

HIGHWAYS TECHNICAL NOTE

LAND AT ST JAMES ROAD, EAST GRINSTEAD

Date: June 2026

Ref: 2026/9403/TN01

1 BACKGROUND

- 1.1 RGP is commissioned by Park Lane Homes Southeast Ltd. to provide highways and transport input in support of proposed residential development at Land at St James Road, East Grinstead, West Sussex.
- 1.2 This Technical Note is prepared to provide justification in support of revised development proposals to deliver 5 x 2-bedroom dwellings, with no on-site car parking to be provided.

2 PREVIOUS PERMISSION

- 2.1 Planning permission was approved in June 2023 under application reference DM/23/0026 for the erection of 3 x 2-bedroom dwellings, with no on-site car parking provided.
- 2.2 WSCC Highways commented the following in respect of the car-free nature of the proposals:

"Whilst on-street parking is limited in the area, there are comprehensive parking restrictions in place on the nearby roads, prohibiting vehicles from parking in places that would be detrimental to highway safety. The LHA does not anticipate that the nil car parking provision would result in a highway safety concern ...

Weight is given to the fact the site is sustainably located."

- 2.3 The above was supplemented by the following commentary from the Planning Officer in their Officer Report:

"The LHA has raised no objection to the application based on the level of car parking, noting that the site is in a sustainable location. Furthermore, the LHA have noted that there is limited on-street parking within the immediate vicinity, however there are comprehensive parking restrictions in place on nearby roads to stop any parking in places that may result in a detriment to highway safety. In addition, the LHA does not anticipate that the shortfall in parking would give rise to a highway safety impact, nor a parking capacity impact issue.

RGP – Transport Planning and Infrastructure Design Consultants

Surrey Office Shackleford Suite, Mill Pool House, Mill Lane, Godalming, Surrey GU7 1EY

London Office 10 York Road, London, SE1 7ND

enquiries@rgp.co.uk

T: 01483 861 681

T: 020 7078 9662

www.rgp.co.uk



It is also the case that prospective occupiers of the proposed dwellings would be aware of the level of car parking that would be provided and it is reasonable to assume that if it is important to prospective occupiers that they have dedicated car parking spaces, they would not wish to occupy one of these dwellings.

For an application to be refused on the basis that the car parking provision is insufficient, there has to be some identifiable harm arising from the level of car parking. The LHA do not consider that the level of car parking would result in a highway safety hazard. As such it is not considered that it could be demonstrated that the level of car parking proposed would result in harm that would justify a refusal of planning permission."

- 2.4 There is therefore precedent for car-free residential development at the site with several mitigating factors which would be relevant to the revised proposals.

3 WSCC PARKING STANDARDS

- 3.1 WSCC's *Guidance on Parking at New Developments* document (September 2020) confirms that two-bedroom dwellings in PBZ3 should be afforded 1.3 spaces per dwelling.
- 3.2 The WSCC parking demand calculator, attached hereto at **Appendix A**, confirms that the development should ordinarily be afforded seven car parking spaces in total.

4 ACCESSIBILITY CREDENTIALS

Site Location

- 4.1 The site is located circa 500m north-west of East Grinstead town centre.
- 4.2 St James Road routes between the A22 (London Road) to the east and the A22 (Station Road) to the west. St James Road benefits from hardstanding pedestrian footways on both sides of the carriageway, with dropped kerbs and street lighting. Parking bays on both sides of the carriageway are subject to a '1 hour, no return within 1 hour' parking limit with permit-holder restrictions. These restrictions are implemented Monday to Saturday between 10:00–11:00 and 14:00–15:00, or Monday to Sunday between 09:00–17:00.
- 4.3 For further context, the site location and surrounding area are shown in the figure below.

