



# APPLICATION TO CONSTRUCT A CROSSOVER AND/OR CROSSING PLACE

Please complete this form in **BLOCK LETTERS** and return to the City of Victor Harbor by:

**Post:**

PO Box 11  
VICTOR HARBOR SA 5211

**Email:**

[localgov@victor.sa.gov.au](mailto:localgov@victor.sa.gov.au)

**In person:**

1 Bay Road  
Victor Harbor

Applicant: \_\_\_\_\_

Postal Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Email Address: \_\_\_\_\_

(A **CROSSOVER** is the section of standup kerb that is removed and replaced with mountable concrete for vehicle access)

(A **CROSSING PLACE** is the section from the property boundary to the back of the kerb that is used to enter a property)

I/We

.....  
(the applicant)

hereby make application to the City of Victor Harbor ("the Council") for the purposes of installing a crossover and/or a crossing place at:

.....  
(property address)

**Tick Applicable Box(s)**

☐

Construct a **CROSSOVER**

☐

Construct a **CROSSING PLACE**

In support of this application, I/we attach a plan containing the following:

- Proposed location of the crossover and/or crossing place.
- Dimensions of new crossover *(Council to supply one (1) only standard 4.5 metre crossover free of charge).*
- Dimensions of new crossing place (to include cross section) *(Council to allow one (1) standard 4.5 metre wide crossing place free of charge).*
- North point.
- Road or street name.
- Proposed location of access in relation to existing roadway and property boundary.
- Location of existing trees.
- Distances to the road/street corner(s).
- Location of footways (if applicable).
- Utility Service Authority Assets & Locations, Example: SA Water Mains water and sewer lines, Telstra cables, SA Power Network cables and National Broadband Network (NBN) cables.

**Applicant Please Note:**

If work is to be executed by applicant or contractor, issuing of this permit is subject to:

1. The applicant agreeing to any general conditions of the permit as contained herein.
2. The applicant agreeing to any special conditions which the Council determine and are attached hereto.
3. The applicant providing evidence of all appropriate insurances as required by either the general conditions or special conditions of the permit.

\_\_\_\_\_  
Applicant's Signature

Date: \_\_\_\_/\_\_\_\_/\_\_\_\_



## **SPECIFICATION FOR THE CONSTRUCTION OF A Crossover and a Crossing Place**

### **1. SCOPE OF SPECIFICATION**

#### **1.1 Crossover**

This specification is for the construction of a mountable concrete vehicular access at the kerb line. All work must be performed in accordance with this specification.

#### **1.2 Crossing Place**

This specification is for the construction of concrete vehicular access way from the edge of the kerb to the property boundary. All work must be performed in accordance with this specification.

### **2. PRELIMINARY CLAUSES**

#### **2.1 Workmanship and Materials**

The whole of the work shall be executed in a thorough manner to the satisfaction of the Manager Operations or his/her delegate.

All materials to be used in the construction of the work shall be made available prior to and during the construction activities requested by the Manager of Operations or his/her delegate.

Should any of these materials fail to meet the requirements of this specification, the Manager Operations or his/her delegate has the authority to order these materials to be removed from the site at no cost to the Council.

#### **2.2 Variations from Specification**

No variation from this specification shall be permitted without written approval from the Director of Environment and Infrastructure or his/her delegate.

#### **2.3 Water for Work**

All water used on the work shall be clean and free from all impurities of all kinds. Arrangements for the supply of water shall be made by the property owner at their own expense.

#### **2.4 Setting Out**

##### **2.4.1 Crossover**

For the removal of the existing kerb section, a saw cut at either end and at the invert of the water table.

For a single 4.5metre crossover, the width is to be 450mm, depth at 200mm with the height to be to existing top of kerb at either end.

### **2.4.2 Crossing Place**

For a single invert the crossing is to be the full width of the invert tapering to a minimum width of 3metres at the fence line.

Where a footpath exists, the crossing shall be graded from the fence line to the path and the path to the invert. Where no footpath exists, the back of the footpath levels will be provided upon request, although in flat terrain a level of 100mm above edge of road is normally satisfactory.

## **2.5 Cleaning Up**

At all times the job must be kept clean and tidy and free from all surplus materials, spoil and debris of all kinds.

All surplus earth, clay and excavated material from the job shall be removed from the site and disposed of by the owner or contractor, unless otherwise requested.

## **3. EXCAVATION AND BACKFILL**

### **3.1 Excavation**

The whole of the area of the crossing shall be excavated or filled as required to provide an even working base on which to place concrete. The depth of excavation shall be sufficient to ensure that the correct concrete thickness and grade is obtained.

### **3.2 Subgrade**

The subgrade shall be free from organic matter or other deleterious material detrimental to the long term strength or stability of the material.

### **3.3 Basecourse and Sub Base**

The basecourse shall be hard, durable crushed rock, basecourse or quarry rubble or other suitable material which is clean and free from any deleterious matter, from weathered, cracked, disintegrated or decomposed stone, and from thin, flaky or excessively elongated stone fragments.

