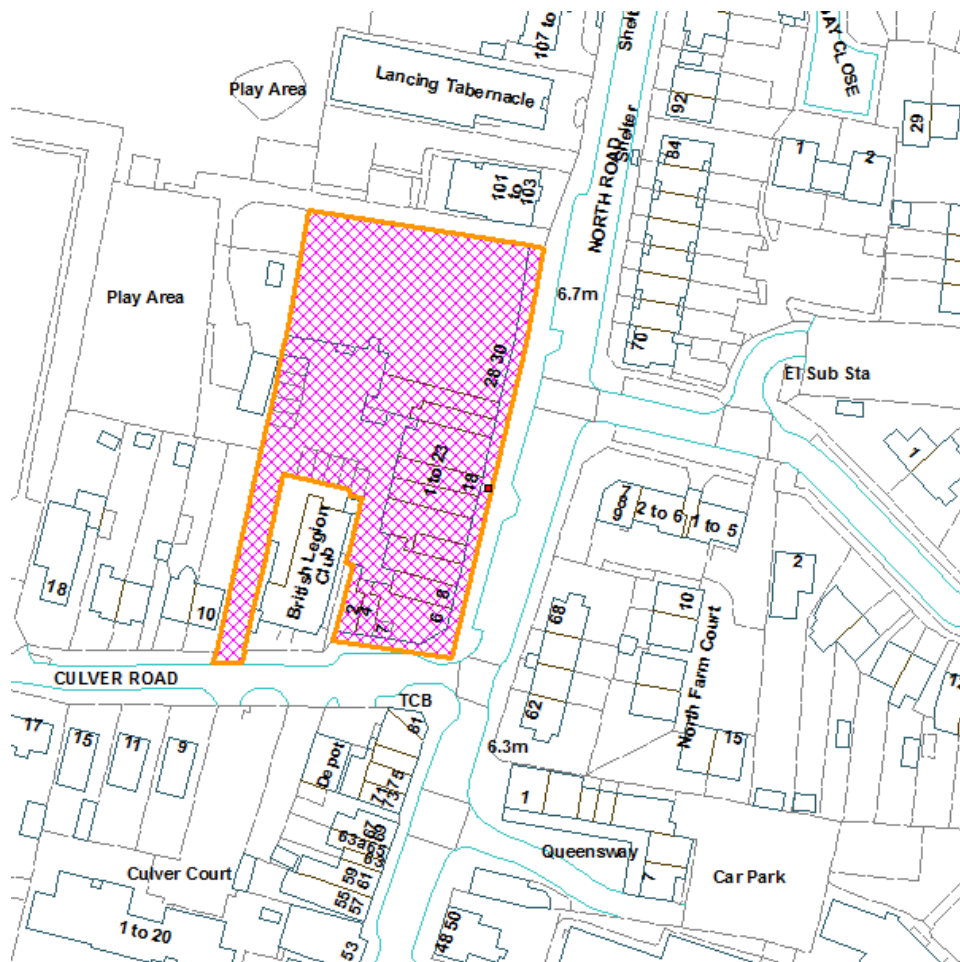


Application Number:	AWDM/0153/25	Recommendation - Delegated authority is granted to the Head of Planning to grant planning permission subject to s106 Agreement, conditions and consultation response
Site:	Queens Parade North Road Lancing	
Proposal:	Proposed 2 storey upwards extension (including additional floor over the Co-Op building) to provide 21no. flats (Class C3) plus aesthetic improvements to the existing building. Provision of hard and soft landscaping, refuse and cycle storage.	
Applicant:	Farcastle Limited	Ward: Mash Barn
Agent:	Wilbury Planning Ltd	
Case Officer:	Peter Barnett	



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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 pedestrian 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

It is proposed to construct a two storey upward extension above the existing flats fronting North Road, dropping down to a one storey upward extension fronting Culver Road. The new third floor will be set back from the edge of the floor below with railings provided around the edge. A two storey upward extension is also proposed on part of the roof at the rear of the Co-Op building at the north end of the site. A slight increase in the height of the building above the front of the Co-Op is also proposed to enable an additional floor of accommodation to be provided.

