



Saint Hill Events, East Grinstead

Transport Assessment

Carnegie Architects

February 2025





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1 Introduction

1.1 Background

- 1.1.1 Pelham Transport Consulting have been commissioned by Carnegie Architects to prepare a transport assessment in respect to the planning application for event car parking at Saint Hill, East Grinstead.
- 1.1.2 The assessment is being developed as part of the application to Mid Sussex District Council.
- 1.1.3 This transport assessment but has been prepared in accordance with the DfT Guidance on Transport Assessment (2007) and The appropriate guidance for Transport Assessments (TA) is set out in the West Sussex County Council (WSCC) document 'Transport Assessment Methodology' July 2007.

1.2 Report Structure

- 1.2.1 The report has been prepared by Pelham Transport Consulting (PTC) and is structured as follows:
 - Chapter 2 Existing Situation – a detailed analysis of the existing site and surrounding transport infrastructure to establish the development transport requirements to minimise any associated impact.
 - Chapter 3 Current Policy – A review of National and Local Policy relevant to the proposals.
 - Chapter 4 Development Proposals and Trip Generation – A summary of the development proposals and methodology to be used to estimate the trip generation for the development.
 - Chapter 5 Summary and Conclusions - sets out the summary and conclusion of the transport assessment

2 Existing Situation

2.1 Site Location

- 2.1.1 The site is situated on Saint Hill Road connecting to the West Hoathly Road to the south and the B2110 Turners Hill Road to the north. The site lies 2.5km southwest of the town centre of East Grinstead in West Sussex. A site location plan is shown on Figure 2.1 below.

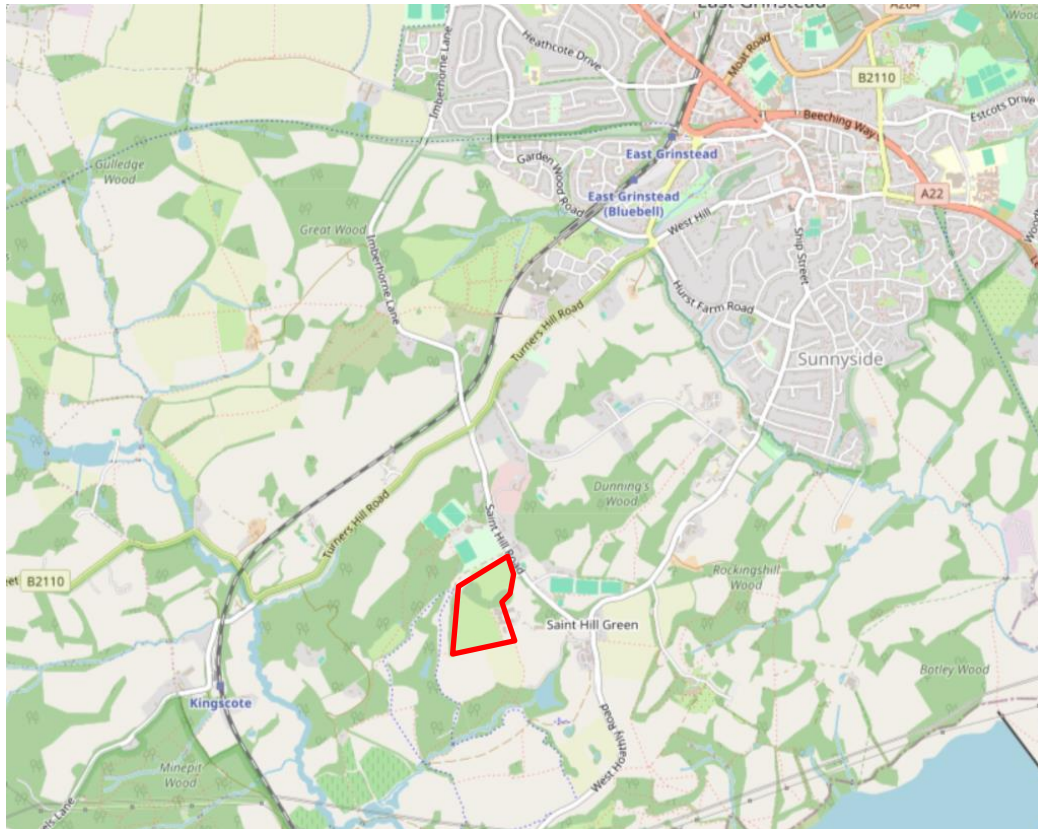


Figure 2.1 Site Location Plan

2.2 Current Site Use and Access

- 2.2.1 There are currently a number of events that take place on Juhring Field and Hobbs Field, which is adjacent to Saint Hill Manor used by the International Association of Scientologists (IAS). The events include the annual IAS celebratory event and other community events such as the Spring Fair, Christmas Lights and Easter Egg Hunt. The events are currently held on Hobbs Field with Juhring Field used for overflow parking, there is currently no permanent infrastructure provision for car parking or events on the fields apart from a temporary trackway where there are issues in wet conditions.

- 2.2.2 Adjacent to the site is Saint Hill Church of Scientology and Saint Hill Manor that has a 105 space car park with 4 disabled bays. An access on West Hoathly Road leads to a parking area for 6 coaches. Opposite the site entrance is East Grinstead Rugby Club with parking for approximately 130 cars including 2 disabled spaces. Next to the site is East Grinstead Sports Club with parking for approximately 180 cars.
- 2.2.3 The current site access is approximately 5.7m wide with a bellmouth access with evidence of a gravel being laid however this has worn away overtime leaving a mix of soil and gravel and some ponding exists at the entrance. There is no drainage and this can cause issues in wet weather. A google streetview image shows the access from Saint Hill Road on Figure 2.2 below. The access was previously approved under planning permission **GR/061/79** Construction of vehicular and pedestrian access for agricultural purposes.



Figure 2.2 Site Access from Saint Hill Road looking north

- 2.2.4 Visibility from the site access is limited by trees and hedges and vehicles will need to edge out into the carriageway which currently could be a hazard for approaching vehicles at high speeds. This is shown on Figure 2.3 and 2.4 below.



Figure 2.3 Site Access visibility looking north



Figure 2.4 Site Access visibility looking south

- 2.2.5 The current site access has a gate and barrier 14.3m from the boundary with Saint Hill Road. To the left is the entrance to Juhring Field currently used for event parking. The track continues west along the edge of Juhring Field as. This is shown in the photo in Figure 2.5 and 2.6 below.



Figure 2.5 Site Access looking west from access



Figure 2.6 Track entrance with start of temporary trackway

2.2.6 The temporary metal tracked road is shown on Figure 2.7 leading to Hobbs Field.



Figure 2.7 Temporary trackway to Hobbs Field

2.2.7 For events at Saint Hill Manor there are approximately 210 cars accommodated with approximately 132 using the Saint Hill Manor car parking and 78 using the Juhring Field overflow. During Community Events at Easter and Christmas within the Hobbs Field approximately 600 cars use Juhring Field. The maximum current amount of usage is at IAS Events that attracts 1,100 cars with 132 at Saint Hill Manor and 968 in Juhring Field. The sports clubs (East Grinstead Rugby Club and East Grinstead Sports Club) have used about 300 spots in the Juhring field for their large games. A list of recent events are as below:

- Saint Hill Family Day 2pm-7pm December 2024
- Christmas Light Switch-On 2pm-8:30pm November 2024 (Park and Ride from 2pm and every hour return)
- Bonfire Night 4pm-8pm November 2024 (Park and Ride from 4pm, fire lit 5:30pm, fireworks 6:30pm, 6pm switch-on)
- The Jive Aces, Saint Hill Manor 7pm October 2024
- IAS Event 7pm start weekend October 2024
- The Jive Aces, Saint Hill Manor 2pm-7pm August 2024
- Easter Egg Hunt 1pm-5pm March 2024 (Park and Ride from East Grinstead train station from 12pm-1:30pm and return starting from 3:30pm, entrance from 12:30pm and Egg Hunts 1:30pm-3:30pm)
- The Jive Aces, Saint Hill Manor 2pm-7pm March 2024
- South East England Group Visits Fair, Saint Hill Castle 10am-1pm March 2024
- The Saint Hill Charity Gala Concert, Saint Hill Castle 6pm-10pm November 2023

