



REAR ACCESS DRIVEWAY SPECIFICATION

1. OVERVIEW

This document is designed to assist property owners and contractors to construct an appropriate rear access driveway to City of Karratha (CofK) specifications.

Property owners or contractors are encouraged to contact the CofK and other relevant service authorities prior to the construction of the rear access driveway if unsure on any aspect of this specification.

It is strongly recommended that building plans are not prepared, and building permits not submitted until CofK approval has been obtained for the rear access driveway location. Proceeding without this approval may create additional costs for the owner should redesign be required.

The rear access driveway must be constructed from new materials. During the construction the contractor shall ensure that no damage occurs to the CofK roads, footpaths, drainage structures, kerbs, pram ramps and verges. Damage to the above mentioned facilities may result in the repairs being carried out by the CofK at the property owner's expense.

IMPORTANT NOTE:

An existing footpath must not be removed under any circumstances during the construction of a rear access driveway. The removal of a footpath is a breach of this specification and creates a legal liability for the owner, who will be required to reinstate the footpath to CofK specifications at the owner's expense.

During the construction of the rear access driveway, if a footpath exists, it should be kept open to pedestrians in a safe manner with adequate signage or barricades placed to ensure pedestrian safety.

2. LOCATION

Rear access driveways are to be located in such a position that does not interfere with public utilities i.e. telecommunication pits, sewer pits, pram ramps or drainage structures. The rear access driveway is to be constructed at 90 degrees to the kerb line/road edge and must not be built through the corner truncation. The location of the rear access driveway should be no closer than 0.5m from a light pole and 3.5m from any trees on the verge.

3. CONSTRUCTION

a) Levels

The rear access driveway should be constructed to tie into existing verge levels, including existing footpaths. If unsure, please contact CofK to obtain correct levels. No existing footpath shall be removed under any circumstances.

- b) Dimensions
For residential rear access driveways, the maximum width of the rear access driveway at the property boundary is 3.0m and the maximum width in accordance with requirements of the Residential Design Codes of Western Australia or as approved by Council.
- c) Base Preparation
The base material should be thoroughly moistened and compacted to 95% MMDD (Maximum Modified Dry Density), 7 blows / 300mm (per sand penetrometer). For brick paved rear access driveways a 25mm layer of bedding sand is required on top of the compacted sub-base.
- d) Concrete
All concrete used in the works shall develop a minimum compressive strength of 32 MPa at 28 days with a maximum slump of 50mm and cured for 3 days.
- e) Brick Paving
Concrete or Clay solid pavers are permitted and should be a minimum thickness of 60mm.
- f) Kerbing
Mountable kerb need not be removed. Barrier and semi-mountable kerb should be removed equal to the width of the proposed rear access driveway. Brick paved rear access driveways must have a mountable kerb installed between road surface and brick paving to rear access driveway.
- g) Finishing
The surface shall be treated to provide a non-slip surface.
- h) Return of Kerbing and Wings
Rear access driveway wings shall be constructed 1.5m wide x 3.0m long for residential properties. A radius of 1.5m for residential.

4. CONSTRUCTION RESPONSIBILITIES

The person responsible (i.e. client) for the construction of the crossover shall ensure the following:

- a) Cutting existing kerbing with concrete saw or removing existing precast kerbing without damage to pavement, kerbing or services;
- b) Removal and disposal of all surplus material from the site of the works and leaving the site in a clean and tidy condition at all times;
- c) Removal of formwork without damage to concrete, pavement or existing kerbing;
- d) Immediate reinstatement to kerbing, road surface, footpaths and all public utilities following damage during the course of the works;
- e) The protection of private property from flooding during construction due to the removal of kerbing or water channel; and
- f) The personal attention to all claims from ratepayers due to the construction of the rear access driveway.

