

CP.36 Crossovers

<i>Responsible Department</i>	Engineering Services
<i>Resolution Number</i>	C.4192
<i>Resolution Date</i>	21/04/2021
<i>Next Scheduled Review</i>	2024/2025
<i>Related Shire Documents</i>	Street Tree Policy Verge Management Policy
<i>Related Legislation</i>	Local Government Act 1995

OBJECTIVE

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

SCOPE

This Policy applies to the construction of all new crossovers, and the upgrade of an existing crossover which pre-dates this Policy for the purpose of accessing a property within the Shire of Northam.

POLICY

Introduction

Approval must be sought and obtained from the Shire of Northam for crossovers prior to the commencement of any construction. The design and construction requirements outlined in this Policy have been developed in reference to the "WALGA Guidelines and Specifications for Residential Crossovers", with minor variations made to suit local conditions.

Crossover Subsidy

The property owner shall be eligible for a 50% subsidy (*to a maximum value of \$1000 for a new crossover without a culvert or to a maximum value of \$2000 for a new crossover with culvert & headwall*) for the construction cost of a **Standard Crossover (*)** provided the following compliance criteria has been met:

- The crossover has been constructed in accordance with Shire of Northam requirements and has received approval prior to construction.
- Where vehicle crossover prevents stormwater flow within the table drains, a culvert including headwalls must be provided.

This payment is subject to the construction of the crossover being completed within six (6) months of the approved application, also following inspection and confirmation of compliance.

() Shire defines a standard crossover as that detailed on Standard Drawing No. ES-SD-CR-003.*

Crossover subsidy will not be available for gravel crossovers without a culvert.

Retrospective approvals will be considered on a case by case basis, and only if sufficient evidence can be provided to demonstrate compliance, and substantiated costs incurred.

Number of Crossovers

One crossover per single title property is permitted with the following exceptions subject to Executive approval;

- Properties located on street corners;
- Rural properties, such as farms,
- Group dwellings and non -residential areas where additional crossovers have been approved as part of a planning application.
- Properties which require a second access for off street parking on private property.

In these cases, assessment of a second crossover request will give consideration to the following:

- A second crossover does not obstruct sight distance of the primary crossover.
- A second crossover does not have obstructed sight distance by verge vegetation, structures or road geometry;
- Footpath pedestrian users are not at any additional safety risk;
- The property is not group rated where single titles apply.

In the case where a second crossover is approved, the normal crossover subsidy will be provided.

Vehicle crossovers that are no longer required, or no longer connect with an internal driveway or parking area may be required to be removed at the discretion of the Executive and at the cost of the property owner.

Footpaths

All crossovers proposed to be built on a verge which is identified to have a footpath constructed by Council must be constructed in a material that is approved by Shire of Northam.

When the Shire constructs new footpaths that intersect existing crossovers the footpath will not be constructed through the crossover unless:

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- The crossover is not built to the Shire's specification;
 - The crossover will inhibit the footpath being constructed to relevant standards and guidelines;
 - In the opinion of the Shire the Crossover is unsafe or does not provide a fit for purpose use.
 - The footpath to be constructed is a designated shared path which requires continuity of identification such as path colour and line marking.

Street Trees

Crossovers should not be constructed closer than 1.5 metres from the base of the tree when fully mature.

Any damage caused to crossovers by street trees shall be rectified by the Shire of Northam at their own cost unless:

- The crossover has been built closer than 1.5 metres to the tree;
- The tree has been planted without permission from the Shire of Northam;

In these cases the cost to rectify will be borne by the property owner.

Crossover Maintenance

The property owner is responsible for the maintenance of their crossover(s) including culverts and headwalls if applicable.

Any stormwater runoff from private property that causes scour or damage to the crossover is the responsibility of that landowner to repair at their own cost.

Any stormwater runoff from private property that causes scour or damage to Shire owned roadside drainage or verges is the responsibility of that (Private) landowner to repair at their own cost.

Any stormwater runoff originating from Shire owned property that causes scour or damage to the privately owned crossover, is the responsibility of the Shire to repair at its own cost.

Any footpath that intersects the crossover will be maintained by the Shire of Northam.

Conflict with Asset Infrastructure

Any relocation or amendment cost to Shire owned assets and underground services resulting from the construction of the proposed crossover will be borne by the property owner.

SPECIFICATIONS

Rural Access

Acceptable Material:

- Compacted Gravel - min150mm

Gravel material is expected to achieve a compaction to 98% of maximum dry density, making a total minimum consolidated thickness of not less than 150mm. Gravel must be free from stones retained on a 25mm sieve, clay lumps, building rubbish and other vegetative matter.

