

minutes

FUTURE PLANNING COMMITTEE



Please be advised that a **Future Planning Committee Meeting** was held at **5.00pm** on **Wednesday 13 December 2017** in Meeting Room 1 at the Administration Building, 99 Shepperton Road, Victoria Park.

A handwritten signature in black ink, appearing to read "A Vuleta".

ANTHONY VULETA
CHIEF EXECUTIVE OFFICER

13 December 2017

(To be confirmed 17 January 2018)

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1 OPENING

Cr Anderson opened the meeting at 5.05pm.

2 ATTENDANCE

Members:

Banksia Ward: Cr C (Claire) Anderson (Presiding Member)
Cr R (Ronhhda) Potter

Jarrah Ward: Cr B (Brian) Oliver
Cr V (Vicki) Potter (Deputy Mayor)

Director Renew Life: Mr B (Ben) Killigrew

Secretary: Mrs V (Vanessa) Frankson

Guests:

Senior Strategic Planner: Mrs J (Jessica) Gannaway

Environmental Officer: Mr B (Brendan) Nock

Engineering Technical Officer: Mr N (Nigel) Molyneux

2.1 Apologies

Jarrah Ward: Cr B (Brian) Oliver
Director Future Life Built Life: Ms R (Rochelle) Lavery
Strategic Planning Consultant: Mrs K (Kym) Davis

2.2 Approved Leave of Absence

Nil

3 DECLARATIONS OF INTEREST

Declaration of Financial Interests

Nil

Declaration of Proximity Interest

Nil

Declaration of Interest affecting impartiality

(To be confirmed 17 January 2018)

Nil

4 TERMS OF REFERENCE

1 NAME

The name of the Committee shall be the *Future Planning Committee* (the Committee).

2 AIMS AND OBJECTIVES

The purpose of the Future Planning Committee is to provide strategic planning and leadership in the development and review of policies and strategies that promote a liveable, sustainable and vibrant inner-city urban centre for the Town of Victoria Park community.

The Committee will be guided by the Town's Vision and Mission and be aligned to the Town's Strategic Community Plan.

2.1 Goals

The Committee will:

- be proactive in planning to accommodate population growth;
- be strategic in developing policies, considering both local and regional focus needs;
- maintain and build on the existing heritage and character of the Town;
- promote a strong identity for our Town as an inner-city urban centre; and
- ensure the Council is an advocate for its community in local and regional matters.

2.2 Deliverables

The key deliverables for the Committee will include:

- Annual review/update of policies, strategies and plans related to the key areas of focus including:
 - Public Open Space Strategy;
 - Housing Strategy;
 - Local Planning Strategy;
 - Local Planning Scheme Review;
 - Environmental Plan; and
 - Integrated Movement Network Strategy.

2.3 Scope and Jurisdiction

The key focus areas for the Committee will include:

- Strategies to plan for the future growth of the Town as required;
- Strategic Town Planning;
- Statutory Town Planning;
- Environmental Planning;
- Transport Planning; and
- Sustainability.

2.4 Engagement

The community shall be engaged by the committee outside of the formal committee meeting regime as required in accordance with Council's Public Participation Policy.

- Specific engagement strategies will be developed to address the Committee's key deliverables; and

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- The Committee may invite individuals and subject matter experts to attend a meeting of the Committee to provide expert advice where required.

3. MEMBERSHIP

The Committee will comprise a maximum of four (4) Elected Members being two (2) Elected Member representatives from each of the Town's two (2) wards with five (5) Elected Members being appointed in a hierarchical order as alternate deputy members except for the Chief Executive Officer Recruitment and Performance Review Committee whereby five (5) Elected Members are appointed being the Mayor and two (2) Elected members from each of the Town's two (2) Wards with four (4) Elected Members being appointed in a hierarchical order as alternate deputy members.

4. MEETINGS

The Committee shall convene in accordance with the annual adopted meeting schedule.

5. QUORUM

In accordance with section 5.19 of *the Local Government Act 1995* the quorum for a meeting of the Committee is at least 50% of the number of the number of officers (whether vacant or not) of members of the Committee.

6. DELEGATED POWER

The Committee has no delegated power and all recommendations made are to be referred to Council for a decision.

7. GOVERNANCE

The Committee is governed by the provisions of the Town of Victoria Park Standing Orders Local Law 2011 and the Local Government Act 1995 and its regulations.

5 CONFIRMATION OF MINUTES

RESOLVED

Moved: Cr C Anderson

Seconded: Cr R Potter

That the Minutes of the Future Planning Committee Meeting held on 21 November 2017 be confirmed.

The Motion was Put and

CARRIED (2-0)

In favour of the Motion: Cr C Anderson and Cr R Potter

(To be confirmed 17 January 2018)

6 METHOD OF DEALING WITH AGENDA BUSINESS

RESOLVED

Moved: Cr C Anderson

Seconded: Cr R Potter

That clause 6.10 *Speaking Twice of the Town of Victoria Park Standing Orders Local Law 2011* be suspended for the duration of this meeting.

The Motion was Put and

CARRIED (2-0)

In favour of the Motion: Cr C Anderson and Seconded: Cr R Potter

7 PRESENTATIONS

7.1 Petitions

Nil

7.2 Presentations (Awards to be given to the Town)

Nil

7.3 Deputations

Nil

Cr V Potter arrived at the meeting at 5.28pm

(To be confirmed 17 January 2018)

8 REPORTS

8.1 Public Open Space Strategy – Draft Scope of Works and Project Plan

File Reference:	PLA/6/27
Appendices:	No

Date:	5 December 2017
Reporting Officer:	J. Gannaway
Responsible Officer:	R. Lavery
Voting Requirement:	Simple Majority

Executive Summary:

Recommendation – The Future Planning Committee receives:

- The draft Public Open Space Strategy Project Plan and consider the following matters for recommendation:
- The expectations and limit of the role of Future Planning Committee in the preparation of this document.
- The role of other councillor committees and councillors.
- Engagement data validity and target reach.

TABLED ITEMS:

- Draft Public Open Space Strategy Project Plan;
- Preliminary Engagement Plan Overview; and
- POS Assessment Report (dated 18 June 2015).

BACKGROUND:

Demands upon our open space networks are diverse and competition amongst them has in recent years limited the capacity for networks to meet community needs.

An analysis of public open space areas in 2015 found significant shortages of POS in some of its suburbs. Please note that this document remains in draft format and not been endorsed/formalised to date. The following table outlines a summary of POS space within the Town of Victoria Park as per that document.

	Gross Area of Suburb (ha)	District, Neighbourhood & Local POS		Regional Open Space	
		Area of POS (ha)	% of Suburb	Area of POS (ha)	% of Suburb
Lathlain	132.9	3.9912	3.00%	8.8401	6.65%
Carlisle	215.5	12.0125	5.58%	0	0%
Burswood	81.37/168.37	1.5789	1.94%	94.4810	56.12%
Victoria Park & Kensington	232.8	10.7333	4.61%	31.6666	13.6%
East Victoria Park & St James	411.5	39.5405	9.61%	0	0

Table One: 2015 POS area analysis

(To be confirmed 17 January 2018)

Through *Liveable Neighbourhoods*, the State Government has emphasised the responsibility of local government in guiding open space decision making. As noted in the *Public Open Space Strategy Guide for Local Governments* it is via a local open space strategy that the greatest impact on open space provision can be achieved. Such a documents has the capacity to guide the provision of public open space to establish and protect a parkland network which enhances sense of place, ensures balanced provision of sport, recreation and nature functions, retains significant environmental and cultural features: and realises opportunities for achieving efficiencies and sharing of infrastructure. To date the Town has not had a Public Open Space (POS) Strategy or similar document to provide strategic direction for the future of POS. This document presents an opportunity to both rectify this gap in strategy whilst also looking to align all strategic visions for POS across the many documents that do exist in an attempt to provide for a more resilient future.

Context of the Public Open Space Strategy

The POS Strategy sits amongst a series of endorsed strategies and current projects that guide the operation and future direction of the Town. If considered in a hierarchy the documents could be described in three levels:

- *Tier One*: these are the highest order of documents prepared by the Town and are typically legislated;
- *Tier Two*: these are documents that are not legislated and that deal with ‘global’ matters. The reach and impact of the document is Council wide and impacts the operations and direction of a number of business units; and
- *Tier Three*: these are documents that deal with a single or specialist subject matter.

The POS Strategy is considered to be a second tier strategy, having impact and relevance to a number of business units and operations within the Town. It is integral to the success of the document that it is prepared in this context.

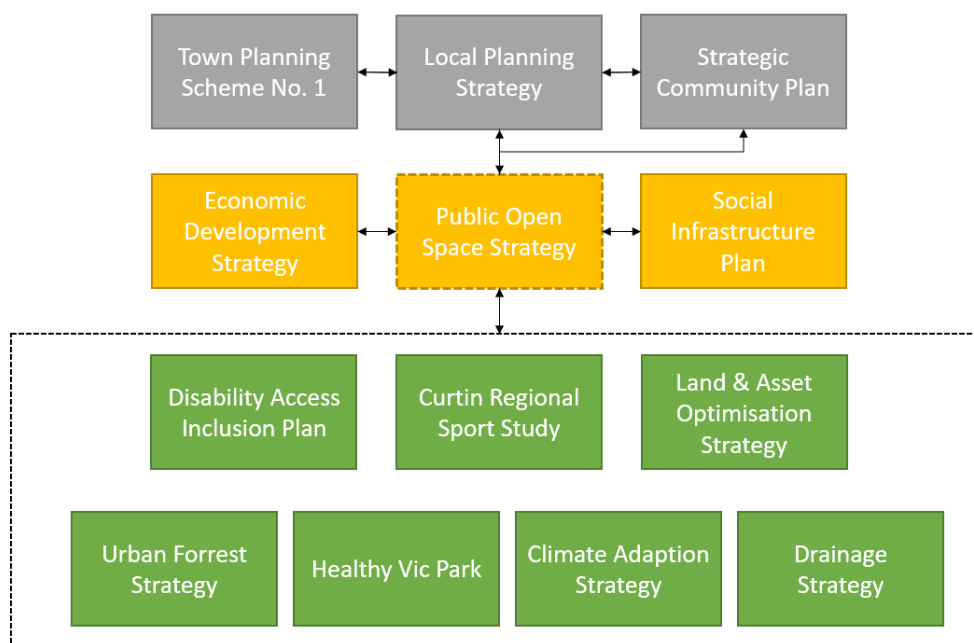


Figure 1: The position of the Public Open Space Strategy in the Town of Victoria Park Document Suite (specific to the POS Strategy)

(To be confirmed 17 January 2018)

DETAILS:

This report deals with the project plan for the POS Strategy and not the strategy itself. The draft POS Strategy Project Plan is the proposed management document for the project and not the project itself. It is owned, maintained and utilised by the Project Team to ensure the delivery of project outputs and the realisation of project outcomes. It is presented to the Future Planning Committee in draft format to seek feedback and affirmation on the proposed plan prior to project initiation.

Proposed Roles and Responsibilities

Future Planning Committee: It is noted that the delivery of a POS Strategy is outlined in the Terms of Reference for the Future Planning Committee (FPC). The draft Project Plan identifies key points at which the project team will touch base with the FPC. It is requested that the FPC create a project specific ‘Terms of Reference’ to ensure that their role is understood by all involved in the project. For example, is the FPC to be a decision making group or guiding group only. The FPC is also asked to consider the need to involve other committees and councillors.

