

COUNCIL POLICY LV106

CROSSOVERS

KEY FOCUS AREA LIVEABILITY

Purpose

To set Council's position on when and how vehicle crossovers are supported in the Town, to protect pedestrian safety, streetscape character, drainage performance and public assets.

Scope

This policy applies to new, replacement, or additional vehicle crossovers connecting private property to the public road reserve.

Principles

- Prioritise pedestrian safety and accessible footpaths;
- Maintain street trees, verges, and streetscape character;
- Minimise drainage and flooding impacts;
- Ensure consistent, fair decision-making.

Policy

1. Each property is generally limited to one vehicle crossover.
2. All new crossovers require application to the Town prior to commencing construction.
3. An application for an additional crossover may be supported only in exceptional circumstances, where the applicant can demonstrate it is necessary and will not unnecessarily impact:
 - Pedestrian movement and safety;
 - Street trees and verge infrastructure;
 - On-street parking and traffic operations;
 - Draining and road conditions;
 - Any other consideration the Town deems relevant.
4. Where a footpath exists, the Town will seek to maintain a continuous and safe pedestrian path through the crossover. All new or reinstated footpaths are to be constructed to Town specifications, in Claremont Cream, and on the pre-existing alignment, unless directed otherwise by the Town
5. When a new crossover is built, any redundant crossover(s) must be removed at the owner's expense. The verge and kerb must be reinstated at the owner's expense.
6. Crossovers must not damage, or create unacceptable risk to, Town assets (including kerbing, drainage infrastructure, footpaths, verges, and street trees).
7. Where impacts cannot be avoided, the applicant must undertake protection and reinstatement works at their own expense.
8. Design, construction, and reinstatement requirements are set out in the Town's Crossover Specification / Engineering Standards (available on request from the Town).

9. Applications will be assessed against this policy and relevant standards.
10. Eligibility and payment conditions are set out in administrative procedure.

New Crossovers

11. Where a new crossover is approved for a premises, or where an asphalt crossover is approved for upgrade to a concrete or paved crossover, the Town will contribute 50% of the cost up to \$500 (or as otherwise approved in the annual budget), as a one-off contribution, provided to the crossover is constructed in accordance with the Town's standards and specifications. The Town will not contribute to replacement of the crossover at the end of its useful life.
12. Ongoing maintenance of crossovers is generally the responsibility of the property owner. The Town will undertake repairs to existing asphalt crossovers.
13. When an existing asphalt crossover requires full total replacement, the replacement must be constructed in concrete or paving at the owner's expense. The Town will contribute 50% of the cost up to \$500 where the one-off contribution has not previously been previously applied, and provided the works meet the Town's approved standards and specifications.
14. Where Town works require removal of part of a crossover, the Town will reinstate it to an appropriate standard and in accordance with the Town's specifications, at the Town's expense. Decision-making under this policy is delegated to the Chief Executive Officer, who may sub-delegate in accordance with the Town's delegations.

Document Control Box			
Legislation:	<i>Local Government (Uniform Local Provisions) Regulations 1996</i>		
Organisational:	Specifications for Vehicle Access		
Version #	Decision:	OCM Date:	Resolution Number:
1.	Adopted	17 October 2000	585/00
2.	Reviewed	7 July 2009	182/09
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4.	Reviewed	10 December 2013	360/13
5.	Reviewed	9 December 2014	203/14
6.	Reviewed	15 December 2015	226/15
7.	Reviewed	13 December 2016	206/16
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