE NUMBER AND WIDTH OF RESIDENTIAL DRIVEWAYS

TYPE	DESCRIPTION	ALLOWABLE No. OF CROSSINGS	max WIDTH AT KERB INVERT (W1)	W2	max WIDTH AT PROPERTY BOUNDARY (W3)	SPECIAL CONDITIONS APPLICABLE (All driveways subject to relevant council approval.)
SINGLE HOUSE	1	1	4.0m	3.0m	3.0m	
	2	1	4.0m	3.0m	5.0m	
	3	2	4.0m	3.0m	5.0m	1. min 40.0m Frontage; 2. min 12.0m between two crossings.
	4	1	5.0m	4.0m	6.0m	Subject to carport/garage approval.
DUPLEX	5	1	5.0m	4.0m	6.0m	
	6	2	5.0m	4.0m	5.0m	min 7.0m between crossings.

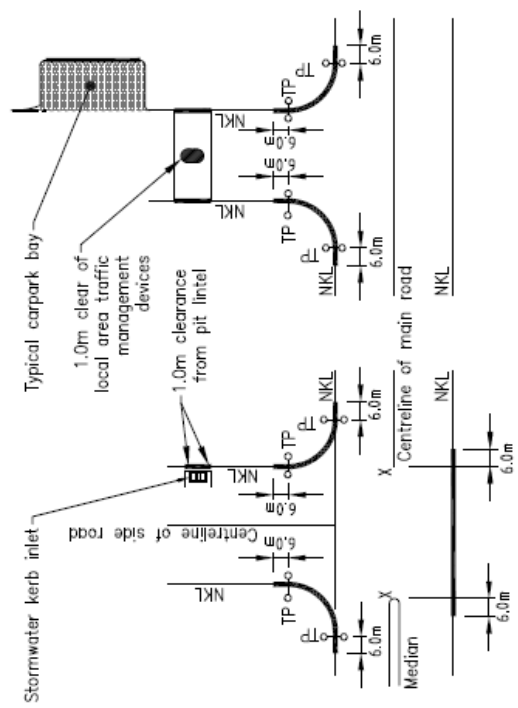


NOTE:

- Services & road furniture will not be moved for driveways.
- This drawing to be read in conjunction with RS-050.

LEGEND
(DRIVEWAY PROHIBITED LOCATIONS)

- NKL nominal kerb line (face of kerb)
- TP Tangent point on NKL
- Prohibited locations shown in a heavy line, based on AS 2890.1
- The points marked 'X' are either at the median on a divided road, or at the intersection of the main road centreline and the prolongation of the side road NKL line on an undivided road.



