

P20 VEHICLE CROSSOVER POLICY

PURPOSE

To define Council's specifications and financial obligations for the construction of vehicle crossovers in road reserves.

POLICY

Background

Under the *Local Government (Uniform Local Provisions) Regulations 1996 Regulation 15*;

(1)Where —

- (a) a local government —
 - (i) under regulation 12 constructs or approves the construction of; or
 - (ii) under regulation 13(1) requires the construction of, a crossing giving access from a public thoroughfare to private land or a private thoroughfare serving the land; and
- (b) the crossing is the first crossing in respect of the land; and
- (c) the crossing is a standard crossing or is of a type that is superior to a standard crossing,

the local government is obliged to bear 50% of the cost, as estimated by the local government, of a standard crossing, but otherwise the local government is not obliged to bear, nor prevented from bearing, any of the cost.

(2) In subregulation (1) —

first crossing, in respect of land, means the first crossing to the land or a private thoroughfare serving the land constructed under regulation 12 or section 358² of the *Local Government Act 1960*³ as in force at any time before 1 July 1996;

standard crossing means, subject to any local law as to what is or is not a standard crossing, a crossing of a kind that the local government, by resolution, decides is a standard crossing.

All crossovers must be constructed in accordance with the Shire's *Standard Vehicle Crossover Specifications*.

Crossover Subsidy

All new and reconstructed crossovers require written approval by the Shire of Irwin prior to construction.

- I. The owner shall arrange for construction.
- II. The crossover shall be paved utilising in-situ concrete, paving bricks or blocks.
- III. The Shire will contribute 50% towards the cost of only one standard residential crossover, subject to the crossover being deemed to conform to Shire specifications.

- IV. The subsidy shall apply to industrial, commercial and grouped dwellings as well as single residential. In the case of strata titles, a subsidy shall apply to each crossover up to the number of dwellings.
- V. The reference a “standard crossover” shall mean a crossover construction to a size conforming to the Shire’s standard widths, referred to in the **Standard Vehicle Crossover Specifications**.
- VI. Where Council undertakes road works affecting existing crossovers Council will bear the cost of replacement.

Crossover Maintenance

The crossover is that section of driveway that extends from the road kerb or edge of road seal to the front or side property boundary line, across the verge. The property owner is responsible for the cost of construction and all future maintenance and repairs to the crossover, including any damage resulting from the roots of street trees and water runoff from private property.

The Shire will not undertake any maintenance or repairs to the crossover or accept any liability as a result of poorly constructed or maintained crossovers.

Existing Vehicle Crossover

The Shire will not provide any subsidy to replace or repair any existing crossover. It is the property owners’ responsibility to ensure the crossover complies with the Shire’s minimum requirements as defined in the **Standard Vehicle Crossover Specifications**. Crossover repairs must be undertaken if it is considered by Council to be unsafe.

Administration

To qualify for a subsidy, the applicant must first complete a **Crossover Application Form** (prior to construction) and then lodge a **Crossover Reimbursement Form** (after construction is finalised) with the Shire.

On receipt of the **Crossover Application Form** an Officer from the Works Technical Services Department will conduct a site inspection, prior to construction works commencing, to ensure the proposed crossover is in accordance with the **Standard Vehicle Crossover Specifications**.

A subsidy will be processed on completion of the construction of a crossover, once a **Crossover Reimbursement Form** has been lodged with the Shire. A final inspection will then be carried out by an Officer from the Works Technical Services Department, to ensure that the crossover conforms to the Shire of Irwin’s specifications.

All forms are available from the Shire of Irwin’s Administration Office, at 11-13 Waldeck Street, Dongara or by contacting the Shire of Irwin on 99 270 000.

Bonds

- I. Bonds for the construction of crossovers shall be required to be paid at the time of issue of the building permit. The amount of the bond will be set by the Shire’s Director Planning and Infrastructure.
- II. Crossover construction shall be required as a condition of subdivision, development and/or as a condition of issue of building licence where it is deemed by the Shire’s Director Planning and Infrastructure that the construction is necessary.

- III. Construction of a crossover as a condition of the building permit shall not be required if the value of the licence is less than \$5,000 or the building work involves only minor works (e.g. pergola, shed, pool, patio, toilet) but shall apply to all building permits for structures accessible to vehicles.

Building Permit

The Building Permit is for building construction inside the property boundary and does not include approval for the construction of a vehicle crossover. Hence, a separate application is required for the construction of a crossover within the road verge, which is vested with the Shire of Irwin.

The position, width, and construction of the crossover shall be in accordance with the Shire of Irwin's ***Standard Vehicle Crossover Specifications***.

Protection of Existing Services, Street Trees and the Public

- I. Existing services within the vicinity of the proposed crossover shall be protected at all times. The owner or authorised representative may be contacted to provide advice in relation to the protection of services;
- II. Where damage is caused to the Shire's infrastructure (i.e. kerb, pathway, road etc) as a result of the construction of the crossover, the infrastructure shall be repaired to the satisfaction of the Director Planning and Infrastructure;
- III. Conflicting public utility services shall be adjusted or relocated at the applicant's expense, subject to formal approval by the relevant authority;
- IV. The Shire's existing drainage structures (i.e. pits drains or culverts) that conflict with the location of the proposed crossover are to be adjusted by the Shire's Works Department and all costs associated with this work shall be borne by the applicant;
- V. The removal, adjustment, or reinstatement of reticulation is the responsibility of the applicant;
- VI. Street trees shall not be removed without the prior approval of the Shire's Director Planning and Infrastructure. Crossovers shall be located a minimum of 2 metres from a tree and removal will only be undertaken where it can be demonstrated that this is the only option available. All costs associated with the removal of the street tree shall be borne by the applicant;
- VII. The applicant shall be responsible for the protection of the public at all times. Signage, lighting, barricades, and/or any other protection measure deemed necessary shall be provided by the applicant to ensure that the public are protected during the execution of the works;
- VIII. Safe access for pedestrians on the verge shall be maintained at all times. The Shire will not permit pedestrians being forced to walk on the road pavement unless appropriate measures are put in place for the protection of pedestrians; and
- IX. Vehicle crossings abutting major roads shall be subject to the approval of Main Roads WA in conjunction with the Shire of Irwin.

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