

Parking Review Note

Proposed Additional Residential Unit
Whittaker House, 1 Leppard Walk, East Grinstead

1. Introduction

This note provides a qualitative review of parking conditions in the vicinity of Whittaker House in support of the planning application for the creation of one additional self-contained residential unit.

Given the modest scale of development and the highly accessible town centre location, a proportionate assessment has been undertaken to consider whether the proposal would give rise to material parking stress.

2. Site Location and Parking Context

The site is located within East Grinstead town centre where parking provision is characterised by a mix of:

- On-street parking subject to controls
- Public car parks within short walking distance
- Short-stay and long-stay parking provision
- High turnover associated with town centre uses

The area is well served by sustainable transport options, reducing reliance on private vehicles.

3. Observed Parking Characteristics

Typical observations of town centre environments such as this indicate:

- Parking demand fluctuates throughout the day due to commercial activity
- Evening periods often exhibit increased availability as daytime uses reduce
- High turnover ensures ongoing availability of spaces
- Residents commonly utilise a combination of public parking and non-car travel

The presence of nearby public parking facilities provides resilience within the local parking network.

4. Scale of Development Impact

The proposal relates to the introduction of a single additional dwelling, which represents a very small increase in potential demand.

Trip generation and parking demand associated with a one-bedroom town centre unit are typically low, particularly where residents have ready access to services and public transport.

Any incremental demand would therefore be negligible and unlikely to materially affect parking conditions.

5. Accessibility and Travel Behaviour

Future occupiers will benefit from:

- Walking access to shops, services, and employment
- Rail connections within convenient distance
- Bus services serving the wider area
- Existing pedestrian infrastructure

Such factors are known to reduce car ownership levels and support sustainable travel patterns.

6. Policy Context

National and local planning policies encourage development in accessible locations where car dependency can be minimised.

Flexibility in parking provision is supported where proposals demonstrate good connectivity and modest impact.

The proposal aligns with these policy objectives.

7. Conclusion

Based on the scale of development, characteristics of the surrounding parking environment, and sustainable location, it is reasonable to conclude that:

The proposal would not give rise to unacceptable parking stress

Local parking infrastructure has sufficient capacity to absorb minimal additional demand

The development is consistent with sustainable transport principles

Refusal on parking grounds would therefore not be supported by evidence.