COLLECTOR ACCESS

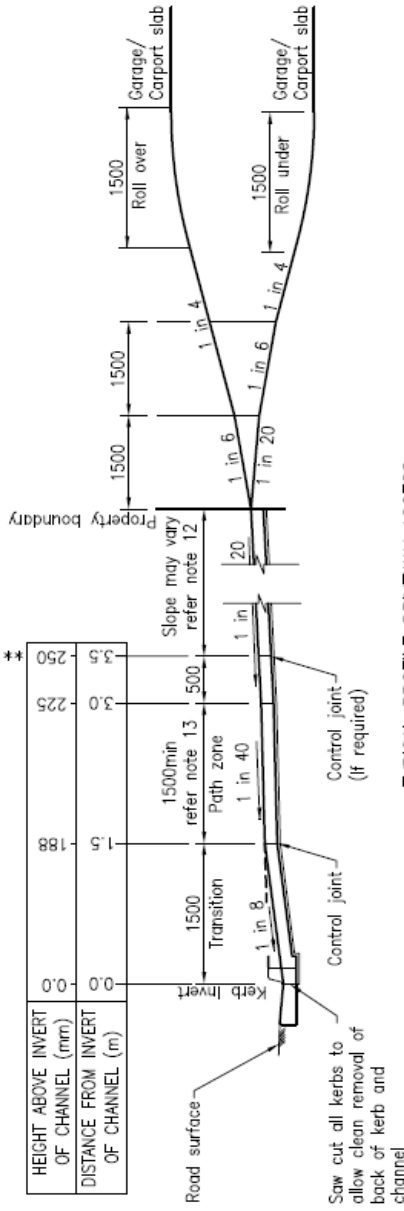
DRIVEWAY PROHIBITED LOCATIONS

SETOUT REQUIREMENTS

These drawings have been developed in consultation between the participating Councils. BEFORE USE, the user shall confirm that the drawing has been adopted by the appropriate Council.

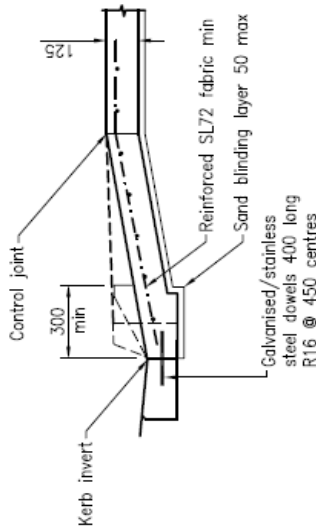
	INSTITUTE OF PUBLIC WORKS ENGINEERING AUSTRALASIA STANDARD DRAWINGS			DRIVEWAYS RESIDENTIAL DRIVEWAYS PLAN 1 OF 2		RS-049	
B 06/14 Review A 10/12 ORIGINAL ISSUE BY							

HEIGHT ABOVE INVERT OF CHANNEL (mm)	DISTANCE FROM INVERT OF CHANNEL (m)
250	0.0
3.5	1.5
225	3.0
3.0	5.0



TYPICAL PROFILE DRIVEWAY ACCESS SECTION B

Refer drawing RS-049



BREAKOUT TYPE SECTION A

Refer drawing RS-049

NOTE:

- All appropriate permits must be obtained from relevant council, specifying crossing type, construction materials, location, levels, surface finishes and dimensions, prior to any excavation.
- Alternative materials for construction, other than reinforced concrete, refer to relevant council for approval.
- Crossing to be constructed square to the street alignment, wholly contained within the site frontage from invert of channel to property boundary.
- One access to be constructed per allotment unless otherwise approved by relevant Council.
- To reduce impact on available street parking, consideration is to be given to visitor's and neighbouring property's parking needs when selecting a crossing location.
- Crossing to be located clear of existing gully pits, where this cannot be achieved, the gully pit and pipework may be relocated at the property owner's expense, subject to approval of the relevant council.
- Crossing to be located clear of all service authority's fittings, manholes and pits. Subject to relevant Council approval, where this cannot be achieved, existing service pits are to be contained within the area of new driveway, pit surface to match approved driveway finished levels.
- Kerb adaptors and associated roofwater drainage to be located clear of vehicular crossings.
- Council will not relocate traffic islands or provide breaks in traffic islands to allow driveway access.
- For water sensitive urban design verges, the vehicular crossing is subject to relevant council design and approval.
- **Driveways must achieve a high point of 250mm above invert of kerb to ensure stormwater is contained within the road reserve as per requirement of Q.U.D.M. (Queensland Urban Drainage manual). This constraint may be varied upon the approval of the relevant Council.
- Under special circumstances Council may approve a rising grade of 1:6 max or falling grade of 1:20 min. Longitudinal grades along property boundary must allow for free drainage and pedestrian safety.

