



Beechdown Arboriculture Limited

1 Church Hill, Slindon, Arundel
West Sussex BN18 0RB
Tel/Fax 01243 814740
Email info@beechdown.com
Web www.beechdown.com

**Arboricultural Method Statement
The Old Barn, Ferringham Lane, Ferring, West Sussex**

Prepared by

Jonathan Rodwell NCH (Arb.)

August 2012

Beechdown ref: B/0038/12

Febo Designs – Old Barn – arboricultural method statement – August 2012



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1.0 INTRODUCTION

1.1 Further to arboricultural report (ref: B/0014/12) of January 2012, Beechdown Arboriculture Ltd has received instruction from Alfredo Fornieles of Febo Designs to prepare an additional arboricultural method statement with regard to the provision of car-parking arrangements at The Old Barn, Ferring.

1.2 The purpose of the instruction was to:

- **provide arboricultural advice to aid in the positioning, design and construction of the proposed car-parking.**

1.3 The method statement was prepared with reference to the guidelines detailed in BS 5837:2012 "Trees in relation to design, demolition and construction – Recommendations" and according to good arboricultural practice.

2.0 DOCUMENTS PROVIDED

2.1 **Outline plans issued for comment from Febo Designs:**

- 3215-002 – car-parking shelter roof plan 1:100 at A1.
- 3215-003 – car-parking shelter plan and elevations 1:100 at A1

3.0 DEVELOPMENT PROPOSAL

3.1 The development proposal is for the construction of a two bay car-parking shelter. The proposed shelter consists of a timber framework, on four brick piers, supporting a clay-tiled roof. The shelter is open to the front, rear and sides and the roof extends from the eaves at approximately 2.2m to the ridge at 3.275m.

3.2 The proposed car-shelter is fully within the RPAs of T2 and T3.

4.0 TREE DETAILS AND ARBORICULTURAL IMPACT ASSESSMENT

4.1 The tree appraisal, details of statutory controls and above and below ground constraints, including the root protection area (RPA) can be found in Arboricultural Report reference B/0014/12 of January 2012, hereafter referred to as B/0014/12.

5.0 ARBORICULTURAL METHOD STATEMENT

- 5.1 This method statement is in addition to sections 12.0 to 19.0 of the arboricultural method statement detailed in B/0014/12 and concentrates specifically on the construction of the car-shelter and minimising the negative impact it may have on T2 and T3.
- 5.2 As stated in the previous report the concrete hard-standing plays an important role in protecting the roots and rooting environment of the retained trees and should not be removed. The position of the car-shelter should be on the concrete hard-standing which must remain intact.
- 5.3 The tree work recommendations detailed at appendix 3 of B/0014/12 advise that small diameter branches should be removed from T2 to raise the canopy to 4m to the east and south and from T3 to raise the canopy to 4m to the east, south and west to facilitate the development. The maximum height of the proposed car-shelter is 3.275m and should not impact upon the canopies of the trees. If further pruning is required it should be carried out under arboricultural supervision and with the permission of the local planning authority.
- 5.4 There must be no excavation or construction of foundations within the RPAs of T2 and T3. Support for the base of the car-shelter should be designed to leave the concrete hard-standing intact and the roots and rooting area of T2 and T3 undisturbed.

6.0 REFERENCES

- 6.1 BS 5837: 2012 – Trees in relation to design, demolition and construction – Recommendations
- 6.2 Tree roots in the built environment – J. Roberts, N. Jackson, M. Smith

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