



Tree inclined

## Arboricultural Impact Assessment

- **Development at 1686 Channel Highway, Margate and potential impact on the existing oak tree.**

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## 1. Terms of reference

- This Arboricultural Impact Assessment of works associated with re-development of the property at 1686 Channel Highway on a mature pin oak at this site was requested by Azura Witt of Falcon Building Group, Deloraine. (Figure 1).
- The proposed works near the tree include construction of a new footpath and car parking spaces (Figure 2).
- The site and oak tree were inspected on 19/02/2026.
- The plans used for this impact evaluation were:
  - Folio of drawings, 1686 Channel Highway Margate Tas 7054, Sheets 1 – 11, by Templo, 28/01/2026.



## 2. Findings summary

- The tree is currently in good condition despite historic effects of development and infrastructure maintenance on its roots and crown.
- The proposed works have potential for moderate impact on the existing oak.
  - Impact by the proposed works could be reduced with adoption of less intrusive construction methodology that would lower the immediate and long-term impact of the additions on the oak's vitality and longevity (see Section 4.1).

Figure 1. Marked up aerial image (ListMap) indicating the location of the subject oak tree (yellow disk).

### 3. The proposed works near the oak tree

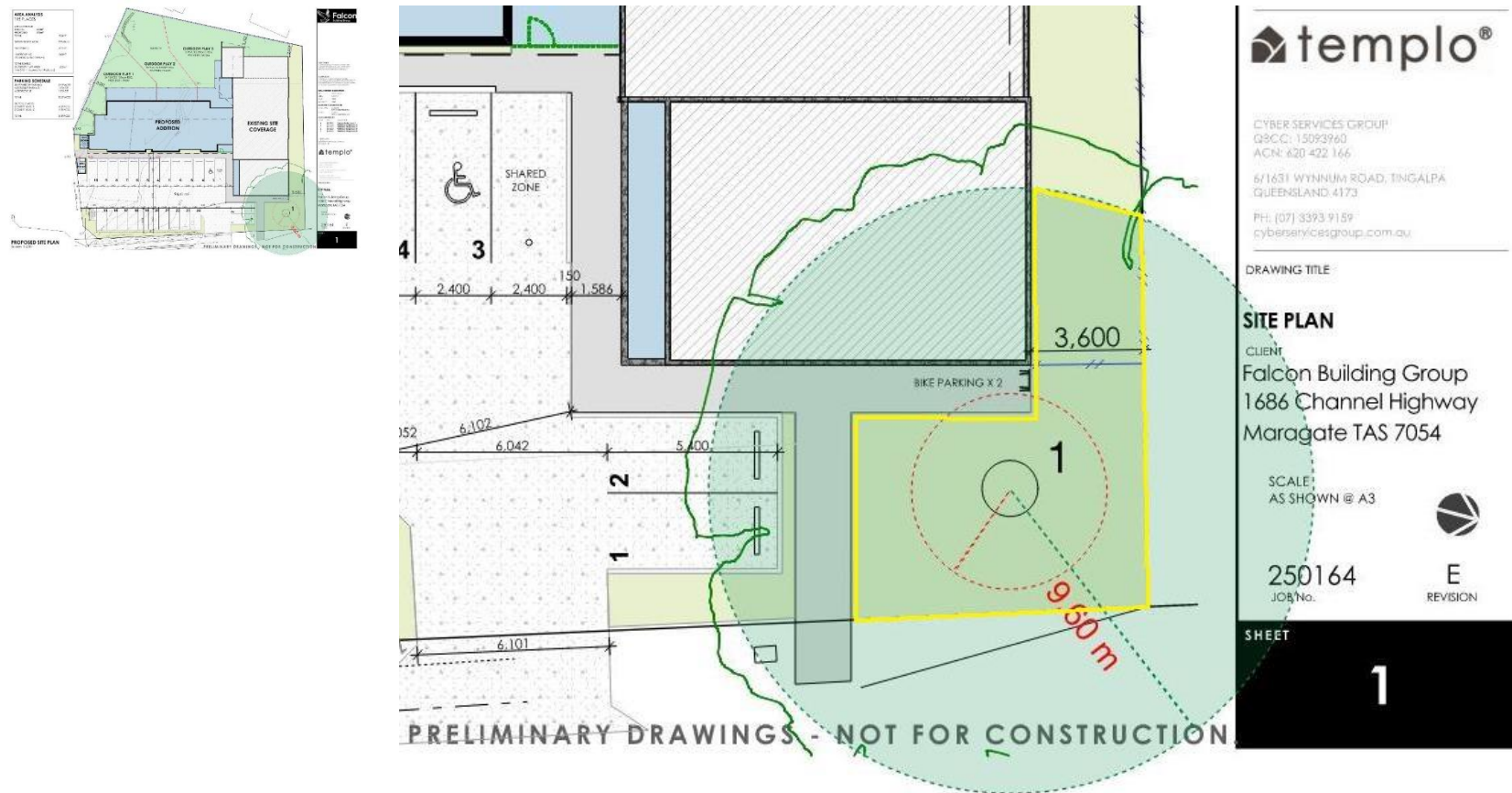


Figure 2. The Site Plan by Templo marked with the NRZ (green shading) and SRZ (red dashed circle) of the oak tree. Suggested TPZ in shown in yellow.

## 4. Potential impact on nearby oak tree

Tree	- tree number in attached plans (CoH Asset ID number)
Species	- botanical name of tree
DAB	- trunk diameter above root flare (m)
DSH	- trunk diameter over bark at approximately 1.4m above the ground (m)
NOTES	-
SRZ	- structural root zone radius (m)
TPZ	- tree protection zone radius (m)*
ENCROACHMENT	- nature of encroachment over the TPZs
LEVEL	- Level of encroachment over trees' NRZ: Minor - $\leq 10\%$ , Moderate 11% - 20%, Major - $> 20\%$
RET.	- retention potential (Y – yes, could be retained; N – no, unable to be retained within the scope of the proposed works, reason for the removal recommendation is also presented here.
	<ul style="list-style-type: none"> <li>- TPZ dimensions were guided by AS 4970-2025, Protection of trees on development sites.</li> </ul>



Figure 3. The oak's root zone and crown have been impacted by historic construction and pruning for clearance from electrical conductors.

TREE	SPECIES	DAB	DSH	NOTES	SRZ	NRZ	Encroachment	Level	RET.