Steering Committee: Given this project has significant implications for both the Operations and Community Planning directorates this project will be overseen by a steering committee consisting of both Chiefs for these areas.

Project Director: The project is complex and has many internal stakeholders. It is therefore suggested that Project Management business unit staff oversee the management of the project.

Project Team: A cross functional project team is identified and detailed in the draft project plan and will draw on additional subject matter experts as needed.

Consultants and Contractors: Following acceptance of the draft POS Strategy Project Plan and resourcing issues being further considered, the need for consultants and contractors will be better understood. It is likely that a consultant would be required to ‘pull the strategy together’ at the guidance and input of the project team.

Project Objectives

The objective(s) of the Public Open Space Strategy are:

1. UNDERSTANDING THE SITUATION	Clearly define what is POS
	Develop and apply a classification system for POS
	Create an inventory of POS as per the classification system
	Conduct an assessment of current strategy and alignments in existing policy.
	Conduct a stakeholder analysis (including, but not limited to users, providers, community groups/champions)

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2. RETHINK OUR APPROACH	Build upon existing community visioning for POS
	Describe the other benefits of POS (environment, ecosystem, flora and fauna, mental health/spiritual connection)
	Conduct a current and future needs analysis (including a gap analysis)
	Outline and define the approach to balancing active and passive use of POS
	Develop ways in which to improve the social dividend of the Towns POS assets.
	Develop ways in which to improve the utilisation of the Towns POS assets.
	Examine and determine opportunities for system optimisations (i.e. formal/informal use of space, integration of technology, maintenance practices)
	Examination of equitable revenue and economic return generated by POS
	Identify any opportunities for alternative provision (i.e. public/private partnership)
3. IMPLEMENTATION	Establish benchmarks in the provision of POS in the Town
	Provide for the coordination and prioritisation of strategies and actions to achieve the outcomes of the strategy.

Table Two: POS Strategy Objectives

Project Outcomes

The Outcomes for the Public Open Space Strategy are:

- The Town will have a clear understanding of who uses public open space, how they use it and what it means to them;
- The Town will clearly understand what is and is not public open space;
- Information about public open space will be easily accessible for the community;
- The Town and community will understand the Town’s role in providing public open space;
- Public open space will be more responsive/flexible and appropriate for community needs;
- Public open space will be more sustainable (economically, environmentally, socially, culturally);
- There will be a co-ordinated approach and awareness of public open space across the organisation and within the community;
- An action plan around the provision of public open space in the future will be in operation;
- The Town will be able to maximise utilisation of all public open space that it has.
- The Town will be able to encourage and embrace new methods/ways to provide public open space;
- There will be a sense of community pride, belonging and involvement in the Towns public open space; and
- Public open space will be provided in a best manner.

(To be confirmed 17 January 2018)

Project Outputs

The primary output of the Public Open Space Strategy, is the strategy document itself. This can be broken down into the following detailed outputs:

- An understanding of the current POS situation:
 - Definition of POS (including a definition of active and passive POS);
 - Classification system for POS ;
 - Inventory of existing POS;
 - Assessment of current strategy and alignments in existing policy; and
 - Stakeholder analysis.
- An optimised approach for the provision, use and future of POS in the Town:
 - Future needs/gap analysis;
 - Identification of other benefits of POS;
 - Understanding of the balance of active passive uses and the way in which they should be delivered;
 - Understanding of equitable revenue and economic return generated by POS;
 - Strategies for utilisation optimisation;
 - Strategies for system optimisation;
 - Strategies for improving the social dividend of the Towns POS assets;
 - Unified vision (community and Town) for the future of POS;
 - Options for alternative options in provision POS;
 - Benchmarks for the provision of POS in the Town; and
 - Implementation Plan.
- In addition, this project will require:
 - An engagement program; and
 - A communications strategy.

Engagement

An engagement plan is currently being prepared and will be accompanied by a communications plan. In general it is thought that community specific engagement will include:

- Project Launch – Inform/Consult level of engagement;
- Workshops – Involve level of engagement;
- ‘Ask the people’ surveys – Consult level of engagement;
- Pop up engagement opportunities – Consult level of engagement;
- Results confirmation – Consult level of engagement; and
- Implementation – Inform level of engagement.

The preliminary draft engagement plan overview is included as tabled items to this report.

In considering the accountability and transparency of engagement to be undertaken with this project is integral that the Future Planning Committee provide guidance on:

- Data validity – For example: What level of response is the FPC happy with? What representation of community is the FPC happy with? Is there a critical point where we would consider engagement to not be sufficient enough to complete this project?

(To be confirmed 17 January 2018)

- Extent of engagement - The Town has in the past been criticised for not undertaking project specific letter drops to ALL landowners and residents in the Town. Is this something the FPC wish to be considered for this project as part of the communications plan? If so, the project budget will need to take this into consideration at an early stage.

Legal Compliance:

The POS Strategy is not a mandated document. It does however need to align with the visioning and strategies of mandated documents such as the Local Planning Scheme, Local Planning Strategy and Strategic Community Plan.

Policy Implications:

Nil

Risk management considerations:

A detailed risk assessment has been undertaken as part of the draft project plan. The following risks are considered to have a Major or Catastrophic level of risk:

Risk & Consequence	Consequence Rating	Likelihood X Rating	Overall Risk = Risk Analysis	Mitigation / Actions
Staff resourcing is inconsistent and potentially unreliable/insufficient.	Major	Likely	High	<ul style="list-style-type: none"> • Support of project director for handover of project to appropriate project manager. • Early identification of staff movement where possible.

Table Three: POS Strategy Summary Risk Analysis

Strategic Plan Implications:

As a first tier document the outcomes of the Strategic Community Plan underpin the values and future vision of the POS Strategy.

(To be confirmed 17 January 2018)

As part of the engagement process undertaken as part of its development, the Strategic plan was able to draw a number of 'visions' from the engagement content. The 8 key visions included:

1. Safety and security;
2. Connectivity;
3. Sustainability;
4. Community;
5. Environment;
6. Diversity;
7. Human scale development; and
8. Vibrancy.

On some level, all eight visions can be applied to the development of a public open space strategy and should be at the forefront of consideration during its preparation. It is also telling, that in their raw form the most popular word was 'Green Space'. This evidences that the concept of green space is at the forefront of community ideology.

When examining service expectations public open space once again featured heavily. Specifically, the management of the Town's public open space was the second most common service area to be discussed, then sports and recreation, general planning, and events. One of the largest engagement events held was the 'Victopia' workshop in which land use and wildlife was considered to be the most important principle at an aspirational level, with the theme of environment broadly being the most common.

Through noting the consistent prevalence of these topics across all engagement activities it can be drawn that the environment and public open space lead community vision for their future. The resulting vision, mission and values statements that now form the foundation of all actions of the Town are heavily influenced by seeking creating a legacy underpinned by the creation of a cleaner, healthier, and more resilient built and natural environment.

Financial Implications:

Internal Budget:

A nominal budget allocation of \$50,000 has been identified. Subject to the resolution of resourcing issues, there is a need to examine the appropriateness of this amount as part of the mid-year budget review.

Total Asset Management:

Nil

Sustainability Assessment:

External Economic Implications:

Nil (Project plan only)

Social Issues:

Engagement design needs to be robust and appropriate.

(To be confirmed 17 January 2018)

Cultural Issues:

The POS Strategy is considered to be a topical subject amongst Town staff and community members. The project plan needs to account for this.

Environmental Issues:

Nil (Project plan only)

COMMENT:

The Draft POS Strategy Project Plan provides opportunity for the Town to properly plan for and the ongoing management of, an important project to be undertaken in the New Year. It is integral that it is given careful consideration prior to moving forward. It is noted that once endorsed by the FPC, the project plan will continue to be a live document throughout the course of the project and will require updates and amendments throughout the project lifespan.

The project team presents this project plan with an ambition to create a forward thinking, comprehensive and innovative public open space strategy that will reasonably meet the needs of the Town and community. It is worth noting that expectation surrounding the outputs and outcomes of this project are high and this will need to be managed and communicated clearly.

CONCLUSION:

Feedback and ultimately endorsement is sought from the FPC on the proposed draft POS Strategy Project Plan. In making this decision the FPC is also asked to consider at this stage:

- The expectations and limit of the role of FPC in the preparation of this document;
- The role of other councillor committees and councillors; and
- Engagement data validity and target reach.

By examining these details early on in the planning process they can be accommodated within the project.

RESOLVED:

Moved: Cr R Potter

Seconded: Cr V Potter

The Future Planning Committee receives:

- 1. The draft Public Open Space Strategy Project Plan and consider the following matters for recommendation.**
- 2. The expectations and limit of the role of Future Planning Committee in the preparation of this document.**
- 3. The role of other councillor committees and councillors.**
- 4. Engagement data validity and target reach.**

The Motion was Put and

CARRIED (3-0)

In favour of the Motion: Cr C Anderson, Cr R Potter and Cr V Potter

Jessica Gannaway left the meeting at 6.06pm

(To be confirmed 17 January 2018)

8.2 Final Audit of Existing Redundant Crossovers in the Town

File Reference:	ROA/27/6
Appendices:	No
Attachments:	No

Date:	9 October 2017
Reporting Officer:	F. Squadrito
Responsible Officer:	B. Killigrew
Voting Requirement:	Simple Majority

Executive Summary:

Recommendation –

1. **The Future Planning Committee receives the final audit findings for redundant crossovers in the Town.**
2. **Endorses that a copy of this report be provided to the Urban Forest Strategy Working Group to inform the development and implementation of the strategy.**
3. **Endorses that redundant crossovers are conditioned to be removed as part of the development planning process associated with the relevant property, or when the Town's programmed capital works are being undertaken on those affected streets.**
4. **That identified crossovers causing a road safety issue be considered for priority removal within the 2018/19 budget (estimated cost \$64,171).**
 - This initiative relates to a motion put forth to Council by a presiding elected member at the Ordinary Council Meeting held on the 8 November 2016;
 - Initially, 413 redundant crossovers were identified for removal and remediation based on the Stage 1 desktop assessment using aerial maps;
 - During the Stage 2 site investigation process which took effect over a three (3) week period in September 2017, 314 redundant crossovers have been identified in the Town;
 - The cost to remove all 314 crossovers, being over \$1.72 million, was considered to be too high compared to the immediate benefits achieved;
 - Out of the 314 locations, 64 were recommended for removal to enable verge tree planting at an estimated cost of \$321,710 which may be considered as part of the development of the Town's Urban Forest Strategy; and
 - Of the remaining 250 locations 18 were recommended for priority removal in the short term to improve the road safety environment.
 - In order to minimise costs to the Town and proactively schedule removal, all 314 redundant crossovers identified can be considered for remediation as part of the future development proposals or future capital works involving the renewal or replacement of road asphalt, kerb and footpaths in the affected streets.

TABLED ITEMS:

- Future Planning Committee Report dated 15 March 2017; and
- Spreadsheets containing details of the 314 crossovers including the 18 priority crossover removals and the 64 crossovers which could be removed as part of the Urban Forest Strategy and new verge trees planted.

