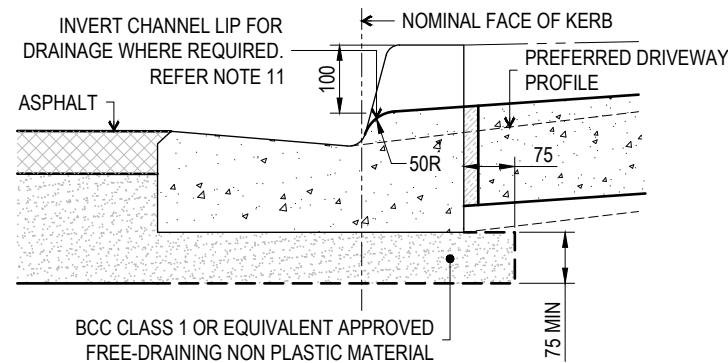
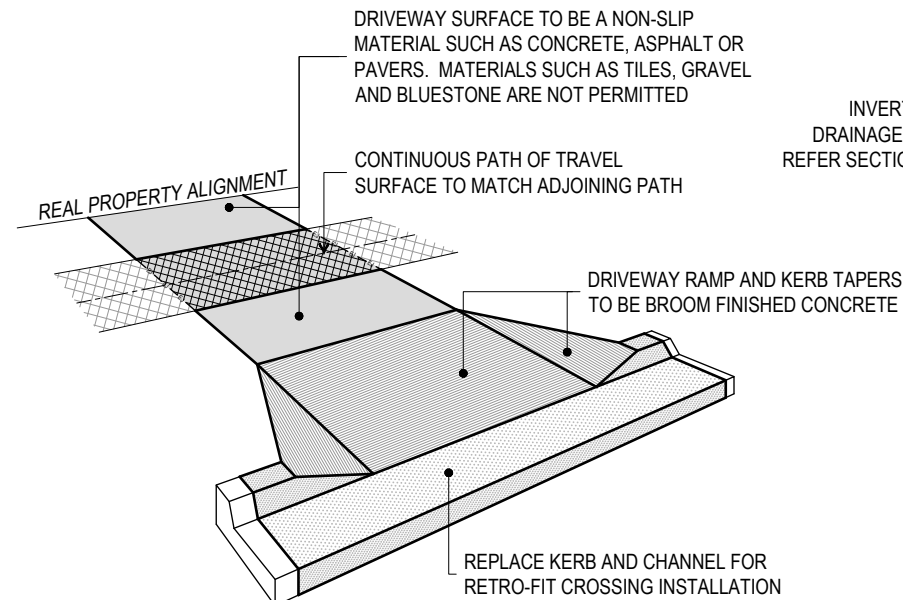
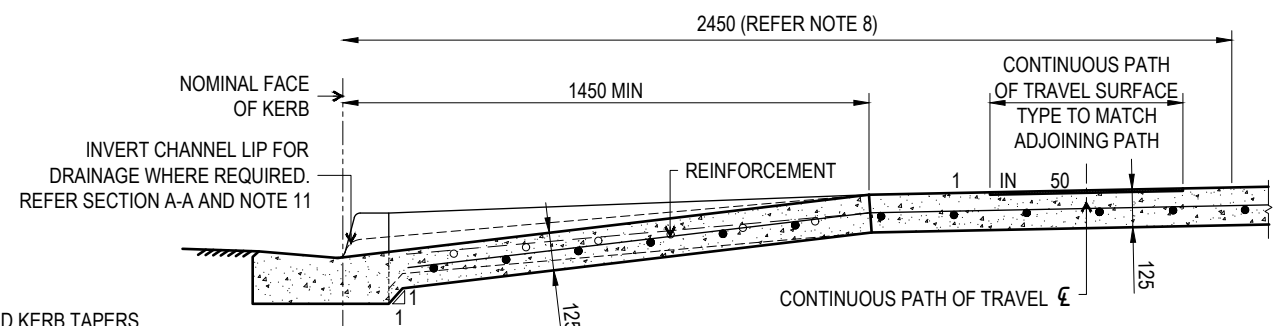




