

IMPORTANT INFORMATION:

- Please read the Crossover Specifications & Guidelines before completing this form.
- This application must be approved before construction can commence. No crossover shall be installed without the issue of a Crossover Permit.
- Please ensure a **site plan** and a **photo** showing the location of the proposed crossover are attached with the application.
- Construction and maintenance of the crossover is the responsibility of the property owner. The Shire of Gingin has the power under the *Local Government Act 1995* to make good any non-standard crossover at the Applicant's expense.

Applicant's Details

Applicant's Name:			
Postal Address:			
Email Address:			
Contact Phone:		Date of Application:	

Crossover Location Details

Lot No:		House No:		Street Name:	
Locality/Suburb/Town:					
Name of Landowner / Title Holder <i>(if not the Applicant):</i>					
Site Plan attached? <i>please tick</i>	<input type="checkbox"/>	Photo of crossover location attached? <i>please tick</i>	<input type="checkbox"/>		

Crossover Construction Information

Type of Construction <i>(please tick appropriate box):</i>	Concrete <input type="checkbox"/>	Brick paving <input type="checkbox"/>	Bitumen <input type="checkbox"/>	Asphalt <input type="checkbox"/>
	Gravel <input type="checkbox"/>	Other <input type="checkbox"/> <i>Please specify:</i>		
Purpose of Proposed Crossover <i>(please tick appropriate box):</i>				
<input type="checkbox"/>	1. Replace, relocate, or upgrade an existing crossover.			
<input type="checkbox"/>	2. First crossing in respect to the land (ie, no crossover has existed previously).			
<input type="checkbox"/>	3. Other reason – please provide details in a separate document with supporting plans, photos etc.			

Acceptance

I/We have read, understood, and do accept the conditions and requirements of this Application and Crossover Specifications & Guidelines.

Applicant's Signature:		Date:	
Landowner's Signature <i>(if applicable):</i>		Date:	

Office Use Only

Approved <input type="checkbox"/>	Refused <input type="checkbox"/>	Subsidy Applicable:	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Date:	
Executive Manager Operations & Assets Signature:						
NOTES:						

- ❖ The following information provides guidelines and specifications for crossovers within the Shire of Gingin.
- ❖ The Shire encourages landowners to engage private contractors to undertake crossover construction however, **approval must be obtained** from the Shire's Operations & Assets Department **prior** to commencement of any construction work.
- ❖ A crossover is defined as an extension of the driveway from the road kerb to the property boundary line.

When planning a crossover, the following must be taken into consideration:

1. Crossovers should be at 90° to the road centreline. In special circumstances this may be reduced to an absolute minimum of 70° to the road centreline.
2. Driveways should be located as far as practical from intersections (minimum 10 metres from the intersection point of property boundaries at street corners) to minimise points of conflict and confusion and to improve safety.

Locating driveways opposite the terminating road of a T-junction or opposite median openings for legal U turn intersections should be avoided.
3. Driveways near roundabouts are not to be located within the roundabout area nor within 25 metres of the roundabout entrances or exits, and are to be located, as far as practical, from the roundabout.
4. The crossover width is measured at the start of the turnout radius, at right angles to the centreline of the driveway (*please refer to Figures 1 & 2*).

and water bound to a minimum thickness of 150mm.

- vi) No crossover to be installed closer than 1.5 metres to a street tree.

Crossover width and vehicle turning movement are at **Figure 1** below:

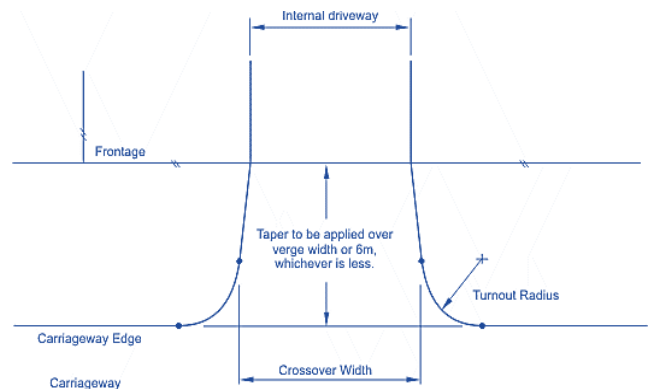
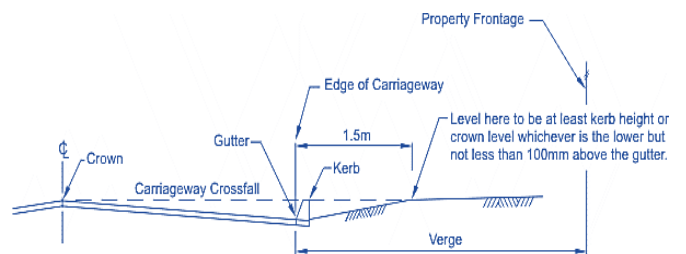


Figure 1

Length of crossover from edge of bitumen to property line must be shaped as shown in **Figure 2** below. If the crossover is being used for single unit trucks, the minimum length is 15 metres. For other type of vehicles please contact Shire's Operations & Assets Department for specific design plans.



