Policy W2 – Crossovers

1. Policy Intent

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 Statement

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 Infrastructure 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 Infrastructure 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 incorporate the reinstatement of the redundant opening/crossover as part of the crossover approval with the need to complete all works prior to any payment of the crossover subsidy.

Policy Detail		
Responsible Directorate	Infrastructure Services	
Responsible Department	Engineering	
Responsible Officer	Manager Engineering	
Next Policy Review / Schedule	2028 (3-yearly)	
Council Adoption	**Date / Resolution**	1 December 1998 (SCM98/0362)
Amendment Record	**Date / Resolution**	26 July 2012 (OCM12/149)
		23 June 2022 (OCM22/070)
		18 December 2025 (OCM25/159)