- Christmas Light Switch-On 5pm-8:30pm November 2023 (Park and Ride from East Grinstead train station 5pm and return from 7pm, activities from 1pm, 6pm switch-on)
- The Jive Aces, Saint Hill Manor 7pm November 2023
- IAS Event 7pm start weekend October 2023
- Summertime Swing The Jive Aces, Saint Hill Manor 2pm-7pm November 2023
- Spring Fayre 1pm -5pm May 2023 (entrance from 12pm)
- Easter Egg Hunt 1pm-5pm April 2023 (Park & Ride from East Grinstead train station from 12pm onwards every 15 mins, entrance begins at 12:30pm and Egg Hunts 1:30pm-3:30pm)
- Christmas Light Switch-On 6:30pm-9:30pm November 2022 (6pm switch-on)
- The Jive Aces, Saint Hill Manor November 2022
- Bonfire Night 5pm-8pm November 2022 (Park and Ride from 4:30pm from East Grinstead train station)
- Summertime Swing The Jive Aces, Saint Hill Manor 2pm-7pm August 2022
- Summertime Swing The Jive Aces, Saint Hill Manor 2pm-7pm August 2020
- She Stoops To Conquer Rain Or Shine Theatre Company, Saint Hill Manor June 2020
- Frozen Family Day 11am-6pm December 2019
- Christmas Fair -11am-6pm December 2019
- Gingerbread Family Day 11am-6pm November 2019
- Christmas Light Switch-On 6pm-9:30pm November 2019
- Bonfire Night 5pm-9m November 2019 (The doors open at 5:00pm and the fire is lit at 6:00pm. Fireworks display is at 7:00pm.)
- Saint Hill Charity Concert 6pm-9pm October 2019 (concert 7pm)
- Creative Arts Festival July/August 2019 (inc. Beauty and Portrait Photography Workshop and Arts of Dance Workshop Sun 3pm-6pm, Mon 1pm -7:30pm, Tues-Thu 1pm-9pm, Fri 1pm-6pm, Sat 1pm-8:30pm including Summer Fayre, Sun 2pm-7pm Summertime Swing)
- As You Like It Rain Or Shine Theatre Company, Saint Hill Manor June 2019
- Medieval Fayre 11am-5pm May 2019

2.3 Existing Sustainable Transport Accessibility

- 2.3.1 The site is located on the outskirts of East Grinstead within the High Weald AONB (Area of Outstanding Natural Beauty). The currently access to the site is on Saint Hills Road on a field gated access designed for an occasional vehicle for maintenance purposes. There are no footways on Saint Hill Road from the access but there are registered footpaths leading from the north of the site access to East Grinstead Sports Club., this then connects to surrounding footpath routes. There are further footpath routes from Hobbs Field connecting to the Dears Leap Main Track a local mountain bike route. Details are shown of Figure 2.2 below.
- 2.3.2 The site is located 2.5km from NCN (National Cycle Network) 21 that leads from Greenwich to Eastbourne. There is a local mountain bike route Deers Leap Park to the south of the site.
- 2.3.3 The nearest bus stops are on West Hoathly Road 550m from the site. The bus stop is serviced by Route 84 that runs between Crawley and East Grinstead with a service every 2 hours. A timetable and bus route map is contained in Appendix A.
- 2.3.4 The walking distance to the local area can be shown on the pedestrian isochrone map for a 30 minute journey on Figure 2.4 below. The cycle distance for a 30 minute journey is shown on Figure 2.5 below. The distance that can be reached by a bus in a 30 minute journey is shown on Figure 2.6 below.
- 2.3.5 East Grinstead Train station is situated 2.8 km northeast from the site and accessible by cycling or bus. East Grinstead offers Southern service trains to London Victoria, London Bridge and St Pancras International. London Victoria journey takes approx. 56 mins, there are two am peak services to London Victoria, returning services at pm peak times run every 30 mins from London Victoria. Timetables and a rail network map can be found in Appendix A

