

# Vehicle Crossing Guideline

<b>Guideline title:</b>	<b>Vehicle Crossing Guideline 2018</b>
<b>Guideline ref no:</b>	DOC/18/82032
<b>Governing policy (ref no):</b>	Works in Road Reserve Policy 2018
<b>Guideline owner:</b>	Manager City Assets and Projects
<b>Approved by:</b>	Manager City Assets and Projects
<b>Date approved:</b>	June 2018
<b>Scheduled review:</b>	April 2022

## 1. Guideline intent

The intent of this guideline is to provide consistent, transparent, equitable and efficient guidelines for the installation and alteration of vehicle crossings within Bayside City Council and to provide clarity for applicants during the vehicle crossing permit application process.

## 2. Scope

This guideline covers applications to install new or modify existing vehicle crossings within Bayside City Council, on Council's owned or controlled land.

## 3. Procedure statement

### 3.1 Number of crossings and dimensions

One vehicle crossing is permitted per allotment as per the table below:

Land Usage	Typical crossing width
Residential	3m
Mixed use developments / Commercial	5.5m

For residential properties, a crossing width greater than 3m will not be approved unless:

- There are difficulties encountered in entering or leaving the property. To demonstrate this difficulty, the applicant shall submit swept path assessment using B99 vehicle template in accordance with Australian Standards;
- The number of cars able to be parked on the street is not reduced;
- A double garage is located within 5.5m to the front set back. Acceptable widths for these crossings will depend upon the particular circumstances;

- The existing nature strip and or internal trees if any will remain viable post construction where practical.

For Commercial type vehicle crossings, applications greater than 5.5m in width will only be considered where it is shown by engineering drawings that the requested width is necessary.

All vehicle crossings are to be constructed in accordance with Council's standard drawing and specification Vehicle Crossings in Streets with Nature Strips Drawing BCC401, which is available on the Bayside Council website.

Any vehicle crossings made redundant by the installation of a new crossing must be removed at the cost of the property owner.

### **3.2 Council assets**

- i. Vehicle crossings must avoid drains and drainage pits and other services wherever possible.
- ii. The permit applicant must clearly identify what impact, if any, the proposed vehicle crossing will have on Council and other authority assets including parking, footpaths, drains, pits, trees and also any tree on the property protected by a planning overlay (SLO, VPO,HO), planning permit or Local Law No.2.
- iii. A vehicle crossing permit is not valid until costs of removing any trees (including the tree amenity value) or relocating services (including relocating or replacing drains and drainage pits) are paid by the applicant/property owner.
- iv. The distance that a crossing can be located from a Council street tree will be determined by the Council's Open Space Arborist with reference to AS4970-2009 Protection of Trees on Development Sites. The Street and Park Tree Management Policy outlines the conditions required to gain approval for the removal of a street tree to facilitate vehicle access to the development.
- v. Crossings must be offset at least 1m from any utility pole or other above ground asset (excluding trees) unless written approval from the relevant authority is obtained to relocate the asset or for the crossover to be within 1m of the asset.
- vi. Following the removal of redundant crossings and kerb openings, any reinstatement of the kerb and channel, footpath and nature strip must be undertaken with materials that are consistent with the surrounding area to achieve uniformity and to Council's satisfaction at the applicant's/property owner's expense.

### **3.3 VicRoads requirements**

VicRoads approval is required to construct or alter a vehicle crossing that abuts to an Arterial Road for which VicRoads is the responsible road authority in accordance with the Road Management Act 2004.

### **3.4 Separator / dividing strip**

It is desirable that an offset is provided between the internal driveway and the title boundary or fence line to provide for landscaping within the property.

Where a new crossing is proposed adjacent to an existing crossing on an abutting property, it is desirable that a landscape strip of minimum 1m width is provided from the line of the title boundary.



### **3.5 Alignment of the crossing across the footpath**

All new crossings are to be at right angles to the street. Exceptions may apply to crossings to arterial roads, where VicRoads' requirements apply.

Where the side boundary is not at right angles to the street, the crossing may be parallel to the side boundary provided the angle of entry to the street (carriageway) is not less than 70 degrees.

### **3.6 Second vehicle crossings**

A second vehicle crossing will only be considered subject to compliance of the conditions in 6(a) of the Application Assessment Procedure.

### **3.7 Maintenance of vehicle crossings**

In accordance with Local Law No.2 Neighbourhood Amenity, the owner of the land must ensure that the vehicle crossing is properly maintained. The cost of maintaining the crossing is the responsibility of the property owner.

### **3.8 Reconstruction of existing crossover**

Any reconstruction of existing crossover is classified as a new crossover. As such, all conditions applicable for a new crossover will apply with the exception given for public infrastructure maintenance works.

Road resurfacing, footpath and or kerb & channel repair works impacting on existing vehicle crossings requiring reconstruction are currently reinstated like for like. Where the existing vehicle crossings is positioned within 3m of a street tree the Open Space Arborist may consider slight relocation to the vehicle crossing.

### **3.9 Approvals of exceptions to this guideline**

Proposed new or modified crossings that are contrary to the requirements outlined within this guideline will be assessed on the merits of the proposal on a case by case basis in accordance with the criteria specified within the Vehicle Crossing Permit Application Assessment Procedure.



#### 4. Related documents

<b>Policies</b>	Works in Road Reserve Policy 2018 Street and Park Tree Management Policy 2016 Service-Driven Asset Management Policy 2018 Bayside City Council – Consolidated Local Law No. 2 Neighbourhood Amenity 2012 Local Area Traffic Management Policy 2016
<b>Strategies</b>	Bayside Tree Strategy
<b>Procedures</b>	Vehicle Crossing Permit Application Assessment Procedure Street Tree Assessment Procedure
<b>Standards</b>	Bayside Standard Drawings BCC401 and BCC402 AS4970-2009 Protection of Trees on Development Sites

**Please note:** This guideline is current as at the date of approval. Refer to Council's website ([www.bayside.vic.gov.au](http://www.bayside.vic.gov.au)) to ensure this is the latest version.

