



Technical Services Reports

Committee Consideration – 13 March 2018
Council Resolution – 27 March 2018

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TS01.18	Point Resolution Reserve Enviro-scape Master Plan
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Committee	13 March 2018
Council	27 March 2018
Applicant	City of Nedlands
Officer	Andrew Dickson – Manager Parks Services
Director	Martyn Glover – Director Technical Services
Attachments	1. Point Resolution Reserve Enviro-scape Master Plan 2. Community Engagement Results

Executive Summary

This report is being presented to Council to seek endorsement of the Point Resolution Reserve Enviro-scape Master Plan. A final concept plan for the reserve has been produced following the conclusion of community engagement activities and subsequent briefing of elected members (refer Attachment 1).

Endorsement of the plan will allow for the coordinated development of the reserve, at a practicable whole-of-life cost, with consideration of future management constraints and opportunities.

Recommendation to Committee

Council endorses the Point Resolution Reserve Enviro-scape Master Plan concept.

Discussion/Overview

Background

An audit of the City's irrigation infrastructure in 2011 identified Point Resolution Reserve as a priority site for upgrading of the inground reticulation system. The upgrade was identified as being necessary due to basic design deficiencies, the age of the system, progressively unreliable performance and increased maintenance demands. Funding for upgrading of the reticulation has been included in the draft 2018/19 capital works budget.

During preliminary planning for the project, it became evident there were several critical issues that required further consideration to ensure a successful outcome. The primary consideration was designing the system in order that it correlate with any future development in the precinct over a 25 to 30-year period, being the useful life of the system. Consequently, the City commenced a process of planning for the reserve precinct which included community engagement activities.

Objectives

The Point Resolution Reserve Enviro-scape Master Plan (PRREMP) concept was produced following a strategic planning process that considered current and future management issues. The objective of the process was to identify constraints and opportunities to ensure future development within the reserve precinct is coordinated, fit for purpose and meets the needs of current and future users at the most economic whole-of life cost.

The PRREMP is intended to inform and improve decision making processes associated with the reserve precinct including asset management, forward works planning, budgeting and facilities maintenance.

Strategic Considerations

The PRREMP has been developed with a focus on the following current and future strategic considerations:

- Regulation of groundwater abstraction – the City's annual allocation of groundwater used for irrigation is 709,300 kilolitres (kl), based on an allocation of 7,500 kl per annum / per hectare of irrigated area. The Department of Water has indicated future reductions to groundwater allocations in the order of twenty percent (20%), which equates to an annual allocation of 567,440 kl equaling 6,000 kl per annum / per hectare of irrigated area.
- Climate change – climate forecasting for the south west of WA indicates future increased temperatures and reduced rainfall, but with increased intensity. In planning for this eventuation, there will be a need to change water use and general reserve management practices.
- Bushland and biodiversity conservation – the issues around urban development and infill in the Perth Metropolitan area are placing increasing pressures on retention and conservation of remnant bushland. Urban development and population densities in districts close to the CBD are forecast to increase for the foreseeable future. With this in mind, there is a need to protect, expand (where appropriate) and better manage existing remnant bushland to retain the green space interconnections within the local district and wider metropolitan area. A focus needs to be placed on managing existing sites with high conservation values to ensure these do not degrade further.
- Water quality - the quality of the groundwater within the precinct is being negatively impacted by decreasing rainfall and a resultant reduction in recharge of the superficial aquifer. This is currently exacerbated by the discharging of storm water from the City's roads to the Swan River. The installation of additional soak wells within the road drainage network will allow for the storage and infiltration of storm water at the point of capture. This approach redirects storm water to the ground beneath the precinct, effectively recharging the superficial aquifer and improving the quality of water abstracted for irrigation.
- Vegetation health - the retention of native vegetation, most notably trees, is being impacted by the quality of the groundwater and how the water is applied. The

current scenario of watering and maintaining grass growth amongst native trees does not support their long-term health and requires adjusting management practices.

- User accessibility - the City has statutory obligations in accordance with the federal based *Disability Discrimination Act 1992* and the state-based *Disability Services Act 1993* and is required to maintain a Disability Access and Inclusion Plan (DAIP). The City's DAIP addresses seven specific outcome areas. Outcome 2 specifically states "*that people with disability have the same opportunity as other people to access buildings and other facilities of the City of Nedlands*". Improving access includes connecting paths where there are missing links and considering the placement of facilities where they can be accessed by people with mobility difficulties.

Proposed Initiatives

The PRREMP concept proposes implementing initiatives associated with managing the above strategic considerations. Below is a list of the new initiatives and considerations contained within the PRREMP that are proposed to be implemented in coming years:

- Formalise eco-zones by eradicating introduced weed and grass throughout the bushland, mulching where necessary and planting indigenous natives, preferably from provenance seed.
- Redesign and renew inground reticulation system to –
 - resolve undersized mainline and lateral pipes;
 - resolve inefficient sprinkler spacing;
 - improve water dispersal uniformity; and
 - reconfigure watering practices in eco-zones to support native tree health;
- Replacement and addition of parks furniture with consideration to accessibility and amenity improvements.
- Provide improvements to the playground when next upgrade is required.
- Allow for formal parking in the carpark and informal parking on the reserve nature strip/verge.
- Construct approximately 540 metres of new accessible path linking points of interest, providing access to the playground and providing separation between turf hydro-zone* and eco-zones^.
- Intensify tree planting in both hydro-zones and eco-zones to increase tree canopy cover by 20% within the reserve.

* Hydro-zoning is a water conservation practice achieved by designing reticulation and watering practices to be configured in a manner that allows zones of differing usage and plant types to receive ^ Eco-zoning is a water conservation practice where ground

conditions are managed in a manner that the watering needs of plants are ultimately met by rainfall alone.

Risk Management

The PRREMP seeks to manage a range of risks associated with the future management of the City's parks. The primary risk to the continuing delivery of current service levels for parks is managing the likelihood of a twenty percent (20%) reduction in groundwater allocations. The new irrigation infrastructure needs to be designed in a manner that future proofs the provision of a quality recreational facility.

The proposed initiatives are to be implemented in a staged approach to manage financial risk. The proposed projects are contained within the proposed 5-year Capital Works Programme and listed in future budgets outside this timeframe. Staging of projects also allows the City to gauge community acceptance of the initiatives once implemented.

Key Relevant Previous Council Decisions:

Ordinary Council Meeting - 27 June 2017 – Item 13.8. Adoption of the Annual Budget 2017/18

Council Resolution

Council adopts the 2017/18 Annual Budget as detailed in the Attachment for the year ending 30 June 2018, representing an increase in rates income 2.75%.

PARKS SERVICES		2017/18 BUDGET CAPITAL WORKS & ACQUISITIONS		
LOCATION	DESCRIPTION	TOTAL COST	GRANTS / OTHER	NET TO CITY
Point Resolution Reserve	Greenway development in buffer stage 1	\$55,900	\$0	\$55,900
Point Resolution Reserve	Construct 710m DUP	\$47,060	\$0	\$47,060

Consultation

The community consultation identified four main issues where opinions were divided as follows:

- Perimeter Path

The 1.5m concrete path separating the hydro-zone from the eco-zone and providing universal access to the park is the only path remaining from the three options originally proposed. In consideration of cost, it has been reduced in length by approximately 170m by removing the section parallel to the carpark.

The City, when redeveloping assets, is required to abide by both the Federal and State legislation regarding access for people with disabilities; the proposed path meets this requirement.

It has been recognized that physical barriers provide an excellent mechanism for controlling the transfer of weeds and grass into bushland. The secondary purpose of the path is to provide this barrier.

Although the Friends of Point Resolution Reserve do not support the path, 17 of 22 people who responded ranked “ensuring there is access for everyone regardless of ability” as important or better, and all 25 people who responded ranked “protect and maintain the mature trees” as important or better. The perimeter path supports these preferred outcomes.

- Existing Bush Paths

It is recommended that all of the existing bush paths be retained as they provide access for potential bushfire control and are supported in the FESA Guidelines for Fire Management Planning for Urban Bushland section 2.2 Fire Access Tracks.

- East and North Firebreaks

It is recommended that the firebreaks at either end of the Point Resolution Reserve adjacent to the private property, be retained as firebreaks, and not be upgraded to formal paths. The eastern firebreak is steep in sections which is not conducive to a path at grade and should be retained as a limestone track. The northern firebreak is used for access by DWER staff launching their dinghy, consequently, it is proposed to leave this section grassed with a limestone track immediately adjacent to the bush.

- Recovering the Banksia Forest

The City supports the revegetation of areas of the reserve with Banksia. It is noted that the Banksia does not thrive under irrigation. Consequently, they would need to be planted in the bushland or in un-irrigated copses. This will be part of the work completed with the irrigation design.

Refer to Attachment 2 for further detail.

Budget/Financial Implications

Operational budget – a negligible overall impact on current maintenance operations budgets is forecast over the life of the PPREMP.


Capital Budget - The proposed initiatives are listed as capital budget items in the 2017-2018 budget and in the draft 5-year Capital Works Programme 2018-2023 as indicated in the table below:

Financial Year	Project Description	Cost (inc. on-costs)	Municipal	Grant
17/18	Greenway Buffer Stage 1	55,900	55,900	0
	Construct Shared Path	47,060	47,060	0
18/19	Upgrade irrigation system	280,000	280,000	0
19/20	Greenway Buffer Stage 2	105,000	105,000	0
	Replace Table	5,460	5,460	0
	Replace Drinking Fountain	5,460	5,460	0
	Upgrade Playground	56,000	56,000	0
21/22	Install Carpark Lighting	84,000	84,000	0
	Replace table	5,740	5,740	0
22/23	Replace bike racks (2)	4,060	4,060	0
	TOTALS	648,680	648,680	0

Note: This program was established prior to the adoption of an EMP consequently could change to accommodate altered priorities.

City of Nedlands Enviro-scape Precinct Master Plan												
Park / Reserve Name:		Point Resolution Reserve		Strategic Initiatives								
Ward		Dalkeith		Access		Fit for Purpose						
Reserve No:		1624		Item	Comment	Action	Item	Comment	Action			
Hierarchy Classification:		Neighbourhood Park		All Abilities	Design to DDA / DAIP standards	Include in design and future budget	Casual Users	Toilet facilities available at David Cruickshank	Nil			
Primary Function(s):		Recreation space – Nature Space		Vehicles	Maintain river access (DBCA)			Investigate if gazebo or rotunda for weddings is appropriate	Explore during consultation			
Drainage Catchment:		NE 45		Pedestrian	Path to separate turf from eco-zoning / link path to playground, Beatrice Ave and points of interest / rationalise river access					Provide drinking fountains	Include in design	
Review Team:		Martyn Glover Andrew Dickson Daniel Lewis Tami Sharp Craig New Nathan Deery Jason Spyker Vicki Liddington Vicki Shannon		Amenity								Provide grassed areas with winter solar access
				Item	Comment	Action						
				Shade	Locate seating in areas of shade Enhance playground tree shade	Include in design and future budget						
				Parking	Maintain footprint of existing carpark, investigate upgrading							
Date of Review:		11 January 2017		Views	Maintain existing view corridors in area adjacent to driveway and car park	Include in design	Other Considerations	Investigate and monitor future decisions regarding the proposed ‘Three Points Bridge’ project	Monitor			
Strategic Considerations				Environment <td rowspan="5">Investigate and monitor future decisions regarding the proposed ‘Three Points Bridge’ project</td> <td rowspan="5">Ongoing Consultation</td>				Investigate and monitor future decisions regarding the proposed ‘Three Points Bridge’ project	Ongoing Consultation			
Catchment	Supports visits from wider district			Item	Comment					Action		
Access	Pedestrian, All abilities, Service vehicles			Water Conservation / Quality / Capture / Infiltration	Water	Bore field to achieve 500 l / minute from 1 bore				Nil		
Amenity	Parking, Seating, Shade, Shelter, Ambience, River views				Conservation	Resolve undersized mainline/s and inefficient configuration				Renew with 150mm line and realign		
Environment	Vegetation retention / selection / increase, water conservation / quality / capture / infiltration, climate change					Reduce area of turf under irrigation to conserve water and allow improved quality	Include in reticulation design					
Fit for purpose	Casual users, play space, social gatherings, weddings, picnics					Central control capability						
Stakeholders						Hydro-zoning and eco-zoning of areas in accordance with Irrigation Operating Strategy						
Casual users	Weddings, walkers, picnics, play space					Transition zone - Verge (7m)						
City	Staff and contractors				Notes - Wattle and Beatrice bores to service both David Cruickshank and Point Resolution, sprinklers to required standard spacing, irrigation to eco-zones							
Council	Competing interests of users				Vegetation Preservation	Establish tree mulch zones to drip line to support health of existing trees	Include in standard operations					
Neighbours	3 x properties share a common boundary					Plant only native trees endemic to the area – no exotics	Include in design					
Volunteers	Friends of Point Resolution			Climate Change	Increase tree canopy cover by minimum 20% in eco-zone areas	Include in design						
Notes	Infiltration to be installed along road network at 1m3 per 80m2 of 100% runoff to provide storage for approximately 1 in 5 year event at 2 minute interval. Gross pollutant trap to be installed to piped discharge into Swan River at southern end of Wattle Avenue. Any drainage pipes to be sand trapped at the upstream invert					Maintain and monitor riverbank erosion treatments	Include in standard operations					

Point Resolution Reserve February 2017



Refer overleaf for Concept Design

Refer overleaf for Concept Design





Proposed Enviro-scape Master Plan for Point Resolution Reserve

Community Engagement Results

6 to 27 November 2017

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1. INTRODUCTION

A draft Enviro-scape Master Plan has been developed for Point Resolution Reserve and presented to the community for feedback. This follows presentation of the proposal to the Council at its briefing held on Tuesday, 1 August 2017. This is the third master plan to be developed for the City's 67 parks, the first being the David Cruickshank Reserve and Carrington Park, the second.

This project involved identifying and researching a range of topics, possible limitations and issues relevant to the Point Resolution Reserve with the aim of developing a strategic vision for the reserve's future use and development which is aligned to current service levels and budgets. Issues included the natural and built environment, water quality, conservation and climate change, along with accessibility, amenity, community use and ensuring the reserve is fit for purpose.

The final vision will be presented to the Council as a concept plan with accompanying explanatory text. It will feature a range of initiatives to address existing and possible limitations so regular reserve users and residents are provided for now and into the future. The project also aims to ensure community needs are met in the most economical way possible across the reserve's entire lifespan.

Initiatives relate to park users and accessibility for everyone, securing water supply for irrigation, landscaping and vegetation, furniture, shade provision, parking, infrastructure and outdoor recreational activities.

The draft concept master plan has been developed based on best management principles for public open space and legislative requirements. It was the starting point for community conversations, and following closure of the engagement period, the plan is now being finalised to consider community feedback.

The draft enviro-scape master plan prepared for community engagement follows.

PROPOSED ENVIRO-SCAPE MASTER PLAN



2. PURPOSE OF ENGAGEMENT

The project provided the community with information and the opportunities to provide feedback on the future management of the reserve and the priorities.

Their thoughts were invited on the draft enviro-scape master plan. Information was provided to assist with gaining an understanding the limitations and issues relevant to the reserve and to learn about the importance of enviro-scape planning.

The engagement outcomes will contribute to the development of the strategic vision for the reserve's future use in alignment with the current service levels and budgets.

3. ENGAGEMENT PERIOD

The engagement was advertised for the period Monday, 6 November to Monday 27 November. Late feedback was accepted until Monday, 4 December 2017.

4. ENGAGEMENT PRINCIPLES

The following engagement principles, as contained in the City's Community Engagement Policy, were applied to guide the way in which the City engaged and communicated with the community and stakeholders:

Citizenship	We will provide for and communicate opportunities for everyone to have a genuine and meaningful say in local democracy about actions that could affect their lives.
Transparency	We will ensure that the purpose and mechanisms of our engagement will be relevant, easily understood, timely and accessible by all.
Inclusion	We will seek out and facilitate the involvement of all those affected or potentially affected.
Accountability	We promise that all contributions will influence the alternatives developed, be reflected in our decision-making, outcomes will be communicated and performance will be measured.
Our people	We promise that our people will uphold the City values, the IAP2 Value's and Code of Ethics, be appropriately trained and supported to deliver best practice engagement.

5. COMMUNITY AND STAKEHOLDERS

The community and stakeholders included:

- Residents and property owners from within the project area
- Users of the reserve
- Department of Water
- Parks and Wildlife Service (Department of Biodiversity, Conservation and Attractions)
- Friends of Point Resolution Reserve Inc.
- Dalkeith Early Learning Centre
- City of Nedlands community
- Elected members
- Relevant City staff

Property owners and residents within the area bounded by the Swan River, Adelma Road, Minora Road, Viking Road and Victoria Avenue (196 properties) were invited to participate in the engagement activities, along with park users, stakeholders and the general community. A map of the project area follows:

ENGAGEMENT PROJECT AREA



6. OPPORTUNITIES FOR ENGAGEMENT

The Point Resolution Reserve Enviro-scape Master Plan engagement page on the City's online engagement hub, **Your Voice Nedlands** was used as the primary place to promote and create general awareness of the project, to read information and provide feedback.

Opportunities for residents, stakeholders, park users and the general community to engage with the City and to seek project information where provided as follows:

- A letter and a brochure were forwarded to all residents/property owners within the project area to provide project information and the draft enviro-scape master plan along with an invitation to participate in a community information session and to provide feedback.
- Two Community Information Sessions were held at the Adam Armstrong Pavilion, off Beatrice Road. The first from 4-5pm and the second from 5.30-6.30pm on Thursday, 16 November 2017. These sessions provided an overview of the proposed master plan, discussed enviro-scape master planning and provided attendees with the opportunity to provide feedback.

- **Your Voice Nedlands** provided an online survey, tools for feedback and to ask the City a question, a list of FAQs, the proposed master plan and key dates. An electronic version of the brochure was also provided along with newsfeeds.
- By contacting the City by email (yourvoice@nedlands.wa.gov.au) or by telephone to discuss the draft enviro-scape master plan further.

Awareness of the project was provided by advertising in The Post Newspaper and the Western Suburbs Weekly (engagement period and the community information sessions) and in the monthly Nedlands News Update. Signage was displayed in the reserve and promotion of the project was undertaken on the City's Facebook and Twitter pages, and an electronic newsletter was forwarded to the registered participants on **Your Voice Nedlands** referencing the project.

6.1 Online Engagement – Your Voice Nedlands

Your Voice Nedlands was the reference point for engagement information and to find information on the project. Information provided included:

- Technical Drawing – Proposed Enviro-scape Master Plan
- Electronic version of the brochure
- Frequently asked questions (FAQs)
- Advice on the key dates
- Project Team contact details

Feedback was invited by the completion of an online survey which aimed to understand the community's views on the enviro-scape master plan issues identified by the City.

The community were asked to rate their level of importance in relation to the City:

- Responding to climate change
- Providing universal access to all facilities
- Providing passive recreation and connections to natural areas, and maintaining views and vistas
- Managing the groundwater resources to ensure grass areas are kept green
- The protection and maintenance of the mature native trees

Respondents were also asked to provide the name of the street they live in, their age group, gender, how they travel to the park and how often, along with a statement that best describes them (e.g. student, work, raising children, retired). People were also asked for their dislikes and likes about the reserve.

Questions and feedback from the property owners/residents within the project area were also able to be provided to the **Your Voice Nedlands** email.

Prior to, during and following the engagement process, newsfeeds were placed on the engagement page for notifications and how people could participate, along with placing updates on the project more generally.

6.2 Community Information Sessions

Two Community Information Sessions were held on Thursday 10 August 2017, the first from 4-5pm and the second from 5.30-6.30pm.

The Director Technical Services provided a presentation on the proposed enviroscape master plan which covered the key issues. The proposed design and design elements were also presented and discussed. City staff were also available to discuss issues raised.

The feedback from the sessions were recorded which included people's views on the park (dislikes, likes and suggestions) and how people rated the six enviro-scape master plan issues.

6.3 Advertising and Media

Advertising was placed in the Western Suburbs Weekly and The Post Newspaper (including the Nedlands News Update) along with the preparation of a media release, placement of site signage and providing notifications on the City's Facebook and Twitter pages which reached 98 people.

An e-newsletter was also forwarded to 620 registered participants of **Your Voice Nedlands** and a media release was also prepared for The Post and the Western Suburbs Weekly newspapers with an article published in The Western Suburbs Weekly and their web site.

Resolution sought on future of reserve

HAVE your say on the future of Dalkeith's Point Resolution Reserve.

The City of Nedlands is holding two community information sessions to discuss how best to preserve the picturesque riverside slice of nature.

Nedlands Mayor Max Hipkins said there were a variety of issues that needed to be considered, from the natural and built envi-

ronment to water quality, accessibility and amenity.

"There are several proposed initiatives, including increasing bushland and canopy cover, maintaining beach vehicle access for maintenance purposes and linking the playground to the footpath," he said.

A draft master plan has been designed to develop a strategic vision for the area's future use

and development, and will be the starting point for community discussions.

Hour-long information sessions are being held on November 16 at Adam Armstrong Pavilion, David Cruickshank Reserve, off Beatrice Road, Dalkeith, at 4pm and 5.30pm.

To RSVP, find out more or provide feedback, visit www.yourvoice.nedlands.wa.gov.au.



