

Development & Infrastructure Services Committee Meeting

Agenda for Monday 10 October 2016

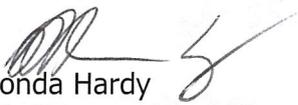


**shire of
kalamunda**

NOTICE OF MEETING DEVELOPMENT & INFRASTRUCTURE SERVICES COMMITTEE

Dear Councillors

Notice is hereby given that the next meeting of the Development & Infrastructure Services Committee will be held in the Council Chambers, Administration Centre, 2 Railway Road, Kalamunda on **Monday 10 October 2016 following the Corporate & Community Services Meeting which commences at 6:00pm.**


Rhonda Hardy
Chief Executive Officer
5 October 2016

Our Vision and Our Values

Our Vision

The Shire will have a diversity of lifestyle and people. It will take pride in caring for the natural, social, cultural and built environments and provide opportunities for people of all ages.

Our Core Values

Service – We deliver excellent service by actively engaging and listening to each other.

Respect – We trust and respect each other by valuing our difference, communicating openly and showing integrity in all we do.

Diversity – We challenge ourselves by keeping our minds open and looking for all possibilities and opportunities.

Ethics – We provide honest, open, equitable and responsive leadership by demonstrating high standards of ethical behavior.

Our Aspirational Values

Prosperity – We will ensure our Shire has a robust economy through a mixture of industrial and commercial development.

Harmony – We will retain our natural assets in balance with our built environment.

Courage – We take risks that are calculated to lead us to a bold new future.

Creativity – We create and innovate to improve all we do.

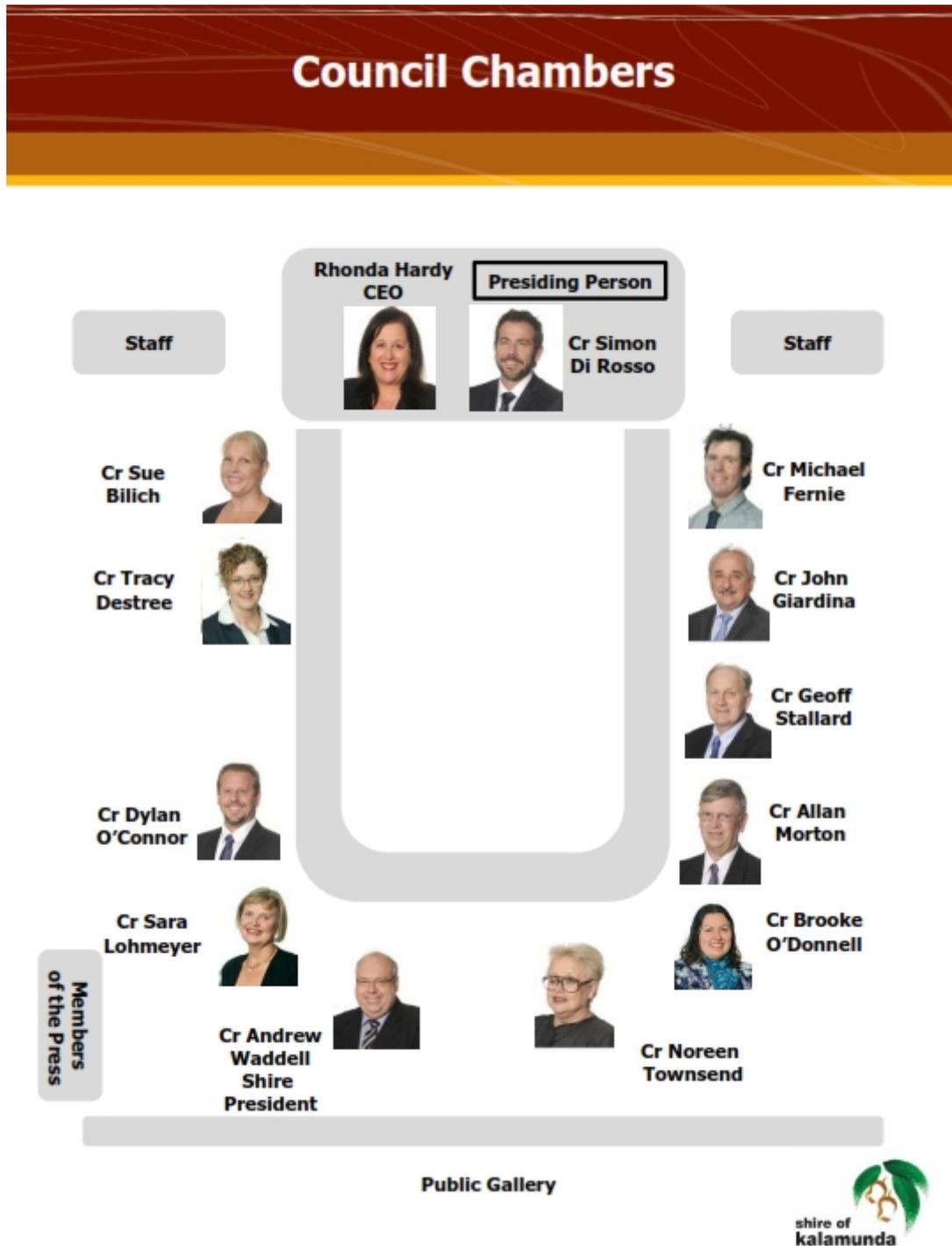


INFORMATION FOR THE PUBLIC ATTENDING COMMITTEE OR COUNCIL MEETINGS

Welcome to this evening's meeting. The following information is provided on the meeting and matters which may affect members of the public.

If you have any queries related to procedural matters, please contact a member of staff.

Council Chambers – Seating Layout



Standing Committee Meetings – Procedures

1. Standing Committees are open to the public, except for Confidential Items listed on the Agenda.
2. Shire of Kalamunda Standing Committees have a membership of all 12 Councillors.
3. Unless otherwise advised a Standing Committee makes recommendations only to the next scheduled Ordinary Council Meeting.
4. Members of the public who are unfamiliar with meeting proceedings are invited to seek advice prior to the meeting from a Shire Staff Member.
5. Members of the public are able to ask questions at a Standing Committee Meeting during Public Question Time. The questions should be related to the purposes of the Standing Committee.
6. Members of the public wishing to make a comment on any Agenda item may request to do so by advising staff prior to commencement of the Standing Committee Meeting.
7. Comment from members of the public on any item of the Agenda is usually limited to three minutes and should address the Recommendations at the conclusion of the report.
8. To facilitate the smooth running of the meeting, silence is to be observed in the public gallery at all times except for Public Question Time.
9. All other arrangements are in general accordance with Council's Standing Orders, the Policies and decision of person chairing the Committee Meeting.

Emergency Procedures

Please view the position of the Exits, Fire Extinguishers and Outdoor Assembly Area as displayed on the wall of Council Chambers.

In case of an emergency follow the instructions given by Council Personnel.

We ask that you do not move your vehicle as this could potentially block access for emergency services vehicles.

Please remain at the assembly point until advised it is safe to leave.

INDEX

1.0	OFFICIAL OPENING.....	6
2.0	ATTENDANCE, APOLOGIES AND LEAVE OF ABSENCE PREVIOUSLY APPROVED	6
3.0	PUBLIC QUESTION TIME	6
4.0	PETITIONS/DEPUTATIONS	6
5.0	CONFIRMATION OF MINUTES OF PREVIOUS MEETING.....	6
6.0	ANNOUNCEMENTS BY THE PRESIDING MEMBER WITHOUT DISCUSSION.....	6
7.0	MATTERS FOR WHICH MEETING MAY BE CLOSED	6
8.0	DISCLOSURE OF INTERESTS.....	6
9.0	REPORTS TO COUNCIL	7
	56. REVIEW OF TRAFFIC CALMING PROGRAM – SETTING OF PRIORITIES POLICY ENG13	8
	57. PROPOSED TELECOMMUNICATIONS MOBILE PHONE BASE STATION AND ANCILLARY EQUIPMENT – LOT 116 (52) ASHURST ROAD, LESMURDIE	29
10.0	MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN	52
11.0	QUESTIONS BY MEMBERS WITHOUT NOTICE	52
12.0	QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN	52
13.0	URGENT BUSINESS APPROVED BY THE PRESIDING MEMBER OR BY DECISION.....	52
14.0	TABLED DOCUMENTS.....	52
15.0	MEETING CLOSED TO THE PUBLIC.....	52
16.0	CLOSURE	52

AGENDA

1.0 OFFICIAL OPENING

2.0 ATTENDANCE, APOLOGIES AND LEAVE OF ABSENCE PREVIOUSLY APPROVED

3.0 PUBLIC QUESTION TIME

A period of not less than 15 minutes is provided to allow questions from the gallery on matters relating to the functions of this Committee. For the purposes of Minuting, these questions and answers will be summarised.

4.0 PETITIONS/DEPUTATIONS

5.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETING

Voting Requirements: Simple Majority

- 5.1 That the Minutes of the Development & Infrastructure Services Committee Meeting held on 12 September 2016, as published and circulated, are confirmed as a true and accurate record of the proceedings.

Moved:

Seconded:

Vote:

Statement by Presiding Member

"On the basis of the above Motion, I now sign the minutes as a true and accurate record of the meeting of 12 September 2016".

6.0 ANNOUNCEMENTS BY THE PRESIDING MEMBER WITHOUT DISCUSSION

7.0 MATTERS FOR WHICH MEETING MAY BE CLOSED

- 7.1 Nil.

8.0 DISCLOSURE OF INTERESTS

8.1 Disclosure of Financial and Proximity Interests

- a. Members must disclose the nature of their interest in matters to be discussed at the meeting. (Section 5.65 of the *Local Government Act 1995*.)
- b. Employees must disclose the nature of their interest in reports or advice when giving the report or advice to the meeting. (Section 5.70 of the *Local Government Act 1995*.)

8.2 Disclosure of Interest Affecting Impartiality

- a. Members and staff must disclose their interest in matters to be discussed at the meeting in respect of which the member or employee had given or will give advice.

