

Name	Abstract	Date of Update	Module
<b>Aerial Apr'08</b>	April 2008 colour aerial photograph of the City of Stirling. Source: DiMap.	Apr-08	All modules
<b>Aerial Apr'07</b>	April 2007 colour aerial photograph of the City of Stirling. Source: Landgate	Apr-07	All modules
<b>Aerial Dec'06</b>	December 2006 colour aerial photograph of the City of Stirling. Source: Landgate	Dec-06	All modules
<b>Aerial Dec'05</b>	December 2005 colour aerial photograph of the City of Stirling. Source: Landgate	Dec-05	All modules
<b>Aerial Dec'04</b>	April 2004 colour aerial photograph of the City of Stirling. Source: Landgate	Dec-04	All modules
<b>Aerial Dec'03</b>	December 2003 colour aerial photograph of the City of Stirling. Source: Landgate	Dec-03	All modules
<b>BBQ</b>	Barbeque Asset belonging to the City of Stirling. Source: City of Stirling	1/09/2008	Community Facilities
<b>Bicycle Routes</b>	Bicycle routes available within the City of Stirling. Source: City of Stirling.	1/09/2008	Property
<b>Building</b>	Building Asset belonging to the City of Stirling. Source: City of Stirling	1/09/2008	Community Facilities
<b>Car Park</b>	Car park Asset belonging to the City of Stirling. Source: City of Stirling	1/09/2008	Community Facilities
<b>COS Standard Survey Mark</b>	Standard Survey Mark used for surveying. \$5000 fine for disturbing them through works. Please use the following hyperlinked document to notify Landgate of impending works. <a href="http://www.landgate.wa.gov.au/docvault.nsf/web/FOR_DLI_GM_Impending_Works_Notification_Form_20051209/">http://www.landgate.wa.gov.au/docvault.nsf/web/FOR_DLI_GM_Impending_Works_Notification_Form_20051209/</a>	1/09/2008	Property
<b>Cricket</b>	Cricket Pitch Asset belonging to the City of Stirling. Source: City of Stirling	1/09/2008	Community Facilities
<b>Drainage Sump</b>	Drainage Sump Asset belonging to the City of Stirling. Source: City of Stirling	1/09/2008	Infrastructure
<b>Footpaths</b>	Footpath Asset belonging to the City of Stirling. Source: City of Stirling	1/09/2008	Infrastructure
<b>Land Parcel</b>	A surveyed lot	Updated quarterly	All modules
<b>Light</b>	Light Asset belonging to the City of Stirling. Source: City of Stirling	1/09/2008	Community Facilities
<b>Lot Text</b>	Text connected to Land Parcel Boundaries labelling street address number and lot number: Source: City of Stirling	Updated daily after overnight processing	All modules
<b>Main and Local Roads</b>	Quick reference guide to main and local roads in Stirling.	1/09/2008	Community Facilities
<b>Multiple Non Strata Property</b>	Single land parcel containing multiple properties	Updated daily after overnight processing	All modules
<b>Park</b>	Parks and Reserves managed and or administered by the City of Stirling: Source City of Stirling	1/09/2008	All modules