Facebook



Twitter

Local Events

Take a look at these events from your local community groups

November 3

December 3

Weekly 45

Monthly 16

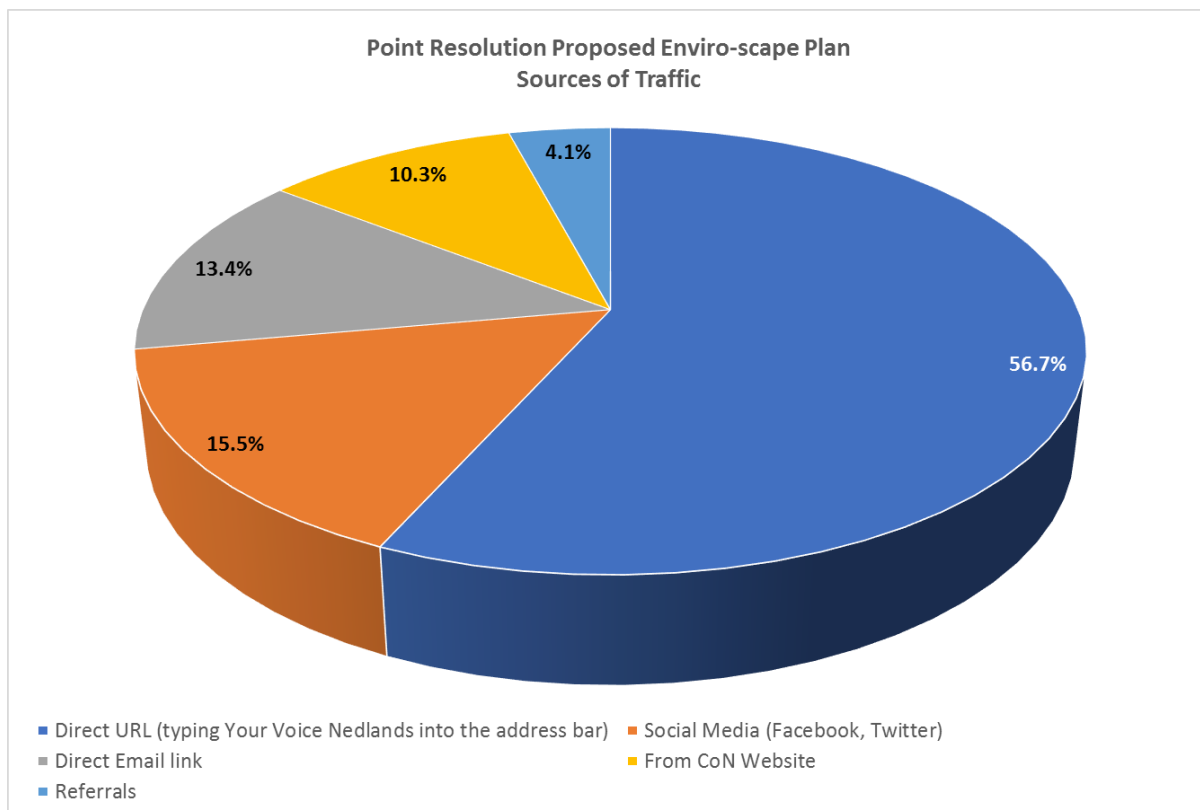
November

Have your say on Preserving and Conserving Point Resolution Reserve City of Nedlands

Adam Armstrong Pavilion, David Cruickshank Rsv, off Beatrice Rd, Dalkeith
To RSVP for the information session, visit yourvoice.nedlands.wa.gov.au
Thu 16th Nov 2017, 4-5pm & 5.30-6.30pm

6.4 Summary of traffic sources to the engagement page

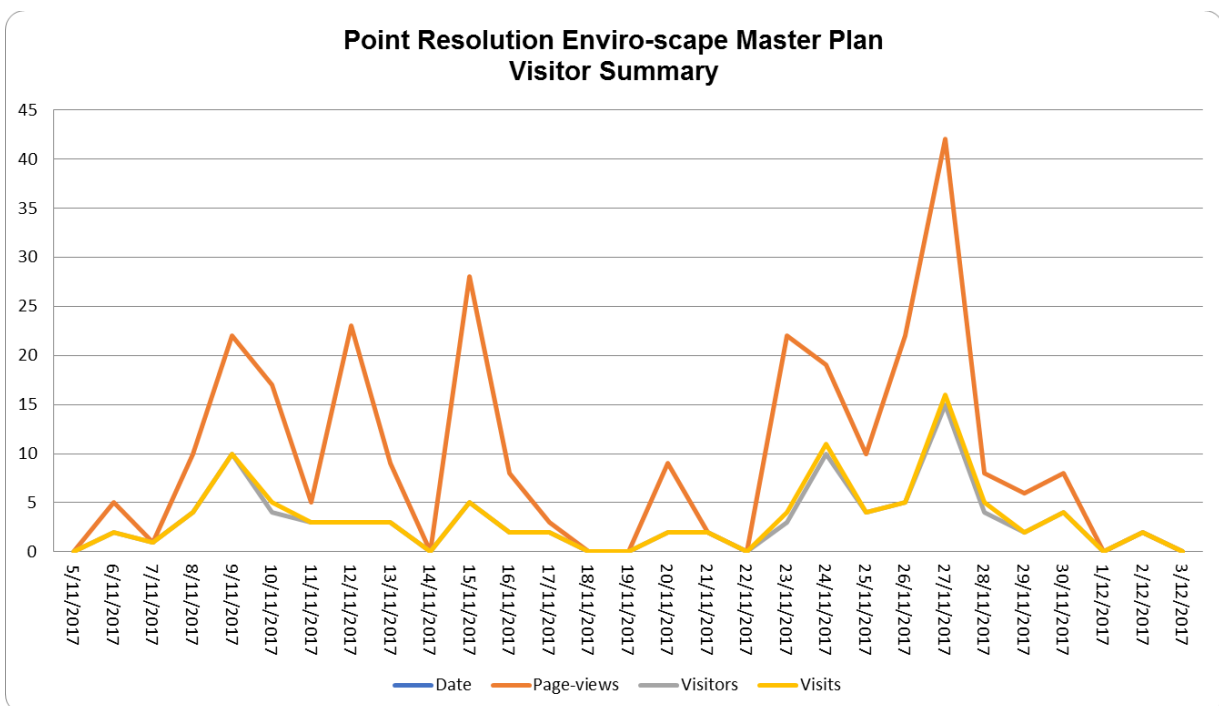
The communication activities resulted in visitation to the engagement page by any of the methods of: typing **Your Voice Nedlands** into the address bar from the letter or brochure (55), direct email link from the e-newsletter (13), link on the City's web site (10), social media (Twitter and Facebook (15) and referrals from other web sites (4). The following graph highlights the traffic sources for this project.



7. ENGAGEMENT PARTICIPATION

During the engagement period, the engagement page received 92 visitors who collectively viewed 281 pages. 97 of these visits viewed at least one page. There were 18 downloads of the documents and 13 visits to the FAQ page. 9 people completed the survey and a further 5 responses (including responses from the same organisation/members of the organisation in addition to an email) using the online feedback mechanism.

The City undertook a mail out to 196 people within the project area and sent out 620 e-newsletters to **Your Voice Nedlands** registered participants referencing the project. 5 email submissions were received along with one telephone call to discuss the proposal further. 23 people attended the Community Information Session and 98 people were reached in the Facebook posts. The following graph illustrates the online visitor summary for the engagement period.



It is noted that there was a range of commentary received, people identifying what they like and dislike about the reserve. The following is an overview of the comments received and the survey outcomes. In revising the proposed enviro-scape plan, individual comments were reviewed and informed any proposed modifications to the draft plan.

7.1 Survey results

7.1.1 Overview

9 surveys were completed by people who use the reserve for dog exercise, walking on the bush paths or grass to enjoy the vistas and foreshore. The respondents mostly resided within the Dalkeith area.

The online survey and the community information sessions looked at the issues the City identified for Point Resolution Reserve to ensure the reserve is maintained to meet the needs of all users, and contributes positively to community wellbeing for many years to come.

Water quality and conservation, the natural and built environment and climate change, accessibility, amenity, community use were the main issues being addressed.

Views were sought on the following questions/statements within the online survey:

1. Section 1 – About You

- a) Which street do you live in?
- b) What age group are you in?
- c) What is your gender?
- d) How are you best described?

2. Section 2 – About You and Point Resolution Reserve

- a) How often do you use Point Resolution Reserve?
- b) What is your main reason for using Point Resolution Reserve?
- c) What days and times do you mainly use Point Resolution Reserve?
- d) How do you travel to Point Resolution Reserve?
- e) What do you like about Point Resolution Reserve?
- f) What do you dislike about Point Resolution Reserve?

3. Section 3 – Issues being addressed by the enviro-scape master plan How

important is it for the City to:

- a) Respond to climate change?
- b) Provide access for everyone regardless of ability to this reserve?
- c) Provide passive recreation for community use?
- d) Provide facilities where residents can connect with, and appreciate the City's natural areas in a safe manner?
- e) Maintain sweeping vistas over the river from the reserve?
- f) Manage the groundwater resources to ensure grass areas are kept green in the future?
- g) Protect and maintain the bushland and mature trees?

7.1.2 Survey results

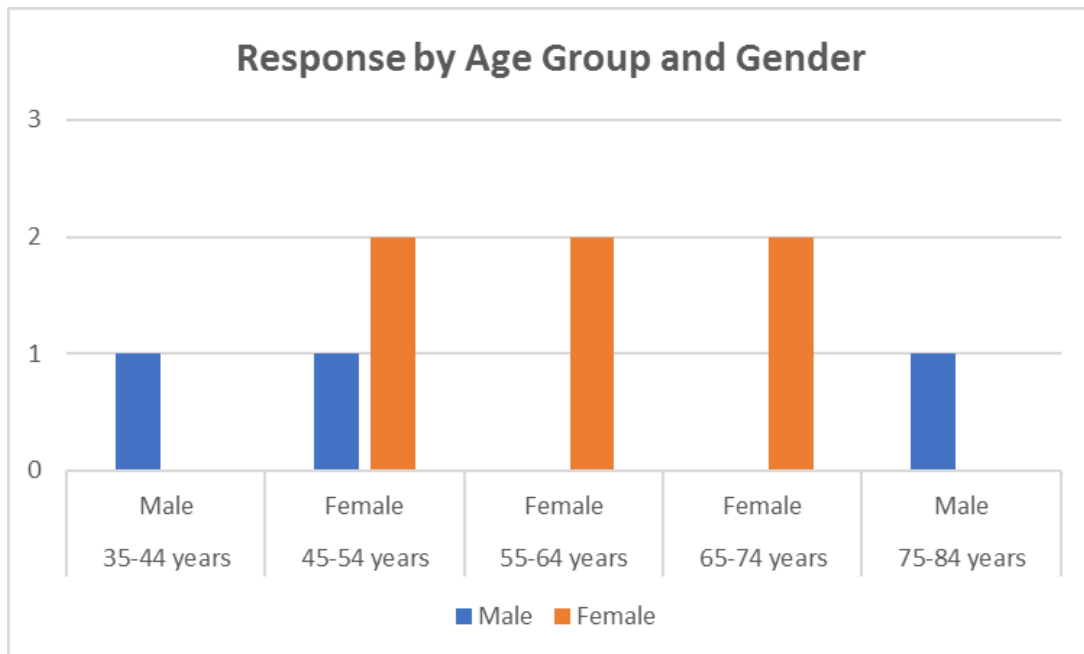
– Section 1 – About You

a) Which street do you live in?

Of the 9 respondents, 3 came from within the project area, 4 from the Dalkeith area, 1 from the Town of Claremont and 1 from the City of South Perth.

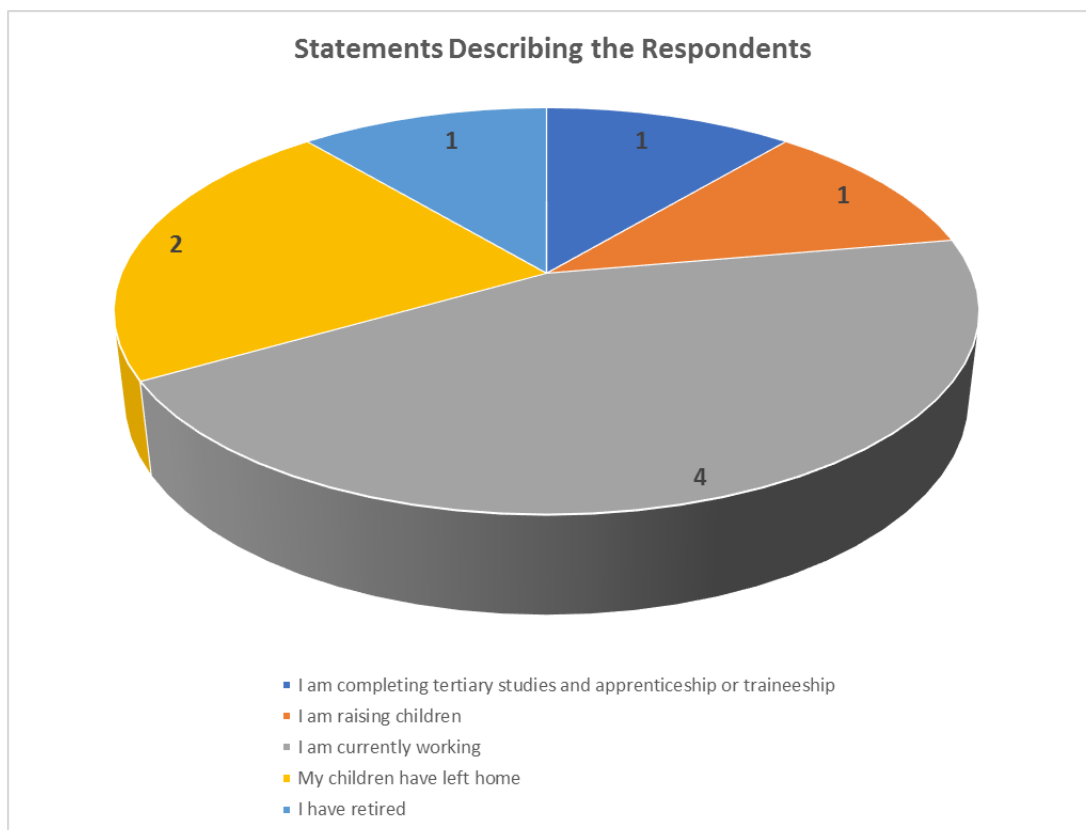
b) Age group and gender?

The profile of responses in terms of age range and gender were as follows:



c) How are you best described?

Survey respondents identified themselves from the following statements.

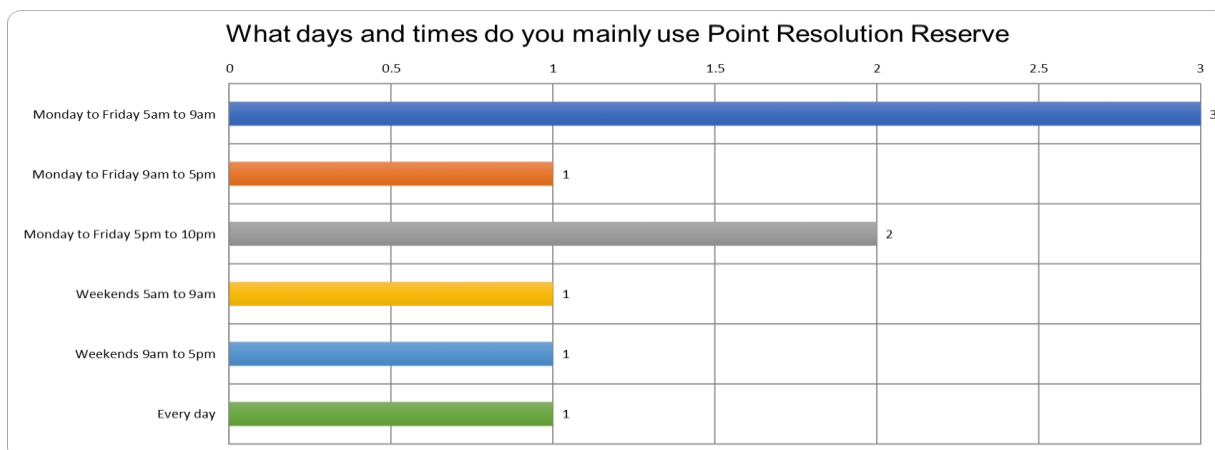
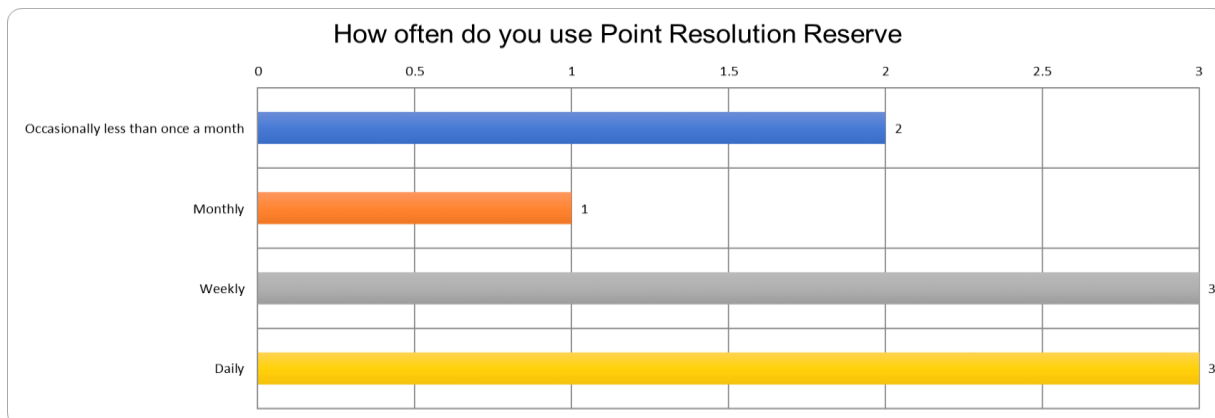
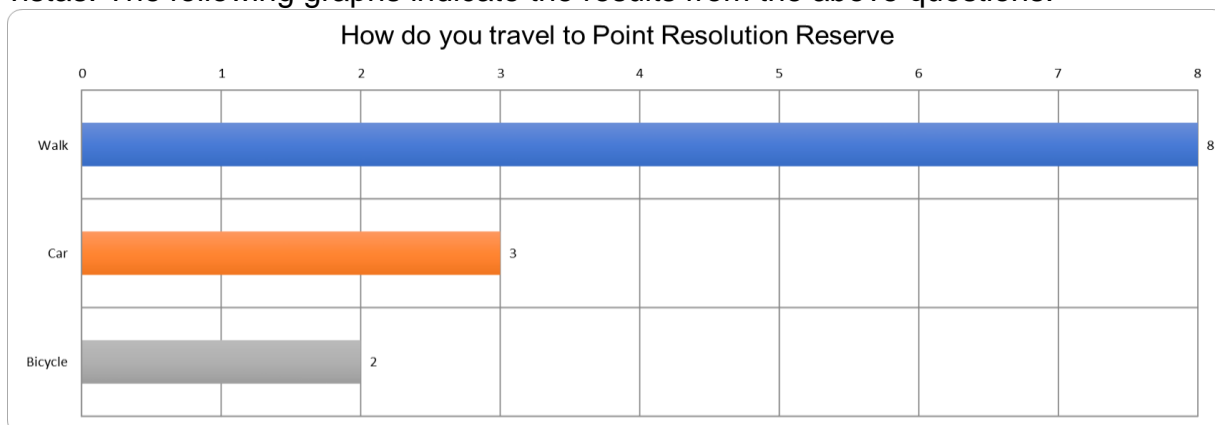


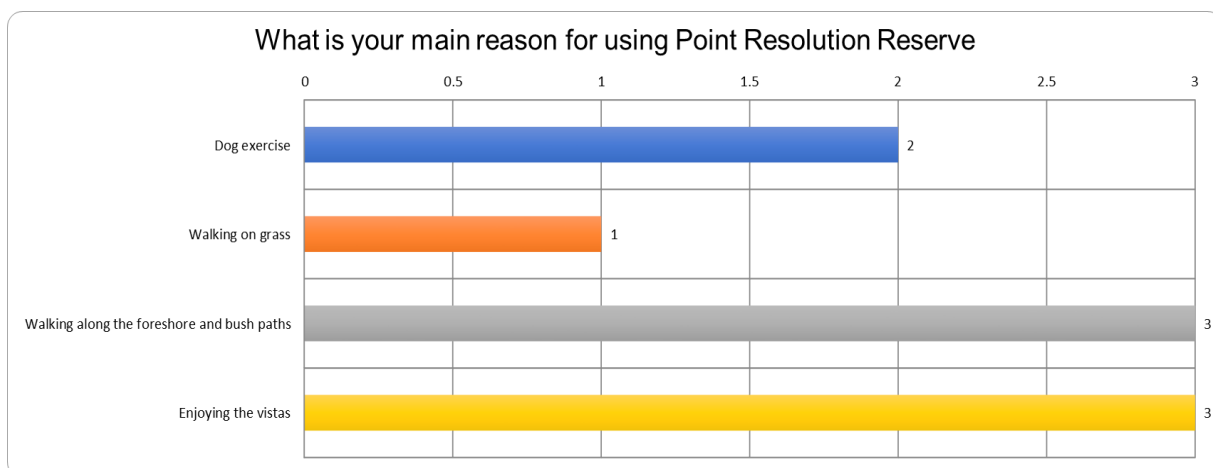
7.1.3 Section 2 – About You and Point Resolution Reserve

This section asked respondents to identify their habits in visiting this reserve, as follows:

- How do you travel to Point Resolution Reserve?
- How often do you use Point Resolution Reserve?
- What days and times do you mainly use Point Resolution Reserve?
- What is your main reason for using Point Resolution Reserve?

Of the responses received, most people walk to the reserve on daily or weekly basis between Monday and Friday to walk along the foreshore, bush paths and enjoy the vistas. The following graphs indicate the results from the above questions.

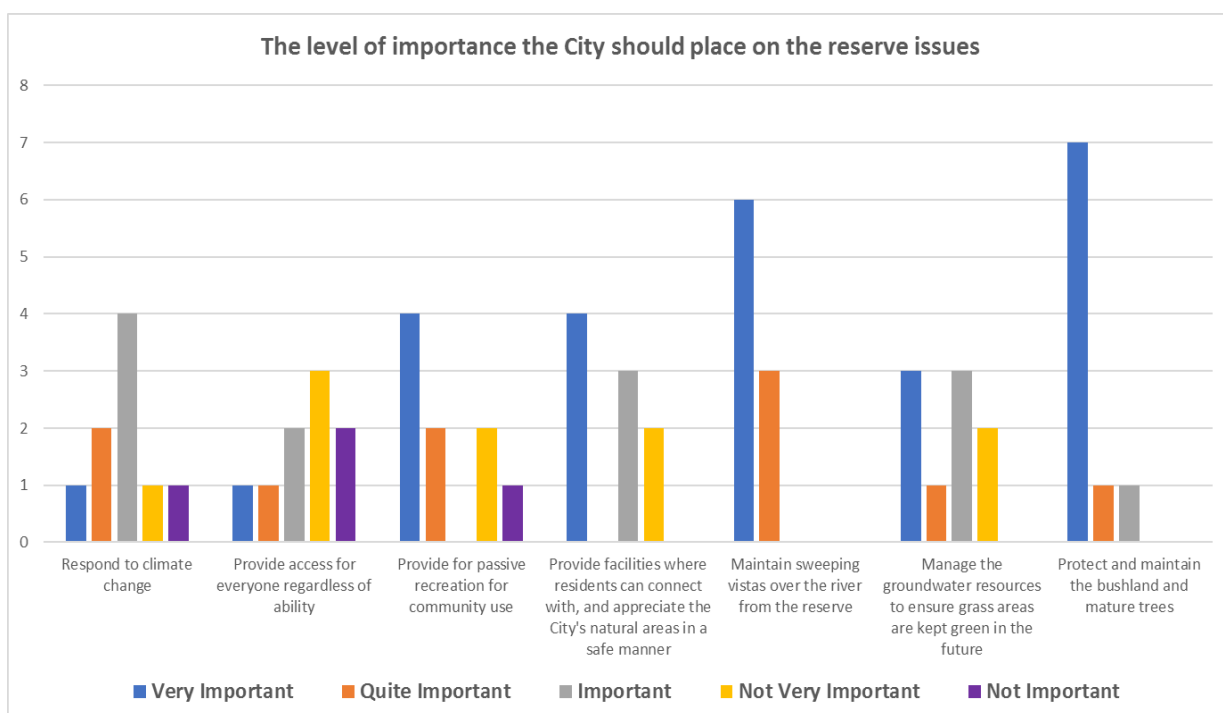




7.1.4 Section 3 – Issues being addressed by the enviro-scape master plan

This section asked respondents to identify their level of importance in relation to the issues the City is facing with the future management and development of the reserve. People were asked to rate the level of importance for the City to:

- Respond to climate change
- Provide access for everyone regardless of ability
- Provide for passive recreation for community use
- Provide facilities where residents can connect with, and appreciate the City natural areas in a safe manner
- Maintain sweeping vistas over the river from the reserve
- Manage the groundwater resources to ensure grass areas are kept green in the future
- Protect and maintain the bushland and mature trees



7.1.5 What do you like and dislike about Point Resolution Reserve?

The overriding theme from the survey was that people enjoy the bushland and the open space along with views and access to the river. People also enjoyed walking around the area and value the grassed areas.

