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Arboricultural Report

Arboricultural Method Statement

& Tree Protection Plan

Land at:

Albion Hotel, Freshwater Bay

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Date: 26th January 2024

Ref: AS/DW/0124



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Summary

Planning consent for extensions and alterations at the Albion Hotel, Gate Lane, Freshwater Bay was granted by the Isle of Wight Council on 09.11.2023 (ref. 23/00780/FUL).

Condition 4 of the of the above consent requires details of tree protection measures to be submitted and approved by the LPA before works commence.

This document is therefore to be submitted to the IW Council in order to demonstrate how the retained trees shall be protected during the development. This, together with the associated Tree Protection Plan are to be made available to the main site contractors for reference throughout the construction phase.

1. INTRODUCTION

1.1 **Instruction:** I am instructed to prepare the following information in compliance with BS5837:2012 "Trees in relation to design, demolition and construction - Recommendations" (herein referred to as BS5837):

- An Arboricultural Method Statement (AMS) & Tree Protection Plan (TPP)

This follows an arboricultural survey and report (AS/DW/1023) from October 2023, which provided the relevant constraints to inform the planning application.

1.2 **Information provided:** Drawing AS/DW/0124 TPP is derived from the following drawing as supplied by Modh Design Ltd:

- *MDA223-PL02/PL200 Rev. B (existing/proposed plans)* in DWG format.

2. ARBORICULTURAL METHOD STATEMENT

2.1 **Tree Works:** The required internal tree removals as described in the aforementioned arboricultural report should be carried out prior to undertaking other works on site.

2.2 **Protective fencing in accordance with BS5837:**

2.2.1 Before commencement of site works, protective fencing shall be erected to the positioning shown on the TPP (Appendix 1). These must be maintained in position to define the 'Construction Exclusion Zone' (CEZ) around retained trees.

2.2.2 The extent of protective fencing seeks to encompass as much of the unsurfaced RPAs of adjacent trees as possible, whilst providing access for works. Fencing is shown on the TPP to be set back slightly within the RPAs of T6-7 to allow for access and installation of new car parking surfacing (see section 2.3 for further details of protective measures).

2.2.3 Vertical barriers must be fit for the purpose of excluding construction activity and appropriate to the degree and proximity of work taking place around retained trees. In most cases fencing should consist of a scaffold framework, well braced to resist impacts, with vertical tubes spaced a maximum of 3 metre intervals. An alternative but robust specification is also given in Appendix 2 of this report and on the TPP.

2.2.4 Signs shall be affixed to the fencing to inform on-site contractors of the importance of the fencing barriers (Appendix 3). Examples of signage are also shown on the TPP.

2.2.5 The RPAs enclosed within tree protective fencing should be treated as sacrosanct and the following guidelines should be adhered to at all times:

- NO mechanised excavations
- NO movement of construction traffic or parking of vehicles
- NO excavation by any means without arboricultural site supervision
- NO lowering or raising of levels (except manual removal of surface layer)
- NO storage of building materials, excavated soil, chemicals or fuels
- NO fires to be lit in close proximity to trees

