



Oversight and Governance

Chief Executive's Department

Plymouth City Council

Ballard House

Plymouth PL1 3BJ

T 01752 305155

www.plymouth.gov.uk/democracy

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Delegated Decisions

Delegated Executive/Officer Decisions

Notice of call-in for non-urgent decisions must be given to the Democratic Support Team by 4.30 pm on 27 February 2026. Please note – urgent decisions and non-key Council Officer decisions cannot be called in. Copies of the decisions together with background reports are available for viewing as follows:

- on the Council's Intranet Site at <https://modgov/mgDelegatedDecisions.aspx>
- on the Council's website at <https://tinyurl.com/3hwmpzpz>

The decisions detailed below may be implemented on 28 February 2026 if they are not called-in.

Delegated Decisions

I. Councillor John Stephens (Cabinet Member for Strategic Planning and Transport):

I.a. SPT17 25/26 - Kings Road Crossing

(Pages 1 - 94)

EXECUTIVE DECISION

made by a Cabinet Member



REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY BY AN INDIVIDUAL CABINET MEMBER

Executive Decision Reference Number – SPT17 25/26

Decision	
1	Title of decision: 2137351 Kings Road – Pedestrian crossings, road humps and tree removal
2	Decision maker: Councillor John Stephens (Cabinet Member for Strategic Planning and Transport)
3	Report author and contact details: Mike Jones (Senior Traffic Engineer) E. trafficmanagementinbox@plymouth.gov.uk
4	<p>Decision to be taken:</p> <p>I. To install 2 Humped Zebra Crossings and an additional 7 Road Humps along Kings Road.</p> <p>Following consultation, it is proposed that the crossing nearest to the college be relocated further north to align with the position of the proposed pedestrian access into Foulston Park. This adjustment means that no trees will need to be removed to deliver the scheme in this area.</p> <p>The other crossing near Stonehouse Bridge will proceed as originally planned. An additional review into lighting requirements at the crossing has resulted in a revised proposal which removes the need for felling of the London Plane Tree, as advertised. The lighting requirement can be achieved by sensitive maintenance of the tree which could then be sustainably continued.</p> <p>The Road Humps to be constructed as advertised, subject to modification at the northern pedestrian crossing as they are the best design solution to achieve the scheme benefits.</p>
5	<p>Reasons for decision:</p> <p>This proposal is designed to make safer journeys for everyone to and from Foulston Park and its fantastic new facilities.</p> <p>Two humped zebra crossings are being proposed for King's Road.</p> <p>A series of speed humps is also being proposed along this road, which has seen several traffic accidents over the last five years, including two fatal and three serious collisions.</p> <p>The crossings are part of the agreed planning conditions for Foulston Park – a multi-million pound investment into sporting excellence and community wellbeing, delivered through a partnership of Plymouth Argyle, Argyle Community Trust, Plymouth City Council, Plymouth Albion RFC and Devonport Community Leisure Limited (DCLL).</p>

6	<p>Alternative options considered:</p> <ol style="list-style-type: none"> 1. Do Nothing: Rejected because there is a need to increase the safety for both pedestrians and road users in this location. 2. To install the crossing point near the college slightly further south, meaning three trees would need to be removed – this has been rejected following consultation and redesign, please see briefing paper. 																				
7	<p>Financial implications and risks:</p> <p>The costs of the scheme are being funded by the development with the exception of 4 of the road humps which will be funded by Plymouth Highways as a casualty reduction intervention from its Casualty Reduction Budget. Costs are thought to be between £30-40,000 but an allocation of up to £50,000 is available.</p>																				
8	<p>Legal Implications: The proposals have been prepared and consulted upon in accordance with the statutory requirements. All necessary consultation and advertisement processes have been completed, including re- advertisement to ensure compliance with the DEFRA Guidance. All other legislative requirements as set out in section 122 of the Road Traffic Regulation Act 1984 (as amended) have also been considered.</p>																				
9	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th data-bbox="245 1010 724 1106" style="width: 40%;">Is the decision a Key Decision? (please contact Democratic Support for further advice)</th> <th data-bbox="724 1010 815 1106" style="width: 10%;">Yes</th> <th data-bbox="815 1010 938 1106" style="width: 10%;">No</th> <th data-bbox="938 1010 1503 1106" style="width: 40%;">Per the Constitution, a key decision is one which:</th> </tr> </thead> <tbody> <tr> <td data-bbox="245 1106 724 1272">Please type an X into the relevant boxes</td> <td data-bbox="724 1106 815 1272"></td> <td data-bbox="815 1106 938 1272" style="text-align: center;">X</td> <td data-bbox="938 1106 1503 1272">in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total</td> </tr> <tr> <td data-bbox="245 1272 724 1417"></td> <td data-bbox="724 1272 815 1417"></td> <td data-bbox="815 1272 938 1417" style="text-align: center;">X</td> <td data-bbox="938 1272 1503 1417">in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million annually</td> </tr> <tr> <td data-bbox="245 1417 724 1563"></td> <td data-bbox="724 1417 815 1563"></td> <td data-bbox="815 1417 938 1563" style="text-align: center;">X</td> <td data-bbox="938 1417 1503 1563">is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.</td> </tr> <tr> <td data-bbox="245 1563 724 1688">If yes, date of publication of the notice in the Forward Plan of Key Decisions</td> <td colspan="3" data-bbox="724 1563 1503 1688" style="text-align: center;">N/A</td> </tr> </tbody> </table>	Is the decision a Key Decision? (please contact Democratic Support for further advice)	Yes	No	Per the Constitution, a key decision is one which:	Please type an X into the relevant boxes		X	in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total			X	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million annually			X	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.	If yes, date of publication of the notice in the Forward Plan of Key Decisions	N/A		
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		X	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.																		
If yes, date of publication of the notice in the Forward Plan of Key Decisions	N/A																				
10	<p>Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:</p> <p>The Local Transport Plan (LTP) details the transport strategies and policies that the City Council has adopted and will be key in helping the city meet its Corporate Plan priorities, and growth agenda.</p> <p>The project links to the Corporate Plan Priorities of keeping children, adults and communities safe.</p>																				

I 1	Please specify any direct environmental implications of the decision (carbon impact)	The planting of 5 individual trees on the verge on the western side of Kings Road will have a positive environmental impact.		
Urgent decisions				
I 2a	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes		(If yes, please contact Democratic Support (democraticsupport@plymouth.gov.uk) for advice)
		No	X	(If no, go to section I 3a)
I 2b	Reason for urgency:			
I 2c	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
I 3a	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	X	(If no go to section I 4)
I 3b	Which other Cabinet member's portfolio is affected by the decision?	N/A		
I 3c	Date Cabinet member consulted	N/A		
I 4	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes		If yes, please discuss with the Monitoring Officer
		No	X	
I 5	Which Corporate Management Team member has been consulted?	Name	Glenn Caplin-Grey	
		Job title	Strategic Director for Growth	
		Date consulted	04/02/2026	
Sign-off				
I 6		Democratic Support (mandatory)	JS80 25/26	

Sign off codes from the relevant departments consulted:	Finance (mandatory)	DN.25.26.014
	Legal (mandatory)	LS/2960(76)/JP/130226
	Procurement (if applicable)	N/A
	Corporate property (decisions involving Council owned land or facilities) (if applicable)	N/A
	Human Resources (if applicable)	N/A

Appendices

17	Ref.	Title of appendix
	A	Briefing report for publication
	B	Equalities Impact Assessment
	C	Kings Road Overall Traffic Calming Plan
	D	Kings Road Zebra Crossing – Sheet 1
	E	Kings Road Zebra Crossing – Sheet 2
	F	Kings Rd_AIA-AMS Tree Report_150825
	G	Kings Road Tree Removal and Mitigation Proposals
	H	Kings Road Zebra Crossing - North - Original Proposal
	I	Kings Road Zebra Crossing - South-Original Proposal
	J	Original Traffic Calming Consultation Plan
	K	Kings Road 5 Yr Collision Plot
	L	Pedestrian Route to Foulston Park from City College
	M	Road Safety Audit - RSA12 Designers Exception Response - RevA

Confidential/exempt information

18a	Do you need to include any confidential/exempt information?	Yes		If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below. (Keep as much information as possible in the briefing report that will be in the public domain)
		No	X	

Exemption Paragraph Number

		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title:							
Background Papers								
19	<p>Please list all unpublished, background papers relevant to the decision in the table below.</p> <p>Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</p>							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Cabinet Member Signature								
20	<p>I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act (2010) and those who do not. For further details please see the EIA attached.</p>							
Signature			Date of decision	20 th February 2026				
Print Name	Councillor John Stephens (Cabinet member for Strategic Planning and Transport)							

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KINGS ROAD

Briefing Report



1. INTRODUCTION

This report seeks delegated authority to implement new Humped Zebra Crossings and Speed Humps on Kings Road Plymouth.

2. TRAFFIC REGULATION ORDERS REQUIRED

2.1 There are no Traffic Regulation Orders associated with this work; however, the proposal is to install 2 Humped Zebra Crossings and 9 Road Humps along Kings Road.

3. CONSULTATION PROPOSALS

The scheme has arisen from a planning requirement to consider improvement to pedestrian access across Kings Road from both the City College Site and Stonehouse Creek Car Park which are allocated as remote parking sites for Foulston Park which is being constructed at the former Brickfields site to the west of Kings Road.

At the same time, Plymouth Highways were investigating the Casualty Record along Kings Rd. There have been 9 injury collisions on the road between Stonehouse Bridge and Devonport Rd in the previous 5-year period, 5 of which involved inappropriate speed. These included 4 Slight Injuries, 3 Serious and 2 Fatal. Of note are that 2 children were injured, three of the collisions involved motorcycles and that both fatalities were motorcyclists. Two of the serious collisions also involved inappropriate speed resulting in collisions with roadside trees. (See Appendix K for Collision Plot)

An agreement was reached with the developer of Foulston Park to jointly fund the scheme, with Plymouth Highways funding the costs of the road humps up to a value of £50,000 as a casualty reduction intervention.

Initial Crossing Design

The design of the scheme took into account the existing and proposed pedestrian desire lines in the area with a new access into Foulston Park close to City College proposed some 20 metres southwest of the existing pedestrian refuge outside City College.

The position of the proposed crossing was therefore moved to the south of the existing crossing point to align more closely with the proposed new access and further away from the nearby bend. An initial assessment of Street Lighting in the area recommended that 4 trees would need to be felled in order to ensure that the crossings are adequately illuminated. Three Lime Trees close to the Northern Crossing and one London Plane adjacent to the Southern Crossing. In mitigation for the loss of the 4 trees a scheme involving the planting of 19 trees within the public area of the adjacent park has been prepared.

Road Hump Design

In order to address the number of casualties that have been seen along the road it is proposed that the Zebra Crossings would incorporate Speed Tables and that these would be supplemented by full width

sinusoidal road humps spaced appropriately. (Details available in Appendixes C, D and E). Kings Road has a relatively high-quality road surface and a 300m long straight section with good visibility which is attractive for motorcyclists particularly as the road is seen as an alternative to other more congested routes in this area of the City. Factors affecting the choice of Humps rather than Speed Cushions or Enforcement Cameras are :-

- Full width speed humps cannot be avoided by motorcyclists and cars with wider wheelbases as is the case with Speed Cushions
- There are no residences directly fronting the road. Noise and ground born vibrations from humps often make them unpopular with residents. Legitimate objections from Residents would not be an issue in this case.
- Although Buses use the road for School Transport there are no scheduled services routed along it. The choice of 75mm high Sinusoidal Humps allows buses to negotiate the humps at low speed without causing an uncomfortable ride, are more easily negotiated by cyclists than convex road humps but will act as calming features for both Motorcycles and Cars. (See Appendix C D & E)
- The use of enforcement cameras was discounted due to the tree lined nature of the road which would interfere with operation and an estimated cost at least twice that of the road humps scheme

4. STATUTORY CONSULTATION

The scheme required consultation under requirements set out in The Highways Act 1980 section 90C (Road Humps) and section 96A (Tree Removal). Further under the Road Traffic Regulation Act 1984 section 23 (the establishment of a Pedestrian Crossing) notice was required to be given.

The original proposals were initially advertised on 26th November 2025 subject to the above legislation with a closing date of 24th December 2025. Notices were placed on street, in the Herald and on the Plymouth City Council website. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 20th November 2025.

During the advertisement period the Council were questioned about the positioning of the notices. DEFRA Guidance relating to S96A of the Highways Act sets out the process for consultation for the felling of street trees. It was noted that the Guidance advises that Notices should be placed on any trees affected rather than on a Lamp Column next to the tree which is the usual practice with consultation under different legislation. This point was fully accepted by the Council and therefore to fully comply with the Defra guidance a decision was made to restart the consultation on Friday 19th December and extend the consultation period until Friday 23rd January with an additional week added in view of the Christmas Break. Notices were added to each of the trees proposed for removal on 19th December.

4.1 CONSULTATION SUMMARY

A summary of the responses received along with Officer comments is shown below.

The Consultation followed the statutory processes set out in the above legislation and Defra Guidance giving advice on consultation when removal of trees is proposed. All residents of the nearby Rectory Road/Corea Terrace estate were contacted by letter along with the additional consultees listed below.

Shekinah – Kings Rd

Plymouth Petanque – Kings Rd

City College – Kings Rd

Plymouth Albion RFC

Devonport Services Rugby Football Club – Rectory Road

Devonport Community Leisure Ltd - Kings Road

Plymouth University Hospital Trust (Dental school/ Cumberland)

As the consultation dealt with 3 separate but interlinked proposals, the responses have been analysed initially to provide an in favour or against number. However, many of the comments received do refer to a perception that the proposals have been developed because the City Council believes that trees have been responsible for collisions on the road and in particular the 2 fatalities. This is not something that the City Council have ever stated in relation to this proposal.

Plymouth Highways have undertaken a visibility survey at the junction of Rectory Rd and established that there is adequate visibility from the junction to the right (north). There has never been a proposal from Plymouth Highways to remove the trees to the right of the junction to improve visibility.

A total of 52 responses have been received to the consultation of which 21 were residents of either Stoke or Devonport. Eight were in favour and 43 against and one neutral. 42 of those against the proposals cited removal of the trees as their main reason for objection.

Recurring themes were to introduce a 20mph Speed Limit (14/52), Move the Zebra Crossing so trees would not be required to be felled (8/52), the consultation is flawed (5/52) and that trees are not responsible for accidents (13/52).

Comments Received	Officer Comments
The northern Zebra Crossing does not give access to the site	This is incorrect, the route from City College to Foulson Park will be via a new gate to be constructed immediately adjacent to the proposed Zebra Crossing (See Appendix L)
Site the Crossing in a different location	A redesign has taken place which has moved the northern crossing some 20m to the north. This removes the need to fell any of the trees in this location
Other Lighting Solutions have been ignored	Professional advice has been sought regarding the required lighting. A reassessment has indicated that sensitive maintenance of the London Plane adjacent to the Southern proposed crossing will enable it to be sustainably retained.
Impose a 20mph Speed Limit	This is a wide tree lined road with no building frontages. 20mph under these circumstances would not be successful unless heavily traffic calmed or Camera Enforcement was introduced. The effects of the traffic calming

<p>Will the Orchard Trees be accessible to the public</p>	<p>will be monitored after introduction. A lower speed limit may then be appropriate.</p> <p>As there is no longer a requirement to remove any trees the proposal to plant the community orchard in mitigation has now been dropped. Planting of the additional 5 trees also proposed in mitigation is still proposed.</p>
<p>Objects to the scheme because of tree removal</p>	<p>Noted. No trees will now be removed.</p>
<p>Install Speed Cameras instead of Traffic Calming</p>	<p>Cameras would cost at least twice the budget available for the road safety intervention and are difficult to operate on heavily tree lined roads</p>
<p>Trees are not responsible for traffic accidents</p>	<p>Agreed</p>
<p>PCC never listen to consultation responses</p>	<p>Noted</p>
<p>Objection to road humps because they are ineffective, cause vehicle damage and are difficult for Cyclists</p>	<p>The profile of road hump chosen is designed to provide an easier ride for buses and cyclists but will still be successful in reducing the speed of other vehicles. Speed Cushions are often used but can easily be avoided by Motorcyclists and vehicles with larger wheelbases.</p>
<p>Parking narrows the road and makes it dangerous</p>	<p>Kings Road is wide enough to accommodate 2 way traffic and allow for parking on one side. Parking does narrow the road which tends to slow traffic. Its removal would potentially see an increase in speed</p>
<p>Only willing to support the proposals if mature trees are not removed</p>	<p>Noted</p>
<p>Waste of Public Money</p>	<p>Noted</p>
<p>The collision rate is vanishingly small.</p>	<p>Disagree. 2 Fatal Collisions and 3 Serious on a 0.5km section of road makes it one of the poorest performing roads in the City and region.</p>
<p>None of the trees and in the U Category</p>	<p>Agreed</p>
<p>Don't agree to removal of a tree to install a speed hump</p>	<p>No trees will be removed to install speed humps</p>

<p>Pavement on the eastern side of the road is unusable because of trees</p> <p>Build an alternative route for pedestrians</p> <p>Mitigation does not make up for the loss of mature trees</p> <p>Install additional Speed Humps</p> <p>Removal of the trees will speed up traffic.</p> <p>Object because Traffic Calming should be extended to all of the roads around the college</p> <p>Would prefer Camera Enforcement to Traffic calming</p> <p>Safety First</p> <p>Millbridge Scheme did not require removal of Trees.</p> <p>Extend Millbridge Scheme to cover this area</p> <p>The scheme is the bare minimum which should be considered</p>	<p>Noted although there is an alternative route available for pedestrians on Richmond Walk in the Stonehouse Creek Car Park area.</p> <p>The level differences do make this a challenging and potentially expensive project but the idea will be assessed.</p> <p>Noted. No trees will be removed</p> <p>The scheme will be evaluated when introduced. If further features are required these will be considered.</p> <p>Noted. No trees will be removed.</p> <p>Plymouth Highways do not have budgets to treat all areas it might wish and must prioritise its limited resources in areas where they will be most effective.</p> <p>Already addressed in the report.</p> <p>Agreed safety is a priority when reviewing our Highways.</p> <p>The Millbridge Scheme was fortunate in that adequate lighting was available without the need to remove any trees. The vast majority of Pedestrian Crossing Schemes are introduced without the need to remove trees because it is one of the first site issues a designer will look at.</p> <p>The boundaries of the Millbridge Scheme were expanded significantly for the original proposal centred on the crossing point. Funding did not allow for it to be extended beyond its current limits. Whilst this could be considered in future, the logistics involved in extending the Zone toward City College would bring in a large area of streets which would require both signs and Camera Enforcement and costs would far exceed the budgets currently available.</p> <p>Noted</p>
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<p>Trees protect pedestrians</p> <p>Supports removal of tree T2.</p> <p>Reduce Speed Limit to 25mph.</p> <p>Remove more trees between Rectory Rd and the college entrance but keep T2.</p> <p>The consultation is flawed in process and not enough information was given. Some people might not have known about the consultation and unable to take part</p>	<p>Noted</p> <p>No trees will be removed.</p> <p>There is no legal 25mph Speed Limit on public roads in the UK</p> <p>Plymouth Highways has no intention of removing these trees.</p> <p>Relevant legislation has been followed along with regulatory advice regarding consultation on tree removal. However, a review of the process followed has identified areas where the information provided could have been clearer. There have been 52 responses to the consultation and changes to the scheme have now been made and no trees will now need to be removed.</p>
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5. REVISED PROPOSAL

During the consultation period it was established that the new gate into Foulston Park, close to City College, was intended to be an additional access adjacent to the pedestrian Refuge rather than the existing gate to the south as previously thought. This enabled a redesign to be undertaken which has moved the crossing to location of the existing pedestrian refuge.

