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## ENGINEERING

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**3.18**

**Subject**

### Rural Property Access Standard

**Objectives**

This standard applies for rural or other land uses where there is no kerb and channel along the frontage of the property. This excludes industrial or commercial uses unless referenced from another Standard.

**Policy**

#### Property access Constraints

Property access must be wholly located on the frontage of the allotment serviced. To avoid service access points, property access should be located with a minimum side boundary clearance at the boundary of four metres, where practical.

Property access must not be located within 12 metres from the tangent point of an intersection (refer to AS/NZL2890.1 for clarification). Other constraints such as power poles, guard rail etc should also be examined before siting the house or the property access. Access restriction strips, easements or “limited access” declarations should also be researched as these may also prevent the placement of the house or property access in the intended location.

Property access should also have sufficient sight distance for the vehicles entering and leaving the property. Refer next section for details.

#### ***Rural Property Access Design***

Accesses to rural allotments should be constructed in accordance with drawing MVSC-R-01a or MVSC-R-01b. Property accesses constructed where the road frontage is sealed are required to have sealed surface treatments as set out in Council’s Standard Drawings; refer to note 7 in MVSC-0-01a and note 5 on MVSC-0-01b. If the road is unsealed, then the property access may be constructed in gravel. The quality and compaction of the gravel property access shall be such that the surface is compacted tight with adequate strength for trucks to use. Without undertaking laboratory testing, the following are indications of adequate gravel property access construction:

- The gravel cannot be kicked out with the heel of a shoe.
- A car or truck wheel should not indent in the surface of the gravel.
- The ground under the gravel is not spongy when a vehicle runs over it.

The property access should be located such that the sight distance requirements from the standard drawing are satisfied using the visibility triangle (refer to plan MVSC-R-01a or MVSC-R-01b).

### **Piped Accesses**

Where access is required across a road side drain, in most instances a pre-cast reinforced concrete pipe must be installed including suitably constructed or pre-cast headwalls at each end. This work should be carried out by a civil contractor with the relevant experience and equipment. The pipe must be a flush jointed pipe which complies with AS4058 (1992). The pipes must be supported and backfilled in accordance with the requirements of Australian Standard AS3725 (1989) - Loads on buried concrete pipes.

The size of the pipe to be installed depends on the shape of the drain and the size of the stormwater flow in the table drain. In some instances multiple pipes or box culverts may be required to take the flow. Written advice must be sought from Council regarding the size of the pipe before construction commences. This advice will be supplied with the permit to construct a property access crossover. The pipe should be generally sized for a one in two year (Q2) ARI storm event, but can be higher for major roads. The minimum size pipe is a 375 mm diameter reinforced concrete pipe. The table drain will need to be at least 475 mm deep from the shoulder of the road to the bottom of the drain to accommodate the pipe.

Consideration must be given to avoiding flooding of adjoining lands by the construction of the access, either by diverting or backing up the water in the road reserve.

The property access should not force water out on to the travel lane of the road. Generally the surface of the access should not be higher than the shoulder of the road. The pipe may also be moved towards the property if suitable to shorten the length of pipe required; provided the road side drain is relocated properly and utility services are not interfered with. Stormwater pipes must not be located over water mains sewers or other services, and should avoid the alignments for such services in areas capable of being serviced by these services.

### **Non piped accesses**

If the table drain has inadequate depth and it is impractical to fit the pipe even after re-grading works, a "Non Piped Property Access" may be provided through the table drain. The surface treatment of the non piped access shall be determined after an on site inspection by Council's Engineering Department. Generally gravel and bitumen accesses will not be appropriate at locations where stormwater from table drains will cause failure of these accesses. Gravel and bitumen access may only be accepted at the tops of road crests where stormwater volumes are low and table drains are minor. The shape of the property access must be such that the Council grader will be able to traverse it during maintenance operations on the road and be able to grade up to and away from the floodway where necessary. Advice must be sought from Council regarding the finished level of the access with respect to the table drain before construction.

A guide post shall be placed at either side of the property access, as per the relevant standard drawing, to denote the location of the access and warn traffic of a possible hazard.

