

# CITY OF ARMADALE

## AGENDA

**OF DEVELOPMENT SERVICES COMMITTEE TO BE HELD IN THE COMMITTEE ROOM, ADMINISTRATION CENTRE, 7 ORCHARD AVENUE, ARMADALE ON TUESDAY, 22 JULY 2014 AT 7:00 PM.**

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*A meal will be served at 6:15 p.m.*

**PRESENT:**

**APOLOGIES:**

**OBSERVERS:**

**IN ATTENDANCE:**

**PUBLIC:**

*“For details of Councillor Membership on this Committee, please refer to the City’s website – [www.armadale.wa.gov.au/your\\_council/councillors](http://www.armadale.wa.gov.au/your_council/councillors).”*

## **DISCLAIMER**

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The Disclaimer for protecting Councillors and staff from liability of information and advice given at Committee meetings to be read.

## **DECLARATION OF MEMBERS' INTERESTS**

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## **QUESTION TIME**

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## **DEPUTATION – 7.15pm**

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- ♦ **Proposed Development Application –  
Six (6) Multiple Dwellings – Lot 25 Forrest Road, Armadale..... Page 33**
  - Mr Tony Watson  
MW Urban Planning & Development

## **CONFIRMATION OF MINUTES**

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### **RECOMMEND**

**Minutes of the Development Services Committee Meeting held on 17 June 2014 be confirmed.**

## **ITEMS REFERRED FROM INFORMATION BULLETIN - ISSUE 12 / 2014**

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- **Outstanding Matters & Information Items**  
Report on Outstanding Matters - Development Services Committee
- **Health**  
Health Services Manager's Report - June 2014
- **Planning**  
Planning Applications Report - June 2014  
Town Planning Scheme No.4 - Amendment Action Table  
Subdivision Applications - WAPC Approvals/Refusals - June 2014  
Subdivision Applications - Report on Lots Registered for 2013/2014  
PAW Closure Report - Significant Actions during June 2014  
Compliance Officer's Report - June 2014
- **Building**  
Building Services Manager's Report - June 2014  
Building/Health Compliance Report - June 2014  
Building Applications Monthly Statistics - June 2014

*If any of the items listed above require clarification or a report for a decision of Council, this item to be raised for discussion at this juncture.*

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## DEVELOPMENT SERVICES COMMITTEE

22 JULY 2014

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### ***1.1 - REVIEW OF LOCAL LAWS TO MANAGE CONSTRUCTION REFUSE DURING CONSTRUCTION***

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WARD : ALL  
FILE No. : M/545/14  
DATE : 15 July 2014  
REF : GD  
RESPONSIBLE : EDDS  
MANAGER

#### **In Brief:**

- Management and containment of construction refuse during construction is an increasingly significant problem as development within the City increases.
- In order to better manage construction refuse issues, changes to the City's Environment, Animals and Nuisance Local Laws are proposed.
- Recommend that the proposed amendments to the Local Laws be adopted by Council and advertised for public comment.

#### **Tabled Items**

Nil.

#### **Officer Interest Declaration**

Nil.

#### **Strategic Implications**

Outcomes and Strategies 1.6 – A community that feels safe

1.6.4 Consider opportunities for neighbourhood renewal and improvement projects that contribute to the sense of safety and wellbeing.

#### **Legislation Implications**

Local Government Act 1995 Section 3.12 – Procedure for making local laws.

#### **Council Policy / Local Law Implications**

City of Armadale Environment, Animals and Nuisance Local Laws 2002

#### **Budget / Financial Implications**

Estimated advertising costs \$1500.

#### **Consultation**

- ♦ City of Cockburn
- ♦ City of Gosnells
- ♦ Shire of Serpentine/Jarrahdale
- ♦ City of Canning
- ♦ City of Armadale - Governance and Administration

## BACKGROUND

The City is receiving an increasing number of complaints with regards to the containment of construction refuse on building sites, which is likely to increase as the volume of development increases and construction lot sizes decrease within the City of Armadale.

The Development Services Committee meeting of 10 July 2007 identified a need to amend the then current City's Environment, Animals and Nuisance Local Laws 2002 to allow alternatives to refuse receptacles to be used to manage litter on building and development sites in response to an increase in the amount windblown litter escaping from building sites. This resulted in the deletion of Clause 39 (Provision of refuse receptacles) and an amendment to Clause 40 (Responsibilities of the builder, owner or occupier) of the City's Environment, Animals and Nuisance Local Laws 2002 on the 4<sup>th</sup> April 2008.

The deletion of Clause 39 removed the requirement to provide a refuse receptacle onsite for the duration of construction or development and the amendment to Clause 40 provided builders with the means to manage site litter with alternative means by ensuring containment of all refuse onsite and preventing refuse from being blown from site. Alternative methods envisaged were to allow for such measures as fencing of entire construction sites or refuse areas dependent upon builder requirements and site constraints.

The current wording of Clause 40 of the City's Environment, Animals and Nuisance Local Laws 2002 (Amended 4<sup>th</sup> April 2008) is as follows:

***“Responsibilities of the builder, owner or occupier (Heading amended GG 54 of 4th April 2008)***

- 40.** (1) *From the time of commencement of—*
- (a) *construction work on a building site until the time of completion of such work, the builder; or*
  - (b) *work likely to generate refuse on a development site until the time of completion of such work, the owner or occupier*
- shall—*
- (i) *ensure all refuse arising on the building or development site is contained and prevented from being blown from the site by wind.*
  - (ii) *keep the building or development site as free as is practicable of any refuse;*
  - (iii) *maintain the street verge immediately adjacent to the building or development site free of refuse arising from the building site; and*
  - (iv) *ensure any refuse receptacle is emptied when full.*

*(s.40 (1) (i) and 40(1) (iv) amended GG 54 of 4th April 2008)”*

Whilst it can be determined that the intent of Clause 40(1)(i) of the City's Local Law is to ensure all construction refuse is contained onsite, the methods by which a builder can achieve containment is ambiguous and therefore enforcement of Clause 40(1)(i) is difficult to achieve. The Local Law does not clearly specify that a refuse receptacle must be provided onsite to achieve containment.

Many builders choose to use a refuse receptacle to achieve compliance with the City's Local Laws and in most instances this is common practice, however some builders choose to meet compliance with the City's Local Laws by weighting light materials with bricks and heavier materials. Whilst in practical terms containment is initially achieved and demonstrated during City site inspections, movement of weighted materials during construction can result in containment failure. Once refuse has left a site it is usually not possible to clearly identify the refuse as belonging to a specific lot.

## **DETAILS OF PROPOSAL**

To ensure effective enforcement in accordance with the intent of the City's Local Law Clause 40, the introduction of Clause 40A (Provision of refuse receptacles or a refuse management plan) with a provision to seek from the City approval to use an alternative method of construction refuse management, and an amendment to the existing wording of Clause 40 (1) is proposed.

It is proposed that the City's Environment, Animals and Nuisance Local Laws 2002 be amended as follows:

Insert a new clause as follows:

### ***Provision of refuse receptacles or a refuse management plan***

**40A.** *Before commencement of—*

- (a) any construction work on a building site, the builder; or*
- (b) any work likely to generate refuse on a development site, the owner, or occupier shall provide and maintain available for use on the site—*
  - (i) a refuse receptacle of a capacity not less than 4m<sup>3</sup>; or*
  - (ii) a refuse management plan approved by the City.*

Amend Clause 40 as follows:

### ***Other responsibilities of the builder, owner or occupier***

**40.** *(1) From the time of commencement of—*

- (a) construction work on a building site until the time of completion of such work, the builder; or*
- (b) work likely to generate refuse on a development site until the time of completion of such work, the owner or occupier shall—*
  - (i) ensure all refuse arising on the building or development site is contained in accordance with Clause 40A and prevented from being blown from the site by wind.*
  - (ii) keep the building or development site as free as is practicable of any refuse;*
  - (iii) maintain the street verge immediately adjacent to the building or development site free of refuse arising from the building site; and*
  - (iv) ensure any refuse receptacle is emptied when full.*

## **COMMENT**

An investigation of the Local Laws pertaining to construction refuse in the surrounding areas of the City of Cockburn, City of Gosnells, Shire of Serpentine/Jarrahdale and the City of Canning identified Local Laws that clearly identify the requirement to provide a refuse receptacle or the like for the disposal of construction refuse which removes any ambiguity of the builder's responsibility with regards to management and containment of construction refuse.

There is an associated cost on the builders, and thereafter the homebuyer, arising from the need to hire and empty refuse receptacles, however where builders are not using refuse receptacles, there are still costs which need to be borne by the builder for bobcat site cleans. There is no noticeable difference in the overall general construction costs for construction within the City of Armadale as compared to other localities.

The introduction of smaller lots within the City may physically prevent builders from complying with a refuse receptacle of a nominated size. The proposed introduction of an approved refuse management plan allows for alternative refuse management approach for building and development sites where necessary.

The proposed amendment to the City's Local Laws clearly identify to the builder, owner or occupier's their responsibilities with regards to construction refuse and the required provision of a refuse receptacle is considered appropriate. It should be noted that the Local Laws still allows the flexibility of alternative refuse management where necessary. The proposed amendment will ensure construction refuse can be proactively monitored and enforced by the City.

## **OPTIONS**

Council has the following options:

1. To endorse the proposed amendments to the Local Law as outlined in this report.
2. To seek a further report on other options to address the issue of containment of builder's rubbish.
3. To not support the proposed amendments to the Local Law.

## **CONCLUSION**

The proposal for the local law amendment is intended to improve the City's response to effectively monitor construction refuse on construction and development sites. Ensuring each site has a refuse receptacle onsite for the duration of construction or an alternative method of refuse containment approved by the City will reduce the likelihood of construction refuse leaving a construction site and impacting upon residents, public open space and bushlands. Non-compliance with the requirements of the City's Local Law will be more easily identified and managed where necessary.

## RECOMMEND

### That Council:

1. Confirm its intent to amend the City of Armadale *Environment, Animals and Nuisance Local Laws 2002*:
2. The purpose of which includes:
  - to ensure a refuse receptacle be provided onsite for the duration of construction; or
  - allow builders, owners or occupiers the provision to apply to the City for an alternative method to ensure containment of construction refuse onsite.
3. In accordance with the provisions of Section 3.12(3) of the Local Government Act 1995, give local public notice of the following amendments to the *City of Armadale Environment, Animals and Nuisance Local Laws 2002*:

#### *City of Armadale Environment, Animals and Nuisance Amendment Local Law 2014*

1. Citation

This Local Law may be cited as the *City of Armadale Environment, Animals and Nuisance Amendment Local Law 2014*.

2. Commencement

This local law comes into operation 14 days after the date of publication in the *Government Gazette*.

3. Principal local law

In this local law, the *City of Armadale Environment, Animals and Nuisance Local Law* published in the *Government Gazette* on 1 March 2002 is referred to as the principal local law. The principal local law is amended.

4. Clause 40A inserted

After clause 39 insert:

**40A Provision of refuse receptacles or a refuse management plan**  
Before commencement of -

- (a) any construction work on a building site, the builder; or
- (b) any work likely to generate refuse on a development site, the owner, or occupier

shall provide and maintain available for use on the site -

- (i) a refuse receptacle of a capacity not less than 4m<sup>3</sup>; or
- (ii) a refuse management plan approved by the City.

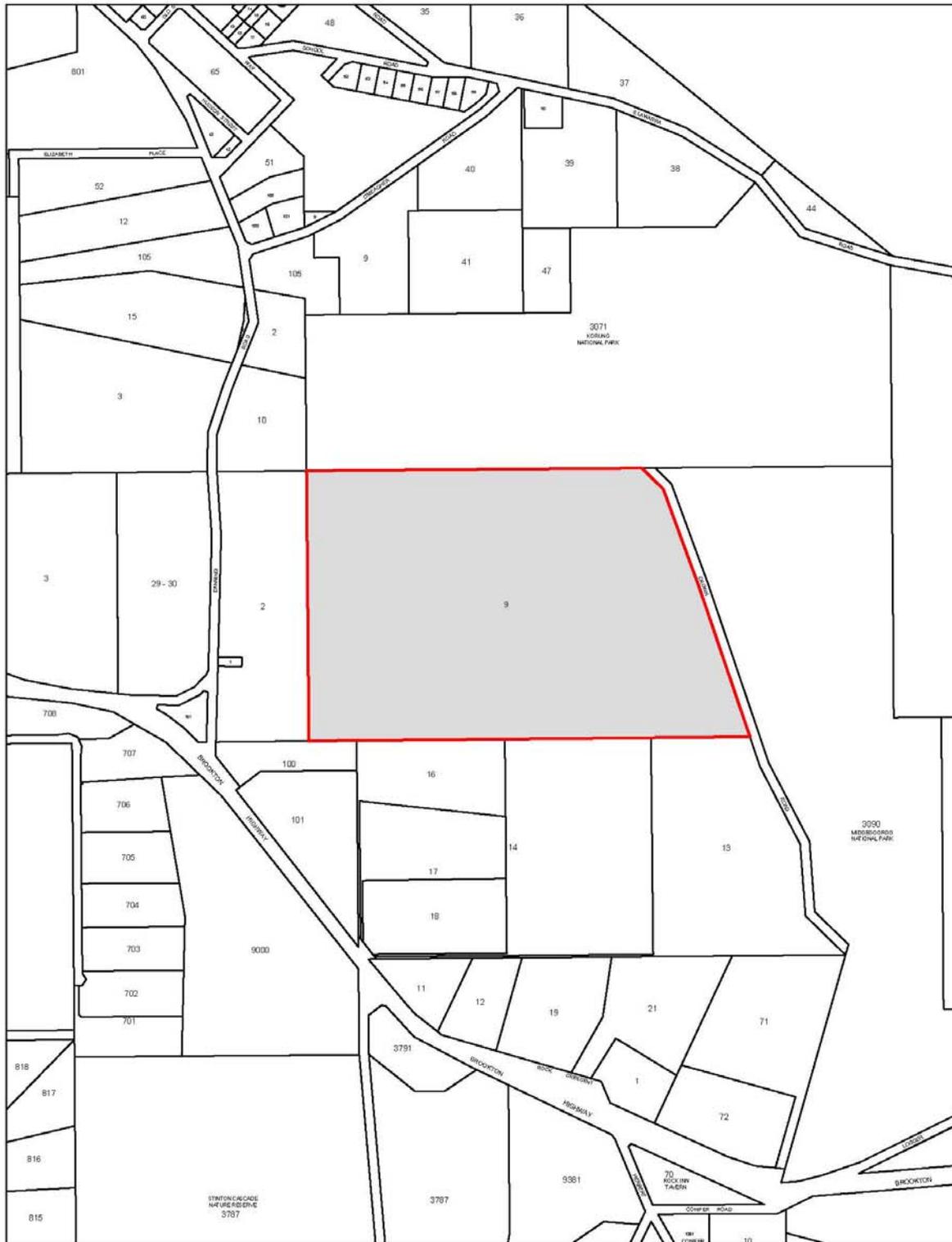
5. Clause 40 amended

Clause 40 is amended as follows:

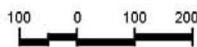
In clause 40(1)(i) insert “in accordance with Clause 40A” after “is contained”.

## ATTACHMENTS

There are no attachments for this report.



**LOCATION PLAN**  
Lot 9 Brookton Hwy, Karragullen



SCALE 1 : 10000

Based on information provided by and with the permission of the  
Western Australian Land Information Institute (as being an LRS-eligible GIS)  
Aerial photograph supplied by Landsat, Photographs by NasaMap



***2.1 - PROPOSED EXPANSION OF EXISTING EXTRACTIVE INDUSTRY (GRAVEL),  
LOT 9 BROOKTON HIGHWAY, KARRAGULLEN***

WARD : JARRAH  
FILE No. : M/533/14  
APPLN NO. : 10.2013.355.1  
DATE : 11 July 2014  
REF : MK  
RESPONSIBLE MANAGER : EDDS  
APPLICANT : Dykstra Planning  
LANDOWNER : M, L an M Vinci and Vinci and Sons  
SUBJECT LAND : Property size 48.2357 ha  
ZONING  
MRS / : Rural  
TPS No.4 : General Rural

**In Brief:**

- The City received an application for Development Approval for the expansion of the existing gravel quarry on the above property on 19 July 2013. The application also seeks retrospective approval for part of the current extraction area that is outside the boundary of the extraction area previously approved by the Council in 2010.
- The application was advertised to adjacent landowners for a period of 2 weeks. A total of 14 submissions were received with 13 objecting to the proposal.
- It is recommended that the Council approve the application subject to appropriate conditions.

**Tabled Items**

Nil.

**Officer Interest Declaration**

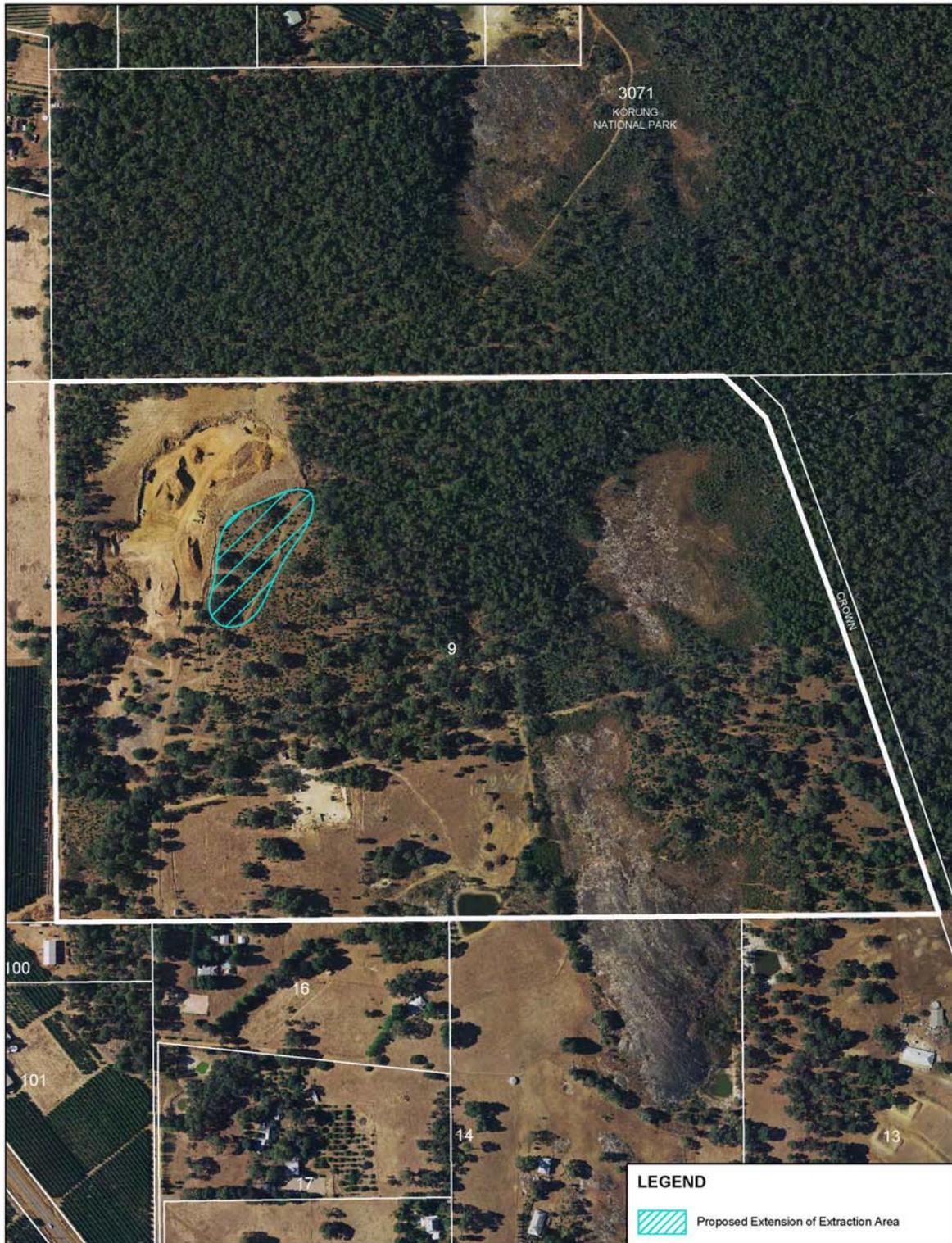
Nil.