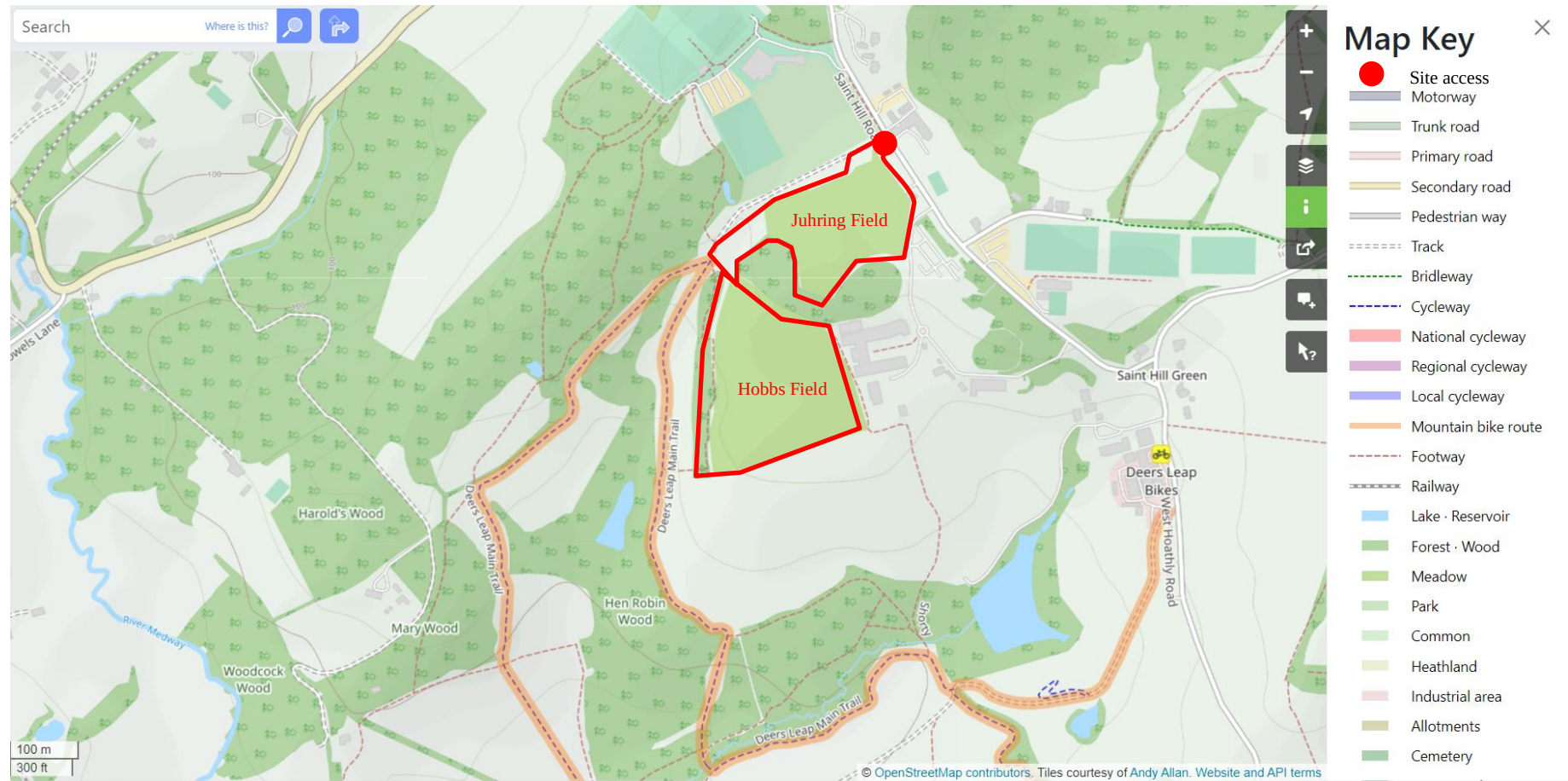


Figure 2.2 Local Footpaths

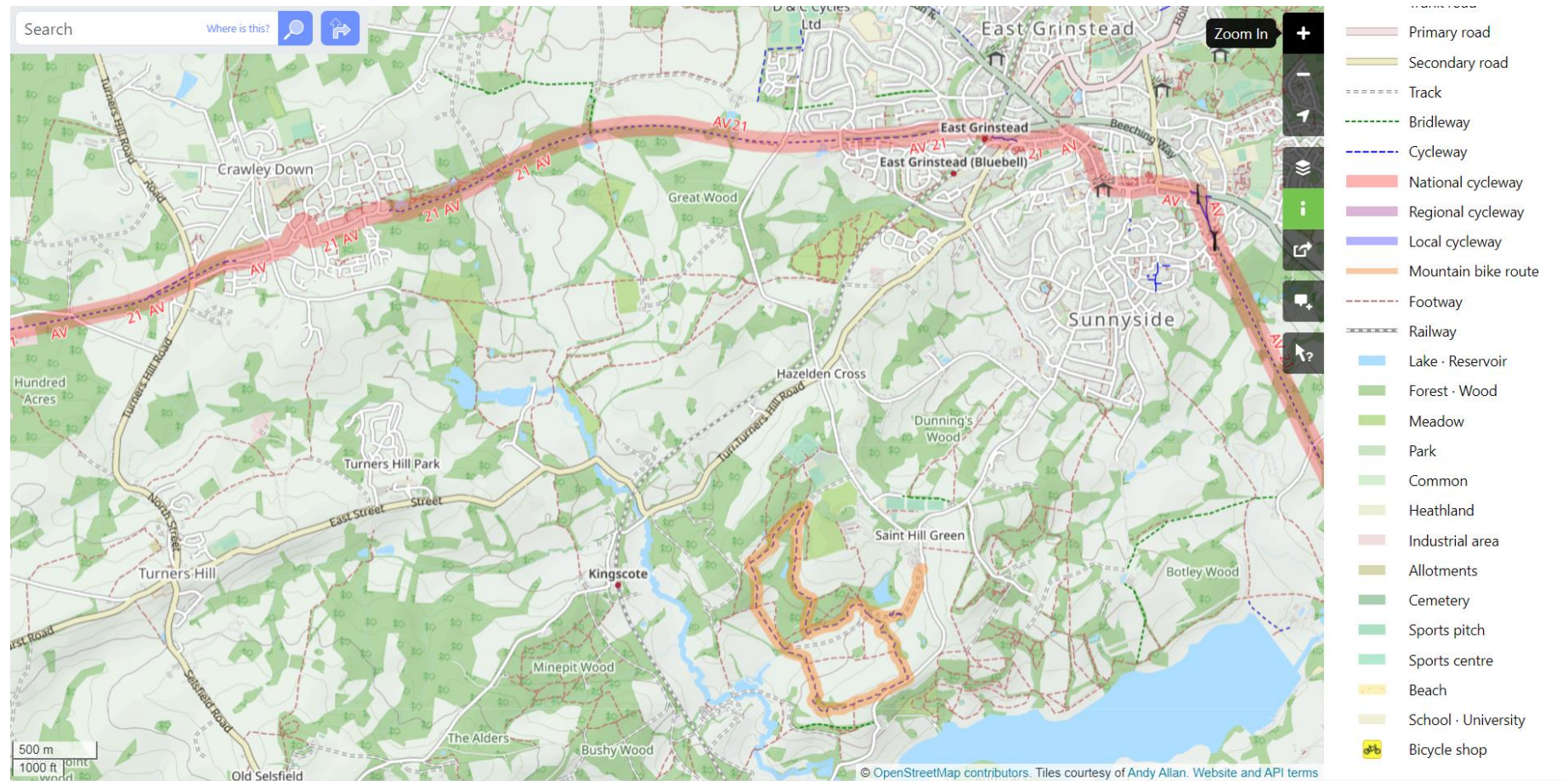


Figure 2.3 Local Cycleways

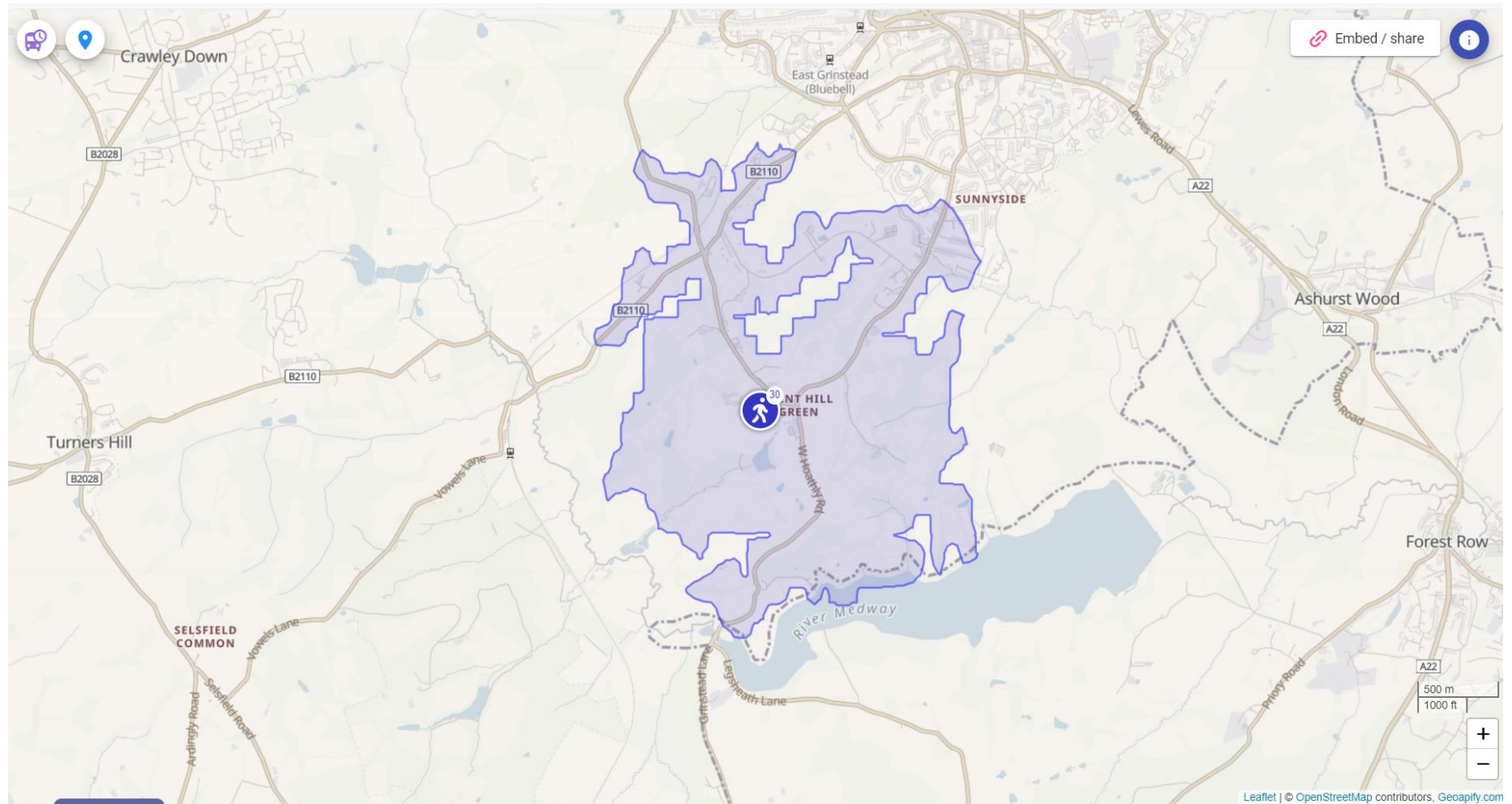


Figure 2.4 Pedestrian Isochrone

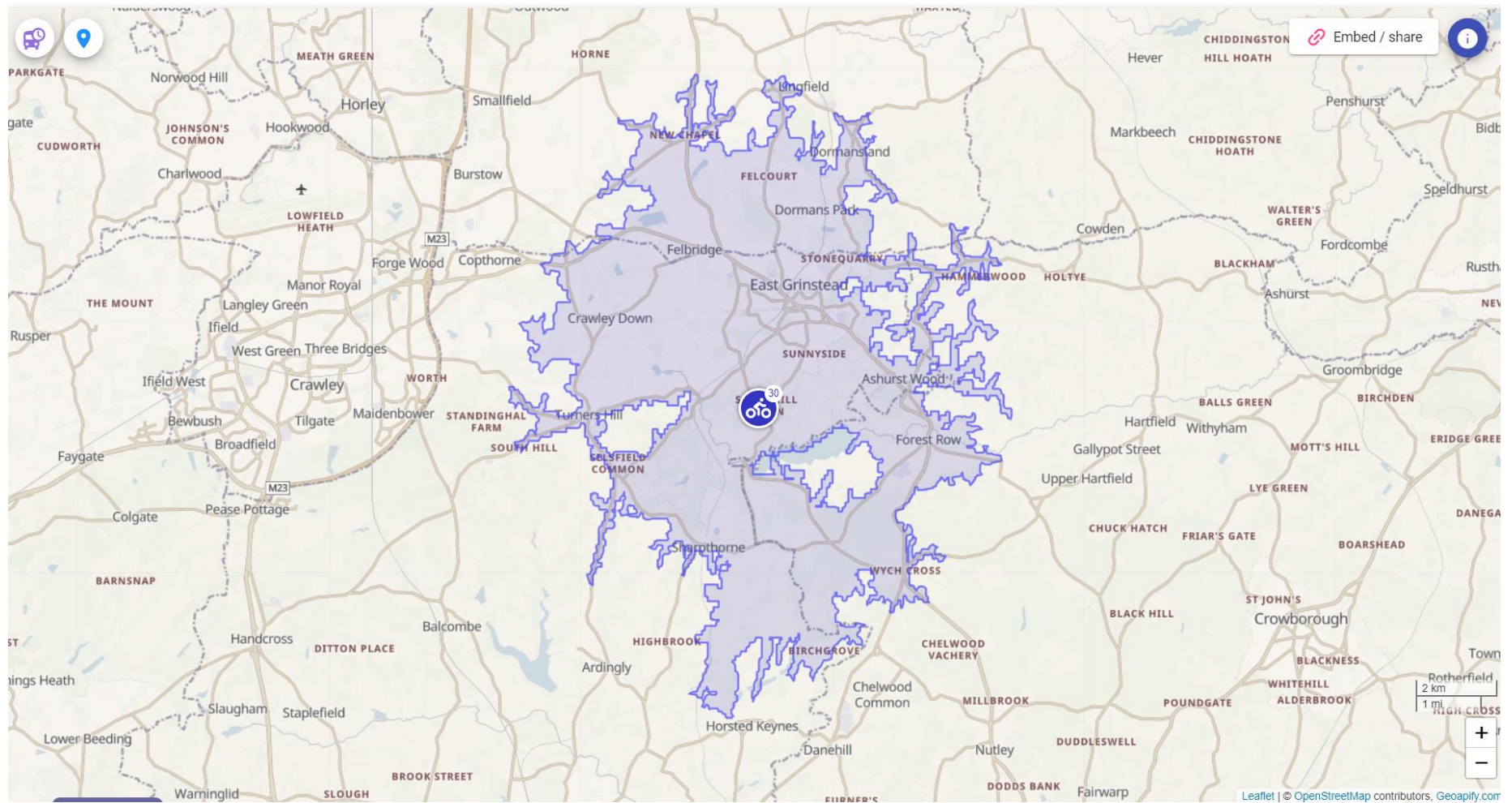


Figure 2.5 Cycle Isochrone

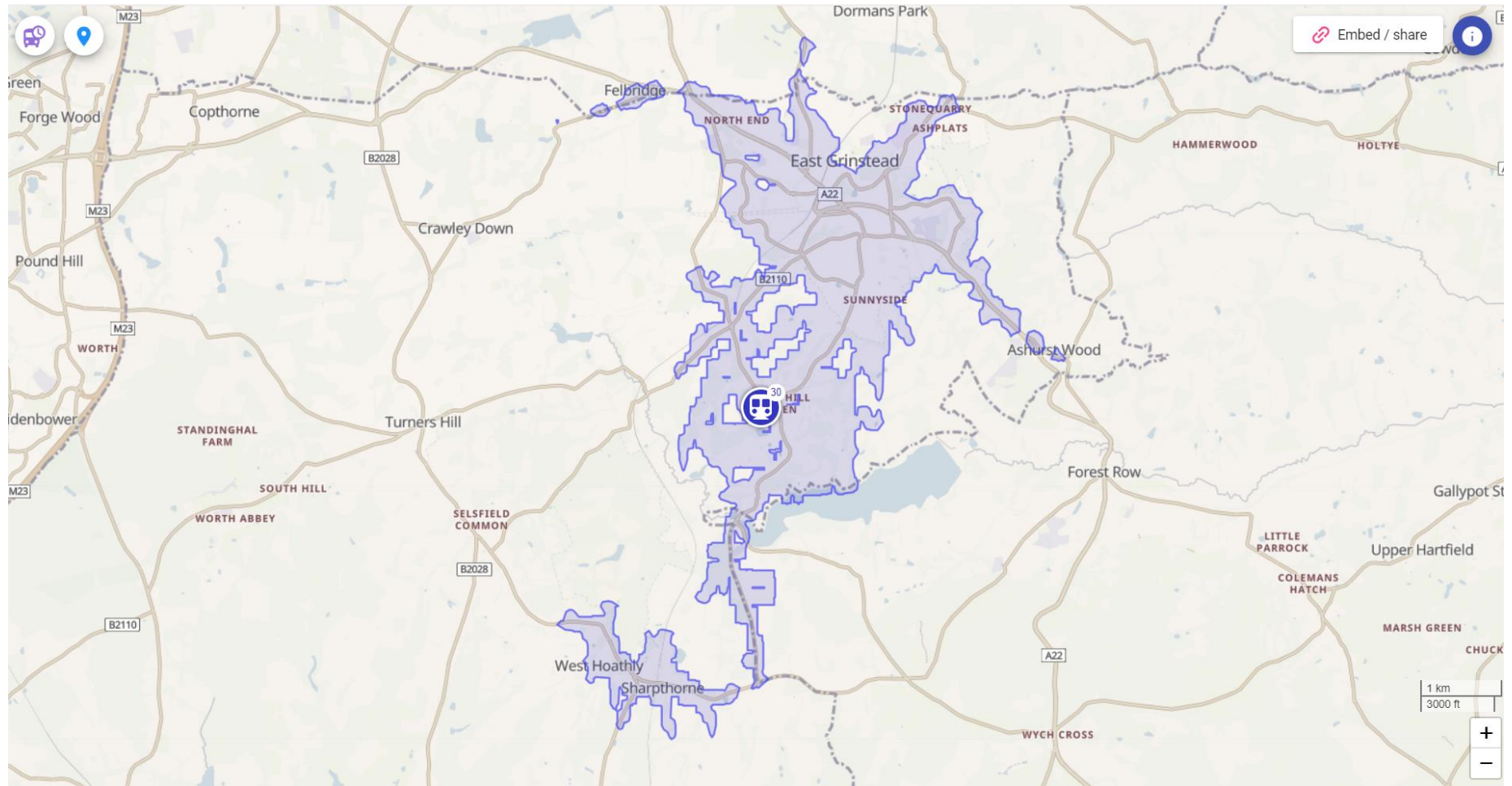


Figure 2.6 Bus Isochrone

2.4 Local Highway Network

- 2.4.1 The site access is on Saint Hill Road that is subject to a national speed limit and there is no street lighting. Saint Hill Road connects to the B2110 Turners Hill Road to the north. The B2110 provides access to Turners Hill to the west and East Grinstead town to the northeast and the A22 between Polegate north of Eastbourne and Purley south of East Croydon.
- 2.4.2 The nearest motorway connections are to the west are the M23 from the A22 at East Grinstead west on the A264. The M23 connects to the M25 London Orbital to the north and the A23 to Brighton to the south.

2.5 Traffic Flows and Accidents

- 2.5.1 The latest traffic flow data has been extracted from the DfT database of manual counts for 2019 as shown on Table 2.7 below at the locations shown on Figure 2.7 below. Table 2.8 shows a 12 hour traffic count for B2110 Paddockhurst Road from 7am to 7pm and identifies the peak hours as 7am to 8am with 55% westbound and 45% eastbound and 5pm to 6pm with 50% eastbound and 50% westbound. Table 2.9 shows a 12 hour traffic count for Sharpthorne Road from 7am to 7pm and identifies the peak hours as 8am to 9am with 55% westbound and 45% eastbound and 5pm to 6pm with 63% westbound and 37% eastbound.

