



Sarah Roberts
Critchley Architecture and Design Ltd
34 North Street
HAVANT
PO9 1PT

My Ref: D2412AIAL1

22nd March 2024

Dear Sarah,

**RE: 88 ELM GROVE, HAYLING ISLAND PO11 9EH
PROPOSED VEHICLE CROSSING**

In accordance with your instructions for the applicant I have carried out a desk-based assessment of the tree matters relating to the proposals at the above site. There is one tree only relating to the proposal and details are given at section 2 below. My assessment of the impact of the proposals with appropriate protection and amelioration measures is set out below. This letter is effective as an Arboricultural Impact Assessment as recommended in 5.4 of BS 5837:2012.

1 The proposal

- 1.1 **Redevelopment:** The proposal is to extend the existing vehicle crossing from Palmerston Road to improve the access into the rear area of parking for 88 Elm Grove. The proposed layout is shown on the Critchley Architecture and Design Ltd Site Plans drawing no. 23069 102 Revision B dated 14.03.2024. This is based on a survey of the site and shows the tree in the adjacent highway verge. This drawing has been annotated with relevant tree information and a copy is attached as plan AC1.

2 Tree

- 2.1 **Tree:** There is one tree only relevant to the proposal. This is T1, a purple plum (*Prunus cerasifera* 'Nigra') in the grass verge between the carriageway and footway on the south side of Palmerston Road. The tree has a trunk diameter of about 15cm with a crown height above the ground from about 2.5m, a radial crown spread of up to 2m and appears to be in normal health and condition for the species. It appears to be semi-mature in age and is of a species often referred to as 'small ornamental' because its size remains modest and its main amenity features are pink

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blossom in spring and purple foliage from spring to autumn. Purple plums are comparatively short-lived and may be associated in later life with canker. This species has minor basal suckers which sometimes arise from the more vigorous root stock of grafted specimens. The proposal is to retain and protect this tree.

- 2.2 **Tree ownership:** The tree stands in the highway verge and is understood to be owned / managed by Hampshire County Council (HCC) as the local highway's authority. The HCC tree service has commented on the proposal and looks for evidence to demonstrate that the tree will be safeguarded through the proposal.

3 Issues relevant to the trees

- 3.1 **Root protection area:** BS5837 recommends that a reasonable starting point for determining the root protection area (RPA) for a tree is to define a circle with the tree at the centre and with a radius twelve times the trunk diameter. For this tree T1, that would give a circle radius 1.8m. This works reasonably well for trees in open space. For this site, the rooting opportunities are constrained by the adopted highway on one side of the grassed verge where the tree stands and the footway on the other. It seems likely that there will be no significant root development under the carriage, and little under the footway, with most root development likely in the width of the open verge. Although the notional BS5837 RPA is indicated on plan AC1, the working assumption is that roots will mainly be in the areas of the verge to west and east, spreading to an unknown extent.
- 3.2 **Installation of crossing:** There is an existing crossing, and the proposal is to extend the crossing to the west by approximately 150cm. The crossing extension will be installed in line with the HCC specifications for crossings, a copy of which is annotated onto plan AC1. There is already a kerb in place against the south edge of the carriageway and the replacement of this with a dropped kerb will not cause significant harm to tree roots. The excavation to extend the crossing and match up levels within the grass verge is likely to cause damage to tree roots. Any roots encountered will be severed cleanly using sharp tools and the ground reinstated round the cut roots with granular fill materials that includes topsoil. This is a comparatively young tree of a species that is known to be reasonably robust. A typical response of such trees to careful root severance is to develop new fine roots from the cut ends of the existing roots, a technique used successfully in tree nurseries to promote root growth in limited spaces. This is not a tree likely to grow substantially in any event, and the rooting volumes it requires to maintain its current size and modest growth will be available within the grass verge. It would in any event not be reasonable for a tree in this place, with root development to the north and south limited by existing surfaces, to become too large because without significant roots to the north and south there would be an increasing risk of failure in windy weather as the crown increased in size. It is likely that T1 will recover reasonably quickly from any root damage and continue to provide modest amenity to this part of Palmerston Road.

- 3.3 **Access for construction:** The great majority of the access for the crossing installation will be on existing surfacing. These surfaces are designed to carry the relevant vehicles and there will be no adverse effects on T1 from the continuing use of these surfaces. The use of temporary ground protection (see 4.1 below) will minimise the risk of harm to T1 from access on the grass verge.
- 3.4 **Materials storage and handling:** The scale of the proposals means very small amounts of materials, with no requirement for materials storage. It is likely the materials will arrive on site in vans or small lorries and be installed directly from those vehicles. No phytotoxic materials shall be stored or mixed within the protection zone for T1.

