

PARKING SURVEY SUMMARY REPORT

OLD FARM CLOSE, HAYWARDS HEATH

Date: February 2025

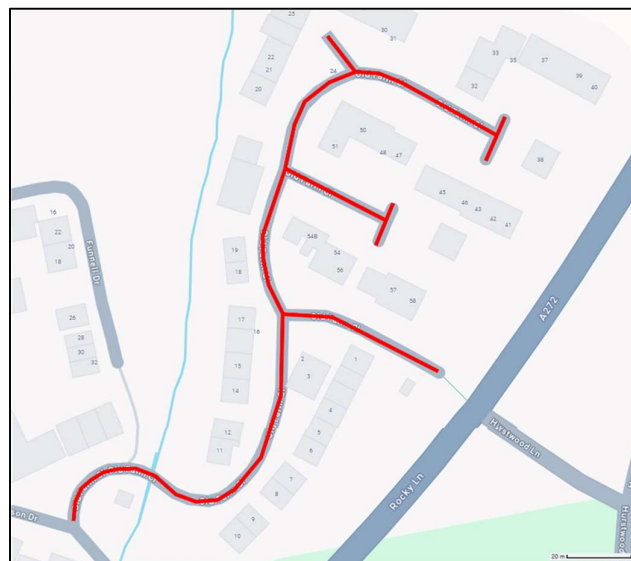
Ref: 2024/8407/TN01

1 BACKGROUND

- 1.1 RGP is instructed to provide transport planning and highways input in support of proposals at Old Farm Close, Haywards Heath, West Sussex, RH17 7GA. ("the site"). The proposals comprise the following:

'Conversion and minor external amendments of the existing property, formerly an office, laundry, and store to form 2no. 1-bedroom flats'

- 1.2 In order to review the existing parking conditions locally to the site, a two-night parking beat count survey was undertaken across the nights of Tuesday 14th and Wednesday 15th January 2025 respectively.
- 1.3 The survey was undertaken by an independent third party, comprising of two beat counts across local streets within walking distance of the site. The extents of the survey are shown in the extract below.



Parking Survey Extents

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- 1.4 The survey was undertaken in accordance with the standard Lambeth-style methodology, including a record of all available spaces (assuming a 5m length constituting one space), occupied spaces and areas at which parking would not be expected to occur (e.g. dropped kerbs and across areas with parking restrictions).

2 RESULTS

- 2.1 The full results of the survey are attached hereto at **Appendix A** for reference. As shown within the summary tables provided as part of the results output, there was a moderate level of parking occupancy across the local provisions during the respective nights of the survey.
- 2.2 The parking stress figures across both nights are summarised below, alongside an average value. These figures have been derived through a count of the theoretically available spaces against the relative occupancy of these spaces at the time of counting (including both on and off-street bays). It should be noted that any informal or sub-optimal parking (e.g. on dropped kerbs or within tuning areas) is excluded.

