

07 June 2023

Mr N Pirola  
66 Berry Street  
NORTH SYDNEY NSW 2060

Dear Sir/ Madam,

**RE: Industrial and Commercial Driveway Crossing**  
**at 28 Wallarah Circuit GREGORY HILLS (x3)**

PRA Number: 2023/1123/1  
Site Address: 28 Wallarah Circuit GREGORY HILLS  
LOT: 3257 DP: 1243285

Your application for an Industrial or Commercial Driveway Crossing has been approved.

The attached specification details are the minimum standard for construction.

**Conditions of Industrial or Commercial Driveway Crossing**

**1.0 Non - Standard and Site-Specific Conditions**

- a) The Vehicle Crossing shall be constructed in accordance with the following plans and/or documentation.

Plan Reference/ Drawing No. Or Specification	Name of Plan	Prepared by	Date / version
	Site Plan		
Design and construction Specification -Access Driveways	DW27	Camden Council	As attached to this approval

- b) The following variations to the Standard Design and Construction Specification have been approved.

**3x commercial crossovers approved as per submitted plan**

## **2.0 Prior to Commencement of Work**

- a) A current copy of your or the contractor's **License and Public Liability Insurance – Minimum of \$10 Million** is to be supplied to Camden Council. The insured person shall indemnify Council and shall be held responsible for any injury or loss, which the Council or any persons may suffer through the proposed work.
- b) **DIAL 1100 BEFORE YOU DIG** to obtain the details of public utility services that may exist within the footway and road prior to beginning works.
- c) The works must be carried out by a suitably qualified licensed contractor and a copy of the license be provided to Council prior to commencement of works.

## **3.0 General and During Construction**

- a) The **Applicant** shall restore any disturbed areas complying with Camden Council's Design and Construction specifications.
- b) The formwork and steel (Pre-Pour Inspection) must be inspected and approved by Council, prior to placement of any concrete. The inspection cannot be carried out unless Council has confirmed receiving of your Public Liability Insurance.
- c) Council will also inspect the kerb and footpath within the frontage of the construction site. Any damage to Council infrastructure will be required to be repaired prior to approval for concrete placement, in accordance with Council's Engineering Specifications, at no cost to Council.
- d) The Applicant must arrange inspections at least 24hours prior by calling 4654 7777, using the Camden Council App or at <https://www.camden.nsw.gov.au/payments-and-forms/forms-a-z/building-driveway-inspection/>
- e) To reduce inconvenience and risk, we ask that the crossing be completed within 2 weeks of starting.
- f) The contractor must implement appropriate pedestrian and traffic controls during the entire period of construction in accordance with Australian Standard 1742.3 and in accordance with RMS specifications.
- g) The contractor must ensure the safety of pedestrians and vehicle traffic at all times.
- h) **Road Closures** of any type will require a separate application to be sent to Council's Traffic section.
- i) Erosion and sediment control devices must be installed and maintained at all times around the site.
- j) Council property (footpaths, kerb and gutter, roads, etc) are to be kept clean at all times during works and left in a tidy state at completion of works.
- k) At completion, all excess/ waste material is to be cleaned up and the site is to be left in a safe and tidy state.
- l) Construction is restricted to the following hours:

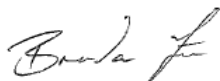
- from 7am to 6pm Mondays to Fridays (inclusive)
- from 8am to 5pm Saturdays
- work is prohibited on Sundays and Public Holidays.

Please note inspection times are as follows: **Monday to Friday 8:30am - 4:30pm**

Additional inspections may be required by the Roads Authority due to unsatisfactory work. Notification of any such inspections will be advised at the time of the unsatisfactory inspection.

Any additional inspections that may be required will be charged at a rate of \$165.00. This rate is in accordance with Camden Council's existing Schedule of Fees and Charges.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Brandon Farr".

**Brandon Farr**  
**Public Road Authority Technical Officer**  
(Civil Construction and Maintenance Branch)



70 Central Ave,  
Oran Park NSW 2570



PO Box 183, Camden 2570



4654 7777



ABN: 31 117 341 764



mail@camden.nsw.gov.au



camden.nsw.gov.au



www.facebook.com/camdencouncil

# Camden Council

## DESIGN AND CONSTRUCTION SPECIFICATION

### ACCESS DRIVEWAYS

## Camden Council

### Specification for Access Driveways

#### General

##### **Aim of this Specification**

The specification for Access Driveways aims to provide some simple guidelines, processes and requirements in the planning and construction of vehicle access from the public road to the private property.

***Planning Design  
and  
Construction***

The specification details the design, approval, inspection and construction procedure.

