

Fact Sheet

Specification for the construction of vehicular access

Driveways requiring Council Approval

As per Section 138 of the Roads Act 1993, all driveway works proposed in the road reserve must be approved by Richmond Valley Council prior to any works in the road reserve taking place. Any works undertaken in the road reserve without Council approval may be required to be removed in full. The section of land between the front boundary of a property and the edge of the road is part of the road reserve.

Driveway applications must be made via the NSW Planning Portal, link to the portal can be found in Links below. All Driveway applications require the following supporting documentation:

- Certificate of Currency for Public Liability
- Site plan of proposed driveway, clearly showing location of driveway and in certain circumstances, Council may also require the following:
 - Detailed design plan of proposed driveway
 - Longitudinal section plan of proposed driveway, showing proposed connectivity to existing road
 - Traffic Guidance Scheme
 - Traffic Management Plan.

Insurance Requirements

Prior to the commencement of any work within the road reserve the applicant shall forward to Council, for inspection and recording, a copy of the contractors "Certificate of Currency" public liability insurance which has a minimum cover of \$20 Million.

The Contractors shall meet the following requirements and accept the following risks in connection with any work under this Specification:

- a. The Contractor shall undertake the whole risk of carrying out the Contract and without limiting the generality, thereof shall hold the Richmond Valley Council indemnified against all claims arising out of any injury to any person or persons including but limited to the Contractor or his employees or employees of the Council or damage to any property whatsoever including property of the Council.
- b. The Contractor shall at his own expense insure and keep insured the following policies of insurance during the period of the work:
 1. His workmen or employees pursuant to the requirements of the Workers' Compensation Act, 1926, and any Act amending that Act with an insurer approved by the Council, with an unlimited common law cover.
 2. Damage or loss of the plant by theft, whether the same shall be caused by the acts or defaults of the Council or its servants or otherwise. This policy shall be for full replacement value.
 3. Against any injury to any third party or parties or damage to any property whatsoever caused by the use of the plant when driven or operated by the Contractor or his employee or caused by any person driving or operating such plant. The cover in this paragraph (number 3) is to be for a minimum of \$20,000,000.

LINKS

► [Richmond Valley Council](#)

► [NSW Planning Portal](#)

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- c. All insurance policies shall be extended to cover the legal liability of the Council as Principal.
- d. The Contractor's responsibility as per Insurance requirements shall continue until the date shown on the final certificate of all work is satisfactorily completed as shown on Council's records.
- e. Prior to the commencement of any work within the road reserve, it is the applicants' responsibility to provide Council with a copy of the Contractors, "Certificate of Currency" with a minimum cover of \$20Million, for inspection and recording.

Protection of the Public

The contractor shall be responsible for the provision and maintenance of all lights, barriers, fencing, etc. that is necessary for the protection of the public from damage or injury. Such safety measures shall remain in place for the full time that the road reserve area is being used as a work site. Occupation Health and Safety Laws shall be adhered to by the contractor at all times.

If the Contractor fails to erect and maintain adequate lights, barriers, fencing, etc., Richmond Valley Council staff may arrange for lights, fencing and/or barriers to be erected to protect the public, with any cost incurred by Council in providing these being recovered from the deposit.

Traffic Control Plans shall be prepared where pedestrian or vehicular traffic will be impeded.

1. General

The vehicle accessway comprises two (2) components being:

- i. "Gutter Crossing" or "Crossing" - that section within the gutter or longitudinal drainage channel on the edge of the street or road - layback, dish, bridge, or pipe.
- ii. "Driveway Apron" or "Apron" - that section from the gutter to the property boundary.

These components may be constructed singly or together. Gravel aprons may be acceptable in rural locations. All work will be in accordance with this Specification and under the supervision of Council's Manager Development & Certification or his/her representative.

2. Nature of Work

The work to be carried out shall include excavation in all classes of material, removal of excavated material from the site, the supply and erection of formwork, supply and placing of approved jointing material, supply, placing, finishing and curing of concrete, the removal of formwork, the trimming of adjacent areas to suit the new work and the removal of all surplus materials on completion.

The crossings shall be constructed in-situ, aligned in straight lines (or in circular curves as appropriate), as marked on the ground, or as directed. They shall be constructed without local irregularities, true to grade, with vertical easements as required at changes of grade, such grade will not necessarily be in relation to existing levels. The construction shall be in accordance with dimensions shown on standard drawings.

Council may specify for each location the type of crossing, size of the vehicular crossing, and any associated work which has to be carried out in conjunction with the crossing.

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3. Requirements and Drawings

- Northern Rivers Local Government Standard Drawings show dimensions and specification notes for the various types of crossings
- Vehicles should preferably travel in a forward direction when entering or leaving the property (mandatory for multiple unit, commercial and industrial developments);
- The direction of travel should desirably be 90° to the centreline of the road (absolute minimum of 70°);
- The maximum change of grade shall be 12.5% for a crest and 15.0% for a sag.
- The access shall be located so as to provide adequate sight distance in both directions along the road. Entrances on the inside of corners are discouraged.
- Residential urban driveways shall be located a minimum of 6.0 metres from the edge of the tangent point of any intersection (kerbed or not). Greater distances apply to rural driveways, commercial driveways or driveways where heavy vehicles frequent.

The below informs on the Minimum Gap Sight Distance (MGSD), extracted from Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections Table 3.6.

Travel Speed Km/h (85th percentile)	Minimum Gap Sight Distance (m) (5 second gap)
40	55
50	69
60	83
70	97
80	111
90	125
100	140

- Distances are for class 1 & 2 vehicles on bituminous or concrete surfaces. Longer distances are applicable to gravel roads and/or for driveways where heavy vehicles frequent.
- Laybacks, Dish Crossings, Bridge Crossings and Aprons
- Northern Rivers Local Government Development and Design Manual - Standard Drawings
- Drawing No. NRLG - R-06, R-15 Longitudinal Grading Details - Residential, Rural
- Drawing No. NRLG - R-05 Standard Layouts & Layback Type - Light and Heavy Duty - integral with kerb and gutter. (includes apron details)
- Drawing No. NRLG - R-14, R-16 Pipe and Dish Type - usage where no kerb and gutter exists. (includes apron details)

These crossings shall comply with the following:

- Maximum of two crossings per property for:
 1. residential crossings of $\leq 5.0\text{m}$ width
 2. industrial crossings of $\leq 6.0\text{m}$ width;

One (1) crossing per property for:

1. residential crossings of $> 5.0\text{m}$ width (max 8.0m)
2. industrial crossings of $> 6.0\text{m}$ width (max 10.0m);

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- End of crossings located a minimum of 6m from street intersection boundaries;
- A minimum kerb distance of 0.5m from common property boundaries
- A minimum kerb distance of 2m between crossings on a single street frontage;
- Dish crossings shall be aligned parallel to the invert of the existing table drain and at the same level. In no case should the invert of the crossing be closer than 2.5m from the outer edge of the road shoulder;
- Aprons across road shoulders, between the crossing and the edge of bitumen, shall be sealed

Pipe Crossings

Northern Rivers Local Government Development and Design Manual - Standard Drawings Drawing No. NRLG - R-14, R-15 & R-16 are useable in both urban and rural situations where circumstances will not permit either layback or dish type.

