

1 INTRODUCTION

The Land Administration Act 1997 (section 26A) requires developers of new subdivisions to submit street names for approval by the Council.

The Council also required developers of new subdivisions to submit details of the proposed street naming theme for approval.

2 STATEMENT OF INTENT

The purpose of this Planning Procedure is to provide guidelines and procedures for street naming themes and associated street names for subdivisions in the City of Rockingham.

This Planning Procedure should be read in conjunction with the Department of Land Administration Geographic Names Committee WA - Principles, Guidelines and Procedures (May 2006).

3 PLANNING PROCEDURE

3.1 Street Naming Themes

The Council requires developers of new subdivisions to submit for approval details of the proposed street naming theme. This approval is to be sought prior to, or in conjunction with, any request for the Council to support a subdivision proposal.

3.2 Street Names

The developer shall submit for approval, a list of the street names proposed to be used in the subdivision, including the derivation of each name. The street names selected shall be appropriate to the approved street naming theme of the subdivision and comply with the following Geographic Names Committee guidelines.

Note: Requests for approval of street names shall only be submitted following the approval of Engineering Drawings.

3.2.1 Suitable Names

Preferred sources of names include names from Aboriginal languages currently or formerly identified with the general area, pioneers of the State or citizens who have made a significant community contribution, was casualty lists, and thematic names (e.g. nautical, sporting, etc.). Ethnic and gender diversity is encouraged. Given/first and surname combinations are suitable only if the surname alone cannot be used because of duplication. All name proposed must clearly identify the origin of the name.

3.2.2 Unsuitable Names

Names characterised as follows are to be avoided:

- Given/first names
- Unduly cumbersome or difficult to pronounce
- Obscene or derogatory
- Racist or discriminating
- Company or commercialised (unless in a historical context).

3.2.3 Name Duplication

Name duplication within a Local Government or adjoining Local Government shall be avoided. When a duplicated name is proposed elsewhere, it must not be duplicated more than five times in the metropolitan region, must be at least 10 kilometres from the existing duplication and must have a different road type description. These exclusions apply to similar sounding or written names, and also apply to those within similar sounding suburbs even if more than 10 kilometres away. In rural areas the distance shall be at least 50 kilometres away

3.2.4 Names of Living Persons

The names of living persons are not normally suitable for road names, and if proposed, will be subject to a more rigorous selection process. The proposal must be accompanied by comprehensive biographical details including details of community involvement, and also an indication of strong community support for the proposed name

3.3 Other Considerations

3.3.1 Road Types

A comprehensive list of road types and associated definitions outlining their particular application is attached (Appendix A).

3.3.2 Private Roads

The naming of private roads, retirement homes etc, is assessed in accordance with the abovementioned criteria. The naming of private roads is outside the Geographic Names Committee's area of responsibility and does not require its approval, however, all names supported by the Council must be referred to the Secretary, Geographic Names Committee for inclusion in street directories to assist the emergency services.

3.3.3 Laneways and Right of Ways

The increase in urban density in new developments has resulted in many short, narrow lanes requiring street names. The naming of such roads is required with the use of short names and the road type description of 'Lane'.

3.3.4 Renaming Roads

The renaming of roads is discouraged unless there is a good reason for requesting the change. Typical reasons are redesign of a road, changed traffic flow, mail delivery problems, mis-spelling of a name and duplication problems.

Renaming is particularly necessary when a road is cul-de-saced, resulting in two or more separated sections of road, as this can prove difficult for emergency services.

Where a change to a road name is proposed, the name selected should conform to the criteria set out in this Planning Procedure. In addition, for regional roads, the change of name should have broad community support, and for local roads, majority support from affected residents.

Proposals will require the support of the Council, but the Minister for Lands is the final authority on such matters. Non-essential road name changes will also incur a Geographic Names Committee service charge.

4 DELEGATION

4.1 Approval of Street Naming Themes

All applications for approval of street naming themes will be referred to the Council for determination.

4.2 Approval of Street Names

Street names that are consistent with an approved street naming theme and comply in all respects with the objectives and provisions of this Planning Procedure will be determined under delegated authority and referred to the Geographic Names Committee for final approval.

Upon approval from the Geographic Names Committee, the City shall advise the developer of the approval.

5 ADOPTION

This Planning Procedure was adopted by the Council at its ordinary Meeting held on the 24 March 2009.

6 REVOCATION

This Planning Procedure supersedes the Council's Statement of Planning Policy No.3.6 – Street Names and Their Themes.

Appendices

1. Road Types and Associated Definitions

10: Road Types

10.1 Road types suitable for use in Australia

The following table is an extract from AS/NZS 4819:2011 Appendix A “Road Types – Australia”. Road types used in Western Australia shall be chosen from this list for open ended roads, cul-de-sacs or pedestrian only roads.

