

## APPLICATION FOR VEHICLE CROSSOVER CONSTRUCTION

APPLICANT'S DETAILS					
Date of Application					
Surname					
Given Name					
Postal Address					
Phone Number		Work		Home	
		Mob		Email	
Crossover Type		Residential		Commercial/Industrial	
ABN (If Required)					
BUILDERS DETAILS					
Builders Name					
Phone Number		Work		Mobile	
Correspondence Required to Builder		Yes		No	
CROSSOVER DETAILS					
Lot No			House No		
Street Name					
Type of Construction (Please Tick Appropriate Box)					
Bitumen		Asphalt		Concrete	Brick Paving
Other (Please Specify)					
Contractor (Details)					
Phone No		Work		Home	
Number of Existing Crossovers					
Number of Crossovers Being Constructed			Date of Construction		

### Important Notes

1. To receive a subsidy the completed application form must be lodged at least three working days before work commences and the constructed Crossover must meet the City of Albany's minimum requirements.
2. No Crossover shall be installed without the issue of a Crossover Permit.
3. No subsidy will be paid without Council receiving a receipt of payment for the Crossover.
4. Crossover subsidies are only paid to the landowner and only if there has been no prior subsidy paid.
5. The City of Albany has the power under the Local Government Act 1995, as amended, to make good any non-standard Crossover at the applicant's expense.
6. Gravel Crossovers are not eligible for a subsidy.
7. If the crossover contains native vegetation:
  - i) The applicant must demonstrate that a site has been chosen to avoid or minimise the clearing of native vegetation;
  - ii) If the site contains significant flora, the applicant must demonstrate that they have approvals for the removal of significant flora.
8. This Permit is only valid for a period of twelve months from date of issue.
9. Existing footpaths take precedence over new Crossovers but may require upgrading to specification.

I have read and understand the Crossover Guidelines and Specifications.

SIGNED \_\_\_\_\_

DATE \_\_\_\_\_

OFFICE USE ONLY			
DEPARTMENT	Date:-	DEPARTMENT	Date:-
Reception (1)		Creditors (4)	
Records (2)		Reception (5)	
Inspection (3)		Previous Subsidy	
Permit No.		Assessment No	
Permit Issued		Inspected	

I hereby authorise payment for a subsidy of \$..... for the above customer.

Date. ....../...../..... Authorising Officer.....

## CROSSOVERS

### Permit for Vehicular Crossover Construction

To receive a subsidy the completed application form must be lodged at least three working days before work commences and the constructed Crossover must meet the City of Albany's minimum requirements.

- No Crossover shall be installed without the issue of a Crossover Permit.
- No subsidy will be paid without Council receiving a receipt of payment for the Crossover.
- Crossover subsidies are only paid to the owner of the property accessed by the vehicle crossover (hereinafter referred to as the "property owner") and only if there has been no prior subsidy paid.
- The City of Albany has the power under the Local Government Act 1995, as amended, to make good any non-standard Crossover at the property owner's expense.
- Gravel Crossovers are not eligible for a subsidy.
- This Permit is only valid for a period of twelve months from date of issue.
- Existing footpaths take precedence over new Crossovers but may require upgrading to specification.

### Crossover Guidelines

- The specification sets out the minimum standards for the construction of a vehicle Crossover from the edge of the road pavement to the road reserve boundary, under the provisions of Schedule 9.1 Section 7 of the Local Government Act 1995 as may be amended.
- The City of Albany will provide **up to** 50% of the total cost of the construction of Council's minimum required Crossover (3 metre wide bitumen seal), measured from property line to the edge of road.
- Approved building plans do not include approval for the construction of a Crossover.
- Main Roads WA approval is required for Crossovers on Albany Highway north of South Coast Highway, South Coast Highway, Hanrahan Road, Port Road, and Chester Pass Road.