These crossings shall comply with the following:

- Headwalls shall be RMS crash compliant and are to be provided at either end of the pipes,
- Pipe diameter will be determined by Council unless design calculations are submitted with the application; minimum 300 mm diameter (urban) or 375 mm diameter (rural) concrete,
- Pipe of minimum width 4.88m is to be laid in the table drain, at a minimum of 2.5m from the edge of the road shoulder,
- Pipes are to be concrete, rubber ring joint (or butt with sealed joint), minimum class 4, and laid in accordance with the manufacturers specification,
- Pipe crossing shall be designed so any stormwater overflow is not directed to the road in the event the crossing is at capacity,
- Bedding to be a minimum of 50mm of compacted sand or similar bedding material, shaped to ensure that the collar and barrel are uniformly supported for the full width of the pipes,
- Backfill to a minimum of half (1/2) height of the pipes with well compacted sand, metal dust or similar,
- Pipes are to be covered with a minimum of 150 mm of road base or similar approved material. If concrete instead of gravel, then as per crossing aprons,
- Where the natural surface slopes steeply to or from the road ($>\pm 10\%$), the access to the lot will require special consideration,
- Fill placed over the pipes shall not spill onto nor affect the road shoulder in such a way as to interfere with the through traffic,
- The driveway section located within the road reserve is to be constructed with flexible pavement of a minimum 150 mm compacted thickness gravel base 4.0m wide, and
- A suitable standing pad of one vehicle length is to be constructed (pavement as above) to allow a vehicle to stop before entering the roadway and also enable the sight distance requirement to be achieved. The gradient of the standing pad shall not exceed $\pm 4\%$.

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Typical Rural Accessways

In addition to the apron and crossing requirements, the Typical Rural Property Access Standards development by Transport for NSW (TfNSW) are to be followed for the construction of any rural driveway.

1. Single Unit Truck Standard

The standard typically applies when:

- The largest vehicle to use the driveway is a heavy rigid vehicle i.e. large moving truck, concrete truck etc.
- Access is associated with a residential development on property.

2. Articulated Vehicle Standard

This standard typically applies when:

- Access is proposed to primary agricultural land,
- Largest vehicles to use the driveway are articulated i.e. B-double trucks, truck and dogs, etc,
- Access is associated with a large scale development on property where heavy vehicles are expected i.e. chicken sheds, extractive industries, etc.

Patterned Concrete Apron

- A patterned concrete apron requires prior approval by Richmond Valley Council, approval is only granted in exceptional circumstances only.
- A patterned concrete apron finish is not encouraged in view of the difficulties in matching the existing if it is necessary to cut and remove/replace part of the apron.
- Construction of an apron from the gutter crossing to the footpath slab and or property boundary shall be by full width slab as shown on the drawings.
- Refer to the plans for concrete aprons as applicable to the crossing installed.
- Council is not responsible for any driveway works or maintenance for any reason whatsoever.

Brick Paving Apron

Drawing No. RVC VAS Apron - Brick Paving Type

- Brick paving aprons are not encouraged and require prior approval by Richmond Valley Council in exceptional circumstances only.
- Construction of an apron from the gutter crossing to the footpath slab and or property boundary shall be by full width slab as shown on the drawings.
- Council is not responsible for any driveway works or any maintenance for any reason whatsoever.

4. Design Levels

In certain circumstances, Council may request detailed design plans of the driveway prior to driveway approval. The detailed design plans must contain accurate survey of the location for assessment purposes. Survey is to be undertaken by the applicant (or the contractor/surveyor they have engaged) at their cost.

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5. Excavation

Excavation shall be carried out in a workmanlike manner to produce a boxing to suit the depth of concrete specified plus an extra 50mm to allow a bed of clean sand, fine crushed rock or metal dust to be placed. Excavated material shall be removed from the site and disposed of at the Contractor's expense.

The bottom of the excavation shall be neatly trimmed and compacted to produce a firm foundation. A hollow is to be excavated to contain any pipe collars. Any soft sub grade shall be replaced and any over excavation shall be made good using selected sound material from the excavation or imported filling. In either case the material used shall be approved by the Manager Development & Certification or his/her representative.

In situations where the crossing is to be constructed at a higher level or new alignment in unstable ground, the Manager Development & Certification or his/her representative may direct that a foundation be prepared. The prepared foundation will consist of a minimum of 200mm depth below sub grade of broken stone, compacted so as to form a satisfactory and unyielding foundation.

6. Formwork

Formwork free of defects (loose knots, irregularities etc) shall be erected to produce the finished work to the levels and dimensions specified or shown on the drawings. Formwork shall be substantial and securely pegged or supported so as not to yield during placing and finishing of concrete. It shall be coated with an approved releasing oil in advance of the placing of reinforcing steel (to ensure that the surface of the reinforcing steel is not contaminated by the oil), and before the concrete is placed. Formwork shall remain in place for at least three days after the concrete has been placed.

7. Concrete

Concrete shall be plant mixed and delivered to the site in agitator trucks. Concrete strength shall be not less than 25MPa, with a maximum nominal aggregate size of 20mm and a slump of 100 mm. The strength to which this Clause refers is the 28 day cylinder strength and the concrete may be sampled and tested in accordance with Australian Standard 1012 Parts 1 and 9 respectively. Concrete will be accepted if it reaches eighty per cent of the 28 day strength in 7 days. Concrete which fails to meet the 28 day strength requirement may be accepted at the discretion of the Manager Development & Certification or his/her representative up to a maximum deficiency of ten percent. Where the deficiency exceeds ten per cent, the Manager Development & Certification or his/her representative may require the concrete to be removed.

8. Placing and Finishing

After the formwork has been set up, sand bedding compacted, formwork oiled, and reinforcing placed, i.e. ready to pour, the Contractor shall arrange for an inspection of the work by the Manager Development & Certification or his/her representative. A fluoro red "DO NOT PROCEED" sticker will be placed on or around the reinforcement steel if the access has failed the pre pour inspection the contractor should contact Councils Engineering Assistant on telephone (02) 6660 0300.

Concrete shall not be placed until after the work is approved by the Manager Development & Certification or his/her representative.

Non-compliance may result in acceptance of the work being withheld.

Notice of at least two working days is required for this inspection. Before concrete is placed the base shall be watered to a damp condition to prevent drying in the lower surface of the concrete.

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The mixed concrete is to be placed on the prepared surface at such a rate as not to allow any concrete to take its initial set before fresh concrete is placed against it. During placing, the concrete shall be thoroughly compacted by continuous spading, slicing, screeding off or tamping with suitable tools to eliminate voids or honeycomb pockets and shall be worked around any reinforcement into the corners of the formwork.

The upper surface of the concrete shall be true and even, free from stone pockets, depressions or projections beyond the surface, and finished to a non-slip surface by means of a wood float and or hair broom.

Edges and dummy joints shall be marked with an approved edging/jointing tool so as to leave neatly rounded corners.

Construction joints shall be constructed in the positions indicated on the drawings, to standard and/or as directed. In general they shall be provided at a maximum of 6m intervals in footpaths and kerb and gutter, as well as at tangent points, meeting points of crossing/apron, existing paving/kerb and gutter, etc. Dummy joints (longitudinal) are to be provided at 2m intervals.

Mastic or Ableflex jointing shall be cut to conform to the cross section of the concrete and shall be for the full depth of the concrete. A joint with Ableflex jointing material shall be provided at the property boundary for the full width of the apron.

9. Curing

After the concrete has been placed, finished and sufficiently hardened it shall be covered with a layer of clean sand or hessian and kept in a damp condition for three days. Alternatively, a membrane of an approved curing oil may be sprayed so that all the exposed surface is evenly coated. The curing membrane shall be placed as soon as the concrete has been finished.