***Procedures***

##### **Description of Work**

An access driveway is a constructed vehicular access across public land from the kerb and gutter or road shoulder to the property boundary.

There are three (3) types of access driveways:

1. Urban Residential access driveway (in residential areas only)
2. Rural Residential access driveway (in rural areas only where kerb and gutter does not exist)
3. **Industrial and Commercial access driveways to comply generally with this specification and subject to engineering design which is to be prepared by the applicant and submitted with the development application for the project.**

***Types of Access  
Driveways***

If not approved as part of a Development Application all additional driveways require a separate approval, this approval must be obtained prior to works commencing.

***Second  
Driveways***

The construction of an access driveway from the road to the property boundary is the responsibility of the land owner/builder including construction costs and inspection fees; however applications and fees may be paid by building or concrete contractors.

***Owner's  
Responsibility***

Council regulates the specification and inspection of all access driveways to ensure public safety and construction standards are observed within the public footpath area.

***Public Safety***

**Australian Standards (AS)**

- AS 1742.3 - "Manual of Uniform Traffic Control Devices – Traffic control devices for works on roads".
- AS 1742.10 - "Manual of Uniform Traffic Control Devices – Pedestrian control & protection".
- AS 4586 – "Slip resistance classification of new pedestrian surface materials"
- AS 3661.1 – "Slip resistance of pedestrian surfaces – Requirements"
- AS 3661.2 – "Slip resistance of pedestrian surfaces – Guide to the reduction of slip hazards"
- AS 2890.1 – "Parking Facilities – Off-street car parking"

**Australian Standards****NSW State Legislation**

- Roads Act 1993

**NSW Acts****Applications, Fees and Inspections**

All work constructed in the public road reserve must be undertaken by a competent and approved contractor with relevant experience in this type of construction. The contractor is required to be licensed with the Department of Fair Trading.

**Competent and Approved Contractor**

Council may direct work in the road reserve to be removed and/or reinstated if work is carried out without approval or supervision.

**Unsatisfactory and Unauthorised Works**

Council officers can be contacted at any time to give particular guidance on all the issues below.

**Advice**

A list of useful contact details can be found at the end of this document.

**Inspections**

In order to ensure an acceptable standard of construction, an inspection is required after excavation and preparation of the access driveway and prior to placement of the pavement material. This usually involves inspecting formwork, reinforcement, joining material, bedding sand along with a check of levels, width, thickness and gradients prior to pouring of concrete to ensure compliance with Council's standards.

**Preliminary Inspection**

Upon completion of works across the footpath, a final inspection is required to ensure the site has been restored.

**Final Inspection**

Inspections will only be carried out during Council's normal working hours and 24 hours notice is required.

**Inspection Notice****Preliminary and Design Considerations**

### **Public Service Utilities**

Public Service utilities such as telephone, electricity, water, sewer and gas are often located in the footpath area. Access to the site should not interfere with the existing public utility infrastructure, including Council drainage structures, unless prior approval is obtained from the relevant authority. Such approval may require the relocation of the service fixture or provision of trafficable covers at no cost to Council.

***Ensure No Interference with Public Services***

Driveways are to be a minimum of 1.0 metre clear of all public road drainage structures and 0.3m clear of any kerb roof water outlet.

Driveways are to be located a minimum of 1.0 metre clear of any pram ramp.

***Ensure no Interference with Infrastructure***

You should advise Endeavour Energy, Sydney Water, all telecommunication providers who service the area (e.g. Telstra, Optus), and AGL prior to commencement of works to check whether they have any specific requirements to facilitate future provision of services. This may ensure your driveway does not need to be excavated in the future.

***Check Service Authority Requirement***

Endeavour Energy require a minimum setback of 1.0 metre from the edge of the access driveway to any power pole and 450mm from an above ground service pillar. This is to enable maintenance and to reduce the risk of vehicle impact.

***Power Pole & Pillar Setback***

The location of all services, telephone, electricity, water, sewer and gas should be verified with the relevant authorities before work commences. Interfering with them can be dangerous and costly. Any alteration or damage incurred to these services is the contractor's responsibility. A check of underground service location can be done by calling "Dial Before You Dig" on 1100.

***Check Service Locations Prior to Excavation***

### **Design and Safety Considerations**

Access should be safe, direct and available at all times. The access should intersect the road at 90°. Council consultation will be required where this is not achievable and details shall be submitted with the Application.

***90° Intersection with Road***

On corner lots, the closest edge of the access point should be setback a minimum of 6.0 metres from the tangent point to a road intersection.

