

## Arboricultural Impact Assessment - Albert Street, Camden.

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Project: Cycle docking station at Albert Street, Camden, NW1.

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In response to your request to the Green Infrastructure Team's (GI) technical advice in relation to the installation of the Cycle Docking Station please find below and Arboricultural Impact Assessment of the proposal and recommendations to mitigate them.

This report is primarily concerned with providing arboricultural advice in relation to the installation of a new Cycle Docking Station.

The GI team were instructed to provide landscape and arboricultural advice with emphasis on the following elements:

- I. Arboricultural considerations
- II. Arboricultural impacts
- III. Methodology to mitigate impacts

### Arboricultural considerations

The proposed Cycle Docking Station will be located on the western side of the north end of Alberts Street, at the junction with Parkway. The proposed development will be wholly located within the existing carriage way of Albert Street which is within the responsibility of Camden Borough Council



Figure 1: Showing location of proposed Cycle Docking Station.

The survey was carried out on 11th December 2023. The results of the tree survey are recorded within the Tree Survey Schedule shown in table 1 below and Tree Constraints Plan attached as Appendix I. This survey has identified that 2 trees are adjacent to or in proximity of the proposed development.

| Tree ID | Species                                      | Height (m) | Stem dia (mm) | Crown spread (m) | Age class | Physiological condition | Structural condition | Comments/Observations   | Category grade | RPA (m <sup>2</sup> ) | RPA radius (m) |
|---------|--|------------|---------------|------------------|-----------|-------------------------|----------------------|---|----------------|-----------------------|----------------|
| T1      | London Plane ( <i>Platanus x hispanica</i> ) | 10         | 660           | 6                | Mature    | Good                    | Good                 | Located in public footway, in reasonably sized tree pit. Twin stemmed from 1.6m. Crown managed as a pollard around 10m. | B              | 206                   | 8.10           |
| T2      | London Plane ( <i>Platanus x hispanica</i> ) | 10         | 420           | 3                | Mature    | Good                    | Good                 | Located in public footway. Crown managed as a pollard around 10m.   | B              | 81                    | 5.1            |

Table 1: Showing tree survey schedule.

### Arboricultural impacts

The proposed works consist of the installation of a new cycle docking station, including all associated works. The proposed layout has been overlaid with the tree constraints plan to identify the impacts the development may have upon the trees; this information was used to form the Tree Protection Plan (Appendix II) and is shown in figure 1 below.

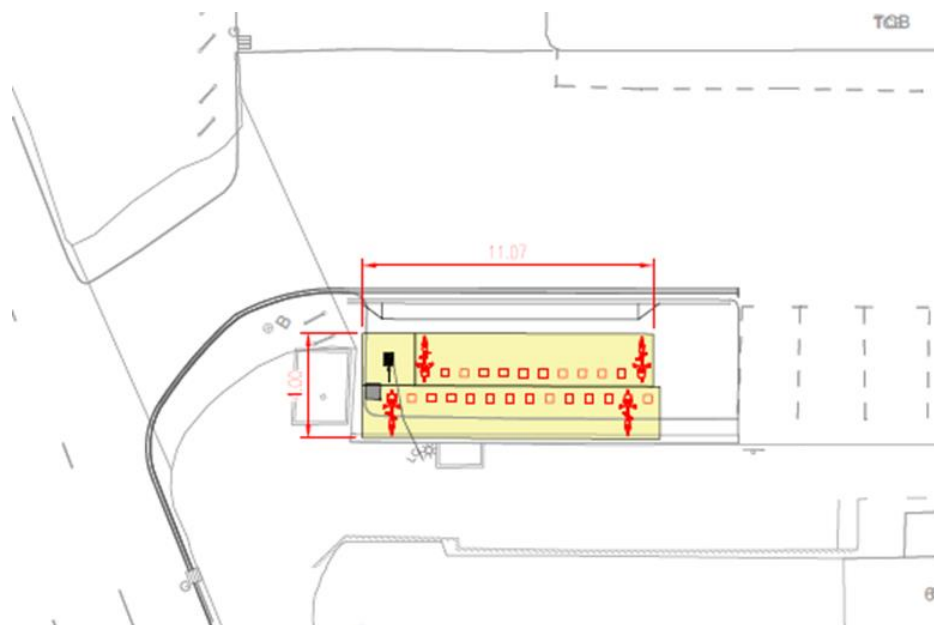


Figure 2: Showing layout of proposed works.

## Identified impacts below ground.

In order to avoid damage to the tree roots or rooting environment, a minimum area in m<sup>2</sup> should be left undisturbed around each retained tree (category A, B and C trees).

The root protection area's (RPA's) of the trees recorded within the survey are shown in the Tree Constraints Plan (Appendix II).

The root protection area has been calculated using Annex D within the BS5837:2012 standard and should initially be plotted as a circle centred on the base of the stem.

The survey process and the Tree Protection Plan (Appendix III) has indicated the extent of the theoretical RPA's of the surveyed trees in relation to the development and identifies the potential impacts resulting from the proposed development. The details of the impacts caused by each construction stage is identified within Table 2 below:

| Tree No. | Total RPA m <sup>2</sup> | Development section         | Impact of proposed development.  |
|----------|--------------------------|-----------------------------|--|
| T1       | 206                      | Docking station info column | The excavations required form the side extension will encroach upon 0.65 m <sup>2</sup> of the total RPA, equating to approximately 0.3%. However, the depth of the required excavations is only 450mm and will be within the build-up of the existing carriageway and cycle station buildout. |
|          |                          | Hard standing               | The proposed hard standing will cover 29.28m <sup>2</sup> of the total RPA, equating to 14.2%. However, these works are wholly within the existing hard standing and being completed by the LA.  |
| T2       | 81                       | Feeder pillar               | The excavations required form the side extension will encroach upon 0.48 m <sup>2</sup> of the total RPA, equating to approximately 0.6%.  |
|          |                          | Hard standing               | The proposed hard standing will cover 32.57m <sup>2</sup> of the total RPA, equating to 40.2%. However, these works are wholly within the existing hard standing and being completed by the LA.  |

Table 2: Showing identified impacts.

## Methodology to mitigate impacts.

To ensure the impacts upon all trees retained is minimised, all construction works close to the Root Protection Area's should be completed in line with the following methodology.

- The site hoarding will be erected as per the Tree Protection Plan and exclude the tree trunks and the exposed tree pits.
- Excavations to form the foundations for the info column, feed pillar and the trench between the pair will be undertaken with the use of hand tools and/or an air pick only.
- Any roots less than 25mm in diameter found in the foundation excavations will be carefully pruned using sharp and clean secateurs.
- Any roots greater than 25mm will be retained where possible, and only pruned on advice of the project arboriculturist.
- Any roots found within the cable trenches should be retained and the ducts fed under them.
- Any roots will be covered with damp hessian if left exposed and covered as soon as possible.
- All excavation spoil will be stored outside of any unsurfaced RPA's.

- No tracked or wheeled machinery will be sat within or tracked over any unsurfaced RPA's, or under operated under the crown of any retained trees.

**APPENDIX I Tree constraints plan**

**APPENDIX II Tree protection plan**