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PART 7 : STREET LANDSCAPING

7.1 INTRODUCTION

This section applies to all proposed road reserve landscape design or works in any part of the Hamilton City Council road network, in respect to both existing and proposed roads, including any subdivision or where required as a condition of subdivision consent. This section applies to all public road landscape works. (Note: This section shall be read in conjunction with the HCC document "Hamilton City Road Reserve Planting Strategy", January 2007 and all amendments thereafter (RRPS). (The RRPS replaces the HCC "City Beautification Guidelines" and is aligned with and governed by the HCC City Beautification Policy's purpose, scope and objectives).

Proposed landscape design or works shall align with the RRPS vision to "provide a strong landscape hierarchy of quality and successful tree, shrub and groundcover plantings that express neighbourhoods, precincts and/or centres through minor arterial, collector and local road reserves, and are linked to a well-defined Major Arterial and Major road reserve network, with distinct gateways to Hamilton City."

Approval or rejection or proposed landscape design or works shall be at the sole discretion of The Manager, Parks and Gardens, or nominee.

Street landscaping includes street trees and permanent planting on traffic islands and other sites within the road reserve.

Landscape Plans will be required by Council and will be submitted for approval with the Engineering Plans.

7.2 MINIMUM REQUIREMENTS

7.2.1 Subdivision Form and Landscape Development

Minimum subdivision design requirements are as follows:

- The landscaping of streets shall be carried out as part of the overall landscaping of the subdivision where attention will already have been paid to the preservation and incorporation of land form, existing vegetation (where this is characteristic of the area), topsoil, and features of heritage (including waahi tapu), ecological and geological significance.
- Street landscaping shall enhance and strengthen the existing character and intended future character of neighbourhood areas and unify those areas into an integrated neighbourhood.
- Any landscaping shall provide maximum long-term benefit with minimum ongoing maintenance. It shall not compromise the safe use of the legal road reserve or affect its structural integrity.
- The safety of the site by incorporating CPTED (Crime Prevention Through Environmental Design) principles. These principles, as outlined below, form the underlying strategy for the design and use of the environment that supports desired

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behaviours, enhances the intended functionality and reduces undesired behaviour by placing potential offenders at a disadvantage.

CPTED principles :

- *Territoriality* — physical design is used to promote a sense of ownership, respect, responsibility and community.
- *Natural Surveillance* — places where all publicly accessible places are overlooked, people can see and be seen.
- *Access Control* — places with well-defined routes, spaces and entrances that provide for convenient movement without compromising security.
- *Space Management* — appropriate use of space and well cared for, attractive and vandal resistant facilities and buildings.
- *Activity Support* — places where human activity is appropriate to the location.

Minimum planting provision requirements are:

- planting of street trees generally at an equivalent rate of 1 tree per residential property; groups of trees may be approved where the kerbline and location of services allow for local features;
- planting of all approved traffic islands and traffic control devices necessary for traffic management purposes;
- protection of existing trees or vegetation identified as being of value in the District Plan and/or as a condition of any consent.

Generally, all landscape works must have low long-term maintenance characteristics.

Note : Topsoiling and sowing of grass verges is dealt with under Part 3 (Roadworks) of this Volume.

7.3 MEANS OF COMPLIANCE

7.3.1 Location

Trees and garden plantings shall be located so that they don't compromise the integrity and efficient operation of infrastructural services.

The minimum separation and site distances referred to in Section 3.6.2 of this Manual should be observed for tree planting. These distances are guidelines and may have to be increased depending on the road geometry.

Alternative location and design proposals may be considered, such as provision of trees in a dedicated "non-services" berm, either side of a footpath. "Curved" footpaths may allow for tree planting in groups, and may help to accentuate road groups and road perception. Strategically placed grouped plantings of trees may be of greater benefit and impact than individual trees placed outside each house. (Refer to Drawings No. DG702-703.)

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Where traffic control devices are required as part of the road works, they shall be planted as traffic island planting (refer to Drawings No. DG704-705).

All proposed and replacement planting in existing or new road reserves shall be as per the RRPS.

7.3.2 Street Trees

Street tree planting is required to be provided by the Developer in all subdivisions incorporating new roads to vest in Council with details of the planting to be supplied at the time of application for engineering plan approval. Species are to be selected as per the RRPS and shall comply with Council's planting policies and the Development Manual, Volume 3 — Technical Specifications, Part 7 — Landscape Works. A selection of suitable species has been included in the HCC document "Planting Guidelines for City Beautification".