### Protection of Services and Markers

Council and other utility providers are likely to have pipes and wires under the footpath where the property access will be placed. Accordingly, the property access constructors should locate the existing services in the road reserve well before the digging starts. It is recommended that they:

- Contact Council who will be able to provide most of the information you require on what services are located in the footpath; and
- Make use of the “Dial before you dig” service by phoning “1100”.

Services located under footpaths are usually covered by at least 300 mm of soil. This is designed to spread the surface loads (impact) on the underground services. Accordingly, any excavation works should be undertaken very carefully to ensure that these services are not damaged.

Utility providers may have constructed access points such as surface or subsurface pits valves or connections, which if covered by concrete or other material during construction of a property access, may prevent future access for maintenance work. Accordingly, the property access should be located to avoid construction over these points if at all practical. If the property access is to be constructed over a service access, then provision must be made for suitable isolation joints adjacent to the service access point. The service access should be capable of taking the expected wheel loadings. If necessary, the applicant should contact the service provider to alter the level of the point to match the property access.

### Property access Slopes

The following gives a general guide to the levels for the construction of a property access. In certain circumstances Council may determine the levels for the property access to be constructed as a part of the permit.

The slopes and levels along the property access should allow a vehicle with a full passenger load to enter the property without scraping the middle or the ends of the vehicle. Although the owner of the property may own a high clearance vehicle like a four wheel drive, Council requires the property access to suit a standard “85%ile” vehicle so that visitors and future owners are able to traverse the property access.

The desirable maximum property access grade is 16% (1 in 6). Property access with grades steeper than 16% will be required to be constructed with a sealed pavement suitable for the traction of an average two wheel drive to traverse the property access in wet weather (preferably concrete). The maximum grade for rural property access is 20%. A grade of 25% may be approved by Council in certain circumstances.

Transitions will be required to be provided between changes in vertical grades (slopes) to ensure vehicle clears the property access. The template from the Main Roads' "Urban Road Design Manual" Volume 1 (Figure 3-1170) is attached to this Standard. This template can be used to check vehicle clearances by overlaying over a long section of the property access drawn to scale. Other publications such as "AS 2890 Parking Facilities – Off Street" may be used as a reference for the design of the access.

### Application Process

Applications must be submitted to Council on the appropriate form alongwith:

- fees and charges as per Council's fees schedule ;
- a dimensioned drawing or sketch of the property access showing the location of the property access with respect to the boundary;
- the proposed surface type; and
- if the standard drawing MVSC-R-01a or MVSC-R-01b is not being used, then an alternative plan including a long section showing distances and heights with respect to the centre of the road and the end of the travel lane shall be provided.

A Council officer may contact the applicant to confirm the details and possibly provide amended sketches of the property access to ensure compliance with this policy. A permit for construction of the property access should take five to ten business days.

The applicant is required to advise Council when the project is complete to allow a final inspection to be made. Council has the authority to issue a written notice to rectify any faults in the property access and carry out the rectification work at the expense of the land owner if they fail to comply with the notice within a reasonable time.

