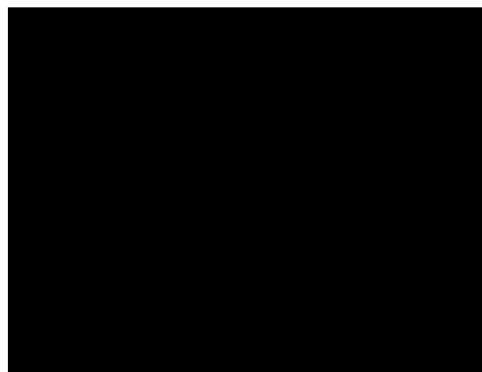


Planning and Development
Arun District Council
Arun Civic Centre
Maltravers Road
Littlehampton
West Sussex
BN17 5LF



4th October 2018

Dear Sir/ Madam,

TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) (ENGLAND) ORDER 2015, SCHEDULE 2, PART 3, CLASS O (AS AMENDED).

APPLICATION FOR PRIOR APPROVAL FOR THE CHANGE OF USE FROM OFFICES (USE CLASS B1(A)) TO DWELLINGHOUSES (USE CLASS C3).

SITE ADDRESS: UNIT 4, HAWTHORN ROAD, LITTLEHAMPTON

This application is submitted on behalf of our client, Envision Contracting Ltd, and seeks prior approval for the proposed change of use of offices (Use Class B1(a)) to Dwellinghouses (Use Class C3) under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (As Amended) at Unit 4, Hawthorn Road, Littlehampton.

The information contained in this submission package comprises:

- This Covering Letter;
- Application Form;
- Location Plan (Ref: SLP01) (scale: 1:1250@A3);
- Block Plan (Ref: BP01) (scale: 1:500@A3);
- Existing Ground Floor Plan (Ref: E01) (scale: 1:100@A2);
- Proposed Ground Floor Plan (Ref: P01B) (scale: 1:100@A2);
- Acoustic Assessment (prepared by ACA Acoustics);
- Transport Statement (prepared by RGP); and
- Contaminated Land Risk Assessment (prepared by STM Environmental).

The statutory application fee is £96, this will be paid by credit card over the telephone to the Arun District Council.

Site and surrounding area:

The site is located within the authority boundary of Arun District Council and is approximately 1.7km north of Littlehampton town centre. It is located along Hawthorn Road on the northern side of the A 259 on the westerly approach to Littlehampton. Hawthorn Road is accessed off the roundabout at the A259/A284 junction and serves a small Business Park.

The property is within Use Class B1(a) (Offices) and has lain vacant since March 2018. It comprises a single storey commercial building which is approximately 836.13m² and has been fitted out to provide basic office accommodation.

The property has a large parking area to the front and rear, which has provision for up to 50 vehicles in total. Vehicle access is from the south of Hawthorn Road which takes you to front car park and a second driveway down the eastern side leads to the rear car parking area. Pedestrian access to the site is along Hawthorn Road, with access to the building at the front and the rear.

The surrounding Area

The properties in the immediate surrounding area are predominately commercial, including a variety of industrial units, with a Morrisons Food Store to the east. Directly opposite the site, over the A259, lies a large residential area, as well as further to the north and to the east.

Hawthorn Road is a 'no through road' and takes access from the wider highway network via a 5-arm roundabout junction with the A284 (travelling north/south) and the A259 (travelling east/west), this junction is the north-western arm of the roundabout. The road divides at the south-eastern extent after the roundabout to serve the Morrisons Food Store.

The closest bus stops to the site are the Courtwick Road bus stop which is located a 450m walk to the south of the property and Seaton Road, 500m to the north. A number of regular local bus services are available within walking distance of the property, enabling prospective tenants to travel to and from the site via bus.

The nearest National Rail Station to the site is Littlehampton, which is located approximately 1.7km south of the site. The site has convenient access to local amenities, including retail, employment and leisure opportunities.

Planning History

Through undertaking an online planning history search, it can be confirmed that the unit benefits from lawful office use by virtue of a 1983 planning permission (Ref: LU/154/83). Following this, there have been two permissions for portacabins within the car park to support the office use in 2012 (ref: LU/30/12). There have been no subsequent permissions to change the use of Unit 4 from an office. Therefore, the planning history

search indicates that the lawful use of the property is B1(a) Office, and indeed this was the last use before falling vacant in March 2018.

In 2018 a prior approval application was submitted for the proposed change of use from office (B1(a)) into 10 residential dwellings (Ref: LU/176/18/PD). The Environmental Health Officer recommended the refusal of this application stating:

“Noise from plant, machinery, deliveries, and ancillary activities from surrounding commercial uses may adversely impact the amenity of future occupiers of the proposed development. Noise from the A259 may also adversely impact the amenity of future occupiers of the proposed development. No information on noise exposure is provided within the application.”

There was no Acoustics Report submitted with this application and as such, the case officer would have been within their rights to refuse the prior approval application on this basis. There were no grounds for objection in relation to highways. Instead, the application was withdrawn on the 6th August for an acoustic report to be commissioned.