**Strategic Implications**

- 2.3 Diverse and attractive development that is integrated with the distinctive character of the City.
- 2.3.1 *Provide supportive planning and development guidance and liaison on major land developments*
- 2.1.1 *Review, update and implement the City's Town Planning Scheme, taking into account social, economic and environmental considerations.*

**Legislation Implications**

Planning and Development Act 2005  
Metropolitan Region Scheme  
State Planning Policy SPP 2.4 Basic Raw Materials  
Town Planning Scheme (TPS) No.4  
Local Planning Strategy 2003



**AERIAL PHOTOGRAPH**  
Lot 9 Brookton Hwy, Armadale  
Proposed Extension of Extraction Area



Based on information provided by and with the permission of the  
Western Australian Land Information Authority Trading as Landgate (2012)  
Aerial photograph supplied by Landgate, Photographs by NetMap



### **Council Policy/Local Law Implications**

City of Armadale Extractive Industries Local Law  
City of Armadale Biodiversity Strategy  
PLN 2.5 Erosion Prevention & Sediment Control

### **Budget/Financial Implications**

Nil.

### **Consultation**

The Application was referred to the following agencies for comment:

State Government Agencies (30 day statutory timeframe):

- Main Roads Western Australia
- Water Corporation
- Department of Parks and Wildlife
- Department of Environment Regulation
- Western Power
- Department of Water
- Department of Agriculture and Food

### **BACKGROUND**

The extractive industry was initially approved by Council in 2003, although historical aerial photos indicate that extraction has occurred on a small scale on the property since approximately 1974. The Council's approval was not time limited. The Western Australian Planning Commission granted approval in 2003 for 5 years and this approval was renewed for a further 5 years in 2010. The current owners purchased the property in February 2012.

Aerial photos from 1965-2013 were reviewed by City officers and show that gravel extraction has been carried out on the site since at least the early 1970's.

The extraction area and associated machinery parking area represents approximately 10% of the area of the lot (refer attached aerial photograph). In 1965 approximately 80% of the site was covered in remnant vegetation (Jarrah-Marri forest). The remainder of the property contains two large granite mounds that do not contain any vegetation. From the mid 1970's to the late 1980's about two-thirds of the property was cleared and used for grazing. In the last 20 years regrowth of vegetation has occurred over about 50% of the former grazing area.

There is some weed infestation on the property including Blackberry Nightshade and Castor Oil Plant, which the owner has been requested to remove (also see condition with regard to Weed Management Plan).

The soils are lateritic sands overlying laterite, clay and granite.

No residences or other buildings have ever been constructed on the property.



Lot 9 does not have any direct access or frontage to Brookton Highway. Access to the site is via a right of carriageway over the battleaxe access legs of adjacent rural properties.

Land abutting the northern boundary of the site is within the Korung National Park and the eastern boundary abuts the Midgegoroo National Park. Properties to the south and west of Lot 9 are in private ownership and predominantly used for intensive agriculture (orcharding) and grazing. There are residences on abutting properties within 200 metres of the western side of the extraction area and 350 metres of the southern side of the extraction area.

There have been a number of complaints from adjacent landowners with regard to the operation of the quarry in the last 2 years. Inspections carried out by the City's Planning Compliance and Environmental Health Officers revealed that the extraction area exceeded the footprint previously approved by the Council and the WAPC. Accordingly, following negotiations the operators were requested to lodge an Application for Planning Approval to resolve the issues related to the extent of the extraction area and the time limit specified by the WAPC.

### **DETAILS OF PROPOSAL**

An Application for Planning Approval has been lodged to ratify the existing extraction area and to gain approval for future expansion of the extraction area.

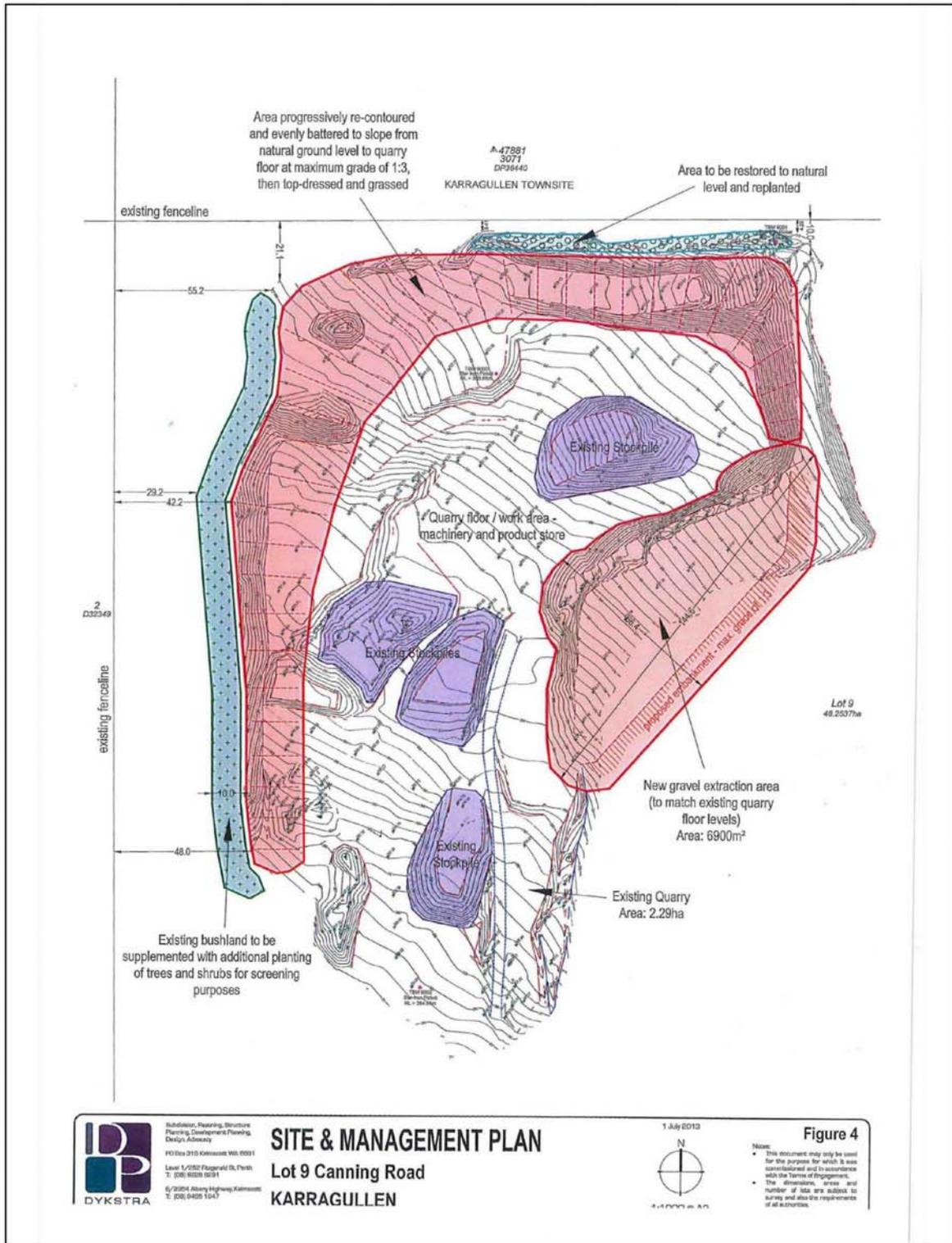
The application documentation includes a Management Plan that addresses the following matters:

- a) Site access;
- b) Vehicle movements;
- c) Gravel Pit construction and extraction methods;
- d) Environmental Management; and
- e) Rehabilitation of worked areas.

The current worked/cleared area associated with the gravel extraction is about 4.3 hectares comprising the current and previous extraction areas, stockpiles and vehicle accessways. The application report states that the current extraction area represents 2.29 hectares of the worked/cleared area. It is intended to backfill and rehabilitate the completed extraction areas and restrict current extraction area at any time to approximately 2.5 hectares. The extraction area is intended to extend south-east of the existing works.

The application report advises the following with regard to operation of the quarry:

Average amount of material extracted per annum	: 18000m <sup>3</sup> approximately
Approximate amount extracted per working day	: 72m <sup>3</sup>
Truck movements per day (16m <sup>3</sup> load per truck)	: 3-4
Equipment/Plant used on site	: Bulldozer, rock breaker, excavators, truck loader and crusher.
Blasting of rock	: Will occur occasionally
Depth of extraction area	: 10 metres
Stockpiles	: To be retained on floor of pit.
Pit face gradient	: 1:3 vertical/horizontal batter
Hours of operation	: 6am to 6pm Monday to Saturday



**SITE & MANAGEMENT PLAN**  
Lot 9 Brookton Hwy, Karragullen



NOT TO SCALE

Based on information provided by and with the permission of the Western Australian Land Information Authority Trading as Landgate (2012). Aerial photograph supplied by Landgate. Photographs by GeoMap.



## COMMENT

### Development Control Unit (DCU)

#### *Technical Services Comments*

Technical Services advised that the engineering conditions imposed on previous Planning Approvals for the quarry should be reiterated if this application is approved.

Addition of conditions addressing the following is suggested:

- MRWA approval for pre warning access signs on Brookton Hwy
- Indemnification to the City
- Public liability insurance

Technical Services have advised the applicant in writing that they would be prepared to issue an Extractive Industry Licence under the City's Extractive Industry Local Law for the quarry subject to conditions relating to - planning consent, vegetation buffer, payment of a licence renewal fee, and a \$20,000 bond for rehabilitation works. This process is separate to the Planning Approval process.

#### *Health Services Comments*

### Dust Management Plan

The proposed Dust Management Plan addresses all the key requirements in the DEC guideline and the City's requirements for dust management on construction/industrial sites.

- Extraction estimate per year is 18,000m<sup>3</sup>
- Operation capacity per day 72m<sup>3</sup>
- Extraction only occur within an area of 2.29ha of 48.2537ha
- The site has been classified (Class 1- low risk) in the Site Classification Assessment Chart.

Based on the above factors, the Dust Management Plan and previous investigations, there is no requirement for additional dust management conditions. This means that no provisions or contingency requirements apply. There is a clear commitment by the applicant/owner as outlined in the DMP as follows:

1. A complaints management system should be in place to include a feedback loop to the community and provide for corrective action when adverse impacts have occurred. All complaints should be logged and investigated with timely feedback provided to the complainant. Complaint forms should be kept and made available to the City's upon request.
2. Applicant/owner must notify nearby residents (in writing) likely to be affected by dust and provide them with contact details to respond to complaints. The notification should include time of operation, name and contact detail of site supervisor.
3. All areas of the land that are loose or exposed are to be stabilised by the use of appropriate dust suppressant materials

### Sanitary Facilities

If a permanent sanitary facility was to be built on site then the requirement regarding the discharge of effluent would be a single septic tank with a baffle and a six metre leach drain. This could be unisex toilet and must incorporate a wash basin for 3-4 employees. A portable chemical toilet with hand washing facilities would also be acceptable given the intermittent nature of operations on the site.

### *Environmental Services Comments*

Environmental Services expressed concern that the application documents contained broad statements about Environmental Management but no clear strategies that are specific, time bound or measurable. For example the following matters need to be addressed more comprehensively by the applicant:

- Weed control of bushland and rehabilitation areas;
- Dieback Management; and
- Revegetation density.

It is noted that these matters are often dealt with via approval conditions and detailed plans to the City's standards.

The following modifications are required to the environmental management plans lodged with or subsequent to the application:

#### 1.0 Revegetating buffer along boundaries

- 1.1 Planting density within 10m setback area along boundaries is to be increased to 1 tree every 10 metres and 1 shrub every 2 metres. This should be a minimum density with planting preferably undertaken at a higher rate to accommodate natural losses.
- 1.2 A schedule/timeline is required for the rehabilitation works and weed mapping and control. This matter will be addressed via a condition.

#### 2.0 Dieback Management Plan

- 2.1 A detailed Dieback Management Plan (consistent with City Policy ENG9) and Pathogen Management Strategy is required. This shall include detailed mapping of the site by a suitably qualified professional and development of strategies to reduce the introduction or spread of the disease to vegetated areas within the lot or adjacent properties. The Dieback Management Plan should incorporate best practice management strategies identified in "Management of Phytophthora Dieback in extractive industries" published by the Dieback Working Group.

This matter will be addressed via a condition.

### 3.0 Weed Management

3.1 The weed management plan is inadequate and requires further information including:

3.1.1 The management plan does not contain any strategies for control of existing weeds; and

3.1.2 There is no weed management of the revegetation areas nor a schedule for the control of weeds in the operational area of the quarry.

This matter will be addressed via a condition.

### 4.0 Revegetation/ Rehabilitation

4.1 A Flora survey of the site will provide a base line for plant species suitable for future revegetation of worked area. A condition will be imposed in this regard.

4.2 A time line/schedule is required for completion of rehabilitation works;

4.3 If stockpiled top soil is to be used for rehabilitation of worked areas then weed control should occur prior to the area being worked to avoid an abundance of weed seeds in the top soil.

4.4 A species list of the native grasses to be used in rehabilitation areas and also an indication as to the expected density of these species and weed control commitments is required.

### 5.0 Surface water and erosion/ sediment

5.1 The Environmental Management Plan fails to identify strategies for erosion/ sediment control for surface water.

5.2 Recommend condition requiring a sediment and erosion control plan be included in the Approval.

### **Public Advertising**

The application was advertised for two weeks, closing on 25 September 2013. Advertising was carried out by way of letters to affected and nearby landowners within 1 kilometre of the Quarry site.

Total No. of letters sent to residents/owners	:	78
Total No. of submissions received	:	14
No. of submissions of conditional support/no objection	:	1
No. of submissions of objection	:	13
No. of submissions of general advice by Service Agencies	:	4

*A copy of the Submitter Plan is presented in the Confidential Attachments of the Agenda.*

The main issues raised in submissions, together with a comment on each issue are outlined below.

### **Key Issues**

*Issue 1. Dust - Dust from the operation of the quarry is affecting adjacent properties, fruit growing operations on an adjoining property and is particularly bad when easterly winds blow in Spring and Summer.*

#### Comment

Dust generation from the operation of the quarry and vehicles using the accessway from Brookton Highway has proved to be an issue in the past. The applicant has now lodged a Dust Management Plan (DMP) with strategies for control of dust. The City's Health Services have reviewed the DMP and consider the strategies proposed to be acceptable. Health Services also recommended conditions to be included if this development is approved to provide statutory strength to the DMP.

#### Recommendation

That the issue is supported

*Issue 2. Visual Amenity Impact - The quarry is visible from adjacent properties and Brookton Highway as vegetation buffers have been intruded into.*

#### Comment

Some clearing has occurred in areas of Lot 9 that were supposed to be maintained as vegetated buffers to screen the development. The applicant has lodged an Environmental Management Plan, which includes strategies and timelines for revegetation of the buffer areas and other areas of the site that weren't approved for quarrying. Some of this clearing was undertaken by the previous owners as the current owners only purchased the property in February 2012. If this development is approved, conditions will be included to provide statutory strength to the EMP. The proposed new extraction area will be less visible than current extraction areas as there is existing vegetation that will be retained to the south of the new area. Screening of the new works area will increase as previous extraction areas and boundary buffer areas are revegetated and that vegetation matures.

#### Recommendation

That the issue is supported in part.

*Issue 3. Noise impact on adjacent properties*

Comment

The applicant has now prepared an Acoustic Study that models all of the noise producing equipment used in the quarry operation. The results of the assessment show that the noise levels produced by quarry operations, even under worst-case meteorological conditions are predicted to comply with the daytime assigned noise levels (as per the Environmental Protection (Noise) Regulations 1997) at noise sensitive receptors adjacent to the quarry site subject to earthen bunds being constructed to shield residences to the west of the quarry site. The Noise Impact Assessment recommends the construction of 4m high earthen bunds on the western side of the operational area to achieve the necessary noise attenuation. Stockpiles can be used to form the necessary earthen bund(s).

Recommendation

That the issue is supported in part.

*Issue 4. Zoning and land use conflict - This land use should not be permitted on land zoned General Rural.*

Comment

Industry – Extractive is a use that the Council has the discretion to approve on land zoned General Rural under the City's Town Planning Scheme No.4. Many quarries in the Perth Metropolitan Area occur on land zoned for Rural purposes and the Western Australian Planning Commission's State Planning Policy 2.4 (Basic Raw Materials) encourages the establishment of extractive industries in these Rural areas.

Recommendation

That the issue is not supported.

*Issue 5. Dieback - The quarry operations and the bringing in of material to fill excavated areas that are completed has the potential to spread Dieback.*

Comment

If the application is approved, conditions will require the operators to prepare and implement a Dieback Management Plan to the satisfaction of the City.

Recommendation

That the issue is supported.

*Issue 6. Soil Erosion and Stormwater Runoff - Large scale clearing for the operating area of the quarry may lead to soil erosion and sediment issues affecting adjacent properties due to stormwater runoff.*

Comment

If the application is approved, conditions will be applied requiring the operators to submit a stormwater management plan addressing the issues of stormwater runoff, erosion prevention and onsite stormwater retention for operating areas of the Quarry. The plan will be required to be implemented to the satisfaction of the City.

Recommendation

That the issue is supported.

*Issue 7. Weed Management - To date very little has been done by the operators with regard to weed management.*

Comment

The applicant has now prepared a weed management program in the Revegetation Plan. If the application is approved, conditions will be applied requiring the operators to prepare such a plan to the City's satisfaction and to implement the Weed Management Plan to the satisfaction of the City.

Recommendation

That the issue is supported.

**Comment from External Government Agencies**

As detailed above, the proposed development was referred to seven (7) external government agencies for comment. 5 submissions were received from external agencies as detailed below:

*Water Corporation (WC)*

No objection or advice.

*Department of Water (DOW)*

Advised the City that development had been assessed and they do not have any comments.

*Department of Parks and Wildlife (DPAW)*

DPAW advised the City that they have no objection to the proposal for the following reasons:

1. The developers propose to increase the setback between the quarry and the Regional Park to the north; and
2. The developers propose to revegetate the setback area between the quarry and the Regional Park.

*Western Power*

Western Power advise that they do not have any specific comments.

*Main Roads Western Australia (MRWA)*

Advised the City that MRWA have no objections to the proposal.

**ANALYSIS**

In addition to the issues raised during advertising as outlined above, the City requested the applicant to address/answer the following:

**1. Noise assessment required**

- a) *Modelling must include all vehicles and equipment used on site including cumulative noise.*
- b) *Modelling based on noise levels impacting on residences within 1 km of the quarry at the various times of the day that noise levels change.*

Harley Dykstra have had an expert acoustics consultant prepare a noise modelling report. The noise report has concluded that under current practice the noise level is compliant provided that background noise levels are at a normal level. Sufficient background noise masks any tonality that may occur. In response to this potential issue the management plan has been updated to ensure that rock breaking will occur with an earthen bund (minimum height of 4m) to the west of its activities wherever reasonably possible. Stockpiles can be used to form the necessary earthen bund(s).

