ECE Planning

Planning & Transport Statement

St Johns Court, Lancing

May 2023

Project Name:	St Johns Court, Lancing
Location	St Johns Court, Penstone Park, Lancing, BN15 9AW
Client:	Lincoln Estates Ltd
File Reference:	P1894

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Contents

Figures 4
Tables 4
1. Introduction 5
2. The Site 6
3. Planning History 8
3.1. The Site's Planning History 8
3.2. Relevant Planning History 9
4. The Proposal 10
5. Policy Overview 12
5.1. Introduction 12
5.2. National Planning Policy Framework (NPPF) 12
5.3. Planning Practice Guidance (PPG) 12
5.4. Adur Local Plan (2017) 12
5.5. Supplementary Planning Guidance – Development Management Standard No.1 Space around New Dwellings and Flats 13
5.6. Supplementary Planning Document – Sustainable Energy 13
6. Planning Appraisal 14
6.1. Introduction 14
6.2. Principle of Development 14
6.3. Design, Form, Appearance and Landscaping 15
6.4. Residential Amenity 16
6.5. Access and Parking 19
6.6. Drainage and Flood Risk 19
6.7. Energy and Sustainability 20
7. Conclusions 21
Appendix A – Pre-Application Response for St Johns Court dated 1 August 2018 22

Figures

Figure 1 - Site Location 6
Figure 2 - Photograph of Existing St John's Court 7
Figure 3 - Photograph of Garages and Sub-Station 7
Figure 4 - Site Plan Submitted with the Pre-Application Request (Reference PREAPP/0549/18) 8
Figure 5 - Proposed Site Plan 11
Figure 6 - Proposed Visual 15
Figure 7 - Proposed Second Floor Plan 17
Figure 8 - Proposed Street Scene 17
Figure 9 - Proposed Planting Around Parking Spaces 18

Tables

Table 1 – Proposed Quantum of Development - Accommodation Schedule 10

1. Introduction

1.1. This Planning & Transport Statement has been prepared on behalf of Lincoln Estates Ltd in support of a Full Planning Application for the redevelopment of St Johns Court in Lancing. The development description for the proposal reads:

> *'Full Planning Application for the erection of a three-storey side extension to the existing building and recessed roof top extension to the whole of the building to accommodate 9no. flats comprising 7no. 1-bedroom flats and 2no. 2-bedroom flats. Demolition of existing garage block, reconfiguration to existing car parking, proposed landscaping, and cycle/refuse storage.'*

1.2. To inform the current proposals, the Applicant team engaged with Adur District Council (ADC) at pre-application stage. The feedback received from the Council has been taken into consideration as part of this application which is set out within this Statement and appended for reference.

1.3. This Statement additionally sets out the relevant backgrounds for the determination of the planning application, including a description of the site and its surroundings, the relevant planning history, relevant planning policy and guidance, details of the development proposed and an assessment of the relevant planning considerations.

1.4. This application seeks Full Planning Permission and is supported by the following documents and drawings:

- **Planning Application Forms**
- **Planning & Transport Statement (including Appendix A)**
- **Existing and Proposed Drawings (including Landscaping drawings and CGIs)**
- **Design & Access Statement (including Drainage and Sustainability Assessment)**
- **Structural Report prepared by Philip Goacher Associates**

2. The Site

2.1. The site is located within the built-up area boundary of Lancing, to the west of Penstone Park and can be accessed via Penstone Close as illustrated in Figure 1. In total, the site area is approximately 0.3ha.

