POLICY TITLE | Vehicle Crossings Policy  
POLICY TYPE | Management  
DIRECTORATE | City Services  

1. **Background**

The *Road Management Act 2004* (Vic) and the *Local Government Act 1989* (Vic) authorise a road authority to make decisions regarding the installation and/or modification of vehicle crossings. The Council *General Purposes Local Law 2008* also regulates the construction of vehicle crossings. Within the City of Moonee Valley Council is the authority for all local roads.

Existing vehicle crossings within the municipality have been constructed over a lengthy period of time and varying standards prior to Council amalgamation. For this reason existing vehicle crossings are not necessarily a reflection of Council’s current standards, and, are not an acceptable reason for a proposed vehicle crossing not to meet the requirements of this policy.

Vehicle crossings must be maintained to the same standard as all other assets within the road reserve despite being installed and maintained by the property owner. As part of the road reserve a vehicle crossing needs to be considered in conjunction with Council’s other references relating to roads including *Municipal Parking Strategy, Road Management Plan, Neighbourhood Character Study Guidelines and Standard Design Drawings*.

The installation and maintenance of vehicle crossings will occasionally have conflicting demands and so necessitates a process which adequately and fairly assesses these demands.

2. **Purpose**

The purpose of this policy and accompanying procedure manual is to provide clear guidelines on when a vehicle crossing is permitted within the Council road reserve and is intended for use by Council officers, private developers and residents.

This policy provides a clear and concise set of standards when assessing an application for a new or modified vehicle crossings that allows for a fair and reasonable use of the road reserve by the property owner, developers and wider community.

3. **Scope**

This policy covers the requirements for installing and maintaining a private vehicle crossing.

This policy does not cover *works* within the road reserve required for the construction of a vehicle crossing. This is covered by a *Works within Municipal Road Reserve*
Policy. A Works within Municipal Road Reserve permit is a separate requirement with an application submitted after a Vehicle Crossing permit has been issued.

This policy does not cover works that may potentially damage Council assets during construction of a vehicle crossing which is covered by the Asset Protection Policy. An Asset Protection permit may be an additional requirement, depending on the extent of works, with an application submitted after the Works within Municipal Road Reserve permit has been issued.

4. Definitions

Intersection (as defined by Australian Standards AS1348): area where two or more roads (except any road-related area) meet, and includes

- any area of the roads where vehicles travelling on different roads might collide; and

- the area of any slip lane where the roads meet; but does not include any road-related area

Nature strip: area of road reserve between the property boundary and the back of kerb, excluding any public pavement or footpath area (in accordance with the definition of “roadside” under the Road Management Act). The nature strip may contain other assets such as a street trees, vehicular crossings or items of service authority assets including, but not limited to pits, pipes, cables, poles, posts and fire hydrant.

Right-of-Way: commonly referred to as a ‘laneway’, portion of land not within the road reserve that provides a common right to use as a means of access or travel. Ownership of a right-of-way may be with Council, adjacent property owners, or, a third party, and, may be identified on the Certificate(s) of Title or implied.

Road reserve: all of the area of land that is within the boundaries of a road reserve (Road Management Act 2004 (Vic)). Typically this is the area between property boundaries containing the roadway and areas adjacent to the roadway including nature strip, footpaths, traffic islands, vehicle crossings, etc.

Service authority: an entity (or their agent) which provides a utility, transportation, road or fire emergency service under the authority of an act of Victoria or the Commonwealth.

Vehicle crossing: paved section to provide vehicular access from the roadway to a private property.

Works within Road Reserve permit: a permit consistent with the Road Management Act 2004 (Vic), for all private works and most service authority works within the road reserve. Previously known as a Consent Non-Utility Minor Works within a Municipal Road Reserve (Minor Works) and Application for Consent.
5. Responsibility

Building, Health & Property Services
- assess Vehicle Crossing applications and record on Council database
- receive and process Works within Municipal Road Reserve applications for new crossings and/or maintenance or modification of existing crossings
- ensuring that all application forms are completed correctly including the fee payment
- undertake asset protection inspection and arrange reinstatement, replacement or removal of any damage caused during construction
- attend a pre-pour inspection of the site to ensure that the crossing is built according to the Works within Municipal Road Reserve permit requirements and standards
- amend Works within Municipal Road Reserve permit conditions where appropriate to ensure site conditions post excavation are suitably met
- identify hazards or problem locations when undertaking site inspections

