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Parking Stress Survey
Norfolk Mews, Hayling Island, PO11 0AN
Planning Application Reference: APP/25/00572

1. Introduction

This Parking Stress Survey has been prepared in support of the planning application for the change of use and extension of an existing store to form a one-bedroom residential unit at Norfolk Mews, Hayling Island, PO11 0AN.

The Local Planning Authority has identified the need for robust evidence to demonstrate that the proposed development would not result in an unacceptable impact on existing parking provision or highway safety. This report responds directly to that requirement by providing a detailed and objective assessment of current parking demand and availability within the area that would realistically be used by residents and visitors associated with the site.

The assessment has been undertaken to establish the existing baseline parking conditions and to determine whether the local parking environment is subject to parking stress under peak residential conditions. The survey records actual observed parking behaviour at times when residential parking demand is typically at its highest and assesses this demand against available parking supply.

The survey has been carried out in accordance with the Lambeth Council Parking Survey Guidance Note (2021), applying the Lambeth Methodology for residential parking assessments. This methodology is based on direct observation and provides a transparent and repeatable means of assessing parking stress. The survey findings are derived solely from recorded data and physical observations. No assumptions have been made in relation to vehicle ownership, parking duration, turnover, or future demand.

This report therefore provides a robust, evidence-based assessment of existing parking conditions to inform the Local Planning Authority's consideration of the planning application.

2. Survey Methodology

The parking stress survey has been undertaken in strict accordance with the Lambeth Council Parking Survey Guidance Note (2021) for residential development, which sets out the accepted methodology for assessing existing parking demand and parking stress. The Lambeth Methodology is based on snapshot surveys undertaken during periods when residential parking demand is typically at its highest. In accordance with the guidance, parking surveys were carried out between 00:30 and 05:30 on two separate weekday nights. These hours represent the period when residents are most likely to be at home and when parking availability is at its lowest.

During each survey, all parked vehicles within the defined survey area were recorded by direct observation. The surveys record the number of vehicles physically present at the time of each count. No assumptions have been made regarding vehicle ownership, trip purpose, duration of stay, or parking turnover. The survey results represent a factual record of parking conditions at the time of observation.

In addition to the night-time parking surveys, a daylight walkover survey was undertaken. The purpose of the walkover was to identify parking controls, restrictions, dropped kerbs, access points, kerb build-outs, and other physical features that influence parking availability and capacity. The information gathered during the walkover informed the definition of the survey area, identification of excluded locations, and calculation of lawful parking capacity.

Only parking locations that are lawful, physically available, and realistically usable have been included in the assessment of parking supply. Areas subject to waiting restrictions, locations where parking would obstruct access or compromise highway safety, and areas where parking is not physically possible have been excluded in accordance with Lambeth guidance.

This methodology ensures that the survey provides a robust, transparent, and repeatable assessment of existing parking conditions, suitable for consideration by the Local Planning Authority.

3. Survey Area

The survey area has been defined to capture all parking locations that are realistically available to residents and visitors associated with Norfolk Mews, in accordance with the Lambeth Council Parking Survey Guidance Note (2021).

The primary focus of the survey area is the Norfolk Mews private car park, which provides parking for the existing residential units and represents the principal source of parking provision associated with the site.

In addition, all surrounding streets within approximately 200 metres walking distance of the site have been included in the survey. The extent of the survey area has been defined by following practical pedestrian routes along the highway network rather than applying a simple radial distance. The survey extent has been extended or curtailed to logical junctions where appropriate, reflecting how drivers would realistically search for parking.

The survey area includes Sea Front and adjoining streets where parking may reasonably occur. Streets beyond this area were not included, as they would not represent realistic or convenient parking locations for residents or visitors due to increased walking distance, physical barriers, and the availability of closer parking provision.

A daylight walkover survey was undertaken to confirm the extent of parking controls, waiting restrictions, access points, and physical constraints within the survey area. Areas subject to double yellow line restrictions, dropped kerbs, or other features that prevent lawful parking have been identified and excluded from available parking capacity calculations, in accordance with Lambeth guidance.

The defined survey area is illustrated on the accompanying survey plans, which show the site location, survey extent, parking restrictions, and the recorded location of parked vehicles during each survey period.

4. Survey Dates and Times

Parking stress surveys were undertaken on two separate weekday nights, on 14 January 2026 and 21 January 2026.

In accordance with the Lambeth Council Parking Survey Guidance Note (2021) for residential developments, both surveys were carried out during the period between 00:30 and 05:30, which represents the time when residential parking demand is typically at its highest and parking availability is at its lowest.