- Path zone width may vary to match existing concrete pathways and verge profiles. Path earthworks adjoining concrete must be well compacted.
- Earthworks cut and fill batters from edge of driveway or path to natural surface to be maximum grade at 1 in 10 and fully turfed prior to council inspection.
- Existing path to be longitudinally transitioned to new driveway at a maximum grade of 1 in 10.
- Plain concrete surfaces to be heavy broom finished.
- Decorative surfaces are subject to relevant council approval, where approved, to have a 5mm max depth variation in the finished surface profile. All finished surfaces of driveways are to comply with the requirements of AS/NZS 3661.1 slip resistance of pedestrian surfaces.
- Exposed aggregate finish subject to relevant council approval due to environmental reasons.
- Expansion joints to be 10mm thick full depth closed cell cross linked polyethylene foam (85 - 150 kg/m), or 8.5mm thick bitumen impregnated compressed granulated corkboard, installation to manufacturers' instructions. Seal surface of joint with a suitable polyurethane sealant.
- Concrete surface tolerance to be $\pm 5\text{mm}$ over 3 metre sections.
- Concrete to be minimum grade N32 in accordance with AS 1379 and AS 3600.
- Concrete construction to comply with the requirements of AS 3600, concrete code.
- Reinforcement fabric to AS 1304, 50 top and edge cover, lap fabric 250.
- Control joints are to be sealed with a low modulus self priming sealant to the manufacturers specification, refer RS-065.
- Formwork and reinforcement shall be in place and inspected and approved by the relevant council prior to placement of concrete.
- Maintenance of the crossings are the responsibility of the property owner.
- Drawing to be read in conjunction with RS-049.
- Cross fall of existing pavement adjacent to the driveway to be checked, if cross fall exceeds 3%, relevant Council will decide if driveway needs to be re-designed to ensure satisfactory clearance for vehicles.
- All dimensions are in millimetres unless shown otherwise.

These drawings have been developed in consultation between the participating Councils. BEFORE USE, the user shall confirm that the drawing has been adopted by the appropriate Council.

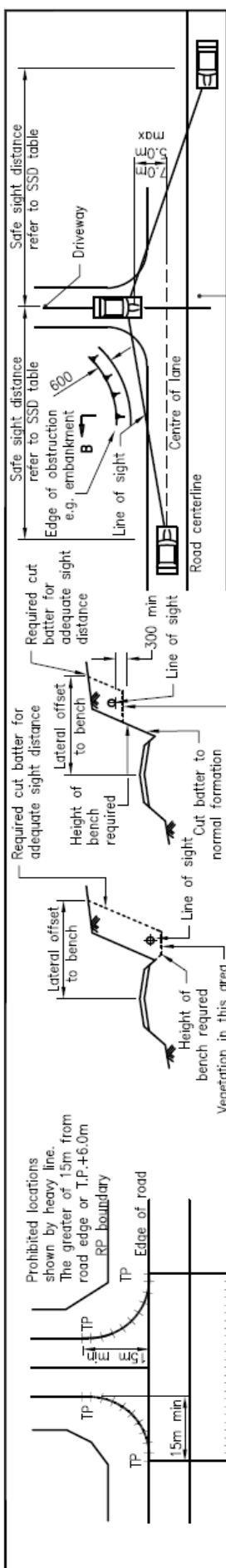


INSTITUTE OF PUBLIC WORKS ENGINEERING AUSTRALASIA
STANDARD DRAWINGS

DRIVEWAYS
RESIDENTIAL DRIVEWAYS
PLAN 2 OF 2

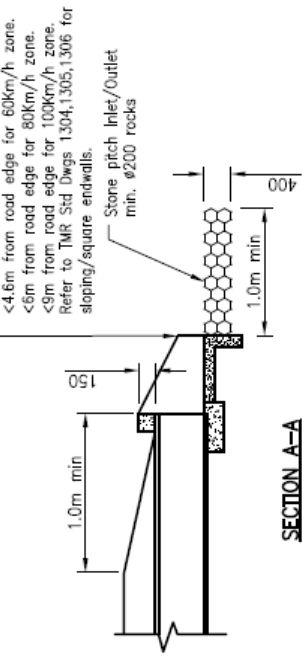
RS-050

NO.	DATE	BY	CHKD.	APPD.
E	05/14	Review		
D	10/12	Review		
C	06/10	Review		
B	06/09	Review		
A	03/08	ORIGINAL ISSUE		
1		IPWEA		

