

Council Policy



Crossover Policy

Policy Scope

This policy applies to the installation and modification of crossovers for all properties within the City of Fremantle.

This policy sets out the City's objectives in granting approval to new and modified crossovers, guides determination of whether a crossover appropriate crossover will be approved, and provides directions on when the City will contribute to the cost of a crossover.

Statutory Context

This policy is to be read in conjunction with Schedule 9.1(7) of the *Local Government Act 1995* and Regulations 12-15 of the *Local Government (Uniform Local Provisions) Regulations 1996*.

Related local policies and guidance include:

- Crossover Manual
- Crossover Technical Specifications
- Verge Garden Policy
- Street and Reserve Tree Policy.

The local planning scheme and planning policies address driveway and access design within lots.

Policy Statement

1. Design Objectives

1.1. The City seeks to ensure that crossovers are designed and constructed so as to:

- provide safe and accessible entry and exit to properties for vehicles;
- maintain a safe and amenable street environment for pedestrians, cyclists and other road users;
- minimise the amount of hard surfaces on and adjoining public verges;
- maximise the amount of vegetation and water permeable surfaces on and abutting verge areas;
- appropriately manage stormwater runoff to and from public thoroughfares;
- minimise impact on available street parking (where applicable);
- not be detrimental to heritage listed properties or the amenity of heritage areas; and

- not be detrimental to the health of existing street trees.

2. General Requirements

- 2.1. No crossover shall be constructed without the prior written approval of the City of Fremantle for the crossover.
- 2.2. Applications to construct a crossover will be assessed against this and other related policies and standards (as outlined in the Crossovers Manual).
- 2.3. Crossovers must provide direct access to an authorised driveway or car parking area within a property. Crossovers which do not ('redundant crossovers') will not be approved, and will be required to be removed as a condition of other works.
- 2.4. All crossovers shall be constructed in accordance with the approval issued by the City, including any conditions attached to this, to the City's specification (refer Crossover Technical Specifications).
- 2.5. Crossover treatments shall not sever existing continuous footpaths or cycle paths: crossovers must be designed and constructed to maintain the continuous foot or cycle path treatment with the crossover treatment broken to accommodate the path rather than vice versa.

3. Residential Crossovers

- 3.1. A maximum of one crossover per lot will be permitted for residential properties except in the following circumstances:
 - Two or more driveways have received planning approval (eg where two crossovers are necessary to allow vehicle circulation for developments involving 5 or more units), or
 - the frontage of the lot is 30 meters or more, the crossovers do not represent more than 20% of the frontage, and the lot is not within a heritage area; and
 - verge landscaping to soften the impact of hardstand on the streetscape, to the approval of the City, is provided and installed concurrently with the crossover at the applicant's expense..
- 3.2. Precedence set by existing properties with more than one crossover will not be accepted as justification for requests for second residential crossovers.
- 3.3. Where two or more residential properties share a street access way (ie: through a common property driveway, an easement on the land title, or the like), those combined properties will only be permitted one crossover in total. The crossover is to connect to the shared driveway and be for the benefit of all relevant lots.
- 3.4. Where an additional crossover is approved, the owner shall meet the full cost of the construction of the additional crossover.
- 3.5 Crossover widths (excluding splay/wings) shall be:

• Single residential	3.0 meters – 4.5 meters
• Duplex or multi residential	3.0 meters – 4.5 meters
• Commercial	3.0 meters – 7.5 meters

Increases to these widths will only be considered where:

- the crossover connects to and aligns with a driveway which has received planning approval at a wider width (eg for larger multi unit development to enable two way movement) ; or
- a parking bay, carport or garage has been approved in a location that would require a driveway taper exceeding 1:5, or
- A greater width is deemed necessary by the City or Main Roads WA to provide vehicle and/or pedestrian safety; and
- verge landscaping to soften the impact of hardstand on the streetscape, to the approval of the City, is provided and installed concurrently with the crossover at the applicant's expense.

In all circumstances, crossovers are to line up with and be no wider than the approved driveway at the point it meets the street.