(To be confirmed 17 January 2018)

BACKGROUND:

At the Future Planning Committee meeting held on the 19 July 2017 where the outcome of the desktop investigation works was presented to the Committee, the following recommendation was resolved which reads as follows:

1. *Endorse the Town progressing to prepare a final report detailing a 10 year consolidated works program to be submitted to the future Planning Committee in September 2017.*
2. *On completion of the audit it be referred to the Urban Forest Strategy working group for information.*

DETAILS:

In the first report prepared by Renew Life staff in March 2017, a total of 413 redundant crossovers were identified based on a desktop assessment relying on aerial maps. Further on-site inspections have now been undertaken to confirm the quantity and suitability for remediation and verge tree planting purposes. The final total quantity of redundant crossovers is now 314. Of the 314 crossovers, it was identified that only 64 could be removed and trees replaced in their location. Additionally, 18 of the remaining 250 crossovers have been recommended for priority removal at over a period of time at no or minimal cost to the Town as this can be implemented as part of the future development of the adjacent properties or future capital works involving the renewal or replacement of road asphalt, kerb and footpaths in the affected streets.

The reasons that not all of the 314 redundant crossovers were assessed to be suitable for removal and replacement with a verge tree include:

- Numerous trees already exist on the verge or insufficient verge space is available between existing verge vegetation for further plantings;
- Proximity to an intersection – A tree may pose sight line blockage issues for motorists and cyclists;
- Proximity to public utilities such as power poles;
- Insufficient verge width to accommodate a tree; and
- Other issues restricting suitability of site.

Upon further assessment, 21 of the 314 redundant crossovers were found to require priority removal due to road safety concerns. Out of these 21 locations, three of them have previously been identified as being suitable for verge tree planting as well.

Therefore, a total of 82 redundant crossovers (64 +18) are recommended for removal.

The main criteria used to identify the crossovers that have a road safety implication are;

1. Proximity to intersection – Crossover being too close to a road intersection;
2. Unsafe access or reversing into a high traffic volume street or major road;
3. Potential to cause footpath obstructions due to vehicle being parked on crossover; and
4. Sight-line and vehicle manoeuvring requirements– Existing structures or features on the verge making it difficult for a driver to access the adjoining street (e.g. walls or poles).

(To be confirmed 17 January 2018)

Legal Compliance:

As part of the Development Application/Subdivision process for new dwellings/buildings, standard conditions are applied to proponents pertaining to the removal of redundant crossovers. The Western Australian Planning Commission also reinforces these conditions.

Unfortunately, the bulk of redundant crossovers identified in the Town have no previous development conditions applied. A small number may have been installed illegally and a significant number of them were built prior to the formation of the Town of Victoria Park with a lack of easily accessible records.

Policy Implications:

The Town has a Vehicle Crossover Policy relating – ENG 5 which details the construction specification, process and procedure.

Risk management considerations:

The risks identified in the former report as presented at the Future Planning Committee on the 19 July 2017 have largely remained the same.

Risk & Consequence	Consequence Rating	Likelihood Rating	Overall Risk Analysis	Mitigation / Actions
Damage to adjoining paths /private property where crossover tie-in points abut	Minor	Likely	Moderate	Contractor to saw-cut joint prior to removal of crossover.
Irrigation/other utility services damage	Minor	Likely	Moderate	All underground services and irrigation systems to be identified on site and located prior to construction
Disputes over legitimate needs/Consultation with affected property owners	Moderate	Almost Certain	High	Notification letters to be sent to all property owners affected explaining the purpose of the initiative – Provide ample time to respond to queries.
Cost to maintain additional verge and associated vegetation	Moderate	Almost Certain	High	Initially the cost burden will be absorbed by Council – Future maintenance will be the responsibility of the adjoining owner but watering requirements would be significantly less once the trees have established.

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External contractor pricing – Economy of scale could be achieved if the project is bundled	Insignificant	Almost Certain	Moderate	Request contractor to provide discounted rates for multiple crossover removals.
Future endorsement by the Urban Forest Strategy Working Group to support funding for the initiative	Minor	Unlikely	Low	The details will be forwarded to the Urban Forest Strategy Working Group. If future funds for the project are not forthcoming, the risk is deemed low and therefore removal will occur as part future road works or redevelopment of adjacent properties.

Strategic Plan Implications:

This initiative aligns with the following objectives of the Town of Victoria Park Strategic Community Plan:

- *Environment, EN6 – Appropriate, inviting and sustainable green spaces for everyone that are well maintained and well managed;*
- *Environment, EN7 – Increased vegetation and tree canopy; and*
- *Environment, EN5 – Appropriate and sustainable facilities for everyone that are well built, well maintained and well managed.*

Financial Implications:

Internal Budget:

The revised cost estimate for the removal of all 314 redundant crossovers is more than \$1.72 million and is not supported by officers as these crossovers should instead be removed when an opportunity arises during normal operational business (e.g. road and footpath renewal works) or when the adjacent property is being developed.

The cost to remove the 64 identified priority redundant crossovers with tree replacement and the 18 road safety related crossovers is estimated to be \$385,881. Staff have considered the benefits that could eventuate as a result of removing these 64 crossovers when performed in conjunction with the anticipated actions of the Town’s Urban Forest Strategy (UFS) which is being developed with community input and recommend that the UFS Working Group considers the removal of these 64 redundant crossovers as part of the development of the UFS.

In the short term, technical staff recommend the removal of the road safety related redundant crossovers of which 18 require immediate action to be undertaken by staff. The will need to be budgeted for in the 2018/2019 financial year at a cost of \$64,171.

(To be confirmed 17 January 2018)

Stage 3 Review Estimate for 64 crossovers 21/09/2017				
Works Description	Quantity	unit	Cost per quantity	Cost Estimate
Damaged concrete path removals	387	m ²	\$31.00	\$ 11,997
Bitumen x-over removal	1320	m ²	\$40.00	\$ 52,800
Brick or paver x-over removal	32	m ²	\$175.00	\$ 5,600
Concrete x-over removal	218	m ²	\$40.00	\$ 8,720
Dirt/Gravel crossover removal – 100mm depth	2	each	\$175.00	\$ 350
Reinstate - New concrete pathway – 2m wide	387	m ²	\$68.00	\$ 26,316
Reinstate kerbing – (SM-2)	439	m	\$51.00	\$ 22,389
Import clean fill	159	m ³	\$140.00	\$ 22,260
Turf supply & lay	795	m ²	\$27.00	\$ 21,465
Reinstate retic	795	m ²	\$25.00	\$ 19,875
Supply of verge tree	64	each	\$1,495.75	\$ 95,728
Traffic Mgt – Average per crossover	32	each	\$500.00	\$ 16,000
Supervision			1%	\$ 3,035
Contingency			5%	\$ 15,175
TOTAL ESTIMATED COST				\$ 321,710

Stage 3 Review Estimate for 18 crossovers related to Road Safety				
Works Description	Quantity	unit	Cost per quantity (\$)	Cost Estimate
Damaged concrete path removals	218	m ²	\$ 31.00	\$ 6,758
Bitumen x-over removal	161	m ²	\$ 40.00	\$ 6,440
Brick or paver x-over removal	13	m ²	\$ 175.00	\$ 2,275
Concrete x-over removal	177	m ²	\$ 40.00	\$ 7,080
Dirt/Gravel crossover removal – 100mm depth	0			\$ -
Reinstate - New concrete pathway – 2m wide	218	m ²	\$ 68.00	\$ 14,824
Reinstate kerbing – (SM-2)	122	m	\$ 38.00	\$ 4,636
Import clean fill	35	m ³	\$ 140.00	\$ 4,900
Turf supply & lay	175.5	m ²	\$ 27.00	\$ 4,739
Reinstate retic	175.5	m ²	\$ 25.00	\$ 4,388
Supply of verge tree	0			

(To be confirmed 17 January 2018)

Traffic Management – Average per crossover	9	each	\$ 500.00	\$ 4,500
Supervision			1%	\$ 605
Contingency			5%	\$ 3,027
TOTAL ESTIMATED COST				\$64,171

No budget has been set aside in the current 2017/2018 Capital Works Program for this project. However, an allocation in the future years would support the implementation of the road safety crossover removals and Urban Forest Strategy initiatives.

Total Asset Management:

Verges are generally maintained by the adjacent private property owners. Residents have the ability to request new verge trees free of charge. Once approved, these trees will be delivered, planted and watered by the Town for the initial few summers till the trees have established. The Town has an annual budget to undertake pruning and watering of street trees.

Sustainability Assessment:

External Economic Implications:

The removal of redundant crossovers or limiting width along boundary frontages has the ability to improve streetscape amenity whilst potentially increasing green space for the community.

Social Issues:

Trees improve the public amenities for the benefit of the community and will provide positive outcomes to the environment. Redundant crossovers that are not maintained can be an eyesore and pose as potential hazards to the public. Removing unsafe crossovers also have the potential to decrease road trauma as a result of road crashes and allow better access to the verge for pedestrian use.

Cultural Issues:

A mix of native or endemic and introduced species are recommended to be considered with consideration of the Town's current tree management plan for the affected localities and the outcome of the Urban Forest Strategy.

Environmental Issues:

The environmental benefits of increasing green space is particularly important in a constrained urban city environments where public open space is limited. This initiative presents a unique opportunity to improve streetscape amenities via the following mechanisms which include:

1. Assisting with the 'adopt a verge program';
2. Reduction of Heat Island Effect associated with hard surface infrastructure;
3. Increasing biodiversity; and
4. Decreasing stormwater run-off from impervious surfaces directly discharging into Councils drainage systems and allowing greater infiltration.

(To be confirmed 17 January 2018)

COMMENT:

Site assessments of redundant crossovers are now complete. The original intention by staff was to develop a 10 year works program with criteria including the following:

- Suitability for planting;
- Condition of redundant crossover;
- Existing tree numbers per property frontage and
- Crossover leads to a property fence and clearly does not provide internal lot access.

Due to the high estimated cost of over \$1.72 million being required for the removal of all of the identified crossovers, staff are not recommending that all 314 crossovers to be removed.

The cost to remove the identified 64 redundant crossovers and having verge trees as a replacement is estimated to be \$321,710 but will be considered as part of the Urban Forest Strategy. Furthermore, it is recommended that to include those crossovers with road safety implications costing a further \$64,171 in the priority redundant crossover removal list for consideration in the 2018/19 budget.

CONCLUSION:

The Town's staff consider the initiative to remove redundant crossovers within the Town as being a positive step towards the achievement of an improved verge treatment and especially in situations where their presence is having an adverse impact on public amenity including the environment, pedestrian needs, road safety, on-street parking opportunities and other needs of the community and the Town. In reference to the recent recommendation of the Future Planning Committee regarding this matter, it was noted that works on the Town's Urban Forest Strategy was in progress involving a number of stakeholders, and that the information made available through the redundant crossover assessments will be beneficial to the Urban Forest Strategy working group and as such, the outcome of the crossover audit assessment is recommended to be provided to the working group subject to Council endorsement.

64 crossovers have been identified for removal and new verge trees planted in place of them. An additional 18 redundant crossovers have been identified with road safety issues and as such, are recommended to be added to the priority removal list without verge tree planting. With this information, staff intend to work with the Urban Forest Strategy Working Group, which is best positioned to use the information provided in this report to develop the strategy and to provide any necessary guidance to facilitate the implementation works related to tree planting within the Town over the coming years. .

