From:	Steve Massey
To:	Lisa Jackson
Cc:	Planning Comments (SMDC)
Subject:	SMD/2019/0428 - Land adj 20 Caverswall Road, Blythe Bridge
Date:	26 September 2019 12:27:44

Lisa

This is an amendment from the very similar previously approved application SMD/2018/0178. As far as I can see, the amendment now relates to proposed extra bedroom and shower room in the roofspace to create 2nd floor accommodation, and does not alter the previously approved layout of footprint/access drive/ parking & turning area etc.

A tree survey/arboricultural impact assessment report is submitted; this is once again dating from an earlier (2015) submission which also accompanied the 2017 and 2018 approved applications; whilst the tree data and protection principles remain valid the tree report was based on a previously proposed sinuous drive alignment rather than the subsequently approved "whole frontage" parking and turning area, and the wording of tree protection conditions needs to allow for this.

However, there would be no different or additional impact on existing trees compared to the previously approved scheme, and **I therefore have no objection** to the current application subject to the following conditions (which were applied to the previous 2 approvals, but I have slightly amended the wording here to deal with the issue of the previous paragraph above and to clarify avoidance of requirement for pre-commencement further details submission):

1. The first action on commencement of development, prior to any further action (including any site clearance, site stripping, site establishment, and formation of temporary or permanent site access) shall be the provision, across the whole of the site frontage lying within the Root Protection Areas of trees T1, T2 and T4 as identified in the application's BS 5837 Tree Survey & Arboricultural Impact report, of temporary ground protection boarding comprising single thickness scaffold boards (or inter-linked ground protection boards if pedestrian operated plant up to a gross weight of 2 tonnes are to be used within the Root Protection Area) on top of a compressible layer (such as 100mm, increased to 150mm if pedestrian operated plant up to a gross weight of 2 tonnes are to be used within the Root Protection Area, depth of woodchip) laid onto a geotextile membrane, together with temporary tree protection fencing to the northern, eastern and western edges of the parking/turning areas in accordance with *BS 5837:2012 Trees in Relation to Design, Demolition and Construction – Recommendations*. Where it is necessary to use or move wheeled or tracked construction traffic exceeding 2 tonnes gross weight vehicle within the Root Protection Area, the ground protection shall be designed to accommodate the likely loading and in accordance with Section 6.2.3 of *BS 5837:2012 Trees in Relation to Design, Demolition and Construction – Recommendations.* The temporary ground protection and tree protection barriers provided in accordance with this condition shall be retained in position for the duration of the period that development takes place, unless otherwise agreed by the LPA. Within the Root Protection Areas there shall be no excavation, changes in

ground levels, installation of underground services, provision of hard surfacing, passage of vehicles, storage of materials, equipment or site huts, tipping of chemicals, waste or cement, or lighting of fires unless otherwise agreed by the LPA.

2. Before any construction of the permanent driveway, parking and turning areas, full details of the specification and construction methods for these areas shall be submitted to and approved by the LPA, and shall in particular make provision for the use, throughout the hard-surfaced areas within the tree Root Protection Areas, of “no-dig” construction methods and cellular confinement load support specification together with permeable final surfacing. Thereafter, the development shall be constructed only in full accordance with the details to be approved under this condition.

Steve Massey

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