

Consultee Comments for Planning Application APP/17/01324

Application Summary

Application Number: APP/17/01324

Address: Dunsbury Park, Fitzwygram Way, Havant, PO9 4EE

Proposal: Variation of Condition B6 of Planning Permission APP/15/00732 to remove restriction on proportion of B8 floorspace allowed within the Dunsbury Park development, and thus provide for a maximum mixed use floor space of 61,779sqm within Classes B1, B2 and/or B8 of the Use Classes Order 1987 as amended.

Case Officer: Daphney Haywood

Consultee Details

Name: Consultee Environmental Health (Environment Team)

Address: Public Service Plaza, Civic Centre Road, Havant PO9 2AX

Email: EHEnvironment@havant.gov.uk

On Behalf Of: Environmental Health Manager, Community Group

Comments

Recent submissions were received by Environmental Health under separate cover. Those submissions comprised 2 no. Memorandum documents authored by Atkins, each addressing specific comments made by Environmental Health (relating to traffic model, air quality assessment and noise) under the original consultation (to which a holding objection was lodged, pending clarifications).

I have already submitted a full response to those submissions direct to the Case Officer, under references (CONS/17/02455, APP/17/01324, dated 09/03/2018). Comments made cover traffic model, and air quality only. My colleagues will make comment under separate cover with respect to noise, if appropriate. The summary conclusions from my full response are reproduced below - see the memo dated 09/03/2018 for context and technical rationale.

"...Conclusions

I don't regard the Atkins submissions as being sufficient to negate my prior objection. There remains room for a significant proportional impact at receptors not considered in the submitted assessment.

I would be content to deal with that residual uncertainty in impact magnitude by whichever approach the applicant prefers, be that to;

- i) put forward robust conceptual arguments as to the probable triviality of impact,
- ii) model the receptors not previously considered,

iii) assume a significant impact, and adopt appropriate mitigation (targeting a specific assumed impact, e.g. routing restrictions to avoid receptors on the local road network), or
iv) acknowledge a general adverse overall air quality impact and to adopt an approach whereby the incremental adverse elevation in local ambient air pollution (associated with additional HDV trips represented by the removal of the use class cap) is offset, by securing or contributing toward effective mitigation elsewhere within the Borough.

For any of the above approaches, it would appear that some additional input is required from the applicant. I would maintain my objection pending further clarification on how the applicant wishes to address the remaining questions - but I don't believe that the issue is in any way insurmountable."