FOOTPATH & CROSSOVER SPECIFICATION AND GUIDELINES

1. OBJECTIVE

To provide property owners, builders and designers with the information required to ensure that cross overs meet the requirements of the Town of East Fremantle. Approval for installation and/or modification of crossovers must be obtained before construction can commence.

2. PURPOSE

This document comprises guidelines for planning and design of residential crossovers. It provides a consistent framework to assist builders and their contractors to understand and meet the requirements of the Local Government.

This Specification provides for crossover design that references statutory and best-practice guidance documentation which includes the following:

- Local Government (Uniform Local provisions) Regulation 1996
- Local Government Act
- Public Places & Local Government Property Local Law 2016
- Austroads Guide to Road Design
- Australian Standards AS2890.1: Off-street parking (2004)
- State Planning Policy 3.1 - Residential Design Codes (R-Codes)
- WAPC Liveable Neighbourhoods

3. PRECINCTS

The Town of East Fremantle's Urban Streetscape and Public Realm Style Guide has established eight streetscape precinct design requirements **(Figure 1).** Each precinct describes the types of paved surface materials required for footpaths and crossovers. If you are unsure what your precinct is, please contact the Town on 9339 9339 or email admin@eastfremantle.wa.gov.au

	Precincts	Crossover Material	Footpath Material
i)	Plympton	PV04 Limecrete paving	PV04 limecrete footpath
ii)	Woodside	PV01 Red Asphalt	PV01 Red Asphalt Canning Hwy - PV09 Special Paving
iii)	Richmond	PV02 Black Asphalt	PV01 Red Asphalt
iv)	Richmond Hill	High quality exposed aggregate concrete	PV03 Concrete
v)	Riverside	PV02 Black Asphalt	PV03 Concrete Riverside Road - PV07Exposed Aggregate
vi)	Town Centre	PV02 Black Asphalt	PV01_Red Asphalt Retain Existing Cream Unit Paver
vii)	Preston Point	PV02 Black Asphalt	PV07 Exposed Aggregate
viii)	Raceway	PV01 Red Asphalt	PV03 Concrete

Figure 1 – Precinct Local Map

4. GENERAL

This specification is made pursuant to Regulation 15 of the Local Government (Uniform Local provisions) Regulation 1996.

Vehicle crossovers shall be constructed to the satisfaction of, the Councils nominated officer in accordance with these specifications and guidelines.

Protection of the works and the public shall be the responsibility of the contractor who shall supply and install all necessary warning signs, barriers, lights, temporary bridges or any other action necessary or as may be directed by Councils Officer. Failure to do so shall constitutes an offence under Section 377 of the Local Government Act.

Any damage which may occur to Councils facilities or to private property during or arising from the works shall be the sole responsibility of the contractor, who shall be held responsible for the replacement or repair of such property, and for any other claim or liability arising out of the works.

A person wishing to construct a crossover should contact the relevant service authorities including (but not limited to) the Alinta Gas, Telstra Water Corporation, and Western Power. The Council shall not be responsible for any damage or interference with the crossover caused by service authorities.

Any Application for crossovers that do not comply with the specifications will be place before Council for determination.

5. APPROVED CONTRACTORS

Only contractors experienced in crossover & footpath construction shall be appointed by the applicant to complete the works.

6. CROSSOVER LOCATION AND POSITION

Crossover location shall be designed and determined to address the following issues and criteria:

a) Prohibited Locations

Australian Standards (AS2890.1: Figure 3.1) sets out exclusion zones for access driveways related to the proximity of adjacent intersections **(Figure 2)**. This exclusion zone may be increased if necessary for signalised intersections to ensure that the driveway is not within the influence of traffic queues. This requirement does not apply to any access driveway serving a property which would otherwise be denied access due to the physical impossibility of meeting the requirement. Additional restrictions are placed on non-domestic driveways and should be discussed with Local Government.

