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Context

Council has delegated responsibility for managing local roads under the *Local Government Act (VIC) 1989*. One aspect of this responsibility is managing vehicle crossings to private property. Requests for vehicle crossings to the front of properties have increased dramatically as a result of:

- Increased private vehicle ownership and competition for on-street parking;
- relaxation of requirement for vehicle access to rear laneways (right of ways) for new development;
- state planning strategy requiring the creation of a more compact city through the promotion of higher density urban development in or close to activity centres and strategic redevelopment sites that offer good access to services and transport.

To date, Council has administered applications for vehicle crossing permits on an ad-hoc basis, relying on the priorities and abilities of the individual officers to approve or reject vehicle crossing applications appropriately. Unfortunately, this has led to the inconsistent application of vehicle crossing standards within Council and the unconsidered proliferation of vehicle crossings throughout the municipality.

The Vehicle Crossing Policy has been developed to address the following:

- consistency in the application of vehicle crossing standards;
- issues associated with the proliferation of vehicle crossings, identified at state and local level in a variety strategic planning documents.

This policy has been developed using guidance from the Municipal Planning Scheme, existing Council Policies, and relevant Australian Standards.

Endorsing this Vehicle Crossing Policy will ensure a high level of vehicle crossing decision making consistency across the following Council service groups:


1. **City Services (Depot)** - Officers will apply Council's Vehicle Crossing Policy to all new vehicle crossing applications or changes to existing vehicle crossing applications.

Applications for vehicle crossing permits are assessed under the *Local Government Act (VIC) 1989*.


2. **Statutory Planning** - Officers will apply Council's Vehicle Crossing Policy to all planning applications that require a new vehicle crossing or changes to an existing vehicle crossing.

Development plans submitted to Council under the *Planning and Environment Act (VIC) 1987*, frequently include detail showing the actual or implied locations of new and amended vehicle crossings for the property. Although the *Planning and Environment Act (VIC) 1987*, technically, only applies to development that occurs within the property boundary, public perception is such that any plan approved by Council under the *Planning and Environment Act (VIC) 1987* should also be supported by Council under the *Local Government Act (VIC) 1989*.

3. **Building Services** - Officers and Private Building Surveyors will apply Council's Vehicle Crossing Policy to all building applications that require a new vehicle crossing or changes to an existing vehicle crossing.

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Development plans submitted to Council under the *Building Act (VIC) 1993* frequently include detail showing the actual or implied locations of new and amended vehicle crossings for the site. Although the *Building Act (VIC) 1993* technically only applies to construction matters within the property boundary, public perception is such that any plan approved by Council or a private building surveyor under the *Building Act (VIC) 1993* should also be supported by Council under the *Local Government Act (VIC) 1989*.

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Policy

Council's Vehicle Crossing Policy is based on the following key principles:

- 1. No more than one single-width vehicle crossing should be provided for each dwelling fronting a street. (Planning Scheme Clause 55.03-9)**
- 2. Provide vehicular access from a rear laneway if available. (Darebin Urban Character Policy - General Requirement)**
- 3. Vehicle crossings should not be permitted where there is no net gain in the parking supply.**

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Vehicle Crossing Responsibilities/Actions

Statutory Planning

- Apply Vehicle Crossing Policy to actual or implied vehicle crossing locations and layouts for new development that requires a Planning Permit.
- Incorporate standard condition/note in Planning Permits to reiterate the importance of having a Vehicle Crossing Permit before commencing any works that may require vehicular access to the property.
- Send annual vehicle crossing information packs to planning consultants and architects operating in Darebin.

Strategic Planning

- Amend the Municipal Strategic Statement to reference Council's Vehicle Crossing Policy. Amend the Planning Scheme as appropriate.

Building Services

- Apply Vehicle Crossing Policy to actual or implied vehicle crossing locations and layouts for new development that requires a Building Permit.
- Send annual vehicle crossing information packs to private Building Surveyors (as listed in the Building Commission Register).

Local Laws


- Amended Asset Protection Permits to reiterate the importance of having a Vehicle Crossing Permit before commencing any works that may require vehicular access to the property.

City Services (Depot)

- Apply Vehicle Crossing Policy to all new vehicle crossing applications or changes to existing vehicle crossing applications.
- Where applications affect Council assets and/or infrastructure, refer applicant to the relevant Council departments.
- Formal referral of contentious applications to the Transport Management and Planning Branch.

Transport Management and Planning

- Review all internal processes and documents relating to the management of vehicle crossings.
- Provide referral comments to Statutory Planning, consistent with the requirements of the Vehicle Crossing Policy.
- Provide referral comments to Building Services, consistent with the requirements of the Vehicle Crossing Policy.
- Provide annually updated vehicle crossing information to Statutory Planning and Building Services.
- Review, on request the decisions of City Services.
- Review the Vehicle Crossing Policy in 5 years time or as needed.

