



# **REAR ACCESS WAY SPECIFICATION**

## **(DAMPIER)**

## OVERVIEW

This specification only applies to local government gazette roads within the Dampier Townsite. The document is designed to assist property owners and contractors to construct an appropriate rear access way within the Dampier town site to the 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 way 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 way location. Proceeding without this approval may create additional costs to the owner should redesign be required.

The rear access way must be constructed from new materials. During the construction the contractor shall ensure that no damage occurs to the CofK's 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.

During the construction of the rear access way, 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.

## LOCATION

Rear access ways are to be located in such a position that does not interfere with public utilities ie: telecommunication pits, sewer pits, pram ramps or drainage structures. The rear access way 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 way should be no closer than 1.5m from the side property boundary, 1.0m from a light pole and 3.5m from any trees on the verge.

## CONSTRUCTION

### Levels

The rear access way should be constructed to tie into existing verge levels, including existing footpaths. If unsure, please contact CofK to obtain correct levels.

### Dimensions

For residential rear access ways, the maximum width of the rear access way 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.

### 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 ways a 25mm layer of bedding sand is required on top of the compacted sub-base.

### **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.

### **Brick Paving**

Concrete or Clay solid pavers are permitted and should be a minimum thickness of 60mm.

### **Finishing**

The surface shall be treated to provide a non-slip surface.

### **Wings**

Rear access way wings shall be constructed 1.5m wide x 2.0m long or radius of 1.5m may be used.

## **CONSTRUCTION RESPONSIBILITIES**

The person responsible (ie: owner) for the construction of the crossover shall ensure the following;

- a) Cutting existing kerbing with concrete saw or removing existing 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.
- f) The personal attention to all claims from ratepayers due to the construction of the rear access way.

## **CONTRIBUTIONS**

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

## **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 finding confirming a suitable rear access way option that satisfies the standard construction standards and requirements to maintain effective water flow.

## APRON TREATMENT (connecting City road)

**Minimum:**

Gravel Road Base

- Excavate area including wings and compact sub-grade.
- Place and compact 100 mm thick crushed rock basecourse to MRWA specification.

**Preferred:**

Reinforced Concrete

- Excavation, 75mm base compacted.
- 100mm thick concrete (32MPa).
- SL82 Reinforcement Mesh.
- Construct to CofK/AS Standards.

## SURFACE TREATMENT

**Minimum:**

Gravel Road Base

- Excavate area compact sub-grade.
- Place and compact 100 mm thick crushed rock basecourse to MRWA specification.

**Preferred:**

Reinforced Concrete

- Excavation, 75mm base compacted.
- 100mm thick concrete (32MPa).
- SL82 Reinforcement Mesh.
- Construct to CofK/AS Standards

**Other suitable:**

2 Coat Bitumen Seal

- Install road base
- 2 coat bitumen seal.
- Structural concrete kerb edging (optional).

**Other suitable:**

Brick/Concrete Paving

- Install compacted base
- Minimum trafficable 60mm pavers.
- Concrete haunching.

## CULVERT

**Minimum:**

Steel-Reinforced  
Polyethylene(Plastic) Pipes

- Minimum pipe size to be 450mm.
- Size to be determined on application based on drainage flows required at access location.

**Preferred:**

Reinforced Concrete Pipes

- 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