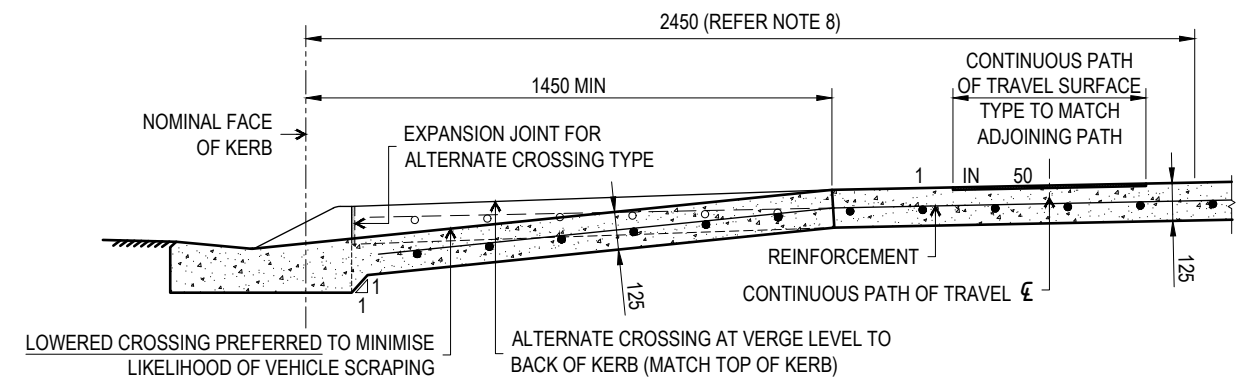
**SECTION A-A
(FOR TYPE 'E' K&C)**
(INVERT LIP DETAIL - WHERE REQUIRED)