Overall, the proposal will provide 21 no. flats in addition to the existing 11no. flats. The proposed mix is as follows:

5 x 1 bed
7 x 2 bed
6 x 3 bed
3 x 4 bed

The flats at the southern end off Culver Road are to be accessed via an existing internal stairwell and a new lift that is to be installed. The remainder of the flats are to be accessed via new external spiral staircases to be installed on the existing first floor deck, with existing external stair access to the new flats at the northern end of the building. Flats 20-30 are maisonettes on the second and third floors, as are flats 12-17 over the rear of the Co-Op building. Flats 18 and 19 fronting Culver Road are flats on a single floor as are flats 31 and 32 over the front of the Co-Op.

A bike store for up to 30 bicycles is proposed in the rear yard plus a new bin store for use by commercial and residential occupants. No car parking is proposed.

The scheme also includes general repairs and tidying up of the building, including replacement windows. External materials are indicated on the plans as comprising buff brickwork to match existing with green fish scale feature tiling between windows and around the corner of the top floor on the junction of Culver Road and North Road.

Relevant Planning History

AWDM/1915/16 - 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 1-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 - approved

AWDM/1457/13 - Additional storey above existing 2 storey block to provide 6 no. self-contained flats - refused and appeal dismissed

Consultations

West Sussex County Council: No objection from a transport/highways aspect subject to conditions requiring cycle parking and a Construction Management Plan. Comments:

Access Arrangements

The application building fronts onto North Road which is a 'C' classified road, subject to 30 miles per hour speed restriction. Servicing access is taken from Culver Road to the rear of the development. An inspection of data supplied to WSCC by Sussex Police over a period of last five years reveals that there has been no incident of personal injury immediately at the site access, which indicates the access has been operating in a safe manner in its present form.

Nil Car Parking

A nil car parking provision is proposed for the new flats. Under the WSCC Car Parking

Standards, 29 car parking spaces may be provided for the proposal [**Planning officer comment:** *No parking is proposed here, this is discussed in the planning assessment below*] .

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 detrimental to highway safety.

Culver Road is subject to restricted parking (single yellow line) with no parking between 8 am – 6 pm Monday -Saturday. 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 metre in width along its length with some additional width in the form of laybys 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. A parking beat survey conducted reveals there is ample spare capacity along the neighbouring streets to accommodate overspill parking.

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 (LPA). We would not consider that highway safety would be detrimentally affected through the proposed nil car parking provision.

Cycle Parking

Proposed bicycle storage should be secure and covered. The applicant proposes provision of 30 cycle parking spaces within two-tier Sheffield type stands. Details of the proposed bicycle storage can be secured via condition.

Sustainability

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 a 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.

The travel plan developed during the detailed design stage must include provision for vouchers to households for bicycle purchase and/or bus season tickets and/or car parking tickets. 'Taster tickets' for buses and trains should also be included to encourage non-car modes. Information if any car clubs are operating nearby or would be interested in operating from the site must be included.

Local Lead Flood Authority: Objects to the application, due to below:

1) The Environment Agency has recently updated its flood risk modelling (NaFRA2) and this has resulted in a change of surface water flood risk profile at this site. Please update the Flood Risk Assessment using the latest data.

2) Following the SuDS Hierarchy, the Applicant has stated that the only method of surface water discharge is to the existing foul sewer (which it is contended should be classified as a combined sewer due to existing surface water connections). Following discussions with Southern Water, they have advised they classify this as a foul only sewer, irrespective of any existing connection. It is noted on our mapping that there is a private surface water system adjacent to the foul sewer in North Road. It must be demonstrated that the applicant has explored the private surface water system in order to follow the SuDS hierarchy. We would suggest contacting WSCC Highways and the Adur & Worthing Councils in the first instance to assist in ascertaining who manages and maintains this asset. When/if the asset owner is identified, we will need evidence that the asset owner is content for connections to be made.