Statutory Planning
- assess vehicle crossing applications within Road Zone 1 and Heritage Overlays and provide requirements to property owner

Operations Delivery
- provide guidance to property owners and Council Technical Officers where a Vehicle Crossing application indicates a street tree will be too close to a proposed vehicle crossing (less than 2m)

Legislative Services and Support
- investigate redundant and illegally constructed vehicle crossings
- responds to illegal access by vehicles using the footpath and nature strip
- issue a Notice to Comply or an infringement notice to property owners

6. Legislation

This policy has been developed with consideration to the following legislation:

- *Local Government Act 1989 (Vic)*
- *Planning and Environment Act 1987 (Vic)*
- *Road Management Act 2004 (Vic)*
- *Road Management (Works and Infrastructure) Regulation 2015 (Vic)*
- *Road Safety Road Rules 2009 (Vic)*
7. **Policy**

It is Council policy to only allow for the installation of a vehicle crossing where there is not a detrimental impact on other road reserve users or neighbourhood character. This may include but is not limited to: net loss of on-street parking; increased safety risk; loss of amenity value, and, risk or damage to Council assets and those of other service authorities.

8. **Consultation**

In developing this policy the following departments were consulted:

- Building, Health and Property Services
- City Planning
- Infrastructure Services
- Legislative Services and Support
- Operations Delivery
- Statutory Planning
- Technical Services

9. **Related Documents**

- Moonee Valley City Council, 2015, *Asset Protection Policy*
- Moonee Valley City Council, 2008, *General Purposes Local Law*
- Moonee Valley City Council, 2013, *Municipal Parking Strategy*
- Moonee Valley City Council, 2012, *Neighbourhood Character Study*
- Moonee Valley City Council, 2013, *Parking Permit Policy*
- Moonee Valley City Council, 2015, *Planning Scheme*
- Moonee Valley City Council, 2014, *Road Management Plan (RMP)*
- Moonee Valley City Council, 2015, *Road Occupancy Policy*
- Moonee Valley City Council, 2010, *Road Safety Plan*
- Moonee Valley City Council, 2015, *Planning Scheme*
- Moonee Valley City Council, 2015, *Significant Trees Register*
- Moonee Valley City Council, 2015, *Standard Drawings*
- Moonee Valley City Council, 2012, *Street Tree Planting Strategy*
- Moonee Valley City Council, 2012, *Subdivisional Road and Drainage Design Checklist*
- Moonee Valley City Council, 2013, *Urban Design Manual*
- Moonee Valley City Council, 2015, *Works within Municipal Road Reserve Policy*

For further information including the Vehicle Crossing application refer to the following Council website:

Procedure Manual

Overview of application process

Where a vehicle crossing is to be newly constructed, relocated or otherwise modified a property owner must provide two applications for approval:

- a Vehicle Crossing Location Approval application (hereafter referred to as a ‘Vehicle Crossing application’) to confirm that the proposed arrangement is suitable and to Council standards; and
- a Works within Municipal Road Reserve application to confirm the suitability of proposed works within the road reserve

The Vehicle Crossing application must contain (where applicable) the following details:

- property and owner’s information
- proposed vehicle crossing type (e.g. new, re-location, etc.)
- number of existing and proposed vehicle crossing/s and dwellings
- location information including road type and heritage overlays
- planning and/or building permit number
- proximity to Council and service authority assets
- street trees and consent details from the Council arborist
- existing vehicle scrapping/clearance issues
- site layout plan of existing and proposed conditions
- additional comments that may assist with assessment of the application

Once the application is received a Technical Officer will perform an on-site inspection to determine the suitability of the proposed vehicle crossing based on the contents of this policy.

Once a site inspection has been completed and all standard, secondary and site specific requirements have been assessed, a Technical Officer will issue the approval. Design requirements and Council standard drawings will be included with the approval to ensure the crossing is constructed to Council standards.

