



CROSSOVERS AND REAR ACCESS WAYS

Purpose

The purpose of this policy is to ensure that vehicle crossovers and rear access ways are constructed in accordance with the City's Vehicle Crossover Specification (CKS 402300) and Drawings and the requirements of the Local Government Act 1995 (the Act) schedule 9.1.7, Local Government (Uniform Local Provisions) Regulations 1996 schedule 12-17 and its subsidiary legislation.

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Definitions

Act means the Local Government Act 1995.

City means the City of Karratha.

Crossover means is the portion of the paved vehicle access way within the verge providing access from at the public access road to the property boundary.

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Drainage reserve is the portion of land between the rear property boundaries that is set aside for drainage purposes usually containing either a drainage basin or an open drain. Drainage reserve is the portion of land set aside for drainage purposes, usually containing either a drainage basin or an open drain.

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Owner means the person/s or company/s that are the legal title holders of the property for which the crossover is being applied for.

Rear access way is an the portion of an access way between within the road reserve and drainage reserve providing access to the rear property boundary, that crosses a drainage reserve.

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Road Reserve is the portion of land between the front adjacent to a property boundary is that that provides legal access and may contains both verges and the road carriageway.

Standard crossover means Aa standard residential/group dwelling crossover shall be defined as three (3) metres wide, shall be constructed with concrete or concrete pavers and excluding stormwater management elements. A standard commercial/industrial crossover shall be defined as six (6) metres wide, shall be constructed with concrete and excluding stormwater management elements.

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Stormwater management infrastructure means all culverts (pipes or box culverts), headwalls, wingwalls, aprons and rock pitching.

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Verge is the section of the road reserve between the property boundary and the road kerb line or edge of bitumen.

Policy Statement

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This policy only applies to Local Government gazetted roads. Crossovers for properties that abut a State Government Road require Main Roads WA approval.

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Vehicle crossovers are required to be constructed prior to the occupation of a residence or clearance of conditions of a development.- All crossovers and rear access ways must be approved by the City prior to construction.- The City may also request a property owner to construct a crossover or rear access way within a specified timeframe. A property owner may be eligible for a crossover subsidy in certain circumstances.-

~~This policy only applies to Local Government gazetted roads. Crossovers for properties that abut a State Government Road require Main Roads WA approval.~~

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1. Specifications and Design

~~Residential and commercial crossovers must be designed and constructed in accordance with the Residential Crossover Standard Drawing (XXX) and Commercial Crossover Standard Drawing, respectively, and in accordance with the City's Vehicle Crossover Specification (CKS-300).~~

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Commercial Crossovers are to be suited to the development type and vehicle usage requirements.

Crossovers ~~and rear access ways~~, over an open drain, shall require the installation of all stormwater management infrastructure necessary to maintain ~~a steady flow the correct flow~~ through the drain. ~~All stormwater management infrastructure~~ This must be designed in accordance with ~~the City's Stormwater Design Guidelines (CKS-5300) drainage guidelines contained within~~ and the City's Vehicle Crossover Specification (CKS-300).

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2. Approval

~~The approval of a crossover or rear access way construction is subject to the submission of a crossover application form to the City prior to construction. The City is authorised to grant this approval under the Local Government (Uniform local provisions) Regulations 1996, sch 12 – 18.~~

~~The application must include a general location plan with dimensions and a copy of the contractor's public liability insurance to the value of five million dollars (\$5,000,000). The insurance must be maintained for the duration of the crossover construction.~~

~~If a second crossover is required, the owner will be required to submit a separate crossover application following the same crossover approval process as listed above, and inspection processes, prior to commencing construction.~~

~~A crossover or rear access way application must ensure a considered drainage study is included and culvert infrastructure is sized appropriately and to the satisfaction of City Officers. A drainage study is required only if the crossover or rear access way crosses or interacts with drainage infrastructure. The culvert infrastructure must be sized appropriately and to the satisfaction of City Officers.~~

~~Residents submitting crossover and rear access way applications are responsible for compliance with Aboriginal Heritage laws, including the Aboriginal Heritage Act 1972 (November 2023).~~

