

## **POLICY NO 7.9**

### ***7.9 - Crossover and Verges– Within Townsite***

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#### **Origin/Authority**

Council Meeting: 16 August 2012

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#### **OBJECTIVE**

The purpose of this policy is to establish guidelines for the construction of Crossovers and Verges within the Shire of Exmouth townsite.

#### **POLICY STATEMENT**

The following is Council's policy in relation to crossovers within the Exmouth townsite.

##### **Standard Crossovers:**

All crossovers shall be constructed to the approved Engineering Services specifications. The Owner/agent is to arrange for construction.

The crossover shall be paved utilising sprayed bitumen, bituminous concrete, insitu concrete, paving bricks or blocks.

Council will contribute (or subsidise) half the cost of a standard crossover to a maximum of \$500 (one crossover to a property) subject to the crossover being deemed to conform with the specifications, and a copy of the invoice for the entire works being provided.

The subsidy applies to single residential.

Crossovers, eligible for subsidy, may be claimed for at the subsidy rate that applies in the financial year construction is completed.

Reconstruction of one crossover to a property will attract a second subsidy where that crossover has exceeded its expected life (taken as 15 years).

The removal of kerbing, etc to accommodate a crossover and any remedial works needs to be approved by the Council's Engineering Services at the cost to the applicant. Footpaths shall not be removed in the location of the crossover. The pedestrian/multi-use pathway shall take precedence over vehicle crossovers. In certain areas, Residential Design Guidelines may apply which may impact and have precedence over this Policy.

##### **Second Crossovers:**

Where a person wishes to construct a second crossover to a residential property an application shall be made in writing and the Executive Manager Engineering Services will arrange inspection of the property to make sure the second crossover will not cause traffic or other problems.

The crossover shall be constructed to the approved Engineering Services specification. The Executive Manager Engineering Services may approve or disapprove the construction of a second crossover. A person who is not satisfied with a decision of the Executive Manager Engineering Services may appeal in writing to the CEO in the first instance and then Council for a ruling if they continue remain dissatisfied.

Council will not contribute towards the construction of a second crossover at any property.

The removal of kerbing, etc to accommodate a second crossover and any remedial works needs to be approved by the Council's Engineering Services at the cost to the applicant. Footpaths shall not be removed in the location of the crossover. The pedestrian/multi-use pathway shall take precedence over vehicle crossovers. In certain areas, Residential Design Guidelines may apply which may impact and have precedence over this Policy.

<b>Specification:</b>	<b>Drawing:</b>
Crossover and verge Residential Width Alternatives	TS07-1-1
Crossover and verge Residential Concrete Crossovers	TS07-2-2
Crossover and verge Residential Concrete and Brick Paved	TS07-3-3
Crossover and verge Residential Block paved crossover	TS07-4-1
Crossover and verge Residential Verge Grade and Rise at Road Reserve Boundary	TS07-5-0
Crossover and verge Residential Driveway Gradings with Standard 2% Verge Maximum Level Above and Below Kerb	TS07-6-0
Crossover and verge Residential Driveway Gradings with Standard 2% / 10% Verge Maximum Level Above and Below Kerb	TS07-7-0
Crossover and verge Residential Brick paved crossover Approved Laying Patterns	TS07-8-1
Crossover and verge Standard Crossover details	TS07-10-0
Crossover and verge Industrial/Commercial Concrete Crossover	TS07-11-1
Crossover and verge Concrete Bin Pads Layout and details	TS07-12-1

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