

## **Development Management - Delegated Officer Report**

**Application Number:** AWDM/0181/26

**Recommendation – APPROVE**

**Site:** 52 Kingston Lane, Shoreham-by-Sea, BN43 6YB

**Proposal:** Vehicular access with hardstanding.

**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:**

The application property is a semi-detached, hipped roof, two storey dwelling situated on the west side of Kingston Lane, Shoreham. The land has a gentle slope, rising to the north.

The dwelling has a two storey pitched roof front outrigger as part of the original building. There is a rear shed and further outbuildings near the bottom of the garden area. The front amenity area is currently grassed with a low hedge to the front next to the pavement. A low brick wall to the front and sides currently mark the boundaries of the front amenity area.

The neighbouring properties are predominantly two storey semi-detached, and many of them have completely hardsurfaced their front amenity area for the parking of cars. In consequence of this, these properties are devoid of any landscaping to the front amenity area.

### **Proposal:**

The application seeks to provide:-

- A dropped kerb to the road;
- Hardsurface the front amenity area using gravel/stones.

**Relevant History:** None

**Representations:** None received

**Consultations:** WSCC Highways:

The site does not currently benefit from a VCO or off-street parking. The plans do not clearly indicate the proposed width of the VCO. The applicant should be aware

that a licence will be required for the VCO and must be constructed to a specification agreed with the Local Highways Engineer. The applicant should be aware that a licence is unlikely to be granted for a VCO wider than 6.4m due to existing on street parking pressures. As such, the applicant may wish to revise the proposed VCO width.

The driveway is to be constructed from gravel and will enable parking for three vehicles on the site frontage. This may result in material being dispersed onto the public highway affecting the surface of the road. The applicant should provide a gravel trap or area of block paving, or other bound material, at the point of access onto Kingston Lane (on land within the applicant's control; not within the publicly maintained highway). Details of the proposed access can be secured via condition.

Vehicular visibility at the proposed access onto Kingston Lane appears sufficient for the anticipated road speeds. Furthermore, visibility splays are maintainable wholly within the highway boundary. Kingston has good forward visibility and the presence of on-street parking means that vehicles are not anticipated to be exceeding the posted speed limit. An inspection of data supplied to WSCC by Sussex Police over a period of the last five years reveals that there have been no recorded injury accidents within the vicinity of the site. Therefore there is no evidence to suggest that the addition of a VCO in this location would exacerbate an existing safety concern.

A turn on site would be preferable although clearly there is insufficient space on site to accommodate this. Neighbouring properties have similar arrangements and are operating without evidence of highway safety concern.

## 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.

If the LPA are mindful to approve the application a Condition relating to Access and an Informative relating to a licence for the VCO should be applied.

## Relevant Planning Policies and Guidance

Adur Local Plan 2017 Policy 1, 15, 28  
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 the provision of a VCO to a residential property located within the built up area and can be supported in principle. The relevant issues are

the highway safety, and visual effects on the amenities of neighbouring residential occupiers and the character and appearance of the surrounding area.

**Visual & Residential Amenity:**

The Highway comments are noted and the required condition and informative will be applied to any permission for the VCO. Also, the applicants have indicated that they have read the Highway comments and have already considered the alternative materials and/or gravel trap suggest.

Kingston Lane comprises many VCO's and hardsurfaced drives/parking areas, with the application site being one of the few that has not as yet undertaken such works to their front amenity area. The provision of the VCO and hardsurfacing for the parking of vehicles will thereby not be out of character with its near neighbours.

With regard to the overall width of the actual crossover, this will be a matter for the Highways Area Office which has strict rules regarding the maximum width one can be. Having a limit on the overall width will be welcomed as there would then be some retention of the grass verge and will also leave some space on the road for the parking of vehicles.

It is not considered that the provision of a VCO would result in any material harm the existing residential amenities of neighbouring properties.

**Recommendation:**

**APPROVE subject to the following condition(s)**

1. Approved plans
2. Standard time limit
3. Access

***Informative:***

1. Approved without amendment
2. VCO Licence

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

Case Officer: Eve Hearsey

Date: 28.05.2026

Authorised by: Peter Barnett

Date: 18 June 2026