Offices: 102 North Road
Postal Address: PO Box 484, ALBANY WA 6331
Phone: (08) 6820 3000
Email: cityassets@albany.wa.gov.au
File Ref: CM.STD.3 | Synergy Ref: NF1762270

APPLICATION FOR VEHICLE CROSSOVER CONSTRUCTION PERMIT

APPLICANT'S DETAILS				
Date of Application				
Applicant's Name				
Postal Address				
Contact Number				
Email address				
Correspondence Required to Builder	**Yes/No**		**Builder's Name, Email or Postal Address**	

CROSSOVER DETAILS							
Lot No		**House No**					
Street Name							
Type of Construction (Please Tick Appropriate Box)							
Bitumen		**Asphalt**		**Concrete**		**Brick Paving**	
Unsealed (Where Abutting Unsealed Roads Only)							
Number of Crossovers Being Constructed		**Pipes Required?**		**Size**			

Important Notes

1. Please read the Crossover Guidelines and Specifications before completing this form.
2. Please ensure a site plan is attached with the application.
3. No Crossover shall be installed without the issue of a Crossover Permit.
4. Construction and maintenance are the responsibility of the property owner.
5. The City of Albany has the power under the Local Government Act 1995 to make good any non-standard crossover at the applicant's expense.

I have read and understood the Crossover Guidelines and Specifications.

Applicant Signature **Date**

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Synergy Ref: NG21133383

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 the City of Albany 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.
- A Permit is only valid for a period of twelve months from date of issue.
- Existing footpaths must remain through 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.
- 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 relevant utilities 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 in front of neighbouring properties. 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 the City'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 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 shall comply with Australian Road Standards 6.5.4 Rural Road Design.

- Subsidies ***will not*** be paid on Crossovers where the City 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 the City of Albany 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 Water & Environmental Regulation.

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, ie. the footpath is to remain. Existing concrete footpaths may require upgrading to the standards shown in standard drawing STD-05-01 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 applicant's expense. In this instance, a 600mm concrete apron shall be installed in place of the removed kerbing as per drawing standard drawing STD-02-04.

Location

a) Position as per standard drawings STD-05-01, STD-05-02 AND STD-05-03.
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 drawings STD-05-01, STD-05-02 AND STD-05-03.
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 standard drawings STD-05-01, STD-05-02 AND STD-05-03.
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 and roots 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 standard drawings STD-05-01, STD-05-02 AND STD-05-03.
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 per standard drawing STD-05-01.

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 as per drawing STD-05-03.

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 shown as per drawing STD-05-03.

(e) Culverts

i) Crossovers over an open drain will require pipes and headwalls to be installed at the 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 the City 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.

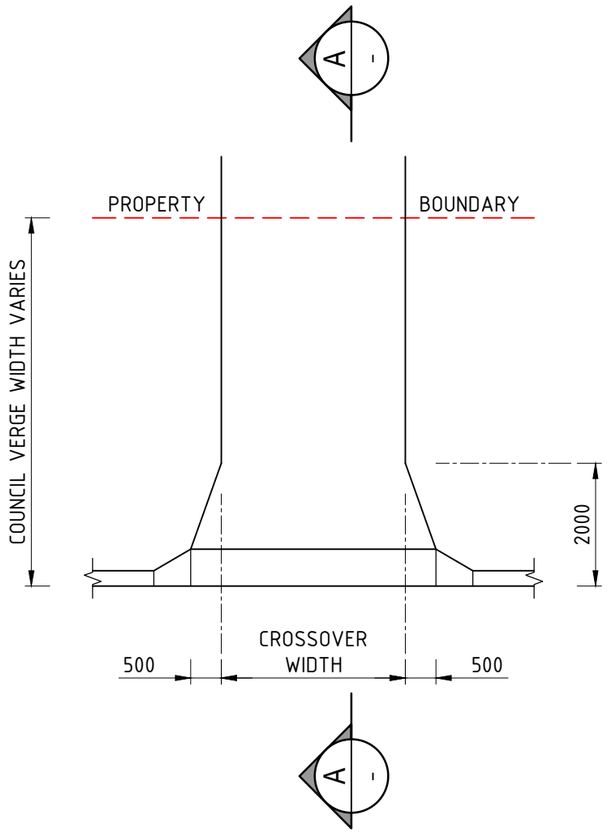
iii) Headwalls of grouted stone or concrete are to be installed at each end and are to be of sufficient standard to prevent any erosion problems.

