



City of Nedlands


Technical Services Reports

Committee Consideration – 08 July 2014
Council Resolution – 22 July 2014

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| TS13.14 | Proposed Parking Restrictions in Karella Street and Boronia Avenue |
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| | |
|---------------------------|---|
| Committee | 08 July 2014 |
| Council | 22 July 2014 |
| Applicant | City of Nedlands |
| Officer | Shaun Fletcher – Engineering Technical Officer |
| Director | Mark Goodlet – Director Technical Services |
| Director Signature |  |
| File Reference | TS - 000074 |
| Previous Item | Not Applicable |

Purpose

To obtain Council's approval to implement three (3) hour parking restrictions in Karella Street West between Kinninmont Avenue and Dalkeith Road, and in Boronia Avenue between Karella Street and Carrington Street, Nedlands.

Recommendation to Committee

Council:

1. approves three (3) hour parking in Karella Street West on the north side, from 8am – 5pm, Monday to Friday and No Parking on the south side, from 8am – 5pm Monday – Friday; and
2. approves three (3) hour parking in Boronia Avenue on the east side, from 8am – 5pm, Monday to Friday and No Parking on the West side, from 8am – 5pm Monday – Friday.

Strategic Plan

KFA: Transport Planning and Management

Approval of this proposal enables the City to plan, implement and manage parking strategies through the identification of 'hot spot' areas, to improve amenities City wide.

Background

The City has received a growing number of complaints from local residents regarding long term parking in Karella Street West and Boronia Avenue by patrons

of the nearby Hollywood Hospital facilities as well as businesses surrounding Stirling Highway.

Residents' complaints were primarily in relation to an influx of long term parking in the area and visitors complained that there was a lack of parking available to them for short visits to the cemetery and Karella Park. Subsequently, these complaints led Administration to investigate the parking situation and any ensuing impact on the level of amenity.

Initial investigations by Officers found that Karella Street and Boronia Avenue are within close proximity to the Hollywood Hospital facilities and are subject to significant long term parking use from hospital patrons, public transport commuters and business users.

Key Relevant Previous Decisions

While this area is just outside the Stirling Highway parking trial area the issues are identical and the solutions proposed are an extension of that successful initiative of Council.

Consultation

Required by legislation:

Yes

No

Required by City of Nedlands policy:

Yes

No

Letters containing information and a feedback form were provided to all residents, within the proposed area, by a letter drop in May 2014.

Legislation / Policy

Local Government Act 1995

City of Nedlands Parking and Parking Facilities Local Law 2013

Budget / Financial Implications

Within current approved budget:

Yes

No

Requires further budget consideration:

Yes

No

The cost for purchasing and installing the parking signs is part of the road maintenance account.

Risk Management

The following risks have been identified should Council not approve the recommendation:

- Ongoing safety issues due to the need for drivers to overtake long sections of parked cars;

- Decrease in the functionality of the parking;
- Less turnover of bays; and
- Loss of amenity for residents who are largely affected by long term parking.

Discussion

Karella Street and Boronia Avenue are both within close proximity to the Hollywood Hospital facilities. As a result of the proximity, combined with unrestricted kerb side parking, sections of Karella Street and Boronia Avenue are subject to long term parking use from hospital patrons, public transport commuters and business users.

The following locations all have a combination of timed parking and 'no parking' restrictions, similar to the proposed parking in Karella Street and Boronia Avenue:

- All streets located east of Boronia Avenue, many of which had three (3) hour parking restrictions implemented as part of the successful Stirling Highway parking trial.
- Boronia Avenue, south of Carrington Street to Stirling Highway; and
- All streets north of Hollywood Hospital, such as Kitchener Street, Burwood Street, Croyden Street and Campsie Street.

The proposed parking restrictions will provide a consistent and more flexible arrangement to address long term parking within close proximity to the Hollywood Hospital precinct and businesses surrounding Stirling Highway. Due to the successful implementation of the Stirling Highway parking trial, Karella Street West, Boronia Avenue and Dalkeith Road have become the only remaining streets in the area to have unrestricted street parking. This has further pushed the issue of long term, non-residential parking into Karella Street and Boronia Avenue.

It was noted that there were no long term parking issues in the unrestricted section of Dalkeith Road between Karella Street West and Carrington Street. As a result parking restrictions are not recommended at this stage, however, the City will continue to monitor the area for changes in parking behaviour in Dalkeith Road and will act accordingly if parking restrictions are deemed appropriate in future.

Failing to apply a consistent approach to proposed parking restrictions will result in those areas without restrictions becoming a more favourable option for long term parking.