The survey dates were selected to ensure that the results reflect typical residential parking conditions. The surveys were undertaken outside of public holiday periods and school holidays, and were not undertaken during weeks immediately preceding or following holiday periods. This approach accords with Lambeth guidance, which advises against undertaking

surveys during holiday periods due to the risk of atypical parking demand.
Weather conditions during both survey periods were normal, and there were no abnormal circumstances, temporary traffic management measures, roadworks, suspended parking bays, or local events present that could materially influence parking behaviour or availability.

The survey dates and times therefore provide a robust and representative snapshot of peak residential parking conditions within the survey area.

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5. Parking Supply

Parking supply within the survey area comprises a combination of on-site off-street parking associated with Norfolk Mews and limited on-street parking on surrounding roads. Parking supply has been assessed in accordance with the Lambeth Council Parking Survey Guidance Note (2021) and includes only parking spaces that are lawful, physically available, and realistically usable.

The identification of parking supply was informed by the daylight walkover survey, during which parking restrictions, access points, kerb build-outs, junctions, and other physical constraints were recorded.

5.1 On-Site Parking Provision

Norfolk Mews is served by a private off-street car park located adjacent to the residential units. The car park provides a total of 19 marked parking spaces.

All parking spaces are clearly delineated and of a standard size suitable for private cars. The layout allows for safe vehicle access, manoeuvring, and egress without reliance on the public highway.

All 19 spaces were available for use during the survey periods and have therefore been included in the assessment of parking supply.

5.2 On-Street Parking Provision

On-street parking provision within the survey area is limited and subject to parking controls and physical constraints.

Sections of Sea Front and surrounding roads are subject to double yellow line restrictions, which prohibit parking at all times. These locations have been identified during the daylight walkover survey and have been excluded from the assessment of available parking supply. Dropped kerb access points serving private driveways and car parks are present within the survey area. In accordance with Lambeth guidance, these locations have been excluded from capacity calculations, as parking in these areas would obstruct access and would not be lawful.

In locations where kerbside space exists but parking would compromise highway safety, visibility, or the free flow of traffic, such space has not been counted as available parking supply.

As a result of the above restrictions and constraints, sections of road within the survey area provide no effective on-street parking capacity. Where this is the case, the available on-street parking capacity has been recorded as zero.

5.3 Summary of Parking Supply

The parking supply within the survey area is therefore predominantly provided by the on-

site car park at Norfolk Mews. On-street parking opportunities are constrained by parking restrictions and physical limitations, and have been assessed conservatively in accordance with Lambeth methodology.

This approach ensures that the assessment of parking supply is robust, transparent, and does not overstate the amount of parking realistically available.

6. Survey Results

The survey results set out below provide a factual record of parking demand observed within the defined survey area during each survey period. The results are based solely on vehicles physically present at the time of each survey and reflect conditions observed during peak residential parking hours.

The results are presented separately for on-site parking and on-street parking, reflecting the differing nature and availability of these parking resources.

6.1 On-Site Parking Demand

The Norfolk Mews car park provides a total of 19 marked parking spaces.
During the survey undertaken on 14 January 2026, a total of 8 vehicles were recorded within the car park between 00:30 and 05:30.

During the survey undertaken on 21 January 2026, a total of 10 vehicles were recorded within the car park between 00:30 and 05:30.

The maximum observed level of on-site parking demand was therefore 10 vehicles, equating to approximately 53% occupancy of the available parking supply. At the time of highest recorded demand, 9 parking spaces remained available within the on-site car park.

6.2 On-Street Parking Observations

Surrounding streets within the defined survey area were surveyed concurrently with the on-site parking counts.

No vehicles were observed parked within areas subject to double yellow line restrictions during either survey period. Dropped kerb access points serving private driveways and car parks were observed to remain unobstructed.

Vehicles observed within the survey area were parked only in lawful locations and did not result in obstruction to the highway or access points. No evidence of overspill parking from the Norfolk Mews car park onto surrounding streets was identified during either survey period.

The approximate location of each parked vehicle observed during the surveys has been plotted on the accompanying survey plans.

6.3 Summary of Observed Parking Demand

The survey results demonstrate that parking demand within the survey area varied between survey periods but remained substantially below the available on-site parking capacity at all times.

At no point during the surveys did observed parking demand approach the available on-site parking supply, nor was any on-street parking stress or displacement identified.

