

## 1. Purpose of guidelines

The purpose of these guidelines is to assist residents, contractors and others in setting out Shire requirements for locating, designing, constructing, maintaining and, under certain circumstances, gaining reimbursement for the construction costs of crossovers.

## 2. What is a crossover?

A crossover is a constructed vehicle access way between the road and a private property boundary. The crossover is located in a road reserve which is typically managed by the Shire and is sometimes also managed by Main Roads Western Australia.

## 3. Council Policy

These guidelines complement Council *Planning Policy No. 9 – Car Parking and Vehicular Access*. The policy can be viewed at [www.boddington.wa.gov.au](http://www.boddington.wa.gov.au) or at the Shire office. Unless the applicant can demonstrate exceptional circumstances, to the satisfaction of the Shire, Council policy requires sealed crossovers onto existing sealed roads. If the road is gravel, Council policy allows an unsealed crossover if appropriately constructed and drained.

## 4. Are there considerations as to where a crossover can be located?

Yes. These are set out in Council Planning Policy 9. In summary, a crossover should be appropriately located to maximise safety for all road users. Other considerations include impact on services, footpaths/dual use paths, clearing native vegetation whether there are options for “twinning” of crossovers on major roads, the type of expected traffic and turning radii.

## 5. What can sealed crossovers be constructed of?

Council Policy defines “sealed” as “the use of impenetrable surfaces such as bitumen seal, concrete, brick paving, blocks or pea gravel seal by a compacted gravel base.”

## 6. Standard Crossover

A standard crossover as recognised by the Local Government (Uniform Local Provisions) Regulations 1996 consists of either:

- a 150mm compacted and water bound road base driveway, sealed with two coats of bitumen and topped with an approved aggregate, or
- a minimum of 100mm reinforced concrete over a compacted sub-base, or
- a minimum of 50mm thick brick pavers, or
- other as approved by the Council.

For properties adjoining a gravel road, the term "standard crossover" means a gravelled and drained crossover to a size conforming to that of the Local Government (Uniform Local Provisions) Regulations 1996

### 7. Design considerations

The Shire will consider various design considerations depending on the site conditions. The following provides broad guidance:

- the width of the standard crossover shall be not less than 3 metres. For service stations / industrial operations, a crossover should accommodate a 7.5 wide driveway, with a 1.5 metre radius opening onto the kerb line;
- crossovers must be tied in, or made contiguous with a kerb, footpath or driveway;
- a positive gradient must be at 2% for the first 1.5 metre from the kerb line;
- any gates and fencing are to be suitably located and designed to ensure there are sufficient areas to enable vehicles to park in the crossover and/or on the property without impeding traffic or compromising safety on to the adjoining road; and
- allowance is required for appropriate stormwater management (drainage) in the road reserve and from the crossover.

### 8. Who pays for the crossover?

The landowner, agent or developer is responsible for arranging the crossover construction.

In some cases, the Shire can financially contribute (or subsidise) up to 50% of the cost of a standard crossover (one crossover to a property). This is subject to the crossover being deemed by the Shire to conform to Shire specifications. The price subsidised depends on the material that is used and the design.

An application for a Shire rebate is to be made on the attached form and the crossover is required to be appropriately located, designed and constructed. The subsidy applies to the first crossover to a lot. Crossovers, eligible for subsidy, must be claimed within 12 months of completion of the crossover.

The Shire will not however contribute for reasons including:

- reconstruction of an existing crossover to a property;
- the cost of culverts or tree removal;
- any alterations for the removal/relocation of public utilities (they will be at the owner's cost and subject to the approval of the service authority concerned);
- subdividers are not eligible for a subsidy for freehold (green title) or strata title lots; or
- applicants/landowners who received planning approval incorporating a condition on crossovers.

