

**Report on the Impacts on Trees and Woodland Ezzo Pipeline Southampton to Heathrow**

1. The report has been based on an approximation based on the maps sent, so there is an inevitable margin of error. Tree and woodland loss stats have not been calculated, but this can and should be done. This is a desktop based assessment.
2. In terms of trees and woodlands option **S1b & S1b\_1** is the least directly damaging. Within this option there appears to be more scope for minimising impact further by using existing gateways and holes in hedges- more akin to the Rampion underground cable laying. This has less direct impact on ASNW, and it is conceivable that the impact could be minimised further. However this route option would pass through the River Itchen SSSI & SAC and is likely to be unacceptable as a result.
3. The following is a list of assets which should be avoided if at all possible;
  - Ancient woodlands (ASNW and PAWS)
  - Veteran trees
  - Mature trees
  - Registered parks and gardens
  - TPO woodlands
  - Trees in conservation areas
  - Net woodland loss- we should resist any reduction in woodland percentage cover arising from such projects
4. Modifications to route alternatives to S1b & S1b\_1 would therefore be required as several areas of ASNW are currently shown as being within the route corridor.
5. Further detail will be required on minimising the impact on trees through the construction phase – eg compliance with BS5837 (including a Arboricultural Impact Assessment and method statement). Other guidance worth them demonstrating a working knowledge of would be NJUG10  
  
(<http://streetworks.org.uk/wp-content/uploads/V4-Trees-Issue-2-16-11-2007.pdf>)
6. Tree Mitigation and compensation – this depends on how much woodland cover is lost from the eventual option, but also with a new scar across the landscape this will need to be so carefully done to work around the other landscape character and habitats features.
7. It appears that tree, woodland and hedgerow impact is significant with any of the options- and then the long term landscape impact thereafter.
8. The carbon impact of mothballing the existing line by filling it with concrete should be carefully evaluated for environmental impacts. The impact of this alone on the carbon footprint of the park could be considerable.

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