<b>Pipes ( for pipes in lots)</b>	<p>Pipe in Lot Asset belonging to the City of Stirling. Source: City of Stirling</p> <p>The City controls an extensive pipe drainage system for the disposal of storm water runoff.</p> <p>Most of the storm water drainage is located within the road reserve but in some instances drains passes through private properties or close enough to potentially be affected by development.</p> <p>If development is proposed near one of the City's drainage lines then building set back may be required and or footings may need to be deeper than normal. Building setback may also be required to allow access to the pipe.</p>	1/09/2008	Development																		
<b>Playground</b>	Playground Asset belonging to the City of Stirling. Source: City of Stirling	1/09/2008	Community Facilities																		
<b>Primary Road</b>	Major road in Stirling. Used in StirlingMaps as a quick reference	1/09/2008	All modules																		
<b>Road Hierarchy</b>	<p>In Western Australia there are 5 classifications for roads. This is termed a Road Hierarchy and is a graded list of road categories ranked in order of traffic function. It is used when describing roads by function in order to provide a consistent approach to road planning throughout the state. Classification enables identification of the necessary road characteristics and associated traffic movements so that appropriate design standards and adjacent urban development can be chosen. Classifying roads in this way recognises that roads are not all the same. At the lower end of the scale are those roads that are designed to give priority to residential property access. While at the higher end are those roads that carry large volumes of traffic relatively unimpeded over long distances.</p> <p>In 1980 the City of Stirling was one of the first local authorities to adopt a Functional Road Hierarchy. This road hierarchy was developed jointly with the Ministry for Planning and Main Roads Western Australia. Since then, it has been reviewed as needed between Main Roads WA and the City.</p> <p>The five classifications of road type and their characteristics are described in the following table. Laneways are not a road classification but their description is included for completeness.</p> <table border="1" data-bbox="350 1108 2119 1900"> <thead> <tr> <th colspan="6">FUNCTION AND CHARACTERISTICS OF ROADS</th> </tr> <tr> <th>Street type and function</th> <th>Street characteristics</th> <th>Maximum speed limit (km/h)</th> <th>Indicative volume range (veh/day)</th> <th>Indicative road reserve width (metres)</th> <th>Indicative road pavement width (metres)</th> </tr> </thead> <tbody> <tr> <td> <b>Primary Distributor</b>   These form the regional grid of traffic routes. Inter and Intra-regional traffic. Major truck routes, eg freeways and highways. </td> <td> Should be designed to be fronted by development and connected with service roads wherever possible. Intersections will be limited, widely spaced and generally signal controlled. Usually median divided. Access from adjoining property should not occur or be strictly limited. Pedestrian movements are strictly controlled and segregated </td> <td> 100   90 </td> <td> 50,000 6 lanes   35,000 4 lanes </td> <td colspan="2"> Determined by Main Roads WA </td> </tr> </tbody> </table>	FUNCTION AND CHARACTERISTICS OF ROADS						Street type and function	Street characteristics	Maximum speed limit (km/h)	Indicative volume range (veh/day)	Indicative road reserve width (metres)	Indicative road pavement width (metres)	<b>Primary Distributor</b>  These form the regional grid of traffic routes. Inter and Intra-regional traffic. Major truck routes, eg freeways and highways.	Should be designed to be fronted by development and connected with service roads wherever possible. Intersections will be limited, widely spaced and generally signal controlled. Usually median divided. Access from adjoining property should not occur or be strictly limited. Pedestrian movements are strictly controlled and segregated	100  90	50,000 6 lanes  35,000 4 lanes	Determined by Main Roads WA		1/09/2008	Development
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	<p><b>District Distributor A</b></p> <p>Form a finer grain of routes than primary distributors, with connections to local distributors. Carry traffic between different industrial, commercial and residential areas</p>	<p>May have service roads and development frontage. Direct vehicle access from adjoining property should be limited where no service roads. Property egress restricted to forward gear only. On street bicycle lanes or shared paths provided where possible. Will generally be median divided with turn lanes at intersections.</p>	80	15,000 to 35,000	25 - 35	2 x 7.5m including bicycle lane and median divided.		
	<p><b>District Distributor B</b></p> <p>Form a finer grain of routes than primary distributors, with connections to local distributors. Similar to A but link more closely with local roads.</p>	<p>Similar to District Distributor B, but less important traffic routes. Direct vehicle access from adjoining property should be limited. Property egress restricted to forward gear only. On street bicycle lanes or shared paths provided where possible. May be median divided. Volumes above 15,000 vpd generally require higher level of road layout.</p>	70	7,000 to 20,000	20 - 25	2 x 5.0m including bicycle lane and median divided.		
	<p><b>Local Distributor</b></p> <p>Streets with predominantly residential frontage and provide a lower order sub-arterial network. These streets service and link neighbourhoods.</p>	<p>Generally 2 lane undivided streets, or may have median treatment for reasons of access, character and safety at locations with high numbers of pedestrians crossing. Depending upon topography vehicle egress from property may be limited to forward gear only. May have on-street bicycle lanes or separate shared paths.</p>	50	3,000 to 7,000	20	7.4m without bicycles and 8.4m with bicycles.		

	Accommodates buses.				
<b>Local Road</b> Access streets to accommodate mix of vehicles including bicycles without separation.	Generally 2 lane undivided streets providing direct access to adjacent properties. Their design is controlled by land use of the area.	50	Up to 3,000	16 - 20	6.0m – 7.5m
<b>Laneways</b> Provide access to the side or rear of lots principally for service access	May incorporate services to commercial premises, residential parking and refuse collection	40	300	5 - 10	4.5m – 6.0m

It is a statutory requirement to designate all roads in Town Planning Schemes, which are also shown in the Metropolitan Region Scheme, with an appropriate classification. Control of Access Highways and other major highways in the Metropolitan Region Scheme are generally, but not always, Primary Distributor Roads. Similarly Important Regional Roads will generally, but not always, perform the function of District Distributor Roads.