The number of species used shall be determined by the designated RRPS road hierarchy and design guidelines therein as detailed in Part 2 — Planting Guidelines and part 3 — Plant Palette. The following matters are to be considered for species selection:

- suitability to environmental conditions, e.g. ground moisture, wind
- pest and disease resistance
- non-suckering habit
- longevity
- shading consistent with location
- minimum maintenance requirements
- compliance with Sections 3.6 and 3.14 of this Manual in regard to sight distances
- minimal leaf fall in autumn (which can block catchpits)
- and all else detailed in the RRPS.

7.3.2.1 Species

Any new development shall use species selected from the street tree species (as per the criteria detailed in the RRPS Part 2 — Planting Guidelines, Sections 2.3.6, and those detailed in the Part 3 — Plant Palette and associated appendices) for the relevant neighbourhood. Where a proposed subdivision or road is within the Hamilton City boundary but has no theme species designated in the RRPS Appendix C — Themed Areas, Council shall be consulted to identify the best species appropriate. Normally only one species will be used for street trees in any one street although this will depend on the defined RRPS road hierarchy and associated design requirements and considerations.

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7.3.2.2 *Dedicated Tree Planting Corridor*

A service-free corridor, minimum 900mm wide shall be located within the berm on both sides of the road.

Alternative tree planting areas shall be provided where streets are narrow or such a corridor cannot be provided. Alternative areas are equivalent to 1 m² per metre of street length with any one area having a minimum site area of 12 m².

Areas protecting existing trees may be accepted as contributing to dedicated tree planting areas.

Tree planting locations shall comply with the RRPS requirements, especially in respect to Part 2 — Planting Guidelines, Sections 2.3.1 to 2.3.4.

7.3.2.3 *Location*

Typically, tree planting locations should conform to those shown on Drawing No. DG701. Normally one tree per property frontage is acceptable. No trees are to be planted within the SISD or RSD visibility splays. Trees planted within the CSD visibility splays must be clear pruned to 2.5m above ground level.

Refer to Section 3.6.2 of this Manual for visibility splay specifications.

7.3.3 **Traffic Island and Berm Planting**

Traffic islands and berms to be planted shall be shown on the Landscape Plans submitted with the Engineering Plans, and must have particular regard for the SISD or RSD visibility splays specified in Section 3.6.2 of this Manual.

Species used shall be selected as per the criteria detailed in the RRPS Part 2 — Planting Guidelines, Sections 2.0, and in accordance with the defined road hierarchies, precinct and neighbourhood zones detailed on the RRPS Appendix C — Themed Areas plan.

All shrub and groundcover planting shall comply with the visibility splays specified in Volume 2, part 3, Section 3.6.2. Within all SSD and RSD visibility splays, planting shall be designed to be no more than 450mm high. In front of low sign boards at intersections, planting shall be designed to be not more than 100mm high or these areas are to be paved to ensure compliance with Volume 2, Part 3, Section 3.14 of this Manual.

In general, traffic islands with an infill area of less than 4 m² shall not be planted. The width of the planted area should not be less than 600mm. Tapered or curved areas should be squared off and paved or concreted when the infill width is less than 600mm. Single or isolated islands should generally be larger than 4 m² to be considered for planting, whereas islands smaller than 4 m² will be considered where they are an integral part of a larger landscaping scheme, or there are traffic engineering reasons for planting.

At roundabout intersections, groundcovers or bedding not exceeding 300 mm height in the Criterion 2 areas and 400 mm height in the Criterion 3 areas although these may vary depending on road grades and levels.

For roundabouts greater than 12 m diameter, it is preferably that 65 percent of the internal area be planted up with approved intersection plant species while ensuring that visibility

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splays, frangibility requirements and utility services remain uncompromised. In alignment with the RRPS tree framework, the centre of roundabouts greater than 12 m diameter shall be planted with taller approved shrub and tree species to aid in slowing traffic and act as a visual nodal reference.

When planting in traffic islands, ensure that mature plants are at the required heights and at centres that will not spread over the back of the kerb and channel into the road lanes, with a minimum setback of 200 mm from the back of kerb (refer to RRPS Part 3 — Plant Palette for specific planting centre setbacks). This is especially pertinent in respect to flax species.

Likewise, plants are to be located at centres so that at maturity they cover as much of the traffic island planter bed area as possible to reduce weed maintenance. Ensure that planting does not impair sightlines to road signs.

7.4 STANDARD AND NON-STANDARD OPTIONS FOR STREET TREE LOCATION

Design of streets may include kerb extensions for intersections and speed controls which allow non-standard tree planting where utilities are not a problem and visibility requirements are designed to incorporate planting as a means of slowing traffic (refer to Drawing No. DG702-705).