INFOPS 11 V1.2

APPLICATION FOR CROSSOVER CONSTRUCTION

I _____ the undersigned being the current **owner** hereby make an application for approval to construct or modify a crossover in accordance with the Town of Claremont conditions and requirements at the following property:

Lot #: _____ House #: _____ Street: _____

Suburb: _____ Postcode: _____

TYPE OF CROSSOVER – (✓) Tick box

☐ Concrete ☐ Brick or Tiled Paving with concrete apron

I have looked at the Specifications for Vehicle Access and the Residential Crossover Standard Drawing, and I am aware of the Towns requirements and will ensure compliance with:

- Footpath reconstruction requirements
- Crossover wing lengths and widths
- Street tree and utility asset offsets
- Stormwater drainage requirements
- Max / Min crossover widths
- Requirements to remove old crossovers
- Reinstatement of kerb and verge
- Concrete specifications

Name:

Postal Address:

Suburb: Postcode:

Phone:

E-mail:

Signature Date:

308 Stirling Highway CLAREMONT WA 6010 PO Box 54 CLAREMONT WA 6910
Phone (08) 9285 4300 toc@claremont.wa.gov.au
www.claremont.wa.gov.au

LOCATION PLAN

Please draw a diagram of the proposed crossover which includes all dimensions, footpath details, construction materials and location of street trees.

SPECIFICATIONS FOR VEHICLE ACCESS

The Town has the following standard requirements:

1. Crossovers within the Town must provide access to and from the road to a private lot and must be designed to ensure that vehicles can access the property unimpeded

2. Crossovers are to be designed and constructed as per Australian Standard AS/NZS 2890 and the Town's Residential Crossover Standard detailed drawing—ST-0019. Should this be impracticable due to the internal levels of the lot, approval can be sought for an alternate crossover design with assessments made by the Town's engineers on a case-by-case basis

3. The Town of Claremont will not design or construct new crossovers. It is the owner's responsibility to arrange the design and construction, and to ensure compliance with Council standards and specifications. The Town can provide details of preferred contractors upon request

4. Town approval is required prior to construction of new, or modification of existing crossovers, and is to be administered to by the Town's Infrastructure Clearance Form. This is required in addition to Planning or Building approval

5. Crossovers are to be concrete or paved with a concrete apron provided at the road edge

6. Crossovers are not to be the same colour as the Town's footpath, Claremont Cream. Earthy tone colours are preferred

7. The maximum width of a new crossover is 30% of the lot frontage up to a maximum width of 6 metres. In exceptional circumstances, the Chief Executive Officer may approve widths greater than 30% of the lot frontage up to 6m in width.

8. Sight lines are to be provided for vehicles exiting the property when adjacent to a footpath. This may require modifications to boundary fences such as the installation of a truncation or visually permeable fencing

9. The crossover shall be constructed so that the centreline of the crossover is at right angles to the centreline of the road, and the crossover is symmetrical about that line

10. Where practicable finished levels will match the existing or planned footpath and verge levels, and will be graded to prevent stormwater flowing from the road or footpath into the property. If this is not practicable due to the internal lot levels, approval can be requested for stormwater drainage to be captured and retained within the property to prevent the flooding of the property from the road, footpath, or verge

11. Stormwater runoff from within private property is to be contained onsite with internal levels designed to prevent stormwater flowing from the property into the road reserve. If this is not practicable due to the internal lot levels, stormwater drainage will be required within the property to prevent stormwater flowing from the property into the road reserve

12. Any footpath requiring reconstruction will be reinstated in 1.5-1.8 metre wide Claremont Cream concrete, graded away from the property, and constructed to the Town's footpath specifications, unless directed otherwise. The footpath will continue through the crossover on the existing alignment giving priority to pedestrians and providing delineation for parked vehicles. Where matching into a narrower footpath a transition length of 1m per 0.5m narrowing is required