***Corner Lot Setback***

On busy roads, roads with poor sight distance or on steep driveways, entry and exit should always be in a forward direction. This will require the construction of a manoeuvring bay adjacent to the parking area. The manoeuvring bay shall ensure all turning movements are done entirely within the private property.

***Access in a Forward Direction***

Vegetation trimming and embankment benching adjacent to the access point may be required to provide adequate and safe sight distance. Note that Tree Preservation Orders may apply to some vegetation and Council liaison is required prior to the commencement of work.

***Sight Distance***



When excavation across the footpath is necessary, the batters on either side of the driveway shall not be steeper than 1 (vertical):6 (horizontal).

**Maximum Batter  
1:6**

Where a concrete footpath does not exist fronting the property, it is important to ensure the surface gradient of the footpath allocation is 4.0%. This allows future footpath construction adjacent to the driveway without having an excessive crossfall. Note that the footpath allocation area starts 900mm (800mm within Oran Park) from the property boundary and is 1200mm wide. A pre-commencement inspection must be arranged with Camden Council if the above 4% cannot be achieved.

**4% Footpath  
Crossfall**

Where an existing concrete footpath is affected by an access driveway, the relevant section is to be removed and reconstructed. Council **must be consulted prior to any works commencing**. All costs for the works associated with footpath alterations shall be at no cost to Council.

**Existing  
Concrete  
Footpath**

Council approval is required for the visual appearance of the driveway. For all new dwellings, details are to be submitted with the development application. The following finishes are permissible subject to full compliance with all other parts of this specification:

**Finished Visual  
Appearance**

- Plain concrete
- Exposed aggregate
- Coloured concrete
- Stamped concrete

All laybacks shall be constructed from plain uncoloured concrete

**No colour in  
layback**

**Note:** Any future replacement of the access driveway undertaken by Council or any other public authority will only be restored in plain concrete. The additional cost to restore to any other featured colour or surface finish shall be at no cost to Council.

**Future  
Restoration**

Access driveways must have a non-slip finish and provide traction for pedestrians and vehicles. The surface must comply with the requirements of the following Australian Standard (AS)

**Non-Slip  
Finished Texture**

- AS 4586 – “Slip resistance classification of new pedestrian surface materials”,
- AS 3661.1 – “Slip resistance of pedestrian surfaces – Requirements “
- AS 3661.2 – “Slip resistance of pedestrian surfaces – Guide to the reduction of slip hazards “.

Driveway access to the street should generally be confined to a single point in order to maintain street parking, landscaping opportunities on the street and within the building setback and minimise impact upon the streetscape. A separate approval is required for a second driveway, please contact council prior to works commencing.

**Single Access  
Point**



## Design Plan Information

For all new developments – residential, industrial or commercial – plans and details of the proposed access driveway are to be submitted with the Development Application (DA). If a DA is not required (e.g., construction of a driveway to an existing dwelling), the access driveway and driveway requirements should be constructed in accordance with this specification.

On flat sites a plan view showing any existing features such as street drainage pits, on-street parking bays, street traffic control devices (e.g. roundabouts, thresholds, planter boxes), footpaths service poles, signage, trees etc. with a typical cross section and brief specification statement is generally adequate.

On steeper sites the designer should provide the following additional information with the Development Application:

- Contour plan with spot levels.
- Plan view of the proposed development showing the access alignment relating to existing and identifiable features.
- Longitudinal section of the driveway from the centreline of the road to the rear of the parking platform. Transitions and grades are to be detailed in accordance with AS2890.1.
- A typical cross section and cross sections at logical intervals.
- Pavement detail. This should include pavement type, thickness, width, surface finish and sub-structure. Expansion joint, control joint and key joint detail should be included if the proposed driveway is a concrete construction.
- Proposed method of drainage of the driveway surface.
- Extent of area to be disturbed.
- Extent of cut and fill including retaining wall details.
- Hand rail, safety fence & wheel stop detail.
- Vehicle turning path detail.
- Location of and impact on public utilities.
- Impact on natural features.
- Pedestrian access from the parking space to the dwelling.
- Proposed restoration details.

***All New Developments require Access Driveway Details with the DA***

***Difficult Sites Require More Detailed Information and a Site Specific Design***

## General

All crossings shall be barricaded and lit with lamps to ensure they are safe and to prevent them from being used for four days after completion. Care should be taken to ensure that open excavations are barricaded and lit with lamps and that safe alternate pedestrian access around the excavation is provided at all times.

***Ensure Public Safety is Upheld***

Australian Standards 1742.3 - "Manual of Uniform Traffic Control Devices – Traffic control devices for works on roads" and 1742.10 - "Manual of Uniform Traffic Control Devices – Pedestrian control & protection" shall be observed at all times whilst working within public land.

