

HAVANT BOROUGH COUNCIL

Town & Country Planning Act 1990

Consultation on Planning Application

MEMORANDUM

From:	Environmental Health	To:	Development Control
Our Ref:	CONS/21/02732	Your Ref:	APP/21/00678
EH Case Officer Extn:	44 6677	Date:	13 September 2021
DC Case Officer:	David Eaves		
DC Case Officer Extn:	44 6549		
Application Number:	APP/21/00678		
Site Address:	Camp Field (land to the west of Havant Crematorium), Bartons Road, Havant		
Proposed Development:	Application for Reserved Matters Approval pursuant to Outline Planning Permission APP/19/00007 for the layout, scale, appearance and landscaping of 70 dwellings and associated works. Request for approval of details pursuant to Conditions; 5 (Arboriculture); 7 (landscaping); 8 (drainage); 10 (boundary treatments); 13 (levels); 15 (highways); 17,18 and 19 (archaeology); 21 and 32 (lighting).		

Observations / Comments:

Ground Conditions - BRD Geo-Environmental Site Investigation (Contaminated Land)

At the outline application stage, environmental health raised not concerns about soil quality. The applicant has submitted the above-referenced investigation report (BRD3818-OR2-C, 19/03/2021) in support of the reserved matters application, and I have reviewed that report in detail.

The report did include some interesting ground gas results, with marginally elevated methane, hydrogen sulphide, carbon monoxide and sVOC, alongside heavily depleted oxygen levels in some results. Flow rates are thought to be influenced by groundwater, with rates of up to 14.5 litres/h as a short-term 'steady state' reading.

The report does make a case for the flows being unrepresentative of the general gas regime, and the calculated screening values are around the Green/Amber (negligible/low risk-) boundary, principally due to CO₂ & CH₄ concentrations being consistently under 5% & <1% respectively. Given the absence of any known / suspected local source of soil gas, I am persuaded by the rationale presented for requiring no specific ground gas protection measures.

In terms of soils results, no reported results represent a cause for particular concern. Two samples were taken from a stockpile of arisings from development works at the adjacent site, each returning marginally elevated PAH concentrations. The report recommends further sampling to confirm suitability in the event that these soils are to be used, however I note that the results returned do not exceed the GAC for sensitive residential landuses, and there is no reason to suspect wide variability of concentrations within the stockpiled soils. I will not therefore require that this be observed as a formal risk mitigation measure.

The conclusions of the report are broadly accepted. No objections arise, and no conditions are recommended.

Sustainable Urban Drainage (SuDS, Pollution)

The drainage statement states that *'...to ensure the water quality to the downstream watercourse network is maintained further pollution prevention has been included on the final outfall in the form of a vortex separator/interceptor to remove any oil, silts, and debris'*.

The report also explicitly demonstrates compliance with the pollution 'simple index approach' (ch.26 of the SuDS Manual). The condition proposed by the LLFA seeks to secure the delivery of the scheme described within the drainage statement, with amendments requiring further approval.

Given the above, I've no material pollution concerns.

Scheme details, Planning Statement, Design & Access (Air Quality & Related Policy)

Under a reconsultation to APP/19/00007 (CONS/19/01050), Environmental Health commented;

'...the applicant has not sought to address the comments made by Environmental Health with respect to sustainability, transport assessment or emerging policy as regards air quality.'

The revisions to the travel plan are noted, as is the note that EV charging infrastructure essentially forms a reserved matter subject to consideration under a future detailed application. It is similarly noted that the design & access statement is explicit on the deferral of decisions as regards other features relevant to sustainability and air quality.'

The Planning Statement does mention emerging policies E23, IN3, E2, E12, E22 at section 5.16, however no further discussion on air quality is included. There is little specific discussion on sustainability, energy, emissions, climate or supporting sustainable travel - sustainability being mentioned principally in the context of drainage, and in the context of the principle of development where the sustainability focus is upon the economic limb – namely the delivery of housing.