CROSSOVER CONSTRUCTION DETAILS

CROSSOVER TYPE	CONCRETE THICKNESS	CONCRETE STRENGTH	MESH TYPE	SUB-BASE THICKNESS ON SAND	SUB-BASE THICKNESS ON CLAY
DOMESTIC	100mm	20MPa	-	75mm	100mm
COMMERCIAL/INDUSTRIAL	150mm	25MPa	F62	100mm	125mm
HEAVY INDUSTRIAL	200mm	25MPa	F62	125mm	150mm

ALLOWABLE CROSSOVER DIMENSIONS

CROSSOVER CLASS	MINIMUM WIDTH @ BOUNDARY	MAXIMUM WIDTH @ BOUNDARY	MAXIMUM WIDTH @ ROAD
1 OR 2 DWELLINGS ON A SINGLE LOT	3.0m	6.0m	7.0m
SINGLE RESIDENTIAL ON HIGHWAY OR MRD	3.0m	6.0m	7.0m
GROUPED DWELLINGS 3 OR MORE	3.0m	7.5m	7.5m
COMMERCIAL	5.5m	7.5m	7.5m
LIGHT INDUSTRIAL	5.5m	7.5m	7.5m
HEAVY INDUSTRIAL	6.0m	10.0m	10.0m
SERVICE STATIONS	7.5m	10.0m	10.0m

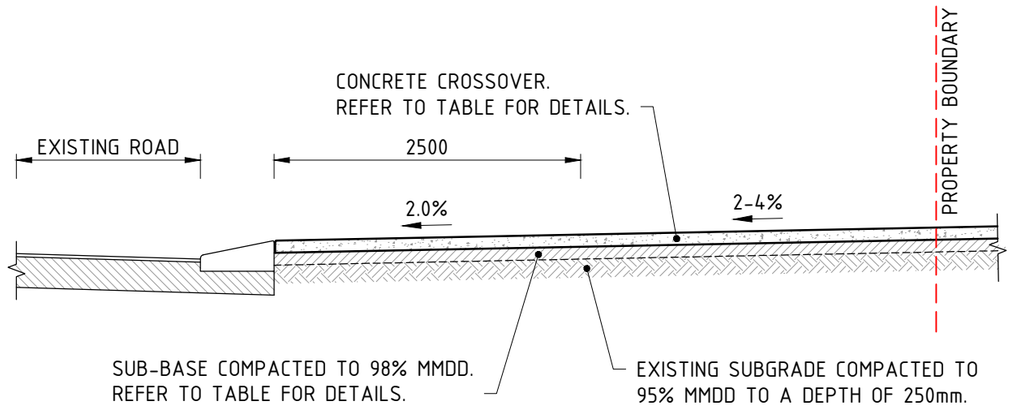


PLAN

SCALE: 1:100

NOTES:

1. CROSSOVER TO GRADE UP @ 2.0% FROM BACK OF CONCRETE APRON OR MOUNTABLE KERB FOR A DISTANCE OF 2.5m.
2. FOR CROSSOVERS CONSTRUCTED ON NON KERBED ROADS ASSUME KERB IN PLACE WHEN ESTABLISHING LEVELS.
3. WHERE THERE IS AN EXISTING PATHWAY IN VERGE REFER TO THE SPECIFICATION FOR DETAILS.
4. FOR COMMERCIAL/INDUSTRIAL AND HEAVY INDUSTRIAL CROSSOVERS CONCRETE APRONS ARE TO BE REINFORCED WITH F62 MESH.
5. FOR CROSSOVERS THAT DO NOT CONFORM TO THESE STANDARD LEVELS CONTACT CITY OF ALBANY FOR FURTHER DETAILS.



