Development Management - Delegated Officer Report

Application Number: AWDM/0569/25 Recommendation – APPROVE

Site: 43 Stoney Lane, Shoreham-by-Sea, BN43 6LA

Proposal: Vehicle access.

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 two storey, semi-detached dwelling, located on the east side of Stoney Lane. The property is elevated from the highway and is separated from the road by a bank up to the pavement. At the top of the bank there is a hedge running in front of no. 67 to the south to about the front of no. 23 Stoney Lane. The hedge has a few breaks in it along the way where steps are found leading up from the road to the pavement. There are a set of steps positioned approx. mid way between no.'s 45 and 43 Stoney Lane, and there is a break in the hedge between the steps to approx. the front of no. 41.

Due to the raised bank and/or the hedging along the east side of Stoney Lane there are only one or two vehicular crossovers. One is the neighbouring property at no. 45 which has a less steep bank to the front of it and no hedging. The other is no. 21, which does not have a bank to speak of and has no hedging.

The west side of the road comprises predominantly semi-detached bungalows on lower ground than the east side of the road, and has no raised bank or hedging.

Proposal:

Permission is sought to:-

- Provide a vehicular crossover from Stoney Lane to gain parking on the front amenity area of no. 43 Stoney Lane.

Relevant History:

SU/171/91 – Vehicular access at no. 45 – Refused
SU/47/98 – Vehicular access at no. 45 – Approved
SU/66/99 – Vehicular access at no. 69 – Refused
AWDM/0854/19 – Vehicular access at no. 35 – Refused – Dismissed on Appeal
AWDM/1405/19 – Vehicular access at no. 21 – Refused – Allowed on Appeal
AWDM/0812/22 – Vehicular access at no. 33 – Approved

Representations: None received

Consultations: WSCC Highways:

This application seeks the installation of a 3m wide dropped kerb to provide vehicle access to off street parking. The site is located on a C-class road subject to a speed restriction of 30mph.

From inspection of WSCC mapping, there are no apparent visibility concerns with the proposed point of access on Stoney Lane. The proposed access works will be subject to a licence obtained through the local WSCC Highway Area Office, and constructed to a specification agreed with a WSCC Highway Engineer.

The site frontage appears of suitable size to accommodate at least one off-street car parking space. On-site turning does not appear achievable, so cars may have to exit in a reverse gear – however, this is not anticipated to give rise to an adverse highway safety impact in this location, owing to good forward visibility. The neighbouring property operates a similar access arrangement with no known safety concerns.

In summary, 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 (par 116), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve the application, the following informative should be applied:

Informative Vehicle Crossover – Minor Highway Works The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted because the highway licence process considers wider factors than are considered by the Highway Authority at planning stage.

2nd Consultation to revised Layout plans including gradient:

The details appear acceptable from a planning perspective, and we can condition the pedestrian visibility splays to ensure they are maintained in perpetuity.

Again, details pertaining to the gradient will be assessed by WSCC engineer post-application.

Pedestrian Visibility
No use of the proposed access shall take place until such time that pedestrian visibility splays of 2m x 2m have been provided either side of the proposed site vehicular access onto Stoney Lane in accordance with the approved plans. These

splays shall thereafter be kept free of all obstructions over a height of 0.6m above adjoining carriageway level or as otherwise agreed.

Relevant Planning Policies and Guidance

Adur Local Plan 2017 Policy 1, 15, 28, 31
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 proposal for a VCO and the provision of a hardstanding area for the parking of a car, within the front amenity area. The amended layout plan shows visibility splays on exit from the hardsurfaced amenity area for the parking of vehicles.

The plan also shows visibility splays at the section entering the highway. WSCC Highways have raised no objection to the proposal for the VCO subject to condition relating to the visibility splays and have reminded the applicant that they will need to gain a licence from WSCC Area Office for the access onto the highway.

The section of land between the pavement area directly to the front of the application site and the highway is a raised bank which continues along most of this section of Stoney Lane. At the top of the bank, next to the pavement, is hedging running along most of the bank, although the small section to the front of no.43 there is no hedging.

There is also a set of pedestrian steps leading from the highway to the pavement, which are at an offset position to the front on no. 43.

The proposed vehicular access to the property is shown to be positioned between the steps and the hedge, and will have to cut through the bank, whilst not affecting the pavement area, which will need to be maintained at a level.

The dropped kerb is shown at 3m wide and will be the lead onto the drive to no. 43 and the parking area.

WSCC have noted that there is no opportunity to create any on-site turning facility and that vehicles will thereby have to reverse out of the site (or into the site). However it is considered that the reversing of a vehicle either up or down the slope could raise difficulties, particularly at the point when the vehicle is meeting the pedestrian pavement area. It is true that this is not a matter for the LPA to determine

but will be for WSCC Area Office Engineers to determine as to whether they will grant a licence or not for this property. If no licence is gained, then the VCO cannot be constructed and thereby the vehicular access to the property will not be allowed.

It is noted that the directly adjoining property no. 45 has gained vehicular access, but it would appear that the bank is not as steep at the point to the front of that property and the visibility splay does not cross the front of the pedestrian steps. Further, the street sign is positioned further from the VCO at that property than the one to the front of the application site.

However, as said, this will be a matter for the Engineers at WSCC Area Office.

The LPA must assess whether the loss of the bank etc. will result in the loss of visual character to the street. The hedging to the north of the vehicle access will be retained.

It is noted that an application for a VCO at no.21 Stoney Lane was allowed on appeal. The issue for the LPA was the effect on the character and appearance of the area, and precedent. The Inspector gave more weight to the benefit of providing parking on site, as in his view, the provision of parking outweighed the loss of the small section of Green Infrastructure.

The Inspector also noted that, unlike further to the south, the section of grassed area to be crossed would not be wide and would not involve the loss of either part of the bank or any hedgerow. The proposal was felt to respect the existing natural features of the site.

Viewing no. 21, it can be seen that the bank to the front of the site is not as raised as that to the front of no. 43, just a slight rise, and the hedging does start until further along to the south. The rise in height of the bank slowly increases along the south side, and is much higher outside no. 43 than 21. But comparable to the front of no. 21, there is no hedging directly to the front of no. 43.

It is considered that the loss of the grass verge and bank to the front of no. 43, taken with the loss that has already occurred to the front of no. 45 would be regretful. However, in this case, there is no hedge removal, no break in the middle of the hedge, no change to the size of the gap between hedges and the access will abut a short flight of steps like at No.45. It is therefore considered that this proposal would not harm the character of the area as it would maintain the existing length of the gap in the hedge and retain the hedgerow, thereby not changing the defining character of the area. On balance, the application can be supported.

Recommendation:

APPROVE subject to the following condition(s)

1. Approved plans
2. Standard time limit
3. Pedestrian visibility

4. Hedge to be protected and retained

Informative:

1. Approved following amendment
2. VCO Licence

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

Case Officer: Eve Hearsey Date: 26 August 2025

Authorised by: Peter Barnett Date: 26 August 2025