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Definitions

Vehicle Crossing – the term used in the *Local Government Act (VIC) 1989* to describe a facility, between the face of kerb and the private property boundary, used to provide vehicular access between the street and private property (also see Vehicle Crossover)

Vehicle Crossover – the term used in the *Planning and Environment Act (VIC) 1987* to describe a facility, between the face of kerb and the private property boundary, used to provide vehicular access between the street and private property (also see Vehicle Crossing)

(N.B. The term “Vehicle Crossing” has been used in this report, where the term is not included as a quote, as per the term used in the defining act e.g. The *Local Government Act (VIC) 1987*.)

Urban Density - the number of people within a specified urban area

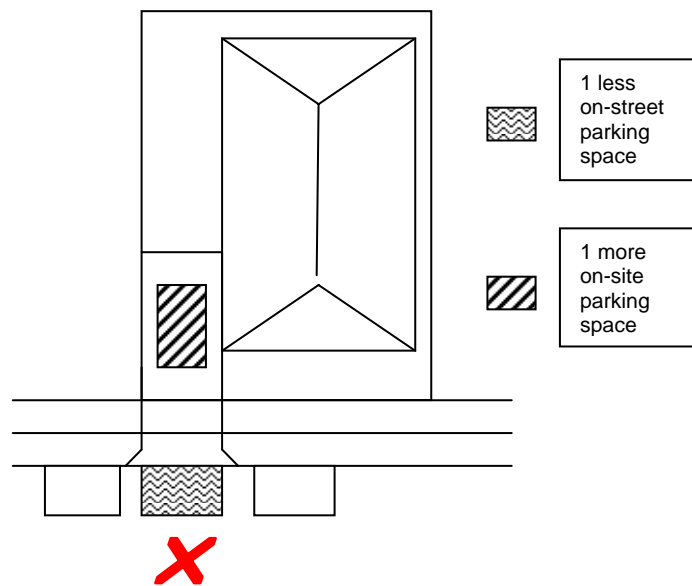
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Principle 1. Protection of Public Assets

Avoid Privatisation of Parking on Local Roads


Road Rule 198(2) states that: “A driver must not stop on or across a driveway or other way of access for vehicles travelling to or from adjacent land...” (*Road Rules – Victoria 2009*)

As such, wherever Council grants a permit for a vehicle crossing, they are also accepting the loss of at least one on-street parking space (dependent on the width of the vehicle crossing and proximity to other parking obstructions/restrictions).



On-street parking, particularly in the vicinity of activity centres, community amenities, and other activity nodes is a valuable public asset which contributes to the character and vitality of local areas through the provision of parking for a variety of users, including residents, visitors, shoppers, etc.

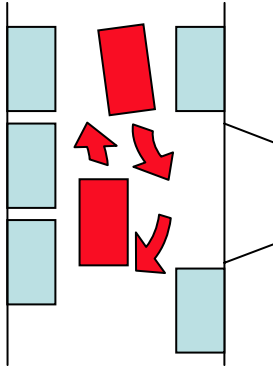
As such, where the provision of a vehicle crossing results in the loss of an equal or greater number of on-street parking spaces, this should be viewed as the privatisation of a valuable public asset and a net loss to the community. As urban densities increase, the demand for on-street car parking is likely to rise.

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Principle 2. Road Safety

General

The retention of on-street parking through the minimisation of vehicle crossings promotes reduced vehicle speeds and traffic volumes by creating “side-friction”. This means that drivers are forced to slow down to facilitate manoeuvring around parked vehicles and to give way to oncoming vehicles. As a result, drivers choose alternative, more strategic routes, where higher speeds are more appropriate. Reducing vehicle speeds and traffic volumes leads to increased amenity for residents and road users.

