HERITAGE IMPACT STATEMENT

METRO TUNNEL RAIL PROJECT EARLY WORKS
ST KILDA ROAD, MELBOURNE

VHR: H2359

Prepared for
Melbourne Metro Rail Authority

With sub consultant
John Patrick Pty Ltd, Landscape Architects

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EXECUTIVE SUMMARY

This Heritage Impact Statement (HIS) has been prepared on behalf of the Melbourne Metro Rail Authority (MMRA) to accompany a permit application to Heritage Victoria for proposed works within St Kilda Road, Melbourne.

St Kilda Road as included on the Victorian Heritage Register (VHR), designated H2359, extends from Princes Bridge, Melbourne to Henry Street, Windsor. It is of historical and aesthetic significance to the state of Victoria. Its significance derives from its early establishment as a grand tree-lined boulevard, in the European style, and as the southern gateway to the city. The significance of St Kilda Road also relates to its long historical and ongoing association with ceremonial and celebratory events. It is an iconic boulevard that is considered to be a place of beauty and an outstanding element in Melbourne's urban landscape, distinguished by the roadway medians containing significant avenue plantings of mature Elms and Planes.

The early works proposed as part of the Metro Tunnel project relate to the establishment of the construction site for the construction of the proposed Domain station and as a launch site for the tunnel boring machine (TBM) to be used in the project. Works are contained within the length of St Kilda Road between Park Street, South Melbourne in the north and Toorak Road West to the south. Proposed works include the relocation of services, removal of trees, re-routing of roadway, pedestrian and tramway infrastructure and the construction of two tram stops. It is noted that the works will be undertaken in a sequential manner to maintain vehicle, tram and pedestrian access through the area.

The impacts on significant fabric and features relate to the removal of up to 103 trees within the proposed construction site, and the removal of contributory fabric, such as bluestone kerb and channel. As related to the tree removal, it is acknowledged that the impact on the aesthetic qualities and presentation of the place in this location will be significant and transformative. For a period of time the heritage qualities of this section of St Kilda Road will not be evident in a straight physical sense.

While the impact is significant in the short term, it will be mitigated by future landscape reinstatement works. It is intended that at the end of the main works phase for the Metro Tunnel works, and to the extent possible having regard for the new infrastructure, St Kilda Road will be reinstated as a formally planted boulevard in a manner that is consistent with its identified heritage values. These works will include replanting of mature trees of the same species to reinstate the boulevard character of the roadway, thus restoring the valued aesthetic qualities and character of the place. Further, future roadway reinstatement works will, where possible, re-use salvaged materials to maintain the presentation and materiality of the roadway. These landscape reinstatement works are subject to detailed design. They do not form part of this heritage permit application and will be subject to future permit application/s under the Heritage Act.

1.0 Introduction

This Heritage Impact Statement (HIS) has been prepared on behalf of the Melbourne Metro Rail Authority (MMRA) to accompany a permit application to Heritage Victoria for proposed works within St Kilda Road, Melbourne (Victorian Heritage Register H2359, Figure 1). St Kilda Road extends from Princes Bridge, Melbourne to Henry Street, Windsor. The proposal is for early works required for the Metro Tunnel project, specifically works in preparation for the establishment of a construction site at the location of the proposed Domain station, including re-routing of traffic and trams and services relocation. It is noted that the proposed works are limited to a specific location within St Kilda Road and the balance of the heritage place is unaffected.

This HIS makes reference to drawings prepared by MMRA titled Melbourne Metro St Kilda Road – Early Works Heritage Permit Application, as follows:

- Key Plan MMR-ADV-PMAA-M2-DD-920 Rev 1.0, 27/09/16
- Existing Conditions MMR-ADV-PMAA-M2-DD-923, Rev 1.0, 27/09/16
- Existing Conditions MMR-ADV-PMAA-M2-DD-924, Rev 2.0, 8/11/16
- Existing Conditions MMR-ADV-PMAA-M2-DD-925, Rev 1.0, 27/09/16
- Existing Conditions MMR-ADV-PMAA-M2-DD-926, Rev 1.0, 27/09/16
- Existing Conditions MMR-ADV-PMAA-M2-DD-927, Rev 2.0, 17/10/16
- Heritage Impact MMR-ADV-PMAA-M2-DD-921 Rev 4.0, 8/11/16
- Heritage Impact MMR-ADV-PMAA-M2-DD-922 Rev 5.0, 8/11/16
- Proposed Changes MMR-ADV-PMAA-M2-DD-928, Rev 5.0, 9/11/16
- Proposed Changes MMR-ADV-PMAA-M2-DD-929, Rev 4.0, 8/11/16
- Proposed Changes MMR-ADV-PMAA-M2-DD-930, Rev 3.0, 26/10/16
- Proposed Changes MMR-ADV-PMAA-M2-DD-931, Rev 4.0, 9/11/16
- Proposed Changes MMR-ADV-PMAA-M2-DD-932, Rev 5.0, 8/11/16

The following drawings prepared by AJM Joint Venture and MMRA for the Toorak Road West tram stop are also referenced, as follows:

- Central Island Platform Layout MMR-AJM-NPDM-DR-DD-637155, Rev P1, 02/09/2016
- Side Platform Layout MMR-AJM-NPDM-DR-DD-637156, Rev P1, 02/09/2016

Additional plans provide information regarding the staging of the works, titled Melbourne Metro St Kilda Rd – Early Works Heritage Permit Application (refer to Appendix B), as follows:

- Construction Stage 1 MMR-ADV-PMAA-M2-DD-936, Rev 3.0, 26/10/16
- Construction Stage 2 MMR-ADV-PMAA-M2-DD-937, Rev 3.0, 26/10/16
- Construction Stage 3 MMR-ADV-PMAA-M2-DD-938, Rev 3.0, 26/10/16
- Construction Stage 4 MMR-ADV-PMAA-M2-DD-939, Rev 3.0, 26/10/16
- Construction Stage 5 MMR-ADV-PMAA-M2-DD-940, Rev 3.0, 26/10/16

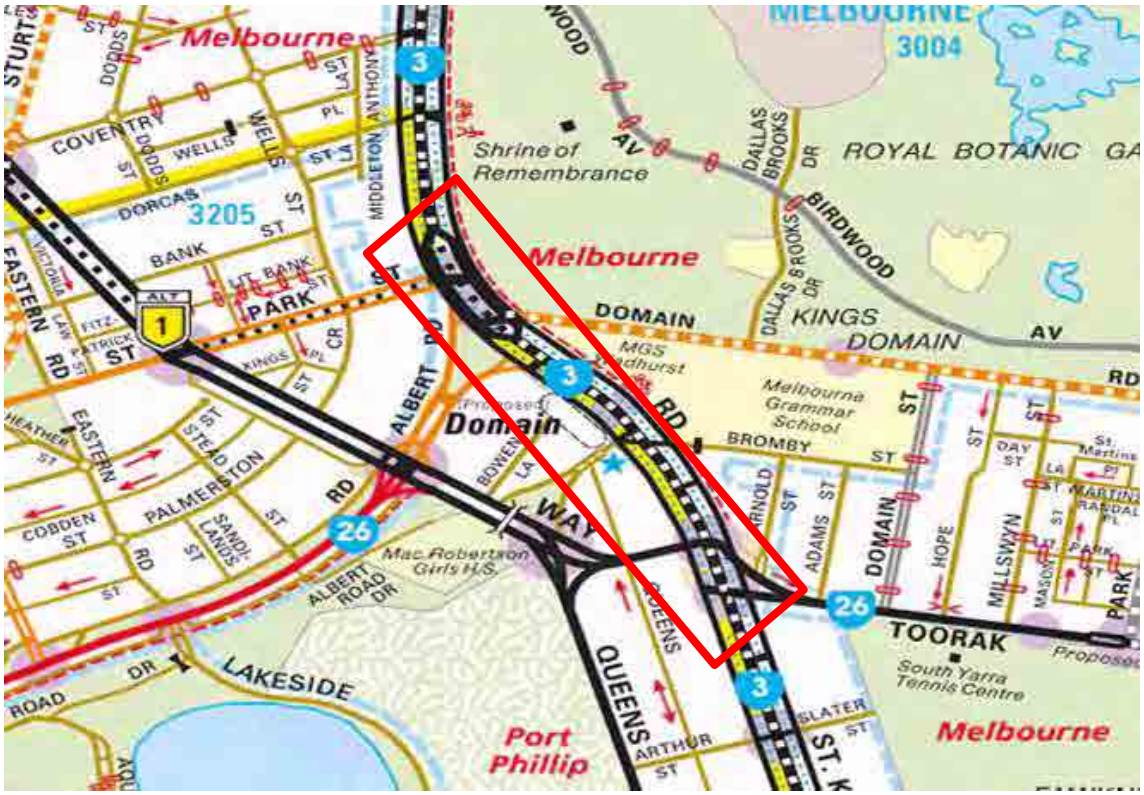

Figure 1 Approximate location of proposed works at St Kilda Road
Source: www.street-directory.com.au

1.1 Context of Metro Tunnel

The Metro Tunnel project comprises twin nine kilometre rail tunnels from Kensington to South Yarra, travelling underneath Swanston Street in central Melbourne, as part of a new Sunbury to Cranbourne/Pakenham line. The Metro Tunnel broadly comprises:

- twin nine kilometre rail tunnels from Kensington to South Yarra connecting the Sunbury and Cranbourne/Pakenham railway lines (with the tunnels to be used by electric trains)
- rail tunnel portals (entrances) at Kensington and South Yarra
- new underground stations at Arden, Parkville, CBD North, CBD South and Domain to accommodate longer High Capacity Metro Trains
- train/tram interchange at Parkville and Domain stations.

As part of the Metro Tunnel, an underground railway station and train/tram interchange (known as Domain station) is proposed at the intersection of St Kilda, Domain and Albert roads, generally in the location of the early works proposed in this application.

MMRA has been formed to deliver the Metro Tunnel for the Victorian Government. MMRA is an administrative office of the Department of Economic Development, Jobs, Transport and Resources. MMRA is delivering the project in line with the transport system objectives and decision making principles of the *Transport Integration Act 2010*. Accordingly MMRA must have regard to the objectives and principles of that Act in performing its function and role in respect of the project.

1.1.1 Environment Effects Statement

As part of the planning process for the Metro Tunnel, an Environment Effects Statement (EES) has been prepared for the project. The Metro Tunnel EES is an integrated assessment of the potential environmental, social, economic and planning impacts of the project, and the approach to managing these impacts. The EES is supported by a range of technical studies that identify and assess the potential impacts of the project and provide guidance on mitigation measures including recommended

environmental performance requirements (EPRs). An historical heritage impact assessment was prepared by Lovell Chen as part of the EES, with input as related to the impacts on trees, including trees in heritage places, from John Patrick Pty Ltd. This HIS makes reference to the historical heritage impact assessment, Appendix J to the EES and the mitigation measures and EPRs as revised following input from the Inquiry and Advisory Committee (IAC) – Version 4. EPRs define the environmental outcomes that must be achieved during the design, construction and operation regardless of the design solutions adopted.

The EES was publicly exhibited from 25 May to 6 July 2016. The IAC reviewed the EES and held a public hearing, from 22 August to 7 October 2016. This committee is currently considering the EES and will prepare a report for the Minister for Planning. The Minister will then consider the EES, submissions and IAC report and provide an assessment to the relevant statutory decision makers. If the Minister for Planning considers that the benefits of the project outweigh the proposed impacts, MMRA will seek the appropriate planning and heritage approvals to implement the project. For further information regarding the EES process, refer to the following site: http://metrotunnel.vic.gov.au/ees.

To access the Lovell Chen historical heritage impact assessment refer to the following link:

http://metrotunnel.vic.gov.au/__data/assets/pdf_file/0015/51108/MMRP-Technical-Appendix-J-Historical-Cultural-Heritage.pdf

1.1.2 Metro Tunnel early works

Early works for the project are proposed in a number of locations and comprise activities in preparation for the main construction works for the Metro Tunnel. Generally, early works include service relocation, temporary road closures, tree removals, demolitions, shaft constructions, network enhancements and construction site establishment. The main works phase of the Metro Tunnel will follow and will include the construction of stations, tunnels and associated infrastructure.

1.1.3 Overview of the application

The works proposed in this application are the first stage of significant construction works at St Kilda Road. Early works in this location are required to prepare the site for construction of the proposed Domain station and as a launch site for the tunnel boring machine (TBM). The works are located in a section of St Kilda Road from just to the north of Park Street, South Melbourne extending to just to the south of Toorak Road West as shown in the plans reference above.

In order to construct the proposed station at Domain, it is proposed to establish a construction work area in the section of St Kilda Road between south of Park Street and north of Toorak Road West. Services must first be relocated from around the station box footprint. Services include telecommunications, gas, sewerage and stormwater. St Kilda Road will then be reconfigured so that the station box footprint can be accessed by the Public Private Partnership (PPP) to construct the box and launch the TBMs. It is intended that St Kilda Road will remain accessible for the duration of the construction period with provision for one lane of traffic, a bike lane and pedestrian access in both directions. Accordingly, a staged functional road layout has been designed and would be implemented during construction, and this would undergo change in a series of stages as construction proceeds. The existing No. 8 tram route along St Kilda Road and Domain Road is proposed to be re-routed to Toorak Road West, to allow for construction and services relocation works in Domain Road. In summary, the proposed early works at St Kilda Road are focussed on preparing roadways, modifying tram routes and relocating tram stops, cycle paths and pedestrian access, and works to allow the sequential alteration of the functional road layout and re-routing of tram lines. The works also allow for the establishment of the construction area and services relocation.

It is noted that through detailed design that the extent of St Kilda Road required for the construction works is subject to further consideration for the main works.

The physical impacts on the registered place include the removal of trees, bluestone and concrete street elements including kerb and channel, tramway infrastructure, road surfacing, road infrastructure and the like within the extent of registration.

Works related to the construction of the underground station and associated infrastructure at Domain station are subject to future detailed design and will be the subject of a future heritage permit application (or permit applications).

It is also intended that at the end of the main works phase for the Metro Tunnel project, and to the extent possible having regard for the new infrastructure, St Kilda Road will be reinstated as a formally planted boulevard in a manner that is consistent with its identified heritage values. These reinstatement works are similarly subject to detailed design and are not documented as part of this application.

The reinstatement works would be subject to a future permit application. Additionally, in the event a permit is issued for the works in this application, it would be expected that the reinstatement works would be subject of a condition on permit.

2.0 Statutory controls and listings

2.1 Victorian Heritage Register

St Kilda Road is included on the Victoria Heritage Register (VHR) as H2359. The extent of registration includes the land, all buildings, roads, trees, landscape elements and other features as shown on Diagram 2359 (Figure 2 and Figure 3). The statement of significance included in the VHR citation is as follows:

> *What is significant?*
>
> St Kilda Road, the boulevard leading south from the city, being the road reserve commencing at Princes Bridge, Melbourne to a point close to Henry Street, Windsor near the St Kilda Junction, including the roadway, medians, garden beds, kerbing, footpaths, trees, the Edmund Fitzgibbon Memorial and a single lamp post of the east median, south of High Street.
>
> *History Summary*
>
> St Kilda Road developed from Baxter's Track which led from Melbourne to Baxter's Stockyard in St Kilda from the 1830s. As early as the 1840s, the east side of St Kilda Road was chosen as the location of public institutions, such as the first Immigrants Home, and Governor La Trobe has reserved a site for a Government House is the nearby Domain by 1840. By the early 1850s St Kilda Road was a main thoroughfare and more institutions were built along it, such as Victoria Barracks (1856-72), Melbourne Grammar School (1856), the Observatory (1861) and the School for the Blind (1866). In the mid-1870s, the first allotments along St Kilda Road, near Fawkner Park, were auctioned for residential development. Improvements were undertaken to St Kilda Road in the last 1880s, prompted by the introduction of cable tramways along the length of the road in 1888. The road was soon after referred to as a 'boulevard'. The ceremonial and symbolic importance of St Kilda Road was enhanced with the construction of commercial and office buildings. The road itself has remained a boulevard, and community appreciation of it continued into the late twentieth century. St Kilda Road continues to be the southern gateway to Melbourne and an important thoroughfare connecting the southern suburbs with the city, and it retains its role as a location for public ceremonies, such as the annual Anzac Day parade, and gatherings.