The basecourse shall be thoroughly compacted (95% mod. AS1289 E2.1 compaction to a thickness as specified in table A). Material to comply with Department of Planning, Transport & Infrastructure (DPTI) Specification PM32 (Class1) basecourse, PM21 Class2) sub basecourse.

## **4. Materials**

### **4.1 Concrete**

Ready mixed concrete conforming to the standards outline shall be used:

- To be nominal 4:2:1 mix with a minimum 28 days strength of 20 MPA
- 80mm maximum slump using ordinary Portland cement, maximum aggregate size is 20mm.

Concrete slabs shall be reinforced with steel fabric (as specified in Table A) and placed 40mm below the top of the slab.

The surface should be finished with a wood float and steel edging tool used on joint and edges.

Concrete slabs shall be protected from sun and vehicle damage during the first seven days of curing.

**4.2 Bitumen Hotmix**

Bituminous Hotmix shall consist of either AC 7mm, or AC 10mm or AITCH 14 as per Department of Planning, Transport and Infrastructure Standard A7.

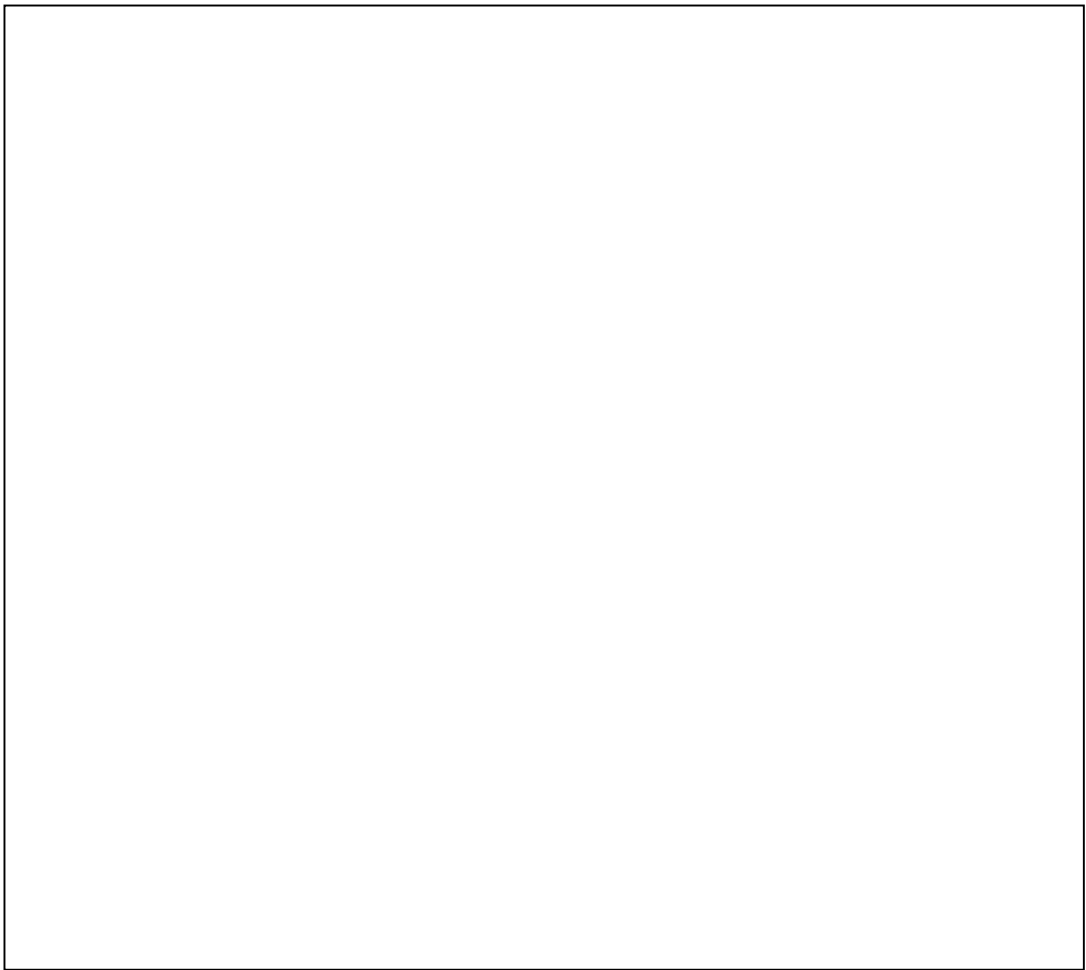
Table B outlines required thickness for various applications.

**4.3 Pavers or Other Materials**

If pavers or other material are to be used, then approval on the type, colour and texture of the paver or other material shall be obtained from the Council prior to any work commencing.

**5. Sketch/map of location required**

Please attach a sketch or map to application. Within the map, indicate distances from the boundary of the allotment and approximate width required. Show allotments or street numbers of adjoining properties if known.