People commented on the relevance and the use of the nature playground, lack of amenities (including toilets), the paths down the embankment needing work and that there is no interpretation of its history.

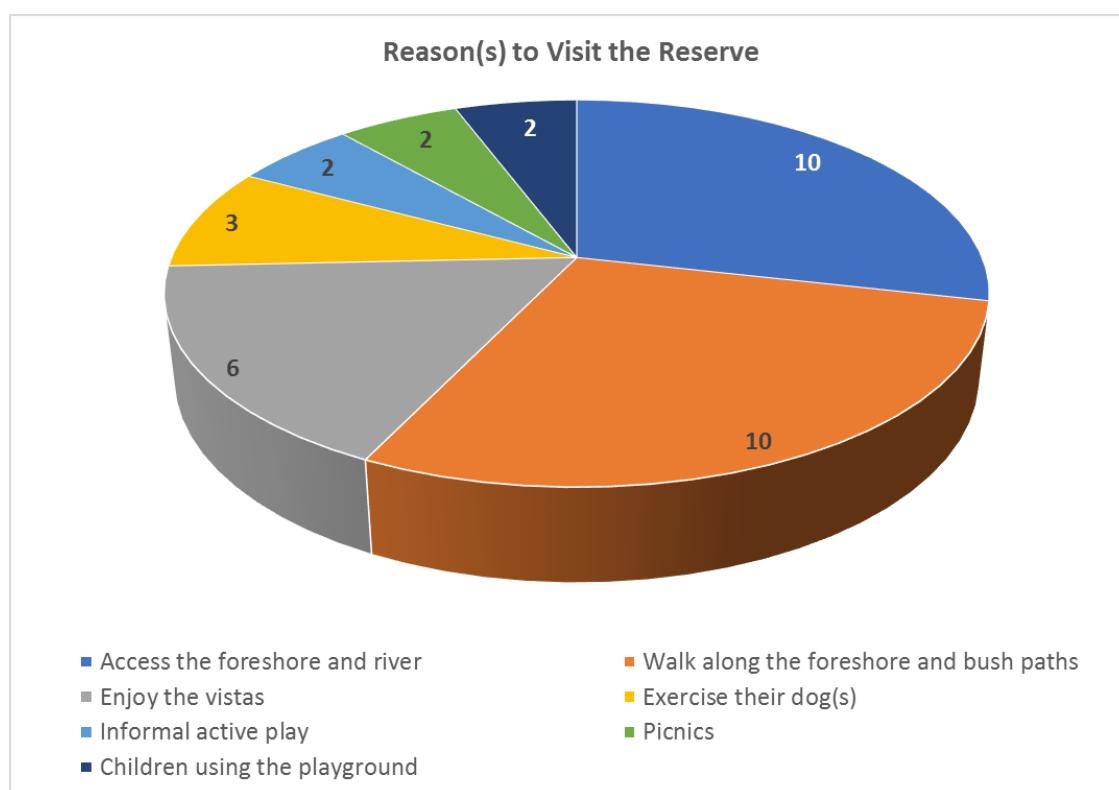
7.2 Feedback from the Community Information Sessions

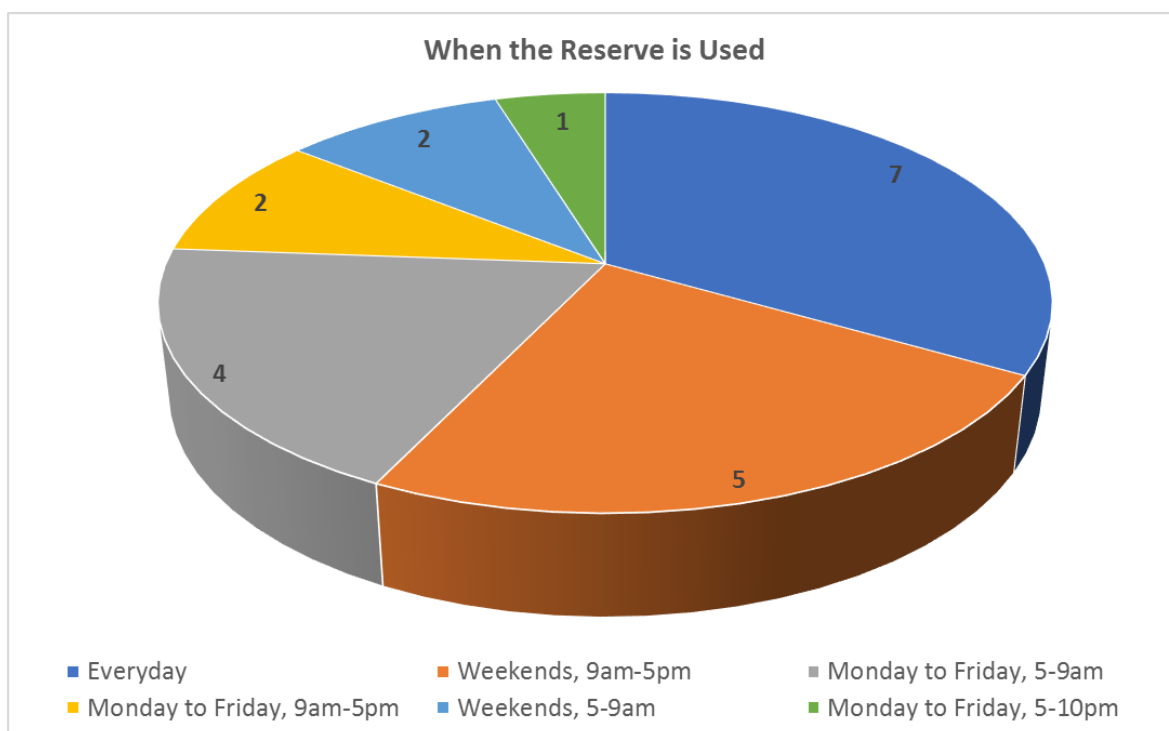
Community information sessions were held on Thursday, 16 November 2017.

The Director Technical Services presented the proposed enviro-scape master plan with the support of City staff (Acting Manager Parks Services, the Environmental Conservation Coordinator, the Parks Technical Officer, Personal Assistant to the Director Technical Services, Community Engagement Coordinator).

Twenty-three people attended including the Mayor and three Councillors. The attendees had an interest in the reserve and provided feedback on the draft enviroscape master plan as discussed below.

Most people walked to the reserve daily to access, and walk along the foreshore, bush paths and the river to enjoy the views. People used the reserve for informal play, or to exercise their dog(s), have picnics, or use the playground.





7.2.1 Outcomes

Most people walked to the reserve daily to access the foreshore and river and to enjoy walking along the foreshore and bush paths.

People thought that it was very important for the City to maintain the sweeping vistas over the river, manage the groundwater to ensure the grassed areas are kept green and protect and maintain the mature trees. People also thought that it was important/quite important for the city to provide passive recreation facilities.

People liked the natural environment of the river bank and largely did not want changes as they value the reserve the way it is, its simplicity, the bushland and grassed areas. They value the reserve's restfulness, river views and walking on the grassed area amongst the large trees. Attendees supported the retention of the grassed area (in part) and requested that the proposed enviro-scape master plan be amended.

Participants were upset to see rubbish lying around at the reserve and the erosion being caused to the river bank by speeding boats. It was suggested lighting in the car park be improved along with increasing the provision of bins for dog poo and rubbish. Concern was also expressed regarding the threat of bushfires from the increased understorey along with the potential impact from the mulching around trees and no fire breaks planned for the boundaries bordering properties.

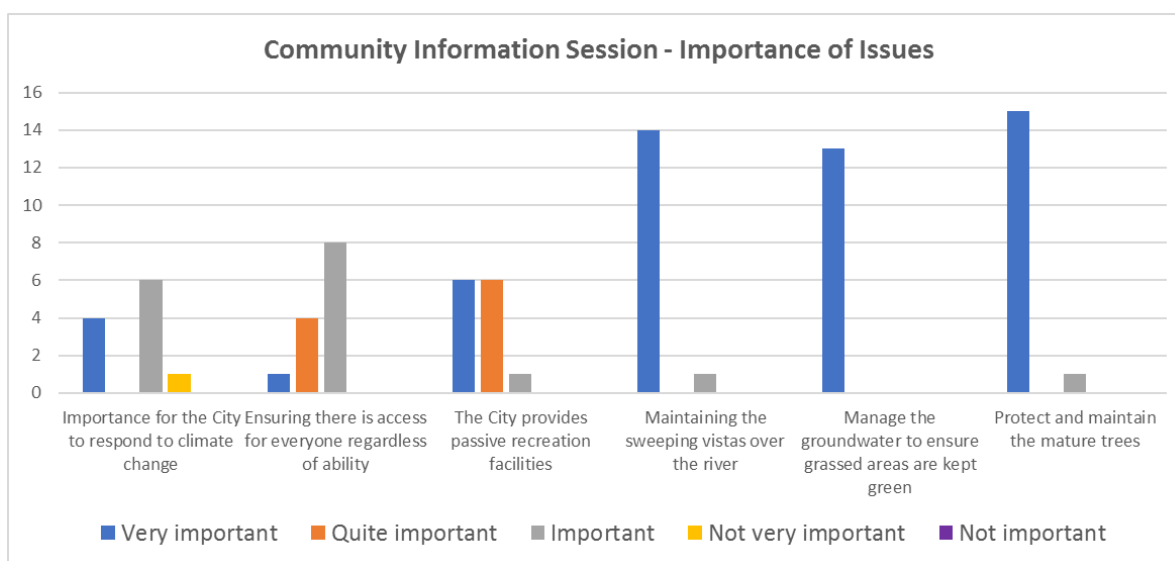
Tree planting and the reasons why it is important for a program to be pursued as trees takes time to grow to maturity (up to 50 years) were discussed. It was suggested that the City replant red banksia as the reserve has a history of these plants.

The two options for a footpath proposed along Victoria Street were not supported. However, a connection with the path in the reserve to the beach was proposed.

Families like to use the beach. Small children and older adults find the beach difficult to access. It was suggested that the City consider path access to make it easier for prams, walking frames etc and consider developing this area with picnic/barbecue facilities.

There is also a set of steps down to the beach from the car park end which are old and requires and upgrade, and no-one uses the playground. It was suggested that the playground design be revisited and improved.

People at the community information session completed their ratings from very important to not important in relation to issues at the reserve. The following chart sets out the preferences.



7.3 Written feedback received

Written feedback was received from 4 residents and Friends of Point Resolution (Inc.).

The comments received reiterated that locals appreciate the reserve for its natural environment.

Responses did not support the extension of constructing pathways and other hard surfaces within the Reserve and supports increasing the green and canopy cover. If pathways are to be considered, they should be made from a natural material and used to protect and allow the increase in vegetation.

One person would rather see funds spent on a new footpath along Waratah Avenue (between Alexander Road and Victoria Avenue).

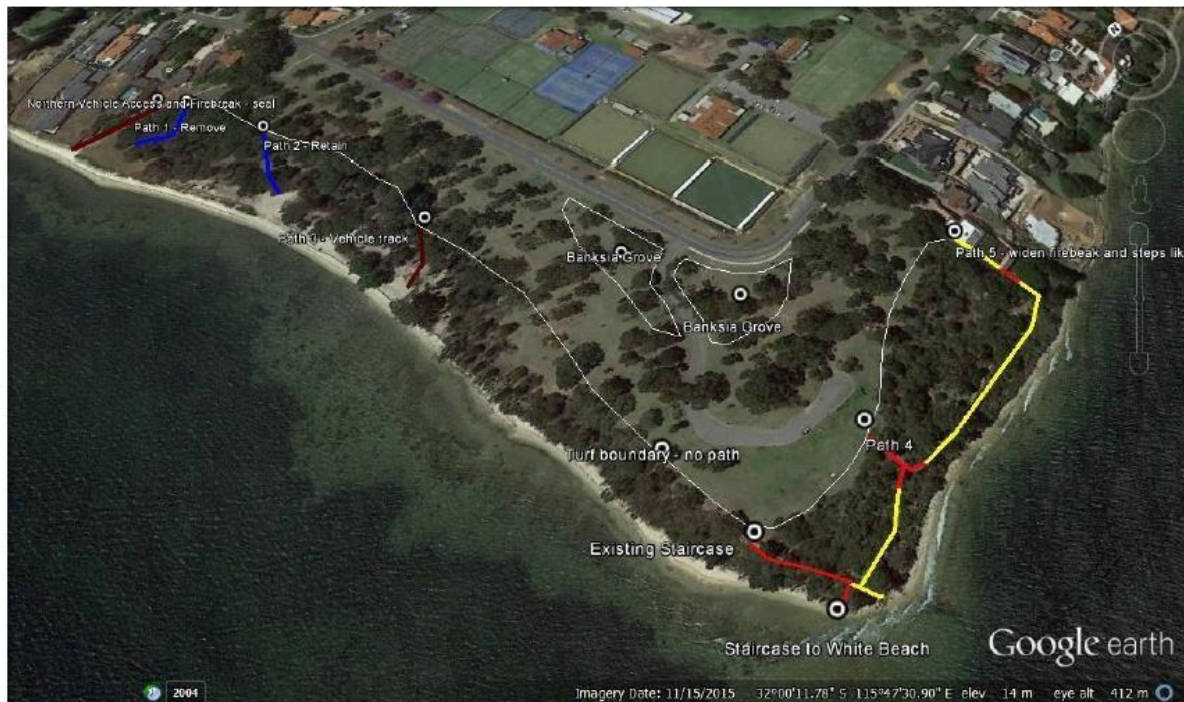
Two people supported the Friends of Point Resolution Reserve submission.

The Friends of Point Resolution put forward a submission which proposed that the following be considered in the enviro-scape master plan.

- Provision of sufficient fire breaks for adjoining properties
- Maintaining/improving the car park

- Retaining vistas when selecting plantings
- Improving/providing signage for direction to toilets, locators for pathways and user information
- Removing the pathway down the embankment if the firebreaks paths are upgraded
- Formalising the northern firebreak path
- Formalising access to the white beach near the point
- Undertaking maintenance of wooden staircase
- Retaining the lawn areas in the Reserve. However, to reduce the water usage plant non-irrigated banksia groves to reduce the lawn areas where there is little use which will also result in a reduction of water use
- Additional concrete pathways are not supported, and the City has not established the demand for a pathway. The pathways proposed on Victoria Avenue are also not supported.

The above points are also depicted in the map below as provided by the submitters.



8. CONCLUSION

The draft Enviro-scape Master Plan for Point Resolution Reserve was presented to the community for feedback during November 2017. This followed a presentation to the Council at a briefing held on Tuesday, 1 August 2017.

This plan involved identifying and researching a range of topics, possible limitations and issues relevant to the Point Resolution Reserve with the aim of developing a strategic vision for the reserve's future use and development. Issues considered were the natural and built environment, water quality, conservation and climate change, along with accessibility, amenity, community use and ensuring the reserve is fit for purpose.

The draft master plan was developed based on best management principles for public open space and legislative requirements. It was the starting point for community conversations, and following the analysis of community feedback the plan will now be finalised.

Opportunities to learn about the enviro-scape planning, to seek information and to provide feedback were provided through **Your Voice Nedlands** (92 visits), two Community Information Sessions (23 attendees), a mail out residents, property owners (196) and stakeholders, and park signage installed to capture park users.

This was supported by a media release (printed by The Post Newspaper), advertising in The Post Newspaper and the Western Suburbs Weekly, an article in the monthly Nedlands News Update, notification on the City's Facebook and Twitter pages (reached 98 people), and by reference in the e-newsletter to the registered participants (620) on **Your Voice Nedlands**.

Feedback was by an online survey, an online feedback tool, and the outcomes from the Community Information Sessions. The City also accepted hardcopy submissions. The City was seeking people's views and thoughts (likes and dislikes) in relation to the draft enviro-scape master plan, understand their relationship with the reserve along with their views in the City pursuing the:

- Development of actions against climate change
- Provision of universal access to all facilities
- Provision of passive recreation and connections to natural areas
- Retention of views and vistas
- Effective management of the groundwater resources to ensure grass areas are kept green
- Protection and maintenance of the mature native trees

During the engagement period, the engagement page received 92 visitors who collectively viewed 281 pages. 97 of these visits viewed at least one page. There were 18 downloads of the documents and 13 visits to the FAQ page. 9 people completed the survey and a further 5 responded. A further 5 hardcopy submissions were received. However, some of these responses were/appear to be from the same people or part of a family or a member of an organisation that provided a submission.

People who engaged with the City use the reserve for dog exercise, walking on the bush paths or grass to enjoy the natural environment, vistas and foreshore. The respondents mostly resided within the Dalkeith area. They valued the reserve's restfulness, river views and walking on the grassed area amongst the large trees.

In terms of the issues that the City is facing with the ongoing management and development of the reserve, most people think that it is very important for the City to provide facilities and passive recreation where people can connect with, and appreciate the City's natural areas in a safe manner, that groundwater be managed to ensure grassed areas are kept green and the mature trees need to be maintained and protected.

Access for everyone was rated quite important and addressing the impacts of climate change was rated important.

The outcomes included:

- Support for the retention of the grassed areas, or in part and preventing the erosion to the river bank due to speeding boats
- Lighting in the car park and the car park generally be improved
- Increase the provision of bins for dog poo and rubbish
- Improve the children's playground or assess if needed
- Threat of bushfires from the increased understorey from maintenance and mulching around trees, and poor fire breaks with adjoining properties
- Plant red banksia as the reserve has a history of these plants and these are low enough to maintain the current vistas
- The two options for a footpath proposed along Victoria Street were not supported. However, a connection with the path in the reserve to the beach was proposed
- Responses did not support the extension of constructing pathways and other hard surfaces within the Reserve and supported increasing the green and tree canopy cover. Pathways, should they be considered, should be made from a natural material, and used to protect and allow the increase in vegetation
- Formalising access to the white beach near the point was suggested along with undertaking maintenance of the wooden staircase. There were also accessibility issues for families with small children and elderly with walking aids.
- Improving the reserve signage and include directional signage (toilets and paths), interpretative (history) and user information.

9. ADMINISTRATION COMMENT

Administration have considered the points raised by the community and will develop a revised draft concept plan.

The City agrees with most of the comment provided by the community participants except for the removal of all connecting concrete paths.

The City considers that in accordance with its obligations to the Federal Disability Discrimination Act 1992 and the WA Disability Services Act 1993 it is a requirement to keep one universal access path connecting two points, in this case connecting Jutland Parade to Victoria Avenue to complete a path network.

Because the path separating the hydro-zones from the eco-zones provides a barrier to prevent irrigated grasses entering the bush, it is recommended that this path is retained and the two paths along Victoria Avenue be removed.

The Enviro-scape Master Plan also has the following amendments:

- Provision of improved playground equipment.
- Extension of grassed area to the north and east.
- Irrigation of the northern firebreak.

- Maintenance of the eastern firebreak.
- Formalise parking bays in the existing carpark.
- Improve rubbish facilities.
- Increase opportunities to sit and rest.
- Improve access to white beach.
- Introduce interpretive signage.
- Maintain existing vistas

10. NEXT STEPS

The next steps will be the development of the final vision for the reserve to be presented to the Councillors as a concept plan with accompanying explanatory text.

The revised concept plan could then go to further consultation or directly to Council for approval.

The following initiatives are in the City's Five-Year Capital Works Program:

Financial Year	Works Scheduled	Amount
2017/18	• Greenway development (planting)	\$55,900
	• Footpath construction	\$47,060
2019/20	• Greenway development (planting)	\$105,000
	• New tables, benches and drinking fountain	\$10,920
	• Playground upgrade	\$73,640
	• Upgrade irrigation	\$280,000
2021/22	• Improve lighting	\$84,000
	• Replace tables	\$5,740
2022/23	• Replace bike racks (2)	\$4,060

TS02.18	City of Nedlands 2018 Annual Waste Report
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Committee	13 March 2018
Council	27 March 2018
Applicant	City of Nedlands
Officer	Chaminda Mendis - Waste Minimisation Co-ordinator
Director	Martyn Glover - Director Technical Services
Attachments	Nil

Executive Summary

The City of Nedlands Waste Minimisation Strategy 2017 to 2020 (WMS) includes the following recommendation:

“The Administration to prepare an annual report to Council on the progress of the Waste Minimisation Strategy 2017-2020 with the report included in the March Agenda.”

The Western Australian Government’s Waste Strategy “Creating the Right Environment” has established a vision for Local Government to work towards a target of 65 per cent waste diversion from landfill by 2020. The WMS outlines strategies for the City to achieve this diversion target.

During the 2016-2017 financial year the City diverted 54 per cent of all waste collected comprising general waste, recyclable waste, green waste, bulk waste (verge collection), e-waste, mattresses and Household Hazardous Waste from landfill.

Recommendation to Committee

Council:

- 1. Notes the City of Nedlands 2018 Annual Waste Report; and**
- 2. Seeks a review of the effectiveness of the second recycling bin at no charge in preparation of the 2018-2019 budget.**

Discussion/Overview

Waste Collection Services

Residential waste and recycling collection services are provided to all households. The commercial and business precincts are accommodated with kerbside waste and recycling collections upon request. The City provides two bulk verge collection services to residents per annum.

The Waste Management Services coordinated the following collection and diversion services during the 2016/2017 financial year:

Collection	Services (No.)	Collected (t)	Diverted from Landfill	Diverted from landfill (%)
General	9,187	4,904	No	49%
Recycling	10,344	2,627	Yes	
Green	8,026	2,770	Yes	
Bulk*	2	1,470	Yes	92%
Total	27,559	11,771	Yes	54%

Bulk* includes hard waste and green waste collected from the verge, e-waste, mattresses and Household Hazardous Waste.

Therefore, from 1 July 2016 to 30 June 2017 the City collected 11,771 tonnes of waste and 6,386 tonnes of the waste was directed to recovery providing 54 per cent overall diversion rate from landfill (see Figure 1 below).