***Australian Standards***

Precautions must be taken during construction to prevent the site being inundated from road water.

Where a gutter layback and/or access driveway interferes with a stormwater pipe and/or its outlet through the kerb, the stormwater pipe must be carried diagonally across the footpath to connect with a new kerb outlet which is to be provided by the contractor. All drainage lines under access driveways and drainage weepholes through the face of kerb must be 100mm x 50mm galvanised rolled hollow section (RHS) at minimum grade of 0.5%. The invert of the drainage hole is to be 10mm above the gutter invert.

**Stormwater Protection  
Provision of Site  
Stormwater Drainage**

All access construction works and public utility relocation shall incur no cost to Council and is to include any necessary work to make the construction effective. The contractor and/or the landowner is liable for any damage to Council's assets. The contractor and/or the landowner shall arrange with Council to make good the damage, at no cost to Council, prior to Council issuing a final clearance for the works.

**Damage to Council's Assets**

All laybacks are to be a separate construction to access driveways. Laybacks should not be dowelled into the footpath crossing

**No Footpath Doweling**

Where vertical kerb and gutter (Barrier Kerb) exists at the proposed access point, the kerb and gutter must be totally removed and replaced with an integral Gutter Crossing. No bitumen is to be removed.

**Existing kerb and gutter**

Where a redundant layback will occur at the frontage of the property, new concrete kerb & gutter to Council's specification and approval is required to replace the redundant layback. Such kerb and gutter shall match the adjacent type in the immediate vicinity.

**Redundant Layback**

Any disturbed areas are to be back-filled, compacted and restored to ensure a smooth transition with no trip edges. Stockpiling of any material is not permitted on the roadway or nature strip.

**Ensure No Trip Edges**

All disturbed areas will need to be effectively controlled during construction in terms of sedimentation/erosion controls and then turfed upon the completion of works. Council's Sedimentation and Erosion Control Code of Practice and Policy should be followed.

**Erosion and Sedimentation Control**

## Surface Gradient

The top surface of the access driveway shall rise in a straight line on a grade of 4% from the back of the kerb crossing to the property boundary. The slab shall be a constant width to the boundary and at right angles to the kerb and gutter where ever possible.

**4% Footpath Crossfall**

You must contact Council to arrange a pre-commencement inspection if a concrete footpath exists across the proposed driveway or if the above conditions are impractical. It is important that the grades above are adhered to, to facilitate future footpath construction.

**If Concrete Footpath Exists, Contact Council**

## **Industrial or Commercial Access Driveways**

For new access driveways subject to industrial and commercial loadings an engineering design shall be provided with the Development Application.

***Engineering Design  
Required with  
DA***

Development Approval must occur prior to works commencing.

***DA approval  
required prior  
to works  
commencing***

### **Concrete Driveways**

- Concrete strength to be 32 MPa minimum
- Slab thickness to be 200mm
- Reinforcement to be SL82 fabric
- Concrete to be placed on suitably compacted sub-grade and 50mm of bedding sand.
- Expansion joints are required to isolate the slab from other concrete work. Expansion joints shall be placed at the kerb crossing and property boundary. Joints shall be made from 10mm thick bitumen impregnated fibreboard over the full joint area and depth of the slab. A sawcut is also an acceptable expansion joint at the property boundary.
- All edges shall be finished round with a coarse surface finish to provide traction.

***Concrete  
Strength,  
Thickness  
Reinforcement  
Subgrade,***

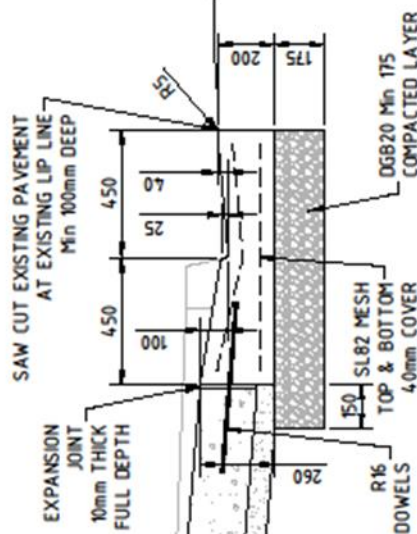
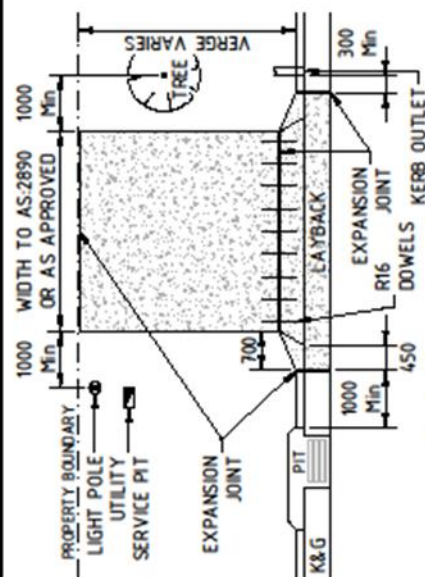
***Expansion  
Joints,***