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3. Construction

~~Crossovers shall be constructed to the City's Vehicle Crossover Specification (CKS-300) and the City's standard crossover design and rear access ways drawings.~~

~~During crossover construction, the contractor/owner is responsible for repairs to any damaged infrastructure and reinstatement and clean-up of the verge.~~

~~Any redundant crossovers should be removed, and the verge is to be reinstated to City Officer's requirements at the time of construction. All costs associated with removal and reinstatement are at the owner's expense.~~

4. Inspections

Policy TE-06 Crossovers

~~Crossovers and rear access ways can be subject to inspections by City Officers during and post construction.~~

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~~It is the responsibility of the contractor/owner to notify the City prior to any preparatory or construction works to ensure that the correct inspections are conducted.~~

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~~City of Karratha Technical Services must be contacted to carry out an inspection prior to concrete pouring~~

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5. ~~5.0~~ Subsidy

~~The City of Karratha shall subsidize fifty percent (50%) of the crossover cost based on the dimensions of a standard crossover, in accordance with the Local Government (Uniform Local Provisions) Regulations 1996 (Sch. 9.1, cl. 7(4)), and subject to the crossover complying with the City's Vehicle Crossover Specifications (CK-300200) and all construction requirements.~~

~~In accordance with the Local Government (Uniform Local Provisions) Regulations 1996 (Sch. 9.1, cl. 17), The subsidy rebate is calculated by the length of the crossover (edge of bitumen to the property boundary) multiplied by the width of a standard crossover multiplied by the calculated cost per square metre of a constructed concrete crossover. The calculated cost is based off the average market rate per square metre and is included in Council's Annual Budget, Fees and Charges.~~

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~~The following conditions apply in relation to eligibility of a crossover for a subsidy:~~

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~~5.1. Only the first crossover for a property is eligible for a subsidy.~~

~~5.2. The subsidy shall apply to industrial, commercial, and grouped dwellings as well as single residential. In the case of strata titles, a subsidy shall apply to each individual crossover up to the number of dwellings.~~

~~1.1.1.~~

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~~1.1.2. The subsidy must be claimed within six (6) months from the date of completion.~~

~~General Conditions~~

~~1.1.3-5.3. The Application for a crossover subsidy must be submitted within six (6) months from the date of completion on the prescribed form.~~

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~~1.1.4. Prior to crossover preparation or concrete pour, the applicant must comply with the crossover policy, specifications, approvals, construction and inspections. The following general conditions apply to this Policy:~~

~~5.4. The applicant must comply with the crossover policy, specifications, approvals, construction and inspections.~~

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~~1.1.5.~~

~~a) Submit an Application for Vehicle Crossover form; and~~

~~b) Carry out inspections with the City's officers.~~

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~~1.1.6. Should applicants pour concrete or construct the crossover prior to complying with items a) and b) listed in 1.1.4 above their right to claim a subsidy will be void. This policy only applies to Local Government gazetted roads;~~

~~1.1.7-5.5. Should applicants pour concrete or construct the crossover prior to approval, their right to claim a subsidy will be void.~~

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~~1.1.8. The Application for a Crossover Subsidy form shall be submitted with itemised evidence to support the cost of construction. The cost of implementing stormwater management measures is not eligible for subsidy.~~

~~5.6. The cost of implementing stormwater management measures is not eligible for subsidy.~~

~~6.0 Post Crossover Construction Responsibilities The City of Karratha shall subsidize fifty percent of the crossover cost based on the dimensions of a standard crossover (as identified under definitions) and subject to the crossover complying with the City's Vehicle Crossover Specification.~~

6.

The property owner shall be responsible for the maintenance of the crossover surface and any stormwater management devices to ensure that it remains in a safe and trafficable condition. The City may request the owner to undertake repairs to the crossover and any stormwater management infrastructure at the owner's expense.

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In the event of catastrophic damage, the City will assume responsibility for any repairs of all stormwater management infrastructure and the owner will be responsible for repairing all surface treatments.