- The property owner is to liaise with other Government authorities regarding the location of services, relocation of pits and trafficable lids. Any expense incurred will be the property owner's responsibility.
- Approval to construct a Crossover will be issued by the City of Albany. Redundant Crossovers are to be removed and the kerb, footpaths and verge are to be reinstated to match existing infrastructure.
- No Crossover is to be detrimental to neighbouring properties. That is, not to cross-extend property lines. Storm water run off is to flow away from properties.
- Protection of works and the public shall be in compliance with the Australian Standards-1742.3 Traffic Control Devices For Works On Roads.
- Damage that may occur to Council's facilities, or to private property, during the course of or arising from works shall be the responsibility of the property owner who shall be held responsible for the repair, replacement and legal claims.
- Crossovers may be constructed in Bitumen, Asphalt, In-Situ Concrete, Concrete or Clay Brick Pavers. Gravel Crossovers **will not** be eligible for a subsidy, however pipes may be supplied if required. See specification re Culverts.
- For rural roads, sight distances to comply with Australian Road Standards 6.5.4 Rural Road Design.
- Subsidies **will not** be paid on Crossovers where Council has supplied drainage pipes free of charge.
- Crossovers with a finished height greater than that of the existing road verge shall be back filled with clean topsoil free from any rocks or vegetation. The grade of backfill shall not impede pedestrian traffic. Contact Councils nominated Officer for further advice.
- Construction and future maintenance of Crossovers are the responsibility of the property owner.
- To receive a subsidy, an invoice or receipt for works from the contractor must be presented. Subsidies will only be paid after an inspection of the work and provided there has been no subsidy paid previously to the property.

### **Native Vegetation**

- The City of Albany does not support the removal of native vegetation from crossovers unless there are no uncleared areas along the property boundaries that could be used for this purpose.
- Where native vegetation must be removed to accommodate a crossover, disturbance of the vegetation should be kept to a minimum.

- Sight lines that involve the removal of native vegetation should be slashed and tree trimmed in preference to disturbance of soil and tree removal. This allows for retention of vegetation and prevents weed invasion. Clearing for sight lines needs to be kept to a safe minimum.
- Prior to submitting an application for a crossover, the applicant must check with the Department of Conservation and Land Management that no significant flora is likely to occur on the site. Declared Rare Flora is protected under the Wildlife Conservation Act and penalties apply for its unlawful removal.
- Clearing of native vegetation is not permitted in Western Australia, unless a permit is granted under the Environmental Protection Act (1986) or an exemption applies for purpose of clearing. For more information on this, call the Department of Environment on (08) 9842 5760.

## **Vehicular Crossover Standard Specifications**

### **Existing Footpath Treatments**

Where a footpath already exists on the verge the new Crossover must not be to the detriment of the footpath. i.e. the footpath is to remain. Existing concrete footpaths may require upgrading to the standards shown in DWG 97024/1 with regards to concrete thickness and mesh. Slab footpaths are to be upgraded to concrete to the same standards

### **Existing Kerb Treatment**

Where there is an existing mountable kerb the kerbing is to remain. Semi barrier and barrier kerbing is to be cut with a diamond saw and removed at the applicants expense.

### **Location**

- (a) Position as shown on drawing 97024/1 – 97024/3.
- (b) Locate in such a position as not to cause interference to public facilities.
- (c) On the verge abutting a corner lot at an intersection, no portion of the Crossover shall be contained within the truncated corner of the lot. If the corner lot is not truncated, no Crossover shall be positioned closer than 6m from the property line intersection point. Crossovers to be constructed at 90 degrees to the kerb line. Variations to the standard are to be submitted to the City's Nominated Officer.

### **Construction**

#### **(a) Levels**

- i) The Crossover levels will be as per standard drawing 97024/1-3
- ii) The crossing at the property line is to have the same longitudinal grade (slope) as the adjacent road.
- iii) Variations of levels must be approved by the nominated officer, must not impede the flow of water or be detrimental to adjoining properties.

#### **(b) Dimensions**

- i) The Crossover dimensions will be as per drawing 97024/1 - /3.
- ii) Where two residential crossings abut one another they may be combined into a dual Crossover providing the combined width does not exceed 8m and they meet the approval of the City's nominated officer. If exceeding 8m the two crossings shall be separated by a 2m pedestrian refuge.

**(c) Site Preparation**

- i) Crossover site shall be cleared of all vegetation, roots, and trees to a depth equal to the depth of the base course. Sub grade formed to the levels and gradients required.
- ii) The sub grade shall be prepared and compacted to achieve uniform compaction and levels. As per Drawings 97024/1-3.
- iii) Where no kerb is in place, assume kerb in place when establishing levels.