It also became clear during the consultation that the loss of the trees was not regarded favourably by a large number of respondents and a design review was undertaken resulting in a number of changes.

The revised proposals remove the need fell to any of the trees associated with the scheme with the required visibility to the new Zebra Crossing position from the south achieved through sensitive maintenance of the Lime Tree listed as T2 in Appendix F if required.

In making this assessment, consideration was given to the excellent safety record of the existing uncontrolled pedestrian crossing point with no pedestrian injury collisions reported by the Police associated with the crossing point in the last 10 years, with the tree in situ. It is considered that, with a widened footway, visibility will be improved and that the associated traffic calming on both approaches to the crossing point will mean that approach speeds will be significantly slower than at present.

An additional review into the lighting requirements at the crossing site adjacent to the Stonehouse Creek Car Park has proposed that instead of removal of the London Plane Tree as advertised, the lighting requirement could again be achieved by sensitive maintenance of the tree which could be sustainably continued.

The retention of 4 trees, which were originally proposed to be removed, is as a result design and mitigation proposals that have been incorporated into the scheme design that meet safety requirements but also retain the trees.

Although the scheme will no longer remove any of the trees, the proposed mitigation will not be completely removed with 5 new trees to be planted close to the western side of the road in the publicly accessible area of Foulston Park. The Community Orchard will no longer be planted in association with the scheme.

Plans of amended proposals can be viewed in Appendixes C, D & E to this report and the original proposals in Appendixes H, I and J along with Appendix G, an overall plan showing the proposed locations of the trees to be planted in mitigation although the Community Orchard is no longer proposed.

6. LEGAL CONSIDERATIONS

The lawful implications and consequences of the proposal have been considered and taken into account in the preparation of this report. This includes taking into account the relevant requirements for consultation pursuant to the provisions previously mentioned in this report.

When considering whether to make a traffic order it is the Council's responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 (as amended) that sets out that it is the duty of a local authority, so far as practicable subject to certain matters, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. It is considered that the proposals comply with Section 122 of the Act as they practically secure the safe and expeditious movement of traffic in and around Plymouth and provide for suitable and adequate associated parking facilities.

7. RECOMMENDATIONS

Following consultation, it is proposed that :-

RECOMMENDATION - The crossing nearest to the college be relocated further north to align with the position of the proposed pedestrian access into Foulston Park. This recommendation no longer results in the loss of any trees.

REASON - The crossing point aligns better with the expected pedestrian flow from City College and Foulston Park entrance on King's Road.

This adjustment in the design also responds to a large number of the consultation responses regarding tree removal.

RECOMMENDATION - The crossing near to Stonehouse Bridge will proceed as originally planned.

REASON – An additional review into lighting requirements at the crossing has resulted in a revised proposal which removes the need for the felling of the London Plane Tree, as advertised. The lighting requirement can be achieved by sensitive maintenance of the tree which could then be sustainably continued. This adjustment in the design responds to a large number of the consultation responses regarding tree removal.

RECOMMENDATION - The Road Humps are constructed as advertised subject to minor amendments associated with the new Zebra Crossing location

REASON – This is the best design solution to achieve the scheme benefits.

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EQUALITY IMPACT ASSESSMENT – [KINGS ROAD]

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): The person completing the EIA template.	Amy Neale	Department and service:	Plymouth Highways, Traffic Management	Date of assessment:	04/02/2026
Lead Officer: Head of Service, Service Director, or Strategic Director.	Mike Artherton	Signature:	<i>M. Artherton</i>	Approval date:	04/02/2026
Overview:	<p>This proposal is designed to make safer journeys for everyone to and from Foulston Park and its fantastic new facilities.</p> <p>Two humped zebra crossings are being proposed for King's Road.</p> <p>A series of speed humps is also being proposed along this road, which has seen several traffic accidents over the last five years, including two fatal and three serious collisions.</p> <p>The crossings are part of the agreed planning conditions for Foulston Park – a multi-million pound investment into sporting excellence and community wellbeing, delivered through a partnership of Plymouth Argyle, Argyle Community Trust, Plymouth City Council, Plymouth Albion RFC and Devonport Community Leisure Limited (DCLL).</p>				
Decision required:	<p>I. To install 2 Humped Zebra Crossings and an additional 7 Road Humps along Kings Road.</p> <p>Following consultation, it is proposed that the crossing nearest to the college be relocated further north to align with the position of the proposed pedestrian access into Foulston Park. This adjustment means that no trees will need to be removed to deliver the scheme in this area.</p> <p>The other crossing near Stonehouse Bridge will proceed as originally planned. An additional review into lighting requirements at the crossing has resulted in a revised proposal which removes the need for felling of the London Plane Tree, as advertised. The lighting requirement can be achieved by sensitive maintenance of the tree which could then be sustainably continued.</p> <p>The Road Humps to be constructed as advertised, subject to modification at the northern pedestrian crossing as they are the best design solution to achieve the scheme benefits.</p>				

SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

<p>Potential external impacts:</p> <p>Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?</p>	<p>Yes</p>		<p>No</p>	<p>√</p>
<p>Potential internal impacts:</p> <p>Does the proposal have the potential to negatively impact Plymouth City Council employees?</p>	<p>Yes</p>		<p>No</p>	<p>√</p>
<p>Is a full Equality Impact Assessment required? (if you have answered yes to either of the questions above then a full impact assessment is required and you must complete section three)</p>	<p>Yes</p>		<p>No</p>	<p>√</p>
<p>If you do not agree that a full equality impact assessment is required, please set out your justification for why not.</p>	<p>No adverse impact anticipated.</p>			

SECTION THREE: FULL EQUALITY IMPACT ASSESSMENT

<p>Protected characteristics (Equality Act, 2010)</p>	<p>Evidence and information (e.g. data and consultation feedback)</p>	<p>Adverse impact</p>	<p>Mitigation activities</p>	<p>Timescale and responsible department</p>
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<p>Age</p>	<p>Plymouth</p> <ul style="list-style-type: none"> • 16.4 per cent of people in Plymouth are children aged under 15. • 65.1 per cent are adults aged 15 to 64. • 18.5 percent are adults aged 65 and over. • 2.4 percent of the resident population are 85 and over. <p>South West</p> <ul style="list-style-type: none"> • 15.9 per cent of people are aged 0 to 14, 61.8 per cent are aged 15 to 64. • 22.3 per cent are aged 65 and over. <p>England</p> <ul style="list-style-type: none"> • 17.4 per cent of people are aged 0 to 14. • 64.2 per cent of people are aged 15 to 64. • 18.4 per cent of people are aged 65 and over. <p>(2021 Census)</p>	<p>No adverse impact anticipated</p>		
-------------------	---	--------------------------------------	--	--

<p>Care experienced individuals</p> <p>(Note that as per the Independent Review of Children's Social Care recommendations, Plymouth City Council is treating care experience as though it is a protected characteristic).</p>	<p>It is estimated that 26 per cent of the homeless population in the UK have care experience. In Plymouth there are currently 7 per cent of care leavers open to the service (6 per cent aged 18-20 and 12 per cent of those aged 21+) who are in unsuitable accommodation.</p> <p>The Care Review reported that 41 per cent of 19-21 year old care leavers are not in education, employment or training (NEET) compared to 12 per cent of all other young people in the same age group.</p> <p>In Plymouth there are currently 50 per cent of care leavers aged 18-21 Not in Education Training or Employment (54 per cent of all those care leavers aged 18-24 who are open to the service).</p> <p>There are currently 195 care leavers aged 18 to 20 (statutory service) and 58 aged 21 to 24 (extended offer). There are more care leavers aged 21 to 24 who could return for support from services if they wished to.</p>	No adverse impact anticipated		
<p>Disability</p>	<p>9.4 per cent of residents in Plymouth have their activities limited 'a lot' because of a physical or mental health problem.</p> <p>12.2 per cent of residents in Plymouth have their activities limited 'a little' because of a physical or mental health problem (2021 Census)</p>	No adverse impact anticipated		

Gender reassignment	0.5 per cent of residents in Plymouth have a gender identity that is different from their sex registered at birth. 0.1 per cent of residents identify as a trans man, 0.1 per cent identify as non-binary and, 0.1 per cent identify as a trans women (2021 Census).	No adverse impact anticipated		
Marriage and civil partnership	40.1 per cent of residents have never married and never registered a civil partnership. 10 per cent are divorced, 6 percent are widowed, with 2.5 per cent are separated but still married. 0.49 per cent of residents are, or were, married or in a civil partnerships of the same sex. 0.06 per cent of residents are in a civil partnerships with the opposite sex (2021 Census).	No adverse impact anticipated		
Pregnancy and maternity	The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total fertility rate (TFR) for Plymouth in 2021 was 1.5.	No adverse impact anticipated		

Race	<p>In 2021, 94.9 per cent of Plymouth's population identified their ethnicity as White, 2.3 per cent as Asian and 1.1 per cent as Black (2021 Census)</p> <p>People with a mixed ethnic background comprised 1.8 per cent of the population. 1 per cent of the population use a different term to describe their ethnicity (2021 Census)</p> <p>92.7 per cent of residents speak English as their main language. 2021 Census data shows that after English, Polish, Romanian, Chinese, Portuguese, and Arabic are the most spoken languages in Plymouth (2021 Census).</p>	No adverse impact anticipated		
Religion or belief	<p>48.9 per cent of the Plymouth population stated they had no religion. 42.5 per cent of the population identified as Christian (2021 Census).</p> <p>Those who identified as Muslim account for 1.3 per cent of Plymouth's population while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2021 Census).</p>	No adverse impact anticipated		
Sex	51 per cent of our population are women and 49 per cent are men (2021 Census).	No adverse impact anticipated		
Sexual orientation	88.95 per cent of residents aged 16 years and over in Plymouth describe their sexual orientation as straight or heterosexual. 2.06 per cent describe their sexuality as bisexual, 1.97 per cent of people describe their sexual orientation as gay or lesbian. 0.42 per cent of residents describe their sexual orientation using a different term (2021 Census).	No adverse impact anticipated		

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	No adverse impact anticipated		

SECTION FIVE: OUR EQUALITY OBJECTIVES

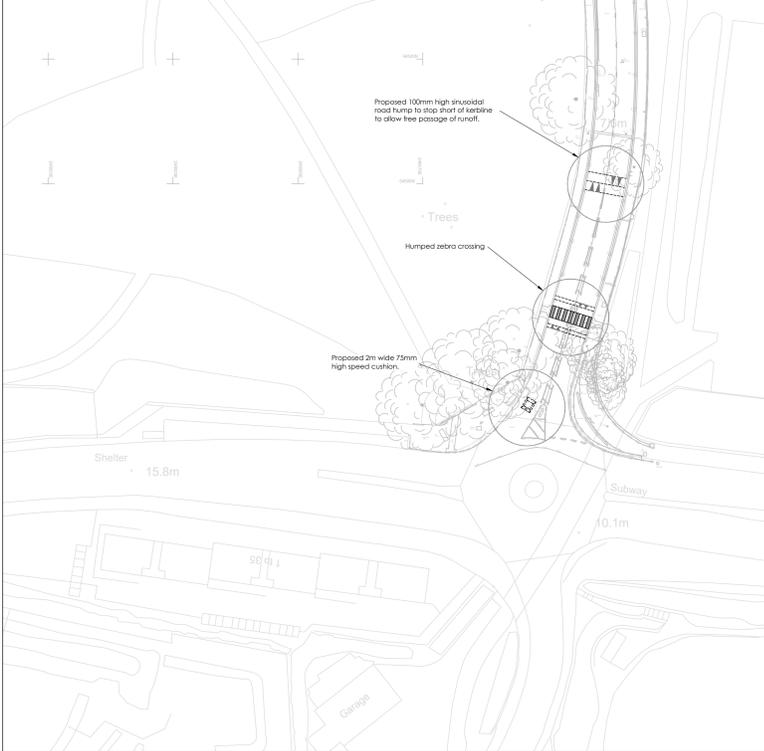
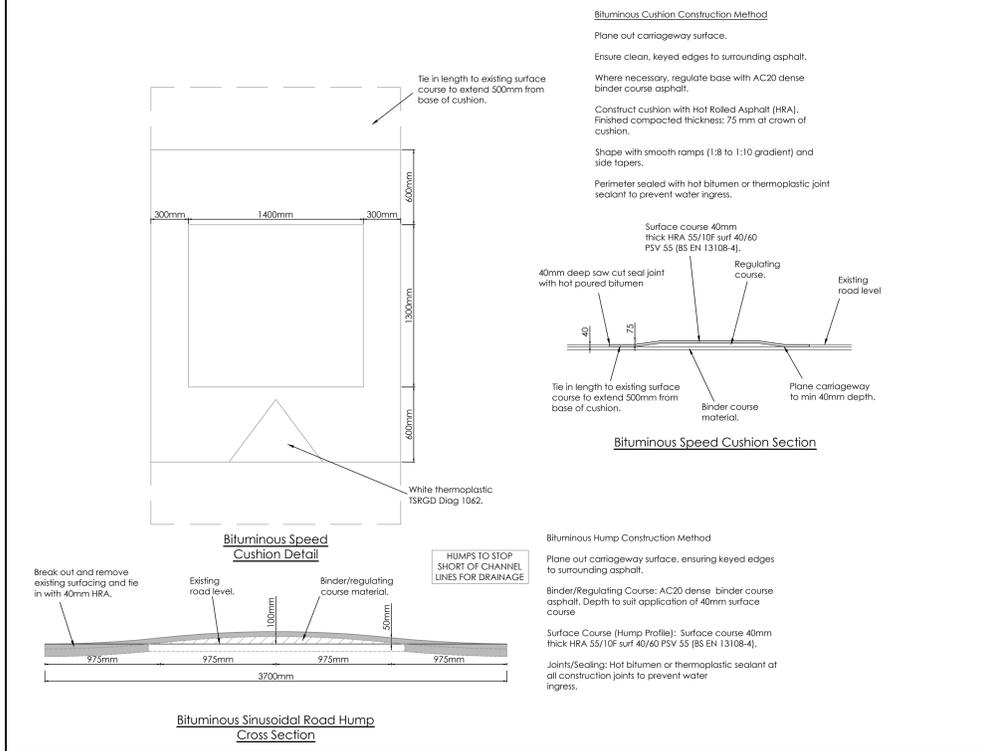
Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
Work together in partnership to: <ul style="list-style-type: none"> ▪ promote equality, diversity and inclusion ▪ facilitate community cohesion ▪ support people with different backgrounds and lived experiences to get on well together 	No adverse impact anticipated		
Give specific consideration to care experienced people to improve their life outcomes, including access to training, employment and housing.	No adverse impact anticipated		
Build and develop a diverse workforce that represents the community and citizens it serves.	No adverse impact anticipated		
Support diverse communities to feel confident to report crime and anti-social behaviour, including hate crime and hate incidents, and work with partners to ensure Plymouth is a city where everybody feels safe and welcome.	No adverse impact anticipated		

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NOTES:
 1. DO NOT SCALE from this drawing as liable to distort
 2. This drawing is to be read in conjunction with all other relevant Engineers, Architects and Specialist drawings and specifications
 3. Any variations with line, level or specification of the proposed works should be reported to the Engineer prior to commencement!

KEY:
 ○ Works associated with Brickfields development
 ○ Additional traffic calming works for PCC



Revisions:
 P05 12/01/26 Northern crossing location amended BK/DJR
 P04 21/10/25 Northern crossing updated BK/DJR
 P03 30/09/25 Additional humps detail added BK/DJR
 P02 20/08/25 Road humps ahead sign added BK/DJR
 P01 19/08/25 Initial issue BK/DJR
 Rev: Date Description Drawn/Checked

Drawing revision denotes the following stages: P - Preliminary, F - Tender, C - Construction, R - Record/As Built.