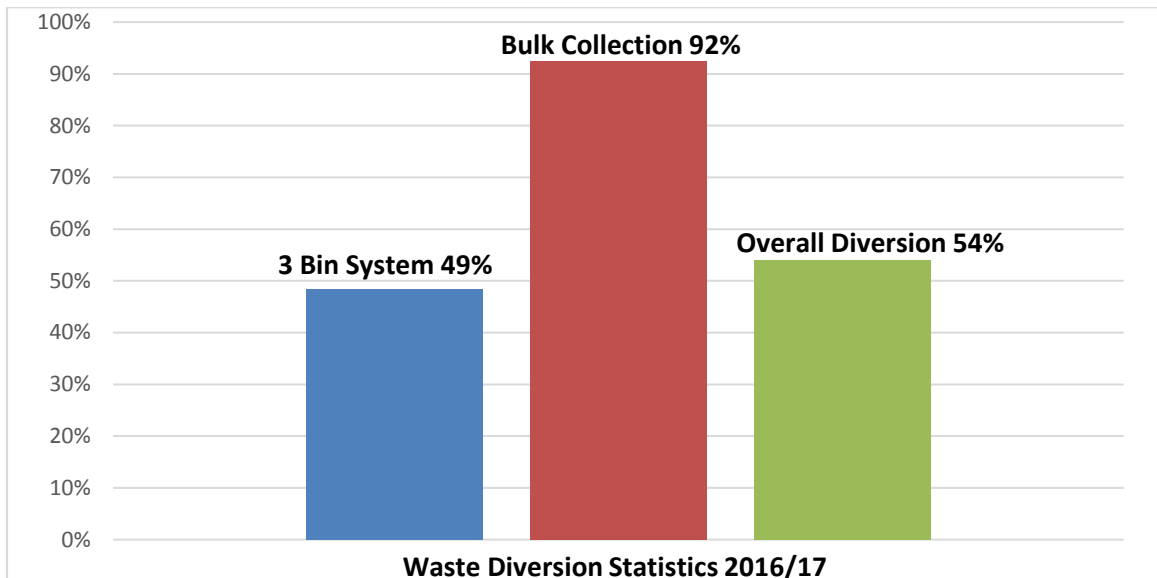


Figure 1: Waste Diversion from Landfill 2016-17 financial year

Following the introduction of the three-bin system in 2006 there was an increase of approximately 20 percent in the proportion of the City's waste being diverted from landfill. Then from 2007-2008 there has only been a gradual increase in the landfill diversion rate until 2015/2016 where the diversion rate had reached 49 percent. In the 2016-2017 financial year there has been a significant increase to 54 percent due to the change in contract for bulk collection (refer Figure 2 overleaf).

The City's new verge bulk collection and disposal contract recycles both general and green bulk waste and is completed over four weeks with 92% diverted from landfill. Previously the service was completed over eight weeks with 49% diverted from landfill. The initiative has also reduced the opportunity for illegal dumping, which was reflected in the reduced weight of collection and reduced cost to the City.

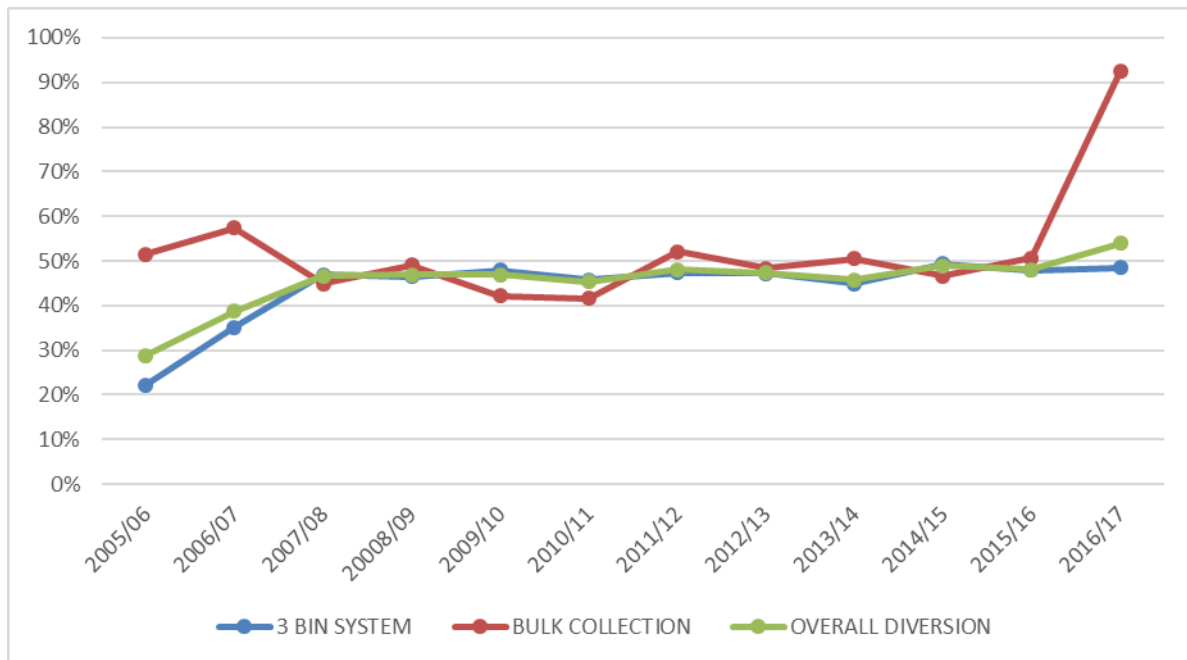


Figure 2: Waste Diversion from Landfill since 2006 financial year

Waste Minimisation

The City's WMS 2017 to 2020 outlines a series of recommendations aimed at reducing waste and increasing recycling and recovery of wastes throughout the City to ultimately achieve the State Government's 2020 target of 65 per cent of all waste being diverted from landfill.

The recommendations of the WMS 2017-2020 and progress during 2016-2017 financial year are as follows:

1. Review current recycling services and cost structures.
 - a. Included in the 2017-18 budget.
2. Develop information sheets and education materials which encourage residents to place all recyclables in the recycle bin.
 - a. Completed; improved publications through the City's website, Community newspapers and annual City's residential waste service brochure.
3. Provide details on the performance of the new bulk waste collection service as part of an annual waste report to council.
 - a. The City completed the full year of the new bulk collection tender on 9 December 2016. The collection was completed over a 4 week period with 748 tonnes of hard waste and 722 tonnes of green waste collected from the City's verges, realising a 92% diversion from landfill.
4. Review the waste page on the City's website to improve the information available to the community with respect to reduce, reuse and recycle.

- a. Completed; including recycling guide, Community education and more information on bin services, fee structure's and compliance.
5. Develop and continually update education materials regarding waste performance for students (primary, secondary, tertiary).
 - a. Completed; the executive team has approved a waste wise school education programme to local schools starting from 2018, focusing on following key objectives:
 - Provide an understanding about waste management in the City of Nedlands;
 - Provide a greater understanding about how to dispose of household waste correctly and associated impacts when waste is disposed of incorrectly;
 - Provide an understanding about how students can actively be involved in recycling, reusing and reducing waste.
6. Investigate methods to ascertain the actual level of construction and demolition waste recycling within the City.
 - a. No progress to date.
7. Explore options to accommodate food waste into the green waste stream.
 - a. The City is monitoring activities at other Local Governments (City of Stirling and City of Melville). A feasibility study contract has been awarded to consultant's MRA Consulting, to review the options for the disposal of food waste into existing kerbside green waste service, and a report is due at the end of March 2018.
8. Research options for the potential reuse of residual waste materials.
 - a. The City is monitoring the progress of the waste to energy contract at Rivers Regional Council.

2017 Waste Audit

In September 2017 the City conducted an audit into residential kerbside collection (three bin system). The audit was undertaken as a repeat of a previously random selected sample of 110 properties used in the 2014 Audit.

Key Findings

The audit on domestic residential waste identified the following waste composition:

- Organics formed 55.14% of the total waste stream. This comprised the following:
 - Green waste - 33.77%
 - Food waste - 15.97%

- Wood waste - 0.63%
- Other compostable waste - 4.77%
- Waste formed 20.03% of the total waste stream
- Recyclables formed 24.83% of the total waste stream

The contamination (recyclables) in the Mobile Garbage Bins (MGB's) recorded an average of approximately 8%. The contamination in the standard bin service with one recycling MGB was approximately 4%. The contamination in the same service with two recycling bins was 26%. The greenwaste MGB's contamination was less than 1%. In consideration of high contamination rate, the City proposes to review the effectiveness of the free second bin as part of the 2018-2019 budget.

Comparison with 2014 Audit

The following trends were noted between the 2014 and 2017 audits (refer diagrammatically in Figure 3):

- The percentage of greenwaste in the total waste stream increased by 5.9%;
- The percentage of recycling in the total waste steam decreased by 0.2%;
- The percentage of waste decreased in the total waste steam by 5.7%; and
- Contamination rates for recycling and greenwaste remained relatively unchanged.

Composition total waste stream -2014 vs 2017

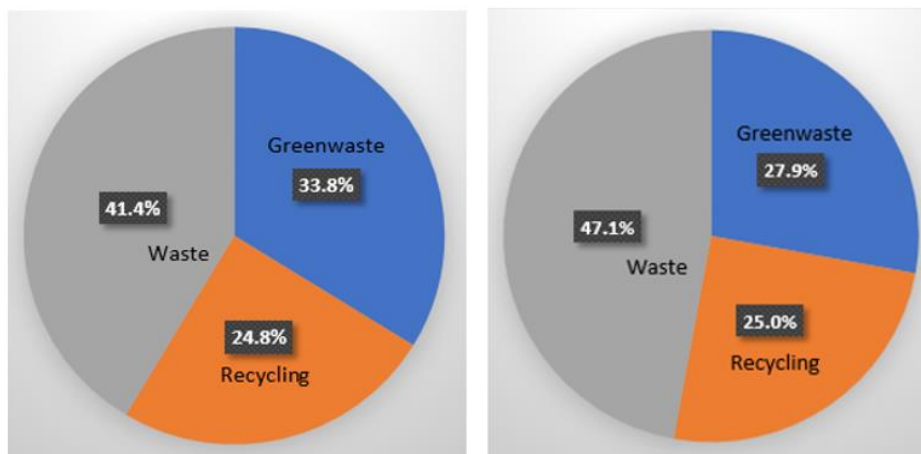


Figure 3: Waste Audit Comparison 2014 vs 2017

The 2017 collection via the three-bin system demonstrated a general increase in quantity of material with a total 10,274 tonnes collected in 2017 compared to 10,061 tonnes in 2014 (2% increase).

Key Achievements in 2016-2017 Financial Year

- The City completed its second waste audit into residential kerbside collection.

- The City's Waste Minimisation Strategy 2017 to 2020 was adopted.
- A five percent increase in the City's overall recovery rate from 49 percent to 54 percent through bulk verge collection.
- Improvement in presentation of the City verges with bulk collection period reduced from eight weeks to four weeks.
- Implementation of dedicated dog waste litter bins at key locations.

Key Relevant Previous Council Decisions:

Ordinary Meeting of Council 28 February 2017, Item TS01.17

Council agrees to adopt the City of Nedlands' Waste Minimisation Strategy 2017-2020 including the proposed recommendations and Action Plan.

Ordinary Meeting of Council 28 March 2017, Item TS02.17

Council receives the City of Nedlands' 2016 Annual Waste Report.

Budget/Financial Implications

In the 2016-2017 financial year the City adopted a budget of \$3,167,900 for the provision of waste services. Details of the budget performance are as follows:

- | | |
|----------------------|----------------------|
| • Budget Expenditure | \$3,167,900 |
| • Actual Expenditure | \$2,889,181 (91.2%) |
| • Budget Income | \$3,374,700 |
| • Actual Income | \$3,422,543 (101.4%) |

The City's waste service performed well with a saving of \$278,719 on anticipated expenditure and generating \$42,843 more income than expected. The budget surplus of \$321,526 resulted in the City only increasing the 2017-2018 financial year budget by 1.5% to provide for anticipated bin stock in the near future.

TS03.18	Proposed Road Names for the Shenton Park Rehabilitation Hospital Redevelopment
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Committee	13 March 2018
Council	27 March 2018
Applicant	MNG and Landcorp
Officer	Steve Crossman – Asset Management Coordinator
Director	Martyn Glover – Director Technical Services
Attachments	<ol style="list-style-type: none"> 1. Proposed Road Names 2. Alternative Road Names 3. Montario Quarter Shenton Park 4. Extract of Policies and Standards for Geographical Naming in Western Australia

Executive Summary

Consultant's MNG, on behalf of Landcorp, are seeking the endorsement of Council for the proposed road names for Landcorp's redevelopment of the Shenton Park Rehabilitation Hospital site. The redevelopment is known as Montario Quarter.

Endorsement by Council will allow MNG to then apply formally to Landgate's Geographical Names Committee (GNC) to accept the proposed road names.

Recommendation to Committee

Council endorses the proposed road names list as provided in Attachment 1 with any relevant changes.

Discussion/Overview

Background

The Shenton Park Rehabilitation Hospital ceased operation on 4 October 2014 when its vital services and functions were relocated to the new Fiona Stanley Hospital.

Landcorp, as the land and development agency for the Western Australian Government, is redeveloping the Shenton Park Rehabilitation Hospital site into a residential development as part of the Government's asset divestment program. The development is known as Montario Quarter.

MNG, previously known as McMullen Nolan Group, is undertaking the naming of the roads on behalf of Landcorp.

History

The proposed road names provided by MNG (refer Attachment 1) are based on people who were influential in the construction of, or the running of, the hospital. These people are:

- Sir George Montario Bedbrook. Director of Paraplegic Unit 1954 to 1986 (Montario Drive);
- Dr Phyllis M Goatcher - Rheumatologist, 1954-85 (Goatcher Place);
- Dr Roy Le Page Muecke - Medical Superintendent, 1937-1946 (Muecke Mews);
- Dr Marie (Mercy) Sadka - Neurologist, 1959-88, developed the Stroke Rehabilitation Unit (Sadka Mews);
- Sir Ian Oriel Thorburn - Infectious Diseases Physician, 1936-1963 (Thorburn Drive);
- Dr Malcolm Carruthers - Former Deputy Superintendent 1963-1980 (Carruthers Way);
- Jimmy Ernst (Ernst Place); and
- Hawkins & Sands, original architects (Hawkins Loop).

A full description of each person(s) role within the hospital is included in Attachment 1 along with a concept map showing the layout of the Montario Quarter labelled with the proposed road names.

MNG has also provided a supplementary list of alternative names for consideration by Council which may assist Council in making any changes to the road names proposed for endorsement that Council feels is relevant. Alternative proposed road names and their relevance to the hospital are provided in Attachment 2.

A history of the hospital is included as Attachment 3.

Legislation

Under the provisions in the *Land Administration Act 1997*, the Minister for Lands has the authority for officially naming roads in Western Australia. Through delegated authority, Landgate, through the GNC, acts on the Minister's behalf to undertake administrative responsibilities, including the development of policies and procedures required for the formal approval of road names.

GNC policy dictates that the selection of new road names within new subdivisions is usually the developer/landowner's role. Endorsement from the relevant Local Government(s) is necessary prior to the developer/landowner making a submission to the GNC for approval.

An extract of the GNC Policies and Standards for Geographical Naming in Western Australia can be viewed in Attachment 4.

Council Policy

Council's Naming of Parks, Streets, Public Facilities, Buildings and Signs on Reserves dictates that the naming of roads must align with GNC Policy.

Key Relevant Previous Council Decisions:

Nil.

Consultation

Landcorp have advised the City that the State Heritage Office and their contracted heritage consultants, Palassis Architects, were consulted in the process of developing proposed road names for the Montario Quarter. A Conservation Management Plan and an Interpretation Plan were developed for the site in 2017.

Policy 15 of the Conservation Management Plan states:

“Interpretation about the social significance of SPRH should be included in the Interpretation Plan and implemented by LandCorp within the public realm as part of the overall site redevelopment.”

Landcorp have advised that the Interpretation Plan goes into some detail about significant people and associations and naming themes. This Plan identifies that, where place names respond to the historic use(s) or significant association(s) of the site, the alignment if these names need to, where possible, reflect the previous physical locations of buildings on the site. Road names should have a similar orientation as the old walkways, and new road names should be close to the physical locations of the old buildings.

Budget/Financial Implications

Nil.

Road Name/ Type	History
Montario Drive	<p>Sir George Montario Bedbrook - Director of Paraplegic Unit 1954 to 1986:</p> <ul style="list-style-type: none"> • Responsible for the management of the Paraplegic Unit. • George Montario Bedbrook's unit became the first in Australia to combine medical rehabilitation with vocational training for patients with spinal paraplegia. • He was also awarded a medal from the International Society for Paraplegic in 1978 and inducted into the Paralympic Hall of Fame in 2011.
Goatcher Place	<p>Dr Phyllis M Goatcher - Rheumatologist, 1954-85:</p> <ul style="list-style-type: none"> • Specialist in rheumatology and arthritis, made an enormous contribution to the understanding of this disease by the profession and public as a whole. • Developed a 30 bed unit at the Shenton Park Rehabilitation Hospital for the treatment of arthritis. • Was named the Citizen of the Year in Western Australia in 1975. • Awarded the Order of Australia for her services to medicine in 1979.
Muecke Mews	<p>Dr Roy Le Page Muecke - Medical Superintendent, 1937-1946:</p> <ul style="list-style-type: none"> • Muecke worked closely with the PWD's Principal Architect A. E. Clare to implement the new Infectious Diseases Hospital from 1938. • In nine short years of supervision, he had overseen the rebuilding of both the Metropolitan Infectious Diseases Hospital and the new Perth Hospital. He had fought the Board and demanded action, and was rewarded with the visible signs of his work. • One of the former covered walkways (connecting Block G and N), Muecke Walk, was named in his honour.

Sadka Mews	<p>Dr Marie (Mercy) Sadka - Neurologist, 1959-88, developed Stroke Rehabilitation Unit:</p> <ul style="list-style-type: none"> Spent almost 30 years as a neurologist for the hospital. Mercy had an important role in the development of neurology. She introduced the EEG into Western Australia and started the Stroke Rehabilitation Unit at Shenton Park Rehabilitation Hospital. Mercy Sadka Square and Sadka Walk were named after her on the hospital site.
Thorburn Drive	<p>Sir Ian Oriel Thorburn - Infectious Diseases Physician, 1936-1963:</p> <ul style="list-style-type: none"> Appointment as Honorary Physician in Infectious Diseases. He therefore gave 51 years of service to the hospital. He was also appointed Emeritus Consultant Physician in General Medicine and Emeritus Consultant Physician in Infectious Disease. In 1986, the former Nurses Quarters [Block B] was officially renamed Thorburn House in his honour.
Carruthers Way	<p>Dr Malcolm Carruthers - Former Deputy Superintendent 1963-1980:</p> <ul style="list-style-type: none"> Well-loved figure, who died suddenly in July 1980 after twentyfive years of service to the hospital. In commemoration, the former outpatients' department and day hospital [Block Q], which opened in May 1983, was named the 'Carruthers Block' in his honour.
Ernst Place	<p>Jimmy Ernst</p> <ul style="list-style-type: none"> The Ernst Wall forms part of the Block G Therapeutic Garden which opened in 2001. It is named in honour of long-serving Nursing Supervisor Jimmy Ernst. The Ernst Wall will be conserved in-situ and interpreted as part of the public realm.

Hawkins Loop

Hawkins & Sands

- Hawkins & Sands, in association with the Architectural Division of the Public Works Department, were the architects responsible for the design of the new Paraplegics Block [Block G], which opened in 1963.
- Block G is heritage listed and will be preserved in the hospital redevelopment.



Road Name	History
Juniper	<p>Robert & Ben Juniper</p> <ul style="list-style-type: none"> Juniper Water Feature is located in a former therapeutic garden located just north of Victoria House. Its design and construction is collectively attributable to renown WA artist Robert Juniper and his son, Ben Juniper.
Clare	<p>Albert Ernest Clare</p> <ul style="list-style-type: none"> Clare was Principal Architect of the Public Works Department from 1930 until 1960. He was responsible for the design and delivery of the 1938 Administration and Wards Block (Victoria House) as part of the new infectious diseases hospital. He was President of the WA Institute of Architects from 1942 to 1944.
Berry	<p>Paul Berry</p> <ul style="list-style-type: none"> Berry was a much-loved patient, known for his quiet acceptance, positive outlook and his paintings. The iron lung used by Berry and some of his painting are now part of the display room in the RPH Museum dedicated to the story of polio and its treatment.
Dawes	<p>Dr Derek Charles Dawes</p> <ul style="list-style-type: none"> Dr Derek Charles Dawes was Medical Administrator at the hospital from 1990, working on behalf of the Rehabilitation Technology Unit. He passed away on 9 November 1997. Dawes Walk heritage walkway, which is included in the heritage registration for Shenton Park Rehabilitation Hospital, was named after him.
Guttman	<p>Sir Ludwig Guttman</p> <ul style="list-style-type: none"> German-born Guttman was a neurosurgeon at Stokes Mandeville Hospital in Britain and is known as the 'Father of the Paralympics'. Guttman, who revolutionised the treatment and rehabilitation of patients with spinal injuries. He visited George Bedbrook's Paraplegic Unit at Shenton Park Rehabilitation Hospital in 1957 and suggested that five of its patients take part in the Paralympics at Stokes Mandeville the following year. This was to prove instrumental in Bedbrook's establishment of the inaugural Commonwealth Paralympic games, held in Perth in November 1962.

Owen	<p>Owen Walkway</p> <ul style="list-style-type: none"> • Former named walkway linking key heritage listed buildings (Victoria House [block A] and Bedbrook Spinal Unit [block G]).
Seymour	<p>Agnes Seymour</p> <ul style="list-style-type: none"> • Was first the nurse brought to the hospital, had no official qualifications but was recognised as a professional nurse, joining the Colonial Hospital staff in 1892. • Block S – Seymour House was named after Seymour for her courageous efforts.
Seabrook	<p>Barbara Seabrook</p> <ul style="list-style-type: none"> • Former name for hospital block T which was constructed in 1991. • The original building dates back to the 1960s.
Victoria Reserve	<p>Victoria House</p> <ul style="list-style-type: none"> • Brick and tile hospital building, known as the Administration and Wards Block [Victoria House], was constructed in 1938 and is now listed on the State Heritage Register. • It's the State's first purpose built Infectious Diseases Hospital and the first substantial 'permanent' building on the site. • Due to its great heritage significance, Victoria House will be retained, conserved and adapted for new uses in the redevelopment.



THE STORY OF SHENTON PARK
REHABILITATION HOSPITAL.

THE STORY OF SHENTON PARK REHABILITATION HOSPITAL

THE EXTRAORDINARY AND THE EVERYDAY

1893 TO 2014 AND BEYOND



Royal Perth Rehabilitation Hospital (RPRH). Later known as Shenton Park Rehabilitation Hospital (SPRH). Date unknown. (Source: RPH Museum, 2017).

