

**ARBORICULTURAL SUPPORTING STATEMENT - WOODLAND ADJACENT TO THE REAR OF
46 THE FAIRWAY, FIXBY, HUDDERSFIELD HD2 2HU**

Proposed Vehicular Crossing / Dropped Kerb and Associated Highway Works

Planning Supporting Document

1. PURPOSE OF THIS STATEMENT

This statement consolidates the substantive arboricultural assessment and supporting information previously contained in the separate Arboricultural Impact Assessment and Arboricultural Supporting Statement. It is intended to support the current planning application and to avoid duplication between those documents.

The statement explains the arboricultural context of the current planning proposal and the design approach adopted to avoid and minimise impacts on the protected woodland adjoining rear of 46 The Fairway. It supports a limited proposal comprising a formal vehicular crossing / dropped kerb from Jilley Royd Lane and associated highway works, connecting to the existing gated woodland maintenance access.

The proposal does not seek a change of use of the woodland to domestic garden. No tree removal is proposed. The current proposal does not include construction, widening, excavation or reconstruction of an access route through the retained woodland.

2. CURRENT PROPOSAL AND DEVELOPMENT FOOTPRINT

The proposal is confined principally to the formation of a formal vehicular crossing from Jilley Royd Lane and associated highway works at the site frontage. The works connect to the existing gated woodland maintenance access.

The existing timber gates are associated with maintenance access to the adjoining woodland and are proposed to be repositioned approximately 5 metres back from the rear edge of the public footway. The purpose of the setback is to provide appropriate vehicle clearance and improve highway safety, subject to the requirements and approval of the Highway Authority. The current planning drawings are the design basis for the application. The wider woodland is retained and does not form part of a general redevelopment proposal.

3. TREE AND STATUTORY PROTECTION CONTEXT

The adjoining woodland is subject to Woodland Tree Preservation Order reference 08/77/W1. Historic arboricultural information recorded 21 individual trees and two tree groups. Within that historic survey, four individual trees were recorded as Category A, five as Category B, 11 as Category C and one as Category U, together with two Category C groups.

No tree removal is proposed by the current planning application. This statement does not grant or imply consent for works to protected trees. If tree works outside the approved development become necessary, the appropriate separate consent or written confirmation from the Local Planning Authority must be obtained before such works are undertaken, unless an applicable statutory exception applies.

4. HISTORIC ARBORICULTURAL INFORMATION AND ITS LIMITATIONS

The available historic arboricultural material includes the 2017 Arboricultural Impact Assessment and the 2017 Arboricultural Method Statement prepared by Bagshaw Ecology. These documents provide historic technical background concerning the woodland, tree constraints and protective principles previously considered.

The 2017 Arboricultural Method Statement was prepared for a different proposal and expressly described the development proposals at that time as the construction of an access drive within the existing woodland. The accompanying Tree Constraints Plan also identified a 'Proposed access drive' and a suggested storage area. Those historic proposals are not part of the current planning application.

The 2017 method statement recommended site induction, arboricultural inspection, precautionary working close to trees, control of materials within root protection areas and a cellular confinement construction system for the historic proposed driveway. It also referred to hand tools, geotextile layers, cellular confinement and porous asphalt or decorative gravel. These details are historic methodology for the earlier proposal and are not adopted automatically for the current scheme.

The historic information remains useful as background evidence concerning the woodland and the arboricultural constraints previously identified. However, it cannot safely be reissued or represented as a current tree survey because tree condition, dimensions, canopy spread, root protection areas and site circumstances may have changed.

Any current arboricultural information required by the Local Planning Authority or necessary to assess tree-sensitive works against the final construction footprint should take precedence over the historic information.

5. DATED HISTORIC PHOTOGRAPHIC EVIDENCE

The dated photographic evidence relied upon in support of the current submission is limited to a photograph dated 13 September 2018 showing the entrance gates already in place. The photograph establishes only that the gates were physically present by that date. It does not, by itself, establish their precise installation date, construction date or planning status.

Historic photographs are therefore relied upon as supporting evidence of the physical arrangement visible at the relevant date, not as proof of planning lawfulness and not as a substitute for current arboricultural survey information.

6. ARBORICULTURAL ASSESSMENT OF THE CURRENT PROPOSAL

The current proposal is limited to the vehicular crossing, associated highway works and repositioning of the existing timber gates. It is not a general redevelopment of the woodland. The principal arboricultural risks that may require consideration during implementation are excavation, soil compaction, changes in ground level, drainage trenches, service routes, construction traffic and storage of materials in proximity to retained trees. The design and implementation principles are therefore:

- No planned removal of trees.
- Retention of the protected woodland and its existing character.