7. Parking Stress Assessment

7.1 Definition of Parking Stress and Assessment Method

In accordance with the Lambeth Council Parking Survey Guidance Note (2021), parking stress is defined as the relationship between observed parking demand and the available lawful parking supply within the survey area.

Parking stress is calculated using the following formula:
Parking Stress (%) = (Number of vehicles parked ÷ Number of available parking spaces) × 100

This calculation has been applied to:

- The on-site car park at Norfolk Mews; and
- Each surrounding street within the defined survey area where lawful parking capacity exists.

Where no lawful on-street parking capacity exists due to waiting restrictions, access constraints, or safety considerations, parking capacity has been recorded as zero, in accordance with Lambeth guidance.

7.2 Calculation of Parking Capacity

Parking capacity has been determined using the following principles, consistent with Lambeth methodology:

- Only lawful and physically available parking locations have been included
- Areas subject to double yellow lines, bus stops, dropped kerbs, junction protection, and access points have been excluded
- Where on-street parking is permitted, kerb lengths are converted to spaces using 5 metres per vehicle, rounded down
- Where parking occurs off-street or within private areas, these locations have not been counted as public on-street parking supply

The daylight walkover survey confirmed that a substantial proportion of the surrounding highway network is subject to parking restrictions, resulting in limited or nil lawful on-street parking capacity.

7.3 Parking Stress Results – On-Site Parking (Norfolk Mews Car Park)

The Norfolk Mews private car park provides a total of 19 marked parking spaces.

Table 7.1: On-Site Parking Stress

Survey Date	Parking Capacity	Vehicles Parked	Parking Stress (%)
14 January 2026	19	8	42%
21 January 2026	19	10	53%

The highest observed parking stress within the on-site car park was therefore 53%, with 9 parking spaces remaining available during the peak observed survey period.

7.4 Parking Stress Results – On-Street Parking

Observed parking demand on surrounding streets has been assessed against lawful parking capacity. The results are summarised below and are derived directly from the recorded survey data .

Table 7.2: On-Street Parking Stress Summary

Street / Location	Parking Controls / Use	Parking Capacity (spaces)	Vehicles Parked (14/01/26)	Vehicles Parked (21/01/26)	Parking Stress (%)
Sea Front (0–200m East)	Double yellow lines	0	0	0	0%
Sea Front (North side – dropped kerbs / bus stops / junctions)	No lawful parking	0	0	0	0%
Sea Front (West, South side – off-street areas)	Off-street / private	0	6	6	N/A
Sea Front (West – off-street areas)	Off-street / private	0	11	11	N/A
Magdala Road (both sides)	Double yellow lines	0	0	0	0%
Magdala Road (north-east side)	Vehicles parked on DYL	0	2	2	N/A
Green Lane (both sides)	Double yellow lines	0	0	0	0%
Green Lane (off-street / private areas)	Private parking	0	7	8	N/A
Stamford Avenue	Double yellow / no footway	0	0	0	0%
Unknown Road (110–160m)	Informal parking	0	9	7	N/A
Unknown Road (100–150m)	Informal parking	0	6	8	N/A
Norfolk Crescent	Marked parking bays	36	36	31	100% / 86%

Notes:

- Locations identified as off-street, private, or informal have not been counted as lawful public parking supply
- Vehicles observed parking unlawfully (e.g. on double yellow lines) have been recorded as observations only and excluded from capacity calculations
- Norfolk Crescent is the only location within the survey area providing identifiable lawful on-street parking capacity

7.5 Interpretation of Parking Stress Levels

The results demonstrate that lawful on-street parking capacity within the survey area is highly constrained by parking restrictions and physical limitations. With the exception of Norfolk Crescent, surrounding streets provide no effective lawful on-street parking capacity.

On Norfolk Crescent, parking stress was recorded at:

- 100% on 14 January 2026; and

- 86% on 21 January 2026.

Despite this, there was no evidence of displacement or overspill parking into surrounding restricted streets during either survey period. Vehicles were not observed migrating into double yellow line areas in response to capacity being reached on Norfolk Crescent.

The primary parking demand associated with the site is therefore accommodated within the Norfolk Mews on-site car park, which was operating at 42–53% occupancy during peak residential hours.

7.6 Overall Parking Stress Conclusion

The calculated parking stress levels demonstrate that:

- The on-site car park at Norfolk Mews operates with substantial spare capacity during peak residential hours
- Surrounding streets are predominantly constrained by parking restrictions, limiting reliance on on-street parking
- Where lawful on-street parking exists, demand does not result in displacement or unsafe parking behaviour

On the basis of the recorded data and calculated stress levels, the parking environment within the defined survey area is not subject to unacceptable parking stress in accordance with the Lambeth Methodology.