PRELIMINARY

Civil & Structural Chartered Engineers
 Sands
 Hems Court, Longbrook Street, Exeter, Devon, EX4 6AP
 T: 01392 421600
 sands@sandsconsultants.co.uk
 www.sandsconsultants.co.uk



Client: **PROPOSED DEVELOPMENT AT LOCATION TOWN/CITY COUNTY**

Drawing Title: **KINGS ROAD OVERALL TRAFFIC CALMING PLAN**

Scale/Size: 1:500/A0 Date: August 2025

Drawn: Ben Kennell Checked: David Rowe

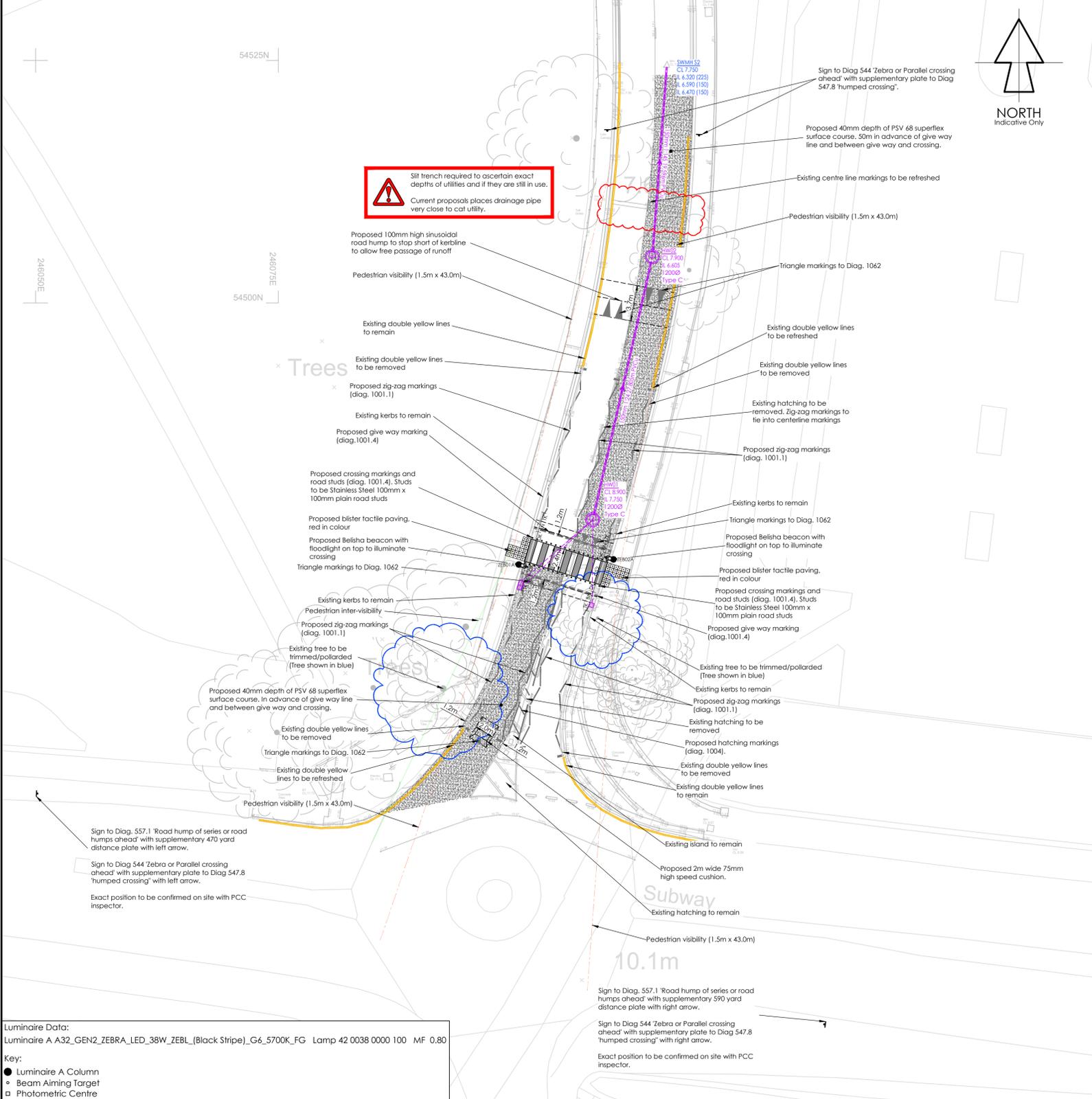
Sands Project No.: 2023.098 Client Project No.: -

Drawing No.: 2110 Revision: P05

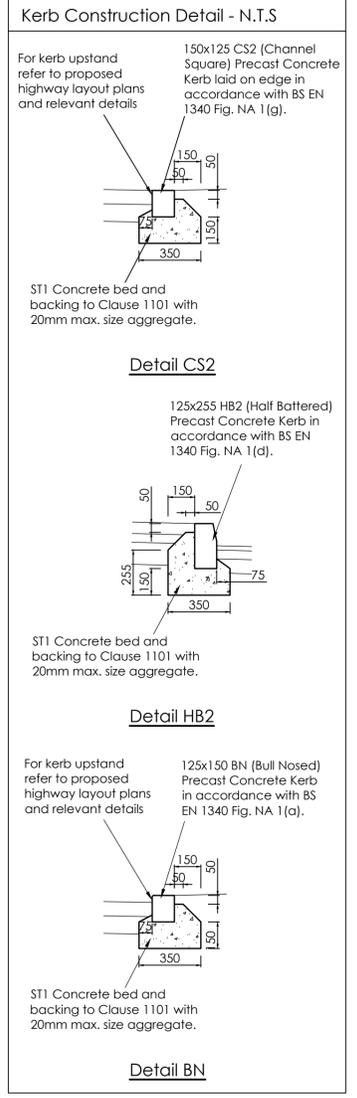
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Section 171 - Zebra Crossing Layout - 1:250



- NOTES:
- DO NOT SCALE from this drawing as liable to distort
 - This drawing is to be read in conjunction with all other relevant Engineers, Architects and Specialists drawings and specifications
 - Any variations with line, level or specification of the proposed works should be reported to the Engineer prior to commencement
- KERB LEGEND:
- HB2 Half Battered kerb type HB2 with 125mm upstand.
 - CK Conservation Kerb type.
 - BN Bull Nosed Kerb type BN with 50mm upstand
 - CS2 Square Channel kerb type CS2 with 0mm upstand.
 - TK Transition kerb type TK.
 - DK Dropper kerb type DK.



Luminaire Data:
Luminaire A A32_GEN2_ZEBRA_LED_38W_ZEBL_(Black Stripe)_G6_5700K_FG Lamp 42 0038 0000 100 MF 0.80

Key:
● Luminaire A Column
◦ Beam Aiming Target
□ Photometric Centre

Zebra Crossing Location Plan - 1:1250



Rev	Date	Description	By/Chk
P08	12/01/25	Updated following PCC comments	8K/DJR
P07	04/11/25	Updated following PCC comments	8K/DJR
P06	20/10/25	Updated following PCC comments	8K/DJR
P05	29/09/25	PSV 68 note updated	8K/DJR
P04	20/08/25	S278 reference amended to S171	8K/DJR
P03	19/08/25	Tree removal note amended	8K/DJR
P02	15/08/25	Updated following on site meeting	8K/DJR
P01	18/10/24	Initial issue	8K/DJR
Rev	Date	Description	8K/DJR

Drawing revision denotes the following stages: P - Preliminary, T - Tender, C - Construction, R - Record/As Built.

PRELIMINARY

Civil & Structural Chartered Engineers
Hems Court, Longbrook Street
Exeter, Devon, EX4 6AP
T. 01392 421600
sands@sands-consultants.co.uk
www.sands-consultants.co.uk

Sands
Est. 1991



Client
PROPOSED DEVELOPMENT AT BRICKFIELDS ACADEMY PLYMOUTH DEVON

Drawing Title
KINGS ROAD ZEBRA CROSSING - SOUTH

Scale/Size	Date
AS SHOWN/A1	October 2024
Drawn	Checked
Ben Kennell	David Rowe
Sands Project No.	Client Project No.
2023.098	-
Drawing No.	Revision
2103	P08

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Marcus Foster

Arboricultural Design & Consultancy

BA (Hons) | NDArb | Techcert (AA) | MArborA

Arboricultural Survey Impact Assessment & Method Statement Report (BS5837:2012)

Site

Kings Road
Devonport
Plymouth

Client

Plymouth Argyle Football Club

Date of Report:

August 2025

Report Reference:

AIA/MF/0140/25

Report Prepared by:

Marcus Foster
BA (Hons) NDArb. TechCert (AA) MArborA



Marcus Foster
Arboricultural Design & Consultancy
Tel: + 44 (0) 7812 024 070
mail@marcus-foster.com
www.marcus-foster.com

Contents

1. Instructions
2. Introduction
3. Survey methodology
4. Survey Limitations
5. Tree Survey Summary
6. Arboricultural Impact Assessment
7. Arboricultural Method Statement
8. Communication Monitoring & Compliance
9. Tree Works Schedule

Appendices

- A: Tree Survey*
- B: Tree Survey Plans: DWG T001-T003*
- C: Tree Survey Photographs*
- D: Tree Protection Notice*
- E: Tree Protection Fencing Specifications*
- F: References*

1.0 Instructions

1.1 This report has been commissioned by Kings Road, Devonport, Plymouth to survey, assess and provide an Arboricultural Impact Assessment and Method Statement for the trees sited within close proximity of proposed highway works at Kings Road, Devonport, Plymouth.

2.0 Introduction

2.1 A site visit was conducted on 11th August 2025 to survey and assess the trees. The weather at the time of inspection was mild with trees in the late growing season.

2.2 The tree survey, report and recommendations have been compiled for the 26 no. trees (T1-T26) assessed within the site and neighbouring sites where relevant.

2.3 The details of the subject trees are set out in the Tree Survey Schedule within *Appendix A*. The trees were surveyed on the date and time shown above and the tree survey assessment information for the tree describing size, condition and surroundings are found within this appendix.

2.4 The trees located within the site are shown in tree survey drawings T001-T003, *Appendix B*, and these correspond to the tree survey results table, *Appendix A*. Photographs of the trees can also be found in *Appendix C*.

2.5 This report and the opinions within it have been produced by Marcus Foster, a qualified arboriculturist and Professional Member of the Arboricultural Association with over 25 years experience and holding a National Diploma in Arboriculture, the Arboricultural Association's Technicians Certificate, Professional Tree Inspection Certificate (LANTRA) as well as a degree in History and Society. Work experience within the industry includes work as a Contracts Manager for an Arboricultural Association Approved Company, a Local Authority Tree Preservation Officer and an independent Arboricultural Consultant. As a consultant many of projects undertaken are in the inner London Boroughs of Islington, Hackney, Westminster, Camden, Southwark and RBKC, making Marcus Foster familiar with the most recent requirements of development and constraints on urban trees.

3.0 Survey Details and Scope

3.1 The tree survey included the 26 no. trees (T1-T26) as shown in the survey, *Appendix A*, and also highlighted on the site plans, *Appendix B*.

3.2 The following information was recorded for each tree and is shown in the Tree Schedule included in *Appendix A*:

- Number: an identity number which cross-references locations shown on the plan in *Appendix A* with the schedule in *Appendix B*.
- Species: listed by common names
- Tree Height: height in metres (m)
- Tree Spread: spread in metres (m)
- Stem diameter: measured in millimetres (mm) and taken at 1.5m above ground level
- Age Class: Y (young); EM (early-mature); M (mature); OM (over-mature)
- Vigour: G (good); F (fair); P (poor); D (dead)
- Structural Condition: G (good); F (fair); P (poor); D (dead)
- General Condition Specific comments relating to each tree
- Estimated Remaining Contribution (years)
- BS5837 Category Grading
- Protection Distance m² Area (where applicable – BS5827: 2012)
- Protection Distance Radius (where applicable – BS5827: 2012)

3.3 Information recorded in the tree survey, *Appendix A* is expanded in the report findings and preliminary recommendations have been made in *Section 5*.

3.4 Findings as shown within *Appendix A* and assessed within *Section 5* are also highlighted within *Appendix B* which incorporates the Tree Constraints Plan (TCP) - drawing T002 addressing areas where arboricultural solutions are required. The Tree Protection Plan (TPP) - drawing T003 provides outline tree protection measures.

4.0 Survey Limitations

4.1 No soil excavations have been carried out.

4.2 This report only considers the trees and conditions at the time of inspection. As the inspection was only visual no guarantee can be given concerning the condition of the wood at present in any of the trees inspected and furthermore that no future problems or deficiencies may arise.

4.3 The survey has been undertaken as a survey of the trees without prior influence of the development and implicating factors.

4.4 No invasive tools were used during this site survey.

4.5 It should be noted that vegetation including shrubs within this / the neighbouring sites have not been included in the survey as none were within close or relevant proximity .

4.6 The survey has been undertaken from within the site only.

4.7 No additional documentation unrelated to the property or development has been referred to for the trees or the property for the compilation of this report.

5.0 Tree Survey Summary

5.1 The trees have been surveyed in accordance with BS5837: 2012 'Recommendations for trees in relation to construction' (BS5837: 2012) and have been rated as follows:

Category 'A' trees

Trees of high quality with an estimated remaining life expectancy of at least 40 years. Trees have been categorised as 'A' trees for one of the following reasons:

- Mainly arboricultural qualities
- Mainly landscape qualities
- Mainly cultural values including conservation

Within the Site Plan (Appendix B) those trees rated as 'A' category trees have a **green** outline as denoted within the site plan key / survey.

T9, T22, T23, T26

Category 'B' trees

Trees of moderate quality with an estimated remaining life expectancy of at least 20 years. Trees have been categorised as 'B' trees for one of the following reasons

- Mainly arboricultural qualities
- Mainly landscape qualities
- Mainly cultural values including conservation

Within the Site Plan (Appendix B) those trees rated as 'B' category trees have a **blue** outline as denoted within the site plan key.

T1, T6, T8, T10, T11, T15, T19, T20, G21, T24, T25

Category 'C' trees

Trees of low quality with an estimated remaining life expectancy of at least 10 years or young trees with a stem diameter below 150mm. Trees have been categorised as 'C' trees for one of the following reasons

- Arboricultural qualities - unremarkable trees of very limited merit
- Mainly landscape qualities
- Trees with no material conservation or cultural value

Within the Site Plan (Appendix B) those trees rated as 'C' category trees have a **grey** outline as denoted within the site plan key.

T2, T3, T4, T5, T7, T12, T14, T16, T17, T18,

Category 'U' trees

Trees in such a condition that they cannot realistically be retained as living trees in the context of the current land use for longer than 10 years. Within the Site Plan (Appendix B) those trees rated as 'U' category trees have a **red** outline as denoted within the site plan key.

T13

5.2 The trees have been surveyed taking into account condition, general health and form without the development process influencing the survey. In addition they have also been surveyed taking account of amenity value that is offered in relation to both the landscape and surrounding buildings and streetscape. This report outlines the impact that the proposed development will have on the overall treescape and landscape; it provides recommendations to ensure that long-term amenity value for the area is retained.

5.3 The report has been written with close reference to the British Standard Guidance, British Standard 5837: 2012 'Recommendations for trees in relation to construction' (BS5837: 2012), which addresses the juxtaposition between trees and structures. The Arboricultural Impact Assessment highlights areas where the trees will require protection which should be addressed within the Arboricultural Method Statement (AMS) and/or Tree Protection Plan (TPP) specific to the site and proposed scheme, and corroborating with all construction and landscape method statements as relevant.

5.4 The report specifies precautions which shall be taken when working close to retained trees. Important terms include:

Root Protection Area (RPA)

The area defined as requiring protection from development from retained trees within BS5837 (2012). Using a calculation provided within BS5837 a radius distance is provided based on a measurement of the main stem taken at 1.5m height.

Construction Exclusion Zone (CEZ)

This is the RPA where no construction activity should occur and damage is prevented by either installing fencing to restrict access or installing ground protection that allows limited access above the ground, while protecting the rooting environment below.

Due to site constraints and the encroaching nature of development for an area within the RPA outside the CEZ where works are proposed, works must be carried out with care to minimise any impact on the tree rooting environment.

Tree Protection Plan (TPP)

The document which defines the extent and methodology of tree protection for the entire development process. This should be referred to AT ALL TIMES by the principal contractor and shall ensure safe protection of all retained trees on site.