Location	Pedal cycles	Motorcycles	Cars and taxis	Buses and coaches	LGV	HGV	All motor vehicles
B2110 Paddockhurst Road	76 (1%)	91 (2%)	4237 (78%)	10 (0%)	924 (17%)	170 (3%)	5432
Sharpthorne Road	53 (1%)	35 (1%)	5629 (78%)	12 (0%)	1216 (17%)	91 (1%)	6983

Table 2.7 DfT Traffic Flows

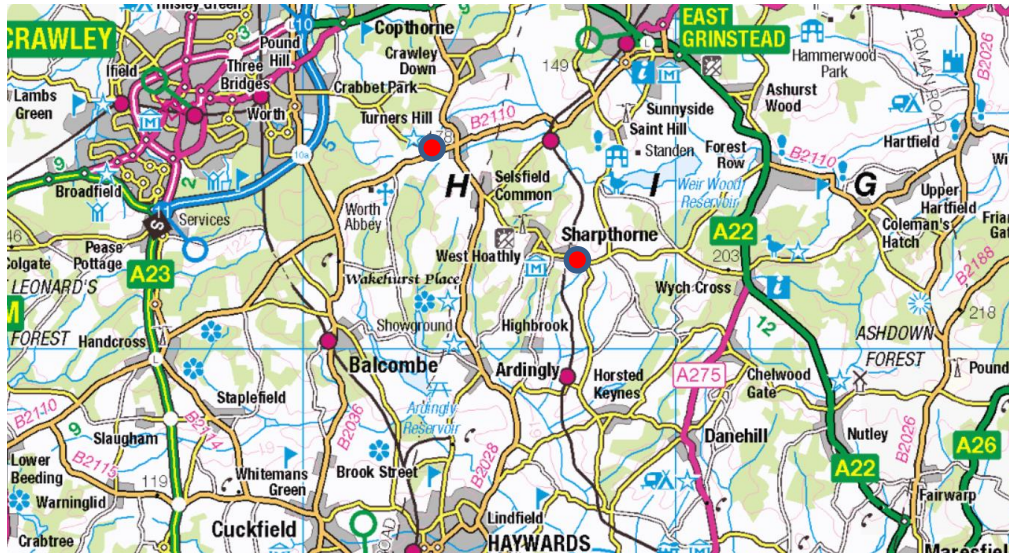


Figure 2.7 Traffic Flow Locations

Hour	Direction	Pedal cycles	Motorcycles	Cars and taxis	Buses and coaches	LGV	HGV	All motor vehicles
07:00 - 08:00	Eastbound	0	3	172	1	53	2	231
	Westbound	0	6	234	0	42	2	284
08:00 - 09:00	Eastbound	0	3	182	1	34	5	225
	Westbound	0	4	227	1	40	7	279
09:00 - 10:00	Eastbound	0	0	136	0	39	14	189
	Westbound	1	6	121	0	38	13	178
10:00 - 11:00	Eastbound	1	0	121	0	33	22	176
	Westbound	0	0	112	1	23	21	157
11:00 - 12:00	Eastbound	2	6	128	0	28	11	173
	Westbound	2	3	159	1	52	15	230
12:00 - 13:00	Eastbound	2	2	109	2	33	11	157
	Westbound	20	2	156	0	33	17	208
13:00 - 14:00	Eastbound	0	4	130	0	42	8	184
	Westbound	1	1	137	0	43	5	186
14:00 - 15:00	Eastbound	1	3	160	0	41	7	211
	Westbound	0	5	130	0	65	3	203
15:00 - 16:00	Eastbound	2	2	164	0	27	5	198
	Westbound	3	4	180	1	44	6	235
16:00 - 17:00	Eastbound	2	1	158	0	36	6	201
	Westbound	0	1	236	1	46	2	286
17:00 - 18:00	Eastbound	3	7	260	3	40	0	310
	Westbound	0	4	270	1	34	3	312
18:00 - 19:00	Eastbound	4	1	172	0	24	2	199
	Westbound	2	4	112	0	9	1	126

Table 2.8 DfT 12 Hour Traffic Count B2110 Paddockhurst Road

Hour	Direction	Pedal cycles	Motorcycles	Cars and taxis	Buses and coaches	LGV	HGV	All motor vehicles
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				taxis	coaches			vehicles
07:00 - 08:00	Eastbound	1	3	374	1	91	4	473
	Westbound	1	1	137	2	34	4	178
08:00 - 09:00	Eastbound	1	1	241	0	66	5	313
	Westbound	3	3	331	1	36	4	375
09:00 - 10:00	Eastbound	2	1	166	0	48	5	220
	Westbound	1	0	201	0	39	3	243
10:00 - 11:00	Eastbound	1	2	109	2	35	6	154
	Westbound	4	0	186	2	41	9	238
11:00 - 12:00	Eastbound	1	0	111	0	38	8	157
	Westbound	1	1	159	0	34	8	202
12:00 - 13:00	Eastbound	0	1	135	1	48	3	188
	Westbound	3	0	153	1	35	5	194
13:00 - 14:00	Eastbound	1	1	166	0	40	3	210
	Westbound	4	4	156	0	36	2	198
14:00 - 15:00	Eastbound	2	5	198	2	37	2	244
	Westbound	2	3	139	0	42	3	187
15:00 - 16:00	Eastbound	3	1	181	1	51	5	239
	Westbound	1	4	263	1	64	7	339
16:00 - 17:00	Eastbound	1	2	226	0	58	2	288
	Westbound	2	2	331	1	82	0	416
17:00 - 18:00	Eastbound	2	2	232	1	43	4	282
	Westbound	1	3	411	0	58	1	473
18:00 - 19:00	Eastbound	7	0	167	0	23	3	193
	Westbound	2	2	323	0	27	2	354

Table 2.9 DfT 12 Hour Traffic Count Sharpthorne Road

- 2.5.2 Accidents have been reviewed over the last 5 years as extracted from CrashMap data as shown on Figure 2.8 below and summarised on Table 2.10 below. The data shows that there has been 6 slight and 3 serious collisions in the vicinity of the site over the period. The casualty data shows that vulnerable casualties were pedal cyclist, motorcyclist and child with one serious casualty each.

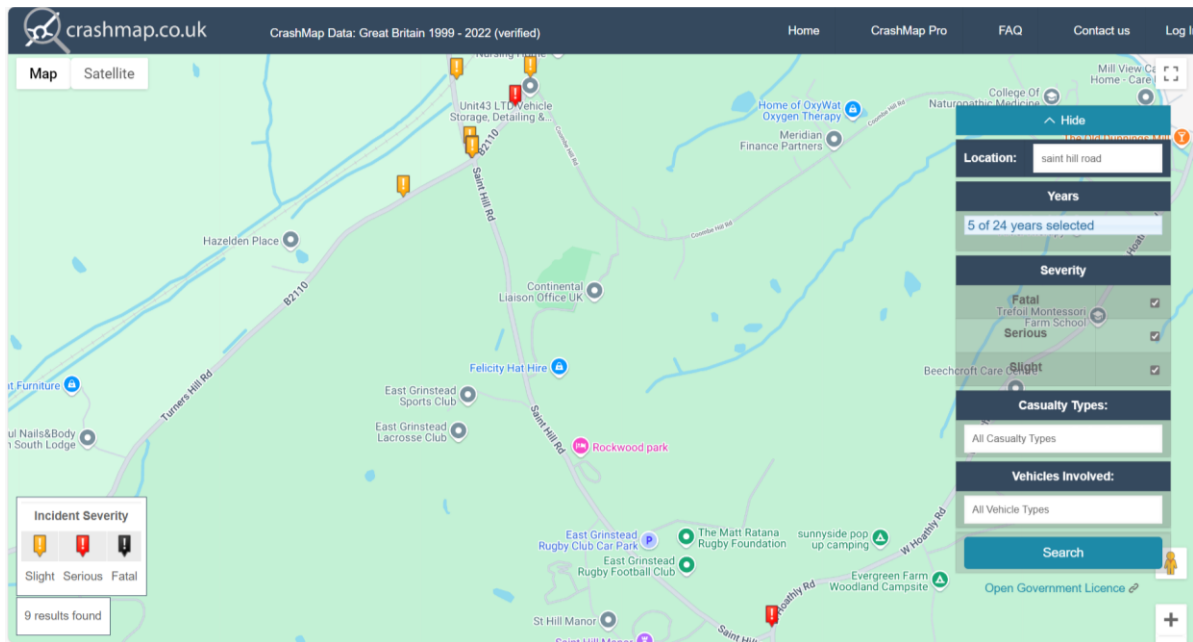


Figure 2.8 CrashMap accident data 2018-2022

Location	Date	Severity	Vehicles	Casualties	Casualty Type	Vehicles involved
B2110 between Saint Hill Rd and Coombe Hill Road	18/10/21	Serious	2	1	Motorcycle	Motorcycle Car
Imberhorne Ln junction with B2110	18/8/22	Serious	2	1	Pedal Cycle	Car Pedal Cycle
West Hoathly Road junction with Saint Hill Road	25/1/20	Serious	2	4	Child	Car Young Driver
B2110 junction with Coombe Hill Rd	24/5/19	Slight	1	3		Car
B2110 west of junction with Saint Hill rd	20/12/22	Slight	2	2		Car
Imberhorne Ln junction with B2110	5/2/19	Slight	1	2		Car Young Driver
	30/12/19	Slight	2	2		Car Goods Vehicle
	4/11/22	Slight	1	2		Car Goods Vehicle
Imberhorne Ln north of junction with B2110	22/6/18	Slight	2	1		Car

Table 2.8 Accident Record 2018-2022

2.6 Conclusion of Existing Situation

- 2.6.1 The site lies 2.5km southwest of the town centre of East Grinstead in West Sussex. There is a field gate access on Saint Hill Road used as a temporary access and there are no footways to access the site however there is footpath access and accessible by cycling. Bus stops are located nearby but at low frequency, the train station is 2.8km away as accessible by cycling, bus or taxi.
- 2.6.2 There are good connections to the local highway network and the strategic network being the A22, A264, A23 and M23 and M25 motorways. Traffic flows within the area are high compared to the average for minor roads in South East England due to the proximity of major routes. There are no accidents that have occurred on Saint Hill Road but there are 3 serious and 6 slight on adjoining roads.

