

To Whom It May Concern:

Following submission of the planning application to construct a new care home (use class C2) on land at the former poultry farm west of Yapton Road, Middleton-on-Sea, this letter seeks to provide clarification and reassurance that the proposed tree protection measures and implementation methodologies are sufficient to protect the vitality and longevity of Tree Protection Order (TPO) protected tree, T4 – ash, at the site entrance during the construction of the new site access.

The proposal seeks to develop the site to accommodate a new 66 bed care home with 24-hour on-site care provision, landscaping and parking. A new site access will provide access from Silver Birch Drive for all vehicles, pedestrians and cyclists.

Access to site is currently via a metal five bar field gate that crosses a culverted ditch from Silver Birch Drive. In order to accommodate larger vehicle sizes and simultaneous use by pedestrians, it is proposed that a new, wider, access road with adjoining footpath be installed in place of the existing access.

Stakeholder concerns relate to the potential for construction activities, in particular during the construction of the new access road (which partially falls within the root protection area (RPA) of T4), to negatively and irreversibly affect tree T4 located west of the site access.

Prior to any demolition/construction traffic or activities commencing on site, the new site access is to be installed preventing damage to the tree from vehicle impacts or compaction of the rooting medium.

The existing culvert will be replaced/reinforced to accommodate the wider access road and increased traffic volume. Consisting of pre-cast concrete headwalls, as specified by an engineer and agreed by the project arboriculturist, with the resultant gaps between backfilled with topsoil.

The new access road will be located further east than the existing culverted crossing (away from the base of T4), reducing the amount of T4's root protection area affected, and will be constructed using no-dig techniques which eliminate the potential for disturbing the tree's roots and compacting its rooting medium.

The lowest limb of T4, that spreads east, has previously been cut at a point above the existing field gate to allow access to site to high sided vehicles. Whilst the proposed access point is further east than at present, it may be necessary to further reduce this

large limb to prevent accidental damage from vehicle impacts in the future. Additionally, the height of the crown may need to be raised on the northern aspect to provide unobstructed clearance for site personnel. These works should be carried out with permission from the local authority by Arboricultural Association (AA) approved contractors and to standard BS3998: 2010 Tree work – Recommendations, as modified by research that is more recent.

Following the initial tree works, tree protection barriers will be installed in locations identified on the Tree Protection Plan in PJC Arboricultural Method Statement ref: PJC5256/19-03 Rev 01 restricting access to root protection areas by site personnel and machinery.

The new pre-cast concrete headwall will be, as far as is reasonably practicable, installed entirely within the existing ditch. Any excavation required for the new headwall and extended culvert shall occur by hand, under the supervision of the project arboriculturist, with care taken to avoid damaging or severing roots with a diameter greater than 25mm (potentially requiring the position of the headwall to be altered slightly) to the necessary location.

The new access road and footpath surface shall be constructed using Cellweb TRP no-dig cellular confinement system (to an engineers' specification dependent on anticipated vehicle loading) which evenly disperses the weight of vehicles over a larger surface area, minimising compaction to the rooting medium below.

The new access road and carpark will encroach the root protection area of T4 by approximately 20% of which only 11% is currently unsurfaced. This is below the maximum 20% recommended in BS5837: 2012. There is, however, a disused shed located within the RPA of T4 that is due for removal which covers approximately 16% of T4's RPA, which following the careful removal of its sub-base will result in a net gain of unsurfaced area.

There is also scope for the rooting medium within T4's RPA, including that which is now unsurfaced and to be landscaped, to be improved via the use of decompaction techniques (such as airspading) and layers of mulch, thus providing the tree the best chance of surviving and thriving within the new development.

CONCLUSION

A report from Arun District Council's Tree Officer dated 22nd November 2019 regarding Planning Application Ref: M/80/19/PL stated that "if considered absolutely necessary from an engineering perspective..., I would support the removal of ash tree T04 to facilitate a more standard form of construction across the culvert". However, due to the prominence of T4 at the site entrance and importance to the wider community, the developers are keen to implement an engineered solution for the new site access to ensure the retention and protection of T4.

Tree works carried out on all trees on site should be conducted by an AA approved contractor and to industry best standards.

Where possible, the new culvert headwall should be contained entirely within the existing ditch. Where necessary, excavation should be conducted using hand tools and under the supervision of the project arboriculturist.

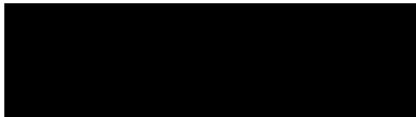
The new access road, footpath and car park, where it encroaches an RPA, will be constructed using cellweb TRP no-dig cellular confinement system (or similar, as

specified by an engineer) with a permeable wearing course to ensure there is adequate moisture ingress, gaseous diffusion and that the rooting medium is not compacted.

On the basis of the above, I am confident that the methodology highlighted above, which can be found in more detail in Arboricultural Method Statement PJC/5356/19-03 Rev 01, will provide adequate protection to T4 during and after the demolition and construction phases of the development at the site.

If you have any queries regarding the above, please do not hesitate to contact me.

Yours sincerely



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