Precautionary Area

An area where works must be undertaken with direct consultation with methodology as specified within the AMS report and / or scheme of Arboricultural supervision

6.0 Arboricultural Impact Assessment

Site Overview

6.1 The 26 no. trees (T1-T26) are located as follows:

T1-T26:

Kings Road Devonport, Plymouth, PL1

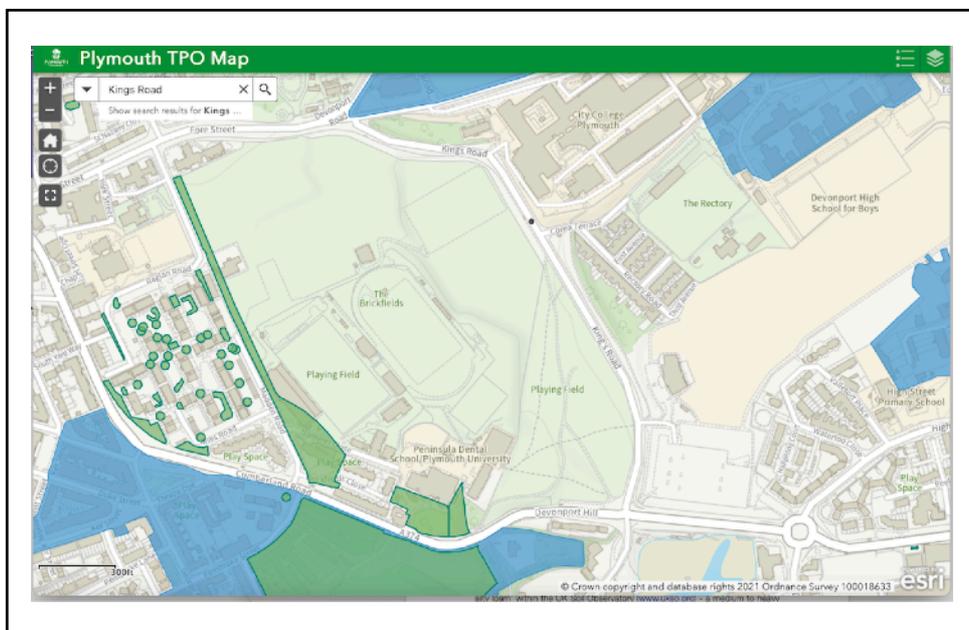
6.2 The following statutory checks have been made for the site:

LOCAL PLANNING AUTHORITY
Plymouth City Council

CONSERVATION AREA STATUS
N/A

TREE PRESERVATION ORDER (TPO) STATUS
N/A

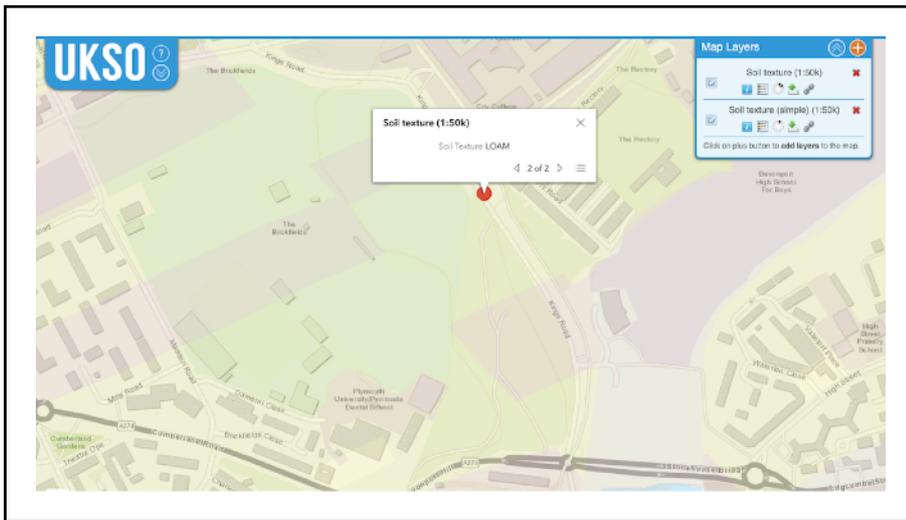
6.3 The site location and absence of statutory protection due to trees being within the public realm is confirmed as below:



Extract from:

<https://plymcc.maps.arcgis.com/apps/webappviewer/index.html?id=f540c8258f1d4f39bb50e37fbd9cc526>

6.4 The underlying soil to this area is classified as 'loam' and 'clayey loam to silty loam' within the UK Soil Observatory (www.ukso.org) - a medium to heavy soil mix. The presence of a clay element within the soil is significant in terms of both tree protection and foundation design. Clay soils can experience substantial volume changes when vegetation extracts moisture from the ground they are also prone to compaction when wet; the soil is deemed as being of medium to heavy texture with greater susceptibility to compaction and volumetric change. Any foundations should also be designed in accordance with the recommendations contained within NHBC Chapter 4.2 (National House Building Council, 2010) and should account for the possibility of both subsidence and heave. The soil profile is confirmed as below:



Extract from Soil Observatory - 24/09/23 - www.ukso.org

6.5 The site comprises the public highway where highway updates shall be made; comprising the north and south section of Kings Road:



6.6 Development proposals are for

Public highway updates incorporating tree removal to facilitate road safety updates

6.7 For the purposes of this report, reference has been made to the following plans for the proposed development:

Topographical Survey

25-3772-001-002 Topographical Survey - Project Zeus, Plymouth

25-3772-UT01_04 - Utility Survey - Project Zeus

Sands

6.8 The summary of arboricultural impact which shall be assessed is as follows:

- Loss of 1 no. B Category tree: T5, T24
- Loss of 3 no. C Category trees - T2, T4
- Potential compaction and damage of the retained trees in relation to the highway update works
- Potential damage to canopies of the retained trees surrounding the site during highway update works
- The use of and storage of materials and chemicals on site within close proximity of the trees
- Impact of development upon trees via future occupancy / updated usage of the site
- Replacement tree planting strategy

6.9 The trees and the impact from the proposed development are evaluated within this section to determine overall arboricultural impact from the proposed development. Where trees are retained the Root Protection Area (RPA) for each tree is evaluated in relation to proposed development works. The following is assessed within this section:

- (i) Where tree protection measures are deemed appropriate these are highlighted
- (ii) Mitigation for tree loss where trees are proposed for removal

6.10 Reference is also made to the Local Authority's Local Plan and wider relevant policy:

(i) Plymouth & South West Devon Local Plan 2014 - 2034 (Adopted 2019)

Specifically Policy GR06 Delivering Plymouth's natural network, which states as follows:

The City will ensure that the natural environment is fully considered and embedded in the delivery of the city's vision for growth. The Natural Network will consist of a functional network of green and blue spaces that support a high quality of life for communities as well as providing an attractive environment for investment, space for nature to thrive and increased resilience to the impacts of climate change.

(ii) PSWD JLP Supplementary Planning Document (2021)

Specifically Trees, woodlands and hedgerows (DEV28) states as follows

The LPAs expect all applications to adhere to the mitigation hierarchy in relation to trees: Avoid loss; Mitigate; Compensate; and, Enhance.

(ii) Plymouth's Plan for Trees (Plymouth City Council)

(iii) National Planning Policy Framework February 2019 Ministry of Housing, Communities and Local Government

Arboricultural Impact Assessment

Tree Survey Overview

6.11 The trees sited within the subject site are of the following species:

Acer pseudoplatanus (Sycamore)
Platanus x acerifolia (London plane)
Pinus sylvestris (Scots pine)
Tilia europaea (Common lime)
Ulmus procera (English Elm)

6.12 The general condition of the 26 no. trees (T1-T26) is summarised below as follows:

TREE SURVEY CONDITION SUMMARY			
Tree No.	Common Name	BS5837 Category	Summary of Condition
T1	Common lime	B	Previously pollarded; lapsed 5 yrs +
T2	Common lime	C	Vehicular damage to base; limited lifespan. Poor location of tree in relation to curbstone directly to west
T3	Scots pine	C	Off site; low growth extending within highway
T4	Common lime	C	Pollarded; limited branch framework. Poor location of tree in relation to curbstone directly to west
T5	Common lime	C	Pollarded; limited branch framework. Poor location of tree in relation to curbstone directly to west
T6	Common lime	B	Previously crown reduced, lapsed managed 5 years plus. Poor location of tree in relation to curbstone directly to west
T7	Common lime	C	Pollarded; limited branch framework. Poor location of tree in relation to curbstone directly to west
T8	Common lime	B	Previously crown reduced, lapsed managed 5 years plus Poor location of tree in relation to curbstone directly to west
T9	Elm	A	Mature form; excellent specimen for species with limited pruning history
T10	Common lime	B	Good form. Previously crown reduced, lapsed managed 5 years plus. Poor location of tree in relation to curbstone directly to east

T11	Common lime	B	Previously crown reduced, lapsed managed 5 years plus. Poor location of tree in relation to curbstone directly to west
T12	Elm	C	Poor specimen; limited lifespan
T13	Elm	U	Tree is dead
T14	Elm	C	Poor specimen; limited lifespan
T15	Common lime	B	Limited pruning history except being crown lifted. Good form.
T16	Elm	C	Supressed tree; limited form
T17	Elm	C	Supressed tree; limited form
T18	Common lime	C	Declining form. Crown reduced. Limited lifespan
T19	Common lime	B	Previously reduced, lapsed 5 years +. Crown lifted
T20	Common lime	B	Previously reduced, lapsed 5 years +. Crown lifted
G21	Sycamore	B	Off site multi-stem grouping
T22	London plane	A	Early mature form; developed crown. Low growth developing
T23	London plane	A	Early mature form; developed crown. Low growth developing
T24	London plane	B	Early mature form; developed crown. Low growth developing. Dead section
T25	London plane	B	Early mature form; developed crown. Low growth developing
T26	London plane	A	Early mature form; developed crown. Low growth developing, lifted over highway

Summary photographs are shown within Appendix C and highlight key attributes of the trees and their wider setting.

Arboricultural Impact Assessment - Trees Retained

6.13 For those trees surveyed within close proximity the potential impacts for the trees surveyed are as follows:

- (i) For tree T19 & T25, drop kerb works within close proximity of trees northern RPA
- (ii) For tree T19 remedial tree works to facilitate update / include site visibility
- (iii) Development / construction site activities where incurring within or within close proximity of all retained trees - including:
 - General development site activities including storage of spoil / materials / chemicals
 - Use of heavy machinery, welfare, site offices and installation of utilities / drainage, not exhaustive of other practice
 - Welfare

6.14 Protection of all retained trees is justified based on the following:

- (i) Application of general tree protection measures for development process for all trees
- (ii) Application of site specific tree protection measures for development process including Precautionary Areas highlighted as requiring further protective measures
- (iii) Tree works where deemed relevant are restoring cyclical pruning regimes / undertaking general management works in accordance with BS3998: 2010 - Tree Work - Recommendations. Works are applicable for:
 - T3: Scots pine
 - T20: Common lime

6.15 The following tree protection measures shall be applied as specified within Section 6, AMS and the TPP which shall mitigate against any potential damage ensuring all trees remain protected:

- (i) **TREE PROTECTION FENCING**
Fencing to create Construction Exclusion Zones as shown within the AMS & TPP

(ii) GROUND PROTECTION

Ground protection for RPA area exposed to construction works shall be implemented as shown within the AMS & TPP or as required during development process

(iii) PRECAUTIONARY AREA

For the precautionary area for those retained trees where site features extend within the RPA, proposed updates shall be carried out in accordance with tree protection measures as outlined within the AMS

(iv) PROTECTION FROM SITE STORAGE, INFRASTRUCTURE & WELFARE

Site storage, mixing of chemicals and site welfare shall be sited outside of the RPA of retained trees

(v) FACILITATIVE TREE WORKS

Minor pruning works set out within Tree Works Schedule

Arboricultural Impact Assessment - Tree Removal

6.16 The proposed development requires loss of the following trees:

- B Category tree:
T24, London plane

- C Category trees:
T2, Common lime
T4, Common lime
T5, Common lime

6.17 The tree removal shall be mitigated with a robust replacement tree planting scheme which will deliver enhanced canopy cover within Plymouth City Council. In accordance with the PSWD JLP Supplementary Planning Document, mitigation for tree removal shall be achieved by delivering the following no. of replacements:

Trunk diameter of tree lost to development (cms) (cm measured at 1.5m above ground level)	No. of replacement trees
Less than 15	0-1
15 - 19.9	1
20 - 29.9	2
30 - 39.9	3
40 - 49.9	4
50 - 59.9	5
60 - 69.9	6
70 - 79.9	7
80+	8

Extract from
PSWD JLP Supplementary Planning Document (2021)

6.18 In accordance with the policy, the following no. of replacements shall be applicable for each tree removed

- T2 (58cm diameter): 5 no. trees
- T4 (48cm diameter): 4 no. trees
- T5 (42cm diameter): 4 no. trees
- T24 (60cm diameter): 6 no. trees

TOTAL: 19 no. trees to mitigate for removed trees

6.19 The tree removals are of trees which offer the following constraints within the public realm / highway setting:

T2 - Common lime

Limited lifespan based on previous vehicular damage to base of tree with *Kretzschmaria deusta*¹ fruiting bodies as identified during survey confirming limited lifespan of tree

T4 - Common lime

Poorly sited with buttress abutting the curb to west with interaction between carriageway and tree likely in the future. Tree with diminished form being heavily pollarded with limited branch framework

T5 - Common lime

Poorly sited with buttress abutting the curb to west with interaction between carriageway and tree likely in the future. Tree with diminished form being heavily pollarded with limited branch framework

T24 - London plane

Tree with previous management. Of the 4 no. London plane trees to the south west corner of Kings Road, tree T24 is the poorest specimen with dead central leader

These attributes and constraints further justify the tree removal which shall enable a safer road environment in relation to general road traffic conditions and the potential increase in highway and pedestrian traffic which shall likely occur from proposed works at the Brickfields recreation ground.

6.20 The tree planting strategy shall mitigate for those trees removed by providing as follows:

- Tree replacement proposals as mitigation to provide greater than 1:1 ratio of replacement
- 19 no. newly planted trees which will be a mix of native & non native species with varying species to provide diversity
- Mix of medium to large canopy species trees
- Right tree right place mantra adopted in accordance with the Plymouth Tree Plan

¹ *Kretzschmaria deusta* fruiting bodies at the base. The identified fungus is a simultaneous 'soft rot' which in advanced stages, can as described within Fungi on Trees, Watson, G. & Green, T. (Arboricultural Association, 2011)

6.21 All replacement plantings shall incorporate a species mix in accordance with the following:

- Climate change resilience
- Pest and disease resilience
- Implementation of scheme to BS8545 (Trees: From Nursery to Independence in the Landscape, 2014)
- Aftercare and establishment programme

Summary of Arboricultural Impact

6.22 The proposed development requires tree protection measures and mitigation for the implementation of development as follows:

Tree Protection applicable to the following trees:

All 'A', 'B' and 'C' category trees where retained

Mitigation applicable for the removal of the following trees:

- 1 no. 'B' category tree
 - T24, London plane
- 3 no. 'C' category trees
 - T2, Common lime
 - T4, Common lime
 - T5, Common lime

6.23 In summary the arboricultural impact as outlined within drawing T003 - Tree Protection Plan (TPP): require the following tree protection measures and mitigation:

- (i) TREE PROTECTION FENCING
- (ii) GROUND PROTECTION
- (iii) PROTECTION FROM SITE STORAGE, INFRASTRUCTURE & WELFARE
- (iv) PRECAUTIONARY AREA
- (v) FACILITATIVE TREE WORKS

6.24 The tree protection measures and mitigation via replacement planting to include 19 no. trees in accordance with Local Policy shall ensure that the highway update works do not detrimentally impact the amenity value and canopy cover of the public realm. Furthermore the scheme provides improvement of road safety for the direct location of tree removal by retaining the trees of greatest importance and delivering enhancement of canopy cover for areas within close proximity of the Kings Road highway.

7.0 Arboricultural Method Statement

7.1 The following tree protection measures require close adherence AT ALL TIMES as outlined within this report. The measures are outlined within Tree Protection Plan (TPP) - drawing T003.

7.2 Tree Works

7.2.1 Tree Works included within Schedule of Works - Section 9 - shall be undertaken at pre-commencement stage.

7.3 Tree Protection Fencing

7.3.1 Protection of the trees highlighted for retention must be implemented as explained below and as specified within the TPP - drawing T003:

To provide Construction Exclusion Zone (CEZ). Specified as

- (i) *BS5837:2012 Figure 2 - see TPP & Appendix E*
- (ii) *Basal Shuttering- see TPP & Appendix E*

7.3.2 These measures must remain for the entire construction process in order to provide a comprehensive barrier from the trees

- The area surrounding the trees must be surrounded by protective fencing as outlined in TPP - T003
- The protective fencing used must be suitable for the purpose of excluding construction activity and appropriate to the degree and proximity of work taking place around the retained trees.
- This barrier must remain rigid and complete during the entire construction process. Protection is not required surrounding entire trees where boundary treatments intervene in RPA's as the remainder of the root plate will remain unaffected by virtue of being located within the neighbouring properties
- Once the Exclusion Zone has been protected by fencing all weather notices as included in *Appendix D* must be put onto the barrier warning that the area is a construction exclusion zone.
- No heavy plant shall come into contact with any part of the canopies of the trees.

- No building materials or chemicals shall be stored within the tree protection zone as indicated on the TPP

7.4 Ground Protection

7.4.1 Ground protection shall be required where the tree protection fencing requires removal and with written consent of the Local Authority Tree Officer and/or appointed Arboricultural Consultant:

- (i) Retention of existing hard landscapes

OR

- (ii) Ground protection
 - Implementation of 75mm bark mulch layer overlapped with minimum 15mm plyboard surface or load bearing ground protection boards to provide ground protection for development process
 - No storage of spoil within this area
 - No storage of chemicals within this area

7.4.2 Ground protection may also be applicable for areas where tree protection is required but fencing is not achievable.

7.4.3 Where applied, ground protection shall be removed for final landscapes works within the RPA of retained trees.

7.5 Storage of Construction site related materials, plant and spoil / Site Welfare & Site Office

7.5.1 A designated storage area / site welfare & office shall be located outside of the RPA of retained trees and within existing hard standing. Strict adherence to this area must be made to this area and any amendment would require written consent from the tree officer.

7.5.2 Site welfare and the site office shall be located outside of the RPA of retained trees. Strict adherence to this area must be made to this area and any amendment would require written consent from the tree officer.

7.6 Fires

7.6.1 There must UNDER NO CIRCUMSTANCES be fires within this site.

7.7 Precautionary Areas

7.7.1 All Precautionary Areas are shown within the TPP and require tree protection measures applied and to corroborate with construction methodology.

7.7.2 BS5837 (2012) makes provision for undertaking excavations in RPAs, explaining that all excavation must be carried out carefully using spades, forks and trowels, It is important not to damage the bark and wood of any roots. For this area, these tools must be used with no machinery used for the preliminary works.

7.7.3 For the 'Precautionary Area' works where manual excavations within the RPA of retained trees may be required the following must apply:

- Removal of existing surface by hand or where hard landscapes with low pneumatic tools under arboricultural supervision
- Initial excavations to be either of the following as deemed appropriate within construction methodology:

(i) air spade (see *Section 7.8.5*)

(ii) hand dug (see *Section 7.8.4*)

7.7.4 For hand dug excavations the following tools are appropriate with methodology described below:

- Initial 750mm to be hand dug excavations to ensure no severance of major roots. With all works for this area undertaken by hand, the severance of any larger roots encountered up to 25mm diameter should then be undertaken by the supervising arboricultural consultant to ensure clean severance
- Where tree root severance is not feasible due to size (significant root density in excess of 25mm diameter size) and nature structural engineering solutions / bridging of tree roots as agreed with consulting arboriculturist must be applied.
- Close adherence with detailed tree root protection specifications as outlined within this report

7.7.5 Where Air spade techniques are deemed appropriate these must be operated by qualified contractors. His spades utilise a two-tool air compressor and hand-held lance to dislodge soil, using highly pressurised jets of air. This allows trenches to be excavated without causing the significant root damage associated with the use of conventional digging techniques such as, spade or excavator buckets. Example imagery is shown below:



Example imagery of air spade use for implementing utilities beneath root plate (existing)

7.9 Final Hard Landscape Works within RPA of Retained Trees

7.9.1 For final landscaping works the following shall apply where carried out within the RPA of retained trees

-
- Close adherence with detailed excavations and root protections specifications as outlined within *this report*
- No compaction of soils for establishing level base for hard landscapes
- No installation of drainage channels / landscape features without prior written consent of the Local Authority

7.9.2 BS5837 (2012) makes provision for undertaking ground works in RPAs, explaining that all excavation must be carried out carefully using spades, forks and trowels, It is important not to damage the bark and wood of any roots. Specialist tools for removing soil around roots using compressed air may be an appropriate alternative to hand digging, if access is available.