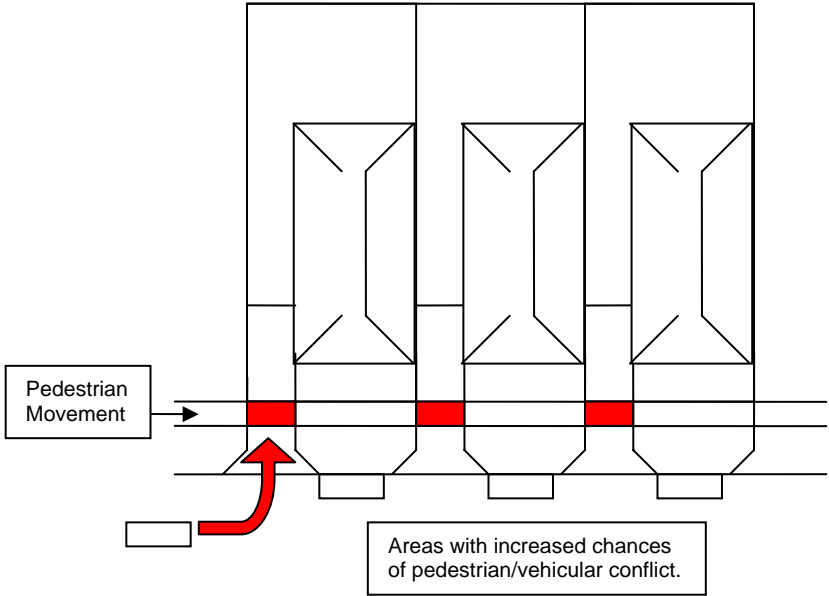


Pedestrian Safety

Minimising the number and width of vehicle crossings in the municipality means that the risk of conflict between pedestrians and cars is reduced. This is especially important in areas of high pedestrian activity such as in activity centres, near schools, or on bus or tram routes.

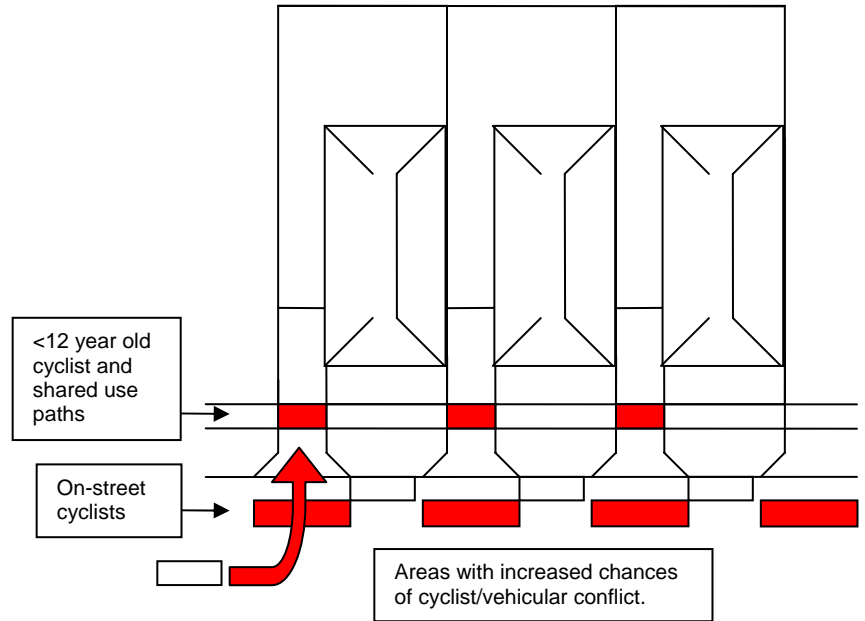
In the 5 years between 2003 and 2007, 6% of pedestrian crashes in Darebin were type “DCA 107” crashes. These being crashes involving a “Pedestrian on footpath struck by vehicle entering/leaving driveway.”


Adoption and implementation of this Policy may help to minimise the number of crashes involving pedestrians on footpaths in the municipality in future.



Cyclist Safety

Vehicle crossings also create inherent conflict between cyclists and cars. Cyclists travelling to the left of a trafficable lane or in a dedicated cycle lane are at risk when cars pull across their paths into or out of vehicular crossings. There is also an increased risk of conflict for young cyclists (12 and under) cycling on the footpath.



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Principle 3. Urban Amenity

Urban Character and Heritage

The number of vehicle crossings on a street can have a significant impact upon the distinctiveness of a street and the character of a locality. This in turn, impacts on the overall pedestrian experience and the choice to walk to local destinations or to public transport.

Darebin's Neighbourhood Character Study (2007) generally requires design responses where:

- garages and carports are located behind the line of the dwelling;
- paving in front garden areas, including driveways and crossovers, are minimised;
- permeable driveway materials are used;
- vehicular access is provided from a rear laneway, if available;
- where laneway access is not available and crossovers are common, a maximum of one crossover per site may be provided;

and avoids;

- car parking structures that dominate the façade or view of the dwelling;
- the creation of new crossovers in streets that do not have crossovers;
- the creation of wide driveways or crossovers;
- front setbacks dominated by impervious surfaces.


The Darebin Heritage Study project will review existing heritage controls as well as assess the significance of heritage throughout the remainder of the municipality. It is expected that this study will also produce guidelines for development in the areas covered by the Heritage Overlay.

Darebin's Vehicle Crossing Policy should be used in parallel with the Neighbourhood Character Study and Heritage Study to support Council decisions in relation to vehicle crossings.