(To be confirmed 17 January 2018)

RESOLVED:

Moved: Cr C Anderson

Seconded: Cr V Potter

That the Future Planning Committee recommend to Council:

- 1. The final audit findings for redundant crossovers in the Town.**
- 2. Endorses that a copy of this report be provided to the Urban Forest Strategy Working Group to inform the development and implementation of the strategy.**
- 3. Endorses that redundant crossovers are conditioned to be removed as part of the development planning process associated with the relevant property, or when the Town's programmed capital works are being undertaken on those affected streets.**
- 4. That identified crossovers causing a road safety issued be considered for priority removal within the 2018/19 budget (estimated cost \$64,171) following engagement with affected property owners.**
- 5. Consideration be given to the Towns "Adopt-A-Verge Program" during implementation.**

The Motion was Put and

CARRIED (3-0)

In favour of the Motion: Cr C Anderson, Cr V Potter and Cr R Potter

(To be confirmed 17 January 2018)

8.3 Proposed Naming of Right of Way Bounded by Hubert Street, Mint Street, Swansea Street and Miller Street, East Victoria Park (ROW68) as Dovey Lane

File Reference:	ROA/28/0053
Appendices:	No
Attachments:	No

Date:	10 November 2017
Reporting Officer:	T. McCarthy
Responsible Officer:	B. Killigrew
Voting Requirement:	Simple Majority

Executive Summary:

Recommendation – The Future Planning Committee:

Requests the approval of the Geographic Names Committee to apply the name “Dovey Lane” to the Right of Way bounded by Hubert Street, Mint Street, Swansea Street and Miller Street, East Victoria Park (ROW68).

- A request has been submitted to the Town that the subject Right of Way be named.
- The name “Dovey Lane” is recommended as a preferred name for the subject Right of Way.

TABLED ITEMS:

Nil

BACKGROUND:

It has been requested by a resident that the subject Right of Way be named. It is understood that residents have difficulty in directing friends, visitors, delivery drivers and trades people to properties which face the Right of Way. Naming the Right of Way would also be helpful for operators of emergency service vehicles, assisting them in locating properties more efficiently, particularly when searching for those properties which have frontage to and sole vehicle access from the Right of Way.

It has been suggested that the subject Right of Way be named after a serviceman from Victoria Park who was killed in action in World War One. The name of Lieutenant Reginald William Dovey has been put forward for use in naming the Right of Way and it is recommended further in this report that the subject Right of Way be named “Dovey Lane.”

Lieutenant Reginald Walter Dovey was from Victoria Park and was killed in action in France on 4 July 1918 aged 21 years. Lieutenant Dovey lived in Albert Street (later changed name to Swansea Street) and his parents operated a greengrocery store at 171 Albany Road (later changed name to Albany Highway). Lieutenant Dovey’s occupation prior to enlistment was given as plumber. He enlisted in September 1914 aged 17 years, and was killed in action July 1918 aged 21 years. He was buried in France.

(To be confirmed 17 January 2018)

DETAILS:

There are eleven residential dwellings facing the Right of Way which use the Right of Way for sole vehicle access. There are a number of other properties which have secondary or optional vehicle access from the Right of Way. It is probable that there will be additional residential dwellings developed in the near future which will have frontage to and sole vehicle access from the Right of Way.

The subject Right of Way, bounded by Hubert Street, Mint Street, Swansea Street and Miller Street, East Victoria Park (ROW68), is paved and drained and is classified as "Essential for Access – To Remain Open" in the Right of Way Strategy Plan adopted by Council on 2 September 2003. It is improbable that the Right of Way would ever be considered for potential closure as there are now constructed dwellings taking sole vehicle access from it. The Right of Way is 432 metres long and 4.02 metres wide and runs parallel to Hubert Street and Swansea Street, and is accessible from both Miller Street and Mint Street.

The Right of Way is owned by the Bickford Park Land Company, a now defunct company, who carried out the original subdivision of land in the area.

Legal Compliance:

Any name proposed to be used in naming a Right of Way must be approved by the Geographic Names Committee.

Policy Implications:

Council Policy GEN4 states (in part):

1. *All applications for commemorative recognition are to be handled in accordance with the following steps.*
2. *The application is to be referred to:*
 - i. *the Director Renew Life if it relates to Parks, Reserves and Roads; and*
 - ii. *the Local History Co-ordinator for all other enquiries.*
3. *The applicant is to be advised of the process, initially verbally (if possible) and/or in writing. A copy of the Commemorative Recognition Application Form and Application Guidelines will then be sent to the applicant.*
4. *Upon receipt of the completed application form the following steps will be taken:*
 - i. *the Local History Co-ordinator will forward a copy to Records.*
 - ii. *the Local History Co-ordinator will forward all applications relating to a Park, Reserve or a Road to the Renew Life to be assessed and processed.*
 - iii. *a copy of all other applications will be sent to all members of the Local Culture and Local History Working Group to be assessed at their next meeting.*
 - iv. *the Director Renew Life will contact the Local History Co-ordinator to research applications relating to a Park, Reserve or Road where necessary.*
5. *A letter will be sent to the applicant from the Local History Co-ordinator or the Director Renew Life acknowledging receipt of the application and explain the steps in the process.*
6. *At the next meeting of the Culture and Local History Working Group the application will be assessed against the criteria contained within the Application Guidelines. A joint meeting with the Arts Working Group will be held when appropriate.*

(To be confirmed 17 January 2018)

7. *A report recommending whether or not the application be approved will be prepared for discussion at the next Elected Members Workshop. If at the Workshop the Elected Members indicate support for the application the Local Studies Librarian or Director Renew Life will draft a report for the next Ordinary Council Meeting to have the application formally considered. If necessary, the Council decision will be referred on to the Department of Land Administration, Geographic Names Committee for its consideration.*

In past reports recommending the naming of Rights of Way, suggested names for Rights of Way were sought from the previous Culture and Local History Working Group (CLHWG) and the Local History Co-ordinator. As that group no longer exists and the position of Local History Co-ordinator is currently vacant, the recommended name "Dovey Lane" is put forward to the Committee for consideration.

Risk Management Considerations:

Risk & Consequence	Consequence + Rating	Likelihood = Rating	Overall Risk Analysis	Mitigation/Actions
The proposed name might possibly not be approved by the Geographic Names Committee.	Low	Low	Low	Re-apply to the Geographic Names Committee for approval of the proposed name or consider an alternative name for use.

Strategic Plan Implications:

Nil

Financial Implications:

Internal Budget:

If use of the proposed name for the Right of Way is approved by the Geographic Names Committee, street nameplates will need to be installed. These will be funded from the general account used for installation of street nameplates.

Total Asset Management:

Nil

Sustainability Assessment:

External Economic Implications:

Nil

Social Issues:

Application and use of a name for the subject Right of Way will give a sense of place to those residents who use the Right of Way for sole vehicle access to their properties, and will also assist those residents who use the Right of Way for secondary vehicle access to their properties. Naming the Right of Way will also provide clarity for operators of emergency

(To be confirmed 17 January 2018)

service vehicles, assisting them in locating properties more efficiently, particularly when searching for those properties which have frontage to and sole vehicle access from the Right of Way.

Cultural Issues:

Use of the name "Dovey Lane" for the Right of Way will recognise the supreme sacrifice made for Australia by Lieutenant Reginald William Dovey.

Environmental Issues:

Nil

COMMENT:

The owners of all properties bounded by Hubert Street, Mint Street, Swansea Street and Miller Street were advised by letter of the proposal to request Council endorsement of the name "Dovey Lane" and invited to make a submission if they wished to do so. At the time of writing this report, one submission had been received, expressing full support for the use of the name "Dovey Lane".

Any name proposed to be used in naming a Right of Way must be approved by the Geographic Names Committee. The Committee has produced a "Principles, Guidelines and Procedures" handbook for reference when considering names for roads, Rights of Way, private roads and parks. The guiding principles for the Committee when approving a name for use as published in the handbook are:

- *New names and changes of names shall have strong local community support.*
- *Names in public use shall have primary consideration.*
- *Name duplication and dual naming should be avoided, especially those in close proximity.*
- *Names of living individuals should be used only in exceptional circumstances.*
- *Names characterised as follows are to be avoided, where possible:*
incongruous; given and surname combinations; qualified names; double names; corrupted, unduly cumbersome, obscene, derogatory or discriminating names; and commercialised names.
- *Preferred sources of names are:*
Descriptive names appropriate to the features, pioneers, war casualties and historical events connected with the area, and names from Aboriginal languages currently or formerly identified with the general area.
- *Generic terms must be appropriate to features described.*

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- *New names proposed must be accompanied by exact information as to location, feature identification, origin, or if alteration is proposed, by a rationale.*
- *The use of the genitive apostrophe is to be avoided (eg. Butcher's).*
- *Hyphenated words in place names shall only be used where they have been adopted in local usage. (eg. City of Kalgoorlie-Boulder)"*

The handbook states that the guidelines for selection of names require that *"name duplication within local governments or adjoining local governments shall be avoided. When a duplicated name is proposed elsewhere, it must not be duplicated more than 5 times in the metropolitan region, must be at least 10km from the existing duplication and must have a different road type."* The handbook provides guidelines on the naming of laneways and Rights of Way and states:

"The increase in urban density in new development and urban redevelopment has resulted in many narrow short lanes and rights-of-way requiring names. The naming of such roads is supported with a preference for use of the road type Lane and short names. Laneways will normally only be named if a name is required for addressing purposes. The leg of a battleaxe lot is not a laneway."

It was previously recommended by the then Culture and Local History Working Group (CLHWG) to use names of midwives and nurses who worked in the local area. Most of the names of nurses and midwives who were active in the Victoria Park area that have been discovered have been allocated in the naming of Rights of Way. There may be one or two which are still available for use, subject to further research. At the July 2015 Ordinary Council Meeting, during discussion about naming of a Right of Way, an Elected Member suggested that the Town move away from using nurses and midwives names and that other names should be used.

Selection of suitable names for use as laneway names can be quite difficult, as all the requirements of the Geographical Names Committee must be met. It can be quite difficult to find a name that is not already in use within 10 kilometres, is not already used multiple times within the metropolitan area, is the surname of a person who has given valuable community service, is not a given name, and is the surname of a person who has been deceased for two years or longer.

It has been found that a number of road names within the Town have been named after servicemen from Victoria Park who served in World War One, with most of those whose names have been used killed in action. Some roads in the Town were re-named in 1918, by notice in the Government Gazette dated 13 September 1918, after servicemen who had been killed in action. Those renamed were:

Former Name of Road	Re-name of Road
Duke Street	Benporath Street
William Street	Tuckett Street
Hereford Street	McMaster Street
Mary Street	Buzza street

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Chapman Street	Devenish Street
Cavendish Street	Duncan Street
Walton Road	Teague Street
Shaftsbury Avenue	Miller Street
Cambridge Road	Goddard Street
Cliefeden Street	Midgley Street
Cecil Street	Geddes Street
Hardy Street	Harper Street

When the Millen Estate in East Victoria Park was developed by way of subdivision of land in the 1950's some of the roads in the subdivision were named after World War One servicemen from Victoria Park, most of the names used being of servicemen who had been killed in action. The names of servicemen used were: Beesley, Blechynden, Bush, Leyland, Manners, Plummer, Ramsden and Washer.