1	Quercus palustris	0.88	0.80	Substantial historic encroachment over the NRZ by road infrastructure and existing building. The oak is currently in good condition (Figure 3).	3.1	9.6	New footpath (27m <sup>2</sup> ), carparking bays 1 and 2 (13m <sup>2</sup> )	Moderate (14%)	Y

#### 4.1 Discussion of likely impacts by the works on the existing oak tree. – design considerations.

The proposed car parking and footpath construction near the mature pin oak cumulatively present a moderate encroachment over the tree’s NRZ that has already been substantially affected by historic road and property development.

The following are design suggestions that would substantially reduce the impact of the works despite a moderate level of encroachment by the footprint of the proposed additions.

- Consider construction of a laid paver path edged with wide steel flat bar pinned to the substrate between the Channel Highway and the existing building rather than a concrete path. Adoption of this construction method would require minimal excavation – essentially removal of the existing turf cover – and provide for infiltration of air and water into the existing root zone of the oak (Figure 4).
- Consider suspended slab construction for the extension of the footpath along the eastern side of the existing building rather than a retaining wall and a traditional concrete path. The proposed path footprint encroaches on the tree’s structural root zone and adoption of this construction method and pier footings would minimise potentially significant impacts on large roots of the oak tree (Figure 4 and 5).



Figure 4. Approximate location of the path extension (orange) and a new path toward the Channel Highway (yellow).

## 5. Tree protection recommendations

- Adoption of the suggested construction methodology for the paths within the tree's NRZ is strongly encouraged (see Section 4.1).
- A modified TPZ is suggested, clear of the proposed additions' footprint. Establishment of a hard barrier may be impractical given the confines of the site, however the TPZ should be marked as a minimum with stakes and barrier tape.
  - Generally, TPZs exclude excavation, movement of machinery, storage of building materials, spoils and building debris. Encroachment over the TPZ must be discussed with an arborist.
- It is likely that roots  $\geq 25\text{mm}$  in diameter will be exposed during the works near the oak.
  - Roots  $\geq 25\text{mm}$  in diameter should be exposed and cleanly cut just beyond the extent of the excavation rather than torn by machinery.
  - Roots  $\geq 50\text{mm}$  in diameter must not be damaged.
  - I recommend that an arborist is present during any excavation within the NRZ.



Figure 5. The path extension (footprint approximates the extent of the edged garden bed) has potential to impact on structurally significant roots extending toward the building.