9.0 REPORTS TO COUNCIL

Please Note: declaration of financial/conflict of interests to be recorded prior to dealing with each item.

Declaration of financial / conflict of interests to be recorded prior to dealing with each item.

**56. Review of Traffic Calming Program – Setting of Priorities Policy
ENG13**

Previous Items	N/A
Responsible Officer	Director Asset Services
Service Area	Asset Delivery
File Reference	EG-CMP-010
Applicant	N/A
Owner	N/A
Attachment 1	Current Policy ENG13 to be amended
Attachment 2	Proposed Policy
Attachment 3	Policy Management Procedure
Attachment 4	Examples of Traffic Treatments Assessments
Attachment 5	Road Classification Definitions

PURPOSE

1. To consider the outcome of the review of the Traffic Calming Program – Setting of Priorities Policy ENG13 (ENG13).

BACKGROUND

2. ENG13 (Attachment 1) was adopted by Council on 28 May 2001 and there is no record of this policy having been reviewed since that date or having been used for the purpose it was developed.
3. The major shortfall in ENG13 existing is that it does not provide suitable guidelines or management procedures for identifying the need for further traffic investigation, how the point scores for each warrant are used to assess the need for traffic treatments in the street and the prioritisation of projects. A major review is now considered necessary.
4. It is proposed to amend ENG13 to provide an overall framework for assessing requests for the installation of traffic management measures, and rename it “Traffic Treatments Assessment Policy”, see Attachment 2.
5. The purpose of the Traffic Treatments Assessment (TTA) Policy is to provide an objective and transparent framework to assess the need and priority for the implementation of traffic treatments to address traffic volumes, speed, road safety and amenity issues on local roads under the care and control of the Shire. It will be applied equally across the Shire and allow prioritisation of projects for consideration in the Long Term Financial Plan (LTFP).
6. The TTA Policy is not intended to address traffic matters that relate to anti-social and driver behaviour. These matters are referred to the WA Police, with the Shire providing any available traffic data on receiving complaints of this nature.
7. The TTA Policy does not apply to roads classified in the Shire’s Road Hierarchy as Primary, District or Regional Distributor roads, with the former being the Roe and Tonkin Highways under the care and control of Main Roads WA.

8. The TTA Policy generally reflects guidelines outlined in Austroads Guide to Traffic Management Part 8: Local Area Traffic Management.

DETAILS

9. The TTA Policy details the following key components of the assessment and prioritisation process:

- **Assess the Level of Investigation**

The first stage of the TTA Policy is to determine the need for an investigation using the policy criteria to ensure resources are appropriately allocated to undertake investigations where warranted. It is considered undesirable to allocate resources to investigations for locations where traffic treatments are not appropriate.

A key criteria of this stage is that no investigation will be conducted if an investigation has already taken place in the past four years, unless extenuating circumstances apply.

- **Generate a Traffic Treatments Assessment Score (TTA Score)**

If the level of investigation process determines that there is a need to investigate a road for possible installation of traffic treatments, then the next stage is to develop a TTA Score as detailed in the TTA Management Procedure refer (Attachment 3).

The scoring matrix has undergone extensive review across a range of sites in order to ensure the appropriate scoring ranges nominated reflect the level of action determined for each investigation.

The parameters considered in the TTA Management Procedure and used to develop a TTA Score are summarised below:

(a) Traffic Speed

Speed is a major contributor to the potential for crashes. It is considered that an 85th percentile speed about 20 km/h above the posted speed limit is unacceptable. This accounts for point scores increasing sharply at speeds of more than 10 km/h above the speed limit. In terms of danger and the potential for crashes, there is no inherent difference between local roads and local distributors. If the speed limit is the same (50 km/h) then the scores for speeds in excess of the speed limit should be the same.

(b) Traffic Volumes

There is an expectation of higher traffic volumes on local distributor roads than on local access roads, and a differentiation in scores is therefore appropriate for these two classes of road.

(c) Crash Data

Where there are a significant number of crashes along a road over a 5-year period, (this period being defined along with relevant statistics by Main Roads WA), this can be considered as an appropriate measurement for safety. However, where the numbers are small, there is an element of randomness. For this reason, the second, third and subsequent crashes are scored higher (for example, a road with three fatal crashes scores more than 10 times the points than one with a single fatal crash).

In roads with moderately high traffic, there is an inevitability that some crashes will occur through higher exposure and driver error. Given this scenario, or in some cases to reduce the severity of crashes when traffic volumes are moderately high, a crash reduction factor to reduce the score as traffic volumes increase has been introduced.

(d) Road Design and Topography

Sharp bends, steep hills or crests may be considered susceptible to crashes when speeds are too high. It is therefore appropriate to allocate high scores in locations where restricted geometric factors are combined with higher speeds.

(e) Activity Generators

This parameter offers a point of differentiation from normal residential abutting land uses. This then focuses the attention to road environments that intensify the concentration of vehicle, bicycle and pedestrian movements.

(f) Amenity Factors

Heavy vehicles are accounted for as a percentage of the overall traffic volume and scored accordingly.

Traffic volumes associated with rat-running traffic have been included under the amenity parameter as there is little evidence that they contribute directly to crashes. Rat-running traffic will increase traffic volumes, but scores for higher traffic volumes are already reflected in the model. It may be argued that rat-running vehicles travel faster. If this is true, and there is little evidence to support it, it will again be reflected in the speed parameter. However, it is believed a case can be made for allocating points for amenity, provided it is explicitly recognised as an amenity factor.

- **Decide the Level of Action**

The TTA Score is used to decide on the level of action as tabled below:

TTA	Decision	Action Response
More than 50 points	Denoted as a Technical Problem Site	Considered to be a site that has traffic issues that require attention. Suitable solutions to be considered for funding and implementation.
35 to 50 points	Denoted as a Minor Technical Problem Site	Consider low cost non-capital works solutions (e.g. signing and pavement marking, referral to WA Police for enforcement), as appropriate.
Under 35 points	Denoted as a Low Safety and Amenity site	No further action required.

- **Report the Action**

The level of investigation and the action recommended, including the TTA Score is reported to the person(s) initiating the request for traffic treatment measures.

- **Consideration of Traffic Treatments**

Where traffic treatments are warranted in accordance with the TTA Score, further investigation will be undertaken on the suitability of various treatment options, preparation of concept designs, community consultation, preparation of cost estimates and report to Council for endorsement and consideration in the long term financial plan.

10. Application of the assessment process associated with determining a TTA Score is demonstrated for three roads as shown in Attachment 4, and summarised below:

- Lascelles Parade – Tella Street to Zig Zag Scenic Drive
TTA Score 56 – Denoted as a Technical Problem Site
- Cotherstone Road – Canning Road to Alpine Road
TTA Score 44 – Denoted as a Minor Technical Problem Site
- Netherwood Road – Swan Road to Albemarle Way
TTA Score 19 – Denoted as a Low Safety and Amenity Site

STATUTORY AND LEGAL CONSIDERATIONS

- 11.
- *Local Government Act 1995*
 - *Road Traffic Act 1974*

POLICY CONSIDERATIONS

12. This review is aimed at ensuring the Policy is current and relevant to the strategic objectives of the Shire's operations, and considers the following:
- Appropriateness of the Policy in regards to updated legislation.
 - The Shire's changing community needs in regards a safe transport network.
 - Any variations which may have occurred in implementing the Policy.

COMMUNITY ENGAGEMENT REQUIREMENTS

13. There has been no community engagement undertaken in the review of the Policy, however, it is confirmed that the standard Shire practice is for residents of affected properties to be kept fully informed of any proposed traffic treatments in the immediate area, and that any comments received are assessed prior to any decision being made.

FINANCIAL CONSIDERATIONS

14. There will be no additional financial expenditure resulting from the amendments to the Policy, although the new TTA Policy will provide the framework for evaluating traffic management proposals which will in turn assist with setting priorities for inclusion in the LTFP.

STRATEGIC COMMUNITY PLAN

Strategic Planning Alignment

15. *Kalamunda Advancing: Strategic Community Plan to 2023*

OBJECTIVE 1.5 – To provide a safe environment for the entire community to enjoy.

OBJECTIVE 4.6 – To ensure the optimal management of assets delivers continuity of services to the community.

SUSTAINABILITY

Social Implications

16. The Shire's aim is to provide a safe and efficient road network for all road users (i.e. motorists, cyclists and pedestrians). This often requires careful balancing of the competing goals of moving road users safely and efficiently through the road network and meeting the amenity of adjoining residences and businesses. Factors which may adversely affect the community amenity include the level of access to properties, traffic noise, how safe people feel on or near the road and the volume and speed of traffic considered reasonable.

Economic Implications

17. Nil.

Environmental Implications

18. Nil.

RISK MANAGEMENT CONSIDERATIONS

19.

Risk	Likelihood	Consequence	Rating	Action/Strategy
Poor decision making.	Unlikely	Minor	Low	Ensure detailed information is provided on the processes and warrants which will assist in determination of the need for and the prioritisation of traffic treatments.
Cost associated with insufficient policy direction.	Likely	Minor	Moderate	Ensure appropriate policy direction is provided to enable projects to be prioritised for budgeting consideration.
Community dissatisfaction with the outcomes of the assessment process.	Possible	Minor	Medium	Provide documentation on how the assessment score was developed to address a particular request.

OFFICER COMMENT

20. The projected growth of the Shire and the associated increase in volumes of vehicles, bicycles and pedestrians is likely to generate an increasing number of requests for traffic treatments to address concerns raised regarding traffic safety.

21. The TTA Policy and associated Management Procedure will enable a qualitative method of assessing requests for traffic treatments which is easy to use, objective, applied equally across the Shire and allows prioritisation of projects for consideration in the LTFP.

-
22. The TTA Policy will be useful in identifying localities where traffic treatments are warranted, however it will not be able to define suitable traffic treatments options. Due to site specific traffic issues and constraints, the careful consideration of options such as vertical deflection devices, horizontal deflection devices, narrowing of trafficable lanes and road closures is determined on sound traffic engineering grounds and technical merit.
 23. The TTA Policy does not apply to roads classified in the Shire's Road Hierarchy as Primary, District or Regional Distributor roads, with definitions of all road classifications presented in Attachment 5.