ACKNOWLEDGEMENTS:

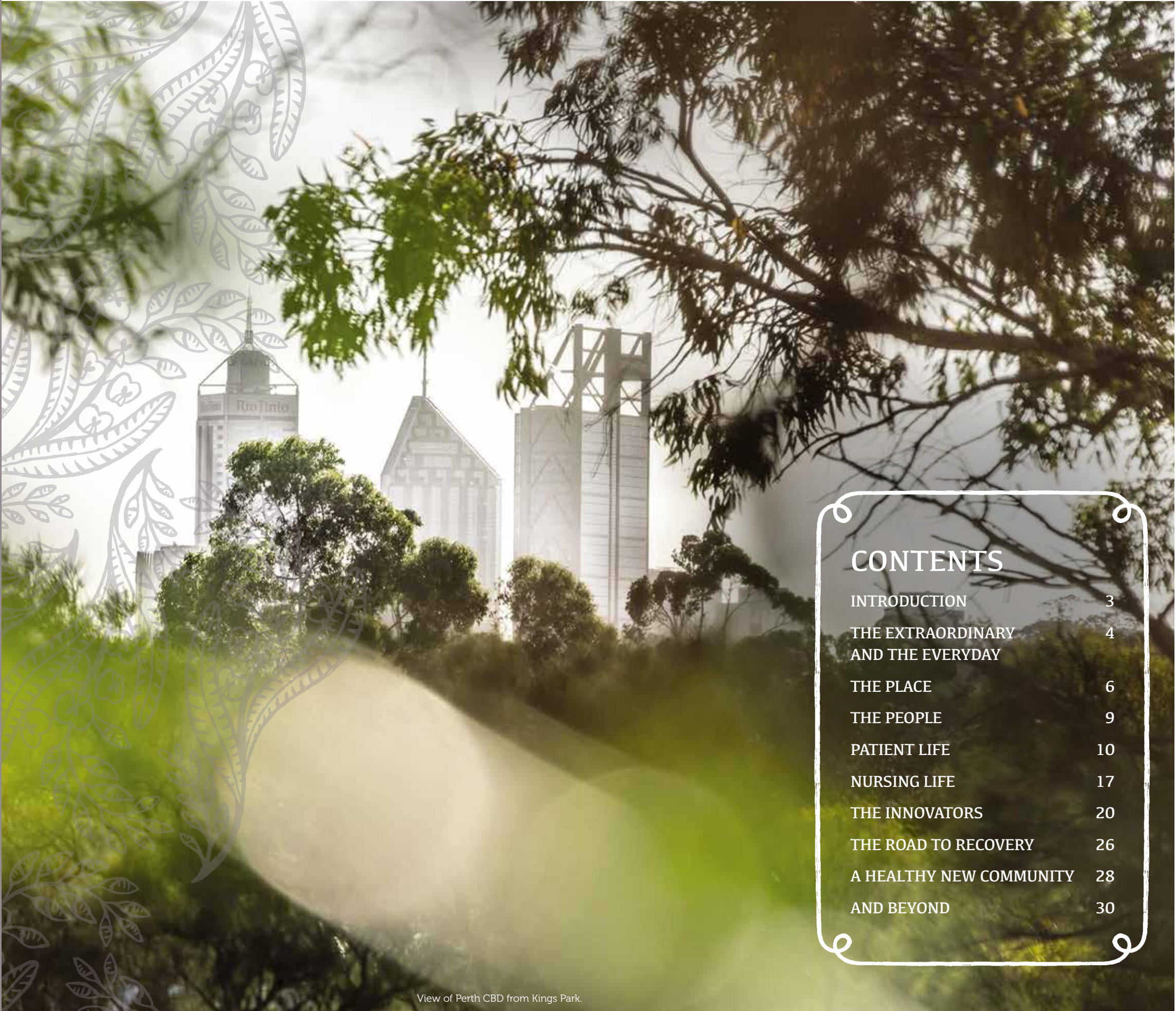
During its operational years, the Shenton Park Rehabilitation Hospital (SPRH) touched the lives of many people in different ways. This publication highlights just some of the key milestones, moments and individuals however due to the range of stories and recollections, it has not been possible to reflect each and every one.

Special thanks are extended to those who were contacted, consulted, interviewed or referenced in the development of this document:

- Dr Philippa Martyr – Author of 'West of Subiaco: a history of the Shenton Park Campus'
- Mrs Lorna White – former nurse at SPRH, former City of Subiaco Councillor and volunteer at the Royal Perth Hospital Museum
- Mrs Tessa Jupp OAM – former nurse at SPRH, founding Member, CEO and Clinic Nurse of Post Polio Network of WA and Co-Author of 'Poliomyelitis in Western Australia: A History'
- Mrs Pamela Norcott – former Director of Nursing at SPRH
- Mrs Brenda Lake – a former child patient of SPRH and Physiotherapist at Royal Perth Hospital and SPRH
- Mr Shane Yensch – Executive Director, Spine and Limb Foundation Inc.
- Staff and volunteers at the Royal Perth Hospital Museum
- All the patients, staff and visitors over the SPRH's 121-year history

A range of materials were reviewed to inform this publication and are referenced including:

- Martyr, P. 2009. West of Subiaco: a history of the Shenton Park Campus, Perth, Western Australia: Department of Health
- Heritage Council of Western Australia, 2015, Register of Heritage Places Assessment Documentation, Shenton Park Rehabilitation Hospital
- Royal Perth Rehabilitation Hospital Reminiscences (DVD), produced by Royal Perth Hospital in 2014 and sourced from the Royal Perth Hospital Museum. Interviewees included:
 - Geraldine Taylor (nee Morris) and Margaret Rogers (nee Sheriffs) – former Nurses at SPRH
 - William Gilmour – Consultant Orthopaedic Surgeon
 - Dr Ken Fitch AM – Consultant in Sports Medicine
 - Valma Cearn (nee Davies) – former child polio patient
 - Linda Martin – former Speech Therapist at SPRH
 - Margaret Tuppen (nee Airey) & Helen Hegney (nee Bailey) – former nurses at SPRH
 - Shirley Konn – former social worker at SPRH
 - Gail Cooksley (nee Clarke) – child patient in 1946
 - Norma Clarke (nee Boyd) – Ward sister during 1950s' polio epidemics
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View of Perth CBD from Kings Park.

THE SHENTON PARK REHABILITATION HOSPITAL
TOUCHED THE LIVES OF MANY WESTERN
AUSTRALIANS DURING MORE THAN A
CENTURY OF OPERATION.



Thorburn House (Source: PG, 2017).

INTRODUCTION.

Starting life as an Infectious Diseases Hospital, Shenton Park Hospital was originally built to keep smallpox patients in isolation during the epidemic of 1893. In the first half of the 20th century, it provided care for victims of other serious infectious diseases including many children suffering from diphtheria. At the end of World War I, the hospital staff nursed returning soldiers and civilians affected by a terrible outbreak of Spanish influenza which killed 544 people in Perth in 1919 alone.¹

The hospital was at the forefront of coping with Western Australia's three major polio outbreaks in 1948, 1954 and 1956. In the early 1950's its role expanded to rehabilitation, including post orthopaedic surgery patients and war veterans recovering from amputations. Amongst a range of innovations and medical breakthroughs it is perhaps best known for its Paraplegic Unit, formed by Sir George Montario Bedbrook (Sir George Bedbrook) in the mid 1950's.

Its reputation for ground-breaking research attracted global recognition, while at a local level it became home to patients needing long term care and rehabilitation.

Shenton Park Rehabilitation Hospital (SPRH) is a special place with a remarkable history. With the hospital's closure in 2014 and relocation of key services to Fiona Stanley Hospital, it now begins a new chapter, continuing to serve the local area as an inner-urban community.

Recognising and honouring the hospital's legacy, from the everyday to the extraordinary, is a key part of this journey.

**THROUGH MEMORIES AND STORIES
COLLECTED HERE, WE HONOUR
ITS IMPORTANT HISTORIC ROLE IN
HEALTH AND REHABILITATION AND
LOOK TO ITS BRIGHT FUTURE, AND
THE NEW MEMORIES THAT WILL BE
CREATED FOR YEARS TO COME.**



Paraplegic Association workshop in 1974.
(Source: SLWA, 2017).

¹ Martyr, P. 2009. West of Subiaco: a history of the Shenton Park Campus, Perth, Western Australia: Department of Health, page 52.

THE EXTRAORDINARY AND THE EVERYDAY

Transported in horse-drawn wagons marked with bright yellow quarantine flags, patients suffering from smallpox were delivered to the site of the future Victoria Hospital in the bush at Shenton Park on 14 April 1893².

No more than a series of military tents at that time, there was little sign that the new hospital would bring a revolution in the treatment and management of infectious disease to Western Australia. Typhoid, diphtheria, scarlet fever, measles and tuberculosis were some of the serious illnesses affecting Perth's population in the first half of the 20th Century.

During this time, hurriedly constructed corrugated iron buildings and an assortment of temporary wards transported from other locations made up most of the hospital facilities. Young nurses and orderlies were isolated in the bush, caring for patients in very basic conditions. Plans to address the deficiencies in the hospital were delayed by the Great Depression.

By early 1939 – the dawn of World War II, and in response to Perth's growing population and medical needs – the new Metropolitan Infectious Diseases Hospital was ready for occupation. Returning World War II servicemen were among those to be treated for measles, mumps and cerebrospinal meningitis, as well as other diseases.



Dr John Colbatch with patient in iron lung, 1956.
(Source: RPH Museum, 2017).

An emphasis on immunisation programs led to a decline in many infectious diseases from the 1940s and by the end of that decade, orthopaedic treatment was also offered at the hospital. After responding to and managing three significant polio outbreaks in the late 1940s and early to mid 1950s, the hospital expanded into providing care and services to paraplegic and quadriplegic patients. International paraplegic and quadriplegic care pioneer Sir George Bedbrook's Paraplegic Rehabilitation Unit was established in 1954, marking the hospital's reborn focus on rehabilitation.

**THE UNIT ENABLED PATIENTS
TO MAXIMISE THEIR PERSONAL
INDEPENDENCE AND COMBINED
REHABILITATION WITH SPORT AND
PHYSIOTHERAPY AND WAS THE
FIRST OF ITS KIND IN AUSTRALIA³.**



Nurses of RPRH. (Source: RPH Museum, 2017).

Through the 1960s, the hospital established neurology, speech pathology and occupational therapy departments. In 1963, a purpose-built Spinal Injury Department was opened. By 1972, the hospital's pioneering work was recognised with the Belle Greive Memorial Award for most significant contribution to rehabilitation at Sydney's World Rehabilitation Conference. In the same year, a new building for the School of Physiotherapy and Occupational Therapy was completed.

The Shenton Park site was renamed Royal Perth (Rehabilitation) Hospital in 1966. From the 1980s to 2014, the campus was an annexure to Royal Perth Hospital, used for medical, teaching and institutional uses and housing Curtin University's Research Institute.

² Government of Western Australia, Department of Health, *Servio News* Winter 2014, page 1.

³ Government of Western Australia, Heritage Council of WA, *Register of Heritage Places Assessment Documentation*, May 2015, page 5.

THE PLACE.

THE NATURAL BUSH SETTING IN SHENTON PARK HAS ALWAYS BEEN A DISTINCTIVE PART OF THE FORMER REHABILITATION HOSPITAL’S IDENTITY.

Originally born from a need to quarantine infectious disease patients from the general population, over time, the peaceful grounds became an integral part of therapy and rehabilitation.

In the 1950s, Sir George Bedbrook’s ground-breaking research linked access to open space, gardens, light and fresh air with rehabilitation progress for paraplegics. New buildings were centred around courtyards to connect patient rooms to the natural environment. This practice was carried through to the 21st Century, with a therapeutic garden featuring a dolphin sculpture by acclaimed Western Australian artist Robert Juniper, a former rehabilitation patient, created on the site in 2003.

Special spaces across the campus included those that were named in recognition of medical experts synonymous with the Hospital – the Goatcher Block, Thorburn House, Mercy Sadka Square, Ellis Griffiths House, Muecke Walk, and the Sir George Bedbrook Paraplegic Unit. These places memorialised their hard work and dedication. Berry Loop, named for polio patient Paul Berry who lived at the hospital for 50 years, acknowledged those patients who had spent a significant part of their lives there, making a lasting contribution to the place.



Shenton Park Rehabilitation Hospital Exterior in 2017 (Source: TPG, 2017).



NOTABLE PLACES:

THERAPEUTIC GARDEN

Created for patients’ enjoyment and respite in 2003, with a mosaic centrepiece acknowledging the contribution of nurse Jimmy Ernst upon her retirement⁴.

SIR GEORGE BEDBROOK PARAPLEGIC UNIT

Opened in 1954 and also known as “G Block”.

VICTORIA DRIVE

The main entrance from Selby Street to the central administration area, Victoria Drive is framed by an avenue of mature Queensland Box trees⁵.

VICTORIA HOUSE

The original Administration and Ward Block, opened in 1939.

Shenton Park Rehabilitation Hospital Exterior in 2017 (Source: TPG, 2017).

⁴ Government of Western Australia, Department of Health, Servio News Winter 2014, page 1.

⁵ Government of Western Australia, Heritage Council of WA, Register of Heritage Places Assessment Documentation, May 2015, page 7.



Nurse and children at SPRH. Date unknown. (Source: RPH Museum, 2017).

THE PEOPLE.

STORIES OF EVERYDAY LIFE AT THE FORMER HOSPITAL EVOKE LAUGHTER AND TEARS.

The huge challenges facing staff and patients were only overshadowed by their tireless efforts and resilience, often working against incredible odds.

Keeping the hospital operating through difficult times, caring for some of Western Australia's most vulnerable people, and acting as a lifeline for patients and their families was all in a day's work for doctors, nurses and other practitioners who also contributed to vital and innovative medical research which gained global recognition.



RPRH. Date unknown. (Source: RPH Museum, 2017).

PATIENT LIFE.

Life at the former hospital featured births, deaths and marriages as well as everyday joys and sorrows for patients and staff. Friendships were forged and a sense of camaraderie united those who called it home, even for a short time.

In its early days, crowded and dilapidated conditions were a potential menace for existing and new patients⁶, however acts of kindness, such as donations of clothing, from the staff and the public brightened their lives, especially the many children, who were isolated from family and friends during their treatment for illnesses such as diphtheria and scarlet fever.

From 1915, an auxiliary was established to provide infectious diseases patients with books and papers – work that would continue to play an ongoing role in developing networks with the wider community as the hospital's role evolved.⁷ For those long-term patients, taking on odd jobs around the hospital grounds was common and in 1925 when the Public Works Department wouldn't paint one of the wards, the adult patients did it instead. Tending to the hospital gardens was another popular pastime⁸.

BY THE END OF WORLD WAR II, THE HOSPITAL HAD SERVED PATIENTS WITH MEASLES, SCARLET FEVER, CEREBROSPINAL MENINGITIS, WHOOPING COUGH, AND ACQUIRED AND CONGENITAL VENEREAL DISEASES⁹.



Nurses of RPRH. (Source: RPH Museum, 2017).



Shenton Park Rehabilitation Hospital Exterior in 2017 (Source: TPG, 2017).

Following the polio epidemics of 1948 and 1956, iron lungs were in short supply with only two in the State. Eleven others were brought in from Melbourne, Adelaide and Sydney and were in constant use¹⁰, although most sufferers did not end up in them. Residual paralysis was more likely, particularly the lower limbs and patients recall the limited equipment and staffing; one man who contracted polio in the 1948 epidemic recollected that at Shenton Park there was only one physiotherapist and two wheelchairs for thirty recovering polio patients¹¹.

By the mid 1950s, the future for paraplegia patients, once they survived their initial injuries, was still largely a mystery to medical practitioners and the subject of much debate. They were often in limbo – expected to be grateful for having their life saved – but at the same time doomed to a future of unemployment and uselessness¹². Sir George Bedbrook was of the strong view that patients' medical management, rehabilitation and ultimately retraining should occur concurrently.

⁶ Martyr, P. 2009. *West of Subiaco: a history of the Shenton Park Campus*, Perth, Western Australia: Department of Health, page 48.

⁷ Martyr, P. 2009. *West of Subiaco: a history of the Shenton Park Campus*, Perth, Western Australia: Department of Health, page 48.

⁸ Martyr, P. 2009. *West of Subiaco: a history of the Shenton Park Campus*, Perth, Western Australia: Department of Health, page 59.

⁹ Martyr, P. 2009. *West of Subiaco: a history of the Shenton Park Campus*, Perth, Western Australia: Department of Health, page 51.

¹⁰ Post Polio Network of WA, 2005, Norma Clarke, Isabel Lutz, Margaret Shoesmith & Marjorie Olsen "Memories of IDB Iron lungs and other things" page 3.

¹¹ Martyr, P. 2009. *West of Subiaco: a history of the Shenton Park Campus*, Perth, Western Australia: Department of Health, page 99.

¹² Martyr, P. 2009. *West of Subiaco: a history of the Shenton Park Campus*, Perth, Western Australia: Department of Health, page 114.



CREATING NEW MEMORIES
FOR YEARS TO COME.

"My name is Brenda Lake and I was a physiotherapy student at the hospital, but I also was a patient in the orthotic department of the hospital, because I had polio when I was a child, before the epidemics. So it was a bit unusual at the time, and for me a memory of the hospital – a very special one – is that eventually a Mr Ben Fole came here who was a marine engineer and took over the orthotic or splint department as we called it. He invented a calliper that had a lock in the knee, so at last – at this time I was 15 – I could unlock my knee and it would bend. I could then ride a trike, because I could bend my knee. It was a main invention for many polio people later on – for their better lifestyle. Otherwise, if you are in a trolley bus coming home from town from the school or whatever and had this stiff leg, and if you weren't careful you'd trip somebody up with it quite easily."

Brenda Lake, Physiotherapist at Royal Perth/SPRH and former child patient at SPRH.

"Another strong memory was of the only two remaining patients from the final epidemic of polio in 1955/56 as I was graduating in medicine. Paul Berry had no use of his arms and became quite a famous painter using his toes to paint. The second person was a large policeman who had been in the navy during World War II by the name of Alec Hearn. He contracted polio but surprised everyone by not dying – no doubt due to his indomitable spirit. He had no use of his arms or legs but was such a happy fellow. We talked about football constantly but barracked for different teams. I used to go down to watch Subiaco Football Club train on my only night off and we would share a beer. I certainly hoped I cheered him up because he did that for me."

Ken Fitch, spent 32 years running a sports injury clinic with Sir George Bedbrook.

FROM PATIENT TO TALENTED ARTIST.

Paul Berry spent almost 50 years as a hospital resident, after contracting polio at 27. He was the last patient in Western Australia to use an iron lung regularly, sleeping in it at night. Over the years, many contraptions were invented to assist him. From a reading frame that held a book above his head to read in an iron lung, through to a special chair to keep his posture upright and a feeding machine operated by his foot and knee.

In the early 1960's, he learnt to type with one toe on an electric typewriter and in 1964, learnt to paint with a brush attached to his toe. Family and friends spent hours searching for topics and photos for him to paint and he sold many to maintain his independence, while others were given to friends and a number featured on Christmas Cards for the Paraplegic-Quadriplegic Association.



A patient painting at SPRH. Date unknown.

HE WAS A WELL-LOVED PATIENT RENOWNED FOR HIS ART AND POSITIVE OUTLOOK UNTIL HIS DEATH IN 2005 AGED 77¹³.



Nurse outside IDH office building in 1919. (Source: SLWA, 2017).



Betty Clark in the iron lung with a nurse (March 1948).

MISFORTUNE AND MIRACLES – NEW LIFE FROM AN IRON LUNG.

20-year-old Betty Clark was eight months pregnant when she contracted polio and was admitted early on the morning of March 24, 1948. She gave birth four days later, becoming Australia's first iron lung mother.

SHE REMAINED IN THE IRON LUNG FOR ANOTHER THREE AND A HALF WEEKS BEFORE SPENDING FOUR MONTHS IN HOSPITAL, FOLLOWED BY 12 MONTHS OF OUTPATIENT REHABILITATION¹⁴.

¹⁴ <http://members.upnaway.com/~poliowa/Paul%20Berry%20-%20End%20of%20an%20Era.html>

¹³ <http://members.upnaway.com/~poliowa/Betty%20Clark.html>

“IT WAS FUN - WE WERE LIKE A BIG FAMILY AND WE MADE OUR OWN FUN. WE MADE FRIENDSHIPS THAT HAVE LASTED A LIFETIME. BECAUSE THERE IS SOMETHING TO BE SAID FOR LIVING IN. THERE WAS A CLOSENESS. YOU SHARED YOUR PROBLEMS. I THINK THERE IS A GREAT DEAL GOING FOR IT.”
- KATHLEEN JOHNSON



Patient transfer circa 1945.



SPRH. Date unknown.

NURSING LIFE.

In the early days of the hospital, nurses treated infectious diseases in trying conditions – with limited equipment, on makeshift wards, fed with terrible food, and at risk of their own infection.

“Living in” was an essential part of nursing training. In the 1920s, young nurses barely out of their teens were often frightened by the long nights and isolation at the hospital in the middle of the bush. They were also worn down by the intensive nursing. During universal diphtheria epidemics, they would keep ‘dippy kids’ from choking overnight by the light of a hurricane lamp. A nurse who caught measles while training in the 1920s became a patient herself, recovering on a veranda bed with rain coming in through the canvas blinds. Complications from her illness led to an operation in the middle of winter, there on the veranda¹⁵.

Caring for children was seen by staff as partly nursing and partly child-care, with young patients taken on bush rambles to pick wildflowers, or collect wood in winter¹⁶.

During the polio outbreaks, recollections of the rhythmic thump of box-like respirators characterised their time at the hospital. During electrical storms, power and telephone lines would cut out and nurses had to manually operate all the iron lungs bellows, which were located outside, to help polio patients breathe until the petrol-fired generator began to provide a reliable source of electricity.

The nurses were soaked to the skin and exhausted with the physical and emotional effort but continued their shifts, considering it nothing more than what was expected of them¹⁷.

IT WAS A WORKING LIFE AS EXTRAORDINARY AS IT WAS VARIED, BUT NOT WITHOUT FUN.

Nursing paraplegia patients represented an entirely different challenge, working with patients who were in hospital for upwards of six months, many returning for longer term rehabilitation. Nurses became a support network and resource for patients’ families and friends, many seeking advice and guidance on the future and paraplegia patients called them by their first names – unheard of anywhere else – but removing the barrier of etiquette between nurse and patient was important for their care¹⁸.

When recreation and sport were introduced to support rehabilitation, staff shared in the fun, with many required to play wheelchair basketball every Friday afternoon to make up team numbers.

¹⁵ Martyr, P. 2009. *West of Subiaco: a history of the Shenton Park Campus*, Perth, Western Australia: Department of Health, page 59.

¹⁶ Martyr, P. 2009. *West of Subiaco: a history of the Shenton Park Campus*, Perth, Western Australia: Department of Health, page 62.

¹⁷ Post Polio Network of WA, 2005, Norma Clarke, Isabel Lutz, Margaret Shoesmith & Marjorie Olsen “Memories of IDB Iron lungs and other things” page 9.

¹⁸ Martyr, P. 2009. *West of Subiaco: a history of the Shenton Park Campus*, Perth, Western Australia: Department of Health, page 130.

- They didn't want to work anywhere else as it was also their home - they lived on the premises.
- Both had nothing but admiration and fond memories of working there, and also felt privileged to be taught by such amazing medical professionals.
- Margaret had some feisty patients and although wouldn't think of doing it today, threw a jug of water over a bikie who was giving her grief whilst she was five months pregnant!

GERALDINE REMEMBERS HAVING TO WEAR A VEIL AS PART OF HER UNIFORM AND IT ONE DAY BEING CAUGHT IN THE TRACTION OF A PATIENT - SHE WAS MORTIFIED!

Geraldine Taylor (nee Morris) and Margaret Rogers (nee Sheriffs) – Nurses at SPRH.



Shenton Park Rehabilitation Hospital Exterior in 2017 (Source: TPG, 2017).

THE INNOVATORS.

With the former hospital as their base, some notable individuals pushed the boundaries of medical research and patient care. Their pioneering approach in fields such as spinal and stroke rehabilitation, rheumatology and infectious diseases attracted recognition from around the world.

From its early days as an Infectious Diseases Unit set up to respond to a crisis, through to designation as an official Nursing Training School in 1963, innovation, resilience and a 'can do' attitude was at the hospital's core.

Shenton Park Rehabilitation Hospital Exterior in 2017 (Source: TPG, 2017).

SIR GEORGE BEDBROOK'S WORLD CLASS PARAPLEGIC UNIT.

An orthopaedic surgeon, Sir George Montario Bedbrook's work in rehabilitating spinal injury patients received world-wide recognition and honour. The first in Australia to combine medical rehabilitation and vocational training for his patients, he was inspired by the methods of Sir Ludwig Guttman's centre at the Stoke Mandeville Hospital in Britain. By 1960, 40 former patients had been placed in full employment through the unit's associated programs.

