

Arboricultural Implications Assessment & Arboricultural Method Statement

Site Address:
40 Horndean Road, Emsworth, PO10 7PT

Ref: KTML-25520 -AIA & AMS



Kiss
Tree
Management
Limited



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Summary

Glossary

Term	Meaning
RPA	Root Protection Area
CEZ	Construction Exclusion Zone
BS5837:2012	British Standard for trees in relation to demolition, designs and construction
BS3998:2010	British Standard: tree work recommendations
AIA	Arboricultural Impact Assessment
AMS	Arboricultural Method Statement
TPP	Tree Protection Plan

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1 Introduction

- 1.1 This arboricultural impact assessment describes the impact of the proposal to improve the front access to 40 Horndean Road and add a pedestrian gate and path.
- 1.2 The site was visited on 31st October to check the measurements of the trees on site and their relative positions to the proposal
- 1.3 The survey was done from the ground and used existing access points.
- 1.4 Appropriate equipment was used to take measurements judged to be accurate enough for the purpose of this report. Heights and canopy spreads are accurate to the nearest 0.5m and have only been recorded for the proposal site.

Limitations

- 1.5 This does not constitute a full condition survey of the trees on site. It provides sufficient information to allow the implementation of the proposal with minimum impact to the trees.

2 The site



Images courtesy of Imagery@2020Google, CNES/Airbus, Getmapping PLC, Infoterra,Ltd & Bluesky, Maxar Technologies Map Data 2020

- 2.1 The property is a detached dwelling in a large plot of land set back from Horndean Road.
- 2.2 Access is from Horndean Road via a relatively narrow entrance with no apron. Visibility when exiting onto Horndean Road is limited by the front privet hedge and the relatively narrow width of the existing drive entrance.
- 2.3 One brick pier from an earlier gated entrance on the front boundary is still present: a second was removed to enable safe turning into the property.
- 2.4 The existing drive widens as it nears the dwelling: it is anticipated that this area (set to gravel) will be an area of low potential for rooting given the compaction and preferable conditions below the turf. Thus, the edge of the drive is taken to be a likely extent for the RPA of T1.

3 The trees

- 3.1 For detailed information, see the Tree Survey Data in Appendix A, which is attached separately. Only two trees are present:
 - T1 is a mature horse chestnut, previously reduced at least twice and probably an old pollard give the arrangement of main branches for the crown break. It is highly visible from Horndean Road and is one of several similar trees that typifies the area and are possible historical boundary markers. It has been awarded category B2 under the standard.
 - T2 is a poor-quality laburnum, growing east into to garden, possibly as a result of competition from the hedge. It has several, small diameter stems and poor pruning stubs with associated damage and decay. It has been awarded a category C2 under the standard as it has no associated risk.

4 The proposal

- 4.1 A wider access with a curved wing wall, an apron extending 5m from back edge of carriageway to allow vehicles to pull off the carriageway, double vehicle and a single pedestrian gate are proposed. This will mean removing approximately 3.5m of hedge.
- 4.2 The position of the piers for the pedestrian gate are the closest points of impact to T1. Three small trials holes have been dug across the area of the wall and piers and no roots of more than 1cm diameter are present. It is highly likely these are from another laburnum that was growing on the frontage, now removed. The roots have a very distinctive turmeric-yellow colouring associated with laburnum but this has not been confirmed. The nearest pier will be on the garden side of the existing hedge: the privet roots will have colonised this area so no large

horse chestnut roots are expected to be found: in theory it is within the RPA of T1 so hand dig is specified to be sure.

- 4.3 A curved wing-wall follows the line of the existing drive – no roots are expected to be found here.
- 4.4 A pedestrian gate and path will be put in to the west of the existing drive: the path will cross the RPA of T1 but can be installed using a low-impact system: Bodpave is probably appropriate as it is only for pedestrian access and is a lighter/lower impact system than CellWeb. Details are in the method statement at appendix A

5 Tree impact assessment

- 5.1 The proposal will mean no loss or pruning of trees.
- 5.2 The potential for damage is limited and can be reduced with careful working practice and ground protection.

6 Conclusion

- 6.1 In my opinion the impact is very low and the potential for damage to protected trees is minimal.
- 6.2 The method statement lays out suitable installation processes so must be enforced or changes agreed with a suitably qualified arboriculturalist to minimise potential for damage.

Appendix A Arboricultural Method Statement (AMS)

1. Ground protection.

Prior to works starting, ground protection in the form of load-spreading boards shuttering ply, sterling board or similar rigid board is suitable.

The Tree Protection Plan shows 8-off 2.4 x 2.1m sheets which is a standard size but an equivalent area must be protected.

All works must be done from the protected ground to prevent compaction which will harm tree roots. It will also reduce damage to the lawn.

2. Wall installation.

Trial holes have already been hand dug so these can be used as part of the excavation for the line of the new wall.

Footings to a maximum depth of 0.5m can be dug by hand from the ground protection or driveway.

If several roots of larger than 25mm diameter are found within 1m then arboricultural advice must be sought before works proceed. Root pruning may be possible but must be done using clean, sharp tools across the root to minimise exposed area.

If multiple roots are found a pile-and-beam or pier-and-lintel arrangement must be installed rather than a trench footing.

3. Pathway installation

The suggested system is Bodpave40® or similar structure with a gravel infill to match the driveway. The system is lightweight and when infilled, firm underfoot and allows gaseous and aqueous exchange. It requires no excavation beyond stripping the turf layer and levelling. As this is only for pedestrian traffic is felt to be sufficiently load-spreading for the use and is designed for such purposes.

The pavers can be installed over a 32-30mm deep sand base. This should be overlaid with a Terram™ and pegged in place.

No kerb edging is to be used, but a wooden edge can be pinned in place to stop migration of infill and to give a defined edge to the lawn.

Detail can be found here: <https://www.green-tech.co.uk/media/shared/data-sheets/2018-green-tech/Bodpave-40-Installation-Guide-Green-tech.pdf>

Other similar products are available but their suitability for the purpose must be determined prior to use.