- 2.2.6 Fences must only be removed following agreement of the Local Authority or project arboriculturist to confirm on-site construction activity has been completed.
- 2.3 **Temporary ground protection:**
- 2.3.1 The positioning of protective fencing will be adequate to protect the majority of RPAs; however, the fencing needs to be set back slightly within the RPAs of T6-7 for access to install new car park surfacing. Temporary ground protection outside the fence line will therefore be required over these unsurfaced areas of RPAs, until such time as the new surfacing is installed (refer to section 2.7).
- 2.3.2 Where temporary ground protection is indicated on the TPP (shown by magenta shading), the system must be fit for purpose and capable of supporting the expected loads to avoid rutting, compaction and damage to the soil structure; in accordance with BS5837. As the system may need to support the weight of vehicle/plant movements, examples of suitable methods using interlocking ground mats are given at Appendix 4, as well as being shown on the TPP.
- 2.3.3 The soil beneath any protection system should remain undisturbed as much as possible and protected with a porous geotextile membrane to prevent possible soil contamination. If necessary a layer of sand or woodchip should be laid on the fabric to infill any depressions to provide an even surface.
- 2.4 **Avoiding above-ground tree damage:** Care shall be taken when planning site operations in proximity to trees to ensure that any wide or tall loads, or plant with booms, jibs and counterweights can operate without coming into contact with trees. Such contact can result in serious damage and might make safe retention impossible. However in this case, all tree canopies are set back to the periphery of the site and mostly contained within protective fencing; therefore no such impacts are considered likely.
- 2.5 **Site access, contractors car parking, site huts and storage:** The site will be accessed via the existing car park entrance, well away from tree cover. All contractor's vehicles will be parked in designated locations within the site outside of any unsurfaced RPAs. No vehicles, materials, spoil, plant, site huts or welfare facilities shall be located on unsurfaced ground within the RPA of any retained trees.
- 2.6 **Installation of underground services within RPAs:** Given that this scheme relates to alterations to the existing building and wider grounds, it is not envisaged that any new subterranean services will be required that could impact upon any RPA. If any new services are required, they should be positioned to avoid conflict with any RPA. If, for whatever reason, installation of underground services has to pass within RPAs, the project arboriculturist and the Local Authority must be notified prior to any tree protection barrier removal.
- 2.7 **New hard surfacing and/or landscaping within RPAs:**
- 2.7.1 The RPAs of T6-7 will partially overlap the new car parking spaces. The design proposals will account for this conflict by ensuring that new surfacing in those areas (hatched red and noted on the TPP) will be porous and constructed using a no-dig three-dimensional cellular confinement system, in accordance with BS5837 to prevent disturbance to the root systems. Refer to Appendix 6 of the original tree

report for an example of this method as suitable for vehicular use, although for final details a site-specific manufacturers specification will be followed.

2.7.2 If any additional hard landscaping is required within any RPAs, this should also be permeable and gas porous. Paving slabs and block paving are available with built-in infiltration spaces between the slabs or blocks. These are ideal, though they should be laid dry jointed on a sharp sand foundation to allow air and moisture to penetrate to the rooting area. Bitumen paving can consist of porous or impermeable material. As the pores in tarmac paving become blocked, the use of the material will be limited in extent to no more than 20% of any RPA.

2.8 **Soft landscaping within RPAs:** Where any new soft landscaping is planned within any RPA, then the following guidance must be followed:

- Ground preparation will be carried out sensitively to ensure root damage is minimised. At no time is any heavy plant to be used within RPAs. Turf may be removed using a mechanical turf stripper or by hand.
- At no time shall a rotovator be used within any RPA to prepare the soil. Any levelling will be done with the use of hand tools.
- Should the soil be compacted or have a poor structure which may hinder the development of any new planting, soil decompaction techniques may be used upon consultation with the project arboriculturist.
- New plants to be individually planted to minimise disturbance (no trench planting).
- No works will be carried out within any RPAs if the soil moisture is of a level likely to allow compaction to occur.

2.9 **Arboricultural supervision & awareness:** All works within RPAs will be supervised by an arboriculturist. Contractors on site should be briefed regarding the importance of tree protection and adhering to all points in this document as well as the TPP. Access to these documents must be available to anyone working on site at any time.

