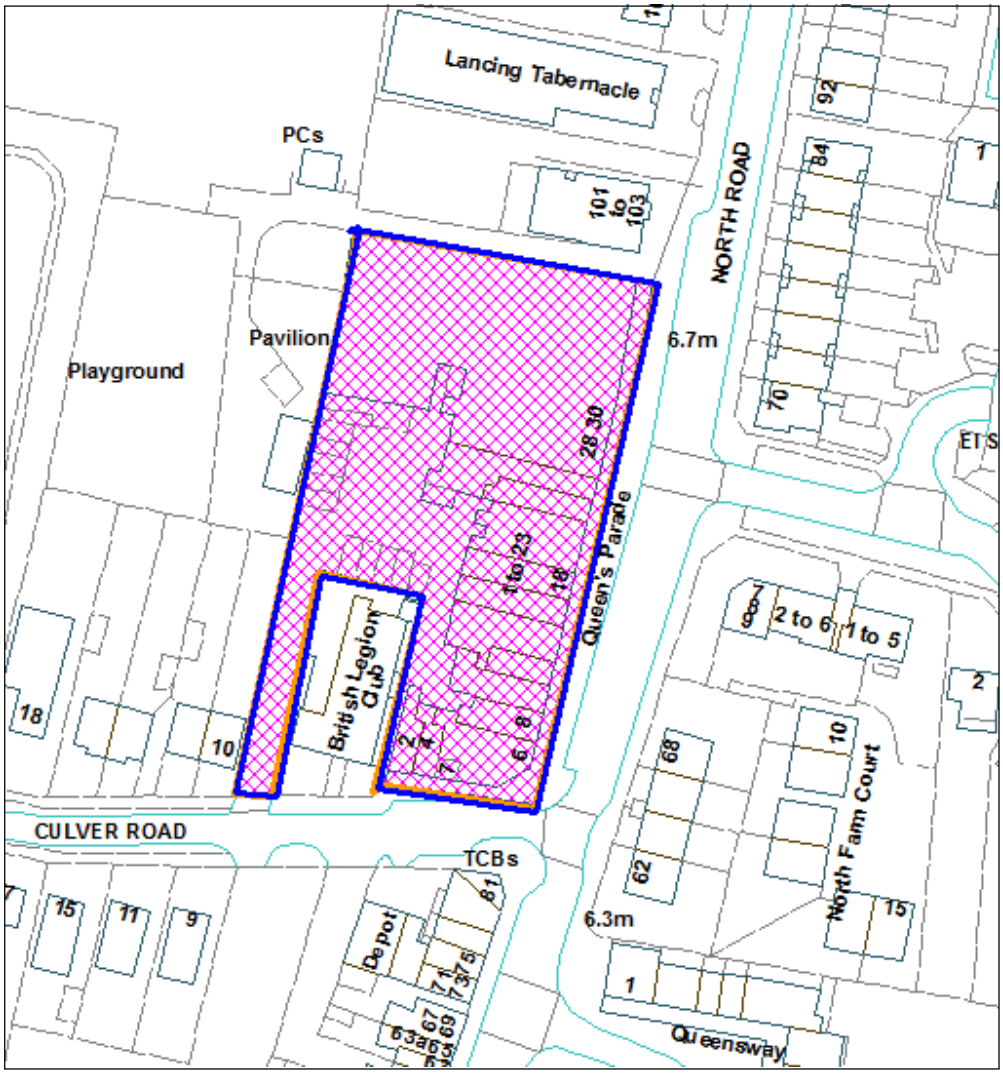
Application Number: AWDM/1915/16 **Recommendation – APPROVE**

Site: **Queens Parade North Road Lancing West Sussex**

Proposal: **Addition of second floor and part third floor over existing first-floor flats to provide 9 no. new residential units comprising 2 x studio flats, 3 x 2-bedroom flats, 3 x 2-bedroom flats and 1 x 3-bedroom maisonette (with terraced balcony), plus associated lift and rear (west) stairs access, communal terrace, bin and bike storage**