The operating hours of the facility will be restricted to 7.00am and 7.00pm from Monday to Friday each week via a condition of approval.

**2. Servicing of vehicles**

- a) *The City has been advised via submissions that the truck parking area on Lot 334 is leased to another business not associated with quarry.*
- b) *The City has been advised that servicing of vehicles not associated with the gravel quarry is occurring on site in the truck parking area.*
- c) *The clearing and construction of the parking area has not been approved.*
- d) *Could your office provide details on this use and how it relates to the quarry?*

The applicant advises that the use of this truck parking area has since been confirmed by the land owners as a machinery compound for the storage and parking of plant equipment associated with the quarry when not in use. It includes a water truck that can be used for dust control if needed. It should also be noted that this parking area is the muster point on the lot in case of an emergency. The area is properly contained and dimensioned. The machinery that can be stored within this area includes a Bulldozer, Rock Breaker, Excavators, a Loader and a Rock Crusher.

**3. Storage of fuel on site**

- a) *The management plan states that no fuels or lubricants are stored on site. However, the fuel tanker is housed on site and there are drums stored in the truck parking area. Please clarify this issue.*

The landowners/operators have advised that there is no fuel being stored on site, aside from very small portions in no more than 3 jerry cans in the machinery compound. The operators do not store any additional, large quantity of fuel on site because of the risk that it will be stolen. When machinery requires refuelling a vehicle that has been approved for the transportation of fuel attends the site.

**4. Days and hours of operation**

- a) *Submissions indicate that servicing of vehicles is occurring on Sundays and public holidays in the parking area.*
- b) *Report states operation of quarry is from 6am to 6pm. Operations not permitted to commence before 7.00am or after 7.00pm Monday to Friday, 8.00am-6.00pm Saturday and not at all on Sundays and Public Holidays. EPA noise limits change at 7.00am and 7.00pm.*
- c) *Please provide details on this use and how it relates to the quarry.*

The applicant has advised that the landowners/operators state that the servicing of vehicles does not, and will not occur on site. Minor greasing of vehicles is normal for this type of operation. Machinery has not, and will not be operated on Sundays or Public Holidays.

**5. Speed of vehicles on driveway from Brookton Hwy**

- a) *The City has been advised that trucks are driving at an average of 40km/h (and this is also stated on page 2 of Management Plan) on the private driveway to/from Brookton Hwy over which Lot 9 has a right of carriageway. Driveway is currently signposted 25km/h so why is 40km/h proposed. Maintaining the existing posted speed limit of 25km/h per hour is considered to be more appropriate given that this is a private driveway and is owned and used by 3 residential properties and the size of the quarry vehicles.*
- b) *What measures are proposed to comply with this speed limit?*

The applicant advises that the operators of the site have stated that they will ensure that any complaints over the speed of the trucks along the shared driveway will be appropriately dealt with. The previously approved speed limit was 40km/h, however, as a part of the speed management strategy the operators of the quarry have placed signs indicating a 25km/h speed limit. It is considered that a speed limit of 40km/h may be inappropriate for quarry vehicles using private residential driveways (under a Right of Carriageway) to access the quarry site.

**6. No. of Vehicles per day during periods of operation of the quarry**

- a) *Submitters advise that during periods of operation up to approximately 12 vehicle (truck) movements occur each day. Is the 3-4 vehicles per day stated in the report just an average figure? Please advise maximum number of vehicle movements per day.*

The applicant advises that 3-4 vehicles a day is an average for the whole year. However, the quarry does not operate year round, instead there are periods of intense activity followed by periods of no activity and during periods of intense activity vehicle numbers per day may be higher than the average.

**7. Size of operational area**

- a) *Page 3 of the report states that the active mining area of the site will not exceed 2.5 hectare at any time but on page 5 it states that the active quarry area will be 2 hectare. Please clarify which figure is correct.*
- b) *Please provide a clear plan showing the whole of the western half of Lot 9, the existing and proposed extraction/works area, vehicle accessways and parking areas, stockpiling areas and setbacks to boundaries.*
- c) *Please provide a master plan identifying potential future extraction areas on the site.*

A revised site plan submitted by the applicant clarifies the above issues. Essentially it shows the approved 100m x 150m extraction area, the revegetation areas within the 100m and 15m setbacks, the driveway used to access the pit, the machinery storage compound as well as indicative future extraction areas around the pit (approximately 2.0 ha. extraction area plus approximately 0.5 ha. storage).

**8. Clearing occurring at present**

- a) *The City has been advised that additional clearing may be occurring on site at the moment and that the new cleared area is being used for stockpiles. Could your office provide details of current and recent clearing occurring on the land?*

The applicant advises that clearing of weed-shrubs near the entry to the site has occurred on the site, however, no clearing of any other vegetation has occurred and therefore no unauthorised stock piling is occurring on site.

**9. Dust**

- a) *It has been suggested that dust is currently affecting adjacent orchards when the quarry is in operation. What is being done to address this existing problem currently?*

A Dust Management Plan has now been lodged by the applicants and has been assessed by the City's Environmental Health officers. Health Services advise that the plan contains a clear commitment by the applicant/owner in the DMP.

However, the following conditions contained in the proposed DMP should be included as conditions of approval:

1. A complaints management system should be in place to include a feedback loop to the community and provide for corrective action when adverse impacts have occurred. All complaints should be logged and investigated with timely feedback provided to the complainant. Complaint forms should be kept and made available to the City's upon request.
2. Applicant/owner must notify nearby residents (in writing) likely to be affected by dust and provide them with contact details to respond to complaints. The notification should include time of operation, name and contact detail of site supervisor.
3. All areas of the Land that are loose or exposed are to be stabilised by the use of appropriate dust suppressant materials

**10. Reinstatement of 100m setback area to western boundary**

- a) *Current works exceed the boundaries of the approved extraction area as per the Licence issued in 2010. The approved plan detailed a 100m setback to the western boundary and a 10 metre setback to the northern boundary. The works/extraction area approved measured 150 metres north to south and 100 metres west to east.*
- b) *The works/extraction area (including any stockpile or equipment parking areas need to be brought back into compliance with the 2010 approval as soon as possible.*
- c) *All works in the non-complying areas must cease immediately as continued non-compliance with the existing approvals cannot be allowed to continue. Please confirm your clients compliance with this requirement.*
- d) *Please advise a timeline for commencement and completion of restoration of the non-complying areas. Rehabilitation works in the non-complying parts of the extraction/works area need to be completed before any new extraction areas are opened up.*
- e) *Submitters have advised that building rubble may be being used as fill in rehabilitation areas. Please clarify this matter.*

The applicant advises that at the time of purchase, the operators discussed with the City the boundaries of the active operational area of the quarry (although there is no record of this in the City's files). They advise they were informed by the City that the setbacks were to be 10m from the northern boundary and only 15m from the western boundary. This is however consistent with previous approvals. The 150m by 100m excavation area has been shown on the new development site plan. A revegetation plan has been prepared which indicates that revegetation that has already occurred on the site within the 100m between the pit and the western boundary and also where and how revegetation is to occur on the remaining extraction areas that have exceeded Council approval. The operators are continuing their rehabilitation efforts on the site, and will not, without an approval and without the completion of rehabilitation efforts to the required standard, begin to extract gravel from unapproved areas.

### **11. Weed Control**

- a) *Management Plan (MP) needs to be amended to provide for an effective and implementable weed control plan. Currently MP only contains broad statements about weed control. A map showing the distribution and occurrence of weeds outside the operational area and a strategy identifying methods and times of eradication is required.*
- b) *Revegetation process also needs more detail with regard to ongoing planting and weed control and there is no information in the plan about how often and when this will occur.*
- c) *A time bound performance criteria for weed occurrence across the site after rehabilitation is required (i.e. 80% native cover of the land and less than 20% weed species).*

An amended Environmental Management Plan has been lodged by the applicant that includes strategies and timelines for weed management on Lot 9.

### **12. Revegetation**

- a) *The Management Plan contains conflicting widths of 40m, 10m and 20m in various sections of the MP with regard to vegetated buffer zones (refer sections 3.1, 6.2.1 and Figure 5). Please clarify what the proposed vegetation buffer widths will be.*
- b) *The proposed planting density of 1 tree every 100 metres, shrubs 5 metres apart is considered to be inadequate. Within vegetation buffers, the City requires 1 tree every 10 meters one shrub every 2 meters. There should also be a statement included that the above planting densities are the minimum required, so planting should be undertaken at a higher rate in order to accommodate any losses.*
- c) *A schedule showing when the rehabilitation works will occur timed with weed management mapping and control schedules.*
- d) *The MP states that site rehabilitation (Area 2) is to be achieved with re-spreading of top soil and supplementary seeding. It is stated that the area will be re-established with native grasses. A species list of the native grasses is required and also an indication as to the expected density of these species and weed control commitments.*

A revised Environmental Management Plan addressing the issues detailed above has been prepared by the applicant.

### **13. Surface Water and Erosion/Sediment Control**

- a) *The Environmental Management Plan fails to identify strategies for erosion/sediment control for surface water. The MP needs to be amended to include the requirement for the preparation of a sediment and erosion control plan.*

The Environmental Management Plan has now been updated to include strategies for erosion/ sediment control for surface water.

## OPTIONS

Council can decide to choose one of two options:

1. Approve the application subject to appropriate conditions; or
2. Refuse the application on the basis that the development will have an adverse effect on the amenity of the adjacent area.

## CONCLUSION

Gravel extraction has been carried out on the site since at least the early 1970's although, formal planning approval for the quarrying operations has only been granted from 2003 until 2012. The worked area accounts for less than 20% of the whole site area.

There is evidence that quarrying operations have occurred outside the approved extraction areas and clearing has occurred within the required 10m vegetated buffer between the quarry and the site boundaries.

The operators have made commitment in writing to the City with regard to revegetating the 10m vegetation buffers and non-approved extraction areas. A number of management plans have also been commissioned by the operators with strategies to address, dust, noise, revegetation, protection of existing vegetation, weed management, soil and erosion management, days and hours of operation, truck movements and other issues. Conditions included in the recommendation below tie in to these management plans and provide a strong basis for the City to carry out compliance action if operations are not carried out in accordance with the management plans. A time limit to the approval is also proposed.

It is recommended that the application be approved subject to appropriate conditions (Option 1).

## RECOMMEND

### That Council:

- A) **Approves the application for Planning Approval for the extension of the Existing Extractive Industry on Lot 9 Brookton Highway Karragullen subject to the following conditions:**
  1. **In accordance with Clause 10.6 of Town Planning Scheme No.4, this approval is valid for a temporary period of 5 years from the date of this approval, after which time, the use shall cease and all associated structures / hardstand / equipment / fixtures shall be removed and the site reinstated and restored within 90 days to the satisfaction of the Executive Director Development Services.**
  2. **Immediate implementation of the approved Dust Management Plan to the satisfaction of the Executive Director Development Services.**
  3. **Implementation of the approved Revegetation Management Plan commencing no later than 30 August 2014 to the satisfaction of the Executive Director Technical Services.**

- 4. Construction and maintenance of a 4m high earthen bund on the west side of the operational area of the quarry in accordance with the recommendation of the Noise Impact Assessment prepared by Lloyd George Acoustics for the quarry. Stockpiled material can be used to form the bund(s) required.**
- 5. A Flora Survey of the site is to be undertaken by 30 August 2014 to the satisfaction of the Executive Director Technical Services to establish a list of suitable plant species to be used in rehabilitation of cleared areas.**
- 6. Submission and implementation of a Weed Control Management Plan, including what weeds are present on the subject lot, what chemicals will be utilised for which weeds and appropriate timing of weed control based on weed species, to the satisfaction of the Executive Director Technical Services. Implementation of the Weed Control Management Plan is to occur in conjunction with the implementation of the Revegetation Management Plan.**
- 7. Submission and implementation of a Dieback Management Plan within 30 days of the date of this approval, to the satisfaction of the Executive Director Technical Services.**
- 8. Submission and implementation of a Stormwater, Soil and Erosion Management Plan within 30 days of the date of this approval, to the satisfaction of the Executive Director Technical Services.**
- 9. A report (audit) on compliance with the approved management plans shall be submitted to the City within 90 days of date of this approval and thereafter on an annual basis by the anniversary date of this approval. The annual audit must include:**
  - a) an identification of the sources and nature of all emissions, discharges and wastes generated on the site.**
  - b) an assessment of dust amenity (dust deposition) and health impacts (total suspended particulate, particulate matter less than 10 micron).**
  - c) an assessment of environmental impacts associated with its operations and its compliance with planning and environmental requirements, in particular assessment of:**
    - (i) its operations measured against the Environment Protection (Noise) Regulations and this shall include but not be limited to a complete operational noise survey; and**
    - (ii) the verification of the maintenance of a minimum 2 metre separation to groundwater level.**
    - (iii) to verify that any potential contaminants not limited to acid sulfates, are not liberated from the dunal systems as a result of mining activities.**
  - d) an evaluation of its response to any complaints.**
  - e) a review of operational and management practices relating to environmental performance and the management of environmental risk, including emergency response,**

- contingency plans and other measures to prevent or minimise environmental impacts and any additional measures required to ensure compliance within accepted standards.
- f) The results of monitoring that is conducted throughout the year at such times and for such periods and reported as specified in the Environmental Management Plan.
  - g) A suitably qualified and experienced person to the satisfaction of the City must conduct the audit.
10. The landowner is to maintain a 10 metre buffer (exclusive of fire breaks) between the top of all quarry pits and the property boundary and indigenous vegetation within this buffer is to be protected where possible, including where safe and practical the diversion of fire breaks around existing indigenous vegetation. Screening vegetation is to be established within the 10 metre buffer of all property boundaries to the satisfaction of the Executive Director Technical Services.
  11. The vegetation buffer areas required by condition 10 above and areas of indigenous vegetation outside of the area approved for excavation and associated activities (access, storage, stockpiling, truck parking etc.) the landowner shall be fenced utilising post and wire fencing flagged with brightly coloured survey tape or flags, to prevent encroachment by machinery or any other materials that could damage the vegetation.
  12. Operating hours are restricted to 7.00am to 7.00pm Monday to Friday. Operations include, but are not limited to, the movement of all vehicles (including but not limited to bulldozers, front end loaders, water trucks, gravel trucks and fuels trucks) involved in the extractive industry. This includes external contractor's vehicles.
  13. The applicant shall ensure that the site is kept in a neat and tidy condition at all times. When vehicles and equipment are not in use they shall be located in such a manner as to minimise their view from neighbouring residents and public roads to the satisfaction of the City.
  14. Any buildings/structures associated with the excavation activities such as site office, toilet facilities and sea containers used for storage are to be located so that they are screened from view from any adjacent roads or properties to the satisfaction of the City.
  15. The crossover from Brookton Highway to the access road to be constructed in accordance with the City of Armadale's standard industrial crossover specifications and be maintained to the satisfaction of the Executive Director Technical Services.
  16. The abovementioned crossover shall be designed and constructed to accommodate two trucks (one entering and one exiting the site).

17. All driveways shall be constructed using road base quality material and bitumen sealed to limit dust generation and to ensure that no visible dust or material from the site extends beyond the site boundary to the satisfaction of the Executive Director Technical Services.
18. Where damage is caused to the road pavement and/or bitumen seal adjacent to the access as a result of heavy haulage operations from the subject site, such damage shall be rectified at the applicant's expense and to the satisfaction of the Executive Director Technical Services.
19. A maximum speed limit of 25 kilometres per hour shall be applied to all internal roads, driveways and vehicle accessways and signs in this regard shall be displayed at the entrances to the site.
20. If the storage of more than 200L of liquid chemicals or fuels on-site is proposed, a management plan to ensure accidental spills or contaminated stormwater from accidental spill are retained on-site and adequately cleaned up before being disposed of at a facility appropriate to the waste type shall be submitted to and approved by the Executive Director Development Services and the works specified by the management plan implemented thereafter.
21. If on site refuelling of vehicles is proposed to occur then a hardstand refuelling area bunded and drained to a pollutant receptor to prevent any spilled fuel entering the natural ground shall be provided on site to the satisfaction of the City. All refuelling shall take place within this hardstand area.
22. No chemicals or potential liquid contaminants shall be disposed of on-site.
23. The landowner shall implement measures to minimise the risk of spills or leaks of chemicals including fuel, oil or other hydrocarbons and shall immediately remove and safely dispose of any liquid resulting from spills or leaks of chemicals including fuel, oil or other hydrocarbons, whether inside or outside the low permeability compounds.
24. Preparation of an Emergency Management Plan that addresses emergency response, access/egress and water supplies must be completed to the satisfaction of the Executive Director Community Services prior to excavation commencing.

#### **ADVICE NOTES**

- AN1. The application and a copy of this decision has been referred to the Western Australian Planning Commission for determination under the Metropolitan Region Scheme and you will be advised in writing by that authority once a determination in this regard has been made.

- AN2.** The landowner must comply with the City's Extractive Industry Local Laws.
- AN3.** With regard to Condition requiring a Spill Management Plan, the Department of Water's "Non-structural controls Best Management Practice Guidelines" provides guidance on this matter. The Guidelines are available on the internet at: <http://www.water.wa.gov.au/PublicationStore/first/84968.pdf>.
- AN3.** The compounds described in conditions 20 and 21 shall:
- be graded or include a sump to allow recovery of liquid;
  - be chemically resistant to the substances stored;
  - include valves, pumps and meters associated with transfer operations wherever practical - otherwise the equipment shall be adequately protected e.g. bollards and contained in an area designed to permit recovery of chemicals released following accidents or vandalism;
  - be designed such that jetting from any storage vessel or fitting will be captured within the bunded area - see for example Australian Standard 1940-1993 Section 5.9.3 (g);
  - be designed such that chemicals which may react dangerously if they come into contact, are in separate bunds in the same compound or in different compounds; and
  - be controlled such that the capacity of the bund is maintained at all times e.g. regular inspection and pumping of trapped uncontaminated rain water.
- AN4.** The applicant is to ensure truck operators comply with the conditions of approval and ensure that their operations do not adversely impact on the community by way of truck speeds, control of litter and following designated truck routes.
- AN5.** The developer is reminded of the requirement under the provisions of the Environmental Protection Act that all operations (which includes earthworks and similar) be managed with due regard for noise control. Works generating noise, and rock breaking in particular, are not permitted:-
- Outside the hours of 7.00am to 7.00pm; or
  - On a Sunday or Public Holiday.

**B)** That the submitters be advised of the Council decision in this regard.

## **ATTACHMENTS**

1. CONFIDENTIAL Submitter Plan - Lot 9 Brookton Hwy, Karragullen - *This matter is considered to be confidential under Section 5.23(2) (b) of the Local Government Act, as the matter relates to the personal affairs of a person*

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**LOCATION PLAN**  
Lot 25 (No. 49) Forrest Road  
Armadale

DATE: 10 July 2014 - REVISION: 1401



SCALE 1 : 4000

Based on information provided by and with the permission of the Western Australian Land Information Institute (a division of Landgate) (2012). Aerial photograph supplied by Landgate. Photography by MapMap.



