
LUKEN BECK

30 Carlton Crescent, Southampton SO15 2EW
Tel: 023 8063 3440
www.lukenbeck.com

Havant Borough Council
Planning Services
Public Service Plaza
Civic Centre Road
Havant
PO9 2AX



22 September 2017

Our Ref: LB/016018

Dear Sir/Madam,

The Rotunda, Northney Marina, Hayling Island PO11 0NH.
Conversion of offices to residential
Town & Country Planning (General Permitted Development) Order 1995 (As amended)
Part 3 – Class O (a) and (b)

Please find enclosed a prior approval application under Class O of the GPDO in respect of the conversion of the Rotunda from offices to 19 apartments at Northney Marina, Hayling Island.

The proposals comply with the requirements of Class O Parts 1 and 2 as explained below.

Part O.1

- a) The building is not on article 2(5) land;
- b) The building was used for offices within Class B1(a) on 29th May 2013 and prior to this date;
- c) This paragraph was omitted by the GPDO amendment Order 2016;
- d) The site is not, or does not form part of, a safety hazard area;
- e) The site is not, or does not form part of, a military explosives storage area;
- f) The building is not listed and is not within the curtilage of a listed building;
- g) The site is not, and does not contain a scheduled monument;



Director and Practice Manager: Ian Townsend: FRC (Hons), M.A., PG Dip:UD, MR.T.P.I.
Practice Manager: Graham Park: J.P. M.B.A., J.L. B.Hons, B.A. (Hons), Dip.L.P., M.R.T.P.I., M.C.M.
Mark Lukin: M.B.A., B.Sc.(Sci.), Dip.L.P., M.R.T.P.I., M.C.M.

Part O.2

The GPDO requires the developer to apply to the Council as to whether the prior approval of the authority will be required in respect of;

a) transport and highway impacts of the development;

In this case the proposals utilise the existing access and no alterations are required. The access provides safe access with good visibility. In addition, adequate car parking is proposed to serve the development. A Transport Note by Peter Brett Associates accompanies this application which demonstrates that the trip generation from the proposals will be substantially less than from the existing office use and consequently, there will be no highway impacts arising from this prior approval. In a very recent appeal against an application under Class O, the Inspector allowed the appeal and with respect to transport and highways impacts concluded;

25. On the basis of the evidence before me I conclude therefore that the proposals would have no significant adverse transport or highways impacts and find no conflict therefore with paragraph 32 of the National Planning Policy Framework which states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe.

(PINs Ref: APP/F5540/W/16/3165795)

b) contamination risks on the site

The site is not contaminated and no excavation is proposed, consequently there are no contamination risks associated with the proposed conversion.

c) flooding risks on the site

The site lies within Flood Zone 1 (where all development is considered acceptable) and there are no flooding risks or critical drainage issues associated with the site. A Flood Risk Assessment has been prepared by Peter Brett Associates which confirms that the development is safe from flooding for the design life of the development. As you will also be aware, the sequential and exceptions tests do not apply to changes of use. (Planning Practice Guidance - Paragraph: 033 Reference ID: 7-033-20140306)

d) impacts of noise from commercial premises on the intended occupiers of the development;

There are no impacts from noise related to commercial premises which would have a harmful impact upon intended occupiers. To demonstrate this, 24 Acoustics have prepared the attached acoustic assessment confirming that the proposed change of use will not be affected by noise.

In addition, although not a requirement of the order, the applicants have also commissioned an ecological appraisal which confirms that, subject to a contribution in accordance with the Solent Recreation Mitigation Strategy (SRMS).

I trust the above and accompanying drawings will enable you to favourably determine the application however, should you require any additional information please do not hesitate to contact me.

Yours sincerely,

David Jobbins

David Jobbins MRTPI
Director
Email: davidjobbins@lukenbeck.com