Applicant: Lee Baron Ward: Mash Barn
Case Officer: Jo Morin



Not to Scale

Reproduced from OS Mapping with the permission of HMSO © Crown Copyright Licence number LA100024321

Site and Surroundings

The application relates to an L-shaped, flat-roofed building on the corner of North Road and Culver Road within Lancing village centre. The building dates from the mid-1960s and consists of retail units on the ground-floor, including a larger unit comprising the Co-op supermarket unit at the far north end, and 11 no. residential flats on the first-floor above. The building frontage onto North Road and Culver Road is largely 2-storey, with the higher floor-to-ceiling height of the Co-op supermarket resulting in that part of the building being some 3 metres taller overall. The ground-floor has a deeper footprint than the residential upper floor with various single-storey elements extending into a rear service yard. Vehicular access to the latter is from Culver Road via a narrow concrete drive. A separate narrow pedestrian path leading to the rear yard from Culver Road runs between the flank of the building and the British Legion Club adjoining the site to the west of it. The shop units including the supermarket are serviced from the yard, the latter from a large loading bay to the north side. There are also 10 no. domestic garages located in 2 rows along the south and west sides of the yard. The flats are accessed from Culver Road from an enclosed stairwell leading onto an open rear access deck. A separate set of external steps lead from the first-floor deck directly into the rear yard.

The building frontage is horizontally bisected by a projecting canopy which visually separates the ground and first-floor elements of the building. The taller northern element of the building extends above the canopy at first-floor, supported by concrete columns.

The external materials primarily consist of pale yellow brickwork with rendered and tile-hung vertical panels fronting North Road. The taller element of the building above the Co-op supermarket is faced in a dark brown brick. The first-floor windows appear to consist of a mix of the narrower-framed originals and mismatched uPVC replacements. The overall appearance is somewhat tired and rundown looking.

Adjoining the site to the north is an access drive leading to the recreation ground. Beyond is a modern three-storey building consisting of ground-floor offices with flats above (No.101-103 North Road). The British Legion Club adjoins the Culver Road frontage, with the above-mentioned vehicular and pedestrians accesses serving the rear yard running along either side of it. Adjoining the vehicle access, further to the west, is No.10 Culver Road, a semi-detached house.

Proposal

Permission is sought for the addition of an L-shaped second-floor addition above the existing flats (excluding those above the Co-op supermarket) with a third floor element on the corner, providing 2 x studio, 3 x 1-bedroom and 2 x 2-bedroom flats, plus a 3-bedroom maisonette. The additional floor would be 66.5 metres long fronting North Road, adjoining the southern flank of the existing taller element above Co-op, and 22 metres long fronting Culver Road. Two of the flats would be accessed via a continuation upward of the existing internal stairwell entranced from Culver Road. The

remainder of the flats would be accessed from 3 no. spiral stair 'pods' via the existing rear first-floor deck. A new lift is shown providing access from the rear yard to the first-floor deck. The existing narrow footpath between the west side of the building and the British Legion Club is shown covered and gated. No car parking is proposed. Cycle storage is shown in the rear yard serving the proposed new flats as well as cycle stores provided on the first floor deck for the existing flats.

The application is accompanied by a Design and Access Statement.

The application has been 'called-in' to Committee by Cllr. Brian Boggis.

Relevant Planning History

Planning permission was refused in 2010 (ADC/0023/10 refers) for an additional storey above the existing 2-storey block of shops and flats to form 8 self-contained flats on the following grounds:-

1. The proposal would constitute an over intensive use of the site, resulting in an unsatisfactory standard of accommodation and a lack of amenity space for future residents to the detriment of the environment of the locality, contrary to the policies of the Adur District Local Plan (AG1, AH2).
2. The proposed treatment of the extension at the corner of North Road and Culver Road, by reason of its design, use of external materials and prominence in the street scene, would detract from the visual amenities of the locality, contrary to the policies of the Adur District Local Plan (AG1, AH2).