**Materials**

**(a) Bitumen**

- i) Where the road is kerbed (with the exception of mountable kerbing) the kerbing shall be cut with a diamond saw and replaced with a minimum 600mm wide x 150mm thick in-situ concrete apron with a 25mm lip at road edge.
- ii) Edging to consist of 100mm x 25mm minimum F8 structural jarrah with jarrah legs spaced no more than 3m apart and at every end or joint .The legs to be spiked or bolted to edging. Where no internal driveway exists a backboard is to be put in place at the same specifications of the above.
- iii) Minimum standard is a two coat seal to Australian Standards with a sand finish.

**(b) Asphalt**

- i) Edging same as for bitumen.

**(c) Concrete**

- i) All concrete used shall develop a minimum compressive strength, slab thickness and mesh requirements as shown on standard drawing 97024/1.
- ii) Where the road is kerbed (with the exception of mountable kerbing) the kerbing shall be cut with a diamond saw and replaced with a minimum 600mm wide x 150mm thick in-situ concrete apron with a 25mm lip at road edge.
- iii) The finish shall be obtained by screeding to correct levels (no higher than the existing verge), wood floated to provide a non slip surface free of any depressions, float marks irregularities, honey comb sections or accumulation of fine dust accretions liable to cause excessive wear.
- iv) Joints shall be in the form of a plain dummy joint and finished with an approved joining tool at a maximum 2m centre along the length of the Crossover, at the intersecting line of any existing footpath and down the centre line of all Crossovers wider than 4m.
- v) Full depth expansion joints 14mm wide and filled with a lock joint expansion joint or similar approved material. Joint shall be located at the property line and at junctions with existing kerbing or footpaths.

**(d) Brick Paving**

- i) Paved Crossovers shall meet the requirements shown on drawing 97024/2.
- ii) Where the road is kerbed (with the exception of mountable kerbing) the kerbing shall be cut with a diamond saw and replaced with a minimum 600mm wide x 150mm thick in-situ concrete apron with a 25mm lip at road edge.
- iii) The outer edge of all paving to have a retaining barrier as shown on drawing 97024/2.

**(e) Culverts**

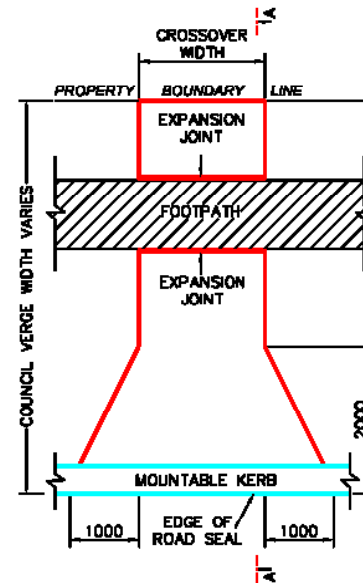
- i) Crossovers over an open drain will require pipes and headwalls to be installed at owner's expense. Pipes will be correctly sized by the City of Albany and provided free of charge for the first crossing to a property. Subsidies **will not** be paid on Crossovers where Council has supplied drainage pipes free of charge. Delivery of pipes will be at the City's convenience.
- ii) Pipe lengths are to be laid with watertight joints in accordance with manufacturer's recommendations and have a minimum cover of 400mm.
- iii) Headwalls of grouted stone or concrete are to be installed at each end and are to be of sufficient standard to prevent any erosion problems.

**\*\* DISCLAIMER \*\***

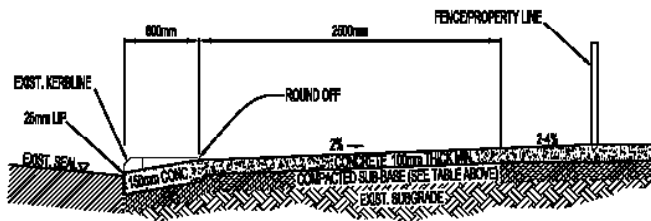
This information sheet is a guide only. Verification with original Local Laws, Acts, Planning Schemes, and other relevant documents is recommended for detailed references. The City of Albany accepts no responsibility for errors or omissions.