**2.2 - SIX (6) MULTIPLE DWELLINGS - LOT 25 (49) FORREST ROAD, ARMADALE**

WARD : MINNAWARRA  
FILE No. : M/538/14  
APPLN NO. : 10.2014.147.1  
DATE : 10 July 2014  
REF : PRR  
RESPONSIBLE : EDDS  
MANAGER  
APPLICANT : MW Urban  
LANDOWNER : A Singh & V Menon  
SUBJECT LAND : Property size 1012m<sup>2</sup>  
ZONING  
MRS / : Urban  
TPS No.4 : Residential R40

**In Brief:**

- The City received an application for six (6) Multiple Dwellings on Lot 25 (49) Forrest Road, Armadale on 8 April 2014.
- The application was advertised for a period of two (2) weeks. No submissions were received.
- The application has been referred to Council for consideration on the basis of comments from Technical Services in relation to the functionality of Forrest Road.
- Recommend that the Council approve the application subject to appropriate conditions.

**Tabled Items**

Nil.

**Officer Interest Declaration**

Nil.

**Strategic Implications**

2.3 Diverse and attractive development that is integrated with the distinctive character of the City.

*2.3.1 Provide supportive planning and development guidance and liaison on major land developments*

2.4 Attractive and user-friendly streetscapes and open spaces

*2.4.1 Implement townscape, streetscape and parkland improvements to enhance the distinctive character of the City.*

**Legislation Implications**

Planning and Development Act 2005  
Town Planning Scheme (TPS) No. 4  
Local Planning Strategy 2003  
Metropolitan Region Scheme

**Council Policy/Local Law Implications**

Nil.



**AERIAL PHOTOGRAPH**

Lot 25 (No. 49) Forreast Road  
Armadale

DATE 10 July 2014 - REVISION 1401



SCALE 1 : 3000

Based on information provided by and with the permission of the  
Western Australian Land Information Authority Trading as Landgate (2012)  
Aerial photograph supplied by Landgate, Photographs by GeoMap



### **Budget/Financial Implications**

Nil.

### **Consultation**

1. Adjoining landowners.
2. Technical Services.

### **BACKGROUND**

The applicant first met with the City's Planning Services on 2 January 2014 to discuss the proposal, and again on 5 February 2014. Further advice was provided via email in the lead up to the eventual submission of the application on 8 April 2014.

A related green title subdivision application to excise the existing residence from the remainder of the lot (development site) was recommended for approval by the City on 30 June 2014, and is with the Western Australian Planning Commission for determination at the time of writing the report.

Technical Services has considered this application in the light of the likely future land use changes, the impact on the road hierarchy, and the role of Forrest Road in the management of traffic, particularly as the main access road to the commercial centre of the City from the developing suburb of Wungong. The long term outcome of the traffic generated by green field and infill development will impact on the capacity, functionality and safety of Forrest Road and as such the item has been referred to Council for consideration.

### **DETAILS OF PROPOSAL**

The applicant has outlined the proposal as follows:

*"The proposal involves the retention of the existing single residential dwelling adjacent to Forrest Road and the development of six (6) multiple dwellings to the rear of this. The multiple dwellings will be in two buildings, each two (2) storeys in height. Each building will include three dwellings, comprising a mix of one (1) and two (2) bedroom dwellings. In total, four one (1) and two, two (2) bedroom dwellings will be constructed.*

*On-site parking for the development will total 11 bays. Of these, two (2) will be provided at the front of the existing dwelling, between the dwelling itself and Forrest Road. The remaining nine (9) will be provided at the rear of the site. Seven (7) of these will be provided for tenants, the remaining two (2) being made available for visitor use. Access to all parking will be via a single crossover from Forrest Road. Four (4) bike parks are also proposed.*

*The development will be of a high standard as advised during the pre-lodgement process. The floor plans and elevations have been produced by a reputable Perth architect. The elevations depict a contemporary appearance. The materials and colours proposed include:-*

- *Ground floor levels consisting of bagged-finish brickwork painted grey and white;*
- *Upper levels consisting of textured and grooved plywood wood cladding stained a light grey; and*
- *Balustrades, screening/shading devices and fencing comprising fabricated painted studwork with 'hit and miss' timber plank infill".*



**VIEW OF EXISTING SITE (LOOKING NORTH)  
LOT 25 (NO.49) FORREST ROAD, ARMADALE**

## COMMENT

### Development Control Unit (DCU)

The application was referred to DCU and there were no objections to the proposal.

### Public Advertising

The application was advertised for two weeks, closing on 21 May 2014. Advertising was carried out by way of letters to affected landowners.

Total No. of letters sent to residents/owners	:	3
Total No. of submissions received	:	Nil

### Technical Services

Technical Services has commented on the application as follows:

- 1. The provision for access to the site is deemed to be less than satisfactory and would result in a six-fold increase in the number of vehicles accessing and exiting Forrest Road, which is a District Distributor Category A road. Such an increase would create conditions prejudicial to road safety and the efficient flow of traffic on the road. In this regard, there is a need to provide for additional capacity and for the future widening of Forrest Road, aligned with the predicted traffic volumes on this route, and to form a continuous road cross section on Forrest Road from Tonkin Highway to the Armadale CBD.*

*With the redevelopment of Wungong, the City conducted a traffic modeling study to determine the future road width and capacity requirements of all the major routes. These routes have resulted in the revision of all road reserve requirements in the area, which now forms a base document for all developers to comply with in their subdivisions. Forrest Road through Wungong therefore has a revised cross section which requires a 33m road reserve, and takes into account the future requirements for road capacity, parking, bus routes, footpaths and cycle ways. It is logical to ensure that this corridor is continuous into the CBD, and is not limited through the existing developed areas, and for some distance from the CBD (where the current road reserve is 20-23m wide).*

*The traffic modeling for Armadale on the section of road under discussion, indicates a projected traffic volume of approximately 27,000 vpd once Wungong is fully developed. This in turn would require at least a four lane divided roadway, with footways and cycleways in line with long term network requirements. An alternative which can be considered, is the provision of service roads for this section of the road, but this alternative does not provide additional capacity, and is considered a much safer option, but would require additional road reserve width to be acquired.*

2. *The proposed development of the site will create a six-fold increase in traffic volumes using the access, which is already contradictory to implications of Liveable Neighbourhoods which specifically states that direct vehicle access from adjoining properties onto roads of this category should be limited where no service roads are provided. While under the current lot layout, limiting any access by alternate access arrangements would be difficult, and would most likely require a compulsory amalgamation of lots prior to development being approved. This is likely to be an arduous requirement and would not be recommended. Therefore the alternatives of accommodating access on to Forrest Road merits further assessment. This reverts the debate to that of considering a service road provision, or the provision of an additional traffic lane on a future Forrest Road.*
3. *The provision of waste collection services to the property would result in the potential for traffic on the road to be held up for some minutes whilst bins are loaded into the vehicle. The configuration of the road in this area is such that this delay possibly could result in vehicles passing on the wrong side of the median island in Forrest Road. This is a dangerous and illegal practice. In the event of it occurring it could result in accidents. The design needs to take into account the possibility of such practices and aim to minimise any potential risk. Again, the alternatives of providing a service road or additional roadway capacity (and safe overtaking /passing opportunity) require consideration.*
4. *The provision of waste collection services to the development would necessitate the removal of at least one street tree in order to provide suitable location and loading areas for the waste bins.*
5. *A number of similar properties in this vicinity would inevitably make applications for similar style development should this development be approved. This being the case then the significance of the safety and environmental issues detailed would be magnified along significant lengths of Forrest Road. As discussed above, the longer term implications can be addressed through the adoption of a road widening scheme, which will ensure that traffic capacity is preserved in the longer term, which in turn will provide security and ease of access into the CBD from the future Wungong suburbs.*

*Taking into consideration the Technical Services Directorate comments on the development, with regard to ongoing discussions relating to traffic safety and waste collection issues, the following approval conditions are recommended should Council decide to approve the overall development:*

1. *Provision of a Notification on Title advising the owner / future purchasers that, further to detailed study and investigation (currently in progress), Forrest Road will likely be subject to road widening requirements.*
2. *A strata Waste Management Plan being developed that specifies the number of bins for the property and also requires the approval of Council for any amendment to such a Waste Management Plan.*

3. *The existing property being provided with full waste collection services (i.e. 1 waste bin and 1 recycling bin) and the six units being provided with 50% of the normal waste collection service (i.e. a total of 3 waste bins and 3 recycling bins for the six properties).*
4. *The developer accepting all costs involved with accommodating the above service which will include:*
  - *Provision of bin pad hardstand on the Forrest Road kerbline;*
  - *Removal of the street tree as necessary;*
  - *Relocation of the pedestrian crossing and removal of the median island in Forrest Road;*
  - *Landscaping inclusive of provision of established trees.*

In addition to the Planning considerations, Technical Services comments and the recommended conditions are discussed in the analysis section to follow.

## **ANALYSIS**

### **WAPC's Directions 2031**

*"Directions 2031 is a spatial framework; a high level strategic plan that establishes a vision for future growth of the Perth and Peel region, and provides a framework to guide the detailed planning and delivery of housing, infrastructure and services necessary to accommodate that growth"* (Directions 2031, WAPC).

The 'Connected City' scenario within Directions 2031 requires 47% of all new dwellings to be accommodated within existing areas as infill development, which the application under consideration represents. The City's current planning framework is required to be and has been built around the strategic direction set out for Perth by strategic documents such as Directions 2031.

### **Local Planning Strategy (LPS)**

Within the LPS, the 'Strategic Approach and Scheme Implications' section of the 'Population and Housing Profile' indicate the need for a wide range of housing types and the provision of increased densities around the commercial centres as these areas have access to the necessary facilities and transport options.

Only 10 Multiple Dwelling applications have been received by the City since 2007, and of those, only three (3) proceeded to construction (Dale Cottages, and the two developments at the corner of Streich Avenue and Davis Road, Kelmscott). Whilst interest is growing since the introduction of the multi-unit code within the Residential Design Codes, Multiple Dwellings are not a common land use within the City, and as such this proposal represents housing choice which is not often applied for or ultimately constructed. Smaller, more affordable units of high quality built form are lacking in the local market which is predominantly three (3) bedroom-two (2) bathroom grouped dwellings or the original housing stock.

### **Town Planning Scheme (TPS) No.4 – Aims of the Scheme**

The applicant has argued that the development is compliant with a number of the Aims of the Scheme set out in Clause 1.6 as follows (applicant's comments in italics):

- (a) To promote and safeguard the health, safety, convenience and general welfare of the inhabitants of the district, and to achieve an improved quality of living for the people of Armadale;

*“The proposed development will contribute to an improved standard of living by providing a well-designed alternative form of housing that affords future occupants a high level of amenity”.*

- (c) To promote a sense of place and community identity for residents by fostering a distinctive character based on good design principles;

*“The proposed development will provide a point of difference to traditional housing stock in the City of Armadale by introducing a well-designed, distinctive project”.*

- (d) To provide for a variety of development to meet the needs of the community with regard to housing, employment and services, and to facilitate the provision of a wide range of social and cultural experiences within the district;

*“The proposed development will contribute to an increased variety in housing types with the City of Armadale, noting very little contemporary multiple dwelling development has been approved (and therein taken place)”.*

- (f) To promote a safe and energy-efficient pattern and form of development, balancing the needs of development with those of sustainable economic, social and environmental systems;

*“The proposed development will contribute to the sustainability of the City of Armadale by delivering energy efficient, medium density housing in a location proximate to public transport, services and local amenities”.*

- (g) To improve the means of access into and around the district, and to ensure the safe and convenient movement of people throughout the district, including pedestrians, cyclists, public transport users and motorists;

*“The proposed development will offer residents a high level of access to Armadale town centre, Armadale rail line, as well as local shopping and recreation opportunities. The convenience of this access includes pedestrian and cycle movement”.*

- (h) To promote sustainable development that integrates consideration of economic, social and environmental goals for the district;

*“The proposed development offers economic accommodation that has been designed to be sustainable (energy efficient). The alternative to traditional housing types should also contribute to the social fabric of the City”.*

- (l) To facilitate and encourage high quality design, built form and streetscapes throughout the district.

*“The proposed development has been architecturally designed, focusing on the delivery of high quality internal spaces and external appearances. Accordingly, it will offer a high level of amenity to future occupants and a contribution to the local built environment”.*

#### **TPS No.4 – Zoning, Coding and Zone Objectives**

The subject property is zoned ‘Residential’ and coded ‘R40’ in line with the strategic planning framework. Multiple Dwellings are a ‘D’ (discretionary) land use within the zone where the code is above R30. The objectives of the Residential zone are:

- (a) To provide for a range of housing and a choice of residential densities to meet the needs of the variety of household types which make up the community.

As outlined previously, the application represents a point of difference in housing stock that is encouraged in order to provide alternative housing options for the community.

- (b) To provide for a range of associated compatible activities and development, which will assist in the creation of efficient and sustainable residential neighbourhoods.

Provision of housing choice assists in the creation of sustainable neighbourhoods, which in this instance includes supporting the nearby strategic regional centre. The applicant has noted design has included consideration of energy efficiency.

- (c) To facilitate and encourage high quality design, built form and streetscapes throughout residential areas.

Planning Services concurs with the applicant that the proposal has been architecturally designed to a high standard, and the existing residence has been retained as part of the proposal in support of maintaining the existing streetscape.

The applicant has argued the development addresses the objectives of the Residential zone as follows (applicant’s comments in italics):

- *“The proposal will deliver an alternative housing form at a higher density, thereby meeting the needs of a range of household types that make up the community. In this regard, the locality is characterised by single residential and grouped housing development. The proposed multiple dwellings will deliver a distinctly different form of housing;*
- *The development of an alternative medium density housing project on the subject land in the proposed location will make a genuine contribution to the creation of a more efficient and sustainable residential neighbourhood; and*
- *The proposed development is presented to the City on the basis that it will deliver a high quality design, delivering a unique built form that is attractive in the location (and the streetscape where it is viewed from such)”.*

As such it is considered the proposal is compliant with the objectives of the zone and the wider strategic planning framework.

### **Residential Design (RD) Codes**

Only two minor areas of non-compliance with the RD Codes required advertising, these being the rear setback (1.5m provided in lieu of 1.7m) and the 7.5m setback in respect of two of the balconies for upper floor units, which overlapped the adjoining lot by 0.4m. These minor variations were advertised to adjacent landowners and no submissions were received. It is considered the variations can be approved under the relevant Design Principles of the RD Codes.

Other minor matters were identified, but are commonly addressed through the imposition of standard conditions of approval, including the implementation of landscaping, the marking of visitor bays, a lighting plan, a stormwater management plan, fencing and screening of external fixtures.

### **Policy PLN 3.1 – Residential Density Development – Form of Development**

It is noted that this policy applies specifically to Grouped Dwellings. The City will be reviewing the policy in the short term. Despite the technicality, the applicant demonstrated compliance with a number of the policy requirements anyway (applicant's comments in italics):

*“Where the intentions of the Policy are concerned, the subject proposal is considered to comply. In this regard, the proposal is considered to clearly meet a number of specific provisions. Clauses 4.3.1.7 and 4.3.4.1 refer respectively to:-*

*The design of grouped and multiple dwelling development should avoid uniformity by providing a degree of variety in the range of house designs, colours and fenestrations (windows and openings). Development including two storey dwellings or dwellings with lofts is encouraged; and*

*Council shall encourage the retention of existing houses as part of a redevelopment proposal where the building:*

- *Is in good condition and of good architectural quality...;*
- *Is located on the block to provide a sufficient and usable area for additional units;*
- *Will retain and enhance the amenity and streetscape quality of an area;*
- *Is of heritage significance.”*

Council have for some time been encouraging two storey form of development, even going so far as to require amendments to PLN 3.1 to include specific reference to the matter as outlined above, however take up of that option has been very limited due to the extra construction costs and viable alternatives. The proposal offers architecturally designed two storey development.

### **Policy PLN 3.1 – Residential Density Development – Waste Management**

PLN 3.1 also covers the aspect of Waste Management, which if applicable would not be strictly compliant as the policy includes the “*presumption against siting of bin pads near... median islands... along busy arterial roads or where their location will impact on traffic sightlines or safety*”. A median island exists in front of the subject site and Forrest Road is certainly a busy arterial road. In this regard, the applicant went to some lengths to argue an alternative waste collection solution that was ultimately accepted by Technical Services after considerable analysis and debate (applicant’s comments in italics):

*“The objective of the City's Policy PLN3.1 is to ensure safe and convenient rubbish collection. As part of a Development Application, the Policy requires collection points (bin presentation pads) to be shown on plan. The plans presented with the application show these. They are depicted at the front of the site, consisting of a pad providing for two (2) bins for the existing dwelling, and a longer pad (providing for six (6) bins) for the multiple dwellings.*

*The positioning of the bin presentation pads at the front of the site as shown caters to easy collection by the City's waste vehicles. Similarly, it considers pedestrian safety and vehicular movement within the road reserve.*

*The number of bins proposed for the multiple dwellings is six (6) in total. It is noted Policy PLN3.1 refers to two (2) bins per unit. In the case of the subject proposal, two (2) bins per two (2) units are proposed. This takes into account the size and anticipated occupancy levels of smaller dwellings - and contemporary practice where apartment living occurs elsewhere in the Perth.*

*The City of Cockburn has obtained waste audit data that reveals multiple dwellings produce between 4kg and 7kg of rubbish a week. This amounts to approximately one-third of that typically generated by a free-standing single residential dwelling. On the basis of this data, the City (of Cockburn) provides one 240-litre garbage bin and one 240-litre recycling bin for every (3) multiple dwellings within an apartment project. In this knowledge, the six (6) waste bins (general garbage and recyclable) proposed for the subject proposal should easily cater for the waste to be generated by the development.*

*In addition to the above, the City of Cockburn requires an area of 1.0m<sup>2</sup> per multiple dwelling for bin storage. In the case of the subject proposal, 7.4m<sup>2</sup> is proposed. This is considered more than sufficient for accommodating the number of bins proposed. In terms of management, the Strata Management Statement for the development will indicate that bins are to be removed from the bin pad presentation area at the front of the site on the same day as collection.*

*The City of Cockburn has considerable experience in apartment living (multiple dwellings). This type of living occurs within South Beach Village, Port Coogee and at Cockburn Central. To assist in the assessment and determination of waste management in association with such development, the City produced and adopted a Policy on the matter. The Policy is used to inform and educate the development industry on the matter. It has been in place since April 2010 and can be viewed” on their website.*

The City spent a substantial amount of time analysing the above waste management proposal in the context of its current practice. Research indicates that Cities like Cockburn are adapting to the development of higher densities by looking at alternatives like that outlined above. Reducing the number of bins and providing communal use means the resident's level of service is not affected and the waste collection vehicle has less "arm lifts" to make, and therefore can spend less time on the road in front of a development of this nature.

The City questioned the applicant as to the success the above arrangement was having. The City of Cockburn's Waste Manager subsequently advised the applicant that they "*have found no immediate problems with the 1 bin set / 3 multi residential units and can certainly confirm that none of the developments or occupants has requested additional bins*".

As outlined previously, the City's Technical Services have advised that should Council approve the application, the applicant's waste collection scenario could be implemented in respect of the development, however their general concern regarding the functionality of Forrest Road and the delays the collection vehicle will cause remains. There is also the question of the potential removal of a street tree, which is addressed in the following section.

### **Analysis of Technical Services Comments**

It is acknowledged Technical Services view is generated from securing the functionality and safety of Forrest Road for the long term. It is also acknowledged that this view is a valid part of Technical Services operations. However, that view and its basis must be taken into account along with all the other aspects this report has outlined and a decision made in that context. Technical Services comments are analysed as follows:

- *Increase in traffic causing safety / traffic flow issues at the crossover with Forrest Road;*

The subject property has legal frontage and existing access to Forrest Road, which in this area is a low speed environment with a number of interspersed roundabouts. Sight lines would continue to be adequate as they are at present. The property is zoned and coded for R40 development, and has been since the introduction of TPS No.4 in 2005. The owner / applicant therefore have a right to expect they can develop a compliant development to that density. Whilst there will be more vehicles entering and leaving the property per day once developed, the R40 code has implied for a number of years that more traffic will be generated by these properties.

