

SUBMISSION ON STREET TREES FOR MAIN ROAD LINKAGES

Attachment to Map 5.

1.0 SPECIES SELECTION

Species selection is the most important aspect of the greening of the main road linkages. Final selection of species should only be made after all the problems relating to overhead and underground utility services and berm widths have been finalised. To select species without consideration of these aspects will set up future ratepayers for ongoing costs and compromise the long term prospects of roadside plantings. Correct selection for the site will result in minimal tree maintenance and other works costs. The checklist of criteria for selection of the tree species should include:

Physical Characteristics

| | |
|--------------------|---|
| Height at maturity | |
| Width at maturity | |
| Shape of canopy | |
| Buttressing | |
| Root system | size |
| | type of roots |
| | system shape |
| | regeneration capacity |
| | tendency to invade underground services |
| Leaves | size |
| | decomposing ability |
| | colour |
| | texture |
| | quantity |
| | deciduous or evergreen nature |
| Flowers | size |
| | decomposing ability |
| | colour |
| | smell |
| | nectar/pollen |
| | quantity |
| Fruit | size |
| | decomposing ability |
| | colour |
| | smell |
| | quantity |
| Bark | decomposing ability |
| | colour |
| | texture |

| | |
|----------|---|
| Problems | allergy rating poison rating spikes branch drop suckering ability tendency to produce multiple stems roots in drains/sewers shading ability tendency to require pruning |
|----------|---|

Positioning in Street

Side of street
 Position in berm
 Shading
 Utility services
 Impact resistance

Amenity Characteristics

Visual appropriateness
 Relationship to nearby plantings
 Relationship to local heritage
 Longevity

Site Factors

Soil type
 Drainage
 Prevailing wind
 Presence of foreign materials in root zone (eg: bricks, concrete, rubbish)

Recommendation:

Consider all horticultural aspects determining selection first and only make the final selection when all the problems relating to overhead and underground utility services and berm widths have been finalised.

2.0 OVERHEAD WIRES

Removal of overhead wires on these traffic routes is essential for successful tree plantings. If this cannot be done, the height of taller trees will be restricted by the need to prune to set clearances, so that a large number of otherwise suitable species would be excluded from consideration. The cost of tree maintenance would be an unnecessary burden on the taxpayer and larger trees would never reach their potential, thus ameliorating the effect sought. Tree pruning, of both canopy and root systems, is always detrimental to the life of a tree and should be avoided at all cost. Often, the better option in these cases is to concentrate on having large areas of well-maintained grass and high quality groundcover plantings.

Recommendation:

If overhead wires cannot be removed, select small species that can grow to maturity below the existing wires. Although the imposing grandeur of a planting of large trees would be missing, good species selection could still create a pleasing impression.

3.0 UNDERGROUND SERVICES

The presence of underground services in the road berm is a good reason not to plant street trees. Branch lines to properties adjoining the road can also create a problem and should be taken into account. Ideally all underground services running along the road reserve should be moved to a communal utility services duct under the road. If this is not possible, either tree planting should not proceed or only small, preferably shallow rooted, trees should be planted

Recommendation:

If underground services cannot be moved to a duct away from the berm, select small species which can grow to maturity without disturbing the services present.

4.0 THEMED PLANTINGS

The idea of having themed tree plantings is excellent. However, success depends upon correct tree species selection only after all aspects related to overhead and underground utility services and berm widths have been settled. Although preference should be given to the selection of New Zealand native tree species, the selection of the correct species for the site should be the highest priority. This may mean that exotic species may be the most suitable.

Themes should be considered from all angles. For example, the suggested planting of puriri along Gisborne's Ormond Road western entrance could be considered in reverse, with shading of urban properties, overhead powerlines, narrow berms and other factors all priority issues along this linkage.

Although over half of the main road linkages into and through Gisborne have established street trees, some of them themed, this does not mean that these species are entirely suitable. Many of the palms planted in Awapuni Road are not thriving and this theme should be reconsidered. Palms plantings should only be continued if adequate space is available to provide a mulched root zone for those species that require it.

The tree species listed on the map for Lytton Road, between Elgin and Awapuni Road, are private trees and although creating a pleasant effect, can not be considered as long term street trees.

Recommendation:

Decide whether existing tree species are suitable and appropriate and have a long term future. The plantings already begun on main road linkages should only be continued with the same species if deemed to be suitable and appropriate, with a long term future.

(Insert Maps 6 - 7)