



## 12.1 Standard Crossovers

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- Statutory context** Local Government Act 1995 –
- S9.1(7) – crossing from public thoroughfare to private land or thoroughfare
- Uniform Local Provisions Regulations 1996 –
- r.12 – application and approval for crossing
  - r.13 – requirement to repair
  - r.15 – obligation to meet at least 50% of the cost of a standard crossover as defined by Council

Public Places and Local Government Property Local Law

**Corporate context** None

**History** Adopted 26 April 2017  
Formerly Policy 13.1  
Last reviewed 24 July 2019  
Last reviewed 7 June 2021

### Policy Statement

1. The Shire will meet 50% of the cost of construction of a standard crossover giving access from a public thoroughfare to the land, or a private thoroughfare serving the land, subject to –
  - a) prior approval of proposal and estimated cost of construction of a crossover,
  - b) written agreement of the landowner/occupier prior to commencement of works,
  - c) by payment of the actual contribution cost to the landowner / occupier on completion, or cost recovery by the local government from the landowner / occupier.
  - d) any variation to a standard crossover is to be at full cost to the land owner.
2. A standard urban crossover specification is –
  - a) one crossover per property,
  - b) where adjoining road is bitumised, from the bitumen edge of the road to the property boundary, with the following materials –
    - reinforced concrete – up to 2.5 metres wide, 125 mm thick,
    - bitumen seal – up to 2.5 metres wide, 2 coat seal on 150mm compacted gravel base course
    - asphalt – up to 2.5 metres wide, minimum 60mm thick on 150mm compacted gravel base course
    - if gravel / natural surface – to 4.0 metres wide, 150mm compacted gravel
  - c) standard length of a crossover is 6 metres from the bitumised edge of the road, but may be varied where circumstance are deemed appropriate,
  - d) where the adjoining road is not bitumised, as per standard rural crossover specifications (clause 3) except to a width of 4.88m wide,
  - e) drainage under the crossover at Shire cost if required.
3. A standard rural crossover specification is –
  - a) one crossover per lot or location adjoining a road.
  - b) from the trafficable surface of the road to the property boundary,
  - c) compacted gravel, minimum 7.32 metres wide,
  - d) appropriate longitudinal drainage if required.
4. Local government costs –

- a) any impact to kerbing,
- b) impact on longitudinal drainage in place, up to 3 standard lengths of reinforced concrete pipe under the crossover cost if required,
- c) if crossover affected when carrying out works on the adjoining road.

5. Applicant's costs –

- a) kerbing not at the edge of the thoroughfare,
- b) costs in excess of a standard crossover construction as defined in clause 2,
- c) costs for crossovers in addition to standard number.

– End of Policy

Notes

1. The Shire's CEO, in implementing this Policy, has approved four (4) standard drawings, to guide applicants as follows –
  - a) Rural Crossover;
  - b) Commercial Crossover Type A;
  - c) Commercial Crossover Type B; and
  - d) Residential Crossover.

2. The Shire of Narrogin does not pay a crossover subsidy where a crossover is a subdivision approval requirement.

Statutory - Schedule 9.1 Clause 7, LGA 1995, Reg 15 Local Government (Uniform Local Provisions) Regulations 1996