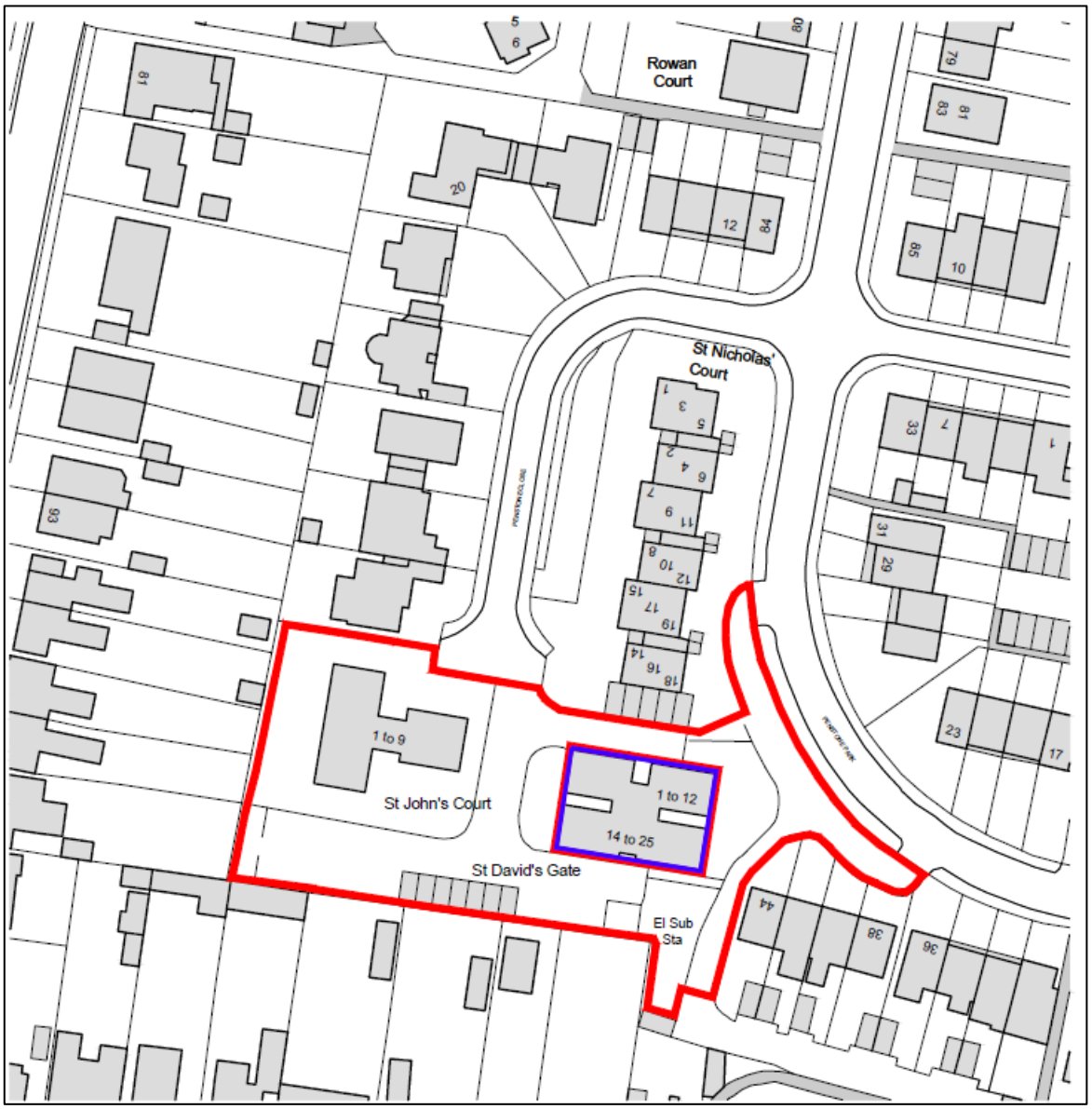


Figure 1 - Site Location

2.2. The site is situated towards the centre of Lancing, approximately 230m west of the Town Centre boundary (as identified by Adur's Proposal Maps) where a plethora of shops and facilities are located. Furthermore, there are several local services within the locality including a number of bus stops along North Road and Lancing Train Station which is situated approximately 400m to the southeast.

2.3. In addition to the above, there are a number of recreation grounds within the locality including Monks Recreation Ground 240m northeast and Croshaw recreation ground 550m southwest. The site therefore has good access to a number of outside amenity areas, including the largest being Lancing Beach, approximately 950m to the south.

2.4. The site itself accommodates an existing three-storey block of residential flats known at St Johns Court (refer to Figure 2). Within the Applicant's ownership but not included within the development proposals is an existing six-storey block of residential flats to the east known as St David's Gate. Both buildings share unallocated parking spaces for residents to use. Also on site are approximately 7no. garage spaces which are currently privately rented to offsite residents thus reducing available parking for the residents. Next to the existing garages is a refuse collection area and further to the east, an electric substation (Refer to Figure 3).



Figure 2 - Photograph of Existing St John's Court



Figure 3 - Photograph of Garages and Sub-Station

2.5. The existing parking arrangement at the site is considered to be problematic and informal, resulting in a haphazard parking arrangement, including on the grass verges around the periphery of the existing flat blocks and within an informal lay-by to the east of St David's Gate. Vehicular access to the site is located from the southern end of Penstone Close. Pedestrian access is available from Penstone Park, to the west.

2.6. There is no established vernacular within the immediacy and properties can be seen ranging in height and scale from bungalows to St David's Gate, a six storey block of flats to the east. As explored in detail within the accompanying Design & Access Statement, St Johns Court accommodates a typical 1960s aesthetic and is considered to be of low architectural and material quality (Refer to Figure 2).

2.7. The site benefits from communal landscaped areas bordering the parking areas and building. Established boundary treatment is located off-site, to the south, on neighbouring land which provides sufficient screening.

2.8. Adur District Council's Proposal Maps have been reviewed and reveal that there are no landscape, heritage or any other designation constraining the site.

3. Planning History

3.1. The Site's Planning History

3.1.1. The following represents the relevant site planning history (including any pre-application meetings which were held).

3.1.2. PREAPP/0549/18 – PREAPP/0548/18, 0549/18 & 0550/18. '*Pre-Application planning advice and meeting request for the proposed modifications and improvements to 3 sites within Lancing'.*

3.1.3. A pre-application request was submitted to the LPA in June 2018 for consideration of 3 separate sites in Lancing, including St Johns Court. The proposals for St Johns Court are set out below:

> *'Pre-Application planning advice and meeting request for the proposed development of the south west corner to provide 6no. 1-bedroom flats and the addition of a recessed fourth storey to provide 1no. 1 bedroom flat and 2no. 2-bedroom flats.'*

3.1.4. The indicative Site Plan submitted for the pre-application request for St Johns Court can be seen below.



Figure 4 - Site Plan Submitted with the Pre-Application Request (Reference PREAPP/0549/18)

3.1.5. A pre-application meeting was held on 20 July 2018 and the formal pre-application response relating only to St Johns Court can be seen at Appendix A of this Statement.

3.1.6. In summary, the pre application response was predominantly positive with no strong concerns raised by the Planning Officer in terms of principle, residential amenity or design.