Opportunities to Improve Streetscapes

Setting precedence where vehicle crossings are habitually permitted may result in: increasing pressure to remove valued existing street trees, adverse impact on existing street tree root systems, and increasing pressure to remove valued street furniture. Minimising the paved area within nature strips and private gardens provides more attractive streetscapes and greater opportunities for planting. This in turn impacts on the overall pedestrian experience and the choice to walk to local destinations or to public transport. The retention of street trees is a high priority for Darebin communities as they soften streetscapes, provide habitat and shade, and calm traffic. (see Darebin's *Tree Retention Policy, 2008*)

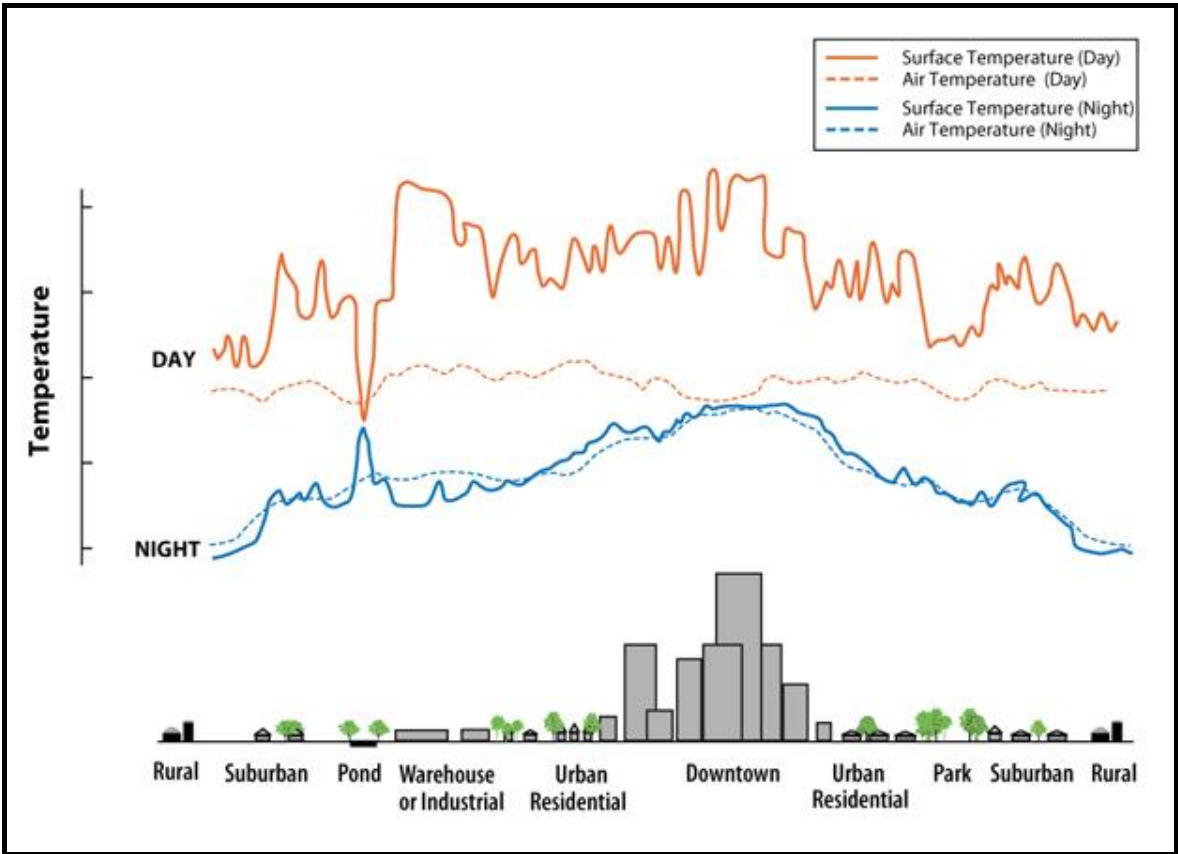
The role of street trees in providing amenity and shade will also become increasingly important as an adaptation measure to the warming climate (see Darebin draft Climate Change and Peak Oil Adaptation Plan).


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Principle 4. Sustainability

Minimise Reflective Surfacing

Surfaces that absorb and then radiate heat (hard surfaces including buildings, concrete and particularly dark surfaces such as asphalt and bitumen) contribute to the heat island effect. Due to the heat island effect, cities are often hotter than surrounding undeveloped land. The heat island effect can also result in localised increases in temperature. These temperature increases exacerbate the impacts of climate change and decrease amenity for residents. Increasing tree and vegetation cover is one of the best ways to reduce the impacts of the heat island effect.




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Promote Water Sensitive Urban Design

The percentage of front gardens and nature strip covered by non-permeable surfaces (vehicle crossings) is inversely proportionate to the amount of storm-water that can be absorbed locally before running-off in to drainage systems and waterways. Without appropriate pollutant traps/filters, increased levels of storm-water run-off will result in more pollutants being carried in to Darebin’s waterways. Also, particularly where drainage systems are already nearing capacity, increased levels of storm-water run-off will increase the likelihood of localised flash-flooding.