3) If the Applicant wishes to pursue their existing strategy, we will need to see written confirmation from Southern Water that the proposal is acceptable, to establish that the site can be drained in principle.

Subsequent LLFA Comments: To be reported

Fire and Rescue Service: Providing the measurements indicated on the plans can be achieved and all areas inside all flats are within the 45m distance to B5 requirements for this application will be met. There may be a question regarding emergency access via a spiral staircase, however this will be questioned at building regulation phase, so not a concern at phase 1 of a planning application

Adur & Worthing Councils:

The Environmental Health officer has no objections subject to a construction management plan to cover things such as noise and dust control and liaison with any residents and commercial premises as rear access deliveries to the shops may be affected.

Waste Management officer: Provided that the development has set bin area/shed for all of the domestic properties [as distinct from] business waste I have no concerns

Southern Water: Southern Water does not accept surface water flows into the foul network. Request that should this planning application receive planning approval, the following condition is attached to the consent: *Construction of the development shall not commence until details of the proposed means of surface water run off disposal in accordance with Part H3 of Building Regulations hierarchy as well as acceptable discharge points, rates and volumes have been agreed by the Lead Local Flood Authority, in consultation with Southern Water*

Brighton City Airport: No aerodrome safeguarding objection

Lancing Parish Council: Support application

UK Power Networks: There are LV underground cables on the site running within close proximity to the proposed development. Prior to commencement of work accurate records should be obtained

Representations

4 objections received from the occupiers of 19, 26 Queens Parade, 2 North Farm Road, 7 Cokeham Gardens:

- Existing residents do not want to be displaced while works are taking place
- Concern at disruption during works
- Stairs to flats are via a busy rear yard which is dangerous
- Bin storage for businesses is currently where cycle store is shown on the plans
- Inadequate bin storage provision
- Lack of car parking will lead to congestion and parking problems
- Concern that building cannot take additional weight
- Spiral staircase access to flats is not practical
- Need for affordable housing

Relevant Planning Policies and Guidance

Adur Local Plan 2017 Policies 1, 2, 3, 9, 15, 18, 19, 20, 21, 22, 28, 31, 32, 34, 36
'Supplementary Planning Guidance' comprising: Development Management
Standard No.1 'Space Around New Dwellings and Flats'

Sustainable Energy SPD (August 2019)

Adur Planning and Climate Change Checklist (June 2021)

Lancing Vision 2012

WSCC Guidance on Parking at New Developments (Sept 2020).

National Planning Policy Framework (December 2024)

Technical Housing Standards – nationally described space standard (DCLG 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) provides that 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 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, policy 20 of the Adur Local Plan allows for new residential development by way of infilling or town

centre regeneration within the built-up area.

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, 3 and 4-bedroom dwelling units. This complies with policy 20 which states that new residential development should incorporate a range of dwelling sizes, including family-sized units.

In December 2024, the Government published an updated National Planning Policy Framework (NPPF 2024). This reintroduced requirements for local planning authorities to demonstrate a five-year housing land supply, regardless of the age of the adopted plan.

The Adur Local Plan was adopted on 14th December 2017. Policy 3: Housing Provision makes provision for a minimum of 3,718 net additional homes in the period 2011 to 2032, equivalent to 177 dwellings per annum. As Adur District adopted its Local Plan more than 5 years ago the Five Year Housing Land Supply Position Statement uses a housing requirement based on the local housing need that is calculated by the standard methodology set out in the PPG. Updated data on national affordability ratio was published on 24th March 2025 which has subsequently resulted in a revised local housing need (LHN) figure based on the standard method calculation. The LHN figure has been amended to 549 (previously it was 547) dwellings per annum for Adur.

In 2018, the Housing Delivery Test was introduced against which housing delivery is measured. If housing delivery is below 85% of the housing requirement over the previous three years, a 20% buffer must be applied. The Housing Delivery Test 2023 (covering the monitoring periods 2020/21, 2021/22 and 2022/23), published December 2024, indicates that Adur delivered 81% of its requirement. As a consequence, the presumption in favour of sustainable development no longer applies; an Action Plan will be prepared and in calculating the five-year housing land supply, a 20% buffer must be added. It must be noted that the HDT position has improved with the previous test result (December 2023) being 72%.

