

Policy

Crossovers



Crossovers

Adopted:	29/04/1992 #422
Last reviewed:	23/07/2008 #260 28/04/2010 #105 11/07/2012 #163 24/06/2015 #499 14/02/2020 #088
New review date:	24/06/2017
Legal Authority:	Local Government Act Section 2.7 – The Role of Council Local Government (Uniform Local Provisions) Regulations 1996 – Regulations 13, 14 & 15
Directorate:	City Infrastructure
Department:	Engineering Services
Related documents:	Acts/Regulations Local Government Act 1995 Section 2.7 – The Role of Council Local Government (Uniform Local Provisions) Regulations 1996 – Regulations 13, 14 & 15 Plans/Strategies Nil Policies Nil Work Instructions Crossover Rebate Inspection Administration Crossover Site Inspection Other documents

	<p>Vehicle Crossover Specifications and Design Plans</p> <p>Crossover Subsidy Rebate Application EFT Form</p>
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Note: Changes to References may be made without the need to take the Policy to Council for review.

Policy:

1. Title

Crossovers

2. Purpose

To encourage construction and maintenance of crossovers to adequate standards and timeframes.

3. Scope

To provide direction for the construction of crossovers on residential lots by adhering to the Vehicle Crossover Specification and Design Plans when designing crossover locations for new and existing residential properties.

4. Definitions

For the purpose of this Policy, the meaning of 'Crossover' has the same meaning as 'Crossing' referred to in the Local Government Act 1995.

5. Policy Statement

- 5.1 All crossovers should be constructed and maintained in accordance with the City's "Vehicle Crossover Specifications and Design Plans".
- 5.2 A crossover plan shall be submitted for approval prior to construction commencing. The submitted plan shall also show the proposed route of the driveway and:
 - i. The plan should accurately identify the location of existing and nearby affected trees, and where practicable, should minimise disruption to these trees;
 - ii. Where trees are to be removed, written approval from the City is required. Replacement trees should, where practicable, be planted as close as possible to the location of the removed tree with the submitted plan indicating the proposed locations and species of the replacement tree/s; and
 - iii. Where a Local Development Plan is in place over the land, the plan shall be consistent with the Local Development Plan, or any subsequent planning consent.

- 5.3 The builder or owner shall construct the crossover for newly constructed dwellings as indicated on the approved plan prior to an occupancy permit being issued for the property, or by a date mutually agreed upon by the City and the owner.
- 5.4 Where an established property does not have a crossover which complies with the current specifications, and the owner requests and receives the City's approval for a new one, the owner is to construct or arrange to construct the crossover, as per the approved plan.
- 5.5 In respect to the first crossover to the land or private thoroughfare, a rebate equivalent to 50% of the cost, as estimated by the City, of a standard crossover, will be made to the applicant when the crossover has been constructed in accordance with the City's "Vehicle Crossover Specifications and Design Plans".
- 5.6 The City will not provide a rebate towards construction of a second crossover, or when a rebate has already been paid for a previously approved crossover on that land (Lot).
- 5.7 Property owners can engage a private contractor to build their crossover. (This does not prevent property owners with adequate skills building their own crossover to Council specifications).
- 5.8 Where a footpath exists and a crossover is to cross it, the footpath is to remain in situ and is not to be modified or any part of it removed. The crossover is to end at the footpath edge.
- 5.9 Any crossover constructed without approval of the City, and not constructed to the City's specifications will not be entitled to any rebate. The City may also issue a Notice requiring the crossover to be removed and any damage to the verge repaired at the owner's expense.
- 5.10 Irregular shaped lots, steep grades or other irregularities may mean that it is not always practicable or the safest option to achieve exactly the specifications required by the Vehicle Crossover Specifications and Design Plans. In this case, discretion to approve a non-compliant crossover will remain with the City.
- 5.11 If some variation is sought to the City's standards for a crossover design and prior arrangement has been made with a developer and the City in writing and endorsed on the property title, the property owner will be eligible to receive the rebate, (e.g. if a developer puts in place restrictive covenants that require crossovers to be constructed of a material other than concrete or brick paving).
- 5.12 Council will supply one 6 meter length of 225mm or 300mm diameter PVC stormwater pipe to the owner of a rural or special rural lot where a crossover is to be constructed over an open drain in the road verge. The pipe will enable construction of a 3m wide crossover and is to be installed by the owner, or contractor constructing the crossover. Additional pipe for a wider or second crossover may be supplied at the owners cost. The City will deliver the pipe to the property.

6. Financial/Budget Implications

A Crossover rebate is available on application to the Manager of Engineering Services. The rebate is calculated as:

- 6.1 In respect to the first crossover to the land or private thoroughfare, a rebate equivalent to 50% of the total cost of a standard 3m wide, 100mm thick concrete crossover, as estimated by the City, will be paid to the applicant when the crossover has been constructed in accordance with the City's "Vehicle Crossover Specifications and Design Plans".
- 6.2 The rebate figure is revised and may change each financial year. The actual amount payable per meter is listed in Council's fees and charges schedule, and is based on the supply and placement of a 100mm thick concrete crossover. The method of calculating the rebate is based on the distance measured between the property boundary and the back of kerb or footpath excluding any footpath area.

7. Asset Management Implications

There are no specific asset management implications associated with this Policy.

8. Environmental Implications

There are no specific environmental implications associated with this Policy.

9. Strategic/Social Implications

There are no specific strategic/social implications associated with this Policy.

10. Occupational Safety and Health Implications

There are no specific OSH implications associated with this Policy.

11. Risk Assessment

A risk assessment conducted as part of this Policy review indicates that the risk to the City by not providing an adequate Crossover Policy would result in a moderate risk rating. Associated risks would include not constructing crossovers or construction of non conforming crossovers. This would potentially result in uneven and varying verge levels or loose materials, all of which may present a hazard or risk to any road users.

It is assessed that the risk rating following implementation of this Policy would result in a low risk rating.