

HAVANT BOROUGH COUNCIL

Town & Country Planning Act 1990

Consultation on Planning Application

MEMORANDUM

From:	Environmental Health	To:	Development Control
Our Ref:	CONS/20/02840	Your Ref:	APP/13/00804
EH Case Officer Extn:	44 6677	Date:	5 th September 2020
DC Case Officer:	Daphney Haywood		
DC Case Officer Extn:	44 6513		
Application Number:	APP/13/00804		
Site Address:	Woodcroft Farm Development Site, Woodcroft Lane, Waterloooville		
Proposed Development:	Development of 288 residential units comprising 9 x one bedroom, 110 x two bedroom, 124 x three bedroom and 45 x four bedroom, retention of existing farmhouse, new access road from Eagle Avenue, internal access roads, associated car parking, open space and landscaping and including works to trees under TPO 1931 (Approved 5 May 2015).		

A request has been made to discharge the following condition(s) on the above application:

- **Condition 6** (Construction Management Plan & Method Statement)
- **Condition 15** (external lighting)
- **Condition 16** (Surface Water Drainage Scheme, 1. Pollution Prevention, 3. Preventative Maintenance)
- **Condition 17** (Layout & Depth of Drains)

Observations / Comments:

I have reviewed the supporting information relating to condition no's 6, 16 & 17. I am reliant upon my colleagues with an amenity / nuisance focus to make a substantive response in relation to condition 15 (lighting)

Condition 6; Construction Management Plan & Construction Method Statement (CMP & CMS)

The s74B application to extend working hours is acknowledged. As for c.15, I will defer to my colleagues for comment on working hours.

The points below summarise a number of observations. Where no observation / comment is given, 'no adverse comment' or 'raise no objection' may be assumed.

Routing of Construction Traffic:

The Authors appear to have interpreted this requirement as 'routing within site' and 'parking of construction related vehicles' (including personnel transport). It might have intended to relate to wider routing (i.e. from SRN to Site, to avoid amenity impacts on neighbours).

It appears that the CMP & CMS may not meet the requirements of the condition in this respect. This is unlikely to be material in pollution / emissions terms (track-out is an issue to be considered

specifically elsewhere in the plan/statement); but may be material to highway safety, inconvenience to other highway users or the amenity of local residents,

Delivery Hours, Waste Management:

I note that the provisions at 3.22 (Delivery Hours Restrictions) relate to deliveries *only*; waste vehicles are not bound by requirement to avoid network peaks & primary school pickup / drop-off. As above, This is unlikely to be material in pollution / emissions terms but may be material to highway safety, inconvenience to other highway users or the amenity of local residents – particularly those linked to Woodcroft Primary School.

Road Cleaning & Prevention of Mud:

I note that 3.15 outlines additional provisions to implement in the event that initial (manual) wheel wash provision & ad-hoc sweeping regimes proves to be insufficient. Dust control measures at 3.16 include site speed limit. Both of these noted provisions are welcome inclusions - no adverse comments.

Fuel Storage:

I note that 3.10 covers fuel storage (the only aspect of fuel handling at the site that is expressly specified by the applied condition), however it doesn't cover the related issue of re-fuelling.

There are no details about pump management, or whether fuelling is only to be permitted within the compound (from the double-skinned tank), If 'on-plot' refuelling will be permitted, this should be made clear within the CMP & CMS, and some details on the use of intermediate containers &/or drip-trays should ideally be included.

The fuel storage tank details (Double Skinned / internally bunded tank) are o.k. in principle where collision protection is provided. Collision protection isn't specifically mentioned, or shown in the Appendix drawings, however I do note that the compound layout provides natural collision risk reduction for fuel store.

Condition 16: surface water drainage scheme

I am reliant upon the Lead Local Flood Authority to make substantive comments in relation to appropriate runoff rates, hydrologically modelled storm intensity, and means of restricting system outflow. Comments here will focus on pollution only (c.16 1., and c.16 3.)

In this respect, the ARDENT Drainage Strategy & Management Plan (192931-002) notes;

- The phase 2 development area provides no additional flow control or attenuation measures. These [measures] are fully encompassed within the offsite works by others;
- A proprietary SDS Aquaswirl unit (SW1.4) is provided offsite, serving to separate & remove silt and contaminants from surface water.
- Additional stages of treatment [downstream of the Aquaswirl unit] are provided by the off-site basin attenuation and the downstream flow control device (SW1.5).
- Further downstream protection is proposed in the form of a pollution control valve located downstream of the flow control manhole prior to discharge into the ditch watercourse.
- It is not proposed to include any supplementary SuDS treatment stages/methods within the Phase 2 development area.
- Downstream discharge is via a new swale conveyance, discharging to Soake Farm Watercourse (a statutory main river). The swale will provide a supplementary pollutant removal service.

The pollution control strategy outlined significantly exceeds the pollution control requirements of a residential development, and is therefore supported.

I have no adverse comment in respect of the schedule of preventative maintenance.
Environmental Health Raises no objections to the discharge of c.16.

Condition 17; Layout & Depth of Surface Water Drains

I have briefly reviewed the submitted information, and have not identified any obvious issues with design, or any obvious omissions.

Environmental Health Raises no objections to the discharge of c.16.

Mr. Jonathan Driver
Environmental Control Officer