The revised 5 Year Housing Land Supply (5YRHLS) (2024-2029) position for Adur as at 01/04/2024 demonstrates that a total of 2,139 homes are deliverable within this period, equating to 3.2 years of housing land supply against the housing requirement figure (as set by the Standard Methodology figure) of 549 dwellings per annum plus a 20% buffer = 656 dwellings per annum.

Given that the Council cannot demonstrate a 5 Year Housing Land Supply of deliverable housing sites, this means that for decision taking, paragraph 11 d) of the NPPF applies which states:

‘where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:..

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.’

NPPF attaches substantial weight to the value of using brownfield sites for new homes Paragraph 135(c) states:

“Planning policies and decisions should

(c) give substantial weight to the value of using brownfield land within settlement for homes..... proposals for which should be approved unless substantial harm would be caused.....” .

The impacts are assessed below.

Design and Effect on the Character of the Area

The existing building has little 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 of 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.

The principle of an additional floor on the building has been previously accepted, initially in the appeal decision against refusal of an earlier scheme (AWDM/1457/13 refers). The appeal was dismissed but 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 2016 application proposed an additional (second) floor but with a taller third-floor element on the southern corner. The remainder of the additional floor tied in with the height of the existing building above the Co-Op. The current proposal has altered the idea of a landmark corner feature in that the third floor is set back from the edge of the floor below. However, the use of coloured tiling as a contrast to the brickwork on the lower floors helps to give emphasis to the corner. It is given further prominence by not returning along the full Culver Road frontage and the CGI images provided with the application suggest that it will still form a striking and visually separate element which

is considered to be appropriate for the southern end of the building.



The continuation of the third floor along the entirety of the front of the building does result in it being taller than the Co-op building, even with the slight increase in height of that part of the building. The Co-Op building will no longer form a higher 'end stop' and the proposal will not therefore result in a consistent height across the Parade. However, in visual terms, it is not considered that this is visually unacceptable.



The proposed 4th storey is set back slightly from the edge of the building by 1.7m to reduce its bulk and massing and it will be set behind the front of the Co-Op building to further reduce the massing and impact on the street.

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. The existing windows are to be replaced with other aesthetic improvements such as re-pointing and re-painting also proposed. Windows will have a similar vertical

proportion and alignment. The edge of the flat roof over the main second-floor addition will be fitted with an over-sailing detail on the North Road and Culver Road frontages.

The rear elevation will be brick to match. 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. They are similar to those previously approved under the unimplemented nine-unit scheme AWDM/1915/16 . 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.



The additional floors over the rear of the Co-Op are also brickwork and flat roofed and quite plain in appearance. Being at the rear it will not be particularly visible from North Road but it will be seen from Monks Recreation Ground to the south west, albeit with existing trees providing some screening. The brickwork is broken up through the use of decorative expressed brick courses around the extent of the building above the second floor windows and between the first and second floors. The additional floors are also set in from the sides and end of the existing building.



On the whole, it is considered that the architectural composition of the proposal is acceptable. The additional massing of the proposed third floor is suitably set back while, through the use of different materials, it will create a distinctive landmark feature on the corner. 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'.

Residential amenity - for proposed dwellings

All of the flats 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. All would be dual aspect. Flat Nos. 21-30 fronting North Road would each have a small balcony area on the third floor. Flat 20 is on the corner with Culver Road and is shown with a larger roof terrace which wraps around the corner. Four two-bedroom flats 18, 19, 31 and 32 on the second floor will not have a private amenity area. Easy access to the recreation ground at the rear of the site is possible and, on balance, while it is disappointing that not all flats will have some amenity space, the shortfall in amenity space for just 4 of 21 flats is considered to be acceptable in this town centre location. None of the existing flats have amenity space currently and this situation will be improved through the provision of new seating and landscaping at first floor level.