SECTION A-A

SCALE: 1:50

REV	DESCRIPTION	APPROVED	DATE
0	APPROVED	DK	26/06/18

102 NORTH ROAD, YAKAMIA WA 6330
PO BOX 484 ALBANY WA 6331
Tel: (08) 9841 9333
Fax: (08) 9841 4099
Email: cityassets@albany.wa.gov.au
Website: www.albany.wa.gov.au

APPROVED

AUTHORISED	DESIGNED	DRAWN
		JLP

THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION UNLESS SIGNED AS APPROVED

PROJECT: CITY OF ALBANY ENGINEERING SERVICES STANDARD CONSTRUCTION DRAWINGS

DRAWING NAME: STANDARD CROSSOVER - CONCRETE

DRAWING No	FILE REF	JOB No	SCALE	SHEET No	REV
-	-	-	AS SHOWN	STD-05-01	0

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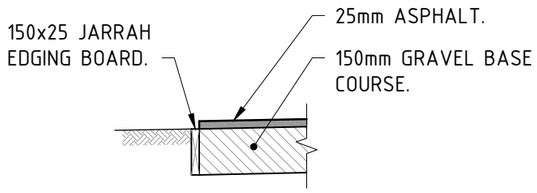
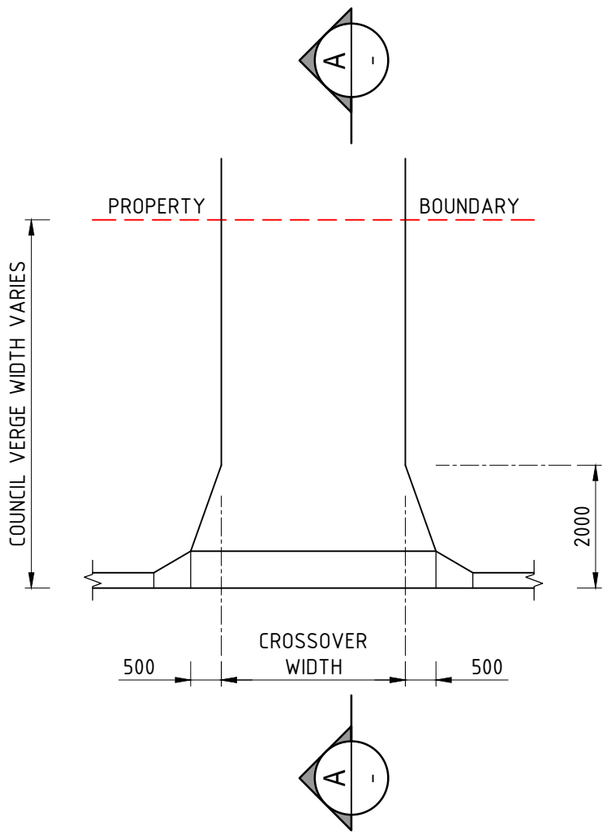
CROSSOVER CONSTRUCTION DETAILS		
CROSSOVER TYPE	SUB-BASE THICKNESS ON SAND	SUB-BASE THICKNESS ON CLAY
DOMESTIC	75mm	100mm
COMMERCIAL/INDUSTRIAL	100mm	125mm
HEAVY INDUSTRIAL	125mm	150mm



TIMBER EDGING DETAIL

SCALE: 1:20

ALLOWABLE CROSSOVER DIMENSIONS			
CROSSOVER CLASS	MINIMUM WIDTH @ BOUNDARY	MAXIMUM WIDTH @ BOUNDARY	MAXIMUM WIDTH @ ROAD
1 OR 2 DWELLINGS ON A SINGLE LOT	3.0m	6.0m	7.0m
SINGLE RESIDENTIAL ON HIGHWAY OR MRD	3.0m	6.0m	7.0m
GROUPED DWELLINGS 3 OR MORE	3.0m	7.5m	7.5m
COMMERCIAL	5.5m	7.5m	7.5m
LIGHT INDUSTRIAL	5.5m	7.5m	7.5m
HEAVY INDUSTRIAL	6.0m	10.0m	10.0m
SERVICE STATIONS	7.5m	10.0m	10.0m

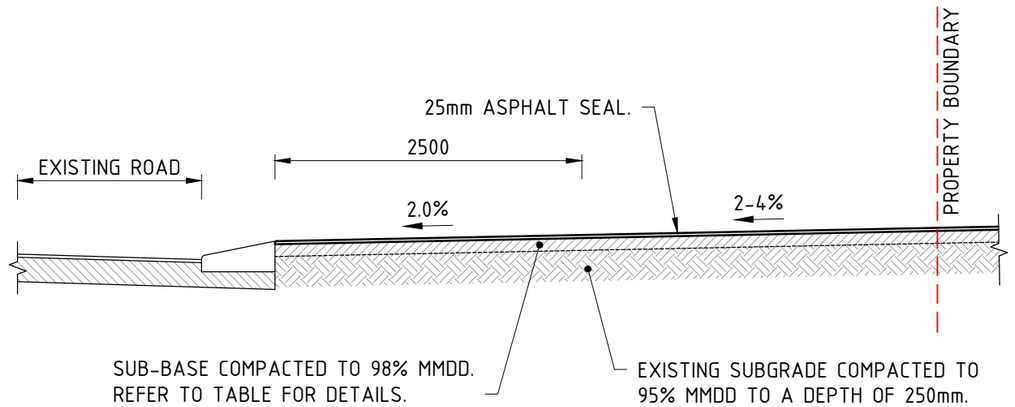


PLAN

SCALE: 1:100

NOTES:

1. CROSSOVER TO GRADE UP @ 2.0% FROM BACK OF CONCRETE APRON OR MOUNTABLE KERB FOR A DISTANCE OF 2.5m.
2. FOR CROSSOVERS CONSTRUCTED ON NON KERBED ROADS ASSUME KERB IN PLACE WHEN ESTABLISHING LEVELS.
3. WHERE THERE IS AN EXISTING PATHWAY IN VERGE REFER TO THE SPECIFICATION FOR DETAILS.
4. FOR CROSSOVERS THAT DO NOT CONFORM TO THESE STANDARD LEVELS CONTACT CITY OF ALBANY FOR FURTHER DETAILS.



SECTION A-A

SCALE: 1:50

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0	APPROVED	DK	26/06/18

102 NORTH ROAD, YAKAMIA WA 6330
PO BOX 484 ALBANY WA 6331
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		JLP

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PROJECT: CITY OF ALBANY ENGINEERING SERVICES STANDARD CONSTRUCTION DRAWINGS

DRAWING NAME: STANDARD CROSSOVER - ASPHALT

DRAWING No	FILE REF	JOB No	SCALE	SHEET No	REV
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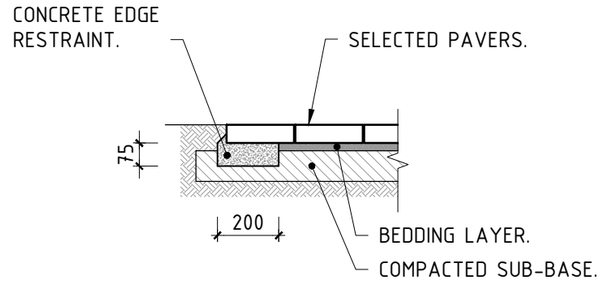
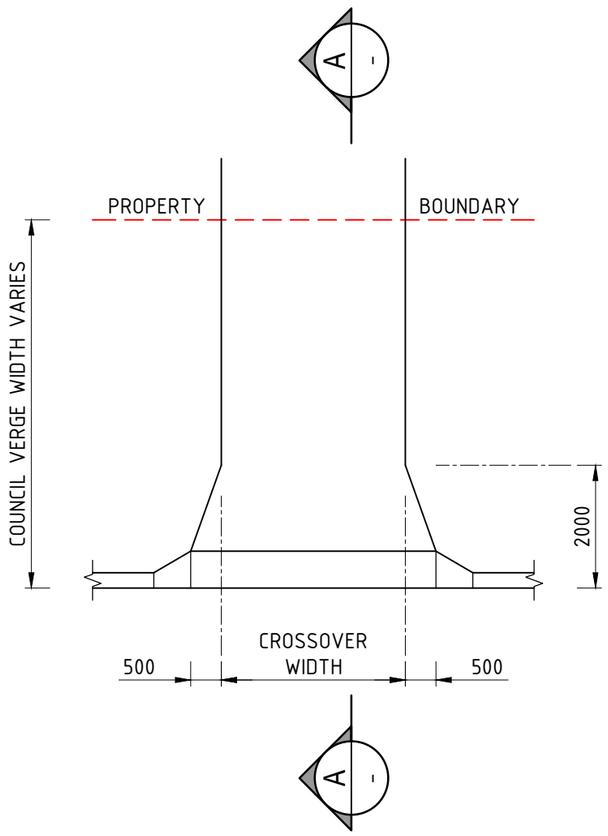
CROSSOVER CONSTRUCTION DETAILS		
CROSSOVER TYPE	SUB-BASE THICKNESS ON SAND	SUB-BASE THICKNESS ON CLAY
DOMESTIC	75mm	100mm
COMMERCIAL/INDUSTRIAL	100mm	125mm
HEAVY INDUSTRIAL	125mm	150mm