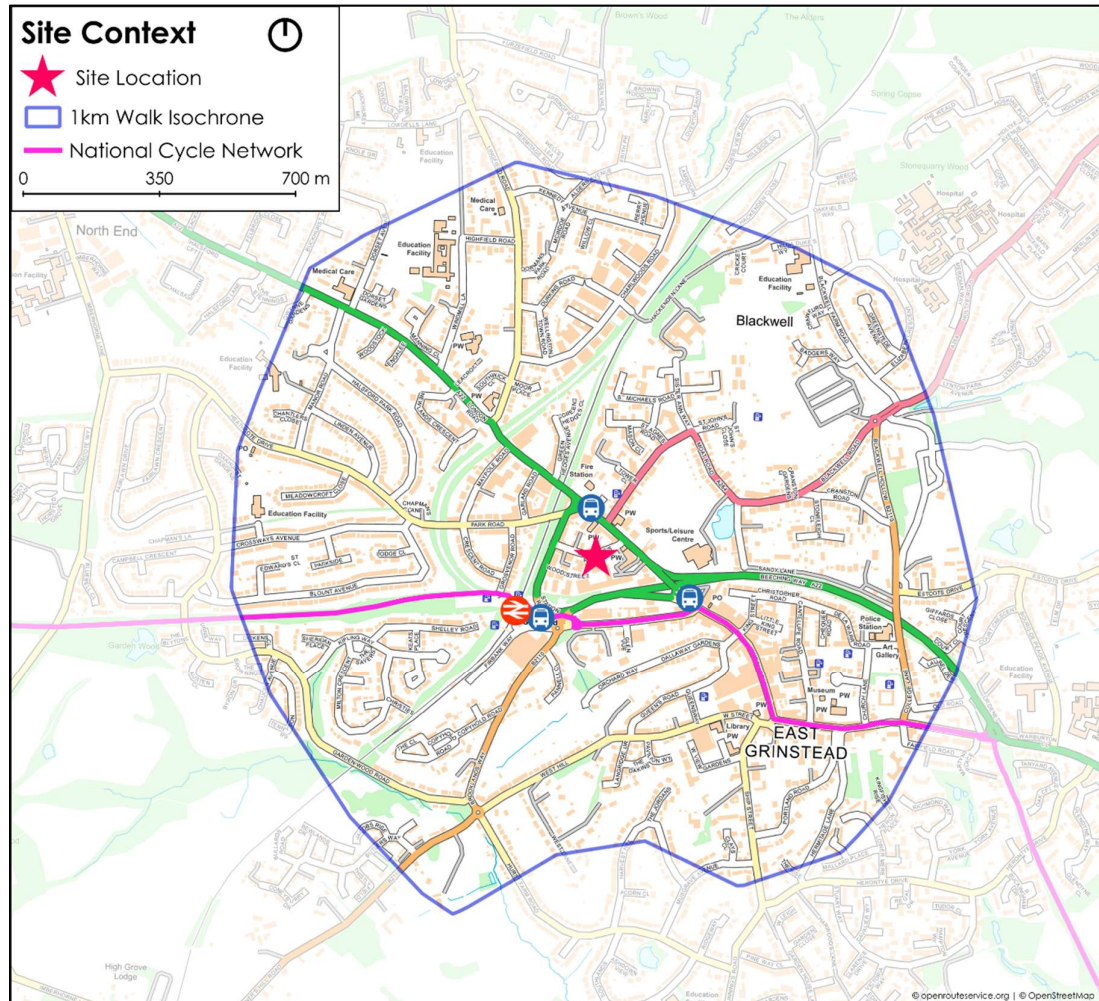


Figure 1 Site Context

- 4.4 As shown above, several bus stops are located within close proximity of the site and East Grinstead railway station is circa 350m to the south-west. Several amenities and services are available within a reasonable walking distance of the site.

DfT Connectivity Tool

- 4.5 The Department for Transport (DfT) Connectivity Tool has been used to assess the site's relative connectivity to local opportunities and key services by sustainable modes. The tool provides a nationally consistent comparison of accessibility based on modelled journey times, with results expressed as national percentile scores. A copy of the scoring report is attached hereto at **Appendix B**, with the grid square at the centre of the site selected for assessment.