The proposal includes the introduction of an internal lift on the first and second floors to serve Flats 18 and 19 at the southern end of the building, as well as providing level

access to the existing flats 3 to 11. This is a clear benefit to both existing and proposed future residents.

The existing rear yard is not a pleasant environment and the current application proposes to improve this area by providing a designated and enclosed refuse storage area and bicycle storage area. The designated refuse storage area will clear up this part of the site for the benefit of the existing commercial and residential occupants, and future occupants. Appropriate lighting can be provided if necessary and final details can be reserved by condition. The applicant's agent has also confirmed that existing downpipes will be repaired and secured as part of the proposed development.

A noise assessment has been carried out and submitted to assess the impact from the existing commercial extract systems which are located at the rear of the building. To mitigate any impact the report recommends that a barrier, such as closed panel fencing, should be installed along the edge of the first floor access area. This will need to be good quality and architecturally appropriate, which can be required by planning condition. The report also recommends a number of other noise mitigation measures which, once implemented, will ensure that noise from commercial premises do not harm the amenities of future residents. Such measures include double glazing, MVHR and sound insulation between walls and floors.

Residential amenity - effect on existing dwellings

The living environment of existing residents is relatively poor and the exterior of the building (both front and rear) has a run-down appearance. The proposals will see enhancements to the building to the benefit of both existing and future residents.

The external stair access enclosures proposed for the rear of the building on the first floor plus the second-floor platforms are to be lightweight and enclosed in a metal mesh. They will have some impact on the amenities of the existing flat occupiers resulting in some loss of outlook and daylight to windows in the west (rear) elevation. However, the spiral staircases will be sited 3.4 metres from the wall face containing these windows, and given their relatively narrow proportions (2.3 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.

The mesh covered access platform at second floor level will serve the new flats and will affect light and outlook to hallway windows and windows to rooms identified as 'home office' on the plans. They would not therefore cause undue loss of amenity to the main habitable rooms of the new flats which are on the east side of the building and at third floor level. The platforms will overhang the existing first floor flats by 1.8m and will have some impact on light to bedrooms and bathrooms and, in some cases, kitchens of those flats. Additional comings and goings from the occupiers of the new flats will also result in some increased noise and activity but a sound deadening composite surface is proposed for the platform to reduce disturbance. On balance, the stairwells and platforms are not considered to cause serious harm to the amenities of existing or proposed residents.

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.”

Overall, taking into account the improvements to the existing building and the lightweight nature of the stair enclosures, it is not considered that the proposals would have an unacceptably harmful effect on the living conditions of the existing flat occupiers.

A daylight, sunlight and overshadowing assessment has been carried out on behalf of the applicants and submitted in support of the application. In terms of the existing flats in Queens Parade, light to the kitchen window to Flat 2 at the southern end of the building will have a ‘minor adverse impact’ due to the new second floor to the west. Flat 9 will see two rooms (bedroom and kitchen) also suffer a minor adverse impact. The other existing flats will experience negligible impacts.

The impact on properties in North Road (101-103 to the north, 62-68 and 70-84 to the east and North Farm Court also the east) has been assessed as being negligible. The height and ‘bulk’ of the additional floors 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 to the east is over 23 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 car parking is proposed to serve the proposed flats. 30 cycle parking spaces are to be provided within a two tier secure storage area for existing and future residents as well as businesses in Queens Parade.

The WSCC Parking Demand calculator identifies the development would generate an additional parking demand of 29 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. The site is sustainably located with excellent access to a wide range of shops and services in Lancing and is within walking distance of a choice of public transport, including Lancing rail station and local bus routes.

A parking beat survey has been carried out by the applicants which has concluded that there is sufficient capacity on local streets and within local public car parks to accommodate parking demand generated by the proposal. A travel plan is proposed which is to be developed during the detailed design stage (to be reserved by condition) which it is hoped will influence and change the travel behaviour of 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.

Flood risk and drainage

The submitted surface water drainage strategy is to utilise an existing combined sewer as there is no alternative discharge location from the site. It is proposed to restrict flow rates to 2l/s which would be a significant betterment to the existing rate which is calculated to be significantly higher. Attenuation is to take place via geocellular tanks to be located beneath the rear yard.