**TABLE A - CONCRETE SLABS/DRIVEWAYS**

LAND USE	BASE COURSE	SLAB THICKNESS	REINFORCEMENT
Residential	150 mm	125 mm	F62
Commercial, including car parks	200 mm	150 mm	F72
Industrial	250 mm	200 mm	F82

**TABLE B - hotmix driveways**

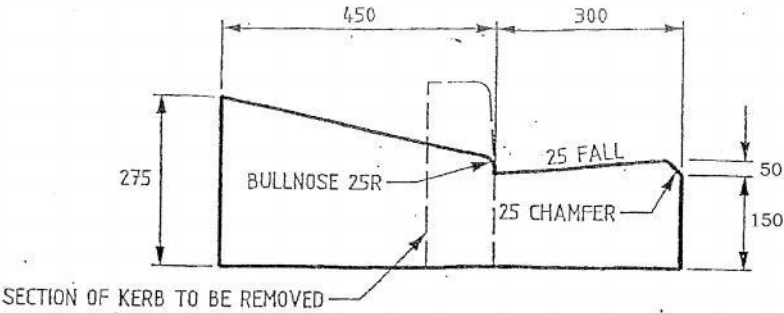
LAND USE	BASE COURSE	PAVEMENT THICKNESS
Residential	125 mm	40 mm
Commercial, including car parks	200 mm	50 mm
Industrial	250 mm 2% CTQR	130 mm

**NB:** (CTQR) 2% Cement Treated Quarry Rubble, parent materials to comply with Department of Planning, Transport & Infrastructure Specifications PM21 (Class2).

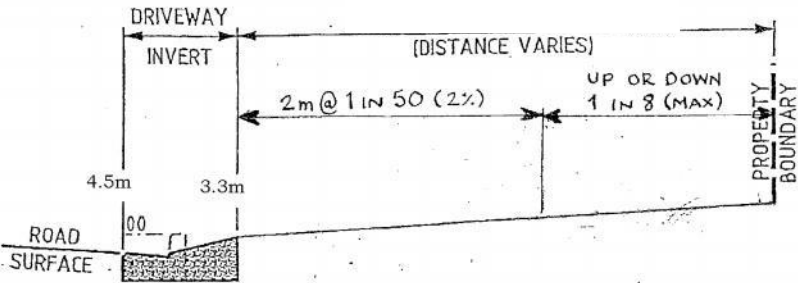
**TABLE C - block paving driveways**

LAND USE	SUB BASE	BASE	BLOCK PAVER THICKNESS
Residential	125 mm	30 mm - sand	70 mm
Commercial	200 mm	30 mm - sand	70 mm
Industrial	250 mm	30 mm – sand	90 mm

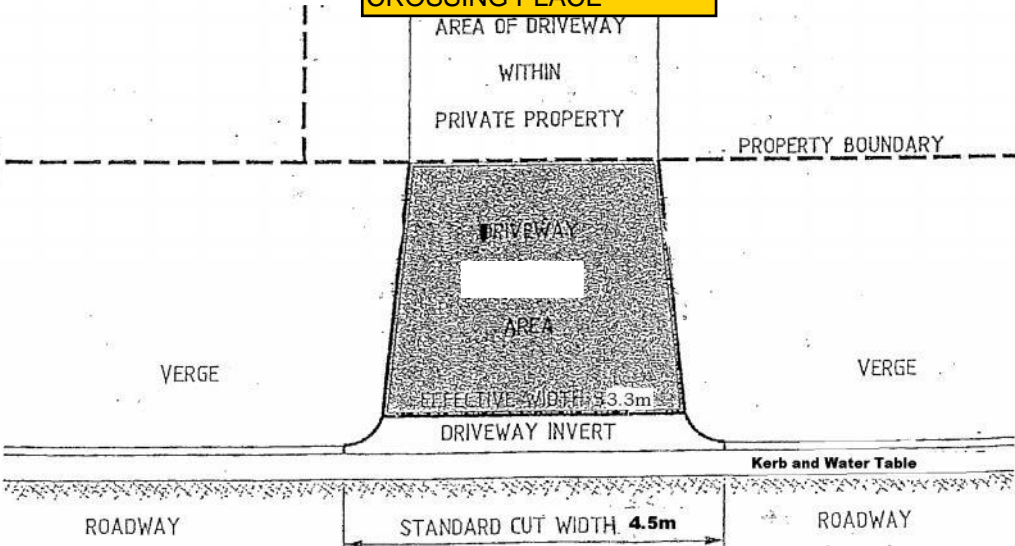
**NB:** Laying of Pavers – to follow and adhere to the paver supplier's technical specification



TYPICAL DRIVEWAY CROSSOVER / INVERT



TYPICAL DRIVEWAY CROSSING PLACE



TYPICAL PLAN OF DRIVEWAY ACCESS