13. Where the Town constructs, replaces, or upgrades any footpaths, the new footpath will be taken through any existing crossover even should this not have been the case prior to works. This is to provide priority to pedestrians and to provide delineation for parked vehicles. The existing crossover will be cut and expansion joints installed between the crossover and the new path

14. Town approval is required prior to modifications being made to any existing verge infrastructure

15. Town approval is required prior to any verge modifications

16. Town approval is required prior to any street tree pruning or removal

17. Crossovers for commercial or industrial premises are to be designed and constructed in a manner to suit the proposed use of the site, with the design to be approved by the Town's engineers on a case-by-case basis, prior to construction

18. Repairs to existing asphalt crossovers constructed before January 2016 will be undertaken by the Town. Maintenance of all other crossovers within the Town is the responsibility of the owner of the property which is being serviced by the crossover

19. New crossovers are to be a minimum of 6 metres from the TP of an adjacent intersection. If this is not practicable due to the configuration of the lot or the location of any existing verge trees or assets, approval can be sought for a crossover to be located closer to an intersection with assessments made by the Town's engineers on a case-by-case basis

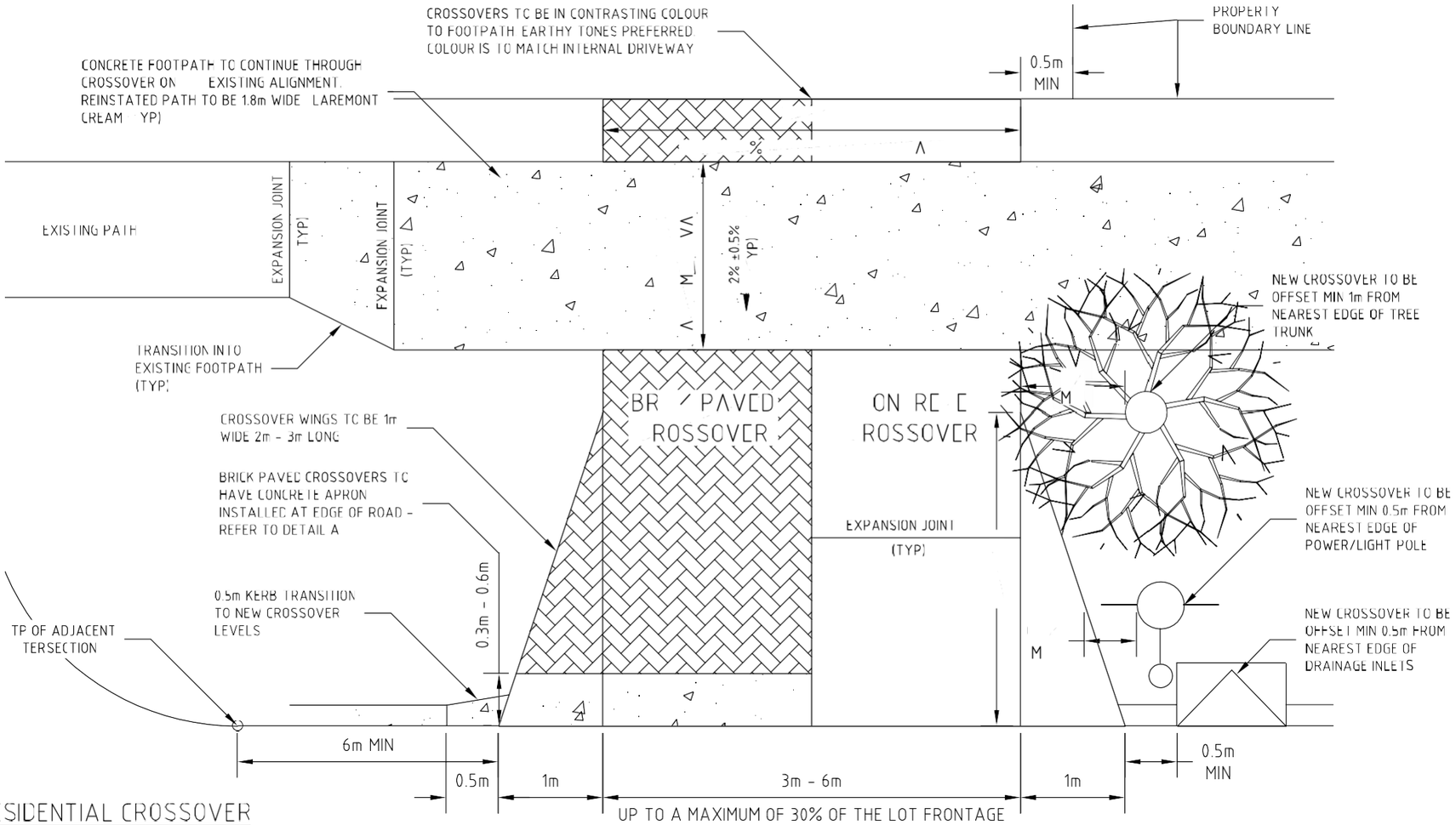
20. Permanent vehicular accesses to properties must have a crossover constructed between the road and the lot

