

Title	Crossovers
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Policy Type

Council

Policy Purpose

The purpose is to:

- ensure a uniform approach to the construction of vehicle crossovers within the City of Cockburn.
- provide safe access with minimal impact to infrastructure assets in the road reserve and streetscape.
- mitigate stormwater entering private property from the road.
- provide requirements for eligibility for crossover subsidy (first crossover only)
- provide safe amenity for pedestrians.
- protect existing street trees and essential services.

Policy Statement

To set the standards of specifications for crossing places constructed within the City of Cockburn public road reserves compliant with Local Government Act 1995. Approvals for installation and or modifications of crossovers must be obtained before any construction commences.

(1) Definitions

Crossover: A crossover is the extension of a driveway from the edge of the property to the edge of the road.

Verge/Road Reserve: The portion of land between the road kerb and the property boundary.

Property Owner: Refers to the owner or authorised occupier of a property that the crossover serves and includes builder, agent or contractor authorised by the owner of the property to construct or modify a crossover.

Contractor: Refers to person/ agent or company undertaking the construction works.

Subsidy / Contribution: The contribution that the City will make towards to cost of an approved and compliant crossover.

(2) Subsidy / Council contribution

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City of Cockburn defines a “standard crossing” for the purposes of subsidy. Construction material for a standard crossing is plain grey concrete.

Single crossover: Minimum three metres (3m) wide at property boundary. Council contribution for approved and compliant with Vehicle Crossover Specifications is to a maximum of \$500 for the first crossing only.

Double crossover: Minimum six metres (6m) wide at property boundary. Council contribution for approved and compliant with Vehicle Crossover Specifications is to a maximum of \$1000 for the first crossing only.

[Crossover Contribution Application Form – Appendix B](#) . To be completed and crossover inspected for compliance with approvals and specifications.

Additional crossovers or modifications to existing crossovers are not eligible for any subsidy or contribution.

(3) Application for Crossover

The owner of the property, or their agent, wishing to construct a vehicle crossover must make written application to the City. Application form can be found on the City of Cockburn webpage or at the City of Cockburn Administration building.

(4) Additional Crossovers

Individual lots are limited to one (1) crossover for every 30 metres of frontage. The total accumulated width when constructing a second crossover shall be no wider than one third of the property frontage, or a maximum aggregate width of nine (9) metres, whichever is less.

(5) Crossover Conflict with Road reserve infrastructure assets

Where the location of a new crossover, requested by the property owner, conflicts with existing road reserve infrastructure assets, the cost associated with relocating or modifying these assets will be the responsibility of the property owner.

1. Verge Trees:

No verge trees are to be removed without permission from the City and crossovers are to have a minimum of one (1) metre separation as per the Verge and Street Tree Policy. The property owner is responsible for all costs associated with tree removal.

2. Footpath:

The crossover is to be constructed without removing any existing footpath. Removal of footpath without permission will result in the footpath being reinstated and the property owners cost.

3. Kerbing:

Where fully mountable kerbing is present and in good condition it is not to be removed. Where kerbing is to be replaced it must be saw-cut and replaced

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with mountable kerbing. Further details in Specifications Appendix C - Kerb Explanation Sheet – Drawing.

4. Drainage pits and structures
Placement of crossover to avoid existing drainage structures, any modifications or relocations are subject to approval and all costs will be the responsibility of the property owner.
5. Road and parking signs:
are not to be removed without approval.
6. Street Lights, Power Poles, and Stay Wires
Placement of crossover to avoid existing street lights power poles and stay wires, any modifications are subject to City and Western Power. (Relocation timings are subject to Western Power processes, allow minimum four (4) months). Any modifications or relocations are subject to approval and all costs will be the responsibility of the property owner.
7. Bus Stops
Placement of crossover to avoid existing Bus Stops. Any proposed relocations are subject to Public transport Authority and City approval and cost will be the responsibility of the property owner.
8. Verge Levels and Public utility services
Verge levels are not to be altered without permission from the City and ensuring all essential services are protected at all times. Conflicting Public utility services are subject to the service authority owner providing approval and that the property owner is responsible for costs incurred. Safe access for pedestrians on the verge shall be maintained at all times. Any damage to Council assets or public utility services, the contractor or property owner shall be held responsible for the repair and or replacement.

(6) Standard Materials

All material used in construction of vehicle crossover shall be in accordance with the standard specifications of the City. Any materials which are considered inferior to these specified shall be liable to rejection of application.

1. Residential crossovers
Concrete and Brick Paving
2. Commercial, Industrial Rural crossovers
Concrete, Brick Paving and Asphalt
3. Alternate Materials – Residential properties
All materials proposed / submitted must be trafficable and approved by the City.

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4. Reinstatement

Reinstatement works shall be completed to the satisfaction of the authorised representative. All reinstatement works shall be carried out such that the verge is left in a condition equal or better than the original verge condition.

All remnants or debris is to be cleared and disposed by the applicant.

(7) Maintenance

Maintenance and repairs is the sole responsibility of the property owner.

(8) Legislation Requirements

Local Government Act 1995 Sch. 9.1 cl. 7(4) “Regulations may provide for the local government to bear some of the cost of making a crossing in certain circumstances.”

The Local Government regulations Uniform Local Provisions Regulations 1996:

15. *Contribution to cost of crossing — Sch. 9.1 cl. 7(4)*

(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 sub-regulation (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 1960³ 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.

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Lead Business Unit:	Civil Infrastructure
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