A subsequent planning application (AWDM/0178/12 refers) for a similar development to provide an additional storey consisting of 6 no. flats, associated alterations to the existing elevation treatment, cycle storage and rear amenity areas for the existing was refused in 2013 on the grounds:-

1. The proposal would constitute an over intensive use of the site and would provide an unacceptably poor standard of residential accommodation for future occupiers lacking any external amenity space provision and with poor means of access and inadequate facilities for the storage of refuse/waste. By reason of its size and 'bulk' the proposed second floor would detract from the residential amenities of existing residents, with the intensification of development on this constrained site likely to lead to a worsening of the existing poor residential environment. The proposed development is therefore contrary to saved policies AG1, AH2 and AS1 of the Adur District Local Plan.
2. The proposed development, by reason of its scale, massing, architectural composition and poor quality design would appear as a prominent and unsympathetic addition to the streetscene which would be poorly related in visual terms to the existing building and would detract from the visual amenities of the locality. The proposed development is therefore contrary to saved policies AG1, AH2 of the Adur District Local Plan, policies CC1, CC6 and BE1 of the South East Plan and would not provide the

uplift in the appearance of the existing townscape sought by the Lancing Village Vision (2012).
3. No evidence has been provided that the necessary contribution would be made to improvements to sustainable transport to help offset the effects of the travel and associated infrastructure demands generated by the proposed development as required by the West Sussex Revised Parking Standards and Transport Contributions Methodology.

A further application for a virtually identical proposal consisting of 6 no. flats (AWDM/14576/13) was refused in 2014 on the same grounds. A subsequent appeal was dismissed in March 2015.

Consultations

West Sussex County Council: The Local Highway Authority has raised no objection, commenting:-

"*The site is located fronting North Road, a 'C' classified through road subject to a 30 mph speed restriction in this location.*

The Local Highway Authority (LHA) was consulted previously on Highway Matters under AWDM/1457/13 and AWDM/0178/12 but raised no highway concerns.

A nil car parking provision is proposed for the new flats. Under the WSCC Car Parking Standards, 8 no. car parking spaces may be provided for the proposal. Whilst on-street car parking is limited in the immediate vicinity there are comprehensive parking restrictions along North Road prohibiting vehicles from parking in places that would be detriment to highway safety.

Culver Road is subject to restricted parking (single yellow line) with no parking between 8.00 and 18.00 hrs. It is conceivable that resident parking could occur outside of these hours. However, from an inspection of local mapping this does appear to be an existing practice. Culver Road is approximately 5 metres in width along its length with some additional width in the form of lay-bys in proximity to the junction with North Road. Any parking on the carriageway would restrict the ability for two vehicles to travel in opposing directions at the same time. One vehicle would be required to wait while another passes if parking is present. It is not considered that overspill parking would be to such a level that all capacity for parking in the street would be used. Parking would be temporary in nature and occur outside of the peak hours only.

While it is likely that some on street parking may occur it is not considered that this would be detrimental to highway safety and key locations in the public highway are subject to enforceable parking restrictions. The low speed nature and the sufficient forward visibility would enable a car to wait in the event of another travelling in the opposing direction.

The LHA will only consider the impact of on street parking from a safety perspective; matters of amenity would be a matter for the consideration of the local planning authority. [The LHA] would not consider that highway safety would be detrimentally affected through the proposed nil car parking provision.

The site is located in a sustainable setting above a parade of shops with a range of grocery retail, other retail, amenities and services immediately accessible. A street lit footway link and pedestrian crossings provide safe and suitable onward route by foot to nearby bus stops and Lancing Train Station a short walking distance away. The location offers the realistic opportunity to travel on foot, bicycle or via public transport.

Proposed bicycle storage should be secure and covered. WSCC cycle parking standards indicate that at least four cycles for the flats and one for the maisonette should be provided for in a communal storage area or rather one space per residential unit if in separate facility. Details of the proposed bicycle storage can be secured via condition.