The design & access statement takes a similar approach, omitting all of the above referenced 'air quality relevant' policies from its discussion of the emerging local plan, and focussing upon the allocation, housing & design policies. I do note the following text, which makes reference to support for sustainable travel, and relevant ecosystem services (interception and treatment of air pollution);

- *'More sustainable layout by promoting walking & cycling in a safer environment'*
- *'Maintain & reinforce hedges & treed character to the sites boundaries'*
- *'quality public realm scheme... and green open space'*
- *'Evergreen shrub planting would provide softening to vertical structures such as walls and fences, with self-clinging climbing shrubs also used to reduce the visual effects of these hard enclosures'*

Similarly, I note that the sustainability section mentions *'energy efficient white goods', 'energy efficient lighting'* and *'orientation and sizing [of dwellings & window openings] to optimise daylight and solar gain'*, however no detailed consideration is given to these provisions, and no minimum specifications are given, leaving this section appearing a little 'insubstantial'.

The statement omits meaningful text which includes any of the terms 'heat', 'recovery', 'solar' (other than the text quoted above), 'combustion', 'emission', 'ready', 'charging', or 'electric'; given this, it is considered that the application has done little to demonstrate compliance with the LP2036 policies referenced in the planning statement.

I would highlight that many synergies exist between health, transport, infrastructure, climate, energy & air quality policy objectives, and Environmental Health would always encourage applicants to consider these objectives holistically – contributing to the quality of the development for future occupants.

A range of options are available in respect of the design & specification of dwellings, in particular;

- low- or zero-carbon technologies that avoid local combustion, or generate clean energy (e.g. heat pump space / water heating, direct solar)
- installation of domestic electric vehicle charging points (over & above the minimum requirements of policy IN3) which support low or zero combustion transport
- providing for future expansion of domestic electricity demand (e.g. provision of redundant-capacity in substations, higher-rated domestic supply electrical incomers, high capacity consumer-units with spare ways and/or preparatory ducting to convenient locations to facilitate future installation of domestic electric vehicle charge points)
- enhanced travel plan measures and/or public realm 'connectivity' (or development permeability-) enhancements which encourage sustainable and active modes of travel
- heat recovery (wastewater, ventilation) or other energy-saving technologies,
- direct-electrical alternatives to combustion appliances (particularly cooking & heating).
- low-emission technologies (ultra-low NOx- or 'hydrogen ready' boilers)
- landscaping & construction features which provide pollution interception / absorption as ecosystem services.

In terms of meeting the objectives of E23 a., it is accepted that measures could comprise measures identical to those required to meet the requirements of other related policies, however it is expected that to demonstrate compliance only elements specified over & above the minimum requirements of those related policies should be accounted for. Despite the landscape elements mentioned above, it is not clear that a proportionate design response has been made to the requirements of E23 a (or related policies).

With specific reference to the prior comments from Environmental Health, and the statements upon which those comments were based; it is particularly notable that there are no proposals pursuant to policy IN3 j (provision of- &/or preparation for- electric vehicle charging). In the absence of a specific proposal, it is unclear that the development can be considered policy compliant (i.e. sustainable-) development.

In terms of development-permeability and supporting sustainable travel choices; I note the comments of the Highway Authority consultee about cycle access being limited to the vehicular main access, against the foreseeable desire-line to destinations to the west of the development. I would support as a contributory measure towards compliance with E23 a. to provision of a cycle link to connect with the existing shared surface on Bartons Road via the emergency access to the West of the development frontage, potentially reducing journey distances by as much as 500m. It is understood some re-design in this area of the site is necessary to facilitate the required easements associated with the drainage infrastructure.

Conclusions

I am mindful of the status of emerging policies – i.e. that they carry maximum weight for unadopted policy, but cannot be regarded to be 'definitive' policy. For this reason, I am not objecting to the reserved matters proposals. Were these adopted policies, I think an objection could be sustained without either an enhancement of the specification, or a more detailed explanation of how the design contributes to the policy objectives.

I would also point out that these policies derive from the provisions of the adopted NPPF, that the NPPF provisions are not simply policy directions for local authorities but may also be applied

directly to decisions, and that the emerging policy represents the Councils view of how the provisions of the NPPF should be interpreted locally.

The balance of these considerations is ultimately a planning decision, and these comments are intended to serve to highlight the policy areas not explicitly covered or adequately met by the scheme particulars.

Mr. Jonathan Driver
Environmental Control Officer