

Memo

To: Gary Miles, Planning

From: Sarah Hanson, Natural Environment Officer, Planning

CC:

Date: 15 October 2026

Re: Consultation on an Application

Address: 16 Jefferson Close

Application reference: PL/26/0868

Proposal: Erection of new Detached Garage

With reference to previous comments made and to:

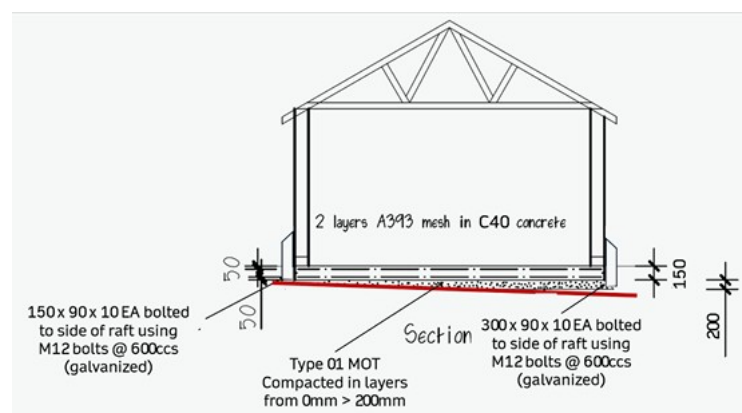
Garage Slab drawing, received 8/9/26

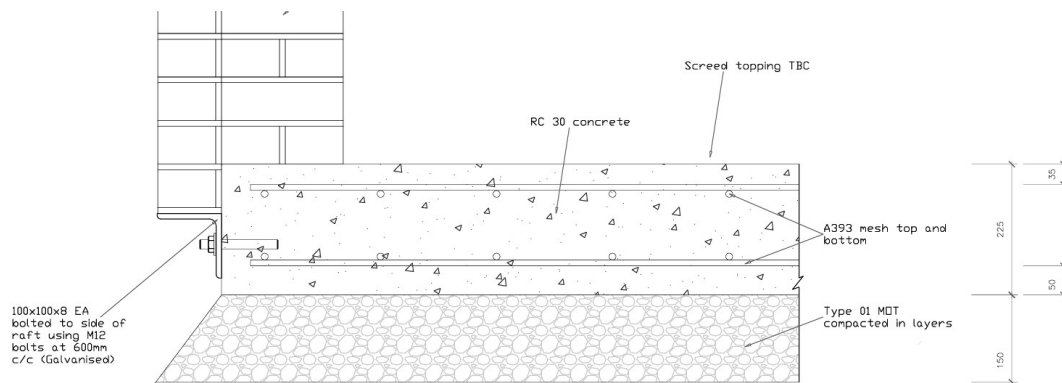
Proposed (plans & elevations) drawing DK/1106/726/B, received 24/9/26

Planting Schedule drawing, received 11/9/26

Arboricultural Implications Report Ref. SJA air 26097-01a, dated October 2026, received 5/10/26 ("AIR")

The elevations and garage slab drawing include, respectively:





It is unfortunate that neither labels the existing ground level, as would be expected, particularly given discussions here. For clarity, the existing ground level is taken to be the red line on the elevation drawing above.

It can be seen from the above that the foundations sit on top of the existing ground level and consist of a layer of compacted MOT Type 1 and then a concrete slab, presumably cast on site.

The foundations are briefly described in 6.2 of the AIR as *'a slab design which will be installed entirely above the existing soil level. Consequently, ground preparation will consist solely in the removal of the turf layer'* and states: *'Where the existing ground level shows a slight decline from the tree's trunk towards the road, the foundation thickness will be built up where necessary to provide a level base upon which to construct the garage, thereby avoiding the need for any excavation or soil levelling (other than the removal of the turf layer discussed above).'*

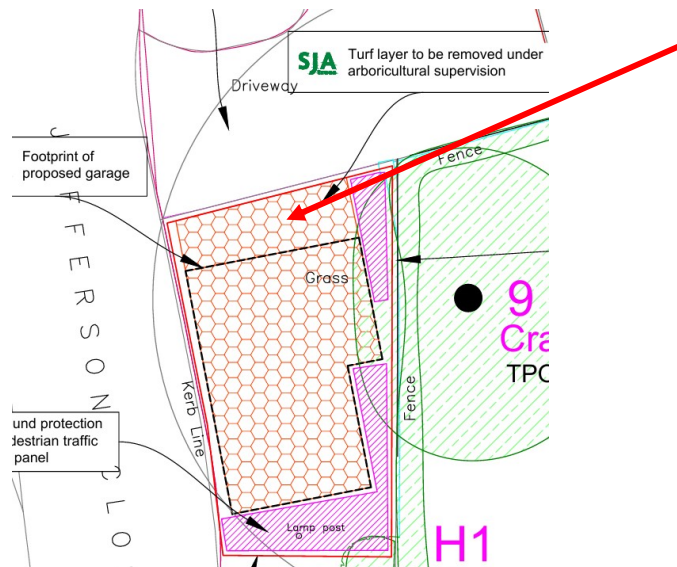
Appendix 2 includes an 'Outline Arboricultural Method Statement' in which I would expect full details of the foundation, consistent with the drawings, and method of installation. However, the only detail provided is:

A2.5.1. Unacceptable damage to the roots and rooting environments of the tree to be retained during the construction of proposed foundations that encroach within the RPA will be avoided by building these foundations above existing soil level, to avoid digging and thus severing of roots; and an appropriate ground covering will be used beneath the sub-base, to prevent or minimise compaction of the soil and to prevent the leaching of wet cement into the soil beneath. This will be done in accordance with Section 7.4 of BS 5837. The locations where these measures will be required are marked by red cross-hatching on the TPP.

There is no elaboration of the specific foundations proposed or 'appropriate ground covering', which the drawings show to be MOT Type 1 – this is described (elsewhere) as being *'made from crushed rock — usually granite, limestone, or recycled concrete — that ranges from roughly 40mm chunks down to fine dust'*. The inclusion of fines would not normally be acceptable; making it impermeable, but in this case the garage and concrete slab would prevent water reaching the ground anyway. Its use does mean that there is no water penetration or gas exchange anymore within this area of the trees RPA, which is not positive, but I expect will be deemed acceptable due to the less than 20% incursion. I note that it is 'compacted' MOT Type 1, which is what would be expected for this sub-base, however, 7.4 of BS 5837 (cited in the AIR), specifically 7.4.4, states that *'the soil structure beneath the proposed new hard surfacing should be protected from compaction*

during installation' – this would not happen here and the AIR does not discuss this sub-base.

I note from the TPP that there is an area of existing turf to be remove between the existing driveway and garage footprint:



It does not appear that any submissions deal with what is intended here, which I assume will be hard surfacing. It is within the RPA of T9 hence it would be expected to be included in the AIR.

In relation to the indicative planting shown on the planitng schedule drawing, this is positive in order to mitigation the incorporation of hard elements into the green space – details will need to be secured via standard Condition L1 unless specific details, in line with L1 requirements, are submitted now.

In conclusion, submission have moved forward positively, however some amendments to the AIR are appropriate to discuss the specific foundations proposed and to deal with the area between the garage and existing driveway.