The LHA does not consider that the proposal for 9 no. residential units on new second and part third storey to Queens Parade would have 'severe' impact on the operation of the Highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 32), and that there are no transport grounds to resist the proposal."

Conditions to secure covered cycle storage and site set-up during construction are recommended.

Southern Water:

It is the responsibility of the developer to make suitable provision for the disposal of surface water. The Building Regulations prioritise the means of surface water disposal in the order (i) adequate soakaway or infiltration system, (ii) water course, (iii) where neither of the above is practicable, sewer. Southern Water supports this stance and seeks through appropriate planning conditions to ensure that appropriate means of surface water disposal are proposed for each development. It is important that discharge to sewer only occurs where this is necessary and where adequate capacity exists to serve the development. When it is proposed to connect to public sewer the prior approval of Southern Water is required. It is requested that a condition is attached to any consent stating that construction of the development shall not commence until details of the proposed means of foul and surface water sewerage disposal have been submitted to, and approved in writing by the Local Planning Authority in consultation with Southern Water.

It is also requested that an informative is attached advising the applicant that a formal application for connection to the public sewerage system is required in order to service the development and that a sewer capacity check will need to be initiated to identify the appropriate connection point for the development.

Adur & Worthing Councils: The Environmental Health Officer (Environmental Protection) suggests the layout is reviewed to address the proposed 'stacking' arrangement which currently shows a number of bedrooms located above reception rooms or kitchens on the first-floor, which could result in noise issues. A condition controlling hours of construction including the use of plant and machinery is recommended.

Lancing Parish Council: No comments received.

Representations

Six objections have been received from residents of Queens Parade, Culver Road and North Farm Court, as well as from a business occupier of Queens Parade. Their comments are summarised as follows:-

- *Parking:* Parking is provided for other purpose-built flats built over the years in Lancing and is needed here. There isn't capacity to park on-street and the side roads are already packed with either residents or shoppers parking, or from people visiting the football ground or British Legion club. Inconsiderate parking arising from an existing lack of provision already causes disputes between residents and shoppers.
- *Traffic:* The additional traffic generated by the development will cause major problems on local roads which are already busy with cars and delivery vans.
- *Accessibility:* Although there are good links by public transport to Worthing, they don't cover smaller destinations which means changing buses and long journeys, making people less likely to use them and reliant on there being no strikes.
- *Building Fabric:* It is queried whether the existing structure could physically accommodate an additional floor.
- *Loss of Amenity*: The position of the lift will obstruct light to windows in the rear of 2 Queens Parade. The additional floor will increase the extent of overshadowing of properties on the opposite side of North Road as well as affecting privacy. The rear of 10 Culver Road will be overlooked.
- The lives of 11 households consisting of young families, as well as older and disabled people, will be affected if the development goes ahead, some have been resident for 20 years whilst others are more recent, but all will have to leave at short notice and will struggle to find alternative affordable low-cost housing. Businesses will also be affected too in the busiest part of Lancing where all the shops are currently occupied.
- *Noise and Dust:* Construction works will adversely affect the shops' trade. Are contractors willing to compensate for loss of trade and disruption?
- *Visual Harm:* The development will be a complete eyesore and overdevelopment. A building of such height will be totally out of keeping in North Road.

The occupiers (residential and commercial) of Queens Parade have been re-notified of the amended plans showing the re-siting of the proposed lift and Members will be up-dated of any further representations received at the meeting.