Permitting multiple vehicle crossings within a short length of nature strip may not be in keeping with the existing character of a street, reduces the areas appropriate for the planting of street trees, and increases storm-water run-off.



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Process 1. Other Vehicle Crossing Requirements and Considerations

Permit Requirements

1. A Council permit is required to construct a vehicle crossing or make changes to an existing crossing. Application forms for Vehicle Crossing Permits can be obtained by contacting Council Customer Services on Ph 8470 8888.
2. Construction and maintenance of vehicle crossings is the sole responsibility of the property owner. (This includes the protection of any utility equipment that lies beneath the permitted vehicle crossing.) All works must be completed to the satisfaction of Council at the applicant's expense and responsibility.
3. Where vehicle crossings are associated with planning and/or building permits, the applicant must produce a copy of the planning and/or building permit at the time the crossing application is made.
4. Where a proposed vehicle crossing impacts upon, or requires the alteration or removal of infrastructure not maintained by Council (i.e. sign poles, electrical equipment, telecommunications equipment, etc.), the property owner is solely responsible for seeking approval from the relevant authority for the works. Written approval from the relevant authority must be submitted with the permit application. All relocations or alterations to infrastructure must be completed to the satisfaction of the relevant authority at the property owner's expense and responsibility.
5. A planning permit is required for new vehicle crossings or alterations to existing crossings leading on to a declared main road.

Technical Requirements


6. Vehicle crossings should not be permitted within 20 metres of a signalised intersection. (Clause 3.2.3(a) AS2890.1-2004)
7. Vehicle crossings should not be permitted within 10 metres of a non-signalised intersection. (Clause 3.2.3(a) AS2890.1-2004)
8. Vehicle crossings should not be permitted within 10 metres of a formal pedestrian crossing (children's school crossing, Pedestrian Operated Signals, Zebra Crossing, etc.). (Clause 3.2.3 (a) AS2890.1-2004)
9. Vehicle crossings should not be permitted within 2.5 metres of a bus shelter. (Clause 3.2.4 (a) AS2890.1-2004)
10. Vehicle crossings should not be permitted within 1 metre of a hydrant or power pole.
11. Vehicle crossings should be perpendicular to the kerb line at the front of the property.
12. Vehicle crossings should not be permitted when otherwise assessed as unsafe by Council's Vehicle Crossing Permit Officer.
13. Properties with boundaries on two different streets should take vehicular access from the street with the least pedestrian activity. In most cases, pedestrian activity will correspond to the road's position within the road hierarchy.
14. Gates adjacent to vehicular crossings at entrances to internal driveways should be positioned such that the action of the gate can be accommodated within the site while the vehicle is in situ.

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15. A distance of 2.75 metres at the back edge of the footpath is the preferred width for single crossings that provide access to fewer than 10 parking spaces. A maximum width of 3 metres is acceptable.
16. A distance of 5 metres at the back edge of the footpath is the preferred width of double crossings that provide access to two adjoining properties. A maximum width of 5.5 metres is acceptable. (Where applications for two adjoining properties are not associated with building and/or planning permits one occupier should ideally act on behalf of both parties.)
17. A distance of 5 metres at the back edge of the footpath is the preferred width for double crossings that provide access to more than 10 parking spaces and connects to a road in a road zone or is more than 50 metres long. The 5 metre width should be continued for 7 metres into the property to allow entering and exiting vehicles to pass. A maximum width of 5.5 metres is acceptable.
18. Alternate vehicle crossing designs/layouts for commercial sites should be justified by the provision of swept path diagrams showing how standard vehicle turning movements will be accommodated at the crossing, while minimising the width of the crossing itself.

Planning Requirements

19. External parking spaces should be a minimum of 2.6 metres x 5.4 metres. (Darebin Planning Scheme Clause 52.06-3)
20. Internal parking spaces (carports and garages) should be 3.5 metres x 6 metres; double carports and garages should be 5.5 metres x 6 metres to accommodate door opening/embarking/alighting from vehicles. (Darebin Planning Scheme Clause 52.06-3)
21. Driveways should be an absolute minimum of 2.75 metres wide.
22. Driveways should have an internal radius of at least 4 metres at changes of direction or intersections or be wider than 4.2 metres. (Darebin Planning Scheme Clause 52.06-3)
23. Driveways should provide a turning space so that cars can exit the site in a forward direction if the driveway serves 4 or more car spaces, three or more dwellings, or connects to a road in a road zone. (Darebin Planning Scheme Clause 52.06-3)
24. Driveways should provide a passing area at the entrance at least 5 metres wide and 7 metres long if the driveway serves 10 or more spaces and connects to a road in a road zone or is more than 50 metres long. (Darebin Planning Scheme Clause 52.06-3)
25. The width of access ways or car spaces should not exceed 33% of the street frontage or, if the width of the street frontage is less than 20 metres, 40% of the street frontage. (Planning Scheme Clause 55.03-9)
26. Car spaces, carports, and garages should be located behind the line of the dwelling. (Darebin Urban Character Policy, 2007)
27. The amount of paving in front garden areas, particularly driveways, should be minimised. (Darebin Urban Character Policy, 2007)
28. Where possible, the applicant should use permeable materials for driveways and parking areas. (Darebin Urban Character Policy, 2007)