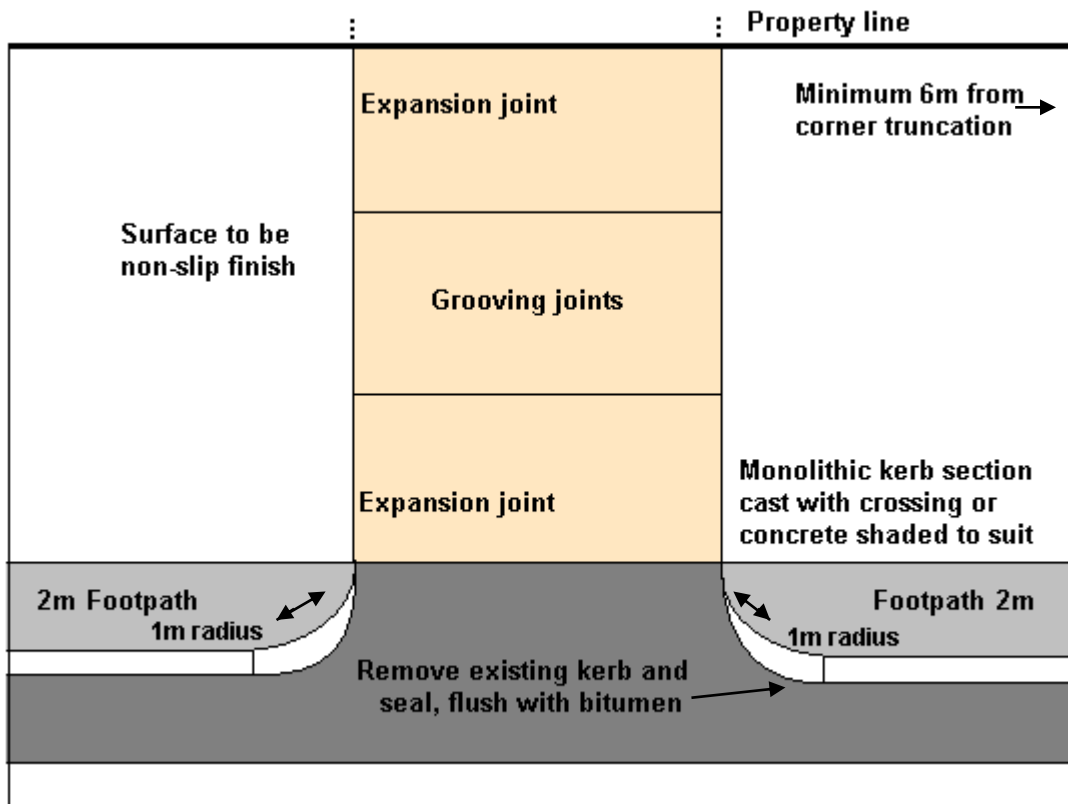
Any crossover that exceeds the measurements of a standard crossover will not attract any additional contributions.