DESCRIPTION	CONCRETE THICKNESS	MESH/ STRENGTH	SAND SUBGRADE	CLAY SUBGRADE
DOMESTIC COMPACTED SUB-BASE	100mm MIN	20MPa	75mm	100mm
COMMERCIAL/INDUSTRIAL COMPACTED SUB-BASE	150mm MIN	F82 MESH 25MPa	100mm	125mm
HEAVY INDUSTRIAL COMPACTED SUB-BASE	200mm MIN	F82 MESH 25MPa	125mm	150mm

CROSSOVER CLASS	MIN.WIDTH @ BOUNDARY	MAX.WIDTH @ BOUNDARY	MAX.WIDTH @ ROAD
1 OR 2 DWELLINGS ON A SINGLE LOT	3000mm	8000mm	7000mm
SINGLE RESIDENTIAL ON HIGHWAY OR MRD	3000mm	8000mm	7000mm
GROUPED DWELLINGS 3 OR MORE	3000mm	7500mm	7500mm
COMMERCIAL	5500mm	7500mm	7500mm
LIGHT INDUSTRIAL	5500mm	7500mm	7500mm
HEAVY INDUSTRIAL	8000mm	10 000mm	10 000mm
SERVICE STATIONS	7500mm	10 000mm	10 000mm



TYPICAL CONCRETE CROSSOVER



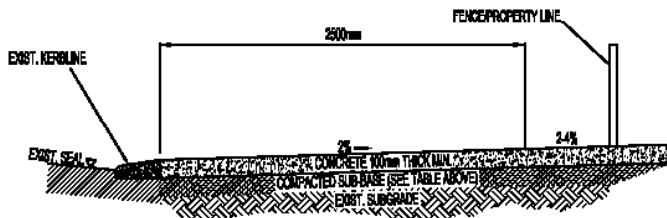
\* CROSSOVER TO RISE FROM EDGE OF ROAD TO KERB HEIGHT OVER 60mm. THEN RISE A FURTHER 50mm OVER 250mm.

\* FOR CROSSOVERS CONSTRUCTED ON NON KERBED ROADS ASSUME KERB IN PLACE WHEN ESTABLISHING LEVELS.

\* FOR CROSSOVERS THAT DO NOT CONFORM TO THESE STANDARD LEVELS, CONTACT CITY OF ALBANY FOR FURTHER INFORMATION.

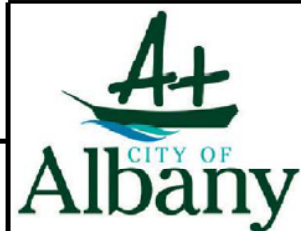
TYPICAL CONCRETE CROSS SECTION SEMI-BARRIER KERB