Relevant Planning Policies and Guidance

Adopted Adur District Local Plan 1993-2006 (ADC 1996) (saved policies): AG1, AH2, AH5 and Appendix 11 'Supplementary Planning Guidance' comprising:
Submission Adur Local Plan (2016): Policies 1, 2, 3, 9, 15, 19, 21, 29
Development Control Standard No.2 'Space Around New Dwellings and Flats'
Good Practice Guidance Note 'Internal Space Standards' (2010)
Revised West Sussex Parking Standards and Transport Contributions Methodology (WSCC 2003 and ADC 2004)
West Sussex 'Guidance for Parking in New Residential Developments' and 'Residential Parking Demand Calculator' (WSCC 2010)
Lancing Village Vision (2012)
National Planning Policy Framework (CLG 2012
Technical Housing Standards (CLG 2015)

Relevant Legislation

The Committee should consider the planning application in accordance with:

Section 70 of the Town and Country Planning Act 1990 (as amended) that provides the application may be granted either unconditionally or subject to relevant conditions, or refused. Regard shall be given to relevant development plan policies, any relevant local finance considerations, and other material considerations; and

Section 38(6) Planning and Compulsory Purchase Act 2004 that requires the decision to be made in accordance with the development plan unless material considerations indicate otherwise.

Planning Assessment

Principle

The saved Adur Local Plan policies comprise the Development Plan here but the Government has accorded the National Planning Policy Framework considerable status as a material consideration which can outweigh the Development Plan's provisions where such plan policies are out of date; or silent on the relevant matter. In such circumstances paragraph 14 of the NPPF states that where the proposal is not otherwise in conflict with specific restrictive policies in the Framework, development should be approved unless the harm caused significantly and demonstrably outweighs the benefits when assessed against the NPPF overall.

The site is located within the designated shopping area of Lancing. However, there is no objection in principle to residential development above ground floor which will contribute towards meeting the Council's housing need. To this effect, saved policy AH2 allows for new residential development by way of infilling or redevelopment within the built-up area subject to it being designed so that its appearance, character and scale creates a pleasant place to live, in-keeping with, and enhancing the existing local environment; it does not have an unneighbourly impact on existing dwellings; it incorporates adequate standards of residential amenity for future occupiers and subject to satisfactory access and parking arrangements being provided.

The site is located within the 'village heart' within the Lancing Vision which sets out the future vision and aims for the village and seeks to focus activity in this part of the town in order to create a vibrant and thriving town centre, rich in activity. The Vision identifies that the way a place looks is central to the way it is perceived and experienced: "There is a feeling among the community that Lancing is tired and run down and that this is putting off visitors. There is also a sense that Lancing lacks any visible indicators of identity and heritage. Uplifting the appearance will make a dramatic difference in Lancing, but doing so in a way that provides an identity and modern cultural heritage will make that step change that sets Lancing apart." The Vision urges the appearance of Lancing to be uplifted, but in a coordinated way, with improvements to streets, spaces and buildings. In principle a scheme to upgrade and improve the 'tired' appearance of the existing building and the contribution it makes to the village heart can be supported.

The proposals will provide a mix of studio, 1, 2 and 3-bedroom dwelling units. This complies with policy 21 in the Submission Adur Local Plan (2016) which states that new residential development should incorporate a range of dwelling sizes, including family-sized units.

Design and Effect on the Character of the Area

The existing building has no architectural merit. Its appearance within the streetscene is dominated by the heavy projecting canopy which visually separates the ground-floor uses from the residential accommodation above. The appearance of the upper floor has been further undermined over time by the replacement of most the windows fronting North Road in a plainer style compared to the originals. Cracked render and missing tiles on the feature panels add to its 'tired' appearance.

Although the appeal against refusal of the previous scheme (AWDM/1457/13 refers) was dismissed, the Inspector considered that in his opinion there would be no objection in principle to an additional floor given that there are a number of three-storey buildings in the immediate vicinity, commenting that "…this would need to be done in a way that does not overwhelm the street-scene and nearby buildings and otherwise enhances the site and its surroundings". The Inspector's report goes on to suggest that it would also be appropriate to emphasise the existing corner 'block' which appears as a visually separate element of the building in order to achieve the sense of a 'landmark' feature.