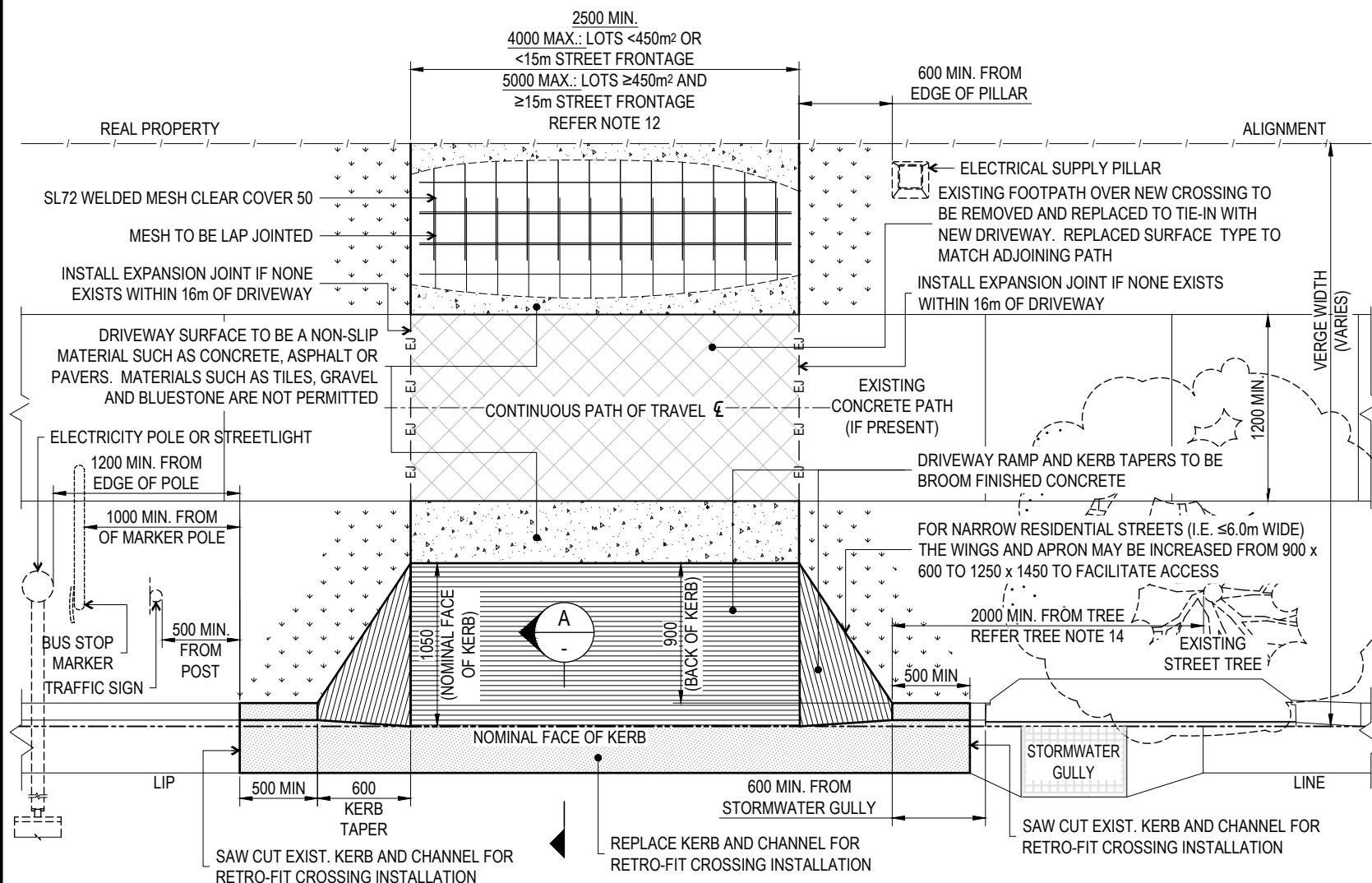
PERSPECTIVE VIEW



SECTION A-A (WITH TYPE 'E' K&C)



SECTION A-A (WITH TYPE 'D' K&C)



PLAN

LEGEND:

AREA TO BE TURFED

NOTES:

1. THE SPECIFIED PAVEMENT STANDARD DOES NOT APPLY TO POOR SUBGRADE. REFER SUPPLEMENTARY NOTES FOR DETAIL (REFER BSD-0019 FOR REQUIREMENTS).
2. THIS CROSSING IS NOT FOR COMMERCIAL VEHICLES.
3. ALL CONCRETE TO BE GRADE N32.
4. ALL CONCRETE TO BE BROOM FINISHED. FOR SLIP RESISTANCE REQUIREMENTS REFER REFERENCE SPECIFICATION FOR ENGINEERING WORKS S200 CONCRETE WORK.
5. EXPANSION JOINTS TO BE FULL DEPTH 10 THICK CLOSED CELL CROSS LINKED POLYETHYLENE FOAM (85-150kg/m³). SEAL SURFACE OF JOINT WITH A SUITABLE POLYURETHANE SEALANT.
6. THE THICKNESS OF DECORATIVE SURFACING WHERE APPROVED IS ADDITIONAL TO THE THICKNESS SHOWN.
7. PERMITS RELATING TO ROADS AND DRAINAGE MUST BE OBTAINED FROM COUNCIL (EITHER FROM REGIONAL BUSINESS CENTRES OR www.brisbane.qld.gov.au) TO SEEK APPROVAL OF LOCATION AND LEVELS PRIOR TO ANY EXCAVATION.
8. A 1:50 SLOPE UPWARDS FROM THE TOP OF KERB FOR A MIN DISTANCE OF 2450mm IS NECESSARY TO PROTECT PROPERTIES FROM STORMWATER OVERFLOW FROM THE ROAD PAVEMENT. THIS CONSTRAINT MAY BE VARIED WITH THE APPROVAL FROM COUNCIL.
9. WHEN CROSSING IS RETRO-FITTED TO EXISTING KERB AND CHANNEL, THE EXISTING KERB AND CHANNEL IS TO BE REMOVED USING A SAW CUT AND NEW KERB AND CHANNEL CONSTRUCTED AS PART OF NEW CROSSING. REFER BSD-2001 FOR STANDARD KERB PROFILES.
10. FOR RETRO-FITTED CROSSINGS EXISTING ROAD PAVEMENT TO BE SAW CUT TO ALLOW CLEAN REMOVAL OF EXISTING KERB AND CHANNEL. REINSTATE ROAD PAVEMENT AFTER CONSTRUCTION OF NEW CROSSING.
11. INVERT CHANNEL LIP ONLY TO BE PROVIDED ON BOTH TYPE 'D' AND TYPE 'E' KERB AND CHANNEL TYPES TO PREVENT WATER FLOW INGRESS ON FLAT OR NEGATIVE VERGE CROSSFALLS. LIP TO BE 100mm FROM TOP OF KERB.
12. FOR DRIVEWAY CROSSOVERS FOR NARROW LOTS WITH <10m FRONTAGE WIDTH, REFER SHEET 2. FOR SMALL LOTS UNDER 350m² REFER TO COUNCIL FOR ADVICE.
13. ON MINOR ROADS CROSSOVER TO BE A MINIMUM:
 - 10m FROM A MINOR INTERSECTION;
 - 20m FROM A MAJOR INTERSECTION.
14. EXISTING TREE OFFSET
 - 'TREE OF CYLINDRICAL FORM' IS A TREE WITH A ROUND STEM WITH NO ADJOINING TREE ROOTS ABOVE THE GROUND SURFACE: 2000 MIN. FROM TRUNK.
 - 'BUTTRESS TREES' ARE TREES WITH A ROUND STEM WITH ABOVE GROUND BUTTRESS ROOTS (I.E. LARGE, WIDE ROOTS ON ALL SIDES OF A SHALLOWLY ROOTED TREE) SUCH AS FIG TREES AND POINCIANAS.
 - BUTTRESS TREES REQUIRE A GREATER CLEARANCE TO DRIVEWAYS. APPLICANTS MUST SUBMIT A VEHICLE CROSSING/DRIVEWAY PROPOSAL PLAN TO COUNCIL SHOWING ADEQUATE CLEARANCE TO BUTTRESSED ROOTS TO THE SATISFACTION OF SUITABLY QUALIFIED ARBORIST OR COUNCIL DELEGATE.
15. MAINTENANCE OF VEHICLE CROSSINGS (DRIVEWAYS) IS THE RESPONSIBILITY OF THE PROPERTY OWNER.
16. REDUNDANT VEHICLE CROSSINGS (DRIVEWAYS) ARE TO BE COMPLETELY REMOVED AND THE ADJACENT KERB AND CHANNEL AND VERGE IS TO BE REINSTATED TO MATCH EXISTING.
17. TO REFLECT PEDESTRIAN PRIORITY OVER VEHICLES, THE ADJOINING PATH SURFACE IS TO EXTEND ACROSS THE DRIVEWAY/VEHICLE CROSSOVER, EXCEPT WHERE PATH SURFACE IS ASPHALT OR SEGMENTAL/DECORATIVE PAVERS IN WHICH CASE THE DRIVEWAY AND VEHICLE CROSSOVER MUST BE CONSTRUCTED OF CONCRETE.
18. DRIVEWAY MUST NOT BE LOCATED WITHIN 10 METRES OF A MINOR INTERSECTION OR 20 METRES OF A MAJOR INTERSECTION.
19. ALL CONCRETE TO BE BROOM FINISHED FOR SLIP RESISTANCE REQUIREMENTS REFER REFERENCE SPECIFICATION FOR ENGINEERING WORKS S200 CONCRETE WORK.
20. DIMENSIONS IN MILLIMETRES (U.N.O.).