**ENCOURAGED BY SIR GUTTMANN,
HE ESTABLISHED THE FIRST
COMMONWEALTH PARAPLEGIC
GAMES IN PERTH 1962¹⁹.**



Sir George Bedbrook. Date unknown.
(Source: SLWA, 2017).

DR MERCY (MARIE) SADKA AND THE STROKE REHABILITATION UNIT.

Dr Sadka served her internship at the Infectious Diseases Hospital in 1948, during the first widespread polio outbreak in Perth. Following post graduate training, she became the first female neurologist in Australia and returned to Shenton Park to start the stroke rehabilitation unit in 1959. Under 30 years of her leadership, the unit developed into a model neurological rehabilitation unit where neurologists were responsible for the rehabilitation of their own patients²⁰.



Dr Marie Sadka. Date unknown.
(Source: Government of Western Australia).

¹⁹ Government of Western Australia, Department of Health, Royal Perth Hospital Emeritus Consultant biographies, Volume 1 & 2.
²⁰ Government of Western Australia, Department of Health, Royal Perth Hospital Emeritus Consultant biographies, Volume 1 & 2.



ENSURING A BETTER FUTURE

BY PRESERVING THE PAST.



DR PHYLLIS GOATCHER – RHEUMATOLOGIST.

As a consultant rheumatologist, Dr Goatcher developed a 30-bed unit at the hospital for arthritis treatment, contributing enormously to the understanding of this disease. Her gentle and persuasive manner was a significant element in the success of the Western Australian Arthritis and Rheumatism Foundation, of which she was the first President. She was named WA Citizen of the Year in 1975 and was awarded an Officer of the Order of Australia (AO) for her services to medicine in 1979²¹.



Dr Phyllis Goatcher. Date unknown.
(Source: Government of Western Australia).

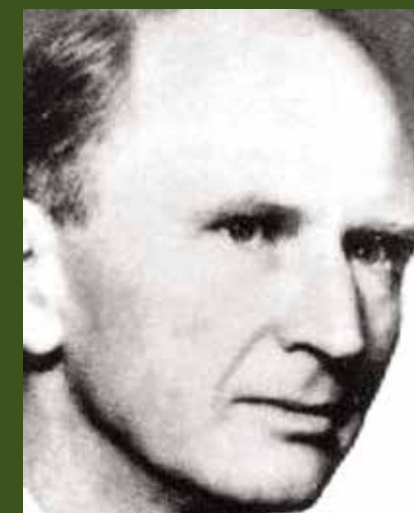
“EVEN BY 1959, THE SPINAL UNIT HAD ACHIEVED A FINE REPUTATION AND WAS BEGINNING TO ATTRACT PATIENTS FROM INTERSTATE DESPITE BEING HOUSED IN A PRIMITIVE, OLD, NON AIR-CONDITIONED BUILDING WITH VIRTUALLY ALL PATIENTS IN ONE LARGE WARD. NO WONDER SIR GEORGE WAS PUSHING FOR BETTER FACILITIES.”

Royal Perth Rehabilitation Hospital (RPRH) closing 4 October 2014 Recollections by Ken Fitch.

²¹ Government of Western Australia, Department of Health, Royal Perth Hospital Emeritus Consultant biographies, Volume 1 & 2.

“...DR IAN THORBURN, WHO WE DOCTORS REFERRED AS ‘THOR’. HE WAS A DELIGHTFUL, KNOWLEDGEABLE, QUIET MAN WHO WAS A SUPERB CLINICIAN AND WONDERFULLY CONSIDERATE TO HIS PATIENTS IN WARD 1, THE ‘INFECTIOUS’ WARD, VISITING THEM EARLY MORNING, EVENING OR AT NIGHT. TIME DID NOT SEEM TO MATTER TO IAN THORBURN, ONLY PATIENTS.”

Royal Perth Rehabilitation Hospital (RPRH) closing 4 October 2014 Recollections by Ken Fitch.



Dr Ian Thorburn. Date unknown.
(Source: Government of Western Australia).

DR IAN THORBURN – INFECTIOUS DISEASES PHYSICIAN.

Dr Thorburn gave 51 years of service to the hospital. During his years of work, his clinical acumen, charm and dedication were appreciated by his colleagues. On his retirement in 1963, he retained an appointment as Honorary Physician in General Medicine and Emeritus Consultant Physician in Infectious Diseases. His service to the hospital continued in this position until he ceased practice in January, 1984²².

²² Government of Western Australia, Department of Health, Royal Perth Hospital Emeritus Consultant biographies, Volume 1 & 2.

THE ROAD TO RECOVERY



RPRH patients and other paraplegic patients from interstate (Source: RPH Museum, 2017).

Being part of the outside world, through social, cultural and recreational activities, was a vital part of rehabilitation. Spending time outdoors, connecting with nature and eventually re-joining the workforce and other community networks, was seen as part of a holistic recovery.

OCCUPATIONAL THERAPY WAS OFFERED AT THE HOSPITAL FROM THE EARLY YEARS, AND A SCHOOL OF PHYSIOTHERAPY OPENED IN 1953.

STAYING FIT AND HEALTHY.

The role of sport in patient rehabilitation was not well understood until the 1950s. Under Sir George Bedbrook, funding for 12 sporting wheelchairs for paraplegic patients was secured in 1957, signalling the beginning of a revolutionary approach to active rehabilitation. Competitive sports including basketball, fencing and archery were taught at the hospital, and patients were encouraged to take part.

A HIGHLIGHT FOR MANY WAS A VISIT FROM THE HARLEM GLOBETROTTERS IN THE LATE 1950s.

Following a visit to the hospital by Sir George Bedbrook's colleague, Sir Ludwig Guttmann, five paraplegic patients were invited to compete at the International Stoke Mandeville Games in 1957. Frank Ponta and Bill Mather-Brown won the Welsh Challenge trophy in fencing, and Alan Quirk finished second in the junior swimming event.

Building on this success, Sir George Bedbrook established the Commonwealth Paraplegic Games and the inaugural event was held in Perth in 1962 at the Royal Agricultural Society Showground in Claremont. Opened by Governor of Western Australia, Sir Charles Gairdner, 89 participants from nine nations took part in events including archery, field events, swimming, table tennis, wheelchair basketball and wheelchair fencing. Australia finished second with 89 medals, to England's 90, followed by Rhodesia with 23 medals won by a team of three athletes²³.

The Commonwealth Paraplegic Games were subsequently held in Kingston, Jamaica and Edinburgh, Scotland before the final games in Dunedin, New Zealand in 1974.

BUILDING STRONG COMMUNITY NETWORKS.

The Paraplegic Unit became the focal point for a network of medical services and specialisations focused on rehabilitation. When ready, some patients worked there as part of their occupational therapy and their tasks included sharpening hypodermic needles for the Polio Immunisation Unit at Royal Perth Hospital, re-covering splints, assembling fishing tackle for outside businesses, boot repairs and wicker work²⁴. The income raised would contribute to the purchase of motorised wheelchairs and other supplies.

Creating opportunities for patients to find independence and confidence through their work was vital. This role continues today through nearby organisations in Shenton Park including the Spine and Limb Foundation, and through ParaQuad Industries.



Montario Quarter will provide approximately 1,500 new homes.



²³ <https://paralympicanorak.wordpress.com/2013/01/23/the-first-commonwealth-paraplegic-games-perth-australia-1962/>

²⁴ Martyr, P. 2009. *West of Subiaco: a history of the Shenton Park Campus*, Perth, Western Australia: Department of Health, p120

A HEALTHY NEW COMMUNITY

By the 21st Century, the Shenton Park Rehabilitation Hospital was more than 100 years old and new public health infrastructure was needed to cater to the growing Western Australian population. Saturday, 4 October 2014 marked the final farewell for the campus, when its vital services and functions were relocated to the new Fiona Stanley Hospital.

As the birthplace of rehabilitation services in Western Australia, the staff, volunteers and many long-term patients became an extended family. The friendships and memories that were born there are cherished to this day.

From humble beginnings in the bush, to an internationally renowned rehabilitation hospital, dedication and commitment to caring and supporting patients was the cornerstone of the hospital's philosophy, engraved into the hearts and minds of all who passed through.

Creating a new urban place with health and wellbeing at its heart while respecting and celebrating the history of the site is a central theme for LandCorp's Montario Quarter.

Named to honour Sir George Montario Bedbrook and his ground-breaking work in the treatment and rehabilitation of patients with paraplegia, Montario Quarter will become a highly sought after urban village, providing residents with everything they need nearby.



Shenton Park Hospital Exterior in 2017. (Source: TPG, 2017).

It will reflect a strong community ethos and rich outdoor environment with more than a quarter of the site set aside for public open space. As well as retaining natural bushland, the precinct will include new walking trails, a nature play area, an urban orchard, and exercise and play equipment, while a green spine of parkland will focus on recreation and wellness, carrying through the site's history to the current day.

Sensitively integrating with Shenton Park's existing leafy green character, Montario Quarter will breathe new energy into the established suburb. Quality, contemporary and innovative design will offer a wider range of housing to suit diverse lifestyles and meet the needs of Perth's growing population.

Significant historical elements of the site will be retained in respect of the site's history and importance including Victoria House which will be preserved and form the heart of a new, vibrant urban community.



SENSITIVE, THOUGHTFUL AND ACCESSIBLE DESIGN WILL CELEBRATE THE EVERYDAY AND EXTRAORDINARY HUMAN STORIES THAT TOOK PLACE WHILE ENSURING THE NEARBY HEALTH SERVICES GROUPS AND MEMBERS OF THE NEW COMMUNITY ARE INTEGRATED INTO THE FABRIC OF THE ESTATE.

AND BEYOND...

MONTARIO QUARTER WILL:

- **RETAIN AND CELEBRATE PLACES OF HISTORICAL SIGNIFICANCE.**
Victoria House, G Block and the therapeutic gardens, as well as the avenue of Box Trees lining Victoria Avenue.
- **RE-USE MATERIALS.**
Repurpose materials and detailing from former buildings and landscape where possible.
- **CREATE COMMUNITY CONNECTIONS.**
Connect seamlessly to surrounding areas and become an iconic part of the Shenton Park lifestyle.
- **INCORPORATE SUSTAINABLE TECHNOLOGY AND DESIGN.**
Implement best practice techniques including energy efficiency, water sensitive urban design and bush fire safety requirements.



Shenton Park Hospital Exterior in 2017 (Source: TPG, 2017).



LANDCORP.COM.AU/MONTARIOQUARTER

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Section 2: Roads

Introduction

For the purposes of these policies, a road is considered to be any public or private land-based thoroughfare or course navigable by vehicle or foot that can be used for assigning addresses or allowing access between points or to a feature. Examples of roads include alleyways, roads, streets, highways, fire tracks, bike paths and walking tracks.

Using this section of the policy

Within Western Australia road naming is standardised to facilitate the application of correct address information and to ensure that a consistent approach is undertaken to benefit emergency service responders, transport and service delivery. If established policies for road naming were not applied, the provisions of emergency service responders, utilities and postal deliveries would be compromised.

In Western Australia the following shall be applied:

- all roads shall be named, including private roads which are open to public access or for the delivery of services. This includes but is not limited to:
 - major state roads, highways, motorways and freeways
 - roads within complexes such as universities, hospitals and retirement villages
 - roads within conservation reserves, state forests, water reserves and any other government administered land
 - pedestrian-only roads such as paths, trails, malls or steps
- all road naming proposals shall be submitted to Landgate for approval.

Any proposal to name, rename or extend a road shall clearly indicate the full extent of the road to which the name will apply. The extent of a road is considered to be its start and end points. This includes bends, divided carriageway sections and curves which are included between these two points.

A road name shall not be applied in a way that is ambiguous or could cause confusion for road users. The road name should be applied to a single, unobscured and unobstructed roadway that leads from point A to point B, in a clear and logical manner.

Roads are not suitable for dual naming and approval will not be given to such proposals.

Who can officially name roads?

Under the provisions in the *Land Administration Act 1997*, the Minister for Lands (the Minister) has the authority for officially naming and unnamng roads in Western Australia. Through delegated authority, Landgate acts on the Minister's behalf to undertake the administrative responsibilities, including the development of policies and procedures, required for the formal approval of road names.

Which roads can be named?

All roads, whether they are public or private, shall be named and formally approved by Landgate.

Therefore, any land course navigable by vehicle or foot and of interest to local governments, public groups, emergency service response and public service providers must be officially named according to the policies and procedures outlined in this document.

Note: driveways that give access to five or fewer address sites do not need to be named if the properties are adequately addressed on the main road that provides access. Driveways on private land or common property should not be named, unless it can be shown there is a risk to public safety or the name is causing confusion in the delivery of goods and services.

Public roads

A public road is any road that is opened, dedicated or declared to be a public road, whether under the *Land Administration Act 1977, Part 2 – General administration, Division 3 - General* or any other Act.

As a prerequisite to lodgement, all survey documents creating, extending or showing abutments to roads must show the correct approved road names. If no approved name exists, the new road names must be formally approved by Landgate before the survey can be lodged. To help expedite this process, the developer or their agent should be prompt in lodging a concept plan and a proposal for road names with the relevant local government. Local governments shall then propose the names to Landgate for approval.

Private roads and rights-of-way

A private road is any road that is not a public road which is open to public access or for use by other services. Private roads and rights-of-way must be clearly identified and uniquely named to facilitate the application of standardised addressing to all land parcels in Western Australia.

The delivery of emergency and other services to residents and businesses are often impeded when private road names are not officially recorded. To minimise confusion, standardise address allocations and support emergency service responders, all road naming policies and addressing standards must be applied.

Private roads include but are not limited to:

- some roads or driveways to battle-axe blocks
- roads indicated on community subdivision plans
- roads in various cluster developments
- roads on private property, for example, roads in caravan parks
- other forms of 'rights of way'.

Naming a road on private land does not mean that Landgate, the secretariat, the GNC or the Minister is accepting responsibility for that road other than of ensuring its name meets the required naming policies for Western Australia.

Reserved road names

Local governments may no longer request that eligible road names be reserved for future use within their boundaries. Prior existing reserved road names will automatically lapse five years from original approval, with the Reserve Register to contain no local government requested names from 1 January 2022.

Local governments are encouraged to maintain their own reserve register, using the Landgate on-line form to check for suitability.

Road naming policies

Local governments and other authorities are to ensure that all naming submissions conform to the policies outlined in Section 1, as well as all the policies outlined in this Section.

2.1 Australian Standards AS/NZS 4819:2011 Rural and urban addressing

Except where provisions are already made in these policies, the naming of any road must conform to the provisions of [AS/NZS 4819:2011 Rural and urban addressing](#). The standard outlines how to derive datum points and how address numbers are assigned.

2.1.1 Road extents

Any proposal to name or rename a road needs to clearly indicate the extent to which the name will apply. The extent of a road is considered to be its start and end points, and the course (including bends, divided carriageway sections and curves) of the road between these two points.

Contiguous navigable roads

A named road shall include only one navigable section. If a road design has become obstructed, due to construction of other roads or features, and is separated to become two unconnected navigable sections of road then these road extents must be assigned separate unique road names. This is particularly important when emergency service responders cannot navigate the entire course of the road from one end to the other.

Common separations may include unbridged streams, pedestrian segments, railings etc.

The above does not apply when the separate sections are either of the following:

- two sides of the same road separated by a median strip; or
- part of a classified highway that is split by a section that is assigned a local name where it passes through a town or city.

2.1.2 Laneways and short roads

The increase in urban density in new developments and urban redevelopment has resulted in many narrow short lanes and rights-of-way requiring names. Laneways shall be named if a name is required for addressing purposes or has been created as a public road by survey.

The naming of such roads is supported with a preference for use of the road type LANE and short names consisting of no more than six letters. The leg of a battle-axe lot shall not be considered a laneway.

Roads which are regarded as short, for example a small cul-de-sac or private road with five or less address sites, that are not proposed to be lengthened or will not have additional address sites needed in the future, may not need a separate name. Any address numbers required may be assigned on to the road on which it connects.

2.1.3 Naming malls and pedestrian access ways

Malls and pedestrian access ways shall be named according to the current road naming policies and standards. The names shall be recorded as private road names and may be used for the allocation of street addresses if required.

If a mall or public access way is created as an official reserve and a name is required for the actual reserved area, then the name shall be recorded separately as a road name and as a topographic feature name (reserve).

2.2 Components of a road name

All road name submissions must conform to the policies as outlined in Section 1.

2.2.1 Name element requirements

Every road name shall consist of a single name element followed by a road type, for example Smith Road, Jones Street etc. not Black Swan Drive, John Smith Avenue.

A single length of road shall have only one name.

Road names without a type shall not be used, for example Broadway, Causeway, The Avenue, The Boulevard, The Esplanade, The Mews, The Strand etc.

2.2.2 Road types

All road names shall include a road type.

The road type must be selected from the list as shown in Australian Standards AS/NZS 4819:2011 Rural and urban addressing – Appendix A, Road Types – Australia. A copy of this road types list has been provided in this document in Appendix 2A: Road types suitable for use in Australia.

The road type shall be chosen to convey the function and characteristics of the road as described in the 'description' field of the road type list. Road types may be chosen with the final configuration in mind, for example a road that is first constructed as a cul-de-sac may be given an open-ended street type if it can be confirmed that the road structure will be modified and eventually become a through road.

Road types shall not be used to distinguish different roads of the same or similar sounding names, for example Reed Street, Reed Crescent and Reed Way. Such roads shall be considered as duplicates and are not acceptable.

This also applies to similar sounding names such as Read Street, Rede Crescent and Reid Way.

Other road types suitable for use in Western Australia

In addition to the road types listed in Appendix 2A, there are exceptions where the use of an alternate road prefix or suffix may be requested.

The word 'Jalan' is used as a prefix on roads situated on the Cocos (Keeling) Islands and Christmas Island. The word 'Jalan' is a Malay word for road or street, for example, Jalan Guru and Jalan Perak.

Aboriginal words used to describe paths or tracks may also be used. For example, the word 'Banan' is used exclusively within the Kimberley area as a road type, for example Berewereng Banan and Templetonia Banan.

2.2.3 Unacceptable names

The official naming parameters as detailed in Section 1: Policies and Standards must be applied for all road naming submissions.

As outlined in Section 1: Policy 3.1, names starting with 'the definite article 'THE' shall not be approved for use as a road name, for example The Boardwalk, The Esplanade, The Strand are no longer acceptable road names.

The use of road types as part of a road name shall not be used for example Swan View Road, Southern Crest Road, Beachview Drive, Lakeview Avenue, View Street or Boulevard Way.

As outlined in Section 1: Policy 1.3.4, the use of prefixes and suffixes is not supported. The only exception that may be considered by Landgate is when the name is derived from a local feature of historical significance such as 'Lake Clifton Drive' or 'Mount Meharry Way'.

Destination-to-destination names, for example Harvey-Quindanning Road, are not acceptable, see Section 1: Policy 1.3.4. Where previous naming actions have allowed the use of a hyphen as part of the name, there shall be no space between the names and the hyphen, for example Quairading-York Road is acceptable, Quairading – York Road is not.

The use of numerals in a road name may cause confusion between the name of the road and an address number. Therefore it is not acceptable for a road name to include numbers/numerics, either in full alphabetised or numeric format for example neither Eight, Eighth, 8 or 8th, see Section 1: Policy 1.3.12

2.3 Name duplication

There shall be no road name duplication within a local government, regardless of any differences of road types. All road name submissions must conform to all of the mandatory policies outlined in Section 1: Policy 1.6.

2.3.1 Existing duplicated or similar sounding names

Road names submitted for approval cannot be:

- homonymous, for example 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 localities even if they are more than 10km away, for example Forrestfield / Forrestdale, Woodbridge / Woodridge, Fremantle / East Fremantle etc.

Road name duplication should be avoided in adjoining local governments.

2.4 Naming amendments

Road names are intended to be enduring. The renaming of any road is discouraged unless there are good reasons for a change of name.

Reasons that may be considered in support of a name change are:

- redesign of a road layout
- changed traffic flow
- mail delivery problems
- the misspelling of a name in the original application
- name duplication issues
- property street addressing issues.

Renaming shall be necessary when a road is made into a cul-de-sac, resulting in two or more separated sections of road. Such separations can cause difficulties for emergency service responders and the delivery of other services to the area. The renaming of a portion of separated road may also be used to solve address numbering problems.

Where a change to the name of a road is proposed, the new name selected shall conform to all the necessary naming policies and standards.

For regional roads the change of name must have broad community support, and for local roads, there must be majority support from the affected land owners and residents.

The requirements of emergency service responders for clear, unambiguous road naming shall also be a consideration.

Proposals normally require the support of local government, but the Minister is the final authority in all such matters.

Submissions for road name changes deemed to be non-essential or unnecessary shall incur a service charge.

2.5 Naming roundabouts and rotaries

Roundabouts and rotaries are circular intersections in which traffic travels clockwise around a central island. They are constructed to control traffic, to minimise delay by being able to accommodate large volumes of traffic movements, and to provide adequate sight distances. The primary difference between the two is that rotaries have a significantly larger diameter than roundabouts.

All entrances and exits to roundabouts and rotaries must be clearly named and labelled with adequate signage.

2.5.1 Roundabouts

Roundabouts are circular intersections with specific design and traffic control features. These features include yield control of all entering traffic, channelised approaches, and geometric curvature and features to induce desirable vehicle speeds. They may also include more extensive pedestrian and bicycle features.

Roundabouts shall not have names or address ranges.

2.5.2 Rotaries

Rotaries are characterised by a large diameter (a minimum of 40m). Unlike most roundabouts, lane changes may be required within a rotary for some movements.

Rotaries may be named however all such naming requests shall adhere to the following:

- the naming of state road rotaries shall be undertaken through consultation with MRWA
- local government is to be consulted for the naming of rotaries which are under their control
- rotary names shall be unique and not duplicated anywhere within Western Australia
- rotary names should be short and preferably of local Aboriginal origin
- rotary names shall not be named the same as any of their intersecting roads.

Rotaries shall not have address ranges.

2.6 State roads

Main Roads Western Australia (MRWA) is responsible for the management of all freeways, highways and main roads in Western Australia, which are collectively referred to as state roads. Management includes all ramps and rotaries associated with state roads. A list of state roads is available on the MRWA website (www.mainroads.wa.gov.au).

The naming of major state roads shall conform to these naming policies and standards, and shall be referred to the Minister for approval. The process for the selection of names shall include consultation with relevant state and local government agencies and should include consultation with the wider community.

The Minister for Transport has determined that, for all new major roads funded by the state government, MRWA shall consult with government before any action is initiated to identify a suitable name. Advice will then be provided on whether the government is to choose a name, or if MRWA should undertake community consultation or some other action to identify a suitable name or shortlist of names, for consideration by government. MRWA must advise Landgate of the government's chosen or endorsed name.

The official naming parameters as detailed in Section 1: Policies and Standards must be applied for all such naming actions.

2.7 Government managed land

All roads administered by other government agencies and authorities other than local governments, must adhere to all of the relevant Landgate naming policies.

Commonwealth, state, territory or local government authorities or agencies responsible for the management of roads or tracks on land administered by them, shall liaise with Landgate to develop practices and processes for their naming.

