

The National Park Officer
North York Moors National Park Authority
The Old Vicarage
Bondgate
Helmsley
YO62 5BP



4 January 2019

FAO: Mrs J Bastow

Dear Mrs Bastow

**CONVERSION OF SUNNY BANK BARN, BROXA LANE, HACKNESS
SCARBOROUGH YO13 OJW TO SINGLE DWELLING**

I write with regard to the further planning application for the conversion of Sunny Bank Barn into a single dwelling.

The plans are identical to those submitted in 2015 (ref NYM/2015/0209/FL), with the exception of a request to transfer the local occupancy restriction from the barn onto my residential dwelling at the adjacent Sunny Bank Cottage. You will be aware from recent consultation that there has been little or no interest from local residents of the National Park to purchase and convert the barn. You will also be aware that in early 2018, the only previous interested party pulled out of an agreed purchase. In view of the above I have given consideration to any potential alternatives which might assist me selling the barn. I acknowledge that any grant of planning permission would normally be subject to the National Park Local Occupancy Condition. To this end I believe that a fair and practical solution would be to transfer the Local Occupancy Condition from Sunny Bank Barn onto Sunny Bank Cottage.

I fully understand the implications of such a transfer insofar as there would be unrestricted planning permission for Sunny Bank Barn and that Sunny Bank Cottage would become a dwelling subject to a local occupancy restriction. I have resided in Sunny Bank Cottage since 1976 and I have lived in the North York Moors National Park all of my life. I can confirm, that if the Planning Application is approved, the Local Occupancy Condition would be transferred to Sunny Bank Cottage and I would comply with the said condition from that date.

Yours Sincerely

Mrs Ivy Stuart
Sunny Bank Cottage, Broxa Lane, Hackness YO13 OJW

Copy: Andrew Stevenson
5 Cottage Meadows, Broad Lane, Sykehouse, Goole, North Humberside DN14 9BW

Access and Justification Statement

Updated January 2019

**Conversion of Sunny Bank Barn
to single dwelling including
alterations to the existing access**

**Sunny Bank, Broxa Lane
Hackness, Scarborough**

**for
Mrs Ivy Stuart**

Architectural Design

March 2015
Updated 09 January 2019

PROPOSED CONVERSION OF SUNNY BANK BARN TO ONE DWELLING INCLUDING ALTERED ACCESS

Site address: Sunny Bank, Broxa Lane, Hackness, Scarborough YO13 OJW

Applicant: Mrs Ivy Stuart, Sunny Bank Cottage, Broxa Lane, Hackness, Scarborough

Reason for re-submission

As there has been little or no interest from local residents within the National Park to purchase and convert the barn, mainly due to the occupancy condition, the applicant has requested a transfer of said occupancy from Sunny Bank Cottage to Sunny Bank Barn. Consequently, this requires a further and full Planning Application. See letter from the applicant included as part of the Application documentation.

The plans virtually identical to those submitted in 2015 (ref NYM/2015/0209/FL) but include a minor change to the west boundary between Sunny Bank Cottage and Sunny Bank Barn. See drawing 1300-7B.

Planning History

- 1.00 A Planning application was submitted on 5 January 2010 by Robert Farrow (Design) Ltd., for the conversion of Sunny Bank Barn to a single dwelling including the provision of a new access. The application was subsequently approved with conditions by Notice NYM/2009/0887/FL dated 2 March 2010.
- 1.01 A substantial start was made on the barn conversion later that year and was recorded as such at a site meeting with Jill Bastow (NYMNPA's Senior Planning Officer) on 2 April 2013.

Justification for the current application - see also Appendix

- 2.00 After studying the site layout indicated on the previously approved drawing no. 06095-2E, it would appear the drawing is inaccurate and not based on a measured topographical survey.
- 2.01 The position of the new access, does not indicate the 33M visibility splays, required by NY County Highways, which will require sections of the dry

stone wall fronting Broxa Lane, and extending some 10M to the west and east, to be taken down and rebuilt. The differential in level between Broxa Lane and the area within the site designated for parking and turning will necessitate the provision of extensive excavation and the provision of substantial engineer designed retaining walls to the north, west and east, again not indicated on the approved drawing.

