

Policy number	Policy 205
Policy title	Vehicle crossovers
Strategic outcomes supported	EN2 – A safe, interconnected and well-maintained transport network that makes it easy for everyone to get around. EN5 – Appropriate and sustainable facilities for everyone that are well built, well maintained and well managed.

Policy objective:

To provide guidance for the construction of vehicle crossovers in the Town

Policy scope:

This policy applies to the construction and maintenance of vehicle crossovers.

Policy definitions:

Redundant crossovers mean crossovers that are no longer require, or no longer connect with an internal driveway.

Policy statement:

1. A vehicle crossover may be constructed by means of an approved contractor upon application by the property owner or developer.
2. All crossovers shall be constructed in accordance with the Town’s crossover specifications in either insitu concrete; insitu limecrete; insitu exposed aggregate or approved brick/block paving.
3. The Town will contribute towards the cost of the crossover in accordance with the amount shown in the Schedule of Fees and Charges contained within the Annual Budget. This amount will subsidise the cost of one, and the first new crossover to each individually titled lot or strata development.
4. The Town will not repair nor contribute to the cost of repairing or resurfacing a bituminous crossover.
5. The maximum width of any crossover and/or adjoining crossover shall be 6 metres or to a maximum of 40% of the property frontage, except for commercial/industrial premises.
6. Secondary crossover requests to a single lot shall only be considered and approved in exceptional circumstances where the applicant can demonstrate the need for additional vehicular access to a proposed car port/garage or proper circulation as supported by a traffic impact statement, prepared by a suitably qualified transport engineer. These requests may not be approved for reasons including but not limited to loss of verge trees, additional contribution to stormwater runoff, planting space, diminished on street parking and safety.
7. In alignment with the requirements of the Town’s Access and Inclusion Plan, a continuous path of travel through the crossover is preferred to provide clear and legible pedestrian priority.
8. In cases of financial hardship or where the property owner is an aged or invalid pensioner, the Town may agree to construct a crossover and have the owner’s share of the costs paid by instalments or have it remain a charge against the property.

Construction by owner’s agent or contractor:

9. Owners who elect to undertake the construction or modification of a crossover by a contractor of their choice, must first obtain the Town’s approval. There are restrictions on the location and size of crossovers and the construction must be to Town specifications. Owners may make application for a contribution from the Town

for the first new crossover they have constructed or existing bituminous crossover that is proposed to be replaced in concrete or other approved material as per the Town’s crossover specifications. The contribution will only be made if prior approval to construct the crossover was given by the Town and all conditions associated with the approval, including compliance with the specifications, have been met.

10. The contribution by the Town is to be determined annually by the Chief Executive Officer through an internal memorandum. This contribution is determined with reference to 50% of the estimated cost of a standard crossing (vehicle crossover) under local government regulations. A standard crossover is defined as an insitu concrete material crossover, 3m wide x 4m long, constructed to the Town’s crossover specifications. This amount will subsidise the cost of a property’s initial crossover, and the first new crossover to each individually titled lot or strata development.
11. Redundant crossovers shall be removed at the cost of the property owner to the Town’s satisfaction, in accordance with Local Planning Policy 42 Section 4, and Activities on Thoroughfares and Trading in Thoroughfares and Public Places Local Law 2000. The Town may elect to remove redundant crossovers at its own cost during construction works and/or tree planting schemes.

Related documents

[Local Government Act 1995 Schedule 9.1 \(7\)](#)

[Local Planning Policy No. 42](#)

[Crossover specification contained in the Crossover Installation Package](#)

Responsible officers	Chief Operations Officer
Policy manager	Manager Technical Services
Approval authority	Council
Next evaluation date	April 2027

Revision history

Version	Action	Date	Authority	Resolution number	Report number
1	Approved	12/08/1997	Council	-	Item 14.3
2	Reviewed	15/08/2006	Council	-	Item 4.1
3	Reviewed	09/07/2013	Council	-	Item 10.1
4	Reviewed	11/08/2015	Council	-	Item 10.1
5	Reviewed	20/08/2019	Council	148/2019	Item 10.1
6	Reviewed and amended	20/04/2021	Council	77/2021	Item 15.3
7	Reviewed and amended	21/05/2024	Council	84/2024	Item 11.3