Description Summary

St Kilda Road, Melbourne is approximately four kilometres in length. It is tree-lined boulevard which includes the road reserve commencing at Princes Bridge, Melbourne to a point close to the intersection with Henry Street, Windsor near the St Kilda Junction. It includes a wide carriageway, comprising a central roadway with tram track, flanked be medians, outer traffic lanes, and wide footpaths. St Kilda Road has important views to the Shrine or Remembrance, and the 1908 memorial to Edmund Fitzgibbon is located on a median near the intersection of St Kilda Road and Linlithgow Avenue.

For much of its length between Linlithgow Avenue and High Street the central roadway and outer traffic lanes are separated by median plantings of Plane trees (*Planatus x aceriflolia).* There are border plantings of Elms: *Ulmus procera* (English Elms)*, Ulmus x hollandica* (Dutch Elms) and *Ulmus x hollandica 'purpurascens'* (Purple-leaved Dutch Elms) along the east and west edge of the outer traffic lanes. Plantings along St Kilda Road vary in age with most trees either mature to over-mature.

This site is part of the traditional land of the Kulin Nation.

How is it significant?

St Kilda Road is of historical and aesthetic significance to the State of Victoria. It satisfies the following criterion for inclusion in the Victoria Heritage Register.

Criterion A

Importance to the course, or pattern, of Victoria's cultural history.

Criterion D

Importance in demonstrating the principal characteristics of a class of cultural places and objects.

Criterion E

Importance in exhibition particular aesthetic characteristics.

Why is it significant?

St Kilda Road is significant at the State level for the following reasons:

St Kilda Road is historically significant as one of Melbourne's longest and grandest major thoroughfares. For over a century this European-style boulevard has had an iconic status as the southern gateway to the city. Dating from the 1850s, St Kilda Road was developed into a magnificent tree-lined boulevard during the late nineteenth century and was the location of some of Victoria's major public institutions. From the 1880s Melbourne's wealthy constructed impressive residences at this prestigious address, and from the 1950s it became a centre for commercial activity. St Kilda Road has been used for ceremonial and celebratory processions including those associated with the Duke of Edinburgh's visit to Melbourne in 1867, the opening of the International Exhibition of 1880, and the opening of the Australia Federal Parliament in 1901. It remains the site of Victoria's annual Anzac Day march, Moomba parades and political protests. [Criterion A]

St Kilda Road is significant as a fine and representative example of a boulevard. It was one of the first of Melbourne's main roads (Royal Parade, Flemington Road, Dandenong Road and Queens Parade) to be laid out as a boulevard around 1889, and is the longest metropolitan boulevard in Melbourne. Boulevards are wide and

tree-lined roads which often separate traffic types with median strips. They are an urban design form which characterised the development of European cities from the 1750s and became evident in Australia from the mid-nineteenth century. St Kilda Road demonstrates the characteristics of a boulevard at a high level, with consistent medians and trees extending almost the whole length of the road, for approximately four kilometres, although there is variation in the intactness of some of the plantings. St Kilda Road has developed over time to safely accommodate many different forms of traffic, including trams, cars, bicycles and buses. [Criterion D]

St Kilda Road is of aesthetic significance as an iconic boulevard which has been recognised as a place of beauty and a visually outstanding element in Melbourne's urban landscape. A broad and stately thoroughfare, its intact and impressive plantings of mature Elm and Plane trees beautify the southern access to the city. The overarching tree canopies are of considerable visual appeal, provide a sense of enclosure and exemplify the aesthetic use of trees as a road design device. The sweeping views between the Shrine of Remembrance, St Kilda Road and Swanston Street are significant for their emphasis on St Kilda Road as a processional route between the Shrine and the city. There are also important visual associations with the Queen Victoria Gardens and Domains parklands to the east. [Criterion E].

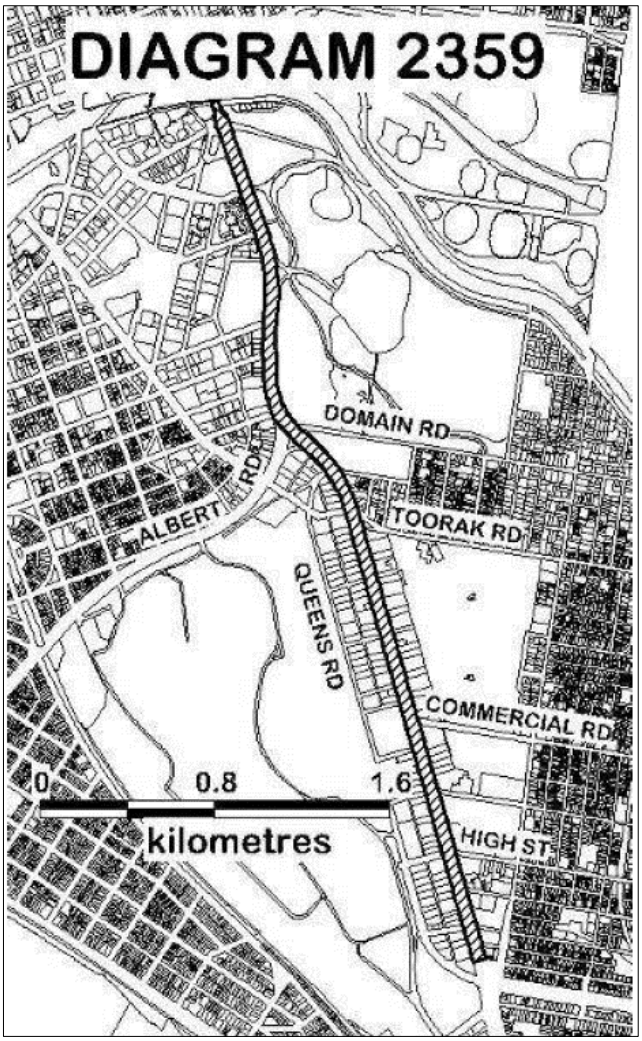

Figure 2 Extent of registration for St Kilda Road
Source: Victorian Heritage Database

2.2 Victorian Heritage Inventory

Two Victorian Heritage Inventory (VHI) sites are located in St Kilda Road (Figure 3). These are H7822-2341 – St Kilda Road Reserve – and H7822-2220 – Former St Kilda Road Cable Tram Engine House Track.

Comment:

Consents will be required for sub-surface works within the VHI sites and applications for these will be made separately.

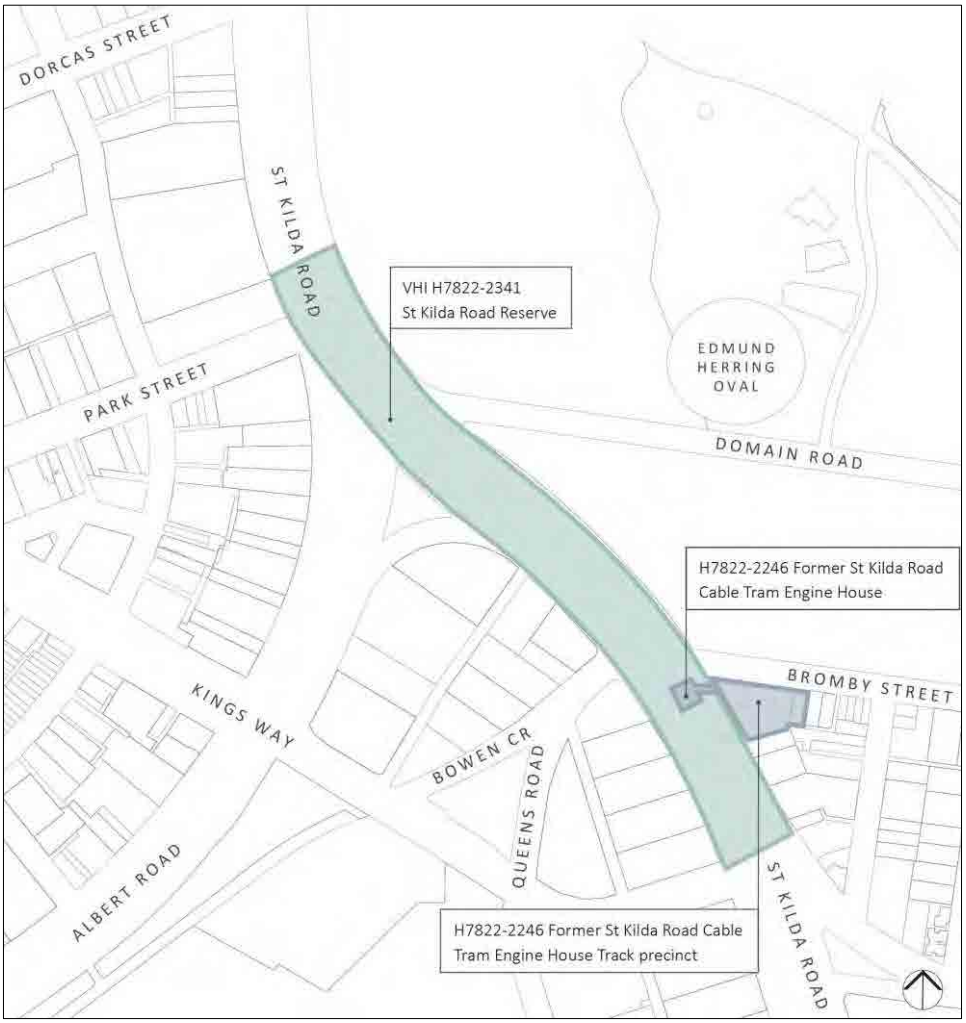

Figure 3 VHI sites in the proximity of the proposed works

2.3 Melbourne Planning Scheme

Land on the western edge of St Kilda Road between Southbank Boulevard and Coventry Street is included in the South Melbourne Precinct identified as HO5 in the Schedule to the Heritage Overlay (HO) of the Melbourne Planning Scheme. No works are proposed within HO5.

3.0 Brief history and description

3.1 History

This history is summarised from the *Nomination of St Kilda Road to the Victoria Heritage Register Supporting Documentation,* prepared by Lovell Chen and John Patrick Pty Ltd, December 2015. Refer to Appendix C for the full history from that document.

St Kilda Road developed from a track that was established in the 1830s. As the main approach to Melbourne from the south, over time St Kilda Road became as a preferred location for public institutions. Prominent amongst these was Government House, which was established in the Domain by 1840.The *Roads Act* (1853) designated St Kilda Road as three chains width (60 metres), reflecting its status as a key route into the growing city of Melbourne (Figure 4).

Since its establishment, St Kilda Road has undergone a series of changes. Cable tramways were introduced in 1888, with consequential changes to the layout and presentation of the road. The *Leader* newspaper described these as follows:

> After leaving Princes Bridge the spectator finds that the thoroughfare – which is 3 chains wide – comprises the tramway, with pathways on either side, carriage drives beyond and side walks at the extreme east and west sides of the road. In fact there are three roadways and four footpaths, the latter handsomely planted with trees. Twelve months ago a contract was let to Messrs. M Gardiner and Co for forming the roads and pathways, metalling the roads and kerbing channelling and asphalting the footways. The contract also included tree planting and certain works in connection with underground drainage ... The triple road runs from Princes Bridge as far as the Domain Road. Beyond that there are to the west of the tramway a carriageway and two footpaths and to the east a series of little plantations fenced in.[1]

As described above, the 1888 works included the establishment of the boulevard formation, a key attribute of St Kilda Road. This boulevard arrangement, including the separation of traffic lanes by planted medians, can been seen in the c. 1900 photograph at Figure 5. Electrification of the tramways took place in 1926, with a concerted effort to protect the 'grand avenue' character of the road.[2] However the electrification works appear to have involved some tree removals, as there is a gap in the central avenue plantations in part of St Kilda Road that is visible in early 1930s aerial imagery of the area (Figure 6).

With the 1950s rezoning of land along St Kilda Road to allow for non-residential development, the character of the built form along St Kilda Road began to change, including the demolition of nineteenth century residences and construction of commercial and office buildings. Throughout, the road itself has retained its status as a key boulevard. Victoria's pre-eminent war memorial, the Shrine of Remembrance, was completed in 1934, set on axis with St Kilda Road. In the late twentieth century, the National Gallery and the Victorian Arts Centre were constructed on the west side of St Kilda Road, continuing the nineteenth century focus on important public institutions.

St Kilda Road continues to be the southern 'gateway' to Melbourne and is an important thoroughfare connecting the southern suburbs with the city. The northern end of St Kilda Road continues its traditional role as a location for public ceremonies and parades, including the Anzac Day march to the Shrine of Remembrance.

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1 *Leader*, 17 August 1889, as quoted in Judith Buckrich, *Melbourne's grand boulevard: the story of St Kilda Road*, State Library of Victoria, Melbourne, 1996, p. 68.

2 *Age*, 3 July 1924, p. 9

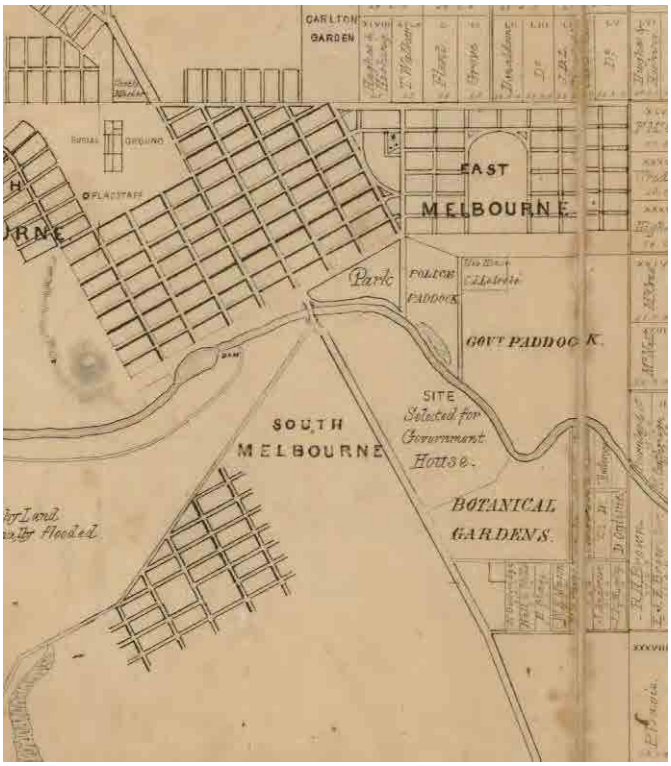

Figure 4 1852 plan of Melbourne and suburbs showing line of St Kilda Road (indicated)
Source: State Library of Victoria

Figure 5 St Kilda Road from Princes Bridge in c. 1900, with central plantings and separation of traffic lanes visible
Source: State Library of Victoria

Figure 6 Aerial view of Shrine under construction c. early 1930s; gap in plantations at the curve of St Kilda Rd circled
Source: State Library of Victoria

3.2 Description

St Kilda Road, Melbourne is an approximately four kilometre long road located to the south of Melbourne CBD. It is a wide roadway, with a boulevard arrangement extending between Princes Bridge, Melbourne and Henry Street, Windsor. It comprises central two-way tram tracks, flanked by two-way through-traffic lanes, and flanking one-way service lanes. The medians and outer edges of the road reserve feature generally mature exotic tree plantings (Figure 8).

