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APPLICATION FOR VEHICLE CROSSOVER

A crossover can be defined as an extension of the driveway from the road kerb to the property boundary line.

THIS APPLICATION MUST BE SUBMITTED AND APPROVED BEFORE CONSTRUCTION CAN BEGIN

GENERAL INFORMATION			
Applicant(s) Name			
Postal Address			
Contact Tel:		Fax:	
Location:	Lot No.	Street No.	Street:
TYPE OF CONSTRUCTION (please tick the material below)			
Concrete	Brick Paving	Asphalt	Other (please specify)
The proposed crossover is: (please tick)			
(a) Replacing, relocating or upgrading an existing crossover. (b) First crossing in respect of the land (No crossover has existed previously). (c) Other (please supply plan, supporting information and cover letter addressed to the Executive Manager Engineering Services.			
NOTE			
1 Please insert diagram on the next page of this Application to locate crossover and include the following details: (i) Name of street frontage. (ii) Distance from the nearest side boundary. (iii) Dimensions of proposed crossover. (iv) Location of street trees. (No crossover to be installed closer than 1.5m to a street tree.) 2 The Shire of Gingin will only contribute towards the cost of a crossover construction if it is the first crossover built to give access to that property.			
ACCEPTANCE			
I/We understand that the crossover must be constructed in the terms of the Local Laws and Local Government Policies and under the superintendence, and to the satisfaction of, the Chief Executive Officer or his representative. Crossovers must be constructed as per Council's current specifications.			
I/We accept the conditions as set out in the Shire of Gingin requirements/specifications for crossovers.			
Applicant Signature		Date / /	
Owner Signature (majority of owners must sign)		Date / /	
OFFICE USE ONLY			
Granted <input type="checkbox"/> Refused <input type="checkbox"/> Subsidy applies Yes <input type="checkbox"/> No <input type="checkbox"/>			
Executive Manager Operations		Signature	
		Date / /	

LOCATION PLAN (Copy of building site plan or hand sketch)

Name of Street Frontage(s)

Distance from nearest side boundary

Dimensions of proposed crossover

Location of street trees



INFORMATION SHEET CROSSOVERS

This Information Sheet provides Council's specifications and preferences for crossovers within the Shire of Gingin.

The Shire encourages landowners to engage private contractors to undertake crossover construction; however, landowners/developers **must** contact the Shire's Engineering Department prior to commencement of construction to obtain approval for the crossover.

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

- Crossovers should be at 90⁰ to the road centreline. In special circumstances this may be reduced to an absolute minimum of 70⁰ to the road centreline.
- Driveways should be located as far as practical (minimum 10 metres from the intersection point of property boundaries at street corners) from intersections 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.
- 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.
- The crossover width is measured at the start of the turnout radius, at right angles to the centreline of the driveway (please refer to Figure 1).

Standard Crossovers (not for commercial use)

- All standard crossovers should be a minimum of 3m wide, with 1.0 metre wings provided so the minimum width at the kerb line is 5m. The minimum length of the crossover is from the kerb line to the property line.
- Culvert pipes beneath crossovers shall be a minimum 250mm diameter RCP and 4.8m in length. Headwalls to culverts shall be of concrete construction.
- Concrete crossovers should be a minimum of 100mm thick, with reinforced mesh or 100mm compacted sand, and an expansion joint near the kerb.
- Paved crossovers should include 100mm of compacted sand and be constructed with a minimum 76mm brick.
- Bitumen crossovers should include either asphalt or 2 coat emulsion seal with 10mm and 5mm blue metal, with the road base compacted and water bound to a minimum thickness of 150mm.
- No crossover to be installed closer than 1.5m to a street tree.

Crossover width and vehicle turning movement are at Figure 1 (below)