PAVING EDGE RESTRAINT DETAIL

SCALE: 1:20

ALLOWABLE CROSSOVER DIMENSIONS			
CROSSOVER CLASS	MINIMUM WIDTH @ BOUNDARY	MAXIMUM WIDTH @ BOUNDARY	MAXIMUM WIDTH @ ROAD
1 OR 2 DWELLINGS ON A SINGLE LOT	3.0m	6.0m	7.0m
SINGLE RESIDENTIAL ON HIGHWAY OR MRD	3.0m	6.0m	7.0m
GROUPED DWELLINGS 3 OR MORE	3.0m	7.5m	7.5m
COMMERCIAL	5.5m	7.5m	7.5m
LIGHT INDUSTRIAL	5.5m	7.5m	7.5m
HEAVY INDUSTRIAL	6.0m	10.0m	10.0m
SERVICE STATIONS	7.5m	10.0m	10.0m



PLAN

SCALE: 1:100

NOTES:

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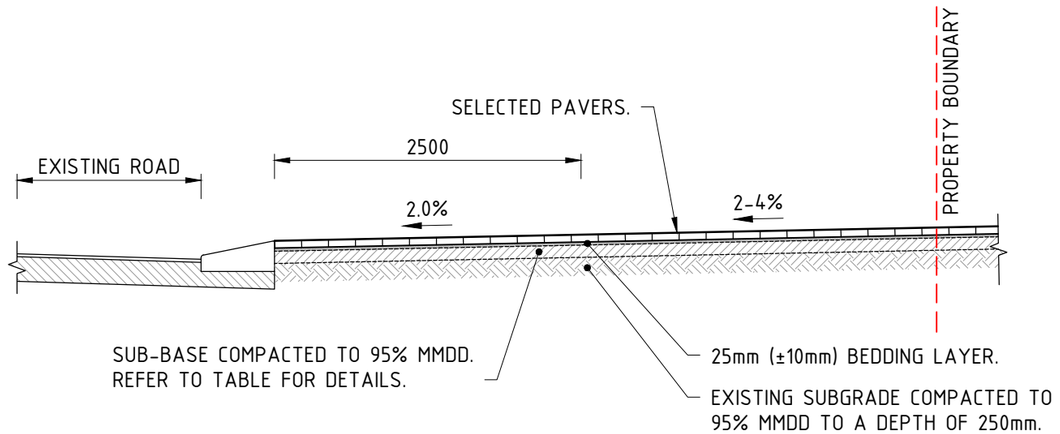
2. FOR CROSSOVERS CONSTRUCTED ON NON KERBED ROADS ASSUME KERB IN PLACE WHEN ESTABLISHING LEVELS.
3. WHERE THERE IS AN EXISTING PATHWAY IN VERGE REFER TO THE SPECIFICATION FOR DETAILS.
4. FOR CROSSOVERS THAT DO NOT CONFORM TO THESE STANDARD LEVELS CONTACT CITY OF ALBANY FOR FURTHER DETAILS.



SECTION A-A

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PROJECT: CITY OF ALBANY ENGINEERING SERVICES STANDARD CONSTRUCTION DRAWINGS

DRAWING NAME: STANDARD CROSSOVER - PAVED

DRAWING No	FILE REF	JOB No	SCALE	SHEET No	REV
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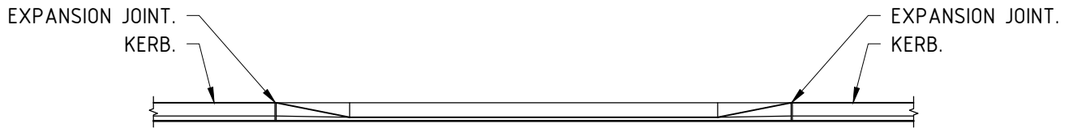
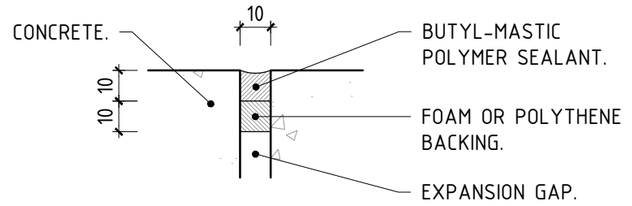