The LLFA and Southern Water have objected to this proposal as the discharge of surface water into the foul network is not supported. More information has been requested from the applicants. This was still awaited at the time of preparing this report and an update will be provided at the meeting. However, it is recognised that the amount of impermeable surface does not increase and that the application provides an improved flow rate.

Sustainability

A sustainability statement has been submitted with the application which confirms that the flats will be provided with air source heat pumps (ASHP) in combination with mechanical ventilation and heat recovery. This ensures that no waste heat is extracted from the flats and there is no requirement for external plant. Water conservation measures will be implemented to limit usage to below 110litres per person per day in line with policy 18 of the Adur Local Plan.

Final details of the location and type of ASHP units is to be required to be submitted by condition.

Landscaping, Ecology and biodiversity net gain

The site is considered to be exempt from the mandatory BNG requirements because the development does not impact any habitat on site and is therefore 'de minimis development' for the purposes of calculating BNG.

A series of planters, seating and soft landscaping is proposed for the first floor decked area which will enhance the appearance of the building as well as enhance biodiversity on the site.

The application comprises Major development and is therefore expected to provide financial contributions towards infrastructure improvements. Ordinarily, this development would be expected to provide the following:

£46,927 primary education
£46,103 secondary education
£9,958 6th form
£8,660 libraries
£828 fire and rescue
£37,670 TAD (sustainable transport)

£59,224 Open Space

The total contribution figure is £209,370.

In addition, policy 21 of the Adur Local Plan requires 30% of the proposed units to be affordable. The policy states that where developers are unable to meet the requirements for delivery of affordable housing, the LPA will need to be satisfied by robust financial viability evidence that the target cannot be met.

A viability appraisal has been submitted with the application which states that the development is unable to provide affordable housing for viability reasons. This was sent to the Council's consultants, Dixon Searle (at the developer's cost) for an independent assessment. They largely agreed with the developer's assessment but considered that a total contribution of £80,273 was viable. This is almost £130,000

less than would be expected in terms of financial contributions alone and also means that no affordable housing can be secured on site as a result of this development. This is disappointing but the independent viability assessment does justify this.

A decision needs to be made by Members as to what is considered to be a priority for the £80,273 available. Policy 21 does allow, in exceptional circumstances, for a financial contribution to enable provision of affordable homes elsewhere within Adur (off-site). West Sussex have stated that they would be prepared to waive the primary education contribution (£46,927) and it is considered that there is justification in the circumstances for Adur to waive the open space contribution (£59,224). The remaining contributions set out above could either be divided on a pro rata basis or all of the contribution could be put towards affordable housing. A steer from Members on this point is necessary to enable the s016 Agreement to be prepared.

As part of the legal agreement, it is recommended that a post construction viability re-appraisal be undertaken, so that in the event of an improved financial outcome, additional funds can be secured.

Recommendation

That delegated authority is granted to the Head of Planning to grant Planning Permission subject to:

- a. the receipt of satisfactory surface water drainage details and the removal of the objection from the LLFA; and**
- b. the completion of a s106 Agreement, to secure £80,273 of financial contributions with any minor amendments as necessary authorised by the Head of Planning**
- c. conditions, including those detailed below:**

1. Approved Plans
2. Standard 3 year time limit
3. Agree schedule and samples of external materials and finishes (including all external cladding and facings, stair access 'pods', balconies, roof terrace and acoustic fencing)
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 cycle storage for existing and proposed flats prior to first occupation
7. Agree and implement refuse storage/re-cycling provision prior to first occupation
8. Hours of construction
9. Agree and implement construction management plan
10. Agree and implement foul and surface water drainage in consultation with Southern Water
11. Agree and implement Travel Plan
12. Agree details of external lighting prior to installation
13. Agree details of ASHPs
14. Landscaping to be implemented as shown in the Landscape Report

15. Agree and implement noise protection barrier prior to first occupation
16. Recommendations of noise assessment in sections 7-10 to be fully implemented prior to occupation