Residents have expressed both historically and in the consultation feedback that long term parking can:

- Detract the amenity of the area;
- Create access difficulties into and out of driveways; and

- Allow vehicles to park on both sides of the street causing safety issues with weaving vehicles or in extreme cases blocking the street.

Liveable Neighbourhoods, a Western Australian Government sustainable cities initiative, suggests an acceptable distance for walking to amenities or for work as approximately 400 metres (approx five (5) minutes). Some parts of Karella Street and Boronia Avenue do fall within this proximity to the hospital precinct and businesses surrounding Stirling Highway.

The Hollywood Hospital precinct is continuing to expand in both patron and facility numbers. This will continue to place additional pressure on unrestricted kerbside parking within close proximity to the hospital as well as close proximity to the current businesses surrounding Stirling Highway.

Administration notes that kerb side parking is utilised by residents in these sections of Karella Street and Boronia Avenue outside of normal business hours. It is therefore recommended that the proposed parking restrictions apply to business hours only between 8am – 5pm, Monday to Friday to retain the amenity of longer periods of parking around these times for residents and their visitors.

The proposed restrictions present a solution to the issues and complaints raised for both Karella Street and Boronia Avenue as they will:

- Increase the functionality of Karella Street and Boronia Avenue;
- Keep vehicles parked to one side of the street only to eliminate weaving and double parking;
- Create turnover bays so that a greater number of users can access them; and;
- Provide a better amenity for residents in the area who are largely affected by long term parking.

Following community feedback, the results indicate strong support for the three (3) hour parking restriction from 8 am – 5 pm, Monday to Friday and ‘No Parking’ from 8 am – 5 pm, Monday to Friday. Results to support this are indicated in the table below.

Karella Street West Feedback Table:

| | |
|---|----------|
| Total sent out | 5 |
| Total feedback forms received back | 3 |
| Feedback that was in support of the parking restriction | 2 |
| Feedback that opposed the parking restriction | 1 |
| Feedback which did not state support or oppose | 0 |

Boronia Avenue Feedback Table:

| | |
|---|-----------|
| Total sent out | 28 |
| Total feedback forms received back | 17 |
| Feedback that was in support of the parking restriction | 12 |
| Feedback that opposed the parking restriction | 4 |
| Feedback which did not state support or oppose | 1 |

Conclusion

Providing parking restrictions will increase the functionality of the parking and is supported by the residents. This will create a turnover of bays so that a greater number of users can access them for parking throughout business hours, such as for visitors for the cemetery, park, residents and tradesmen working on behalf of residents.

This will provide a better and welcome improvement in amenity for residents in the area who are largely affected by long term parking.

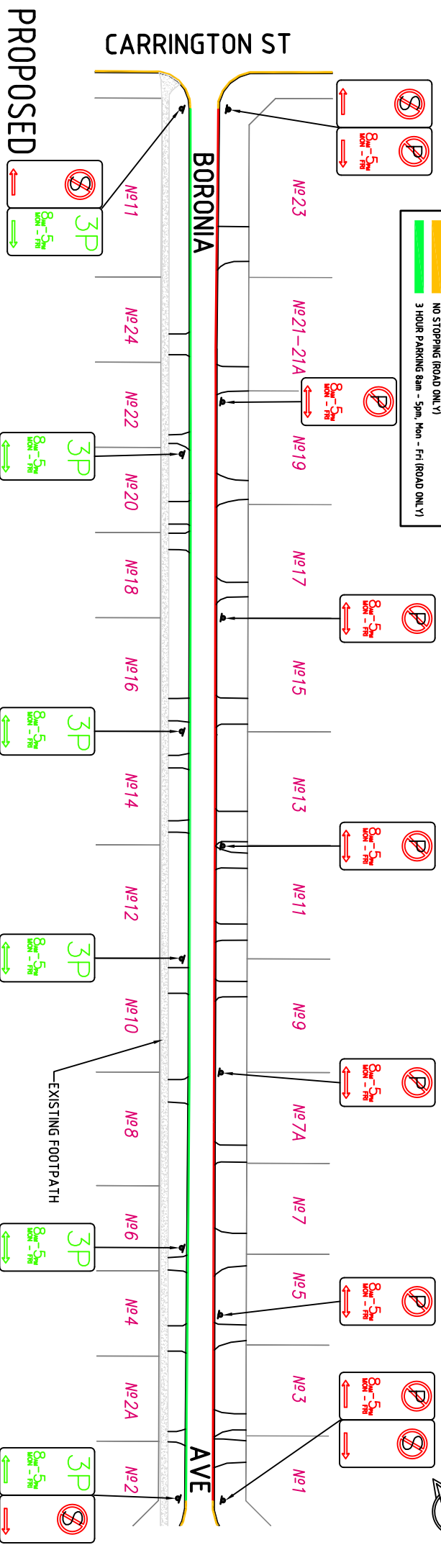
Attachments

1. Proposed parking restrictions, Karella Street
2. Proposed parking restrictions, Boronia Avenue

NOTE: ALL DIRECTIONAL ARROWS ON PARKING SIGNS ARE FOR DISPLAY ONLY AND ALTERED ACCORDINGLY ON SITE.