#### **Important Regional Roads**

This class of road connects between a number of areas that may be widely separated and is expected to carry heavy volumes of traffic as safely and efficiently as possible. Older roads of this classification tend not to have the wide road reserves which newer roads of this type will have been provided with at the planning stage. An insufficient width of road reserve can severely limit the ability of these roads to carry large volumes of traffic safely. Upgrading of these roads to improve safety is generally not possible without a suitable width of road reserve. Accordingly, the Metropolitan Region Scheme (MRS) has identified these roads and indicates where a greater width of road reserve must be provided. This widening of the road reserve is normally over private property adjacent to the road. This requirement for widening the road reserve is termed a Metropolitan Region Scheme Amendment. Proposed amendments are advertised for a 3 month period to give people an opportunity to comment on the proposed changes. After that, the Ministry for Planning considers any suggested changes and may modify the proposed amendment. The amendment is then approved by the Governor before passing through both House of State Parliament before finally coming into effect.

The Metropolitan Region Scheme has been in effect since 1963 with changes occurring to it from time to time since then. Since the early 1980's individual property owners have been notified by the Ministry for Planning when reservations are created or amended. The MRS does not show on Land Property Titles. Just because part of a property is *reserved* under the MRS for future road improvements that does not mean it will necessarily be *resumed*. Usually it can be purchased through negotiation, or given up as part of property redevelopment. This may mean that as part of redevelopment of the property, the owner may be entitled to claim compensation from the Ministry for Planning.

<b>ROW</b>	<p>Each ROW (Right of Way) has been assigned a category.</p> <p><b>Dedicated Lane.</b> A ROW that has been dedicated as a Public Road.</p> <p><b>Category 1.</b> ROW which offer considerable benefits in terms of the alleviation of traffic management. The City encourages primary access to these ROW as an alternative to direct access to the main road. Special setback and other requirements apply to developments abutting these ROW.</p> <p><b>Category 2.</b> ROW in areas where the majority of abutting lots have potential to be further developed, and utilisation of the ROW has the potential to reduce the negative impacts of this infill development. The City encourages primary access to these ROW where new developments are proposed. Special setback and other requirements apply to developments abutting these ROW.</p> <p><b>Category 3.</b> ROW in areas with special heritage or streetscape value, which may be protected and enhanced by the use of ROW for rear access. The City encourages secondary access to these ROW where doing so will preserve the streetscape/heritage along the primary street. Special setback and other requirements apply to developments abutting these ROW.</p> <p><b>Category 4.</b> ROW are deemed to have minimal strategic value. Further use of these ROW is discouraged by the City, so that they can be closed in the long-term.</p> <p><b>Category 5.</b> ROW under 5m in width (and consequently posing difficulties for access and future management). Primary access is not permitted, and it is expected that these ROW will be closed in the long-term.</p> <p>Who owns the rights of way? The majority of ROW in the City of Stirling were created as part of the original subdivision of land. They were created to provide service access to lots. Most ROW are still privately owned in the name of the original subdivider of the land, with adjoining owners having a 'right of carriageway' over them (hence the name 'right of way').</p> <p>The only rights of way for which the City has direct responsibility are those that it owns and those that have been 'dedicated' (named and turned into 'official' streets).</p> <p>It is important to recognise that most residents perceive all ROW as being in the public domain and expect the City to take responsibility for them.</p>	1/09/2008	Development
<b>ROW CoS Crown</b>	Specific Crown and City Owned Rights of Way (ROW).	1/09/2008	Development
<b>Strata Property</b>	Strata surveyed lot.	Updated daily after overnight processing	All modules
<b>Suburb Boundary</b>	The five classifications of road type and their characteristics are described in the following table. Laneways are not a road classification but their description is included for completeness.	1/09/2008	All modules
<b>Wards</b>	Boundaries of Wards used to elect local government councillors. Source: Landgate	1/09/2008	All modules
<b>Water</b>	Annual and perennial water body	1/09/2008	All modules