3 Current Policy

3.1 Introduction

- 3.1.1 The full Transport Statement will review the planning policies for the location covering national and local guidance and plans as detailed below.

3.2 National Planning Policy Framework 2021

- 3.2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and provides a framework which explains how these policies should be applied by local authorities in the production of their own distinctive local and neighbourhood plans. At the heart of the NPPF is a presumption in favour of sustainable development.
- 3.2.2 Policies for delivering sustainable development and promoting sustainable transport are set out in paragraphs 104 to 113 of the NPPF, where it is identified that "transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives". The NPPF states that "Transport issues should be considered from the earliest stages of plan-making and development proposals so that:
- the potential impacts of development on transport networks can be addressed;
 - opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
 - opportunities to promote walking, cycling and public transport use are identified and pursued;
 - the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
 - patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."

- 3.2.3 The NPPF also states that significant development should be focused in locations that are sustainable however this varies between urban and rural locations. Development proposals should promote sustainable transport modes and safe and suitable access to the site can be achieved for all users. Any significant impacts on the transport network or on highway safety should be mitigated at an acceptable level.
- 3.2.4 The NPPF also states that applications for development should:
- give priority to pedestrian and cycle movements and public transport;
 - address the needs of disabled users
 - create places that are safe and secure
 - allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - provide for electrical vehicles
- 3.2.5 “All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

3.3 Mid Sussex District Plan 2014-2031

- 3.3.1 The District Plan sets out a vision for Mid Sussex and supports the NPPF in sustainable development including transport.

The Challenge Facing the District

- Transport infrastructure is under particular strain with high levels of car ownership and car usage combining with narrow, winding rural roads and congested towns and major junctions. East Grinstead in particular has acknowledged congestion problems along the A22/A264.

A Vision for Mid Sussex

- The vision is underpinned by four priority themes that promote the development of sustainable communities:
- Protecting and enhancing the environment;
- Promoting economic vitality;
- Ensuring cohesive and safe communities; and,
- Supporting healthy lifestyles.

- 3.3.2 The District Plan seeks to achieve sustainable development in accordance with paragraph 10 of the National Planning Policy Framework, which requires Plans to take local circumstances into account so that they respond to the opportunities for achieving sustainable development. In Mid Sussex, sustainable development means that which:

Social

- improves quality of life, wellbeing and the conditions in which people live, work, travel and take leisure;
- provides housing that meets the needs of present and future generations in locations that are consistent with other policies in the Plan;
- contributes to the creation of balanced communities that meet the needs of all residents with appropriate infrastructure and public facilities that are accessible to all;
- increases the opportunity for people to spend more time within their communities so they can build stronger relationships with neighbours, leading to safe and socially inclusive places with a greater sense of social responsibility;
- increases opportunities to walk, cycle or use public transport, including as part of the green infrastructure network;

Economic

- supports the local economy in both towns and villages and in rural areas;
- creates jobs in towns and villages, minimises the need to travel to other areas for employment and gives people the opportunity to access jobs, shops and leisure facilities close to home; Environmental
- protects, enhances, restores and utilises natural and environmental assets, including special protections for irreplaceable habitats;
- respects the intrinsic character and beauty of the countryside;
- maximises the use of previously developed land and buildings within the built-up areas and reduces the environmental impacts of development; and
- reflects the need to adapt to the impacts of climate change.

3.3.3 DP19: Sustainable Tourism

Strategic Objectives:

- (7) To promote a place which is attractive to a full range of businesses, and where local enterprise thrives;
- 10) To support a strong and diverse rural economy in the villages and the countryside; and
- 11) To support and enhance the attractiveness of Mid Sussex as a visitor destination.

Evidence Base: Mid Sussex Economic Development Strategy.

Tourism related development in the countryside (defined as the area outside of the built-up area boundaries on the Policies Map), including extensions to existing facilities, visitor accommodation and the re-use of rural buildings will be permitted provided:

- it supports the sustainable growth of the rural economy; and
- maintains or where possible enhances the quality of the rural and landscape character of the District, in accordance with Policy DP12: Protection and Enhancement of the Countryside.

3.3.4 DP21: Transport

Strategic Objectives:

- 6) To ensure that development is accompanied by the necessary infrastructure in the right place at the right time that supports development and sustainable communities. This includes the provision of efficient and sustainable transport networks; and
- 15) To create places that encourage a healthy and enjoyable lifestyle by the provision of first class cultural and sporting facilities, informal leisure space and the opportunity to walk, cycle or ride to common destinations.

Evidence Base: Mid Sussex Transport Study; West Sussex Transport Plan 2011-2026.

Development will be required to support the objectives of the West Sussex Transport Plan 2011- 2026, which are:

- A high quality transport network that promotes a competitive and prosperous economy;

- A resilient transport network that complements the built and natural environment whilst reducing carbon emissions over time;
- Access to services, employment and housing; and
- A transport network that feels, and is, safer and healthier to use.

To meet these objectives, decisions on development proposals will take account of whether:

- The scheme is sustainably located to minimise the need for travel noting there might be circumstances where development needs to be located in the countryside, such as rural economic uses (see policy DP14: Sustainable Rural Development and the Rural Economy);
- Appropriate opportunities to facilitate and promote the increased use of alternative means of transport to the private car, such as the provision of, and access to, safe and convenient routes for walking, cycling and public transport, including suitable facilities for secure and safe cycle parking, have been fully explored and taken up;
- The scheme is designed to adoptable standards, or other standards as agreed by the Local Planning Authority, including road widths and size of garages
- The scheme provides adequate car parking for the proposed development taking into account the accessibility of the development, the type, mix and use of the development and the availability and opportunities for public transport; and with the relevant Neighbourhood Plan where applicable;
- Development which generates significant amounts of movement is supported by a Transport Assessment/ Statement and a Travel Plan that is effective and demonstrably deliverable including setting out how schemes will be funded;
- The scheme provides appropriate mitigation to support new development on the local and strategic road network, including the transport network outside of the district, secured where necessary through appropriate legal agreements;
- The scheme avoids severe additional traffic congestion, individually or cumulatively, taking account of any proposed mitigation;
- The scheme protects the safety of road users and pedestrians; and

- The scheme does not harm the special qualities of the South Downs National Park or the High Weald Area of Outstanding Natural Beauty through its transport impacts.

Where practical and viable, developments should be located and designed to incorporate facilities for charging plug-in and other ultra-low emission vehicles.

Neighbourhood Plans can set local standards for car parking provision provided that it is based upon evidence that provides clear and compelling justification for doing so.

4 Development Proposals and Trip Generation

4.1 Development Proposals

- 4.1.1 The proposal is to make the current access permanent so that this can be used safely for events. An access road will be constructed to the Juhring Field with space for 1,100 cars with 5% active and 15% passive electric car charging spaces. Low level lighting will be provided to the car park. The access road and parking area will be constructed with porous asphalt. The access road will continue to Hobbs Field to enable event construction vehicles to 100 tonnes. A site layout attached in Appendix B.