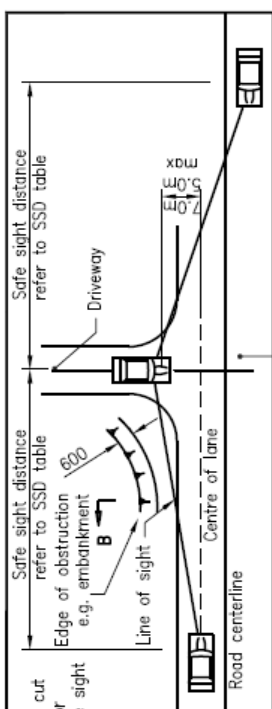


PROHIBITED LOCATIONS AT INTERSECTIONS FOR RURAL DRIVeways

Endwalls to be concrete or min $\phi 200$ rocks grouted with cement.
 On roads with a marked centerline, ends to be sloping if:
 <4.6m from road edge for 60km/h zone.
 <5m from road edge for 80km/h zone.
 <5m from road edge for 100km/h zone.
 Refer to TMR Std Dwg 1304, 1305, 1306 for sloping/square endwalls.



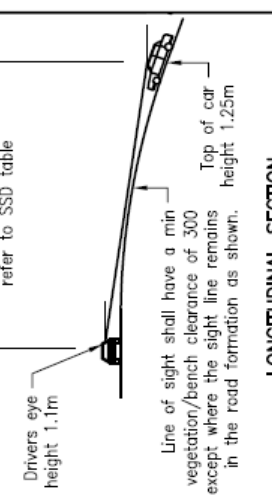
SECTION A-A



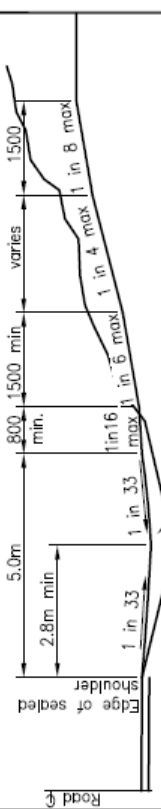
PLAN

Speed Limit (km/h)	Safe Sight Distance (m)
40	73
50	97
60	123
70	151
80	181
90	214
100	248

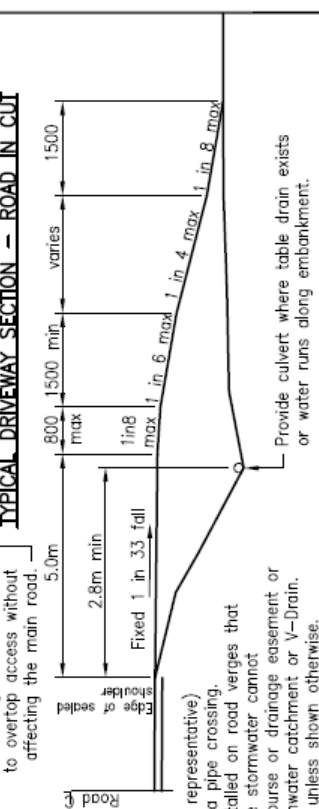
Based on Austroads Part 4A - 2009, Table 3.2



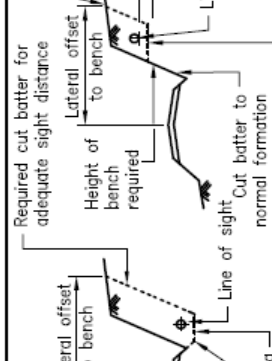
**LONGITUDINAL SECTION
SSD - EXITING FROM DRIVEWAY**