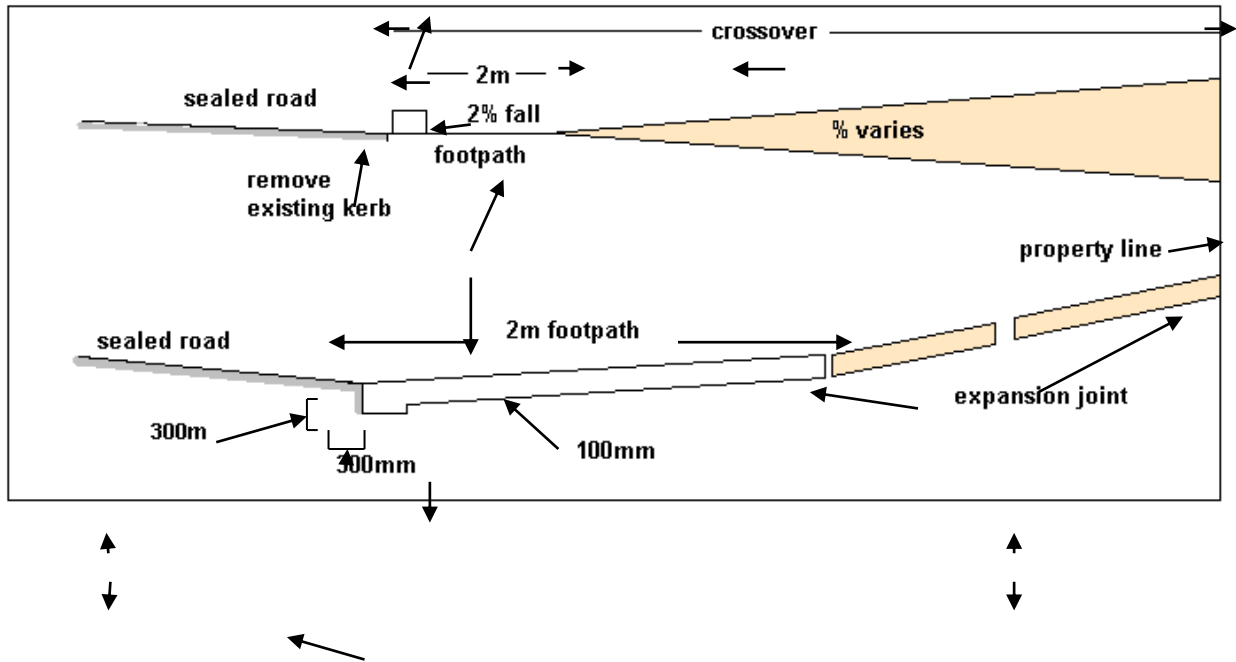
The crossover subsidy rates will be set annually by the Council through its fees and charges.

## 9. Whose responsibility is it to maintain the crossover?

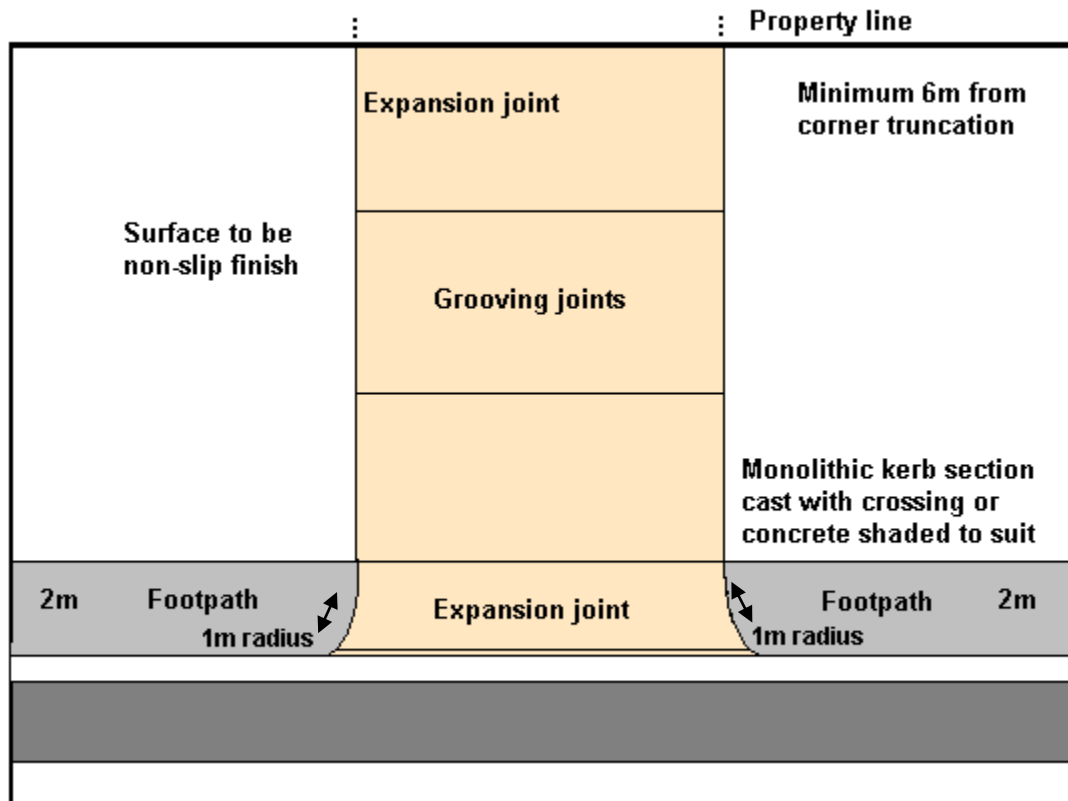
The property owner is responsible for the maintenance of the crossover to the satisfaction of the Council. If a crossover requires reconstruction, the cost of the reconstructed crossover is not entitled to a subsidy.