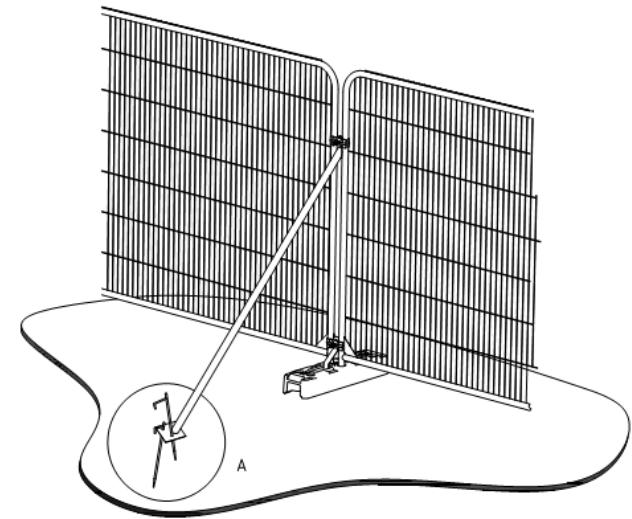
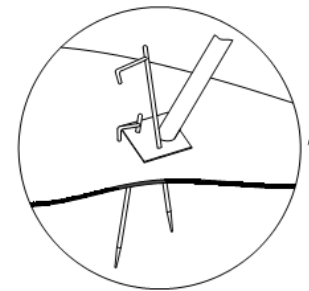
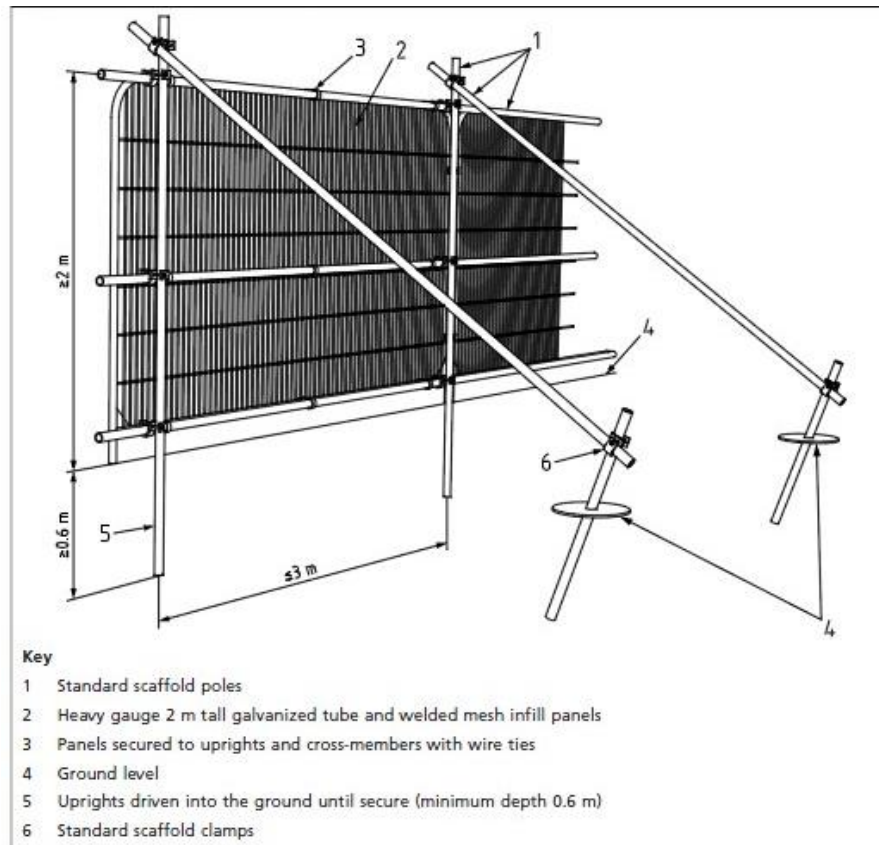
Andrew Southcott
26th January 2024



Appendix 1 - Tree Protection Plan

(please see attached plan - drawing no. AS/DW/0124 TPP)

Appendix 2 - Tree Protection Fencing in accordance with BS5837



a) Stabilizer strut with base plate secured with ground pins

Default specification for protective fencing (left) and recommended alternative specification (right)

Appendix 3 - Tree Protection Fencing Signage



Appendix 4 - Example Specifications for temporary ground protection systems, using interlocking ground mats

Ground-Guards

GreenTek

Ground protection and site access system

Ground-Guards are an "Instant Roadway" system of lightweight plastic panels, capable of taking vehicles of up to 50 tonnes weight.