- 2.02 The present entry from Broxa Lane is used by the applicant to provide vehicle and machinery access to the adjoining land and by the owners of the adjoining Red House. Entering and leaving the site is extremely hazardous as the entry is on a tight radius bend at the junction with Broxa Lane, Stoor Lane and Mowthorpe Road. In addition, the use will be intensified once Sunny Bank Barn is occupied.
- 2.03 The provision of the new access, adjacent Sunny Bank Cottage, does not alleviate or address the inherent safety problems relating to the existing access.
- 2.04 To discuss the issue, a joint meeting was arranged with Jill Bastow and Kay Aitchison (NY Highways Traffic Management Engineer) on Tuesday the 2 April 2013 to discuss the feasibility of utilizing the existing access in lieu of the proposed new access. Details were discussed and provisionally agreed subject to sight of a sketch proposal. A 1:200 scale sketch was subsequently produced and both Kay Aitchison (by email dated 4 April 2013) and Jill Bastow (by email dated 9 April 2013) confirmed informal approval to same with the proviso that the integrity of the two Lime trees was not jeopardized. Subsequently, a Tree Preservation Order was placed on the trees - ref. DPK/EC20/110 dated 18 April 2013.
- 2.05 The applicant commissioned Messrs Lawson Harper to produce an arboricultural report which concluded that, providing the work was carried out in accordance with the recommendations contained within the report, the trees would not be adversely affected by the proposals. Copy included as part of the Application documentation.

A subsequent report was commissioned from Clayton's Ultimate Tree Care in December 2018 which confirms Lawson Harper's report that the trees would not be adversely affected by the proposals. Copy of the report included as part of the Application documentation.

- 2.06 Following further consultation with Jill Bastow, the Authority considered that the improvement to the access could not be regarded as a minor amendment to the current approval and would therefore require a further and full Planning Application. 3

Access construction details

3.00 All work to be carried out by a accredited contractor and set out in accordance with Architectural Design's drawing 1300-3 and 5B.

3.01 Crossing suitable for vehicles in excess of 1.5 tonnes unladen weight.

Bituminous Surface:

- a 40mm thick Medium grade surface course
- b 75mm thick Dense heavy duty and high modulus macadam binder course
- c 250mm thick Type 1 sub-base material to clause 803 SHW

Footpaths

- a 20mm Dense wearing course
- b 20mm Dense base course
- c 1500mm Type 1 sub-base

3.02 Kerbs and edging - to NYCC Highways specification

3.03 New 200 x 150 mm x 75 mm Granite sett kerbs shall be provided across the width of the access, with purpose-made taper kerbs forming the extremities.

The setts shall be laid on, and backed with, 150mm (6") of 6:3:1 mix concrete to within 50mm of the top of the kerb.

The setts shall be laid in such a manner as to conform with the width of the access, to be flush with finished access surface level.

Dropped kerbs to have an upstand of 12mm (maximum of 20mm or $1\frac{1}{4}$ ") adjacent to the carriageway channel.

If applicable, dropped kerbs to be used to taper into existing kerbing, maximum slope 1:40.

If the kerb radius is less than 12m then the appropriate radius kerbs should be used.

The kerbs forming the extremities of the access shall be laid so as to conform in level and alignment with the existing highway kerbs (or if there are no kerbs, then align with the existing highway verge) and suitably ramped to meet the access level.

To prohibit surface water discharging on to the highway, lay 150mm x

150mm concrete ACO (or equal approved) Slimline slot drainage channel complete with sump, endcaps and drain union. Channel positioned across the site boundary between the retained stone walling. Collected water to be taken to a soakaway positioned as agreed with the Highway Inspector.

Joints between the existing road / footpath surfaces and the new construction to be filled with Bituminous sealant.

- 3.04 Area between the visibility splay and the site boundary:
75mm of 100mm down natural gravel on Oppotex (or equal approved)
Woven Geotextile membrane held down with 150mm long plastic pegs.
Area to be maintained free of any growth or vegetation.
- 3.05 Whispy not envisaged, any gates to be set back a minimum of 6.0M from the highway.
- 3.06 Visibility splays: 3.0M x 33.0M x 1.0M.
- 3.07 NB - All constructional details including the visibility splays to be to NYCC Highways specification and to be agreed on site with the Inspector prior to commencing work.