5. CONTRIBUTIONS

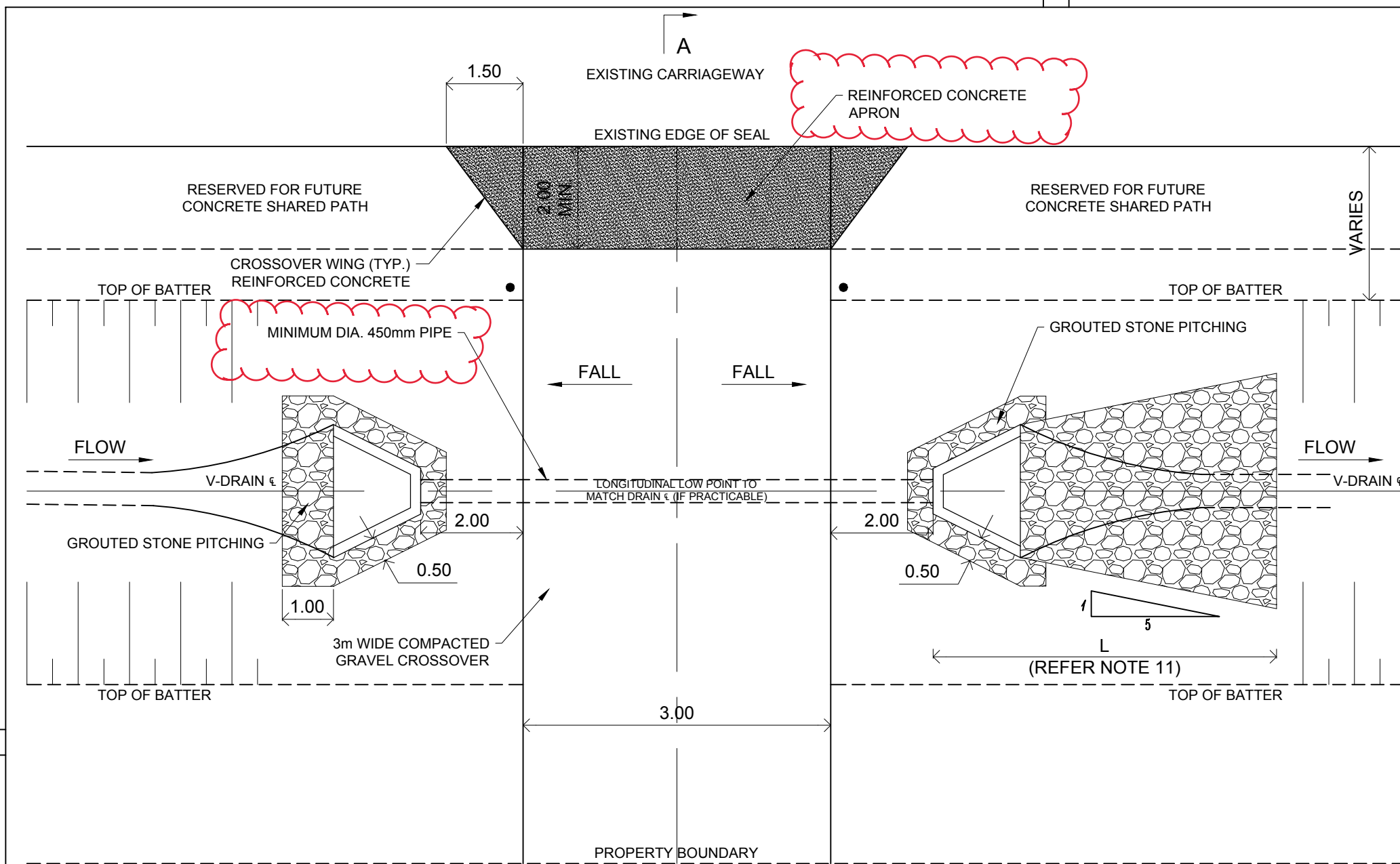
Council will not contribute to the cost of constructing a standard rear access driveway.