Voting Requirements: Simple Majority

OFFICER RECOMMENDATION (D&I 56/2016)

That Council:

1. Notes the Traffic Treatments Assessment Policy as shown in Attachment 2.
2. Notes the Traffic Treatments Assessment Policy Management Procedure as shown in Attachment 3.

Moved:

Seconded:

Vote:

Attachment 1

Review of Traffic Calming Program – Setting of Priorities Policy ENG13
Current Policy ENG13 to be amended



POLICY REGISTER

LEGAL REFERENCES

Title:	Traffic Calming Programme – Setting of Priorities		
Policy No.:	ENG13		
Date Adopted:	28 May 2001	Date Last Reviewed:	unknown

Objective:	To prioritise traffic calming needs using engineering principles to permit the development of a sound programme of works.
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When assessing the need for traffic calming in a street, the criteria included in the table below will be scored. The total score will be used to guide the development of a programme of works.

Before measures are taken to calm traffic flows in a street, a working party including Ward Councillors and residents, will determine works to proceed or, in the case of the lack of a unanimous agreement, make a recommendation to the Council.

Traffic Parameter	Range/Item	Point Scores for Each Warrant	
		Local Road	Local Distributor
Traffic Speed As 85th Percentile In 60km/h zone	55-59	0	0
	60-64	6	2
	65-67	11	4
	68-70	20	7
	71-74	30	12
	75-79	42	20
	Over 80	55	35
Traffic Volume In Vehicles per Day Average Weekday Traffic Flow	Below 1000	0	0
	1000-1499	4	0
	1500-1999	7	0
	2000-2499	10	0
	2500-2999	14	0
	3000-3999	18	4
	4000-4999	24	7
	5000-5999	30	12
	6000-6999	39	18
	7000-7999	48	25
8000-9999	60	35	
	10000-12000	75	45
"Rat-run" Traffic as Peak Hour Percent of 24 Hour Volume	10% - 10.9%	0	0
	11% - 11.9%	2	1
	over 12%	4	2
Crash Data (5 year period) Per Fatality Per Injury Per Non-injury	Points per crash		
		2	2
		0.8	0.8
		0.4	0.4
Heavy Vehicles per Percent of Total Traffic Flow	Points per Percentage Over 3%	1	1

	<u>Topography</u>	Short Straight	0	0
		Steep Grade	3	4
		Long Straight	5	2
		Tight Bend	3	4
	<u>Activity Generators</u>	Passive Reserve	0	0
		Active Reserve	2	2
		Normal Resid.	1	1
		Medium Resid.	2	2
		Primary School	6	8
		High School	6	8
		Small Retail	6	8
		Large Retail	8	10
		Bike Crossing	3	5
		Major Bike Route	4	6
		Maj. On-St Parking	10	10
		Maj. Ped. Crossing	5	8

Traffic Parameter	Range/Item	Point Scores for Each Warrant	
		Local Road	Local Distributor
Mid-street Improvements	Ped/Cycle Refuge	-4	-4
	Slow Point	-8	-8
	Embayed Parking	-6	-6
	Part Road Closure	-8	-8
	Hump/Plateau	-8	-8
	Continuous <Median	-5	-5
	40km/h School Zone	-3	-3
Intersection Treatments	Traffic Island	-5	-5
	Roundabout	-8	-8
	Threshold	-4	-4
	Part Road Closure	-8	-8
	Stop/Give Way	-3	-3

CROSS REFERENCES (If any):

Management Practice No.		Delegation No.:	
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LEGAL REFERENCES

Legislation:	
Local Law:	

Notes:	Previously Policy ES 1.19
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Attachment 2

Review of Traffic Calming Program – Setting of Priorities Policy ENG13

Proposed Policy

[TBA]: Traffic Treatments Assessment Policy	
Management Procedure Previous Policy – ENG13 – Adopted 28 May 2001	Relevant Delegation

Purpose

The Shire is committed to road safety and maximising efficiency in the provision of traffic treatments to improve the management of traffic speed across its Road Network.

The purpose of this policy is to provide an objective and transparent framework to assess the need and priority for the implementation of traffic treatments to address traffic volumes and speed, road safety and amenity issues on local roads under the care and control of the Shire.

This policy is not intended to address traffic matters that relate to anti-social and driver behaviour. These matters are referred direct to the WA Police, with the Shire providing any available traffic data on receiving complaints of this nature.

This policy does not apply to roads classified in the Shire’s Road Hierarchy as Primary, District or Regional Distributor roads, with the former being the Roe and Tonkin Highways under the care and control of Main Roads WA.

Policy Statement

All requests for measures to reduce traffic volumes, travel speed and/or crash potential in local streets shall be submitted in writing, and supported by substantiated reasons, together with details of the name of the street, the suggested location of the device and the name and address of the person or persons lodging the request.

The following process will be applied for evaluating the need for the installation of traffic treatments on roads with an Access or Local Distributor road function:

1. Assess the Level of Investigation

The initial level of investigation will be guided by the following criteria being met:

Investigation Level	Criteria
No investigation	<ul style="list-style-type: none"> The road has been investigated within the last 4 years; or The road is a cul-de-sac or road with no straight section greater than 100 metres; or Land development in the traffic catchment is not substantially complete, i.e. less than 90% residential occupancy. The road is classified as a District Distributor road.
Investigate without the need for new traffic data	<ul style="list-style-type: none"> Existing traffic data is less than 2 years old and is within 200m of the area of concern along the same road. Traffic data exists and is less than 4 years old in areas with less than 10% change in traffic catchment or traffic generators.
Investigate by collecting new traffic data	<ul style="list-style-type: none"> When none of the above criteria apply.

2. Generate a Traffic Treatments Assessment Score

When an investigation is justified, a Traffic Treatments Assessment Score (TTA Score) shall be determined in accordance with the criteria addressing speed, traffic volumes, crash data, road design and topography, vulnerable road users and activity generators as provided in the Traffic Management Treatments Assessment Policy Management Procedure.

3. Decide the Level of Action

The TTA Score is to be considered against the limits in the following table:

TTA	Decision	Action Response
More than 50 points	Denoted as Technical Problem Site	Considered to be a site that has traffic issues that require attention. Suitable solutions to be considered for funding and implementation.
35 to 50 points	Denoted as Minor Technical Problem Site	Consider low cost non-capital works solutions (e.g. signing and pavement marking, referral to WA Police for enforcement), as appropriate.
Under 35 points	Denoted as a Low Safety and Amenity Site	No further action required.

4. Report the Action

The level of investigation and the action recommended, including the TTA Score is to be reported to the person(s) initiating the request for traffic treatments.

5. Consideration of Traffic Treatments

Where traffic treatments are warranted in accordance with the TTA Score, further investigation will be undertaken on the suitability of various treatment options, preparation of concept designs, community consultation, preparation of cost estimates and report to Council for endorsement and consideration in the Long Term Financial Plan.

Related Documentation

- Traffic Treatments Assessment Policy Management Procedure.

Related Local Law			
Related Policies			
Related Budget Schedule			
Legislation	<i>Local Government Act 1995 Road Traffic Act 1974</i>		
Conditions			
Authority			
Adopted		Next Review Date	August 2019

Attachment 3

Review of Traffic Calming Program – Setting of Priorities Policy ENG13

Policy Management Procedure

[TBA] Traffic Treatments Assessment Policy - Management Procedure

Relevant Shire of Kalamunda Council Policy

Relevant Shire of Kalamunda Policy

[TBA] Traffic Treatments Assessment Policy

Purpose

To provide technical guidance in development of a Traffic Treatments Assessment Score (TTA Score) in assessing a road in accordance with the Traffic Treatments Assessment Policy (TTA Policy).

Application

The TTA Policy and this Procedure apply to all written requests for measures to reduce traffic volumes, travel speed and/or crash potential in Access and Local Distributor Roads.

Glossary and Definitions

AWT	-	Average Weekday Traffic
PSL	-	Posted Speed Limit
85th Percentile Speed	-	The speed at or below which 85 percent of vehicles travel.
TTA Policy	-	Traffic Treatments Assessment Policy
TTA Score	-	Traffic Treatments Assessment Score

Detail

If it has been determined through the TTA Policy that an investigation is warranted, then this procedure shall be used to determine a TTA Score for the road under review. The following parameters shall be assessed for each section of road to develop individual scores which are aggregated to provide the TTA Score.

1. Traffic Speed

Traffic data, incorporating speed and volumes is collected over the course of a week with the counters to be located where vehicle speeds are likely to best represent maximum traffic speeds.

It is considered that an 85th percentile speed about 20kph above the speed limit is unacceptable. This accounts for the point score increasing sharply at speeds more than 10kph above the speed limit.

Traffic Speed			
Parameter	Range / Item	Point Scores for Each Parameter	
		Local Road	Local Distributor
85 th Percentile Speed based on the speed zone (measured in kilometres per hour) <u>Example</u> Where the posted limit is 50km/hr, and the 85 th Percentile Speed is noted as 58km/hr, this would be considered to be 8km/hr over the posted limit.	Under posted limit	0	0
	0-3 km/h	2	2
	4-7 km/h	5	5
	8-11 km/h	10	10
	12-15 km/h	15	15
	16-18 km/h	25	25
	19-22 km/h	40	40
	Over 22 km/h	65	65

2. Traffic Volumes

There is an expectation of higher traffic volumes on local distributor roads than local access roads, and a differentiation in scores is allocated for these two classes of roads.

Traffic Volumes			
Parameter	Range / Item	Point Scores for Each Parameter	
		Local Road	Local Distributor
Average Weekday Traffic Volume (measured in vehicles per day)	0-1000 vpd	0	0
	1000-1499 vpd	4	0
	1500-1999 vpd	7	0
	2000-2499 vpd	10	0
	2500-2999 vpd	14	0
	3000-3999 vpd	18	4
	4000-4999 vpd	24	7
	5000-5999 vpd	30	12
	Over 6000 vpd	39 + 9 per 1000	18 + 7 per 1000

3. **Crash Data**

Five year crash data is sourced from the Main Roads WA Reporting Centre. Where there are a significant number of crashes along a 5 year period, this is considered as an appropriate measurement for safety. However, where the numbers are small, the second, third and subsequent crashes are scored higher until a capped score is reached.