Architectural Design

March 2015 - Updated January 2019

TREE REPORT

Updated January 2019

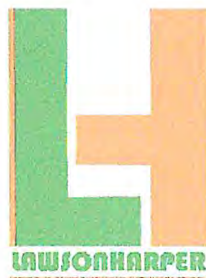
See also Paul Claytons Supplementary Tree Report dated January 2019
attached to this document

In support of the amended Planning Application
to convert the existing barn into
a dwelling

Altered access at Sunny Bank Barn Broxa Lane Hackness

SBC/14/00844/FL

For Mrs I Stuart



LAWSON HARPER
February 2015

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Reason for submission of this report

This report was commissioned by Richard G Winn, Architectural Design, Old Barn Cottage, Middle Farm, Main Street, Allerston, Pickering North Yorkshire YO18 7PG

The survey is required in order to assess the impact of creating acceptable sightline for a revision to the approved site entrance at Sunny Bank Hackness, to accommodate the conversion of an existing barn to for a single dwelling and the construction of a new dwelling.

Following discussion, the North York Moors National Park Authority have requested an arboricultural report to assess the impact of the proposed access roadway on the adjacent trees.

The Authority served a provisional Tree Preservation Order 2012/2 to protect two of the mature limes at Sunny Bank due to concerns arising from the proposed development of the site. Specific mention was made of the potential damage to the trees and possible removal to accommodate the development and the order did not include the third tree in the group which is situated in the garden of the adjacent property.

Survey methodology

An initial survey was undertaken at ground level on 29th April 2013 before leafing out and again on 24 June 2013 when in full leaf. A third condition check was undertaken 29th September 2014. This report compiled by Mr Geoff Pickering BA (Hons.) Dip LA (Hons) a landscape and environmental consultant with 25 years experience as senior Landscape and Nature Conservation Officer in private practice and with Humberside and East Riding of Yorkshire Councils.

Proposed scheme

The application is a revision to the currently approved access for the barn conversion (NYM/2009/0887/FL) which involved the provision of a new access to west of the existing access and adjacent Sunny Bank Cottage. It is proposed to form a combined access for the barn conversion and the proposed future development of the site by utilising the existing access. The existing track way has very poor visibility at the junction with Broxa Lane / Storr Lane and the creation of an improved visibility splay will be necessary to support these proposals and substantially improve safety when vehicles exit the site. The development will not necessitate or require removal of the trees.

Scope of this report.

The report considers the location and condition of the trees assessing age, size spread, condition and landscape significance. It summarises the likely effect of the development on the trees and makes recommendation for any tree works and constructional methods necessary to complete the development