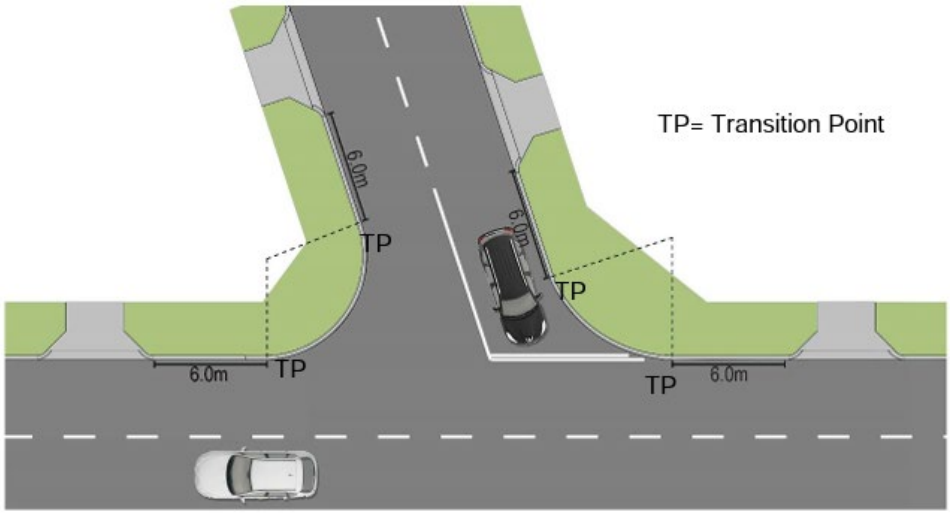


Figure 2 – Permitted Locations for Crossovers

b) Sightlines to Path Users

Crossovers are to be positioned such that sight lines between path users (pedestrians and cyclists) and vehicles are unobstructed by permanent fixtures (fences, trees, etc).

AS2890.1: Figure 3.3 **(Figure 3)** defines a sight triangle of 2.0m x 2.5m at the intersection of the driveway and path edge, within which walls, fences and other structures are to be truncated or reduced to no higher than 0.75m (R-Codes 6.2.3 C3). Fencing to apply with Dividing Fences Act, Local Laws and Local Planning Policies.

Where path infrastructure is located further from the lot boundary truncations may be reduced, to a minimum of 1.5mx1.5m, maintaining sightlines as described above.