ELEVATION

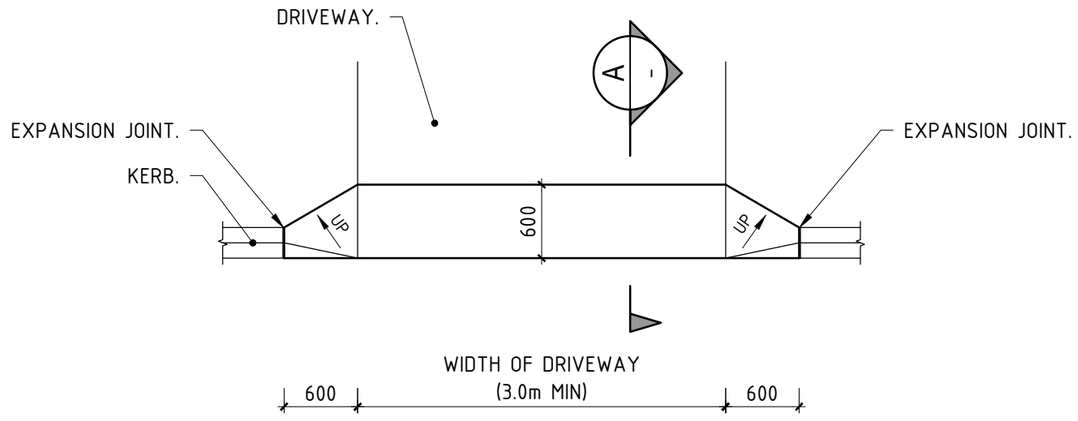


EXPANSION JOINT DETAIL

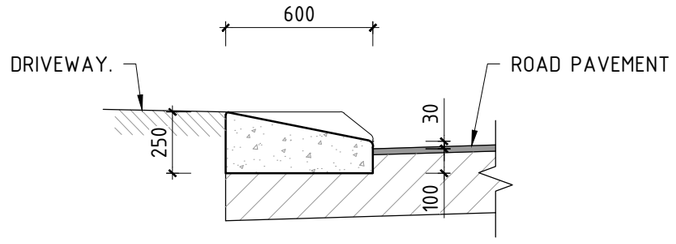
SCALE: 1:2

NOTES:

1. CONCRETE STRENGTH TO BE 25MPa COMPRESSIVE STRENGTH AT 28 DAYS. MAXIMUM AGGREGATE SIZE 14mm AND SLUMP OF 75mm.
2. CONCRETE APRON TO HAVE A DEEP BROOM FINISH (2mm) WITH A SMOOTH EDGE APPROX 75mm WIDE AT EDGES AND EXPANSION JOINTS.
3. EXPANSION JOINT PACKING MATERIAL TO EXTEND 50MM BELOW BASE OF PATH AND 10MM OUT OF SIDES TO ENSURE COMPLETE SEPARATION OF PANELS.
4. F62 STEEL REINFORCING MESH REQUIRED IN COMMERCIAL/INDUSTRIAL & HEAVY INDUSTRIAL APRONS ONLY. REFER TO CITY OF ALBANY ENGINEERING SERVICES STANDARD CONSTRUCTION DRAWING STD-05-01 FOR CROSSOVER DETAILS.



PLAN



SECTION A

CONCRETE APRON

SCALE: 1:50

NOTE: CONCRETE APRONS ARE NOT REQUIRED IN AREAS WHERE MOUNTABLE KERBING HAS BEEN USED.

REV	DESCRIPTION	APPROVED	DATE
0	APPROVED	DK	26/06/18

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PROJECT: CITY OF ALBANY ENGINEERING SERVICES STANDARD CONSTRUCTION DRAWINGS

DRAWING NAME: CONCRETE APRON

DRAWING No	FILE REF	JOB No	SCALE	SHEET No	REV
-	-	-	1:25 @ A3	STD-02-04	0

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Document Approval	
Document Development Officer:	**Document Owner:** *(Member of EMT)*
Manager, Engineering & Sustainability	Executive Director Infrastructure, Development & Environment

Document Control	
File Number - Document Type:	CM.STD.4 – Guideline
Synergy Reference Number:	NG21133383
Status of Document:	Final
Quality Assurance:	Manager, City Engineering & Sustainability
Distribution:	Internal Document, Public Document

Document Revision History

Version	Author	Version Description	Date Completed
1.0	MCES	Final	15/07/2021