

M25 junction 28 improvement scheme

TR010029

9.125 Response to Gardens of Peace comments on ISH3 regarding the NMU Scheme

Rules 5(2)(q)

Planning Act 2008

Infrastructure Planning (Examination Procedure) Rules 2010

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The Infrastructure Planning (Examination Procedure) Rules 2010

M25 junction 28 scheme

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9.125 Response to Gardens of Peace comments on ISH3 regarding the NMU Scheme

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Table of contents

Chapter	Pages
1. Introduction	4

Tables

Table 1.1: Tree survey information for trees impacted by the NMU scheme	11
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Figures

Figure 1.1: Overview plan (Photo source: Google imagery from 2021)	5
Figure 1.2: Point 1 - Looking north east along the A12, just west of the bus stop (Photo source: Google street view from Nov 2020, tree survey undertaken in March 2020)	6
Figure 1.3: Point 2 - Looking south east along the A12, next to the bus stop (Photo source: Google street view from Nov 2020, tree survey undertaken in March 2020)	7
Figure 1.4: Point 3 - Looking south east along the A12, west of the caravan park (Photo source: Google street view from Nov 2020, tree survey undertaken in March 2020)	8
Figure 1.5: Point 4 - Looking south east along the A12, west of the caravan park (Photo source: Google street view from Nov 2020, tree survey undertaken in March 2020)	9
Figure 1.6: Point 5 - Looking south east along the A12, west of the caravan park (Photo source: Google street view from Nov 2020, tree survey undertaken in March 2020)	10

1. Introduction

- 1.1.1 This document provides Highways England's response to the Gardens of Peace Deadline 8 submission regarding their comments on Highways England's Deadline 7 written submission put orally at Issue Specific Hearing 3 (ISH3) (REP8-032) relating to the NMU scheme.
- 1.1.2 This document provides information on the trees likely to be affected the NMU scheme. A tree survey was undertaken in March 2020 by Atkins' arboricultural team in accordance with BS5837:2012 to inform the design of the NMU route.
- 1.1.3 Figures 1.1 to 1.6 provide locations and images of the trees that are affected by the NMU scheme along the A12 eastbound heading towards the junction 28 roundabout. Further details of the trees are also included in Table 1.1.
- 1.1.4 In summary, nine trees need to be removed along the A12 that are located on Transport for London's (TfL) land. One tree near the bus stop may need its lower branches to be removed that overhang the NMU route that is located on Gardens of Peace land. The potential to retain any of these trees is being reviewed as part of a detailed design process. Similarly, the potential to compensate for these losses with new tree planting along the verge is being considered and TfL is to be consulted on this matter.
- 1.1.5 Highways England have contacted TfL to understand if any maintenance work is required to these trees outside of the NMU scheme. TfL has responded and can has explained that notwithstanding the potential loss of trees due to the NMU Scheme, it has no current plans to undertake any maintenance of the tree belt. However, annual tree surveys are undertaken, with the next due shortly, and it is always possible that remedial works may be required, for example if an unsafe tree was identified. It is therefore not possible to guarantee that no works to the tree belt will be necessary that could affect its screening function, but TfL can provide reassurance that no works to the tree belt are planned at the present time.

Figure 1.1: Overview plan (Photo source: Google imagery from 2021)



Figure 1.2: Point 1 - Looking north east along the A12, just west of the bus stop (Photo source: Google street view from Nov 2020, tree survey undertaken in March 2020)



Figure 1.3: Point 2 - Looking south east along the A12, next to the bus stop (Photo source: Google street view from Nov 2020, tree survey undertaken in March 2020)



Figure 1.4: Point 3 - Looking south east along the A12, west of the caravan park (Photo source: Google street view from Nov 2020, tree survey undertaken in March 2020)



Figure 1.5: Point 4 - Looking south east along the A12, west of the caravan park (Photo source: Google street view from Nov 2020, tree survey undertaken in March 2020)



Figure 1.6: Point 5 - Looking south east along the A12, west of the caravan park (Photo source: Google street view from Nov 2020, tree survey undertaken in March 2020)



Table 1.1: Tree survey information for trees impacted by the NMU scheme

Tree no.	Species	Height (m)	Stem diameter (mm)	Branch spread (m)				1st major branch height (m) / Direction	Canopy height	Life stage	Vitality	General observations Structural and/or physiological condition	Preliminary management recommendations	Established remaining contribution	Category grading	Root Protection Area radius
				N	E	S	W									
G035	Norway Maple	5	100	1	1	1	1	N/A	1.8	Y	Fair to good	Planted trees within grassed verge.	No works presently required	10+	C2	1.2
T036	Lime	9	250	4	4	4	4	2	1.5	SM	Good	Tagged tree with upright form, 2m beyond metal palisade fence, no access to base; slightly larger than surrounding vegetation; branches to north cut back to fence line	No works required at time of survey	20+	C2	3.0
T037	Oak	6	320	5	2	5	5	3-N	3	Y	Fair	Growing immediately adjacent to existing hard surface pavement. No obvious direct damage recorded from surface root activity. Small diameter dead wood in lower crown. Crown previously lifted for pavement clearance.	No works presently required	10+	C2	3.8
T038	Hawthorn	6	300 at 1000mm	2	4	4	4	0.5-S	2	M	Good to fair	Tagged 714, 900mm from pavement kerb; old co-dominant stem loss wound, north side; 'faced up' on pavement side; small diameter deadwood	Remove deadwood if adjacent to proposed works	10+	C2	3.6
T039	Sycamore	9	270 + 250	5	4	4.5	6	0.5	2	EM	Fair	150mm from pavement kerb, low crown vitality; crown lifted	No works required at time of survey	20+	C2	4.4
T040	Oak	9	300	6	5	6	2	2-SE	2	SM-EM	Good	150mm from pavement kerb; unsympathetic crown lifting; sub-50mm diameter deadwood in lower crown	No works required at time of survey	20+	B2	3.6
T041	Hawthorn	6	300	3	4	3	3	2	3	M	Good	300mm from pavement kerb; unsympathetic crown lifting and pruning on pavement side	No works required at time of survey	10+	C2	3.6
T042	Oak	8	180	2	4	3	0.5	2	2	SM	Good	500mm from pavement kerb, crown growth suppressed by hawthorn to west	No works required at time of survey	10+	C2	2.2

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