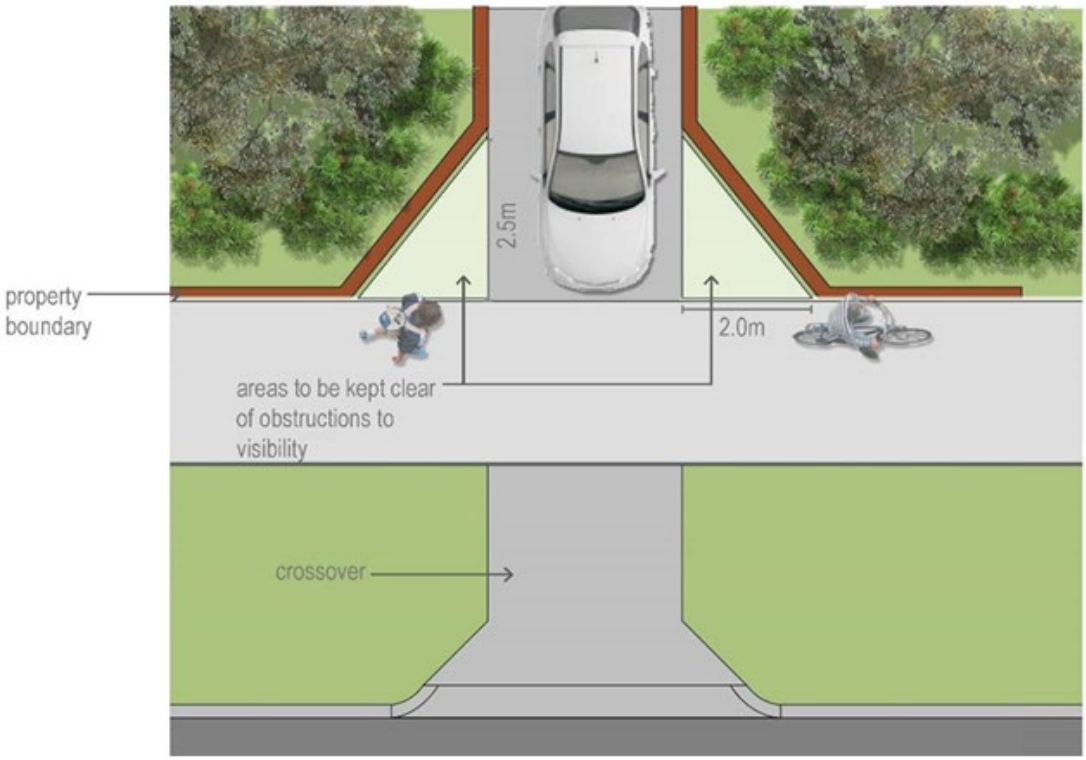


Figure 3 – Minimum Pedestrian Sightlines

c) Distance to obstructions

All elements of the crossovers shall be located at a minimum distance to obstructions (including wings/radii) as follows:

- Side-entry pits/ gullies/ manholes: 1.0m
- Street trees: 2.0m
- Utility boxes: 1.0m
- Streetlights/Power poles: 1.0m (required as per Western Power's *Guidelines for Placement of Power Poles within Road Reserves in Built-Up Areas, 2006)*
- Bus stops: 1.0m
- Bus shelters: 1.5m
- Pram ramps: 1.0m
- Side Boundary: 0.5m

Crossovers shall be located within the thoroughfare that it achieves the following:

a) Does not interfere with public utilities i.e. telecommunication pits, sewer pits, pram ramps or drainage structures.
b) Crossovers must be constructed 90 degrees to kerb line unless otherwise approved and shall not be built over a corner truncation.
c) The Town must approve final position of any crossover.

Please note that footpaths shall be a continuous structure in colour and form and have priority over all crossovers.

If crossovers must be constructed within this distance, the obstruction shall be relocated wherever possible. In special cases where relocation of obstructions is not feasible (e.g. development at brownfield sites, narrow battle-axe driveways and/or paired crossovers), justification should be provided to the Local Government and a decision to be made on a case-by-case basis.

7. STREET TREES

Should a street tree be located adjacent to the proposed crossover or footpath, the contractor is to ensure no building materials are placed under the canopy of the tree or against the truck of the tree. Street tree roots and canopy are to be protected and not damaged during construction works.

In the event of a person illegally removing, damaging, pruning or poisoning a street tree, Council may prosecute the offender under the Local Government Act 1996, Schedule 9.1 clause 2 Disturbing local government land or anything on it and the Uniform Local Provisions Regulations 5 Clause 1 Interfering with, or taking from, local government land or other relevant provisions under the Act.

8. STORMWATER RUNOFF

Property owners have a statutory obligation under common law precedents and the Local Government Act 1995 to confine water runoff within their property boundaries.

The most effective way to achieve this objective is to provide catchment areas such as soakwells, spoon drains, grated channels or similar methods to capture and disperse the rainwater collected from gutters and downpipes from roof and paved areas.

It is necessary to design and install a system so that when overflowing occurs any water is directed away in a manner which ensures it does not pond against or enter the building or adjacent properties.

For further information please refer to the Specification for Stormwater Requirement for On-site Drainage

9. EARTHWORKS

Any project, irrespective of size, has the potential to damage assets located around the work site, leading to service interruptions, delays, costly repairs and in the worst-case scenario, injury, or death.

The contractor shall contract "Dial Before You Dig" to obtain information on underground services.

