

HAVANT BOROUGH COUNCIL

Town & Country Planning Act 1990

Consultation on Planning Application

MEMORANDUM

From:	Environmental Health	To:	Development Control
Our Ref:	DCS/EH/JPD/140627001	Your Ref:	[As Application No.]
Ext. No:	446677	Date:	27/06/2014

<u>DC Case Officer:</u>	Stephen Andrews
<u>Application Number:</u>	APP/14/00624
<u>Site Address:</u>	Art Music Shop, 66 Elm Grove, Hayling Island, PO11 9EF

Proposed Development: Prior notification for change of use from a retail use (class A1/A2) or a mixed retail and residential use to C3 residential use subject to prior approval covering flooding, highways and transport issues, contamination and impact on adequate provision of services falling within A1/A2 and sustainability of the shopping area, where applicable; additionally any operational development necessary for conversion is subject to prior approval of design and external appearance.

Observations / Comments:

Summary

No Adverse Comments

Ground Contamination

The land upon which the shop unit sits was brown-field (previously developed), when the property was constructed sometime in the mid-1960's. The previous landuse was as a YMCA Club, and not considered to be potentially contaminating. Made ground containing construction related inert materials would be expected to be present, but owing to the date of construction (of the YMCA club) Asbestos is not considered likely to be a risk.

The development is relatively low-risk in terms of human exposure, in that it is of small scale, and is lacking in outside / soft landscaped areas. It is unlikely therefore to appeal to persons with children (highest risk category), and the potential exposure pathways are relatively limited.

I note that the adjacent unit is currently in use as an automotive 'care' centre – understood to sell small motor parts & accessories, and undertake technical diagnostics work. The duration that automotive activities have been undertaken at this site is unknown, and it is not known whether higher-risk activities have been undertaken at #68 in the past. Risk of vapour intrusion from historic surface spillages is possible, and there remains a small risk of future pollution from the existing activities. Again, ingress of volatile hydrocarbons would be considered to represent the greatest risk, though it is understood that the activities currently undertaken at #68 are at the lower-risk end of the automotive / service & repair land use class spectrum.

Any contamination source that might affect the property is located off-site (from adjacent landuse), and so the liability for the bulk source would lay with others. In terms of mitigating exposure, construction at number 66 is assumed to be concrete slab ground floor, given the date, possibly, but not necessarily over damp proof

membrane. Confirmation of the presence of an adequate DPM, or installation of a retrofit DPM and screed over would likely provide adequate protection to adult occupants.

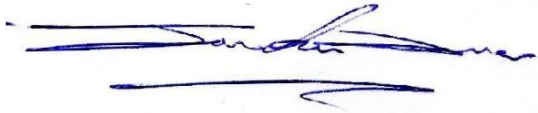
It is also worth noting that vapour intrusion (from an automotive source – volatile hydrocarbons / PAH) is more likely to cause nuisance before posing a chronic health hazard.

For these reasons, the risks are not considered to be sufficiently high as to be grounds to require a full application for the conversion of this premises to residential use, though the applicant would be advised to consult Building Regulations Controlled Document C for guidance on the appropriate precautions necessary to mitigate the low risk of intrusion of vapours / odours associated with the automotive business adjacent.

Air Quality

Local air quality (indicator pollutants) have been monitored in the locality, and local air pollution is not considered to be a material concern.

Best Regards,



Jonathan Driver
Environmental Control Officer