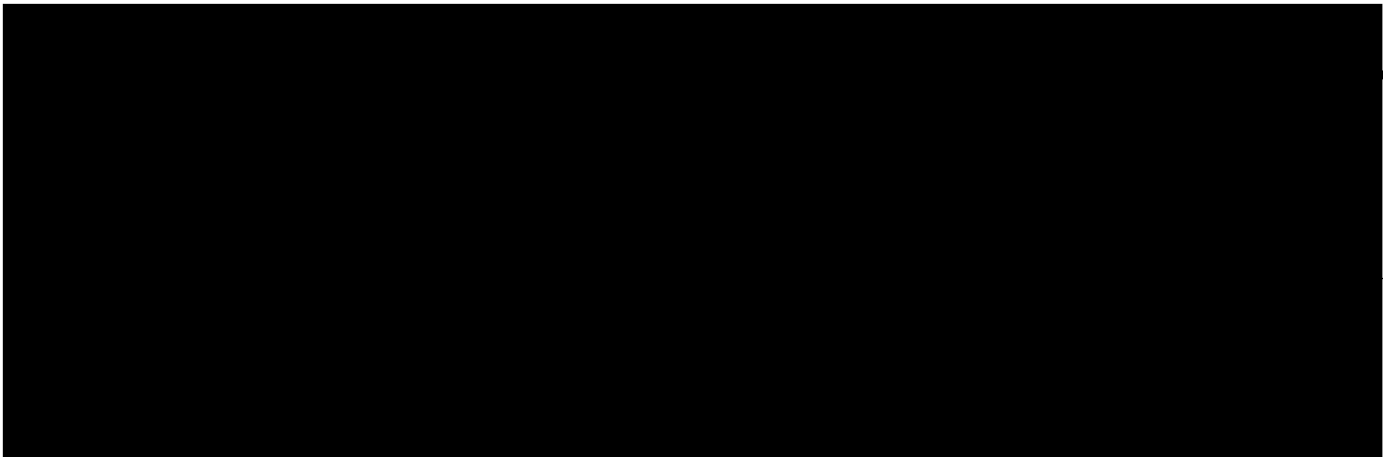
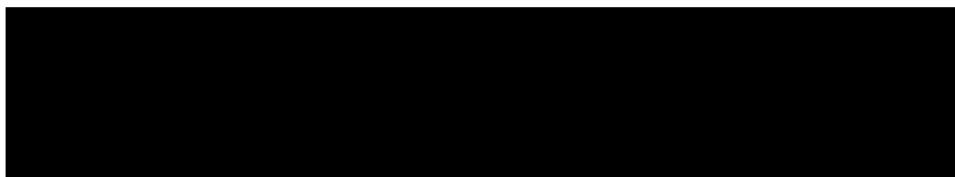
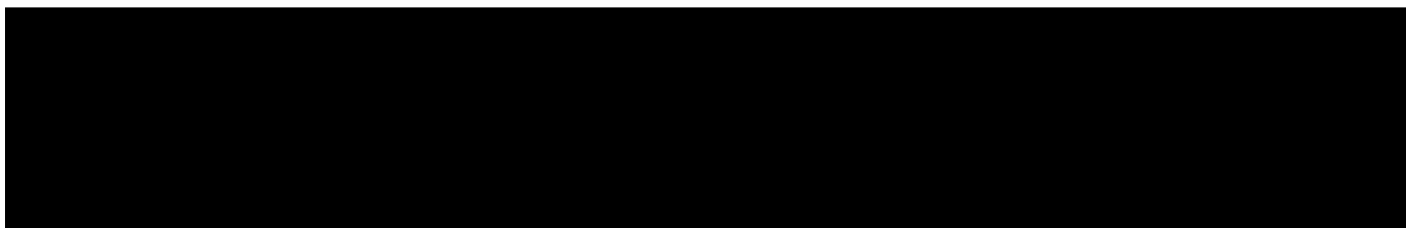




Please treat as a substitute and additional plans



Dear Anita,

I write further to receipt of comments on the planning application from the Council's tree officer and am pleased to attached the following information:

1. Supplementary letter from the applicant's Arboricultural Consultant;
2. Access design with engineered solution
3. Updated Landscape General Arrangement Plan – Drawing 001 PO5 Rev 5
4. Updated Soft works Plan – Drawing 002 PO3 Rev 3 (to supersede drawing 002 PO2 Rev 2)
5. Updated Drawing 005A – Site Plan Proposed (to supersede drawing 005)
6. Updated Drawing 006B – Site Blockplan (to supersede drawing 006)
7. Transport Summary Note

The purpose of the letter referenced under point 1 above is to offer assurances that the methodology outlined in the applicant's Arboricultural Method Statement will provide adequate protection to the protected ash tree (T4) at the site entrance during and after the demolition and construction phases of the development at the site.

Notwithstanding the advice from the Council's tree officer that the removal of the ash tree might be possible, the applicant acknowledges the prominence of the tree at the site entrance and its importance to the wider community. The proposed engineered solution as outlined in drawing TR04 Rev B allows for its full protection and we note that the principle of this has now been accepted by the Council's tree officer.

The updated drawings provided under points 3 to 6 above are in response to the landscape officer's comments that additional planting might be provided along the site's northern boundary to achieve enhanced landscape value. The

revised plans show an increase in the overall level of planting and adjustments to the proposed species of trees as requested.

Item 7 (the Transport Summary Note) has been prepared in response to comments received from local parties relating to the potential for car parking overspill onto the public highway. The Note outlines how the level of provision is in excess of the maximum parking demands stemming from the scheme and sets out the measures that will be implemented to minimise car journeys and to control use. We note that there is no objection to the scheme from the highways authority and that the level of provision accords with the previous County Council car parking standards and other care home schemes determined by the local authority (on sites with comparable levels of public transport accessibility).

Please let me know if you have any questions in respect of the above.

Kind Regards
Adrian