St Kilda Road has important views to Shrine of Remembrance, both from the north and south. The 1908 memorial to Edward Fitzgibbon is located on a median near the intersection of St Kilda Road and Linlithgow Avenue (Figure 9).

For much of its length between Linlithgow Avenue and High Street, the through-traffic and service lanes are separated by plantings of Plane trees (*Platanus ×aceriflolia*), and there are border plantings of Elms (*Ulmus procera*) along the east and west edge of the roadway. The northern and southern ends of the road comprise of a double avenue of Plane trees only. Plantings along St Kilda Road vary in age with most trees either in mature to over-mature growth phases.

The current form and character of a road is that of a European-style boulevard, with modern road and tram infrastructure. The physical fabric of the place generally reflects functional requirements, roadways have been widened, tramway infrastructure modernised and bicycle lanes introduced. Medians and splitter islands have been modified for traffic diversion/calming and this has resulted in the renewal of kerb and gutters. Accepting these changes, the boulevard character of the roadway has been maintained for the majority of its length.

The carriageways themselves are of typical construction with asphalt surfacing. The kerbs and channels are of mixed character, although bluestone is a predominant material. The bluestone appears to date from a range of eras, with different sizes and bonds often being located in the same stretch of kerbing (Figure 10 to Figure 12). Some original five-pitcher channels remain, however the typical arrangement is

a single pitcher width channel (Figure 13 to Figure 15). In the vicinity of Albert Road the kerbs are predominantly concrete (Figure 16 and Figure 17). Typical road infrastructure, including traffic lights, signage and pedestrian crossings, is located along the length of the road.

The proposed works are to occur in a contained section of the boulevard between Park Street, South Melbourne (including small section to the north of the intersection) and Toorak Road West (including a small area to the south of the intersection). In this location, St Kilda Road is planted as a double row configuration with the inner row consisting of mature Plane trees flanking the inner traffic lanes and tramway with the outer row consisting of English Elms (Figure 18 and Figure 19).

The northern section of the proposed works area is defined by the intersection of Domain Road and Albert Road and the Domain Interchange (tram stop, Figure 21). A tram interchange is located in the centre of this intersection. This area has a very open character, and there is a noticeable gap in the treed character of the boulevard in this location (Figure 22) with no plantings to the central median and the side plantings more sparsely set out. Two VHR-registered places are located nearby: the Shrine Reserve and Shrine of Remembrance (Figure 20), included in the VHR (VHR H0848) and the South African Soldiers Memorial (VHR H1374, Figure 23) on the Albert Road Reserve, to the south-west. An early tram shelter is located to the north of the proposed construction works area (Figure 24) and is also included on the VHR (VHR H1869).

To the south of the Domain Interchange, the road curves between Albert Road and Toorak Road West. Two further VHR places, Melbourne Grammar School (VHR H0019) and the Kellow Falkiner Showrooms (VHR H0668), are located on the eastern side of the road in this location. The central and side plantings in this section of the road are more typical of the boulevard character of St Kilda Road.

Figure 7 October 8, 2016 aerial photograph of St Kilda Road in the vicinity of the proposed works
Source: www.nearmap.com.au

Figure 8 View of St Kilda Road at its southern end showing the median arrangement in the vicinity of St Kilda Junction, showing the trees in full leaf, early 2016

Figure 9 View south towards the Shrine of Remembrance; note the statue of Edward Fitzgibbon and additional low height planting to the median, early 2016

Figure 10 Concrete kerb and bluestone channel at the existing tram stop at Toorak Road West

Figure 11 Example of mix of bluestone and concrete kerbing on St Kilda Road

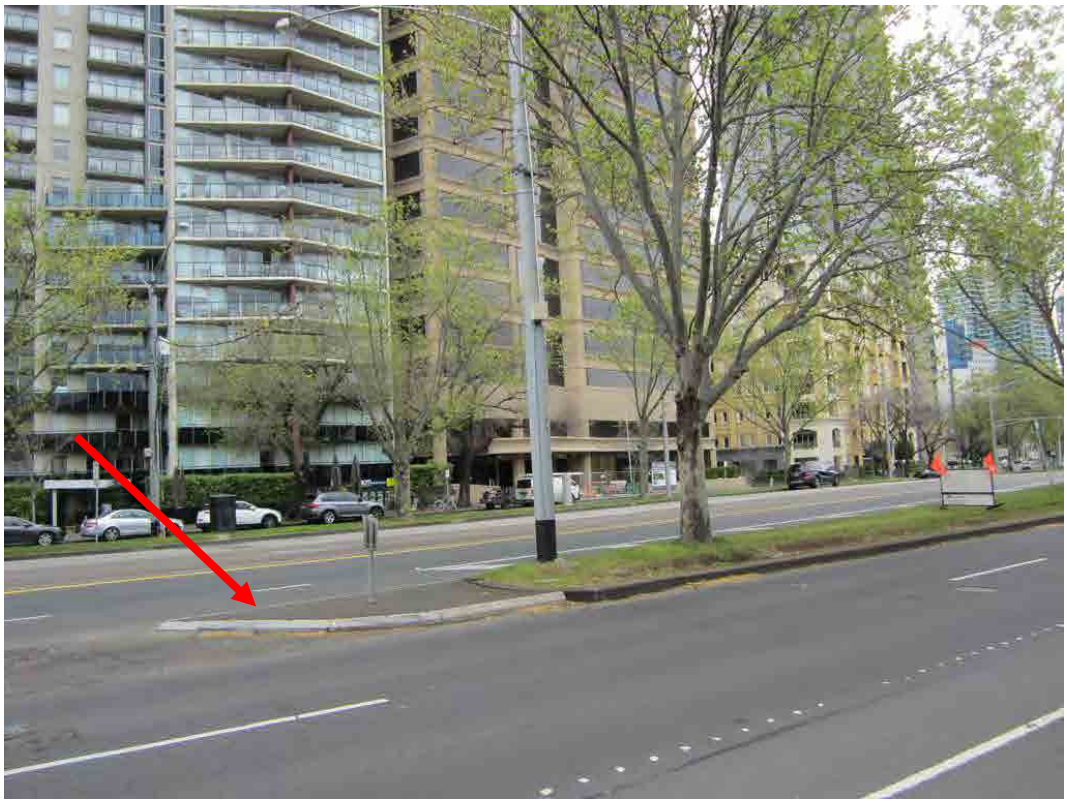

Figure 12 Example of modern concrete kerb (and asphalt paved) extension to median

Figure 13 Typical bluestone kerb and channel arrangement

Figure 14 Example of a five pitcher channel remaining at St Kilda Road in the vicinity of the Kellow Falkiner Showrooms

Figure 15 Five pitcher channel and bluestone kerb in the vicinity of Melbourne Grammar School

Figure 16 Bluestone kerb and concrete channel on the western side of St Kilda Road (between Albert Road and Bowen Lane)

Figure 17 Bluestone kerb and concrete gutter at the Albert Road Reserve; the South African Soldiers Memorial is to the left of this view

Figure 18 View of the St Kilda Road and Toorak Road West intersection looking north

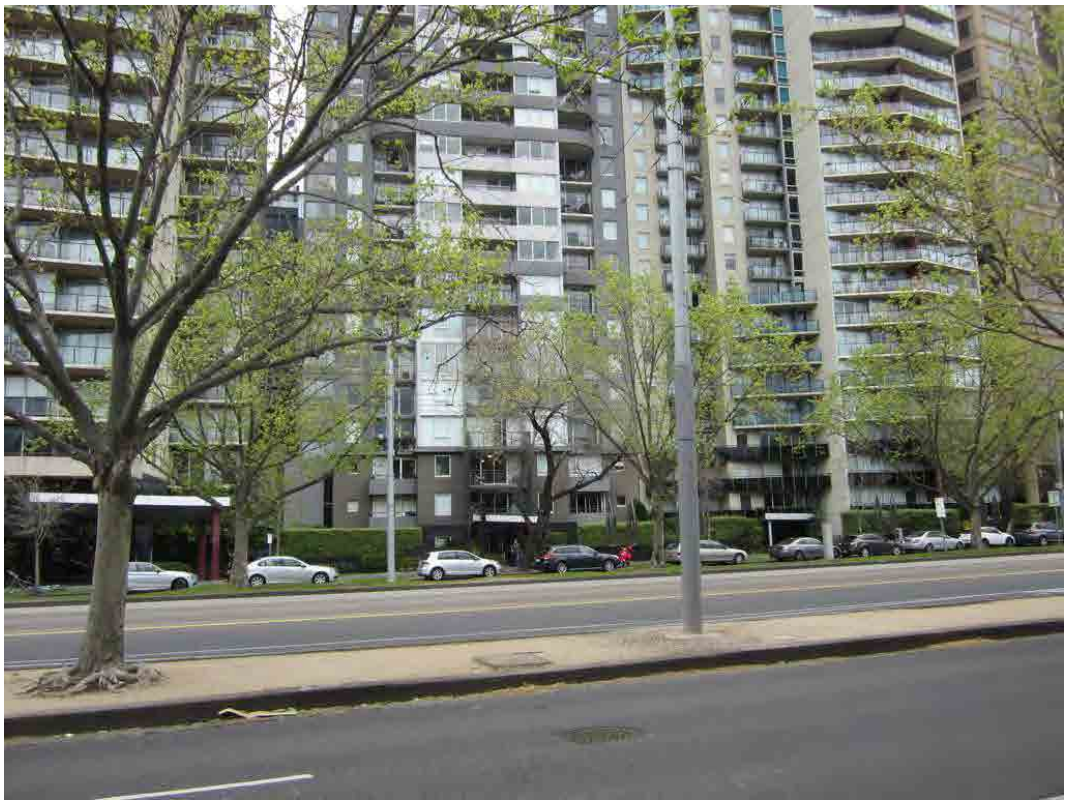

Figure 19 Typical median arrangement in St Kilda Road, bluestone kerb and channel, modern tramway infrastructure and granitic sand surface to the median

Figure 20 View of the Shrine Reserve from Park Street at the intersection with St Kilda Road, this view is from the west

Figure 21 View looking north towards the tram stop at Domain Interchange, with the Shrine Reserve on the right

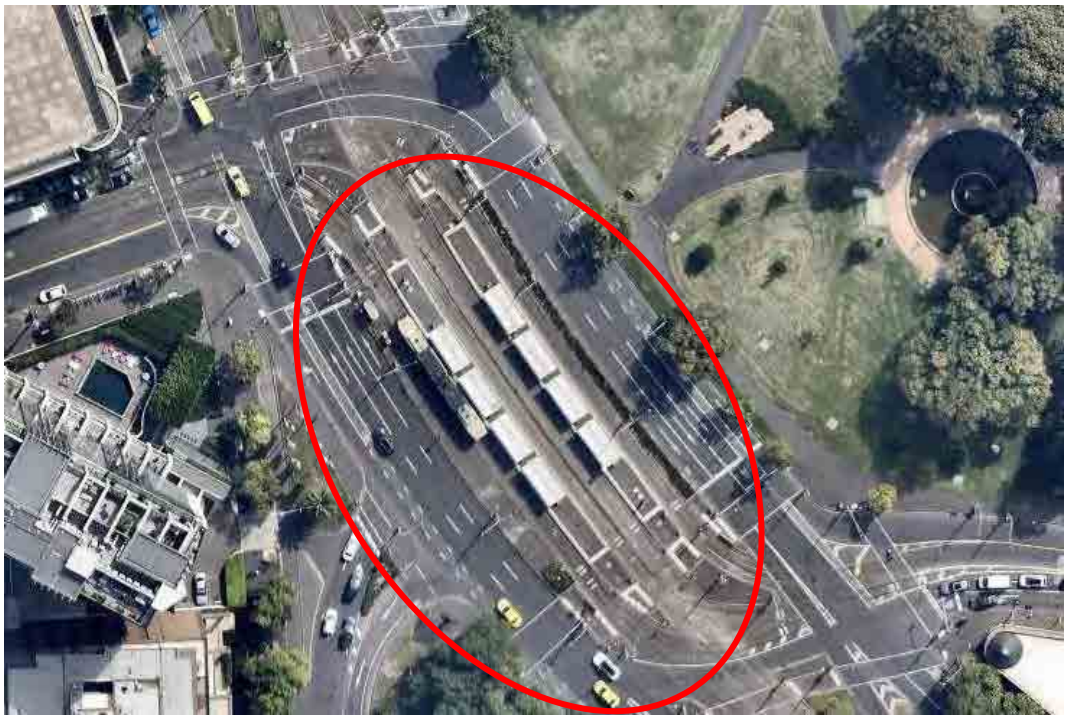

Figure 22 Aerial photograph of the Domain Interchange and the existing tram super stop, note the gap in the boulevard character of St Kilda Road
Source: www.nearmap.com.au

Figure 23 View of the Albert Road Reserve and the South African Soldiers Memorial west of St Kilda Road

Figure 24 Tram shelter located at St Kilda Road to the north

4.0 Proposed works

As noted earlier, the proposed works are the first stage of the construction works for the proposed new Domain station as part of the Metro Tunnel project.

In summary, the early works requirements at St Kilda Road in anticipation of the setup of a construction zone for the proposed Domain Station and TBM launch site are:

- service relocation and station box preparation
- re-route of tram route 8 to Toorak Road West and road realignment from Domain station
- preparation of St Kilda Road layout for station construction and TBM launch site.

The works allow for the staged modification of road and tramway layout and the construction of temporary and permanent tram stops. Tram route number 8 will be diverted via Toorak Road West to allow Domain Road to be closed during construction of main works. Works also include the relocation of services such as gas, sewerage, stormwater, and telecoms away from the proposed Domain station footprint. In order to relocate the South Yarra Main Sewer, part of Domain Road will need to be closed and this area will also form part of the main construction compound area and TBM launch area. This area is outside of the VHR extent of registration for St Kilda Road. Bromby Street will be temporarily and partially reopened to allow access to properties during the construction of Domain station, this is similarly outside of the extent of registration.

The proposed works would occur over a length of approximately 770 metres of St Kilda Road. Traffic, tram and pedestrian access in this area will be retained throughout the construction work site establishment and at the completion of the early works phase.

Specifically, the proposed works involve the following tree removal and infrastructure removal works:

- removal of 52 Elms, 50 Plane Trees and 1 Grey Poplar (refer to Appendix A)
- removal of road infrastructure including road surface, medians, kerbs, gutters
- removal of tram infrastructure including existing tram interchange stop at the corner of Domain and St Kilda Road, tracks and overhead wires
- decommissioning of existing services no longer required.

New works in St Kilda Road include:

- installation of relocated services
- new tram tracks and tram stops
- temporary reconfiguration of functional road layout
- establishment of a construction works site.

New works outside of extent of registration (noted by way of background, not part of this application):

- closure of Domain Road
- partial reopening of Bromby Street to St Kilda Rd (one way only).

The proposed works are addressed in further detail below.

4.1 Tree removal and infrastructure removal works

4.1.1 Tree removals

To facilitate the establishment of a construction work site for the new Domain station and the TBM launch site a number of medians and their plantings are required to be removed.