3.1.7. Minor concerns were raised with regards to the loss of green space and the reconfigured parking layout on some of the residential flats on the ground floors of both St Johns Court and St Davids Gate, and the new parking area off Penstone Park in relation to residents in No. 44 Penstone Park.

3.1.8. The Project Team have taken full consideration of the concerns raised and comments received. As a result, the Project Team have redesigned the development as discussed in more detail within this Statement and accompanying documentation/drawings.

3.1.9. The following application can be seen on the LPAs website but is unfortunately not available to view in full due to the date of the application. It is however noted that the date is 'Land to Rear of St Johns Court & David's Gate' and would therefore not appear to relate directly to the existing building.

3.1.10. **Application Reference L/13/85/TP/2340 –** Two-Storey Block of 6 Flats. Application Refused 30/04/1985

3.2. Relevant Planning History

3.2.1. The following application relates to St David's Gate, to the east of the application site, and is considered relevant in the determination of the application insofar as it relates to external enhancements to the immediacy.

3.2.2. **Application Reference AWDM/1078/15. Cladding and new UPVC windows to South, East and West elevations; new glass roof to entrance canopy on South elevation. Permitted 3 December 2015.**

4. The Proposal

4.1. The proposed development seeks permission for the erection of a three-storey extension to the southwestern corner of St Johns Court and the addition of a recessed fourth floor to the entire building, providing a total of 9no. additional units of residential accommodation.

4.2. The proposed flats would comprise 7no. one-bedroom flats and 2no. two-bedroom flats. The 7no. one bedroom flats would be located on the ground, first and second floor of the side extension and on the western element of the roof top extension. The 2no. two bedroom units are to be located over the rest of the rooftop extension. The flats are all designed to meet and exceed the Nationally Described Space Standards. Refer to Accommodation Schedule below:

Flat Number	Number of bedrooms	GIA
1	1	50sqm
2	1	50sqm
3	1	50sqm
4	1	50sqm
5	1	50sqm
6	1	50sqm
7	2	62.2sqm
8	2	66.4sqm
9	1	56sqm
Total		**484.6sqm**

Table 1 – Proposed Quantum of Development - Accommodation Schedule

4.3. Refer to the accompanying Design & Access Statement for further information on the proposed apartment layout and design concept of the scheme.

4.4. The scale of the development has been carefully considered to achieve a respectful relationship to the existing St John's Court building and mitigate any overbearing impact on the context, specifically to the bungalows to Penstone Close. In this respect, the proposed extension is proposed to the south-west corner. The fourth storey roof top extension is proposed through the addition of a recessed floor, set back to diminish appearance of scale from Penstone Scale and neighbouring properties.

4.5. The existing window openings on St Johns Court are proposed to be altered to introduce a more contemporary window style and in order to make the block of flats cohesive in appearance. The proposed windows will preserve the existing head heights but are often changed in width and swapped to full height windows to create a contemporary aesthetic and boost natural daylight within the existing flats. Large picture windows are introduced at the lobbies to create dual aspect upon approach and help mark the entrances.

4.6. The proposed extension and the existing building is proposed to be rendered in white. The rooftop extension will comprise of standing seam aluminium and will conform with the rest of the building by introducing the same material for in between windows. Refer to the Design & Access Statement for further information on the proposed materials.

4.7. In terms of access, vehicular and pedestrian access is proposed to be retained and enhanced where possible. The existing road arrangement is proposed to be shortened and the garage will be removed to create a new area of parking spaces. The parking arrangement will be formalised to move the vehicles off the main access routes by proposing parking spaces between grass verges. In total the proposed site layout will create a total of 31no. car parking spaces across the site (ratio of 0.7spaces per flat with 1no. visitor space proposed).

4.8. The proposals seek to introduce 3no. new shared bin and cycle stores which have been carefully integrated in to the overall site design. As set out within the key in the Site Plan, 1no. refuse store will be provided and 2no. separate cycle stores will be provided.

4.9. Throughout the site there will also be an increase in the provision of hedging and other forms of landscaping. Private amenity gardens are proposed to the rear of St Johns Court to create a more natural relationship with neighbouring residential gardens. A communal garden area is proposed to the west.

4.10. Sustainability has been fully considered in the preparation of the scheme, as set out in detail within the Design & Access Statement. In terms of drainage, the proposed drainage runs have been sensitively positioned within the scheme to avoid any impact on the existing flat layouts within the existing building. Refer to the accompanying Design & Access Statement for further information.



Figure 5 - Proposed Site Plan

5. Policy Overview

5.1. Introduction

5.1.1. A key role of the planning system is to regulate the development and use of land in the public interest. At the heart of the planning framework are Statutory Development Plans which seek to guide the decision-making process. Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that, where the Development Plan contains relevant policies, an application for planning permission shall be determined in accordance with the Development Plan, unless material considerations indicate otherwise.

5.1.2. In this case, the Development Plan comprises the Adur Local Plan (2017). The National Planning Policy Framework, the National Planning Policy Guidance and Supplementary Planning Guidance are material considerations.

5.1.3. Lancing Parish Council do not currently have a Neighbourhood Plan document and it is not clear whether a document is currently being created.

5.1.4. This Section does not seek to explore the national and local planning policies in significant detail but seeks to outline those most relevant policies. The relevant policies have however been fully considered in the preparation of this application.