7.9.3 For the construction of proposed hard surfaces that encroach within RPA's damage to tree roots shall be avoided by building them above existing soil level, to avoid any excavations. The locations where these measures will be required are marked clearly on the TPP

7.9.4 Within the RPA of retained trees the tree protection methods for areas currently laid to different surfaces is clearly defined as follows and must adhere to tree protection guidelines outlined within this AMS:

ABOVE SOIL SURFACING (SOFT LANDSCAPE GROUND)

Where within a defined RPA, surfaces shall be installed above existing soil level where located in ground currently unsurfaced (turf removal permitted). Works are deemed as 'Precautionary Area Works' and must be included within the scheme of arboricultural supervision

ABOVE SOIL SURFACING (SURFACED)

Where within a defined RPA, hard surfaces shall be installed above existing soil level where located in ground currently surfaced to levels no deeper than the base of existing surfaces. Works are deemed as 'Precautionary Area Works' and must be included within the scheme of arboricultural supervision

7.10 Installation of utility services

7.10.1 The installation and/or amendment of utility services within the RPA of retained trees is not required. However where an amendment is required and utilities are required within the RPA of any retained tree the consulting arboriculturist and Local Authority must be notified prior to any ground tree protection / fencing and barrier removal and the following details adhered to:

- Trenching for the installation of underground services severs any tree roots present and can have a detrimental impact on the structural integrity of affected trees. When services are required to pass through a Tree Protection Area / CEZ, detailed plans showing proposed routes should be drawn up in conjunction with the consulting arboriculturist to avoid long term problems for related trees.

- The preferable method for trenching is to use a 'Air Spade' or similar to remove soil with compressed air, therefore minimising damage to roots in the process. Should hand dug excavations be required within the RPA this shall only be undertaken with arboricultural supervision.

7.10.2 Further reference can be made to National Joint Utilities Group (Volume 4, Issue 2) for guidance but any approach must be approved by both the consulting arboriculturist and Local Authority tree officer.

8.0 Communication, Monitoring and Compliance

8.1 In ensuring that all Tree Protections Specifications as highlighted within this method statement are fully adhered to at all times, it is important to set out for the long term of the development, communication details for key individuals and tasks that require monitoring.

8.2 An Arboricultural Supervision Scheme must be prepared and agreed by Plymouth City Council at pre-commencement which corroborates with the construction sequencing to ensure tree protection measures as outlined within this report are fully enforced and adhered to.

8.3 The key individuals appointed for advising and complying with Tree Protection specifications must adhere to the following at all times:

- Relevant parties / key individuals must be advised of any changes in personnel or contractor during the development process.
- Relevant parties / key individuals must be responsible for relaying information regarding tree protection within work force where deemed applicable / relevant

8.4 Once the Tree Protection Fencing has been installed and for the remainder of the development until the final stage as highlighted in *Section 3: Sequence of Events* above, it must be considered as sacrosanct and should not be removed or altered without prior written consent from the Local Authority tree officer and/or consulting arboriculturist.

8.5 The local authority, Plymouth City Council Tree Officer shall have free access to the site and forward any concerns / recommendations directly to the consulting arboriculturist.

CONSULTING ARBORICULTURIST

Name - Marcus Foster MArborA

Telephone - 07812024070

Contact - Marcus Foster

Email - mail@marcus-foster.com

PLYMOUTH CITY COUNCIL- TREE OFFICER

Name - Tree Officer - Planning

Contact - protectedtrees@plymouth.gov.uk

Telephone - 01752 304366

Email - protectedtrees@plymouth.gov.uk

9.0 Tree Works Schedule

9.1 Tree Removal Works Schedule

TREE WORKS SCHEDULE: TREE REMOVAL WORKS Project Zeus - Kings Road, Devonport, Plymouth				
Tree No.	Common Name	BS5837 Category	Tree Works	Reasons for works
T2	Common lime	C	Fell to ground level and grind out stump	To facilitate development
T4	Common lime	C	Fell to ground level and grind out stump	To facilitate development
T5	Common lime	C	Fell to ground level and grind out stump	To facilitate development
T24	London plane	B	Fell to ground level and grind out stump	To facilitate development

9.2 Tree Pruning Works Schedule

TREE WORKS SCHEDULE: PRUNING WORKS Project Zeus - Kings Road, Devonport, Plymouth				
Tree No.	Common Name	BS5837 Category	Tree Works	Reasons for works
T3	Scots pine	C	Prune low south west crown overhanging highway by 1.5m branch lengths to lift / give clearance	To facilitate development
T20	Common lime	B	Crown reduce height and spread 3-4m branch lengths to previous most recent reduction points Remove all epicormic trunk growth to 5m height	To facilitate development

9.3 All tree work shall be carried out to BS 3998; 2010 Recommendations for Tree Work.

9.4 Tree works shall be undertaken at pre-commencement stage.

9.5 Wildlife & Habitat Protection Guidelines

The tree work specifications included within this report do not provide an exemption from the requirements to comply with the Wildlife and Countryside Act 1981, the Habitats Regulations 1994 and the Countryside and Rights of Way Act 2000, or any acts offering protection to wildlife. Of particular note is the protection offered to bats, birds and their nests, whilst being built or in use. It must be noted that failure to comply with the Acts may result in a criminal prosecution.

Appendices

Appendix A

Tree Survey Schedule (BS5837:2012)

Project Zeus - Kings Road, Devonport, Plymouth

Colour Key: BS5837: 2012 (see Section 3.6)

-  Category A
-  Category B
-  Category C
-  Category U

Tree Survey Key: BS5837: 2012

- Number: an identity number which cross-references locations shown on the plans
- Species: listed by common names
- Tree Height: height in metres (m)
- Tree Spread: spread in metres (m)
- Stem diameter: measured in millimetres (mm) and taken at 1.5m above ground level
m/s - denotes multi-stemmed with measurement taken of largest stem at base
t/s - denotes twin-stemmed with measurement taken of largest stem at base
(e) denotes estimated
- Age Class: Y (young); EM (early-mature); M (mature); OM (over-mature)
- Vigour: G (good); F (fair); P (poor); D (dead)
- Structural Condition: G (good); F (fair); P (poor); D (dead)
- General Condition Specific comments relating to each tree
- Estimated Remaining Contribution (years)
- BS5837 Category Grading - refer to key - Section 1
- First branch height (metres) / First canopy height (metres)
- Protection Distance m2 Area (where applicable – BS5827: 2012)
- Protection Distance Radius (where applicable – BS5827: 2012) - Root Protection Area (RPA)*

BS5837:2012 TREE SURVEY
SITE: Kings Road, Devonport, Plymouth | SURVEY DATE: 11th August 2025

Tree No	Species	Height (m)	DBH (mm)	Spread (m) N/E/S/W	Age	Structural Condition	Vitality	BS5837 (2012) Rating	Remaining Contribution (years)	Comments / Structural Condition	First branch height (m)	First canopy height (m)	Root Protection Area (RPA) m2	Root Protection Area (RPA) Radius (m)
T1	Common lime	15	670	5 6 5 6	M	F	G	B1	20+	Lean to North. Limited planting pit in pavement. Lifting tarmac to South. Retaining wall directly to North. Crown lifted and previously reduced, lapsed five years plus.	5	3	203.1	8.0
T2	Common lime	14	580	6 5 5 5	EM	P	G	C1	10+	Western buttress root abuts curbstone. Vehicle damage at 0.2 to 0.5 m height to North with open cavity which extends 200 mm within main stem and demonstrates limited reaction wood. Fungal fruiting bodies - <i>Kretzschmaria deusta</i> - within cavity and decay extends to eastern main stem where dead section of bark also exists. Previously crown lifted and reduced, lapsed five years plus. Low growth developing from regenerative trunk growth	5	2	152.2	7.0
T3	Scots pine	7	380 @0.3m	2 5 5 4	SM	F	G	C1	10+	Off site within raised ground 2 m height plus above pavement. Low Southwest crown extends within pavement area where lapsed managed/crown lifting has not been undertaken recently.	1	1	65.33	4.6
T4	Common lime	10	480	3 3 3 3	EM	F	F	C1	10+	Western buttress abuts curb structure. Curb stone to South raised where being lifted. Tree has been pollarded at 5 to 8 m height with diminished branch framework and columnar form.	5	2	104.24	5.8
T5	Common lime	11	420	3 2 3 3	EM	F	F	C1	10+	Western buttress abuts curb structure. Curb stone to south and north within 2 m of main stem raised being where being lifted. Tree has been pollarded at 5 to 8 m height with diminished branch framework and columnar form.	5	2.5	79.81	5.1
T6	Common lime	18	640	6 6 7 2	M	F	G	B1	20+	Western buttress root growing directly against curbstone, being displaced to north and south. Limited root flair to west, tarmac to base. Accentuated buttresses within pavement to southeast and previous root girdling evident. Lower North Crown growing within lighting. Previously crown reduced and lifted 7 to 14 m height, lapsed managed five years plus with low growth from regenerative trunk growth.	5	3	185.32	7.7
T7	Common lime	10	360	2 2 2 2	EM	F	F	C1	10+	Western buttress abuts curb structure. Curb stone to South And north within 2 m of main stem raised where being lifted. Tree has been pollarded at 5 to 8 m height with diminished branch framework and columnar form.	5	2.5	58.64	4.3
T8	Common lime	16	610	6 5 6 6	M	F	G	B1	20+	Western buttress has displayed has displaced curb stones within 2 m of main stem. Exposed root against the curbstone. Previously crown reduced lapsed five years plus generally balanced crown shape.	7	2	168.36	7.3
T9	Elm	22	1240	8 11 10 11	M	G	F	A1	40+	Mature and spreading form for species; tree appears disease resistant. Sited within soft landscape verge with accentuated buttresses to West. East buttress roots abut tarmac surface. Mature with limited pruning history. Limb has been removed at 5 m to north within past five years with reaction growth evident. Crown lifted over the highway and site entrance; low growth remains to West within subject site.	5	2	651.59	14.8
T10	Common lime	15	440	4 4 4 5	EM	F	G	B1	20+	Tree is columnar with eastern buttress growing over curbstone. Generally an even distribution of buttress roots. Low growth from regenerative trunk Growth only	5	2	87.59	5.3
T11	Common lime	15	400	4 5 3 4	EM	F	G	B1	20+	Tree is columnar; tree roots have raised tarmac to West and eastern buttress is on line of curbstone. Previously crown reduced, lapsed 3 to 4 years plus. Low grow from regenerative trunk Growth only	5	2	72.39	4.8

Tree No	Species	Height (m)	DBH (mm)	Spread (m) N/E/S/W	Age	Structural Condition	Vitality	BS5837 (2012) Rating	Remaining Contribution (years)	Comments / Structural Condition	First branch height (m)	First canopy height (m)	Root Protection Area (RPA) m2	Root Protection Area (RPA) Radius (m)
T12	Elm	7	Ms 160	2 3 1 2	Y	F	F	C1	10+	Suppressed understory tree with congestion congested low union	2	2	11.58	1.9
T13	Elm	8	M/s 200	2 3 2 3	Y	D	D	U	0	Tree is dead	/	/	/	/
T14	Elm	7	T/s 120	1 3 2 2	Y	F	F	C1	10+	Twin stemmed with developing form	2	2	6.52	1.4
T15	Common lime	16	600	5 7 5 5	EM	F	G	B1	20+	Located within soft landscape verge to west of Highway. Excessive climbers at base to 3 m height. Limited pruning history except being crown lifted. Good form.	5	3	162.9	7.2
T16	Elm	13	380	3 2 4 4	SM	F	F	C1	10+	Suppressed tree growing to west within soft landscape verge. No signs of Dutch Elm disease.	3	3	65.33	4.6
T17	Elm	13	360	5 4 5 3	SM	F	F	C1	10+	Tree is growing to north likely formed by previous existing tree. Back to upper crown appears unrelated to Dutch Elm disease which is not present.	3	3	58.64	4.3
T18	Common lime	16	890	9 8 10 8	M	F	P	C1	10+	Tree leans to east towards highway within soft landscape verge. Staining on main stem to 3 m height., Notably to east. Congested main union at 3 m height, broad spreading crown shape now reduced with diminished form and dieback / decline to mid and upper crown. Crown lifted over highway. Limited lifespan.	6	5	358.38	10.7
T19	Common lime	14	520	5 6 4 8	M	F	G	B1	20+	Limited planting pit location. Accentuated buttress to north, lifted tarmac to south east. Previously reduced, lapsed 5 years +. Crown lifted - low growth from epicormic trunk growth only	5	2	122.34	6.2
T20	Common lime	14	510	7 5 5 4	M	F	G	B1	20+	Absent east buttress. Pavers lifted to south. Infrastructure / railings to south. Previously pollard / reduced, lapsed 5 years +. Crown lifted - low growth from epicormic trunk growth only	5	2	117.68	6.1
G21	Sycamore	14	M/s 300	8 8 8 8	EM	F	G	B1	20+	Off site to highway - 5 no. stems and larger stem at lower topography beyond retainer and wall. Crown lifted over pavement	5	3	/	3.6
T22	London plane	18	870	9 9 7 9	EM	G	G	A1	40+	Sited within soft landscape verge. Mature form, crown lifted previously, lapsed with low growth from secondary branch growth only	7	2	342.26	10.4

Tree No	Species	Height (m)	DBH (mm)	Spread (m) N/E/S/W	Age	Structural Condition	Vitality	BS5837 (2012) Rating	Remaining Contribution (years)	Comments / Structural Condition	First branch height (m)	First canopy height (m)	Root Protection Area (RPA) m2	Root Protection Area (RPA) Radius (m)
T23	London plane	18	850	8 5 9 5	EM	G	G	A1	40+	Sited within soft landscape verge. Mature form, crown lifted previously, lapsed with low growth from secondary branch growth only. South crown growing within lighting	7	1	326.89	10.2
T24	London plane	18	600	5 7 7 5	EM	F	G	B1	20+	Sited within soft landscape verge. Maturing form, crown lifted previously, lapsed with low growth from secondary branch growth only. Dead central sub leader	7	2	162.9	7.2
T25	London plane	18	710	9 5 9 7	EM	F	G	B1	20+	Sited within soft landscape verge. Maturing form, crown lifted previously, lapsed with low growth from secondary branch growth only (crown lifted over highway)	8	2	228.08	8.5
T26	London plane	18	910	9 6 8 9	EM	G	G	A1	40+	Sited within soft landscape verge. Mature form Crown lifted to 8m over highway; lapsed low growth from secondary branch growth to north, west and south only (crown lifted over highway)	7	2	374.67	10.9

Appendix B

Project Zeus - Kings Road, Devonport, Plymouth (BS5837:2012)

Existing Tree Survey (T001)

T001a - Kings Road North

T001b - Kings Road South

Tree Constraints Plan (T002)

T002a - Kings Road North

T002b - Kings Road South

Tree Protection Plan (T003)

T003a - Kings Road North

T003b - Kings Road South

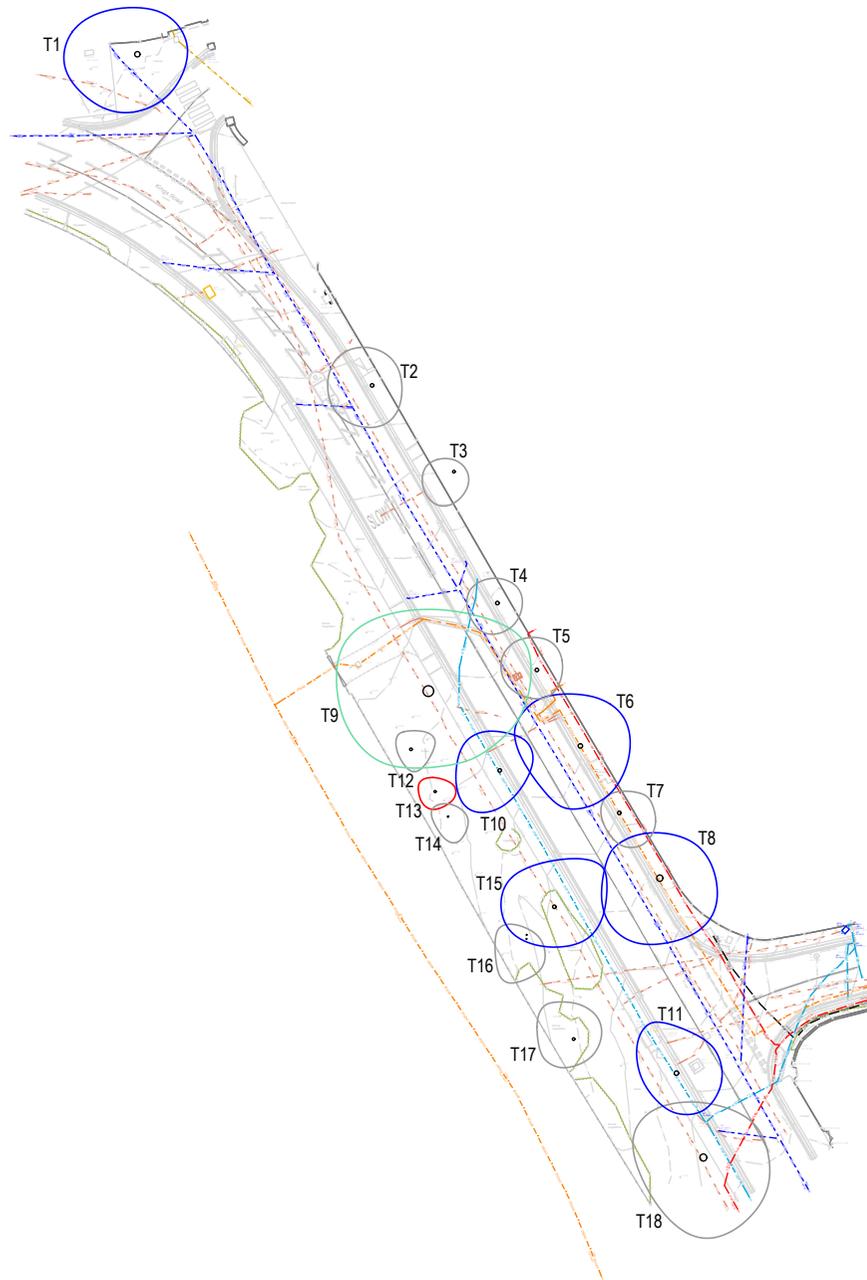
Colour Key: BS5837: 2012 (see Section 3.6)

