

Tennyson Road Consultation

Community Consultation Outcomes Report
September 2018



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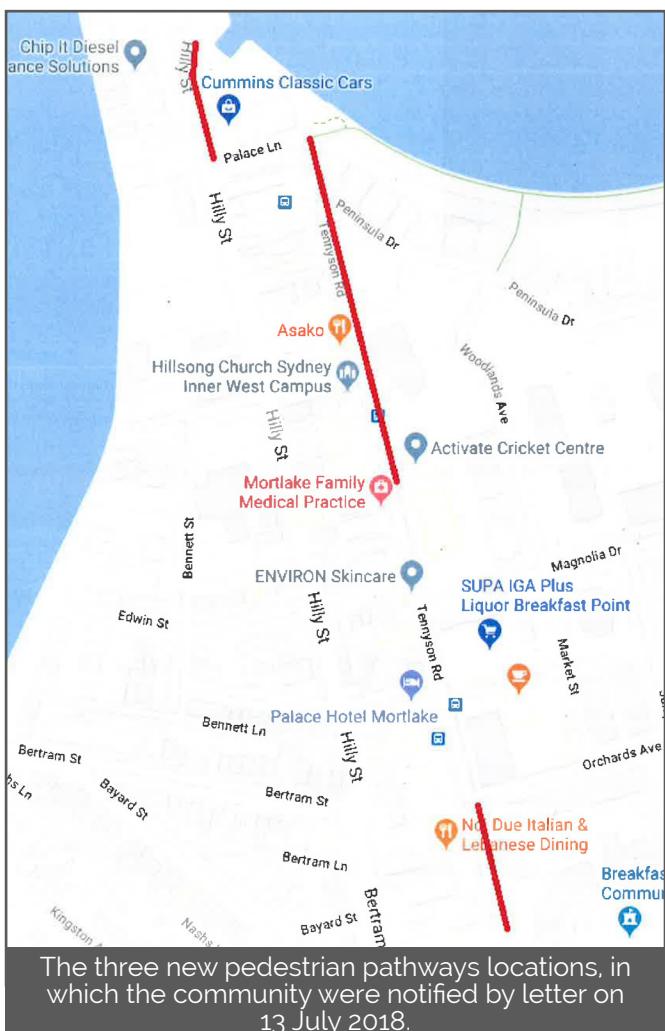
Mayor Angelo Tsirekas

Introduction

This report presents the results of the community consultation undertaken between 13-26 August 2018 in relation to installing a pedestrian pathway along eastern side of Tennyson Road from Palace Lane to 23 Tennyson Road. The objective of this project is to provide the community with a continual pedestrian pathway on the eastern side of the carriageways from Emily Street, Mortlake to Mortlake Ferry.

Three options were presented to the community to provide their feedback:

- **Option 1** - Retention of existing street trees and widening of the verge into the parking lane to accommodate a footpath resulting in the loss of 10 parking spaces
- **Option 2** - Replacement of the eight existing trees, with new trees to be planted in tree pits within the parking lane to allow a continuous footpath, along the verge, resulting in the loss of 7 parking spaces
- **Option 3** - Replacement of the eight existing trees, with new trees of a smaller, suitable species to be planted within the verge. The footpath would be constructed around the new trees. There would be no parking loss associated with this concept.



Background

As part of Council's commitment to further enhance and upgrade pedestrian accessibility within the City of Canada Bay, Council allocated \$280,000 of Section 94 Developer Contributions in its 2018/2019 Capital Works program to install three pedestrian pathways, set out below, creating a continual pedestrian pathway on the eastern side of these carriageways from Emily Street, Mortlake to Mortlake Ferry:

1. On the eastern side of Tennyson Road, between Emily Street and Orchards Avenue
2. On the eastern side of Hilly Street, between Palace Lane and Mortlake Ferry
3. On the eastern side of Tennyson Road, between Palace Lane and 23 Tennyson Road

Nearby residents were notified of these works scheduled to be undertaken in August 2018, in a letter dated 13 July 2018.

The works proposed for Section Three, the eastern side of Tennyson Road (between Palace Lane and 23 Tennyson Road) aligned with Option 3 presented during community consultation, which proposed to construct an accessible pathway whilst retaining all parking on Tennyson Road, however required the replacement of eight paper bark trees with a more suitable tree species.

In response to this notification, a number of residents stated their concern at the removal of these trees.

