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JCA Ref: 16285k/ME
17th May 17, 2023

Dear Sir/Madam,

Cycle Shelter Installation: Huddersfield Royal Infirmary, Acre Street, Huddersfield, West Yorkshire, HD3 3EA.

The site requires the installation of a cycle shelter within the footprint of two retained mature trees at the entrance to the above site (**T35** and **T36**). An assessment of the installation in relation to any potential impact this may have on the trees is required to address Condition 11 of the Approved Planning Consent.

Assessment:
T35 (Common Ash) and **T36** (Sycamore) were noted in the original survey as being healthy trees. These are located to the west of the site adjacent to the entrance. The trees are located within a narrow verge (soft landscape), edged with kerbing to the east side with a tarmac parking area beyond this. To the northern side is a slightly raised paved footpath which leads to the site entrance and the boundary wall is located to the western side of the stems (please see **Photo 1** below showing **T35** and **T36** and the surrounding area before construction).

Satellite images show that the footpath and hard surfacing have been in place for 20+ years *(note; the parking area was extended between 2009 and 2011).* It is probable that the base layers to both the footpath and the parking area are relatively substantial. Given the healthy condition of the trees this would suggest that the trees have adapted to their location and the surrounding ground conditions/features. With this in mind, and assuming the construction of the hard surface is relatively substantial, it is unlikely many roots will have entered the base layers.

Proposed:
The original proposals (Drawing No. **HG0052-IBI-ED-ZZ-PL-A-100003**) show the area in question, adjacent to **T35** and **T36,** as remaining as hard surfacing (extending/widening the footpath slightly, please see *figure 1* below).

Due to the limited space on site and the need for a cycle shelter, the plans have been amended to incorporate the cycle shelter into the new paved area to east side of **T35** and **T36** (please see *figure 2* below)and within the RPA of these trees. The recent plans show the existing kerbing being removed and the verge widened slightly with new kerbing installed. This will also include a planting area between the new footpath/cycle shelter and the parking bays.

The bike shelter is to be mounted on four square concrete blocks (300mm x300mm x300mm) which will require sinking into the ground to be level with the finished surface.

Discussion/Impacts:
The removal of the kerbing will require carful excavations around the edges to assess root form around the edging before carful removal goes ahead. Following the removal of the existing kerbing an assessment of the depth of the foundation layers can be made. Assuming the foundation layers are suitable, the new kerb line should then be incorporated into the retained foundation base layer and should not breach into the underlying soil. Should the foundation layer be too shallow, this layer will require building up (taking into account of the finishing surface).

Similarly, depending on the thickness of the foundation layers and the final finished surface, it is unlikely the existing foundation layer will be breached in order to accommodate the concrete mounting blocks and therefore the potential for damage to the tree roots will be minimal. The removal of these surfaces will follow the same methodology as described in **section 4.1** of the Arboricultural Method Statement (**16285h/ME Rev1**).

In the event that the base layer of the current hard surfacing is less than expected, then carefully hand dug holes will be required to accommodate the concrete mounting blocks (please note that these are likely be fairly shallow as the majority of the block depth will be within the foundation and finishing surface layers). This will allow for the carful positioning of each mounting block while minimising root damage. All excavation work in this area will be monitored by the consulting Arborist and any root pruning that may be required will be kept to a minimum, avoiding larger structural roots and will be carried out by the consulting Arborist.

Conclusion:
Following a study of the proposals the repositioning of the kerbing and the installation of the proposed cycle shelter should be achievable without causing significant damage to the adjacent trees. Continual monitoring of the work will be required in order to reassess/change methods should any unforeseen problems arise.

Yours sincerely

Mick Eltringham *ND (Arboriculture and Forestry).*

Photo 1: showing **T35** and **T36** and current surrounding surfaces (prior to work in the aera).

Figure 1: Original Layout with no cycle shelter.

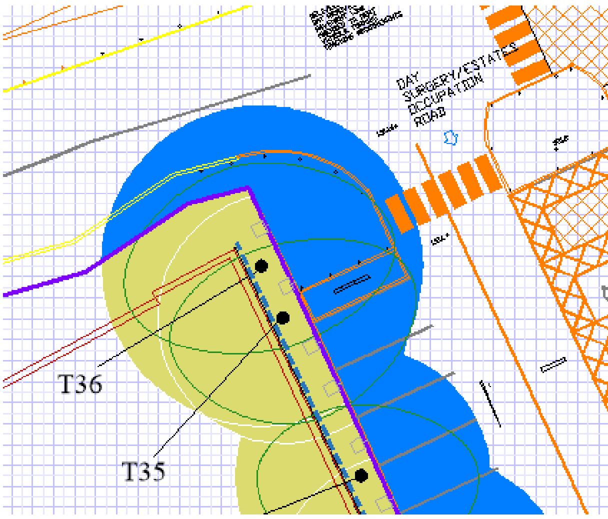

Figure 2: New layout with cycle shelter and showing widening of verge area.