

URBAN CROSSOVER POLICY

PURPOSE

To provide appropriate standard for the construction of crossovers in the Shire of Quairading and to ensure the correct allocation of crossover subsidies as per schedule 9.1 (7) of the Local Government Act 1995.

OBJECTIVE

- (a) To provide design criteria that is uniform and practical;
- (b) To provide safe access for vehicle and pedestrian traffic with minimal impact to road infrastructure assets and streetscape aesthetics;
- (c) To ensure best practice for storm water management;
- (d) To outline compliance requirements for subsidy eligibility.

POLICY

- (a) All new crossovers are to be constructed in accordance with the Shire of Quairading Specifications for Crossovers.
- (b) Council will subsidise: -
 - (i) One (1) standard crossover per single lot.
 - (ii) One (1) standard crossover for each individually titled lots.
 - (iii) A subsidy may be provided for the reconstruction of bituminous crossovers in concrete or brick paving, subject to the works complying with the Shire's specifications.
 - (iv) A further subsidy will not be payable where Council has previously subsidised one (1) standard concrete or brick paved crossover to a single residential property or if Council has previously subsidised one (1) standard concrete or brick paved crossovers for each individually titled lots.
 - (v) Maintenance of Crossovers is the responsibility of the landowner.

GUIDELINES

Legislation – Schedule 9.1 (7) of the *Local Government Act 1995*

Annexure A – Specifications for Crossovers.

STATUTORY ENVIRONMENT

Local Government Act 1995 Section 9.1 (7)

Local Government (Uniform Local Provisions) Regulations 1996, Regulation 15

Record of Policy Review					
Version	Author	Council Adoption	Resolution	Reason for Review	Review Date
01	Graeme Fardon	25 June 2009	333-08/09	New Policy	
02	Graeme Fardon/ Allan Rourke	27 September 2018	41-18/19	Policy Review Project – 5/09/2018	
03	Graeme Fardon	17 December 2020	97-20/21	Biennial Policy Review – Minor Amendment	December 2020

Annexure A – Specification for Crossovers

The crossover can be constructed using the following types of materials: -

- (a) Concrete
- (b) Bitumen
- (c) Brick paving

The following conditions are required to be followed for the construction of a crossover using one of the three different materials -

Concrete

- (a) must be 100mm thick minimum
- (b) compacted sub grade of sand/similar, minus any rubbish or organic matter
- (c) must have non slip/brushed finish.

Bitumen

- (a) compacted sub grade of sand/ similar, minus any rubbish or organic matter
- (b) 150mm compacted gravel, limestone or road base
- (c) gravel to be primed with bituminous primer (7mm blue metal)
- (d) minimum 25mm asphalt
- (e) sealed crossover to be bordered by either brick paving or concrete kerbing.

Brick paving

- (a) compacted sub grade of sand/similar, minus any rubbish or organic matter
- (b) pavers to be laid in either 90 or 45-degree herringbone pattern, with stretcher bond or soldier header coarse
- (c) must use trafficable pavers, minimum 50mm laid on 20mm sand bedding
- (d) edges of paving to have minimum 100mm wide haunch.

1. Levels

The final grade from the top of the kerb to the finished level at the boundary line should equal 2%. (e.g. 6m wide verge would require levels at boundary line to be 120mm above top of kerb). Where kerbing has been removed, crossover to be at top of kerb height (minimum) at 2.0m from edge of road pavement and have kerb wings placed or manufactured on site to protect integrity of kerb drain.

Under extreme circumstances, where it is believed this level cannot be followed, alternative levels need to be approved by Council, prior to works commencing.

2. Dimension

The minimum width of a residential crossover is 3.0 metres and the maximum width is 6.0 metres with 1.5 metre splayed sections at roads edge. The width at roads edge can be no longer than 9.0 metres.

Any variance to these dimensions is by Council approval only.

3. Costs for Construction

Costs for construction of first vehicle crossing to properties, are as set out in Local Government (Uniform Local Provisions) Regulations 1996, Regulation 15. Council's contribution will be one half of the cost of a standard crossing (as estimated by Council).

4. Total Cost of Construction – Additional Crossover

The total cost of construction of a second or any subsequent vehicle crossing is to be borne by the landholder.

5. Crossing Repairs

Crossing repairs may be executed by Council and costs charged at full cost to the landholder.

6. Subsidy for Residential Crossovers Upgrade

A subsidy of \$300 is offered for existing residential crossovers when upgrading crossovers from gravel or earth to bitumen, concrete or brickpaving, subject to it being the first crossover upgraded and that it is constructed to Council's specification.