Once approval is received the property owner will then need complete a Works within a Municipal Road Reserve to work within the road reserve. A Works within Municipal Road Reserve permit application form is handled in the following way:
<table>
<thead>
<tr>
<th>Assessment criteria</th>
<th>Response</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Has the property owner provided all the contact details of the contractor undertaking the work?</td>
<td>Required prior to permit issue</td>
<td>Unable to undertake works within the road reserve without this necessary information</td>
</tr>
<tr>
<td>Has the property owner ensured that their contractor has a public liability insurance <strong>minimum of $10,000,000</strong>?</td>
<td>Required prior to permit issue</td>
<td>Unable to undertake works within the road reserve without this necessary information</td>
</tr>
<tr>
<td>Has the fee been paid?</td>
<td>Required prior to permit issue</td>
<td>This fee is stipulated by Municipal Association of Victoria (MAV) and Council must adhere to it</td>
</tr>
<tr>
<td>Is the property owner aware of the maintenance requirements of vehicle crossings?</td>
<td>To be maintained consistent with RMP</td>
<td>Conditions of permit to stipulate maintenance requirements</td>
</tr>
<tr>
<td>Has the property owner been provided with the appropriate specification and has this specification been confirmed appropriate on site?</td>
<td>Construction method to reflect drainage and access issues</td>
<td>Permit to set out maintenance requirements and duty of care to other users of the road reserve</td>
</tr>
</tbody>
</table>

**NOTE:**
A Vehicle Crossing application will be assessed based on the requirements provided in this policy, regardless of the design of any existing vehicle crossings. Similarity to an existing non-standard vehicle crossing is **not** an acceptable reason for a proposed vehicle crossing not to meet the requirements contained within this policy.
1. Standard requirements

There are a number of standard requirements that will be considered when assessing a vehicle crossing application. If any one of the standard requirements are not met, the application will be declined.

**Figure 1: Idealised example of a vehicle crossing**

The Council Road Management Plan, the red (or dark grey) section is maintained by the property owner with the yellow (or light grey) section maintained by Council.

**Minimum setback**

There must be a **minimum** of 5.4 metres setback from the vehicle entrance at the property boundary to the furthest extent of the parking space (including garages). This is the length of a motor vehicle as per the Australian Standard and ensures that the crossing will be useful for future owners of the property. This is supported by a 2012...
Victoria Civil and Administrative Tribunal (VCAT) decision which challenged the assertion.

“While the width is adequate, the length falls short of the minimum 5.4 metres required for the length of a single car space adjoining a wall as recommended by the relevant Australian Standard. This Australian Standard is incorporated in the planning scheme and its dimensions are generally comparable with other references to those for car spaces in clause 52.06 and ResCode provisions. The risk is that for a longer vehicle (potentially even a standard sized one), there is a real potential for some overhang onto the footpath”.¹

If the setback from the vehicle entrance at the property boundary to the furthest extent of the parking space is less than 5.4 metre an application will be **declined**.

**Remaining driveway length**
After accounting for formal parking spaces is the driveway less than 5.4 metres?

The standard length of a single car space as per Australian Standards is 5.4 metres. However a driver may attempt to park in a space as short as 3.5 metres, cause the vehicle to overhang the footpath or right-of-way, and in turn, cause a safety risk. For a space less than 3.5 metres a driver is unlikely to attempt to park a car.

If the remaining driveway, after accounting for formal parking spaces, is more than 3.5 metres but less than 5.4 metres then an application will be **declined**.

**Unrestricted kerb-side use**
Are there existing critical kerb-side uses (designated zones) such as bus stops, No stopping zones, Taxi zones, Emergency vehicle access points? Existing designated zones are considered more important than residential access as set out under the Municipal Parking Strategy.

If a proposed vehicle crossing is in the vicinity of a designated zone an application will be **declined**.

**Approval from Statutory Planning (Council) and VicRoads**
Properties located within a Heritage Overlay must have planning approval from Council prior to a Vehicle Crossing application being received. Information on heritage overlay zones can be found online at: [http://planningschemes.dpcd.vic.gov.au/schemes/mooneevalley/maps#](http://planningschemes.dpcd.vic.gov.au/schemes/mooneevalley/maps#)

Properties located within a **Road Zone Category 1** must have planning approval from Council and referred to VicRoads prior to a Vehicle Crossing application being received. A formal application must first be made to the Statutory Planning department if the proposed alteration or creation of a vehicle crossing is within a Road Zone Category 1 (main arterial road). This application will then be referred to VicRoads.

If a property is within a Heritage Overlay or Road Zone 1 the vehicle crossing must have planning approval or the application will be **declined**.