6. CONSTRUCTION OPTIONS

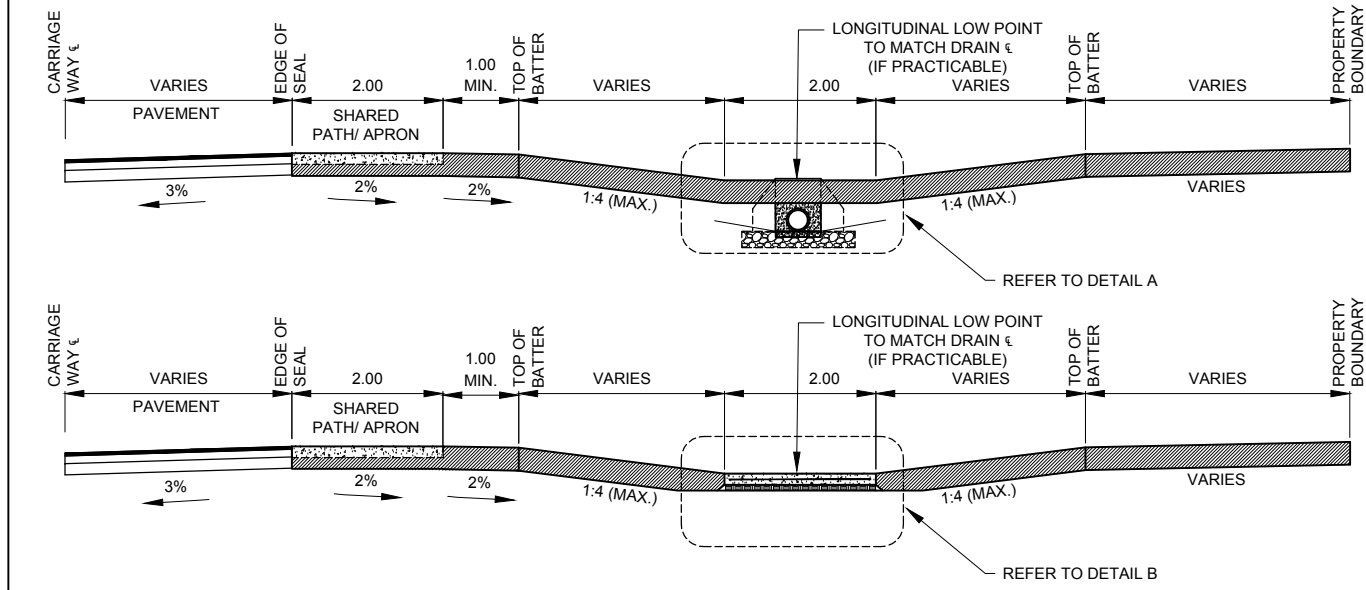
The following is a list of rear access construction/surface options for consideration that can be utilised as application models and presented to Council for consideration. Upon application, the City of Karratha Technical Services Team will assist in determining a suitable rear access driveway option that satisfies the standard construction standards and requirements and maintains effective water flow.

Apron Treatment (connecting City road)	
Minimum: Gravel 100mm Road base	Excavate and replace with 3m x 100mm compacted road base
Optional Apron treatments:	
Concrete (as per City of Karratha / AS Standard)	<ul style="list-style-type: none"> • Excavation, 75mm base compacted • 100mm concrete and reo
Surface Treatment	
Minimum: Gravel 100mm Road base	100mm compacted road base and 3m concrete apron
Optional Surface treatments:	
Concrete (as per City of Karratha / AS Standard)	<ul style="list-style-type: none"> • Excavation, 75mm base compacted • 100mm concrete and reo
2 Coat Bitumen Seal	<ul style="list-style-type: none"> • 2 Coat bitumen Seal • Structural concrete kerb edging (optional)
Trafficable Brick Paving with concrete haunching	20m x 3m drive way with pavers
Culvert Options	
Culvert: Concrete	Minimum pipe size to be 450mm. Size to be determined on application based on drainage flows required at access location
Culvert: Plastream	Minimum pipe size to be 450mm. Size to be determined on application based on drainage flows required at access location
Other	As approved by City Technical Services Department