With the implied additional traffic generation from infill and green field developments, additional road capacity would also be implied, and will need to be provided. The recommended Notification will address this in the short term, subject to further detailed investigation taking place.

- *Contradiction to Liveable Neighbourhoods which indicates access should be limited to Distributor Roads where no service roads are available.*

The property has legal frontage and existing access to Forrest Road. A service road does not exist and is not currently planned for and access is limited to the one existing crossover. Therefore the intent of Liveable Neighbourhoods is met. It should also be noted that vehicles can exit the site in a forward gear.

- *Waste collection causing delays to traffic, and vehicles will drive on the wrong side of the road given the presence of median;*

It has been agreed as part of the ongoing discussions that the applicant's argument to reduce the number of bins for the development based on research outlining the likely waste generation can be accepted. Reducing the number of bins and communally using the remainder will ensure the level of service is maintained, whilst taking less space on the verge and reducing the amount of time the waste collection vehicle must take to collect the bins. Removal of the raised median can be accommodated via an appropriate condition of approval.

It has however been recognised that with more stops and greater delays, delayed vehicles do act illegally and pass the waste vehicle and ignore safe driving requirements. This is a possible risk, though it is assumed drivers acting illegally do so knowing the road rules in place having been granted a driver's licence, and therefore bear responsibility for their actions. Such additional stops can be accommodated in the short terms but require a longer term strategy to prevent the problems identified. The recommended service road or road widening would in the longer term eliminate such practices.

- *Waste collection requiring the removal of a street tree;*

The subject property has two street trees within its 16.7m frontage, as well as a pedestrian ramp, crossover and a power pole, making it particularly constrained in terms for room for bin placement for waste collection. It is acknowledged the box trees on Forrest Road are a significant part of the streetscape and it would be preferable to retain them if at all possible, and alternatives were considered in this regard including a waste collection trial. However it is the City's opinion that removing a tree to facilitate waste collection is necessary to facilitate the development. As the aerial photo attached to the report shows, there are already some gaps in tree placement within the streetscape and given the right to develop the site to a higher code, the removal of the tree is unfortunately necessary.

- *Precedent for other properties to have similar developments approved, creating similar issues along the length of Forrest Road.*

Similar applications can already be made now, irrespective of precedent. As outlined, the proposed use is discretionary within the zone and code and generally complies with the strategic framework and objectives of the Scheme. In general, as long as each proposal is compliant with the RD Codes, there is very little basis in current policy on which to refuse them. However it is noted that there are not many similar properties on the street, which is a key factor in precedent. The subject site is one of four properties in a row of similar dimensions and coding and so precedent would have a very limited effect.

### **Analysis of Technical Services Recommended Conditions**

The State Administrative Tribunal (SAT), and other appeal bodies in Australia have adopted the approach taken in *Newbury DC v Secretary of State for the Environment (1981) AC578* when considering the validity of specific conditions. That decision held that in order to be valid, a condition must:

- be imposed for a planning purpose;
- fairly and reasonably relate to the development for which permission is given; and
- be reasonable, that is, be a condition which a reasonable planning authority, properly advised, might impose.

Technical Services recommend that if Council were to approve the application, the following conditions should be imposed, and they are now analysed in the above framework:

- *Provision of a Notification on Title with regard to the future widening of Forrest Road;*

Agreed. Technical Services has advised that modeling indicates Forrest Road will need to be widened in the “established” section going forward. Whilst detailed planning is not sufficiently advanced to provide specifics at this point in time such as land requirement plans or widths (other than to outline the existing 20m wide reserve would need to be closer to 30m for a four lane road), the investigation has commenced and as such, it is reasonable to require a mechanism whereby this is flagged for future purchasers.

In light of the likely future requirement, the City can also advise the applicant to consider a tandem bay arrangement for the 2 car parking bays being provided for the existing residence, as this may result in less disruption in the future.

- *A Waste Management Plan forming part of the Strata Management Statement;*

Agreed. This has a justifiable planning purpose, fairly and reasonably relates to the development and is a relatively common practice across multiple local government authorities. The applicant has in fact recommended that this be undertaken as outlined previously. All Multiple Dwellings require a Strata Management Statement to be prepared, which provides a mechanism by which the future strata management body / residents can be made aware of the arrangements put in place in respect of waste collection. The Waste Management Plan can be prepared reflecting the reduction in bins, the communal use of the bins provided and the pick up and storage locations. The bulk verge collections can be addressed, and a bin caretaker can be appointed. In short, an additional mechanism will be in place to ensure waste management occurs as intended.

- *Acceptance of the reduced (50%) bin provision for the development;*

Agreed. This has been well researched and argued by the applicant, will not affect service provision, will address some concerns via a reduction to the needed verge space, and the length of time the truck will take to pick up bins.

- *Developer being required to provide bin pads, remove the street tree(s) as necessary, relocate pedestrian crossing, and remove median island.*

Agreed. This section of Forrest Road has a predominantly painted median, with the solid section in front of the property a pedestrian refuge / crossing, which could be relocated as required. This would also enable informal passing in the painted median section for the time the waste collection vehicle is servicing the subject property as a short term solution to Technical Services functionality concern. The requirement therefore relates to the proposed development and is fair and reasonable.

## **OPTIONS**

1. Council may approve the development for six Multiple Dwellings on Lot 25 (49) Forrest Road, Armadale subject to appropriate conditions.
2. Council may refuse the development for six Multiple Dwellings on Lot 25 (49) Forrest Road, Armadale for the reasons provided by Technical Services.

## **CONCLUSION**

The development proposes a type of housing that is uncommon within the City, which means it would contribute to the variety of accommodation available for the community, which is consistent with the strategic framework, as well as the general aims and the specific zone objectives within TPS No.4. It is a discretionary land use within an R40 zone and is therefore appropriate to consider. The dwellings have been architecturally designed to a high standard and provide two storey form, which is consistent with the intent of policy PLN 3.1, if it was applicable. The minor areas of non-compliance with the RD-Codes were advertised and no objections were received and other issues can be addressed by appropriate conditions of approval.

Technical Services comments regarding securing the functionality of Forrest Road into the future are acknowledged and the investigation is ongoing with options presently under consideration. The requirement for a notification on titles is appropriate to address the issue in the short term.

The application is compliant with the strategic planning framework, TPS, and RD Codes. It is therefore recommended that the application be approved in accordance with Option 1.

**RECOMMEND**

**That Council:**

- A) Approves the application for Planning Approval for six (6) Multiple Dwellings on Lot 25 (49) Forrest Road, Armadale subject to the following conditions:**
- 1. A Management Statement shall be prepared and approved by the City and registered in accordance with Section 5c of the Strata Title Act 1985 (as amended). The Management Statement is to include the following additions to the by-laws contained in Schedules 1 and 2 of that Act:**
    - a) The development has been approved subject to a Waste Management Plan. The Waste Management Plan is based on the premise of communal use of a reduced number of bins. The reduction was deemed acceptable on the basis of anticipated occupancy and waste generation of smaller dwellings, and to ensure adequate room exists at the verge for collection. The City is therefore unlikely to support an increase to the number of bins for this development, however if need is identified, the Strata Management body may apply to the City for reconsideration of the Waste Management Plan;**
    - b) Landscaping within communal open space areas shall be implemented and maintained by the owners in accordance with an approved Landscape Plan issued by the City of Armadale;**
    - c) Seven (7) private parking bays and two (2) visitor parking bays are available to the development, and advice shall be provided to owners / occupiers on bay allocation;**
    - d) Advice to owners / occupiers regarding the maintenance of communal areas;**
    - e) Advice to owners / occupiers regarding the reciprocal driveway arrangement; and**
    - f) Advice to owners / occupiers of the requirement of the Residential Design Codes for external fixtures (such as air conditioners added post-development etc) to be located to minimise visual obtrusiveness.**
  - 2. The north west (street) elevation of unit 3 (first floor) shall be in accordance with the plan labelled “draft” attached to this approval to the satisfaction of the Executive Director Development Services.**

3. **A schedule of external colours and materials shall be submitted to the City's Planning Services department and approved by the Executive Director Development Services. The development shall be completed and maintained in accordance with the approved schedule to the satisfaction of the Executive Director Development Services.**
4. **The external surfaces of all parapet walls that are on or adjoining a property boundary shall be finished in accordance with the schedule of colours required by Condition 3.**
5. **The landscape plan (copy attached) has been approved subject to the following modifications:**
  - a) **Average plant density should be a minimum of 3 per sqm, instead of 1 per sqm;**
  - b) **The adjoining verge area shall be included within the landscape works subject to confirmation of treatment from the City; and**
  - c) **The Eucalyptus caesia silver requires 2-3m separation from structures and an alternate species should be utilised subject to confirmation from the City.**

**All landscaping shall be installed prior to occupancy of the development and maintained as per the approved plan thereafter.**

6. **A Waste Management Plan shall be submitted to and approved by the Executive Director Technical Services prior to commencement of site works. The Waste Management Plan shall outline:**
  - a) **The existing residence to be provided with full waste collection services (i.e. 1 waste bin and 1 recycling bin) and the six multiple dwellings being provided with 50% of the normal waste collection service (i.e. a total of 3 waste bins and 3 recycling bins for the six dwellings);**
  - b) **That the bins for the multiple dwellings would be for communal use;**
  - c) **That any subsequent alteration to the total number of bins for the multiple dwellings must be via application to the City to modify the approved Waste Management Plan;**
  - d) **The storage location with bin cleaning facilities, and pickup location with bin pads;**
  - e) **The appointment of a bin "caretaker" for collection placement, retrieval and cleaning;**
  - f) **Collection points for green / bulk waste collections; and**

- g) The requirement for the Waste Management Plan to be linked to the Strata Management Statement (refer to Condition No.1).**

**Bin pads shall be installed at the developer's cost prior to occupancy of the development and waste collection shall be carried out in accordance with the approved plan thereafter.**

- 7. The removal of the northernmost street tree in front of the subject site, to the satisfaction of the Executive Director Technical Services. The works shall be undertaken by the City at the developer's cost and the developer shall pay the City the value equivalent of a similar 45L replacement tree and installation (labour) prior to occupancy of the development.**
- 8. Plans / Details outlining the relocation of the pedestrian ramps on both the east and west side of Forrest Road and removal of the central median island shall be submitted to and approved by the Executive Director Technical Services. The approved works shall be undertaken at the developer's cost and in accordance with the approved plan prior to occupancy of the development.**
- 9. If new fencing is proposed, or where fencing exists does not meet these standards, fencing shall be installed prior to occupation or the creation of multiple lots from the development (whichever is the earlier) in accordance with the following and maintained thereafter:**
  - a) Internal fencing and other property boundary fencing shall be at least 1.8m high measured from the new ground level / top of retaining walls in accordance with Part 2 of the City's Fencing Local Law 2011 (or superseding standard); and,**
  - b) Fencing within the front street setback area or abutting the public realm (i.e. Forrest Road) shall be visually permeable above 1.2m and truncated adjacent to driveways in accordance with Part 3 of the City's Fencing Local Law 2011 (or superseding standard).**
- 10. To meet drainage requirements the developer/owner shall, to the specifications and satisfaction of the Executive Director Technical Services:**
  - a) Submit a stormwater management plan incorporating water sensitive design principles for approval and implement the approved plan thereafter;**
  - b) Show any drainage easements as may be required on the Certificate of Title in favour of the City; and**
  - c) Relocate, remove or upgrade any drainage infrastructure on the lot or within the adjoining road reserve that is impacted by the proposed development.**

11. **To meet vehicle manoeuvring space requirements the developer/owner shall, to the specifications and satisfaction of the Executive Director Technical Services:**
  - a) **Provide two (2) compliant replacement car parking bays for the existing residence;**
  - b) **Construct / seal all such areas, including drainage and kerbing / marking where necessary, in accordance with the approved site plan;**
  - c) **Clearly mark and signpost visitor parking spaces. One visitor space of the two required shall be the space at the end of the driveway / visible from the primary street;**
  - d) **Relocate / remove any services/infrastructure as necessary;**
  - e) **Remove any existing crossover(s) and reinstate all kerbing / footpaths / verge areas;**
  - f) **Utilise brick paving or other high quality finish. Untreated concrete and black asphalt finishes are not permitted; and,**
  - g) **Continuously maintain all such areas thereafter.**
  
12. **Reciprocal rights of access to be provided over the reversing / informal passing area shown on the approved site plan, to ensure construction, maintenance and subsequent joint use of the internal driveway and access for both properties from Forrest Road.**

The reciprocal rights of access shall be prepared at the developer's cost and shall be included on the Certificate of Titles, with a benefit to the City and a benefit and a burden for the proposed lots, prior to the occupation of the development.
  
13. **A Lighting Plan showing lighting to pathways, car parking and communal areas shall be submitted to and approved by the Executive Director Development Services. All lighting shall be installed and operated as per approved plan.**
  
14. **All external fixtures (i.e. water heaters, television aerials, meter boxes etc) shall be located so as to comply with Clause 5.4.4 of the Residential Design Codes in terms of minimising visual obtrusiveness to the satisfaction of the Executive Director Development Services.**
  
15. **Letterboxes for the Multiple Dwellings shall be constructed of masonry and shall be located adjacent to the Primary Street / vehicle access way to the satisfaction of the Executive Director Development Services.**

16. **A cash-in-lieu payment for footpath construction shall be paid to the City's Technical Services Directorate, within 30 days of commencement of construction, at the rate of 5 metres of footpath per unit.**
17. **A notification, pursuant to Section 165 of the Planning and Development Act 2005 is to be placed on the certificates of title of the proposed lot(s) advising of the existence of a hazard or other factor. Notice of this notification is to be included on the diagram or plan of survey (deposited plan). The notification is to state as follows:**

**“Forrest Road will be widened in the future, which may affect the location of improvements and parking bays.”**
18. **All conditions are to be complied with prior to exercising the right of this approval, to the satisfaction of the Executive Director Development Services.**

**B) That in addition to standard advice notes, the applicant be advise that:**

- A. **With regard to Condition 3 requiring submission of a colour and material schedule, please be advised that the colour and material schedule submitted on 8 April 2014 is acceptable (copy attached). Any amendments to the attached schedule should be resubmitted to Planning Services for consideration.**
- B. **With regard to Condition 11 for vehicle manoeuvring spaces, the City's Technical Services Directorate should be contacted in order that the appropriate crossover application may be made.**
- C. **With regard to Condition 17, consideration should be given to utilising a tandem bay arrangement for the 2 car parking bays being provided for the existing residence, as this may result in less disruption in the future dependent on the determination of widening required.**

#### **ATTACHMENTS**

1. Site Plan - Lot 25 Forrest Road, Armadale
2. Ground Floor Plan - Lot 25 Forrest Road, Armadale
3. First Floor - Lot 25 Forrest Road, Armadale
4. Elevation Plan 1 - Lot 25 Forrest Road, Armadale
5. Elevation Plan 2 - Lot 25 Forrest Road, Armadale
6. Concept Plan - Lot 25 Forrest Road, Armadale

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**ROAD RENAMING**  
Portion Barrington Avenue  
Champion Lakes

DATE: 14 July 2014 - REVISION: 1401



Based on information provided by and with the permission of the Western Australian Land Information Institute (as per Landgate 2210).  
Aerial photograph supplied by Landgate. Photographs by Mapbox.



**3.1 - ROAD RENAMING - PORTION OF BARRINGTON AVENUE, CHAMPION LAKES**

WARD : HERON  
FILE No. : RDB/129 - M/509/14  
DATE : 2 July 2014  
REF : KC  
RESPONSIBLE MANAGER : EDDS  
APPLICANT : City of Armadale  
LANDOWNER : Metropolitan Redevelopment Authority  
SUBJECT LAND : Portion of Barrington Avenue, Champion Lakes  
ZONING : Metropolitan  
MRS / : Redevelopment  
TPS No.4 : Authority

**In Brief:**

- Council, at its meeting on 10 April 2007 (D41/4/07) considered proposed street names for a subdivision at Lot 600 Lake Road, Champion Lakes, including Barrington Avenue from Karapiro Circuit to Beetzee Way. These names were subsequently approved by Geographic Names Committee in 2007.
- Subsequent numbering of Barrington Avenue began at Regatta Boulevard ascending south-west to Beetzee Way. This street number allocation has resulted in a lack of street numbers for the remainder of the approved portion of Barrington Avenue.
- Recommend that Council approach the Geographic Names Committee seeking approval for the new road name as listed in the recommendation to be applied to a portion of Barrington Avenue, Champion Lakes.
- The proposed road name should comply with the Geographic Names Committee (GNC) criteria.

**Tabled Items**

Nil.

**Officer Interest Declaration**

Nil.

**Strategic Implications**

2.5.1 Provide a safe and efficient movement network including local and arterial roads and associated infrastructure.

**Legislation Implications**

Land Administration Act 1997.

### **Council Policy/Local Law Implications**

Nil.

### **Budget/Financial Implications**

Replacement of the existing signage with the new signs can be accommodated within the existing Technical Services budget.

### **Consultation**

- Rates Department

### **BACKGROUND**

Council, at its meeting on 10 April 2007 (D41/4/07) considered proposed street names for a subdivision at Lot 600 Lake Road, Champion Lakes. This included Barrington Avenue from Karapiro Circuit to Beetzee Way. These names were subsequently approved by Geographic Names Committee in 2007.

Subsequent street number allocation of the constructed portion of Barrington Avenue began at Regatta Boulevard ascending to the south-west to Beetzee Way in accordance with Deposited Plan 57001 which was lodged with Landgate in December 2007.

### **DETAILS OF PROPOSAL**

No street numbers were set aside for the construction of Barrington Avenue to the north-east of Regatta Boulevard when street numbers were assigned to Barrington Avenue in 2007. Consequently a new road name is recommended for the portion of Barrington Avenue north from Regatta Boulevard, Champion Lakes.

Council supported the recommendation to approach Geographic Names Committee (GNC) regarding a list of road names for the 'Champion Glades' subdivision at its meeting on 28 May 2012 (D31/5/12). This subdivision followed a theme of famous rowers or associated people. Part 3 of the resolution proposed the following:

**Hold in reserve for the present the name 'Yewers' until the GNC has approved the names above, or use it as necessary where any of the names above may not meet GNC approval or future stages of this estate or Champion Lakes.**

Gordon Yewers was a member of the winning Kings Cup Crew in 1938 and was a silver medallist at the 1938 British Empire Games (rowing eight) in Sydney.

GNC's approval of the names on 7 June 2012 included adding the name 'Yewers' to the City's reserve register for future use. This name is currently on the City's reserve register road names and as such is an ideal name.

It is proposed that the portion of Barrington Avenue from Regatta Boulevard to Karapiro Circuit, Champion Lakes as indicated be named 'Yewers Drive'. The City shall propose the following two names as reserve names which are of prominent former rowers, following the rowing theme the developer utilised for Champion Lakes, in case 'Yewers' does not meet GNC criteria:

- **Negus:** Oscar and Guy Negus. Oscar was a Supreme Court judge and Guy was an accountant. Oscar was a member of the winning 1921 Kings Cup crew. His brother Guy rowed in the 1946 and 1947 Kings Cup crews. Guy was a major contributor at the West Australian Rowing Club in regards to fundraising and shed maintenance over 25 years after World War II.
- **Lapsley:** James McFarlane Lapsley was a master plumber and head of the WA Fire Brigades Board. He was a Coxswain of the first-ever winning Swan River Rowing Club crew in 1887 and the president of the Western Australian Rowing Association 1907-1908. He was the first life member of the Association.