¹ VCAT decision, 3 June 2011 – 5 Richardson St, Essendon.
Minimum clearance from services and trees
Will there be at least 1 metre clearance of pits, poles or other service authority assets, or, 2 metres clear of street trees from the outermost point of the splay or radial?

- a minimum distance of 1 metre from Council assets and utility services must be provided to minimise the risk of damage to these assets
- a minimum distance of 2 metres from street trees to minimise soil compaction around the base and long term damage

If the vehicle crossing is within 1m of a Council or service authority asset, or, within 2m of a street tree the application will be declined.

Approval for tree removal
Is a tree likely to be removed in order to install/modify a vehicle crossing?

Any applications that requires a tree to be removed must be referred to the Council Senior Arborist for assessment against the Council Significant Trees Register.2

If the Council arborist deems the tree to provide value to the municipality the application will be declined.

Maximum width
Is the crossing for a non-industrial (e.g. residential) property with a frontage of less than 15 metres?

If the property frontage is less than 15 metres then the vehicle entrance must be exactly 3 metres wide. If the property frontage is greater than 15 metres then the vehicle crossing must be no greater than 4.5 metres.3

If the property frontage is less than 15m and proposed vehicle crossing is greater than 3m the application will be declined.

If the property frontage is greater than 15m and proposed vehicle crossing is greater than 4.5m the application will be declined.

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2 This register is managed by the Council Operations Delivery department
3 The minimum width of a residential vehicle crossing for residential usage is 3 metres, as per AS/NZS 289 0.1:2004 Section 2.6.1.
Circular entry requirements
Does the application request a circular shaped vehicle crossing (i.e. horseshoe driveway)?

Circular entries requiring 2 crossings will only be considered under the following conditions:

- a minimum of 20 metres frontage (of the property)
- a minimum of 6 metres between crossings
- a minimum of 7.5 metres setback for the driveway
- a minimum of 4 formal car parking spaces must be created within the property

If the above requirements are not met the application will be declined.

Minimum distance from an intersection
Is the vehicle crossing within 10 metres of an un-signalised intersection, 20m from a signalised intersection, or, in the proximity of other traffic controls?

The Road Management Act 2004 (Vic) and the Road Safety Road Rules 2009 (Vic) (Road Rules)\(^4\) requires a minimum clearance of 10 metres from an intersection in order to retain sight lines and minimise potential safety concerns.

If an application is seeking to install a vehicle crossing within 10 metres of an intersecting kerb line or 6 metres from a tangent line\(^5\), the application will be declined.

The Road Rules restrict parking and access around an intersection as follows:

- within 20 metres (unless permitted by a sign) of:
  - both sides of an intersection with traffic lights
  - the approach side of a bus stop
  - the approach side of a children’s crossing
  - both sides of a level crossing
  - the approach side of a pedestrian crossing that is not at an intersection
  - the approach side of a tram stop sign (unless permitted by a sign)

- within 10 metres (unless permitted by a sign) of:
  - an intersection without traffic lights
  - the departure side of a bus stop sign
  - both sides of a safety zone
  - the approach side of traffic lights not at an intersection
  - the departure side of a pedestrian crossing that is not at an intersection
  - the departure side of a children’s crossing

If the above requirements are not met the application will be declined.

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\(^4\) Part 12 Div. 3 Sect 168.2
\(^5\) AS/NZS 2890.1:2004
**Maximum width for commercial use**

Is the crossing in a commercial/industrial area?

The maximum allowable width of a vehicle crossing intended for industrial/commercial use is 6 metres. A vehicle crossing in excess of 6 metres in width should match the turning circles of the largest vehicles intended to regularly use the crossing. For applications requiring a vehicle crossing width greater than 6 metres, an application will need to be accompanied by turning templates. Where an industrial/commercial development is using or likely to use articulated trucks, a Council Technical Officer may seek the advice of a Council Transportation Engineer to ensure the dimensions are suitable.

If heavy vehicles are to regularly use the vehicle crossing and the crossing does not meet Council standards for heavy vehicles the application will be **declined**.

**Removal of original or redundant vehicle crossing**

Will the construction of a new crossing make an existing vehicle crossing redundant?

If an application seeks to relocate a vehicle crossing to another location on the original crossing must be removed and the nature strip and kerbing and channel reinstated as per Council standard drawings. The pre-pour inspection (see Section 4) will include inspection of new section of kerb and channel.