- 4.6 The site's overall score (excluding driving) is 71, which is classified within the national distribution as above average. The site generally falls within Connectivity Band A, which reflects relative connectivity within the local authority district of Mid Sussex. This connectivity band includes both developed and undeveloped land within the local authority district.
- 4.7 The assessment also considers numerical scores by mode of transport. The site falls within the 60th percentile for public transport, cycling and walking, therefore highlighting the connectivity of the development.

Public Transport Accessibility

- 4.8 As noted, bus stops are located in all directions from the site, with the closest bus stops located at East Grinstead Station (Stop A), circa 280m walk, and East Grinstead Fire Station (Stop T), circa 200m walk from the site.
- 4.9 Bus travel to and from these stops therefore represents a viable means of travel for prospective residents.
- 4.10 East Grinstead railway station is located approximately 350m south-west of the site. The station is the southern terminus of the Oxted Line and is served primarily by Southern rail services. Off-peak services typically operate at a frequency of two trains per hour to London Victoria, increasing during peak periods with additional services, including Thameslink connections to destinations such as London Bridge, London St Pancras International and Bedford. The station therefore provides convenient access to a range of employment, retail and leisure opportunities across London and the wider Southeast.

Accessibility Summary

- 4.11 As identified in the review above, there are opportunities for prospective residents to travel to and from the site by modes other than private car, with the site situated in a highly sustainable location thereby negating the need for prospective residents to own a vehicle. The sustainability credentials of the site were acknowledged in the decision-making process for the previously approved application at the site.

5 SUMMARY

- 5.1 There is established precedent for a car-free scheme at the site and it is not considered that the absence of on-site parking would result in a highway safety concern. Given the site's highly sustainable location, strong walking, cycling and public transport accessibility, and the conclusions reached under the previous planning permission, the revised proposals should be considered acceptable from a highways and transport perspective.

APPENDIX A

WEST SUSSEX COUNTY COUNCIL RESIDENTIAL CAR PARKING PROVISION TOOL

This parking demand tool has been compiled by West Sussex County Council. If you have queries relating to the information provided or require additional information please contact planninghighways@westsussex.gov.uk.

GUIDANCE ON USE

This parking demand calculator has been designed to comply with the West Sussex County Council Revised Guidance for Parking Provision (2018). This calculator supersedes the West Sussex Car Ownership Parking Demand Tool.

This tool has been designed for use by developers as an initial assessment of car parking provision required in residential developments. This tool provides an indication as to the potential overall parking demand that could be associated with specific development quantum. In addition to the information presented within this calculator it is for the developer to justify the appropriateness of the parking levels proposed with other appropriate data and in discussion with the Local Planning Authority and West Sussex County Council as Highway Authority.

The following is a step by step process for the calculation of development parking demand, all GREY cells require no user input:

- Select the Ward in which the development is located;
 - If known select from the drop down in the **BLUE** box marked "Ward"
 - If unknown use the Ward finder tool by entering the development post code (including the standard space separation e.g. RH6 0AQ, BN11 1DR), then complete a. above.
- Enter the number of units of each size in the **GREEN** boxes marked "Number of Units of this Type", with respect to the number of bedrooms or number of habitable rooms in the dwelling type.
- Your total "Parking Demand if 100% Unallocated" (all parking on site is shared) is shown in the adjacent cells.
- If known, enter the total number of spaces allocated to each dwelling type across the development in the **PINK** boxes marked "Enter Total Number of Allocated Spaces".
- Your development parking demand using your existing allocation design is then displayed in the **ORANGE** boxes marked "Total Parking Required if Design Allocated Used"
- The Unallocated Parking Demand is the additional number of unallocated spaces over the design allocated required to meet the total parking demand, and includes visitors parking demand.
- If your Total Number of Allocated Spaces is greater than the "Parking Demand if 100% Unallocated" then the existing parking design should be reviewed in line with the West Sussex County Council Revised Guidance for Parking Provision (2018).



