LOCKSIDE DESIGN PARTNERSHIP

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Design & Access Statement
For Proposed New Access to Barnswood Scout Camp
From Leek Old Road, SK11 0RB

The proposal is to create a new vehicular access with the appropriate visibility splays to Barnswood Scout Camp from the Leek Old Road. The current access is considered sub-standard and dangerous with visibility impeded by a hill when the access is approached from the Macclesfield side and a similar hill when approached from the Leek side. Photographs and attached to this statement to demonstrate this point. Upto 500 scouts use the camp at weekends.

The new access will have clear visibility on this derestricted road in both directions.

The new access will be surfaced and thereafter maintained in a bound material for a minimum distance of 5.0m from the rear of the carriageway edge to the satisfaction of the Local Authority.

The new access shall have a minimum width of 4.5m for the first 10.0m from the rear of the carriageway edge and shall open from the highway.

Planning consent for this new access from the Leek Old Road was granted 12th June 2001, No. 01/00591/FUL but was not implemented.

Tree Fencing
The fencing to the protection areas should be constructed of scaffold tube uprights (set at 3m intervals with diagonal braces, driven securely into the ground) faced with 'herras' type fencing attached to uprights with steel strapping or scaffold clamps sited along the protection zone perimeters.

The fencing shall completely exclude access during the re-alignment of the dry stone walls. The protected areas shall not be used for either the storage of materials or spoil nor for the mixing of substances or the disposal of any residues nor shall be allowed to be contaminated by run off from activities beyond the protected zones. Thus fencing for the root protection zone shall comply to the requirements of British Standard 5837:2005 'Trees in Relation to Construction'.

Road Surfaces over Tree Root Areas
It is considered unlikely that critical tree root areas will extend beneath the proposed route of the road/track to the Barnswood Scout Camp.

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Prior to the laying of the sub-base of 150mm thick DOT Type 1 sub base material DOT specification for roads C1803 and the top surface of 100mm thick 30/35mm stone, the top soil shall be removed. Should critical supporting roots be exposed during the top soil removal process the following method will be employed: -

1. The surface within the tree root protection area (RPA) shall be cleared of all debris and vegetation (if present) by hand only.
2. The tree root protection area shall be measured and marked out using landscape pegs installed on the root protection area boundary.
3. The area within this boundary shall be leveled to a common datum by hand only or by machine only when working from beyond the root protection area and with 'bucket end' direct supervision. Depressions into the common level shall be infilled with soil or course gravel.

3.a WHERE LEVELS HAVE TO BE REDUCED DOWN INTO THE SUBTERRANEAN ROOT ZONE – removed sub soils being replaced with load bearing substrates. Having leveled the surfaces within the RPA as at 1-3, ALL WORKS HEREON SHALL STRICTLY BY HAND ONLY.

The existing soils within the RPA shall be removed by hand excavation or with the aid of air blast equipment, to strip and remove unwanted soil from the area to expose the critical tree root system to a depth of no more than 30cm. During this work no roots of greater diameter than 25mm shall be cut, once exposed the area must be immediately backfilled with pre-prepared structural soil suitable for the location and loading requirements. (Such materials are: - distributed as 'Ampsterdam Tree Soils', 'Urban Soils', 'Carolina Stalite' (UK contact is Urban Soil Ltd 01925 757 800).

Alternatively but only for sites with pedestrian or minor private motor car passage i.e. house and garage driveways, structural soils can be replaced with a PH neutral no fines aggregate such as river gravel, or a crushed non lime stone rock.

Following leveling of the ground layer, a suitable geo textile pocketed containment mat should be laid and pre-tensioned as per manufacturers instructions. It should be of suitable thickness for the usage envisaged.

The in-fill should be laid immediately following original soil removal. If works have to be suspended, the exposed root area must be covered and protected by damp hessian sheeting. On no account must roots be exposed to frost or sun scorching.

The in-fill must be compacted only as per the manufacturers requirements, or lightly consolidated in the case of gravels or crushed aggregates.

4. Surfaces over the sub base mush be permeable such as, ideally wearing grade gravel or decorative aggregate, sand grouted block paving, setts, or paviours or as a last choice 'breathable tarmacadam' having a high and course aggregate content.

In the case of block paving, its sand bedding layer must be laid over a semi permeable mat to prevent mixing of the sand fines with the base layer.

5. Installation of edging or containment barriers. All surfacing or sub surfacing where site topography dictates, shall be contained and edged using only pegged boarding, either treated timber, bespoke steel or plastic, or interlocking plastic or wood containment structures. On no account must trenches be cut within the RPA to contain kerb haunching or concrete edge foundations.

This Design & Access Statement is to be read in conjunction with drawing number 09.M41.02 & 03.

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