Proposal

This application seeks prior approval for the change of use from offices (Use Class B1(a)) to Dwellinghouses (Use Class C3), to provide 30 self-contained flats (14 studios and 16 one-bed flats).

This application is submitted on the basis that the proposed change of use is permitted by Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015, which permits development in the following circumstance:

“Development consisting of a change of use of a building and any land within its curtilage from a use falling within Class B1 (a) (offices) of the Schedule to the Use Classes Order, to a use falling within Class C3 (dwellinghouses) of that Schedule.

In this instance the proposed development can be considered under the Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015, because:

- a) The building is not on article 2(5) land;
- b) The building was used for B1(a) (offices) use immediately before the 30 May 2013;
- c) The site is not and does not form part of a safety hazard area;
- d) The site is not and does not form part of a military explosives storage area; and

e) The property is not a listed building or a scheduled monument.

For information, there will be no changes to the exterior of the building.

Development under Class O is permitted on the condition that before beginning the development, the developer must apply to the local planning authority for a determination as to whether the prior approval of the authority will be required as to:

- Transport and highways impacts of the development;
- Contamination risks on the site;
- Flooding risks on the site; and
- Impacts of noise from commercial premises on the intended occupiers of the development.

Transport

A transport note has been prepared by RPG Transport Planning and Infrastructure Design Consultants and accompanies this application. It was carried out in keeping with best practice and current planning guidance and determines that the site is accessible to a range of local facilities, helping to reduce the need to travel long distances for many journeys.

The conclusions of this report are extracted below:

- The site is well located such that the need for prospective residents to travel by car is very low.
- There is the provision for 36 vehicles to be accommodated on site and therefore is considered that there is sufficient parking for prospective tenants.
- 15 communal cycle parking spaces will be provided on site which is in line with West Sussex County Council's Parking Standards.
- The proposed change of use to residential would result in a reduction in vehicle movements compared to the existing B1(a) land use, with circa 17 fewer vehicle movements during the AM peak hour, 16 fewer vehicle movements during the PM peak hour and 107 fewer two-way vehicle movements over the course of a typical day.

As such, the proposals are acceptable on highways grounds as there would be no material increase or material change in character of traffic in the vicinity of the site as a result of this proposal.

Contamination

A Phase 1 Desk study contamination report has been prepared by STM Environmental accompanies this application. It was carried out in keeping with best practice and current planning guidance and determines

that the risk posed to construction workers, future end users, site visitors, controlled waters, proposed structures (from ground gases) and plant & wildlife have been estimated as being moderate or low.

The Phase 1 Desk Study concluded that a limited intrusive site investigation including ground gas and vapour monitoring should be undertaken with the objective of determining the presence and extent of any soil contamination of the site. This is due to previous potentially contaminative land uses on the Site and immediate adjacent land including warehouses, Morrisons car park agricultural supplies woks and the tank and electrical substation.

The Desk Study recommends that the scope should be agreed with the Local Planning Authority prior to any commencement of the work. The applicant welcomes the submission of this to be conditioned.

Flood Risk:

The site falls within Flood Zone 1 and therefore a Flood Risk Assessment is not required.

Noise Impact

An Acoustic Assessment has been prepared by ACA Acoustics, which assesses the impact that existing noise sources would have on the proposed residential development. The Acoustic Assessment includes a sound level survey which was carried out at the application site in August 2018. The initial BS 4142:2014 assessment result indicates that without suitable mitigation measures, noise from commercial equipment is likely to have a significant adverse impact to future residents of the development.

An outline scheme for sound insulation of the building envelope has therefore been developed, such that internal sound levels during the daytime to the south and northern facades of the property do not exceed LAeq 35dB within living rooms and bedrooms, and do not exceed LAeq 26 dB to the East, and LAeq 22dB to the western façade. During the night time levels should not exceed LAeq 30dB and LAFmax 45dB within bedrooms.

Provided the sound insulation scheme complies with the recommended specification set out in the accompanying Acoustics Report prepared by ACA Acoustics, internal sound levels within the new residential units should not be detrimental to the amenity of future occupants and no further noise mitigation measures shall be necessary.

Conclusion:

This application seeks prior approval for the proposed change of use at Unit 4 Hawthorn Road, Littlehampton, from Offices (Use Class B1(a)) to Dwellinghouses (Use Class C3) under Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015.

Development under Class O is permitted on the condition that before beginning the development, the developer must apply to the local planning authority for a determination as to whether the prior approval of the authority will be required as to:

- Transport and highways impacts of the development;
- Contamination risks on the site;
- Flooding risks on the site; and
- Impacts of noise from commercial premises on the intended occupiers of the development.

The site falls within Flood Zone 1 and therefore a Flood Risk Assessment is not required. A Transport Statement, Contaminated Land Risk Assessment and Acoustic Assessment have been submitted alongside this application and none of the above indicates any reasons why the proposed change of use of Unit 4, Hawthorn Road should not be allowed.

In light of the above, we trust you can consider this application favourably and we look forward to receiving confirmation that the application has been validated. In the meantime, if you require any further information or clarification please contact Victoria Bennion on 0207 399 5884.

Yours faithfully,

Victoria Bennion

Graduate Planner on behalf of Jones Lang LaSalle Ltd