The contractor shall be responsible for any damage to utility services during the works. Repairs must be undertaken immediately to the satisfaction of the relevant Authority and at the contractor's cost.

All excavations shall be free of depressions, soft or loose material and foreign materials. Contractor shall ensure that the excavation is only left open for a maximum of 24hrs prior to new crossover being constructed. If a longer period is required, then the Superintendent approval will be required prior to the works commencing.

10. LEVELS

The crossover should be constructed to tie into existing verge levels, including existing footpaths. A semi-mountable kerb shall be installed to the crossover to reduce the risk of storm water flowing from the road, over the crossover and into the property.

If unsure of crossover levels, please contact the Town of East Fremantle to obtain correct levels. No existing footpath shall be removed under any circumstances.

11. CONSTRUCTION RESPONSIBILITIES

The contractor responsible (i.e. client) for the construction of the crossover shall ensure the following:

a) No damage occurs to the road surface, footpath, underground or above ground public utilities.
b) Street tree roots and canopy are protected and not damaged during construction works.
c) Any interface with bitumen on roads, crossovers or footpaths shall be sawcut to give a clean face or remove existing precast kerbing without damage to pavement, kerbing, or services.
d) Removal and disposal of all surplus material from the site of the works and always leaving the

site in a clean and tidy condition.

e) Protecting sub-base and newly installed asphalt or concrete from environmental damage or vandalism until the paving material is cured.
f) Removal of formwork without damage to asphalt, concrete pavement or existing kerbing and backfilling with clean fill material approved by the Town.
g) Immediate reinstatement to kerbing, road surface, footpaths and all public utilities following damage during the works.
h) The protection of private property from flooding during construction due to the removal of kerbing or water channel.
i) The personal attention to all claims from ratepayers or public utilities due to the construction of the crossover.
j) 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.

12. FOOTPATH LOCATION

Footpath width to be determined by the Town of East Fremantle.

Footpaths **(Figure 4)** shall maintain a level surface, be a continuous structure in colour and form and have priority over crossovers.

The footpath level, grade and material cannot be altered unless the Town gives prior approval.

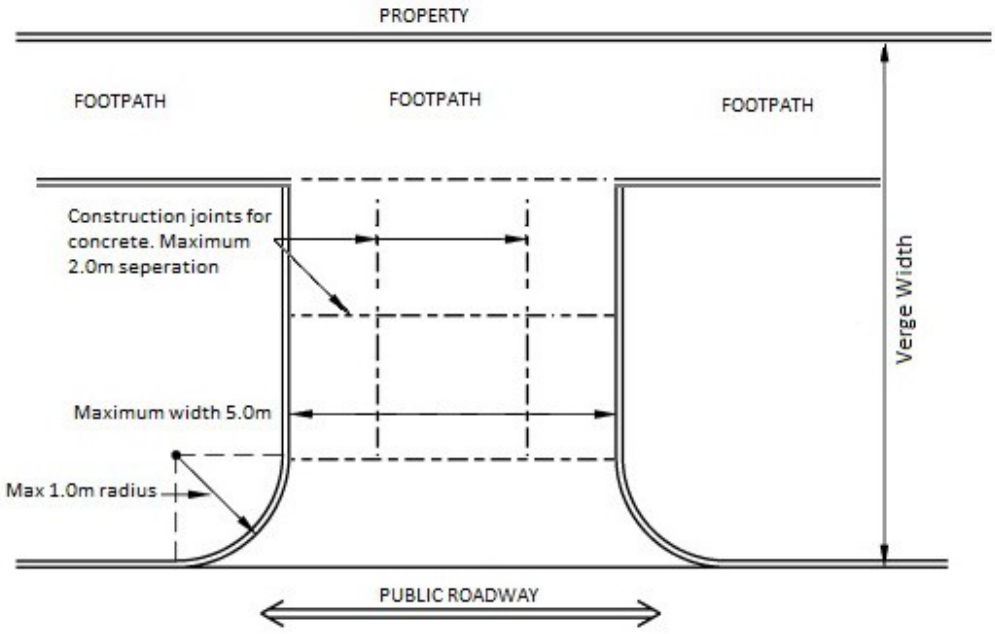
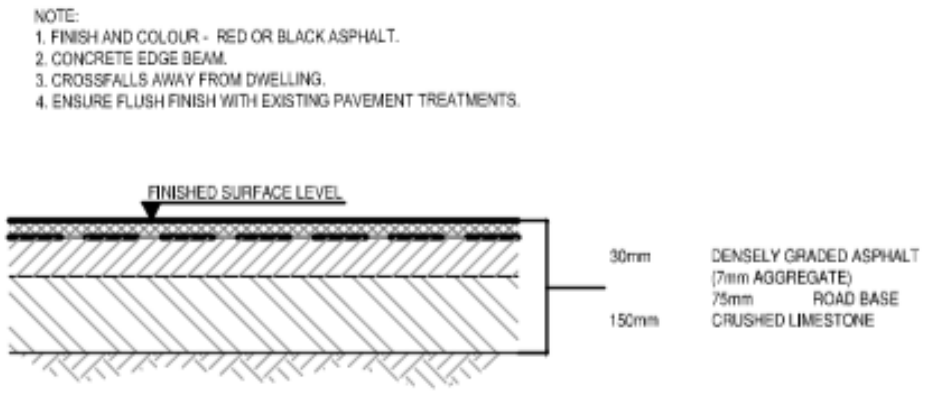