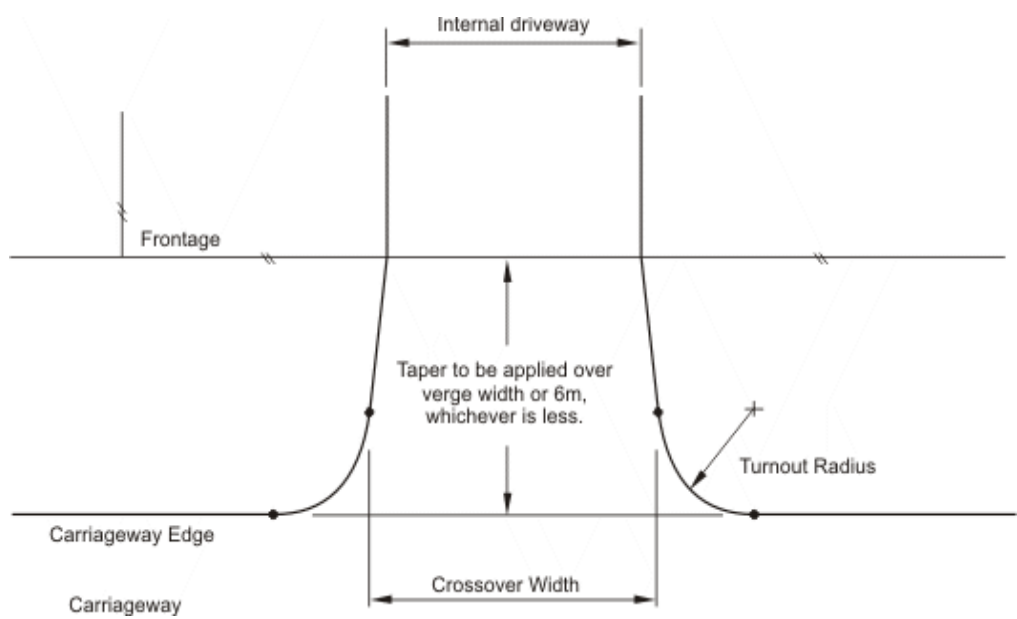
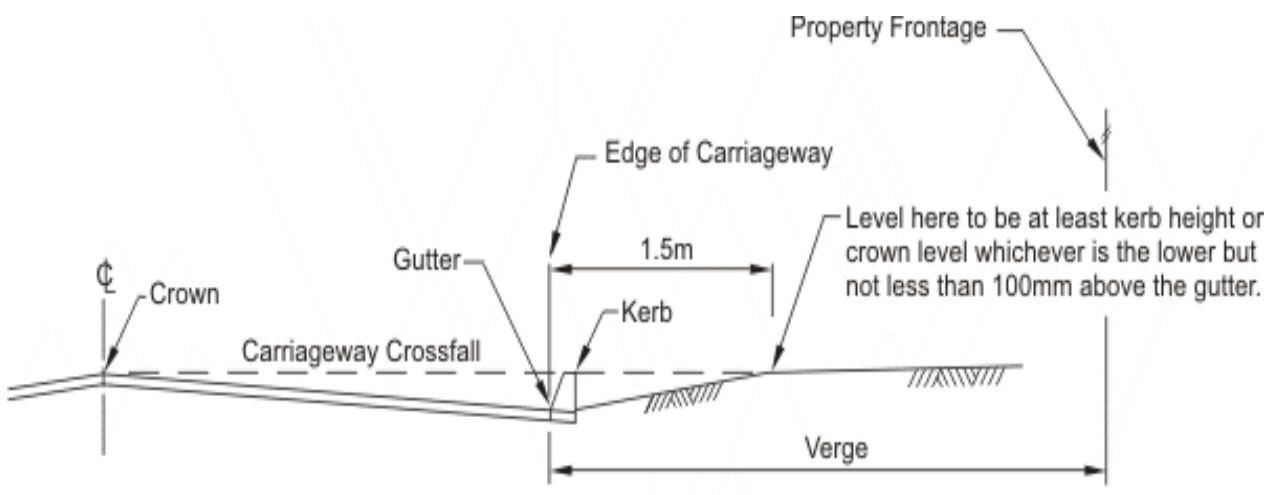


Figure 1

Length of crossover from edge of bitumen to property line must be shaped as shown in Figure 2. If the crossover is being used for single unit trucks the minimum length is 15m, for other type of vehicles please contact Shire's Engineering department for specific design plans.



Cross-section of Kerbed Road

Figure 2

EXISTING FOOTPATHS

Where a slab footpath exists the slabs must be removed and replaced with a concrete cast *in situ* footpath, 100mm thick by 1.5m 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, 1.5m minimum 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	3m
Maximum width at property line	5.5m (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 3m 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 also should 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 Engineering 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	6.0m
Single unit trucks	15.0m
Semi-trailers & wide farm machinery	21.0m
Long vehicles & road trains	Length of vehicles + 3.0m

- Concrete crossovers should be a minimum of 100mm thick, including reinforced mesh (F52 minimum) with a total face width of 6m.
- 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 20m past the front property boundary into the subject Lot.

Conditions regarding existing footpaths and drainage similar to Standard Crossover.