Site location and planning status

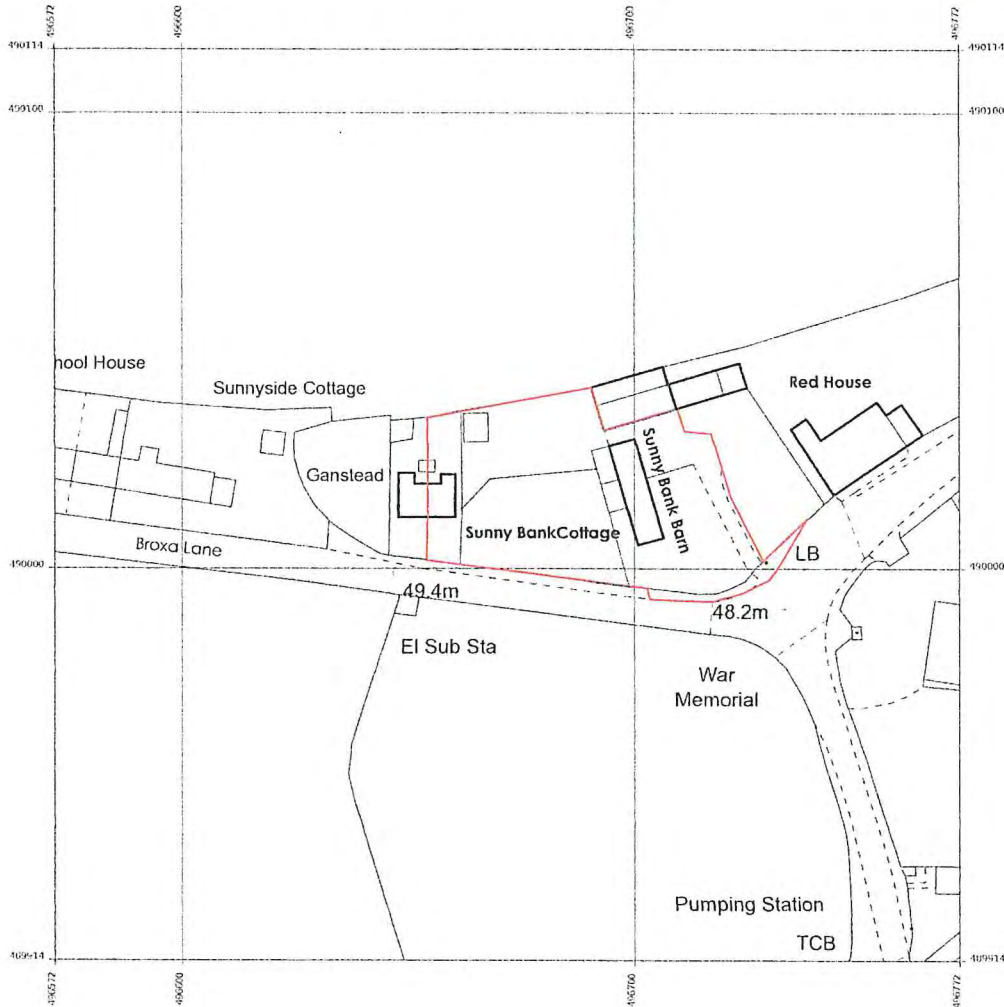
The site is located at the junctions of Broxa Lane, Storr Lane and Mowthorp Road..

The trees are located on a distinct bend in the road and are seen as the focal point along Mowthorp Road.

The site is directly opposite the Village Hall and close to Red House.

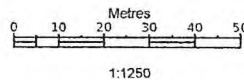
The roads are well used by visitors to the National Park and to the attractions locally in Hackness. The site is therefore prominent both from a visual aspect and in terms of public use.

The lime trees at the site entrance are acknowledged as providing a significant contribution to the streetscape



Produced 03 Jan 2019 from the Ordnance Survey MasterMap (Topography) Database and incorporating surveyed revision available at this date.

The representation of a road, track or path is no evidence of a right of way. The representation of features as lines is no evidence of a property boundary.



Sunny Bank, Hackness, Scarborough
YO13 0JW

Supplied by: Stanfords 03 Jan 2019
Licence: © Crown Copyright and database rights 2019 OS100035409
Order Licence Reference: OI1290938
Centre coordinates: 496672 490014

SITE LOCATION PLAN Scale 1250

**CONVERSION OF BARN TO DWELLING AND ALTERED ACCESS
AT SUNNY BANK BARN, BROXA LANE, HACKNESS, SCARBOROUGH**

**Date Jan 2019
Dwg. no. 13006A**

Version 1.0 Unversioned directory PDF

Fig 1: Location Plan

The original barn conversion was approved in March 2010 and a significant start has been made.

The Authority served a provisional Tree Preservation Order 2012/2 to protect two of the mature limes at Sunny Bank due to concerns arising from the further development of the site.

Site Description

The site occupies a prominent elevated position to the north of the three way junction opposite the village hall.

Stone built agricultural buildings line the north side of the road which occupying a narrow level platform of land on the toe of the southern slope of Broxa Hill. The line of development extends from Hackness Grange in the West to the junction. South of the junction the development pattern is determined by topography and hydrology. To the south and west the land falls markedly to the River Derwent. This land is divided into small meadows which occasionally flood.

The junction of the three roads creates a wide open space to the front of the entrance to Sunny Bank.

The trees are highly prominent and are a significant feature in the village landscape where farmsteads are generally marked with trees.