5.2. National Planning Policy Framework (NPPF)

5.2.1. The NPPF was adopted in 2012 with a revised version published in July 2021.

5.2.2. The following Chapters are considered the most relevant sections in the consideration of the proposed development:

- **Chapter 2 – Achieving sustainable development**
- **Chapter 5 – Delivering a sufficient supply of homes**
- **Chapter 9 – Promoting sustainable transport**
- **Chapter 11 – Making effective use of land**
- **Chapter 12 – Achieving well designed places**
- **Chapter 14 – Meeting the challenge of climate change, flooding and coastal change**
- **Chapter 15 – Conserving and enhancing the natural environment**

5.2.3. Although not explored in detail within this Statement, the above sections have been fully reviewed in the preparation of this application and as such, the proposals are considered to be entirely acceptable.

5.3. Planning Practice Guidance (PPG)

5.3.1. The Planning Practice Guidance (PPG) was published by the Government in March 2014 and is updated regularly. The PPG supplements those overarching objectives of the National Planning Policy Framework. The guidance provided by the PPG has been fully considered in the creation of this application and the proposed development is seen to be fully compliant with it.

5.4. Adur Local Plan (2017)

5.4.1. The Adur Local Plan was adopted in December 2017 and sets out the strategic development and land-use priorities for Adur up to 2031. The ALP contains the policies relevant to developments within the Adur District and replaces the saved policies of the 1996 Adur Local Plan.

5.4.2. The following policies are considered to constitute the main policies of reference to this application and although they are not explored in detail within this Statement, the following have been fully reviewed in the preparation of this application and as such, the proposals are considered to be entirely acceptable:

- **Policy 1 –** Presumption in Favour of Sustainable Development
- **Policy 2 –** Spatial Strategy
- **Policy 3 –** Housing Provision
- **Policy 15 –** Quality of the Built Environment and Public Realm
- **Policy 18 –** Sustainable Development
- **Policy 20 –** Housing Mix and Quality
- **Policy 22 –** Density
- **Policy 28 –** Transport and Connectivity
- **Policy 30 –** Green Infrastructure
- **Policy 31 –** Biodiversity
- **Policy 34 –** Pollution and Contamination
- **Policy 36 –** Flood Risk and Sustainable Drainage

5.5. Supplementary Planning Guidance – Development Management Standard No.1 Space around New Dwellings and Flats

5.5.1. This Development Management Standard is concerned with minimum standards for residential development and is largely aimed at the provision of dwellinghouses and flats on small infill and redevelopment sites.

5.5.2. The proposals fully considered this guidance document in the preparation of its designs, in particular reference to section 2 '*relationship between dwellings'* which seeks to '*prevent over-developed layouts*' by not having an '*excessive overall site coverage of buildings and hard surfaced areas*'.

5.5.3. Additionally, the proposals have taken full account of the recommended widths to side and rear boundaries, as well as amenity space, access and parking provision and landscaping.

5.6. Supplementary Planning Document – Sustainable Energy

5.6.1. The Sustainable Energy SPD is dated August 2019 and sets out guidance to developers on meeting the energy policies set out in the ALP (2017).

5.6.2. This SPD has been given full consideration in the preparation of this application and is considered fully within Section 6 of this Statement and the accompanying Design & Access Statement.

6. Planning Appraisal

6.1. Introduction

6.1.1. The principal issues in relation to this development are as follows:

- **Principle of Development**
- **Design, Form, Appearance and Landscaping**
- **Residential Amenity**
- **Access and Parking**
- **Drainage and Flood Risk**
- **Energy and Sustainability**

6.1.2. These issues will be considered independently despite being linked to ensure a sustainable form of development.

6.2. Principle of Development

6.2.1. The site is situated within a highly sustainable location, close to the Town Centre of Lancing and within the built-up area boundary where residential redevelopment is generally supported.

6.2.2. As previously set out, the existing building is currently residential use and therefore the proposed use, residential, would conform with the existing. The proposals seek to remove an existing garage block which is currently privately rented to offsite residents and used for storage as the garages are not large enough for cars and/or parking. The loss of the garage block will result in the gain of formalised parking areas for existing residents which will positively contribute towards the current haphazard parking arrangement at the site.

6.2.3. The proposals are considered to make efficient use of under-utilised land to help meet the identified housing need in Adur. This is supported by Paragraph 120 of the NPPF which *'promotes and supports the development of under-utilised land, particularly if this would help meet the identified needs for housing where land supply is constrained.*' Adur is a 180-degree District which is heavily constrained by the sea to the south and the South Downs National Park to the North. Adur has an identified housing need and Policy 3 of the ALP requires 1,538 new homes to be delivered within the built-up area of Adur over the plan period (2011-2032). The application seeks to accommodate 9no additional residential units which would be a valuable contribution towards this housing requirement.

6.2.4. Further to the above, there is a clear requirement by the Government in this current time to encourage the upwards extension of existing buildings to make efficient use of sustainable sites. This has been made apparent by the recent permitted development changes in which Part 20 Part A *'New dwellinghouses on detached blocks of flats'* has been introduced.

6.2.5. This permitted development change allows for the construction of up to two additional storeys of new dwellinghouses immediately above the existing topmost residential storey on a building which is a purpose-built, detached block of flats. Unfortunately, we are unable to optimise this permitted development change as the site is situated within 3 kilometres of the perimeter of an aerodrome (Shoreham Airport). However, the proposals would otherwise be in accordance with the thrust of the permitted development change which encourages upwards extensions (in relation to the proposed rooftop extension).