 Category A

 Category B

 Category C

 Category U



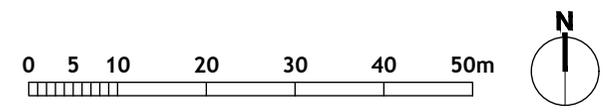
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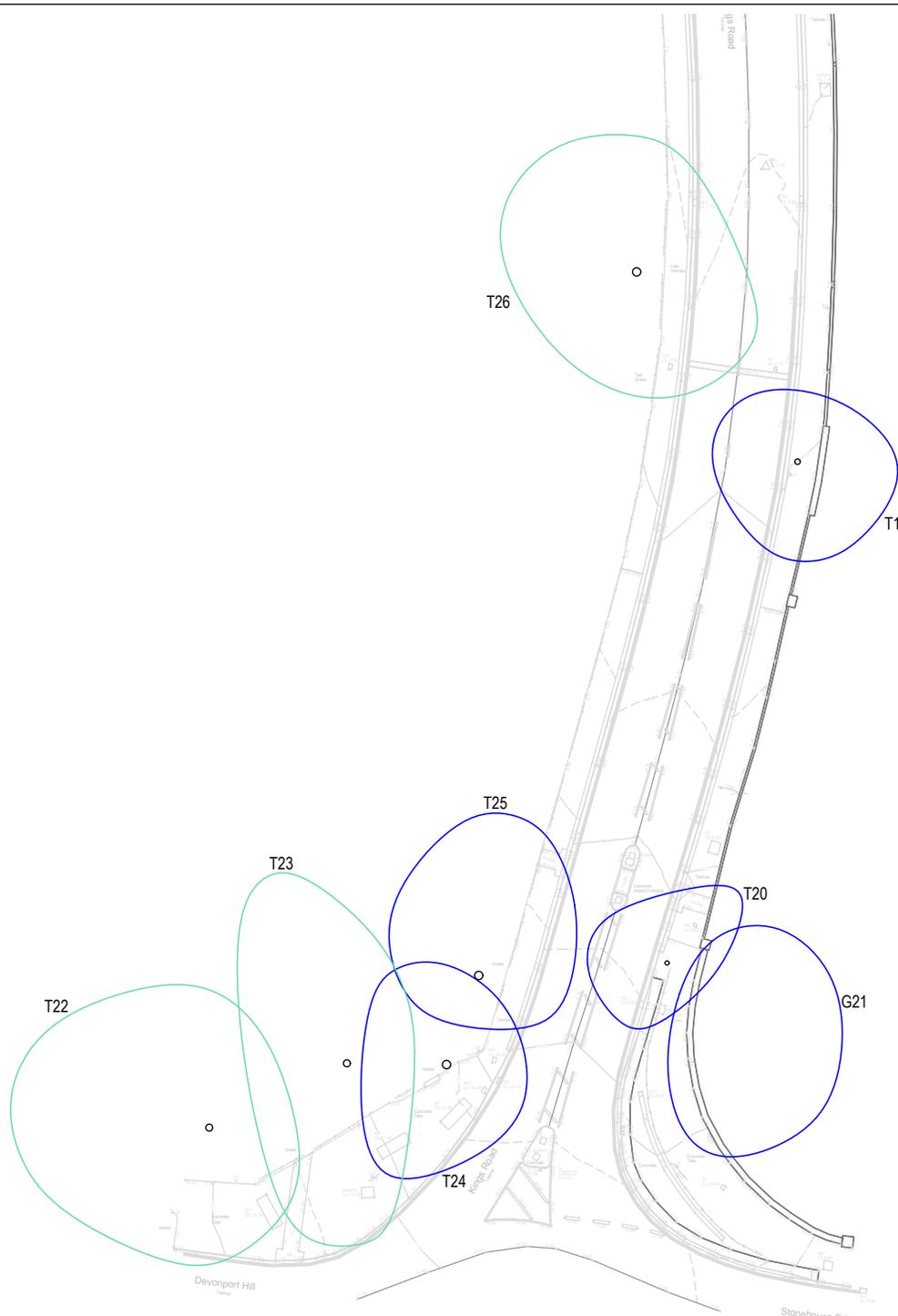
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 5. Off site trees have been plotted based on site visit survey and locations are not based upon topographical survey.

NOTE: Tree survey locations based on previous undertaken topographical surveys for design issue and additional GIS mapping has not been undertaken for the purposes of this survey. All off site trees where not plotted within topographic survey information are plotted using on site survey tools from within the site only.

Revisions			
Rev.	Date	Checked	Checked
1	14.08.2025	ISSUED FOR INFORMATION	MF

SITE	Kings Road, Plymouth		
CLIENT	Plymouth Argyle FC		
DWG TITLE	Existing Tree Survey Plan		
SCALE	DATE		
1:600 @ A3	AUG 2025		
JOB NO	DWG NO.		
AIA/MF/0140/25	T001a		





KEY

	CATEGORY A
	CATEGORY B
	CATEGORY C
	CATEGORY U

BS5837 (2012) Tree Survey Notes

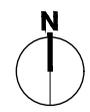
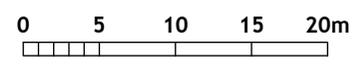
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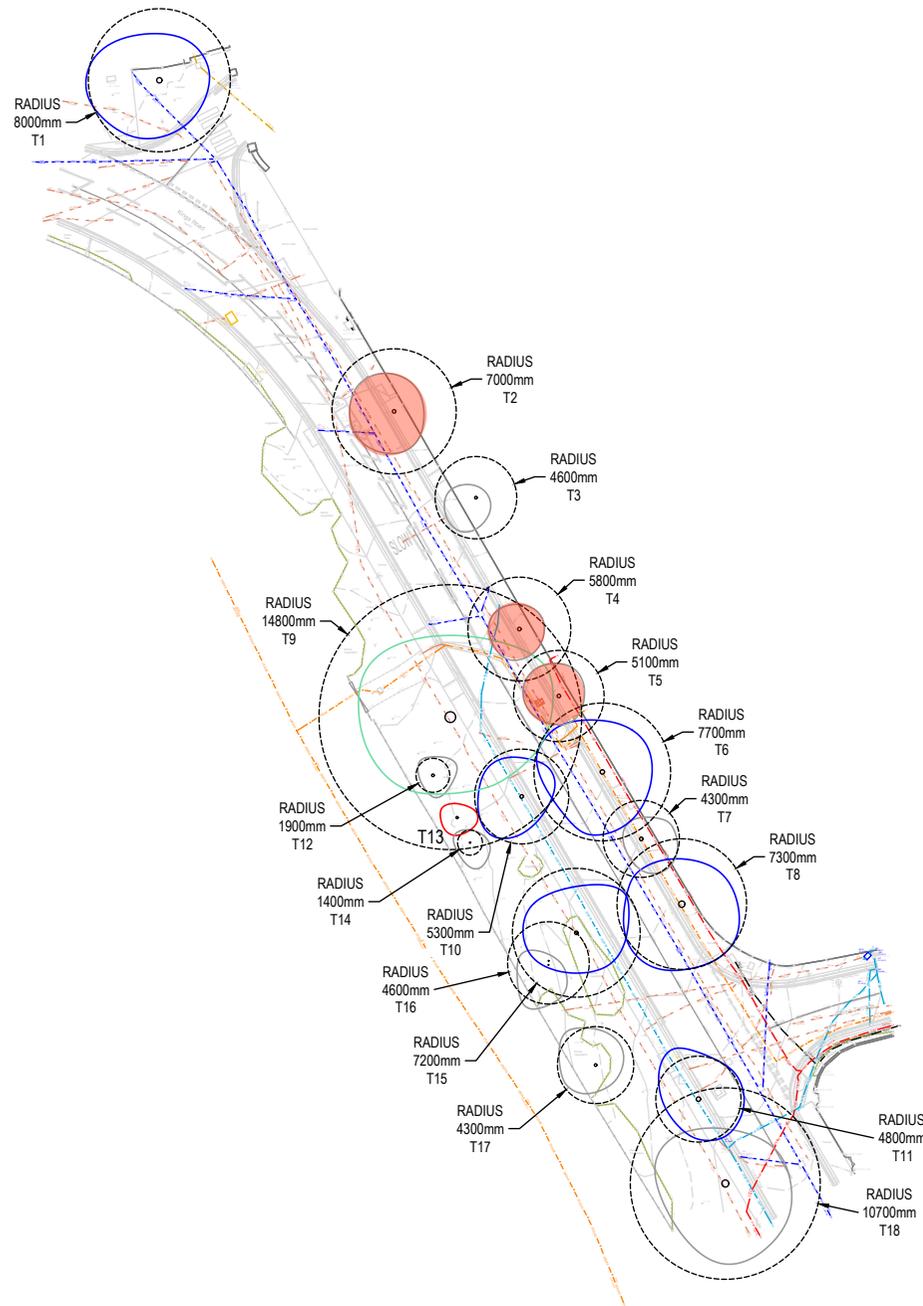
Revisions

Rev.	Date	Checked
1	14.08.2025	MF
	ISSUED FOR INFORMATION	

SITE	Kings Road, Plymouth		
CLIENT	Plymouth Argyle FC		
DWG TITLE	Existing Tree Survey Plan		
SCALE	DATE		
1:350 @ A3	AUG 2025		
JOB NO	DWG NO.		
AIA/MF/0140/25	T001b		



T: 0781 2024070
 mail@marcus-foster.com
 www.marcus-foster.com
Marcus Foster
 TREE CONSULTANCY



KEY	
	CATEGORY A
	CATEGORY B
	CATEGORY C
	CATEGORY U
	TREES REMOVED
	RPA
	RPA INCURSION

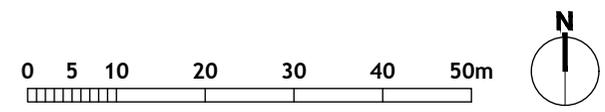
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 - Marcus Foster Arboricultural Design & Consultancy accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
 - Off site trees have been plotted based on site visit survey and locations are not based upon topographical survey.

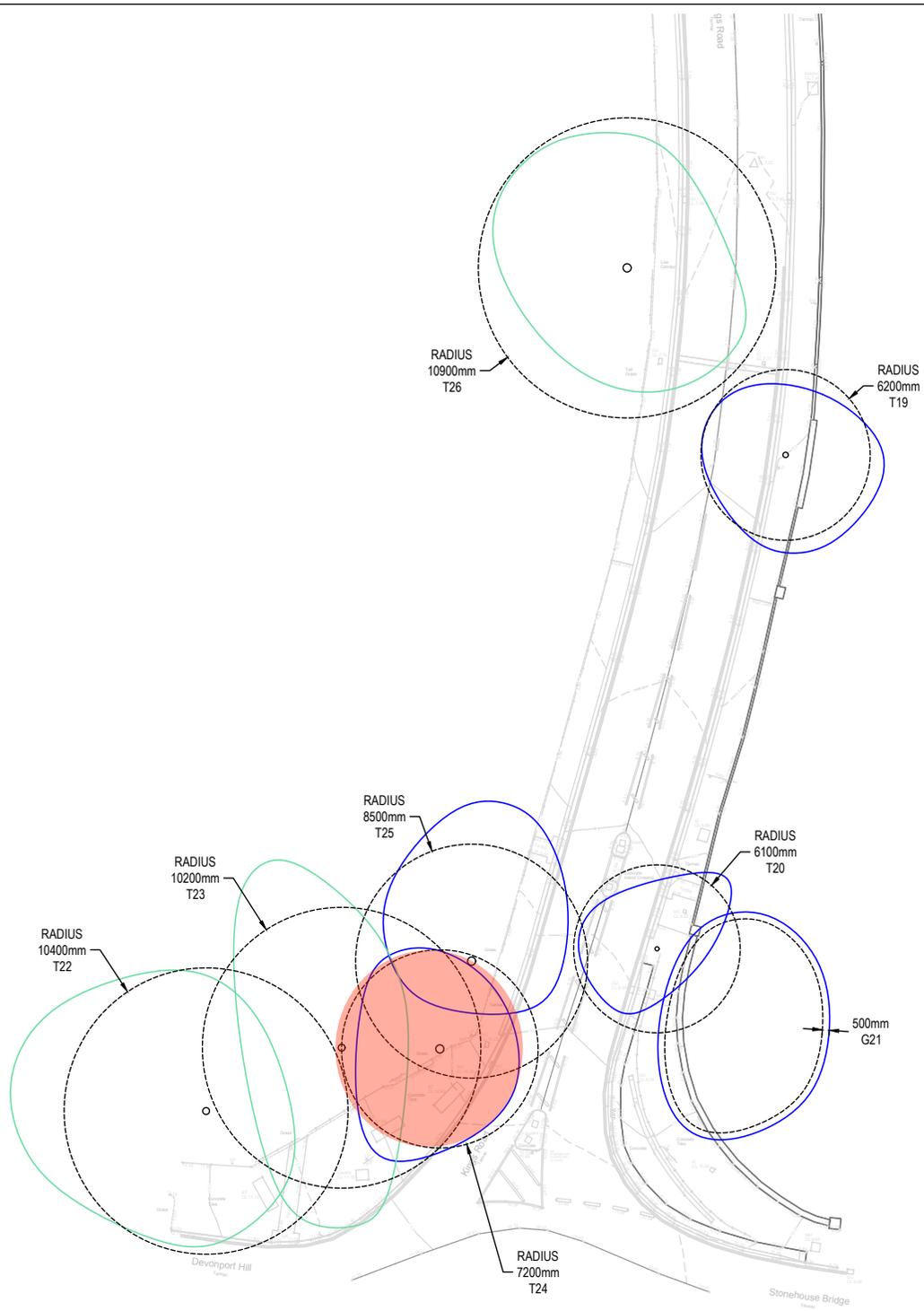
NOTE: Tree survey locations based on previous undertaken topographical surveys for design issue and additional GIS mapping has not been undertaken for the purposes of this survey. All off site trees where not plotted within topographic survey information are plotted using on site survey tools from within the site only.

Revisions			
Rev.	Date	Issued For Information	Checked
1	14.08.2025	ISSUED FOR INFORMATION	MF

SITE	Kings Road, Plymouth		
CLIENT	Plymouth Argyle FC		
DWG TITLE	Tree Constraints Plan		
SCALE	DATE		
1:600 @ A3	AUG 2025		
JOB NO	DWG NO.		
AIA/MF/0140/25	T002a		



T: 0781 2024070
 mail@marcus-foster.com
 www.marcus-foster.com
Marcus Foster
 TREE CONSULTANCY



KEY

	CATEGORY A
	CATEGORY B
	CATEGORY C
	CATEGORY U
	TREES REMOVED
	RPA
	RPA INCURSION

BS5837 (2012) Tree Survey Notes

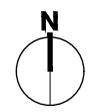
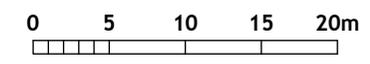
- In accordance with BS5837(2012) this drawing is a colour coded schedule and should not be read in black and white.
- If received electronically it is the recipient's responsibility to print this drawing to correct scale. Only written dimensions should be used where not printed to scale.
- This drawing should be read in conjunction with all other relevant drawings and specifications.
- Marcus Foster Arboricultural Design & Consultancy accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
- Off site trees have been plotted based on site visit survey and locations are not based upon topographical survey.

NOTE: Tree survey locations based on previous undertaken topographical surveys for design issue and additional GIS mapping has not been undertaken for the purposes of this survey. All off site trees where not plotted within topographic survey information are plotted using on site survey tools from within the site only.