In roads with moderately high traffic, there is an inevitability that some crashes occur through higher exposure and driver error. Given this scenario, or in some cases to reduce the severity of crashes where traffic volumes are moderately high, a crash reduction factor to reduce the score as traffic volumes increase is then utilised.

Crash Data			
Parameter	Range / Item	Point Scores for Each Parameter	
		Local Road	Local Distributor
Fatal crashes (Refer to Table 1 for Crash Reduction Factor)	1 fatal	7	7
	2 fatalities	15	15
	Over 3 fatalities	25	25
Injury crashes (Refer to Table 1 for Crash Reduction Factor)	1-2 injuries	3	3
	3-4 injuries	12	12
	5-6 injuries	22	22
	Over 7 injuries	27	27
Non-Injury crashes (Refer to Table 1 for Crash Reduction Factor)	1-2 non- injuries	2	2
	3-4 non-injuries	6	6
	5-6 non-injuries	11	11
	Over 7 non-injuries	13	13

Crash Reduction Factor	
Traffic Volume	Crash Reduction Factor
0-1000 vpd	1.0
1000-1999 vpd	0.9
2000-2999 vpd	0.8
3000-3999 vpd	0.7
4000-4999 vpd	0.6
Over 5000 vpd	0.5

These crash reduction factors are applied to the initial Crash Data Scores in accordance with the corresponding Traffic Volume parameter to provide the final Crash Data Score.

4. **Road Design and Topography**

Sharp bends, steep hills or crests may be considered as susceptible to crashes when speeds are high. It is therefore considered appropriate to allocate high scores in locations where restricted geometric factors are combined with high speeds.

Restricted sight distance shall be determined in accordance with the Stopping Site Distance provisions in Section 5.3 Austroads Guide to Road Design Part 3: Geometric Design.

A hill is generally considered steep where the grade is greater than 6-8% but this will depend on the length of the hill and the road environment.

Road Design and Topography			
Parameter	Range / Item	Point Scores for Each Parameter	
		Local Road	Local Distributor
Restricted sight crest curve (85 th percentile speed)	Under 50 km/h	2	2
	50-60 km/h	6	6
	Over 60 km/h	18	18
Restricted sight horizontal curve (85 th percentile speed)	Under 50 km/h	2	2
	50-60 km/h	6	6
	Over 60 km/h	18	18
Bends with unrestricted sight distance (85 th percentile speed)	Under 50 km/h	0	0
	50-60 km/h	2	2
	Over 60 km/h	6	6
Steep hill (85 th percentile speed)	Under 50 km/h	1	1
	50-60 km/h	4	4
	Over 60 km/h	10	10
Road design and sight line constraints SSD requirements met for the required car/truck"	Meets desirable SSD	0	0
	Meets minimum SSD	1	1
	SSD deficient	2	2

5. **Activity Generator**

This parameter offers a point of differentiation from normal residential abutting land uses and is only considered where there is direct frontage to the road being considered. This then focuses the attention to road environments that intensify the concentration of vehicle, bicycle and pedestrian movements.

Activity Generators			
Parameter	Range / Item	Point Scores for Each Parameter	
		Local Road	Local Distributor
College / Secondary Education (85 th percentile speed)	Under 30 km/h	0	0
	30-40 km/h	0	0
	40-50 km/h	7	7
	50-60 km/h	11	11
	Over 60 k/h	14	14

Activity Generators (Continued)			
Parameter	Range / Item	Point Scores for Each Parameter	
Lower / Primary School (85 th percentile speed)	Under 30 km/h	0	0
	30-40 km/h	2	2
	40-50 km/h	7	7
	50-60 km/h	10	10
	Over 60 k/h	12	12
Retail / Commercial (85 th percentile speed)	Under 30 km/h	0	0
	30-40 km/h	0	0
	40-50 km/h	2	2
	50-60 km/h	4	4
	Over 60 k/h	8	8

6. **Amenity Factor**

Heavy vehicle data as collected in accordance with the Traffic Speed and Volume parameters above and relies on Austroads Vehicle Classification System provided in Table 1.1 and Figure 1.1 of Austroads Technical Report AP-T60/66 Automatic Vehicle Classification by Vehicle Length.

It is considered that a case can be made for allocating points to "rat-running" traffic to address amenity on the basis of the volumes of non-local Traffic. Calculating the level of rat-running is based primarily on the analysis of AM and/or PM peak hourly traffic volumes and requires ongoing judgement.

Amenity Factors			
Parameter	Range / Item	Point Scores for Each Parameter	
		Local Road	Local Distributor
Heavy Vehicles	Under 1%	0	0
	1-2%	2	0
	2-3%	4	1
	3-4%	7	3
	4-5%	10	6
	Over 5%	12	8
Rat-running Through Traffic	Under 10%	0	0
	10-20%	5	3
	20-40%	15	10
	Over 40%	20	15

7. Application of Traffic Treatments Assessment Score

The scores determined for each of the parameters are aggregated to create the TTA Score which is then used to decide the level of action required to address the request for traffic treatment measures in accordance with the TTA Policy.

The electronic version of the TTA Template attached to this Management Procedure is to be utilised when undertaking an assessment of a written request.

Related Budget Schedule			
Authority			
Adopted		Next Review Date	

TTA Assessment Score Template

 Shire of Kalamunda Traffic Treatments Assessment		
Road Name		
Road Section		
Suburb		
Intersection		
Road Type	Local Distributor	
Posted Speed	50	
Investigation Exemption	Investigation Merited	
New Traffic Data Required	Not Required: Traffic Data is Less Than 2 years old within 200m of the area of concern	Traffic Count Acquisition Date: //

Item	Traffic Parameter	User Data	Score
1	Traffic Speed 85th percentile	85th Percentile	
		0	0
2	Traffic volumes VPD	VPD	
		0	0
3.1	Crash Data (5 years – Fatal)	Fatal	
		0	0
3.2	Crash Data (5 years – Injury)	Injury	
		0	0
3.3	Crash Data (5 years – Non-Injury)	Non-Injury	
		0	0
4.1	Road design and topography Restricted sight crest curve	Restricted sight	
		NO	0
4.2	Road design and topography Restricted sight horizontal curve	Restricted sight	
		NO	0
4.3	Road design and topography Bends with unrestricted sight	Restricted sight	
		NO	0
4.4	Road design and topography Steep hill	Steep Hill	
		NO	0
4.5	Road design and sight line constraints SSD requirements met for the required car/truck	SSD met	
		Meets desirable SSD	0
5.1	Activity Generators College/Secondary Education	College / Secondary	
		NO	0
5.2	Activity Generators Lower/Primary School	Lower / Primary	
		NO	0
5.3	Activity Generators Retail/Commercial	Retail Commercial	
		NO	0
6.1	Amenity factors Trucks – ≥Austroads Class 3	Trucks	
		< 1%	0
6.2	Amenity factors Peak hour traffic (Max. peak hour volume as % of total traffic)	Peak Hour Traffic	
		< 10%	0
Total			0

Decision	Action
Denoted as a Low Safety and Amenity Site.	No further action required.

Technical Comment			

Officer Name:		Sign:	/ /20
Reviewer Name:		Sign:	/ /20
Authorised Name:		Sign:	/ /20

Attachment 4

Review of Traffic Calming Program – Setting of Priorities Policy ENG13

Examples of Traffic Treatments Assessments

[Click HERE to go directly to the document](#)

Attachment 5

Review of Traffic Calming Program – Setting of Priorities Policy ENG13

Road Classification Definitions

ROAD CLASSIFICATION DEFINITIONS

Primary Distributors:

Provide for major regional and inter-regional traffic movement and carry large volumes of generally fast moving traffic. Some are strategic freight routes and all are State Roads. They are managed by Main Roads WA.

e.g. Tonkin Highway and Roe Highway

District Distributor A:

Carry traffic between industrial, commercial and residential areas and generally connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining property. They are managed by local government.

e.g. Welshpool Road East (Tanner Road to Tonkin Highway, with Welshpool Road East between the Tonkin and Roe Highways managed by Main Roads WA), Kalamunda Road, Lesmurdie Road, Abernethy Road

District Distributor B:

Perform a similar function to District Distributor A roads, but with reduced capacity due to flow restrictions from access to and roadside parking alongside adjoining property. These are often older roads with a traffic demand in excess of that originally intended. District Distributor A and B roads run between land-use cells and generally not through them, forming a grid which would ideally space them around 1.5 kilometres apart. They are managed by local government.

e.g. Gooseberry Hill Road, Maida Vale Road, Lawnbrook Road East, Dundas Road

Regional Distributor:

Roads that are not Primary Distributors but link significant destinations and are designed for efficient movement of people and goods within and beyond regional areas. They are managed by local government.

e.g. Mundaring Weir Road, Welshpool Road East (Canning Road to Tanner Road)

Local Distributor:

Roads that carry traffic within a cell and link District Distributors or Regional Distributors at the boundary, to access roads. The route of Local Distributors should discourage through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to, or serving the area. These roads should accommodate buses, but discourage trucks.

e.g. Lewis Road, Anderson Road, Bougainvillea Avenue, Orange Valley Road, Pickering Brook Road, George Road, Glyde Road, Watsonia Road

Access Roads:

Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by local government.

e.g. Morrison Road, Patterson Road, Boonooloo Road, Chisholm Crescent, Juniper Way, Foxton Boulevard, Chipping Drive, Arthur Road

NOTE: Regional, District and Primary Distributor roads are excluded from consideration under the Traffic Treatments Assessment Policy, with these roads to be addressed on the basis of site specific treatment.

Declaration of financial / conflict of interests to be recorded prior to dealing with each item.

