
Land south of Smugglers Lane, Barns Green: Parking Stress Review

Ref: NM/HC/ITL200844-007B TN
Date: 29 May 2026

SECTION 1 Introduction

1.1 Overview

1.1.1 This Technical Note (TN) has been prepared on behalf of the Applicant, Miller Homes and Miller Developments, in relation to the proposed 68 dwellings (the development) at Land south of Smugglers Lane, Barns Green (the site) (Horsham District Council planning application reference: DC/25/20570).

1.2 Executive Summary

1.2.1 This TN presents a review and analysis of the parking stress surveys, undertaken on a neutral week (Saturday 21 – Friday 27 March 2026), of the existing on-street car parking experienced on the eastern side of Chapel Road, opposite the site frontage.

1.2.2 The parking survey data suggests that:

- The eastern side of Chapel Road has an existing total car parking capacity of 13no. spaces.
- Across the week, there is an average of 8no. parking spaces¹ available or a 38% parking stress.
- Across the week, there were only 5 occasions where less than 3no. spaces were available, which accounted for 0.5% of the total time.

1.2.3 The full parking survey data is attached at **Appendix A**.

1.2.4 The parking stress surveys demonstrate:

¹ When rounded down to the nearest whole number (i.e., complete parking space).

- 1 The access design (drawing no. **ITL200844-GA-006D**) proposed at application submission (planning reference: DC/25/2057), retains a sufficient amount of informal on-street parking / kerb space to accommodate demand; and
- 2 The updated access design (drawing no. **ITL200844-GA-011B**) which includes 4no. visitor parking spaces to the north of the access road but no other revisions would provide parking in excess of demand to ensure unusual peak periods of demand can be accommodated locally.

SECTION 2 Car Parking Survey Results

2.1 Methodology

- 2.1.1 The parking stress surveys were undertaken by a third-party operator² on a neutral week, outside of the school holidays (Saturday 21 – Friday 27 March 2026), when no roadworks were proposed and no large local events took place that may impact the results.
- 2.1.2 Cameras were mounted to street furniture in positions to continuously record the on-street parking area on the eastern side of Chapel Road only. The video footage was then reviewed to determine 'snapshot' parking stress results, every 5-minutes across the entire survey week.
- 2.1.3 It is assumed that 1no. space is 5m in length, in accordance with the industry standard Lambeth Methodology.

2.2 Capacity

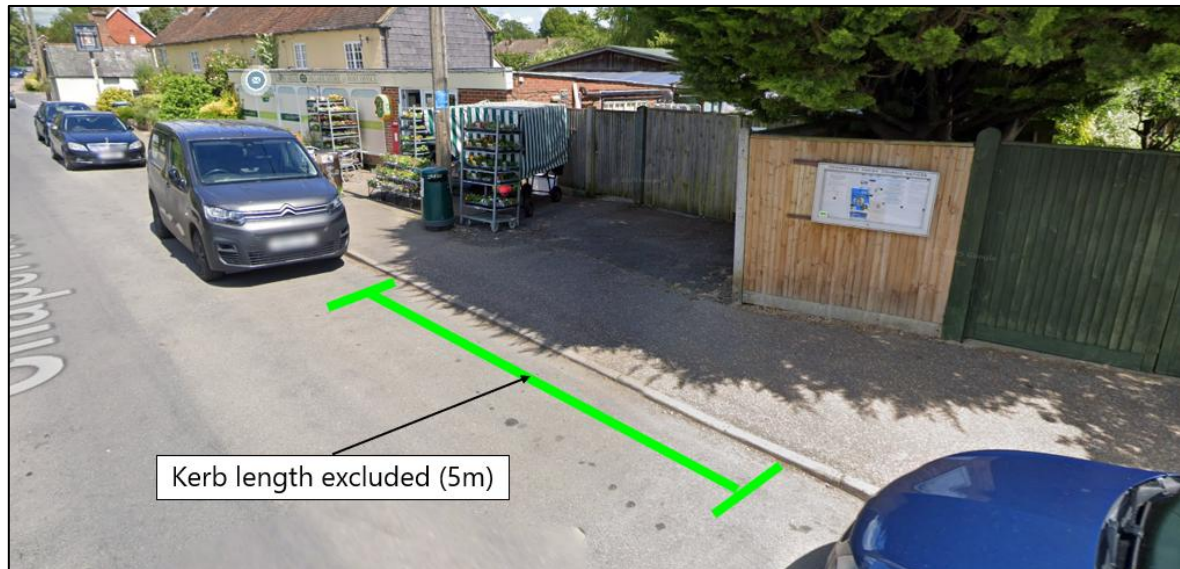
- 2.2.1 The total car parking capacity on the eastern side of Chapel Road, between The Queen's Head pub car park in the north and The Hordens junction in the south has been assessed as 13no. spaces, as shown at **Image 2.1**.