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Tree Retention Requirements


29. Vehicle crossings should not be permitted within 0.75 x the Vegetation Protection Zone of an existing street tree (V.P.Z. = width of trunk 1.2 metres above ground level x 10) (Darebin Tree Retention Policy, 2008)

Construction Requirements

30. New footpath and kerbing materials and construction should be consistent with the surrounding footpath and kerbing materials and construction or to the satisfaction of Council. For example, construction of bluestone kerbing may require the use of coloured concrete in certain character areas.
31. Alternative/culvert crossings that bridge the street channel should not be permitted.
32. Where applications require the removal of a redundant vehicle crossing, the removal of the redundant crossing should be completed to the satisfaction of the responsible authority at the owner's expense and responsibility, including the reinstatement of the channel, kerb, nature strip, footpath and any other affected asset. Council may remove redundant crossings as part of its road reconstruction program after consultation with property owners.

Special Considerations

33. Special consideration may be given to applications for vehicle crossings at the registered address of residents that hold a mobility parking scheme permit.

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Process 2. Vehicle Crossing Checklist

The Vehicle Crossing Permit Officer is responsible for completing the following checklist for every vehicle crossing application. The Vehicle Crossing Permit Officer must circle the answer to each question only if the answer is correct.

Construction and maintenance of vehicle crossings is the sole responsibility of the property owner. (This includes the protection of any utility equipment that runs beneath the permitted vehicle crossover.) All works must be completed to the satisfaction of Council’s Vehicle Crossing Permit Officer at the applicant’s expense and responsibility.

APPLICANT’S NAME:

POSTAL ADDRESS:


VEHICLE CROSSING ADDRESS:

(if same as postal address, write ‘as above’)

PERMIT APPLICATION NUMBER:

Policy Requirements (circle if correct)

Is there an existing vehicle crossing for the property?	Yes
Is there the potential for vehicle access to the back of the property via a laneway or Right Of Way?	Yes
Would the approval of the vehicle crossing result in a net gain in the parking supply? (i.e. Would the number of on-site parking space supplied be greater than the number of on-street parking spaces lost?)	No
If any of these answers are circled, the vehicle crossing should not be permitted.	


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Permit Requirements

If the permit application is associated with a planning or building permit, has the applicant provided a copy of the relevant planning or building permit?	
Has the applicant supplied written approval from the relevant authority if they intend to alter or remove any street furniture (i.e. sign poles, electrical equipment, telecommunications equipment, etc.)?	
Has the applicant supplied written approval from VicRoads if the application is for a vehicle crossing between a property and a declared arterial road?	
Approval must be obtained from the relevant authority before the application can be permitted.	

Technical Requirements (circle if correct)


Is the proposed vehicle crossing within 20 metres of the give-way line at a signalised intersection?	YES
Is the proposed vehicle crossing within 10 metres of the intersecting kerb-line of a non-signalised intersection?	YES
Is the proposed vehicle crossing within 10 metres of a formal pedestrian crossing (children's school crossing, POS, zebra crossing, etc.)?	YES
Is the proposed vehicle crossing within 2.5 metres of a bus shelter?	YES
Is the proposed vehicle crossing within 1 metre of a hydrant or power pole?	YES
Is the proposed vehicle crossing perpendicular to the kerb line at the front of the property?	NO
If the property has frontages on two different roads, is the proposed vehicle crossing on the road with the least pedestrian activity? (n.b. In most cases, pedestrian activity will correspond to a roads position within the road hierarchy.)	NO
Are proposed gates, adjacent to the vehicular crossing, located such that the action of the gate can be accommodated within the site while a vehicle is in-situ?	NO
Is the proposed vehicle crossing between 2.75 metre and 3 metre wide at the back edge of the footpath if the vehicle crossing provides access to fewer than 10 parking spaces?	NO
Is the proposed vehicle crossing between 5 metre and 5.5 metre wide at the back edge of the footpath, if the vehicle crossing provides	NO

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access to more than 10 parking spaces? Does this width continue for 7 metres in to the property?	
Has the applicant provided alternate vehicle crossing designs/layouts based on swept path diagrams, showing how standard vehicle turning movements will be accommodated at the crossing while minimising the width of the crossing itself, for commercial sites?	NO
Do you believe that, if permitted, the proposed vehicle crossing would be safe?	NO
If any of these answers are circled, the vehicle crossing should not be permitted.	