TYPICAL DRIVEWAY SECTION - ROAD IN CUT



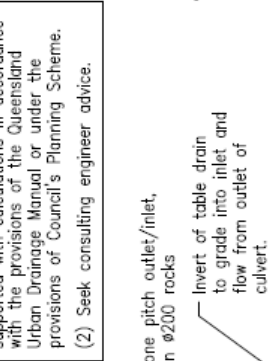
TYPICAL DRIVEWAY SECTION - ROAD IN FILL



**BENCHING DETAIL
SECTION B-B**

Catchment Area	PIPE SIZE	
	ARI 2	ARI 10
<0.5Ha	375	450
<1.0Ha	450	525
<1.5Ha	525	600
<2.5Ha	600	2/450
<3.0Ha	2/450	2/525
<4.0Ha	2/525	2/600
<5.0Ha	2/600	(2)

For average daily traffic ≤ 2000 , ARI 2
 For average daily traffic > 2000 , ARI 10
 (1) Alternatives may be approved if supported with calculations in accordance with the provisions of the Queensland Urban Drainage Manual or under the provisions of Council's Planning Scheme.
 (2) Seek consulting engineer advice.



NOTES:

1. A site assessment (By a Council representative) is to occur upon application for a pipe crossing. Pipe crossings are not to be installed on road verges that fall to the subject property where stormwater cannot be directed to a natural water course or drainage easement or when there is no upstream stormwater catchment or V-Drain.
2. All dimensions are in millimetres unless shown otherwise.

DRIVEWAY PLAN

These drawings have been developed in consultation between the participating Councils. BEFORE USE, the user shall confirm that the drawing has been adopted by the appropriate Council.



**INSTITUTE OF PUBLIC WORKS ENGINEERING AUSTRALASIA
STANDARD DRAWINGS**

NO.	DATE	ISSUE
1	06/14	Review
2	02/14	Amended Drawing Number
3	12/11	Drawing number changed from SED R-056 to RS-056
4	06/10	Review
5	03/08	Review
6	03/08	ORIGINAL ISSUE

**DRIVEWAYS
RURAL DRIVEWAY**

RS-056

Driveway Crossover Checklist – Standard or Non-standard?

Complete the following checklist to determine if your proposed crossover is standard or non-standard and then complete and submit the relevant form to council for approval.

Refer to the Institute of Public Works Standard Drawings (RS-049, RS-050 and RS-056, RS-056.1) to assist you in answering the questions. Refer to the Planning Scheme to determine if your property is urban / rural. Note: If access to your property is from a Queensland Government controlled road, you will require approval from the Department of Transport and Main Roads to complete your crossover construction.

Answer Yes or No	
If in an urban area , is the crossover to be constructed from concrete (includes, coloured and exposed aggregate concrete, asphalt or bitumen; must be compliant with Aust. Standards for slip resistance) No raised edges i.e. stamped concrete raised pattern or painted/ sealed/ polished surfaces.	<input type="checkbox"/> Yes <input type="checkbox"/> No
If in a rural area, is the crossover to be constructed to council's rural standard drawing RS-056	<input type="checkbox"/> Yes <input type="checkbox"/> No
Is this going to be the only crossover for this property?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Is the crossover access located so as to provide a clear view of passing pedestrians and vehicles? (Refer to Standard Drawings RS-049, RS-050 or RS-056)	<input type="checkbox"/> Yes <input type="checkbox"/> No
Is the crossover in a location where there are no painted or concrete traffic islands on the road in front of the crossover?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Is the crossover at least 1.0 metre clear of the nearest storm water pit or power pole?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Is the crossover in a location where there are no road signs or trees in the way?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Is the crossover in a location where its construction will not disturb a survey mark?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Is the crossover in a location where there are no water meters, fire hydrants or valves in the path of the crossover?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Is the crossover in a location where it will not cover the water supply pipe between the main and the meter?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Is the crossover in a location where there are no sewerage or storm water manholes in the path of the crossover?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Will the crossover levels match the existing concrete footpaths (if present)?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Is the crossover outside of a prohibited location as shown in Standard Drawings number RS-049 and RS-050 or for rural driveways Standard Drawing number RS-056?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Is the crossover in a location where it will not be within 10 metres of the approach side of a bus stop?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Is the crossover in a location where it will not be built over a recognised easement?	<input type="checkbox"/> Yes <input type="checkbox"/> No
For an urban residential crossover is it less than 25 metres in length within the road reserve?	<input type="checkbox"/> Yes <input type="checkbox"/> No
For a rural crossover is it less than 45 metres in length within the road reserve?	<input type="checkbox"/> Yes <input type="checkbox"/> No
If you are on a corner, will the crossover be constructed in the road described as your street address?	<input type="checkbox"/> Yes <input type="checkbox"/> No

