

Development Management – Delegated Officer Report

Application Number: AWD/1540/25

Recommendation: APPROVE

Site: Lincoln Court, South Street, Lancing, BN15 8AT

Proposal: Removal of existing 11 dilapidated garages and erection of 10 garages.

Date of site visit: Assessment has been assisted using the Applicants plans; Earthlight mapping; and Google 3D of the site.

Neighbours checked: Y

Additional neighbour notifications: N

Site and Surroundings:

Lincoln Court in South Street Lancing is located on the east side of the road and is a three storey block containing retail on the ground floor and residential on the two floors above. There is a parking bay to the front of the building which is for the general public, and the parking for the flats is accessed through a gap at the south end of the building. This gap travels through the building into the open courtyard/parking area.

The 11no. garages are located to the rear of Lincoln Court, close to the boundary wall at the east boundary of the site. The east boundary wall is abutting houses within Alma Street; the south boundary abuts 'Headborough Gardens' a green space; and the north boundary is next to an access path to the rear of properties in Roberts Road.

The immediate area is characterized by retail uses and residential.

The site is not a Listed Building or within a Conservation Area.

Proposal:

The application seeks permission to:-

- Demolish the existing 11no. terraced garages;
- Construct 10no. garages on the same footprint of the removed garages.

(The current garage block measures some 30m wide x 5.2m deep x 2.6m high; The proposed revised garage block is shown to measure some 30m wide x 6.33m deep x 2.6m high.)

Relevant Planning Applications:

None.

Representations:

Lancing Parish Council: It was resolved to support the application.

Consultations:**WSCC Highways: Comments on original plans:**

The plans indicate that the existing 11 garages have internal dimensions of approx. 5m x 2.4m. The proposed plans indicate that the proposed garages will have internal dimensions of approx. 5.3m x 2.75m. The LHA advises that garages meet minimum internal specifications of 6m x 3m in order to be counted as parking provision. The applicant is encouraged to consider whether the proposed garages could be increased in size to be able to accommodate larger modern vehicles. However, it is acknowledged that the proposed garages do provide an improvement in size over the existing arrangement and as such, the LHA would not raise any highway safety concerns to the proposal.

No alterations to the existing access point are proposed and there will remain sufficient space on site for vehicles to turn on site and exit in a forward gear.

Given the restricted access to the site, the LHA would request that a **Construction Management Plan** be secured via condition to ensure pedestrian and highway safety.

Conclusion

The LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in severe cumulative impacts on the operation of the highway network, therefore is not contrary to the NPPF (para. 116), and that there are no transport grounds to resist the proposal.

Env. Protection, Env. Health & Licensing:

Recommend the following:-

1. Works of construction or demolition, including the use of plant and machinery, necessary for implementation of this consent shall be limited to the following times.

Monday – Friday 08:00 – 18:00 hours

Saturday 09:00 – 13:00 hours

Sundays and Bank Holidays no work permitted

Any temporary exception to these working hours shall be agreed in writing by the LPA at least five days in advance of works commencing. The contractor shall notify the local residents in writing at least three days before any such works.

Reason: To safeguard the residential amenity of the area.

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate, but not necessarily be restricted to the following matters:

- the anticipated number, frequency and types of vehicles used during construction;
- the method of access and routing of vehicles during construction,
 - HGV construction traffic routings shall be designed to minimise journey distance through the Council's Air Quality Management Area (AQMA),
 - the parking of vehicles by site operatives and visitors,
 - the loading and unloading of plant, materials and waste,
 - the storage of plant and materials used in construction of the development,
 - the erection and maintenance of security hoarding,
 - a commitment to no burning on site,
 - the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- methods to control dust from the site,
- a commitment to following BS5228:Code of Practice for noise and vibration control on construction and open sites,
- details of public and neighbour engagement both prior to and during construction works.

Reason: As this matter is fundamental in order to consider the potential impacts on the amenity of nearby occupiers during construction.

Relevant Planning Policies and Guidance:

Adur Local Plan 2017 Policy 1, 15, 28
National Planning Policy Framework 2024

Planning Assessment

Principle

The proposal comprises upgrading of the existing garage block located within the built-up area and can be supported in principle. The relevant issues are the effects on the

amenities of neighbouring residential occupiers and the effect on the character and appearance of the dwellings and their surroundings.

Visual and Residential Amenity:

The garage block is located to the rear of the purpose built block of flats/commercial use and thereby will not be readily viewed from outside of the site. The existing garages are in a poor condition and their replacement is required, and in order to make the garages larger, means that the result of the rebuilding is the loss of 1no. garage. The agent has confirmed that the flats will be given first choice of the new garages.

Following WSCC Highways comments, the application has been amended and now can offer the internal length of 6m required. However the site's dimensions will not allow the total width required by WSCC although the width does come quite close, the agent confirms that they are now 2.88m wide.

However, a small car will be able to access/use the garage, or they could be used for the individual storage for the flats. There is also no requirement of the LPA to condition the use of the garages for cars alone. Further, there appears to be adequate space within the hard surfaced area of the site for some occasional parking for vehicles.

The only access to the garages is through the gap within the block of flats, this therefore will make the demolition and rebuilding a little more complicated, and because of this both the WSCC and Environmental Protection require a Construction Management Plan be secured via a condition in order to ensure pedestrian and highway safety. This condition is considered a reasonable requirement.

Recommendation:

APPROVE subject to the following condition(s)

1. Approved plans
2. Standard time limit
3. Hours of work
4. Construction Management Plan

Informative:

1. Approved following amendment.

Is recommendation contrary to letter(s) of representation? N

Case Officer: Eve Hearsey Date: 17.02.2026

Authorised by: Peter Barnett Date: 17 February 2026