

SUMMARY OF PRELIMINARY DESIGNS

TREE PLANTINGS AND EXISTING TREE PAVEMENT REMEDIATION

As a result of the recent vandalism, three trees that had been proposed to be retained have been removed. (TCCS has cut the stumps flush with ground). The trunks/tree boles will be grubbed out and the trees replaced with an alternative species.

TREE PAVEMENT REMEDIATION: EXISTING RETAINED TREES

- Existing trees to have immediate root uplift remediated through hydrovacuum, potential root pruning under direction of arborist, and replacement of tree surround with flexible material (rootpave) in charcoal colour to match the charcoal tree surround trim.



Existing trees retained



Proposed seats



Proposed table + bench seat

NEW TREES AND GARDEN AREAS

- 8 new large deciduous trees proposed (*Acer freemanii* ‘Autumn blaze’).
- 7 medium sized deciduous trees proposed (*Pistachia chinensis*).
- 2 x poor quality large trees proposed for removal.
- 7 small trees proposed for removal.
- new garden beds proposed at entry to shops, and to grade/level change between southern and western paved areas.
- new garden beds proposed to southern path approaches from Ihotsky street.

The design detailing and specifications have been prepared taking into account advice from TCCS to provide for best practice tree surrounds and tree planting/consolidation practices, including:

- Good soil preparation/engineered soil engineered planting hole with adequately sized tree surrounds and adequately engineered pavement systems, including the use of porous pavement will discourage tree roots from damaging pavements.
- Adequate and timely irrigation and deep watering regimes during tree establishment will encourage the development of deep root system, specifications should ensure that contractor is watering specifically to the requirements needed for this type of establishment.
- Specification will ensure non-defective tree stock ins supplied, e.g. avoid pot bound trees with girdling roots and sourcing stock that is free from insect and disease infestations. Specifications should address inspection and hold points for trees in the contract prior to planting.
- Experience from recent Rootpave installations notes that in many instances it is the fibrous hairlike roots that grow between the sub-base material and the pavers that do the damage and cause pavement uplift. Tree roots develop in this part of the pavement system because of the moist environment caused by condensation and limited drainage into the substrate. It is recommended to lay pavers directly onto a compacted coarse blue metal aggregate without a sand base. This will reduce the moisture collecting directly under the pavement thus discouraging fibrous roots developing at this level.



Acer freemanii ‘Autumn blaze’



Pistachia chinensis

PAVEMENTS AND KERBS

- reuse of existing red coloured clay pavers (laid in 90 degree herringbone pattern).
- reuse of existing charcoal pavers (tree pit surrounds).
- retention of pale coloured concret paver strips against property boundary.
- provision of new industrial concrete drive crossing to waster collection area.
- replacement of damaged concrete paving.
- replacement of various concrete areas with mulch/plantings.
- removal of pavement in various areas and replacement with mulch/low plantings.
- removal and replacement of non-compliant pram crossings.
- provision of pedestrain link north south through the east side carpark.
- provision of castellated kerbs to trees in carpark (adjacent to new pedestrian link).
- rectification of damaged kerbs to central carpark.
- new concrete steps, handrails and tactile indicators to southern approaches.

There is a high probability that additional red clay paving will be required, due to wastage from cuts, damaged or cracked pavers. To accommodate this, several areas of red clay paving will be removed from areas not traversed by the public (against entry road edge and under trees). These areas will be mulched and planted with low ground covers/hardy plantings. This will provide a buffer to assist in meeting the quantity required to be reused. A potential shortfall of 20% of pavers has been built into the costings. Subsequent design stages will identify areas where a new/replacement clay pavers will be laid. (This will be a contiguous area (say the northern side of shops) to reduce the visual change from new to retained pavers.

Subsequent detail design stages will include new civil details: Kerbs/industrial drive crossings and construction details for decks, steps and other new amenity inclusions.

STREET FURNITURE/AMENITY/PUBLIC ART

The design proposes to retain/reuse bin surrounds, tree guards and cycle racks. New seating, tables and a shade sail are proposed to the western paved areas.

- 2 bench/table sets to western zone.
- 8 seats with backrest/armrests.
- 5 relocated cycle racks.
- 6 retained cycle racks.
- 10 bin surrounds (repositioned).
- 1 x shade sail.
- sandstone ‘logs’ as retaining wall/informal seating.
- deck, from composite material.
- public art opportunities – murals/pavement art at entrance to shops.
- retention of community signboard.