Figure 4 - Layout plan

13. ASPHALT PAVING

Urban Streetscape and Public Realm Style Guide Precinct Local Map **(Figure 1)** determines the asphalt colour/ materials applicable for a specific street within the Town of east Fremantle.



PV01 & PV02 TYPICAL ASPHALT DETAIL

1. **Base course**

The base course shall be an approved crushed rock material such as road base, or crushed limestone. The base course shall be free from "all" organic material and spread evenly in the boxed-out area to a minimum thickness of 150mm.

The screeding process shall be used to ensure correct levels are obtained and floating to provide a dense surface with no depressions, irregularities and potentially puddling does not occur once asphalt surfacing is applied.

The base course shall be rolled, and water bound to a tight compacted surface. A minimum compaction level of 95% of its maximum density is to be achieved.

2. **Flush Edge Beam**

The flush kerbing shall be laid by a suitable extrusion to achieve a 150 mm x 150mm concrete edge beam and shall be dense with regular sides, edges, and chamfers. The edge beam shall be laid on both sides of the proposed footpath with an opening for the crossover. **(Figure 2)**. Concrete edge beam surface shall be broomed to provide a non-slip surface.

The concrete edge beam shall meet AS2876 Concrete Kerbing standards and be a minimum 25MPa compressive strength after 28 days. Concrete will conform with AS 3600 and have maximum aggregate size of 20mm.

The concrete edge beam shall not be laid during heavy rain or when temperatures exceed 35 degrees Celsius. The concrete edge beam shall be protected from rain and vandalism during the curing period.

Immediately after placing the kerbing, contraction joints shall be formed at spacing not exceeding four metres. An approved joint filler shall then be forced into the sawn joint, such that a 12 mm deep space remains to the concrete surface. This space shall be filled with an approved joint sealant such as Sikaflex construction polyurethane joint sealant or equivalent approved by the Superintendent and used as per the manufacturer's instructions.

Concrete edge beam must be allowed to cure for a minimum of 72 hours after placing prior to laying of asphalt surfaced. Concreate may be cured by spraying with approved curing compounds.

3. Asphalt

Asphalt shall meet AS2150 with 7mm aggregate and Class 320 bitumen and be laid to a minimum thickness of 30mm with a 50-blow compaction rating.

