



Daphney Haywood
Principal Planning Officer
Planning Services
Havant Borough Council
Public Services Plaza
Civic Centre Road
Havant
PO9 2AX

7th April 2021

Dear Mrs Haywood,

**Proposed Lidl Foodstore
Land to the west of B&Q, Purbrook Way, Havant**

Planning Ref: APP/20/01221

I write in relation to the above application and following our ongoing discussions concerning the specific matters of transport and landscaping (including arboricultural comments) as raised during the consultation period. For ease, I provide a summary of our response to the aforementioned comments under a series of separate headings below.

Transport and Highways

Further to the consultation comments received from Hampshire County Council (HCC) on 8th March 2021, a Transport Addendum has been prepared by Mayer Brown Ltd. This Addendum follows ongoing dialogue with the Highways Authority, including a virtual meeting on 11th February 2021 and preparation of an earlier Transport Addendum (submitted to the LPA on 3rd March 2021). This document crossed over with receipt of the formal highway comments from HCC Highways. Since this time, HCC Highways have confirmed that their formal consultation response was based upon the original Transport Assessment and Travel Plan details as provided with the original planning application submission. Therefore, the additional information included within the Transport Addendum 1 (3rd March 2021), has not been considered, in detail, by the Highway Authority. Accordingly, there is a degree of overlap between the formal highway comments received on the planning file and the earlier version of the Transport Addendum previously issued to the Highway Authority.

On this basis the Transport Addendum No. 2 (April 2021) seeks to draw together all ongoing discussions with HCC Highways in a coherent manner. It outlines our position on the matters raised in their consultation response. The document cross-references the original Transport Assessment and Addendum, as appropriate, and should be read alongside these documents. The following should be noted:

- The pedestrian connection from Purbrook Way has been widened to 3m.
- The pedestrian/cycle alignment has been adjusted reducing the gradient from 1:15 to 1:20.
- The pedestrian link now incorporates safety railings, owing to the level difference across the site.

- The proposed site layout plan now incorporates the required visibility splays for cyclists, where the pedestrian/cycle link joins Purbrook Way.
- The development proposals include the removal of several trees in the south-western corner of the site, at the request of HCC Highways, and as a means of improving site access visibility.
- From a site access/visibility perspective, the proposals provide a significant betterment when compared to the current situation, benefiting both store and non store users alike.
- HCC Highways make the observation that the proposed site access is not perpendicular to the existing main road that serves B&Q and that such a skewed alignment will necessitate a slightly wider access and differing radii. Details regarding the proposed access are provided within the original Transport Assessment. No material change to the access is proposed.
- The retaining wall alignment has been marginally adjusted to be offset from the required visibility splay. Additional proposed tree coverage is also sited outside the required visibility splays.
- The development proposals are envisaged to have no material impact upon numbers of pedestrian/cyclists using the crossing point on the B&Q arm. There is no requirement to upgrade this arm from a pedestrian/cyclist connectivity perspective. Nor has this been suggested by HCC Highways.
- Ample cycle parking provision is provided across the site.
- HCC Highways are in agreement that the proposed level of parking onsite is appropriate to meet demand and the proposals are not expected to result in parking overspill.
- Whilst it is considered highly unrealistic that the proposed development would result in parking on Purbrook Way, the applicant has agreed, in principle, to an appropriate sum (up to a maximum of £7,000) to allow a TRO to be processed within 5 years of practical completion. This also addresses the consultation comments raised by Havant Borough Council Traffic Management Team (February 2021).
- With regards to Personal Injury Accident Data, updated collision analysis was undertaken to inform the earlier Transport Addendum (Dated 3rd March 2021). This is currently awaiting review from HCC Highways.
- The Transport Addendum revisits both the original Trip Generation Assessment and Trip Distribution assumptions based upon comments received from HCC Highways. It concludes that the proposed site access arrangement will operate well within capacity during peak periods post development. Nor is the development envisaged to result in any significant impact upon the local highway network operation, in any way, following the updated assessment.

Overall, it is considered that the proposal is acceptable in terms of highway and transportation impacts and will not generate any significant impact upon the local transport network. Accordingly, the proposals accord with the principles of sustainable development, established within the National Planning Policy Framework (NPPF).

Trees and Landscaping

The Council's Arboricultural Officer commented on the application proposals on 22nd January 2021. Objections were raised on the basis the proposal resulted in significant tree loss.

In response to these comments, the originally submitted Tree Survey and Arboricultural Impact Assessment has been updated. Detailed analysis of the tree strand fronting Purbrook Way was undertaken in February 2021 and further detail is now provided in relation to tree constraints and the subsequent removal strategy facilitating the development. This additional piece of work provides a comprehensive understanding of the current arboreal value of the tree strand adjacent to Purbrook Way. We would, of course, welcome the opportunity to meet with Officers on site to talk this through in detail.

The development will, invariably, require the removal of a number of trees. However, much of the southern tree and shrub group is to be managed to retain the higher quality, maiden trees set within an open, grassland/meadow setting. In particular, the works will include:

- Retention of the better quality, individual maiden trees, including Birch, Maple, Alder and Pine.
- Removal of lapsed, over mature Gorse, Elder, Willow and Hawthorn.
- Coppice/Fell (and stump treatment) of mature to over mature willow.
- Coppice/Fell (and stump treatment) of immature to semi-mature Ash (most of which have been infected by Ash Die Back).