4. Street trees and Infrastructure

- 4.1. Crossovers should be located to minimise impact on existing street trees and infrastructure.
- 4.2. Where the proposed location conflicts with these, and the City deems it the most desirable taking into account the objectives of the policy and other related policies and standards, the cost of relocating or modifying the infrastructure to the City's specification shall be met by the owner.
- 4.3. Removal of street trees is discouraged and will only be permitted in exceptional circumstances and where such removal is consistent with the City's policy on street trees. In such circumstances, the City's approval of the removal of the tree will be conditional upon the owner meeting all costs associated with the removal of the tree and its replacement with an approved species at a minimum 100 litre size, and its maintenance for a minimum of 12 months.
- 4.4. Where a new crossover is approved in lieu of an existing one which serves the lot, the existing crossover is to be removed and the verge and kerbing reinstated concurrently with the construction of the new crossover. All costs associated with the crossover removal and reinstatement of the kerbing, drainage and verge shall be the sole responsibility of the applicant.

5. Crossover Contributions and Costs

- 5.1. In accordance with Schedule 9.1(7) of the Local Government Act 1995 and Regulations 12-15 of the Local Government (Uniform Local Provisions) Regulations 1996, the City shall share with the owner in equal proportions the cost of constructing a single standard crossover per lot through the provision of a crossover rebate made in accordance with the policy.
- 5.2. For the purposes of this policy, the following definitions apply:

- *Crossover*: Has the same meaning as a “crossing” as outlined in the *Activities In Thoroughfares And Public Places And Trading Local Law 2005* as amended and means a crossing giving access from a public thoroughfare to (a) private land or (b) a private thoroughfare serving private land.
 - *Standard crossover* is one that:
 - joins the edge of the road pavement and the property line, or the edge of an insitu concrete path where one exists, in which case the path status will have priority over crossover for estimating and maintenance purposes; and
 - complies with the specifications and the characteristics set out in the City’s Crossover Manual and Crossover Technical Specifications for a single width (3m wide) in situ concrete crossover.
 - *Crossover rebate*: A contribution by the City of Fremantle of up to half of the construction cost for a standard single crossover, to a maximum amount as set out in the ‘Application For Crossover Rebate’ form.
 - *Owner*: means the owner of the lot, not being the City, which is served by the crossover.
- 5.3. The crossover rebate must be made in writing to the City by the owner of the land, within 6 months of the construction of the crossover and will be paid where:
- The crossover application has been approved prior to construction.
 - The crossover complies with the approval, any associated conditions and City of Fremantle's Crossover Technical Specifications.
 - The crossover constructed is the first crossover constructed in relation to the land.
 - The owner produces receipts verifying the actual cost of the crossover.
- 5.4. The owner shall be required to meet the full cost of additional works required to construct a crossover. This shall include such items as the relocation of existing drainage manholes, public utility services and removal and replacement of street trees where approved.
- 5.5. City of Fremantle will contribute to the provision of separate standard crossovers, where approved, for duplex, triplex or other multiple developments when satisfactory evidence of strata title is produced and the crossovers are consistent with this and related policy.
- 5.6. A crossover rebate may also be available to owners wishing to have existing bitumen crossover upgraded compliant with current specifications.

6. Maintenance

- 6.1. The responsibility for maintenance of crossovers (excluding any continuous footpath traversing the crossover) rests with the owner.

7. Non-compliance

7.1. Non-compliance with this policy will result in the City requiring the owner to undertake works, remove items to meet the requirements of the policy or the City to undertake works at the resident's expense.

Reviewing officer: *Manager Infrastructure Engineering*

Policy adopted: *28 November 2018 – SPT1811-3*

Legislation: *Schedule 9.1(7) of the Local Government Act 1995*

Regulations 12-15 of the Local Government (Uniform Local Provisions) Regulations 1996

Related documents: *Crossover Manual*

Crossover Technical Specifications

Verge Garden Policy

Street and Reserve Tree Policy.

LPP 2.9: Streetscape Policy