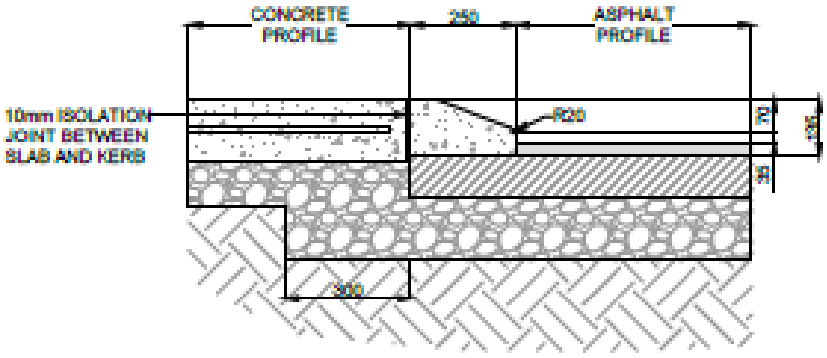
A tack coat shall be applied on the road base prior to the asphalt being laid.

14. KERBING

Any flush edge beam laid adjacent to the crossover or footpath must a minimum 150mm wide and a minimum of 150mm thick as per specifications outlined above.

A minimum 250 mm mountable kerb shall be installed at the interface between the road and the crossover. **(Figure 4** and **Figure 5)**

The crossover is to be constructed no sooner than 24hrs after any new mountable kerb has been installed.

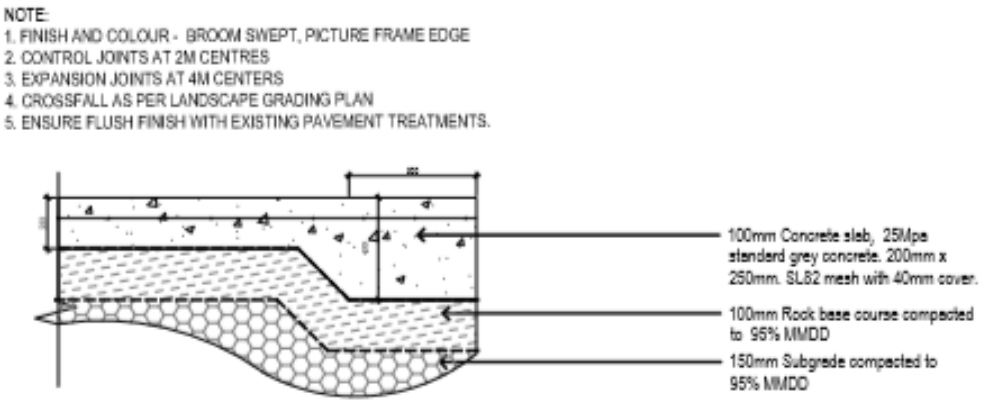


TYPICAL MOUNTABLE KERB DETAIL

Figure 5 - Mountable Kerbing

15. CONCRETE PAVING

The Urban Streetscape and Public Realm Style Guide Precinct Local Map **(Figure 1)** determines the concrete materials applicable for a specific street within the Town of east Fremantle precincts.