In the wider landscape trees follow the banks of the Derwent and feeder streams or are in woodland blocks on the steep valley sides. Although highly wooded this planting pattern tends to make individual stands all the more prominent.

The surface around the trees is clear of significant vegetation and covered in stone, it appears as if it is partly made up if has been covered in rubble. The land adjacent to the barn has been made up to a level platform and it is likely this material has migrated down hill over time.

Excavated material arising from work to the barn conversion has been kept clear of the drip line. There is a temporary mound of rubble immediately to the north of the trees.

Topography and soils

The soils in and Hackness area are classified as gravel, loam and sand. The sub soil is of inferior Oolite, Oxford Clay and Corallian Beds overlaying limestone and sandstone loam. Within the site soils are typical of this having largely free draining structure enriched and cultivated as agricultural soils but overlain by rubble.

The Hackness area has a gently rolling terrain typical of the North York Moor valleys.

The site is on an narrow elevated platform which contains a number of farm buildings and dwellings at the northern side of the Derwent Valley behind which the land rises steeply. The ground falls to the south along Mowthorp Road.

The site of the trees is retained by the boundary wall which follows the line of the Broxa Lane, Storr Lane Road and has a level 1.3m higher than the surrounding highway

Topographical Site Survey

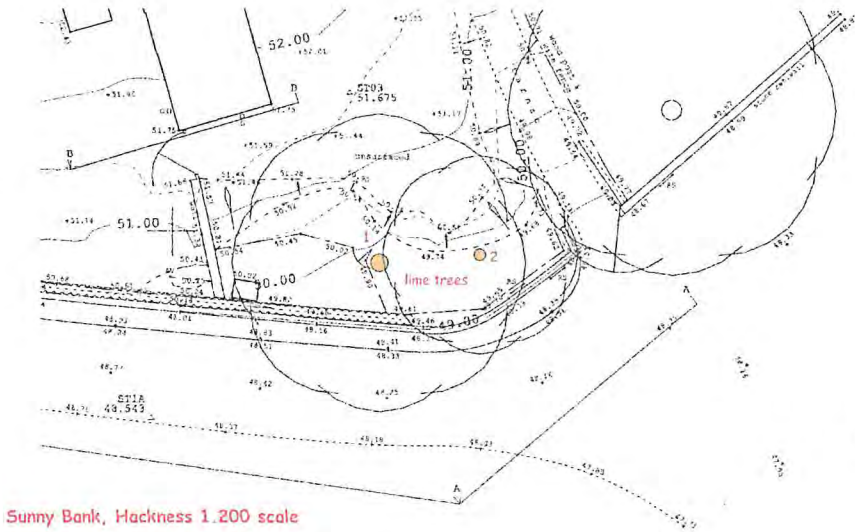


Fig 2 Tree positions and spread

T1

Species	<i>Tiliax europaea</i>
Common Name	Common or European Lime
Height	IRO 30 Meters
Approximate Age	80+ Years
Girth at 1.5 Meters	1.0 Meters
Crown Spread North	6.0 Meters
Crown Spread to East	6.0 Meters
Crown Spread to South	7.0 Meters
Crown Spread to West	6.0. Meters
Overall Condition	Good

T2

Species	<i>Tiliax europaea</i>
Common Name	Common or European Lime
Height	IRO 35 Meters
Approximate Age	80+ Years
Girth at 1.5 Meters	1.2 Meters
Crown Spread North	6.0 Meters
Crown Spread to East	4.0 Meters
Crown Spread to South	5.0 Meters
Crown Spread to West	2.0. Meters
Overall Condition	Good



Fig 3 Tree T1 and T2

Comments

A pair of mature Limes growing approximately three meters apart and having integrated crown. In terms of visual impact the trees are considered as a group along with a third mature lime on the opposite side of the entrance within the adjacent property.

Trees 1 and 2 are situated within the garden /former fold yard of Sunny Bank located some 3.5m from the southern retaining boundary wall which accommodates a change in ground level averaging around 1.3m. Tree 3 occupies a similar elevation within garden of the adjacent property.

The three trees forms a significant group either side of the entrance to Sunny Bank and are the focus of the three way junction, as seen from Mowthorp Road

The overlapping crown of T1 and T2 has resulted in reduced spread for both trees which would be left with unbalanced and poorly shaped crown should either one be removed.