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8. Summary and Conclusion

This Parking Stress Survey has been undertaken to assess existing parking conditions in the vicinity of Norfolk Mews, Hayling Island, in support of the current planning application. The survey has been carried out in accordance with the Lambeth Council Parking Survey Guidance Note (2021) and applies the Lambeth Methodology for residential parking assessments. Surveys were undertaken between 00:30 and 05:30 on two separate weekday nights, representing peak residential parking conditions, and were supported by a daylight walkover survey to identify parking controls, physical constraints, and lawful parking capacity.

The assessment of parking supply demonstrates that the primary source of parking provision associated with the site is the Norfolk Mews private car park, which provides 19 marked parking spaces. On-street parking availability within the surrounding area is highly constrained by parking restrictions, physical limitations, and access requirements. With the exception of Norfolk Crescent, surrounding streets provide little or no lawful on-street parking capacity.

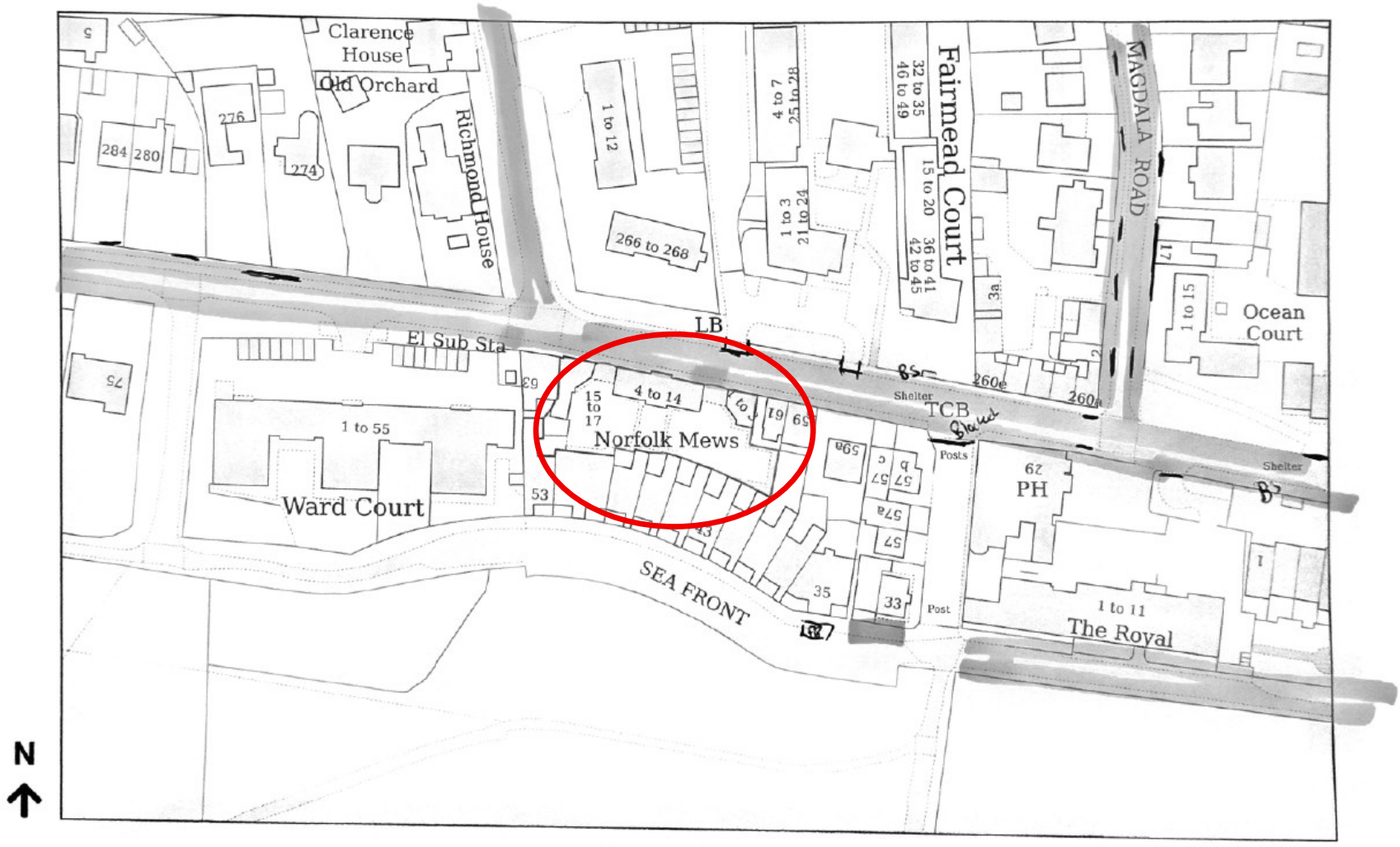
The survey results show that on-site parking demand within the Norfolk Mews car park ranged from 8 to 10 vehicles, equating to occupancy levels of approximately 42% to 53% during peak residential hours. At the time of highest observed demand, 9 on-site parking spaces remained available.