6.2.6. The proposals would clearly make efficient use out of an existing building to accommodate 9no. apartments in a highly sustainable location. It should also be noted that there is a significant amount of under-utilised land on the site and therefore the side extension would comfortably sit within the grounds and the proposed fenestration and façade improvements would cohesively combine the proposed extensions with the existing building.

6.2.7. Further to the above, it is noted that the pre-application response received states that *'there are no strong concerns with this proposal in principle'.* Refer to Appendix A.

6.2.8. To conclude, it has been fully demonstrated that the proposals fully accord with the national and local planning policies. The principle of development at the site is therefore considered to be fully acceptable.

6.3. Design, Form, Appearance and Landscaping

6.3.1. The proposed extensions and façade improvements to the existing building are considered to consist of a high-quality architectural approach which reflects the simplicity and proportions of the existing building. The materials proposed throughout the site are discussed in detail within the accompanying Design and Access Statement.



Figure 6 - Proposed Visual

6.3.2. As previously identified and attached in Appendix A the pre-application advice (ref: PREAPP/0548/18, 0549/18 & 0550/18) considered *"the design approach and proposed use of materials is considered to be acceptable, and the proposal should enhance the building and its setting".* Since receipt of the pre-application response, the proposed amendments to the design have been minimal and remain predominantly consistent with the pre-application design. As such it is considered that the design and approach is considered acceptable, as previously accepted by Officers.

6.3.3. It should further be noted that in terms of scale, the pre-application advice did not raise any concerns and commended the proposed set back of the rooftop extension in relation to the neighbouring bungalows. Additionally, the parapet would sit significantly lower than the existing building at St Davids Gate and would therefore not appear dominating.

6.3.4. In terms of site density, Policy 22 of the ALP requires new residential developments to achieve densities of a minimum of 35 dwellings per hectare. The site area is approximately 0.3ha and the total number of flats, including existing at St Johns Court, would equal 18. This would create a total density of 60 dwellings per hectare, exceeding the minimum of 35 dwellings per hectare as required by Policy 22.

6.3.5. As set out within Section 4 of this Statement and the accompanying Design & Access Statement, a significant amount of landscaping and creation of private/communal gardens is proposed as part of the proposals. The proposed landscaping will significantly soften the site and visually enhance the immediacy. The creation of green space throughout the development is considered to address the pre-application comments.

6.3.6. To conclude, the proposals are considered to be compliant with national and local planning policy. Please refer to the Design & Access Statement and accompanying drawings for more information.

6.4. Residential Amenity

6.4.1. The scheme has been sensitively designed with full regard to the existing residential flats and residential dwellings surrounding the site, including the residential amenity of future residents.

6.4.2. With regards to the residential amenity of existing occupiers, the proposed dwellings are considered to be situated a sufficient distance away from existing dwellings and would therefore not have a significant impact. This has been acknowledged by the Planning Officers with the pre-application response, copied below:

> *"The proposed extension to the south appears to be able to be constructed without harming the amenities of neighbouring residential occupiers due to the separation distances involved. The additional floor also does not appear to be likely to cause significant harm by way of overlooking or loss of light. It is noted that the top floor is set back in more sensitive locations and that openings on the east side facing St Davids Gate are secondary only and can be obscure glazed."*

6.4.3. With regards to the openings on the east side facing St Davids Gate, this proposed window will remain secondary and is proposed to serve the kitchen for Flat 9. Refer to Figure 7 below. Furthermore, the floor levels of St Johns Court differ from those at St Davids Gate and the windows would therefore not actually line up. Refer to Figure 8. The separation distance between St Davids Gate and the new rooftop extension would be approximately 17m. The openings on the east side are therefore considered to be acceptable, in line with the pre-application comments received.