## COMMENT

According to the now superseded 2003 Australian and New Zealand Standard 'Rural and urban addressing' (AS/NZS 4819:2003) "the numbering start point is the position on a road determined to be the point from which urban numbering commences". This definition of the datum point in the 2003 Standard could be attributed as the source of confusion for the street number allocation for this area. In the current Standard issued in 2011 (AS/NZS 4819:2011), the datum point definition is clarified as being situated "at the commencement of the road from where access to that road is most common, or is planned to occur."

In this situation, the datum point was allocated to the junction where Barrington Avenue meets Regatta Boulevard when numbers were allocated in 2007. Regatta Boulevard is the only entry point into the residential development at Champion Lakes from Lake Road, which makes it an ideal datum point. Alternative entrances into the residential development are yet to be constructed.

A lack of numbers exist for numbering the portion of Barrington Avenue to the north of Regatta Boulevard, however, GNC guidelines state that "the renaming of a portion of separated road may also be used to solve address numbering problems" (page 57 GNC guidelines).

GNC guidelines state that when renaming "local roads, there must be majority support from the affected landowners and residents". The street numbering dilemma was identified prior to settlement on the new sales of lots created by Deposited Plan 400397. The Metropolitan Redevelopment Authority (MRA) currently own the lots. The City's Rates Department have advised on the Orders and Requisitions that there is a possibility of a street name change for the lots located on Barrington Avenue on Deposited Plan 400397. As such, prospective purchasers have been made aware of the imminent name change.

Support to rename the street is not considered necessary given the lots are still owned by the MRA and prior notice has been provided to prospective purchasers.

## ANALYSIS

The proposed names should meet the GNC criteria for road naming. The road names are duplicated less than six times in the metropolitan area and are more than 10 kilometres from existing duplications or homonymous names.

The proposed road name of 'Yewers Drive' should meet the GNC criteria for road naming.

The proposed name of 'Negus' occurs only once elsewhere in the Perth Metropolitan Region, as a Lane in Scarborough, located more than 40km from the proposed site.

The proposed name of 'Lapsley' occurs once within the Perth Metropolitan Region as a Road in Claremont, located more than 40km from the proposed site.

## OPTIONS

1. Approve the road name as submitted.
2. Not approve the road name and that Council recommend a new road name to GNC.

## CONCLUSION

The road name should meet GNC criteria and appears to be an appropriate proposal for Council to approve. Option 1 is recommended.

## RECOMMEND

### That Council:

1. **Approach Geographic Names Committee (GNC) seeking approval for the following new road name "Yewers Drive" (or suitable road types acceptable to the GNC) be applied to rename a portion of Barrington Avenue, Champion Lakes, as shown on the attached plan, and any future extensions of this road.**
2. **Hold in reserve for the present the names 'Negus' and 'Lapsley' until the GNC has approved the name above, or use it as necessary in future stages of Champion Lakes.**

## ATTACHMENTS

There are no attachments for this report.

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***3.2 - ROAD NAMING - SIENNA WOODS PRECINCT F***

WARD : NEERIGEN  
FILE No. : R/A/2 – SUB/148131 -  
M/524/14  
DATE : 4 July 2014  
REF : KC  
RESPONSIBLE : EDDS  
MANAGER  
APPLICANT : McMullen Nolan  
LANDOWNER : Department of Housing  
SUBJECT LAND : Property size 60 ha  
approx.  
ZONING : Metropolitan  
MRS / : Redevelopment  
TPS No.4 : Authority  
Urban Development

**In Brief:**

- Council has received a proposal to name new road reserves within the Sienna Woods Estate (Precinct F) on Lot 107, 138 and 108 (Plan 694) Eleventh Road, Hilbert.
- The proposed road names derive from the theme of British/English forests and woods. They comply with the Geographic Names Committee (GNC) criteria.
- Recommend that Council approach the Geographic Names Committee seeking approval for the new road names as listed in the recommendation.

**Tabled Items**

Nil.

**Officer Interest Declaration**

Nil.

**Strategic Implications**

2.5.1 Provide a safe and efficient movement network including local and arterial roads and associated infrastructure.

**Legislation Implications**

Land Administration Act 1997.



**PROPOSED ROAD NAMES**

Sienna Woods Estate in Hilbert  
Precinct F

DATE: 17 July 2014 - REVISION: 1402



SCALE 1 : 2500

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Western Australian Land Information Institute (Landing on Land-Right (L212)).  
Aerial photograph supplied by Landgate. Photographs by NasaMap.



### **Council Policy/Local Law Implications**

Nil.

### **Budget/Financial Implications**

Nil.

### **Consultation**

Geographic Names Committee.

## **DETAILS OF PROPOSAL**

Council has received a proposal for the naming of road reserves for new streets which are being created by a subdivision within the Sienna Woods Estate (Precinct F) proposed for Lot 107, 138 and 108 (Plan 694) Eleventh Road, Hilbert. The proposed road names derive from the theme of British/English forests and woods. They comply with the Geographic Names Committee (GNC) criteria.

The applicant proposes the following names to be allocated to the new road reserves in the positions indicated on the attached subdivision plan:

- ◆ **Bedgebury Road:** The Bedgebury National Pinetum is located at Bedgebury, Kent, in the United Kingdom. It is a recreational and conservational arboretum and was established as the National Conifer Collection in 1925.
- ◆ **Gisburn Street:** Gisburn Forest is located in the north east corner of Lancashire. The forest is a working and dynamic forest created and managed by the Forestry Commission. It offers mountain biking trails through Bottoms Beck, Park Wood, Hully Gully and Bigfoot Slab.
- ◆ **Heartwood Way:** Heartwood Forest is a planned forest (woodland creation site) in Hertfordshire, England. It is a large-scale reforestation project that will see 600,000 new trees planted over 858 acres over 12 years.
- ◆ **Dalby Street:** Dalby Forest is located on the southern slopes of North York Moors National Park. It offers over 8000 acres of woodland to explore via cycling and walk trails and is home to many species of wildlife, including badgers, roe deer and nightjars.
- ◆ **Friston Turn:** The beech woods of Friston Forest are criss-crossed by a network of forest tracks and patches of grassland and adjoins the Lullington Heath National Nature Reserve, one of the most important wildlife sites in the country. The forest is located north of the Seven Sisters.
- ◆ **Hamsterley Way:** Described as a 2000 hectare oasis, the Hamsterley Forest is one of Durham's most popular visitor destinations. It is composed of mixed woodland lying between the Wear and Tees valleys on the edge of the North Pennines Area of Outstanding Natural Beauty.
- ◆ **Parkhurst Avenue:** Parkhurst Forest is 395 hectares of woodland located to the north-west of Newport, Isle of Wight, England. The forest consists of ancient woodland, relict heathland and plantation woodland.

The applicant has also provided several names for consideration to hold in reserve in case GNC finds a name not suitable. The suggested names to hold in reserve are:

- ◆ **Winterfold:** Winterfold Forest is a wooded area located near Farley Green in Surrey, England.
- ◆ **Thetford:** A patchwork of pines, heathland and broadleaves located on the border of Norfolk and Suffolk.
- ◆ **Hainault:** Hainault Forest Country Park is located in Greater London and has an area of 136 hectares. It is a site of special scientific interest and is one of the remaining sections of the former Forest of Essex in England.

## COMMENT

The majority of names should meet the GNC criteria for naming. Each of the road names are duplicated less than six times in the metropolitan area and are more than 10 kilometres from existing duplications.

## ANALYSIS

Assessment of the proposed names has been performed in accordance with the *GNC Policies and Standards for Geographic Naming in Western Australia*. Clause 8.4 'Road name duplication' provides guidance on the criteria potential road names are assessed against:

"There shall be no road name duplication within a local government, regardless of any differences of road types. Road names submitted for approval cannot be:

- ◆ Homonymous, eg. similar in spelling to an existing road name
- ◆ Similar in sound to an existing road name
- ◆ In the same locality as an existing road name
- ◆ In an adjoining locality
- ◆ In the same local government area
- ◆ Duplicated more than six times in the metropolitan area, three north and three south of the Swan River
- ◆ Duplicated more than 15 times within Western Australia
- ◆ Less than 10km from the existing duplication in the metropolitan area
- ◆ Less than 50km from an existing duplication in rural areas

These exclusions shall also apply to similar sounding or written names, and to those within similar sounding suburbs even if they are more than 10km away, e.g. Forrestfield / Forrestdale, Woodbridge / Woodridge, Fremantle / East Fremantle etc.

Road name duplication should be avoided in adjoining local governments."

No conflicting or homogenous names were found for the following names:

- ◆ Bedgebury
- ◆ Gisburn
- ◆ Heartwood

The proposed name 'Dalby' occurs three times within the Perth Metropolitan Region and once outside:

- ◆ Court, Willetton – located 20km from the site, south of the river
- ◆ Street, Falcon – located 70km from the site, south of the river
- ◆ Road, Hovea – located 40km from the site, north of the river
- ◆ Street, Warwick – located 50km from the site, north of the river

The potentially homonymous road name of 'Dalry' occurs twice within the Perth metropolitan region:

- ◆ Cov, Butler – located 75km from the site, north of the river
- ◆ Road, Darlington – located 40km from the site, north of the river

The proposed name 'Friston' does not occur within the Perth metropolitan region, however the potentially homonymous road name of 'Frinton' occurs in four places within the Perth metropolitan region:

- ◆ Avenue, City Beach – located 45km from the site, north of the river
- ◆ Place, Greenwood – located 52km from the site, north of the river
- ◆ Street, Bayswater – located 33km from the site, north of the river
- ◆ Lane, Wellard – located 25km from the site, south of the river

The proposed name 'Hamsterley' does not occur within the Perth metropolitan region, however the potentially homonymous road name of 'Hamersley' occurs in 11 places within the Perth metropolitan region, once within Kelmscott.

The proposed road name of 'Parkhurst' occurs once within the Perth metropolitan region:

- ◆ Rise, Padbury – located 56km from the site, north of the river

The developer has proposed the following three names to be held in reserve in case GNC consider a suggested name as not being suitable:

- ◆ Winterfold
- ◆ Thetford
- ◆ Hainault

No conflicting or homogenous names were found for 'Thetford' or 'Hainault' within the Perth metropolitan region.

The proposed name 'Winterfold' occurs once within the Perth metropolitan region, acting as a boundary road that borders the suburbs of Coolbellup, Hamilton Hill, Hilton, Kardinya and Samson. Although this road occurs within a locality which is currently adjoining the City, it occurs more than 20km from the subject site.

## OPTIONS

1. Approve the road names as submitted.
2. Not approve the road names and request the developer to provide alternative road names complying with GNC criteria.
3. Not approve the road names and that Council recommend new road names to GNC and the developer.

## CONCLUSION

The road names, chosen by the developer, should meet GNC criteria and appear to be an appropriate proposal for Council to approve. Option 1 is recommended.

## RECOMMEND

### That Council:

1. **Approach the Geographic Names Committee (GNC) seeking approval for the following new road names (or suitable road types acceptable to the GNC) in the Sienna Woods Estate (Precinct F) on Lot 107, 138 and 108 (Plan 694) Eleventh Road, Hilbert, as shown on the attached plan and any future extensions to these roads:**  
  
    **“Bedgebury Road”, “Dalby Street”, “Friston Turn”, “Gisburn Street”, “Hamsterley Way”, “Heartwood Way” and “Parkhurst Avenue”.**
2. **Hold in reserve for the present the names “Winterfold”, “Thetford” and “Hainault” until the GNC has approved the names above, or use the reserve names as necessary where any of the names above may not meet GNC approval, or use the reserved names for future stages of this estate/suburb.**

## ATTACHMENTS

There are no attachments for this report.

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#### ***4.1 - COUNCIL POLICY REVIEW - DEV2 NAMING OF PARKS, PLACES AND BUILDINGS***

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WARD : ALL  
FILE No. : M/236/14  
DATE : 10 July 2014  
REF : SS  
RESPONSIBLE : EDDS  
MANAGER

##### **In Brief:**

- This report presents the findings of the review of Council Policy Dev2 Relating to the Naming of Parks, Places and Buildings.
- Recommends that Council adopt the amended policy DEV2 – Naming of Roads, Parks, Places and Buildings for a further three (3) years or such earlier date as Council may determine from time to time.

##### **Tabled Items**

Nil.

##### **Officer Interest Declaration**

Nil.

##### **Strategic Implications**

- 2.1 Long term planning and development that is guided by a balance between economic, social and environmental objectives.

##### **Legislation Implications**

Section 2.7 of the Local Government Act 1995 states:

2.7 *The role of the Council*

(1) *The Council –*

*(a) directs and controls the local government's affairs; and*

*(b) is responsible for the performance of the local government's functions.*

(2) *Without limiting subsection (1), the Council is to –*

*(a) oversee the allocation of the local government's finances and resources; and*

*(b) determine the local government's policies*

##### **Council Policy/Local Law Implications**

Policy Manual – DEV2 – Naming of Roads, Parks, Places and Buildings.

##### **Consultation**

1. MANEX.
2. Governance and Administration.

### **Budget/Financial Implications**

Nil.

### **BACKGROUND**

At its meeting on 28 February 2011 Council formally adopted (D14/2/11) DEV 2 – Naming of Parks, Places and Buildings and endorsed the associated Management Practices and Procedure.

Part 3.1 of the Procedure states:

*“A review of every policy is to be made every 3 years by the relevant Executive Director, with a third of the policies being reviewed every year.”*

Over 1600 lots are being created in the City each year resulting in the construction of one new street per week. In the 2013/14 financial year, Council approved approximately 136 new road names. There is a need to review the procedures so that the workload can be managed to meet growing demand and ensure titles are issued for new lots without unnecessary delay.

### **DETAILS OF PROPOSAL**

Following a review of the policy DEV2 – Naming of Parks, Places and Buildings, a revised policy – DEV2 – Naming of Roads, Parks, Places and Buildings is presented for endorsement. *The related management practice is provided for reference as an attachment to this Agenda.*

The revised policy includes amendments to wording of the policy rationale to include naming of roads and to make it more concise without affecting the intent by moving some details from the policy to the Management Practice.

Amendments to the DEV2 Management Practice include strengthening the approval process to align with the Geographic Naming Committee Guidelines. The Management Practice also provides an opportunity for Councillors to provide comment / input into naming, similar to the current processes for naming Parks, Places and Buildings.

*A copy of the current and proposed Policy / Management Practice are included in the Attachments.*

### **COMMENT**

The revised policy and management practice have been considered and endorsed by MANEX. It is considered that the proposed amendments will streamline the process for the naming of all roads, parks, places and buildings into one concise policy and deliver a strategic, well established approach that will meet both the City’s and Geographic Naming Committee’s requirements.

## **OPTIONS**

1. Council could adopt the amended policy as proposed.
2. Council could not adopt the proposed change and maintain the policy as is.
3. Council could revoke the policy.

## **CONCLUSION**

The policy review has identified the merit of including the road naming process within policy DEV2 for reasons of consistency and clarity. It is recommended that the amended policy DEV2 – Naming of Roads, Parks, Places and Buildings be adopted in accordance with Council processes, that it continue to apply and operate for a further three (3) years or such earlier date as Council may determine from time to time.

## **RECOMMEND**

**That Council pursuant to section 2.7(2)(b) of the Local Government Act 1995 adopt the amended Policy DEV 2 – Naming of Roads, Parks, Places and Buildings.**

## **ATTACHMENTS**

1. Proposed Policy DEV 2 - Naming of Roads, Parks, Places and Buildings and Management Practice
2. Existing Policy DEV 2 - Naming of Parks, Places and Buildings

#### **4.2 - ADVERTISING OF BUILDING AND PLANNING APPLICATIONS**

---

At the Council meeting held 14<sup>th</sup> July 2014 Cr Shaw referred the following matter to the Development Services Committee.

*That the matter of Advertising of Building and Planning Applications be referred to the Development Services Committee.*

#### **Comment from Cr Shaw**

Cr Shaw has advised of the following concerns:

When the City receives an application that does not comply with the 'deemed to comply' requirements of the R-Codes, the proposal is advertised to adjoining neighbours. The current process should be reviewed in the light of:-

- Insufficient explanation as to what the R-Code variation being sought is and what the relevant acceptable criteria is, is provided in the letter;
- Lack of plans showing what/where the variations are is provided, only a location plan of the subject site;
- Limitation of access to plans to physical inspection (rather than emailing) during work hours (which is unreasonable as most people work);
- Concern that comments should be sought from occupiers as well as owners; and
- Need to communicate final decision to those making submissions.

Suggested changed procedures could include:-

- Planning/building application forms to provide a checkbox for applicants to sign, permitting the use of the plans submitted for advertising purposes;
- The R-Code variation and acceptable criteria to be clearly explained in the letter;
- A full set of the plans with any variations highlighted to be sent with all advertising letters;
- Owners and occupiers to be consulted during the advertising period; and
- Those making submissions to be advised of the outcome after a decision on the variation is made.

*Committee to discuss.*

#### **RECOMMEND**

#### **That Council:**

- 1. Refer the Councillor's item to the Development Services Committee for a report back to Committee.**

#### **ATTACHMENTS**

There are no attachments for this report.