² Charge Surveys

Image 2.1: Car Parking Capacity

Source: Charge Surveys

- 2.2.2 A total length of 78.3m (15 spaces if 5m = 1no. space) is available between The Queen's Head pub car park in the north and The Hordens junction in the south. However, this length is broken up by the unrestricted dropped kerb area excluded from capacity calculations, shown at **Image 2.2**, and the lengths either side of this dropped kerb exclusion (39.1m and 34.2m) have been rounded down to the nearest complete parking space total (i.e., multiple of 5m).
- 2.2.3 In theory, there may be a greater car parking capacity on the eastern side of Chapel Road. However, the survey methodology captures a realistic snapshot of existing parking behaviours, which does not assume uniform parking and includes poor parking practices and accounts for the existing dropped kerb.

Image 2.2: Dropped Kerb Excluded

Source: Google Maps

2.3 Car Parking Stress

Daily Average

- 2.3.1 Overall, the car parking stress survey demonstrates that there is existing car parking capacity on the eastern side of Chapel Road, between The Queen's Head pub car park in the north and The Hordens junction in the south. A summary of the average parking space availability and resultant parking stress across the week is presented at **Table 2.1**.

Table 2.1: Daily Average Parking Stress

Day of Week	Average Parking Space Availability ³	Average Parking Stress
Monday	8/13	30%
Tuesday	9/13	30%
Wednesday	9/13	24%
Thursday	8/13	31%
Friday	8/13	35%
Saturday	9/13	27%
Sunday	9/13	28%

³ Rounded down to whole number (complete parking space).

Source: Charge Surveys and consultants calculations

- 2.3.2 Table 2.1 therefore demonstrates that the removal of 3no. parking spaces from the eastern side of Chapel Road would not materially increase parking demand beyond that which could not already be catered for throughout the week.

Peak Parking Stress

- 2.3.3 When considering the removal of parking spaces, it is also important to consider the existing peak parking demand experienced and the impact any parking space removal may have during these times.
- 2.3.4 The access design (drawing no. **ITL200844-GA-006D**) submitted with the planning application demonstrates a net loss of 3no. on-street parking spaces from the eastern side of Chapel Road. Therefore, the parking stress survey results have been analysed to determine any 5-minute intervals without a 3no. parking space availability i.e., the recorded parking demand could not be accommodated as a result of the proposed access design and may lead to parking elsewhere on the local highway network.
- 2.3.5 **Table 2.2** highlights that there was a total of 5 occasions with less than 3no. spaces available.