Tuesday 14/01	Wednesday 15/01	Average
73%	72%	73%

Observed Parking Stress

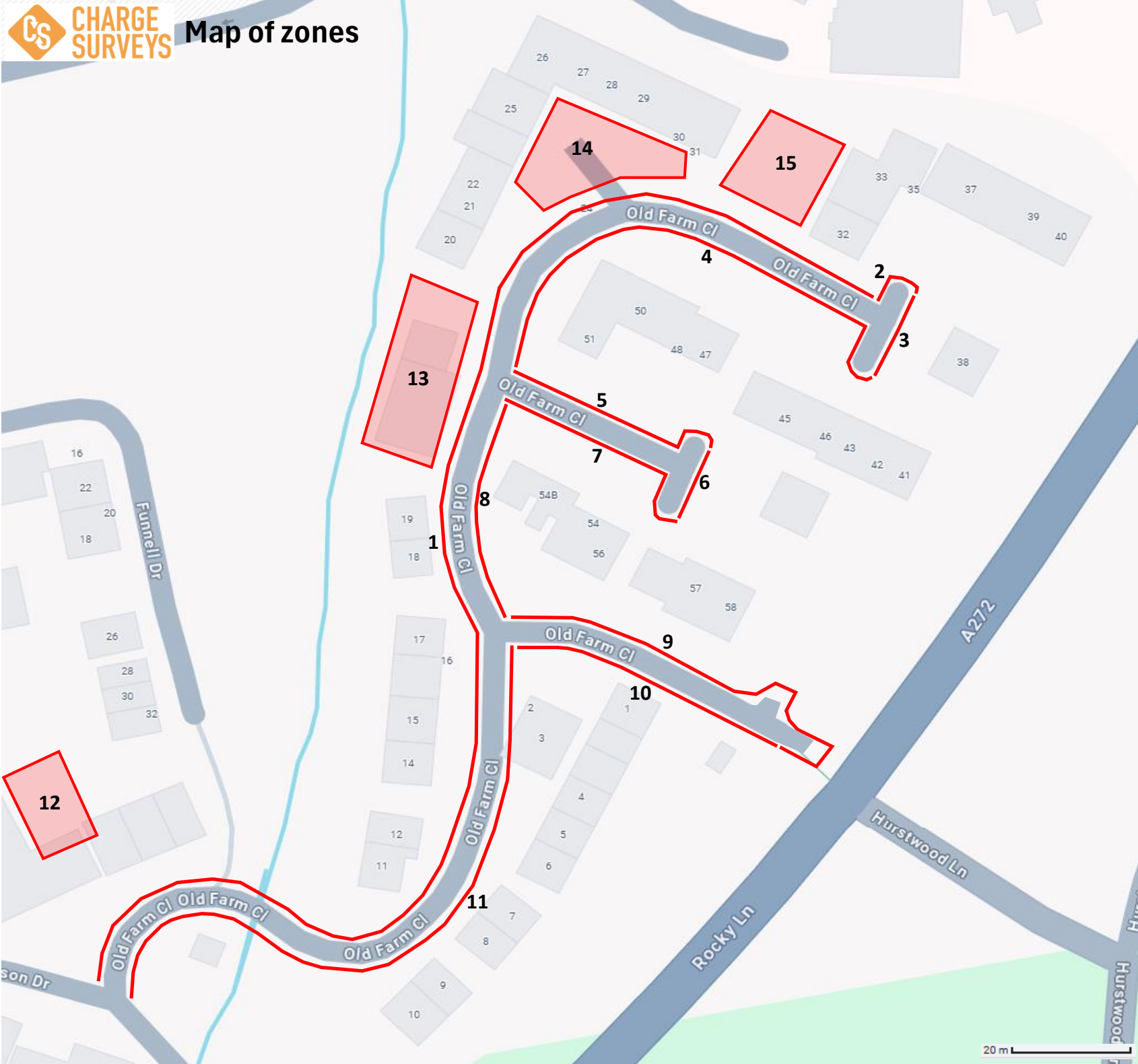
- 2.3 The results of the survey highlight an average parking stress level of 73% which would be below the typical threshold of 85% at which parking stress would be considered 'high'. It should be noted that these figures account for all parking provisions locally to the site (including parking courts), however when considering the solely on-street provisions, the level of parking stress is similarly not significant.