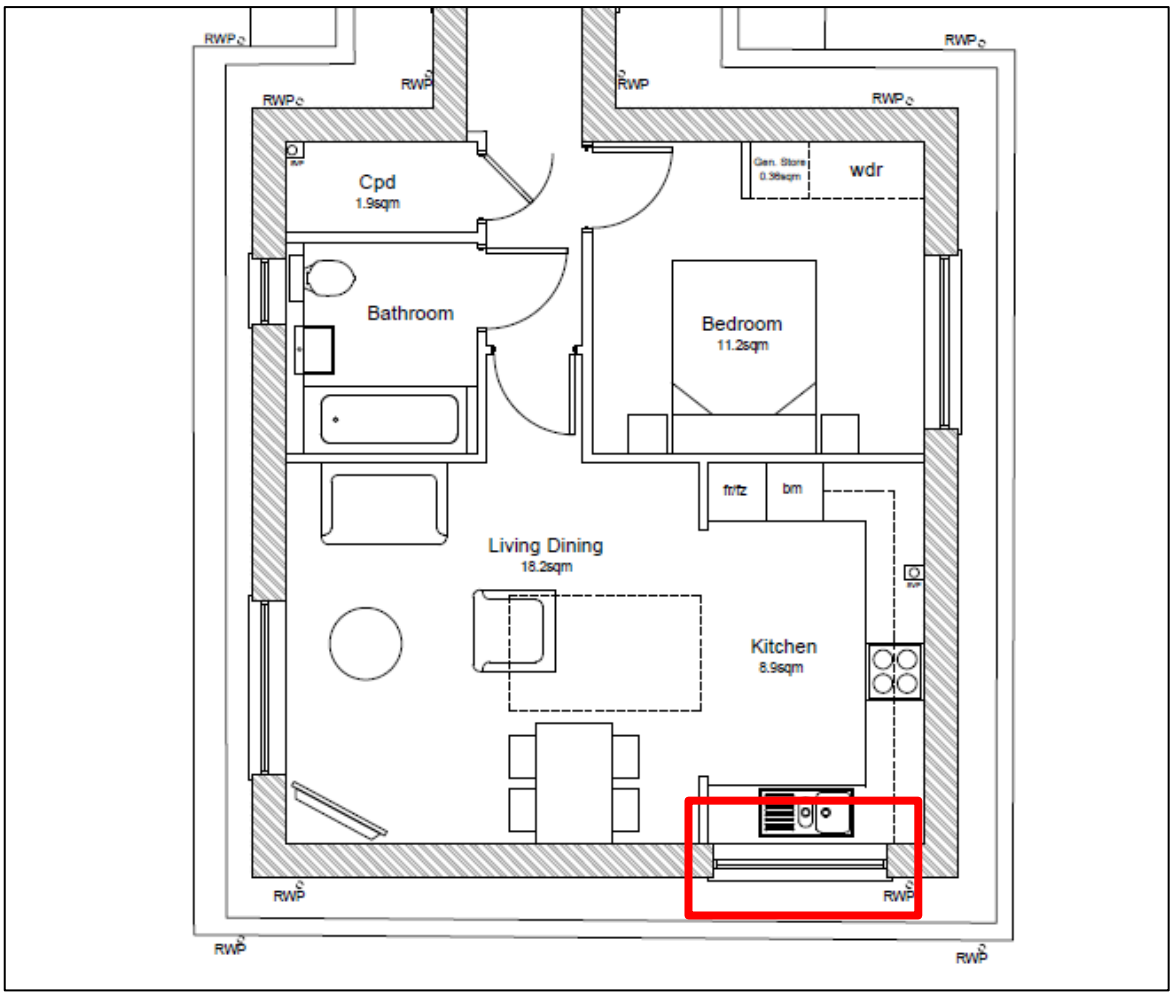


Figure 7 - Proposed Second Floor Plan

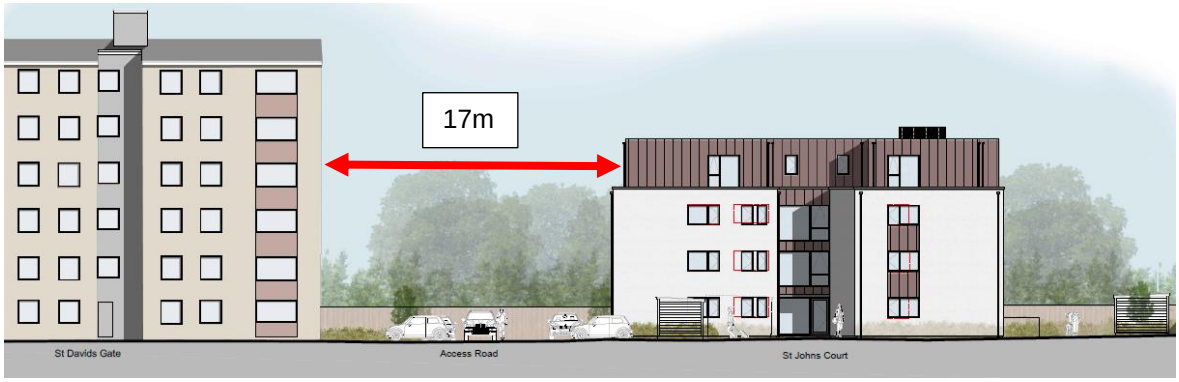


Figure 8 - Proposed Street Scene

6.4.4. As previously set out, the proposed use as residential will conform to the existing use on the site and neighbouring uses, and will therefore not result in a discordant use.

6.4.5. It is acknowledged that the pre-application comments raised concern with regards to the proposed parking spaces; "*I am also concerned at the potential impact that some of the parking spaces could have on the residential amenities of the occupiers of the flats in both St Johns Court and St Davids Gate as they are shown as coming very close to ground floor windows in some cases."* As illustrated on the Proposed Site Plan and in Figure 9, significant planting has been introduced surrounding the car parking spaces to avoid interruption to ground floor windows. The use of low level planting will act as a barrier between windows and car lights therefore avoiding any detrimental impact. It is considered that landscaping can be controlled by appropriate conditions.