Up to 103 trees are proposed for removal during early works and are the subject of this application. While 103 trees is the maximum number proposed to be removed as a part of the early works phase of the Metro Tunnel, it is noted that a small number of additional trees may be required to be removed during later stages of the project and this will be the subject of future permit applications. MMRA is committed to retaining as many trees as possible during the project and will continue to review opportunities to maximise tree retention through detailed design in accordance with EPR AR1.

Re-routing of No. 8 tram and road realignment for Domain station

The re-routing of tram No.8 will include construction of a new tram stop at the intersection of St Kilda Road and Toorak Road West (as noted above). This construction will require the removal of the trees in the inner eastern median and one tree to the south of the intersection (DK063, DK064, DK065, DK066, DK067 and DK072). Tree loss on the inner western median and the four others south of the intersection as well as DK061 and DK062 are due to the associated road layout changes. The kerbs and gutters, bluestone and other materials of the median will also be removed in this location.

Of the 20 trees proposed to be removed as part of this phase of early works, two are Elms and the remainder are Plane Trees.

Service relocation and station box preparation

As part of the preparation of Domain for construction of the new station, existing services need to be relocated around the station box footprint. As a result of this service relocation, 40 trees are proposed to be removed.

Set-up for main works and associated road layout

Additional trees require removal as part of the set-up for the main works stage of the Metro Tunnel project. As part of this phase of early works 43 trees are proposed to be removed.

Summary table

Table 1 below lists each of the trees proposed to be removed, identifying species, age and assessed useful life expectancy (ULE), as well as the reason for removal within the scope of early works. Full details of each tree are included at Appendix A and tree locations are shown on the plans referenced in this application in the introduction of this HIS.

Table 1 Trees proposed for removal

ID	Species	Common Name	Age	ULE	Reason for removal
DK001	*Ulmus* sp.	Elm	Semi-mature	1-5	Service diversions and station box preparation
DK002	*Ulmus* sp.	Elm	Mature	6-10	Service diversions and station box preparation
DK003	*Ulmus* sp.	Elm	Mature	1-5	Service diversions and station box preparation
DK004	*Ulmus* sp.	Elm	Mature	1-5	Service diversions and station box preparation
DK005	*Ulmus* sp.	Elm	Mature	1-5	Service diversions and station box preparation
DK006	*Ulmus* sp.	Elm	Mature	1-5	Preparation of St Kilda Road for station construction
DK007	*Ulmus* sp.	Elm	Mature	6-10	Preparation of St Kilda Road for station construction
DK008	*Ulmus* sp.	Elm	Mature	1-5	Preparation of St Kilda Road for station construction
DK009	*Ulmus* sp.	Elm	Mature	6-10	Preparation of St Kilda Road for station construction
DK010	*Ulmus* sp.	Elm	Mature	6-10	Preparation of St Kilda Road for station construction
DK011	*Ulmus* sp.	Elm	Mature	1-5	Preparation of St Kilda Road for station construction
DK012	*Ulmus* sp.	Elm	Over mature	6-10	Preparation of St Kilda Road for station construction
DK013	*Ulmus* sp.	Elm	Over mature	6-10	Preparation of St Kilda Road for station construction
DK014	*Ulmus* sp.	Elm	Over mature	6-10	Preparation of St Kilda Road for station construction
DK015	*Ulmus* sp.	Elm	Mature	6-10	Preparation of St Kilda Road for station construction
DK016	*Ulmus* sp.	Elm	Mature	6-10	Preparation of St Kilda Road for station construction

ID	Species	Common Name	Age	ULE	Reason for removal
DK017	*Ulmus* sp.	Elm	Mature	6-10	Preparation of St Kilda Road for station construction
DK018	*Ulmus* sp.	Elm	Mature	11-20	Preparation of St Kilda Road for station construction
DK019	*Ulmus* sp.	Elm	Mature	11-20	Preparation of St Kilda Road for station construction
DK020	*Ulmus* sp.	Elm	Mature	6-10	Preparation of St Kilda Road for station construction
DK021	*Ulmus* sp.	Elm	Mature	6-10	Preparation of St Kilda Road for station construction
DK022	*Ulmus* sp.	Elm	Mature	1-5	Preparation of St Kilda Road for station construction
DK023	*Ulmus* sp.	Elm	Mature	1-5	Preparation of St Kilda Road for station construction
DK024	*Ulmus* sp.	Elm	Mature	6-10	Preparation of St Kilda Road for station construction
DK025	*Populus* ×*canadensis*	Grey Poplar	Mature	6-10	Service diversions
DK028	*Ulmus* sp.	Elm	Juvenile	60+	Preparation of St Kilda Road for station construction
DK047	*Platanus* ×*acerifolia*	London Plane	Juvenile	60+	Preparation of St Kilda Road for station construction
DK048	*Platanus* ×*acerifolia*	London Plane	Juvenile	60+	Preparation of St Kilda Road for station construction
DK049	*Platanus* ×*acerifolia*	London Plane	Juvenile	60+	Preparation of St Kilda Road for station construction
DK050	*Platanus* ×*acerifolia*	London Plane	Semi-mature	21-30	Preparation of St Kilda Road for station construction
DK051	*Platanus* ×*acerifolia*	London Plane	Mature	21-30	Preparation of St Kilda Road for station construction
DK052	*Platanus* ×*acerifolia*	London Plane	Semi-mature	21-30	Service relocation and station box reconstruction
DK053	*Platanus* ×*acerifolia*	London Plane	Mature	21-30	Service relocation and station box reconstruction
DK054	*Platanus* ×*acerifolia*	London Plane	Mature	21-30	Preparation of St Kilda Road for station construction
DK055	*Platanus* ×*acerifolia*	London Plane	Mature	21-30	Preparation of St Kilda Road for station construction

ID	Species	Common Name	Age	ULE	Reason for removal
DK056	*Platanus ×acerifolia*	London Plane	Semi-mature	21-30	Preparation of St Kilda Road for station construction
DK057	*Platanus ×acerifolia*	London Plane	Mature	21-30	Preparation of St Kilda Road for station construction
DK058	*Platanus ×acerifolia*	London Plane	Mature	21-30	Preparation of St Kilda Road for station construction
DK059	*Platanus ×acerifolia*	London Plane	Mature	21-30	Preparation of St Kilda Road for station construction
DK060	*Platanus ×acerifolia*	London Plane	Mature	21-30	Preparation of St Kilda Road for station construction
DK061	*Platanus ×acerifolia*	London Plane	Mature	21-30	Re-route of no. 8 tram down Toorak Road West
DK062	*Platanus ×acerifolia*	London Plane	Mature	21-30	Reroute of no. 8 tram down Toorak Road West
DK063	*Platanus ×acerifolia*	London Plane	Semi-mature	21-30	Reroute of no. 8 tram down Toorak Road West
DK064	*Platanus ×acerifolia*	London Plane	Semi-mature	21-30	Reroute of no. 8 tram down Toorak Road West
DK065	*Platanus ×acerifolia*	London Plane	Semi-mature	21-30	Reroute of no. 8 tram down Toorak Road West and road realignment for Domain station
DK066	*Platanus ×acerifolia*	London Plane	Semi-mature	21-30	Reroute of no. 8 tram down Toorak Road West and road realignment for Domain station t
DK067	*Platanus ×acerifolia*	London Plane	Mature	21-30	Reroute of no. 8 tram down Toorak Road West and road realignment for Domain station
DK068	*Platanus ×acerifolia*	London Plane	Mature	21-30	Reroute of no. 8 tram down Toorak Road West and road realignment for Domain station
DK069	*Platanus ×acerifolia*	London Plane	Semi-mature	21-30	Reroute of no. 8 tram down Toorak Road West and road realignment for Domain station
DK072	*Ulmus* sp.	Elm	Juvenile	6-10	Reroute of no. 8 tram down Toorak Road West and road realignment for Domain station
DK073	*Ulmus* sp.	Elm	Mature	6-10	Reroute of no. 8 tram down Toorak Road West and road realignment for Domain station

ID	Species	Common Name	Age	ULE	Reason for removal
DS025	*Platanus ×acerifolia*	London Plane	Mature	21-30	Preparation of St Kilda Road for station construction
DS026	*Platanus ×acerifolia*	London Plane	Mature	11-20	Preparation of St Kilda Road for station construction
DS027	*Platanus ×acerifolia*	London Plane	Mature	21-30	Preparation of St Kilda Road for station construction
DS028	*Platanus ×acerifolia*	London Plane	Mature	11-20	Preparation of St Kilda Road for station construction
DS029	*Platanus ×acerifolia*	London Plane	Juvenile	60+	Service relocation and station box reconstruction
DS030	*Platanus ×acerifolia*	London Plane	Juvenile	60+	Service relocation and station box reconstruction
DS040	*Ulmus* sp.	Elm	Mature	1-5	Service relocation and station box reconstruction
DS041	*Ulmus* sp.	Elm	Semi-mature	11-20	Service relocation and station box reconstruction
DS042	*Ulmus* sp.	Elm	Mature	11-20	Service relocation and station box reconstruction
DS044	*Ulmus* sp.	Elm	Mature	6-10	Service relocation and station box reconstruction
DS045	*Ulmus* sp.	Elm	Mature	1-5	Service relocation and station box reconstruction
DS046	*Ulmus* sp.	Elm	Mature	11-20	Service relocation and station box reconstruction
DS047	*Ulmus* sp.	Elm	Semi-mature	21-30	Service relocation and station box reconstruction
DS048	*Ulmus* sp.	Elm	Semi-mature	21-30	Service relocation and station box reconstruction
PH018	*Ulmus procera*	English Elm	Semi-mature	60+	Service relocation and station box reconstruction
PH019	*Ulmus procera*	English Elm	Semi-mature	60+	Service relocation and station box reconstruction
PH020	*Ulmus procera*	English Elm	Semi-mature	60+	Service relocation and station box reconstruction
PH027	*Platanus ×acerifolia*	London Plane	Mature	1-5	Preparation of St Kilda Road for station construction
PH028	*Platanus ×acerifolia*	London Plane	Mature	6-10	Preparation of St Kilda Road for station construction

ID	Species	Common Name	Age	ULE	Reason for removal
PH030	*Platanus ×acerifolia*	London Plane	Mature	11-20	Preparation of St Kilda Road for station construction
PH031	*Platanus ×acerifolia*	London Plane	Mature	11-20	Preparation of St Kilda Road for station construction
PH032	*Platanus ×acerifolia*	London Plane	Mature	11-20	Service relocation and station box reconstruction
PH128	*Ulmus procera*	English Elm	Semi-mature	21-30	Service relocation and station box reconstruction
PH129	*Ulmus procera*	English Elm	Mature	11-20	Service relocation and station box reconstruction
PH130	*Ulmus procera*	English Elm	Juvenile	31-60	Service relocation and station box reconstruction
PH131	*Ulmus procera*	English Elm	Juvenile	31-60	Service relocation and station box reconstruction
PH132	*Ulmus procera*	English Elm	Mature	11-20	Service relocation and station box reconstruction
PH133	*Ulmus procera*	English Elm	Mature	11-20	Service relocation and station box reconstruction
PH134	*Ulmus procera*	English Elm	Mature	11-20	Service relocation and station box reconstruction
PH135	*Ulmus* sp.	Elm	Juvenile	31-60	Service relocation and station box reconstruction
PH136	*Ulmus procera*	English Elm	Mature	6-10	Service relocation and station box reconstruction
PH137	*Ulmus procera*	English Elm	Mature	11-20	Service relocation and station box reconstruction
PH138	*Ulmus procera*	English Elm	Mature	21-30	Service relocation and station box reconstruction
PH139	*Ulmus procera*	English Elm	Semi-mature	31-60	Service relocation and station box reconstruction
PH141	*Ulmus procera*	English Elm	Semi-mature	31-60	Service relocation and station box reconstruction
PH145	*Ulmus procera*	English Elm	Juvenile	31-60	Preparation of St Kilda Road for station construction
PH165	*Platanus ×acerifolia*	London Plane	Semi-mature	6-10	Preparation of St Kilda Road for station construction
PH166	*Platanus ×acerifolia*	London Plane	Mature	11-20	Preparation of St Kilda Road for station construction

ID	Species	Common Name	Age	ULE	Reason for removal
PH167	*Platanus ×acerifolia*	London Plane	Mature	11-20	Preparation of St Kilda Road for station construction
PH168	*Platanus ×acerifolia*	London Plane	Mature	11-20	Preparation of St Kilda Road for station construction and road realignment for Domain station
PH175	*Platanus ×acerifolia*	London Plane	Mature	6-10	Service diversions and Station box preparation
PH176	*Platanus ×acerifolia*	London Plane	Mature	11-20	Reroute of no. 8 tram down Toorak Road West and road realignment for Domain station
PH177	*Platanus ×acerifolia*	London Plane	Mature	11-20	Reroute of no. 8 tram down Toorak Road West and road realignment for Domain station
PH178	*Platanus ×acerifolia*	London Plane	Mature	11-20	Reroute of no. 8 tram down Toorak Road West and road realignment for Domain station
PH179	*Platanus ×acerifolia*	London Plane	Mature	11-20	Reroute of no. 8 tram down Toorak Road West and road realignment for Domain station
PH180	*Platanus ×acerifolia*	London Plane	Mature	11-20	Reroute of no. 8 tram down Toorak Road West and road realignment for Domain station
PH181	*Platanus ×acerifolia*	London Plane	Mature	6-10	Reroute of no. 8 tram down Toorak Road West and road realignment for Domain station
PH182	*Platanus ×acerifolia*	London Plane	Mature	11-20	Reroute of no. 8 tram down Toorak Road West and road realignment for Domain station
PH183	*Platanus ×acerifolia*	London Plane	Mature	21-30	Reroute of no. 8 tram down Toorak Road West and road realignment for Domain station
PH197	*Platanus ×acerifolia*	London Plane	Mature	21-30	Reroute of no. 8 tram down Toorak Road West and road realignment for Domain station
PH198	*Platanus ×acerifolia*	London Plane	Juvenile	21-30	Preparation of St Kilda Road for station construction
PH199	*Platanus ×acerifolia*	London Plane	Juvenile	21-30	Preparation of St Kilda Road for station construction

4.1.2 Kerb and channel removal

It is proposed to remove kerb and channels where necessary to allow the alteration of the functional road layout, modification of tram tracks and the set-up of a construction works zone in this area (including for service relocation). The proposed fabric to be removed is a mix of bluestone and later concrete elements. The bluestone would be stored for the duration of the works and re-used during the construction of the roadway at the completion of the project.

4.1.3 Roadway demolition

Roadway fabric, specifically asphalt, will be removed for the preparation of the construction work zone and it is to be re-laid for roadway reinstatement during the sequential works program (outlined below at 4.2). Road markings will be introduced as required for the new functional road layout. It is noted that road marking work is permit exempt, however the removal of the existing roadway is not.

4.2 New works: alteration of road functional layout and re-route of trams

The re-routing of the existing St Kilda Road traffic lanes and tramways is required between Toorak Road West (South Yarra) and Park St (South Melbourne) intersections to allow for the construction of Domain station.

The proposed works will include the temporary re-alignment of the roadways undertaken in a series of stages. The staging of these works is shown on the staging plans included at Appendix B. In order to allow for the construction of the proposed Domain station, the existing tram alignment along St Kilda Road will be altered for a length of approximately 500 metres. The activities associated with this work at each of these stages are described below.

Stage 1 involves the completion of tram track works associated with the works to Toorak Road West. The majority of the Stage 1 works are located outside of the extent of registration for St Kilda Road, however some of the new tram tracks extend into St Kilda Road at the Toorak Road West intersection so as to integrate with the new platform stop on St Kilda Road, to be constructed as part of Stage 2. Refer to Appendix B, drawing 1 of 5.