Planning Requirements (circle if correct)

Are all proposed external parking spaces a minimum of 2.6 metres x 5.4 metres?	NO
Are all proposed internal parking spaces (carports and garages) a minimum of 3.5 metres x 6 metres or double carports and garages a minimum of 5.5 metres x 6 metres?	NO
Are all proposed driveways an absolute minimum of 2.75 metres wide?	NO
Do all proposed driveways have an internal radius of at least 4m at changes of direction or intersections or are they wider than 4.2m?	NO
Do all proposed driveways provide a turning space so that cars can exit the site in a forward direction if the driveway serves 4 or more car spaces, three or more dwellings, or connects to a road in a road zone?	NO
Do all proposed driveways provide a passing area at the entrance at least 5m wide and 7m long if the driveway serves 10 or more spaces and connects to a road in a road zone or is more than 50m long?	NO
Is the width of the proposed vehicle crossing less than 33% of the width of the property's street frontage or, if the width of the street frontage is less than 20m, less than 40% of the street frontage?	NO
Are all proposed car spaces, carports, and garages behind the line of the dwelling?	NO
Has the amount of paving in front garden areas, particularly driveways, been minimised?	NO
Has the applicant used permeable materials for driveways and parking areas where possible?	NO
If any of these answers are circled, the vehicle crossing should not be permitted.	

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Tree Retention Requirements (circle if correct)

Is the proposed vehicle crossing within 0.75 x the Vegetation Protection Zone of an existing street tree (V.P.Z. = width of trunk 1.2 metres above ground level x 10)?	YES
If this answer is circled, the vehicle crossing should not be permitted.	

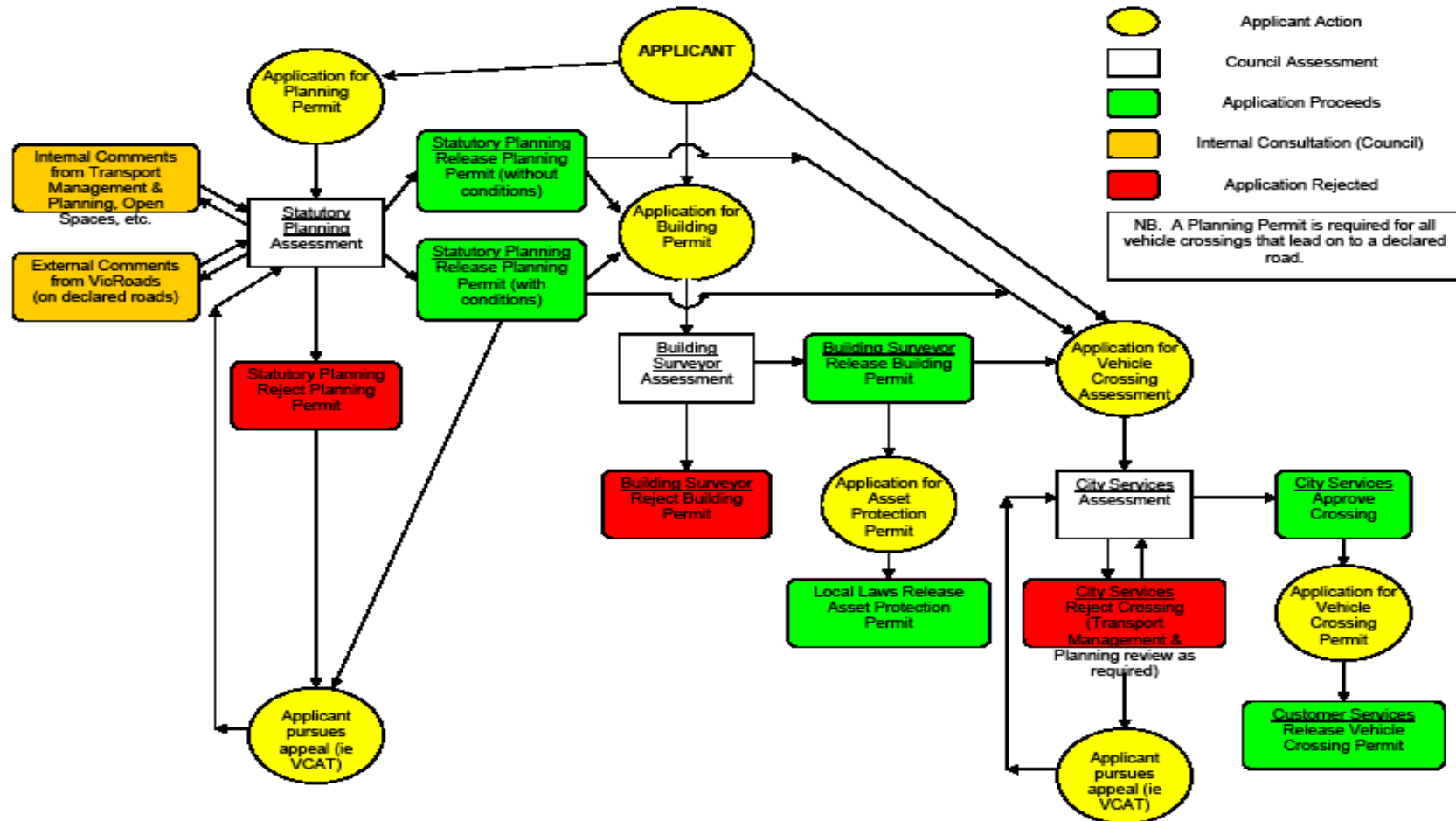
Construction Requirements (circle if correct)


