

Bond inspections are routinely conducted every two weeks with payment of any refunds to occur within 30 days of authorisation.

Please note, should repairs not have been made, or if any new crossovers, verge treatments or footpath not meet the Town's current standards or specifications, the bond will be retained until all is made good. If repairs are not done in a timely manner the Town may arrange for repairs to be made at the applicants cost.

Applicant to Complete when all works and repairs have been completed:

Address of property:			
Applicant Name:	<i>must be the original payer of the bond</i>		
Applicant Address & BA no:			
Phone:		Email:	
Details of works & DA no:			
Bond Amount:		Name of Bank:	
BSB:		Account Number:	
Inspection Required:			

Declaration:

- I the undersigned hereby apply for the return of the infrastructure clearance bond paid on _____
- I have read and completed the attached checklist overleaf and I am satisfied that:
 - works have been completed as approved
 - the verge has been made good
 - all necessary repairs have been made to the Town's infrastructure
- If this is not found to be the case upon inspection by the Town's officers, I understand that any outstanding repairs must still be made to the satisfaction of the Town, and that the bond release form must be resubmitted and all subsequent inspections by the Town's officers will incur a cost of \$180 per visit which will be deducted from the bond amount.
- I attach a bank statement extract to enable the Town to verify the account details for the refund payment.

Name:		Signature:		Date:	
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Site Inspection Checklist:

Please complete and repair any faults or damage found prior to applying for the bond refund.

Infrastructure	Check for	Applicant	Officer
SLAB FOOTPATH:	<ul style="list-style-type: none"> Cracked or missing slabs Lifting, protruding edges or excessive gaps Path is clear of all trip hazards, sand and debris 		
CONCRETE FOOTPATH:	<ul style="list-style-type: none"> Cracks, lifting or protruding edges Path is clear of all trip hazards, sand and debris New footpath to be “Claremont cream” and constructed to Council specifications New footpath to continue through crossover 		
UTILITIES:	<ul style="list-style-type: none"> Damage to lids or pits Lid levels match surface levels Power poles are to have a min 0.5m offset from crossover 		
CROSSOVERS:	<ul style="list-style-type: none"> Redundant crossover has been removed with kerb and verge reinstated New crossover has been constructed as approved and to Council specifications. Crossover has been graded to ensure stormwater cannot enter the property from the road or that approved drainage has been installed if not possible For brick paved crossovers a 300mm – 600mm wide concrete apron has been installed at the road edge The lip at the road edge is 15mm ±5mm above road 		
VERGE:	<ul style="list-style-type: none"> Verge is clear of trip hazards, debris and equipment Trees are in good health showing no damage and new crossovers are a min 1 metre offset from the tree Drainage infrastructure for damage to lids or pits and new crossovers are a min 1m offset from the drainage 		
KERB:	<ul style="list-style-type: none"> Cracks, damage or lifting New kerb to match existing or be SM-1 or A1 type kerb 		

Office Use Only:

Site Inspection and Refund Authorised <input type="checkbox"/>	Remedial Works and Reinspection Required <input type="checkbox"/>
Name:	Signature:
	Date:

Should you require any assistance, please contact the Town’s Supervisor Infrastructure on 9285 4300 or toc@claremont.wa.gov.au