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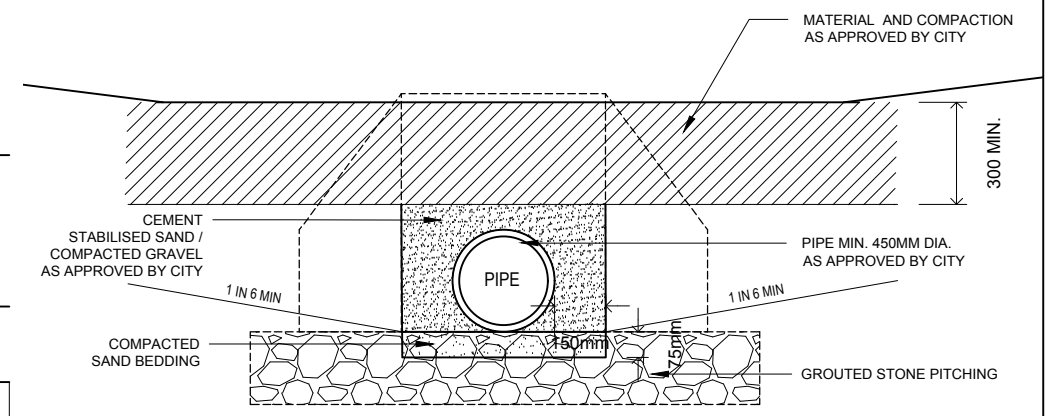


PLAN
N.T.S.

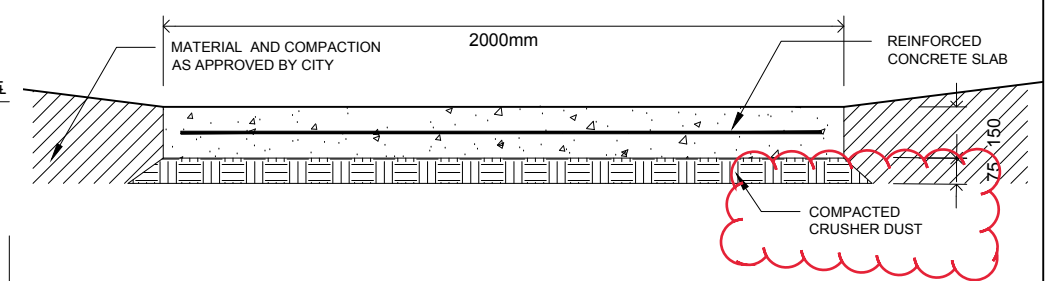


TYPICAL SECTION A-A
N.T.S.

TYPICAL SECTION B-B
(WITH NO CULVERT) N.T.S.




DETAIL A
N.T.S.



DETAIL B
N.T.S.

GENERAL NOTES

- COUNCIL STANDARD DRIVEWAY FOR DAMPIER REAR ACCESS IS 3m WIDE.
- ALL NEW CROSSOVERS TO HAVE HEADWALLS, REINFORCED CONCRETE PIPES (RCP) AND STONE PITCHING AS APPROVED BY CITY.
- ROCK PROTECTION SIZES TO BE AS PER MAIN ROADS WA SPECIFICATION 406
- FOR REINFORCED CONCRETE PIPES (RCP), REFER TO MAIN ROADS WA STANDARD DRAWINGS
- FOR REINFORCED BOX CULVERTS (RBC), REFER TO MAIN ROAD WA STANDARD DRAWINGS
- DRIVEWAY CONCRETE SLAB / APRON TO BE 150mm THICK WITH SL82 MESH REINFORCEMENT PLACED CENTRALLY WITH A WATERPROOF MEMBRANE.
- THE EDGE OF SEAL TO BE SAW-CUT TO GIVE A TRUE AND NEAT EDGE.
- CONSTRUCTION JOINTS SHALL BE 20mm DEEP AND 5mm WIDE AND FORMED WITH A CUTTING TOOL AT 3m INTERVALS.
- CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 25MPa AT 28 DAYS.
- THE MAXIMUM GRADE FOR THE FIRST 3m OF VERGE TO BE LESS THAN OR EQUAL TO $\pm 2\%$.
- LENGTH OF OUTLET ROCK PROTECTION, L,
PIPE DIA. $D \leq 450\text{mm}$, $L=4 D$ PIPE DIA. $D \geq 450\text{mm} \leq 1500\text{mm}$, $L=6 D$
PIPE DIA. $D \geq 1500\text{mm} \leq 2500\text{mm}$, $L=8 D$

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14/11/18	HF	PH	ISSUED FOR COMMENT	B	APPROVED					
29/08/17	ML	PH	ISSUED FOR COMMENT	A						