On the afternoon of 1 August 2018, Mayor Tsirekas with senior Council representatives met with concerned residents to listen to their apprehension and discuss three different options to enable the installation of a pedestrian pathway for Section Three. At this meeting, the Mayor committed to undertaking a formal consultative process and engaging a consulting Arborist to undertake an independent Visual Tree Structural Assessment (VTSA) to evaluate each tree in relation to current condition and confirm the Useful Life Expectancy (ULE).

On 3 August 2018, the Mayor wrote to residents to inform them of the community consultation period of 13-26 August (extended to 3 September) and to invite them to the Community Consultation Outcomes Forum on 5 September.

An independent Arborist commenced investigations on 3 August and submitted the report to Council on 20 August 2018 which was made publicly available on the consultation webpage.

The Paperbark Trees

About Paperbark Trees

Any of several small trees belonging to the genus *Melaleuca*, in the myrtle family (Myrtaceae), characterized by their whitish papery bark. They are native to Australia and nearby islands. *Melaleuca quinquenervia*, also called punk tree and tea tree, grows to a height of 8 metres (25 feet); it has spongy white bark that peels off in thin layers. *M. leucadendron*, also called river tea tree, is sometimes confused with the former; its leaves provide cajeput oil, used for medicinal purposes in parts of the Orient. The common name swamps paperbark is applied to *M. ericifolia*, which often grows in clumps, and to *M. rhaphiophylla*. These shrubs and small trees are sometimes cultivated in warm areas for their whitish to yellowish terminal flower clusters. - *Extracted from Encyclopedia Britannica*

Estimated Age of the Trees

The trees are estimated to be 45-50 years old.

Consulting Arborist Report - Key Findings

The Arborist report, submitted to Council on 20 August 2018, concluded the eight trees assessed contain somewhat low retention values where tree anchorage, root zone conflicts and structural faults are likely to become problematic within the short term (5-15 years), with increased risk within the midterm (15+ years).

With tree retention careful consideration and mitigation works is required to protect person and property from risk of damages. Please refer to the Arborist's Report conclusion for detailed information.

A summary on each tree is tabled below.

Tree	Condition	RV	ULE
Tree 1	Somewhat low retention value due to basal pathogen or viral infection	3	3
Tree 2	Viable tree with no foreseeable issues within the risk assessment period.	2	2
Tree 3	Somewhat low retention value due to anchoring root condition & tree lean	2	3
Tree 4	Low retention value due to anchoring root condition, tree lean & main stem junction fault	3	3
Tree 5	Low retention value due to structural fault of main branch bark inclusion	3	3
Tree 6	Low retention value due to poor radial anchoring root development and structural fault of main branch bark inclusion	3	3
Tree 7	Low retention value due to structural fault of main branch bark inclusion	3	3
Tree 8	Viable tree with no foreseeable issues within the risk assessment period	2	2

Definitions

Retention Value (RV): Determined by [1] Low risk/High retention - tree free of visual defects and viable for retention, [2] Medium - low risk/Medium retention - viable for retention with minor faults which may reduce ULE, [3] Medium risk/Low retention - trees which contain faults that are likely to become problematic in the short term, [4] M/High risk/Consider removal - trees to be considered for removal due to poor condition.

Useful Life of Expectancy (ULE). A tree's ULE category is the life expectancy of the tree modified first by its age, health, condition, safety and location. ULE assessments are not static but may be modified as dictated by changes in trees health and environment. The five categories of ULE are as follows:

1. Long U.L.E. - Appear retainable at the time of assessment for over 40 years with an acceptable degree of risk assuming reasonable maintenance.
2. Medium U.L.E. - Appear to be retainable at the time of assessment for 15 to 40 years with an acceptable degree of risk assuming reasonable maintenance.
3. Short U.L.E. - Trees appear to be retainable at the time of assessment for 5 to 15 years with an acceptable degree of risk assuming reasonable maintenance.
4. Very short - Removal- Trees which should be scheduled for removal within the very short term
5. Small, young or regularly pruned - Trees under 5m in height that can be easily moved or replaced, includes screen plantings or hedge lines.

Notes

Tree 2: In age progression the three main stem junctions may become problematic as stem inclusions are considered a weak fault having the ability to fail (split apart).

Tree 8: In age progression the stem inclusion at 3m may become a problematic as stem inclusions are considered a weak fault having the ability to fail (split apart).

