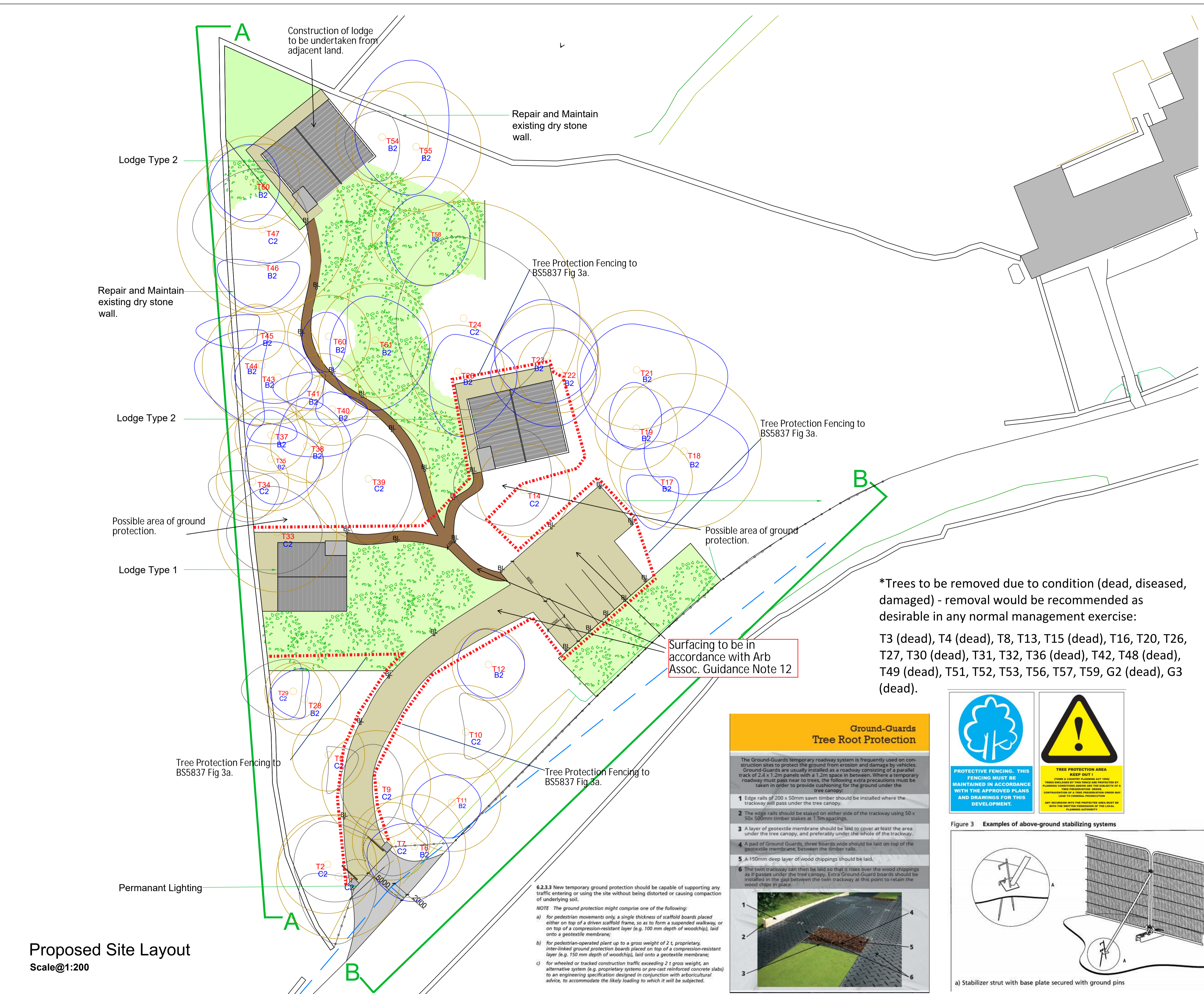


This drawing is to be read in conjunction with all relevant Architect, consultant and specialist drawings and specifications. The Architect is to be notified of any discrepancies before proceeding. Do not scale from this drawing. All dimensions and levels are to be checked on site. This drawing is subject to copyright. All work carried out before Planning and Building Permission has been granted is at the contractor's risk.



- Replanted Landscape Buffer
- Porous Access Roads (Gravel)
- Hard Bound Apron
- Retained Trees
- Porous Bark Paths
- Motion Sensor Wooden Bollard LEDs
-

*Trees to be removed due to condition (dead, diseased, damaged) - removal would be recommended as desirable in any normal management exercise:
 T3 (dead), T4 (dead), T8, T13, T15 (dead), T16, T20, T26, T27, T30 (dead), T31, T32, T36 (dead), T42, T48 (dead), T49 (dead), T51, T52, T53, T56, T57, T59, G2 (dead), G3 (dead).

Tree Protection Plan
 to be read in conjunction with Arboricultural Method Statement.
 Iain Tavendale F.Arbor.A.
 September 2021

Ground-Guards Tree Root Protection

The Ground-Guards temporary roadway system is frequently used on construction sites to protect the ground from erosion and damage by vehicles. Ground-Guards are usually installed as a roadway consisting of a parallel track of 2.4 x 1.2m panels with a 1.2m space in between. Where a temporary roadway must pass near to trees, the following extra precautions must be taken in order to provide cushioning for the ground under the tree canopy:

- 1 Edge rails of 200 x 50mm sawn timber should be installed where the trackway will pass under the tree canopy.
- 2 The edge rails should be staked on either side of the trackway using 50 x 50x 500mm timber stakes at 1.5m spacings.
- 3 A layer of geotextile membrane should be laid to cover at least the area under the tree canopy, and preferably under the whole of the trackway.
- 4 A pad of Ground-Guards, three boards wide should be laid on top of the geotextile membrane, between the timber rails.
- 5 A 150mm deep layer of wood chippings should be laid.
- 6 The twin trackway can then be laid so that it rises over the wood chippings as it passes under the tree canopy. Extra Ground-Guard boards should be installed in the gap between the twin trackway at this point to retain the wood chips in place.

Figure 3 Examples of above-ground stabilizing systems

a) Stabilizer strut with base plate secured with ground pins

6.2.3.3 New temporary ground protection should be capable of supporting any traffic entering or using the site without being distorted or causing compaction of underlying soil.

NOTE The ground protection might comprise one of the following:

- a) for pedestrian movements only, a single thickness of scaffold boards placed either on top of a driven scaffold frame, so as to form a suspended walkway, or on top of a compression-resistant layer (e.g. 100 mm depth of woodchip), laid onto a geotextile membrane;
- b) for pedestrian-operated plant up to a gross weight of 2 t, proprietary, inter-linked ground protection boards placed on top of a compression-resistant layer (e.g. 150 mm depth of woodchip), laid onto a geotextile membrane;
- c) for wheeled or tracked construction traffic exceeding 2 t gross weight, an alternative system (e.g. proprietary systems or pre-cast reinforced concrete slabs) to an engineering specification designed in conjunction with arboricultural advice, to accommodate the likely loading to which it will be subjected.

Proposed Site Layout
 Scale@1:200

Client
Mr Martyn Schofield

Job Title
Brockthorn The Woods
Tosside
Skipton

Drawing Title
Proposed Site Layout with
Dead Trees Removed*

Scale
Various@A1

Date
August 2021

Drawn
TDS

spa
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