Within the land abutting Purbrook Way, around the retained treed areas, an informal grassland/meadow tree strand and new habitat is proposed.

The land between this retained, sloping tree belt and the proposed car park will receive a new landscape treatment, including native hedgerow planting and meadow grassland seeding.

The majority of tree and vegetation removal relates to Category C trees. These are low quality trees and their removal can be mitigated by comprehensive tree planting.

The removal of a number of trees is, regrettably, unavoidable given their central position within the site and the change in levels. Put simply, this prohibits the efficient development of the application site and would equally apply to any meaningful development at this location. This assumes particular importance given the emerging Development Plan recognises the application site as a suitable location for development.

As part of the proposed updated Landscape Masterplan, 29no. new trees are now proposed across the site. This represents an increase of 14no. trees, as shown originally within the submission. Replacement trees include a range of ornamental and native tree species and are all to be planted as standard stock trees. Their arrangement is focused around the perimeter of the site, thereby upholding the high-quality arboreal setting to the site whilst maintaining the character of Purbrook Way.

The landscape plan seeks to increase the screening of the development from Purbrook Way and incorporates robust boundary screening in the form of native hedging and trees. Sympathetic tree planting has also been used to break-up the proposed car parking area.

The landscaping design is a thorough response to comments raised during the determination period. It represents a significant commitment by the applicant, and places the landscaping design at the heart of the proposals. It shows, clearly, that all opportunities to maximise landscaping across the site have been taken and balances carefully the commercial requirements of Lidl, visibility matters borne from highway comments, re-provision of appropriate planting having due regard to both landscape and arboreal comments, alongside stipulations from SGN with regards to planting near a high-pressure pipeline. In our opinion, the updated landscaping proposals respond fully to matters raised during the course of the application; namely:-

- Significant tree planting is now proposed across the site.
- Redevelopment of the site offers an opportunity to actively manage any retained vegetation and with restorative tree works to be undertaken will improve the amenity value and landscape setting of the site, in turn, increasing the useful life of retained trees across the site.
- Once the proposed trees become established, they will provide a wider amenity value than the current trees on site. Their planting locations are publicly visible and include a mix of species which will offer more species diversity.
- Over time the extensive new tree planting to be implemented as part of the development will ultimately replace and increase the arboreal value of the site.

Design Alterations

Following progression of the detailed design of the proposals in response to consultation comments concerning transport and landscaping matters a number of design alterations have been made to the scheme. Accordingly, the drawings/reports that are to be substituted/placed on the file, along with their subsequent replacements (if necessary), are shown in the table below:

Drawing/Document No.	Title	In Substitution of	SPL Commentary
AD 110_Rev B	Proposed Site Plan	AD 110	Site Plan has been updated to show additional tree planting, alterations to landscaping design, improvements to pedestrian footpath to Purbrook Way and general layout alterations to car-park etc.
AD 111 Rev A	Proposed Ground Floor Plan	AD 111	Minor changes to ground floor layout showing inclusion of internal wall mounted cycle provision.
AD 114 Rev B	Proposed Site Plan Boundary Treatments	AD 114	Boundary treatment plan has been updated to reflect

Drawing/Document No.	Title	In Substitution of	SPL Commentary
			amendments to general site layout.
AD 115 Rev B	Proposed Site Plan Finishes	AD 115	Proposed Site Finishes plan has been updated to reflect amendments to general site layout.
AD 117 Rev B	Proposed Site Plan (Topo Overlap)	N/A	Additional drawing provided to show further details regarding level differences across the application site.
JSL3712-RPS-XX/EX/DR-L-901 JSL3712-RPS-XX/EX/DR-L-902 JSL3712-RPS-XX-EX-RP-L-904	Detailed Soft Landscaping Plan Typical Tree Pit Details Landscape Management Plan and Maintenance Schedule	AD 116 (Proposed Landscape Design and Specification)	Landscaping design has been comprehensively revisited and an alternative landscape design has been provided by RPS.
JSL3712-770 Rev F (April 2020)	Tree Survey and Arboricultural Impact Assessment (1 st April 2021)	Tree Survey and Arboricultural Impact Assessment (28 th October 2020)	Tree Survey has been updated following a detailed analysis of the tree strand along the sites southern boundary completed in February 2021, following comments raised during determination period. Updated Tree Removal and Tree Constraints Plans are also provided within the Tree Report, based on the layout alterations.
N/A	Transport Assessment Addendum No. 2	N/A	Transport Addendum report has been prepared in response to transport and highway comments received from HCC Highways on 8 th March 2021.

In summary, the design alterations represent a significant commitment by the applicant. They address the points raised by HCC Highways, alongside those provided from an arboricultural and landscape perspective. Significant tree planting is now proposed across the site and the updated landscape design is considered an appropriate response to both the existing arboreal value of the site and the proposed development. We would reiterate the importance of meeting with Officers (including the Tree and Landscape Officer) on site to talk through the detailed rationale for the landscaping design now presented.

In the meantime, I trust that the above amendments are acceptable to you and look forward to confirmation of receipt in due course. I will contact you shortly with a view to arranging a convenient time for a site visit.

Yours sincerely,



Alastair Thornton
Director