***Round Edges***

## **Useful Contact Telephone Numbers**

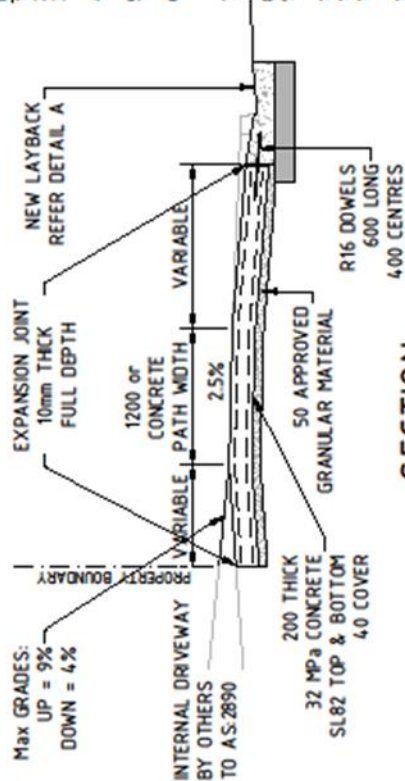
Camden Council	(02) 4654 7777
Endeavour Energy	131 081
Sydney Water	132 092
Telstra	132 203
Optus	1800 505 777
AGL	131 245
Dial Before You Dig (Cable Location)	1100

***Useful Contact  
Numbers***



## DETAIL A

## TYPICAL LAYOUT



- NOTES:
1. ALL WORK SHALL BE IN ACCORDANCE WITH CAMDEN COUNCIL'S ENGINEERING SPECIFICATIONS.
2. THIS APPROVAL IS SUBJECT TO COMPLIANCE WITH THE MINIMUM CLEARANCES AND WIDTHS SHOWN.
3. PRIOR TO ISSUING A COMPLYING DEVELOPMENT CERTIFICATE FOR A DEVELOPMENT, PROVISION MUST BE MADE FOR THE MINIMUM CLEARANCES AND WIDTHS SHOWN.
4. COUNCIL INSPECTION IS REQUIRED WHEN ALL FORMWORK, BASE COURSE, REINFORCEMENT MESH AND EXPANSION JOINTS ARE IN PLACE.
5. HEAVY DUTY INDUSTRIAL/COMMERCIAL VEHICULAR FOOTWAY CROSSINGS SHALL BE 200mm THICK CONCRETE, REINFORCED WITH TWO LAYERS S/L2 MESH ON CHAIRS, 40MM COVER
6. THE CONCRETE SHALL BE PLACED ON A 75mm LAYER OF APPROVED FINE, GRANULAR MATERIAL, EXCEPT UNDER THE KERB AND GUTTER LINE WHERE THIS SECTION SHALL BE PLACED ON A MINIMUM OF 175mm COMPACTED LAYER OF DGB 20.
7. EXISTING CONCRETE FOOTPATH/SHAREWAYS SHALL BE RECONSTRUCTED TO A JOINT THAT IS GREATER THAN 1.2 m FROM THE EDGE OF THE CROSSING.
8. CONCRETE SHALL HAVE A 28 DAY STRENGTH (F<sub>CD</sub>) OF 32 MPa AND A SLUMP OF 80mm.
9. ANY VARIATIONS TO STANDARD CROSSFALL 2.5% ON FOOTWAY SHALL HAVE THE PRIOR APPROVAL OF COUNCIL.
10. FINISHED CONCRETE SHALL HAVE A LIGHT BRUSHED FINISH
11. ALL DIMENSIONS ARE SHOWN IN MILLIMETRE
12. BITUMINOUS FIBRE BOARD 10mm THICK, 200mm DEEP SHALL BE PLACED ON BOUNDARY LINE AND REAR OF LAYBACK
13. CONTACT COUNCIL'S ENGINEER PRIOR TO UNDERTAKING ANY WORKS IF THE MINIMUM CLEARANCES, WIDTHS OR GRADES CANNOT BE ACHIEVED.

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