LEGEND

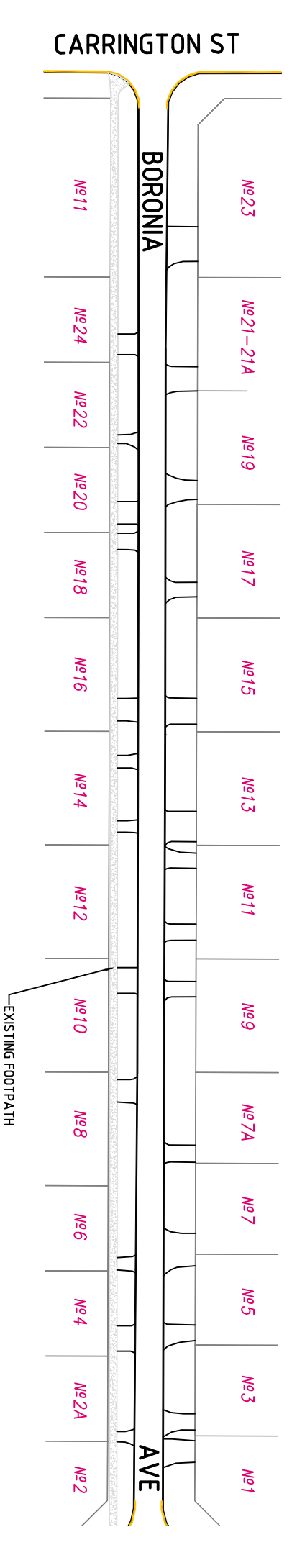
- NO PARKING Ban - 5pm, Mon - Fri (ROAD ONLY)
- NO STOPPING (ROAD ONLY)
- 3 HOUR PARKING Ban - 5pm, Mon - Fri (ROAD ONLY)



NOTE: ALL DIRECTIONAL ARROWS ON PARKING SIGNS ARE FOR DISPLAY ONLY AND ALTERED ACCORDINGLY ON SITE.

LEGEND

- NO STOPPING (ROAD ONLY)



EXISTING

| | | | | | | | |
|------------|------|----------|-------|------------------|-------------|---|---------|
| Amendments | | REVISION | | CITY OF NEDLANDS | | BORONIA AVE CARRINGTON ST - KARELLA ST PARKING RESTRICTIONS | |
| No. | Date | By | App'd | DESIGNED | S. FLETCHER | SCALE | N.T.S. |
| | | | | DRAWN | S. FLETCHER | DATUM | ASSUMED |
| | | | | CHECKED | J. SCOTT | APPROVED | |
| | | | | RECOMMENDED | | | |
| | | | | SHEET | 1 | OF | 1 |
| | | | | DRAWING No. | | | |
| | | | | 40 | | | |

| | |
|----------------|---|
| TS14.14 | Review of Administration Decision to Refuse Nature Strip Development Application |
|----------------|---|

| | |
|---------------------------|---|
| Committee | 08 July 2014 |
| Council | 22 July 2014 |
| Applicant | City of Nedlands |
| Officer | Andrew Dickson – Manager Parks Services |
| Director | Mark Goodlet – Director Technical Services |
| Director Signature |  |
| File Reference | AL2/21; DA14/132; TS-004725; PAR-001687 |
| Previous Item | Not Applicable |

Executive Summary

The City has received a Nature Strip Development Application associated with a residential development application submitted for No. 21 (Lot 220) Alexander Road Dalkeith, corner of Leon Road.

The Nature Strip Development Application (NSDA) proposes construction of a crossover on the Leon Road frontage of the property. The proposed location of the crossover would require removal of a mature Queensland Box street tree. After assessing the application, Administration has refused approval of the NSDA.

On receiving written notification of Administration’s decision, the owners of 21 Alexander Road have written to object and request review of the decision. In accordance with legislation there is a right for affected persons to request review of a decision, made by Administration, to Council.