PV03 TYPICAL PV03 CONCRETE DETAIL

a) Concrete

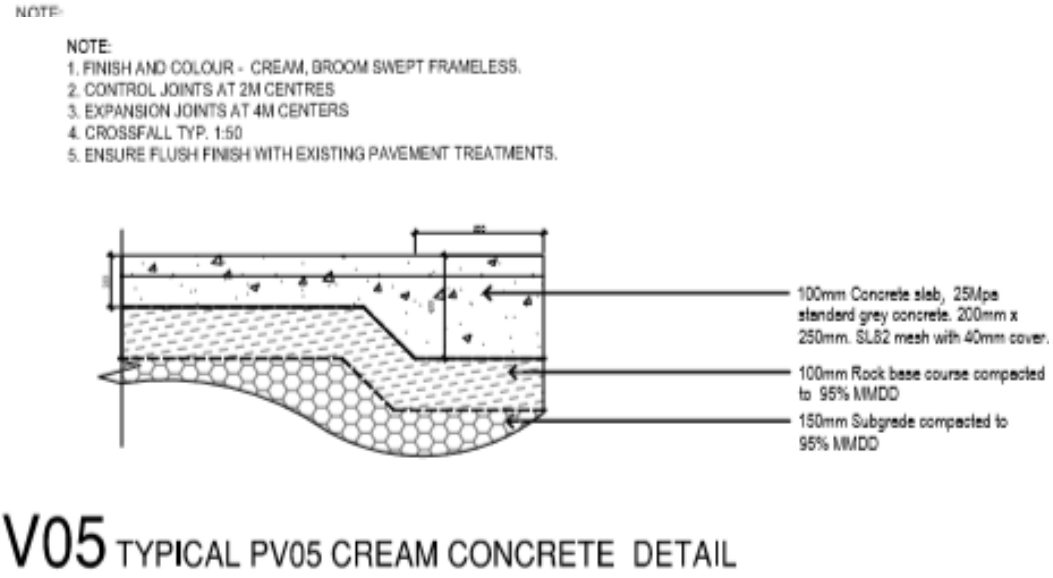
The Urban Streetscape and Public Realm Style Guide determines the colour of the concrete, types of finished surfaces and where exposed aggregate is approved for street within a precinct.

Concrete will be minimum 25MPa compressive strength after 28 days. Concrete will conform with AS 3600 and have maximum aggregate size of 20mm.

b) Concrete Placement

Concrete shall not be laid during heavy rain or when temperatures exceed 35 degrees Celsius. Concrete placement will continue until the works are complete, there will be no break in this operation to ensure a consistent finish.

c) Curing



PV05 TYPICAL PV05 CREAM CONCRETE DETAIL

Concrete must be allowed to cure for a minimum of 72 hours prior to being open to traffic. Concreate may be cured by spraying with approved curing compounds. Whilst curing efforts should be made to protect the concrete from rain and vandalism.

d) Finishing

The screeding process will be used to ensure correct levels are obtained and floating to provide a dense surface with no depressions or irregularities. The final surface shall be broomed to provide a non-slip surface.

16. VERGE REINSTATEMENT

Any disturbance to adjacent verge grass/ lawn or reticulation shall be reinstated to the satisfaction of the Town of East Fremantle's Superintendent. The area must be cleared of all excess works material and waste and be left in a safe and tidy condition.

17. TEMPORARY CROSSING

The Public Places & Local Government Property Local Law 2016 Division 3 clause 6.8 Temporary Crossings states in part that if an application for a licence is approved for a temporary crossing, that the licensee (Person who holds the licence) must keep the temporary crossing in good repair and in such a condition so as not to create any danger or obstruction to persons using the street.

18. REMOVAL OF REDUNDANT CROSSING

The Public Places & Local Government Property Local Law 2016 Division 3 clause 6.9 Removal of redundant crossing states where works on a lot will result in a crossing no longer giving access to a lot, the crossing is to be removed and the kerb, drain, footpath, verge and any other part of the thoroughfare affected by the removal are to be reinstated to the satisfaction of the CEO.

The CEO or an authorised person may give notice in writing to the owner or occupier of a lot abutting on a verge to make good, within the time specified in the notice.

19. MAINTENANCE

As the primary role of the crossover is to provide access for the adjoining property owner, the subsequent repair and maintenance falls to them to maintain the crossover in a safe and serviceable condition. Any defects that become evident are the responsibility of the adjoining lot owner and must be repaired in a timely matter and to the satisfaction of the Town.

Responsible Directorate:	Operations
Reviewing Officer:	Executive Manager Technical Services
Decision making Authority:	Council
Guidelines Amended/Reviewed:	15 May 2024
Revision number:	3.0