

Development Management – Delegated Officer Report

Application Number: AWDM/1599/25

Recommendation: APPROVE

Site: 122 Freshbrook Road, Lancing, BN15 8DF

Proposal: Two storey side extension with rear dormer with cladding to south roofslope; single storey rear extension (existing garage remove).

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:

122 Freshbrook Road is a detached bungalow positioned on the south side of the road. The bungalow, land and fencing are currently in a very poor condition. The plot is wider at the front than the back. The bungalow has a box bay to the front, a small rear conservatory extension, a side detached garage, and several outbuildings within the rear garden area. There is also a vehicular access to the front and a driveway to the front side.

The property is positioned slightly forward of its neighbour no. 120 a two storey end of terrace dwelling.

Freshbrook Road has a mix of house types, predominantly containing two storey terraced, and detached bungalows. The neighbouring properties to the west of the application site are two storey terraced. The application bungalow and its neighbouring 2no. detached bungalows to the east (no.'s 124 and 126) are of the same design as one another. Both no.'s 124 and 126 have had single storey rear extensions.

Proposal:

The application seeks permission to:-

- Remove existing garage;
- Remove existing conservatory rear extension;
- Construct rear single storey flat roof extension;
- Construct side (west) two storey extension;

- Construct rear flat roof dormer extension.

Relevant Planning Applications: None

Representations:

Lancing Parish Council: Resolved to support application.

Consultations:

WSCC Highways:

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 averaged sized vehicle. The existing garage is 2.25 x 5m. Due to this fact, this existing garage space does not count toward the current overall parking provision. Currently there is frontage parking at the property for 1no. vehicle, and this same provision is proposed to be retained to serve the dwelling and garage conversion.

The total parking requirement following the proposed works will remain as 2no. spaces.

The newly proposed garage measures 3.2m x 5m which also does not meet WSCC standards for a garage space and therefore does not count toward the overall provision at the property, however, the new garage is an improvement over the existing garage arrangement and there is scope that this may be utilized for some smaller vehicles if required.

The hardstanding area will serve 1no. parking space, and there is the possibility for on-street parking to accommodate any overspill. Cycle storage has not been outlined within the documentation however, it is anticipated that the garage as proposed would be used for vehicle storage, and the LPA may wish to consider whether a cycle parking condition would be justified along with any approval of this proposal.

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 NPPF (para. 116), and that there are no transport grounds to resist the proposal.

Relevant Planning Policies and Guidance:

Adur Local Plan 2017 Policy 1, 15

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

National Planning Policy Framework 2024

Planning Assessment

Principle

The proposal comprises upgrading of the existing housing stock 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 surroundings.

Visual and Residential Amenity:

The building works will include a two storey side extension which will result in the loss of the existing detached garage. This extension will be constructed close to the side boundary with no. 120, at 300mm distance. It will follow the boundary, and because the position of the boundary is narrowing from the front to the back, the result of the construction proposed will mean that each section of the extension will narrow accordingly also. The proposed garage will have a clipped rear, which will marginally limit part of the internal garage space. The internal garage space does not meet the WSCC Highways requirements of 6m x 3m. The width measures at slightly some 3.3m but it is slightly shorter in length than WSCC Highways standards, being 5.5m. However, as Country point out it could accommodate a smaller car. Therefore the overall size is deemed acceptable. It is also not considered to warrant a need for a condition for the provision of cycle storage space, as it is determined that there would be many opportunities to store a cycle within the property, including the grounds.

The design of the 2 storey side extension, will follow the same form as the existing bungalow, being the same eaves and ridge height and having the same pitched roof. It will appear as a single storey extension from the front, with a dormer in the rear roofslope.

It will bring the built form of the bungalow closer to its neighbour at no. 120 but due to the angled boundary, a gap of 1.3m will be maintained at the front. It is closer to the boundary at the rear but the neighbouring dwelling is a two storey dwelling, and the lower height of 122 helps to prevent a terracing effect.

No. 120 has a first floor side window which appears to be a landing window and it is not considered that there will be an adverse impact arising from the proposed extension.

The new side elevation of no. 122 will not have any first floor windows, although there will be a small high level obscured glazed window in the side elevation of the proposed dormer, but this window will serve an ensuite.

No. 122 is positioned slightly forward of its neighbour and angled away from it, and measures 3m from the shared boundary. Further, the application site is to the east of no. 122, meaning that with the route of the sun, there will be only limited shadowing

onto that property. This combination thereby means that the two storey side extension will not result in any material loss of residential amenities to no. 122.

The rear dormer will also be large but some roofslope will remain visible. It is to be clad in dark grey cedar cladding but, being at the rear, it will not have an impact on the street scene. It will be mainly within the flank wall section of no. 122, thereby resulting in limited effect onto that property.

The single storey rear extension is shown to be 5m in depth, as it will only be single storey and also to the east of no. 122, again there will be no material loss of residential amenities to no. 120 or overbearing etc.

Visually no. 122 will be able to view both the two storey and the single storey extension but it will be side on to the side wall of their own dwelling, and thereby there will not be any material loss of visual amenity to that property.

No. 124 to the east of the application site is stepped away from the boundary and the two storey side extension being on the west side of no. 122 will not affect this neighbour. The dormer will be a new feature for this neighbour, and there will be some shadowing from the dormer towards no. 124 but it is not considered to be overly dominant and thereby will not materially affect this neighbour.

Lastly the rear 5m extension will be some 2.7m high which will be above most fence lines, but no. 124 has a garage close to the boundary with the application site, therefore, there will be no material harm resulting from the rear extension to this property. That property also has its own rear extension.

Drainage/Flood Risk

The applicant has submitted the relevant completed FRA, the conclusion of which states that overall, the risk of flooding at this site will not be made any worse as a result of the proposed development.

Recommendation:

APPROVE subject to the following conditions

1. Approved plans
2. Standard time limit
3. Materials
4. Obscure glaze side window in dormer

Informative:

1. Approved without amendment

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

Case Officer: Eve Hearsey

Date: 13.02.2026

Authorized by: Peter Barnett

Date: 16 February 2026