21. Temporary vehicular accesses to properties can be provided across verge and kerb only where permission has been sought and provided by the Town's engineers. Conditions and a bond may be requested to ensure protection and/or reinstatement of the Town's assets. Any damage caused will be deducted from the bond money paid, and if the damage exceeds the amount of the bond the applicant will be liable for the balance

22. No person shall drive a vehicle or item of heavy plant across a footpath, even at a specifically designed crossing point if the vehicle or plant is so heavy or of such a nature that it is likely to cause damage to the kerbing or footpath unless with the prior permission of the Town's engineers, and after providing any protection which has been requested by the Town. Any damage caused will be deducted from the bond money paid, and if the damage exceeds the amount of the bond the applicant will be liable for the balance

23. The applicant indemnifies the Town against all actions, claims, damages, costs and expenses whatsoever in respect of damage to property and the death of or injury to any person, including the owner, applicant or its employees or contractors, arising out of the construction of the crossover subject of this application

24. Where a crossover is constructed without prior approval being sought of the Town, the owner is required to submit for retrospective approval. If the crossover meets the Town's standards and specifications retrospective approval will be granted, however no subsidy will be provided by the Town for the cost of the crossover. If the crossover does not meet the Town's standards and specifications modifications may be required including its total removal and replacement, at the owners cost