The latest proposals have sought to address these concerns by creating an L-shaped second-floor with a taller third-floor element on the corner (measuring 10.7 metres by 8 metres). Whereas the proposed corner 'block' element and Culver Road frontage would align with the existing first-floor building envelope, the remainder of the North Road frontage extending northward (some 57 metres long) would be recessed back (west) by 1.2 metres to create a shallow recessed balcony enclosed by glazed balustrading. This treatment of the North Road elevation articulates the enlarged building mass and officers consider would successfully avoid the additional volume visually 'overwhelming' the street-scene. The overall flat-roofed form is similar to the existing but with new external finishes and detailing introduced to refresh and 'enliven' the existing building. The existing tile-hung panels on the North Road frontage will be replaced in decorative green 'fish scale' tile cladding and the rendered panels above the windows infilled with brick 'slips' to match as closely as possible the colour of the existing brickwork. Unfortunately it is not possible to replacement the existing first-floor windows as these are outside the applicant's control. The existing brickwork panels on this elevation will be built up to form decorative piers sub-dividing the glazed balconies on the second-floor above. Windows will have a similar vertical proportion and line-through. The recessed walls of the second-floor will be finished in a combination of the green tile cladding and brick 'slips' to complement and harmonise with the rhythm of treatment on the first-floor. The edge of the flat roof over the main second-floor addition will be fitted with an over-sailing 'aerofoil' detail on the North Road frontage. The roof perimeter of the taller third-floor element of the corner block will be similarly treated. The second-floor of the corner block and the Culver Road frontage of the addition are shown to be brickwork, largely corresponding with the existing elevation treatments with matching windows lined through. Decorative brick string coursing would be incorporated above the second-floor windows, adding some visual interest particularly to the plainer Culver Road elevation. The third floor of the corner block would be finished in the green tile cladding with the windows on this taller element having a narrower vertical proportion in a dark-coloured metal frame.

The rear elevation of the second-floor addition will follow the stepped rear walls of the existing first-floor below. Windows will not line-through for the most part. The elevation treatment on this side will be brick to match, with decorative string coursing adding some visual relief. The rear elevation will be further articulated by the 3 no. stair access pods. The pods would be sited on the existing open first-floor deck, consisting of a metal spiral staircases leading onto narrow, roofed, access platforms, serving 2 or 3 flats. The staircases would be enclosed in a stainless steel mesh-covered framework. The access platforms would have mesh side panels up to 1.5 metres in height from the floor of the platform. Their modern, light-weight design is intended to minimise the physical impact of the stair structure on the amenities of the existing flat occupiers, whilst creating visual interest.

On the whole, it is considered the architectural composition of these latest proposals address the concerns identified by the Inspector in respect of the earlier scheme. The additional massing of the proposed third floor element will create a distinctive landmark feature on this prominent corner, whilst the more restrained approach in setting back the

second-floor on North Road will alleviate the visual impact of the additional 'bulk' along this wider frontage. The introduction of the green 'fish scale' cladding combined with a variety of other small-scale design features will help rejuvenate the existing 'tired' elevations as well as visually integrating the additional floors, uplifting the drab appearance of the existing building and helping to revitalise this part of the village 'heart'.

Affordable Housing

Policy 22 of the Submission Adur Local Plan seeks the provision 20% affordable housing on sites of 6-14 proposed dwellings. However, this policy does not adhere to Government Policy set out in Ministerial Guidance (brought into legal effect by order of the Court of Appeal in 2016) which stipulates that contributions should not be sought from developments of 10 units or less, and which have a maximum combined gross floorspace of no more than 1,000 square metres. The local circumstances that would justify an approach which differs from national policy have been considered as part of the recent Examination in Public. However, the Planning Policy Officer confirms that at present (and until such time as the Inspector publishes his report) this policy does not carry sufficient weight to be a material consideration in the determination of planning applications.

Residential amenity – for proposed dwellings

Measurements taken from the floor plans are not entirely consistent with the schedule of gross internal floorspace within the submitted Design and Access Statement, but all nevertheless meet the minimum floorspace requirements for the relevant number of bedspaces shown as set out in the Government's Technical Housing Standards – Nationally Described Space Standard. Flats Nos. 1-7 fronting North Road would each have a shallow private balcony area, sufficient to accommodate a small table and chairs. The 3-bedroom maisonette within the 'corner block' would have a larger roof terrace at third-floor level enclosed by glazed panels. Only Flat 9 (2-bedroom) will have no private amenity space.

