

### 1. Policy Intention

To offer the residents or ratepayers of the Shire of Murray a subsidy for the construction of appropriate crossovers and driveways to Council standard.

### 2. Policy

- 2.1** Council subsidy payment for new crossovers constructed and/or approved by Council shall be half the cost of the crossover up to a maximum fee which will be set in each Council budget.
- 2.2** Prior to the commencement of the construction of any crossover, the developer shall have the location and construction method approved by the Director of Technical Services.
- 2.3** Privately-constructed crossovers shall be deemed for Council subsidy only where they have been inspected and judged to have complied with Council's specifications.
- 2.4** The subsidy shall apply to one standard crossover to:
- Each single lot; or
  - In the case of a group dwelling, each crossover constructed in accordance with the Planning Approval for that development.
- 2.5** Where a request is received to form a kerb-opening for the purpose of access to a vacant lot, such request shall be refused unless the lot is the subject of a current building licence or, in the opinion of the Director of Technical Services, a special need exists.
- 2.6** Where the crossover traverses an existing open drain along the street or road verge, then the constructed crossover is to include a pipe culvert with headwalls in accordance with Council's specification.
- 2.7 Public Utility and/or Council Plant Located in a Proposed Crossover**
- Where public utilities and/or Council (e.g., manholes) are located in a proposed crossover, the cost of relocating and/or modifying such plant to the satisfaction of the particular authority shall be deemed to be part of the cost of that crossover construction.
- 2.8** The costs of ongoing maintenance and repairs to the crossover shall be the sole responsibility of the property owner.
- 2.9 Redundant Crossovers**
- A redundant crossover for the purpose of this policy shall be one that does not connect to any existing or proposed internal parking and/or garage facility. All such redundant crossovers are to be removed at the time of development of a lot. The cost of removal of redundant crossovers, and the cost of kerbing-off the openings shall be borne entirely by the development applicant. Where a crossover is deemed redundant but no development has been proposed, wherever practical arrangement should be made for removal at the earliest possible date.

**2.10** Where application is received from the owners of a property to construct the crossover themselves and the proposed crossover would leave either a redundant opening or redundant crossover, approval for the proposed new crossover shall not be given until prior payment is received for removal of the existing facility; and should payment not be made then approval for a new crossover shall be only at the location of the existing opening/crossover; and further, should the owners continue with construction at other than the approved location, then the crossover shall not be deemed to comply with Council's requirement and a subsidy shall not be payable.

---

Previous Policy Reference	TE5	
Related Legislation	N/A	
Related Policies	N/A	
Related Documents	N/A	
Last Reviewed	December 2019	
Next Review Date	2021	
Initial Adoption Date	1 December 1998	
Initial Adoption Resolution	SCM98/0362	
Amendment Record	OCM12/149	26 July 2012