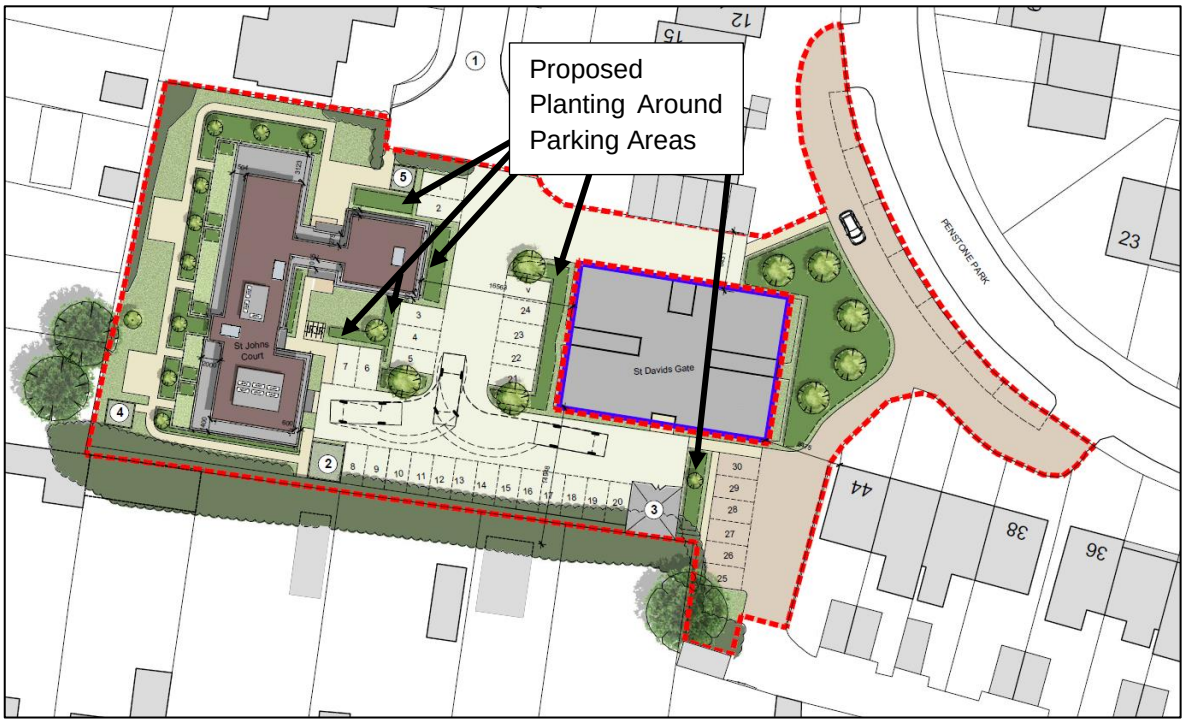


Figure 9 - Proposed Planting Around Parking Spaces

6.4.6. Further to the above and as set out, the proposals seek to formalise the car parking arrangement at the site and will ultimately result in a uniformed parking arrangement, resolving the current issue of haphazard parking on verges etc. The proposed scheme will therefore result in an improvement across the site, enhancing the residential amenity of existing units.

6.4.7. Furthermore, it is noted that the pre-application comments raised concerns with regards to the new parking off Penstone Road; '*The new parking area off Penstone Park in the south east corner of the site also has the potential to be a nuisance to residents in No.44 Penstone Park.'* It should be noted that this area is already used for parking by residents of Penstone Park. Although the area will result in an increase of vehicular movements, the general enhancement to parking across the site cannot be underestimated. The area seeks to provide uniformed parking spaces for specific flats with sufficient landscaping and parking to avoid detrimental impact. Furthermore, the spaces will be located in excess of 10m from No.44 Penstone Park and is therefore considered to be acceptable.

6.4.8. The proposals seek to provide private amenity gardens to the rear of St Johns Court to create a more natural relationship with neighbouring residential gardens. Furthermore, a communal garden area is proposed to the west of the site. In addition to sufficient and easy access to an abundance of public outside amenity areas in the locality (as set out in Section 2 of this Statement), the proposed development is considered to enhance the amenity of both existing and proposed residents.

6.4.9. To conclude, the proposed development is considered to be in accordance with the NPPF and local planning policy, and would be entirely acceptable in terms of existing and proposed residential amenity. The proposed use would conform to the existing use and would be entirely acceptable in this location. The pre-application concerns are considered to have been addressed as part of this scheme and the development is considered to be acceptable in residential amenity terms.

6.5. Access and Parking

6.5.1. Policy 28 of the Adur Local Plan seeks to ensure that development is sustainably located without the need to travel without the use of a private car. Furthermore, the policy seeks to ensure new development contributes to the mitigation of air pollution by incorporating appropriate levels of car and cycle parking, in accordance with West Sussex County Council guidance.

6.5.2. The proposed development is considered to be located in a highly sustainable area, owing to its short walking distance to Lancing Town Centre and its transport connectivity to the wider area; as well as its proximity to key local services. Furthermore, the proposals seek to accommodate sufficient additional cycle spaces therefore reducing the need to travel with a private car.

6.5.3. As previously set out, the proposed development seeks to reconfigure the existing car parking layout for both St Johns Court and St Davids Gate, resulting in a formalised parking arrangement to move the vehicles off the main access routes and avoid parking on grass verges.

6.5.4. There are currently 31no. car parking spaces on site for the existing 33no. flats. This results in a ratio of 0.9spaces per flat with no visitor spaces available.

6.5.5. The reconfigured car parking layout with result in a total of 31no. car parking spaces including a visitor parking space, by removing the existing garages which are used for storage and not parking, due to the size of the garages being too small for modern day cars. The total number of flats across the site including those at St Davids Gate will equal 42no. units and therefore the ratio of flats to car parking spaces (including visitor spaces) would be 0.74spaces per flat. The ratio would however equal 0.71 spaces when removing the visitor spaces from the calculation however, due to the highly sustainable location of the site and other means of travel, this ratio is considered to be acceptable. This has also been recognised as acceptable by WSCC Highways within their response dated 26 April 2023 in which they note 'no objection'.

6.5.6. Given the highly sustainable location and revised parking arrangement including removal of the existing storage garages, the proposed level of car parking in this location is considered to be entirely acceptable.

6.5.7. To conclude, the proposed development is considered to be in accordance with the NPPF and local planning policy, particularly Policy 28 of the Adur Local Plan.