NOTE. ANY EXIST. KERBING TO BE CUT AND REMOVED BY CONTRACTOR AT APPLICANT'S EXPENSE



TYPICAL CONCRETE CROSS SECTION MOUNTABLE KERB  
VIEW AA

TITLE  
**CONCRETE VEHICULAR CROSSOVER**



SURVEYOR — SCALE N.T.S. DATE 14.02.02

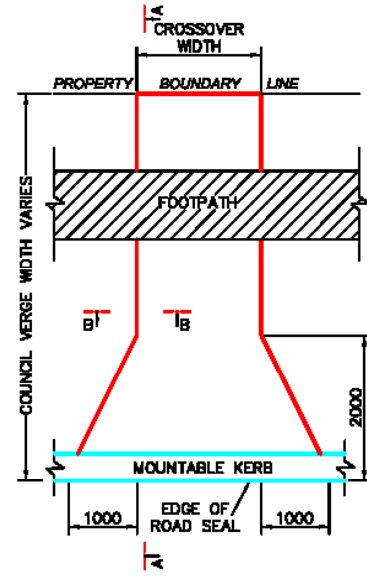
WORKS & SERVICES

DRAWN H.O'N. AUTHORISED AMENDED 26.05.04

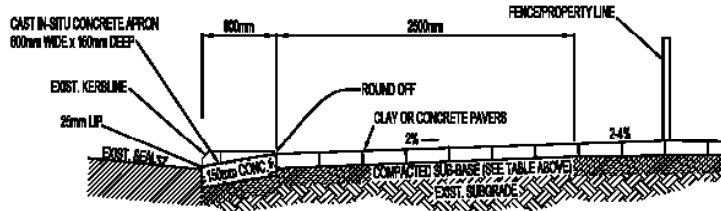
DRAWING No 97024/1

DESCRIPTION	SAND SUBGRADE	CLAY SUBGRADE
DOMESTIC COMPACTED SUB-BASE	75mm	100mm
COMMERCIAL/INDUSTRIAL COMPACTED SUB-BASE	100mm	125mm
HEAVY INDUSTRIAL COMPACTED SUB-BASE	125mm	160mm

CROSSOVER CLASS	MIN. WIDTH @ BOUNDARY	MAX. WIDTH @ BOUNDARY	MAX. WIDTH @ ROAD
1 OR 2 DWELLINGS ON A SINGLE LOT	3000mm	6000mm	7000mm
SINGLE RESIDENTIAL ON HIGHWAY OR MFD	8000mm	6000mm	7000mm
GROUPED DWELLINGS 3 OR MORE	8000mm	7500mm	7500mm
COMMERCIAL	5500mm	7600mm	7500mm
LIGHT INDUSTRIAL	6600mm	7600mm	7500mm
HEAVY INDUSTRIAL	8000mm	10 000mm	10 000mm
SERVICE STATIONS	7500mm	10 000mm	10 000mm

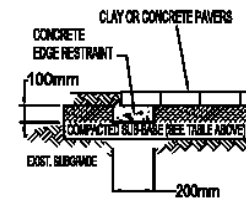


TYPICAL BRICK PAVED CROSSOVER

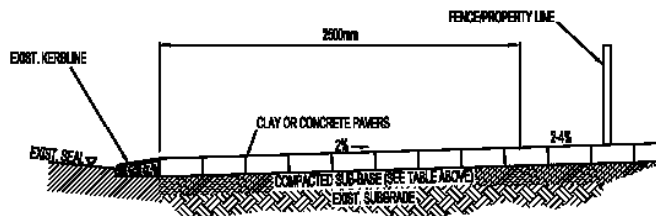


TYPICAL BRICK PAVED CROSS SECTION SEMI-BARRIER KERB

NOTE. ANY EXIST. KERBING TO BE CUT AND REMOVED BY CONTRACTOR AT APPLICANT'S EXPENSE



CONCRETE/BRICK PAVING  
EDGE RESTRAINT DETAIL  
VIEW B-B

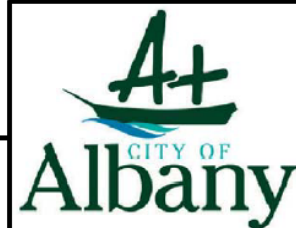


TYPICAL BRICK PAVED CROSS SECTION MOUNTABLE KERB  
VIEW AA

\* CROSSOVER TO RISE FROM EDGE OF ROAD TO KERB HEIGHT OVER 600mm. THEN RISE A FURTHER 60mm OVER 2600mm.

\* FOR CROSSOVERS CONSTRUCTED ON NON KERBED ROADS ASSUME KERB IN PLACE WHEN ESTABLISHING LEVELS.

\* FOR CROSSOVERS THAT DO NOT CONFORM TO THESE STANDARD LEVELS, CONTACT CITY OF ALBANY FOR FURTHER INFORMATION.