Those roads named after those who were killed in action in World War One provide an ongoing recognition of the sacrifice made by those individuals. The roads so named do not represent all those who gave their lives, and it is not possible to do so. Those with the more commonly used surnames, such as Brown, Jones, Smith etc. cannot all be recognised by the naming of a road or Right of Way in their honour as there are too many roads in the metropolitan area with those names and their use would not be approved by the Geographic Names Committee. Many of the other names would also not be approved because of existing use elsewhere. There are, however, some names of those Victoria Park servicemen killed in action in World War One which have not previously been used as road names, and which would probably be approved by the Geographic Names Committee as a preliminary verification of those names on the Landgate website indicates that the names would be approved.

Suggestions for names to be put forward for naming of Rights of Way have in the past sometimes been provided by residents when requesting that a particular Right of Way be named. In this instance the person who requested the naming of the subject Right of Way suggested the names "Brookes Lane", "Fox Lane" or "Cacti Lane". None of the suggested names are considered relevant to the subject Right of Way, and they do not meet the selection criteria as determined by the Geographic Names Committee. It is considered more appropriate that the subject Right of Way be named after a serviceman from Victoria Park who was killed in action in World War One. The serviceman selected is Lieutenant Reginald William Dovey, and it is recommended that the subject Right of Way be named "Dovey Lane."

Lieutenant Reginald Walter Dovey was from Victoria Park and was killed in action in France on 4 July 1918 aged 21 years. Lieutenant Dovey lived in Albert Street (later changed name to Swansea Street) and his parents operated a greengrocery store at 171 Albany Road (later changed name to Albany Highway). Lieutenant Dovey's occupation prior to enlistment was given as plumber. He enlisted in September 1914 aged 17 years, and was killed in action July 1918 aged 21 years. He was buried in France.

In this instance it is recommended that Council approve the use of the name "Dovey Lane" and that the Geographic Names Committee be requested to approve the name "Dovey Lane" for the subject Right of Way.

(To be confirmed 17 January 2018)

CONCLUSION:

In order to have a name approved for the subject Right of Way and in recognition of Lieutenant Reginald Walter Dovey of Victoria Park, who was killed in action in World War One in France, it is recommended that the Geographic Names Committee be requested to approve application of the name "Dovey Lane" to the Right of Way bounded by Hubert Street, Mint Street, Swansea Street and Miller Street, East Victoria Park (ROW68).

RECOMMENDATION/S:

The Future Planning Committee receives:

The Geographic Names Committee be requested to approve the name "Dovey Lane" to be applied to the Right of Way bounded by Hubert Street, Mint Street, Swansea Street and Miller Street, Street, East Victoria Park.

ALTERNATE MOTION:

Moved: Cr V Potter

Seconded: Cr R Potter

- 1. The Geographic Names Committee be requested to approve the name "Dovey Lane" to be applied to the Right of Way bounded by Hubert Street, Mint Street, Swansea Street and Miller Street, Street, East Victoria Park;**
- 2. The Future Planning Committee will endeavour to identify appropriate un-named gazetted laneways; and**
- 3. The Future Planning Committee will engage with the community to identify names of cultural importance to the Town to recommend to the Geographic Names Committee.**

The Alternate Motion was Put and

CARRIED (3-0)

In favour of the Motion: Cr V Potter, Cr R Potter and Cr C Anderson

Reason:

To identify appropriate un-named gazetted laneways and community engagement to identify names of cultural importance to the Town to recommend to the Geographic Names Committee.

(To be confirmed 17 January 2018)



(To be confirmed 17 January 2018)

8.4 Naming of Private Roads within Curtin University

File Reference:	PR10964
Appendices:	No
Attachments:	No

Date:	17 November 2017
Reporting Officer:	T. McCarthy
Responsible Officer:	B. Killigrew
Voting Requirement:	Simple Majority

Executive Summary:**Recommendation –**

- Council endorses the road naming proposal for private roads within Curtin University as submitted by Curtin University.
- The Geographic Names Committee be requested to formally approve the road name amendments and additions for private roads within Curtin University.

TABLED ITEMS:

Nil

BACKGROUND:

Correspondence has been received from the Strategic Engagement Branch of Curtin University requesting that Council endorse the Curtin University Bentley Campus 2017 Road Naming Proposal developed by Curtin University (Curtin).

The road names proposed by Curtin to be amended and added have been selected in consultation with the Nyungar community with the Curtin Aboriginal and Torres Strait Islander Advisory Committee as conduit. Curtin has also consulted with the Geographic Names Committee and has received indication from the Geographic Names Committee that the proposed road name amendments and additions for private roads within Curtin will be supported by the Geographic Names Committee.

The proposed road name amendments are:

- University Boulevard – name to be applied to a new road. New east-west entrance road to the campus;
- Beazley Avenue – existing road name to be extended northward over former portion of Dumas Road;
- Koorliny Way – name to be applied to a new road;
- Karrak Drive – name to be applied to a new road;
- Dumas Road – existing road name to be shortened to apply to the northern portion only;
- Jackson Road – existing name of road no longer accessible. Name to be no longer used; and
- Brand Drive – portion north of Koorliny Way to be deleted.

(To be confirmed 17 January 2018)

DETAILS:

Curtin has advised the following in respect to its process of consultation and selection of the various names that it has submitted for endorsement by Council:

The Greater Curtin Master Plan will transform Curtin's approach to teaching, learning and research; develop the campus into a collaborative innovation precinct characterised by state-of-the-art facilities and technology; and provide an infrastructure that cultivates a vibrant social, professional and commercial urban community.

Greater Curtin Stage One is a key enabler for the long term Greater Curtin vision. Stage One will deliver a revitalised central precinct comprising new accommodation for 2000 students plus short stay accommodation, academic buildings, research space, curated retail, a bus transport interchange and a range of public spaces and amenity. The infrastructure that supports the Greater Curtin Stage One development includes four new roads, and two existing roads, which require names (or naming modification) for operationalisation in 2017.

An extensive program of planning and consultation has taken place over recent years to confirm Curtin's road naming convention and to deliver a recommended solution for Greater Curtin Stage One road nomenclature.

Key considerations and outcomes are:

- *Sources of Curtin geographical names to date have been 'pioneers of the State or citizens who have made a significant community contribution.' This strategy was reviewed, with consideration given to alternative naming conventions such as naming by place theme (i.e. innovation, knowledge hub) and through use of indigenous language.*
- *In Quarter 3 of 2016, consultation was undertaken with over 500 stakeholders (including Curtin Executive, staff, students and alumni) resulting in a definitive direction to maintain the tradition of naming Curtin roads after key public figures coupled with a strong interest to integrate indigenous terms into Curtin's naming policy.*
- *Consultation was undertaken with the Nyungar community with the Curtin Aboriginal and Torres Strait Islander Advisory Committee as conduit. Resulting from this were endorsed terms as options for Curtin road names.*
- *A thorough review of Curtin key historical figures was undertaken to explore options in line with existing convention.*
- *Analysis of all possible names resulting from above processes was undertaken to assess feasibility in alignment with criteria outlined in Landgate's 2016 documentation, 'A guide to Road Name Applications,' in addition to Curtin's Wayfinding Strategy and usage patterns and familiarities of Curtin patrons.*

Curtin has requested that the following proposals be endorsed by Council:

- Road 1 (new east-west entrance connecting Hayman Road and Kent Street) requires naming. To be named 'University Boulevard;'
- Road 2 (new north-south central campus road) requires naming. Is a continuation of Beazley Avenue and will be named Beazley Avenue;

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- Road 3 (new east-west minor road) requires naming. To be named 'Koorliny Way' (Nyungar term for 'movement');
- Road 4 (new north-south minor road) requires naming. To be named 'Karrak Drive' (Nyungar term for 'red tail black cockatoo');
- Dumas Road to be shortened to northern portion only;
- Jackson Avenue (no longer accessible) requires decommissioning; and
- Brand Drive to be shortened to the portion south of Koorliny Way.

Name Selection

The proposed names and amendments for the Curtin internal roads as submitted for endorsement by Curtin are:

- University Boulevard. The name selected for Road 1, the major east-west access road running between Kent Street and Hayman Road. The name will increase legibility of entrance and enhance wayfinding;
- Beazley Avenue. A new north-south road (Road 2) which is a natural extension of the existing Beazley Avenue. Named after Kim Beazley (Senior) who was Federal Minister for Education 1972-1975;
- Koorliny Way. The name selected for Road 3, which connects the future bus interchange and Academic Neighbourhood. The name Koorliny is the Nyungar term for "movement" and was selected after consultation with the Nyungar community and endorsed by the Curtin University Aboriginal and Torres Strait Islander Advisory Committee;
- Karrak Drive. The name selected for Road 4, which will primarily service Curtin's new bus interchange. The name Karrak is the Nyungar term for "red tailed black cockatoo" and was selected after consultation with the Nyungar community and endorsed by the Curtin University Aboriginal and Torres Strait Islander Advisory Committee;
- Dumas Drive. Road 5 to be shortened and only the northern portion to be retained and the name Dumas Drive still to apply to the retained portion. Named after Sir Russell Dumas, who was Principal Engineer of the Public Works Department;
- Jackson Avenue. Road 6 no longer accessible and is to be decommissioned. Not verified, but is believed to be named after Sir Cyril Jackson, a former Inspector General of schools in Western Australia; and
- Brand Drive. To be shortened by deletion of the portion north of Koorliny Way. Named after Sir David Brand, a former Premier of Western Australia.

All of the roads within Curtin to be named are contained within Reserve 27142 which is subject to a Management Order. The Primary Interest Holder named in the Management Order is Curtin University of Technology and the stated purpose of Reserve 27142 is "*Technological Institute Site.*" Reserve 27142 is owned by the State on Crown Land Title Volume LR3093 Folio 106.

Legal Compliance:

As all the roads to be named are contained within Reserve 27142. Curtin is not necessarily obligated to seek Council endorsement of the names. However, Curtin wishes to have the names formally approved by the Geographic Names Committee and has requested Council's consideration and endorsement of the proposed names for submission to the Geographic Names Committee for formal approval.

(To be confirmed 17 January 2018)

Policy Implications:

Policy GEN4 Commemorative Recognition requires that a report recommending whether or not the application be approved will be prepared for discussion at the next Elected Members workshop. Because of time constraints and because Curtin is not necessarily obligated to seek Council endorsement of the names, the matter has not been presented to an Elected Members workshop for discussion.

Risk Management Considerations:

Risk & Consequence	Consequence + Rating	Likelihood = Rating	Overall Risk Analysis	Mitigation/Actions
Should the proposed names put forward by Curtin not be endorsed by Council, Curtin may seek endorsement from the Geographic Names Committee directly. The consequence is that there may be delay in having endorsed names applied to the roads within Curtin	Moderate	Likely	Medium	Curtin may seek endorsement from the Geographic Names Committee directly for the names chosen, or for any names not endorsed by Council may submit alternative names to Council for consideration.

According to the AS/NZS ISO 31000:2009, Risk is defined as the 'effect of uncertainty on objectives'.