6.6. Drainage and Flood Risk

6.6.1. Section 14 of the NPPF is concerned about *'meeting the challenge of climate change, flooding and coastal change'.* Paragraph 159 of the NPPF states that *'inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk'.* The Government's Flood Maps for Planning reveal that the site is located in Flood Zone 1 which means that it has a low probability of flooding and therefore the development is not at risk of flooding.

6.6.2. The drainage strategy for the site will largely remain as existing. The reconfigured car parking area will be permeable to match the existing.

6.6.3. To conclude, it is considered that the proposals are acceptable in terms of drainage and would be in accordance with the NPPF and local planning policy.

6.7. Energy and Sustainability

6.7.1. The proposals seek to address Policy 18 (Sustainable Design) of the ALP (2017) and, where relevant, Adur District Council's Sustainable Energy Supplementary Planning Document (SPD) dated August 2019, by incorporating a number of sustainable enhancements throughout the scheme. Please refer to the accompanying Design & Access Statement for a full overview of the proposed enhancements.

6.7.2. In relation to Policy 18 of the ALP, all proposed dwellings within the scheme will meet the water efficiency requirements by achieving a water efficiency standard of no more than 110 litres per person per day.

6.7.3. In addition to the above, Policy 30 of the ALP requires developments to *'incorporate elements of green infrastructure into their overall design, and/or enhance the quality of existing Green Infrastructure as appropriate.'* The proposals seek to include sufficient planting and landscaping throughout the site, significantly softening the stark appearance of the existing. The proposals further seek the provision of air source heat pumps to the roof of the proposed building and have been sensitively designed to result in no detrimental visual impact. The proposals are therefore considered to comply with Policy 30 and also seek to comply with Policy 31 (Biodiversity) by enhancing biodiversity through the accommodation of landscaping and planting.

6.7.4. To conclude the proposals are considered to be compliant with the relevant policies of the ALP and the Sustainable Energy SPD and are considered to be acceptable with regards to energy and sustainability.

7. Conclusions

7.1. The proposed development seeks consent for the '*erection of a three-storey side extension to the existing building and recessed roof top extension to the whole of the building to accommodate 9no. flats comprising 7no. 1-bedroom flats and 2no. 2-bedroom flats. Demolition of existing garage block, reconfiguration to existing car parking, proposed landscaping, and cycle/refuse storage'* at St Johns Court in Lancing.

7.2. As set out, the Applicant team engaged with Adur District Council (ADC) at pre-application stage. The feedback received from the Council has been taken into consideration as part of this application and the minor concerns raised have been sufficiently addressed.

7.3. The proposed extensions to the site are considered to make efficient use of under-utilised land which will result in a valuable contribution to help meet the identified housing need in Adur. The proposed flats would represent a conforming use in a highly sustainable location.

7.4. The design of the proposals has already been acknowledged by the LPA to be a significant enhancement to the building and its setting, with the use of materials thought to be acceptable (refer to Appendix A). The proposed extensions and façade improvement would result in a building of high architectural quality.

7.5. The careful positioning of the rooftop extension is considered to result in an acceptable form of development, removing any risk of detriment to surrounding residential properties. Furthermore, the use of a secondary window to Flat 9 will remove any risk of inter-looking, in accordance with the pre-application comments received.

7.6. Carefully positioned landscaping/planting has been incorporated into the scheme to avoid any detriment to ground floor flats when considering vehicular movements within the site. The reconfiguration of the existing car parking layout of the site will result in a significant improvement to the current informal and haphazard car parking arrangement, ultimately enhancing residential and visual amenity.

7.7. The proposals seek to incorporate sufficient cycle and bin storage, in line with standards. Furthermore, the proposed development has been found to be acceptable in terms of flood risk and drainage.

7.8. The scheme seeks to incorporate a number of sustainable enhancements throughout the scheme and therefore addresses local and national planning policy.

7.9. To conclude, the proposals seek the efficient use of this underused site and seek to make the best use of the building and land, helping to secure its optimum use whilst providing a valuable contribution towards Adur's housing need.

7.10. The proposals have been found to be consistent with the aims and objectives of the National Planning Policy Framework, the Adur Local Plan and Supplementary Planning Guidance. It is therefore requested that this application is approved without delay.

Appendix A – Pre-Application Response for St Johns Court dated 1 August 2018

Dear Mr Barker

Thank you for your recent pre-application enquiries regarding the above. As promised at our meeting, I have since sought the views of Richard Small and have incorporated his comments within this letter.

St Johns Court, Penstone Close, Lancing

There are no strong concerns with this proposal in principle. The proposed extension to the south appears to be able to be constructed without harming the amenities of neighbouring residential occupiers due to the separation distances involved. The additional floor also does not appear to be likely to cause significant harm by way of overlooking or loss of light. It is noted that the top floor is set back in more sensitive locations and that openings on the east side facing St Davids Gate are secondary only and can be obscure glazed.

The design approach and proposed use of materials is considered to be acceptable and the proposal should enhance the building and its setting.

The proposed southern extension will result in the loss of a number of car parking spaces and these will be relocated elsewhere within the development. I have a slight concern about the loss of green space and will need to see some evidence that these areas are unused and have little amenity benefit. I am also concerned at the potential impact that some of the parking spaces could have on the residential amenities of the occupiers of the flats in both St Johns Court and St Davids Gate as they are shown as coming very close to ground floor windows in some cases. The new parking area off Penstone Park in the south east corner of the site also has the potential to be a nuisance to residents in No.44 Penstone Park.