On-street parking demand was assessed on a street-by-street basis and compared against calculated lawful parking capacity. On Norfolk Crescent, which is the only location within the survey area providing identifiable lawful on-street parking capacity, parking stress was recorded at 100% on 14 January 2026 and 86% on 21 January 2026. Despite this, no evidence of displacement, overspill, or unsafe parking behaviour was observed on surrounding restricted streets during either survey period.

The calculated parking stress levels demonstrate that existing parking demand within the survey area is primarily accommodated within the on-site car park and that surrounding streets operate within the constraints imposed by parking controls without adverse impact. The survey did not identify any instances of widespread unlawful parking, obstruction, or highway safety concerns.

On the basis of the recorded data, calculated parking stress levels, and observed parking behaviour, the existing parking environment in the vicinity of Norfolk Mews is not subject to unacceptable parking stress as defined by the Lambeth Methodology. The survey provides a robust evidence base to inform the Local Planning Authority's assessment of the parking implications of the proposed development.

Appendix A


Clarence House
Old Orchard
Richmond House
276
284
280
274
1 to 12
266 to 268
4 to 7
25 to 28
1 to 3
21 to 24
32 to 35
46 to 49
15 to 20
36 to 41
42 to 45
Fairmead Court
MAGDALA ROAD
17
1 to 15
Ocean Court
LB
El Sub Sta
Shelter
TCB
Posts
260e
260a
4 to 14
15 to 17
Norfolk Mews
1 to 55
Ward Court
53
63
59a
57c
57b
57a
57
67
PH
Shelter
SEA FRONT
35
33
Post
1 to 11
The Royal
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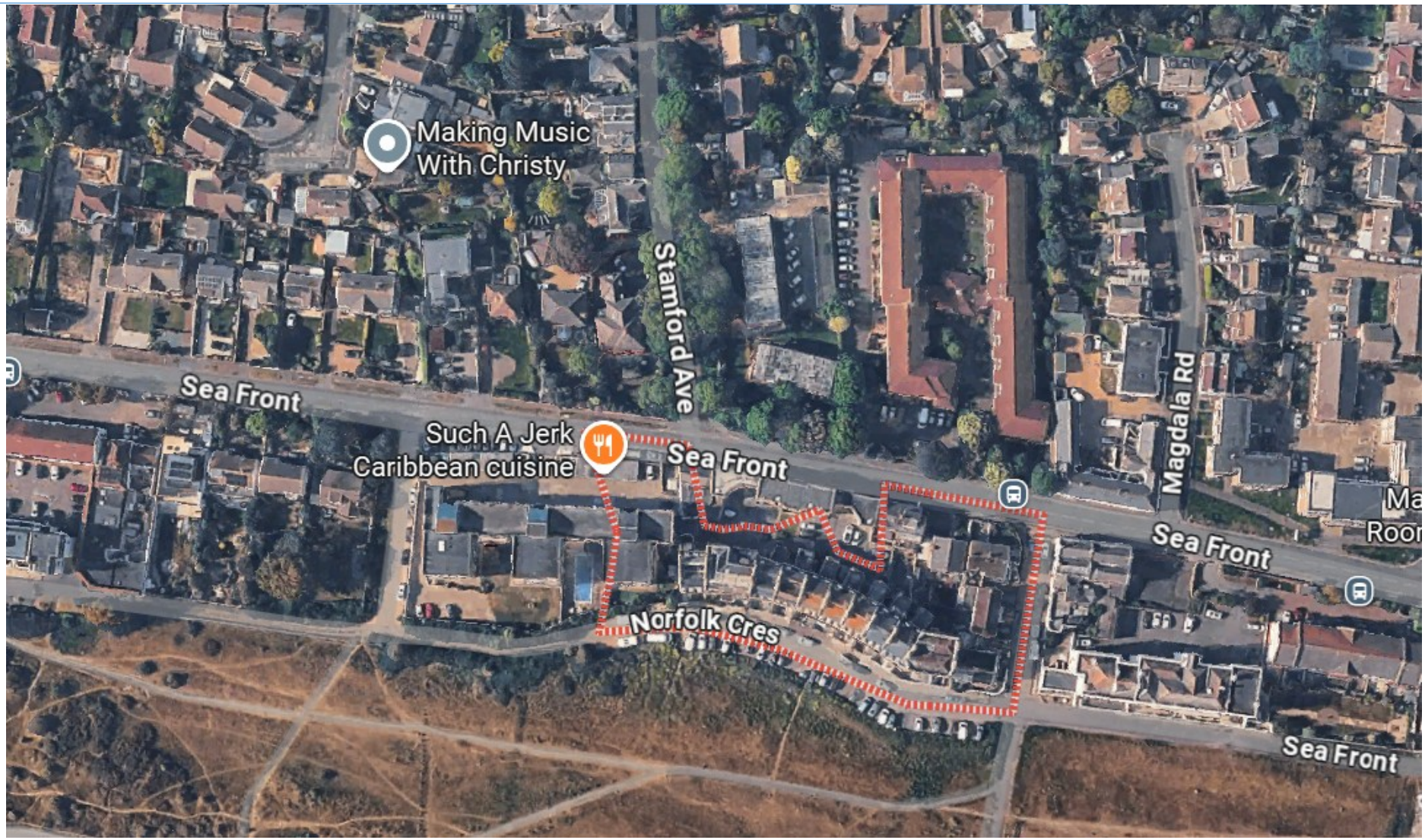
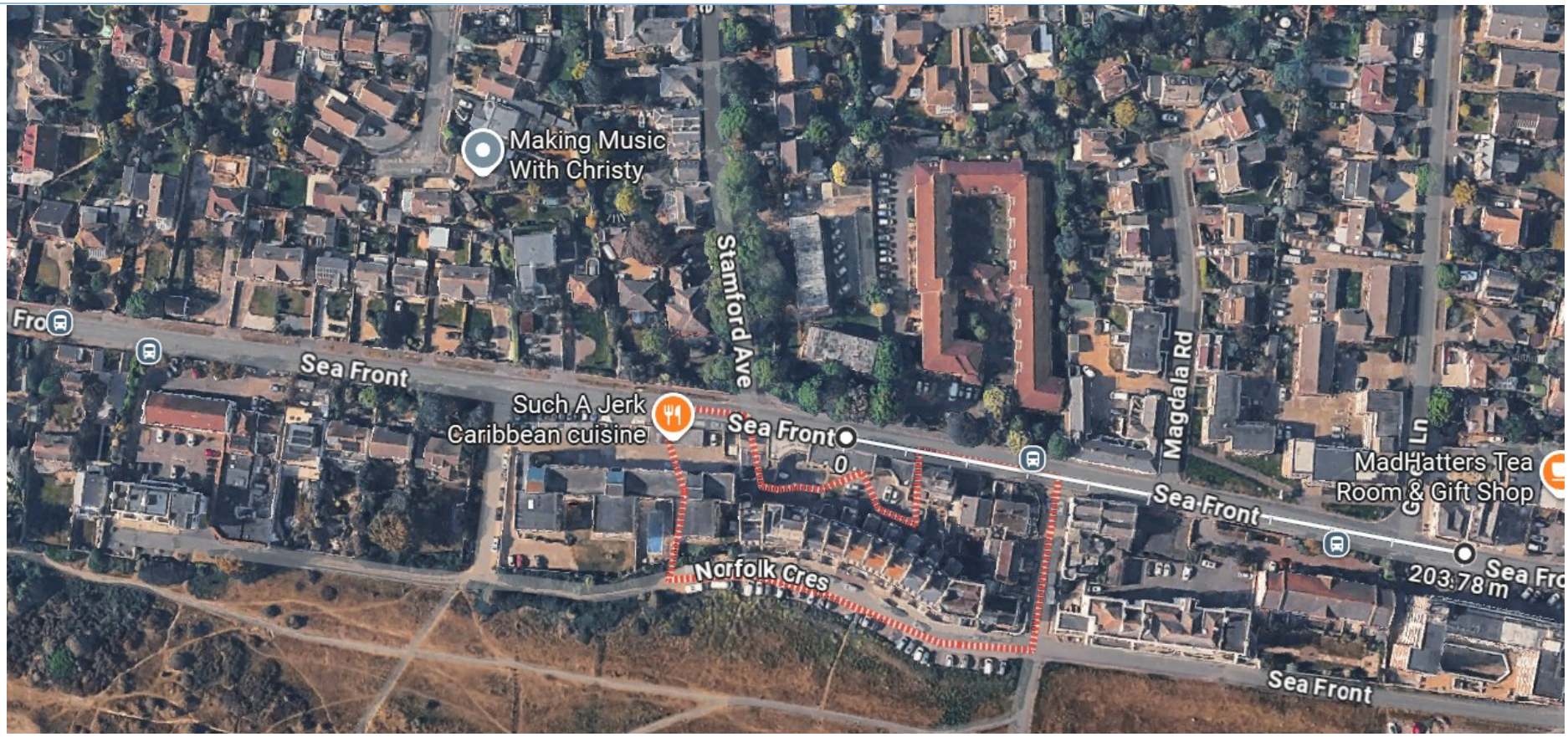
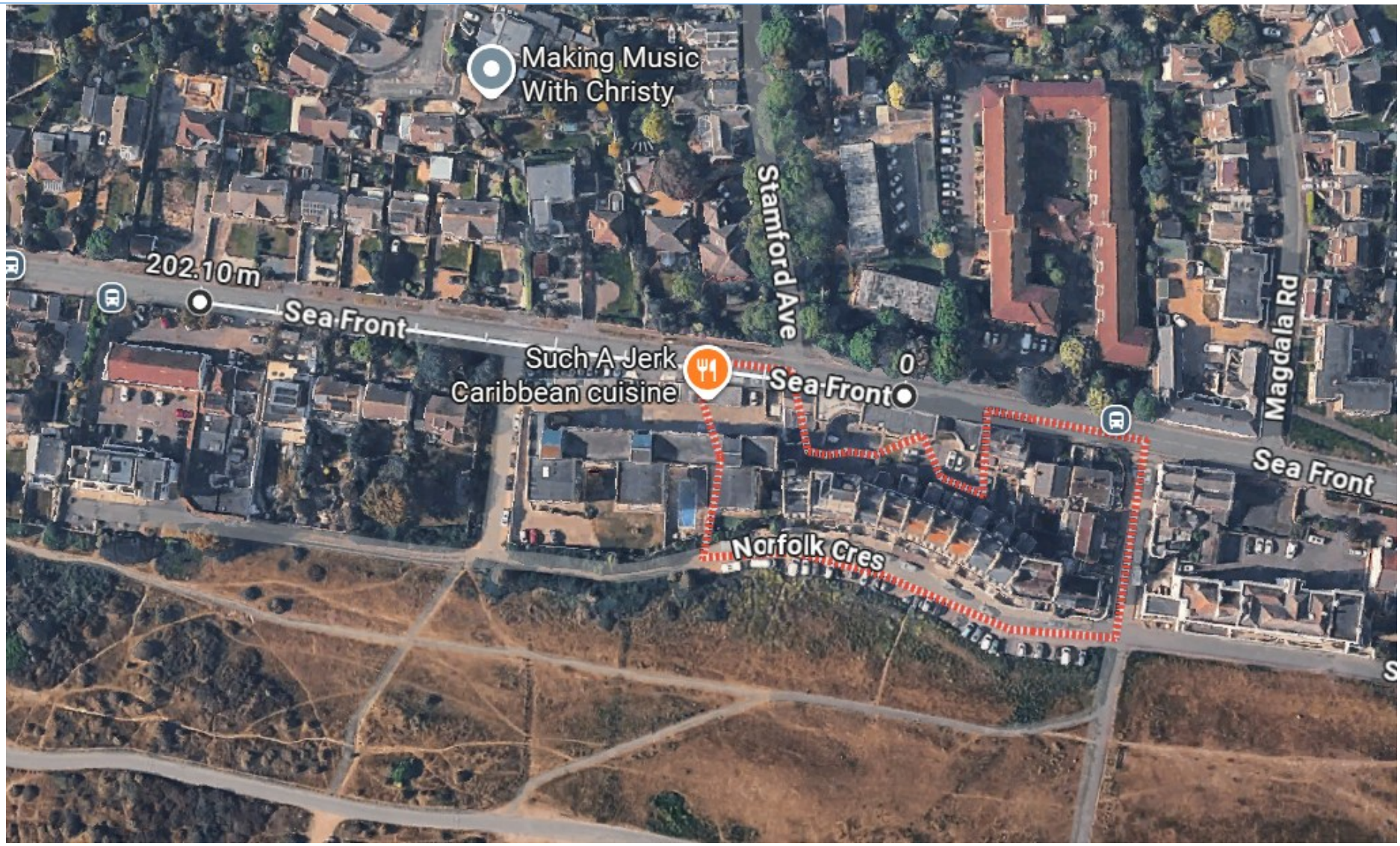