4.2 Parking Standards

- 4.2.1 West Sussex guidance on parking is set out in “Guidance on Parking at New Developments (September 2020)”.
- 4.2.2 ‘Active’ charging points for electric vehicles are being provided to meet the minimum of 20% of all parking spaces with ducting provided at all remaining spaces where appropriate to provide ‘passive’ provision for these spaces to be upgraded in future.
- 4.2.3 Parking areas have adopted sustainable drainage systems (SuDS) to minimise the risk of flooding in the County, as part of a drainage strategy for the development. This should conform to the SuDS Hierarchy, as follows: a) discharge into the ground (infiltration); b) controlled discharge to a surface water body; c) controlled discharge to a surface water sewer.
- 4.2.4 Disabled persons parking spaces have been provided at a minimum of 5% of the total number of parking spaces. These are located in close proximity to event locations.
- 4.2.5 It is the responsibility of the developer to prove that adequate facilities are provided on site for the proposed use, including cycle parking, changing and storage facilities. This may include providing details of the proposed operation of the site once in use such as whether the site will need to store vehicles not in use or on layover periods, the frequency of vehicles visiting the site for deliveries, or the type and size of vehicles using the site.
- 4.2.6 Parking spaces have been provided as 2.5m x 5m in echelon fashion with 3.6m aisle widths and perpendicular bays with 6m aisle widths. Parallel bays are provided as 2m x 6m for parallel bays in accordance with Manual for Streets (DfT, 2007). Disabled bays will provide a 1.2m safety zone in accordance with Inclusive Mobility (DfT, 2021).

4.3 Site Access Standards

- 4.3.1 The site access has been designed to the relevant design standards published by the DfT within Manual for Streets 2 and Design Manual for Roads and Bridges (DMRB) and set out below.
- 4.3.2 The visibility splays for roads above 40 mph the standards are set out in DMRB CD 123. The set back (x distance) is the point where a driver would stop to make sure that it is clear to move into the adjoining carriageway safely and allows for the front of the vehicle in front of the driver to be behind the edge of the carriageway. The minimum distance for a direct access junction is 2m and for a priority junction is 2.4m and the centreline of the access. As stated in the DMRB standard a direct access shall only be used for a single dwelling or field where the access is subject to less than 50 movements a week. A priority junction shall be provided where the movements are expected to be higher. Based on the likely number of vehicle movements would be more than 50 per week and therefore the requirement is for a priority junction.
- 4.3.3 The stopping sight distance (SSD) is the minimum distance for a vehicle to stop to avoid a collision. The SSD is calculated from the reaction and deceleration time of a type of vehicle. The SSD (y distance) is calculated on the design speed or speed measurement for a direct access or priority junction that is not a through route.
- 4.3.4 The speed of the major road for determining point Y in the visibility splay shall be based on: 1) design speed only for direct accesses and priority junctions on new major roads; 2) design speed only for priority junctions that form part of a through route on existing major roads; and, 3) design speed or speed measurement for direct accesses and priority junctions that do not form part of a through route on existing major roads.
- 4.3.5 A speed survey has been carried out at the Hobbs Field access on Saint Hill Road. The survey was carried out using a radar speed gun following the guidance set out in DMRB CA 185 Vehicle Speed Measurement. The survey was carried out in free flow conditions on 5th December 2024 and 9th December 2024 in both a northerly and southerly direction with a sample of 200 vehicles in each direction. The full survey is contained in Appendix A shows the highest mean speed of 34.1 mph northbound and 33.9 mph southbound. The 85th percentile speed (top speed ranked in order with the highest 15% removed) was 40 mph northbound and 38 mph southbound.
- 4.3.6 To calculate the SSD from the 85th percentile speed the following formula is used (DfT Manual for Streets 2, September 2010):

$$SSD = vt + v^2/2(d+0.1a)$$

Where v = speed (m/s)

t = driver perception-reaction time (seconds)

d = deceleration (m/s^2)

a = longitudinal gradient % (+ for upgrade and – for downgrade)

The following values have been used for the site access to confirm the required SSD:

v is the 85th percentile measured speed from the recent survey calculated as 17.88 m/s northbound and 16.99 m/s southbound.

t is a 2 seconds reaction time (MfS 2)

d is 0.375g Absolute minimum and 0.25g Desired minimum (MfS 2)

a is assumed at flat grade

(i) SSD northbound Absolute min = $17.88 \times 2 + 17.88^2 / 2(0.375 + 0.1 \times 0\%)$

(ii) SSD northbound Desired min = $17.88 \times 2 + 17.88^2 / 2(0.25 + 0.1 \times 0\%)$

(iii) SSD southbound Absolute min = $16.99 \times 2 + 16.99^2 / 2(0.375 + 0.1 \times +0\%)$

(iv) SSD southbound Desired min = $16.99 \times 2 + 16.99^2 / 2(0.25 + 0.1 \times +0\%)$

(i) SSD northbound Absolute min = 76.17m

(ii) SSD northbound Desired min = 96.90m

(iii) SSD southbound Absolute min = 73.18m

(iv) SSD southbound Desired min = 92.87m

4.3.7 The visibility at the current access has been reviewed and will require the removal of hedging and trees to meet the required visibility. This is shown on the attached plan in Appendix B.

4.3.8 Based on the predicted vehicle movements the access would meet the requirements for a priority junction in accordance with standards are set out in DMRB CD 123. For a simple priority junction where provision is made for a design vehicle the corner radii on a rural road shall be 15m. The junction arrangement is shown on Drg. No. in Appendix B.

4.3.9 The design vehicle is a 15m luxury coach and the turning movement in both directions entering and exiting the proposed access are shown on Drg. Nos. in Appendix B. The junction geometry will allow for a 15m luxury coach to leave the main road safely.

4.3.10 A Stage 1 Road Safety Audit will be carried out for the site access.

4.4 Trip Generation

- 4.4.1 The details of previous and future events have been derived from the list of events as shown in Section 2.2.7 above. The number of vehicle trips has been estimated from observations at previous events of the number of cars parked in Saint Hill and Hobbs Field car parks. Some of the larger events operate a park and ride facility run by Saint Hill between East Grinstead Station and the site. The events and trip numbers are summarised on Table 4.1.

Event Name	Year	Month	Time	Total Car Trips by Event	Total P & R Trips by Event (Two Way)
Saint Hill Family Day	2024	December	2pm-7pm	600	
Christmas Light Switch-On	2024	November	2pm-8:30pm	600	15
Bonfire Night	2024	November	4pm-8pm	600	10
The Jive Aces, Saint Hill Manor	2024	October	7pm	210	
IAS Event	2024	October	7pm	1100	100
The Jive Aces, Saint Hill Manor	2024	August	2pm-7pm	210	
Easter Egg Hunt	2024	March	1pm-5pm	600	15
The Jive Aces, Saint Hill Manor	2024	March	2pm-7pm	210	
South East England Group Visits Fair, Saint Hill Castle	2024	March	10am-1pm	210	
Wedding and Conference Events, Saint Hill Castle	2024	All Year	9am-5pm	210	

Table 4.1 Event Trip Generation

4.5 Trip Distribution and Assignment

- 4.5.1 The event trip numbers have been distributed onto the highway network using a gravity model method. This is based on the distance and population of nearby attractors where the closer the location the more likely they would be attractor to the event. Data has been collected from Census 2021 wards within a 30m car travel distance shown on Figure 4.1. Full Census population data is shown in Appendix B and summarised by district and weighting on Table 4.2 below.
- 4.5.2 Trips have been assigned on the highway network based on the location and the percentage of trips in each direction on Saint Hill Road and to local junctions is shown on Figure 4.2 below. Full data is shown in Appendix B.

