

6.4 Crossovers

Objective

The City of Subiaco aims to ensure that approved crossovers are constructed to the cities standard and maintained in the interests of public safety and amenity.

The objectives of the policy are to:

- Provide guidelines that enable the property owner to construct a crossover;
- Provide a crossover design that is uniform and practical;
- To provide safe access with minimal impact on infrastructure assets in the road reserve and streetscape;
- Mitigate stormwater entering private property from the road;
- Provide requirements for subsidy eligibility;
- Provide a safe amenity for pedestrians;
- Protect existing street trees; and other infrastructure assets; and
- Ensure continuity and compatibility of crossovers within the streetscape.

Scope

This Policy applies to the installation and modification of crossovers for all properties within the City of Subiaco.

Policy

Introduction

A crossover is the section of the driveway between the private property boundary and the road. It is a requirement that each lot has a crossover in order for vehicles to enter the property.

Crossovers are to be constructed in accordance with the city's Crossover Management Guidelines. This document provides necessary information and specifications for allowable crossovers.

Approval to construct or modify crossovers

The property owner is required to complete and submit a Crossover Installation Application to the city for assessment before a crossover is constructed or modified.

Construction of a new crossover, or modification of an existing crossover, may not commence until written permission has been granted by the city.

The approval to construct a crossover is valid for a two-year period from the date it is issued. If construction of the crossover has not been commenced within this period a new application must be submitted to the city for consideration.

Number of crossovers

In general, only one crossover per street frontage is permitted.

An additional crossover may be permitted for:

1. Group dwellings and non-residential areas where an additional crossover has been considered as part of the Planning Approval process.
2. Extenuating circumstances such as safe access on distributor roads. In these cases, justification is required on a case-by-case basis.

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 to relocate the assets or avoid the conflict will be borne by the property owner.

Delineation of crossovers from verge treatments

All crossovers should be delineated from verge treatments by means of contrasting materials to ensure demarcation between the two areas.

Existing footpath at or adjacent to the property boundary

The path alignment is to be clearly delineated in the new crossover by either one of the following methods:

- Leaving the existing concrete path in; or
- Removing the existing concrete or slab path and installing matching control joint edge lines in the new crossover to line up with the edges of the path.

Existing paths at the kerblines

The existing footpath at the kerblines will need to be removed and replaced to accommodate the ramp part of the crossover. The replacement shall be in grey concrete and match the alignment of the existing path.

Should a footpath need to be removed or reconstructed during the crossover works, advice should be sought from the city prior to the removal of the footpath.

No part of the footpath is to be removed or modified without the prior approval of the city.

Impact of new footpaths at the kerblines on existing crossovers

New footpaths constructed by the city will cross through existing crossovers.

Protection of street trees

A minimum setback of a crossover/driveway from any street tree on the verge is required. The setback distance will be in direct relation to the Diameter at Breast Height (DBH) of the street tree:

- DBH of up to 200 mm requires a minimum setback of one metre;
- DBH of 201 mm to 400 mm requires a minimum setback of two metres; and
- DBH of 401 mm or greater requires a minimum setback of three metres.

Should the distances required be less than the above specifications, a site inspection will need to be conducted to determine if the distance can be reduced on a tree by tree basis.

Protection for street trees shall be established prior to any crossover works commencing and should remain during all stages of construction.

Refer to the city's Street Trees Policy for further information.

Crossover subsidy payment

The property owner may apply to the city for a subsidy. The city will pay a one off payment as specified in the Council's Fees and Charges for a single 3.0 m wide standard crossover provided:

- The crossover is installed in accordance with the city's Crossover Management Guidelines.
- The crossover is constructed in either concrete or brick paved.
- The applications for a crossover subsidy must be received within 12 months of the completion of the crossover.
- The subsidy relates to the first crossover to service the property or an old bitumen crossover that has been identified for replacement.

The city will not provide a subsidy towards construction of a second crossover on the same lot and any crossover that was constructed without the approval of the city will not be awarded a subsidy.

Post construction inspection

The city will conduct an inspection at the conclusion of the works to ensure that the crossover has been constructed in accordance with the city's Crossover Management Guidelines.

The property owner is liable to repair or modify the crossover if it has not been constructed according to the city's requirements.

Maintenance of crossovers

Maintenance of crossovers is the responsibility of the property owner.

Any path that intersects the crossover will be maintained by the city according to the city's specifications.

Where a crossover may have been damaged by street tree roots, the city will inspect the crossover and street tree and take remedial action to ensure that the crossover is safe.

Reinstatement of crossovers following its own works

The city will reinstate crossovers with "standard materials" that are damaged by its works.

The city will not be responsible for reinstating crossovers that are not approved according to this policy.

The city will not take responsibility for any damages to crossovers caused by parties other than the city.

Redundant crossovers

In accordance with the city's *Activities in Thoroughfares and Public Places Local Law 2014*, redundant crossovers must be removed from the verge, the kerbing closed and the verge backfilled.

Compliance

The policy which was in place at the time of the crossover construction shall be used to determine compliance.

Non-compliance with this policy may result in enforcement action against the applicant.

Variation to the Policy

Minor variations to this Policy will be assessed against the objectives of this Policy.

Definitions

Crossover has the same meaning as a “**crossing**” as outlined in the *Activities in Thoroughfares and Public Places Local Law 2014* and means the area of road reserve that acts as the point of access to a property between the constructed road carriageway and a property boundary.

Minor Variation means a minor modification or addition to the proposed crossover construction that meets the objectives of this policy.

Modification means any alteration, extension or repair to an existing crossover.

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

Redundant Crossover is where works on a lot results in a crossover no longer giving access to a lot.

Road reserve is the strip of public land between abutting property boundaries, specifically gazetted for the provision of public right of way. It includes the road carriageway, as well as footpaths, crossovers, verges and public utilities infrastructure and the like.

Standard Crossover- Pursuant to Regulation 15(2) of the *Local Government (Uniform Local Provisions) Regulations 1996*, the city defines a “standard crossover” as one that is 3.0 m wide (excluding splays) and is constructed in grey pre-mixed concrete in accordance with this Policy.

Standard Material- For “Residential Concrete Crossovers”, standard material means grey pre-mixed concrete. For “Residential Brick Paved Crossovers”, it means best matched compliant paver that is currently in stock. For “Non-residential Crossovers”, it shall be the same as for residential concrete and brick paved crossovers and for “Asphalt Crossovers”, it shall mean red or black dense graded asphalt.

Street Tree – has the same meaning as a “tree” as outlined in the in the *Activities in Thoroughfares and Public Places Local Law 2014* and means a woody perennial plant

generally having a single stem or trunk which will grow to a height of approximately four metres or higher.

Related Sources

- *City of Subiaco Activities in Thoroughfares and Public Places Local Law 2014*
- *City of Subiaco Local Laws Relating to Parking*
- Crossover Management Guidelines
- *Local Government Act 1995*
- Cities Street Trees Policy