Stage 2 includes the introduction of a new platform stop to the north of the St Kilda Road/Toorak Road West intersection (Figure 25, refer to Appendix B, drawing 2 of 5). This stage will include the linking of the new tram lines from Toorak Road West into the existing tram lines along St Kilda Road. The new tram stop at Toorak Road West is proposed to be constructed as a typical dual platform tram stop (refer to drawings MMR-AJM-NPDM-DR-DD-637155 and MMR-AJM-NPDM-DR-DD-637156). The proposed tram stop will be located in the centre of the road reserve. The eastern platform is an island platform and will be 66 metres long x 4.4 metres wide, while the western platform is a single sided platform 66 metres long x 3.1 metres wide. The new tram tracks will follow the same alignment as the road layout. The platform, ramp and landing will be finished with asphalt and the platform copings are proposed to be bluestone. Structures on the platform include four 8 metre long covered shelters, safety barriers and associated amenity infrastructure.

Stage 3 will include the modification of the existing St Kilda Road road layout and construction of new tram tracks to divert through the Albert Road Reserve (refer to Appendix B, drawing 3 of 5). The existing Domain Interchange will be demolished during this stage and a new replacement stop will be constructed to the north of the Park Street intersection and along the existing tramway alignment (completed in stage 4, Figure 26 and Figure 27). The proposed changes to the road layout will result in the removal and modification of kerbs and a single traffic and bike lane in each direction within the broader construction work site. Traffic and tram track will be diverted through Albert Road Reserve to the west. The realignment of the road layout through the Albert Road Reserve will require the temporary dismantling of the South African Soldiers Memorial (VHR H1374). Works within that site, including the dismantling and storage of the memorial, do not form part of this application and will be subject to a separate permit application under the *Heritage Act 1995*.

The new tram stop to the north of Park Street will be completed as part of Stage 4 (refer to Appendix B, drawing 4 of 5). The existing tram track alignment in the centre of the St Kilda Road road reserve between the two new stops will be removed during this stage, as the new diverted tram route will be completed as part of Stage 4. Whilst the new tram stop is temporary and only required for the duration of the Domain Interchange Station works, the new stop will be required to be constructed to meet Yarra Trams permanent construction standards for access and safety compliance. The new tram stop north of Park Street will remain for the duration of the construction at Domain Interchange and will continue to service the eight tram routes that currently travel along St Kilda Road, as well as cater for all of the existing and future users of the St Kilda Road corridor. The design of the tram stop to the north of Park Street has not been finalised, however it is likely to adopt a similar design and materiality as the permanent super stop at Toorak Road West and is expected to be fully integrated with the new Domain station access/egress and all other transport modes. As a minimum, it will be a central island tram stop measuring 66 x 4.4 metres. Stage 5 will finalise the road layout and the establishment of the construction site for the proposed new Domain station. At the completion of early works, the construction site (shown in Appendix B, drawing 5 of 5) will occupy the eastern outbound lanes (adjacent to the Shrine Reserve); widening out to encompass the roadway for its entire width in the vicinity of the Domain Road intersection and narrowing to the east adjacent to Melbourne Grammar School. The construction zone is separated by the realigned roadway and tram route (bisecting the zone on a north-west – south east alignment). The southern section of the construction zone occupies what are currently the western lanes and central tram lines in St Kilda Road, with the realigned roadway and tram route along its eastern edge.

4.3 Reinstatement works

The final functional road layout within St Kilda Road (post-construction of the Metro Tunnel) is subject to future detailed design. The intention is for the reinstatement of the boulevard form and presentation of St Kilda Road as far as is practicable however the detail of the works is yet to be resolved. These works would occur as part of the main works construction program.

As noted earlier, these reinstatement works would be subject to a future permit application. In addition, in the event that a permit is issued for the works proposed in this application, it is anticipated that the reinstatement works will be required by way of a conditions on the permit.

Figure 25 Location of proposed new tram stop on St Kilda Road, north of Toorak Road, showing medians and some of the trees proposed for removal

Figure 26 Existing tram stop at Domain Interchange, proposed to be demolished

Figure 27 Approximate location of the proposed new tram stop to the north of Park Street

5.0 Assessment of heritage impact

5.1 Heritage considerations

5.1.1 Heritage Act 1995

Under s.73 (1) of the *Heritage Act 1995* in determining an application for a permit the Executive Director must consider (amongst other considerations):

- s.73 (1) (a) the extent to which the application, if approved, would affect the cultural heritage significance of the registered place or registered object

Under s.73(1A) of the *Heritage Act 1995* in determining an application for a permit the Executive Director may consider:

- s.73 (1A) (a) the extent to which the application, if approved, would affect the cultural heritage significance of any adjacent or neighbouring property that is—

  (i) subject to a heritage requirement or control in the relevant planning scheme; or

  (ii) included on the Heritage Register

The impact of the proposal on the cultural heritage significance of St Kilda Road and any adjacent heritage places is assessed at 5.2 below.

5.1.2 VHR documentation

The key considerations in assessing the heritage impacts of the work are the heritage values of the place as set out in the VHR statement of significance (refer section 2.1).

Consideration has also been given to the VHR permit policy, which reads as follows:

> **Preamble**
>
> The purpose of the Permit Policy is to assist when considering or making decisions regarding works to a registered place. It is recommended that any proposed works be discussed with an officer of Heritage Victoria prior to making a permit application. Discussing proposed works will assist in answering questions the owner may have and aid any decisions regarding works to the place.
>
> **The extent of registration of St Kilda Road in the Victorian Heritage Register affects the whole place shown on Diagram 2359 including the land, all buildings, roads, trees, landscape elements and other features.** Under the *Heritage Act 1995* a person must not remove of demolish, damage or despoil, develop or alter or excavate, relocate or disturb the position of any part of a registered place or object without approval. It is acknowledged, however, that alterations and other works may be required to keep places and objects in good repair and adapt them for use into the future.
>
> If a person wishes to undertake works or activities in relation to a registered place or registered object, they must apply to the Executive Director, Heritage Victoria for a permit. The purpose of a permit is to enable appropriate change to a place and to effectively manage adverse impacts on the cultural heritage significance of a place as a consequence of change. If an owner is uncertain whether a heritage permit is required, it is recommended that Heritage Victoria be contacted.
>
> Permits are required for anything which alters the place or object, unless a permit exemption is granted. Permit exemptions usually cover routine maintenance and upkeep issues faced by owners as well as minor works or works to the elements of the place or object that are not significant. They may include appropriate works

that are specified in a conservation management plan. Permit exemptions can be granted at the time of registration (under s.42 of the Heritage Act) or after registration (under s.66 of the Heritage Act).

Conservation management plans

It is recommended that a Conservation Management Plan is developed to manage the place in a manner which respects its cultural heritage significance.

Other approvals

Please be aware that approval from other authorities (such as local government) may be required to undertake works.

Archaeology

Ground disturbance may affect the significance of the place and, subject to the exemptions stated in this documents, requires a permit.

Cultural heritage significance

Overview of significance

St Kilda Road is historically significant as one of Melbourne's longest and grandest major thoroughfares. For over a century this European-style boulevard has had an iconic status as the southern gateway to the city. Dating from the 1850s St Kilda Road was developed into a magnificent tree-lined boulevard during the late nineteenth century. Its significance is evident across the width of the full carriage way including the grassed medians, kerbing, bluestone kerbs and channels, footpaths and consistent tree plantings. It is of aesthetic significance as a place of beauty and a visually outstanding elements in Melbourne's urban landscape. The sweeping views between the Shrine of Remembrance, St Kilda Road, and Swanston Street are significant for the emphasis on St Kilda Road as a processional route between the Shrine and the city. There are also important visual associations with the Queen Victoria Garden and Domain Parklands and Alexandra Gardens to the east.

The VHR documentation includes a suite of permit exemptions (refer to Appendix D), addressing routine maintenance and other relatively minor works to the registered place to allow for ongoing operation and functional requirements.

5.2 Assessment of heritage impact

The VHR statement of significance confirms that St Kilda Road is of historical and aesthetic significance to the State of Victoria. In summary, these values relate to the early date of establishment, its evolution into a 'magnificent tree-lined boulevard' in the European style, its role in ceremonial and celebratory processions (both historically and ongoing), and the visual relationship with the Shrine of Remembrance. In this context, the values attach to the whole of the place, and individual components, such as bluestone/other kerb and channel, trees and roadway layout, contribute to its significance, overall character and presentation.

The heritage impacts associated with the early works for the Metro Tunnel arise through the removal of contributory elements and qualities within the heritage place, including trees and medians, albeit these impacts will be mitigated over time through reinstatement works to follow.

The historical associations of the place will be unaffected as a result of the proposed works and will remain. These associations are well documented and widely understood. There will be an impact on the aesthetic qualities of the boulevard in the affected section of St Kilda Road. This is as a result of the removal of up to 103 predominantly mature and over-mature trees and associated medians.

Looking in more detail at the trees to be removed, with the exception of Tree DK025, a Grey Poplar, the 103 trees are Elms located on the outside of the double avenue configuration, and London Planes located in central medians separating inner and outer running lanes on both sides of St Kilda Road.

The trees proposed to be removed include:

- Mature and over-mature Elms, which date from the original, late nineteenth century avenue planting, with a number of juvenile and semi-mature specimens planted in recent decades as replacements of original avenue trees,
- c. 1960 London Planes, which were planted as replacement of the original inner avenue which predominantly consisted of Poplars. A number of smaller juvenile and semi-mature Planes are located within the central avenue, representative of replacement and infill plantings undertaken in recent years,
- One Grey Poplar (DK025) of which the origin is not clear, though the size of the tree suggests it dates at least from the mid-twentieth century.

A number of other Grey Poplars located in this section of St Kilda Road have been recently replaced with Elms by the City of Melbourne.

There is some variation in the ULE of the trees, primarily a consequence of the much later planting date of the London Planes in the central avenue, which have generally longer assessed life expectancies. Overall, of the trees to be removed:

- 34 have an assessed ULE of up to 10 years;
- 24 trees have a ULE of between 11-20 years; and
- 45 trees have a ULE of in excess of 20 years.

The proposed early works along St Kilda Road will result in the removal of 103 trees from an approximately 770 metres length of St Kilda Road from south of Dorcas Street in the north, to the Toorak Road West intersection in the south. Whilst some trees will remain within this precinct, the greater majority of trees will be removed as part of this early works phase, resulting in a significant impact to the aesthetic qualities of the place in this location. The works will be transformative in the construction phase of the Metro Tunnel, and for a period of time the heritage qualities of this section of St Kilda Road will not be evident in the fabric that is present. The impact clearly is significant in the short term.

The short-term heritage impact can be mitigated over time through the longer-term vision for the restoration of the boulevard layout and planting and tree canopy to the affected section of St Kilda Road. In this context, the impact to the aesthetic qualities of the place can be considered to be a temporary one, with the replacement of trees proposed as part of delivery of the Metro Tunnel project. Some changes will be required to the final road functional layout, however a double avenue configuration of regularly spaced Elms and Planes along St Kilda Road will be reinstated to the greatest extent possible in the context of the finalised functional road layout. The replacement trees will also be planted in improved tree plots with better quality soils and water sensitive urban design, this ensuring their improved vigour and longer life, further mitigating the impact on the heritage significance of St Kilda Road.

In considering the impact in this location, it is noted that the works for the Metro Tunnel are proposed either side of an existing gap within the St Kilda Road avenue layout as a result of the Domain Interchange. Further to the south, the removal of trees in the bend of St Kilda Road limits the visual impact in longer views of St Kilda Road. The impact will be most evident within the immediate area. St Kilda Road at Domain and Albert roads also has an open quality deriving from existing infrastructure and the layout of the intersection itself.

It its recognised that it will take time for the new trees to deliver the aesthetic qualities of mature plantings in the boulevard presentation of St Kilda Road. Equally, change is inevitable in the

management of formal heritage landscapes including boulevard plantings and commemorative avenues, where these are living places which require active management through tree replacement programs. Many of the trees to be removed are approaching the end of their ULE. While not suggesting the works are related to a specific replacement program, equally, the impact is similar where the change can be mitigated through tree replanting.

In addition to the reinstatement of trees, the heritage character and presentational quality of the reinstated roadway will be further referenced through re-use of salvaged bluestone and kerbing where possible. Although bluestone is the dominant material used for kerb and channel in St Kilda Road, the section of roadway proposed for occupation by the construction area also includes concrete kerb and gutter and modern bluestone insertions. It is evident that the much of the bluestone fabric has been relocated as is expected in an evolving roadway. This section of the road has undergone significant change over the life of the road, including the establishment of medians, the introduction of the Domain Interchange and associated modification of roadway infrastructure. The range of materials included in the kerbs and channels are shown in the images included in the description (Figure 10 to Figure 17). The existing bluestone will be stored and reinstated as part of the final layout of St Kilda Road at the conclusion of construction of the Metro Tunnel. It is noted that it is not intended to record the existing location of the bluestone and reinstate to match existing conditions. The final road layout will be different from the existing conditions and an exact reinstatement will not be possible. The majority of the existing bluestone is not in its original location and the heritage significance of the bluestone is related to the overall character of the road, rather than specific elements bluestone.

In relation to the proposed modifications of tram infrastructure, St Kilda Road has accommodated trams and their associated infrastructure since the late nineteenth century and the removal of modern tramway infrastructure and the construction of new stops will not have a heritage impact in and of itself. The new tram stops will require the removal of contributory heritage fabric, however the new infrastructure itself will not result in any impact on the assessed significance of St Kilda Road. Tramway infrastructure is an acknowledged part of the character and function of St Kilda Road and the proposed tramway works reflect this.

5.2.1 Compliance with Environmental Performance Requirements

While the detail of the proposed reinstatement of St Kilda Road is subject to detailed design and future applications under the Heritage Act, it is also relevant to note there are stringent requirements on project delivery, which will ensure an appropriate and high quality outcome.

Specifically, impacts to the heritage place will be required to be mitigated consistent with specific EPRs (Version 4.0) for the project. Compliance with the project EPRs will ensure works are undertaken in a manner which limits tree removals as far as is possible, that ensures retained trees are protected and that appropriate conditions are provided for future tree reinstatement. In referencing the draft EPRs, it is recognised that these are subject to IAC review and review by the Minister for Planning as part of the EES process and the final form of the EPRs is not confirmed.

AR1: *During detailed design, review potential tree impacts and provide for maximum tree retention on both public and private land, also having regard to valuable habitat linkages or corridors where practicable.*

It is acknowledged that trees will require removal due to the nature of the proposed works at ground level and the proposed construction methodology. Up to 103 trees are proposed for removal as part of early works. MMRA is committed to retaining as many trees as possible during the project and will continue to review opportunities to maximise tree retention through detailed design.

Subject to detailed design, a small number of additional trees may require removal during the main works construction phase. Any required further tree removals would be the subject of separate permit applications.

AR2: *Reinstate quality soils to sufficient volumes to support long-term viable growth of replacement trees. Ensure ongoing supply of water to tree root zones, especially during their establishment stage. Employ water sensitive urban design principles (WSUD) principles where possible*

Use of irrigation and water sensitive urban design, including specification of high quality replacement soils, will ensure trees are provided superior growing conditions to secure long-term future amenity. It is noted that this will be the subject of future heritage permit applications.