57. Proposed Telecommunications Mobile Phone Base Station and Ancillary Equipment – Lot 116 (52) Ashurst Road, Lesmurdie

Previous Items	N/A
Responsible Officer	Director Development Services
Service Area	Development Services
File Reference	AS-04/052
Applicant	Planning Solutions
Owner	Metropolitan Regional Planning Authority
Attachment 1	Locality Plan
Attachment 2	Site Plans
Attachment 3	Elevation Plan
Attachment 4	Photographs of Views – Lesmurdie Falls Lookout
Attachment 5	Submission Map
Attachment 6	Submission Table

PURPOSE

1. To consider recommendations to the Western Australian Planning Commission (the Commission) on a planning application for a proposed telecommunications mobile phone base station at Lot 116 (52) Ashurst Drive, Lesmurdie.
2. As the site is a Regional Reserve under the Metropolitan Region Scheme (MRS) the Shire is not the decision maker. The Shire is required to make recommendations to the Commission who will determine the application.

BACKGROUND

3. At its Ordinary Meeting held 23 November 2015, Council resolved to revoke *DEV 26 – Radio, Television and Communication Transmission Facilities/Masts Policy* and requested the preparation of a draft Policy to address telecommunications facilities and masts that will facilitate mobile service coverage in critical and high fire risk areas of the Shire.
4. Council considered a draft Planning Policy P-DEV52: Telecommunications Infrastructure at its Ordinary Meeting held 28 March 2016. The policy was adopted in July 2016.

5. In August 2016 Council resolved to endorse the following recommendation from the Bush Fire Advisory Committee:
1. *Resolves in-principal to support the installation of additional 'low-impact' telecommunications infrastructure throughout the Shire that will result in improving communications to the community and improve response to emergency situations.*
 2. *Notes that some telecommunications facilities require development approval, and that due regard needs to be given to the objectives of the Local Planning Scheme No. 3, State Planning Policy 5.2 – Telecommunications Infrastructure, and Local Planning Policy P-DEV 52 – Telecommunications Infrastructure, when considering proposals for telecommunications infrastructure.*

Land Details

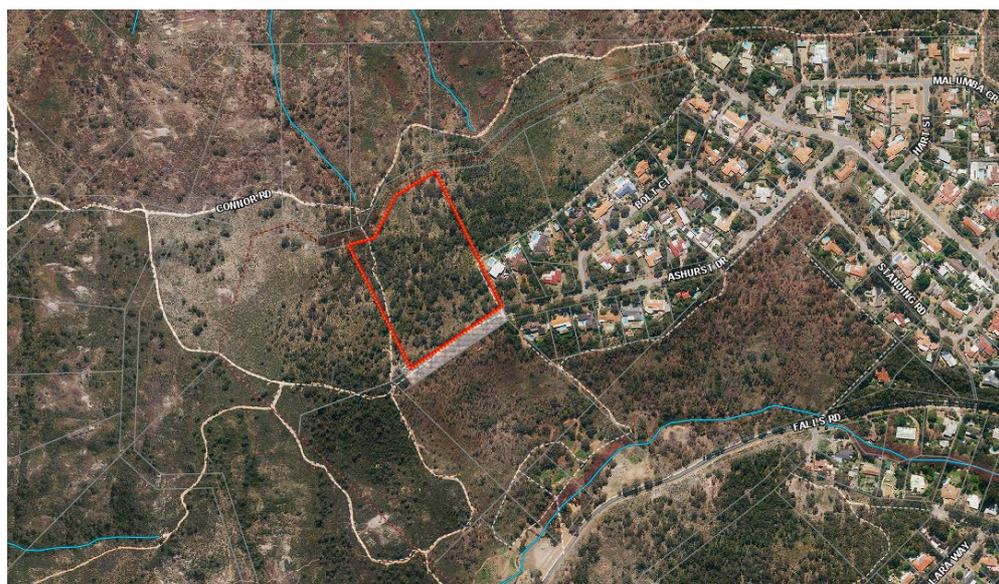
6.

Land Area:	30,250m ²
Metropolitan Regional Scheme Zone:	Regional Reserve - Parks and Recreation

7. The surrounding area is predominantly characterised by parks and recreation uses including walking trails and lookouts to the Lesmurdie Falls. The site is also within close proximity to low density residential sites (R5). The subject site is (3,025,000m²) consistent with surrounding lots within the reserve. The site currently contains a 30m WA Police Mast and associated ancillary equipment utilised by Telstra for their telecommunication infrastructure.

Locality Plan

8.



DETAILS

9. The application proposes the erection of a 30 metre high monopole with a galvanised finish. Ancillary components (antennas, fencing and ground equipment) 20 metres to the (east) of the existing WA Police Antenna mast and shed on the site. These include 6 panel antennas which are 2.6m height x 548mm width and 150mm depth. A GPS antenna, 72.5mm in height by 95mm in diameter and equipment shelter with dimensions 3.15m length by 2.38m width by 2.94m in height.
10. The mast is proposed to be located approximately 95 metres from the nearest residential dwelling, and approximately 1050m from the nearest boundary of the Falls Road Primary School.
11. The applicant submits the following in respect to the proposed facility:
An Assessment by Planning Solutions under the provisions of the Telecommunications (Low-Impact Facilities) Determination 1997 (The Determination) determined the proposed facility not to be 'low impact' for the purposes of the determination. Optus has supposed the assessment by Planning Solutions.

STATUTORY AND LEGAL CONSIDERATIONS

Local Planning Scheme No. 3

12. Clause 3.2 (Regional Reserves) of Local Planning Scheme No. 3 (Scheme) stipulates that the objectives for the regional reserves are as follows:
- Clause 3.2.1: The lands shown as "Regional Reserves" on the Scheme Map are lands reserved under the Metropolitan Regions Scheme are shown on the Scheme Map for the purposes of the Planning and Development Act 2005. These lands are not reserved under the Scheme.
 - Clause 3.2.2: The approval of local government under this Scheme is not required for the commencement or carrying out of any use or development on a Region Reserve.

The Scheme also notes that:

The Provisions of the Metropolitan Region Scheme continue to apply to such Reserves and approval is required under the Metropolitan Region Scheme from the Commission for the commencement or carrying out of any use or development on a Regional Reserve unless specifically excluded by the Region Scheme.

13. Under the Scheme, the proposed telecommunications infrastructure is defined as follows:
"telecommunications infrastructure means any part of the infrastructure of a telecommunications network and includes any line, equipment, apparatus, tower, antenna, tunnel, duct, hole, pit or other structure used, or for use, on or in connection with a telecommunications network."
14. Telecommunications infrastructure is a 'D' (discretionary) use within the MRS Zoning Table.

15. Whilst the Shire is not the decision maker on the application, in considering its recommendation to the Commission, it is to consider the orderly and proper planning of the locality, including the amenity of the area. Clause 29(3) the Metropolitan Region Scheme states that the Local Government is to make recommendations for consideration by the Commission in respect of the application.

Whilst not explicitly stated, it is reasonable for the Shire to rely on Clause 67, of the Deemed to Comply Regulations (that form part of the Local Planning Scheme), which states matters which are to be considered include, but are not limited to:

- The compatibility of the development within its settings;
 - Any approved Statement of Planning Policy of the Western Australian Planning Commission;
 - The preservation of the amenity of the locality;
 - The relationship of the proposal to development on adjoining land or on other land in the locality including but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the proposal; and
 - Any relevant submissions received during the advertising or from any authority consulted.
16. Under Clause 13 of the MRS, development on reserved land, other than the erection of a boundary fence requires the approval of the Commission.
17. Under Clause 30(1) of the MRS, when considering an application, the Commission is to have due regard to the following matters:
- The purpose for which the land is zoned or reserved;
 - The orderly and proper planning of the locality; and
 - The preservations of the amenity of the locality.
18. Under Clause 29(3) of the MRS the Shire is required to forward its recommendation for consideration by the Commission within 42 of receipt of the application for development.

POLICY CONSIDERATIONS

State Planning Policy 5.2 – Telecommunications Infrastructure (2015)

19. State Planning Policy 5.2 – Telecommunications Infrastructure (SPP 5.2) aims to balance the need for effective telecommunications services and effective roll-out of networks, with the community interest in protecting the visual character of local areas. Using a set of land use planning policy measures, the policy intends to provide clear guidance pertaining to the siting, location and design of telecommunications infrastructure.
20. In respect to Electromagnetic Emissions (EME), SPP 5.2 states as follows:
“The use of mobile telephones has raised public concern about possible health issues associated with exposure to electromagnetic emissions. However, telecommunications carriers must comply with the Australian Communications and Media Authority (ACMA) Radio communications Licence Conditions (Apparatus Licence) Determination 2003.

These licence conditions make mandatory the limits in the Australian Radiation Protection and Nuclear Safety Agency (ARPANSA) Radiofrequency (RF) Standard which sets limits for human exposure to RF electromagnetic fields from all sources, including telecommunications infrastructure. ARPANSA is the primary Commonwealth agency responsible for protecting the health and safety of people and the environment from the harmful effects of radiation.

Measurement surveys undertaken by ARPANSA demonstrate that environmental radiofrequency levels near base stations for the mobile telephone network are extremely low. The ARPANSA surveys reported that typical exposures to radiofrequency fields were well below one per cent of the Standard's public exposure limits. It concluded that "given the very low levels recorded and the relatively low power of these types of transmitters, it is unlikely that the radiofrequency radiation from base stations would cause any adverse health effects, based on current medical research".

Standards set by ARPANSA incorporate substantial safety margins to address human health and safety matters; therefore it is not within the scope of this Policy to address health and safety matters. Based on ARPANSA's findings, setback distances for telecommunications infrastructure are not to be set out in local planning schemes or local planning policies to address health or safety standards for human exposure to electromagnetic emissions."