10. Trimming of Area

When the formwork has been removed the area shall be trimmed and or made good by cutting and filling the nature strip adjacent to the new accessway to a gradient not exceeding one in ten and so that water will not pond adjacent to the work.

Where filling is required, the material shall be good quality sandy loam top soil approved by the Manager Development & Certification or his/her representative.

Where cutting is required the existing top soil will be accepted so long as no clay is uncovered. If clay is exposed, the cutting shall be taken an additional 50 mm deep and refilled with approved top soil.

11. Protection of the Work

It shall be the Contractor's responsibility to protect the work for a period of three days from the date the concrete is placed and if the work is damaged or defaced in that time, it shall be made good.

12. Completion of the Work

The crossing is to be completed within six (6) months of the approval date and the contractor shall complete anyone crossing within five working days of commencing the excavation unless prevented by circumstances beyond his control. If the Contractor cannot complete any work within five days he shall apply to the Manager Development & Certification or his/her representative and obtain, in writing, an extension of time, which extension shall not unreasonably be withheld.

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13. Failure to Complete

If the Contractor fails to complete any work within the time specified or extension of time in Clause 12, the Manager Development & Certification may order the work to be completed using Council's labour and or plant and the cost incurred by Council. All works undertaken by Council will be at the applicants cost, if the deposit amount is exceeded the residual will be invoiced to the applicant for payment

14. Mains and Services

It shall be the Contractor's responsibility to locate and protect any water or sewer mains or services and electricity or telephone cables at the site of the work. The cost of repairs to any of these mains, services or cables damaged during the work shall be borne by the Contractor.

15. Stormwater Outlets

Where stormwater outlets have been laid and now conflict with the work they shall be relocated, extended or adjusted as directed by the Manager Development & Certification or his/her representative. Adjustments shall be made using an approved type of pipe having a nominal diameter of 100mm laid to an even grade and properly jointed.

16. Inspection of Work

The work shall be inspected and photographed by the Manager Development & Certification or his/her representative at the following hold points:

1a. for concrete crossings and aprons - after the formwork has been set up, sand bedding compacted, and reinforcing in place, i.e. ready to pour concrete.

1b. for pipe crossings - after the placement of pipes but prior to the installation of headwalls and backfilling.

2. final inspection at the full completion of the crossing/apron, i.e. all formwork removed, all backfilling carried out, all rubbish removed, and no trip areas, etc.

Any work found to be unsatisfactory shall be corrected and submitted for further inspection before proceeding. Additional inspection will incur fees as set out in Councils adopted Revenue Policy.

Responsibility

It is the responsibility of the applicant to ensure that any contractor engaged to carry out any work within the road reserve is conversant with and carries out the works in accordance with this specification.

Prior to the commencement of any work within the road reserve, it is the applicants' responsibility to provide Council with a copy of the Contractors, "Certificate of Currency" with a minimum cover of \$20 Million, for inspection and recording.

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Maintenance of works and structures - Section 138, Roads Act 1993

Approval must be sought from the road authority (Richmond Valley Council) prior to any works being carried out in the road reserve.

(1) A person who has a right to the control, use or benefit of a structure or work in, on or over a public road:
(a) must maintain the structure or work in a satisfactory state of repair, and (b) in the case of a structure (such as a grating or inspection cover) located on the surface of the road, must ensure that the structure is kept flush with the surrounding road surface and that the structure and the surrounding road surface are so maintained as to facilitate the smooth passage of traffic along the road.

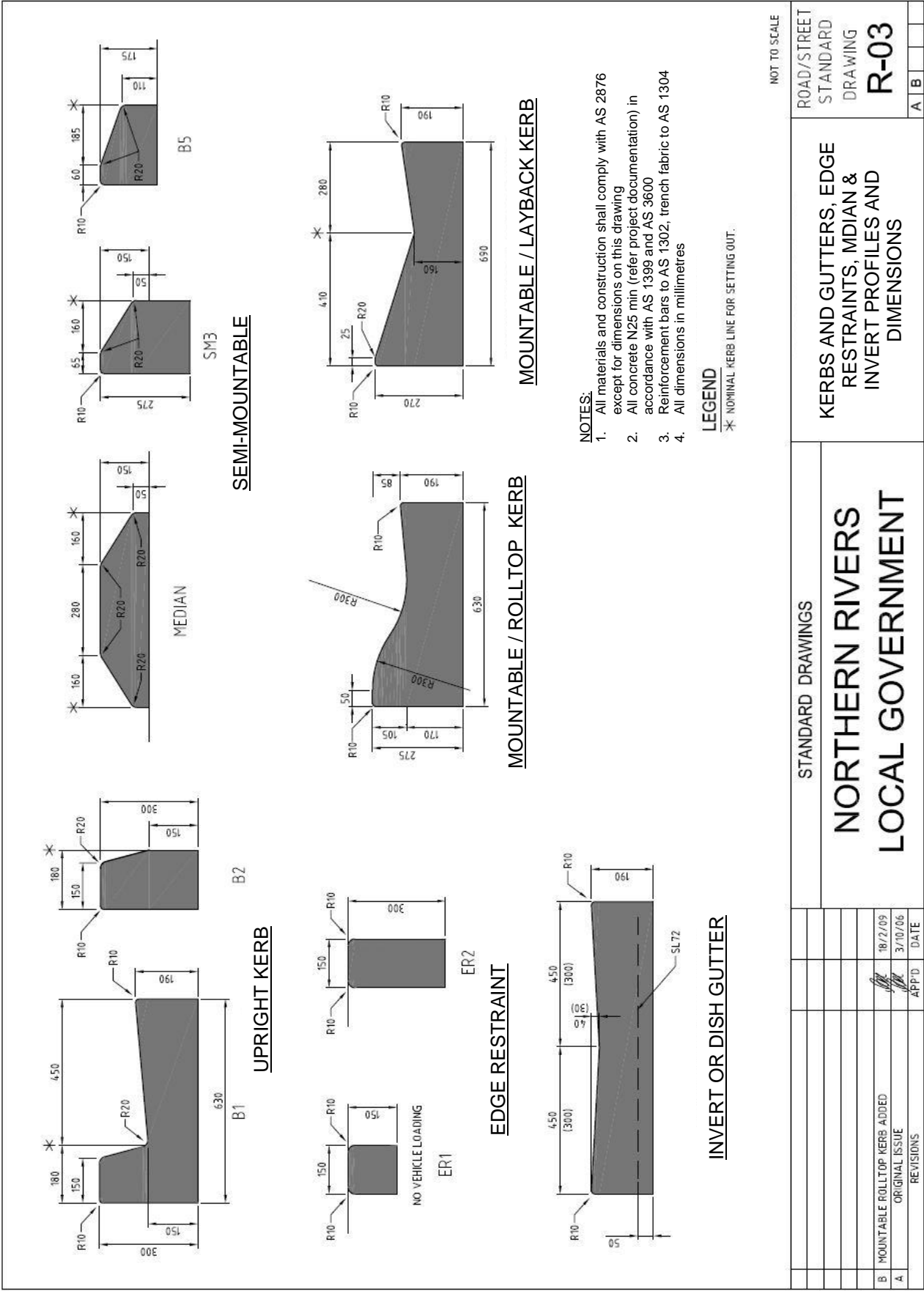
Restoration Works required on pavements, footpaths, kerb and gutter, crossings, etc is to be undertaken by the contractor or Council at the cost of the contractor or applicant.