Cross-section of Kerbed Road

Figure 2

Standard Crossovers (not for commercial use)

- i) All standard crossovers should be a minimum of 3 metres wide, with 1.0 metre wings provided so the minimum width at the kerb line is 5 metres. The minimum length of the crossover is from the kerb line to the property line.
- ii) Culvert pipes beneath crossovers shall be a minimum 250mm diameter RCP and 4.8 metres in length. Headwalls to culverts shall be of concrete construction.
- iii) Concrete crossovers should be a minimum of 100mm thick, with reinforced mesh or 100mm compacted sand, and an expansion joint near the kerb.
- iv) Paved crossovers should include 100mm of compacted sand and be constructed with a minimum 76mm brick.
- v) Bitumen crossovers should include either asphalt or 2 coat emulsion seal with 10mm and 5mm blue metal, with the road base compacted

Existing Footpaths

Where a slab footpath exists, the slabs must be removed and replaced with a concrete-cast *in situ* footpath, 100mm thick by 1.5 metres minimum width. The crossing shall be constructed to the level of existing adjoining slabs.

Where a concrete-cast *in situ* footpath exists, the footpath shall not be removed unless the thickness is less than 100mm. The Applicant shall cut out the footpath with an approved concrete saw - only at the crack control joints or expansion joints - remove it and replace it with 100mm thick *in situ* concrete 1.5 metres minimum in width.

The footpath alignment through the crossover shall be delineated with control joints and must match existing footpath levels including 2% cross-fall towards the road.

Width

- Minimum width at property line: 3 metres
- Maximum width at property line: 5.5 metres (for double garage)
- Length of crossing: from property line to kerb line

For a single width crossover, the width at the kerb line will be 3 metres plus the required width for the width of the side wings.

For a double width at the property line, that double width may be applied to the full length of the crossover out to the kerb line, if the crossover has a cross-fall to direct drainage water to the side verge and that verge is composed of native vegetation and not compacted lawn. This will ensure proper disposal of the extra drainage water.

Drainage

Crossovers should be shaped to ensure water does not drain down the crossover slope, over the property boundary.

There should also be a hump at the kerb line, at least as high as the top of kerb, to ensure water running down the kerb line does not drain into the lower-level crossover.

Where possible, a one-way cross-fall on the crossover will direct surface water to one side of the crossover and onto the verge.

Commercial Crossovers

Prior to commencing construction of a commercial crossover, you are required to contact the Shire's Operations & Assets Department to obtain approval and specifications for the crossover.

Sufficient storage length must be provided for a vehicle to stand clear of the carriageway when stopped. Where the entrance has a gate, the setback from the edge of the carriageway to the gate shall vary with the type of vehicle likely to use the driveway in accordance with the table below.

Type of Vehicle	Minimum Length
Light vehicles	6.0 metres
Single unit trucks	15.0 metres
Semi-trailers & wide farm machinery	21.0 metres
Long vehicles & road trains	Length of vehicles +3.0 metres

- Concrete crossovers should be a minimum of 100mm thick, including reinforced mesh (F52 minimum) with a total face width of 6 metres.
- Brick paved crossovers should have a minimum of 100mm of compacted road base, constructed of a minimum 76mm brick.
- Bitumen crossovers should have a minimum of 150mm of compacted and water bound road base, asphalt of a minimum thickness of 40mm.
- Where a sealed commercial crossover is required, the Shire requires the developer to seal from the existing sealed carriageway and extending 20 metres past the front property boundary into the subject lot.
- Conditions regarding existing footpaths and drainage similar to Standard Crossover.

Native Vegetation

Where native vegetation must be removed to accommodate a crossover, disturbance of the vegetation should be kept to a minimum.

Prior to applying 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.

Crossover Subsidy - Gross Rental Value (GRV) Rated Properties

Half the cost of a standard 3-metre-wide vehicle crossing, placed from road pavement to the front boundary alignment of a private property, will be met by the Shire up to a maximum of \$250 on a dollar-for-dollar basis.

This contribution is made based on the following conditions:

1. It is the first crossover constructed to service the lot;
2. The crossover is not related to a sub-division or planning development application; and
3. The application is made within four years of completion of a dwelling.