

HAVANT BOROUGH COUNCIL

Town & Country Planning Act 1990

Consultation on Planning Application

MEMORANDUM

From:	Environmental Health	To:	Development Control
Our Ref:	CONS/21/01580	Your Ref:	APP/21/00405
EH Case Officer Extn:	44 6677	Date:	16 June 2021
DC Case Officer:	David Eaves		
DC Case Officer Extn:	44 6549		
Application Number:	APP/21/00405		
Site Address:	Langstone Technology Park, 2B Langstone Road, Havant, PO9 1SA		
Proposed Development:	Variation of Conditions 2, 3, 8, 18, 19, 22 and 25 of Planning Permission APP/19/00703 relating to the erection of the flexible use industrial units in the south-western corner of the site (Phase 1).		

Observations / Comments:

Contamination Assessment

The applicant has submitted an intrusive geo-environmental appraisal report (ref: 10/1425/001, Oct 2019) with the current s73 application for amending planning conditions.

I have not reviewed the appraisal report at this time, as the application does not seek to amend either of the relevant planning conditions (APP/19/00703 c.9 & c.10), and as I would agree that the proposals do not affect the risk profile of the site. The submitted documents will be reviewed at the time that the applicant seeks discharge of c.9.

Transport Assessment; Air Quality

The transport assessment indicates that the overall transport demand associated with the development will be marginally reduced, and that the concentration of demand around traditional transport demand peaks will not be significantly affected (i.e. peak demand is reduced in line with overall demand reductions).

Both Cycle parking & Vehicle Parking is stated to be in line with Supplementary planning guidance. Whilst the SPD does not include a standard for the new classification E g) iii), provision is in line with B2/B1 a) & c) – which I would accept to be an appropriate equivalent.

EV charging provision is to remain at 5% of spaces, increasing in line with the elevated parking quantum (relative to 19/00703) from 24 to 28.

It is accepted that the provision of additional parking spaces would not materially affect the transport demand estimate, which would be generated on the basis of use-class floorspace for comparable businesses.

The previous transport assessment (which underpins the air quality assessment) was accepted previously, subject to the respective highways authorities. As the revised assessment simply reduces the development impact in line with the reduced floorspace, a material objection would not be justified.

The Air Quality technical note reflects the transport assessment, as would be expected. No material objections arise.

Development Scheme; Air Quality

The scheme provides some sustainability enhancements – an increased quantum of roof mounted PV solar provision, and increased planting within the landscaping scheme. Taken together with the reduction in transport demand (relative to the 19/00703 consent, not necessarily to current demand), the changes are agreed to be net-positive in Air Quality terms (again, relative to the 19/00703 consent).

Environmental Health had previously agreed that the 19/00703 development could be supported on the basis of the supporting documentation submitted, including the air quality assessment, BREEAM assessment and scheme details (inclusive of access and servicing arrangements)

Condition 18; Signage to Direct HGV Movements

I have not identified Motion Drawing Ref 201 0053-01 in submission pack, and I note that it is not listed on 'list of attachments' document. However, I do note that the car park layout & site plans do not indicate any material changes that are likely to affect the balance of site-access point usage (between E & W accesses). I am comfortable assuming that the details are likely to be acceptable, but from a procedural perspective, the planning service should be satisfied that the drawing referenced is contained within the supporting documents.

Development Scheme; SuDS

The FRA & Drainage strategy (section 7, summary) indicates that a proprietary oil interceptor is to be provided for each car parking area. This addresses concerns raised about the previously proposed pollution control equipment being placed downstream of the hydrobrake unit, and represents a pollution control enhancement.

A detailed layout plan has not been provided with the current application, however I note that the applicant is not seeking to amend 19/00703 c.7, which requires this prior to commencement of development. No objections arise.

Summary

No objection to proposals.

Mr. Jonathan Driver
Environmental Control Officer