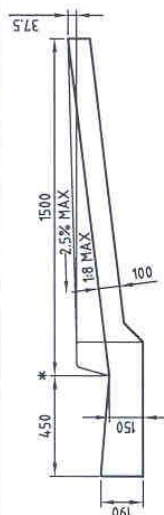
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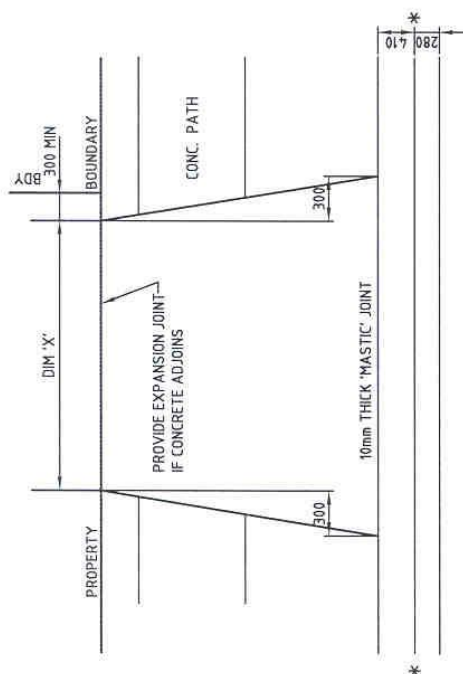


LAYBACK VEHICLE CROSSING SECTION A-A

NOTES:

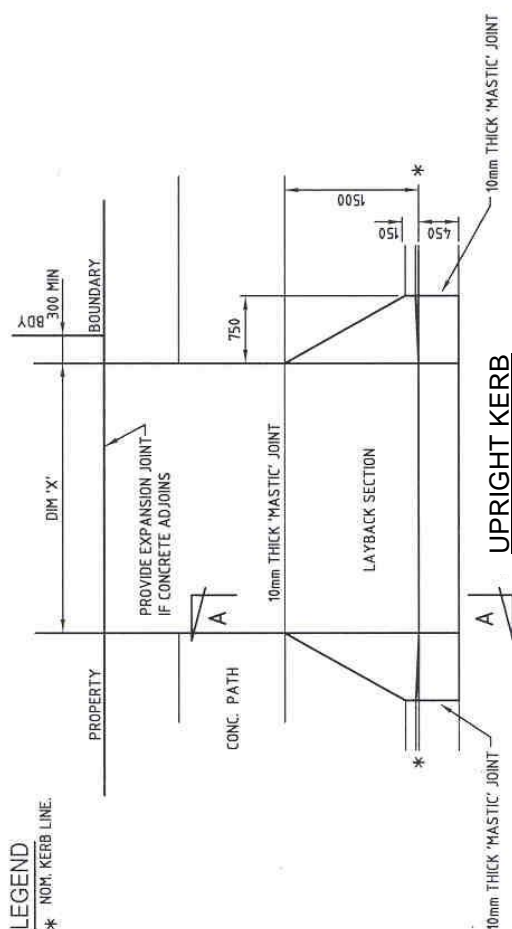
1. Footpath section to vary where necessary to match concrete footpaths and verge profiles, footpath earthworks adjoining concrete must be well compacted.
2. Concrete surface tolerance to be +5mm 0mm over 3 metre sections.
3. Concrete N25 in accordance with AS 1379 and AS 3600.
4. Reinforcement fabric to AS 1304, 50 top and edge cover, lap fabric 250.
5. Expansion joints to be 10 thick, full depth closed cell cross linked polyethylene foam (85-150 kg/m) or 10mm thick compressed granulated corkboard, installation to manufacturers' instructions.
6. A street opening permit must be obtained from Council. Seek approval of location and levels prior to excavation.
7. Refer to standard drawing No. R-14 for Verge Type Cross Sections.
8. Grade not to exceed 1 in 14 where disability access is required.
9. All dimensions in millimetres.
10. Existing footpath profile to be maintained where possible.
11. Compaction for subgrade 95% standard to AS 1289.1.1.
12. Concrete driveway unless otherwise approved.
13. Paver and/or proprietary concrete surface finishes to driveway shall only be used when approved by Local Authority.

TYPE OF DRIVEWAY	WIDTH AT BOUNDARY 'X' mm	THICKNESS 'T' mm @ REINFORCEMENT
SINGLE DWELLING OR DUPLEX UNIT	3000 min, 6000 max	100mm with SL72
UNITS LOCAL STREETS	REFER TO A.S.2890	150mm with SL72
UNITS COLLECTOR ROADS	REFER TO A.S.2890	150mm with SL72
COMMERCIAL/ INDUSTRIAL	REFER TO A.S.2890	200mm with SL82

MOUNTABLE KERB

LEGEND

* NOM. KERB LINE.