Introduction The GreenTek Ground-Guards have become established as a proven alternative to the conventional method of stripping and stoning-up access roads on construction sites. By using this roadway system, ground damage and reinstatement work are minimised. This is an ideal method to use where there are tree roots under the surface as it avoids the need for excavation.

Applications The Ground-Guards site access system is designed to form temporary roads, car parks and footpaths. It is suitable for protecting grassed areas from erosion and rutting during construction projects and for the protection of tree roots where site access routes need to pass close to trees.

Green issues Ground-Guards are a very environmentally friendly product. They:

- Protect sensitive ground from erosion
- Are made from 100% recycled plastic, which is itself fully recyclable
- Provide a sustainable alternative to using up sheets of plywood for ground protection purposes

DESCRIPTION

The Ground-Guards site access system consists of virtually indestructible, lightweight plastic boards which clip together without tools to quickly form temporary roads, car parks and footpaths. They are made from 100% HDPE recycled plastic and are guaranteed unbreakable by vehicles of up to 50 tonnes.

These track mats can be easily moved around the site by just two people, without the need for a crane lorry.

Ground-Guard mats are available with a choice of different tread patterns. The "Standard" tread pattern creates a track way with a high level of traction for vehicles, while the "walk" pattern is designed for pedestrian walkways and event flooring.

Ground-Guards are also available with one side smooth which is ideal for trenching and utilities work as it enables the spoil to be easily backfilled into the trench afterwards. When being used to protect tree roots, a base layer of Ground-Guard sheets should be covered by a cushioning layer of 150 mm of wood chippings. The Ground Guard



trackway is then laid over the top of this in the normal way.

Dimensions Ground-Guard mats are available in sizes ranging from 1820 mm (5) x 610 mm (2) to 2438 mm (5) x 1219 mm (4), with a choice of different tread patterns.

SUPPLY

GreenTek both supplies and hires Ground-Guards direct to construction companies nationally.

SERVICES

Ground-Guards provides technical advice to specifiers and contractors. Brochures and samples are available on request.



Ground-Guard trackways may be used with a cushion of woodchips to protect tree roots

- 50 mm x 50 mm x 500 mm timber stakes
- 200 mm x 50 mm timber rails
- Geotextile membrane
- Base layer of Ground-Guards
- Wood chippings
- Ground-Guard trackway



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EuroMat® Heavy Duty Temporary Access Mat



Heavy Duty Temporary Access Mats

Supporting loads up to 80 tonnes, EuroMat® is the ultimate heavy duty man-handleable mat for temporary roadways and work areas. EuroMat® is essential for the construction, civil engineering and ground work industries.

Incredibly Tough & Flexible

Made from tough 100% recycled or virgin high density Polyethylene (HDPE), EuroMat® is the market leader for temporary access and ground protection over soft or sensitive ground. EuroMat® significantly reduces damage to heritage and eco-sensitive areas, avoiding the need for reinstatement once the project is complete.

Fast & Efficient Installation

Weighing just 35kg EuroMat® is ideal for both short and long term projects. Incorporating strategically positioned handholds, EuroMat® is man-handleable and easy to off load and deploy by a two man team.

Chevron Traction® Surface

EuroMat®'s chevron traction® surface comprises of a broken pattern of rugged nubs which substantially improves the grip and forward motion of plant or vehicles and reduces side way slippage, even in the most challenging weather or ground conditions. Optional hi-vis markings and cats eyes can be incorporated into EuroMat® for additional safety at night.

Logistics

Lighter in weight than conventional wood or steel alternatives, EuroMat® also offers the environmental benefit of more mats being loaded per wagon and in turn reducing transportation costs and carbon emissions.

*Compression tested at National Physical Laboratory, UK