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In the event of catastrophic damage, the City will assume responsibility for any repairs of all stormwater management infrastructure, while the owner will be responsible for repairing all surface treatments. Additionally, the owner is still responsible for ensuring that the infrastructure remains well maintained.

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Crossovers for properties that abut a State Government Road require Main Roads WA approval for crossover location, turning movement requirements, width and site distance. Construction of the crossover/drainage requirements and verge reinstatement are to be in accordance with the City's Vehicle Crossover Specification and must be approved by the City;

1.1. The approval of crossover or rear access way construction is subject to the submission of an Application form to the City and inspection processes, prior to commencing construction;

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1.2. The property owner is responsible for contacting Dial Before You Dig (1100) and other service and utility providers prior to commencing construction to ensure that underground services and infrastructure are not damaged and correct clearances are maintained;

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1.3. Crossover and rear access ways shall be constructed under the supervision and to the satisfaction of the City's officers. Contractors/owners are responsible for notifying the City prior to any preparatory or construction works to ensure that the correct inspections are conducted;

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1.4. The contractor/owner is responsible for all traffic and pedestrian management during the crossover construction, in accordance with AS1742.3 2009 Code of Practice for Traffic Management at Road Works;

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1.5. The contractor shall maintain public liability insurance to the value of five million dollars (\$5,000,000) during the crossover construction;

1.6. The contractor/owner is responsible for repairs to any damaged infrastructure occurring during the crossover construction;

1.7. The contractor/owner is responsible for reinstatement and clean-up of the verge immediately after completion of construction;

1.8. The City reserves the right to remove a crossover/rear access way or rear access way for the purpose of carrying out works. Reinstatement of an approved crossover/rear access way or rear access way shall be carried out by the City in consultation with the property owner;

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1.9. The owner accepts responsibility for removal and reinstatement of crossovers/rear access ways if required by public utility providers;

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1.10. A crossover subsidy will only apply to the first crossover installed at the property.

1.11. If a rear access way/second crossover is required, the contractor/owner will be required to submit a crossover application form and comply with all inspection processes, prior to commencing construction;

1.12. Redundant crossovers, due to redevelopment of a site, are to be removed. Replacement of kerb, backfilling and verge area to be reinstated at the owner's/developer's expense; and

1.13. On completion of construction of all approved crossovers, the City will assume responsibility for maintenance and any repairs due to catastrophic damage of all stormwater management infrastructure and the owner will be responsible for maintaining all surface treatments.

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Crossovers

1. All

2.1. Specifications

Policy TE-06 Crossovers

~~residential and commercial crossovers must be designed and constructed in accordance with the Residential Crossover Standard Drawing (XXX) and Commercial Crossover Standard Drawing (XXX), respectively, and in accordance with the City's Vehicle Crossover Specification (CKS-102).~~

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~~Commercial Crossovers are to be suited to the development type and vehicle usage requirements.~~

~~Crossovers over an open drain shall require the installation of all stormwater management infrastructure necessary to maintain a steady flow through the drain. This must be designed in accordance with drainage guidelines contained within the City's Vehicle Crossover Specification (CKS-102). A vehicle crossover must be designed and constructed in accordance with the City's Vehicle Crossover Specification and suited to the development type and vehicle usage requirements.~~

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~~All new crossovers shall be constructed in accordance with the standard drawings and specifications provided by the City, unless approval is granted otherwise.~~

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~~Crossovers over an open drain shall require the installation of culvert/pipes, rock pitching, headwalls or any other element relating to stormwater management necessary to maintain a steady flow through the drain. This must be designed in accordance with drainage guidelines contained within the City's Vehicle Crossover Specification.~~

2.2. Maintenance

~~The property owner shall be responsible for the maintenance of the crossover surface and any stormwater management, to ensure that it remains in a safe and trafficable condition. The City may request the owner to undertake repairs to the crossover at the owner's expense.~~

~~Subsidy~~

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2.3. Subsidy

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~~In accordance with the Local Government (Uniform Local Provisions) Regulations 1996 (Sch. 9.1, c17):~~

