



25/02/2026

Technical review of arboricultural matters for additional cycle routes at Land south of Turnpike Lane, Ickleford.

This technical review has been prepared following a design workshop held on the 11th of February with Hawridge Strategic Land and North Herts District Council. At that time minor amendments have been suggested to the scheme to incorporate a green spine and active travel route through the development.

This review considers the potential impacts to trees following further survey work, undertaken on Tuesday 17th February 2026, in particular near the western boundary, adjacent to Bedford Road.

The area for the most part includes low grade trees such as hawthorn and elm (which are mostly dead and collapsing), with seasonal herbaceous material and thick ivy swamping most of the more mature vegetation.



Fig.1 Many of the trees are in poor condition, smothered by ivy and collapsing

In principle I see no reason a cycle/pedestrian path could not be installed here; This can be captured by planning condition with the details to be submitted as part of a future reserved matters submission.

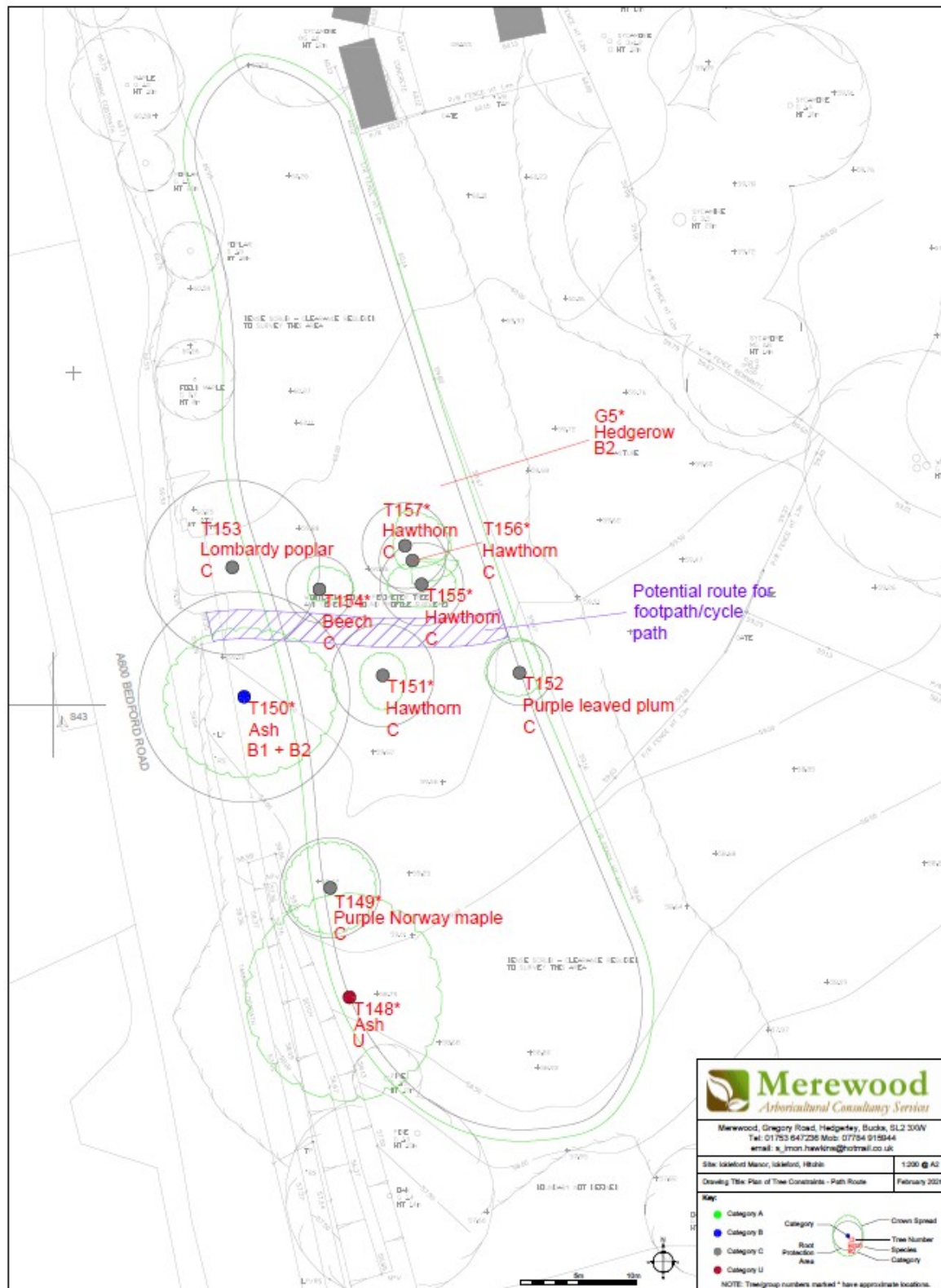


Fig.2 A suggested route for the cycle path (not to scale)

Further considerations

The construction of a cycle route through the vegetation could be undertaken using normal techniques (excavating the foundations for the footpath). This would include the removal of one or two low grade trees of little value along with sundry vegetation to create a wide enough path.

There would also be the impact of the intrusions onto the root protection areas of the ash (T150) and the Lombardy poplar (T153). The intrusions are reasonably small and would likely be tolerated by the trees.

It should be noted that the use of a no-dig solution would enable the retention of the unimportant trees deeper within the wooded area, but this would be at greater expense. It is not considered that these trees really warrant the extra trouble and cost.

As for the ash (T150) and the Lombardy poplar (T153), excavation within the root protection areas would still be necessary anyway because the difference in levels between the wooded area and the public highway mean a cellular confinement product would not be at the same level (it would be substantially higher and would thus be unusable). Excavation is thus unavoidable and would in fact be much deeper using a cellular confinement product than if a traditional foundation was used here.



Fig. 3 The differences in levels between the highway and the wood mean that cellular confinement product is impractical here

There are some obvious constraints to the point of egress onto the highway, such as telecom infrastructure, but no doubt this can be taken into account. There is also a short stretch of track from an old model railway present deeper into the woodland, but this is easily removed.

Finally, I have also reviewed the proposals for the east side of the site (around T31 and T32) where there are some young mature trees present. The use of a cellular confinement product would be appropriate here and achievable since there are no changes in the soil levels at this part of the site.

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