All the flats will have a dual aspect to the front and rear of the building except Flat 2 (studio) which will have a sole east-facing aspect fronting North Road.

The Environmental Health Officer has raised concerns about the internal layout and vertical 'stacking' of the flats, but standards on noise transference between the existing flats and the proposed new floor will be dealt with under the Building Regulations.

The proposals include the introduction of a lift (a platform lift housed within an insulated weatherproof enclosure) located within the rear yard attached to the single-storey rear of the building, providing access between the ground and first-floor deck. Whilst the current proposals do not rely on a lift, it would clearly benefit both existing and proposed future residents. However, as initially submitted the siting of the lift enclosure was considered unneighbourly owing to its proximity to existing adjacent windows at first-

floor level. An amended drawing has been submitted showing the re-siting of the lift to the north and east, within an existing recess. Whilst this re-positioning relieves the earlier concern, the lift entrance would be rather awkward within the recess and would be better-re-orientated with the lift doors facing west. This could be dealt with as a condition of planning permission.

The existing rear yard is not a pleasant environment although it currently appears tidier than in the recent past. The current application proposes to improve this area by re-surfacing in tarmac part of the yard adjoining the rear of the shops where the bins (a combination of 1100 litre Eurobins and smaller 'wheelie' bins) are stored – but not the access drive or larger loading areas serving the Co-op supermarket. It is also proposed to re-surface the narrow footpath adjacent to the boundary with the British Legion Club, together with a new canopy roof and security gate fronting Culver Road. These improvements to the external areas would provide a more secure, safeguarded and weather-protected route into the yard that would benefit existing residents as well as the proposed future residents.

The Council's Waste Strategy Manager initially expressed concern about the adequacy of the additional refuse storage provision and servicing arrangements to serve the proposed flats. The Council's standard 10.1 metre long refuse vehicle cannot access the rear service yard and collections for the existing flats are currently undertaken in conjunction with the commercial collection to minimise vehicle movements. A re-cycling service is not currently provided. Following discussions, it is proposed that bins would be collected from the rear yard via the re-surfaced pedestrian access on Culver Road. A roadside collection would enable a re-cycling service to be provided. The Waste Strategy Manager has advised that a total of 6 no. 1100 litre bins would be required to serve the existing and proposed flats and an amended plan has been provided showing these in the rear yard adjoining the eastern flank of the British Legion Club building (together with provision for the commercial shop units which will continue to be serviced separately). The Waste Strategy Manager has no objection to the fitting of a security gate to the pedestrian access providing it has a combination-type lock (i.e. not a key).

Residential amenity – effect on existing dwellings

The living environment of existing residents is relatively poor although improvements have been made to the security of the entrance lobby (off Culver Road) and the rear yard appears tidier and less rubbish-strewn since the earlier applications in 2012-13. Nevertheless the exterior (both front and rear) has a run-down appearance. The first-floor access deck has broken and uneven surfacing. Part of the deck has been sub-divided in fenced-off sections to provide the existing flats with small areas of amenity space with rotary driers and personalised with potted plants. The fenced-off areas create some separation distance between the communal walkway and the nearest adjacent windows (typically serving kitchens, bathrooms and bedrooms).

Despite their deliberate light-weight design and construction, the proposed 3 no. stair access 'pods' and second-floor platforms would have an impact on the amenities of the

existing flat occupiers on this side, resulting in some loss of outlook and daylight to windows in the west elevation. However, the spiral staircases will be sited a minimum 4 metres from the wall face containing these windows, and given their relatively narrow proportions (2.5 metres wide) and the fact that the mesh-covering will allow some light to pass-through, it is considered the impact would not be unacceptably harmful. Although additional comings and goings from the occupiers of the new flats will result in some increased noise and activity, this will be evenly distributed across communal deck between the 3 no. staircases. [Flats 8 and 9 will be accessed internally from an extension to the existing lobby/stairwell off Culver Road.] The mesh covering of the staircase enclosures and platform sides will help alleviate the effects of overlooking from the stairs.