Other Considerations

The AGL Heritage Wall

Section three of the pathway pedestrian works adjoins the AGL (former) fence, entrance gates and entry pavilion (positioned on Tennyson Road between Peninsula Drive and Emily Street to Magnolia Drive). It is a local heritage item, gazetted as item 1437 in schedule 5 of the City of Canada Bay Local Environment Plan 2013. This heritage item is owned by the Breakfast Point Community Association (BPCA) and located entirely within the Breakfast Point site boundary. Subsequently, the heritage fence is not a 'dividing fence' as prescribed under the Diving Fences Act 1991, resulting in the liability for the maintenance and repair as the responsibility of BPCA and consequently Breakfast Point property owners.

Visual Amenity and Privacy

The paperbark trees, though attractive, clearly impact the accessibility of the eastern side of Tennyson Road. However, the trees also provide natural privacy screening for residents on the eastern side of the heritage fence.

Parking Impacts

Residents and businesses throughout the City of Canada Bay continue to request additional parking and enhanced management of existing parking. Options 1 and 2 presented during consultation, result in the loss of 10 and 7 on-street parking spaces, respectively.

On-street parking is fundamental to supporting local businesses in enabling their customers to patron them. Australia Post data published on 7 August 2018 indicates there are 68 street based businesses in Mortlake and 7 in Breakfast Point. If Option 1 is endorsed, resulting in the removal of 10 parking spaces, on-street parking on Tennyson Road (Palace Lane to Emily Street) would reduce by 10%.

Suggested Replacement Tree Species

If the existing paperbark trees are to be removed, they will be replaced with 75L (approximately 1.5 metres in height on planting) *Elaeocarpus reticulatus* (Blueberry Ash).

Blueberry Ash is a fast growing evergreen species which can grow to 6-12m tall with width able to be trimmed to 3m without adverse affect on the tree health. Popularly used for screening and hedging, it has a dense crown of foliage and a cone like shape. This species grows in a range of light intensities, from shade through to full sun.

In spring and summer, the trees are covered in soft white or pink frilly flowers, followed by blue berries that last through winter and often into the next spring.