Recommendation to Committee

Council:

1. **refuses approval of the Nature Strip Development Application proposing the removal of a street tree and construction of a new crossover, in the proposed location, within the road reserve on Leon Road adjacent to No. 21 (Lot 220) Alexander Road, Dalkeith;**
2. **requests the Applicant investigate alternative design options to relocate or reconfigure the crossover and driveway, enabling retention of the street tree, prior to re-submitting an application for nature strip development approval; and**

- 3. advises where a re-submitted Nature Strip Development Application is intended, a minimum clearance of 1.5 metres is required between the trunk of the subject street tree and the proposed crossover or any other proposed private development.**

Strategic Community Plan

KFA: Natural and Built Environment

This KFA contributes directly to enhanced, engaging community spaces, heritage protection and environmental protection.

SP1: Protecting our quality living environment

Background

Planning approval in relation to residential property does not provide approval for development within the nature strip. Obtaining approval for private development within the nature strip, via a NSDA, is a separate process that may run in conjunction with a residential development application.

Where removal of a street tree is identified in relation to a residential development application, City procedure requires a NSDA be submitted and referred to the Manager Parks Services for assessment.

In accordance with Council's Nature Strip Development policy, Administration is a delegated authority to determine proposals for private development on nature strips. Where a development application proposes the removal of a street tree asset, there is supplementary assessment of the application referencing Council's Street Trees policy.

On behalf of the owners of 21 Alexander Road, Dalkeith (the property), Sharp & Van Rhyn Architects (the Applicant) submitted an NSDA for the adjacent nature strip on Leon Road. The NSDA directly relates to the development application received for the property which comprises a corner block.

The NSDA proposes construction of a new crossover on the Leon Road frontage to service the planned residential development at the property. The proposed location of the crossover would require removal of a Queensland Box street tree. The NSDA sought approval to remove and replace the street tree to allow for construction of the crossover.

Having applied the provisions within the Council Street Trees and Nature Strip Development policies, Administration determined to refuse approval of the NSDA in this circumstance.

Key Relevant Previous Decisions

Nil.

Consultation

Required by legislation: Yes No
Required by City of Nedlands policy: Yes No

The relevant legislation requires that, in certain circumstances, persons affected by a decision made by Administration are informed of the reasons for the decision and their rights of review.

Council policy requires that residents be consulted on decisions involving street tree removals and replacement.

Legislation / Policy

Local Government Act 1995; Part 9, Division 1 – Objections and review

Local Government (Uniform Local Provisions) Regulations 1996; regulation 12

City of Nedlands Thoroughfares Local Law

Nature Strip Development policy

Street Trees policy

“Removal

Street trees may not be removed unless one or more of the following criteria applies:

.....Prior to planning approval, plans are to be adjusted to accommodate existing street trees with a two (2) metre buffer zone where practicable. Where a development is approved that necessitates the removal of a street tree, as there are no design options available allowing retention, the developer shall replace the tree and bear 100% of the cost for the City to remove the tree and plant a replacement tree of an appropriate size and species at a suitable location on the same verge;”

Budget/Financial Implications

Within current approved budget: Yes No
Requires further budget consideration: Yes No

If Council approve removal of the street tree and construction of the crossover, policy imposes that the full cost for removal and replacement of the street tree and construction of the crossover is to be borne by the developer.

Risk Management

The primary risk relating to this item is the ability to deliver the intent of Strategic Priority 1 and Council’s Street Trees policy. Strategic Priority 1 - “Protecting our quality living environment”, sits within the Strategic Community Plan and conveys

importance to providing, retaining and maintaining street trees and trees on reserves.

The ongoing and cumulative effect of street tree removals for private development purposes places delivery of Strategic Priority 1 at risk. This risk is of particular importance in relation to loss of canopy cover resulting from the removal of suitable, mature, healthy and/or large street trees.

Discussion

On the 25 March 2014, the City received a residential development application submitted by the Applicant on behalf of the owners of the property. The drawings submitted with the residential development application (Attachment 1) illustrate the crossover passing through a street tree asset with the caption “existing street trees to be removed and replaced”.

The Applicant was informed that a NSDA was required to resolve the matter of the proposed street tree removal. Consequentially, the Applicant submitted a NSDA seeking approval for construction of the crossover in the proposed location and requesting removal of the street tree.

Administration then applied the principles prescribed in Councils Street Trees policy to determine the matter.

The subject tree is a Queensland Box and is the only street tree located on the Leon Road frontage of the Property. On receiving the NSDA, the City carried out an assessment of the street tree (refer Attachment 3 – Preliminary Street Tree Assessment). The completed assessment indicated the tree is in ‘fair’ condition and close to reaching maturity.