UPRIGHT KERB

NOT TO SCALE

STANDARD DRAWINGS

NORTHERN RIVERS
LOCAL GOVERNMENT

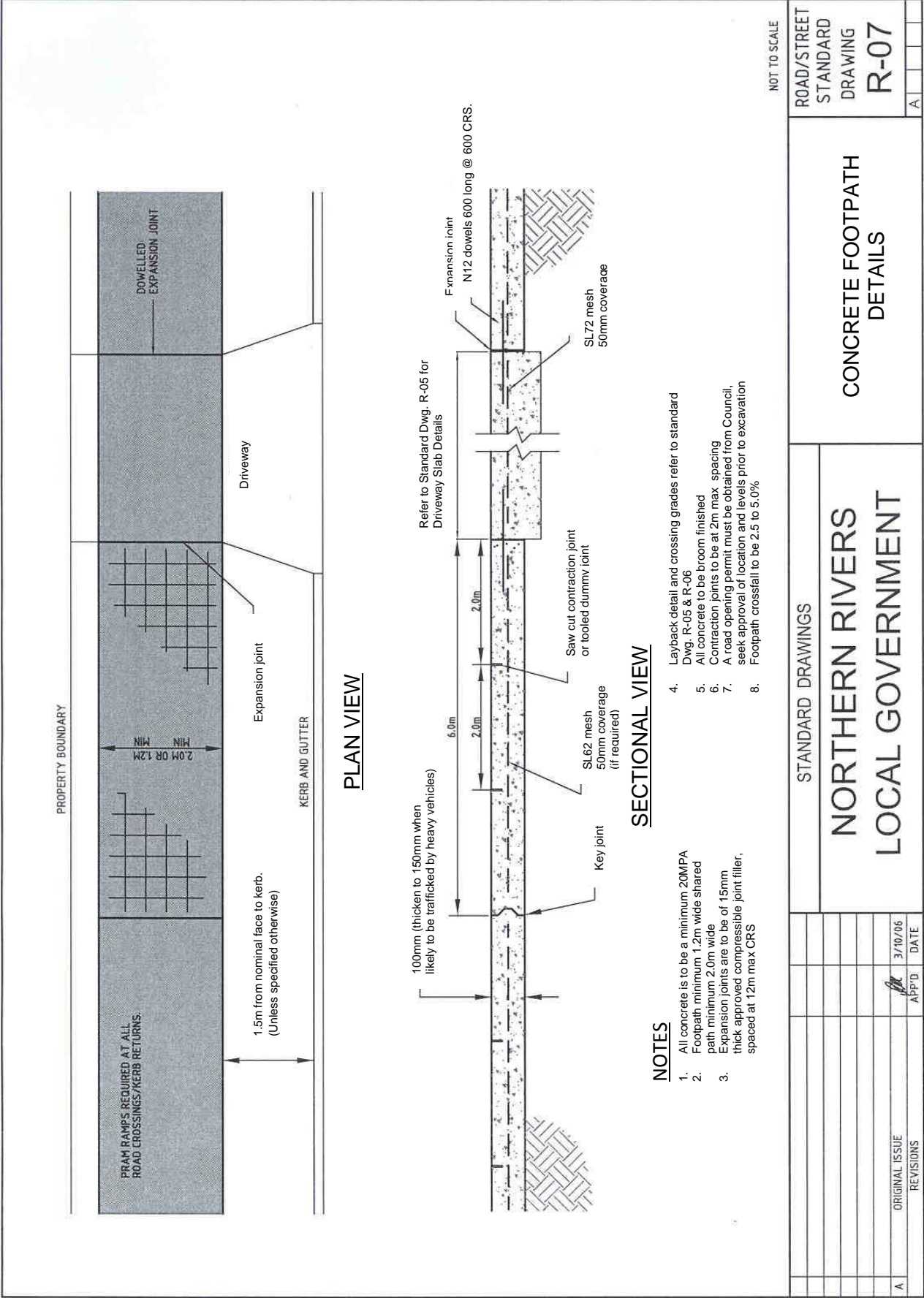
RESIDENTIAL DRIVEWAY LAYOUTS & LAYBACK VEHICULAR CROSSING

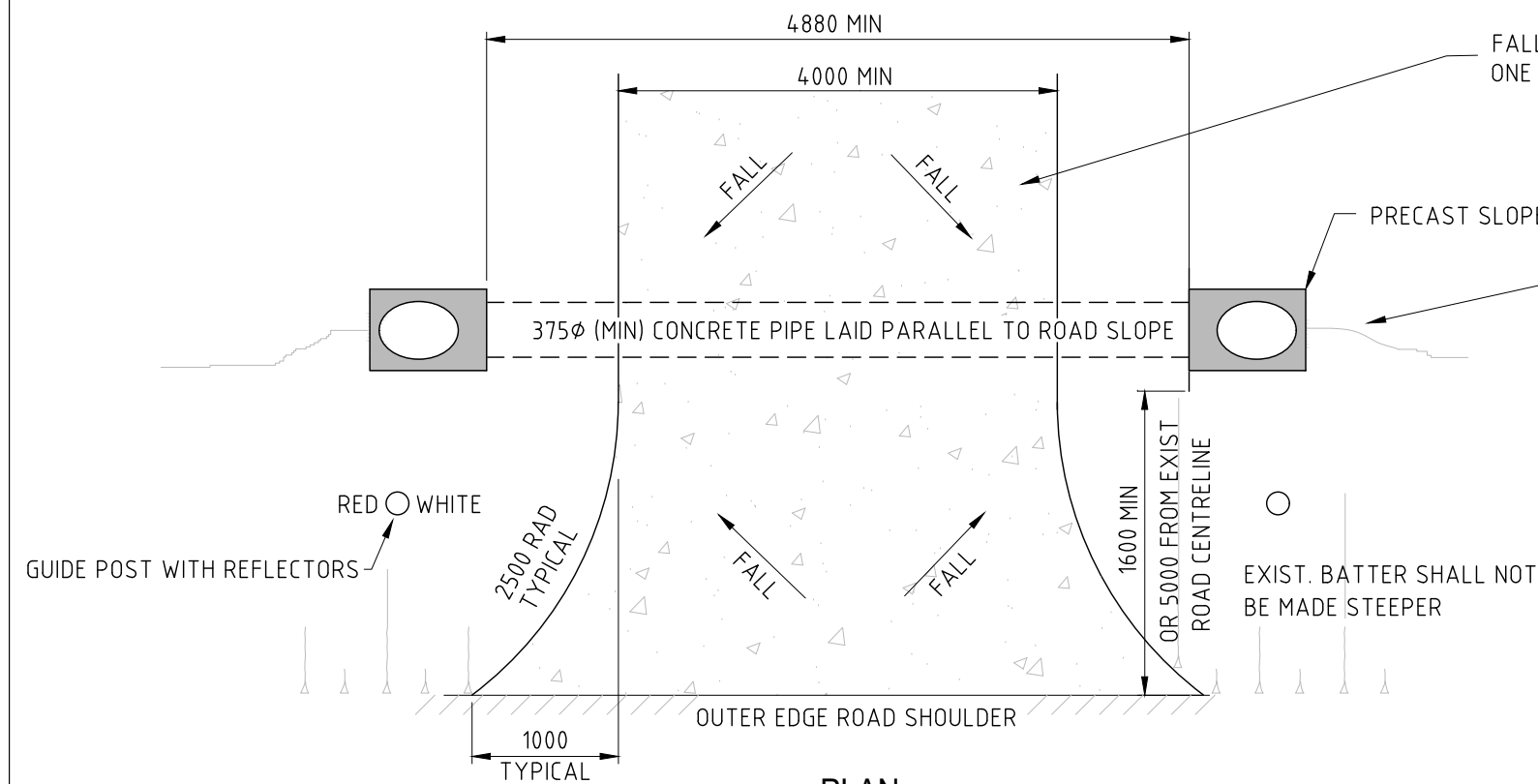
ROAD/STREET
STANDARD
DRAWING
R-05

ORIGINAL ISSUE	REVISIONS
