

PLEASE RETAIN FOR YOUR REFERENCE. DO NOT SEND BACK TO COUNCIL WHEN SUBMITTING APPLICATION.



TOWN OF COTTESLOE

**CONSTRUCTION OF A STANDARD TYPE RESIDENTIAL VEHICLE CROSSING
GENERAL SPECIFICATIONS**

This specification applies only to single residential or multi-unit residential developments where traffic is predominantly passenger car type, with only occasionally light service or commercial vehicles.

(a) Supervision

The construction of vehicle crossings shall be executed under the supervision of and to the direction of the Works Supervisor or his/her authorised deputy.

(b) Levels

The levels at the boundary line and road are to be set by the Council prior to any works commencing. The applicant shall conform to the set levels and under no circumstances shall the Council verge area be either built up or excavated.

Any storm run off water developed on the property must be retained on the property and water from the crossover and/or footpath will be retained outside the property.

In no case shall the crossing junction at the property line be stepped unless specifically authorised by the Works Supervisor.

(c) Materials

All materials used in the construction of vehicle crossings shall be in accordance with the standard specification of the Town of Cottesloe. Any materials used which are inferior to those specified or as directed by the Works Supervisor, shall be liable to rejection and replacement without payment or compensation being made to the applicant for the supply, delivery, laying, placing, finishing, removal or disposal of anything so rejected as directed by the Works Supervisor.

(d) Site Protection

Safety protection of works and the public shall be provided by the applicant who shall supply and keep supplied as directed, all necessary signs, barricades, road warning lamps, temporary bridges and any other thing necessary or as directed by the Works Supervisor. Failure to provide or keep provided these items shall render the applicant liable.

The footpath shall be kept in a safe condition, for public use, at all times.

(e) Damage

Any damage which may occur to any Council facilities or private property during the course of the works, or which may subsequently become evident from the operations thereof, shall be the sole responsibility of the applicant who shall be held responsible for the repair, replacement, legal claim, liability or any other thing which may arise from the carrying out of any such works.

(f) Excavation

i) The excavation for the crossing bed shall be taken out to the levels, lines, and grades as per the standard design shown on the attached drawing. Excavation shall be cleanly executed, watered and vibrator rolled to give a compaction of 95% of maximum density as determined by modified compaction test under 12A of S.A.A Standard A89-1966 to provide for a sound base free from

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depressions or any deleterious materials to give a minimum of 100mm depth of concrete pavement for residential crossings.

ii) All surplus material resulting from site preparation and construction of the crossover shall become the property of the applicant and shall be removed at the applicant's expense.

(g) Existing Footpaths

Where a slab footpath is existing, the slabs must be removed and replaced with a concrete cast in-situ footpath, 100mm thick by 1.5m wide minimum. The crossing shall be constructed to the levels and requirements given by the Works Supervisor.

Where a concrete cast in-situ footpath exists, the footpath shall not be removed, unless the thickness is less than a 100mm, or with permission of the Works Supervisor. 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 insitu 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% crossfall towards the road.

(h) Width

Minimum width at property line – 2.75 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 2.75metres, 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 kerbline, if the crossover has a crossfall to direct drainage water into 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.

This provision applies particularly to wide verges.

(i) Abutting Crossovers

Where two residential crossings abut one to the other, they may be combined subject to the Works Supervisor's approval and subject to the combined width not exceeding 6.70 metres.

Where the combined width would exceed 6.70metres, this is considered a non-standard crossover and requires application in writing with supporting plan and information to the Manager of Engineering Services.

(j) Drainage

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

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 kerbline does not drain into the lower level crossover.

Where possible, a one way crossfall on the crossover will direct surface water to one side of the crossover and on to the verge. Native vegetation is better suited to absorb this drainage water than compacted lawn.