AR3: *Re-establish trees to replace loss of canopy cover and achieve canopy size equal to (or greater than) healthy, mature examples of the species in Melbourne. Consult with the City of Melbourne, the City of Port Phillip and Heritage Victoria as applicable. Policy documents that should be referenced to re-establish trees and valued landscape character include: (as relevant to St Kilda Road)*

- *The City of Melbourne's Tree Retention and removal Policy 2012 (excluding sections 8.2 and 8.3) and Urban Forest Strategy, South Yarra Urban Forest Precinct Plan, Central City Urban Forest Precinct Plan, Carlton Urban Forest Precinct Plan and Kensington Urban forest Precinct Plan*
- *The City of Port Phillip's Community Amenity Local Law No.1 and Greening Port Phillip – An Urban Forest Approach*

The re-establishment of trees must also consider the contribution to creation of habitat corridors and linkages where possible.

Removed trees will be replaced with super-advanced stock (1000 litre containers or larger with a likely height in the order of six metres) as quickly as practical during phased works rather than at the end of the Project. This will allow for trees to establish and be managed whilst other works are completed. It is anticipated that by the time of project delivery, many replacement trees will have established and will be actively growing, rather than installed at final stages as is often the case with construction projects.

AR4: *Prior to construction commencing of main works or shafts in affected areas, prepare and implement Tree Protection Plans for each Precinct in accordance with AS4970-2009 Protection of Trees on Development Sites, addressing the detailed design and construction methodology of the project.*

This will provide a high degree of certainty that trees within St Kilda Road peripheral to works and proposed to be retained will be adequately managed and protected.

CH3: *Prior to construction, undertake archival photographic recording in accordance with Heritage Victoria specification for the archival photographic recording of heritage places and objects where places are to be demolished or modified*

A photographic record of the existing site conditions will be undertaken consistent with EPR CH3.

As discussed at 5.2, it is noted that much of the bluestone fabric has been relocated as part of the evolving roadway configuration. More detail documentation of existing fabric is not considered to be necessary in this instance and a photographic record of the general arrangements of this part of St Kilda Road will be sufficient to meet the requirements of the EPR.

CH20: *In consultation with VicRoads, Heritage Victoria, and/or relevant local councils replaced removed trees in St Kilda Road to re-establish the boulevard formation.*

By replacing trees with super-advanced stock (1000 litre containers or larger with a likely height in the order of six metres) as quickly as practical during phased works, rather than replanting all trees at the end of the project timeframe, will allow for replacement across precincts to establish and be managed whilst other works are completed in different areas. The overall objective is to re-establish the boulevard formation of trees, a key element of the significance of the place.

CH22*: Ensure that, where impacted by project works, street fabric and infrastructure is conserved and/or accurately reconstructed.*

As discussed at 5.2, it is noted that much of the bluestone fabric has been relocated as part of the evolving roadway configuration and there is no imperative to document and reinstate bluestone elements as existing. The full reconstruction of the existing roadway layout is not proposed, rather, it is anticipated that salvaged materials, such as bluestone kerb and channel, will be incorporated into the future road functional layout.

5.2.2 Technical Note 40

In addition to the EPRs developed for the EES, it is relevant to note that MMRA Technical Note 40 has been prepared in response to additional information requested by the IAC. As well as general advice on arboricultural matters across the project area, MMRA has stated that, where appropriate, super advanced tree replacement stock can be utilised to mitigate against loss of amenity (MMRA response No. 8). Super advanced trees are trees supplied in 1000 litre containers or larger, with a likely height in the order of 6 metres.

Further information can be found at:

http://metrotunnel.vic.gov.au/__data/assets/pdf_file/0011/66548/MM-EES-Technical-Note-040-Arboriculture.PDF

5.2.3 Adjacent heritage places

It is noted that there are a number of heritage places located adjacent to, or in the vicinity of, the proposed works. Of those places which are adjacent to the proposed works, including the Shrine Reserve, Melbourne Grammar School and the former Kellow Falkiner showrooms, there will be no associated heritage impact. While it will alter the context of these places, the removal of trees in St Kilda Road itself will not have an adverse impact on their significance. Nor will the introduction of new infrastructure within St Kilda Road (related to trams) have an adverse visual impact. The new tram stop at Park Street will be located to the west of the Shrine Reserve, however this is similar to the existing condition of the Domain Interchange, with the new stop further to the north. There will be no impact on the appreciation of the Shrine Reserve as a result of this proposal. The Domain Parklands and the Tram Shelter are located well outside of the proposed construction site area.

Works to the South African Soldiers Memorial (VHR H1374), associated with the preparation works for the establishment of a construction site at the location of the proposed Domain station will be subject to a separate permit application under the *Heritage Act 1995*.

6.0 Conclusion

The approach taken to the design for early works is one where the road functional design, tram layout and services works have been designed to minimise tree removal and associated impacts on the heritage values, presentation and character of St Kilda Road. The area contemplated for construction purposes in the EES has been reduced through a process of review and refinement and this process will be ongoing through the detailed design phases of the project. As identified in this HIS, there is a commitment to retaining as many trees as possible during the project and opportunities to maximise tree retention through detailed design in accordance with EPR AR1 will be pursued.

In considering the impacts on the registered heritage place associated with early works, the proposed works are confined to a limited extent of St Kilda Road and there will not be an impact on the overall presentation of the greater length of St Kilda Road. St Kilda Road will continue to read as a boulevard for the majority of its length and in time replanting will restore the aesthetic qualities associated with the loss of trees and associated canopy in the affected section.

Future reinstatement works will be undertaken consistent with Heritage Victoria's requirements and the project EPRs, which are focussed on the restoration of the treed character of the roadway as part of the overall design for permanent infrastructure in this location.

The loss of substantial numbers of mature trees in a concentrated area is challenging and there will be an adverse impact on the aesthetic qualities of the place in this location as a result. Accepting this, the impact will be mitigated over time by the future works including the reinstatement of removed trees with super-advanced specimens of like species. Improved growing conditions for replacement trees are a component of the replacement regime and this will ensure the long-term viability of the boulevard planting and the restoration of the valued aesthetic qualities. A key focus for future replacement works is one where the traditional character of the place is reinforced and future works will include the use of like materials for the kerb and channel arrangement to ensure a consistency in presentation. Where feasible, it is proposed that the future work will involve the re-use of stored bluestone.

Permanent and temporary tram stops and associated infrastructure are typical of the existing environs of St Kilda Road and will not detract from the significance of the place.

Other changes associated with the project including new station infrastructure (entries, vents and the like) are subject to future permit application/s under the Heritage Act.

In conclusion, considering the extent of works and their location within the registered place, and the mitigation measures proposed, the impact of early works for the Metro Tunnel is one that can be accommodated with no significant long-term impact on the heritage values of St Kilda Road as a whole.

APPENDIX A Detailed list of trees to be removed prepared by John Patrick Pty Ltd

Tree - DK001	***Ulmus sp.*** **, Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Semi-mature**
DBH: 41	**Height:** 12m	**Width:** 12m	**TPZ:** 4.9m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 1-5years
CoM/CoPP ID: 1027913	**Comments:** Cavity in base. **Reason for removal:** Service diversions		

Tree - DK002	***Ulmus sp.*** **, Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 34	**Height:** 14m	**Width:** 11m	**TPZ:** 4.1m
Crown class: Asymmetrical	**Health:** Dormant	**Structure:** Poor	**ULE:** 6-10years
CoM/CoPP ID: 1027914	**Comments:** Basal decay. **Reason for removal:** Service diversions		

Tree - DK003	***Ulmus sp.*** **, Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 42	**Height:** 16m	**Width:** 11m	**TPZ:** 5m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair-Poor	**ULE:** 1-5years
CoM/CoPP ID: 1027915	**Comments:** Lean to south east. **Reason for removal:** Service diversions		

Tree - DK004	***Ulmus sp.*** **, Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 45	**Height:** 14m	**Width:** 12m	**TPZ:** 5.4m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 1-5years
CoM/CoPP ID: 1027916	**Comments:** Stunted. **Reason for removal:** Service diversions		

Tree - DK005	***Ulmus sp.*** **, Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 43	**Height:** 14m	**Width:** 12m	**TPZ:** 5.2m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair-Poor	**ULE:** 1-5years
CoM/CoPP ID: 1027917	**Comments:** Likely decay in primary union. Stunted. **Reason for removal:** Service diversions		

Tree - DK006	***Ulmus sp.*** **, Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 51	**Height:** 20m	**Width:** 12m	**TPZ:** 6.1m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair-Poor	**ULE:** 1-5years
CoM/CoPP ID: 1027918	**Comments:** Major basal impact wound. **Reason for removal:** Preparation of St Kilda Rd for Station Construction		

Tree - DK007	***Ulmus sp.*** **, Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 52	**Height:** 21m	**Width:** 12m	**TPZ:** 6.2m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 6-10years
CoM/CoPP ID: 1027919	**Comments:** Some trunk decay. **Reason for removal:** Preparation of St Kilda Rd for Station Construction		

Tree - DK008	***Ulmus sp.*** **, Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 57	**Height:** 18m	**Width:** m	**TPZ:** 6.8m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair-Poor	**ULE:** 1-5years
CoM/CoPP ID: 1027921	**Comments:** Major basal decay. **Reason for removal:** Preparation of St Kilda Rd for Station Construction		

Tree - DK009	***Ulmus sp.*** **, Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 53	**Height:** 11m	**Width:** 7m	**TPZ:** 6.4m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair-Poor	**ULE:** 6-10years
CoM/CoPP ID: 1027922	**Comments:** Heavily crown reduced. **Reason for removal:** Preparation of St Kilda Rd for Station Construction		

Tree - DK010	***Ulmus sp.*** **, Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 58	**Height:** 23m	**Width:** 9m	**TPZ:** 7m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 6-10years
CoM/CoPP ID: 1027923	**Comments:** Elevated crown. **Reason for removal:** Preparation of St Kilda Rd for Station Construction		

Tree - DK011	***Ulmus sp.*** **, Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 59	**Height:** 17m	**Width:** 10m	**TPZ:** 7.1m
Crown class: Asymmetrical	**Health:** Dormant	**Structure:** Fair-Poor	**ULE:** 1-5years
CoM/CoPP ID: 1027924	**Comments:** South side of crown pruned out. **Reason for removal:** Preparation of St Kilda Rd for Station Construction		

Tree - DK012	***Ulmus sp.*** **, Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Over mature**
DBH: 104	**Height:** 23m	**Width:** 20m	**TPZ:** 12.5m
Crown class: Symmetrical	**Health:** Dormant	**Structure:**	**ULE:** 6-10years
CoM/CoPP ID: 1027925	**Comments:** Very substantial specimen.. **Reason for removal:** Preparation of St Kilda Rd for Station Construction		

Tree - DK013	***Ulmus sp.*** **, Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Over mature**
DBH: 93	**Height:** 23m	**Width:** 19m	**TPZ:** 11.2m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair-Poor	**ULE:** 6-10years
CoM/CoPP ID: 1027926	**Comments:** Impact scar on north west side. Medium failures in crown.. **Reason for removal:** Preparation of St Kilda Rd for Station Construction		

Tree - DK014	***Ulmus sp.*** **, Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Over mature**
DBH: 108	**Height:** 23m	**Width:** 20m	**TPZ:** 13m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair-Poor	**ULE:** 6-10years
CoM/CoPP ID: 1027927	**Comments:** Cavity in primary stem.. **Reason for removal:** Preparation of St Kilda Rd for Station Construction		

Tree - DK015	***Ulmus sp.*** **, Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 62	**Height:** 19m	**Width:** 20m	**TPZ:** 7.4m
Crown class: Asymmetrical	**Health:** Dormant	**Structure:** Fair-Poor	**ULE:** 6-10years
CoM/CoPP ID: 1027928	**Comments:** Overshadowed by tree to north. **Reason for removal:** Preparation of St Kilda Rd for Station Construction		

Tree - DK016	***Ulmus sp.*** **, Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 59	**Height:** 18m	**Width:** 18m	**TPZ:** 7.1m
Crown class: Intermediate	**Health:** Dormant	**Structure:** Fair	**ULE:** 6-10years
CoM/CoPP ID: 1027930	**Comments:** Limited crown.. **Reason for removal:** Preparation of St Kilda Rd for Station Construction		

Tree - DK017	***Ulmus sp.*** **, Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 57	**Height:** 22m	**Width:** 18m	**TPZ:** 6.8m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 6-10years
CoM/CoPP ID: 1027931	**Comments:** . **Reason for removal:** Preparation of St Kilda Rd for Station Construction		

Tree - DK018	***Ulmus sp.*** **, Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 57	**Height:** 22m	**Width:** 20m	**TPZ:** 6.8m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 11-20years
CoM/CoPP ID: 1027932	**Comments:** . **Reason for removal:** Preparation of St Kilda Rd for Station Construction		

Tree - DK019	***Ulmus sp.*** **, Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 56	**Height:** 22m	**Width:** 18m	**TPZ:** 6.7m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 11-20years
CoM/CoPP ID: 1027933	**Comments:** . **Reason for removal:** Preparation of St Kilda Rd for Station Construction		

Tree - DK020	***Ulmus sp.*** **, Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 49	**Height:** 19m	**Width:** 18m	**TPZ:** 5.9m
Crown class: Intermediate	**Health:** Dormant	**Structure:** Fair	**ULE:** 6-10years
CoM/CoPP ID: 1027934	**Comments:** Narrow crown. **Reason for removal:** Preparation of St Kilda Rd for Station Construction		

Tree - DK021	***Ulmus sp.*** **, Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 45	**Height:** 12m	**Width:** 10m	**TPZ:** 5.4m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 6-10years
CoM/CoPP ID: 1027935	**Comments:** Limited crown. **Reason for removal:** Preparation of St Kilda Rd for Station Construction		

Tree - DK022	***Ulmus sp.*** **, Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 43	**Height:** 12m	**Width:** 9m	**TPZ:** 5.2m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 1-5years
CoM/CoPP ID: 1027936	**Comments:** Crown reduced to east. **Reason for removal:** Preparation of St Kilda Rd for Station Construction		

Tree - DK023	***Ulmus sp.*** **, Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 39	**Height:** 9m	**Width:** 7m	**TPZ:** 4.7m
Crown class: Asymmetrical	**Health:** Dormant	**Structure:** Fair-Poor	**ULE:** 1-5years
CoM/CoPP ID: 1027937	**Comments:** Limited canopy. **Reason for removal:** Preparation of St Kilda Rd for Station Construction		

Tree - DK024	***Ulmus sp.*** **, Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 46	**Height:** 13m	**Width:** 11m	**TPZ:** 5.5m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 6-10years
CoM/CoPP ID: 1027938	**Comments:** Crown reduced. **Reason for removal:** Preparation of St Kilda Rd for Station Construction		

Tree - DK025	***Populus ×canadensis*** **, Grey Poplar**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 73	**Height:** 19m	**Width:** 14m	**TPZ:** 8.8m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 6-10years
CoM/CoPP ID: 1027940	**Comments:** Impact scar on western codominant. **Reason for removal:** Service diversions		

Tree - DK028	***Ulmus sp.*** **, Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Juvenile**
DBH: 4	**Height:** 4m	**Width:** 1m	**TPZ:** 2m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 60+years
CoM/CoPP ID: 1027943	**Comments:** Replacement planting. **Reason for removal:** Preparation of St Kilda Rd for Station Construction		

Tree - DK047	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Juvenile**
DBH: 6Estimate	**Height:** 5m	**Width:** 2m	**TPZ:** 2m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair-Good	**ULE:** 60+years
CoM/CoPP ID: 1552853	**Comments:** . **Reason for removal:** Preparation of St Kilda Rd for Station Construction		