- Two coat bituminous seal – 14/7mm or 10/5mm

Width: 3.0 meters (minimum)
11 meters (maximum)

Drainage: A culvert including headwalls must be provided if the vehicle crossover prevents stormwater flow within the table drains. Reinforced concrete drainage pipes shall be Class “2” with a minimum diameter of 450mm. Unless otherwise approved by the Shire of Northam.

Taper: 2m at 45 degrees both sides from road edge (optional)

Urban Access

Acceptable Material:

- Concrete - 150mm (Residential) 25Mpa Min Concrete Strength, Steel reinforcing may be used to reduce cracking or increase strength for crossovers that will have heavy vehicles on them.
- Concrete - 150mm reinforced (Industrial & Commercial) 25Mpa Min Concrete Strength.
- Brick Paved - Trafficable 50mm (Residential)
- Asphalt – 30mm
- Two coat bituminous seal – 14/7mm or 10/5mm

Width: 3 meters minimum, 6 meters maximum (residential)
3 meters minimum, 10 meters maximum – (Industrial & Commercial)

Drainage: 450mmdia (min) Concrete reinforced pipe with (if applicable) Precast concrete headwalls. Unless otherwise approved by the Executive

Kerbing: Mountable kerb type (if applicable)

Taper: 2m at 45 degrees both sides from road edge (optional)
Taper is not to extend beyond the property side boundary alignment.

General Conditions

- Crossovers are to be constructed perpendicular to the property boundary with a minimum clearance of 1.0 metre from a side boundary.

- Any alteration to the verge, path or crossover that encroaches onto the land of a neighbouring property will be carried out at the proponents cost. The applicant must notify the neighbour of the proposed works prior to applying to Council for approval. The Shire must be provided with a copy of the written agreement from the neighbour with the application for the crossover;
- Approved multiple access to be separated by a minimum of 10 metres at the roadside.
- On corner locations, no crossover, or any portion of the crossover including splays is to be constructed closer than 6.0m from the line of the intersection of the road reserve boundary alignments, excluding truncation.
- Crossovers shall be located at a minimum distance to assets as follows:
 - Side-entry pits: 1.0m
 - Street trees: 1.5m
 - Utility boxes: 1.0m (or as required by current services provider standards)
 - Street Lights: 1.0m (or as required by Western Power's current Guidelines for Placement of Power Poles within Road Reserves in Built-Up Areas)
- If crossovers must be constructed within this distance, the obstruction shall be relocated wherever possible. Where an existing tree is within 1.5 metres of a proposed crossover, advice shall be obtained from Parks and Gardens Administration on the future size of the tree and the advisability of it being retained. The written approval from the Shire is required for all street tree removals;
- Sufficient storage length must be provided (crossover length) for a vehicle to stand clear of the road. Where the entrance has a gate, the set back from the edge of the road to the gate shall be a minimum of 6m to allow for this.
- Path construction guidelines dictate a maximum crossfall of 2.5% to cater for people who have a disability (Austroads Guide to Road Design 6A, Clause 7.6). To allow the path to shed water and to avoid ponding, a crossfall of 2.0-2.5% is recommended.
- In rural environments, the cross fall and formation of the crossover is to direct any storm water originating from sources within the private property, such as cleared open space, hardstand areas, dwellings and structures stormwater downpipes, into road side table drains, down stream side.
- No storm water originating within the private property is to flow via the crossover directly onto the road surface, which results in stormwater entering private property on the opposite side of the road.
- Narrow lots shall be constructed with paired crossovers to minimise conflict and retain verge space for street trees, lighting, overhead power and on-street parking.
- Where the combined width of residential crossover exceeds 6.0 metres, the two (2) crossovers shall be separated by a minimum 2.0 metres in width, unless specifically approved by the Executive.
- The applicant is responsible for the cost of any traffic management that may be required to ensure the safety of road users, contractors and pedestrians during the construction of the crossover. Only qualified traffic management

personnel shall be used and all traffic management shall be in accordance with Main Roads Western Australia's code of Practice "Traffic Management for Roadworks" and Australian Standard AS 1742.3 – 2002.

- All variations to be approved by the Executive in writing and paid in full by owner/applicant.

Specifications & Guidelines

For further information, the Shire of Northam have developed information packages and guidance criteria which outline allowable design and construction standards for crossovers, as well as information on how to apply for the crossover subsidy.

DEFINITIONS

Road

The surface that has been prepared for vehicular traffic. In this policy Road refers to the sealed (bituminised) surface but not the shoulder, or in the case of a gravel road it refers to the graded surface between the guide posts.

Road Reserve

The portion of land between the boundaries of private allotments. The road reserve typically contains both road and verge areas, however the road reserve may also be undeveloped.