Ward	District	Parking Behaviour Zone
East Grinstead Town	Mid Sussex	3

Ward Finder			
Postcode	RH19 1DL	Ward	East Grinstead Town

Number of Bedrooms	Number of Habitable Rooms	Number Of Units Of this Type	Parking Demand if 100% Unallocated
1	1 to 3		0
2	4	5	7
3	5 to 6		0
4+	7 or more		0
Total		5	7

PARKING DEMAND INCLUDING ALLOCATED PARKING				
Number of Bedrooms	Number of Habitable Rooms	Enter Total Number of Allocated Spaces	Unallocated Parking Demand	Total Parking Required if Design Allocated Used
1	1 to 3	0		
2	4	0	7	7
3	5 to 6	0		
4+	7 or more	0		
Total			7	

APPENDIX B

Explore the score

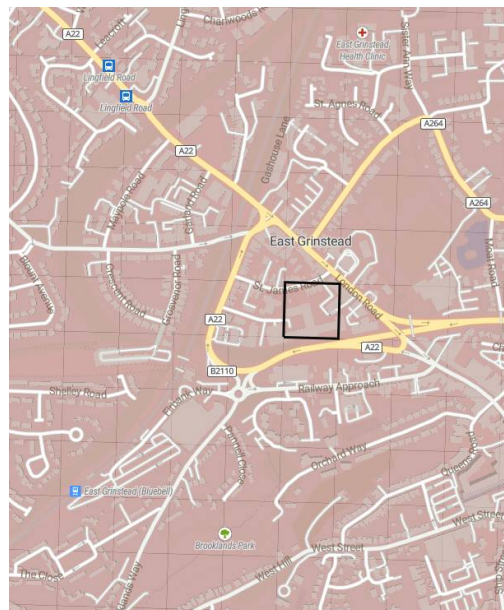
Please see [Interpreting Connectivity Scores \(/help/interpreting-connectivity-scores\)](/help/interpreting-connectivity-scores) for guidance

Square ID 539050_138350

Local authorities Mid Sussex
West Sussex

Latitude 51.127559

Longitude -0.014272



Overall

Type	National score	Mid Sussex	West Sussex
Overall (except driving)	71	A	A
Public transport	69	A	A
Walking	73	A	A
Cycling	72	A	A
Driving	89	A	A

Education

Type	National score	Mid Sussex	West Sussex
Overall (except driving)	62	A	A
Public transport	68	A	A
Walking	54	A	A
Cycling	78	A	A

Type	National score	Mid Sussex	West Sussex
Driving	86	A	A

Leisure

Type	National score	Mid Sussex	West Sussex
Overall (except driving)	75	A	A
Public transport	72	A	A
Walking	76	A	A
Cycling	86	A	A
Driving	89	A	A

Health

Type	National score	Mid Sussex	West Sussex
Overall (except driving)	64	A	A
Public transport	68	A	A
Walking	57	A	A
Cycling	56	A	A
Driving	85	A	A

Shopping

Type	National score	Mid Sussex	West Sussex
Overall (except driving)	92	A	A
Public transport	90	A	A
Walking	93	A	A
Cycling	94	A	A
Driving	97	A	A

Residential

Type	National score	Mid Sussex	West Sussex
Overall (except driving)	63	A	A
Public transport	56	A	A
Walking	68	A	A

Type	National score	Mid Sussex	West Sussex
Cycling	65	A	A
Driving	84	A	A

Workplaces

Type	National score	Mid Sussex	West Sussex
Overall (except driving)	53	A	A
Public transport	53	A	A
Walking	51	A	A
Cycling	56	A	A
Driving	75	A	A