21. In regard to the visual impact and siting of telecommunications infrastructure, SPP 5.2 contains several planning principles to be considered which are summarised as follows:
- Located where the facility will not be prominently visible from significant viewing locations, such as scenic routes, lookouts, and recreation centres.
 - Located so as to avoid detracting from a significant view of a landmark, streetscape, vista or panorama, whether viewed from public or private land.
 - Not be located on sites where environmental, cultural heritage, social and visual landscape values may be compromised.
 - Display design features, including scale, materials, external colours and finishes that are sympathetic to the surrounding landscape.
 - Located where it will facilitate continuous network coverage and/or improved telecommunications services to the community.
 - Facilities should be co-located whenever possible.

P-DEV52 – Telecommunications Infrastructure

22. Local Planning Policy P-DEV52 – Telecommunications Infrastructure (P-DEV52) was considered at Council's Ordinary Meeting on 28 March 2016 for approval to commence public advertising and was adopted by Council at the July 2016 Ordinary Council meeting.
23. The objectives of P-DEV52 is as follows:
- "The Shire recognises the importance of telecommunications infrastructure to provide an appropriate level of telecommunication coverage for the local community.*

The Shire also recognises that some telecommunications infrastructure, particularly mobile telephone towers, can be visually obtrusive. This policy supports low-impact facilities, and opposes other telecommunications infrastructure that would have a significant adverse visual impact."

24. P-DEV52 recognises that the Shire is not in a position to consider the alleged public health impacts of telecommunications infrastructure when determining an application for development approval. National and international health authorities have determined that these facilities do not have major health impacts.
25. In considering an application for development approval, in particular the visual impact of the facility, P-DEV52 recommends that regard be given to the provisions of the Scheme and SPP 5.2. In this respect, development approval may be refused where the Shire is of the opinion that the proposed facility would have a significant adverse visual impact. Alternatively, the Shire may grant development approval conditional upon appropriate modifications to minimise the adverse visual impact.

COMMUNITY ENGAGEMENT REQUIREMENTS

26. Public advertising was undertaken for 21 days involving letters being sent to surrounding property owners, notices placed on site and information displayed on the Shire's website. During the advertising period, the Shire received 18 submissions comprising 8 objections and 10 non objections. Key concerns raised during the advertising period included the following:
- The Proposal is too close to residential properties.
 - The proposal will destroy the landscape of a pristine national park which will be visible from the City.
 - Would not be encouraging for Tourism.
 - Why can't Optus use the police telecommunications tower as Telstra does?
 - The tower is too close to the Lesmurdie Falls tourism attraction.
 - Concerns regarding health impact.
 - Concerns regarding property value impact.
 - The tower has no economic or community benefit to the surroundings or for the residents.
 - Inappropriate for land which is classified as Parks and Recreation.
 - The views should be protected.
 - Not appropriate for a parks and recreation reserve.

FINANCIAL CONSIDERATIONS

27. Nil.

STRATEGIC COMMUNITY PLAN

Strategic Planning Alignment

28. *Kalamunda Advancing: Strategic Community Plan to 2023*

OBJECTIVE 4.3 – To ensure the Shire's development is in accord with the Shire's statutory and legislative obligations and accepted urban design planning standards.

Strategy 4.3.2 – Undertake efficient monitoring and compliance of building developments within the Shire.

SUSTAINABILITY

Social Implications

29. Some sections of the community are concerned regarding alleged public health risks associated with exposure to EME.

Economic Implications

30. The proposal would facilitate improved wireless network coverage to the Lesmurdie / Forrestfield area and surrounds, which will support business, emergency services and the community generally.

Environmental Implications

31. The location of the telecommunication facility in the reserve may require the removal of some vegetation.

RISK MANAGEMENT CONSIDERATIONS

32.

Risk	Likelihood	Consequence	Rating	Action/Strategy
The proposal may detract from the visual amenity of the locality particularly in regard to scenic lookout points.	Likely	Major	High	Ensure the facility is appropriately located and designed so as to minimise undue impacts on visual amenity.

OFFICER COMMENT

33. In regard to the concerns raised during advertising, the following is noted:

Potential health issues resulting from exposure to EME:

Some of the objections received during advertising raised concern regarding the proximity of the proposed facility to residential properties and associated public health risks from EME. As noted above, the Shire is not technically able to consider the alleged health impacts of telecommunications infrastructure when determining an application for development approval.

Visual amenity impacts of the facility:

In regard to the visual impact of the facility at the subject site, it is noted that the view from Falls Road at the entry to the Mundy Regional Reserve and Lesmurdie Falls is a prominent scenic vantage point not only locally but regionally.

The visual landscape, as demonstrated from the applicant's photo montage Attachment 4, will be affected by this proposal as it is located at a high point along the escarpment in a visually prominent location. It is considered that this tower, being a second tower will detract from the visual attractiveness of the escarpment as viewed from Lesmurdie Falls, particularly given the elevated topography and the tower being located at the highest point of the hill. At a height of 30m, the facility would be highly visible in the skyline above the view of the valley and the tree line and would significantly detract from the visual amenity of the area. Photographs of the view from Falls Road are provided in (Attachment 4).

It is considered that the height of the monopole and associated equipment will be prominent on the landscape

The facility will devalue properties in the area:

This is not considered to be a relevant land use planning consideration.

Other locations would be more appropriate:

In regard to the appropriateness of the site selected, the applicant submits as follows:

"The proposed facility will be located in an area of native bushland reserve, well removed from existing residential development and sensitive sites. The facility will not easily be seen from surrounding public roads and residences due to the surrounding bushland and undulating terrain, with only the top half of the monopole visible" The facility will not impact on prominent landscape features, heritage items or individual significant views in the locality due to its location within mature bushland and, due to its location approximately 140 metres from the nearest dwelling structure, the impact on general views are minimal".

Co-location or alternative sites were not reviewed or analysed as part of the site selection process by the applicant.

34. Given that the current proposal is considered to have an undue impact on the visual amenity of the area, the Shire will recommend to the Commission that the applicant consider alternative sites in the vicinity (including co-location), which are not considered to be visually prominent on the escarpment, and from a visual amenity perspective are considered to be more appropriate for the location of the facility.
35. Whilst it is noted that there are a number of submissions in support of the proposal, the location of the facility is considered to be prominently visible within a scenic landscape in Mundy Regional Reserve and Lesmurdie Falls, as viewed from Falls Road and adjacent properties. This is not considered to comply with SPP 5.2 and P-DEV52 policy measures. Accordingly, it is recommended that the proposal be refused.

Voting Requirements: Simple Majority

OFFICER RECOMMENDATION (D&I 57/2016)

That Council:

1. Recommend the Western Australian Planning Commission refuse the application for a telecommunications facility Lot 116 (52) Ashurst Drive, Lesmurdie, for the following reasons:
 - a) The proposal is not considered to comply with Clause 5.1.1 (ii)(a and b) of State Planning Policy 5.2 – Telecommunications Infrastructure, as it will be prominently visible and detract from a significant view in the Lesmurdie area.
 - b) The proposal is considered to be inconsistent with the orderly and proper planning of the locality.
 - c) The accumulative effect of two adjoining telecommunications towers on the visual landscape is considered to be contrary to the objectives Council's Policy P-Dev 52 Telecommunications facilities, whereby it is considered that the telecommunications infrastructure poses a visual impact which outweighs the public benefit that the infrastructure would create.
 - d) The applicant has not demonstrated sufficiently that co-location options have been fully investigated.
2. Recommend to the Western Australian Planning Commission that the applicant give consideration to finding alternative sites within the Regional Reserve to locate the telecommunication facility which are not considered to be visually prominent on the escarpment, and from a visual amenity perspective are considered to be more appropriate for the location of the facility.

Moved:

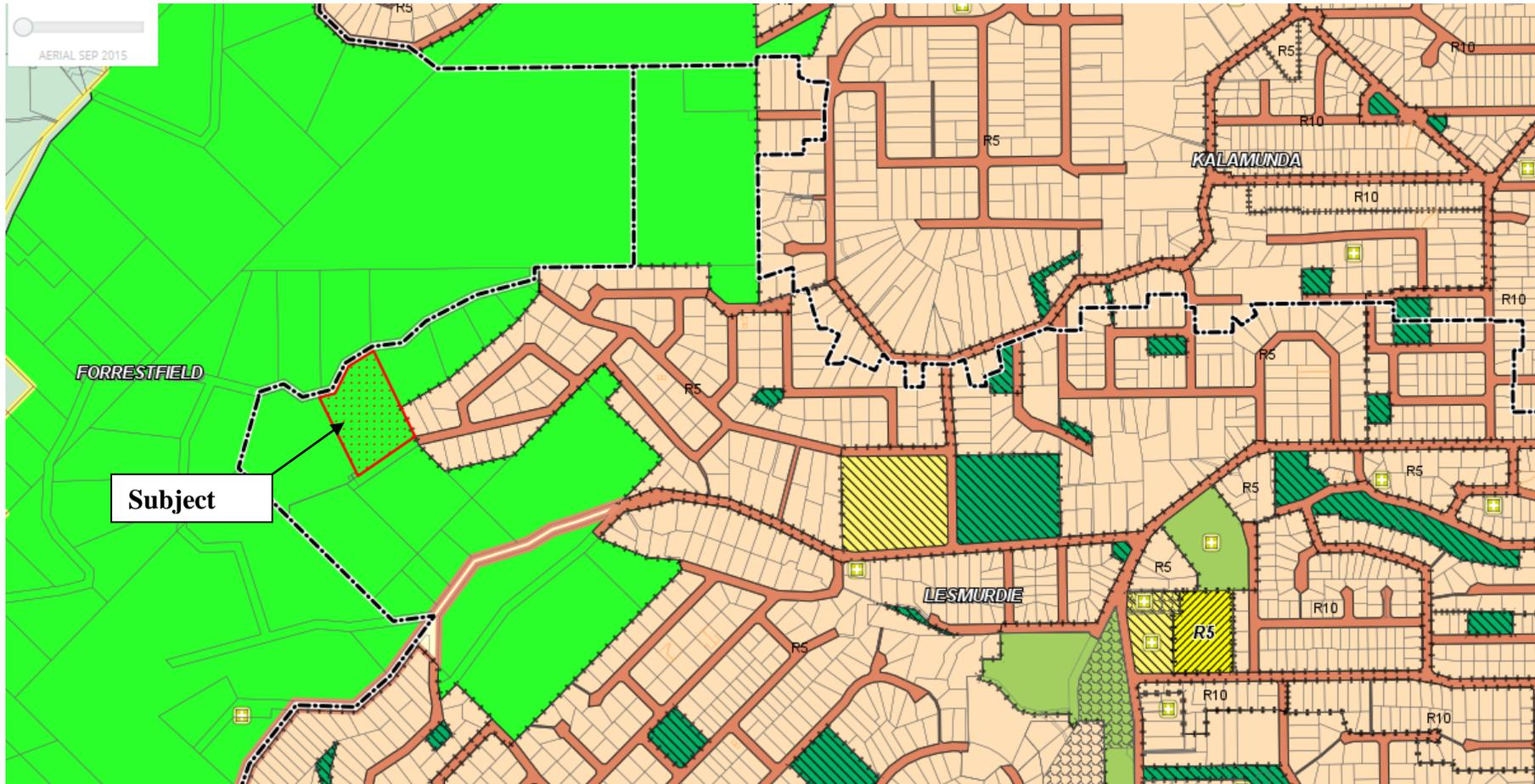
Seconded:

Vote:

Attachment 1

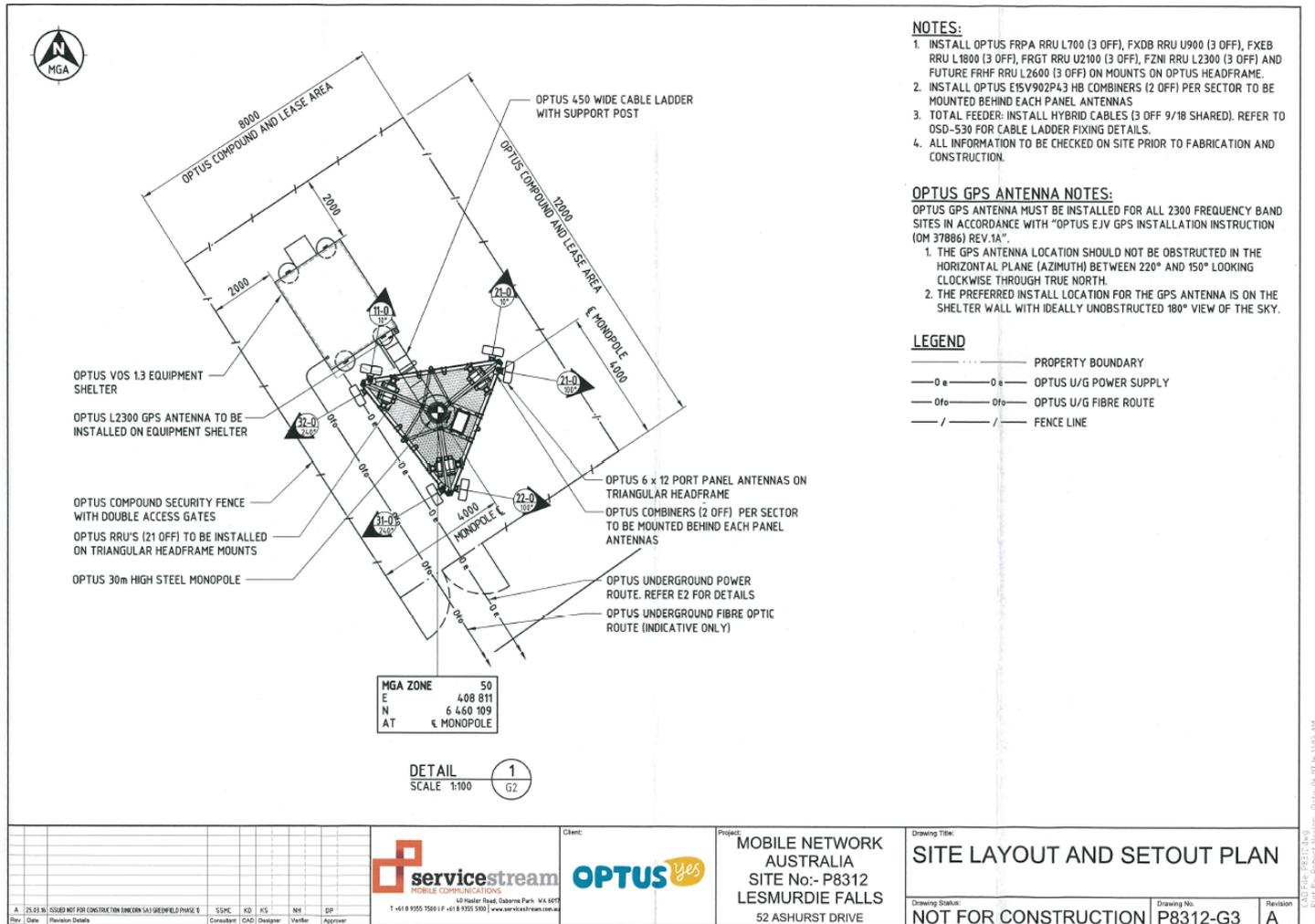
Proposed Telecommunications Mobile Phone Base Station and Ancillary Equipment – Lot 116 (52) Ashurst Road, Lesmurdie

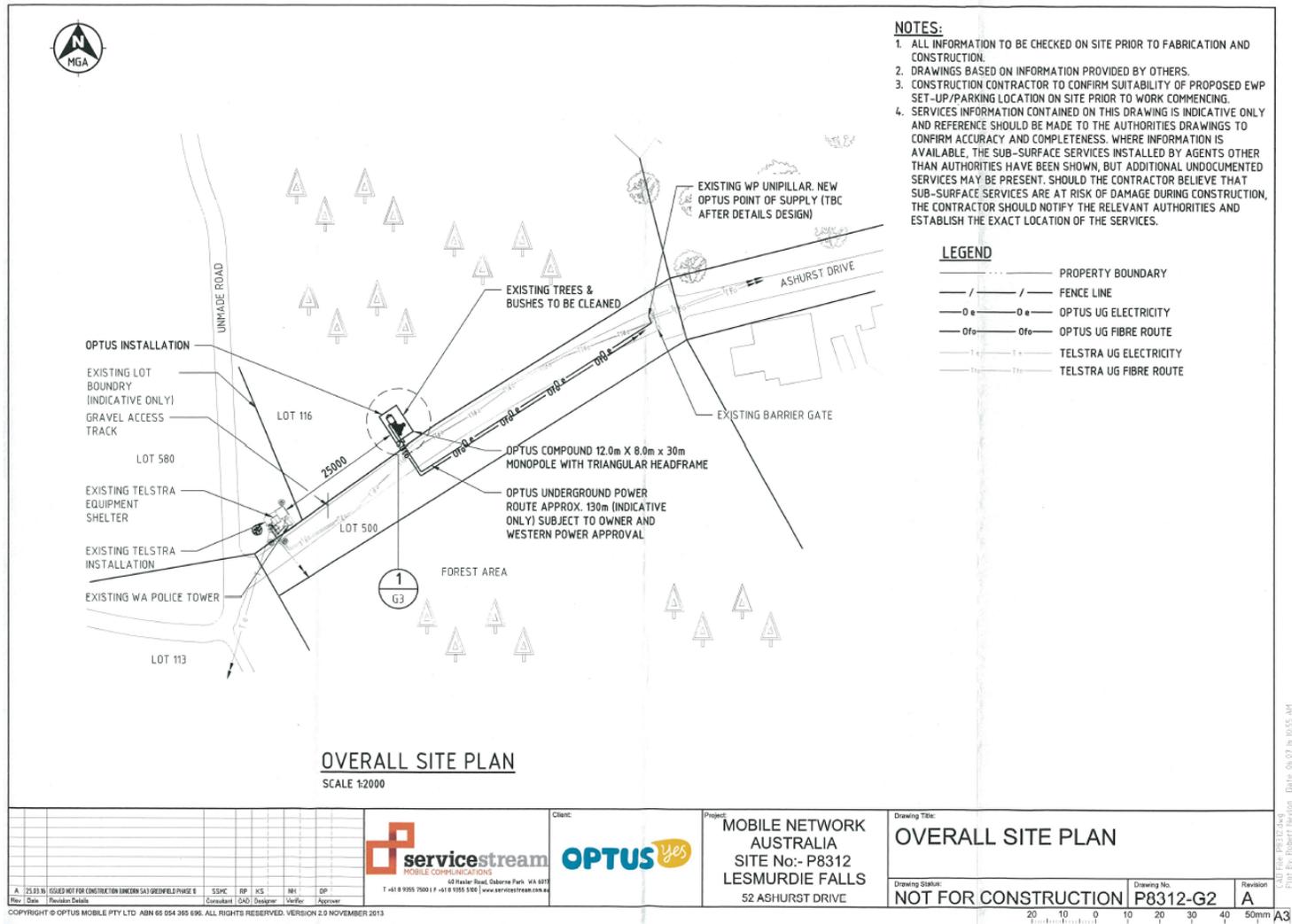
Locality Plan



Attachment 2

Proposed Telecommunications Mobile Phone Base Station and Ancillary Equipment – Lot 116 (52) Ashurst Road, Lesmurdie Site Plans





Attachment 4

Proposed Telecommunications Mobile Phone Base Station and Ancillary Equipment – Lot 116
(52) Ashurst Road, Lesmurdie

