

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Andrew Watt
FROM:	WSCC – Highways Authority
DATE:	7 December 2025
LOCATION:	Wickenden Manor Chilling Street East Grinstead RH19 4JB
SUBJECT:	DM/25/2716 Proposed three storey extension to provide further accommodation, meeting rooms and kitchen. Extension and change of use of stables to create further accommodation. Erection of conservatory to Lodge. New hard surface basketball and tennis court. Installation of solar panel arrays within the walled garden.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been consulted on this full application DM/25/2716 with regards to any highway safety or capacity concerns, that may arise from this development. The application is supported by a Transport Statement (TS) and associated plans.

Site Context

The application site is 'Wickenden Manor', located approximately 2km southeast of Sharpthorne village. The site currently comprises a large manor house, two additional dwellings and outbuildings which are used as a retreat, for education purposes and as a conference centre. The site was subject to extension and reconfiguration in 2020 under application ref: DM/20/4179. This application was granted permission with no objection with regards to highway safety or capacity. The current application is a revised application with an increase of 358sqm floor area.

Access Arrangement

The site is currently accessed via two access points from Chilling Street, a 'C' classified road subject to 60mph speed limit. The existing access arrangement will be retained. An inspection of collision data provided to WSCC by Sussex Police from a period of the last 5 years reveals no reported incidents of personal injury near to the access. Therefore, there is no evidence to suggest the existing road layout is operating unsafely or that the proposal would exacerbate an existing safety concern.

Trip Generation and Highway Impact

In terms of traffic generation, given the rural location and the lack of public transport it is assumed that most of the trips are undertaken using private vehicles and minibus but during non-peak hours. Based on the first principles approach, it is estimated that there will be a likely increase of 16% from

the development proposals. The Highway Authority are convinced that although there are additional trips associated with the proposal it is not to an extent that could cause capacity issues on the local highway network.

Parking

There is adequate room on site to accommodate the expected additional vehicles. The LHA would not expect there to be any overspill parking on the highway, all vehicles shall be easily contained within the private site.

Construction Management Plan

A Construction Environmental Management Plan (CEMP) has been submitted comprising all the required details in support during construction phase.

Conclusion

Paragraph 116 of the National Planning Policy Framework (NPPF) states:

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

Therefore, the Highway Authority do 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 (NPPF), paragraphs 114-117, as revised December 2024. Therefore, there are no transport grounds to resist this proposal.

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West Sussex County Council – Planning Services