

## **Development Management – Delegated Officer Report**

**Application Number: AWDM/0001/26 Recommendation: APPROVE**

**Site: 16 Lynchmere Avenue, Lancing, West Sussex**

**Proposal: Single storey rear extension to square off the rear of the property. Removal of existing garage and replacement with a single storey rear extension.**

**Date of Site Visit: 3<sup>rd</sup> February 2026**

**Neighbours Checked: Y**

**Additional neighbour notification: N**

### **Proposal, Site and Surroundings**

The application site is a semi detached bungalow, there is a front driveway which runs to the side leading to a flat roof, detached garage set back to the rear of the bungalow. There is also a single storey projection to the rear of the bungalow.

The garage is to be removed and replaced with a single storey extension, this will be larger in footprint with a half hipped roof and will join to the rear of the existing bungalow. It is set forward of the existing garage.

A single storey rear extension is also proposed to the rear of the bungalow which will infill the section to the rear of the bungalow, adjacent to the rear projection. Plans were originally submitted to show this being in line with the existing projection. Amended plans submitted show this reduced to 3.5 metres in depth as officers advised that adjacent to the boundary with the attached bungalow this was required to meet with Development Management Standards.

### **Consultations:**

#### **West Sussex County Council: The Highways Authority**

The proposal seeks to create a rear extension at 16 Lynchmere Avenue, this also involves the removal of the existing garage. Lynchmere Avenue is a residential D classified road subject to 30mph speed restrictions. From observation of mapping data provided to WSCC by Sussex Police, there appear to have been no highways collisions or personal injury claims within proximity of the dwelling to flag an existing concern with the site access, or with the adjoining highway network at this point. The existing garage in its current format is substandard in size compared with WSCC parking standards which outline that a garage of 3m x 6m is sufficient to serve an average sized vehicle. Therefore, this existing garage space does not count toward the overall parking provision. Furthermore, the driveway leading to the garage varies in width along its length but appears too narrow to accommodate a modern average sized vehicle between the property boundary and northern building edge. Currently the portion of the driveway fronting the dwelling appears of sufficient width to

accommodate a single vehicle. Local aerial mapping indicates that this access has been overgrown for a number of years and may have also not been in use for some time. The proposed additional floor space provides an additional bedroom for the property. This raises the number of bedrooms within the dwelling to 4, from 3. The LHA has consulted the WSCC Parking Demand Calculator and can advise that the total parking provision for this property would remain as 3 spaces as per the existing demand, therefore the additional bedroom proposed would not be anticipated to generate a material intensification in vehicular movements or materially raise demand for parking within the site. Parking sufficient to serve one parking space is available on frontage hard standing. There is also the possibility for on street parking to accommodate for any overspill generated by the proposal. On street parking is an existing practise in this location and there are no known highways safety or capacity concerns with this practise. The Local Highway Authority does not consider that the 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 National Planning Policy Framework (paragraph 116), and that there are no transport grounds to resist the proposal.

**Lancing Parish Council:** - Support

**Representations:** - None received.

### **Relevant Planning Policies**

Adur Local Plan 2017 Policy 15

'Supplementary Planning Guidance' comprising: Development Management Standard No.2 'Extensions and Alterations to Dwellings'

National Planning Policy Framework (December 2024)

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

### **Planning Assessment**

#### **Principle**

The relevant issues are the effects on the amenities of neighbouring residential occupiers and the effect on the character and appearance of the area.

#### **Visual amenity**

The extension set back to the side may be visible within the street scene as the existing garage is currently. It is a subservient addition with a low roof and appears as a garage conversion. There is a door to the front of the extension which is visible.

In terms of character the bungalow with the additions will remain as a single dwelling. The space provided is a bedroom and ensuite and it is connected to the main dwelling. The applicant's agent has confirmed that the space does not provide annex accommodation, it will be a space room. This will be in keeping with the character and appearance of the bungalow and surrounding residential locality. A condition is attached to ensure the accommodation is ancillary use only.

The rear extension as amended is modest in scale with a low level half hipped roof it will provide a dining room for the existing dwelling.

Materials to be used will match existing with tiles to match and white render finish.

### **Residential amenity**

The main properties to be affected are those either side of the site. To the south is the attached bungalow. This neighbour has no extension to the rear. As amended the proposed extension adjacent to the boundary is acceptable in terms of loss of light, privacy and overbearing impact. At 3.5 metres in depth it complies with Development Management Standards, there are also no side windows proposed.

The extension adjacent to the northern boundary will be larger in footprint than the existing garage. It will come forward and be adjacent to the neighbouring garage/outbuilding. Although the roof will be higher than existing, the building will be largely screened from the adjacent occupiers. There are openings facing onto the side facing the garden of the application site and an ensuite window towards the rear boundary. Due to the distance to the side and rear boundary and the ensuite being obscured. The development will therefore not result in any loss of light, privacy or overbearing impact in this case.

It is also noted that WSCC highways have no objections to the proposal which involves the loss of a garage. There is ample off street parking at the application site and street parking is available if necessary. There will be no harm to highway safety in this case.

### **Recommendation**

APPROVE

#### **Subject to Conditions:-**

1. Approved Plans
2. Standard 3 year time limit
3. Materials to match existing white render.
4. No additional windows on the north or south elevation of the extensions. Rear ensuite window to be obscurely glazed.
5. Ancillary use only.

#### **Is recommendation contrary to letter(s) of representation N**

1. Proactive with amendments

Case Officer: Hannah Barker

Date: 3rd March 2026

Authorised by: Peter Barnett

Date: 4 March 2026