T1 appears to have grown from two leaders which have conjoined . there is a distinct joint ridge on the east and west side of the tree. The dominant lead to the north has a distinct lean to the north. the southern branch has been previously cut back due to overhanging of the highway, this has left a stub with much suckering and several pegs.

There are several short pegs left from previous pruning, most showing dieback, numerous minor healed and healing lesions from minor limb removal.

The tree in tandem with T2 has light, balanced crown but is now growing out from previous thinning, spread has been restricted by previous tree work.

The trees are located within 1.5- 2 m of a retaining wall which form as a sharp change of level of sum 1.3m. There is no sign of heave or root damage to this wall and the roots appear to have established to accommodate the level change.

The surface around the trees is covered in stones which are thought to have historically migrated from the barn or been used to make up the ground. Some originate from the wall which appears to have been higher as some point in its history.

There was slight late leafing out towards the top of the tree on the northern side but other than this no major issues observed there is moderate to light suckering at the base. Aphid residue is present as expected for the species but there are no signs of gall might or fungal disease
Trees 1 and 2 are in good to excellent condition.

Potential affect of the works

The cutting back of the retaining wall to the extent of the sight line would sever the entire southern rooting plate to within 0.75m of the bowl of both trees T1 and T2 removing both the feeding and anchorage roots of both trees over approximately 30% of the rooting area. Despite the roots to the south being restricted by the retaining wall and cutting back of the crown to prevent overhang to the highway, this is highly likely to result in stability issues particularly when the northward lean of T1 is taken into account. It would also potentially affect the long term viability of the both trees.

Localised stress and die back is likely to result with the trees drying after a number of years. Whilst this would offer an opportunity for replacement with the mature T3 remaining.

The potential instability could reduce the longevity of the trees and overturning would be likely to damage any adjacent replacement. The condition of T3 suggests the tree is in decline and so can not be relied upon to retain the visual impact.

It is therefore considered that realignment of the line of the retaining wall is not an option unless the trees were felled and replaced.

The development can however be accomplished with adequate sighting and without detrimental effect on the trees if the both the angle and the height of the sight line are considered.

The sight line is intended to provide clear view of highway traffic to drivers of vehicles seated in vehicles exiting the site. Therefore the sight line is as from a sitting position within the vehicle rather than at ground level. Taking this into account the sight line needs to establish a clear line of vision from 1.0 m

The wall is built up higher than the surrounding ground level and this would result in a reduction of soil surface level of 200-300mm. Lime belongs to a group of species where the lateral roots descend diagonally to a depth of 200-500cm at a distance of about 2m from the trunk and then continue growing outwards horizontally.

This habit along with the fact that the ground has been made up with stones would allow for minor surface level changes without significant detriment to the trees.