Are the proposed footway and kerbing materials and construction consistent with the surrounding footway and kerbing materials and construction?	NO
Is any variation to your satisfaction?	NO
Does the proposed vehicle crossing bridge the street channel?	YES
Has the applicant included the removal of redundant vehicle crossings as part of their proposal?	NO
If this answer is circled, the vehicle crossing should not be permitted.	

Special Consideration (circle if correct)

Has the applicant provided a copy of a mobility parking scheme permit for special consideration.	NO
If this answer is circled, the vehicle crossing should not be permitted.	

**Process 3 -
Vehicle Crossing Process Flow Chart**



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Process 4 - Vehicle Crossing Application Form

**CITY OF DAREBIN
VEHICLE CROSSING PERMIT**

I hereby apply for a permit to construct a vehicle crossing over the channel; kerb; nature strip; footway in the road reserve outside of the property known as

.....

The proposed vehicle crossing will generally comply with the principles and guidelines set by Council’s Vehicle Crossing Policy and specifically comply with any plans approved by Council.

I intend to commence the proposed work on:

.....

PERMIT CONDITIONS

The above application is approved and permission is granted to construct a vehicle crossing to the abovementioned property on the date provided.

If the crossing cannot be constructed on the specified date, Council must be notified. If Council is not notified, it may be necessary to obtain a new permit.

All crossings are to be inspected by the responsible Council representative prior to pouring of concrete to ensure compliance with Council’s standard vehicle crossing specifications. Council has the right to reject any works not in compliance and direct the appropriate alterations. At all times it is the applicants’ responsibility to ensure the site is safe. Any additional works required to be carried out by Council will result in the applicant being charge for these costs.


In their own interests, owners of the property having a crossing constructed by a contractor are advised to obtain in writing that the crossing will be constructed to generally comply with the principles and guidelines set by Council’s Vehicle Crossing Policy and specifically comply with any plans approved by Council.

The applicant must ensure that all affected stakeholders are informed of the nature and timing of the works; local residents; shop-keepers; VicRoads; etc.

The applicant must ensure that adequate public liability cover and a risk management plan is in place before works begin.

The applicant must ensure that traffic management will comply with the relevant standards; Australian Standard AS1742.3; Handbook HB81-2003 Field Guide for Traffic Control at Work on Roads; Worksite Safety Traffic Management Code of Practice RMA 2004.

The applicant must ensure that any new works will be consistent with the surrounding footway and kerbing materials and construction or to the satisfaction of Council’s Vehicle Crossing Permit Officer, e.g. construction of bluestone kerbing may require the use of coloured concrete in certain character areas.

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The applicant must ensure that the removal of obsolete crossings is included in their proposals.

The applicant must ensure that tree protection fencing is installed around all street tree trunks (at least 1m from the base of the trunk) to prevent damage to the base of the tree.

NOTE: Any relocations of street furniture (sign poles, pits, bus stops, trees, etc) or services (gas, water, telecoms, etc.) that may result from the construction of the crossing discussed in this permit must be completed at the applicants expense and responsibility once they have received written approval from the responsible authority.

I have read the conditions and agree to carry out the proposed works in accordance with Council's requirements.

Signature: Date:

Applicants Name:

Address (if different to the address listed above):

Contact Telephone Number:

N.B. This Crossing Permit does not represent the approval of other departments of Darebin City Council or other statutory authorities. Please check whether you require a planning permit, building permit, or asset protection permit before commencing works.

Fee Payable:

Responsible Officer:

Note: The permit shall have no effect until the imprint of the Cash Register appears hereon