Strategic Plan Implications:

Town of Victoria Park Strategic Community Plan 2017-2032 states that the Town is Perth's premier place for entertainment and entrepreneurship and is the leading place in Perth where people look to be entertained or to design, launch and run their own small business. As part of this, the Town's education establishments are contributing to fostering a feeling of entrepreneurship. The naming of the roads within Curtin will assist with Curtin being identifiable as the leading education facility in the Town and as a place which recognises heritage dating back to long before the arrival of Europeans.

Financial Implications:

Nil - All costs associated with application of endorsed names, including signage, will be borne by Curtin.

(To be confirmed 17 January 2018)

Total Asset Management:

Nil

Sustainability Assessment:

External Economic Implications:

Naming of the roads within Curtin will assist in ongoing development of Curtin as a tertiary education institution.

Social Issues:

Naming of the roads within Curtin will make each of them easily identifiable for students and visitors. The naming will also provide assistance to emergency services in definitively determining the location or locations where urgent assistance may be required. Geographic Names Committee approval would ensure official recognition of the names and the names would then be included in official map publications and made available to GPS software suppliers.

Cultural Issues:

Curtin has had extensive consultation with the Nyungar community and the names selected have been endorsed by the Curtin University Aboriginal and Torres Strait Islander Advisory Committee.

Environmental Issues:

Nil

COMMENT:

All the roads be named or amended are contained within Reserve 27142 and Curtin is not necessarily obligated to seek Council endorsement of the names. However, Curtin has requested Council's consideration and endorsement of the proposed names and that the names be submitted to the Geographic Names Committee for formal approval.

The indigenous names Koorliny Way and Karrak Drive were the subject of extensive consultation between Curtin and the Nyungar community. The naming strategy recognises the traditional and ongoing connection of the Nyungar people to the locale. The names have been endorsed by the Curtin University Aboriginal and Torres Strait Islander Advisory Committee.

Curtin has engaged in discussion with the Geographic Names Committee and has received an indication that the proposed names will be supported by the Geographic Names Committee.

CONCLUSION:

The proposed names submitted by Curtin for approval and endorsement by Council for roads within Curtin do not necessarily require the approval of Council or the Geographical Names Committee. The naming strategy for the roads within Curtin has been developed in recognition of the Nyungar people and the contribution to the development of Curtin University by individuals, and are submitted for Council endorsement of the names and submission to Geographic Names Committee for formal approval.

It is recommended that the submitted names be endorsed by Council.

(To be confirmed 17 January 2018)

RECOMMENDATION/S:

1. The Future Planning Committee approve the names submitted by the Strategic Engagement Branch of Curtin University for the naming of new and existing private roads and the deletion of a road no longer required or accessible within Curtin University land as shown on the Road Naming Plan submitted by Curtin University, the names being:

University Boulevard – new road;
Beazley Avenue – to be extended;
Koorliny Way – new road;
Karrak Drive – new road;
Jackson Avenue – to be deleted;
Dumas Drive – to be shortened; and
Brand Drive – to be shortened.
2. That the names listed above as submitted by the Strategic Engagement Branch of Curtin University for the naming of new and existing private roads and the deletion of a road no longer required or accessible within Curtin University land as shown on the Road Naming Plan submitted by Curtin University be submitted to the Geographic Names Committee of Landgate for approval.

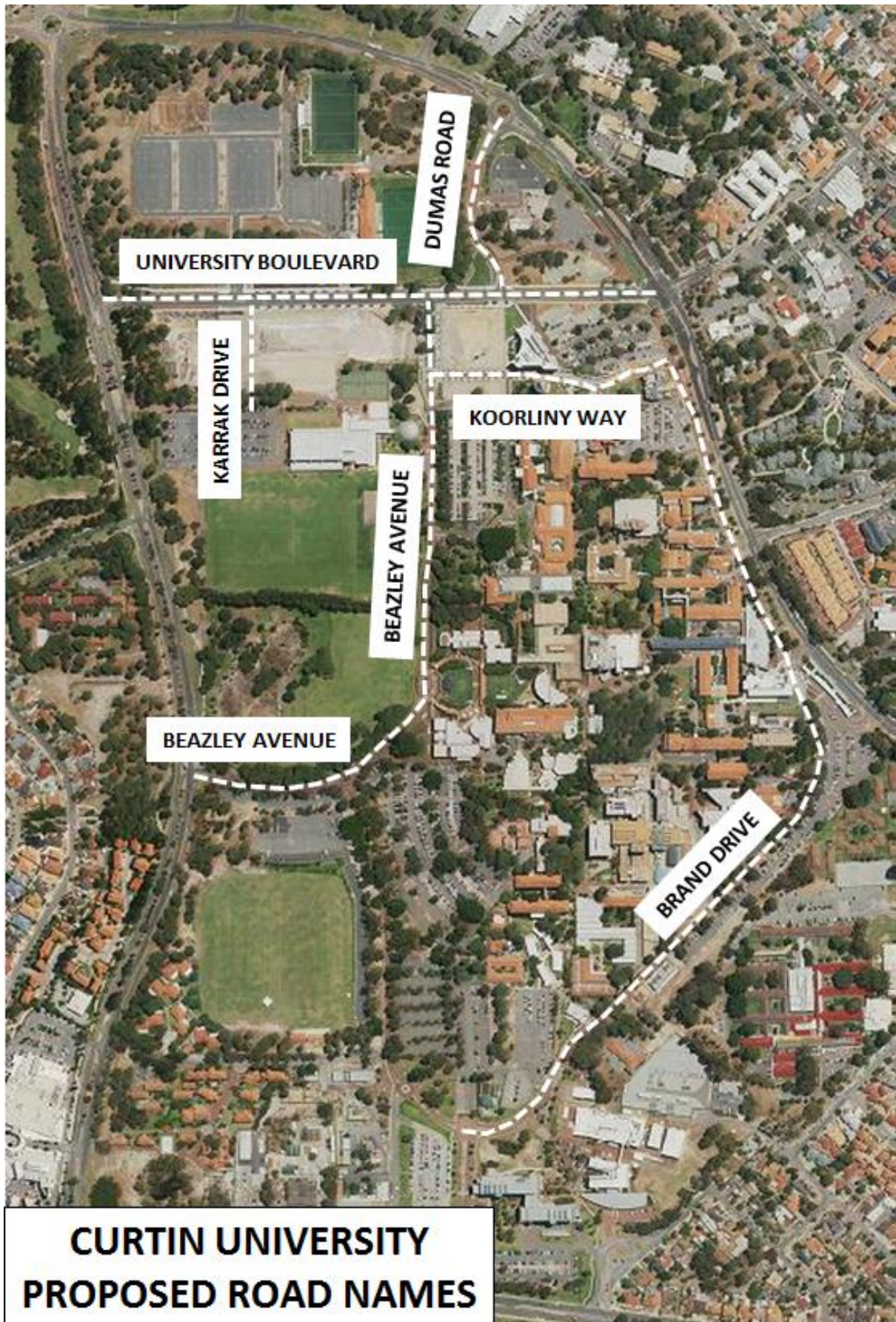
RESOLVED:**Moved: Cr C Anderson****Seconded: Cr R Potter**

1. **The Future Planning Committee recommend to Council to approve the names submitted by the Strategic Engagement Branch of Curtin University for the naming of new and existing private roads and the deletion of a road no longer required or accessible within Curtin University land as shown on the Road Naming Plan submitted by Curtin University, the names being:**

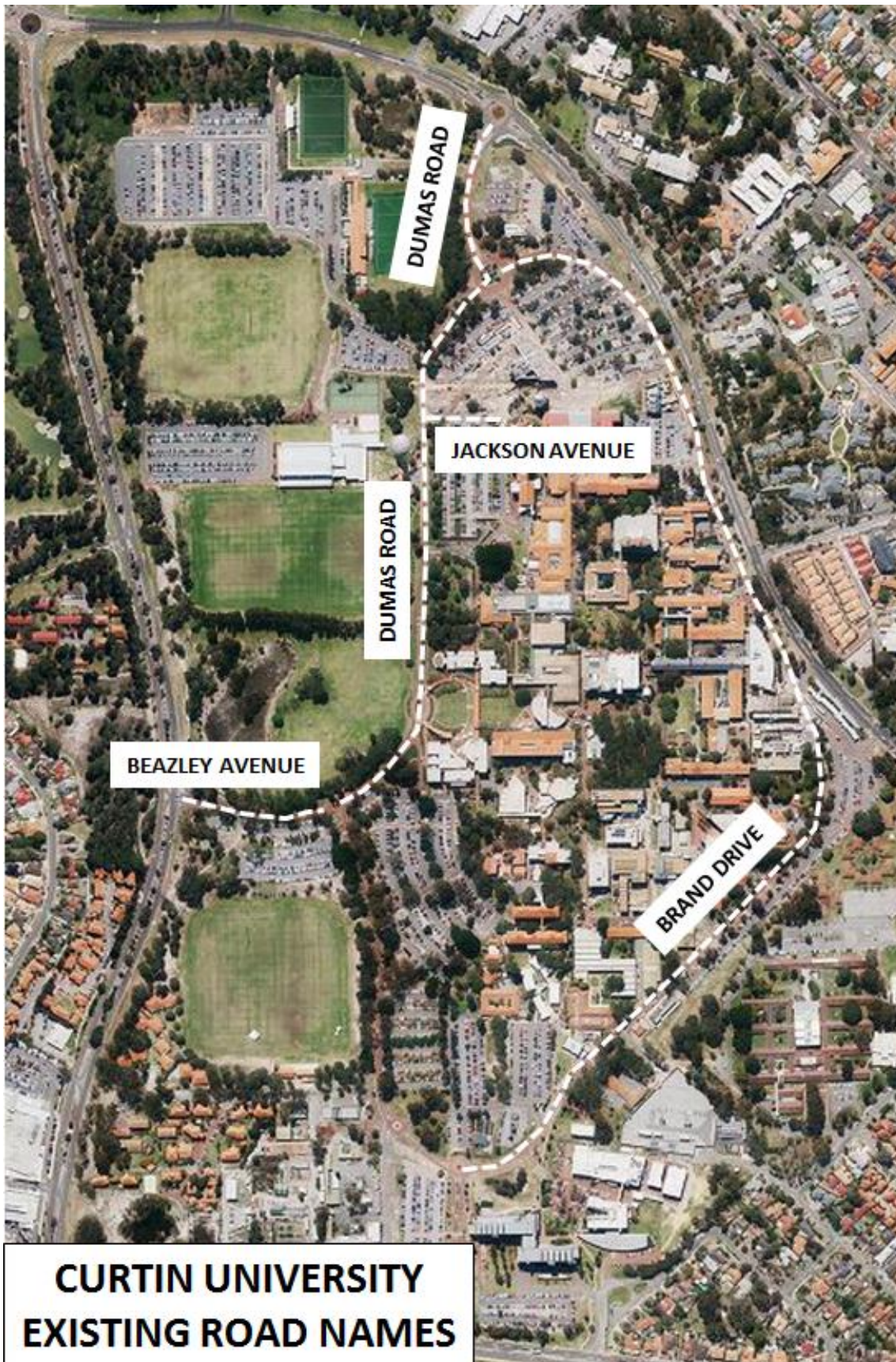
**University Boulevard – new road;
Beazley Avenue – to be extended;
Koorliny Way – new road;
Karrak Drive – new road;
Jackson Avenue – to be deleted;
Dumas Drive – to be shortened; and
Brand Drive – to be shortened.**
2. **That the names listed above as submitted by the Strategic Engagement Branch of Curtin University for the naming of new and existing private roads and the deletion of a road no longer required or accessible within Curtin University land as shown on the Road Naming Plan submitted by Curtin University be submitted to the Geographic Names Committee of Landgate for approval.**

