

Council Policy - Crossovers

Responsible Directorate	Infrastructure Services
Responsible Business Unit/s	Engineering Services
Responsible Officer	Manager Engineering Services
Affected Business Units	Engineering Services Finance

Objective

The objective of this Policy is to encourage the construction and maintenance of crossovers to adequate standards and specifications.

Scope

This Policy applies to all residential landowners within the Shire of Serpentine Jarrahdale (the Shire). This Policy, in conjunction with the Shire's Standard Specifications for Construction of Crossovers, sets the requirements for the construction of crossovers from a public thoroughfare to private land or a private thoroughfare serving the land, and sets the eligibility for a crossover subsidy.

This Policy does not apply to the design and specifications for a commercial or industrial crossover. Applications regarding commercial or industrial crossovers require consultation with the Shire, and Shire approval prior to construction, to ensure the crossover is designed to accommodate required vehicle/s servicing the development.

Policy

Introduction

All buildings and developments approved within the Shire are required to have a crossover constructed and maintained in accordance with the Shire's Standard Specifications for Construction of Crossovers.

These specifications guide property owners and contractors on the required standards as set by Council, in regard to constructing a crossover to the satisfaction of the Shire.

Shire of Serpentine Jarrahdale requirements

An Application for Crossover Construction form must be completed and submitted to the Shire, in conjunction with a Crossover Plan, prior to construction commencing. The Crossover Plan is to detail:

- The proposed route of the crossover in relation to the road carriageway and property boundaries
- The location of existing and nearby affected trees on both the public verge and private property. Where practicable, crossover planning should minimise disruption to trees.

- Any trees proposed to be removed and details of plans to replace the tree/s, including the proposed species and location. Replacement trees should, where practicable, be planted as close as possible to the location of the removed tree.

Where a Local Development Plan is in place over the land, the Crossover Plan shall be consistent with the Local Development Plan, or any subsequent planning consent.

Shire assessment

The Shire will assess the Application for Crossover Construction and Crossover Plan in accordance with this Policy and the specifications.

Irregular shaped lots, steep grades or other irregularities may mean that it is not always practicable or the safest option to execute exactly to the specifications required by the Standard Specifications for Construction of Crossovers. In this case it is at the discretion of delegated Shire Officers to assess and approve such crossovers in accordance with the Register of Delegations and Authorisations.

Where the Shire approves a crossover for construction:

- The builder or owner shall construct the crossover for a newly constructed dwelling as indicated on the approved plan and prior to an occupancy permit being issued for the property, or by a date mutually agreed upon by the Shire and the owner.
- Where an established property does not have a crossover which is compliant with current specifications, and the property owner requests and receives the Shire's approval for a new crossover, the owner is to construct or arrange to construct the new crossover as per the approved plan.
- Property owners can engage a private contractor to build their crossover. Furthermore, nothing prevents property owners with adequate skills from building their own crossover to the Shire's specifications.
- Where a footpath exists and a crossover is to cross it, the footpath is to remain in situ and is not to be modified or any part of it removed.
- The full cost for the supply of all required materials and construction of a crossover, as well as any associated costs, including alterations to existing road and drainage infrastructure, removal or relocation of street trees and the supply and installation of associated culverts and headwalls in rural settings are the responsibility of the property owner, builder, or applicant.

Crossover subsidy

When a crossover is completed to specification, the property owner may make a written request to the Shire for a crossover subsidy rebate. The crossover is then inspected by Shire Officers to verify the required specifications have been met and, if approved, the subsidy rebate is processed.

If the crossover does not meet the required specifications, the property owner will be contacted.

The rebate will be made to the applicant when a crossover has been constructed in accordance with the Shire's Standard Specifications for Construction of Crossovers. The rebate is claimable within five (5) years from the Building Practical Completion only.

Crossover subsidy calculation

In respect to the first crossover to the private land or private thoroughfare, the subsidy rebate payment is calculated based on a minimum rate of \$22.50 per square meter and up to a total rebate amount per crossover.

The maximum crossover subsidy is reviewed on an annual basis and is included in the Shire's Fees and Charges, based on the supply and placement of a 100mm thick concrete crossover. The method of calculating the rebate is based on the total area of the crossover.

The Shire's contribution shall not exceed the maximum subsidy as detailed in the Fees and Charges.

Crossover subsidy conditions

- A maximum of one (1) contribution may be claimed per property.
- Crossovers will only be subsidised where they are newly constructed to the approved Crossover Plan and Shire's Standard Specifications for Construction of Crossovers.
- The Shire will not provide a subsidy rebate towards construction of a second crossover, or when a rebate has already been paid for a previously approved crossover on that land (Lot).
- Any crossover constructed without approval from the Shire, and/or not constructed to the Shire's specifications is not entitled to a subsidy rebate. In accordance with the *Local Government (Uniform Local Provisions) Regulations 1996*, the Shire may also issue a notice requiring the crossover to be repaired or removed. Additionally, any damage to the verge will be required to be repaired at the owner's expense.
- Crossovers will not be subsidised when the crossover is already/meant to be provided by the Subdivider / Developer.
- Where an existing crossing is in place, no retrospective rebate will apply.

Definitions

Crossover has the same meaning as 'standard crossing' referred to in the *Local Government (Uniform Local Provisions) Regulations 1996*, meaning, subject to any local law as to what is or is not a standard crossing, a crossing of a kind that the local government, by resolution, decides is a standard crossing.

Delegated Shire Officers are Shire Officers who have been appointed to perform specific discretionary functions and duties prescribed in legislation, as detailed within the Shire's Register of Delegations and Authorisations.

Private land means land that is neither vacant Crown land nor local government land.

Private thoroughfare means a thoroughfare that is principally used for access to private land that abuts the thoroughfare, and that land is land served by the thoroughfare.

Related Documents

- Standard Specifications for Construction of Crossovers (E23/644)
- Shire of Serpentine Jarrahdale Fees and Charges
- Application for Crossover Construction (E13/2908)

- Application for Crossover Subsidy (E13/2907)

Legislation / Local Law Requirements

- *Local Government Act 1995*
- *Local Government (Uniform Local Provisions) Regulations 1996*

Amendment Record

Relevant Delegations		1.1.11: Crossing – Construction, Repair and Removal	
		Date	Resolution Number
Council Adoption		19/06/2023	OCM142/06/23
Version	Date	Resolution Number	Amendment Details
2	17 March 2025	OCM068/03/25	New template and minor formatting changes