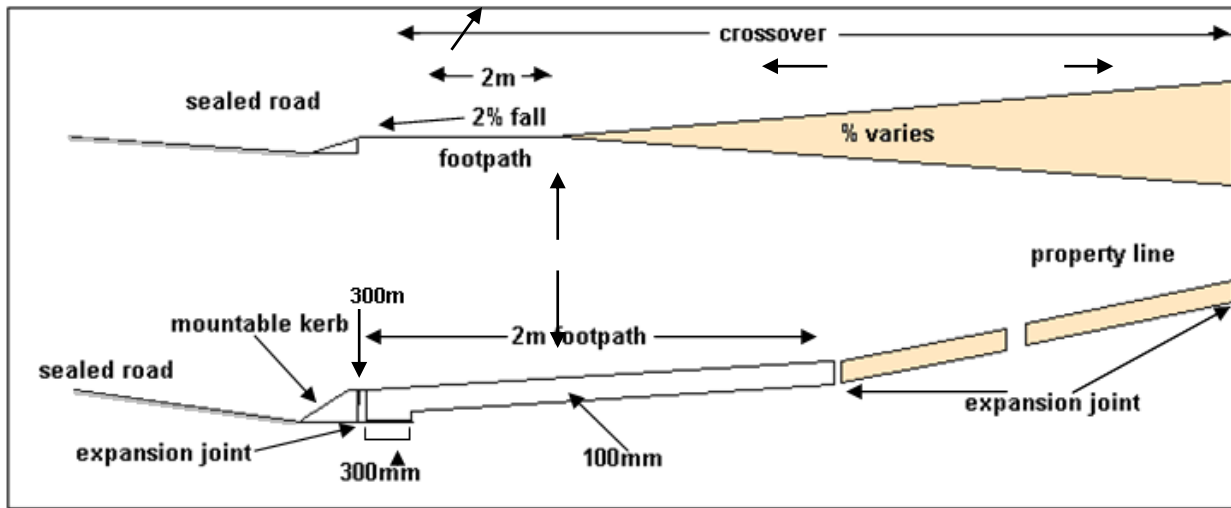
### RESIDENTIAL DRIVEWAY WITHOUT KERB



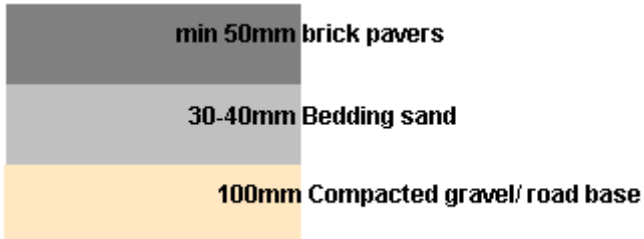


## RESIDENTIAL DRIVEWAY WITH KERB

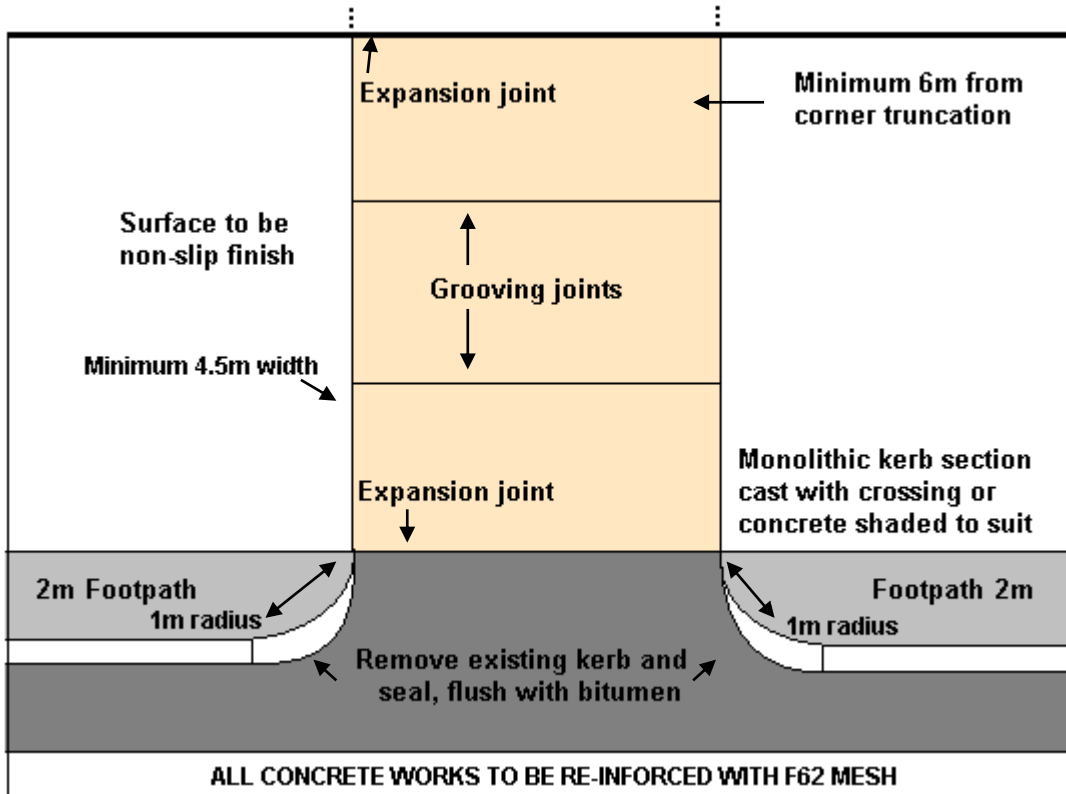




## DRIVEWAY STRUCTURED WITH PAVING



## COMMERCIAL DRIVEWAYS



## APPLICANT'S DETAILS

Name: \_\_\_\_\_

Postal Address:  
\_\_\_\_\_

Phone: \_\_\_\_\_ Mobile: \_\_\_\_\_

Email: \_\_\_\_\_

Do you have the property owner's approval? Yes/No

## CROSSOVER DETAILS

Property Owners  
Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Mobile: \_\_\_\_\_

Email: \_\_\_\_\_

Location/Address: \_\_\_\_\_

Contractor: \_\_\_\_\_

Cost/s: \_\_\_\_\_

Material used (please tick): Brick Pavers  Concrete  Asphalt

Total cost: \_\_\_\_\_

SHIRE CONTRIBUTION ON THE BASIS OF A STANDARD CROSSOVER.

Standard Crossover =  $6\text{m} \times 3\text{m} = 18\text{m}^2$

Shire pays                     $50\% @ \$70 \text{ pm}^2$

Therefore                     $= 18\text{m}^2 \times 50\% = 9\text{m}^2$

$9\text{m}^2 @ \$70 = \$630.00$