

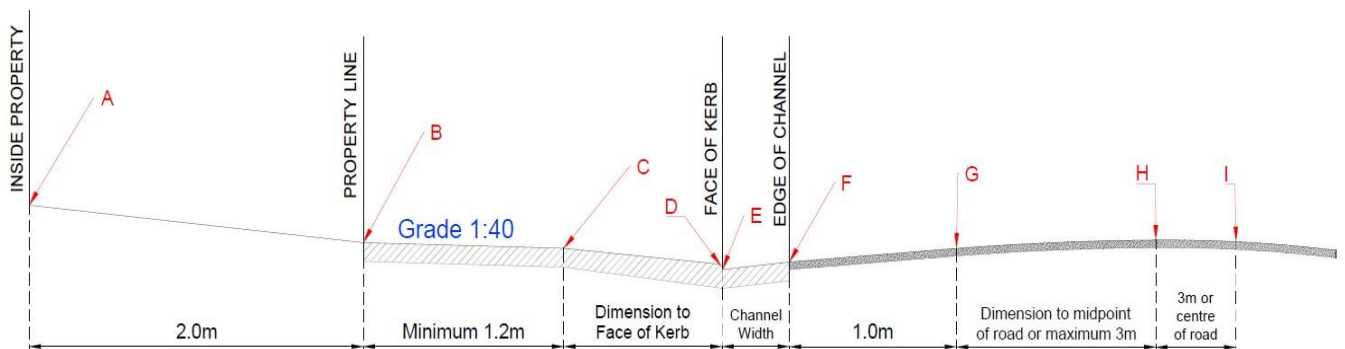
City of Yarra Vehicle Crossing Information Sheet

- **“What is a Vehicle Crossing?”**
 - A vehicle crossover is another term for a driveway, which provides safe access to a property. At Yarra City Council, we require all permanent crossovers to be designed by the property owner and reviewed by a Council engineer prior to a permit being issued.
 - A Vehicle Crossing Permit is a requirement as stated by Local Laws. Local Laws also states that the property owner is ultimately responsible for maintaining the vehicle crossing.
- **“Why is a Vehicle Crossing Design Required”**
 - **Vehicles can use crossing without scrapping:** it must be demonstrated that vehicles can use the crossing without scrapping or bottoming out
 - **Suitable for pedestrians to traverse:** it must be demonstrated that the vehicle crossing is suitable for pedestrians traversing across it
 - **Acceptable tie-in of private and public levels:** it must be demonstrated that the Finished Floor Level of a development appropriately ties into the road and footpath infrastructure
 - **Compliance with current Australian Standards:** new and reconstructed vehicle crossings must comply with current Australian Standards and Council requirements
 - **Avoidance of site layout changes and settlement delays:** early design consideration is vital to avoid the potential for delays at later stages of the development
 - **Gaining Council approval for crossover works:** approval of Finished Floor Levels via a Planning Permit does not imply that the vehicle crossing design requirements are achievable – it is the applicant’s responsibility to ensure internal levels allow for a compliant vehicle crossing design. Incorporation of these factors must be considered at planning phase.
- **“Pitfalls to avoid – why early design consideration is essential”**
 - **Non-compliant design:** compliance with design requirements can’t be achieved (i.e. Levels don’t work)
 - **Delays:** achieving design requirements can be a difficult and drawn-out process, and sometimes unachievable without changes to the internal levels
 - **Additional costs:** there could be additional costs to an applicant as a result at the end of the build of a development to fix issues caused by the vehicle crossover. **By designing the crossover before the development commences the build, future costs can be foreseen or avoided altogether**
 - **Additional works:** potential for rectification works having to be made after Finished Floor Levels have been set due to design and compliance issue.

- **“Key considerations at the planning stage of the development”**
 - Ensure internal Finished Floor Levels consider vehicle crossing design requirements and appropriately ties into the existing footpath, channel and road infrastructure abutting the development to allow for B85/B99 design vehicle access and DDA requirements
 - Impact of the introduction of a new vehicle crossing on existing drainage and service pits within the road reserve as well as potential impact upon existing trees including removal or excavation within a tree protection zone. Applicants will be required to pay the costs associated with street tree removals.
 - You need to consider on-street parking when designing your plans to help preserve the limited parking amenity in Yarra for all users.
 - If there are parking restrictions outside your property, it may still be required for the community such as a loading zone or bus zone. Contact the Parking Management Unit to discuss future proposals.
 - For a new development, take into consideration the length of the parking bays between the proposed driveway and the existing driveways, trees, or any other obstruction. Minimum requirements for the length of parking bays:
 - End bays can be 5.6m.
 - Rest of bays to be 6m for standard parking
 - Loading Zone bays minimum length 6m (maybe longer depending on use)
 - Impact on existing street trees including the removal or excavation of a vehicle crossing within a tree protection zone. If a street tree is approved to be removed, the applicant will be required to pay the costs associated with this.
 - Proposed vehicle crossing designs where works include basement car parks, capping beams to be positioned hard up again title boundaries, basement ramps & restrictions caused by existing conditions (high kerbs, steep roadway cambers etc) must be resolved prior to commencement of works on site.
 - Early engagement with Council’s Engineering Department to discuss the proposed vehicle crossing design location and compliance.

STAGE OF DEVELOPMENT	REQUIREMENTS/CONSIDERATIONS
Development Planning Application Stage	<ul style="list-style-type: none"> • Indicative Cross-Sectional Design • Existing & Proposed Plan View of Site • Review & Confirmation of FFL Levels • Detailed Level Surveyor by Qualified Surveyor
Vehicle Crossing Permit Application Stage	<ul style="list-style-type: none"> • Detailed Cross-Sectional Design • Detailed Site Plan • Detailed Existing/Pre-Construction Level Survey • Photos of Pre & Post Constructed FFL • Detailed Longitudinal Section
Vehicle Crossing Approval & Works Stages	<ul style="list-style-type: none"> • Approved Detailed Cross-Sectional Design • Vehicle Crossing Approval Conditions • Yarra Standard Construction Drawing • Pre & Post Works Inspection by Council Officers

- Please refer to the information below to understand the drawing requirements to successfully process the Vehicle Crossover application
 - The designer is to submit a 1:20 scale cross section for each proposed vehicle crossing showing the following items:
 - Finished floor level 2.0 metres inside property
 - Property line surface level
 - Surface level at change in grade (if applicable)
 - Bullnose (max height 60mm) – must be clearly labelled
 - Surface level at the bottom of the kerb
 - Surface level at the edge of channel
 - Road level 1.0 meter from the edge of channel
 - Road levels
 - Road levels
 - Please note the cross section must be fully dimensioned. As shown in the sketch below
 - Please show both the existing and proposed surface
 - The maximum allowable cross-fall between points B and C is 1:40 (2.5%)
 - A bullnose (max 60mm) is permitted at point D, however not compulsory
 - The levels shown must be exact reduced levels, to three decimal points. Interpolation of levels is not acceptable
 - The designer must demonstrate that an 85th or 99th percentile vehicle profile can traverse the design cross section as per the Australian/New Zealand Standard ground clearance template (AS/NZS 2890.1:2004)
 - Significant level changes to the existing footpath level B to C will require additional level design either side of the proposed crossing
 - Please include any additional levels or changes in grade that are not shown in the diagram



Note: We are working on Vehicle Crossing Design Requirements Sheet and updated Vehicle Crossover drawings to clearly outline the information required. We will have this information updated on the website by January next year.