Community Consultation

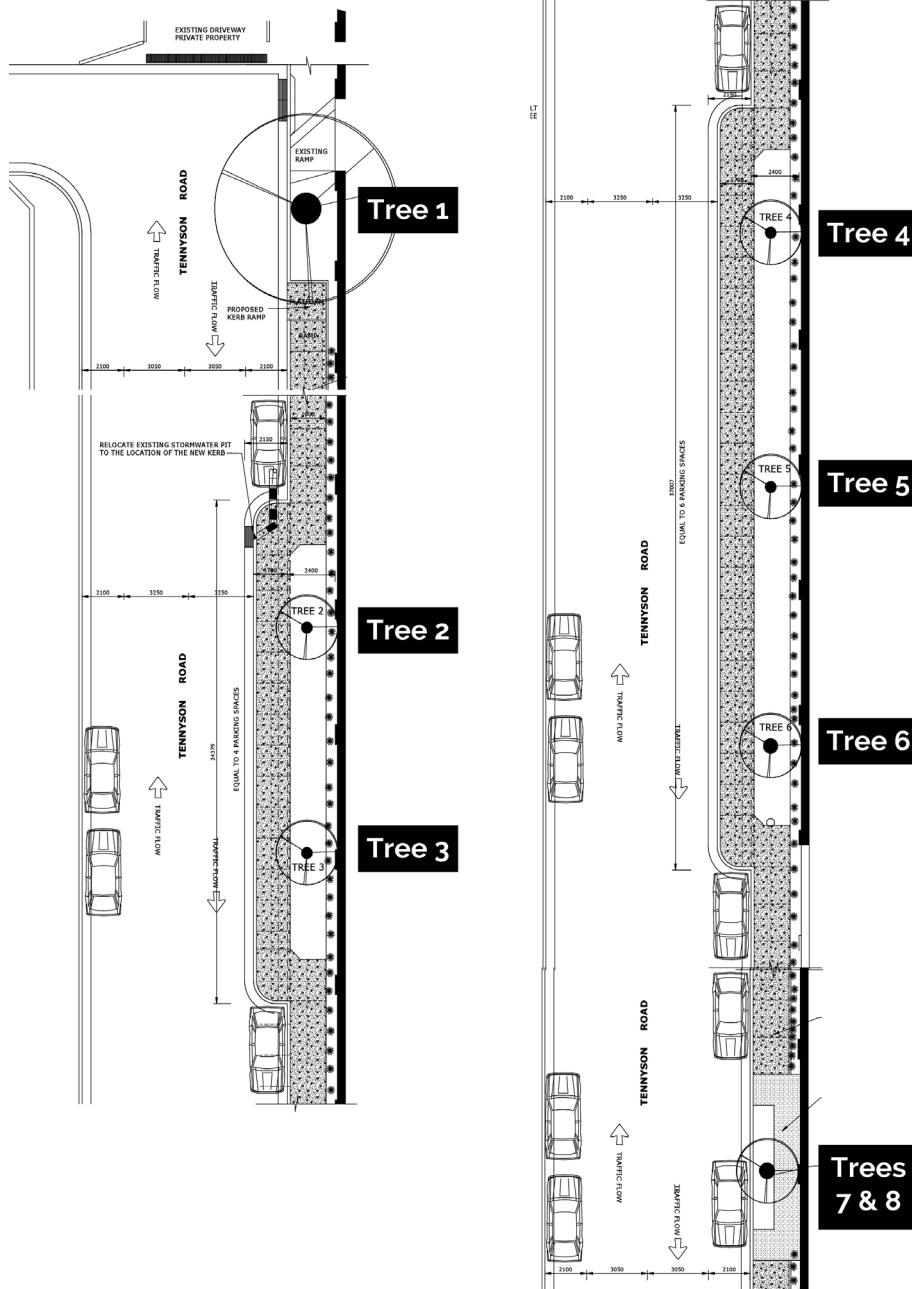
Period: 13 August - 3 September 2018

The community was informed of the opportunity to participate in the consultation period via a notification letter distributed to 3000 nearby properties on 3 August 2018.

What was presented to the community?

In response to residents concerns regarding the removal of the eight trees, Council engineers investigated alternative solutions which explored boardwalks, surface roots, accessibility and parking, resulting in the development of three options (concept plans) whch formed the community consultation. An independent Arborist report was submitted to Council and made publicly available on 20 August 2018.

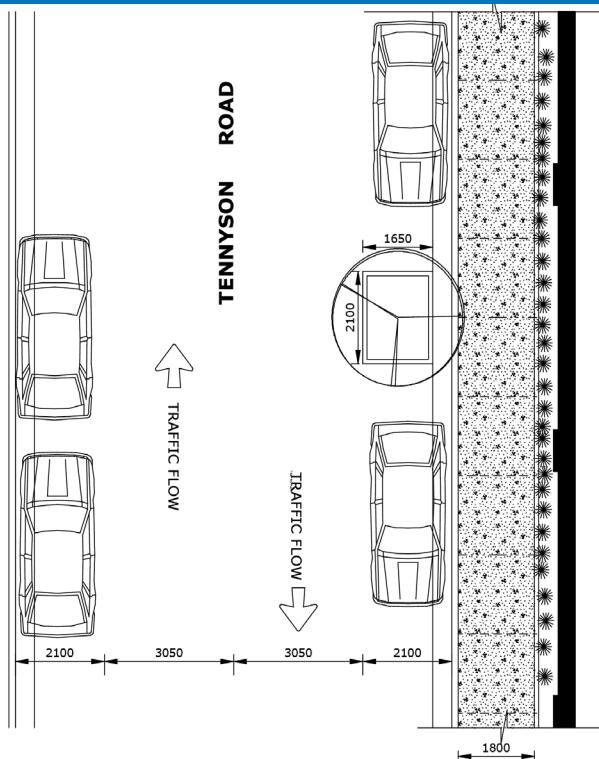
Option 1 - Retention of existing street trees and widening of the verge into the parking lane to accommodate a footpath resulting in the loss of 10 parking spaces



Details

- Widen verge to retain existing trees and accommodate a 1.5m wide footpath
- Verge widening results in a loss of 10 parking

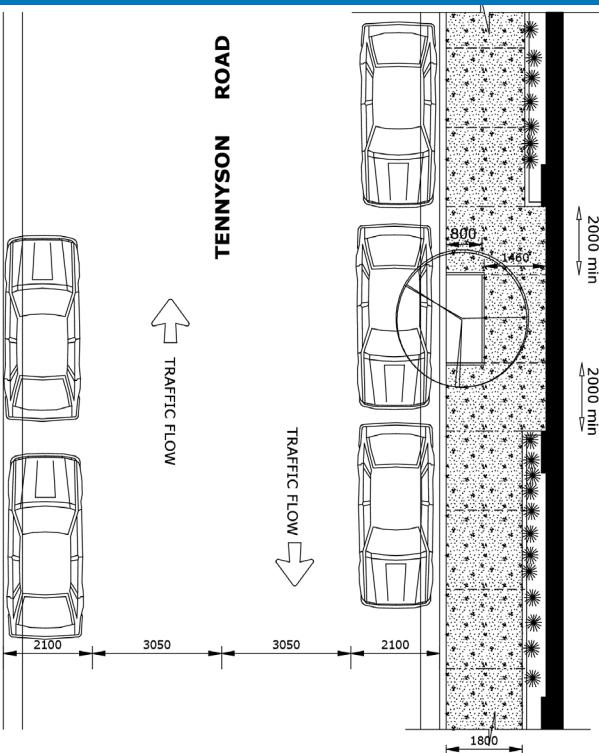
Option 2 - Replacement of the eight existing trees, with new trees to be planted in tree pits within the parking lane to allow a continuous footpath, along the verge, resulting in the loss of 7 parking spaces