In most circumstances, a street tree assessed as being in ‘fair’ condition would not meet the City’s criteria allowing consideration for removal. The Queensland Box comprises a large percentage of the City’ street trees, many of these post mature, and this has been identified as a risk to maintaining the overall street tree population into the future. For this reason, the City applies a larger degree of discretion in approving applications for removal of Queensland Box trees where these are assessed as post mature, of poor form and displaying signs of decline.

Having established the street tree met the City’s criteria for considering removal, based on it being a Queensland Box in ‘fair’, and not ‘poor’, or ‘very poor’, condition, Administration investigated options for redesign enabling its retention. Officers from the Statutory Planning, Technical Services and Parks Services departments consulted and formed the opinion there are realistic options available for redesign that would allow retention of the street tree.

Giving consideration to a range of criteria including the condition of the tree, its expected life, the proximity of other street trees nearby, the overall form of the tree and the realistic potential for redesigning plans to allow for the trees retention, the street tree has been assessed as meeting the City’s criteria for retention.

Administration has taken into account the implications and any burden the decision to refuse the application may transfer to the Applicant and the owners of the property. Having assessed potential options available for redesigning the plan, to enable retention of the street tree, it is considered these do not impose an unreasonable burden on the Applicant or the owners of the property in this circumstance.

In making its decision Administration has given consideration to Council policy and strategic direction, the benefits the street tree provides locally and generally, the expectations of the community and the rights of the owners of the property.

Conclusion

Having considered all relevant matters, and applying some discretion in doing so, Administration recommends Council upholds the decision to refuse approval of the Nature Strip Development Application and advise the Applicant and the property owners to reconsider the proposed location of the crossover prior to re-submitting application for nature strip development.

Attachments

1. Nature Strip Development Application – 21 (Lot 220) Alexander Road, Dalkeith
2. Administration Response to Nature Strip Development Application – 21 (lot 220) Alexander Road, Dalkeith
3. Letter Requesting Council Review of Administration's Decision
4. Preliminary Street Tree Assessment – Asset Identification Number 1261
5. Photograph of the subject street tree taken June 2014



Contact details

Name SHARP & VAN RHYN ARCHITECTS.
 Company name _____
 Phone 9383 3666
 Email peter@svr.net.au.
 Mobile 0407 385 726

| | | |
|------------------|---------------|----------|
| CITY OF NEDLANDS | | RECEIVED |
| Document # | | |
| File # | 28 MAY 2014 | |
| Redirect | | |
| Action | ACK MRN OTHER | |
| Enclosed | | |

Property details

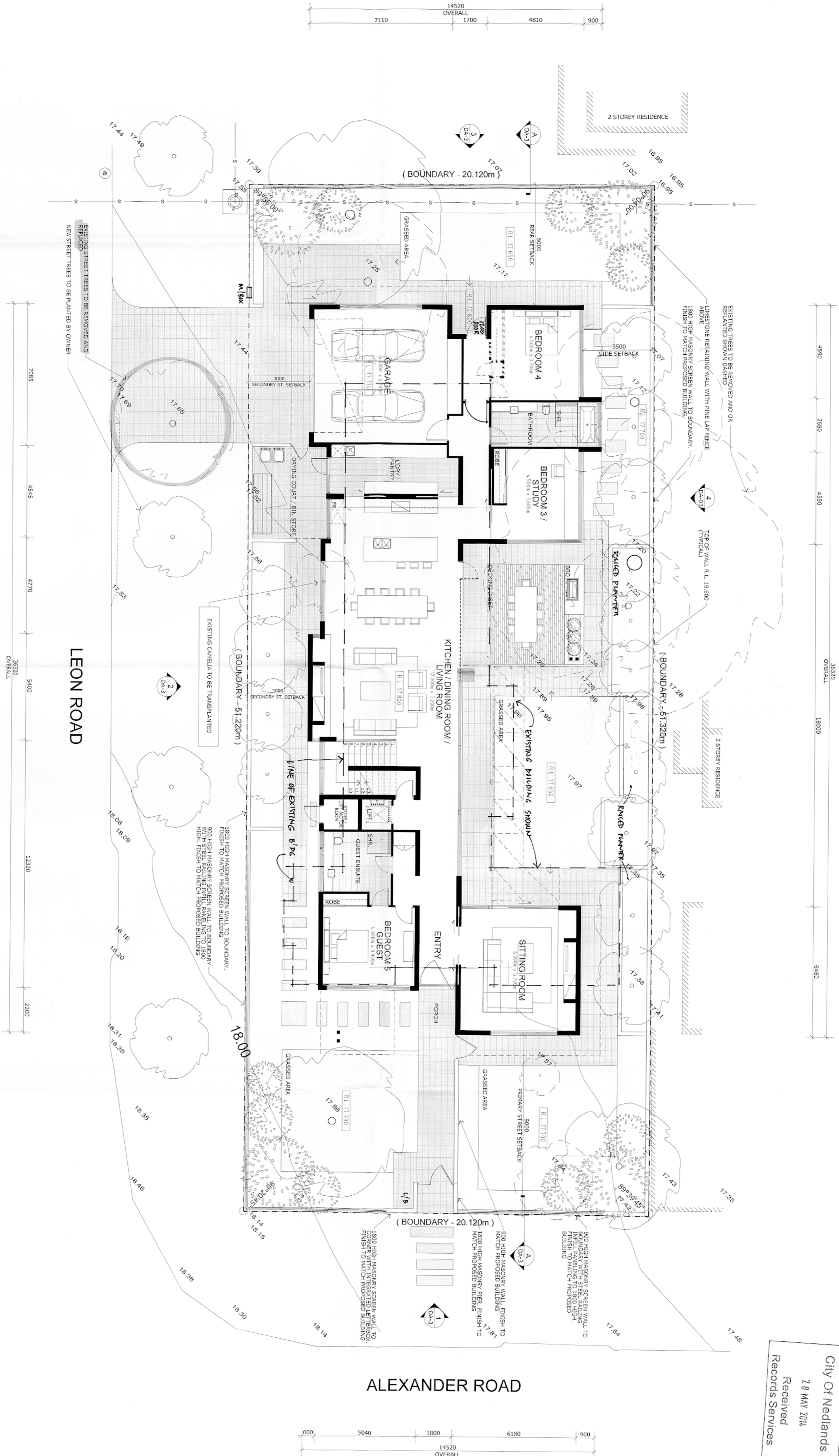
Street address LOT 220 (Nº 21) ALEXANDER RD. DALKEITH.
 Development purpose SINGLE RESIDENTIAL :-
ONE TREE TO BE REMOVED.