Revisions

Rev.	Date	Checked
1	14.08.2025	MF
	ISSUED FOR INFORMATION	

SITE	Kings Road, Plymouth		
CLIENT	Plymouth Argyle FC		
DWG TITLE	Tree Constraints Plan		
SCALE	DATE		
1:350 @ A3	AUG 2025		
JOB NO	DWG NO.		
AIA/MF/0140/25	T002b		



T: 0781 2024070
 mail@marcus-foster.com
 www.marcus-foster.com
Marcus Foster
 TREE CONSULTANCY

Appendix C:
Tree Survey Photographs

Project Zeus - Kings Road, Devonport,
Plymouth

Taken by M Foster_ August 2025

Kings Road North : T1-T18



T19 viewed to north



T26 viewed to north



T25-T22 viewed to south



T20 & G21 viewed to east



G21 viewed to south east



Base of T20 w/ buttress abutting railing



T25 viewed to south



T22-T25 viewed to south



T22-T24 viewed to west



T22-T25 viewed to south



T22-T25 viewed to south



T26 viewed to north west

Kings Road South: T19-T26



T1 viewed to north



T2 viewed to south



Decay / vehicular damage to base of T2



T1-T3 viewed to north



T3 viewed to south



T4-T9 viewed to south east



T4-T5 viewed to south



T4-T9 viewed to north



T5 viewed to north



T6 viewed to south



T7 viewed to north



T4 viewed to north



T9 viewed to east



T9-T10 viewed to south



T18 viewed to south



T18 viewed to west

Appendix D: **Tree Protection Notice**

Generic Tree Protection Notice
(BS5837: 2012):

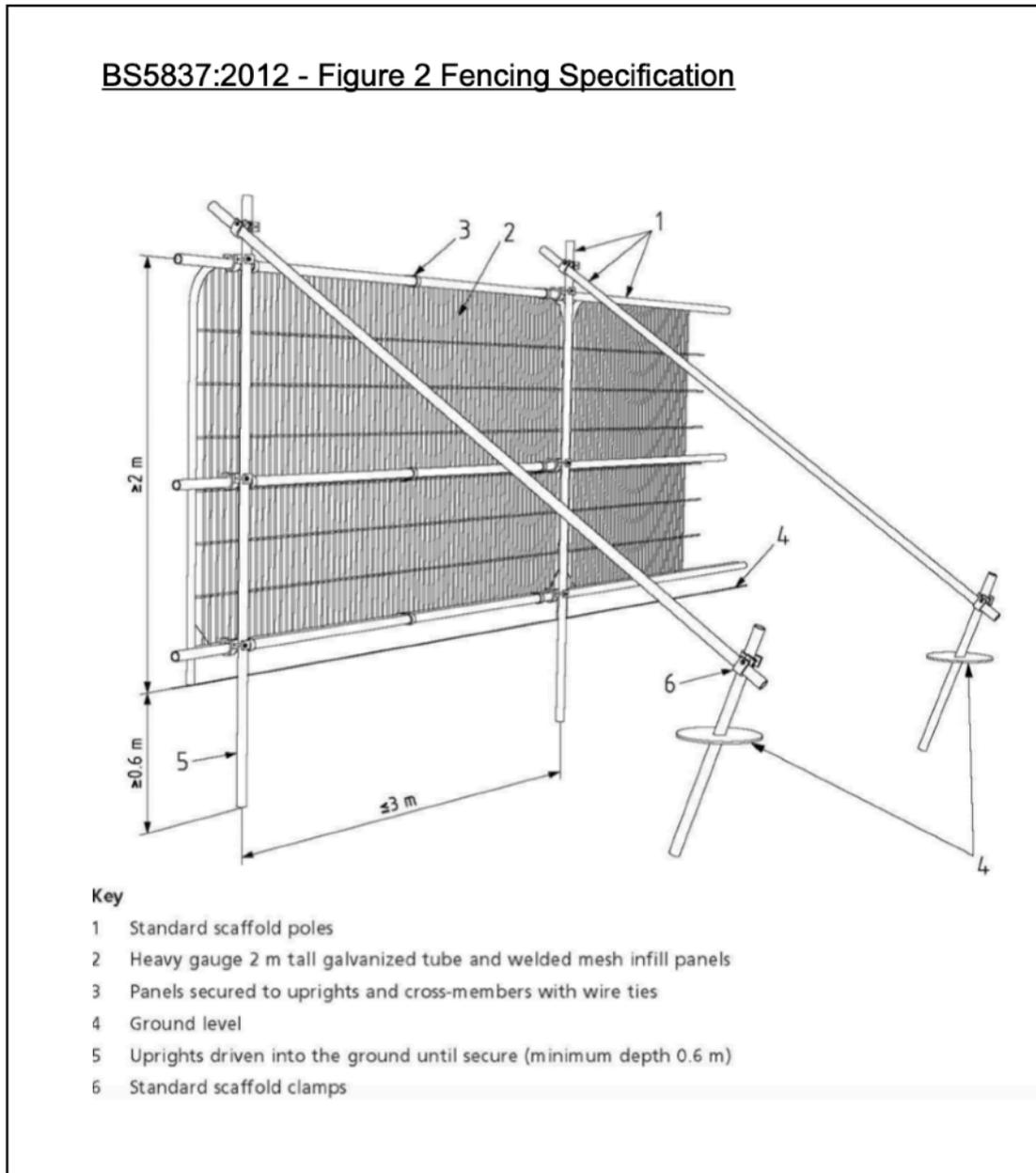
*Notice to be clearly shown on site where
fencing constructed
AT ALL TIMES*



Appendix E

Tree Protection Fencing Specifications

Figure 2 BS5837:2012



Basal Shuttering

BASAL SHUTTERING

Specification of Basal Shuttering Tree Protection

The fencing must fully enclose the main stem and initial buttress roots of the tree by being constructed as a self supporting structure to the following specifications:

Plywood Specification: 25mm thickness, external grade
Supporting Structure: 4" x 2" softwood timbers to form structure within shuttering

NOTE: - No ground supports permitted

Structural integrity of structure to be determined by building contractor and approved by supervising arboriculturist

Tree Protection Fencing Notices: 5 x Notices

Example of Basal Shuttering Tree Protection



Appendix F: References

1. BS5837: British Standard: Trees in relation to construction - Recommendations, British Standard (2012)
2. Principles of Tree Hazard Assessment and Management, Lonsdale, D. (Department for Transport, Local Government and the Regions, 1999)
3. The Body Language of Trees, Mattheck, C. and Breloer, H. (HMSO, 1994)
4. Trees in Britain, Philips, R. (Pan Books, 1978).
5. Diagnosis of Ill Health in Trees, Strouts, R. and Winter, (TSO, 1994)
6. Fungi on Trees, Watson, G. & Green, T. (Arboricultural Association, 2011)
7. National Planning Policy Framework February 2019 Ministry of Housing, Communities and Local Government
8. Plymouth & South West Devon Local Plan 2014 - 2034 (Adopted 2019)
9. NJUG Guidelines for the Planning, Installation and Maintenance of Utility Apparatus in Proximity to Trees (Issue 2), (November 2007)

PREPARED BY MARCUS FOSTER MArborA
END OF REPORT

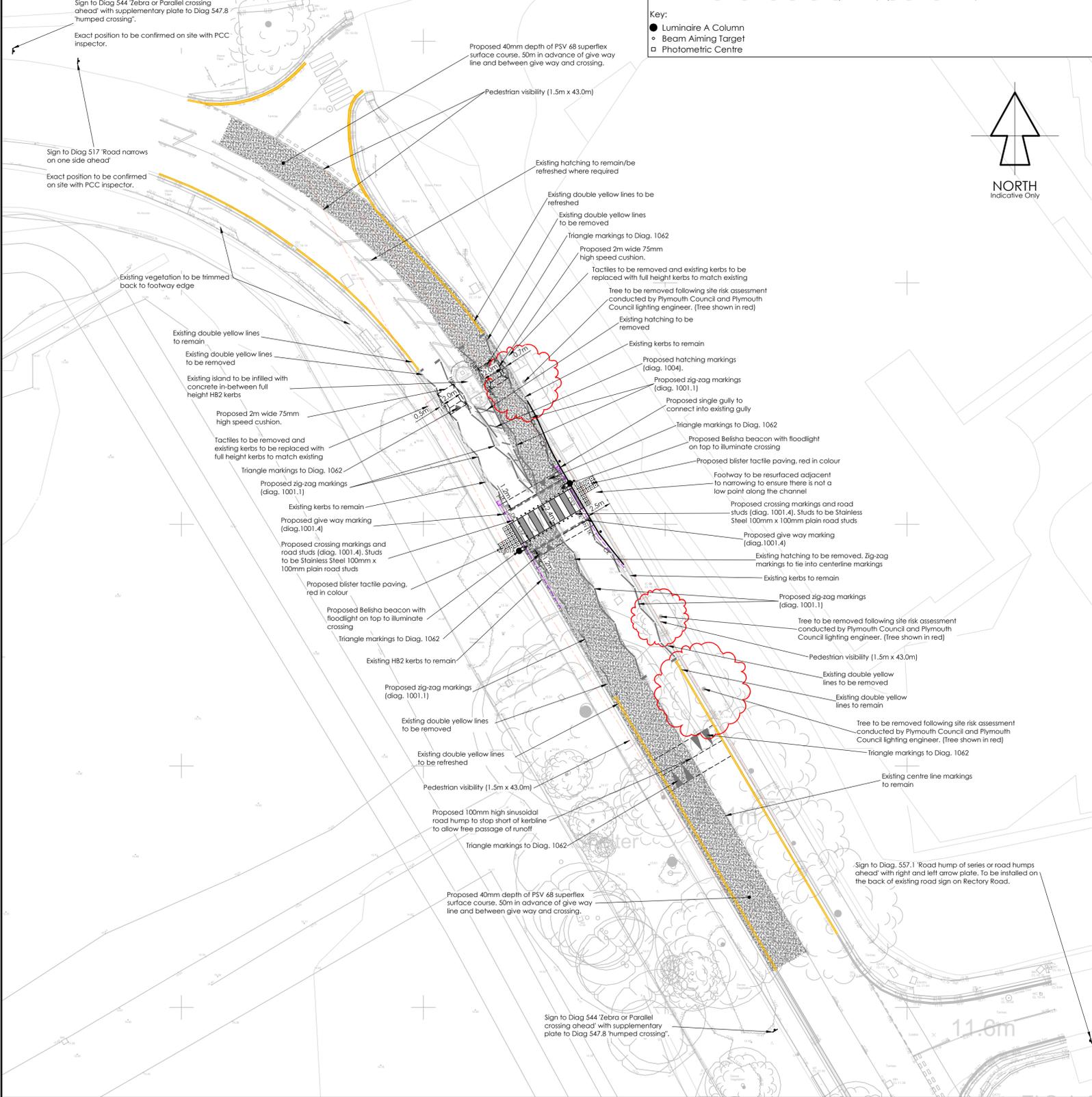
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Kings Road Plymouth Original Scheme Tree Removal and Replanting Mitigation Proposals



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Section 171 - Zebra Crossing Layout - 1:250

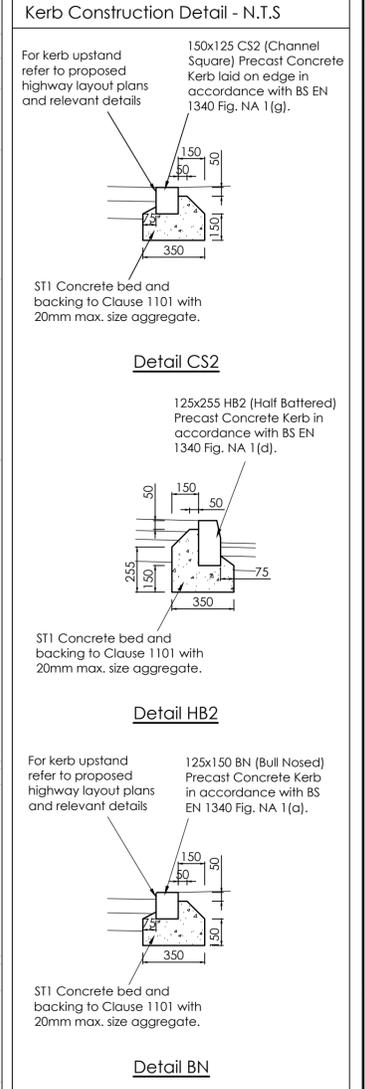


Luminaire Data:
Luminaire A A32_GEN2_ZEBRA_LED_38W_ZEBL_(Black Stripe)_G4_5700K_FG Lamp 42 0038 0000 100 MF 0.80

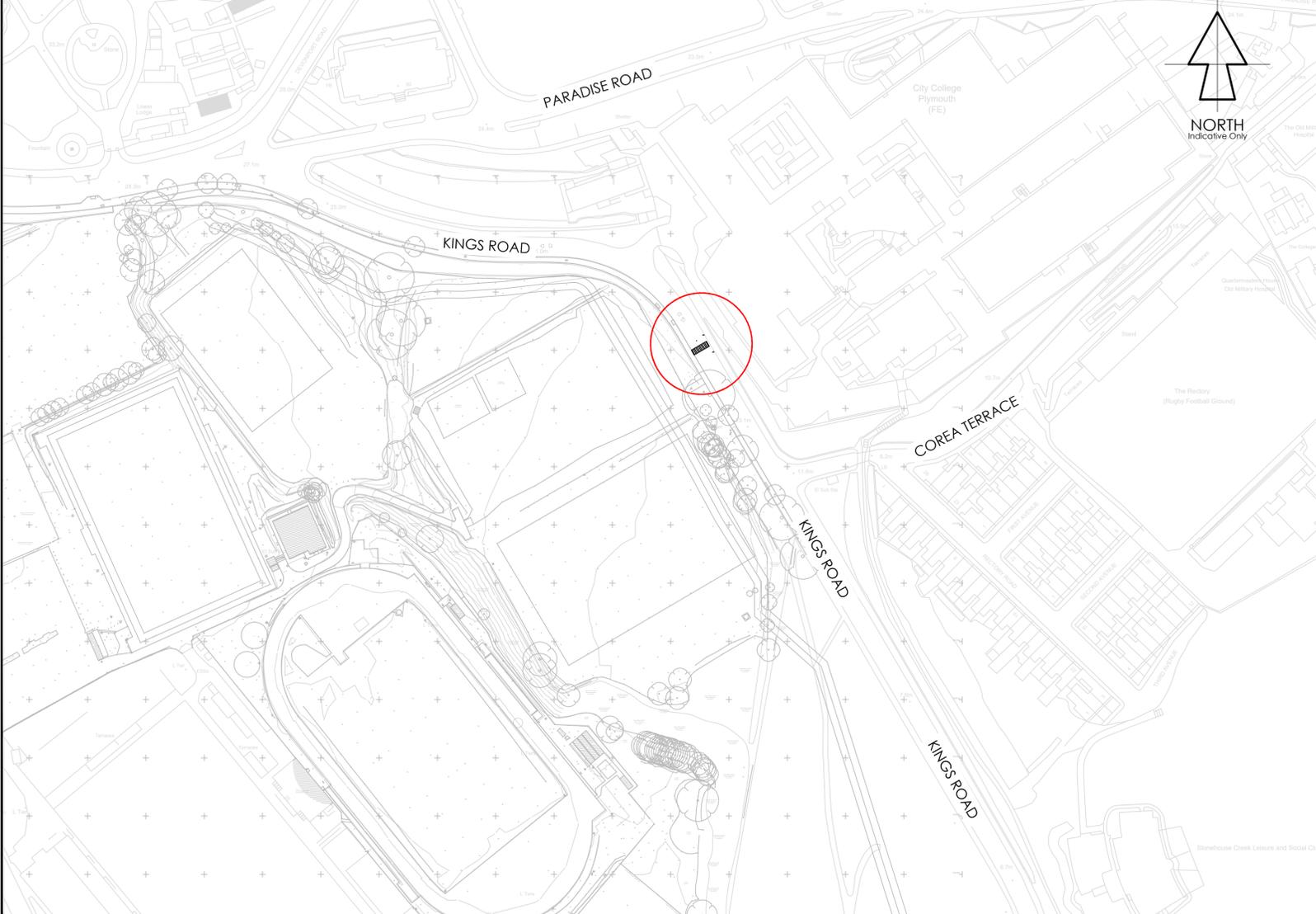
Key:
● Luminaire A Column
○ Beam Aiming Target
□ Photometric Centre

- NOTES:
- DO NOT SCALE from this drawing as liable to distort
 - This drawing is to be read in conjunction with all other relevant Engineers, Architects and Specialists drawings and specifications
 - Any variations with line, level or specification of the proposed works should be reported to the Engineer prior to commencement

- KERB LEGEND:
- HB2 Half Battered kerb type HB2 with 125mm upstand.
 - CK Conservation Kerb type.
 - BN Bull Nosed kerb type BN with 50mm upstand
 - CS2 Square Channel kerb type CS2 with 0mm upstand.
 - TK Transition kerb type TK.
 - DK Dropper kerb type DK.



Zebra Crossing Location Plan - 1:1250



Rev	Date	Description	Drn/Chk
P07	04/11/25	Updated following PCC comments	BK/DJR
P06	20/10/25	Updated following PCC comments	BK/DJR
P05	29/09/25	Sign added to Rectory Road, bollards and hatching added to build out S278 reference amended to S171	BK/DJR
P04	20/08/25		BK/DJR
P03	19/08/25	Tree removal note amended	BK/DJR
P02	15/08/25	Updated following on site meeting	BK/DJR
P01	18/10/24	Initial issue	BK/DJR
			Dm/Chk

Drawing revision denotes the following stages: P - Preliminary, T - Tender, C - Construction, R - Record/As Built.