Tree - DK048	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Juvenile**
DBH: 6Estimate	**Height:** 5m	**Width:** 2m	**TPZ:** 2m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair-Good	**ULE:** 60+years
CoM/CoPP ID: 1552852	**Comments:** . **Reason for removal:** Preparation of St Kilda Rd for Station Construction		

Tree - DK049	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Juvenile**
DBH: 6Estimate	**Height:** 5m	**Width:** 2m	**TPZ:** 2m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair-Good	**ULE:** 60+years
CoM/CoPP ID: 1552857	**Comments:** .		
	Reason for removal: Preparation of St Kilda Rd for Station Construction		

Tree - DK050	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Semi-mature**
DBH: 39Estimate	**Height:** 12m	**Width:** 12m	**TPZ:** 4.7m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 21-30years
CoM/CoPP ID: 1027991	**Comments:** .		
	Reason for removal: Preparation of St Kilda Rd for Station Construction		

Tree - DK051	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 72Estimate	**Height:** 21m	**Width:** 20m	**TPZ:** 8.6m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair-Good	**ULE:** 21-30years
CoM/CoPP ID: 1027990	**Comments:** Substantial specimen.		
	Reason for removal: Preparation of St Kilda Rd for Station Construction		

Tree - DK052	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Semi-mature**
DBH: 54Estimate	**Height:** 18m	**Width:** 16m	**TPZ:** 6.5m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair-Good	**ULE:** 21-30years
CoM/CoPP ID: 1027989	**Comments:** .		
	Reason for removal: Service diversions		

Tree - DK053	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 54Estimate	**Height:** 19m	**Width:** 16m	**TPZ:** 6.5m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 21-30years
CoM/CoPP ID: 1027988	**Comments:** .		
	Reason for removal: Service diversions		

Tree - DK054	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 54Estimate	**Height:** 21m	**Width:** 0m	**TPZ:** 6.5m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 21-30years
CoM/CoPP ID: 1027987	**Comments:** .		
	Reason for removal: Preparation of St Kilda Rd for Station Construction		

Tree - DK055	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 64Estimate	**Height:** 20m	**Width:** 0m	**TPZ:** 7.7m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 21-30years
CoM/CoPP ID: 1027986	**Comments:** .		
	Reason for removal: Preparation of St Kilda Rd for Station Construction		

Tree - DK056	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Semi-mature**
DBH: 60Estimate	**Height:** 20m	**Width:** 12m	**TPZ:** 7.2m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 21-30years
CoM/CoPP ID: 1027985	**Comments:** .		
	Reason for removal: Preparation of St Kilda Rd for Station Construction		

Tree - DK057	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 58Estimate	**Height:** 20m	**Width:** 0m	**TPZ:** 7m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 21-30years
CoM/CoPP ID: 1027984	**Comments:** .		
	Reason for removal: Preparation of St Kilda Rd for Station Construction		

Tree - DK058	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 53Estimate	**Height:** 19m	**Width:** 16m	**TPZ:** 6.4m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair-Good	**ULE:** 21-30years
CoM/CoPP ID: 1027983	**Comments:** .		
	Reason for removal: Preparation of St Kilda Rd for Station Construction		

Tree - DK059	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 51Estimate	**Height:** 17m	**Width:** 0m	**TPZ:** 6.1m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair-Good	**ULE:** 21-30years
CoM/CoPP ID: 1027982	**Comments:** .		
	Reason for removal: Preparation of St Kilda Rd for Station Construction		

Tree - DK060	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 58	**Height:** 17m	**Width:** 17m	**TPZ:** 7m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair-Good	**ULE:** 21-30years
CoM/CoPP ID: 1027981	**Comments:** .		
	Reason for removal: Preparation of St Kilda Rd for Station Construction		

Tree - DK061	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 46	**Height:** 17m	**Width:** 17m	**TPZ:** 5.5m
Crown class: Symmetrical	**Health:** Fair	**Structure:** Fair	**ULE:** 21-30years
CoM/CoPP ID: 1027980	**Comments:** .		
	Reason for removal: Reroute of no. 8 tram down Toorak Rd West		

Tree - DK062	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 46Estimate	**Height:** 15m	**Width:** 12m	**TPZ:** 5.5m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 21-30years
CoM/CoPP ID: 1027979	**Comments:** .		
	Reason for removal: Reroute of no. 8 tram down Toorak Rd West		

Tree - DK063	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Semi-mature**
DBH: 32Estimate	**Height:** 13m	**Width:** 10m	**TPZ:** 3.8m
Crown class: Asymmetrical	**Health:** Fair	**Structure:** Fair	**ULE:** 21-30years
CoM/CoPP ID: 1027978	**Comments:** .		
	Reason for removal: Reroute of no. 8 tram down Toorak Rd West		

Tree - DK064	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Semi-mature**
DBH: 34	**Height:** 13m	**Width:** 9m	**TPZ:** 4.1m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 21-30years
CoM/CoPP ID: 1027977	**Comments:** Compact crown.		
	Reason for removal: Reroute of no. 8 tram down Toorak Rd West		

Tree - DK065	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Semi-mature**
DBH: 37Estimate	**Height:** 13m	**Width:** 11m	**TPZ:** 4.4m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 21-30years
CoM/CoPP ID: 1027976	**Comments:** Cavity in stub.		
	Reason for removal: Reroute of no. 8 tram down Toorak Rd West		

Tree - DK066	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Semi-mature**
DBH: 42Estimate	**Height:** 15m	**Width:** 16m	**TPZ:** 5m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 21-30years
CoM/CoPP ID: 1027975	**Comments:** .		
	Reason for removal: Reroute of no. 8 tram down Toorak Rd West		

Tree - DK067	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 58	**Height:** 16m	**Width:** 16m	**TPZ:** 7m
Crown class: Symmetrical	**Health:** Dead	**Structure:** Fair-Good	**ULE:** 21-30years
CoM/CoPP ID: 1027974	**Comments:** .		
	Reason for removal: Reroute of no. 8 tram down Toorak Rd West		

Tree - DK068	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 47Estimate	**Height:** 15m	**Width:** 12m	**TPZ:** 5.6m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 21-30years
CoM/CoPP ID: 1027973	**Comments:** .		
	Reason for removal: Reroute of no. 8 tram down Toorak Rd West		

Tree - DK069	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Semi-mature**
DBH: 46Estimate	**Height:** 16m	**Width:** 16m	**TPZ:** 5.5m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 21-30years
CoM/CoPP ID: 1027972	**Comments:** .		
	Reason for removal: Reroute of no. 8 tram down Toorak Rd West		

Tree - DK072	***Ulmus sp.*** **, Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Juvenile**
DBH: 13	**Height:** 6m	**Width:** 3m	**TPZ:** 1.6m
Crown class: Symmetrical	**Health:** Fair	**Structure:** Fair-Poor	**ULE:** 6-10years
CoM/CoPP ID: 1027956	**Comments:** Multiple points of trunk decay. **Reason for removal:** Reroute of no. 8 tram down Toorak Rd West		

Tree - DK073	***Ulmus sp.*** **, Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 70	**Height:** 14m	**Width:** 15m	**TPZ:** 8.4m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair-Poor	**ULE:** 6-10years
CoM/CoPP ID: 1027957	**Comments:** Basal cavity and throughout. **Reason for removal:** Reroute of no. 8 tram down Toorak Rd West		

Tree - DS025	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 45	**Height:** 13m	**Width:** 13m	**TPZ:** 5.4m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 21-30years
CoM/CoPP ID: 1028002	**Comments:** . **Reason for removal:** Preparation of St Kilda Rd for Station Construction		

Tree - DS026	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 47	**Height:** 13m	**Width:** 13m	**TPZ:** 5.6m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 11-20years
CoM/CoPP ID: 1028001	**Comments:** Lost primary stem. **Reason for removal:** Preparation of St Kilda Rd for Station Construction		

Tree - DS027	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 48Estimate	**Height:** 15m	**Width:** 15m	**TPZ:** 5.8m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 21-30years
CoM/CoPP ID: 1027999	**Comments:** Basal scar.. **Reason for removal:** Preparation of St Kilda Rd for Station Construction		

Tree - DS028	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 44	**Height:** 15m	**Width:** 15m	**TPZ:** 5.3m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 11-20years
CoM/CoPP ID: 1027998	**Comments:** . **Reason for removal:** Preparation of St Kilda Rd for Station Construction		

Tree - DS029	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Juvenile**
DBH: 8Estimate	**Height:** 5m	**Width:** 3m	**TPZ:** 2m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair-Good	**ULE:** 60+years
CoM/CoPP ID: 1552850	**Comments:** . **Reason for removal:** Service diversions		

Tree - DS030	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Juvenile**
DBH: 8Estimate	**Height:** 5m	**Width:** 3m	**TPZ:** 2m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair-Good	**ULE:** 60+years
CoM/CoPP ID: 1552851	**Comments:** . **Reason for removal:** Service diversions		

Tree - DS040	***Ulmus sp.*** **, Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 66	**Height:** 10m	**Width:** 10m	**TPZ:** 7.9m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair-Poor	**ULE:** 1-5years
CoM/CoPP ID: 1027902	**Comments:** Heavily crown reduced.. **Reason for removal:** Service diversions		

Tree - DS041	***Ulmus sp.*** **, Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Semi-mature**
DBH: 11	**Height:** 7m	**Width:** 4m	**TPZ:** 2m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 11-20years
CoM/CoPP ID: 1027903	**Comments:** Potential girdled root.. **Reason for removal:** Service diversions		

Tree - DS042	***Ulmus sp.*** **, Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 65	**Height:** 12m	**Width:** 11m	**TPZ:** 7.8m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 11-20years
CoM/CoPP ID: 1027904	**Comments:** Decay in stubs. Maturing epicormic regrowth. **Reason for removal:** Service diversions		

Tree - DS044	***Ulmus sp.*** **, Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 47	**Height:** 10m	**Width:** 11m	**TPZ:** 5.6m
Crown class: Symmetrical	**Health:** Dormant	**Structure:**	**ULE:** 6-10years
CoM/CoPP ID: 1027907	**Comments:** Near basal depressions on west side. **Reason for removal:** Service diversions		

Tree - DS045	***Ulmus sp.*** **, Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 41	**Height:** 7m	**Width:** 8m	**TPZ:** 4.9m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair-Poor	**ULE:** 1-5years
CoM/CoPP ID: 1027908	**Comments:** Heavily crown reduced. Stunted. **Reason for removal:** Service diversions		

Tree - DS046	***Ulmus sp.*** **, Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 71	**Height:** 16m	**Width:** 15m	**TPZ:** 8.5m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 11-20years
CoM/CoPP ID: 1027909	**Comments:** . **Reason for removal:** Service diversions		

Tree - DS047	***Ulmus sp.*** , **Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Semi-mature**
DBH: 20	**Height:** 8m	**Width:** 4m	**TPZ:** 2.4m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 21-30years
CoM/CoPP ID: 1027910	**Comments:** . **Reason for removal:** Service diversions		

Tree - DS048	***Ulmus sp.*** , **Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Semi-mature**
DBH: 24	**Height:** 10m	**Width:** 5m	**TPZ:** 2.9m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 21-30years
CoM/CoPP ID: 1027911	**Comments:** Extremely close to running lane.. **Reason for removal:** Service diversions		

Tree - PH018	***Ulmus procera*** , **English Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Semi-mature**
DBH: 14	**Height:** 7m	**Width:** 4m	**TPZ:** 2m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Good	**ULE:** 60+years
CoM/CoPP ID: 44399	**Comments:** . **Reason for removal:** Service diversions		

Tree - PH019	***Ulmus procera*** , **English Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Semi-mature**
DBH: 11	**Height:** 7m	**Width:** 4m	**TPZ:** 2m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Good	**ULE:** 60+years
CoM/CoPP ID: 44398	**Comments:** . **Reason for removal:** Service diversions		

Tree - PH020	***Ulmus procera*** , **English Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Semi-mature**
DBH: 10	**Height:** 5m	**Width:** 4m	**TPZ:** 2m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Good	**ULE:** 60+years
CoM/CoPP ID: 44397	**Comments:** . **Reason for removal:** Service diversions		

Tree - PH027	***Platanus ×acerifolia*** , **London Plane**		
Origin: Exotic	**Type:** Deciduous Broadleaf		**Age:** Mature
DBH: 38 Estimate	**Height:** 12m	**Width:** 10m	**TPZ:** 4.6m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair-Poor	**SULE:** 1-5
COPP ID: 24928	**Comments:** heavily reduced **Reason for removal:** Preparation of St Kilda Rd for Station Construction		

Tree - PH028	***Platanus ×acerifolia*** , **London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 43Estimate	**Height:** 15m	**Width:** 15m	**TPZ:** 5.2m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 6-10years
CoM/CoPP ID: 24930	**Comments:** . **Reason for removal:** Preparation of St Kilda Rd for Station Construction		

Tree - PH030	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 43Estimate	**Height:** 15m	**Width:** 17m	**TPZ:** 5.2m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 11-20years
CoM/CoPP ID: 24932	**Comments:** .		
	Reason for removal: Preparation of St Kilda Rd for Station Construction		

Tree - PH031	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 44Estimate	**Height:** 15m	**Width:** 15m	**TPZ:** 5.3m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 11-20years
CoM/CoPP ID: 24935	**Comments:** .		
	Reason for removal: Preparation of St Kilda Rd for Station Construction		

Tree - PH032	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 48Estimate	**Height:** 16m	**Width:** 15m	**TPZ:** 5.8m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 11-20years
CoM/CoPP ID: 24937	**Comments:** .		
	Reason for removal: Service diversions		

Tree - PH128	***Ulmus procera*** **, English Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Semi-mature**
DBH: 22	**Height:** 9m	**Width:** 8m	**TPZ:** 2.6m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 21-30years
CoM/CoPP ID: 23690	**Comments:** .		
	Reason for removal: Service diversions		

Tree - PH129	***Ulmus procera*** **, English Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 52	**Height:** 13m	**Width:** 11m	**TPZ:** 6.2m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 11-20years
CoM/CoPP ID: 23692	**Comments:** .		
	Reason for removal: Service diversions		

Tree - PH130	***Ulmus procera*** **, English Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Juvenile**
DBH: 5	**Height:** 3m	**Width:** 1m	**TPZ:** 2m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Good	**ULE:** 31-60years
CoM/CoPP ID: 44394	**Comments:** .		
	Reason for removal: Service diversions		

Tree - PH131	***Ulmus procera*** **, English Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Juvenile**
DBH: 5	**Height:** 3m	**Width:** 2m	**TPZ:** 2m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Good	**ULE:** 31-60years
CoM/CoPP ID: 44393	**Comments:** .		
	Reason for removal: Service diversions		

Tree - PH132	***Ulmus procera*** **, English Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 70	**Height:** 16m	**Width:** 16m	**TPZ:** 8.4m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 11-20years
CoM/CoPP ID: 23694	**Comments:** .		
	Reason for removal: Service diversions		

Tree - PH133	***Ulmus procera*** **, English Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 54	**Height:** 11m	**Width:** 10m	**TPZ:** 6.5m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 11-20years
CoM/CoPP ID: 23696	**Comments:** .		
	Reason for removal: Service diversions		

Tree - PH134	***Ulmus procera*** **, English Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 59	**Height:** 12m	**Width:** 10m	**TPZ:** 7.1m
Crown class: Symmetrical	**Health:** Dormant	**Structure:**	**ULE:** 11-20years
CoM/CoPP ID: 23700	**Comments:** .		
	Reason for removal: Service diversions		

Tree - PH135	***Ulmus sp.*** **, Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Juvenile**
DBH: 1	**Height:** 2m	**Width:** 1m	**TPZ:** 2m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Good	**ULE:** 31-60years
CoM/CoPP ID: 23698	**Comments:** possible replacement of 23698?.		
	Reason for removal: Service diversions		

