

1.5 Crossover Policy

The proliferation of crossovers in residential and commercial areas of the Town of Bassendean impacts on the visual amenity of the area and the safety of pedestrians.

Objectives

The objectives of this policy are to provide:

- A set of criteria by which to assess requests for the construction of new, and the upgrading of existing crossovers in the Town.
- Specifications for the construction and alignment of new crossovers.
- Information on the removal of redundant crossovers from within the Town.

Strategy

The Town of Bassendean will achieve these objectives through:

- A consistent and structured approach in the consideration of applications for the construction of crossovers.
- The development and maintenance of design specifications for crossovers.
- The development of a program for the removal of redundant crossovers throughout the Town.

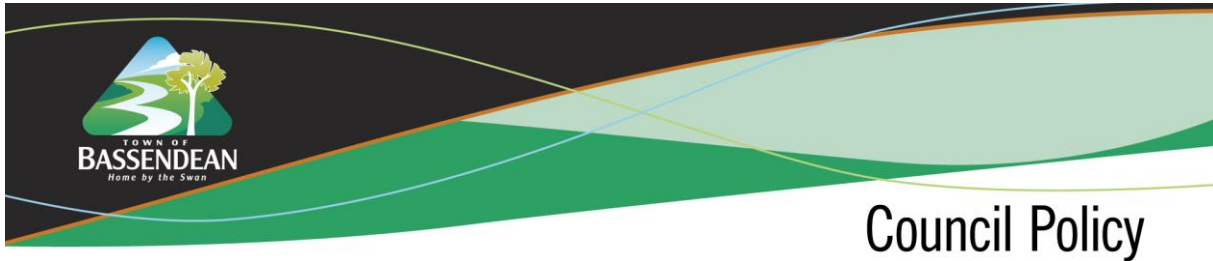
The presence of street trees on the verge may impact on the location and/or alignment of a crossover. This policy is to be implemented in conjunction with the Town's Street Tree Protection Policy whereby, unless there are valid reasons for its removal, the street tree shall take precedence over the crossover.

Detail

A crossover is defined as the vehicular crossing between the road carriageway and the front boundary of a private allotment by which vehicles enter and leave a private property. This policy will apply to all crossovers within the boundaries of the Town.

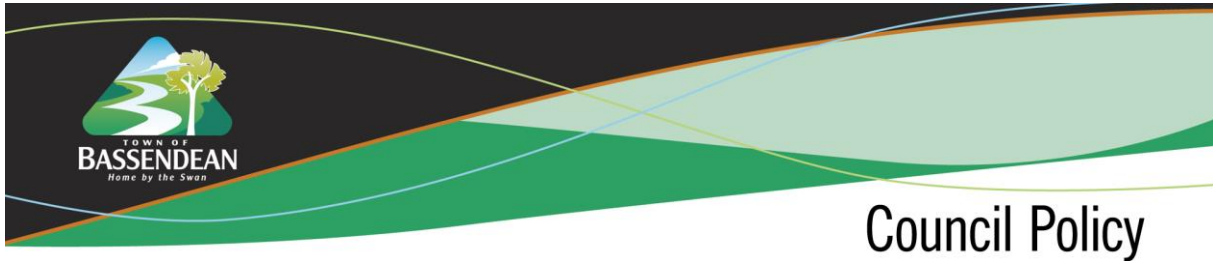
Variations to the standards of this policy may be considered on the merits of any applications and taking into account the following:

- The need for additional parking on-site.
- Impact on street parking.
- Any other matters the Town considers appropriate.



New Crossovers

1. The Town supports uniformity of crossovers where possible and has developed standards to be adhered to.
2. Crossovers shall be constructed to the Town's specification and relevant Australian Standards.
3. Driveways shall be designed to minimise the number of crossover points to the street.
4. Footpaths are to be visually predominant and shall have precedence over crossovers. The footpath shall be a continuous accessible means of travel allowing universal access for all users.
5. All crossovers shall be constructed with a cross fall back towards the road and with the concrete flush with the road carriageway.
6. Crossovers shall be constructed with in-situ concrete to match predominate concrete colour or other material approved by the Town of Bassendean.
7. Alterations to the verge, path, or crossover that encroach on to a neighbouring property shall be carried out at the expense of the applicant. The property owner of the neighbouring property is to be notified of the details of the alterations prior to the application being made. A written response from the neighbouring property owner is to be provided with the application.
8. Street trees shall be protected during the construction of a crossover or any other work on the verge, in accordance with the Street Tree Protection policy.
9. Crossovers shall be constructed in accordance with the following specifications:
 - a. perpendicular to the road carriageway with a minimum clearance of 0.5 metres from the side boundary;
 - b. clearance from any poles on the verge shall be at least 0.6 metres;
 - c. where an existing tree is within 1.5 metres of a proposed new crossover, advice is to be sought from the Town's Parks and Gardens Supervisor on the characteristics of the tree and in particular its projected future growth/size;
 - d. the maximum width for crossovers shall be as follows:
 - i. residential – 6 metres; and
 - ii. commercial (including service stations) – 10.7 metres; and
 - e. the minimum width of a crossover at the boundary line shall be 3 metres, the apron at the kerblines shall be 1 metre wider on both sides of the crossover.



