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12 July 2016

Mrs H Lealan: Principal Planning Officer
Development Management
Havant Borough Council
Public Service Plaza
Civic Centre Road
Havant
PO9 2AX

Dear Mrs Lealan,

APP/16/0568 PROPOSED ERECTION OF RETIREMENT APARTMENTS (CATEGORY II TYPE) WITH COMMUNAL FACILITIES AND CAR PARK ACCESSED FROM ST MARYS ROAD; SITE AT THE HAYLING BILLY, ELM GROVE, HAYLING ISLAND.

To assist in the processing of the application, I attach **Verified Visual Images** of the proposal. The VVIs have been produced in accordance with the standards and requirements of the Institute of Landscape Architects.

With regards to the additional comments made by **the Senior Landscape Architect at 15:52 on 28th June 2016**, I set out below the response from Mr J Keen:

***"Para 1:** There is no change to the visual amenity provided by these trees. The trees will remain prominent in the view from Elm Grove. That amenity is embraced by the design by setting the proposed building further from the trees than the existing. Yes, the building wraps around the south but buildings proximate to trees is not an unusual scenario in urban settings.*

The scheme does not propose tree removal so why raise an empty spectre?

Para 2: *The building is remote from tree 1. More remote than tree 1 is from 127 Elm Grove. I see no reason why requests to remove or prune tree 1 would arise and if they do then they are easily set aside on the basis of being unreasonable.*

The building has been set away from the crown of trees 2 and 3. Given the history of tree retention on M&S schemes (research refers) then I do not envisage requests and if they are, again, they can be reasonable rebutted, especially as the trees are protected by TPO - after all, that is the purpose of the TPO to resist unreasonable works.

It would be reasonable to undertake some pruning of the crown to maintain a separation between tree and building. That already happens with tree 1 to clear 127 Elm Grove; it is normal and commonplace in urban settings. The evidence of tree retention here supports that removal and crown reduction are unlikely and can be resisted.

Harm to trees during construction is very unlikely. M&S have a good track record and procedures in place to avoid damage.

The guttering will be remote from the tree crowns after reasonable, normal pruning described above. Modern drainage does not become damaged by tree roots.

Para 3: *That's correct, where structures such as the terrace (trees 4-7) and replacement car parking (trees 8-11) are proposed it is permissible to set the protective fence back. The impact of these elements is described in the Impact Assessment.*

The root protection area for each of these trees is smaller than the crown - that is clear to see on the Tree Constraints Plan. As such the SW extent of building is just at the edge of the crown spread so outside the root protection area. That means there is no excavation within the root protection area. Also, the impact assessment and method statement propose methods for installing the drainage and services within root protection areas that avoid harm. These methods are in accordance with BS5837. There is therefore no material harm from these two elements.

The projection of proposed hard surface beyond the existing is recognised. For that reason the existing hard surface is to be removed but only down to the bottom of the existing sub-base. It will then be built back up and where it extends beyond the existing footprint it will use the well recognised and suitable method of no-dig construction.

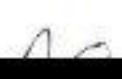
Kind regards,

Jago Keen"

With regards to the other highway comments in the Landscape Officer's e-mail of 28 June 2016, I do not know whether to respond or not. Is the author acting as the LPA's professional highway witness should the application proceed to appeal? With regards to refuse collection, this would not be materially different than from any of the other properties which are also close to or on the zig zag road markings. In fact, not only adjacent to the site but elsewhere along Elm Grove and beyond where refuse collection has to take place on zig zag markings but also where double yellow lines technically preclude vehicles stopping.

As you have probably gathered most of the consultee responses and are in the process of framing your views formally, it would be helpful to meet to discuss your concerns. Could I suggest the week commencing 25th July 2016 onwards by which time there may also be an initial response to the viability review.

Yours faithfully



Gian Bendine
Principal Planning Associate
The Planning Bureau Ltd