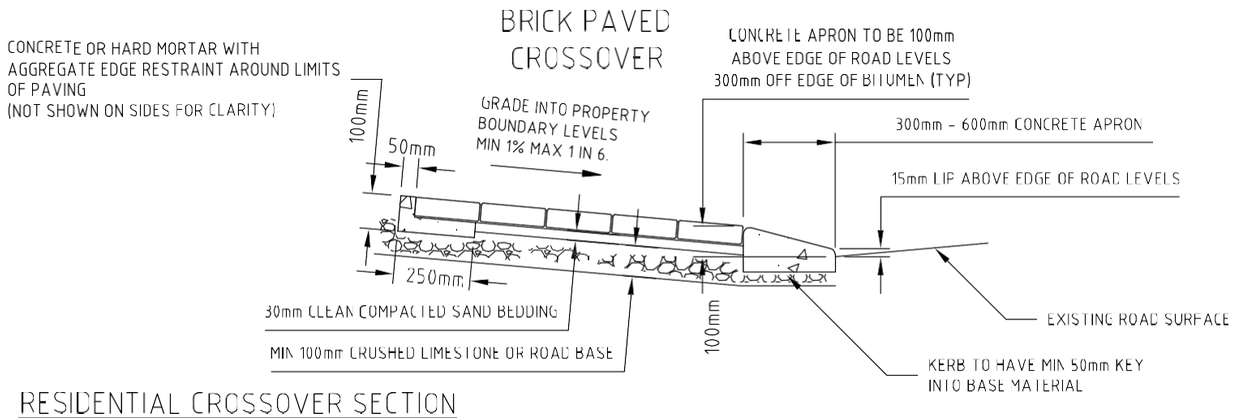
RESIDENTIAL CROSSOVER
SCALE:1:50

GENERAL NOTES

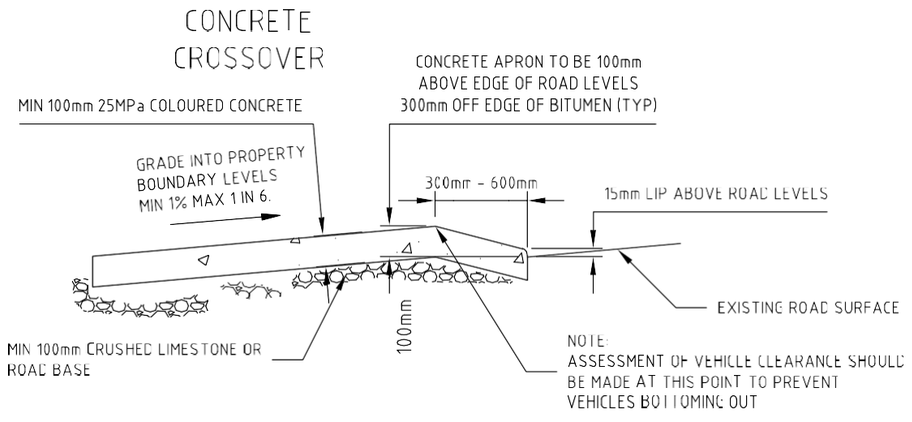
1. VARIANCE TO COUNCIL STANDARDS CAN BE APPLIED FOR IN EXCEPTIONAL CIRCUMSTANCES.
2. FOOTPATHS TAKE PRIORITY OVER CROSSOVERS AND ARE TO REMAIN ON THEIR EXISTING ALIGNMENT UNLESS DIRECTED OTHERWISE BY COUNCIL. FOOTPATH MATERIAL & COLOUR IS TO CONTINUE THROUGH ANY NEW CROSSOVER.
3. ASSESSMENT OF VEHICLE CLEARANCE SHOULD BE MADE AS PART OF THE DESIGN PROCESS TO PREVENT VEHICLES BOTTOMING OUT

TECHNICAL NOTES

1. CONCRETE CROSSOVERS ARE TO BE MIN 25MPa (TYP)
2. CONCRETE FOOTPATH IS TO BE MIN 25MPa CLAREMONT CREAM–N20 GREY WITH 6KG/M^3 YELLOW OXIDE (TYP)
3. NEW/REINSTATED CONCRETE FOOTPATH IS TO BE 1.8m WIDE UNLESS DIRECTED OTHERWISE BY COUNCIL WHERE MATCHING INTO A NARROWER PATH A TRANSITION LENGTH OF 1m PER 0.5m NARROWING IS REQUIRED
4. PAVERS ARE TO BE MIN 60mm THICK
5. COMMERCIAL AND INDUSTRIAL CROSSOVERS TO BE DESIGNED AND CONSTRUCTED TO SUIT THE PROPOSED USE OF SITE WITH THE DESIGN APPROVED PRIOR TO CONSTRUCTION



RESIDENTIAL CROSSOVER SECTION
SCALE:1:20



TOWN of CLAREMONT Est 1898

308 STRILING HIGHWAY CLAREMONT WA 6010

DESIGNED	M.SYMMONS	12/15
CHECKED	N.KING	12/15

RESIDENTIAL CROSSOVER

STANDARD DETAILED DRAWING

SHEET	1	OF	1
DWG No.	REV No.	PLOT SIZE	
ST-0019	B	A3	