I/We, JAN & DAVID LORD
 of 114 ROSAHE ST. SHERIDAN PARK.
REMOVE TREE IN CROSSOVER

do hereby apply for permission to ~~landscape the nature strip~~ at the above listed property complying with the attached standard conditions of approval and City Policy and procedures. I have attached a sketch of the property, surrounding area and nature strip in question indicating north and including street ~~and plant names.~~ NAMES.

Applicant's name SHARP & VAN RHYN ARCHITECTS.
 Signature [Signature]
 Date 27 May 2014.

Owner's name JAN LORD
 Signature [Signature]
 Date 27 May 2014

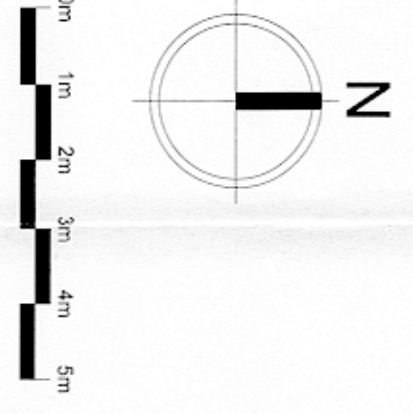


GROUND LEVEL FLOOR PLAN
SCALE 1:100

FLOOR AREA CALCULATIONS

| | |
|----------------------------------|-------------|
| GROUND LEVEL GROSS FLOOR AREA | 306.5 sq m |
| GARAGE AREA | 48.2 sq m |
| TOTAL GROUND LEVEL BUILDING AREA | 354.7 sq m |
| SITE AREA | 1032.0 sq m |
| SITE COVER | 34.5 % |

| | |
|---------------------------------|------------|
| UPPER LEVEL GROSS FLOOR AREA | 136.6 sq m |
| BALCONY AREA | 18.9 sq m |
| TOTAL UPPER LEVEL BUILDING AREA | 155.5 sq m |



Enquiries: Manager Parks Services - 9273 3500
Our reference: PAR-001687



City of Nedlands

ABN 92 614 728 214

12 June 2014

Peter Van Rhyn
Sharp & Van Rhyn Architects
104 Forrest Street
COTTESLOE WA 6011

Dear Peter,

Nature strip development application – 21 Alexander Road, Dalkeith

I refer to the above application received on 28 May 2014 regarding the proposal to remove a street tree located on Leon Road, adjacent to the above property, to allow for construction of a new crossover.

In accordance with the provisions of Council's Street Trees Policy, and the authority delegated to the City, your application for removal of the subject street tree has been **refused**.

