

POLICY



Date adopted: 30/05/2017
File no: 128832-1
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Policy title: SEALING OF CROSSOVERS
Directorate: ROAD & WATER INFRASTRUCTURE
Branch: ROAD INFRASTRUCTURE PLANNING
Policy objective: To minimise the damage caused to roads by erosion of unsealed crossovers

Policy scope:
This policy will apply to all unsealed crossovers where erosion occurs.

Definitions:
Not applicable.

Policy statement:
The following procedure is to be undertaken for this policy:

1. The Council may, pursuant to Local Law No 11 (Roads) 1999, require the owner or occupier of any premises, to seal the driveway crossover of premises when any of the following occurs:
 - (a) When a driveway crossover is repeatedly eroded (or where a recurrence occurs within 12 months of the last recorded incident) by stormwater runoff, irrigation or sprinkler runoff, or by pool back washing or any other cause, resulting in gravel, sand, stones, mud or any other form of road building or landscaping material being deposited on any road, table drain, stormwater grate or inlet or on any property other than the subject property which may in any way cause a danger to vehicles, pedestrians or other road users or persons affected by the incidence of flying stones or debris, dust or by causing danger of skidding due to soft or slippery material.
 - (b) When erosion of a crossover or driveway results in scouring or undercutting of the road edge or shoulder, thereby posing a hazard to road users, or the integrity of the road surface itself.
 - (c) When erosion of the driveway crossover results in a significant difference in level relative to the adjoining footpaths, thereby posing a danger to pedestrians.
 - (d) When a crossover becomes eroded or is cut down below the designed footpath level resulting in stormwater, road metal, or other debris entering a property from a road and thence causing a nuisance to other properties through flooding, etc.
 - (e) Where an existing kerb, either barrier or drive-over has been removed or interfered with in any way to form an invert crossing, and it is the opinion of the Council that a standard invert crossing will not sufficiently protect either the road from deposition of debris, or the property and other properties from entry of runoff water from the road.

2. Sealing of crossovers is to be carried out to the satisfaction of the Road Infrastructure Planning Manager by the use of any of the methods listed below, which are minimum design standards to be adopted for the various methods of sealing.
3. Where a crossover is to be constructed across a formed table drain, adequate provision shall be made to cater for the stormwater carrying capacity of the table drain by inclusion of a pipe, culvert or sealed invert as part of the crossover, to the satisfaction of the Road Infrastructure Planning Manager.
4. Crossovers to residential or rural premises must comply with the following requirements:
 - (a) Concrete - Either broom finish or exposed aggregate finish - 125 mm thick, with F72 reinforcing mesh as per the Council's Standard Drawing No R-0050.
 - (b) Asphaltic Concrete - 25 mm of A C surfacing placed over minimum 150 mm compacted roadbase CBR 45 material.
5. Industrial crossovers must comply with the following requirements:
 - (a) Concrete only - in accordance with the requirements of the Council's Standard Drawing No R-0051 and R-0052.
6. The Council reserves the right to undertake the required works at the expense of the property owner upon failure to complete the work within twenty-eight (28) days of notice being issued.

Related policies/legislation/other documents:

DOC ID	DOCUMENT TYPE	DOCUMENT NAME
Refer to DM "Local Laws" quick search	Local Law	Local Law No. 11 (Roads) 1999