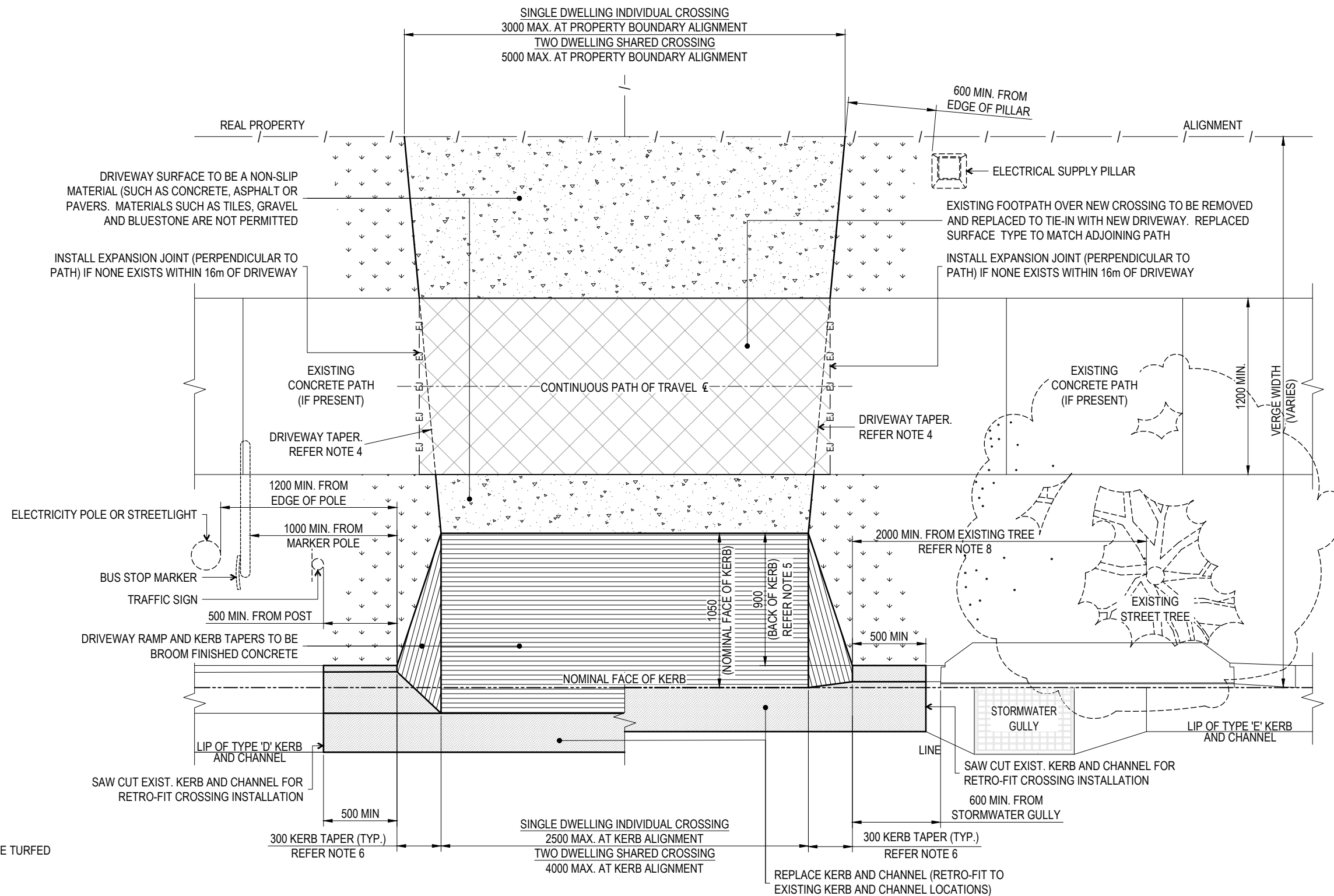
THE PURPOSE OF THIS STANDARD DRAWING IS TO PROVIDE TYPICAL DETAILS THAT SUPPORT THE DESIRED OUTCOMES OF THE BRISBANE CITY PLAN 2014 AND ASSOCIATED PLANNING SCHEME POLICIES. THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHOULD BE ASSESSED AND ACCEPTED BY AN APPROPRIATELY QUALIFIED DESIGNER AND/OR REGISTERED PROFESSIONAL ENGINEER OF QUEENSLAND (RPEQ).



