

Arboricultural Impact Assessment

Land East of Tye Lane, Walberton. 1st June 2021

This short arboricultural impact assessment (AIA) has been prepared by Barton Hyett Associates on behalf of CSA Environmental for Vistry Southeast, in relation to the land to the east of Tye Lane, Walberton (hereafter the 'Site'). It considers the impacts to trees of the revised proposal to construct a new vehicular access point from Tye Lane (where an emergency access has already been approved) and a new emergency access to Avisford Park Road.

1. Introduction

- 1.1. Arun District Council have granted outline planning consent (ref: WA/44/17/OUT) for the construction of 175 new dwellings with associated car parking, access roads and areas of public open space on the land east of Tye Lane, Walberton (the 'site'). A reserved matters application (ref: WA/95/18/RES) for the detailed layout of the site was approved in April 2019.
- 1.2. The approved development proposal included the construction of a new vehicular access point off Tye Lane which would serve as the emergency access. Since that time it has been confirmed that the new A27 road alignment will cross the northern part of the site, thereby rendering the proposed main vehicle access point into the new site unsuitable.
- 1.3. Therefore, the approved emergency access point from Tye Lane is now proposed to be upgraded to form the principal vehicle access. Trees in this area have already been removed under the previous consent, but the widening of the access point will require some further tree removals. A new emergency access will now be provided on to Avisford Park Road.

2. The Amended Access Proposals

- 2.1. The updated access strategy involves a simple priority junction with Tye Lane on the west boundary. The design is shown on the submitted access plan '183248-002G'.
- 2.2. The proposed design incorporates a 5.5m wide carriageway and associated footway from Tye Lane and a 4m wide emergency access to Avisford Park Road.

- 2.3. A new footway is also incorporated, on the south side of the access and along the east side of Tye Lane. This footway will connect with at the southern end of Tye Lane and The Street.
- 2.4. In order to provide the new footway, the road is slightly narrowed to between 5-5.6m. The footway is 1.5m wide at the access, reducing to a minimum of 1.2m.
- 2.5. Visibility splays have been calculated as a 2.4m x 54m looking south, and 2.4m x 60m looking north.
- 2.6. In addition, an Emergency Access is required. The original Emergency Access was provided onto Tye Lane but this will now be provided onto Avisford Park Road in the south-east of the site. The alignment of the new Emergency Access will follow the alignment of the approved footpath between T38 and T39.

3. Impacts Of The Amended Access Proposal to Trees

- 3.1. The tree survey schedule and plan prepared in 2018 identified a high-quality oak tree (T23) and moderate quality mixed group of boundary trees (G11) on the western boundary of the site adjacent to Tye Lane.
- 3.2. G11 consists of mainly semi-mature holly, laurel, holm oak, elder and sycamore. Some of the trees within the group were showing signs of ill-health/stress during the survey so individually would be classified as category C trees, but the cohesive canopy and natural screen function that the linear belt provides led the surveyor to categorise the group as 'moderate' quality (category B) using the recommended approach described in BS5837.
- 3.3. The widening of the access will require the removal of some additional trees within G11, as shown by the orange-shaded hatched areas on the accompanying plan (ref: BHA_401_03A). Reference to trees recorded in the topographic survey plan within the area of G11 suggests that approximately 3-4 trees will need to be removed beyond what has already been removed for the emergency access point.
- 3.4. The new footway will pass through the west side of the calculated circular RPA of oak T23, which has an area of 349 square metres. The area of the new path will pass through 25.5 square metres, so approximately 7% of the total RPA. However, more important than the overall level of incursion within the RPA is the consideration the existing and proposed ground conditions, and how they might affect tree roots and the quality of the soil environment.

- 3.5. A drainage ditch currently runs roughly north-south between the road edge and the trunk of T23. This ditch has recently been cleared of vegetation, as prescribed via an arboricultural method statement provided by BHA. The change in ground levels along the ditch may have had some influence on the distribution of oak tree roots, but this is not known for definite. It may be the case that the increased soil moisture around the ditch may have attracted tree roots. However, it may also be the case that cyclical de-silting and ditch maintenance works using an excavator may have severed tree roots in the bottom of the ditch.
- 3.6. In my opinion, it is likely that oak tree roots would be prevalent on the east side of the ditch, but much less so on the west (roadside) of the ditch where the footway is to be constructed
- 3.7. Drainage along the road edge is to be via an under-carriage piped culvert, so the ditch will no longer be required to function as a land-drainage feature. The ditch is therefore to be backfilled. This should be done using a mixture of rock, stone and sandy soil in order to maintain water percolation and oxygen availability in the soil. Topsoil should not be used as this can turn in to an anaerobic sludge at depth.
- 3.8. The low branches of the oak tree on the west side are currently 4 m above the ground level where the footway will be constructed. Therefore, no pruning is required to achieve the required visibility splay or allow pedestrian access.
- 3.9. The new Emergency Access to Avisford Park Road will avoid the RPAs of T38 and T39 so no arboricultural impacts are anticipated in this area. Where the new Emergency Access links to Avisford Park Road approximately 15 linear metres of low-quality trees and understorey within H4 (C2).

4. Conclusions

- 4.1. The amended access proposal from Tye Lane will require the removal of a small number of further trees from within G11. A gap in the linear belt of trees has already been created as per the approved emergency access, so the widening of that gap will have a minor impact on the visual aesthetic and character of the area.
- 4.2. The proposed footway is within a small portion of the RPA of the high-quality oak tree T23. It is my opinion that construction of the surface will have a minor impact due to its location on the far side of the ditch. Back-filling the ditch with free draining material will also provide some betterment of the overall rooting volume for the tree.
- 4.3. No pruning of the oak tree is required.

- 4.4. The loss of some low-quality tree within H4 can be mitigated by new tree and hedgerow planting within the wider site.
- 4.5. An amended tree protection plan (BHA_401_03A - TRR&P Access Arrangements) is provided below, showing the amended locations for vertical tree protection barriers to create exclusion zones around the trees to be retained. Provided these protection measures are implemented, I believe the proposals will have a minor impact only on the trees.

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1st June 2021