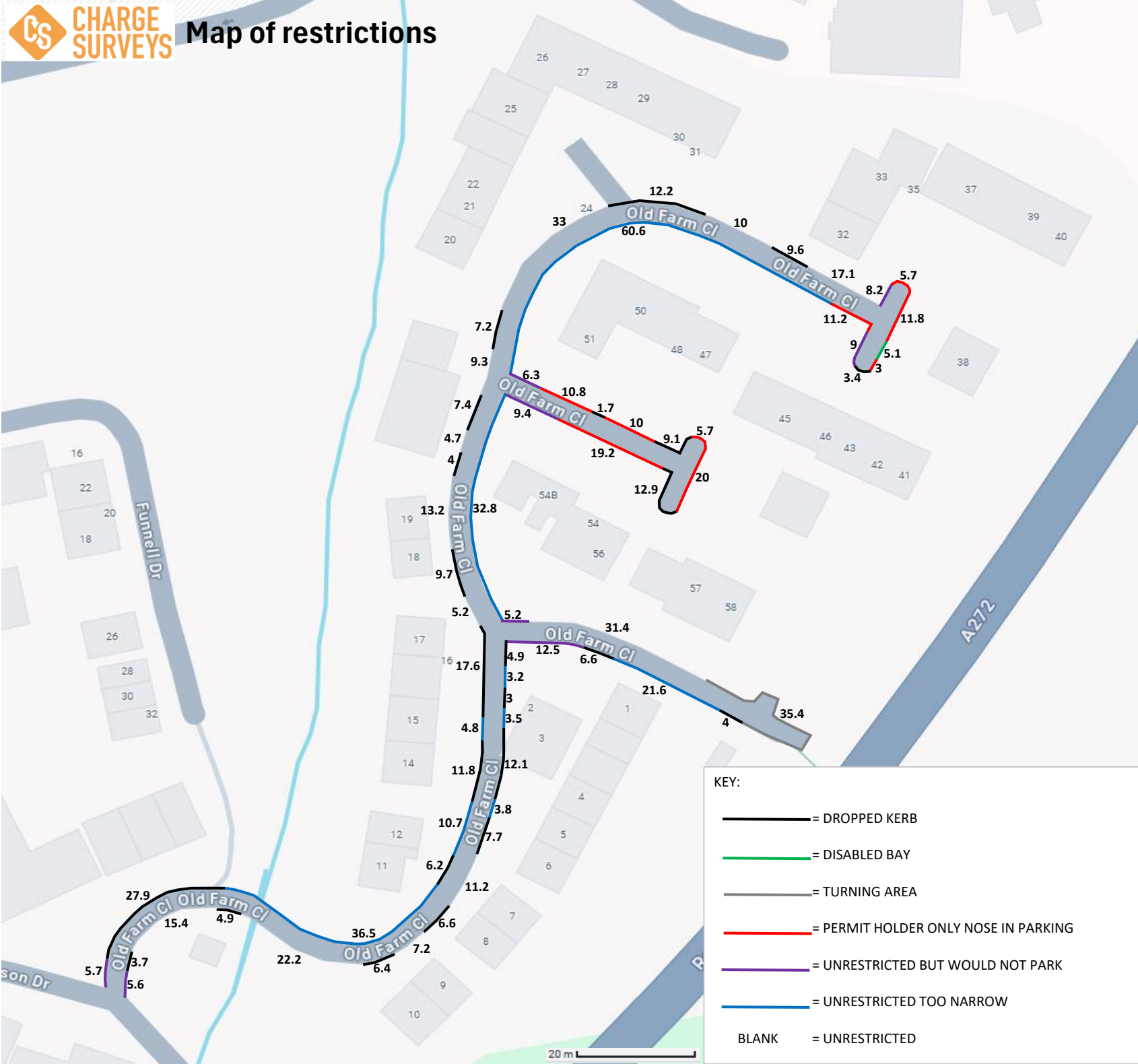
3 SUMMARY

- 3.1 The results of the survey confirm that there would be sufficient local capacity to accommodate any additional parking demands as a result of the development proposals, albeit the scale of the development would likely result in an insignificant impact in these terms.
- 3.2 In light of this supporting information, West Sussex County Council (WSCC) is respectfully invited to confirm that the proposed development would be acceptable from a highways and transport perspective.

APPENDIX A







KEY:

- = DROPPED KERB
- = DISABLED BAY
- = TURNING AREA
- = PERMIT HOLDER ONLY NOSE IN PARKING
- = UNRESTRICTED BUT WOULD NOT PARK
- = UNRESTRICTED TOO NARROW
- BLANK = UNRESTRICTED

DATE : 14th & 15th January 2025

DAY : Tuesday & Wednesday

LOCATION : Old Farm Close, Haywards Heath.

					Tuesday 14th January 2025		
					TIME - 01:00		
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS
OLD FARM CLOSE	1	UNRESTRICTED BUT WOULD NOT PARK	5.7				
		DROPPED KERB	113.6				
		UNRESTRICTED TOO NARROW	52				
		UNRESTRICTED	92.5	15	7	5	58.3%
	2	UNRESTRICTED BUT WOULD NOT PARK	8.2				
		PERMIT HOLDER ONLY NOSE IN PARKING	5.7	2	2	0	100.0%
	3	PERMIT HOLDER ONLY NOSE IN PARKING	14.8	8	6	1	85.7%
		DISABLED BAY	5.1	1	1	0	100.0%
	4	DROPPED KERB	3.4				
		UNRESTRICTED BUT WOULD NOT PARK	9				
		PERMIT HOLDER ONLY NOSE IN PARKING	11.2	4	2	2	50.0%
		UNRESTRICTED TOO NARROW	60.6				
	5	UNRESTRICTED BUT WOULD NOT PARK	6.3				
		PERMIT HOLDER ONLY NOSE IN PARKING	26.5	10	7	2	77.8%
		DROPPED KERB	10.8				
	6	PERMIT HOLDER ONLY NOSE IN PARKING	20	8	6	2	75.0%
	7	DROPPED KERB	12.9		2		
		PERMIT HOLDER ONLY NOSE IN PARKING	19.2	7	6	1	85.7%
		UNRESTRICTED BUT WOULD NOT PARK	9.4				
	8	UNRESTRICTED TOO NARROW	32.8				
	9	UNRESTRICTED BUT WOULD NOT PARK	5.2				
		UNRESTRICTED	31.4	6	3	3	50.0%
		TURNING AREA	35.4		1		
	10	DROPPED KERB	10.6				
		UNRESTRICTED TOO NARROW	21.6				
		UNRESTRICTED BUT WOULD NOT PARK	12.5				
	11	DROPPED KERB	49.3				
		UNRESTRICTED TOO NARROW	10.5				
		UNRESTRICTED	56	10	5	3	62.5%
		UNRESTRICTED BUT WOULD NOT PARK	5.6				
	12	MARKED BAYS	6 BAYS		6	0	100.0%
	13	MARKED BAYS	11 BAYS		5	6	45.5%
	14	MARKED BAYS	11 BAYS		10	1	90.9%
	15	MARKED BAYS	7 BAYS		3	4	42.9%

Wednesday 15th January 2025		
TIME - 03:00		
PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS
5	7	41.7%
2	0	100.0%
6	1	85.7%
1	0	100.0%
2	2	50.0%
8	1	88.9%
6	2	75.0%
2		
5	2	71.4%
3	3	50.0%
2		
6	2	75.0%
6	0	100.0%
4	7	36.4%
10	1	90.9%
3	4	42.9%

Key	0%
	50%
	100%

Key	0%
	50%
	100%

Observed spaces definition - A real time space recorded at time of survey - not determined by calculation post survey. Observed spaces can be affected by poor parking practice (e.g 1 vehicle parking over 2 spaces)