The Motion was Put and**CARRIED (3-0)****In favour of the Motion: Cr C Anderson, Cr R Potter and Cr V Potter**

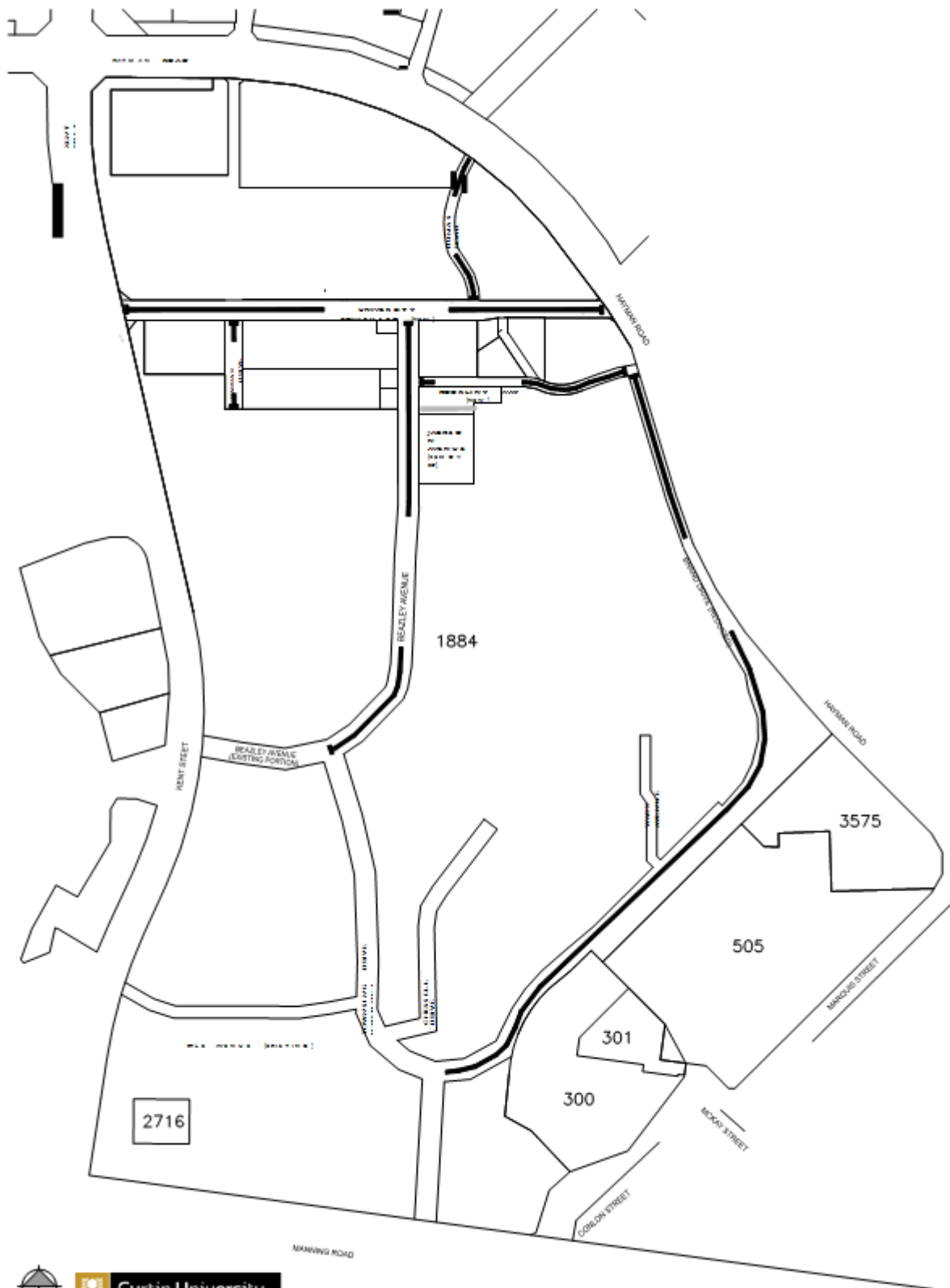
(To be confirmed 17 January 2018)



(To be confirmed 17 January 2018)



(To be confirmed 17 January 2018)



ROAD NAMING

(To be confirmed 17 January 2018)

8.5 Management Order Over Proposed Drainage Reserve 374 Berwick Street ex Part Reserve 31564 (Carson Street School)

File Reference:	PR11433
Appendices:	No
Attachments:	No

Date:	23 November 2017
Reporting Officer:	T. McCarthy
Responsible Officer:	B. Killigrew
Voting Requirement:	Simple Majority

Executive Summary:

Recommendation – The Future Planning Committee recommends that Council agree to accept a management order over a 582m² portion of Crown Reserve to be excised from existing Reserve 31564 (Carson Street School) for use as a drainage sump.

- Drainage low point exists at the location of the proposed drainage sump at 374 Berwick Street.
- Minor flooding has occurred in the past at the site during periods of higher than average rainfall intensity.
- The Education Department of Western Australia has offered to have a portion of Reserve 31564 excised and placed under management of the Town for use as a drainage sump.

TABLED ITEMS:

Nil

BACKGROUND:

An area of 582m² located within reserve 31564 and locate at the south western corner of Reserve 31564 has for many years been fenced off and is not accessed by the Carson Street School, who has the management of Reserve 31564. The 582m² area (the area) has had a small amount of soil excavated from the site and would appear to the casual observer to be a drainage sump. The Carson Street School discharges a small amount of stormwater into the excavation via a 100mm pipe into the site.

The area is not, however, used as a sump by the Town, although the Town does have access to the site via a locked gate at the Berwick Street frontage. Carson Street School also has access available to the site via a locked gate on the south east fence, but does not use the gate for access. The school is particularly mindful to keep access to the site restricted at all times because of its duty of care to the disabled children who attend the school.

(To be confirmed 17 January 2018)

For a number of years there has been some doubt as to who is the responsible authority for the site. The school has been under the impression that the land is under the control of the Town, as the site appears to be a drainage sump and the school does not access it. The Town is, and has been for some time, aware that the site is under the management of the Education Department. This has led to some misunderstanding when notices are issued for the clearing of firebreaks, as the school has been under the impression that the site was not the responsibility of the school or of the Education Department.

The site is located at a topographical low point in Berwick Street and is a low point in the contours of the surrounding area. The Town has no stormwater drainage pipes discharging into the site, but has stormwater drainage pipes in the vicinity which collect stormwater from the low point in Berwick Street and from the immediate stormwater catchment area and discharge it into other nearby sumps. The other nearby sumps are under capacity for the stormwater catchment area which discharges into them, and there is anecdotal evidence that there has been some localised flooding to nearby dwellings during times of above average intensity rainfall.

The Manager Technical Services has indicated that additional stormwater discharge capacity is required at the subject low point in Berwick Street, and that having the site available for stormwater discharge is a desirable outcome in order to mitigate localised flooding.

Discussion with the Education Department has resulted in the Department agreeing to allow the fenced area of 582m² at the south western corner of Reserve 31564 to be excised from Reserve 31564 as a Crown Reserve and a management order for the site issued in favour of the Town for the purpose of "Drainage."

DETAILS:

The site is currently part of Reserve 31564 and is under management of the Education Department. Reserve 31564 is zoned "Public Purpose" under Town of Victoria Park Town Planning Scheme No. 1.

It is proposed to excise an area of 582m² located at the south west corner of Reserve 31564 as a separate reserve to be placed under the management of the Town for drainage purposes.

Legal Compliance:

Section 46 (1) of the *Land Administration Act 1997* states:

"46. Placing of care, control and management of reserves

(1) The Minister may by order place with any one person or jointly with any 2 or more persons the care, control and management of a reserve for the same purpose as that for which the relevant Crown land is reserved under section 41 and for purposes ancillary or beneficial to that purpose and may in that order subject that care, control and management to such conditions as the Minister specifies."

Local governments can, under Section 46 (1) of the *Land Administration Act 1997*, accept a management order for specified purposes over Crown land.

(To be confirmed 17 January 2018)

Policy Implications:

Nil

Risk Management Considerations:

Risk & Consequence	Consequence + Rating	Likelihood = Rating	Overall Risk Analysis	Mitigation/Actions
Increased risk of potential future local flooding if the site is not acquired and developed as a drainage disposal sump.	Moderate	Moderate	Moderate	Reactive action to alleviate local flooding.

Strategic Plan Implications:

Nil

Financial Implications:Internal Budget:

Nil - The Education Department has carried out survey of the site and is in the process of preparing a Deposited Plan of the survey for lodgement at Landgate.

Total Asset Management:

If Council agrees to accept a management order over the site, a design for stormwater drainage disposal into the site will be prepared and costed and submitted for consideration in a future budget. No costings have been carried out as yet.

Sustainability Assessment:External Economic Implications:

Nil

Social Issues:

Development of a stormwater drainage disposal facility at the site will provide relief for adjoining residents in the knowledge that risk of potential flooding in future above average rainfall events has been reduced significantly.

Cultural Issues:

Nil

Environmental Issues:

Some minor soil contamination may occur from the future disposal of stormwater drainage runoff from road pavements. However, this runoff is currently discharging into other drainage sumps and will be monitored at the site to ensure that any contamination does not exceed acceptable levels.

(To be confirmed 17 January 2018)

Any development of a new stormwater disposal facility at the site will include eco-friendly landscaping to reduce contamination and provide appropriate planting of native plants. There is an existing substantial eucalypt tree on site which will be retained in any future development of a new stormwater disposal facility at the site.

COMMENT:

If Council agrees to accept a management order over the proposed Reserve for the purposes of "Drainage", it places no immediate added maintenance or capital expenditure liabilities on the Town other than the annual clearing of the site to meet firebreak requirements.

Acquisition of the site for future stormwater drainage disposal requirements is considered important to the overall disposal of stormwater in the Town.

CONCLUSION:

It is recommended that Council approve the acceptance of a management order for the proposed reserve of 582m² to be excised from Reserve 31564.

RECOMMENDATION/S:

The Future Planning Committee recommends to Council:

The Department of Education and the Department of Planning, Lands and Heritage be advised that Council agrees to accept a management order for the purpose of "Drainage" over a 582m² portion of land to be excised from the south west corner of Reserve 31564, located at 374 Berwick Street, East Victoria Park.

RESOLVED:

Moved: Cr V Potter

Seconded: Cr R Potter

The Future Planning Committee recommends to Council:

The Department of Education and the Department of Planning, Lands and Heritage be advised that Council agrees to accept a management order for the purpose of "Drainage" over a 582m² portion of land to be excised from the south west corner of Reserve 31564, located at 374 Berwick Street, East Victoria Park.