***COUNCILLORS' ITEMS***

---

*Items to be submitted.*

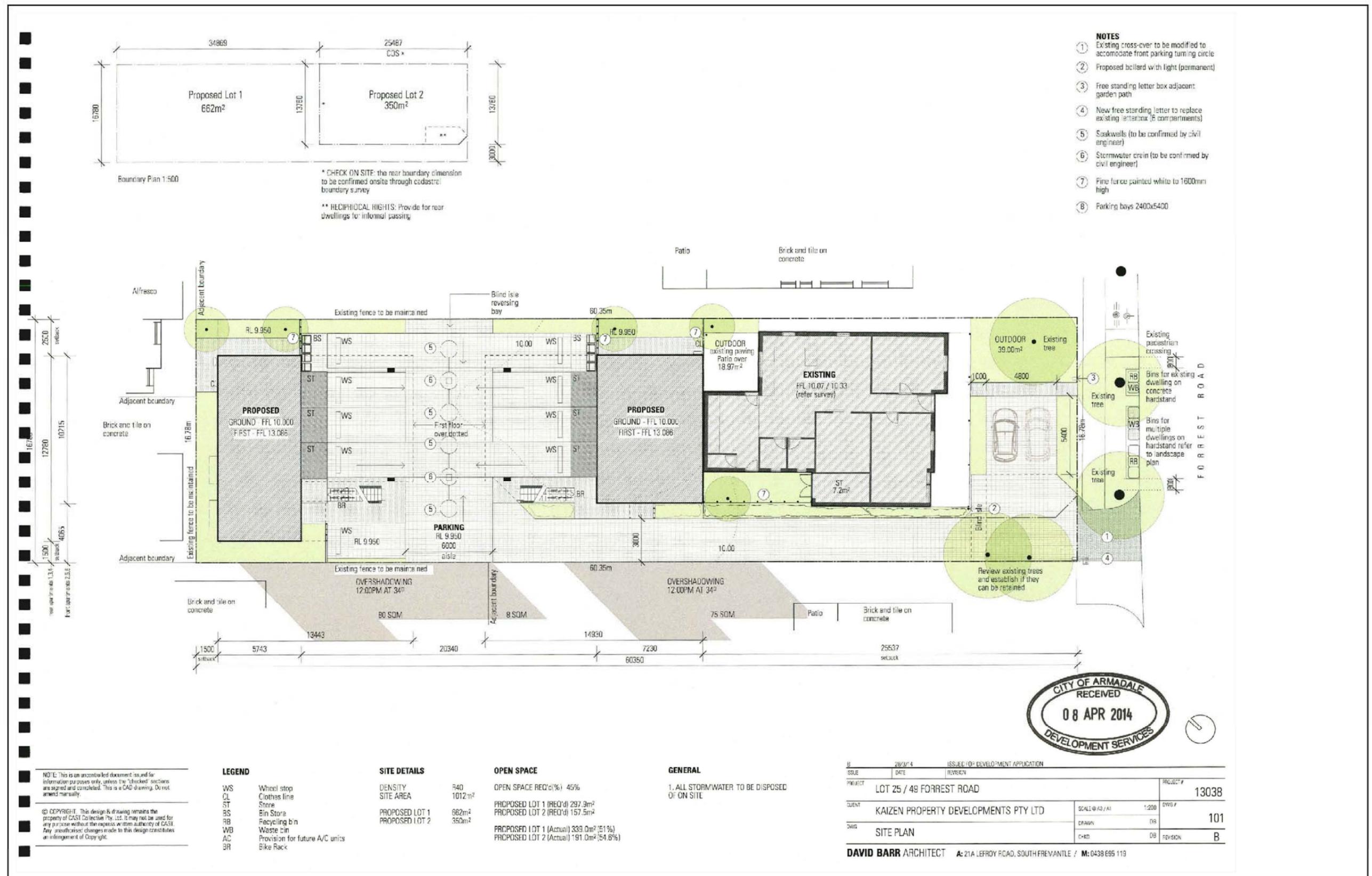
***EXECUTIVE DIRECTOR DEVELOPMENT SERVICES REPORT***

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Nil

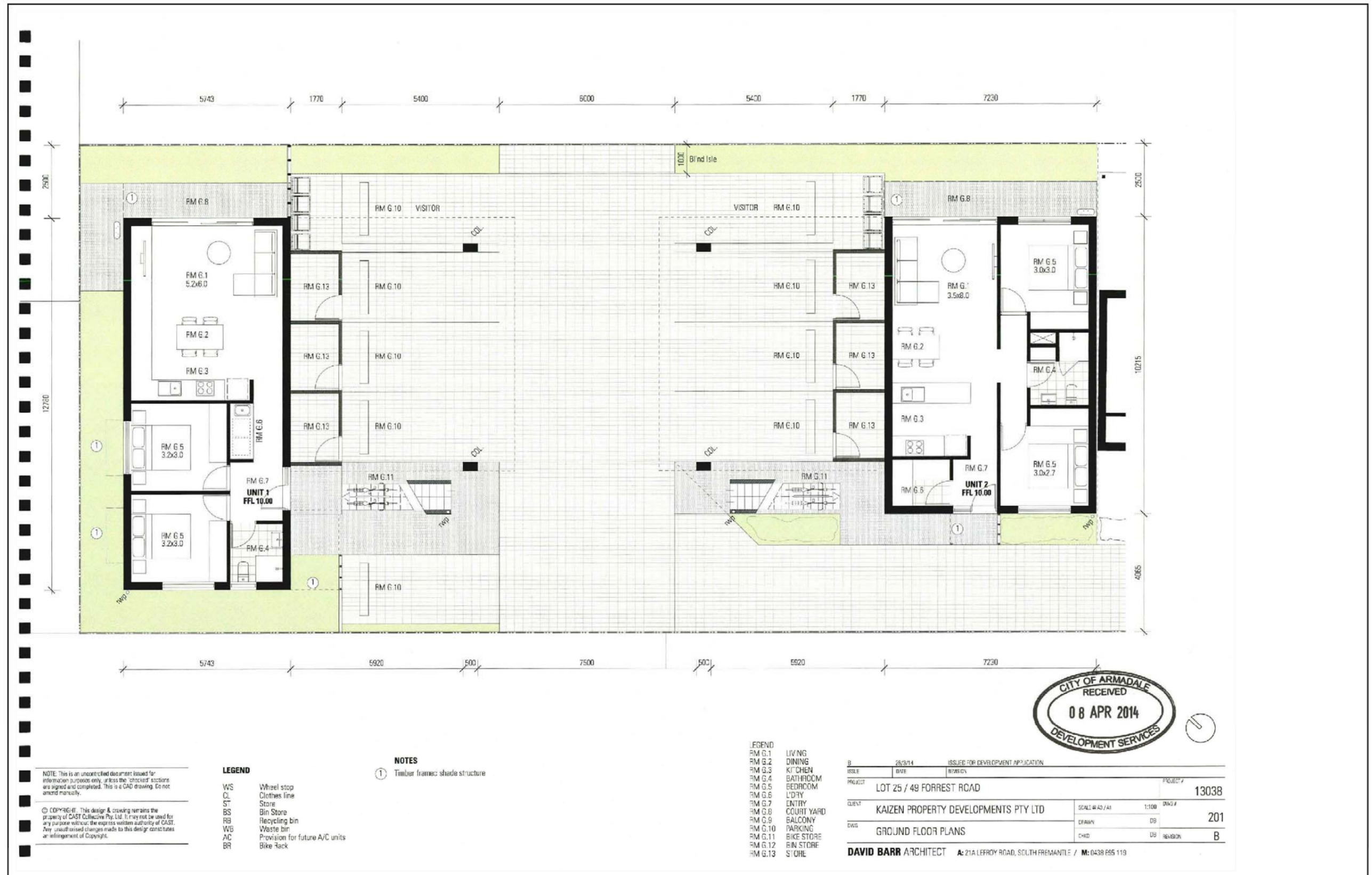
**MEETING DECLARED CLOSED AT \_\_\_\_\_**

DEVELOPMENT SERVICES COMMITTEE SUMMARY OF "A" ATTACHMENTS 22 JULY 2014		
ATT NO.	SUBJECT	PAGE
<b>2.2 SIX (6) MULTIPLE DWELLINGS - LOT 25 (49) FORREST ROAD, ARMADALE</b>		
2.2.1	Site Plan - Lot 25 Forrest Road, Armadale	74
2.2.2	Ground Floor Plan - Lot 25 Forrest Road, Armadale	75
2.2.3	First Floor - Lot 25 Forrest Road, Armadale	76
2.2.4	Elevation Plan 1 - Lot 25 Forrest Road, Armadale	77
2.2.5	Elevation Plan 2 - Lot 25 Forrest Road, Armadale	78
2.2.6	Concept Plan - Lot 25 Forrest Road, Armadale	79
<b>4.1 COUNCIL POLICY REVIEW - DEV2 NAMING OF PARKS, PLACES AND BUILDINGS</b>		
4.1.1	Proposed Policy DEV 2 - Naming of Roads, Parks, Places and Buildings and Management Practice	80
4.1.2	Existing Policy DEV 2 - Naming of Parks, Places and Buildings	86



**SITE PLAN**  
Lot 25 (No. 49) Forrest Road  
Armadale  
DATE 10 July 2014 - REVISION 1401



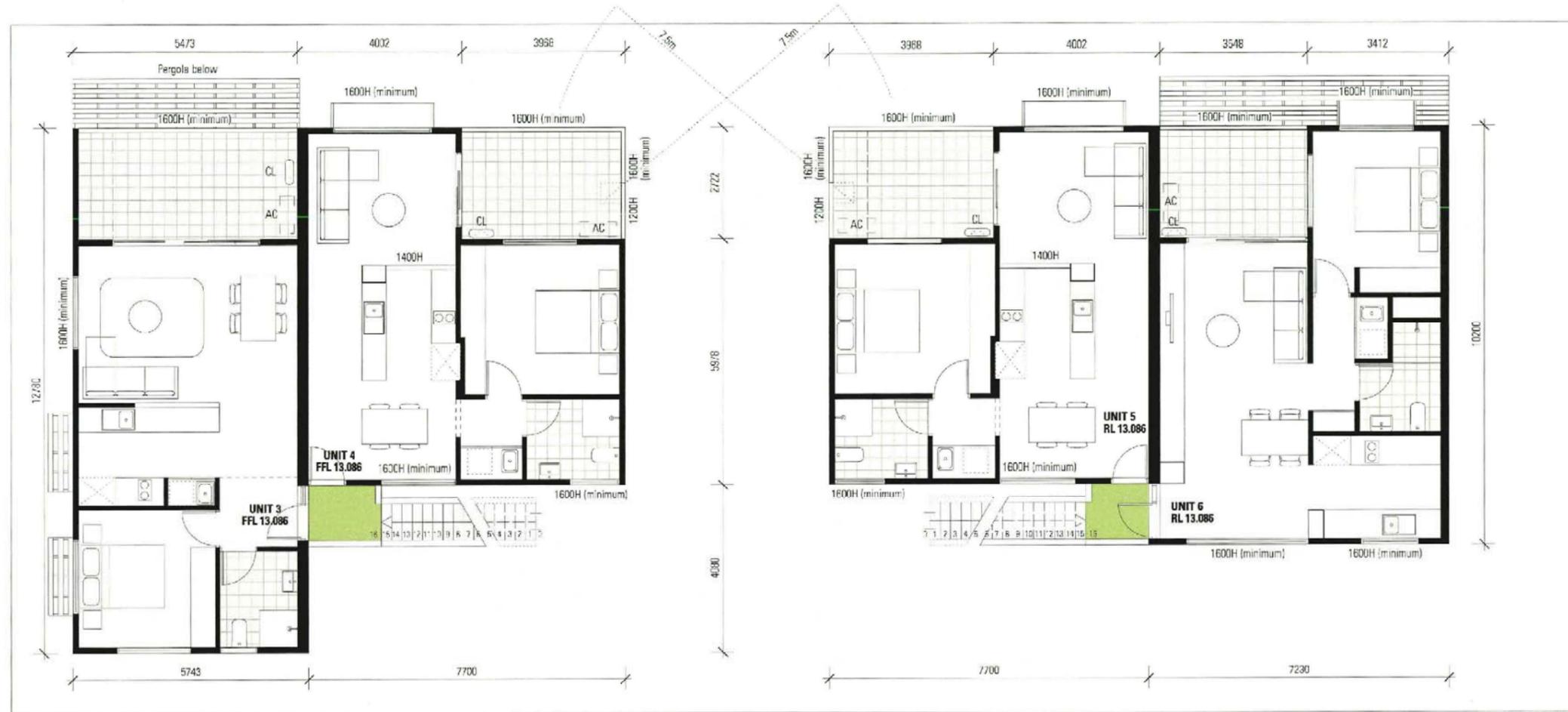


**GROUND FLOOR PLAN**  
Lot 25 (No. 49) Forrest Road  
Armadale  
DATE 10 July 2014 - REVISION 1401



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- LEGEND**
- WS Wheel stop
  - CL Clothes line
  - ST Store
  - BS Bin Store
  - RB Recycling bin
  - WB Waste bin
  - AC Provision for future A/C units
  - BR Bike Rack

- LEGEND**
- RM G.1 LIVING
  - RM G.2 DINING
  - RM G.3 KITCHEN
  - RM G.4 BATHROOM
  - RM G.5 BEDROOM
  - RM G.6 L'DRY
  - RM G.7 ENTRY
  - RM G.8 COURT YARD
  - RM G.9 BALCONY
  - RM G.10 PARKING
  - RM G.11 BIKE STORE
  - RM G.12 BIN STORE
  - RM G.13 STORE

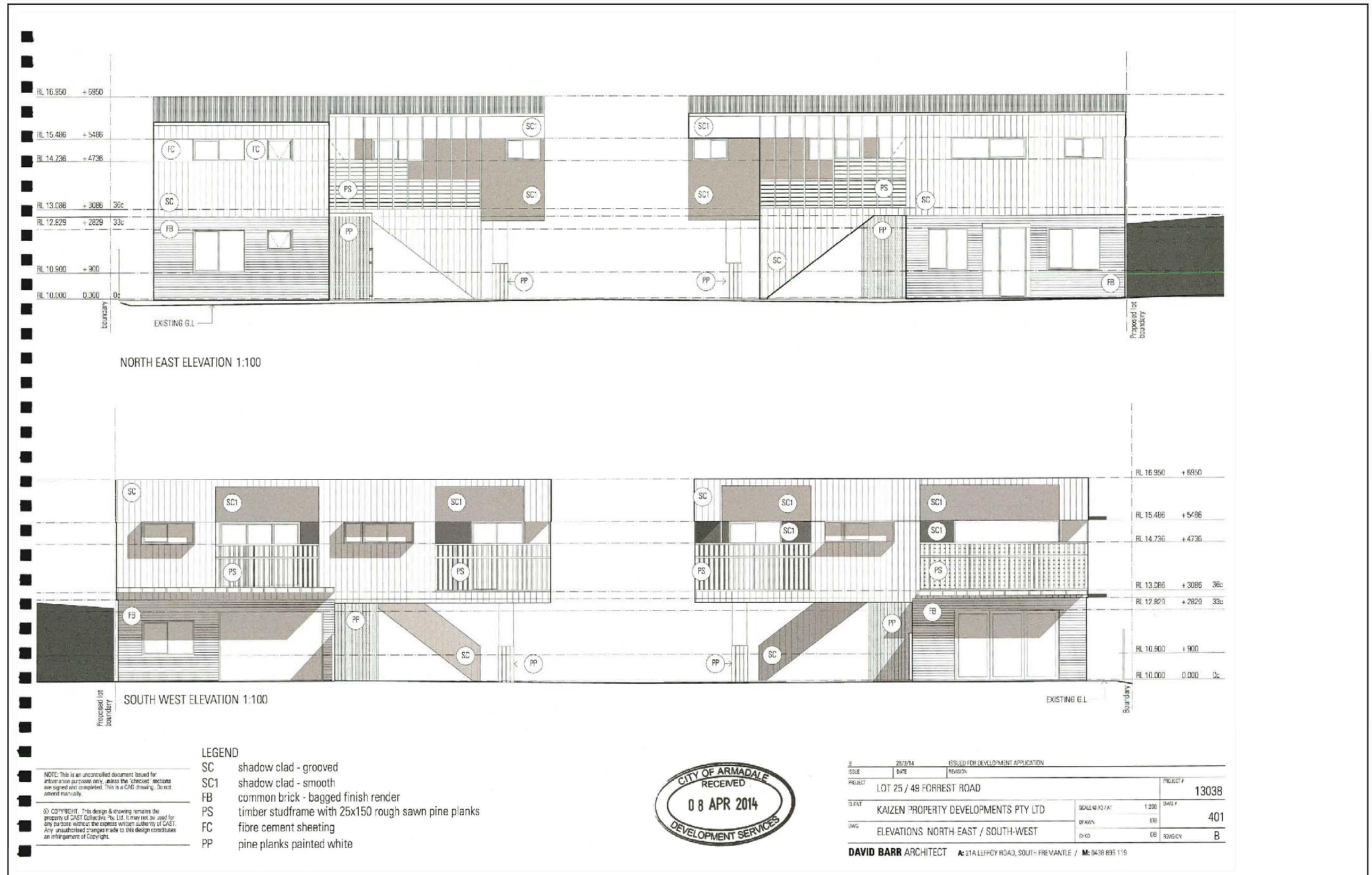
ISSUE	26/3/14	ISSUED FOR DEVELOPMENT APPLICATION	REVISION	
PROJECT	LOT 25 / 49 FORREST ROAD		PROJECT #	13038
CLIENT	KAIZEN PROPERTY DEVELOPMENTS PTY LTD		SCALE (R AS / AT)	1:100
DRAWN	FIRST FLOOR PLANS		DWG #	202
			U-TO	03
			REVISED	03
DAVID BARR ARCHITECT A: 21A LEFROY ROAD, SOUTH FREWANTLE / M: 0433 865 119				

**FIRST FLOOR PLAN**  
Lot 25 (No. 49) Forrest Road  
Armadale  
DATE 10 July 2014 - REVISION 1401



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**ELEVATION PLAN**  
Lot 25 (No. 49) Forrest Road  
Armadale  
DATE 10 July 2014 - REVISION 1401

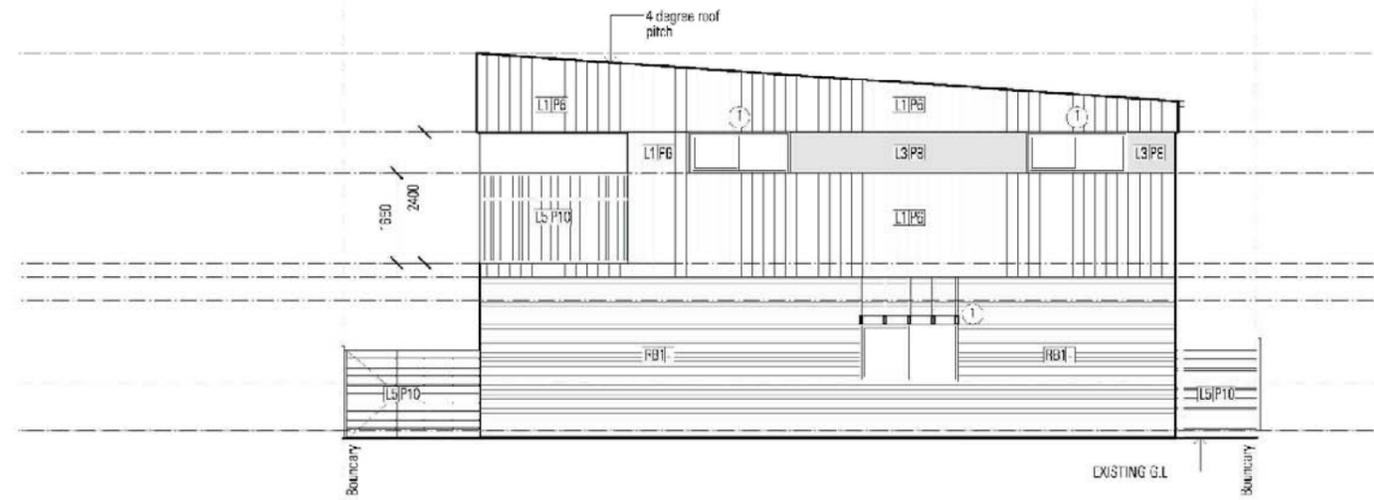
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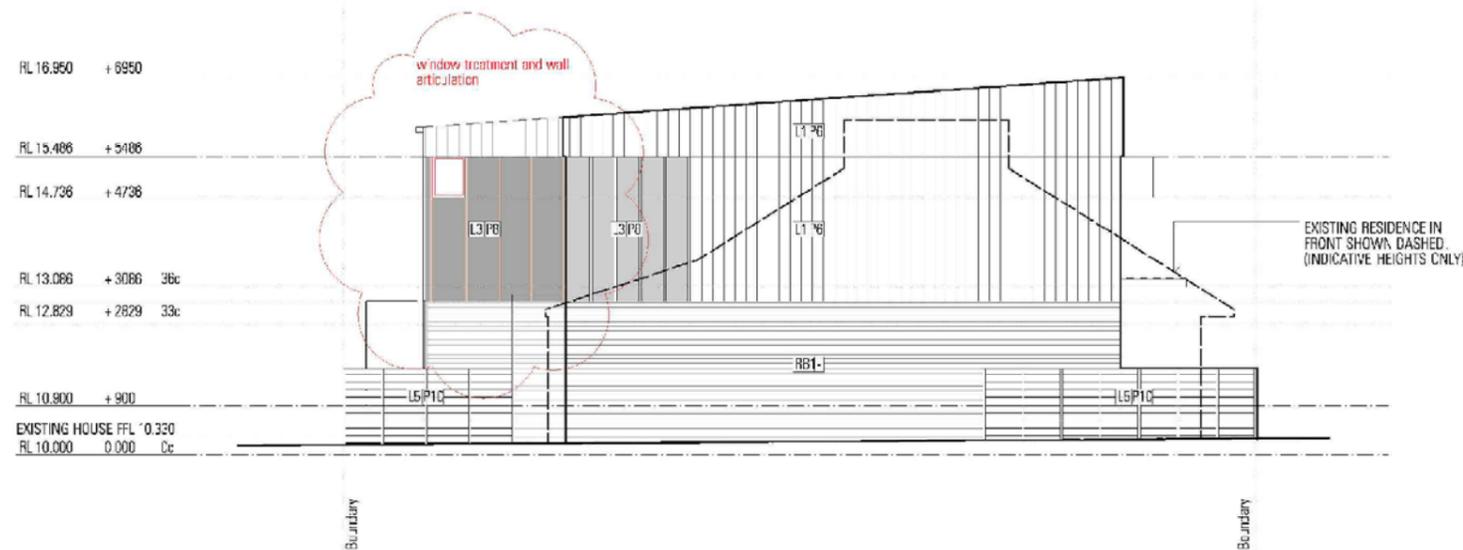
NOT TO SCALE

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SOUTH EAST ELEVATION 1:100



NORTH WEST ELEVATION 1:100  
(STREET ELEVATION)

**NOTES**

- 1 Timber shade structure

**GENERAL**

XX XX substrate or material/finish

**EXTERNAL LININGS SCHEDULE**

- L1/P6 Shadowed rough sawn grooved boards, tinted grey.
- L2/P7 Shadowed rough sawn boards (no groove), clear sealed.
- L3/P8 FC sheet, clear sealed.
- L5/P10 25x125 rough sawn pine boards, paint finish.
- RB1 Bagged finish to face brick.