Road Type	Abbreviation	Description	Open ended	Cul-de-sac	Pedestrian Only
Alley	Ally	Usually narrow roadway in cities or towns, often through city block or squares.	✓	✓	
Approach	App	Roadway leading to an area of community interest (e.g. public open space, commercial area, beach etc.)	✓		
Arcade	Arc	Passage having an arched roof, or any covered passageway, especially one with shops along the sides.			✓
Avenue	Av	Broad roadway, usually planted on each side with trees.	✓		
Boardwalk	Bwlk	Promenade or path, especially of wooden planks, for pedestrians and sometimes vehicles, along or overlooking a beach or waterfront.			✓
Boulevard	Bvd	Wide roadway, well paved, usually ornamented with trees and grass plots.	✓		
Break	Brk	Vehicular access on a formed or unformed surface, which was originally prepared as a firebreak.	✓		
Bypass	Bypa	Alternative roadway constructed to enable through traffic to avoid congested areas or other obstructions to movement.	✓		
Chase	Ch	Roadway leading down to a valley	✓	✓	
Circuit	Cct	Roadway enclosing an area.	✓		
Close	Cl	Short, enclosed roadway.		✓	
Concourse	Con	Roadway that runs around a central area (e.g. public open space or commercial area).	✓		
Court	Ct	Short, enclosed roadway.		✓	
Crescent	Cr	Crescent-shaped thoroughfare, especially where both ends join the same thoroughfare.	✓		
Crest	Crst	Roadway running along the top or summit of a hill.	✓	✓	
Drive	Dr	Wide thoroughfare allowing a steady flow of traffic without many cross-streets.	✓		
Entrance	Ent	Roadway connecting other roads.	✓		
Esplanade	Esp	Level roadway, often along the seaside, lake or a river.	✓		
Firetrail	Ftrl	Vehicular access on a formed or unformed surface, which was originally prepared as a firebreak.	✓		

Freeway	Fwy	Express, multi-lane highway, with limited or controlled access.	✓		
Glade	Glde	Roadway usually in a valley of trees.	✓	✓	
Grange	Gra	Roadway leading to a country estate, or focal point, public open space, shopping area etc.	✓		
Grove	Gr	Roadway that features a group of trees standing together.	✓	✓	
Highway	Hwy	Main road or thoroughfare, a main route.	✓		
Lane	Lane	Narrow way between walls, buildings or a narrow country or city roadway.	✓	✓	
Loop	Loop	Roadway that diverges from and rejoins the main thoroughfare.	✓		
Mall	Mall	Sheltered walk, promenade or shopping precinct.			✓
Mews	Mews	Roadway in a group of houses.		✓	
Parade	Pde	Public promenade or roadway that has good pedestrian facilities along the side.	✓		
Parkway	Pwy	Roadway through parklands or an open grassland area.	✓		
Passage	Psge	Narrow street for pedestrians.			✓
Path	Path	Roadway used only for pedestrian traffic.			✓
Place	Pl	Short, sometimes narrow, enclosed roadway.		✓	
Plaza	Plza	Roadway enclosing the four sides of an area forming a market place or open space.		✓	
Promenade	Prom	Roadway like an avenue with plenty of facilities for the public to take a leisurely walk, a public place for walking.	✓		
Quays	Qys	Roadway leading to a landing place alongside or projecting into water.	✓		
Ramp	Ramp	Access road to and from highways and freeways.	✓		
Retreat	Rtt	Roadway forming a place of seclusion.		✓	
Ridge	Rdge	Roadway along the top of a hill.	✓		
Rise	Rise	Roadway going to a higher place or position.	✓	✓	
Road	Rd	Open way or public passage primarily for vehicles.	✓		
Square	Sq	Roadway bounding the four sides of an area to be used as an open space or a group of buildings.	✓	✓	
Steps	Stps	Route consisting mainly of steps.			✓
Street	St	Public roadway in a town, city or urban area, especially a paved thoroughfare with footpaths and buildings along one or both sides.	✓		
Subway	Sbwy	Underground passage or tunnel that pedestrians use for crossing under a road, railway, river etc.			✓
Terrace	Tce	Roadway usually with houses on either side raised above the road level.	✓	✓	

Track	Trk	Roadway with a single carriageway. A roadway through a natural bushland region. The interpretation for both Track and Trail is limited to roadways, whereas in many areas (e.g. Tasmania) these are often associated with walking rather than vehicular movement.	✓		
Trail	Trl	See 'Track'.	✓		
View	View	Roadway commanding a wide panoramic view across surrounding areas.	✓	✓	
Vista	Vsta	Roadway with a view or outlook.	✓	✓	
Walk	Walk	Thoroughfare with restricted access used mainly by pedestrians.			✓
Way	Way	Roadway affording passage from one place to another. Usually not as straight as an avenue or street.	✓		
Wharf	Whrf	A roadway on a wharf or pier.	✓	✓	✓

10.2 Other road types suitable for use in Western Australia

In addition to the above road types, 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.

Indigenous 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, e.g., Berewereng Bannan and Templetonia Banan.