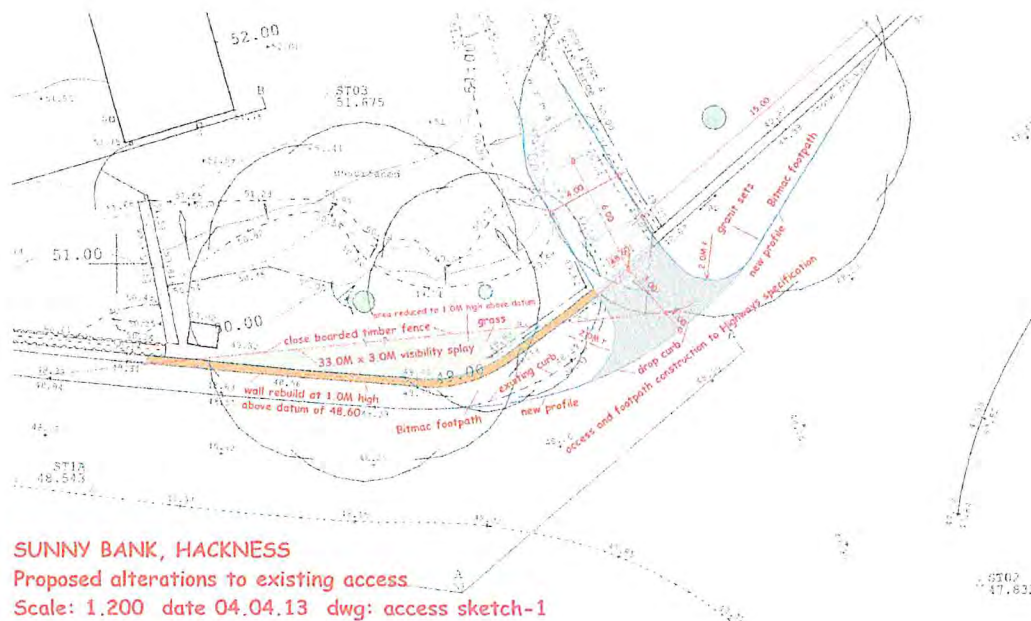


Fig 4: extent of the proposed works

Cutting back of the retaining wall to accommodate sightline to ground level would result in the loss of the trees and is considered unacceptable.

The sightline can be accommodated by careful hand grading of the ground profile to reduce the level to accommodate a sightline at 1.0m

Action Required

Minor works to T1 to remove or balance the reduced limb to the south
 reduction in the height of the wall and rebuilding to ensure retention capability and stability

Recommendation

Sightlines be accommodates by changes to ground profile

T3

Species	<i>Tilia x europaea</i>
Common Name	Common or European Lime
Height	IRO 40 Meters
Approximate Age	100+ Years
Girth at 1.5 Meters	1.5 Meters
Crown Spread North	6.0 Meters
Crown Spread to East	5.0 Meters
Crown Spread to South	8.0 Meters
Crown Spread to West	7.0. Meters
Overall Condition	Fair

The tree is the largest of the group and appears to have been established prior to those at Sunny Bank. It is not affected by the development and is not subject to the emergency TPO

The tree has an unbalanced crown with a large limb extending almost right-angled to the south, and three distinct leaders.

The tree showed signs of late leafing and early leaf drop. There was also minor crown dieback on all three stems. The tree is showing signs of stress but as no obvious cause can be found and the stress response is general and uniform it is likely to be from age or water table or climatic issues rather than mechanical root damage. The lack of corresponding stress in the trees at Sunny Bank make environmental factors unlikely. The tree is currently in fair condition but this condition can be expected to deteriorate in the near the medium future.



Fig 5: T3

Potential affect of the works

This tree is not affected by the works

Conclusion

Its condition rules out any proposal that the loss of the trees at Sunny Bank would be mitigated by the retention of this tree.

Action Required.

None

Recommendation

None

Overall Summary

The works are potentially damaging to all trees identified within this survey.

Conventional tarmac construction would potentially remove feeding and structural roots which would affect long term viability and could adversely affect the stability of the trees.

The works can be successfully accommodated without detrimental effect to the trees surveyed by reducing the height of the wall and the ground level in a small section of the land to the south of the trees. as indicated in Fig 4 The extent of the proposed works

Overall Recommendation

It is recommended that the wall be taken down and rebuilt in sections **on the line of the existing** wall to avoid any issues with stability of the retained soil and trees.

The reduction in ground profile to be limited to the areas required by the sightline and to be evenly graded back to the tree bowl. All regarding works to be completed by hand and monitored for root position and damage.

The area of sightline is to be kept clear of vegetation.

Prior to construction:

- Pre development tree works such as removal of pegs and reshaping previously poorly cut back limb must be agreed with and approved by the Local Authority.
- The proposed works must be clearly marked out on the ground and is to be agreed with and approved by the Local Authority.
- A Construction Exclusion Zone as defined in BS5837: 2005 paragraphs 9.1 — 9.4.3 (The construction exclusion zone: barriers and ground protection) should be erected around each retained tree prior to the

commencement of any works on site. The protected (fenced) area should be calculated using Table 2 of BS5837: 2005. Due consideration should also be given to detail laid down in clause 7 of BS5837: 2005. Such detail should be agreed with and approved by the Local Authority.