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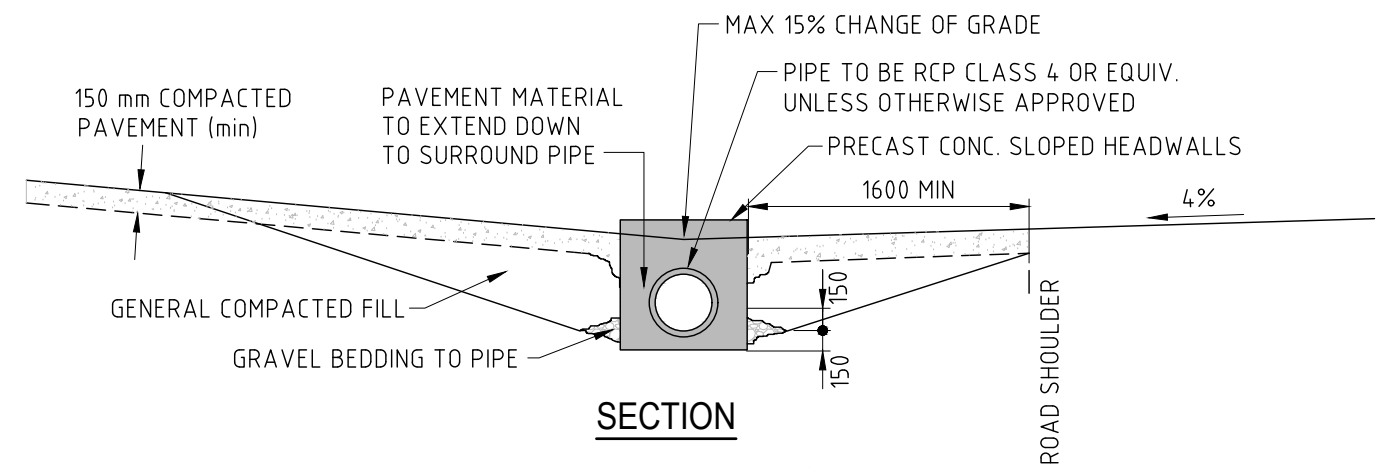
3/10/06	DATE
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3/10/06	DATE
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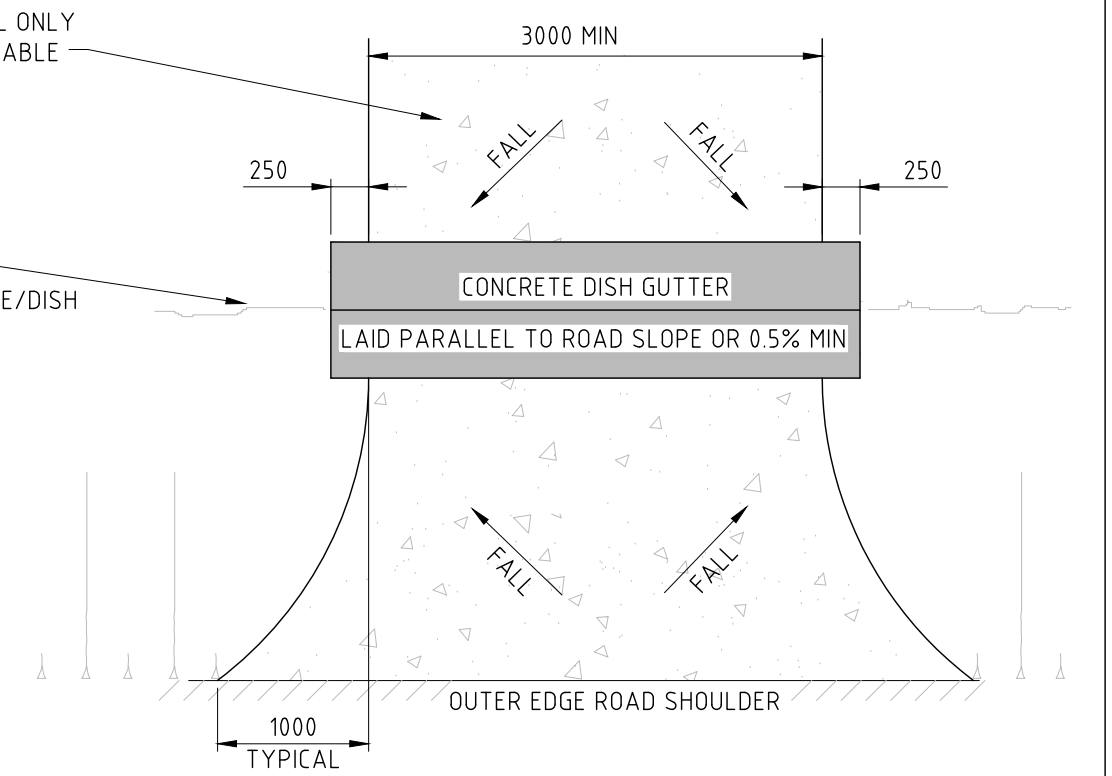