Where a redundant vehicle crossing has not been removed Council will undertake these works and pursue the property owner for costs.

*Figure 3: Example of a redundant vehicle crossing and illegally parked car*
Reasons for the removal of a redundant vehicle crossings include:

- maintaining the number of legal on-street parking spaces (parking in front of any crossing incurs a parking fine)
- to reduce points of conflict for road users and pedestrian
- reducing safety risk where the vehicle crossing is not maintained
- discouraging informal parking within the nature strip
- maintaining and improving aesthetic appeal of the streetscape

If a redundant vehicle crossing is not removed the application will be **declined**.
2. Secondary requirements

Should the vehicle crossing meet all standard requirements then the application will then be assessed against secondary requirements. Secondary requirements, like standard requirements, serve the purpose of maintaining Council's standards but in some situations these standards may not be practical. Where this is the case Council may grant a conditional exemption from a secondary requirement where the application can show good reason.

Minimum remaining frontage
Is the property frontage: less than 20m and the vehicle crossing more than 40% of the width; or, more than 20m and the vehicle crossing more than 33% of the width?

The total width of the vehicle crossing/s must not exceed 40% for properties with frontage of less than 20 metres, or, more than 33% for properties with a frontage greater than 20 metres. This is requirement is consistent with Clause 55.03-9 of the Council Planning Scheme (access objectives of Council planning requirements). Where there this is conflict with other requirement Standard Requirements will take precedence.

If without good reason the property frontage is less than 20m and the vehicle crossing is greater than 40% of the width the application will be declined.

If without good reason the property frontage is more than 20m and the vehicle crossing is greater than 33% of the width the application will be declined.

Significant character requirements
Is the property within a Significant Character Area?

Council has identified Significant Character Areas based on the unique architectural, garden form and/or subdivision characteristics of the area. Council actively tries to preserve the characteristic of these neighbourhoods by restricting modifications of the ‘key elements’ of a property. Key elements that may be affected by a vehicle crossing include building layout, construction materials, design, siting, set back of buildings, garden frontage and fencing.

For a map of the Council Significant Character Areas and detail explanation refer to the following link:

If without good reason the vehicle crossing changes the ‘character’ of an area the application will be declined.

Reduced street parking
Will the crossing provide a net increase in on-street parking?

Vehicle crossings may cause the loss of at least one on-street parking bay and effectively turns a public car parking space into a private space. At least 2 or more car spaces on private land should be considered to offset the loss of public parking. New
or amended applications for vehicle crossings should consider providing a net increase in car parking.

From the Council Municipal Parking Strategy:

“On-street parking is a public asset and a limited resource, with demand frequently outstripping supply. Council takes its responsibility to manage this valuable resource very seriously – now and in the future… Control of the parking supply is often used as a means of reducing the relative attractiveness of car use… Many residents who contact Council regarding parking issues indicate that they park on the street for convenience, regardless of whether they have access to off-street facilities.”

If without good reason the vehicle crossing reduces the net number of parking spaces (i.e. total of off- and on-street parking) the application will be **declined**.

**Clearance from neighbouring vehicle crossings**
Is the proposed vehicle crossing clear of neighbouring crossings and other assets?

New crossing must provide at least 2.4 metres clearance form an existing neighbouring crossings. Should this clearance not be achieved then the crossover will need to be constructed as a double crossing.

Where a new crossing is installed, it must maintain access to assets within the road reserve and provide suitable sightlines. Crossings located closer than this must be constructed as a double crossing.

If without good reason a single vehicle crossing is less than 2.4 metres from an existing crossing the application will be **declined**.

**Access from a right-of-way**
Is the vehicle crossing to be located on a local road and the property also has access from a right-of-way?

Access to a property via a right-of-way should be promoted ahead of the installation of a vehicle crossing so as to avoid the loss of on-street parking.

If without good reason the vehicle crossing is located on a local road and the property has access from a right-of-way the application will be **declined**.
3. Site specific requirements

Where a property has unique or uncommon constraints the response from Council will require specific assessment and requirements. Guidance for site specific requirements are outlined below.