**EXTERNAL PAINT SCHEDULE**

- P6 Grey tint to *Integrain Ultraclear*
- P7 Clear sealant, *Integrain Ultraclear*
- P8 Clear sealant for FC Sheet/Grey Sheets.
- P9 Clear concrete sealant with suitable sloping to comply with Australian Standards.
- P10 White paint finish, external grade, *Weather Shield*.

**ROOFING SCHEDULE**

- R1 Timber - dintelume. Gutters & downpipes to match roof finish.

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Not For Construction

REV	DATE	BY	REVISION	PROJECT #
C	22/7/14	SS/EC	FOR 3D1 PROPOS	13038
PROJECT				LOT 25 / 49 FORREST ROAD
CLIENT				KAIZEN PROPERTY DEVELOPMENTS PTY LTD
SCALE				A1/A1 1:200
DWG #				402
DWG				ELEVATIONS SOUTH EAST / NORTH-WEST
DRAWN				DB
CHECKED				DB
DATE				07/08/14

DAVID BARR ARCHITECT 214 LEFFROY ROAD, SOUTH FREMANTLE / M: 3438 805 110

**ELEVATION PLAN**  
Lot 25 (No. 49) Forrest Road  
Armadale  
DATE 10 July 2014 - REVISION 1401



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IMAGE BY: DAVID BARR ARCHITECT

## LOT 25 / 49 FORREST ROAD, ARMADALE

6 x Affordable Multiple Dwellings

CLIENT: KAIZEN PROPERTY DEVELOPMENTS PTY LTD  
ARCHITECT: DAVID BARR ARCHITECT

MARCH 2014



**CONCEPT PLAN**  
Lot 25 (No. 49) Forrest Road  
Armadale  
DATE 10 July 2014 - REVISION 1401

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## POLICY

### DEV 2 – Naming of Roads, Parks, Places and Buildings

#### Procedure Management Practice

### DEV 2

#### **Relevant Delegation**

N/A

#### **Rationale**

~~A policy is required~~ to provide a consistent framework for the naming or renaming of Roads, Parks, Places and Buildings owned or managed by the City. ~~To~~ enable the acknowledgement of local history, recognise the contribution of individuals to the community and facilitate the identification of parks and reserves in the City.

#### **Policy**

~~When proposing~~ Proposed names for facilities developed and owned by the City or roads located within the City, shall be in accordance with the current Management Practice and Geographic Names Committee Guidelines. ~~The~~ following will be taken into consideration:

- a) The locality within which the facility is situated (eg – Kelmscott Hall);
- b) Any historical events associated with or near the site (eg – Martin’s Cairn, Cole’s Shaft);
- c) Indigenous and cultural heritage relevant to the site (eg - Minnawarra Park, Migrant Park);
- d) Marketing opportunities for the City (eg - Armadale Arena);
- e) Pioneering families (family names only) associated with the immediate area (5-10 kilometres radius) (eg - Fancote Park);
- f) Social or calendar events relevant to the place or building (eg – Kelmscott Agricultural Showgrounds); ~~and~~
- g) Individuals who have contributed substantially to the community, including business owners and service providers (eg - Harold King Community Centre); ~~and~~
- h) Road name theme suitability of the proposed development and associated location.

A ~~list~~ ~~list~~ will be updated / maintained by the City of names suitable for the naming of Roads, Parks, Places and Buildings. ~~and~~ ~~preference should~~ be given to the application of names on this list. Compilation of the list of names shall follow the Geographic Names Committee of Western Australia’s Principles, Guidelines and Procedures (as amended).

For the purposes of this policy a “Place” is a geographical location such as a town or area.

Any approval by the City for the naming of ~~a~~ Roads, Park, Place or Building is to be in accordance with the current Management Practice and the Geographic Names Committee Guidelines.

<b>Related Local Law</b>	N/A
<b>Related Policies</b>	N/A
<b>Related Budget Schedule</b>	N/A
<b>Last Reviewed</b>	<del>N/A</del> <u>February 2011</u>
<b>Next Review Date</b>	<del>July</del> <u>March 2014</u>
<b>Authority</b>	Council Meeting of 28 February 2011 (D14/2/11)

## MANAGEMENT PRACTICE

### DEV 2 Naming of **Roads**, Parks, Places and Buildings

1. **List of Possible Names ~~to Be Kept and Updated by the City of Armadale~~**  
A list of possible names for **Roads**, Parks, Places and Buildings within the City shall be maintained ~~and~~ updated as required by the Executive Director Development Services. Such list may be broken up into localities and types of facilities proposed within that locality with appropriate names based on the criteria set out below listed under each locality and type of facility. Other names may be deemed suitable for any part of the City. Names may be included on the list if they meet ~~the~~ one or more of the criteria set out in the Policy.
2. **Geographical Names Committee - Guidelines**  
The suitability of a chosen name including those on the 'List of Possible Names' is to be assessed using the Geographic Names Committee's (GNC) Principles, Guidelines and Procedures (refer: [www.landgate.wa.gov.au/corporate.nsf/web/Geographic+Names+Committee](http://www.landgate.wa.gov.au/corporate.nsf/web/Geographic+Names+Committee)) or any document that supersedes this document, where it is applicable.
23. **Selection of Names for Parks, Places or Buildings**  
The selection of names for ~~a roads~~, a park, place or building ~~can~~ **should** be made from the list maintained by the City ~~or suggested by the developer or City. entitled List of Possible Names for Parks, Places and Buildings.~~
4. **Naming of Roads**  
Naming roads is an important part of the subdivision process where new roads are being created as part of a subdivision. Roads must be named in accordance with GNC Guidelines to obtain approval.
35. **Naming of Parks and Sporting Reserves**  
Parks and Sporting Reserves should be named with the intention of ease of location for users such as the name of the street or suburb on which the park/reserve is located ~~and in accordance with GNC Guidelines.~~
46. **Naming of Places**  
In accordance with GNC Guidelines N~~N~~aming of Places within the City of Armadale should relate to one of the following:
  - i An event which historically occurred or occurs regularly on the site;
  - ii A geographical and/or environmental/landscape feature of the place;
  - ii A Nyoongar language name for the place; or
  - iv A person who resided on the site who is of historical significance.

**57. Naming of Buildings**

Naming of buildings on Parks and Sporting Reserves (eg the club room/changerooms on Frye Park) shall preferably be named after an individual meeting the criteria set out in 68. below. Naming of stand-alone buildings shall preferably be named after the suburb within which they are located (ie Karragullen Hall) although in larger buildings with multiple rooms particular rooms (ie the Bob Smith auditorium) or associated outdoor areas may be named after individuals and should be named in accordance with GNC Guidelines.

**68. Criteria for Assessment of New Proposed Name (City Asset)~~(Not currently on List)~~**

A request to name a City Asset after a person shall be in accordance with GNC Guidelines and should be assessed against the following criteria:

- a) Whether the person being honoured has been instrumental in the development of the City Asset or contributed in a significant way to the City Asset or the City.
- b) The views of the community with respect to honouring the person or event after which the City Asset is proposed to be named.
- c) The length of the residency of the person proposed. For the purposes of guidance, residency of ten (10) years or more in a relevant location and/or area is likely to be favourably looked upon.
- d) The contribution made by the person to the local community through education, representation on Council/State Government, voluntary input, association with a local group, sporting or service club or through business development or the like. (If the person which the asset is being named after has passed away, the GNC require a period of 2 years to have lapsed in order for formal approval to be received from the Geographic Names Committee). A significant contribution could include:
  - i Five (5) or more years or two (2) terms in office on Council.
  - ii Twenty (20) or more years association with a local community or sporting group, such as Scouts, Apex, Rotary, Chamber of Commerce, School P & C, business owners and business associations etc.
  - iii Actions by an individual to protect, restore, enhance, or maintain an area that produces substantial long-term improvements for the community or area.
  - iv Evidence of works undertaken being of a pioneering nature for the benefit of the community.
  - v Contributors to the community.

All requests to name a City Asset in acknowledgement of events of historical, environmental or cultural significance or a collective community action shall be in accordance with GNC Guidelines and shall be assessed against the following criteria:

- i Date and details of the event or activities of historical or environmental significance.
- ii Historical and/or media records of the event.
- iii Evidence of community involvement and/or community significance and spirit, if relevant.

~~7. Geographical Names Committee Principles, Guidelines and Procedures to be used~~

~~The suitability of a chosen name is also to be assessed using the Geographic Names Committees Principles, Guidelines and Procedures (refer [www.landgate.wa.gov.au/corporate.nsf/web/Geographic+Names+Committee](http://www.landgate.wa.gov.au/corporate.nsf/web/Geographic+Names+Committee)) or any document that supersedes this document, where it is applicable.~~

**89. Renaming of Parks, Places and Buildings**

Names chosen for parks and reserves are expected to be permanent, and renaming is discouraged. If renaming is proposed because of exceptional circumstance, the following general guideline will apply:

- a) Evidence of substantial community support for a change of name to be provided by the party making the renaming request; and
- b) The relevance and history of the existing name.
- c) Criteria set out in 8 above.

**10. -Community Consultation**

~~Community Consultation may be undertaken i~~n accordance with the intent of Council's Community Consultation Policy, community consultation may be undertaken with regard~~ing to the assignment or change of name of a public place/ reserve prior to final adoption. The following methods may be used, where appropriate:~~

- ~~i Placement of a sign on site;~~
- ~~ii Letters to adjacent residents;~~
- ~~iii Letters to relevant government agencies (ie Dept Indigenous Affairs if Nyoongar language word to be used);~~
- ~~iv Letters to potentially affected community groups (ie sporting groups using reserve, organisations using building, local indigenous groups if Nyoongar name chosen);~~
- ~~v Advertisement in a local paper circulating in the City; and~~
- ~~vi Consideration by Community Heritage Advisory Group and/or History Reference Group or other group, where appropriate.~~

In newly developing urban areas (ie areas that do not have a longstanding residential population) or where a small park or reserve is involved, community consultation prior to the assignment of a name to a new park or facility will not generally be considered necessary.

**10.11. Approval Process**

Prior to a name being formally applied to a particular road, park, place or building, Councillors will be advised by memorandum of the proposal and given seven (7) days to advise of any objections / support or comments.

Naming or re-naming a road, park, place or building will generally only require a resolution of Council ~~in the following instances~~where a:

- ~~i~~ ~~— The name has not been chosen from the list maintained by the City; or~~
- ~~ii~~ ~~— A Councillor raises an objection to the use of a name on the list in a particular instance.~~

The City will then submit the proposal to Geographical Names Committee ~~should be advised for approval~~ of any name ~~adopted~~ for a road, park, place or facility, ~~so that mapping can be updated. However, this is not a legal necessity for buildings or for reserves with an area less than 1 hectare.~~



**POLICY**

**DEV 2 - Naming Of Parks, Places And Buildings**

**Management Practice**

**DEV 2**

**Relevant Delegation**

N/A

**Rationale**

A policy is required to provide a consistent framework for the naming or renaming of Parks, Places and Buildings owned or managed by the City to enable the acknowledgement of local history, recognise the contribution of individuals to the community and facilitate the identification of parks and reserves in the City.

**Policy**

When proposing names for facilities developed and owned by the City, the following will be taken into consideration:

- a) The locality within which the facility is situated (eg – Kelmscott Hall);
- b) Any historical events associated with or near the site (eg – Martin’s Cairn, Cole’s Shaft);
- c) Indigenous and cultural heritage relevant to the site (eg - Minnawarra Park, Migrant Park);
- d) Marketing opportunities for the City (eg - Armadale Arena);
- e) Pioneering families (family names only) associated with the immediate area (5-10 kilometres radius) (eg - Fancote Park);
- f) Social or calendar events relevant to the place or building (eg – Kelmscott Agricultural Showgrounds); and
- g) Individuals who have contributed substantially to the community, including business owners and service providers (eg - Harold King Community Centre).

A list will be maintained by the City of names suitable for the naming of Parks, Places and Buildings and preference shall be given to the application of names on this list. Compilation of the list of names shall follow the Geographic Names Committee of Western Australia’s Principles, Guidelines and Procedures (as amended).

For the purposes of this policy a “Place” is a geographical location such as a town or area.

Any approval by the City for the naming of a Park, Place or Building is to be in accordance with the current Management Practice.

**Related Local Law** N/A

**Related Policies** N/A

**Related Budget Schedule** N/A

Version: 00:00:B

<b>Last Reviewed</b>	N/A
<b>Next Review Date</b>	March 2014
<b>Authority</b>	Council Meeting of: 28 February 2011 (D14/2/11)

Version: 00:00:B

<b>MANAGEMENT PRACTICE</b>	
<b>DEV 2</b>	<b>Naming of Parks, Places and Buildings</b>

**1. List of Possible Names to Be Kept and Updated by the City of Armadale**

A list of possible names for Parks, Places and Buildings within the City shall be maintained and updated as required by the Executive Director Development Services. Such list may be broken up into localities and types of facilities proposed within that locality with appropriate names based on the criteria set out below listed under each locality and type of facility. Other names may be deemed suitable for any part of the City. Names may be included on the list if they meet the one or more of the criteria set out in the Policy.

**2. Selection of Names for Parks, Places or Buildings**

The selection of names for a park, place or building should be made from the list maintained by the City entitled *List of Possible Names for Parks, Places and Buildings*

**3. Naming of Parks and Sporting Reserves**

Parks and Sporting Reserves should be named with the intention of ease of location for users such as the name of the street or suburb on which the park/reserve is located.

**4. Naming of Places**

Naming of Places within the City of Armadale should relate to one of the following:

- i An event which historically occurred or occurs regularly on the site;
- ii A geographical and/or environmental/landscape feature of the place;
- ii A Nyoongar language name for the place; or
- iv A person who resided on the site who is of historical significance.

**5. Naming of Buildings**

Naming of buildings on Parks and Sporting Reserves (eg the club room/changerooms on Fryc Park) shall preferably be named after an individual meeting the criteria set out in 6. below. Naming of stand alone buildings shall preferably be named after the suburb within which they are located (ie Karragullen Hall) although in larger buildings with multiple rooms particular rooms (ie the Bob Smith auditorium) or associated outdoor areas may be named after individuals.

**6. Criteria for Assessment of Name (Not currently on List)**

A request to name a City Asset after a person should be assessed against the following criteria:

- a) Whether the person being honoured has been instrumental in the development of the City Asset or contributed in a significant way to the City Asset or the City.
- b) The views of the community with respect to honouring the person or event after which the City Asset is proposed to be named.
- c) The length of the residency of the person proposed. For the purposes of guidance, residency of ten (10) years or more in a relevant location and/or area is likely to be favourably looked upon.

- d) The contribution made by the person to the local community through education, representation on Council/State Government, voluntary input, association with a local group, sporting or service club or through business development or the like. A significant contribution could include:
  - i Five (5) or more years or two (2) terms in office on Council.
  - ii Twenty (20) or more years association with a local community or sporting group, such as Scouts, Apex, Rotary, Chamber of Commerce, School P & C, business owners and business associations etc.
  - iii Actions by an individual to protect, restore, enhance, or maintain an area that produces substantial long-term improvements for the community or area.
  - iv Evidence of works undertaken being of a pioneering nature for the benefit of the community.
  - v Contributors to the community.

All requests to name a City Asset in acknowledgement of events of historical, environmental or cultural significance or a collective community action shall be assessed against the following criteria:

- i Date and details of the event or activities of historical or environmental significance
- ii Historical and/or media records of the event
- iii Evidence of community involvement and/or community significance and spirit, if relevant.

**7. Geographical Names Committee Principles, Guidelines and Procedures to be used**

The suitability of a chosen name is also to be assessed using the Geographic Names Committees Principles, Guidelines and Procedures (refer [www.landgate.wa.gov.au/corporate.nsf/web/Geographic+Names+Committee](http://www.landgate.wa.gov.au/corporate.nsf/web/Geographic+Names+Committee)) or any document that supersedes this document, where it is applicable

**8. Renaming of Parks, Places and Buildings**

Names chosen for parks and reserves are expected to be permanent, and renaming is discouraged. If renaming is proposed because of exceptional circumstance, the following general guideline will apply:

- a) Evidence of substantial community support for a change of name to be provided by the party making the renaming request; and
- b) The relevance and history of the existing name

**9. Community Consultation**

In accordance with the intent of Council's Community Consultation Policy, community consultation may be undertaken with regard to the assignment or change of name of a public place/reserve prior to final adoption by the Council. The following methods may be used, where appropriate:

- i Placement of a sign on site;
- ii Letters to adjacent residents;

- iii Letters to relevant government agencies (ie Dept Indigenous Affairs if Nyoongar language word to be used);
- iv Letters to potentially affected community groups (ie sporting groups using reserve, organisations using building, local indigenous groups if Nyoongar name chosen);
- v Advertisement in a local paper circulating in the City; and
- vi Consideration by Community Heritage Advisory Group and/or History Reference Group or other group, where appropriate.

In newly developing urban areas (ie areas that do not have a longstanding residential population) or where a small park or reserve is involved, community consultation prior to the assignment of a name to a new park or facility will not generally be considered necessary.

#### **10. Approval Process**

Prior to a name being formally applied to a particular park, place or building, Councillors will be advised by memorandum of the proposal and given seven (7) days to advise of any objections.

Naming or re-naming a park, place or building will generally only require a resolution of Council in the following instances:

- i The name has not been chosen from the list maintained by the City; or
- ii A Councillor raises an objection to the use of a name on the list in a particular instance.

The Geographical Names Committee should be advised of any name adopted for a park, place or facility so that mapping can be updated. However, this is not a legal necessity for buildings or for reserves with an area less than 1 hectare.

**Last Reviewed**

**Authority**