The basis on which your application has been refused is detailed below:

- Preliminary assessment of the subject street tree asset indicates it satisfies the City's criteria for retention. Having met the criteria for retention, and taking into consideration all relevant matters, the City will not authorise removal of the street tree asset for the purposes of private development.
- The City's decision is based on assessment of the street tree, application of Council policy, consideration of any justification supplied by the applicant and with respect to opportunities to design the proposed driveway and crossover configuration in such a manner as to retain the street tree asset.


The City advises that investigation of design options for the crossover and driveway configuration, enabling retention of the street tree, be considered prior to re-submitting application for planning and/or nature strip development approval.

Please note – if a re-submitted application is intended, a minimum clearance of 1.5 metres will be required between the trunk of the street tree and any thing proposed to be privately constructed on the nature strip.

Should you be aggrieved by this decision there is a right to apply for a review to Council in accordance with clause 37 of the City of Nedlands Thoroughfares Local Law. The application for review must be submitted to Council within 28 days of the date of this decision.

If you have require clarification on this matter or have any enquiries, please contact me on 9273 3500.

Yours sincerely

A handwritten signature in black ink, appearing to be 'A. Dickson', written over a horizontal line.

Andrew Dickson
Manager Parks Services

16th June 2014

Mr Andrew Dickson
Manager Parks Services
City of Nedlands
Stirling Hwy
NEDLANDS 6009

Ref: PAR 001687

Dear Mr Dickson,

I write to you in response to your letter of 12th June advising that my application to remove a street tree to allow a crossover has been refused.

I ask that you refer the matter to the Council for a decision.

Considering the problem, there are five options.

1. Relocate the garage so that the cross over is clear of street trees.
2. Accommodate the street tree within the crossover with a 1.5 metre boundary around it.
3. With the Council's approval, extend the garage by 1.5 metres to the west.
4. Relocate the Box tree in question to a more suitable location on the nature strip at the owner's expense.
5. With the Council's approval, remove the Box tree and replace it with two or three new trees on the nature strip in Leon Rd. All expenses would be borne by the owner.

The first option is not feasible for the following reasons.

1. The proposed crossover has been set as far as possible from the intersection of Alexander and Leon Roads. The current owner or members of the family have lived almost continually on the site since 1955. They are all too familiar with cars and motor bikes driving north down the long straight stretch of Alexander Rd between Beatrice Rd and Waratah Ave and then turning into Leon Rd. For safety reasons, it is highly desirable that a driveway should be located as far as possible from the intersection so that a driver exiting the property has time to take evasive action if necessary.
I note that the crossover at 23 Alexander Rd is set as far as possible from the intersection.
2. My husband and I (the residents) will be in our early seventies and I have a significant physical disability, the after effects of childhood polio. The house has been designed with my progressive physical impairment in mind, with the living areas and two bedrooms located on the ground floor. It is essential that the garage also be located on the ground floor rather than underneath the house so that access is as straight forward as possible.
3. The crossover cannot be located further to the west because the western edge needs to be in line with the garage wall and the Council requires the garage to be set back 6 metres from the boundary.

The second option is not feasible for the following reasons.

1. Having a tree so close to the driveway may interfere with an exiting driver's view of the intersection of Alexander and Leon Roads – a potentially hazardous intersection.
2. Retaining the tree would result in the crossover being too narrow for the vehicle parked on the east side of the garage to enter and exit in a straight line.
3. A crossover that is equally as wide as the garage would be much more aesthetically pleasing. A crossover that is narrower than the garage would detract from the appearance of the south side of the property and the amenity of the area.

The third option is undesirable for the following reasons.

1. Moving the garage wall 1.5 metres to the west would result in the distance between the wall and the western boundary being reduced to 4.5 metres instead of the required 6 metres. Although I note that at 23 Alexander Rd, the house extends virtually to the western boundary, this variation would require special Council approval which may not be forthcoming.
2. Increasing the length of the house would reduce the size of the planned citrus grove which will shade the western side of the house.
3. The distance between neighbours would be reduced, making the plan unlikely to be approved.

The fourth option is undesirable for the following reason.

There would be no guarantee that the Box tree would survive the operation in the long term.

The fifth option is my preferred option.

1. With Council approval, have the Box tree on Leon Rd removed.
2. Construct a crossover which is fully in line with the planned ground floor double garage.
3. As shown on the plan submitted to the Council, replace the Box tree with two or three Jacarandas, a Council preferred species. They will match those planted on the opposite nature strip at 23 Alexander Rd. In spring, the blue flowering Jacarandas will provide a glorious display at the entrance to Leon Rd.
4. All costs involved in the removal and replacement of the trees will be borne by the owner.

I am planning to build a home and create a garden that is sensitive to the environment, will enhance the amenity of the area and in which my husband and I hope to be able to 'age in place' so that neither of us will require nursing home care for many years.

