

 City of Mount Gambier	F175 FOOTWAYS AND CROSSOVERS	Version No:	3.0
		Issued:	December 2017
		Next Review:	July, 2020

1. INTRODUCTION

This document sets out the policy of the City of Mount Gambier (“Council”) for the construction of inverts, vehicle crossovers and footpaths; maintenance of flexible seal vehicle crossovers; and landscaping by residents over footways.

2. VEHICLE CROSSOVERS

- (a) Vehicle crossovers shall not be constructed over any footway unless approved by Council. In some instances, new vehicle crossovers may be required as part of a Development Application.
- (b) A Section 221 Permit for new crossovers must be issued by Council (Local Government Act 1999). If a new crossover is approved as part of a Development Approval, a Section 221 Permit is not required.
- (c) New vehicle crossovers, additional vehicle crossovers or the relocation of an existing vehicle crossover will be permitted subject to an assessment of site conditions, establishment of design levels and subsequent agreement with the property owner to build the crossing place in accordance with a design approved by the General Manager City Infrastructure or Manager Engineering Design and Contract Management.
- (d) Generally, crossovers are to be constructed with a 3% gradient from top of kerb to property boundary; but in areas where this is impractical, alternative designs will be permitted (subject to the approval of the General Manager City Infrastructure or Manager Engineering Design and Contract Management) having regard to the future or existing position of a paved footpath and the need to ensure stormwater does not enter the property from the road.
- (e) All costs incurred by the creation of a new vehicle crossover, the relocation of an existing vehicle crossover or the creation of an additional vehicle crossover shall be borne by the property owner.
- (f) Any application for an additional vehicle crossover that is not recommended for approval by the General Manager City Infrastructure or Manager Engineering Design and Contract Management, is to be referred to Council for a final decision.
- (g) For the purpose of this Policy, ‘crossover’ refers to the vehicle access area between the kerb line and the property boundary.

3. NEW INVERTS AND CROSSOVERS

- (a) Planning Division:

Upon receipt of a new Development Application:

(Check if a new invert is required (Note: the Development Application form now has a question that asks the applicant if a new or additional invert is required);

- (i) If a new or additional invert is required then an ‘Application for Invert/Crossover’ form should be completed by the applicant and submitted to Council (Note: this form has a provision for the Development Application number to be included);

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- (ii) Development Plan Consent and/or Building Rules Consent should not be granted prior to any new invert being approved by the Engineering Division. Any Development Plan Consent and/or Building Rules Consent issued should clearly state that Development Approval will not be granted until the Invert/Crossover Agreement is received;
- (iii) Development Approval should not be granted prior to receipt of the Invert/Crossover Agreement;
- (iv) A copy of the Development Approval, which is associated with a new invert/crossover, should be forwarded to the Engineering Services Division, if necessary.

Note:

1. The application process for an invert/crossover is still required even if it is not actually associated with building work;
2. The above policy does not apply to inverts in areas with roll over kerbing. It does however still apply to crossovers in such areas.

(b) Engineering Division

- (i) The Engineering Division will inspect the site of the proposed new invert/crossover and determine whether the location is acceptable (Note: this is to be undertaken within four (4) working days);
- (ii) If the application for a new invert/crossover relates to a Development Application then the Engineering Division will forward to the Planning Division a copy of the letter, which is forwarded to the applicant either approving or refusing the application. An 'Invert/Crossover Agreement' is forwarded to the applicant with any approval for a new invert/crossover (Note: This letter should clearly state that the approval for any invert/crossover is not the approval for a Development Application. The letter should also state that the 'Invert/Crossover Agreement' form should be completed, signed and returned to Council prior to any Development Approval being granted);
- (iii) The Engineering Division should advise the Planning Division when the Invert/Crossover Agreement has been received.

4. FOOTPATHS

- (a) The General Manager City Infrastructure or Manager Engineering Design and Contract Management shall supply property owners with footpath levels as soon as practical after being requested to do so.
- (b) Footpaths are to be constructed 300mm from property boundaries; however, in exceptional circumstances, the footpath alignment may be altered (subject to the approval of the General Manager City Infrastructure or Manager Engineering Design and Contract Management) to take into account local conditions. New footpaths are to be 1.5

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metres wide unless otherwise approved by the General Manager City Infrastructure or Manager Engineering Design and Contract Management.

- (c) During the construction of footpaths a 1.5m wide access pram ramp that meets current Disability Discrimination Act requirements is to be provided at all street corners.

5. MAINTENANCE OF FLEXIBLE SEAL VEHICLE CROSSOVERS

- (a) This policy is only to be applied in circumstances where Council has previously constructed a full width (i.e. property boundary to kerb) bitumen sealed footway and the existing vehicle crossovers have been provided with a flexible bitumen seal.



Figure 1 - No action required

- (b) Where, in the opinion of the General Manager City Infrastructure or Manager Engineering Design and Contract Management, minor patching is required to ensure the sealed surface is maintained in a good state of repair, Council undertake such repair to the vehicle crossover at no cost to the property owner.



Figure 2



Figure 3

Figures 2 and 3 - Minor repair per Policy F165

- (c) Any required works (as deemed necessary by the General Manager City Infrastructure or Manager Engineering Design and Contract Management) beyond minor patching to be at the cost of the property owner (as provided for in Section 218 of the Local Government Act 1999).

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Figure 4



Figure 5



Figure 6

Figures 4, 5 and 6 - Reconstruction required using Section 218 of the Local Government Act 1999

6. LANDSCAPING BY RESIDENTS

- (a) Council permits the landscaping of footways adjoining residential allotments through the planting of approved trees and/or lawn subject to:
- (i) a clear trafficable pedestrian way of 1.5 metres width and 2.5 metres height (minimum dimensions) being retained at all times along the footpath; and
 - (ii) no vegetation (except lawn) to be planted within 6.0 metres of the intersection of two or more streets.

7. REVIEW & EVALUATION

This Policy is scheduled for review by Council in July 2020; however, will be reviewed as required by any legislative changes which may occur.

8. AVAILABILITY OF POLICY

This Policy will be available for inspection at Council's principal office during ordinary business hours and on the Council's website www.mountgambier.sa.gov.au. Copies will also be provided to interested members of the community upon request, and upon payment of a fee in accordance with Council's Schedule of Fees and Charges.

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File Reference:	AF11/1741
Applicable Legislation:	Local Government Act 1999 (Section 221)
Reference: Community Plan	Goal 2: Our Location
Related Policies:	L130 Land Divisions
Related Procedures:	-
Related Documents:	Relevant Australian Standards

DOCUMENT DETAILS

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