4 **Protective measures**

- 4.1 **Ground protection:** Temporary ground protection for T1 will be installed on the grassed part of the verge in the location shown on plan AC1, subject to the consent of the local highway's authority. The ground protection shall be as recommended in BS 5837 i.e. it shall be scaffold planks, or plywood sheets at least 15mm thick, laid butt-jointed over a geotextile membrane installed on a layer of pulverised bark or similar laid on the existing verge i.e. with no significant excavation. It will be installed before any works begin and retained at the locations shown until the crossing installation is completed. At this time, the ground protection will be removed completely leaving the grassed verge in the same condition as before installation. The use of temporary ground protection as indicated will reduce the risk to T1 to an acceptable minimum.

The details given in this letter show that, provided the protective measures set out are put in place/retained, tree T1 will not be significantly adversely affected by the proposed crossing, and will continue to provide local amenity. For these reasons the proposals should be acceptable to the Council in tree terms and there should be no tree-related grounds for a refusal of planning permission.

Please call me if you would like to discuss any of these points.

Yours sincerely

A black rectangular box redacting the signature of Jonathan Fulcher.

Jonathan Fulcher **DipArb FArborA**

Encs



NOTES

- The details shown are for design intent purposes only and are subject to further design development with suppliers and sub-contractors.
- Proposals subject to consultation and approval from Local Authority Planning Department and Building Control (or an Approved Inspector).
- All setting out dimensions should be checked on site prior to construction and any discrepancies and/or omissions should be reported to the Architect immediately.
- Do not scale from drawings, any dimensions shown are indicative only and are subject to verification on site.
- This drawing is to be read in conjunction with all other plans, structural calculations and specifications.



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The Old Bakery, 34 North Street, Havant, PO9 1PT

Revisions

- A. Extended viewport/25.01.24/SAR
- B. Tree plotted/14.03.2024/SAR
- C.

Project Address

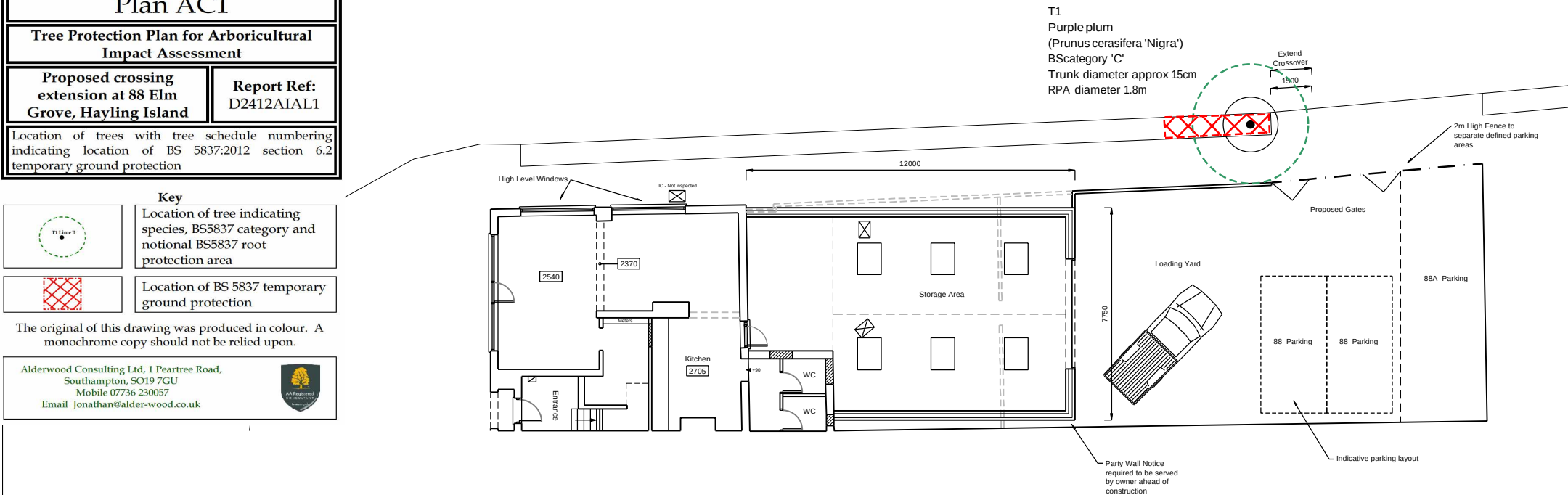
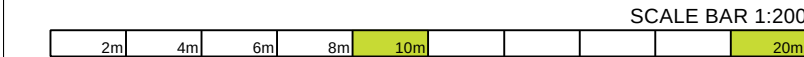
88 Elm Grove,
Hayling Island,
PO11 9EH

SITE PLANS

Scale A3 1:200
 Drawn By OS/SAR
 Date 16.11.2023

Project No. Sheet No. Rev

23069 102 B



OS SITE PLAN: PROPOSED