BRISBANE CITY COUNCIL STANDARD DRAWING

VEHICLE CROSSING (DRIVEWAY)
SINGLE DWELLING (≥10m STREET FRONTAGE)
SHEET 1 OF 2

PUBLISH DATE	MMM YYYY
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-2022
ORIGINAL SIZE	A3
REVISION	F



LEGEND:

 AREA TO BE TURFED

NOTES:

- SHEET DETAILS ONLY TO BE USED FOR NEW:
 - NARROW FRONTAGE <10.0m WIDTH LOTS; OR
 - AS OTHERWISE CONDITIONED THROUGH A DEVELOPMENT OR CROSSOVER PERMIT.
- REFER SHEET 1 OF THIS SERIES FOR CONSTRUCTION REQUIREMENTS.
- NO MORE THAN 1 CROSSOVER IS PERMITTED FOR DWELLINGS ON LOTS LESS THAN 450m².
- PROVIDE TAPER BETWEEN BOUNDARY ALIGNMENT AND KERB AS SHOWN.
- MINIMUM DRIVEWAY CROSSING WIDTH IS 2.5m, EXCLUDING KERB TAPERS.
- FOR NARROW RESIDENTIAL STREETS (i.e. ≤6.0m WIDE) THE WINGS AND APRON MAY BE INCREASED FROM 900 x 300 TO A MAXIMUM OF 1250 x 1450 TO FACILITATE ACCESS.
- THIS CROSSING IS NOT FOR MULTI-DWELLING LOTS OR DEVELOPMENTS. REFER BSD-2021.
- EXISTING TREE OFFSET (REFER NOTE 14 - SHEET 1):
 - 2000 MIN. FROM TRUNK OF 'TREE OF CYLINDRICAL FORM'.
 - BUTTRESS TREES REQUIRE A GREATER CLEARANCE TO DRIVEWAYS. APPLICANTS MUST SUBMIT A VEHICLE CROSSING/DRIVEWAY PROPOSAL PLAN TO COUNCIL SHOWING ADEQUATE CLEARANCE TO BUTTRESSED ROOTS TO THE SATISFACTION OF SUITABLY QUALIFIED ARBORIST OR COUNCIL DELEGATE.
- DIMENSIONS IN MILLIMETRES (U.N.O.).

PLAN VIEW

THE PURPOSE OF THIS STANDARD DRAWING IS TO PROVIDE TYPICAL DETAILS THAT SUPPORT THE DESIRED OUTCOMES OF THE BRISBANE CITY PLAN 2014 AND ASSOCIATED PLANNING SCHEME POLICIES. THE FITNESS FOR PURPOSE OF THIS STANDARD DRAWING FOR A SPECIFIC PROJECT SHOULD BE ASSESSED AND ACCEPTED BY AN APPROPRIATELY QUALIFIED DESIGNER AND/OR REGISTERED PROFESSIONAL ENGINEER OF QUEENSLAND (RPEQ).



BRISBANE CITY COUNCIL STANDARD DRAWING

VEHICLE CROSSING (DRIVEWAY) SINGLE DWELLING - NARROW AND SHARED DRIVEWAYS - SHEET 2 OF 2

PUBLISH DATE	MMM YYYY
SCALE	NOT TO SCALE
DRAWING NUMBER	BSD-2022
ORIGINAL SIZE	REVISION
A3	F