Tree - PH136	***Ulmus procera*** **, English Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 52	**Height:** 11m	**Width:** 8m	**TPZ:** 6.2m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Poor	**ULE:** 6-10years
CoM/CoPP ID: 23701	**Comments:** heavily reduced, decay.		
	Reason for removal: Service diversions		

Tree - PH137	***Ulmus procera*** **, English Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 56	**Height:** 12m	**Width:** 12m	**TPZ:** 6.7m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 11-20years
CoM/CoPP ID: 23703	**Comments:** .		
	Reason for removal: Service diversions		

Tree - PH138	***Ulmus procera*** **, English Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 45	**Height:** 10m	**Width:** 10m	**TPZ:** 5.4m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 21-30years
CoM/CoPP ID: 23704	**Comments:** .		
	Reason for removal: Service diversions		

Tree - PH139	***Ulmus procera*** **, English Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Semi-mature**
DBH: 13	**Height:** 7m	**Width:** 6m	**TPZ:** 2m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 31-60years
CoM/CoPP ID: 44391	**Comments:** .		
	Reason for removal: Service diversions		

Tree - PH141	***Ulmus procera*** **, English Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Semi-mature**
DBH: 12	**Height:** 7m	**Width:** 6m	**TPZ:** 2m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 31-60years
CoM/CoPP ID: 37796	**Comments:** .		
	Reason for removal: Service diversions		

Tree - PH145	***Ulmus procera*** **, English Elm**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Juvenile**
DBH: 11	**Height:** 7m	**Width:** 4m	**TPZ:** 2m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 31-60years
CoM/CoPP ID: 37795	**Comments:** .		
	Reason for removal: Preparation of St Kilda Rd for Station Construction		

Tree - PH165	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Semi-mature**
DBH: 38Estimate	**Height:** 14m	**Width:** 7m	**TPZ:** 4.6m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 6-10years
CoM/CoPP ID: 23688	**Comments:** .		
	Reason for removal: Preparation of St Kilda Rd for Station Construction		

Tree - PH166	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type:** Deciduous Broadleaf		**Age:** Mature
DBH: 45 Estimate	**Height:** 14m	**Width:** 10m	**TPZ:** 5.4m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**SULE:** 11-20
COPP ID: 23689	**Comments:**		
	Reason for removal: Preparation of St Kilda Rd for Station Construction		

Tree - PH167	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 38Estimate	**Height:** 14m	**Width:** 10m	**TPZ:** 4.6m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 11-20years
CoM/CoPP ID: 23691	**Comments:** .		
	Reason for removal: Preparation of St Kilda Rd for Station Construction		

Tree - PH168	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 43Estimate	**Height:** 14m	**Width:** 10m	**TPZ:** 5.2m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 11-20years
CoM/CoPP ID: 23693	**Comments:** .		
	Reason for removal: Preparation of St Kilda Rd for Station Construction		

Tree - PH175	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 43Estimate	**Height:** 14m	**Width:** 14m	**TPZ:** 5.2m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 6-10years
CoM/CoPP ID: 23671	**Comments:** .		
	Reason for removal: Service diversions		

Tree - PH176	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 40Estimate	**Height:** 12m	**Width:** 8m	**TPZ:** 4.8m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 11-20years
CoM/CoPP ID: 23673	**Comments:** .		
	Reason for removal: Reroute of no. 8 tram down Toorak Rd West		

Tree - PH177	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 50Estimate	**Height:** 14m	**Width:** 11m	**TPZ:** 6m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 11-20years
CoM/CoPP ID: 23675	**Comments:** .		
	Reason for removal: Reroute of no. 8 tram down Toorak Rd West		

Tree - PH178	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 48Estimate	**Height:** 14m	**Width:** 14m	**TPZ:** 5.8m
Crown class: Symmetrical	**Health:** Fair	**Structure:** Fair	**ULE:** 11-20years
CoM/CoPP ID: 23677	**Comments:** .		
	Reason for removal: Reroute of no. 8 tram down Toorak Rd West		

Tree - PH179	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 42Estimate	**Height:** 13m	**Width:** 11m	**TPZ:** 5m
Crown class: Symmetrical	**Health:** Fair	**Structure:** Fair	**ULE:** 11-20years
CoM/CoPP ID: 23678	**Comments:** .		
	Reason for removal: Reroute of no. 8 tram down Toorak Rd West		

Tree - PH180	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 44Estimate	**Height:** 12m	**Width:** 6m	**TPZ:** 5.3m
Crown class: Symmetrical	**Health:** Fair	**Structure:** Fair	**ULE:** 11-20years
CoM/CoPP ID: 23680	**Comments:** .		
	Reason for removal: Reroute of no. 8 tram down Toorak Rd West		

Tree - PH181	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 35Estimate	**Height:** 12m	**Width:** 6m	**TPZ:** 4.2m
Crown class: Asymmetrical	**Health:** Fair	**Structure:** Fair-Poor	**ULE:** 6-10years
CoM/CoPP ID: 23684	**Comments:** heavily pruned on one side.		
	Reason for removal: Reroute of no. 8 tram down Toorak Rd West		

Tree - PH182	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 40Estimate	**Height:** 12m	**Width:** 12m	**TPZ:** 4.8m
Crown class: Symmetrical	**Health:** Fair	**Structure:** Fair	**ULE:** 11-20years
CoM/CoPP ID: 23686	**Comments:** . **Reason for removal:** Reroute of no. 8 tram down Toorak Rd West		

Tree - PH183	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 50Estimate	**Height:** 17m	**Width:** 16m	**TPZ:** 6m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 21-30years
CoM/CoPP ID: 23687	**Comments:** . **Reason for removal:** Reroute of no. 8 tram down Toorak Rd West		

Tree - PH197	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 50Estimate	**Height:** 17m	**Width:** 16m	**TPZ:** 6m
Crown class: Symmetrical	**Health:** Dormant	**Structure:** Fair	**ULE:** 21-30years
CoM/CoPP ID:	**Comments:** Single tree in central median . **Reason for removal:** Reroute of no. 8 tram down Toorak Rd West		

Tree - PH198	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Juvenile**
DBH: 7Estimate	**Height:** 5m	**Width:** 2m	**TPZ:** 2m
Crown class: Symmetrical	**Health:** Fair	**Structure:** Good	**ULE:** 21-30years
CoM/CoPP ID:	**Comments:** **Reason for removal:** Preparation of St Kilda Rd for Station Construction		

Tree - PH199	***Platanus ×acerifolia*** **, London Plane**		
Origin: Exotic	**Type: Deciduous Broadleaf**		**Age: Mature**
DBH: 8Estimate	**Height:** 4m	**Width:** 1m	**TPZ:** 2m
Crown class: Symmetrical	**Health:** Fair-good	**Structure:** Fair	**ULE:** 21-30years
CoM/CoPP ID:	**Comments:** **Reason for removal:** Preparation of St Kilda Rd for Station Construction		

Tree number: Refers to location of tree as per plans.

Botanical name: Botanical name of species, based on nomenclature and spelling used by Spencer in Horticultural Flora of South Eastern Australia (vols 1-5). Where eucalyptus spp. are not found in this source, nomenclature is based on Euclid: Eucalypts of Australia (2006). Eucalypt subspecies information is also based on this source.

While accurate tree identification is attempted, and uncertainties are indicated, some inaccuracies in tree identification may still be present – especially in certain, difficult to determine, genera (e.g. Cotoneaster and Ulmus) and with cultivars which can have similar characteristics.

Where a doubt as to exact species is indicated, the common name and origin are based on the listed species, and would change if the species were found to be incorrect.

From time to time taxonomists revise plant classification, and name changes are assigned. If it is known names have been revised post the publication of the relevant above listed source, the new nomenclature has been used.

Common name: Common names are based primarily on names and spelling used by Spencer in Horticultural Flora of South Eastern Australia (vols 1-5). The source of common names is taken in the following order:

Single name supplied in Horticultural Flora of South Eastern Australia;

First in list of names supplied in Horticultural Flora of South Eastern Australia, unless another name in the list is deemed more appropriate;

As per name supplied in Trees of Victoria and Adjoining Areas;

Then by best known common name if not available in either source.

Common names are provided for thoroughness; the botanical name should be used when referring to the tree taxon.

Origin:

Exotic: Tree origin is from outside the Australian mainland, Tasmania or near islands.
Australian native: Origin is from within the Australian mainland or near islands, but outside Victoria.
Victorian native: Origin is from within Victoria but outside the Melbourne region. This includes trees whose native range extends beyond Victoria into other states.
Melbourne: Origin is from within Melbourne, as defined by plants listed in the Flora of Melbourne. This includes trees also found outside Melbourne, and those only within the area at the far extent of their range.
Locally indigenous: Tree's range includes the local area.
Weed: Trees known to show tendencies to weediness within Victoria. Based on the City of Knox weed list, Department of Primary Industries (Victoria) weed list and past experience. Trees with the addition of "(nox.)" indicate a declared noxious weed; refer to the Department of Primary Industries website for further information.

Type:

Broadleaf: Tree is a dicotyledon flowering plant.
Conifer: Tree is a cone bearing non-flowering plant.
Palm: Tree is a monocotyledon palm (that is *Arecaceae*).
Palm Like: Tree is a monocotyledon, but is not a palm (that is not *Arecaceae*).

Deciduous: Tree seasonally loses its leaves in Victoria**.**
Evergreen: Tree maintains its leaves throughout the year.
Semi-deciduous: Tree may or may not lose its leaves, or may only partially lose them.

Age:

Juvenile: Tree is actively growing and is still in its establishment phase. Tree currently makes little contribution to the landscape.
Semi-mature: Tree is still actively growing but has reached an age and size where it is starting to make a contribution to the landscape. The size of the tree would still be expected to increase considerably given no significant changes to the current situation.
Mature: Tree growth has slowed, and the size of the tree would not be expected to increase considerably without significant changes to the current situation (e.g. vegetation removal). Tree is not exhibiting any major signs of health or structural weakness as a result of age.
Over mature: Tree is no longer actively putting out extension growth, and is starting to show

decline in health or structural stability as a result of age.

Senescent: Tree is senescing. Trees in this category may not be especially large or old, but are reaching the end of their expected life, often indicated by extreme poor health.

Height: Estimate of the tree's height in metres.

DBH: The tree's trunk diameter at breast height (1.4 m above ground) unless specified as having been taken lower. This can be either estimated or measured as specified in the report.
Stems of multi-stemmed trees may be listed individually, or a measurement given at a lower point where the tree still has one stem. In some cases, especially where trees are not considered worthy of retention or stems are too numerous the DBH may simply be listed as 'multi-stemmed'.

Health: The tree's health is rated as **good**, **fair** and **poor** as listed below. Tree ratings of **fair-good** and **fair-poor** indicate that the tree falls between the two categories. Dead trees are not given a rating, but are listed as **dead**.
Ratings generally meet the following descriptions:

Good: *Tree is showing no obvious signs of poor health or stress* with a dense canopy that is free of dieback. Rot or pathogens are not obvious or are not considered to be a threat to the tree. Growth rates are acceptable.

Fair: *Tree is showing signs of reduced health or stress*. This is apparent through moderate foliage density, minor dieback, moderate stress response growth, minor to moderate rot, moderate pathogen infestation, stunted growth or a combination of the above symptoms.

Poor: *Tree is showing signs of poor health and/or severe stress.* This is apparent through either low foliage density, moderate to large-scale dieback, severe stress response growth, severe rot, severe pathogen infestation, failure of wounds to heal, overall tree decline or a combination of the above symptoms.

Note on Deciduous Species:
Assessment of deciduous species can be problematic and results may vary depending on the time of year of assessment. Descriptor comments in relation to foliage density do not apply to deciduous trees assessed when dormant or entering or exiting dormancy. Time of leaf drop or bud burst and extent of bud swell may be considered in the health rating of these trees.
The ratings indicate that certain characteristics listed have, or have not been observed. Inspections do not assess the whole tree in detail for each characteristic. The comments category should be referred to for further information.

Structure: The tree's structure is rated as **good**, **fair** and **poor**. Tree ratings of **fair-good** and **fair-poor** indicate that the tree falls between the two categories.

As a general rule, the structure rating is based on the tree's likelihood of failure. However, it must be noted that this is not a full hazard or failure assessment of the tree.

Good: Tree has no obvious structural defects and is therefore not considered likely to fail.

Fair: Tree has at least one obvious structural defect, but this is considered to be manageable and of only moderate failure risk or the piece likely to fail may be small. Structural defects that may contribute to a fair rating are as follows:

Poor branch attachment (including deadwood and large epicormics);
Bifurcated, but with a union that is considered to be sound;
Moderate trunk lean but without other defects;
Minor damage to the trunk base;
Rot or other damage starting to compromise the structure;
History of shedding minor branches.

Poor: Tree has at least one structural defect that is severe and considered to have a relatively high risk of failure. If targets are present then defect(s) require treatment, or alternatively the tree should be removed. In some cases removal may be the only option for these trees. Structural defects that may contribute to a poor rating are as follows:

Poor branch attachment (including deadwood and large epicormics);
Bifurcated with swelling and/or included bark;

Severe trunk lean associated with other defects such as injury in the plane of lean of root plate lift;
Major damage to the trunk base or root system;
Rot or other damage severely compromising the structure;
History of shedding large branches.

The ratings indicate that certain characteristics listed have, or have not been observed. Inspections do not assess the whole tree in intense detail for each characteristic. The comments category should be referred to for further information.

Crown class: **Symmetrical:** For the most part canopy received light from all four sides and has to potential for even foliage distribution. Canopy may or may not be symmetrical, but is not suppressed.

Asymmetrical: Canopy is shaded or suppressed with one or more sides and dominant when compared to the remainder of the tree. Also includes crowns damaged by previous shading.

Intermediate: Canopy is only receiving light from top, and while shape may be even the upper portions of the canopy dominate over the lower.

Suppressed: Canopy is completely shaded by surrounding vegetation, buildings etc.

Regrowth: Canopy comprised of regrowth. This can be from the base, but also includes branches covered with small, stress related epicormics.

Trained: Canopy has been specifically trained. This may include trees that are pollarded, coppiced or espaliered.

Trees may exhibit a combination of the characteristics above (e.g. a symmetrical canopy of basal regrowth), or may fall between two categories. The characteristic listed is considered to be the best fit at the time.

Comments: Any additional comments in relation to the above categories.

ULE: The useful life expectancy of the tree from a health, structure and weediness viewpoint given no significant changes to the current situation. This category is difficult to determine, and should be taken as an estimate only, in addition to this, factors not observed at the time of inspection can lead to tree decline.

Enumerators used by the City of Melbourne have been adopted for consistency through the proposed project boundary, and to allow for direct comparison between existing data and updated field assessments.

0:	Tree recommended for removal in next 12 months. Short term viability.
1-5:	Estimated ULE of 1 to 5 years. Short term viability.
6-10:	Estimated ULE of 6 to 10 years. Short term viability.
11-20:	Estimated ULE of 11 to 20 years. Medium term viability.
21-30:	Estimated ULE of 21 to 30 years. Long term viability.
31-60:	Estimated ULE of 31 to 60 years. Long term viability.
60+:	Estimated ULE of 60+ years. Long term viability.

Comments: Specific observations for tree in relation to notable defects, pests, diseases and growing conditions.

TPZ: The tree protection zone of the tree, measured as a radial distance in metres from the centre of the trunk. The TPZ is calculated using the method specified in Australian Standard AS4970-2009 *Protection of trees on development sites*.