Because of the varied nature of roads that fall under the jurisdiction of different state government departments and authorities, Landgate prefers to establish individual naming policies and practices for each department or authority as required.

If a unique set of naming policies and practices has not been established for a relevant government department or authority, then the general Landgate policies shall apply.

2.8 Private, residential and commercial developments

The intention of this subsection is to outline the process for naming or renaming roads created as part of a private, residential or commercial subdivision.

It should be noted that whilst the selection of new road names within new subdivisions is usually the developer/landowner's role, endorsement from the relevant local government(s) is necessary prior to any submissions being made to Landgate.

The developer and the local government(s) should work collaboratively to develop compliant road names for the subdivision.

2.8.1 Roads on private property

Private roads include (but are not limited to) any formed roads and tracks within a commercial logging site, caravan park, retirement village or closed-gate community. If the intention is for these private roads to be used for property street addressing, way finding purposes or for general public access, they must be named in accordance to these policies.

All private roads should be named and submitted for approval, especially if the road gives access to one or more properties that cannot be assigned an alternative unambiguous urban or rural address.

The irregular and ungoverned naming of roads within complexes can lead to confusion and interruption to the efficient delivery of emergency and other essential services. The official approval of road names within such complexes ensures that the details are accessible to the wider community and are included on the majority of relevant organisational and public mapping products.

2.8.2 Compliance

All roads within private, residential or commercial subdivision must be named in accordance with Section 1: General policies and standards.

When plans of subdivision are lodged for registration with Landgate, an audit of the road names will be undertaken. If it can be shown that the road names on a lodged plan have not been officially approved, this will result in delays affecting the approval of lodged surveys and consequently the issuing of certificates of title.

Owners of private land and complexes should liaise with the relevant local government when developing roads on the site. Owners must ensure that road names conform to the Policies and Standards for Geographical naming in Western Australia.

2.9 Tourist drives / routes

To assist the promotion of Western Australia's diverse range of landscapes, scenery and other 'special places' to overseas and eastern states visitors, state tourist and local scenic drives may be determined and named.

2.9.1 State tourist drives

A state tourist drive shall be a quality route which is considered to be of state-wide significance. It should portray and link some of the state's unique natural features or exceptional scenic areas. It must provide a meaningful route for tourists to experience something 'special' and enhance a visitor's tour of the state.

It shall be a requirement that the standard of routes recognised as state tourist drives be kept at a high level. If this criterion is not adhered to, then the value of such routes will be undermined and the value of such an initiative will be diminished.

A route simply linking features such as national parks, state forests, lookouts or other built or natural features is not sufficient to justify a designation as a state tourist drive. They can be used to enhance such a route, but cannot be the sole purpose for it. Similarly, a route that links together a township's normal features and facilities would also not constitute justification for a state Tourist Drive.

2.9.2 Local scenic drives

If a route which does not meet the assessment criteria for a state tourist drive has been recognised as having a reasonable tourism value, then it may be recognised as a local scenic drive.

If the route does not have any tourism merit and may have a negative or misleading impact on tourists and visitors to an area, then no approval for such a route shall be given.

2.9.3 General assessment criteria

Tourism value shall be assessed by the following:

- the tourist drive/route must have significant tourism interest and shall offer an array of significant scenic or natural features which should be of greater interest than the general topography or sights as seen on a regular through route
- the theme and name of the route must reflect its unique characteristics and not conflict with its natural or physical surroundings or any other official feature, road or route within the state or nationally
- routes with generic names like 'Marine Tourist Drive', 'Heritage Tourist Drive' or 'Wildflower Tourist Drive' shall not be approved as they are not unique to a specific location within the state
- the tourist drive/route should not rely on attractions which are strictly seasonal or are not a permanent feature of the route, such as wildflowers
- the proposed tourist drive/route shall be endorsed by the relevant local government(s), local Visitor Centre(s), WA Tourism Commission and a majority of the local community and businesses
- be as safe as possible for motorists who may be unfamiliar with the local area
- only include sealed maintained roads and avoid any hazardous alignments or grades, or single lane roads which may not be suitable for the volume of tourist traffic that may be attracted to the route
- not follow main arterial roads such as major local government roads and national or state highways except where necessary for short distances (no more than 5kms) to maintain the continuity of the tourist drive/route
- not be located in built up areas or town centres
- avoid intersections or sections of road which may at times be relatively congested with heavy haulage or other non-tourist traffic
- be capable of leading motorists back to the main through route from which they deviated with adequate signage to assist them with continuing their journey.

Tourist information on the general area, including brochures, maps and guides should be made available from tourist centres and other outlets along the route. The route will also need to be marked on maps in roadside information bays wherever they exist.

2.9.4 Submission process to recognise tourist route

Applications for a route to be recognised as a state tourist drive shall be submitted to Landgate.

The application must:

- be supported with a formal resolution from the relevant local government(s)
- indicate that the proposed route is supported by the WA Tourism Commission, Regional Travel Association, local visitor centre, as well as the local community and businesses
- identify the jurisdiction(s) responsible for the erection and ongoing maintenance of direction and other related signs along the route, including the cost of removing the signs if the route fails to meet the criteria for a state tourist drive at some point in the future
- clearly describe the route on a large scale map
- describe the unique natural features or scenic attributes which exist along the route;
- list all significant natural and built attractions along the route with a brief description of each
- include a one or two word name for the route which will be suffixed with the words 'Tourist Drive'
- include a description of how the state tourist drive will be promoted and what marketing collateral will be produced.

2.9.5 Review of current state tourist drives and routes

State tourist drives/routes will be subject to review on a regular basis to ensure that the quality of the route has not diminished or been compromised over time. If a state tourist drive/route loses that special quality it had when first assessed and recognised then the route shall be deleted.

2.9.6 Identification of state scenic drives, tourist drives and routes

Local government is responsible for the establishment and maintenance of such drives and routes including the cost of road signage and its maintenance. The signage of state tourist drives is governed by Australian Standard AS1742. Part 6: Manual of uniform traffic control devices – Tourist and service signs.

Local governments will be required to obtain approval from Main Roads WA (MRWA) for the erection of any route signs which occur on highways and roads under its control.

Supplementary or any other associated Tourist Attraction and Tourist Service signs will be subject to the established approval and funding guidelines available from MRWA and respective local governments.

Road name submission process

Landgate accepts applications for new names relating to roads, localities, administrative boundaries and topographic features. Such applications should be directed to the relevant local government for their endorsement and submission to Landgate.

General information on the process for submitting naming applications is shown at Appendix 1A.

In addition, each road name proposal shall include the following information:

- the reason for the proposal or name change
- origin of each road name and its source
- a location by local government, locality and estate name if known
- identification on a map clearly indicating extent and precise start and end points
- photographs or sketches

- any other supporting information such as historic articles, reference materials, publications etc
- where applicable, evidence of landowner, family or community support
- if the name is Aboriginal in origin, evidence of support from relevant Aboriginal Community
- if the application is for a renaming, evidence of consultation from the affected residents and property owners is required.

Please refer to Landgate's [help guide](#) on Landgate's website for assistance specific to road naming submissions.

Incomplete applications will not be progressed until all the necessary information has been provided.

TS04.18 Proposed Extension of Archdeacon Street	
Committee	13 March 2018
Council	27 March 2018
Applicant	City of Nedlands
Officer	Pollyanne Fisher – Policy & Projects Officer
Director	Martyn Glover – Director Technical Services
Attachments	<ol style="list-style-type: none"> 1. Alternative Proposed Road Names 2. Extract of Policies and Standards for Geographical Naming in Western Australia

Executive Summary

This report seeks to formalise and name the public accessway into the Melvista Reserve through the excision and dedication of land for road reserve as an extension of Archdeacon Street.

Recommendation to Committee

Council:

1. approves an application to be made to the Department of Lands for the excision of land from Reserve 1669, Lot 122 on deposited plan 222793, for the dedication of road reserve to provide formal public access to Lot 203 on deposited plan 27668;
2. endorses the new road reserve to be dedicated as an extension of 'Archdeacon Street'; and
3. in the case that the Geographical Names Committee of Landgate does not approve for the new road reserve to be dedicated as an extension of 'Archdeacon Street', endorses the names provided in Attachment 1 for the alternative naming of the new road.

Discussion/Overview

Background

A short, 'un-named', stretch of sealed road extends approximately 247.5m into the Melvista Oval A-Class Reserve from Melvista Avenue opposite Archdeacon Street. This Reserve is known as Reserve 1669, Lot 122 on deposited plan 222793.

The road is private, constructed on the A-Class Reserve and is not formally dedicated as a public thoroughfare. It is captured in the City's asset database as a car park forming one of three car parks within the reserve that are all separately accessed; two from Melvista Avenue and one from Bruce Street. The parking services the public open space, children's play area, sporting oval and several clubs including a Croquet Club and a Bridge Club.

Whilst Landgate identify that all roads shall be named, to date this road is not, with the buildings on the site being provided an address linked with the surrounding road network. This is compliant with Landgate policy as confirmed in an extract from section 2.1.2, Laneways and Short Roads, of the Landgate Policies and Standards for Geographical Naming in Western Australia, which says:

“Roads which are regarded as short, for example a small cul-de-sac or private road with five or less address sites, that are not proposed to be lengthened or will not have additional address sites needed in the future, may not need a separate name. Any address numbers required may be assigned on the road on which it connects.”

The ‘un-named’ road and parking areas are shaded red in Figure 1 below. The un-named road is identified by the blue dashed rectangle. The other two car parks in the vicinity are also represented with red shading.

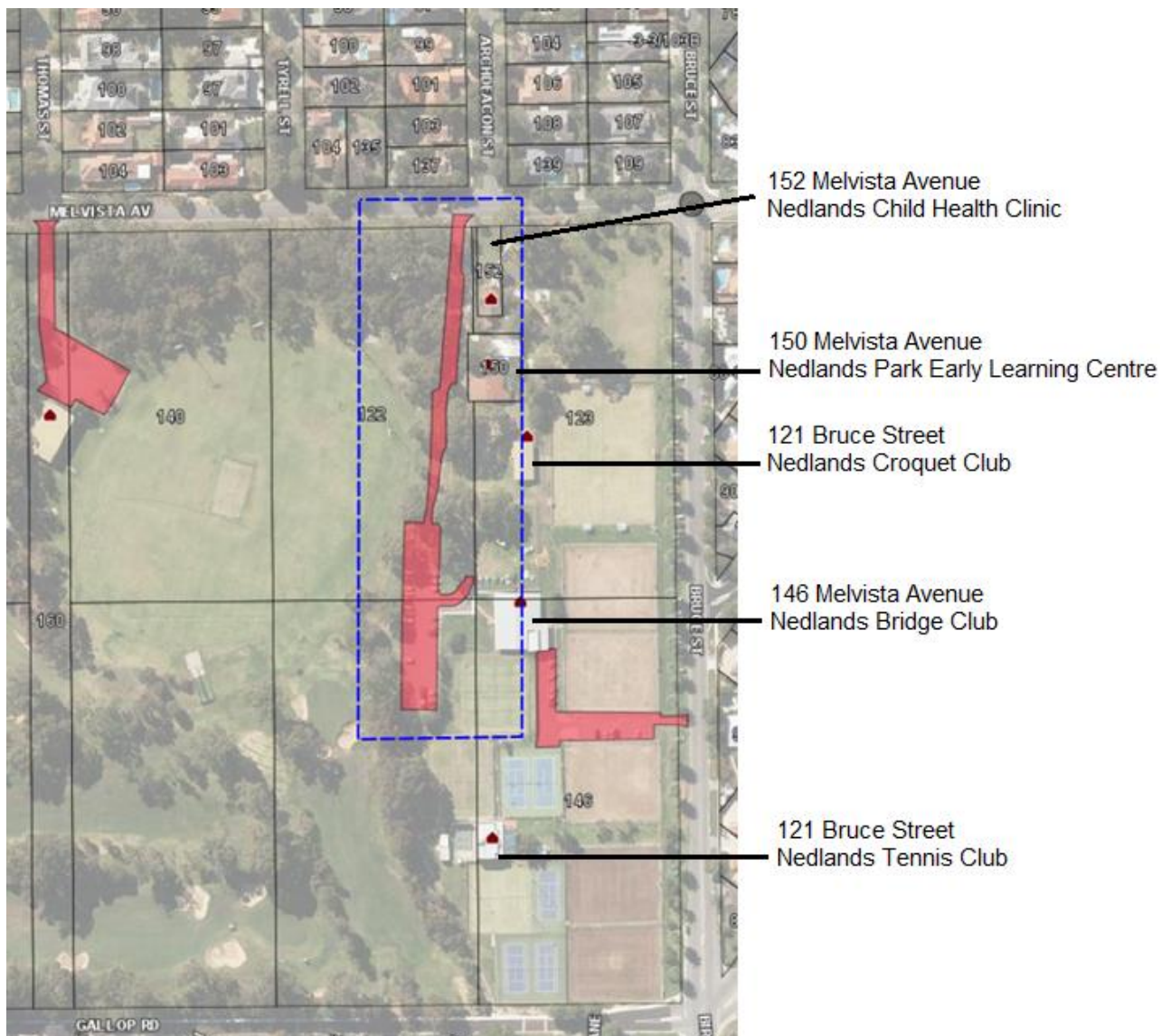


Figure 1 - Melvista Oval

The Nedlands Park Early Learning Centre is addressed as 150 Melvista Avenue, constructed on Lot 203 on deposited plan 170153. This facility, despite being addressed as Melvista Avenue, is set back behind the Nedlands Child Health Clinic with no direct frontage onto Melvista Avenue, making it difficult to find. It is currently leased by the Department of Education but has no frontage onto any formally dedicated public road and can only be accessed via the un-named road that enters the Reserve. This building is considered to be 'land-locked' as a member of the public would have to cross a separate Lot from a public road in order to access it.

In December 2014 Council supported a request by the Department of Education to extend the lease premises for this facility and the City subsequently entered into discussions with the Department of Lands. The Department of Lands have since expressed concern over the public access and advised that access should be formalised by way of a public access easement or the dedication of road reserve, indicating dedication would be a more appropriate solution in this case given the volumes of traffic movements.

Similarly, the Nedlands Bridge Club is addressed as 146 Melvista Avenue however is also set back from Melvista Avenue with no frontage or access onto it. Whilst this building is not technically 'land-locked', physical public access is also via the un-named road.

Between these two buildings sits the Nedlands Croquet Club, addressed as 121 Bruce Street. Whilst this building fronts Bruce Street, its physical public access is, again, from the un-named road. More confusingly, the Nedlands Tennis Club, shown as the most southern building on Figure 1, has the same address. The two are only connected by a narrow pedestrian footpath linking the car park from the un-named road to the Tennis Club, and the Nedlands Bridge Club sits between them.

Because there are several buildings within the Melvista Oval that have primary access via the un-named road, requests have been made to name the road to make the parking, amenities and buildings easier to find. Naming the road not only makes these facilities easier to find for visitors, but also makes it easier for emergency services and postal delivery services to identify the location more easily if required.

Proposal

The current situation presents two key issues. 150 Melvista Avenue, Lot 203 on deposited plan 170153, has no formal public access. Additionally, the site addresses for the buildings in the Melvista Oval are confusing and there have been requests to provide a solution to make these easier to find by naming the un-named road that enters the Reserve.

It is therefore proposed that a portion of the A-Class Reserve be excised and dedicated as road reserve, with some of the site addresses within Melvista Oval to be re-numbered and updated accordingly thereafter in consultation with the stake-holders who lease facilities on the reserve, to provide legal access and make the parking, amenities and clubs easier to find.

The area in blue on Figure 2 shown overleaf, represents the approximate area of land proposed to be excised for the purpose of road reserve to act as a public thoroughfare.

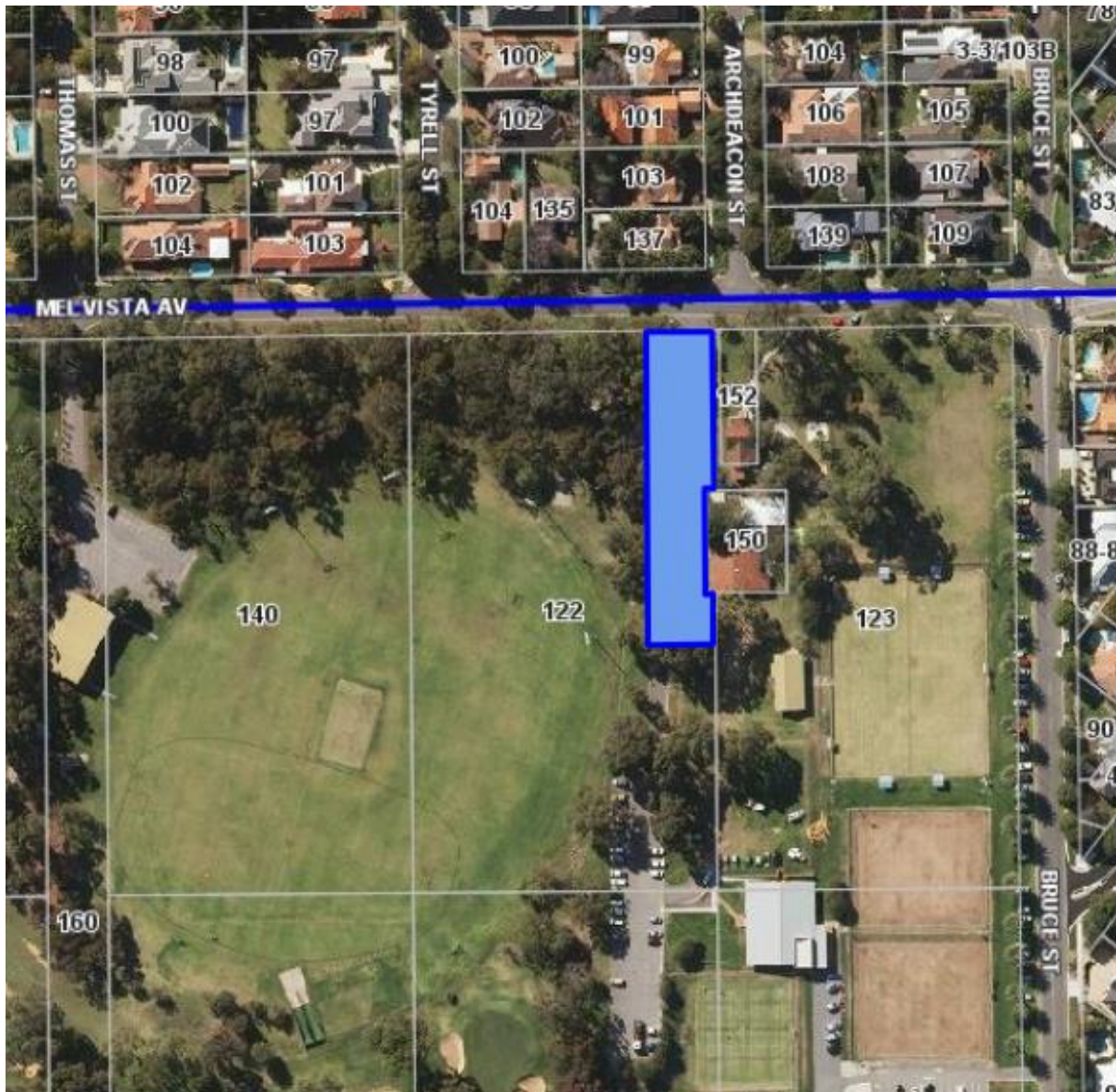
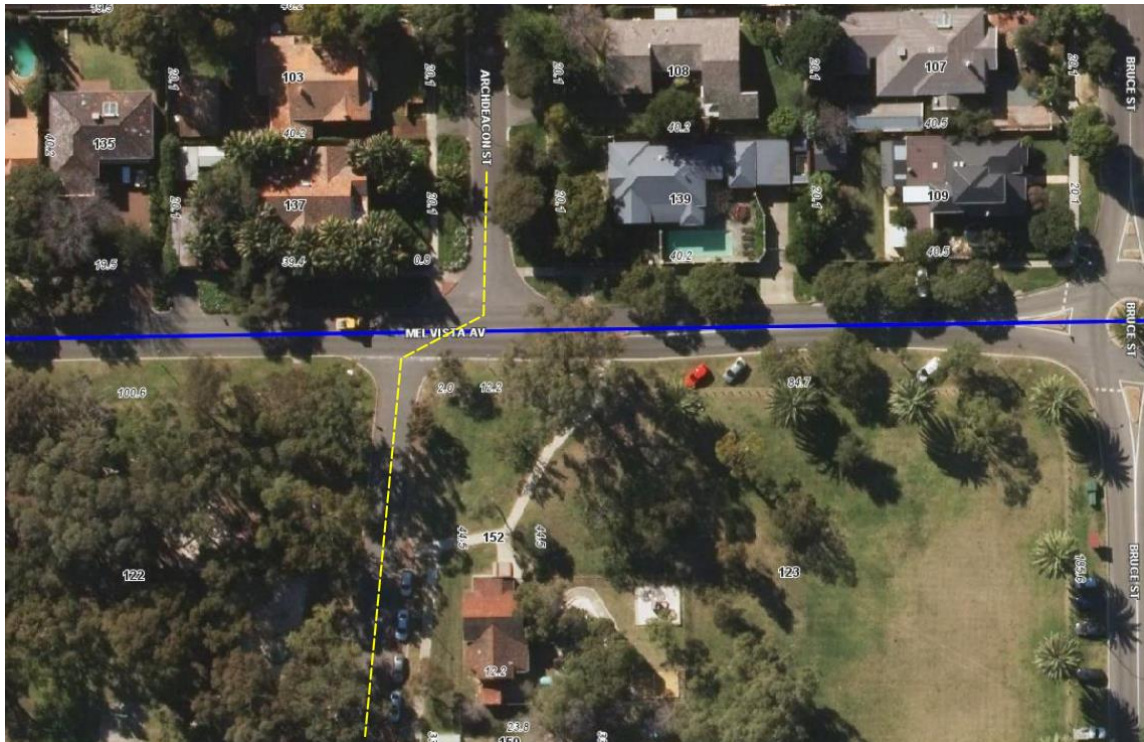


Figure 2 - Proposed new road reserve

It is proposed that this land be excised and be dedicated as an extension of Archdeacon Street which is adjacent to the entrance to the road and is almost in alignment (refer Figure 3 overleaf). The excision does not need to stretch as far into the Reserve as the car park. Land is proposed to be excised where the existing un-named road is constructed to provide suitable public access to the buildings that affront the existing un-named road and negate the costs for any new road construction or alignment.

It is not unusual to see street alignments like this throughout Metropolitan Perth and similar examples already exist throughout the City. Dalkeith Road follows a similar layout where it intersects with Melvista Avenue on the western side of the Nedlands Golf Course. The Esplanade in Dalkeith is an example as to where a road is part dedicated road reserve, and part not, but has a continuing name and consecutive site address numbering.

The numbering for Archdeacon Street starts at Stirling Highway, meaning existing and future facilities within the Melvista Reserve could easily be consecutively renumbered in continuation from the existing property numbers on Archdeacon Street.



Alternative Naming Proposal

There is a risk that the GNC will not accept the new road reserve to be dedicated as an extension of Archdeacon Street and may request that the City put forward a new name. To mitigate this risk and reduce delays should this happen, it is proposed that Council endorse some alternative names that the City may use if required.