- Education/Induction of the workforce involved must take place prior to the commencement of any works: any induction programmed should highlight that:
 1. No soil stripping, excavation or removal is to take place.
 2. No compacting of soil is to take place.
 3. No machinery or vehicles are to be taken into the construction area (unless onto filled Geogrid)
 4. No materials are to be staked inside the protective fencing.
 5. Caution must be taken at all times to avoid any damage to trees.
 6. Any damage to trees, where the trees are protected by a Tree Preservation Order may result in fines to the workers of up to £20,000
- Protective fencing is to remain in position until all Site works is finished.

Lawson Harper: February 2015
Updated January 2019

SUPPLEMENTRY TREE REPORT

Paul Clayton LANTRA Certified Professional Tree Inspector

Site Investigation at Sunny Bank Barn, Hackness



Photo 1 - Site entrance from inside the site

This report should be read in conjunction with the Arboriculture report produced by Messrs Lawson Harper in February 2015.

The report relates to two Lime trees (T1 and T2) which are subject to statutory protection from a Local Authority Tree Preservation Order.

On 22 November 2018, I visited the site at the request of the prospective purchase of Sunny Bank Barn, Mr Andrew Stephenson, to assess the proposed work in the vicinity of the trees, namely T1. T2 is not directly effected by the access proposals and consequently is not referred to in this report.

The investigation encompassed the potential for carrying out the ground works on the access driveway leading to the property as indicated on Architectural Design's drawing no. 1300-5B.

ACCESS DRIVEWAY.

The conditions imposed by the North Yorkshire County Highways requires the access to be widened to 4.0M, from its current 3.6M and extending 6.0M into the site



Photo 2 - General view of access driveway

This will require the removal of approx 400mm deep x 400mm wide of spoil from the area shown in pictures two and three and extending 6.0M, from the front boundary wall, up the driveway.



Photo 3 - General view of area which needs to be excavated



Photo 4 - Test excavation hole on access driveway

The driveway itself is tarmac and has been in situ for many years. There is evidence of some basic arrangement of stones to fashion a retaining wall.



Photo 5 - Test excavation with tape for reference

Two 300mm square test holes were excavated to a depth of 600mm along the proposed excavation area to assess the founding material and the presence of any root material from the trees.

OBSERVATIONS

The ground in the area for excavation has approximately 100mm of top soil which reduces where abutting the existing tarmac surface. It appears to have been carried down the sloping ground by the action of the weather and the ground beneath is stone and rubble which continues to the mean level of the tarmac drive. There is evidence of historical and a rudimentary attempt to retain the ground around tree (T1) when the access driveway was originally constructed. During the test dig, there was little evidence of rooting material.

CONCLUSION

From the investigation carried out on site, the proposed excavation to increase the access to 4.0M wide x 6.0M would not adversely effect the root structure of tree T1. All other matters are addressed in Lawson Harper's report.

January 2019

Paul Clayton LANTRA Certified Professional Tree Inspector
Clayton's Ultimate Tree Care
92 Jossey Lane, Scawthorpe, Doncaster DN5 9DJ

SUPPLEMENTRY

Additional information supplied by Mr Andy Stevenson (prospective purchaser)

I met Mark Antcliff (The National Park's Tree Preservation Officer) on site at the beginning of November last year and as a consequence, on 15 November 2018, he sent me an email in which he acknowledged that I intended carrying out exploratory excavations on the widening of the drive as per the current approved planning permission. He acknowledged that this would be within the root protection area of the adjacent protected trees and that the work should be carried out using hand tools only. He stated that providing no roots over 25mm diameter needed to be cut, then work could proceed and the sub base and surfacing could be installed as set out in the planning approval documentation. He also stated that if tree roots over 25mm (or a high density of small roots) were encountered, then an alternative method of installing the extra drive width would have to be devised.

Paul Clayton and I subsequently carried out a test dig on site and submitted photos and a report to Mark outlining the findings of that exploratory dig. The report and photos were submitted via email to Mark on 5 December 2018. I also spoke to Mark the week following the submission of the report and subsequently confirmed, from information contained in the report that no roots were evident in the relevant area that would prevent the proposed work being carried out. Due to work commitments and the Christmas period I have not to date received a written response. I have however spoken to him on the telephone and can confirm he has no objections to the work being carried out as specified.

Andy Stevenson
January 2019