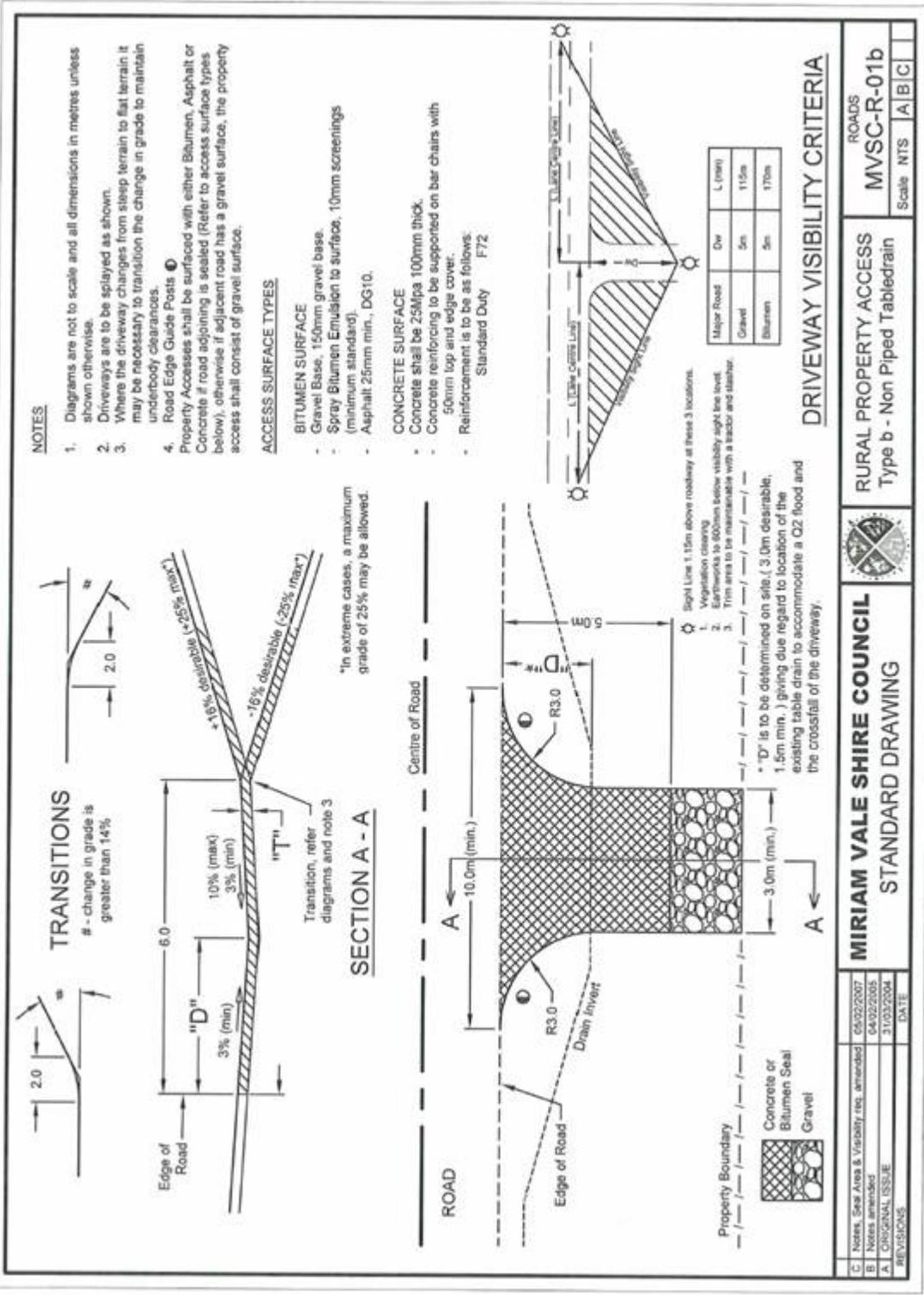
### Standard Conditions for Construction of "Rural" Property accesses

- (a) The owner is responsible for the maintenance of all improvements/alterations undertaken, including keeping the inlet outlet and pipe clear from silt or other blockages.
- (b) The holder of the permit must ensure the safety of traffic by providing and maintaining appropriate signage in accordance with the Manual of Uniform Traffic Control Devices for Works on Roads and the Workplace Health and Safety Act 1995, for the duration of the vehicular access works.
- (c) The applicant is responsible for the Workplace Health and Safety aspects during the construction of the property access and must protect the public by complying with the following:
  - (i) The property access must be completed and safe within ten days of commencing excavation, including back fill to the sides of the property access.
  - (ii) Tripping hazards to the public must be minimised where practical.
  - (iii) All steel rods or other potential hazards protruding above the ground must be suitably capped when the property access construction is unattended.

