

POLICY

Vehicle Crossings

THE USE OF NON STANDARD SURFACING MATERIALS ON VEHICLE ENTRANCEWAYS

1 Introduction

The normal surfacing for vehicle entranceways on the road reserve is concrete or asphaltic concrete as normally vehicle crossings form part of the public footpath. In situations where the crossing is not part of the public footpath then non-standard surfacing materials may be used.

2 Policy Context

Vehicle crossings are for the benefit of property owners however they are on road reserve and then some control is necessary on the type of vehicle crossing constructed to ensure property owners are aware of their responsibilities and other parties that use the road are not compromised.

3 Policy Objective

To ensure the situations where non-standard vehicle crossing surfacing materials can be used

4 Policy Statement

4.1 Definition

The Council defines the standard surfacing material for driveways as follows:

- Urban areas: asphaltic concrete or concrete
- Rural areas (including Rural Residential or Residential 4A and 4B areas) for access off sealed roads, other than access solely to paddocks: asphaltic concrete or chip seal.
- Rural area unsealed roads and paddock-only access: metal.

4.2 Prohibited materials

- Stamped concrete, and other finishes that do not provide a safe, firm, relatively smooth and comfortable walking surface are prohibited where they would cross a footpath or be on a main pedestrian route.
- Loose surfaces that could migrate onto the adjacent footpath or roadway or into nearby drainage channels and gutters will not be permitted.

4.3 Other surfaces

Other finishes such as concrete, bevelled or smooth edge cobbles, etc are considered to be non-standard finishes and may be approved for use subject to those wishing to use them accepting:

- (a) That in the event of an excavation across their frontage it is unlikely that a non-standard surface will be restored to its original appearance, the Council will require the body responsible for the excavation to reinstate the driveway in as near as practicable the original condition, acknowledging that it is virtually impossible to achieve a seamless repair on concrete or other non-standard surfaces;
- (b) That a minimum of 3-100ø ducts to be provided across the full width of the proposed driveway with the information being recorded on the Property Information File and GIS records to enable services to be laid under the driveways without the need for excavating the driveways unless specifically otherwise required;

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- (c) Complete responsibility for repair and maintenance of the portion of the driveway that is located on road reserve;
- (d) That should a footpath ever be built across the frontage of their property the portion of the non-standard driveway that would form part of the path may be replaced with an alternative surface.

5 Links to legislation, other policies and community outcomes

Vehicle Crossing Bylaw 2007

Vehicle Crossing Information Pack QP-C289

6 Adopted by and date

Approved by the Utilities and Roading Committee and adopted by Council on 12 November 2013.

7 Review

Review every six years or sooner on request.