Appendix C

Elliott Road Tree Survey October 2018

Context

AECOM was instructed by CVU on behalf of Lambeth Council to carry out a Tree Survey to BS5837:2012 Trees in relation to design, demolition and construction –Recommendations (BS5837); to consider the current and future impacts of trees adjacent to Elliot Road, Lambeth with a particular focus on the potential impacts on the integrity of the road surface.
The survey included consideration of 21 trees, 12 of which are relevant to the highway proposals.

Trees

The principal focus related to the staggered avenue of mature cherry (*Prunus sp*) trees located within the hard surfacing of the car parking bays on either side of Elliott Road. Many of these trees have wounds associated with past impact damage from vehicles and two trees have fungal fruit bodies which indicate the presence of internal decay.

To the north west a substantial lime (*Tilia sp*) tree is located within the site hoarding of the adjacent development site. Smaller trees including a crab apple (*Malus sylvestris*), goat willow (*Salix caprea*) and fig (*Ficus carica*) are located inside the site hoarding or within rear gardens on the opposite side of the road and have branches (and likely roots) which have developed beyond their boundaries into the Site.

To the south, the dominant tree species is false acacia (*Robinia pseudoacacia*). Many of these trees have canopy dieback and dead wood which should be removed where it poses a hazard to parked cars and local residents. One tree is predominantly dead and a second has a large fungal fruiting body and leans towards the car parking bays and is recommended for removal. A large prominent London plane (*Platanus x hispanica*) is located in the south eastern corner of the survey area. This tree has been pruned back from the adjacent residential building and has multiple girdling roots affecting the base of the stem to the south west and south east.

Overall the trees provide a significant level of amenity to the surrounding residential properties however many are in sub optimal condition and a range of remedial works are recommended based on the current context of the site.

Tree Categorisations as per BS5837:2012

A Tree Constraints Plan showing the position of trees and the spatial constraints associated with them is included overleaf. The tree categorisation process recommended by BS5837:2012 is summarised as:

- Category C are of relatively low quality and would not normally be considered a significant constraint to future development. However these trees may still provide some useful value and should be considered for retention where they do not pose a significant constraint to the Proposed Development.
- Category B trees (blue canopy outline) are described as being of moderate quality and it is generally desirable to retain trees of this standard and incorporate them within the Proposed Development where ever feasible.
- Category A trees (green canopy outline) are classified as being of high quality and trees of this nature should be retained and incorporated into the design of the Proposed Development due to the high level of benefits they provide. No trees of this quality were identified during the survey.

- Category U trees (red canopy outline) are trees with less than ten years of reasonable useful life expectancy or those in such poor condition that they should be removed, regardless of any development activity. Trees of this nature represent no constraint to development.

Elliott Road Tree Survey Schedule

No.	Tree ID	Species	Estimated Height (m)	Condition Comments	Category	Removal Required
1	T1	False acacia (Robinia pseudoacacia)	10	Burrs/cankers on stem. Crown dieback with deadwood. Compression fork at 3m with upright form. Lean to east, likely previously supressed.	C2	Y
2	T2	False acacia (Robinia pseudoacacia)	10	Crown dieback with deadwood. Large old wound at base to south with good wound wood.	B2	Y
3	T3	False acacia (Robinia pseudoacacia)	12	Crown dieback with deadwood. Compression fork at 2.5m with upright form.	C2	Y
4	T4	False acacia (Robinia pseudoacacia)	8	P. fraxinea fungal fruit body at base. Lean to east over parking bay. Crown dieback and deadwood. Large old lower stem wounds.	U2	Removed
5	T6	False acacia (Robinia pseudoacacia)	14		B2	Y
6	T7	False acacia (Robinia pseudoacacia)	8	Defoliated and likely dead main stem	U2	Removed
7	T9	Cherry (Prunus sp)	7	Ganoderma sp fruit body at base to north, gummosis on lower stem. 10+	C2	Y
8	T10	Cherry (Prunus sp)	10	Recently reduced canopy, severed girdling root to south, gummosis near base, vehicle impact wound at 0.25m to east. Old degraded fungal brackets at base to west. likely Ganoderma sp.	C2	Y
9	T11	Cherry (Prunus sp)	10	Large surface root to south, gummosis on lower stem, compression fork at 2.5m, internal to canopy.	C2	Y
10	T12	Cherry (Prunus sp)	12	Gummosis on lower stem, seams on lower stem, raised surfacing near base, drain 1m to west.	C2	Y
11	T13	Cherry (Prunus sp)	9	Vehicle impact wound at 3.5-4m to west, fair wound wood. Girdling root to east, old stem wound/canker to east at 0.5m and 2m, good wound wood. Gummosis on lower stem. Multiple compression forks at 3m, resilient species.	C2	Y
12	T14	Cherry (Prunus sp)	8	Large stem wound from base to 1.3m, degraded wound face, fair wound wood	C2	Y

Conclusion

The report recommended the trees classified U are unsuitable for retention and should be removed with immediate effect. These works have already been completed.

There are ten remaining trees that are the subject of the CMDR, eight of these trees are classified C; low quality with a short lifespan and should not impede development. Two of the

trees are classified B; of moderate quality and should be retained where feasible. However in order to provide a new footway and wider benefits for the community, especially disabled and vulnerable road users, it is not possible to retain these two trees.

Following the review of the Elliott Road Tree Survey report from the Council's Arboriculturist, it is proposed to replace the ten removed trees with nine new trees of significant size and maturity. Suitable tree species will be replanted in new pits with tree root barriers that will impede the reoccurrence of carriageway damage by tree roots.