

HAVANT BOROUGH COUNCIL

Town & Country Planning Act 1990

Consultation on Planning Application

MEMORANDUM

From: Environmental Health **To:** Development Control

Our Ref: CONS/19/00056 **Your Ref:** APP/18/01259

EH Case Officer Extn: 44 6677 **Date:** 18 January 2019

DC Case Officer: Tina Pickup

DC Case Officer Extn: 44 6461

Application Number: APP/18/01259

Site Address: 19 Arnside Road, Waterloo, PO7 7UP

Proposed Development: Change of use to mixed B1, B2, B8 use classes. Proposed mezzanine floor to form additional office space with supporting east and west dormers, alterations at ground floor level to form a new entrance with associated replacement windows and cladding to all elevations

I attach a copy of the above application that has been received under the Town and Country Planning Acts.

Any views you should wish to make should be returned to me no later than 28/01/2019.

Observations / Comments:

I have reviewed the application documents, and note that the floorspace information provided on part 17 of the application form suggests cessation of B2 use at the site, with respective B1(a) & B8 uses to be at an approximate 2/1 ratio, making use of +684 sq.m new floor space (provided within the existing footprint of the building, by means of the proposed mezzanine).

Employment levels are to increase by +25%, accommodated by +8 cycle/motor cycle parking spaces. In principle, both B8 & B1(a) uses will increase trip rates associated with the building - the former in terms of OGV movements, and the latter in terms of an elevated per-sq.m private motor car (PCU) trip rate.

Air Quality

I note that the highway consultee has flagged the benefits of implementing a travel plan to compensate for the lack of increase in the number of parking spaces.

The scale of changes are almost certainly insufficient to be reasonably regarded as material in air quality terms (direct impact). This notwithstanding, I support the comments of the Highways Consultee, and would stress that I would expect the Travel Plan to seek mode shift to sustainable means of travel not only to relieve pressure on highways & parking, but also to seek (staff) health- and air quality- (public health-) benefits.

Contamination Risk

There is a reasonable risk that this site could represent a source of contamination to which

sensitive receptors are capable of being exposed. This is largely due to the proximity between #86 Freshfield Gardens and the current materials (&/or waste) storage & goods handling / loading area to the existing unit.

This notwithstanding, it would appear that no groundworks are proposed as part of these proposals, and whilst the consented landuse is changing, this change is not material to the risk profile of the site.

For clarity, it is not considered to be reasonable in planning terms to require a proactive assessment &/or remediation of contamination at this site under this application. It may however become reasonable to require such assessment in connection with any future comprehensive redevelopment (or material alteration) of the building, where this may expose &/or mobilise contaminants or prejudice the ability to address deposits of contaminants in areas where they might be expected to be found.

Change of use of the site to a more sensitive landuse would similarly justify proactive investigation. Irrespective of any development, the risk remains, and in the event that the evidence emerges suggesting that nearby residents may be at risk of harm, some liability for this is likely to rest with the owner of the site.

Pollution Risk

It is noted that the site is being refurbished, and not comprehensively developed. It is also noted that loading yards to B8 uses are regarded as 'moderate-high risk' areas with respect to SuDS & drainage of hardstanding areas.

I have not identified any substantive drainage information in the supporting documents, but note that the loading/handling area is to be moved from the NorthEast corner of the Building to the SouthEast corner. Existing Surface Water sewers in the area are anticipated to drain to the Wallington (North) tributary, and as loading / handling areas are of elevated risk (of collision, and leakage / spillage from vehicles), I would recommend that the applicant consider whether the existing pollutant interception provision is adequate.

As there are no proposals to amend the drainage scheme, I do not consider this to be material to the application, and my recommendation is for the benefit of the applicant with reference to their own operational liabilities.

Mr. Jonathan Driver
Environmental Control Officer