- Limiting the permanent development footprint to the works required for the current proposal.
- Keeping excavation to the minimum practicable extent.
- Avoiding unnecessary changes to existing ground levels within root protection areas wherever practicable.
- Keeping drainage and service excavations outside sensitive root areas wherever practicable.
- Using no-dig or other specialist low-impact construction methods only where current arboricultural verification identifies that they are required.
- Preventing construction traffic, storage, mixing of materials, refuelling and waste disposal within protected areas unless specifically approved.

The assessment is based on retention of the protected woodland and significant trees. No tree removal is proposed.

7. CURRENT ARBORICULTURAL VERIFICATION AND TREE PROTECTION

Because the historic 2017 information is not a current signed BS 5837 survey package, tree information relevant to any final tree-sensitive works should be verified against present site conditions and the final construction footprint. Before works that may affect retained trees or their root protection areas proceed, the following matters should be coordinated as appropriate:

- Current tree positions, stem dimensions, canopy spreads and condition relevant to the final works.
- Current root protection areas and other verified arboricultural constraints.
- Final dropped-kerb and footway crossing geometry.
- Final gate position and interface with the existing gated woodland maintenance access.
- Final drainage route, outfall and invert levels, where applicable.
- Existing and proposed levels and construction falls.
- Plant types, weights and access routes.
- Any areas requiring no-dig construction or temporary ground protection.
- Tree protection fencing, exclusion zones and approved storage or welfare areas.

Where required by the final assessment, proportionate current arboricultural documentation should be prepared for the actual construction proposal. This may include a current Tree Constraints Plan, Arboricultural Impact Assessment, Arboricultural Method Statement and Tree Protection Plan where those documents are necessary for the verified works.

Contractors undertaking tree-sensitive works should receive an appropriate site induction identifying relevant protected trees, exclusion areas, approved access routes and stop-work requirements. Any required tree protection fencing or temporary ground protection should be installed before enabling works and maintained for the duration of the relevant works.

8. GROUND PROTECTION, DRAINAGE AND LEVELS

The historic 2017 method statement identified temporary ground protection and low-impact working principles for the earlier access-drive proposal. Those historic construction details should not automatically be applied to the current scheme.

Where current verification identifies that the final works could affect sensitive root areas, the final construction approach should be matched to the actual engineering requirements, plant loads, ground

conditions and current arboricultural advice. Where appropriate, conventional excavation within sensitive root areas should be avoided unless specifically assessed as acceptable.

Surface water from the private side of the access arrangement should be controlled so that it does not discharge onto the public footway or carriageway. Any channel drain or other private drainage feature should be located and constructed to avoid unnecessary root disturbance.

Measured existing levels should be confirmed before final construction details are fixed where levels may affect retained trees. Existing levels within sensitive root areas should be retained wherever feasible, and any raising or lowering of ground in those areas should be avoided unless specifically assessed.

If unexpected roots, previously unrecorded services, unstable ground or any conflict with a protected tree is encountered, works in the affected area should stop. The issue should then be reviewed by the relevant arboricultural consultant and, where necessary, the engineer and Highway Authority before work resumes.

9. OVERALL ARBORICULTURAL CONCLUSION

The current planning proposal comprises the formal vehicular crossing / dropped kerb from Jilley Royd Lane and associated highway works, connecting to the existing gated woodland maintenance access. The existing timber gates are proposed to be repositioned approximately 5 metres back from the rear edge of the public footway to provide vehicle clearance and improve highway safety, subject to Highway Authority requirements.

No tree removal is proposed. The protected woodland is retained. No change of use of the woodland to domestic garden is sought. The current proposal does not include construction, widening, excavation or reconstruction of an access route through the retained woodland.

The 2017 arboricultural information is retained as historic supporting background evidence only. It is not presented as a current signed BS 5837 survey and the historic proposed access-drive construction methodology is not adopted as part of the current planning proposal.

The arboricultural approach is therefore precautionary: retain the trees, minimise the development footprint, avoid unnecessary excavation and level changes, keep drainage away from sensitive root areas where practicable, and apply proportionate current arboricultural controls where verification shows that they are necessary.

10. DOCUMENTS REFERENCED

- Historic 2017 Arboricultural Impact Assessment, BE537.1 Rev B.
- Historic 2017 Arboricultural Method Statement and associated Tree Constraints / Tree Protection information.
- Historic Tree Constraints Plan showing the earlier proposed access drive.
- Current planning drawing package for Woodland adjacent rear of 46 The Fairway, including the proposed vehicular crossing and associated highway works.
- Original dated photographic evidence: 13 September 2018, showing the entrance gates in place.