

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Andrew Clarke
FROM:	WSCC – Highways Authority
DATE:	8 May 2026
LOCATION:	105 Lion Lane, Turners Hill, Crawley, RH10 4NU
SUBJECT:	DM/26/0626 Retrospective Planning Application for the continued use of 105 Lion Lane as a residential dwelling (Class C3) including the external utility room, garden and car parking space.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals.

This is a retrospective planning application for the continued use of 105 Lion Lane as a residential dwelling (Class C3) including the external utility room, garden and car parking space. The application form states that the proposed works were completed on 02/01/1955. The site is located off Lion Lane, an unclassified road subject to a speed restriction of 30 mph.

The site is accessed via a shared private drive which joins the publicly maintained highway at an existing junction on to Lion Lane. Part of this existing drive is also maintained as Public Footpath No.68W_1 so the LPA may also wish to contact the WSCC Public Rights of Way Team for comments.

An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals one recorded collision on Lion Lane within the vicinity of the site. However, this was not attributed to the use of the site access or site operation. Therefore, there is no evidence to suggest the site access has been operating unsafely, or that its continued use would exacerbate an existing safety concern. In addition, a single dwelling is not anticipated to give rise to a significant material intensification of movements on the maintained highway network.

The site is served by one existing parking space; the LHA would expect a dwelling of this size in this location would require two car parking spaces. Therefore, one car parking space may need to be accommodated on-street. This is not anticipated to lead to a highway safety concern or parking capacity issue in this instance. But the LPA may wish to consider the potential impacts on on-street parking from an amenity point of view.

From inspection of the plans, the parking space is suitably sized and on-site turning appears achievable allowing cars to exit in the forward gear.

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 National Planning Policy Framework (paragraph 116), and that there are no transport grounds to resist the proposal.

Liz Corcoran
West Sussex County Council – Planning Services