TITLE

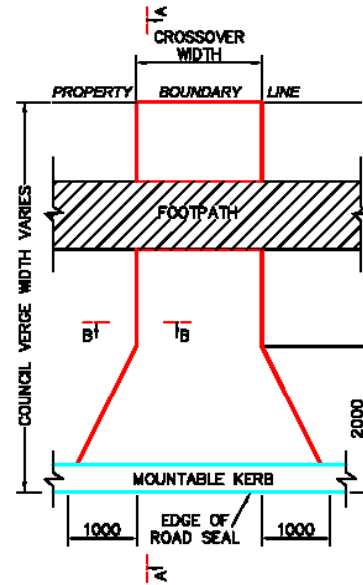
**BRICK PAVED VEHICULAR CROSSOVER**

SURVEYOR	—	SCALE	N.T.S.	DATE	13.02.02	WORKS & SERVICES
DRAWN	H.O'N.	AUTHORISED		AMENDED	26.05.04	DRAWING No 97024/2

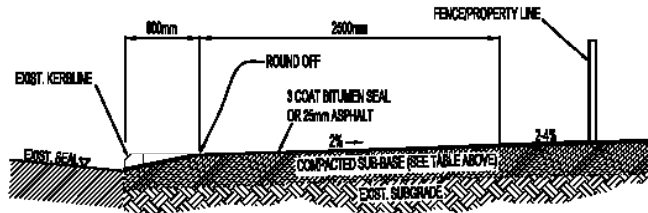
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DESCRIPTION	SAND SUBGRADE	CLAY SUBGRADE
DOMESTIC COMPACTED SUB-BASE	75mm	100mm
COMMERCIAL/INDUSTRIAL COMPACTED SUB-BASE	100mm	125mm
HEAVY INDUSTRIAL COMPACTED SUB-BASE	125mm	150mm

CROSSOVER CLASS	MIN. WIDTH @ BOUNDARY	MAX. WIDTH @ BOUNDARY	MAX. WIDTH @ ROAD
1 OR 2 DWELLINGS ON A SINGLE LOT	3000mm	6000mm	7000mm
SINGLE RESIDENTIAL ON HIGHWAY OR MRD	3000mm	6000mm	7000mm
GROUPED DWELLINGS 3 OR MORE	3000mm	7500mm	7500mm
COMMERCIAL	6500mm	7500mm	7500mm
LIGHT INDUSTRIAL	5500mm	7500mm	7500mm
HEAVY INDUSTRIAL	8000mm	10 000mm	10 000mm
SERVICE STATIONS	7800mm	10 000mm	10 000mm

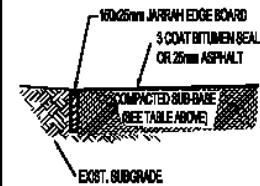


TYPICAL BITUMEN CROSSOVER

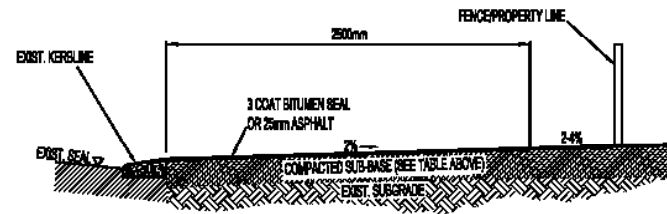


TYPICAL BITUMEN CROSS SECTION SEMI-BARRIER KERB

NOTE\* ANY EXIST. KERBING TO BE CUT AND REMOVED BY CONTRACTOR AT APPLICANT'S EXPENSE



TIMBER EDGING DETAIL  
VIEW B-B



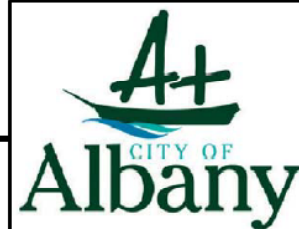
TYPICAL BITUMEN CROSS SECTION MOUNTABLE KERB  
VIEW A-A

\* CROSSOVER TO RISE FROM EDGE OF ROAD TO KERB HEIGHT OVER 800mm. THEN RISE A FURTHER 80mm OVER 2500mm.

\* FOR CROSSOVERS CONSTRUCTED ON NON KERBED ROADS ASSUME KERB IN PLACE WHEN ESTABLISHING LEVELS.

\* FOR CROSSOVERS THAT DO NOT CONFORM TO THESE STANDARD LEVELS, CONTACT CITY OF ALBANY FOR FURTHER INFORMATION.

TITLE  
**BITUMEN VEHICULAR CROSSOVER**



SURVEYOR	SCALE	DATE	WORKS & SERVICES
—	N.T.S.	13.03.02	
DRAWN	AUTHORISED	AMENDED	DRAWING No
H.O'N.		26.05.04	97024/3