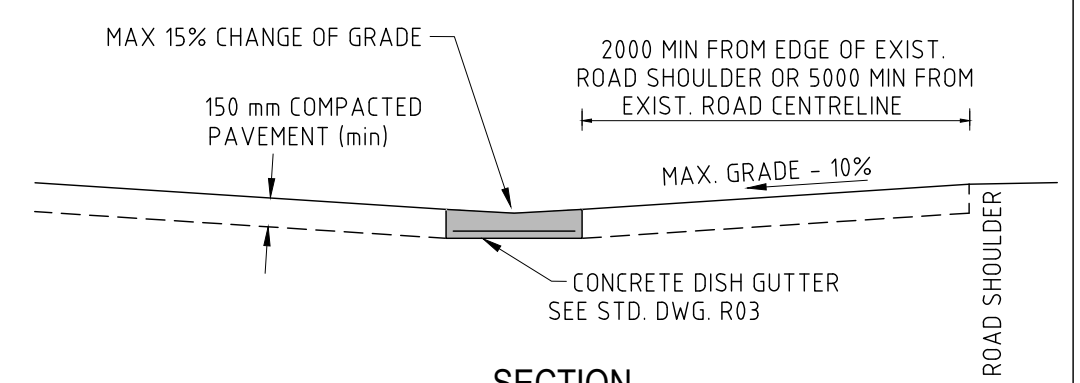
PLAN



SECTION
PIPED CROSSING



PLAN



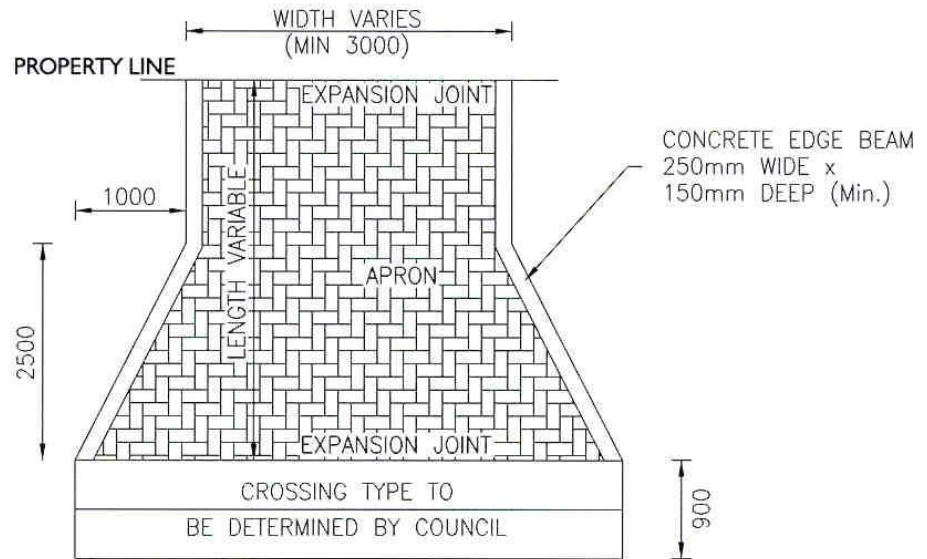
SECTION
DISH CROSSING
PREFERRED

NOTES

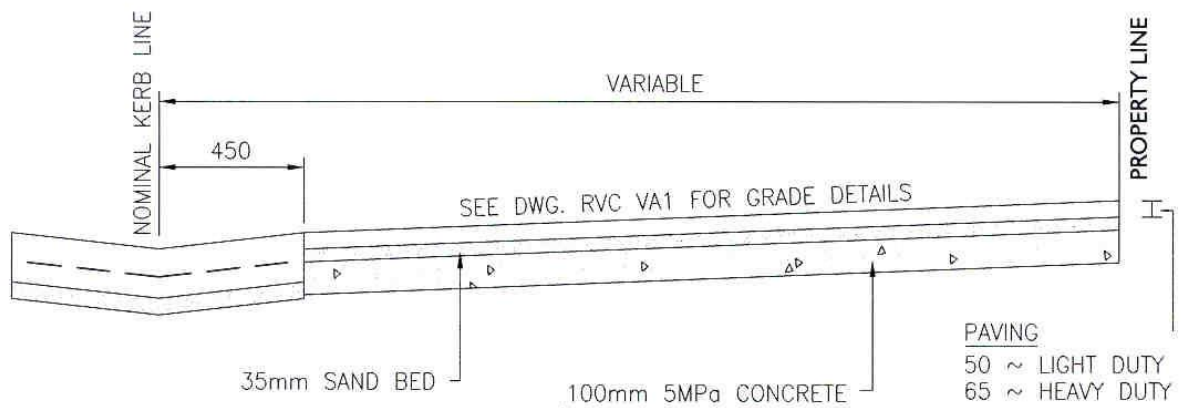
- WHERE EXISTING SERVICE ROAD IS SEALED, THE DRIVEWAY SHALL BE SEALED FROM THE EDGE OF ROAD TO A POINT 3.0m INSIDE THE PROPERTY BOUNDARY OR GATE IF APPLICABLE. HOWEVER, ANY DRIVEWAY OR PORTION OF DRIVEWAY GREATER THAN 12% SHALL BE SEALED.
- MAX. CHANGE OF GRADE 12.5% FOR CREST, 15% FOR SAG, INCLUDING TRANSITION FROM ROAD. MAX.GRADE OF DRIVEWAY TO BE 25%.
- GATES SHALL OPEN INTO THE PROPERTY WHERE POSSIBLE & BE SET BACK A MIN. OF 6.0m FROM THE ROAD SHOULDER. WHERE GATES OPEN OUTWARDS, THE SET BACK SHALL BE INCREASED TO A MIN. OF 10.0m FROM THE ROAD SHOULDER.
- SELF OPENING GATES MAY BE USED ON THE BOUNDARY.
- Q5 SWALE FLOWS SHALL BE BELOW THE SUBGRADE.

NOT TO SCALE

				STANDARD DRAWINGS		DRIVEWAYS & VEHICULAR CROSSINGS FOR NON KERBED ROADS	ROAD/STREET STANDARD DRAWING			
				NORTHERN RIVERS LOCAL GOVERNMENT			R-14			
D	HEADWALL TYPE CHANGED, NOTES AMENDED	MK	19/2/2020				A	B	C	D
C	CROSSFALL NOTE ADDED		18/6/2012							
B	AMENDED		7/7/10							
A	ORIGINAL ISSUE		3/10/06							
REVISIONS		APP'D	DATE							



PLAN



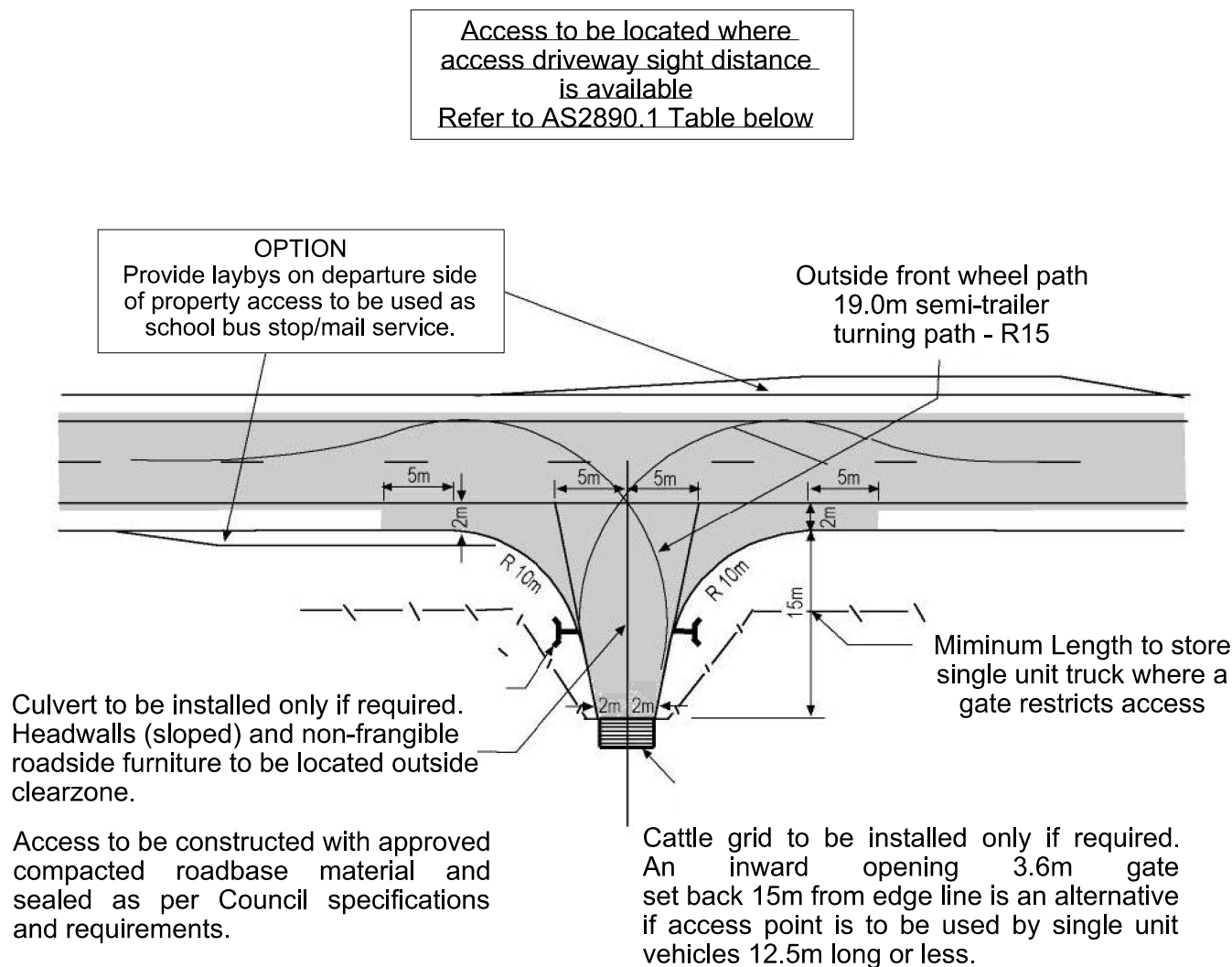
TYPICAL SECTION

NOTES

1. TO BE USED WITH COUNCIL APPROVAL ONLY
2. CONCRETE STRENGTH TO BE 25MPa UNLESS INDICATED OTHERWISE
3. WHERE THE APRON COVERS A SERVICE MAIN, KEY JOINT SHALL BE PROVIDED 0.5m EITHER SIDE OF & PARALLEL TO THE MAIN FOR THE FULL WIDTH OF THE APRON
4. COUNCIL IS NOT RESPONSIBLE FOR MATCHING OF THE PAVING COLOUR/STYLE IN THE EVENT OF DISTURBANCE TO THE APRON FOR ANY REASON WHAT SO EVER

APPROVED DIRECTOR OF WORKS DATE 20.6.01	RICHMOND VALLEY COUNCIL		DWG No. RVC VA5
	VEHICLE ACCESSWAYS APRON ~ BRICK PAVING TYPE		DATE. JUL 2001

