

Introduction

A crossover is a crossing constructed to give access to private land from a public thoroughfare. Generally, the crossing is situated on a road verge between the edge of a sealed road and the adjoining property boundary.

The Local Government Act 1995 (schedule 9.1 section 7(4) provides for: 'the local government to bear some of the cost of Crossovers meeting the criteria.'

This policy addresses those circumstances.

Purpose

The purpose of this Policy is:

1. To ensure that the construction of Crossovers within the Shire of Capel align to *Local Government (Uniform Local Provisions) Regulations 1996*.
2. Construction of the crossover is done to the Shire of Capel Engineering Technical Standards and Specifications.
3. Identify the Council's responsibilities and requirements regarding crossover subsidies and reimbursements.
4. To provide guidance on the requirements for eligibility to receive a Crossover Contribution from the Shire.

Definitions

Term	Definition
Shire	Shire of Capel
Crossover	The section of a driveway between the road and the property boundary.
Crossover Contribution	The Shire's contribution towards the construction of a Standard Crossover, as per Regulation 15 of the Local Government (Uniform Local Provisions).
Policy	The Shire Council policy titled "Crossovers".
Standard Crossover	A Crossover as defined within the Local Government (Uniform Local Provisions) Regulations 1996, and that meets the requirements set out in this Policy and contained within the Shire's Engineering Technical Standards and Specifications.

Policy statement

This Policy provides guidelines on the installation of a Crossover and the construction standards and specifications that is required to receive a Crossover contribution from the Shire.

The Shire will consider contributions for urban, rural, and special rural crossovers provided they meet the following minimum Standard Crossover criteria, this being:

- It is the first crossover to the property.
- The crossover is a standard crossing or is a type that is superior to a standard crossing.
- The crossover is approved by the local Government.
- Urban – Standard Crossover 4m long by 3m wide with 1m wide splays to 5m wide at road edge, with a 200mm gravel/limestone pavement, 30mm of Asphalt and a concrete/timber flush kerb.
- Rural and Special Rural - Standard Crossover 6m long by 3m with 5m Radii/splays to 6m wide at road edge, with a 200mm gravel/limestone pavement, 30mm of Asphalt and a concrete/timber flush kerb.

Exclusions

The Shire standard crossover contribution fee does not include:

- The value of culverts, any alterations to services or the removal of vegetation.
- Removal and reinstatement of existing footpaths and cycleways.
- Removal and reinstatement of Drainage pits and pipes.

Design Clarification

- Applicants in Rural and Special Rural Zones are required to seek advice from the Shire regarding the need and size of culverts for drainage purposes.
- Where there are significant mature trees or services infrastructure in the alignment of a crossover, these will need to be assessed on a case-by-case basis. Approval is not guaranteed in these instances and is dependent on design clarification outcomes.

Crossover contributions

- Where a crossover meets the minimum Standard Crossover criteria a 50% contribution will be paid based on those criteria.
 - The amount payable will be based on a square meter rate up to the maximum amount which will be reflected in the Shire of Capel Shires Fees and Charges.
- Crossovers that exceed the minimum Standard Crossover criteria will be assessed for a contribution based on the minimum criteria.
- The crossover contribution applies only to the first crossover constructed on the lot. Strata title lots receive a contribution for each individual title which has a Standard Crossover.
- Crossover Contributions should be applied for in the financial year when construction is completed to receive the full Standard Crossover Contribution.

- Crossovers more than one year old will have a reduced Crossover Contribution based on a straight-line depreciation for age and type, as per the following:

Crossover Type	Maximum Crossover Life
2 Coat Seal	10 years
Asphalt	15 years
Brick pavers/blocks	20 years
Concrete	25 years

Construction

- All costs associated with the construction of the crossover will be borne by the owner.
- The owner is to consider the relevant vehicle turning movements to ensure safe ingress/egress to and from the property when designing the crossover.
- Where the crossover construction affects public roads a traffic plan must be submitted to the Shire for review and approval prior to the commencement of crossover works.
- Crossovers must be constructed by suitably qualified contractors to the approved minimum Standard Crossover specifications.
- Crossovers must be constructed from new materials.

Maintenance

- The Shire **is not** responsible for ongoing maintenance, nor will it contribute to the cost of replacement of crossovers.
- The Shire may from time to time request an owner to undertake repairs to a crossover, this shall be undertaken by the owner at the owners' expense.
- Where the owner does not undertake the requested works, the Shire may carry out these works. The resultant works will then be on charged to the owner.

Application

The policy is applicable to all Residential and Special Rural Zones properties within the Shire of Capel.

It is not applicable to:

- Industrial or Commercial property crossover construction.
- Crossover construction through subdivision/development and engineering drawing approval.

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