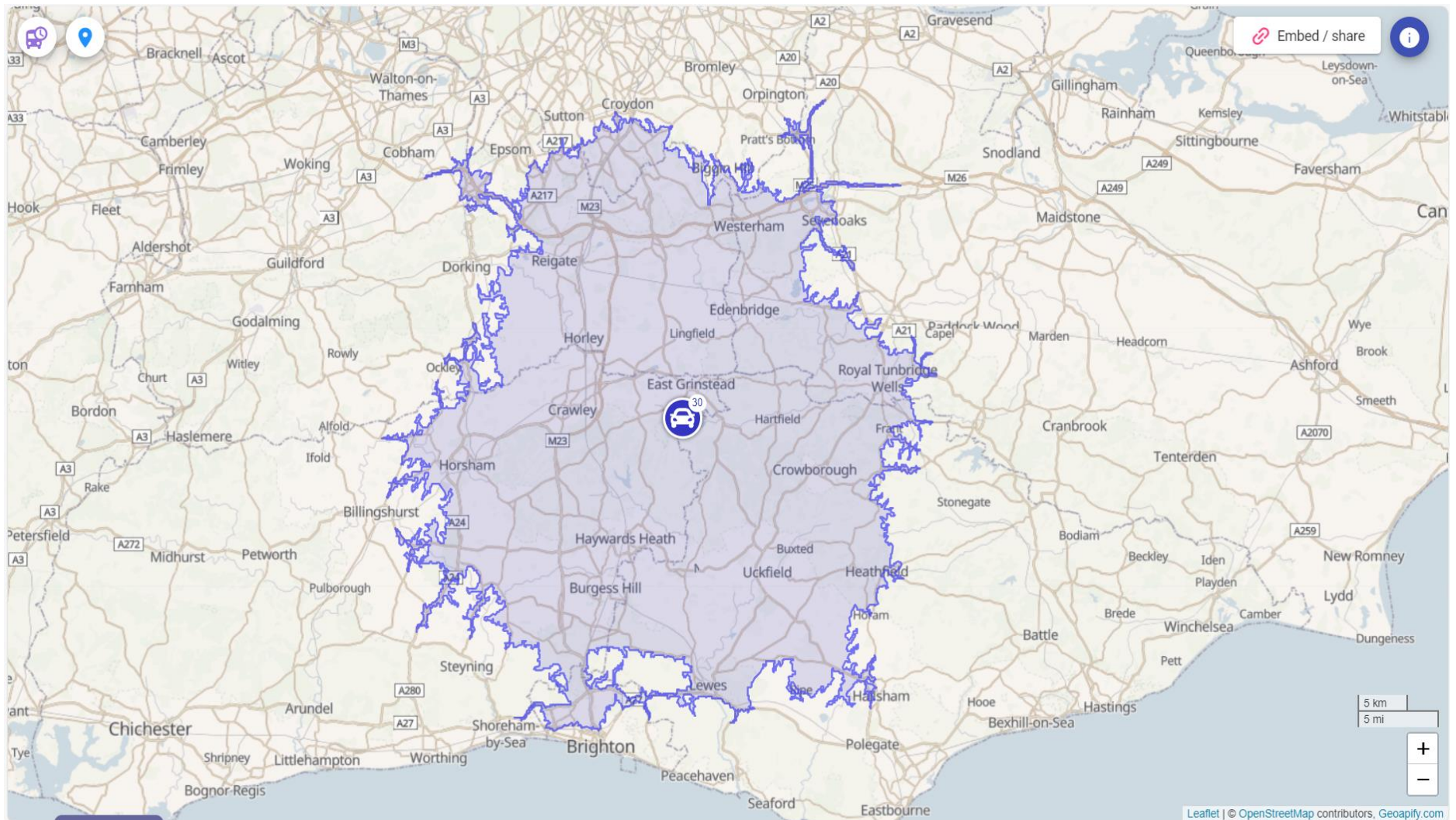


Figure 4.1 Car 30m Catchment

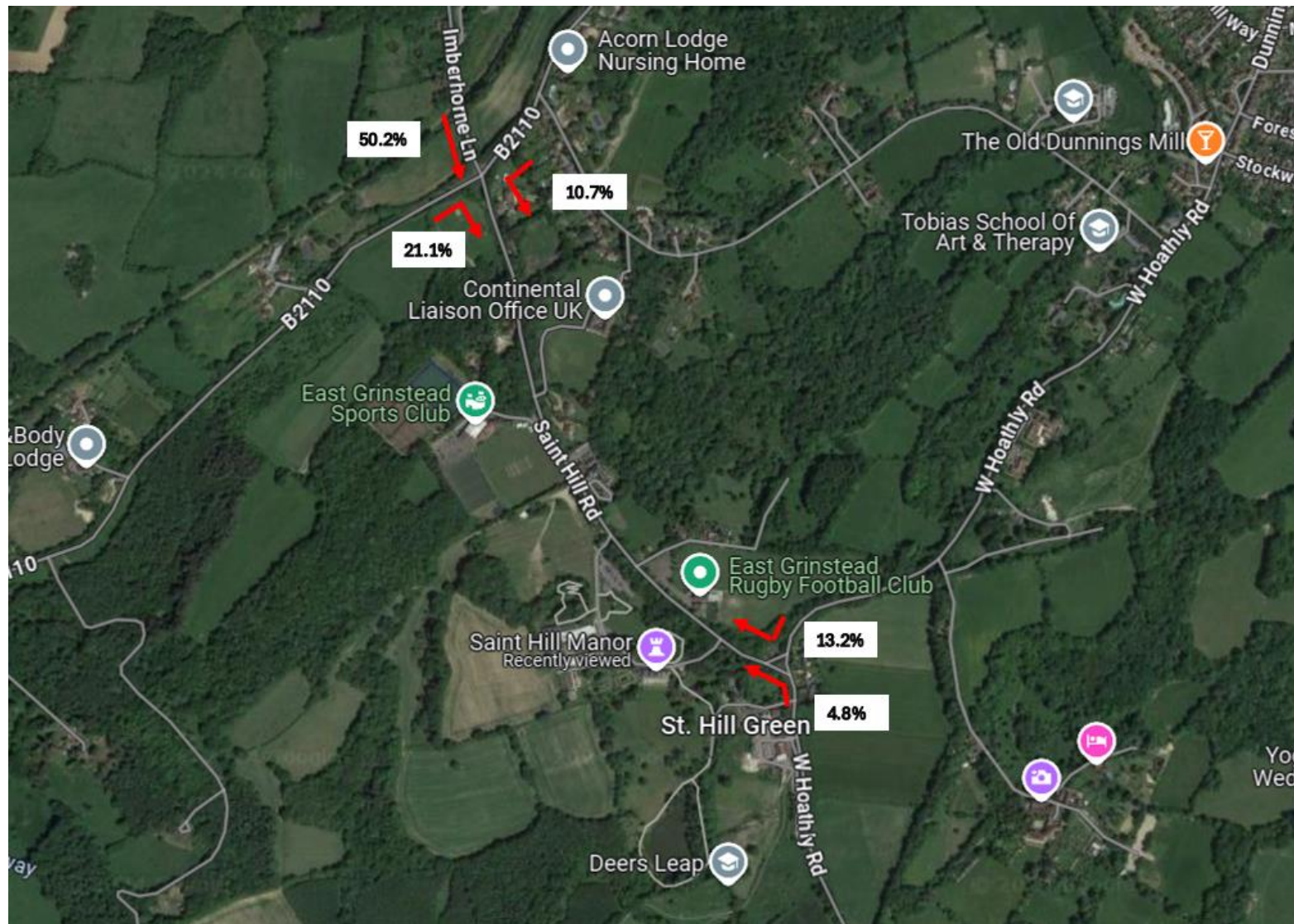


Figure 4.2 Trip Distribution

District	Population*	Average Distance (km)	Percentage
Mid Sussex	152,566	16	29.3%
Crawley	118,695	17	13.0%
Reigate and Banstead	144,074	27	10.3%
Wealden	119,644	29	9.1%
Tandridge	87,876	21	8.2%
Horsham	121,555	32	7.0%
Croydon	110,229	31	6.4%
Tunbridge Wells	71,234	26	4.9%
Sevenoaks	54,388	28	3.9%
Brighton and Hove	89,187	42	3.8%
Lewes	40,521	30	2.5%
Bromley	6,967	32	0.8%
Mole Valley	6,951	29	0.4%
Sutton	6,737	38	0.3%

Table 4.2 Trip Distribution

*Population within catchment

4.6 Highway Capacity Impact

- 4.6.1 The event trips are likely to arrive and depart over a 2 hour period and for the IAS Events this would be over a much longer period due to this event being over a weekend with arrivals staggered. The likely hourly maximum flow would be 200 vehicles. Based on the trip distribution 82% of vehicles will turn right into the access from the north and 18% of vehicles will turn left into the access from the south.
- 4.6.2 On event days traffic marshalls will direct traffic on Saint Hill Road at the junction so the access is managed safely.
- 4.6.3 On event days there will be impacts at the junction of Saint Hill Road with Imberhorne Road. This is particularly on Imberhorne Road as will need to give-way to traffic on B2110 Turners Hill Road. The applicant can agree to a review of signage to Saint Hill from the local area so that vehicles will approach from the B2110 Turners Hill Road.

5 Summary and Conclusion

APPENDIX A EXISTING TRANSPORT DATA

APPENDIX B DEVELOPMENT PROPOSALS