The additional floor would block off 2 no. rooflights on the existing roof which provide the only source of ventilation and natural daylight to bathrooms in the two affected flats. Whilst dismissing the earlier appeal, the Inspector specifically commented that: "….it is not uncommon for such rooms to be internal and mechanically ventilated and I see no objection in principle to this arrangement."

It is not considered the latest proposals (amended to re-position the lift structure as described above) would have an unacceptably harmful effect on the living conditions of the existing flat occupiers.

The height and 'bulk' of the additional floor(s) will give rise to some additional overshadowing of the front of the residential properties on the east side of North Road, most notably Nos. 64-68 forming part of the single-storey terrace opposite, which are sited close to the edge of the road. The additional effects of overshadowing will be felt in the afternoon and will be most apparent in the winter when the sun is lower in the sky, but will not be significantly worse than the existing situation as to warrant refusal on this ground.

The garden of 10 Culver Road is over 21 metres from the nearest part of the proposed additional floor, with the 'bulk' of the 2-storey, pitched-roof British Legion Club building sited in-between, and it would not be adversely affected by the development.

Accessibility and parking

No parking is proposed to serve the proposed flats.

It can be assumed that the existing flats originally had access to one of the garages in the rear yard, but it is understood ownership has become severed over the years and few, if any, are used now for parking. There is limited scope for residents to park elsewhere in the yard, as constant access is required for deliveries to the Co-op supermarket, and to service the other ground-floor shops.

The WSCC Parking Demand calculator identifies the development would generate an additional parking demand of 8 spaces. Although residents would have to compete to

park on-street in surrounding roads with shoppers and visitors to the other facilities of the town centre, including the football ground in Culver Road, the Local Highway Authority has not raised any objection to the lack of parking provision on highway safety grounds on the basis that effective parking controls are in place locally. The site is sustainably located with excellent access to a wide range of shops and services in Lancing. Notwithstanding the comments of third parties, the site is within walking distance of a choice of public transport, including Lancing rail station and local bus routes. The use of sustainable modes of transport is promoted through the provision of secure, covered cycle storage for both existing residents and proposed future residents. In the context of national planning policy set out in the NPPF, the Local Highway Authority advises that there are no transport grounds to resist the proposal.

Since the appeal decision on the former scheme, transport contributions are no longer sought by the Local Highway Authority for this scale of development owing to the change in Government Policy that tariff-style contributions should not be sought from developments of 10 units or less and which have a maximum combined gross floorspace of no more than 1,000 square metres.

Other issues

Third parties have queried how construction would take place and whether existing tenants would be evicted as a result. Whilst it is recognised that the proposals cause uncertainty for the existing residents, occupancy rights and the terms of the existing leases is not a planning matter.

Conditions can be imposed to limit the potential for environmental nuisance caused by construction works, as recommended by the Environmental Health Officer.

Recommendation

APPROVE Subject to Conditions:-

1. Standard 3 year time limit
2. Approved plans
3. Agree schedule and samples of external materials and finishes (including all external cladding and facings, stair access ‘pods’, balconies and roof terrace)
4. Agree windows details
5. Implement architectural details and re-cladding of existing first-floor as shown on plans prior to first occupation
6. Agree and implement improvements to external areas to provide secure, safeguarded and weather-protected pedestrian route prior to first occupation
7. Agree precise design of lift
8. Agree and implement cycle storage for existing and proposed flats prior to first occupation
9. Agree and implement refuse storage/re-cycling provision prior to first occupation
10. Hours of construction

11. Agree and implement construction method statement
12. Agree and implement foul and surface water drainage in consultation with Southern Water

13th March 2017