

Street tree provisions in *Liveable Neighbourhoods* have become more specified with each edition and the current document continues to require street cross-sections to be submitted prior to approval for most structure plans and subdivisions (Guide to Liveable Neighbourhoods, table 1, page 13). There are many provisions in *Liveable Neighbourhoods* indicating the need to create road reserves that can accommodate street trees as well as utilities, paths and car parking. Examples of this are seen in element 1 R9 and R30, and element 2 R46, R47 and tables 3 and 4. The footnote to table 4 and R47 provides for the planting of shade trees by subdividers at subdivision stage. Road verge widths are generally shown as 4.1m.

In late 2006 the WAPC Sustainability Committee raised the issue that the creation of road and verge reserves in *Development Control Policy 2.6 Residential Road Planning, Liveable Neighbourhoods* and other policies were not being effectively implemented to enable the planting of street trees. This has been a contributor to new developments with few or no street trees present. Coupled with a significant reduction of trees on private land (due to smaller lot sizes with larger houses) the inclusion of street trees in new developments has become increasingly important. Lack of street trees in an area can have large negative impacts on its environment, amenity, community, biodiversity and economy.

3 Proposed amendments to Liveable Neighbourhood

Following consultation with stakeholders and research in

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