PRELIMINARY

Civil & Structural Chartered Engineers

Hems Court, Longbrook Street
Exeter, Devon, EX4 6AP
T. 01392 421600
sands@sands-consultants.co.uk
www.sands-consultants.co.uk

Sands
Est. 1991



Client

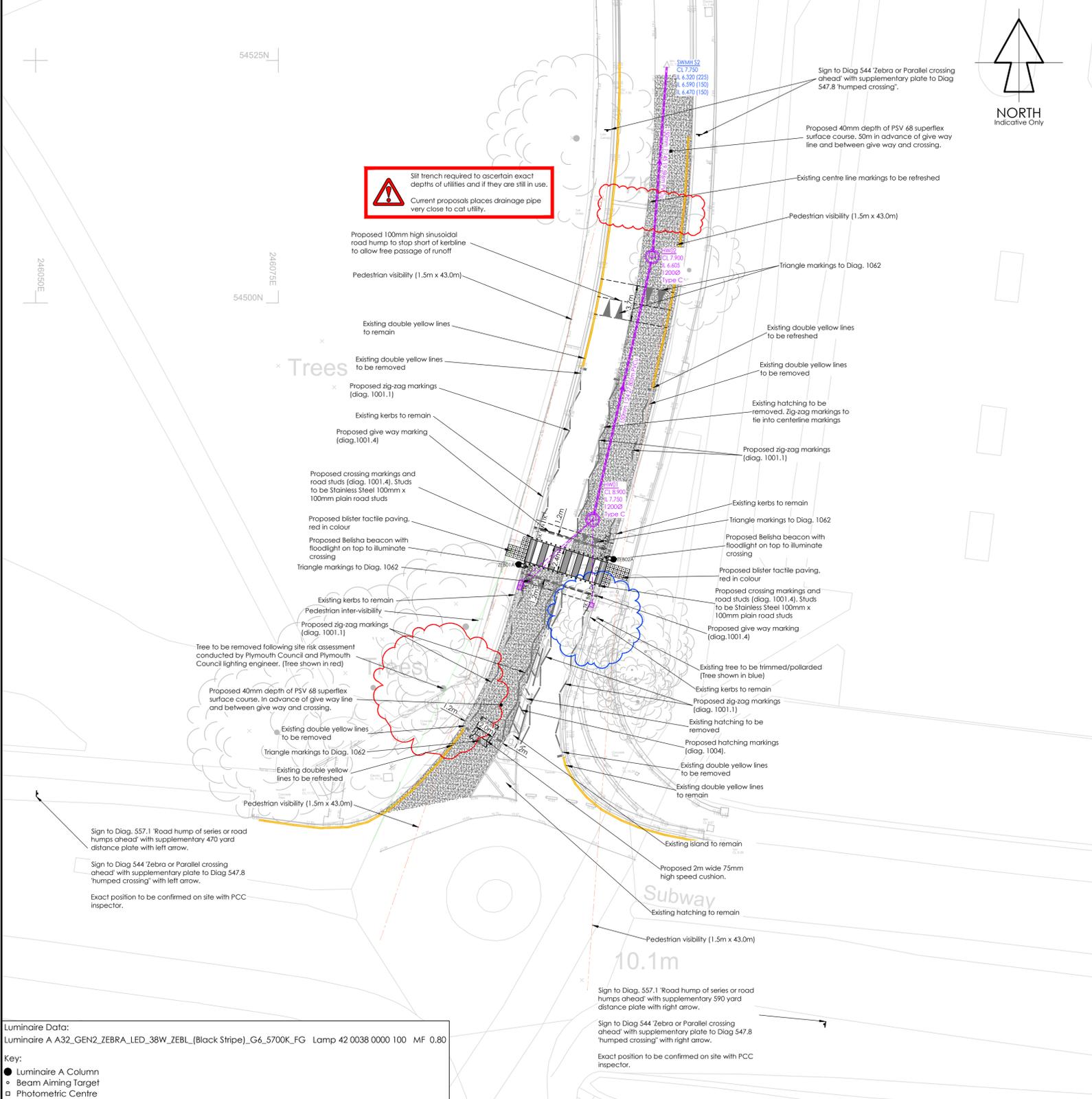
Project Title
PROPOSED DEVELOPMENT AT BRICKFIELDS ACADEMY PLYMOUTH DEVON

Drawing Title
KINGS ROAD ZEBRA CROSSING - NORTH

Scale/Size	Date
AS SHOWN/A1	October 2024
Drawn	Checked
Ben Kennell	David Rowe
Sands Project No.	Client Project No.
2023.098	-
Drawing No.	Revision
2102	P07

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Section 171 - Zebra Crossing Layout - 1:250



Luminaire Data:
 Luminaire A A32_GEN2_ZEBRA_LED_38W_ZEBL_(Black Stripe)_G6_5700K_FG Lamp 42 0038 0000 100 MF 0.80

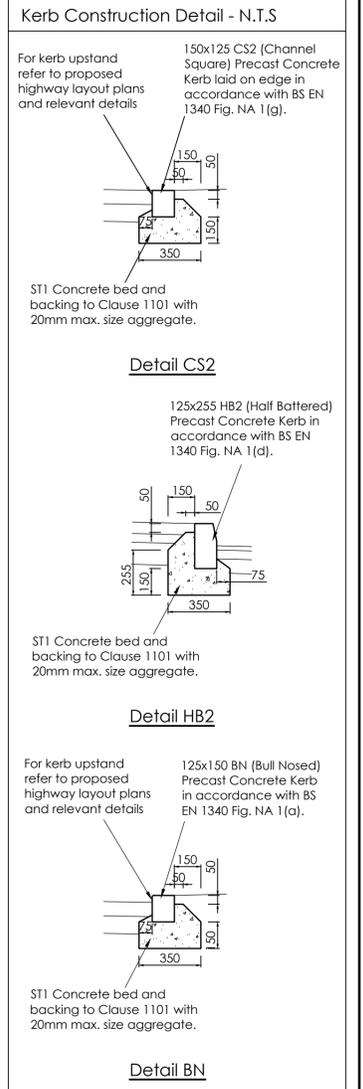
Key:
 ● Luminaire A Column
 ◉ Beam Aiming Target
 □ Photometric Centre

Zebra Crossing Location Plan - 1:1250



- NOTES:**
- DO NOT SCALE from this drawing as liable to distort
 - This drawing is to be read in conjunction with all other relevant Engineers, Architects and Specialists drawings and specifications
 - Any variations with line, level or specification of the proposed works should be reported to the Engineer prior to commencement

- KERB LEGEND:**
- HB2 Half Battered kerb type HB2 with 125mm upstand.
 - CK Conservation Kerb type.
 - BN Bull Nosed Kerb type BN with 50mm upstand
 - CS2 Square Channel kerb type CS2 with 0mm upstand.
 - TK Transition kerb type TK.
 - DK Dropper kerb type DK.



Rev	Date	Description	Drn/Chk
P07	04/11/25	Updated following PCC comments	BK/DJR
P06	20/10/25	Updated following PCC comments	BK/DJR
P05	29/09/25	PSV 68 note updated	BK/DJR
P04	20/08/25	S278 reference amended to S171	BK/DJR
P03	19/08/25	Tree removal note amended	BK/DJR
P02	15/08/25	Updated following on site meeting	BK/DJR
P01	18/10/24	Initial issue	BK/DJR
Rev	Date	Description	Drn/Chk

Drawing revision denotes the following stages: P - Preliminary, T - Tender, C - Construction, R - Record/As Built.

PRELIMINARY

Civil & Structural Chartered Engineers
 Sands
 Hems Court, Longbrook Street
 Exeter, Devon, EX4 6AP
 T. 01392 421600
 sands@sands-consultants.co.uk
 www.sands-consultants.co.uk



Client
 PROPOSED DEVELOPMENT AT BRICKFIELDS ACADEMY PLYMOUTH DEVON

Drawing Title
 KINGS ROAD ZEBRA CROSSING - SOUTH

Scale/Size	Date
AS SHOWN/A1	October 2024
Drawn	Checked
Ben Kennell	David Rowe
Sands Project No.	Client Project No.
2023.098	-
Drawing No.	Revision
2103	P07

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SINUSOIDAL ROAD HUMP - 100MM HEIGHT

SPEED CUSHION - 2M WIDE 75MM HEIGHT

TREE TO BE REMOVED FOR HIGHWAY SAFETY

HUMPED ZEBRA CROSSING

TREES TO BE REMOVED FOR HIGHWAY SAFETY

SINUSOIDAL ROAD HUMP - 100MM HEIGHT

SINUSOIDAL ROAD HUMP - 100MM HEIGHT

NEW TREE PLANTING SHOWN IN GREEN - COMMUNITY ORCHARD

SINUSOIDAL ROAD HUMP - 100MM HEIGHT

HUMPED ZEBRA CROSSING

SPEED CUSHION - 2M WIDE 75MM HEIGHT

TREE TO BE REMOVED FOR HIGHWAY SAFETY

SINUSOIDAL ROAD HUMP - 100MM HEIGHT

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Vehicle Injury Collisions on Kings Road Plymouth 01/01/2020 to 31/12/2025

Key

- ★ Fatal
- ◆ Serious
- ▼ Slight



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Proposed Section 184 & 278 Works at Brickfields Academy
 Combined Stage 1/2 Road Safety Audit
 – Designers Exception Response



PROJECT DETAILS	
Project:	PAFC Academy Brickfields
Report title:	RSA1/2
Date:	29/11/24
Document reference and revision	Rev A
Prepared by:	Sands Consultants
On behalf of:	Devon County Council

AUTHORISATION SHEET	
Prepared By:	
Name:	Ben Kennell
Position:	Infrastructure Technician
Signed:	B.Kennell
Organisation:	Sands Consultants
Date:	10/12/24
Approved By:	
Name:	David Rowe
Position:	Associate Director
Signed:	D.Rowe
Organisation:	Sands Consultants
Date:	10/12/24

OFFICIAL

Proposed Section 184 & 278 Works at Brickfields Academy
 Combined Stage 1/2 Road Safety Audit – Designers Exception Response

RSA Prob. No.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
1.	<p>Location: Raglan Road at the proposed one-way access to the site</p> <p>Summary: The swept path of the bus turning left into the site traverses the opposite carriageway lane of Raglan Road on a blind bend which could lead to head-on type collisions</p> <p>The drawing shows the swept path of a bus turning left into the proposed one-way access into the site from Raglan Road. In so doing, the bus will need to traverse the opposite carriageway lane of Raglan Road on a blind bend. This could lead to the potential for head-on type collisions to occur between the turning bus and northbound drivers and riders on Raglan Road. Additionally, the drawing does not show the swept path of a bus turning right into the new one-way access from Raglan Road. As such, the Audit team are concerned that this could allow the potential for collision with site infrastructure which in turn could lead to injury to bus occupants.</p>	<p>The geometry of the proposed junction should be revisited to reduce the likelihood of a left turning bus from having to significantly traverse the opposite carriageway lane of Raglan Road on a blind bend. Additionally, all potential manoeuvres of the largest vehicle likely to need to enter the site should be demonstrated with a detailed swept path analysis.</p>	<p>Tracking and highway amended. Please refer to "2101P02".</p>		

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Proposed Section 184 & 278 Works at Brickfields Academy
 Combined Stage 1/2 Road Safety Audit – Designers Exception Response

RSA Prob. No.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.	<p>Location: Raglan Road at the proposed one-way access to the site</p> <p>Summary: It appears that a 12mm upstand is proposed at the type BN kerb interface with Raglan Road. This could be a hazard to turning riders of two-wheeled vehicles leading to them being unseated</p> <p>The drawing insert detail appears to show a kerb upstand at the proposed type BN kerb interface with Raglan Road of 12mm. An inappropriate kerb upstand at the interface of the new junction could be a hazard to riders of two-wheeled vehicles who could be unseated when turning into the new access road. This in turn could result in injury to riders.</p>	<p><i>The proposed upstand for the interface of the type BN kerbs for the new access road with the carriageway of Raglan Road should be appropriate for the passage of riders of two-wheeled vehicles.</i></p>	<p>Kerb upstand reduced to 6mm. An upstand is required to channel highway water away from the entrance. Please refer to "2101P01".</p>		

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RSA Prob. No.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.	<p>Location: Kings Road at location of proposed northern zebra crossing</p> <p>Summary: Location of existing tree could compromise intervisibility between crossing westbound pedestrians and passing drivers and riders at the new northern zebra crossing on Kings Road leading to potential collisions</p> <p>The Audit team note the location of an existing tree in close proximity to the site of the proposed Zebra crossing on the northern section of Kings Road (see pic right). As such they are concerned that the tree could compromise intervisibility between passing drivers and riders and crossing westbound pedestrians, particularly in the growing season. This in turn could lead to heavy braking, shunt type collisions and the potential for collisions with crossing pedestrians. Additionally, the tree could compromise conspicuity of the proposed Belisha beacon at night which in turn could increase the potential for collisions at the crossing during the hours of darkness.</p>	<p><i>The potential for the existing tree to compromise intervisibility at the proposed new zebra crossing should be assessed and if found appropriate the tree should be adequately cut back or removed altogether.</i></p>	<p>Design team to assess location of existing tree in conjunction with Client.</p>		

OFFICIAL

RSA Prob. No.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
4.	<p>Location: Kings Road at location of proposed northern zebra crossing</p> <p>Summary: The distance between the stop line and stud line on the drawing at the proposed zebra crossing could be too short allowing large vehicles such as buses and coaches to overhang the crossing area where they potentially intimidate or strike crossing pedestrians</p> <p><i>The Audit team are concerned that the distance between the stop line and the stud line on the drawing at the proposed zebra crossing could be too short. This could allow large vehicles such as buses and coaches travelling to and from PAFC to overhang the crossing area where they could potentially intimidate or strike crossing pedestrians.</i></p>	<p><i>Adequate distance should be provided between the stop line and the stud line at the proposed new northern zebra crossing on Kings Road in accordance with the appropriate standards.</i></p>	<p>Traffic Signs Manual – Chapter 6 – Traffic Control – Figure 16-2, states that the minimum distance from the edge of the crossing to the white lining must be 1100mm. Our design complies with this. Design to remain as proposed.</p>		

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Proposed Section 184 & 278 Works at Brickfields Academy
 Combined Stage 1/2 Road Safety Audit – Designers Exception Response

RSA Prob. No.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
5.	<p>Location: Kings Road at location of proposed northern zebra crossing</p> <p>Summary: An existing gulley frame at the location of the proposed zebra crossing could be a heel trap to crossing pedestrians leading them to trip and fall into the path of oncoming vehicles</p> <p>The Audit team are concerned that an existing gulley frame could be in the crossing area of the new zebra crossing (see pic right). This could be a heel trap to crossing pedestrians leading them</p>	<p>If found appropriate the existing gulley frame on Kings Road should be relocated to the upstream side of the proposed new zebra crossing.</p>	<p>As the gully grating is already within a crossing and has a pedestrian friendly grating, it is proposed to retain this in its current location.</p>		

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RSA Prob. No.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
6.	<p>Location: Kings Road at location of proposed southern zebra crossing</p> <p>Summary: The distance between the stop line and stud line on the drawing at the proposed zebra crossing could be too short allowing large vehicles such as buses and coaches to overhang the crossing area where they potentially intimidate or strike crossing pedestrians</p> <p><i>The Audit team are concerned that the distance between the stop line and the stud line on the drawing at the proposed zebra crossing could be too short. This could allow large vehicles such as buses and coaches travelling to and from PAFC to overhang the crossing area where they could potentially intimidate or strike crossing pedestrians.</i></p>	<p><i>Adequate distance should be provided between the stop line and the stud line at the proposed southern zebra crossing on Kings Road in accordance with the appropriate standards.</i></p>	<p>Traffic Signs Manual – Chapter 6 – Traffic Control – Figure 16-2, states that the minimum distance from the edge of the crossing to the white lining must be 1100mm. Our design complies with this. Design to remain as proposed.</p>		

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Proposed Section 184 & 278 Works at Brickfields Academy
 Combined Stage 1/2 Road Safety Audit – Designers Exception Response

RSA Prob. No.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
7.	<p>Location: Kings Road at location of proposed southern zebra crossing</p> <p>Summary: Location of existing tree could compromise intervisibility between crossing westbound pedestrians and passing drivers and riders at the new northern zebra crossing on Kings Road leading to potential collisions</p> <p>The Audit team note the location of an existing tree in close proximity to the site of the proposed zebra crossing on the southern section of Kings Road (see pic right). As such they are concerned that the tree could compromise intervisibility between passing drivers and riders and crossing westbound pedestrians, particularly in the growing season. This in turn could lead to heavy braking, shunt type collisions and the potential for collisions with crossing pedestrians. Additionally, the tree could compromise conspicuity of the proposed Belisha beacon at night which in turn could increase the potential for collisions at the crossing during the hours of darkness.</p>	<p>The potential for the existing tree to compromise intervisibility at the proposed new zebra crossing should be assessed and if found appropriate, the tree should be adequately cut back or removed altogether.</p>	<p>Design team to assess location of existing tree in conjunction with Client.</p>		

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Proposed Section 184 & 278 Works at Brickfields Academy
 Combined Stage 1/2 Road Safety Audit – Designers Exception Response

RSA Prob. No.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
8.	<p>Location: Kings Road at location of proposed southern zebra crossing</p> <p>Summary: The proposed length of high friction surfacing (HFS) on the northern approach to the proposed southern zebra crossing could be too short leading to heavy braking, shunts and collisions with crossing pedestrians</p> <p>The Audit team are concerned that the proposed length of HFS on the northern approach to the proposed southern zebra crossing could be too short in the prevailing 30mph speed limit for drivers and riders accelerating downhill away from the roundabout. This could lead to heavy braking, shunts and collisions with crossing pedestrians.</p>	<p>The length of HFS provided on the northern approach to the proposed southern crossing on Kings Road should be appropriate for the prevailing 30mph speed limit and if found necessary, the crossing should be relocated to achieve this.</p>	<p>CD 116 – Geometric design of roundabouts 8.2.4 states “Non-staggered controlled crossings should be sited either at 20 metres or more than 60 metres from the roundabout entry give way line. “. Meaning to fit the full 50m of High Friction Surfacing we would need to move the crossing a further 40m along Kings Road. This would result in people not using the crossing due to it being away from the desire line.</p>		

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Proposed Section 184 & 278 Works at Brickfields Academy
 Combined Stage 1/2 Road Safety Audit – Designers Exception Response

RSA Prob. No.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
9.	<p>Location: Proposed Madden Road exit from site</p> <p>Summary: The swept path analysis provided for an exiting bus and articulated HGV both overrun the footway. This could lead to the potential for collisions with passing pedestrians and damage to the footway</p> <p>The Audit team are concerned that the swept path analysis provided for an exiting bus and articulated HGV both overrun the western footway of Madden Road. This could lead to the potential for collisions with passing pedestrians 9 Combined Stage 1/2 Road Safety Audit – Proposed Sections 184 and 278 Works for Brickfields Academy on Kings Road, Raglan Road & Madden Road Plymouth DEVON prepared by David A Graham Associates (3rd November 2024) Rev-Final and damage to the footway which in turn could create a trip hazard for passing pedestrians.</p>	<p>The geometry of the proposed junction should be revisited to reduce the likelihood of exiting buses and articulated HGVs from overrunning the western footway of Madden Road.</p>	<p>Please see attached "2105P02" where the tracking has been amended.</p>		

DESIGN ORGANISATION STATEMENT

On behalf of the design organisation I certify that;

- The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation

Name:	David Rowe
Position:	Associate Director
Signed:	D.Rowe
Organisation:	Sands Consultants
Date:	10/12/24

OVERSEEING ORGANISATION STATEMENT

On behalf of the Overseeing Organisation I certify that;

- The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and
- The agreed RSA actions will be progressed

Name:	HIGHWAY OFFICER NAME
Position:	HIGHWAY OFFICER JOB TITLE
Signed:	HIGHWAY OFFICER SIGNATURE (LEAVE BLANK)
Organisation:	HIGHWAY AUTHORITY
Date:	LEAVE BLANK

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