I therefore request that the Council grant me permission to remove one tree from the nature strip in Leon Rd, on the understanding that it will be replaced with two or three new trees at the owner's expense.

Please advise me of the date of the Council meeting at which this matter will be discussed.

My contact details are; E: ----- and M: -----

With kind regards

----- (owner)

Address of DA: 21 Alexander Road, Dalkeith

TRIM Ref: DA14/132

| | | | | | | | | | |
|--|------------------------------|-------------|----------|-----------------------|---------------------------------------|---------------------------------------|---------------------------------------|----------------------------|--|
| Tree Asset ID | 1261 | | | | | | | | |
| Botanic Name | <i>Lophostemon confertus</i> | | | | | | | | |
| Common Name | Queensland Box | | | | | | | | |
| Height (m) | 9 | | | | | | | | |
| Width (m) | 6 | | | | | | | | |
| DBH (cm) | 40 | | | | | | | | |
| Tree Value (\$) | 2,800 | | | | | | | | |
| Health | Good | Fair | Poor | Very Poor | Dead | Removal Consideration | Y <input checked="" type="checkbox"/> | N <input type="checkbox"/> | |
| Option(s) available for re-design? | | | | | | | Y <input checked="" type="checkbox"/> | N <input type="checkbox"/> | Further investigation <input type="checkbox"/> |
| Take Below Scores Into Consideration if - Street Tree Condition Allows Removal or No Options for Re-Design or Further Investigation for Re-Design is Required | | | | | | | | | |
| Canopy Size | Medium | Score (1-5) | 3 | Removal Consideration | Y <input type="checkbox"/> | N <input checked="" type="checkbox"/> | | | |
| Form | Average/indifferent | Score (1-5) | 3 | Removal Consideration | Y <input type="checkbox"/> | N <input checked="" type="checkbox"/> | | | |
| Importance | Some Importance | Score (1-5) | 3 | Removal Consideration | Y <input type="checkbox"/> | N <input checked="" type="checkbox"/> | | | |
| Other Trees | Many | Score (1-5) | 2 | Removal Consideration | Y <input checked="" type="checkbox"/> | N <input type="checkbox"/> | | | |
| Setting | Very suitable | Score (1-5) | 4 | Removal Consideration | Y <input type="checkbox"/> | N <input checked="" type="checkbox"/> | | | |
| Expected Life | 5 to 40 Years | Score (1-5) | 3 | Removal Consideration | Y <input type="checkbox"/> | N <input checked="" type="checkbox"/> | | | |

 Street Tree: Meets criteria for retention Meets criteria allowing removal

Technical Services Advice note:

Street tree meets criteria for retention and will not be considered for removal. Refer back for re-design demonstrating relocation / reconfiguration of the crossover enabling retention of the street tree.

Date of Assessment: 10 June 2014

 Assessment by: Manager Parks Services
 Position

Scores for Canopy Size

| Assessment Description | Score |
|------------------------|-------|
| Very Small | 1 |
| Small | 2 |
| Medium | 3 |
| Large | 4 |
| Very Large | 5 |

Scores for Form

| Assessment Description | Score |
|------------------------|-------|
| Very Poor | 1 |
| Poor | 2 |
| Average/indifferent | 3 |
| Good | 4 |
| Very Good | 5 |

Scores for Importance

| Assessment Description | Score |
|-------------------------|-------|
| Very Little Importance | 1 |
| Little Importance | 2 |
| Some Importance | 3 |
| Considerable Importance | 4 |
| Great Importance | 5 |

Scores for Other Trees

| Assessment Description | Score |
|------------------------|-------|
| Woodland | 1 |
| Many | 2 |
| Some | 3 |
| Few | 4 |
| None | 5 |

Scores for Setting

| Assessment Description | Score |
|------------------------|-------|
| Totally Unsuitable | 1 |
| Moderately Unsuitable | 2 |
| Just/Fairly Suitable | 3 |
| Very Suitable | 4 |
| Particularly Suitable | 5 |

Scores for Expected Life

| Assessment Description | Score |
|------------------------|-------|
| Less than 2 Years | 1 |
| 2 to 5 Years | 2 |
| 5 to 40 Years | 3 |
| 40 to 100 Years | 4 |
| More than 100 Years | 5 |

Assessment Notes:

- Other than Queensland Box, only street trees assessed as being in poor or very poor condition will be considered for removal. Queensland Box trees assessed as Fair will be considered for removal where appropriate.
- A score of 2 or less in the scoring component results in a Yes in the Removal Consideration box.
- 2 or more ticked Yes boxes in the scoring component results in a tree meeting the criteria allowing for removal