~~"The local government is obliged to bear 50% of the cost, as estimated by the local government, of a standard crossing, but otherwise the local government is not obliged to bear, nor prevented from bearing, any of the cost."~~

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~~The following conditions apply in relation to eligibility of a crossover for a subsidy:~~

1.1.9. Only the first crossover for a property is eligible for a subsidy.

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Policy TE-06 Crossovers

~~1.1.10. The subsidy shall apply to industrial, commercial, and grouped dwellings as well as single residential. In the case of strata titles, a subsidy shall apply to each individual crossover up to the number of dwellings.~~

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~~1.1.11. The subsidy must be claimed within six (6) months from the date of completion.~~

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~~1.1.12. Prior to crossover preparation or concrete pour, the applicant must:~~

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~~Submit an Application for Vehicle Crossover form; and~~

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~~Carry out inspections with the City's officers.~~

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a) ~~Submit an Application for Vehicle Crossover form; and~~

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b) ~~Carry out inspections with the City's officers.~~

~~1.1.13. Should Applicants pour concrete or construct the crossover prior to complying with items a) and b) above their right to claim a subsidy will be void.~~

~~2.3.1 The subsidy application Application for a Crossover Subside form shall be submitted with itemised evidence to support the cost of construction. The cost of implementing stormwater management measures is not eligible for subsidy.~~

~~The City of Karratha shall subsidise 50% of the crossover cost based on the dimensions of a standard crossover (as identified in Clause 2 Definitions) and subject to the crossover complying with the City's Vehicle Crossover Specification.~~

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2.7. Consequences and Legislations

This policy represents the formal policy and expected standards of the Council. Appropriate approvals need to be obtained prior to any deviation from the policy. Elected Members and Employees are reminded of their obligations under the Council's Code of Conduct to give full effect to the lawful policies, decisions, and practices of the Council.

Infringements of up to \$5,000 may apply if a property owner does not comply with this Policy, the *Local Government Act 1995* and the *Local Government (Uniform Local Provisions) Regulations 1996* and in particular Regulations:

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12. Crossing from public thoroughfare to private land or private thoroughfare.
13. Requirement to construct or repair crossing.
14. Role of the Commissioner of Main Roads, in some cases.
15. Contribution to cost of crossing.
17. Private works on, or under public places.
18. Protection of watercourses, drains, tunnels and bridges.
19. Protection of thoroughfares from water damage.

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Related Documents

Legislation & Local Laws	<u>Local Government Act 1995</u> <u>Local Government (Uniform Local Provisions) Regulations 1996</u> <u>Australian Standard AS 1742.3 2009 Code of Practice for Traffic Management at Road Works</u>
Strategies & Plans	<u>Strategic Community Plan 2020-2030</u>
Related Council Policies	<u>City of Karratha Code of Conduct</u>
Procedures, Documents & Forms	<u>City of Karratha Vehicle Crossover Specification and Drawings (CKS-3200)</u> <u>City of Karratha Stormwater Management Design Specifications (CKS-5300)</u> <u>City of Karratha Rear Access Ways Specifications and Drawings</u> <u>Application for Vehicle Crossover</u> <u>Application for Crossover Subsidy</u> <u>City of Karratha Annual Adopted Budget (Fees and Charges)</u> <u>Rear Access Way Application – Feasibility Inspection</u> <u>Rear Access Way Application – Post Feasibility Inspection</u>
Policy URL	<u>https://www.karratha.wa.qov.au/system/files/te06_crossover_policy_nov19.pdf</u>

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Policy Owner

Directorate	<u>Strategic</u> Projects and Infrastructure
Department	<u>Technical Services</u> <u>Asset Maintenance</u>

Review Management

Next review due: May 2026February 2027

Version Management

Version	Date	Council Resolution #	Description
1.0	Feb 2017	153724	Original Policy Adopted
2.0	Dec 2017	153977	N/A
3.0	Mar 2019	154308	N/A
4.0	July 2019	154398	N/A
5.0	Nov 2019	154471	Current version
<u>6.0</u>	<u>Feb 2025</u>		<u>DRAFT</u>

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