Photographs of Views – Lesmurdie Falls Lookout

Current View



Proposed View



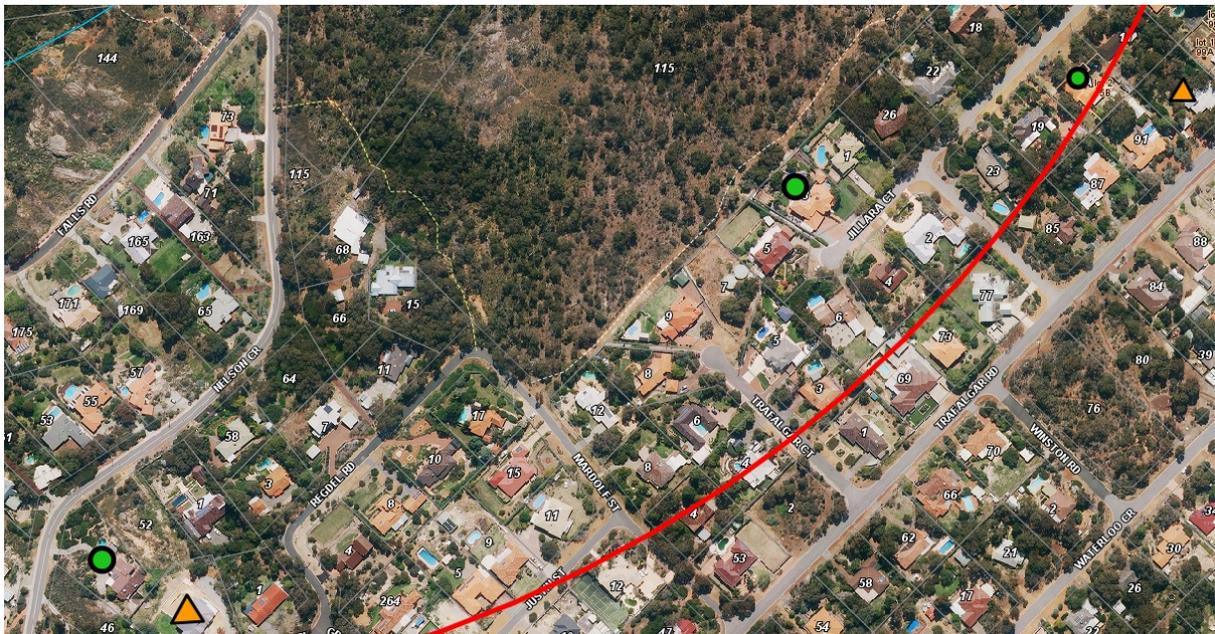
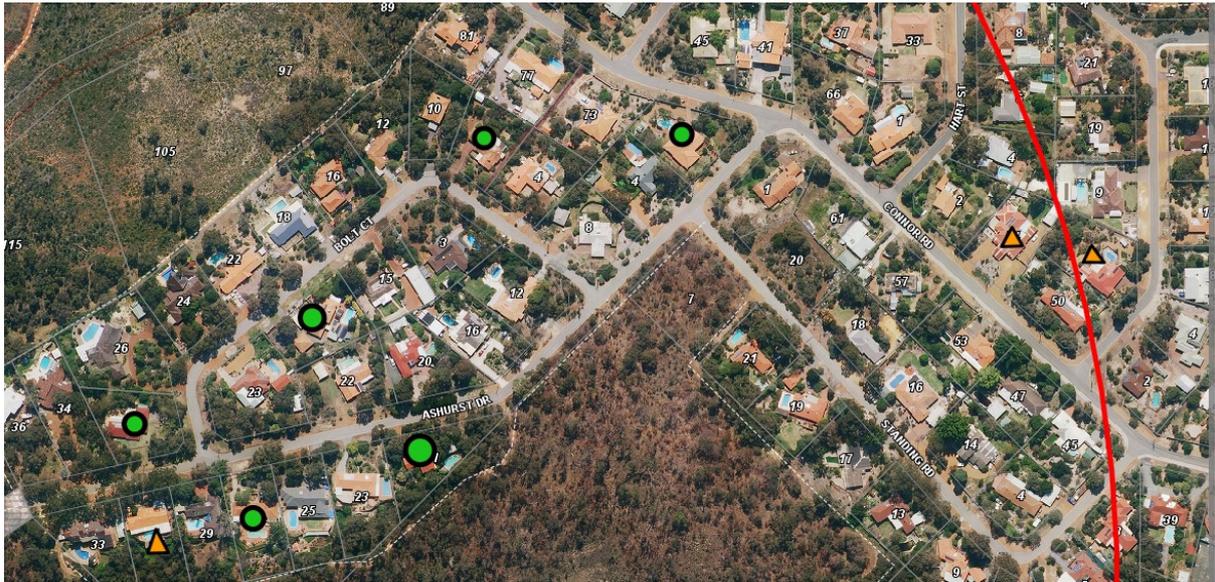
Attachment 5

Proposed Telecommunications Mobile Phone Base Station and Ancillary Equipment – Lot 116
(52) Ashurst Road, Lesmurdie

Submission Map



Subject Site, Location of Tower and 800m Advertising Radius



Response – No Objection



Response – Objection



Objection Received – Respondent address approx. 3.4km as the crow flies from subject site.

Attachment 6

Proposed Telecommunications Mobile Phone Base Station and Ancillary Equipment – Lot 116 (52) Ashurst Road, Lesmurdie

Submission Table

SUMMARY	SUBMITTOR	TOTAL SUBMITTORS	SHIRE OF KALAMUNDA COMMENT
No objections	9,10,11,12,13,14,15,16,17,18,	Nine	Noted
Objection – No further Comment	4	One	Noted
Objection Site Location – is not suitable within a Parks and Recreation	3,8	Two	The application will be determined by the WAPC as it is located in a Metropolitan Region Scheme Reserve, Council will forward its recommendation to the WAPC for its consideration when determining the application.
Objection Negative Visual impacts upon the surrounding local area.	3,7,8	Three	It is noted that the prominence of the proposed monopole and associated equipment is located in a view corridor particularly from Falls Road / Lesmurdie Falls and has been assessed in accordance with the provisions of Councils Policy for Telecommunications.

<p>Objection</p> <p>Negative impact upon the future property values surrounding the subject site.</p>	<p>6</p>	<p>One</p>	<p>This is not a valid planning consideration.</p>
<p>Objection</p> <p>Concerns regarding health impact.</p>	<p>2,3,6</p>	<p>Three</p>	<p>As addressed In the Council report, the Shire is bound by the State Planning Policy criteria and associated research regarding health impact and telecommunications infrastructure.</p>
<p>Objection</p> <p>The views should be protected.</p> <ul style="list-style-type: none"> • It will be prominently visible and will detract from the pleasing view from the picnic area on Falls Road, whilst compromising the visual landscape values. 	<p>6, 7, 8</p>	<p>Three</p>	<p>It is noted that the prominence of the proposed monopole and associated equipment is located in a view corridor particularly from Falls Road / Lesmurdie Falls and has been assessed in accordance with the provisions of Councils Policy for Telecommunications.</p>
<p>Objection</p>	<p>7, 8</p>	<p>Two</p>	<p>It is noted that the prominence of the proposed monopole and associated equipment is located in a view corridor particularly from Falls Road / Lesmurdie Falls and has been assessed in</p>

<p>The tower is too close to the Lesmurdie Falls tourism attraction.</p>			<p>accordance with the provisions of Councils Policy for Telecommunications.</p>
<p>Objection</p> <p>The tower has no economic or community benefit to the surrounds or residents.</p>	<p>3,</p>	<p>One</p>	<p>It is noted that the benefits of the proposed monopole tower and associated infrastructure would result in better mobile phone coverage which has the positive contribution to business as well as emergency services.</p>
<p>Objection</p> <p>They should use the existing infrastructure that Telstra is using.</p>	<p>5</p>	<p>One</p>	<p>The applicant has been asked to explain why in this instance the existing structure cannot be used for the purposes of infrastructure for Optus (See Attachment 7)</p>
<p>Objection</p> <p>Consider the proposal to be an inappropriate incursion into an area acknowledged for its environmental values.</p>	<p>8</p>	<p>One</p>	<p>The Shire is unaware of the potential environmental impact of the proposed development, however, it is assumed that the WAPC as part of its assessment will require the necessary approvals within the State and Federal Government Legislative framework.</p>

SUBMITTERS LIST

SUBMISSION NUMBER	SUMBITTER NAME	STREET ADDRESS	SUBURB
1	NAME & ADDRESS WITHHELD		
2	Catherine Jones	7 Dawn Road,	Walliston
3	Robert Pearce	2A Victory Place	Lesmurdie
4	Fairbrother Family	54 Connor Road	Lesmurdie
5	Maureen Robbins	5 Malumba Crescent	Lesmurdie
6	Natasha Brown	95 Trafalga Road	Lesmurdie
7	Byron Mole	31 Ashurst Drive	Lesmurdie
8	Nature Reserves Preservation Group	Po Box 656	Kalamunda
9	Margo Roxby	21 Ashurst Drive	Lesmurdie
10	Lance W Francis	3 Jillara Court	Lesmurdie
11	J & K Braun	27 Ashurst Drive	Lesmurdie
12	V Terrence & P Mulligan	19 Bolt Court	Lesmurdie
13	D & D Moir	50 Nelson Crescent	Lesmurdie
14	Linda Lea	32 Bolt Court	Lesmurdie

15	Jill Bevis	8 Bolt Court	Lesmurdie
16	Trudy Crosbie	2 Ashurst Drive	Lesmurdie
17	Michael Crosbie	2 Ashurst Drive	Lesmurdie
18	David Philip Frost-Barnes	15A Jillara Way	Lesmurdie

10.0 MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

11.0 QUESTIONS BY MEMBERS WITHOUT NOTICE

12.0 QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN

Cr Dylan O'Connor – Verge Parking Larwood Crescent, High Wycombe

Q. When will the verge treatments be done at the Reserve on Larwood Crescent?

A. In review of Shire Records it is advised that the installation of additional parking bays adjacent to the Larwood Crescent POS was included in the Shire's Long Term Financial Plan for funding consideration by Council as part of the 2016/2017 Capital Works Budget process. However, during this process a decision was made to exclude this project from further funding consideration due to its priority being considered low compared to other competing projects. The project has been retained on the Long Term Financial Plan for future funding consideration.

13.0 URGENT BUSINESS APPROVED BY THE PRESIDING MEMBER OR BY DECISION

14.0 TABLED DOCUMENTS

15.0 MEETING CLOSED TO THE PUBLIC

16.0 CLOSURE