Attachment 1 contains some options, some of which are based on historical and heritage elements associated with the park, looking at its club origins and history from the wider general area. Others are based on features of the area, such as flora, in consistency with road names elsewhere throughout the City.

An extract of Landgates Policies and Standards for Geographical Naming in Western Australia is provided in Attachment 2.

Names have been proposed taking into consideration the many requirements of the GNC Policy, including their existing presence in Western Australia. When looking at potential flora-based names for example, Tuart trees are most frequent across Melvista Oval. There are however, many roads named Tuart throughout Perth, which presents an increased risk that the name will be rejected by Landgate if put forward.

It is recommended that Council approve the list of alternative names in Attachment 1 with or without modification rather than selecting one single name, so that the City has more options to discuss with the GNC if they do not approve for the road to be an extension of Archdeacon Street.

It is proposed that the road 'type' i.e. 'Road', 'Street' or 'Lane' be assigned to the street name in discussion with the GNC as to which would be most appropriate. In the case of Archdeacon then 'Street' would apply while in the case of the other names the term 'Lane' would most likely apply.

Origins of the Surrounding Road Network

Melvista Avenue was originally known as MacKay Road as far as Dalkeith Road and Alice Road thereafter. A naming competition resulted in it later becoming Melvista Avenue, "Mel" taken from "Melville Water" and "vista" coming from the word "view".

Bruce Street is named after Colonel John Bruce and his family. Parts of the road were previously named Dixon Street after the Secretary of the Claremont Road Board in 1910.

Gallop Road is named after the Gallop Family of Gallop House.

Archdeacon Street was named after T.H. Archdeacon, a member of the Claremont Road Board from 1915-1919.

Several roads throughout the suburb of Dalkeith are named after yachts that were known to race on the Swan River, examples include Circe, Curlew, Rene and Viking. Others relate to the country's military history, namely Birdwood Parade, Hobbs Avenue and Wavell Road. Many streets throughout the entire City relate to our flora, examples include Boronia, Lantana and Zamia.

The City also has roads named after pioneering ships, including Barcoo and Bulimba.

Key Relevant Previous Council Decisions:

This matter was considered by Council on 25 February 2014, item TS05.14. The Council Minutes recorded that Council carried a procedural motion to proceed to the next item and there was no vote on the substantive motion. As a result, there was no resolution determining an outcome for the naming of the road.

Consultation

Consultation will be carried out accordingly with key stakeholder's dependant on Councils resolution for this item.

Budget/Financial Implications

Nil.

Archdeacon Street	Extension of the adjacent existing Archdeacon Street.
Gilmore Lane	<p>The City recently named the pavilion at the David Cruickshank Reserve, the Adam Armstrong Pavilion, in honour of one of the City's first European residents. Adam Armstrong first arrived in Australia on board the ship the Gilmore.</p> <p>Other streets in the City are already named after ships, for example Barcoo and Bulimba.</p> <p>Many streets in Dalkeith are also named after yachts which one raced on the Swan River – Circe, Curlew, Beatrice, Rene and Viking for example.</p>
Marshall Lane	The Nedlands Croquet Club began in the late 1920s under the guidance of Mrs Doris Marshall.
Mackay Lane	Melvista Avenue, which the un-named road links with, was previously known as MacKay Road, later becoming Melvista Avenue.
Dixon Lane	Parts of Bruce Street which bound Melvista Park on the eastern side were originally named "Dixon Street".
Buxton Lane	Buxton Gum trees present in Melvista Park – consistent with flora-based names elsewhere in City.
Marri Lane	Marri trees present in Melvista Park – consistent with flora-based names elsewhere in City.
Myrtle Lane	Myrtle Giant Honey trees present in Melvista Park – consistent with flora-based names elsewhere in City.

Section 2: Roads

Introduction

For the purposes of these policies, a road is considered to be any public or private land-based thoroughfare or course navigable by vehicle or foot that can be used for assigning addresses or allowing access between points or to a feature. Examples of roads include alleyways, roads, streets, highways, fire tracks, bike paths and walking tracks.

Using this section of the policy

Within Western Australia road naming is standardised to facilitate the application of correct address information and to ensure that a consistent approach is undertaken to benefit emergency service responders, transport and service delivery. If established policies for road naming were not applied, the provisions of emergency service responders, utilities and postal deliveries would be compromised.

In Western Australia the following shall be applied:

- all roads shall be named, including private roads which are open to public access or for the delivery of services. This includes but is not limited to:
 - major state roads, highways, motorways and freeways
 - roads within complexes such as universities, hospitals and retirement villages
 - roads within conservation reserves, state forests, water reserves and any other government administered land
 - pedestrian-only roads such as paths, trails, malls or steps
- all road naming proposals shall be submitted to Landgate for approval.

Any proposal to name, rename or extend a road shall clearly indicate the full extent of the road to which the name will apply. The extent of a road is considered to be its start and end points. This includes bends, divided carriageway sections and curves which are included between these two points.

A road name shall not be applied in a way that is ambiguous or could cause confusion for road users. The road name should be applied to a single, unobscured and unobstructed roadway that leads from point A to point B, in a clear and logical manner.

Roads are not suitable for dual naming and approval will not be given to such proposals.

Who can officially name roads?

Under the provisions in the *Land Administration Act 1997*, the Minister for Lands (the Minister) has the authority for officially naming and unnamng roads in Western Australia. Through delegated authority, Landgate acts on the Minister's behalf to undertake the administrative responsibilities, including the development of policies and procedures, required for the formal approval of road names.

Which roads can be named?

All roads, whether they are public or private, shall be named and formally approved by Landgate.

Therefore, any land course navigable by vehicle or foot and of interest to local governments, public groups, emergency service response and public service providers must be officially named according to the policies and procedures outlined in this document.

Note: driveways that give access to five or fewer address sites do not need to be named if the properties are adequately addressed on the main road that provides access. Driveways on private land or common property should not be named, unless it can be shown there is a risk to public safety or the name is causing confusion in the delivery of goods and services.

Public roads

A public road is any road that is opened, dedicated or declared to be a public road, whether under the *Land Administration Act 1977, Part 2 – General administration, Division 3 - General* or any other Act.

As a prerequisite to lodgement, all survey documents creating, extending or showing abutments to roads must show the correct approved road names. If no approved name exists, the new road names must be formally approved by Landgate before the survey can be lodged. To help expedite this process, the developer or their agent should be prompt in lodging a concept plan and a proposal for road names with the relevant local government. Local governments shall then propose the names to Landgate for approval.

Private roads and rights-of-way

A private road is any road that is not a public road which is open to public access or for use by other services. Private roads and rights-of-way must be clearly identified and uniquely named to facilitate the application of standardised addressing to all land parcels in Western Australia.

The delivery of emergency and other services to residents and businesses are often impeded when private road names are not officially recorded. To minimise confusion, standardise address allocations and support emergency service responders, all road naming policies and addressing standards must be applied.

Private roads include but are not limited to:

- some roads or driveways to battle-axe blocks
- roads indicated on community subdivision plans
- roads in various cluster developments
- roads on private property, for example, roads in caravan parks
- other forms of 'rights of way'.

Naming a road on private land does not mean that Landgate, the secretariat, the GNC or the Minister is accepting responsibility for that road other than of ensuring its name meets the required naming policies for Western Australia.

Reserved road names

Local governments may no longer request that eligible road names be reserved for future use within their boundaries. Prior existing reserved road names will automatically lapse five years from original approval, with the Reserve Register to contain no local government requested names from 1 January 2022.

Local governments are encouraged to maintain their own reserve register, using the Landgate on-line form to check for suitability.

Road naming policies

Local governments and other authorities are to ensure that all naming submissions conform to the policies outlined in Section 1, as well as all the policies outlined in this Section.

2.1 Australian Standards AS/NZS 4819:2011 Rural and urban addressing

Except where provisions are already made in these policies, the naming of any road must conform to the provisions of [AS/NZS 4819:2011 Rural and urban addressing](#). The standard outlines how to derive datum points and how address numbers are assigned.

2.1.1 Road extents

Any proposal to name or rename a road needs to clearly indicate the extent to which the name will apply. The extent of a road is considered to be its start and end points, and the course (including bends, divided carriageway sections and curves) of the road between these two points.

Contiguous navigable roads

A named road shall include only one navigable section. If a road design has become obstructed, due to construction of other roads or features, and is separated to become two unconnected navigable sections of road then these road extents must be assigned separate unique road names. This is particularly important when emergency service responders cannot navigate the entire course of the road from one end to the other.

Common separations may include unbridged streams, pedestrian segments, railings etc.

The above does not apply when the separate sections are either of the following:

- two sides of the same road separated by a median strip; or
- part of a classified highway that is split by a section that is assigned a local name where it passes through a town or city.

2.1.2 Laneways and short roads

The increase in urban density in new developments and urban redevelopment has resulted in many narrow short lanes and rights-of-way requiring names. Laneways shall be named if a name is required for addressing purposes or has been created as a public road by survey.

The naming of such roads is supported with a preference for use of the road type LANE and short names consisting of no more than six letters. The leg of a battle-axe lot shall not be considered a laneway.

Roads which are regarded as short, for example a small cul-de-sac or private road with five or less address sites, that are not proposed to be lengthened or will not have additional address sites needed in the future, may not need a separate name. Any address numbers required may be assigned on to the road on which it connects.

2.1.3 Naming malls and pedestrian access ways

Malls and pedestrian access ways shall be named according to the current road naming policies and standards. The names shall be recorded as private road names and may be used for the allocation of street addresses if required.

If a mall or public access way is created as an official reserve and a name is required for the actual reserved area, then the name shall be recorded separately as a road name and as a topographic feature name (reserve).

2.2 Components of a road name

All road name submissions must conform to the policies as outlined in Section 1.

2.2.1 Name element requirements

Every road name shall consist of a single name element followed by a road type, for example Smith Road, Jones Street etc. not Black Swan Drive, John Smith Avenue.

A single length of road shall have only one name.

Road names without a type shall not be used, for example Broadway, Causeway, The Avenue, The Boulevard, The Esplanade, The Mews, The Strand etc.

2.2.2 Road types

All road names shall include a road type.

The road type must be selected from the list as shown in Australian Standards AS/NZS 4819:2011 Rural and urban addressing – Appendix A, Road Types – Australia. A copy of this road types list has been provided in this document in Appendix 2A: Road types suitable for use in Australia.

The road type shall be chosen to convey the function and characteristics of the road as described in the 'description' field of the road type list. Road types may be chosen with the final configuration in mind, for example a road that is first constructed as a cul-de-sac may be given an open-ended street type if it can be confirmed that the road structure will be modified and eventually become a through road.

Road types shall not be used to distinguish different roads of the same or similar sounding names, for example Reed Street, Reed Crescent and Reed Way. Such roads shall be considered as duplicates and are not acceptable.

This also applies to similar sounding names such as Read Street, Rede Crescent and Reid Way.

Other road types suitable for use in Western Australia

In addition to the road types listed in Appendix 2A, there are exceptions where the use of an alternate road prefix or suffix may be requested.

The word 'Jalan' is used as a prefix on roads situated on the Cocos (Keeling) Islands and Christmas Island. The word 'Jalan' is a Malay word for road or street, for example, Jalan Guru and Jalan Perak.

Aboriginal words used to describe paths or tracks may also be used. For example, the word 'Banan' is used exclusively within the Kimberley area as a road type, for example Berewereng Banan and Templetonia Banan.

2.2.3 Unacceptable names

The official naming parameters as detailed in Section 1: Policies and Standards must be applied for all road naming submissions.

As outlined in Section 1: Policy 3.1, names starting with 'the definite article 'THE' shall not be approved for use as a road name, for example The Boardwalk, The Esplanade, The Strand are no longer acceptable road names.

The use of road types as part of a road name shall not be used for example Swan View Road, Southern Crest Road, Beachview Drive, Lakeview Avenue, View Street or Boulevard Way.

As outlined in Section 1: Policy 1.3.4, the use of prefixes and suffixes is not supported. The only exception that may be considered by Landgate is when the name is derived from a local feature of historical significance such as 'Lake Clifton Drive' or 'Mount Meharry Way'.

Destination-to-destination names, for example Harvey-Quindanning Road, are not acceptable, see Section 1: Policy 1.3.4. Where previous naming actions have allowed the use of a hyphen as part of the name, there shall be no space between the names and the hyphen, for example Quairading-York Road is acceptable, Quairading – York Road is not.

The use of numerals in a road name may cause confusion between the name of the road and an address number. Therefore it is not acceptable for a road name to include numbers/numerics, either in full alphabetised or numeric format for example neither Eight, Eighth, 8 or 8th, see Section 1: Policy 1.3.12

2.3 Name duplication

There shall be no road name duplication within a local government, regardless of any differences of road types. All road name submissions must conform to all of the mandatory policies outlined in Section 1: Policy 1.6.

2.3.1 Existing duplicated or similar sounding names

Road names submitted for approval cannot be:

- homonymous, for example 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 localities even if they are more than 10km away, for example Forrestfield / Forrestdale, Woodbridge / Woodridge, Fremantle / East Fremantle etc.

Road name duplication should be avoided in adjoining local governments.

2.4 Naming amendments

Road names are intended to be enduring. The renaming of any road is discouraged unless there are good reasons for a change of name.

Reasons that may be considered in support of a name change are:

- redesign of a road layout
- changed traffic flow
- mail delivery problems
- the misspelling of a name in the original application
- name duplication issues
- property street addressing issues.

Renaming shall be necessary when a road is made into a cul-de-sac, resulting in two or more separated sections of road. Such separations can cause difficulties for emergency service responders and the delivery of other services to the area. The renaming of a portion of separated road may also be used to solve address numbering problems.

Where a change to the name of a road is proposed, the new name selected shall conform to all the necessary naming policies and standards.

For regional roads the change of name must have broad community support, and for local roads, there must be majority support from the affected land owners and residents.

The requirements of emergency service responders for clear, unambiguous road naming shall also be a consideration.

Proposals normally require the support of local government, but the Minister is the final authority in all such matters.

Submissions for road name changes deemed to be non-essential or unnecessary shall incur a service charge.

2.5 Naming roundabouts and rotaries

Roundabouts and rotaries are circular intersections in which traffic travels clockwise around a central island. They are constructed to control traffic, to minimise delay by being able to accommodate large volumes of traffic movements, and to provide adequate sight distances. The primary difference between the two is that rotaries have a significantly larger diameter than roundabouts.

All entrances and exits to roundabouts and rotaries must be clearly named and labelled with adequate signage.

2.5.1 Roundabouts

Roundabouts are circular intersections with specific design and traffic control features. These features include yield control of all entering traffic, channelised approaches, and geometric curvature and features to induce desirable vehicle speeds. They may also include more extensive pedestrian and bicycle features.

Roundabouts shall not have names or address ranges.

2.5.2 Rotaries

Rotaries are characterised by a large diameter (a minimum of 40m). Unlike most roundabouts, lane changes may be required within a rotary for some movements.

Rotaries may be named however all such naming requests shall adhere to the following:

- the naming of state road rotaries shall be undertaken through consultation with MRWA
- local government is to be consulted for the naming of rotaries which are under their control
- rotary names shall be unique and not duplicated anywhere within Western Australia
- rotary names should be short and preferably of local Aboriginal origin
- rotary names shall not be named the same as any of their intersecting roads.

Rotaries shall not have address ranges.

2.6 State roads

Main Roads Western Australia (MRWA) is responsible for the management of all freeways, highways and main roads in Western Australia, which are collectively referred to as state roads. Management includes all ramps and rotaries associated with state roads. A list of state roads is available on the MRWA website (www.mainroads.wa.gov.au).

The naming of major state roads shall conform to these naming policies and standards, and shall be referred to the Minister for approval. The process for the selection of names shall include consultation with relevant state and local government agencies and should include consultation with the wider community.

The Minister for Transport has determined that, for all new major roads funded by the state government, MRWA shall consult with government before any action is initiated to identify a suitable name. Advice will then be provided on whether the government is to choose a name, or if MRWA should undertake community consultation or some other action to identify a suitable name or shortlist of names, for consideration by government. MRWA must advise Landgate of the government's chosen or endorsed name.

The official naming parameters as detailed in Section 1: Policies and Standards must be applied for all such naming actions.

2.7 Government managed land

All roads administered by other government agencies and authorities other than local governments, must adhere to all of the relevant Landgate naming policies.

Commonwealth, state, territory or local government authorities or agencies responsible for the management of roads or tracks on land administered by them, shall liaise with Landgate to develop practices and processes for their naming.

Because of the varied nature of roads that fall under the jurisdiction of different state government departments and authorities, Landgate prefers to establish individual naming policies and practices for each department or authority as required.

If a unique set of naming policies and practices has not been established for a relevant government department or authority, then the general Landgate policies shall apply.

2.8 Private, residential and commercial developments

The intention of this subsection is to outline the process for naming or renaming roads created as part of a private, residential or commercial subdivision.

It should be noted that whilst the selection of new road names within new subdivisions is usually the developer/landowner's role, endorsement from the relevant local government(s) is necessary prior to any submissions being made to Landgate.

The developer and the local government(s) should work collaboratively to develop compliant road names for the subdivision.

2.8.1 Roads on private property

Private roads include (but are not limited to) any formed roads and tracks within a commercial logging site, caravan park, retirement village or closed-gate community. If the intention is for these private roads to be used for property street addressing, way finding purposes or for general public access, they must be named in accordance to these policies.

All private roads should be named and submitted for approval, especially if the road gives access to one or more properties that cannot be assigned an alternative unambiguous urban or rural address.

The irregular and ungoverned naming of roads within complexes can lead to confusion and interruption to the efficient delivery of emergency and other essential services. The official approval of road names within such complexes ensures that the details are accessible to the wider community and are included on the majority of relevant organisational and public mapping products.

2.8.2 Compliance

All roads within private, residential or commercial subdivision must be named in accordance with Section 1: General policies and standards.

When plans of subdivision are lodged for registration with Landgate, an audit of the road names will be undertaken. If it can be shown that the road names on a lodged plan have not been officially approved, this will result in delays affecting the approval of lodged surveys and consequently the issuing of certificates of title.

Owners of private land and complexes should liaise with the relevant local government when developing roads on the site. Owners must ensure that road names conform to the Policies and Standards for Geographical naming in Western Australia.

2.9 Tourist drives / routes

To assist the promotion of Western Australia's diverse range of landscapes, scenery and other 'special places' to overseas and eastern states visitors, state tourist and local scenic drives may be determined and named.

2.9.1 State tourist drives

A state tourist drive shall be a quality route which is considered to be of state-wide significance. It should portray and link some of the state's unique natural features or exceptional scenic areas. It must provide a meaningful route for tourists to experience something 'special' and enhance a visitor's tour of the state.

It shall be a requirement that the standard of routes recognised as state tourist drives be kept at a high level. If this criterion is not adhered to, then the value of such routes will be undermined and the value of such an initiative will be diminished.

A route simply linking features such as national parks, state forests, lookouts or other built or natural features is not sufficient to justify a designation as a state tourist drive. They can be used to enhance such a route, but cannot be the sole purpose for it. Similarly, a route that links together a township's normal features and facilities would also not constitute justification for a state Tourist Drive.

2.9.2 Local scenic drives

If a route which does not meet the assessment criteria for a state tourist drive has been recognised as having a reasonable tourism value, then it may be recognised as a local scenic drive.

If the route does not have any tourism merit and may have a negative or misleading impact on tourists and visitors to an area, then no approval for such a route shall be given.

2.9.3 General assessment criteria

Tourism value shall be assessed by the following:

- the tourist drive/route must have significant tourism interest and shall offer an array of significant scenic or natural features which should be of greater interest than the general topography or sights as seen on a regular through route
- the theme and name of the route must reflect its unique characteristics and not conflict with its natural or physical surroundings or any other official feature, road or route within the state or nationally
- routes with generic names like 'Marine Tourist Drive', 'Heritage Tourist Drive' or 'Wildflower Tourist Drive' shall not be approved as they are not unique to a specific location within the state
- the tourist drive/route should not rely on attractions which are strictly seasonal or are not a permanent feature of the route, such as wildflowers
- the proposed tourist drive/route shall be endorsed by the relevant local government(s), local Visitor Centre(s), WA Tourism Commission and a majority of the local community and businesses
- be as safe as possible for motorists who may be unfamiliar with the local area
- only include sealed maintained roads and avoid any hazardous alignments or grades, or single lane roads which may not be suitable for the volume of tourist traffic that may be attracted to the route
- not follow main arterial roads such as major local government roads and national or state highways except where necessary for short distances (no more than 5kms) to maintain the continuity of the tourist drive/route
- not be located in built up areas or town centres
- avoid intersections or sections of road which may at times be relatively congested with heavy haulage or other non-tourist traffic
- be capable of leading motorists back to the main through route from which they deviated with adequate signage to assist them with continuing their journey.

Tourist information on the general area, including brochures, maps and guides should be made available from tourist centres and other outlets along the route. The route will also need to be marked on maps in roadside information bays wherever they exist.

2.9.4 Submission process to recognise tourist route

Applications for a route to be recognised as a state tourist drive shall be submitted to Landgate.

The application must:

- be supported with a formal resolution from the relevant local government(s)
- indicate that the proposed route is supported by the WA Tourism Commission, Regional Travel Association, local visitor centre, as well as the local community and businesses
- identify the jurisdiction(s) responsible for the erection and ongoing maintenance of direction and other related signs along the route, including the cost of removing the signs if the route fails to meet the criteria for a state tourist drive at some point in the future
- clearly describe the route on a large scale map
- describe the unique natural features or scenic attributes which exist along the route;
- list all significant natural and built attractions along the route with a brief description of each
- include a one or two word name for the route which will be suffixed with the words 'Tourist Drive'
- include a description of how the state tourist drive will be promoted and what marketing collateral will be produced.

2.9.5 Review of current state tourist drives and routes

State tourist drives/routes will be subject to review on a regular basis to ensure that the quality of the route has not diminished or been compromised over time. If a state tourist drive/route loses that special quality it had when first assessed and recognised then the route shall be deleted.

2.9.6 Identification of state scenic drives, tourist drives and routes

Local government is responsible for the establishment and maintenance of such drives and routes including the cost of road signage and its maintenance. The signage of state tourist drives is governed by Australian Standard AS1742. Part 6: Manual of uniform traffic control devices – Tourist and service signs.

Local governments will be required to obtain approval from Main Roads WA (MRWA) for the erection of any route signs which occur on highways and roads under its control.

Supplementary or any other associated Tourist Attraction and Tourist Service signs will be subject to the established approval and funding guidelines available from MRWA and respective local governments.

Road name submission process

Landgate accepts applications for new names relating to roads, localities, administrative boundaries and topographic features. Such applications should be directed to the relevant local government for their endorsement and submission to Landgate.

General information on the process for submitting naming applications is shown at Appendix 1A.

In addition, each road name proposal shall include the following information:

- the reason for the proposal or name change
- origin of each road name and its source
- a location by local government, locality and estate name if known
- identification on a map clearly indicating extent and precise start and end points
- photographs or sketches

- any other supporting information such as historic articles, reference materials, publications etc
- where applicable, evidence of landowner, family or community support
- if the name is Aboriginal in origin, evidence of support from relevant Aboriginal Community
- if the application is for a renaming, evidence of consultation from the affected residents and property owners is required.

Please refer to Landgate's [help guide](#) on Landgate's website for assistance specific to road naming submissions.

Incomplete applications will not be progressed until all the necessary information has been provided.