Table 2.2: Peak Parking Stress Review

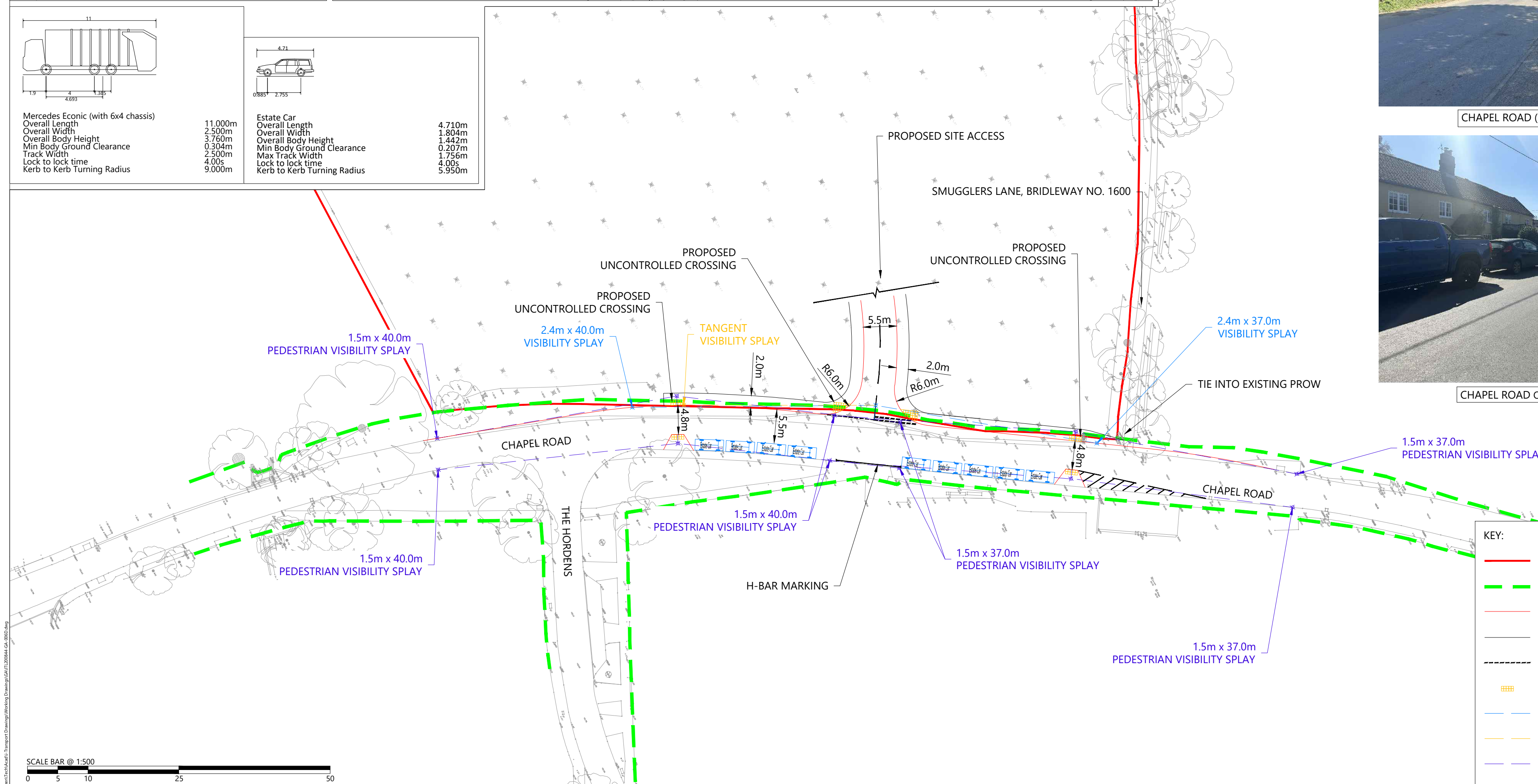
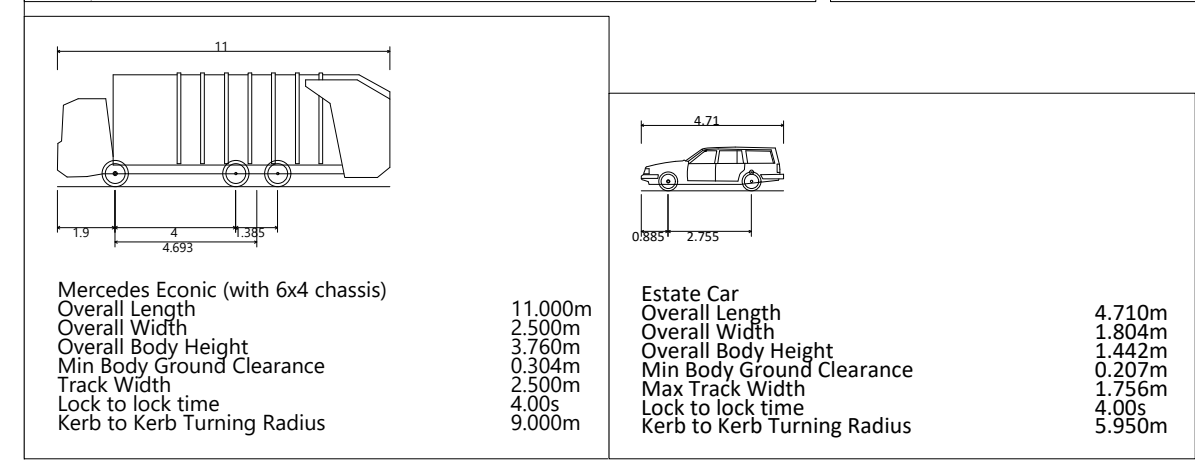
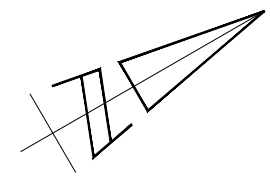
Day of Week	Time of Day	Parking Space Availability	Parking Stress
Friday	17:55	2	84.6%
Saturday	09:20 – 09:45	1 - 2	89.9% - 84.6%
Sunday	13:25	2	84.6%
Sunday	16:25 – 16:35	1	89.9%
Sunday	17:10 – 17:20	2	84.6%

