

HAVANT BOROUGH COUNCIL

Town & Country Planning Act 1990

Consultation on Planning Application

MEMORANDUM

From:	Environmental Health	To:	Development Control
Our Ref:	CONS/20/01970	Your Ref:	APP/20/00269
EH Case Officer Extn:	44 6677	Date:	21 August 2020
DC Case Officer:	Ms. Lesley Wells		
DC Case Officer Extn:	23 4223		
Application Number:	APP/20/00269		
Site Address:	Land at Asda, Larchwood Avenue, Havant		
Proposed Development:	Construction of new coffee shop drive thru within existing car park.		

Observations / Comments:

I have reviewed the supporting documents and would like to make brief comments in respect of drainage / pollution, the contaminated land assessment, and the transport Technical Note & Planning Statement (Air Quality - direct & indirect).

EPS Ltd. Phase I Geo-Environmental Desk Study UK19.4632b Iss.1

The report does not identify any significant potential sources associated with the red-line area, or within the immediate vicinity.

The report recognises the low contaminant sensitivity of the site, and the negligible risk to the aquifer which carries an SPZ1c protected status.

The conclusions of the report are agreed, and I would concur that the precautionary measures proposed need not be subject to planning controls for the purpose of verification.

No restrictive conditions or informatives are proposed.

EG Group Ltd. Technical Note (Transport) 3703319-12

The report concludes that the development will likely attract negligible 'primary trips'. In the strict sense, I would agree - the development is not an origin point, so it is reasonable to expect that the customer vehicles are already present somewhere on the local network, however these vehicles are not necessarily present on the immediate local road network and could be diverted from further afield (and so may still lead to traffic increase at the site access and signalised roundabout).

The planning statement does make a coherent and credible argument which suggests that the 'roadside service' customers may be largely coming anyway for fuel & some form of food/drink servicing (from ASDA or one of the existing hot-food Drive Thru Restaurant), arguing that the proposal simply adds choice for those customers & will bring only a moderate number of 'brand new' customers to the wider ASDA site.

From an Air Quality perspective (private motor car transport demand & associated emissions); it is unlikely that the net contribution of the proposed development could be considered to be material in planning terms, despite the estimated Gross Saturday peak transport demand exceeding 1300 vehicles (AADT likely <600 given estimated weekday flows).

In terms of aspects of the development indirectly relevant to Air Quality; I would agree that the site is sustainably located and capable of being accessed by a range of sustainable modes of travel (train, bus, walk, cycle). I note that the cycle parking provision exceeds the SPD minimum for short-stay spaces (providing 6), however no obvious 'long stay' spaces are provided (e.g. for staff, who may require a greater degree of security for cycle parking). 1 is required per 6 members of staff. I am unclear on whether the 3 no Sheffield stands may be considered sufficient to meet this requirement – staff may be better encouraged to travel to work by cycle if secure long-stay parking is provided.

As regards the proposed level of customer parking, it is noted that peak weekday parking accumulation would exceed the unrestricted spaces at the site by 2, and weekend peak parking accumulation is more than double the proposed number of spaces. It is unclear whether the applicable SPD would be non-food A1 or 'general' retail, or 'food retail'; but I note that the proposals do not meet the requirements of the latter.

Given the location within a wider private retail estate, parking conflict is not likely to interfere with vehicle circulation, however it does seem that the applicant has shown that the proposed levels of parking are inadequate for estimated peak demand.

The statement in the planning statement referring to Euro Garages being 'partnered' with ASDA is noted – however there is no reference to this partnership extending to the ASDA food store's parking spaces being available to the development on the same basis as to the food store. I would suggest that the applicant should either demonstrate that the ASDA spaces will be available to the development, or if this cannot be confirmed, that the parking quantum be increased to better reflect the peak demand (and so to avoid customers attracting private parking enforcement fines as a result of overspill to ASDA's spaces).

FDRS Drainage Impact Assessment Ref: 2020 – EG10

The assessment confirms the intention to discharge surface water into the existing private system upstream of Bypass Interceptor, and onward to the Public Surface Water network. This is agreed to be appropriate.

The site does not materially alter risk of pollutant release, and suitable attenuation are proposed. I have no downstream pollution concerns and propose no specific restrictive conditions. I expect the LLFA to propose a condition requiring a detailed drainage design prior to commencement.

Conclusion

No conditions or informatives are proposed. There is some air quality justification for seeking clarification on parking customer vehicle parking, and a long-stay cycle parking enhancement. The concern is insufficient to justify an objection in & of itself and is flagged principally as a policy issue for consideration by the Planning service. I do not require re-consultation on any design amendments.

Mr. Jonathan Driver
Environmental Control Officer