10. The levels and location of the crossover shall be approved by the Town. No new crossovers shall be constructed within 12.0 metres from the side boundary. i.e. For a corner site, with a 6x6m truncation, no new crossovers shall be constructed within 6.0 metres of the truncation peg. For a corner site, with a 3x3m truncation, no new crossovers shall be constructed within 9.0 metres of the truncation peg.
11. Crossovers that are to be constructed within close proximity of a signalised intersection shall be individually assessed in accordance with the requirements of Main Roads WA.
12. Guildford Road is designated as a “Primary Regional Road” under the Metropolitan Region Scheme and therefore, any application to construct or remove crossovers from Guildford Road shall be referred to Mai Roads WA for comment.
13. Collier Road, Walter Road East, Lord Street, and Morley Drive are designated “Other Regional Roads” under the Metropolitan Region Scheme and therefore, any application to construct or remove crossovers shall be referred to the DPI – Transport Section for comment.

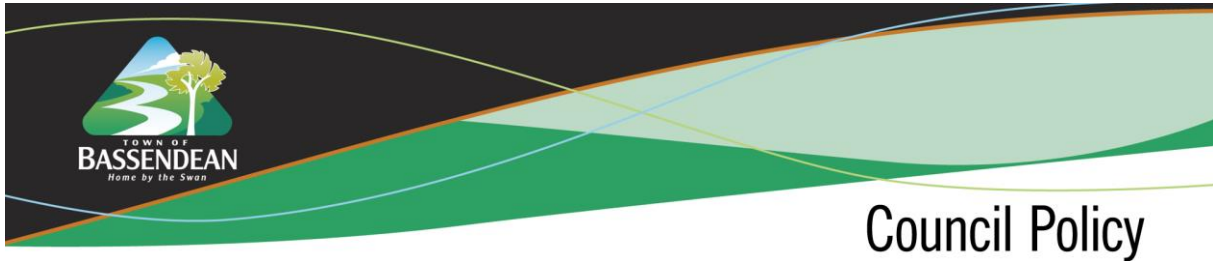
Upgrading Existing Bitumen Crossovers

Property owners are encouraged to upgrade old bitumen crossovers to concrete. This is to be promoted:

- Via the conditions of development approval.
- When property owners make requests for bitumen crossovers to be repaired and/or maintained by the Town.

Removal of Redundant Crossovers

1. In instances where vehicle access is available from a secondary street or rear laneway, the Town will seek to rationalise access points to a property by the removal of any existing crossovers and reinstatement of the verge in the primary street.
2. Vehicle crossovers that are no longer required, or no longer connect with an internal driveway or parking area shall be removed.

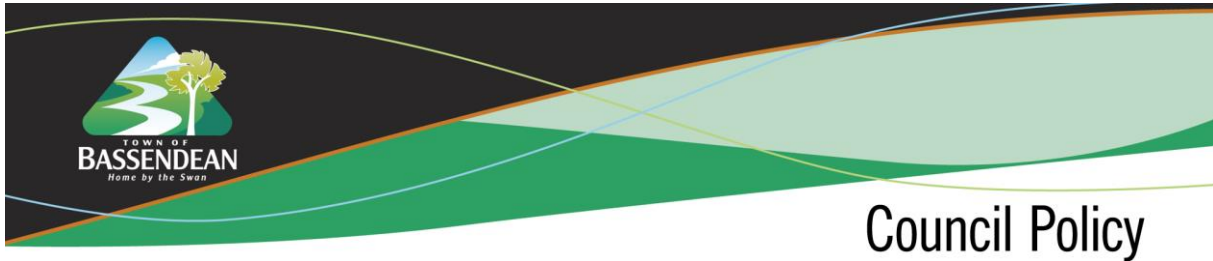


Financial Considerations

1. Council will make a contribution equal to one half of the cost per m² for the construction of one standard crossover per residential lot to a maximum of that set in Council's Schedule of Fees and Charges. The contribution will only be made following the actual construction of the crossover and providing that it is constructed in accordance with the Town's specifications.
2. The cost of a standard crossover constructed by the Town or by a private contractor will be determined by the Town.
3. Where lots are strata-titled, more than one contribution may be made, at the discretion of the Town, if more than one crossover is constructed. The number of crossovers attracting the contribution shall not exceed the number of separately titled units on the lot.
4. Where a property is serviced by one or more bitumen surfaced crossovers, one subsidy will be paid when the crossover is upgraded to concrete.
5. The owner of the property to which the crossover is being constructed shall bear the cost of any public utility services adjustments that are required as a result of the construction of the crossover.
6. The property owners' contribution towards the construction of a crossover constructed by the Town is to be paid prior to the commencement of works. Where the crossover is constructed by the property owner, it shall be inspected by the Town, to ensure it complies with the Town's specifications, prior to the subsidy being paid.
7. Redundant crossovers shall be removed at the expense of the property owner.

Application

The Chief Executive Officer (CEO) has the authority to administer the requirements of this policy. The CEO has on-delegated this authority to the Manager Asset Services. The Policy is to be reviewed every three years.



<p>Policy Type: Strategic Policy</p> <p>Link to Strategic Community Plan: Town Planning & Built Environment</p>	<p>Policy Owner: Director Operational Services</p> <p>First Adopted: OCM2-13/09/09</p> <p>Last Review Date: March 2014</p> <p>Version 1</p> <p>Next Review due by: December 2016</p>
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