Source: Charge Surveys and consultants calculations

- 2.3.6 Table 2.2 demonstrates that:
- Across the week, the eastern side of Chapel Road experienced 5 occasions (up to 50-minutes total) with less than 3no. car parking spaces available. This accounts for 0.5% of the total time.
 - No peak parking stress occurred during times of typical school drop-off / pick-up.
- 2.3.7 Therefore, the access design (drawing no. **ITL200844-GA-006D**) proposed at application submission, which results in a net loss of 3no. on-street parking spaces from the eastern side of Chapel Road, will not result in a severe impact on the on-street car parking availability, for which 10no. spaces generally provides sufficient car parking capacity.

- 2.3.8 However, the updated access design (drawing no. **ITL200844-GA-011B**), which includes 4no. visitor parking spaces to the north of the access road, provides an overall net gain in parking spaces in the vicinity of The Queen's Head pub and The Barns Green Village Store and Post Office, which could be readily used by the pub and village shop customers alike.

DRAWINGS



KEY:

-  INDICATIVE SITE BOUNDARY
-  HIGHWAY BOUNDARY
-  PROPOSED KERB
-  PROPOSED BACK OF FOOTWAY
-  PROPOSED ROAD MARKINGS
-  PROPOSED TACTILES
-  VISIBILITY SPLAY
-  TANGENT VISIBILITY SPLAY
-  PEDESTRIAN VISIBILITY SPLAY

APPENDIX A. PARKING SURVEY DATA

NOTE - Please note for Saturday 21st - Monday 23rd (inclusive) and from Tuesday 24th (00:00-03:20) we were able to determine restriction stress by our observed spaces method allowing us to consider poor parking practice when allocating how many observed spaces there were per 5-minute snapshot (e.g 1 vehicle parking across two spaces). Due to having to move our camera position midway through the survey, we then had a slightly more obscure view causing us to change our methodology and then determine the amount of spaces available by a calculation (calculated spaces).

Chapel Road On-Street Parking Surveys

Unrestricted - 34.2m (6 spaces if 5m = 1space).

Chapel Road

Chapel Road

Unrestricted but would not park - 5m.
This stretch has been considered as "would not park" because vehicles that park would be blocking access to gates.

Unrestricted - 39.1m (7 spaces if 5m = 1space).

Observed spaces definition	Key
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)	5% 10% 15%

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