Details

- Tree planting locations are subject to arborist advice regarding stability of the ground for tree growth
- Bedrock is close to the surface and will determine tree planting location

Option 3 - Replacement of the eight existing trees, with new trees of a smaller, suitable species to be planted within the verge. The footpath would be constructed around the new trees. There would be no parking loss associated with this concept.



Details

- Tree planting locations are subject to arborist advice regarding stability of the ground for tree growth
- Tennyson Road in its current state is a narrow street with a 10.3 metres carriage way kerb to kerb. Currently there are two parking lanes 2.1 metres wide and two travelling lanes 3.05 metres each
- Bedrock is close to the surface and will determine tree planting locations

Community Consultation Findings

Consultation Snapshot

 **22**
DAY CONSULTATION PERIOD

 **259**
UNIQUE VISITORS TO THE CONSULTATION HUB

 **97**
SUBMISSIONS RECEIVED

 **76**
DOWNLOADS OF THE CONCEPT PLANS

 **49**
DOWNLOADS OF THE ARBORIST REPORT

Summary of Quantitative Feedback

	Survey	Phone / Email	Total
Option 1 – Retain existing trees and lose 10 parking spaces	27	15	42
Option 2 – Replace existing trees and lose 7 parking spaces	5	1	6
Option 3 – Replace existing trees and retain all on-street parking	34	15	49
Total responses	66	31	97

It is important to note that the entities responsible for the maintenance and preservation of the Heritage Wall, Breakfast Point Community Association and the strata board of 68 Peninsula Drive, Breakfast Point are in favour of Option 3 to retain parking and protect the heritage wall.

Community Comments on the Three Concept Plans

Option 1 - Retention of existing street trees and widening of the verge into the parking lane to accommodate a footpath resulting in the loss of 10 parking spaces

The main reasons the community members who preferred Option 1 provided	The trees should be retained / saved	43%
	Adds to the amenity and provides shade	24%
	The trees increase visual privacy of nearby units	14%
	Priority given to cars over amenity	12%
	There is plenty of parking	4%
	The western side of Tennyson Road already has a footpath	2%
	Wellbank and Gale Streets accommodate footpaths and parking with paperbark trees	2%
	There is little pedestrian traffic	2%

Option 2 - Replacement of the eight existing trees, with new trees to be planted in tree pits within the parking lane to allow a continuous footpath, along the verge, resulting in the loss of 7 parking spaces

The main reasons the community members who preferred Option 2 provided	Visually pleasing and increased safety	17%
	Removes the need for pedestrians to walk on the road when near Palace Lane	17%
	Wide footpath for prams and two way pedestrians most important.	17%

Option 3 - Replacement of the eight existing trees, with new trees of a smaller, suitable species to be planted within the verge. The footpath would be constructed around the new trees. There would be no parking loss associated with this concept.

The main reasons the community members who preferred Option 3 provided	Retention of parking is paramount	68%
	Smaller trees and/or more suitable species will prevent future damage to the heritage wall	28%
	Opportunity for more suitable species to be planted to green the wall	21%
	Delivers a pedestrian pathway which is accessible to all	15%
	The existing paperbark trees do not enhance the streetscape	15%
	The existing paperbark trees are a trip hazard	15%

Other Suggestions

Developers should be required to provide ample resident and visitor parking	2%
The heritage wall could be relocated	1%
Make Hilly Street and Tennyson Road both one way	1%
Enlarge the verge and create angle parking on west-ern side of Tennyson Road	1%
The footpath around the tree would be made by using a fibre reinforced plastic (FRP) product over the roots, leaving the existing roots undisturbed and leav-ing the tree and roots room to move.	1%
Disable Parking Spaces are required	1%