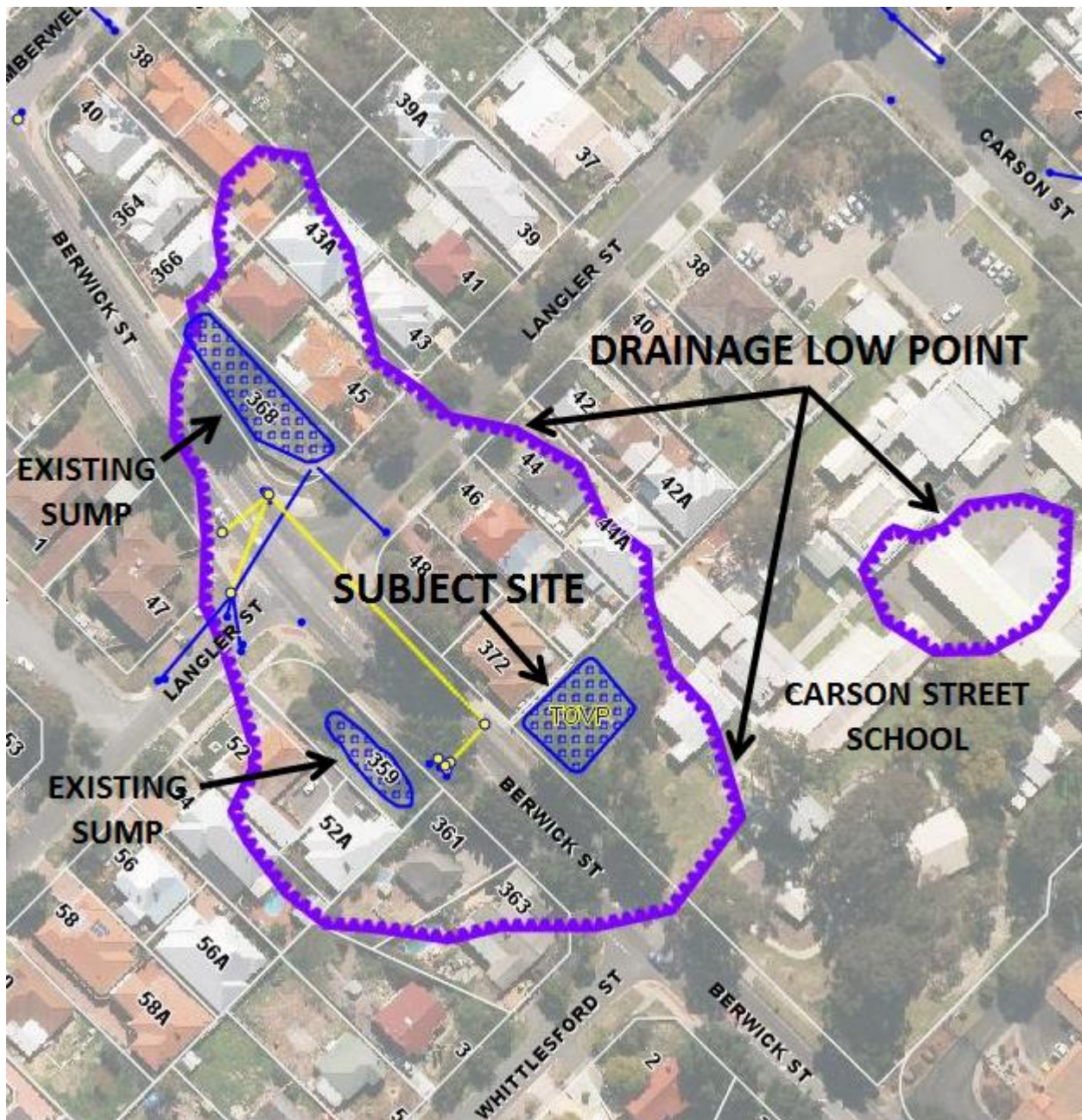
The Motion was Put and

CARRIED (3-0)

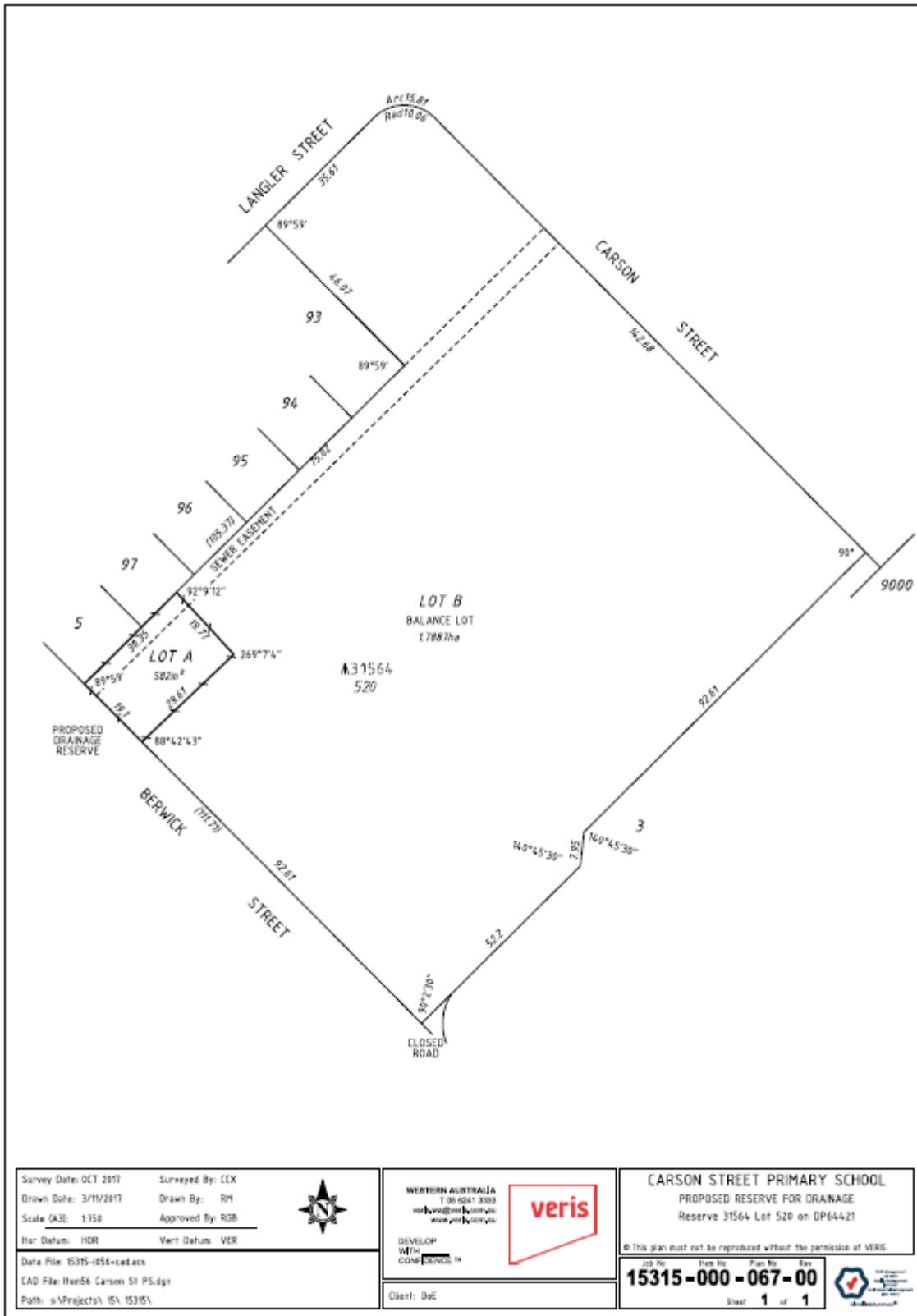
In favour of the Motion: Cr C Anderson, Cr V Potter and Cr R Potter

Nigel Molyneux left the meeting at 6.21pm

(To be confirmed 17 January 2018)



(To be confirmed 17 January 2018)



Survey Date: OCT 2017 Surveyed By: CEX
 Drawn Date: 3/11/2017 Drawn By: RM
 Scale (AS): 1:750 Approved By: RGB

Hor Datum: HDR Vert Datum: VER

Data File: 15315-056-cad.dwg
 CAD File: Han56 Carson S1 PS.dwg
 Path: s:\Projects\15A 15315\

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CARSON STREET PRIMARY SCHOOL
 PROPOSED RESERVE FOR DRAINAGE
 Reserve 31564 Lot 520 on DP64421

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Job No: 15315-056 Plan No: 15315-056-001
15315-000-067-00
 Sheet 1 of 1

(To be confirmed 17 January 2018)



9 WORKSHOP TOPICS AND PRESENTATIONS

9.1 Update on Laneway and Intersection Activation Strategy

Jessica Gannaway provided an update on the Laneway and Intersection Activation Strategy.

Action: Invitation to be sent to Future Planning Committee in the new year regarding Old Places New Spaces site tour.

9.2 Cities Power Partnership next steps

Brendan Nock provided an update to the Committee.

BN left the meeting at 5.28pm

9.3 Review of the Future Planning Committee Terms of Reference

Elected Members reviewed the current Terms of Reference for the committee in preparation for the next Elected Member Workshop in December 2017. The draft TOR is attached for presentation to the Elected Members Workshop.

Cr R Potter left the meeting at 6.48pm.

10 MOTION FOR WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

11 NEW BUSINESS OF AN URGENT NATURE

Nil

(To be confirmed 17 January 2018)

12 REQUEST FOR REPORTS FOR FUTURE CONSIDERATION

Forthcoming Agenda Items	
Reports	
Possible 40km/hour speed limit for Archer Street (Railway to Orrong Road) Burswood Road (Teddington to Great Eastern Highway) & Duncan Street (Albany Highway to Railway) (JW)	January 2018
Old Places New Spaces (JG)	January 2018
Reclassification of Kent Street Sand Pit Contaminated Site Status (BN)	January 2018 – <i>Kent Street Sand Pit has for a long time been an unusable space due to its contaminated site status. With recent change in classification, we can now explore other usage of this land. Reason for hold off of presenting to Committee, is so that the Town has the ability to address Councillors (including potential new ones) post-election, rather than having to present it twice (i.e to new Councillors)</i>
Food Truck Policy (RC)	January 2018
Future Reports	
Adoption of IMNS Implementation Strategy (JW)	February 2018
Developer Contribution to Green Space (RC)	TBC 2018
Review of Streetscape Policy (RC)	TBC 2018
Review of Carparking Standards for Development (RC)	TBC 2018
Workshop Topics	
Future Workshop Topics	
Signage – Local Planning Policies (RC)	January 2018
Pocket Parks Greenways (BK & CCP)	February 2018
BSE Structure Plan (JG)	February 2018
Briefing regarding on site landscaping requirement for developments (RC)	TBC
Existing Local Planning Policies (RC)	TBC
Higgins Park Master Plan (BK)	TBC
Optimisation of Active Reserves Strategy (TA)	TBC

(To be confirmed 17 January 2018)

13 CLOSURE

There being no further business, Cr Anderson closed the meeting at 6.58pm.

I confirm these Minutes to be a true and accurate record of the proceedings of the Council.

Signed: Cr Claire Anderson
Presiding Member

Dated this: Day of 2018