If you have answered 'No' to any questions you need to apply for a Non Standard - Operational Works approval, using DA Form 1 – Development Application Details.

If you have answered 'Yes' to all questions in the above checklist, your driveway crossover is considered standard and no additional council approval is required. (Please note the Standard Driveway crossover terms and conditions and safety requirements included in this document)

Vehicle Crossovers on Council Controlled Land

Non Standard Crossover Application Process

Where you intend to construct a nonstandard vehicle crossover which you believe to be outside of council's self-assessable guidelines, you can apply the following process.

Construction includes any new crossover or modification or alterations to your existing crossover where you are changing the profile, surface, dimension or materials. Basic maintenance or upkeep such as repairing cracks or mowing the crossover area does not require council approval.

Step 1 – Plan the location

Consideration needs to be taken when planning the location of your crossover. Ideally your crossover should be planned prior to the construction of your house to prevent further expense in moving obstacles. You need to ensure there are no obstructions such as public utility services, street trees, water meters, traffic signs, infrastructure or traffic islands impeding access. Also consider the kerb space between your proposed crossover and your neighbors as your crossover will affect the number of parking spaces available near your property.

Crossovers cannot be constructed in the locations specified in the relevant standard drawings – indicated as crossover prohibited locations.

Step 2 – Design your crossover

Standard drawings are available to assist you or your hired contractor with the construction of your crossover. Select the appropriate standard drawing RS-049 and RS-050 or RS-056, RS-056.1 for the crossover type and the kerb and channel type. The standard drawings can be downloaded from council's website.

It should be noted that pavers, tiles, loose stones, slippery polished or painted/ sealed and gravel in urban areas are not appropriate construction materials. These materials do not appropriately withstand constant vehicle use often causing pedestrian slip and trip hazards and environmental issues.

This may also apply to a rural crossover; the material used must be sufficiently compacted so that it does not wash onto the roadway or storm water system and create additional environmental issues.

You may at this point decide to hire a licensed contractor to construct your crossover. A licensed contractor should be appropriately insured and has the expertise to interpret standard drawings and provide specialist information.

Step 3 – Submit your Non Standard (Operational Works) Crossover Application

Complete and submit [DA Form 1 – Development Application Details](#) .

Your application will be assessed and either declined or appropriately conditioned.

Construction, modification or alteration of the crossover must not commence until you have received formal written approval from council and satisfied all necessary conditions.

Step 4 – Begin construction

The construction of a crossover may start as soon as council has provided written approval and satisfied all necessary conditions.

Construction of the crossover must be completed within 24 months of receiving the council approval.

Important: - Before any excavation takes place call Dial Before You Dig on 1100 to locate any underground pipes and cables.

Crossover construction requirements:

Your crossover must be constructed in accordance with the following requirements:

- The crossover must not obstruct access or cause damage to public utilities such as bus stops, bikeways, parking bays, taxi ranks, storm water drains, water meters, fire hydrants, utility service pits, street trees and power or light poles.
- Phone, electrical and Water Meter pits and maintenance manholes can be incorporated into the crossover with the relevant service provider's permission. The service cover is to be adjusted to the level of the crossover at the owners' expense and with the appropriate utility companies consent.
- A standard vehicle (i.e. sedan/wagon) must be able to negotiate the gradient without difficulty or harm to vehicle, pedestrians or property.
- The crossover drainage must be appropriate to ensure your property and neighboring properties are protected from storm water overflow in a concentrated form from the road and other properties.
- The crossover cross fall must not direct storm water runoff onto neighboring properties.
- Vehicle tracks and other non-constructed crossovers are not permitted on the road reserve (footpath). A full slab crossover must be constructed between the kerb and the property boundary.
- Adequate signage, barrier protection and redirection measures must be in place if construction of the crossover obstructs pedestrians or traffic. For standards and procedures refer to the Manual of Uniform Traffic Control Devices at www.mainroads.qld.gov.au.

