



Council Policy

Crossovers



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Policy Scope

This policy sets out the City's objectives for the installation and modification of crossovers within the City of Fremantle.

The Crossovers Policy is to be read in conjunction with the Technical Specifications for Crossovers, 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 Technical Specifications
- Verge Garden Policy & Verge Garden Guidelines
- Street and Reserve Tree Policy.
- Activities in Thoroughfares and Public Places and Trading Local Law
- Street and Reserve Tree Policy.
- LPP 2.9: Streetscape Policy
- Activities In Thoroughfares and Public Places and Trading Local Law
- WALGA Guidelines and Specifications for Residential Crossovers
- Footpaths Policy
- Road Traffic Code and relevant Australian Standards (e.g. AS2890)

Policy Statement

1. Design Objectives

1.1. The City is committed to ensuring that crossovers are designed and built with the following design considerations in mind:

- 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;
- maximise the amount of vegetation and water permeable surfaces on and abutting verge areas with minimising hardstand surfaces;
- appropriately manage stormwater runoff;
- reduce effects on available street parking, where relevant; must respect and protect the significance of heritage-listed properties and the surrounding heritage environment; and
- should preserve the health and integrity of existing street trees and their roots.

2. General Requirements

2.1. No crossover shall be constructed or modified 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, local laws and standards.
- 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 and the kerbing reinstated, as per City requirements.
- 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 and / or cycle path treatment with the crossover treatment broken to accommodate the path rather than vice versa.
- 2.6. The responsibility for maintenance of crossovers (excluding any continuous footpath traversing the crossover) rests with the owner.

3. Street Trees and Infrastructure

- 3.1. Crossovers should be located to minimise impact on existing street trees and infrastructure, ensuring sufficient clearances from proposed crossover to the verge tree.
- 3.2. Removal of street tree/s is discouraged and will only be permitted at the discretion of the City in accordance with the City's policies and local laws.
- 3.3. Approval to remove street tree/s will be subject to the following conditions:
 - a. the landowner is responsible for any costs associated with the removal of the tree/s and any remediation works required;
 - b. for each verge tree removed, it is to be replaced by at least two (2) verge trees, subject to site availability and services;
 - c. replacement tree/s should be an approved species and are to be maintained and watered for a minimum of 2 years; and
 - d. any other conditions at the discretion of the City.
- 3.4. 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.

4. Crossover Contributions and Costs

- 4.1. Under the Local Government Regulations, the City of Fremantle will contribute a percentage of the total construction cost of the crossover. This subsidy is capped at a maximum amount, as outlined in the Application for Crossover Subsidy.
- 4.2. The crossover rebate must be made in writing to the City by the owner of the land, within 12 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.
- 4.3. 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).
- 4.4. 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.
- 4.5. A crossover rebate may also be available to owners wishing to have existing bitumen crossover upgraded compliant with current specifications.

5. Non-compliance

- 5.1. Non-compliance with this policy may 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.

Definitions and abbreviations

Nil.

Responsibility and review information	
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