- (d) Property access and the surrounding ground shall be maintained such that any tripping hazards are minimised. Kerbs, ropes, edging etc must not be placed on the side of the property access across the footpath.
- (e) Where the property access is being constructed by a commercial entity, the holder of the permit must ensure that the contractor is covered by liability insurance for an amount of not less than \$10 million and which indemnifies Council in respect of any liability arising from the construction of the vehicular access works.
- (f) If the vehicular access to premises is built over a service cover, the owner of the premises must arrange for the service cover to be adjusted to the level of the vehicle access, at the expense of the applicant.
- (g) The permit holder must ensure that all wastes (including surplus soil, earth and other materials) generated by the vehicular access works are lawfully disposed of.
- (h) The permit holder must contact Council when the property access is completed, and the Council officer that the works are in compliance with this policy for the permit to take effect.
- (i) Surface treatments shall be non-skid. Surface treatments other than gravel, bituminous surfaces or broomed plain concrete may be difficult to match by Council or any other service provider should excavation of the property access. Be undertaken at a future time.
- (j) Property accesses should have sufficient sight distance for entering and leaving the property access. In some special circumstances such as busy roads, works may need to be undertaken within the property to allow a vehicle to turn within the property and leave the property in a forward direction.

Delegation:  
Policy Number: 3.18  
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Implementation Responsibility: Technical Services Manager  
Review Responsibility: Technical Services Manager  
Date Reviewed:  
Date Amended:  
Date of next Review: As required





**MIRIAM VALE SHIRE COUNCIL**  
STANDARD DRAWING

Scale: NTS

DATE: 04/02/2005

REVISIONS:

NO.	DESCRIPTION	DATE
A	ORIGINAL ISSUE	31/03/2004
B	NOTES AMENDED	04/02/2005
C	NOTES, SEAL AREA & VISIBILITY REQ. AMENDED	04/02/2007

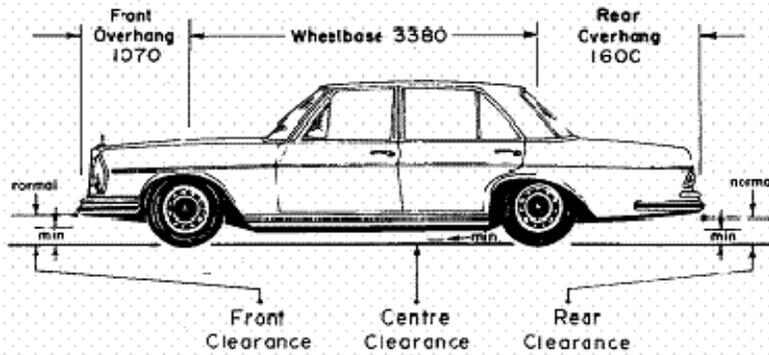
**ROADS**

**RURAL PROPERTY ACCESS**  
Type b - Non Piped Tabledrain

**MVSC-R-01b**

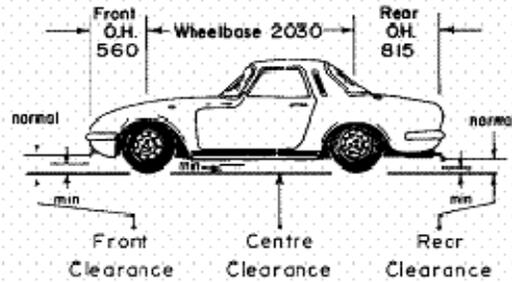
Scale: NTS

Scale: A | B | C



	Front Clearance	Centre Clearance	Rear Clearance
Normal load	280	100	270
Front dive (braking)	180	65	300
Rear jounce	300	65	160
Full jounce	200	25	190

Clearance dimensions under various conditions for composite longest vehicle.



	Front Clearance	Centre Clearance	Rear Clearance
Normal load	150	125	115
Front dive (braking)	85	100	135
Rear jounce	160	100	45
Full jounce	100	75	65

Clearance dimensions under various conditions for composite shortest vehicle.

Scale 1 : 50

- \* Use normal load as a basis for design of entrances, but the effects of greater spring deflections should be checked.
- \* The dimensions shown relate to those of a composite design vehicle and do not necessarily apply to the particular models shown.

Source: Ref. 14

**Template for vehicle clearance at property entrances**