- If excavation will occur as part of the crossover construction, you must phone Dial before You Dig on 1100 to locate underground pipe and cable networks such as gas, communications, water and electricity. Any damage to infrastructure will be repaired at the property owners' expense.

Crossover guidelines:

Council recommends you consider the following additional steps when constructing a crossover:

- Check the condition of all existing kerb, channel, footpath and road surfaces. Take a photograph or provide a written statement of all damage and submit it with your application prior to carrying out any work. Any damage caused by the crossover construction will be repaired at the property owners' expense.
- Do not disturb survey marks during crossover construction. They may be required for future property boundary identification.

Please note – Council, in managing the integrity of the standard crossover approval process, may review your construction to ensure you have complied with council's standards and terms of your approval.

Ongoing Obligations:

As emphasised throughout all of this documentation, the property owner is responsible for the construction AND maintenance of a crossover. The crossover is deemed to include any pipe and kerb infrastructure which was constructed or altered as part of the crossover construction.

Non-compliance penalties:

Failure to comply with the approval conditions voids the approval thereby making the works unauthorised and subject to penalties under section 75 of the *Local Government Act* (2009).



Standard Driveway crossover construction terms and conditions

For the purpose of constructing a crossover that is classed as self-assessable development, Noosa Shire Council grants permission to carry out work on a Road Reserve or on Council Owned Land, subject to the following terms and conditions:

- (a) Adequate warning of the presence of works on a Road Reserve or Council Owned Land shall be given in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) *.
 - (1) Between sunset and sunrise such warning shall at least consist of a barrier with warning lights and a reflectorised warning sign on each side of the works.
 - (2) Between sunrise and sunset, such warning shall at least consist of a barrier with warning flags or a warning sign on each side of the works.
- (b) Any steps necessary for the protection of the public shall be taken by the applicant at the applicants' expense.
- (c) Work shall proceed without any interruption to traffic. If a traffic lane closure is required, the person carrying out the works shall have the relevant road and footpath closure permit form approved prior to any road closure occurring. Works shall be carried out in accordance with the MUTCD *.
- (d) The works shall be backfilled, consolidated and the surface reinstated immediately after the works are completed, or before this permission expires, whichever is the sooner.
- (e) Any subsidence or other damage which occurs and is attributable to the work done under the application shall be repaired by the applicant or the applicants' agent within forty eight (48) hours of receiving notice to do so by the Authorised Officer.
- (f) The applicant shall be required to ensure that they/ their contractor has an appropriate Public Liability Insurance Policy of not less than \$20 million covering any risk arising from the proposed work outside of property boundary.
- (g) A minimum 1.5 metre pedestrian throughway shall be maintained at all times. This pedestrian throughway shall be of equivalent standard to existing or to the satisfaction of the MUTCD and Council.
- (h) If relocating an existing crossover, the old crossover must be removed and the kerb and channel reinstated to the existing kerb profile and satisfaction of Council.
- (i) If the applicant constructs a non-conforming crossover and fails to get the appropriate approvals the crossover may be considered non-compliant, unapproved and require appropriate remediation to comply with Council's approved standards or be removed by council at the owner's expense.

* The MUTCD is available free from the [Main Roads](#) website.

Privacy

Council will use any personal information provided for the intended purpose only and for remaining in contact with you. Council is authorised to collect this information in accordance with the *Local Government Act 2009* and other Local Government Acts. Your personal information is only accessed by persons authorised to do so. Your personal information is dealt with in accordance with council's privacy policy.