Narrow streets
Where a street is narrower than standard the Council Municipal Parking Strategy provides guidance on parking as follows:

<table>
<thead>
<tr>
<th>Category</th>
<th>Width (m)</th>
<th>Guidance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Category A</td>
<td>&lt;5.2m</td>
<td>Too narrow for on-street parking – could require change of use</td>
</tr>
<tr>
<td>Category B</td>
<td>5.2m - 7.2m</td>
<td>May be able to accommodate parking on one side of the street with possible engineering solution</td>
</tr>
<tr>
<td>Category C</td>
<td>&gt;7.2m</td>
<td>Generally able to accommodate parking on both sides with education and enforcement</td>
</tr>
</tbody>
</table>

Where a street is less than 7.2m wide an application will be assessed more favourably where there is no net loss of on-street parking. This typically occurs when the crossing is to be located on a side of a street where parking is not permitted.

Residential permit zones
Residential permit zones are intended to give preferential treatment to residents of the street typically due to a lack of options for off-street parking. An application for a new vehicle crossing is typically declined due to the reduction in on-street parking this causes unless a net increase in parking (off- and on-street parking) is realised. An added requirement is likely to be the property owner must forego a parking permit so as to encourage discouraging off-street parking.

Reverse fall crossings
To avoid flooding from the kerb and channel the vehicle crossing must be graded away from the property to avoid runoff from the kerb and channel during will enter the property during heavy rainfall. Where this is difficult to achieve Council may consider approval for a special vehicle crossing or a semi-mountable kerb (refer to Council standard drawings) to contain flow within the kerb and channel. Infrastructure requiring additional maintenance by Council will not be approved.

Where risk of flooding from the roadway is likely after the installation of a vehicle crossing approval from a Council Engineer is required.

Excessively high crowns
Where scraping of a vehicle occurs due to an elevated pavement crown or steep driveway an alternative vehicle crossing may be a suitable solution. Approval for an alternative vehicle crossings will require the property owner can show a standard design would regularly cause scraping of a standard vehicle, the proposed design does not create a maintenance problem for Council, and, the proposed design does not create a safety risk.

If Council is satisfied that an alternative crossing is suitable the property owner will then need to provide: a survey of the existing surface; and, design drawings that meet...
Australian Standards 2890:2009 (Parking Facilities). If approved the landowner will then be responsible for maintaining the channel and grate are clear of debris (as required under the General Purposes Local Law 2008 - clause 44).

**Heavy usage area**
If a proposed vehicle crossing is to be used by heavy vehicles a ‘heavy duty crossing’ will be required (see Council standard drawings) to ensure the crossing does is sufficiently durable and does not create a safety risk. A Council Technical Officer will assess the suitability of a heavy vehicle crossing for the area.

**Safety hazard for pedestrians or other road users**
Council must be satisfied a vehicle crossing does not pose a safety risk to other users of the road reserve including pedestrians, cyclists, users of mobility devices and prams.

**Crossings in new sub-divisions**
The installation of utility services and standards of construction in new sub-divisions must meet the requirements of the Council *Subdivisional Road and Drainage Design Checklist*. Requirements relating to vehicle crossings include:

- a minimum crossing width of 3 metres
- a minimum distance between crossings of at least 6 metres
- a minimum distance of 1 metre from all utility services, pits and poles
- a minimum distance of 2 metres from street trees
- a minimum distance of 2.4 metres between separate vehicle crossings
- where practical crossings of abutting properties should be constructed on a shared boundary and joined

**Relocation of services**
Where existing service authority assets are present, consideration of the placement of a vehicle crossing will only be undertaken after the approval of the relevant authority has been granted to alter or move the service. This must be done in such a way so as not to inconvenience neighbouring properties or produce any other adverse effects.

Where stormwater pits exist within a crossing, they can be altered in line with Council standard drawings. Where stormwater pits exist within the splay of a crossing, they must be relocated at least 1 metre away from the extent of the splay or the crossing moved to accommodate the pit.

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6 The gradient of a vehicle crossing must be in accordance with AS/NZS 2890.1:2004
7 Refer to the Council *Walking and Cycling Strategy*
4. **Post-approval requirements**

A Council Technical Officer will attend a pre pour inspection of the site to ensure that the crossing is built according to the permit requirements and ensure it is constructed to Council standards. The inspection will involve assessment of dimensions and depth of the crossing, placement of steel reinforcement, base material and compaction, reinforcement and all tie-ins.

*Figure 4: Example of a pre-pour vehicle crossing under construction*