Typical Rural Property Access Standards



1. Single Unit Truck

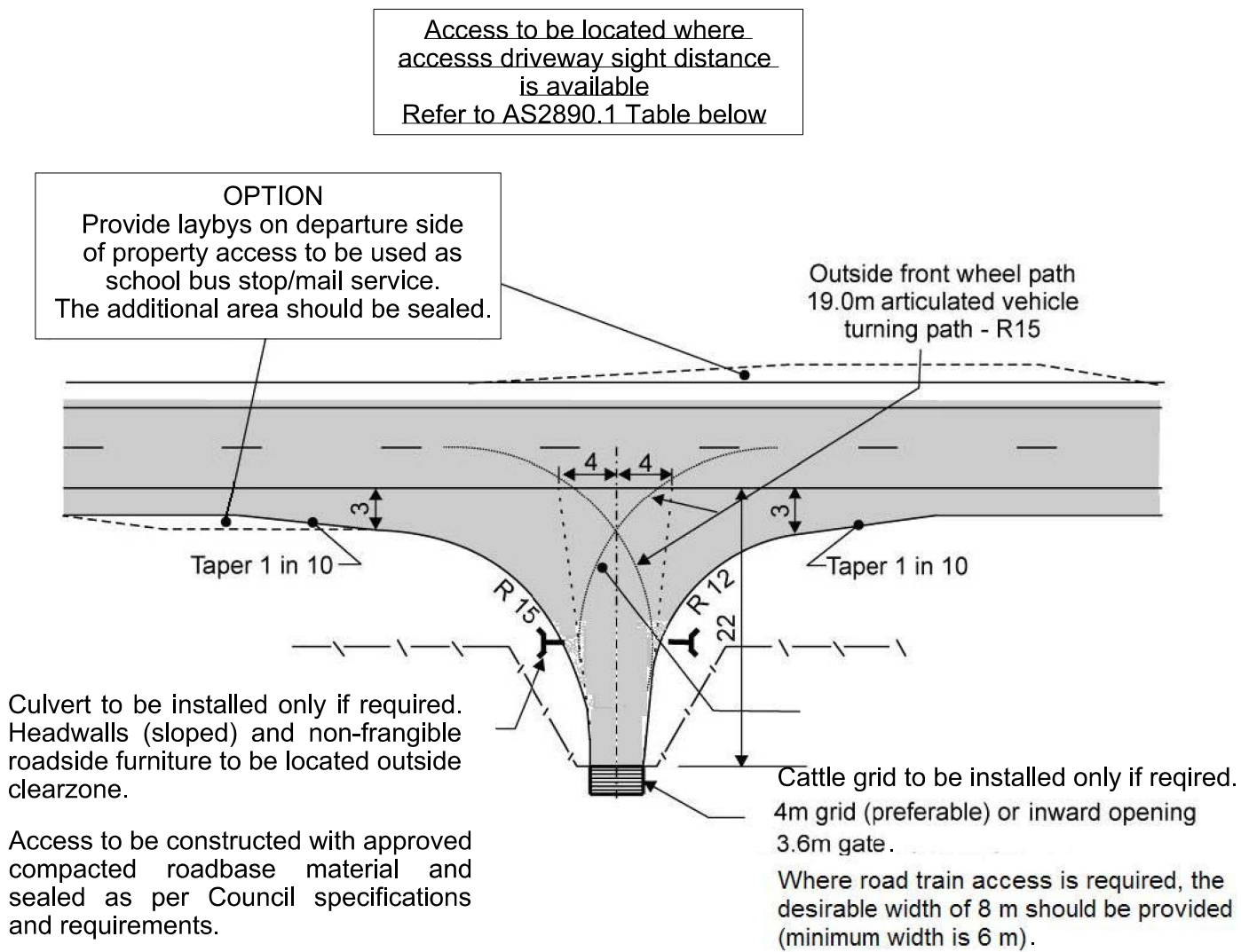
Reference: Austroads Guide to Road Design Pt 4 Fig 7.2

Frontage road speed (Note 4) km/h	Distance (Y) along frontage road m		
	Access driveways other than domestic (Note 5)		Domestic property access (Note 6)
	Desirable 5 s gap	Minimum SSD	
40	55	35	30
50	69	45	40
60	83	65	55
70	97	85	70
80	111	105	95
90	125	130	Use values from 2 nd and 3 rd columns
100	139	160	
110	153	190	

FIGURE 3.2 SIGHT DISTANCE REQUIREMENTS AT ACCESS DRIVEWAYS

NOTE 4: This is the posted or general speed limit unless the 85th percentile speed is more than 5km/h above the limit in which case the tabulated speed nearest the 85th percentile shall be adopted.

SOURCE: AS/NZS 2890.1 : 2004



2. Articulated Vehicles

Reference: Austroads Guide to Road Design Pt 4 Fig 7.4

NOTES:

- A: Council may require work to be undertaken to Auspec standards www.natspec.com.au
- B: All ongoing maintenance to rural property access is the responsibility of the property owner.
- C: Additional notes to Figure 3.2 can be found in AS/NZS 2890.1:2004 (Incorporating Amendment No.1)

PRODUCED: \$DATES AT \$TIMES \$USERS\$
FILEPATH: \$FILES\$
PLOT DRIVER: \$PLOTDRIVER\$
PEN TABLE: \$PENTABLE\$

No.	Amendment Description	Initials	Date
2	UPDATED SIGHT DISTANCE TABLE	FB	19.05.2020
1	SIGHT DISTANCE REQUIREMENT TABLE	FB	18.07.2016

SCALES	
NOT TO SCALE	
Co-ordinate System: MGA Zone 56	Height Datum: A.H.D.

	Transport for NSW
DRAWN . . . F.BROWN	
REVIEWED . . . D.JOHNSON	

TRANSPORT FOR NSW
MODEL DRAWINGS
TYPICAL RURAL PROPERTY ACCESS
NORTHERN REGION

VERSION	SHEET No.
2	1 OF 1
REVIEWED DATE 19/05/2020	

VEHICULAR ACCESSWAY				
DA No.		Field Inspection Check List		ACVA Bond No.
Location:		Inspected by:		Date:
Residential		Crossings – Dish, etc.		Commercial / Industrial / Multiple Domestic Units
	sight distance, etc.		Location	sight distance, etc.
	5 m min		Length	5 m min
	as required		Levels	as required
	barricades etc.		Public Safety	barricades etc.
	uniform		Excavation	uniform
	50 mm		Bedding	50 mm
	secure		Formwork	secure
	SL72		Reinforcing	SL82
	nil		Trip hazards	nil
	all complete		Final Inspection	all complete
		Crossings – Pipe		
	sight distance, etc.		Location	sight distance, etc.
	5 m min		Length	5 m min
	as required		Levels	as required
	barricades etc.		Public Safety	barricades etc.
	uniform		Excavation	uniform
	150 mm		Bedding	150 mm
	secure		Formwork	secure
	min 300 ø urban		Pipe Diameter	min 300 ø urban
	min 375 ø rural			min 375 ø rural
	in-situ		Headwalls	in-situ
	precast		(RTA crash compliant)	precast
	150 mm		Gravel surface	150 mm
	nil		Trip hazards	nil
	all complete		Final Inspection	all complete
Light Duty Residential		Aprons		Heavy Duty Commercial / Industrial / Multiple Domestic Units
	sight distance, etc.		Location	sight distance, etc.
	3 m min		Width of boundary	3 m min
	300 mm wider at crossing on each side		Taper from boundary to crossing (min 3.0m at boundary to min 3.6m at crossing)	300 mm wider at crossing on each side
	barricades etc.		Public Safety	barricades etc.
	uniform		Excavation	uniform
	50 mm		Bedding	50 mm
	secure		Formwork	secure
	against crossing and at boundary		Construction joint at property boundary, and at kerb/crossing ("Connolly" key joint or similar)	against crossing and at boundary
	100 mm		Slab thickness	150 mm
	SL72		Reinforcing	SL82
	nil		Trip hazards	nil
	all complete		Final Inspection	all complete