Making Music
With Christy
Stamford Ave
Magdala Rd
Sea Front
Such A Jerk
Caribbean cuisine
Sea Front
Sea Front
Norfolk Cres
Sea Front


Making Music
With Christy
Stamford Ave
Sea Front
Such A Jerk
Caribbean cuisine
Sea Front
0
Magdala Rd
MadHatters Tea
Room & Gift Shop
Sea Front
203.78 m
Norfolk Cres
Sea Front


Making Music
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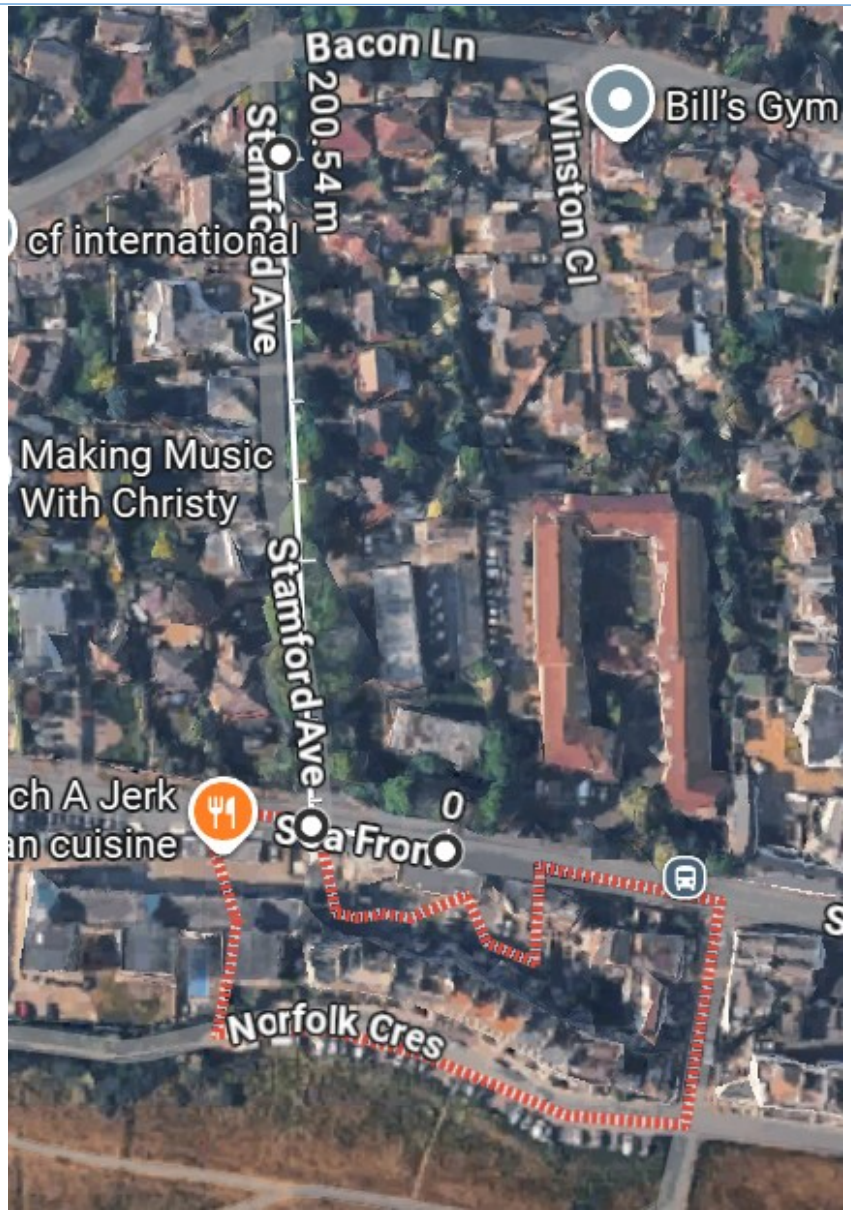
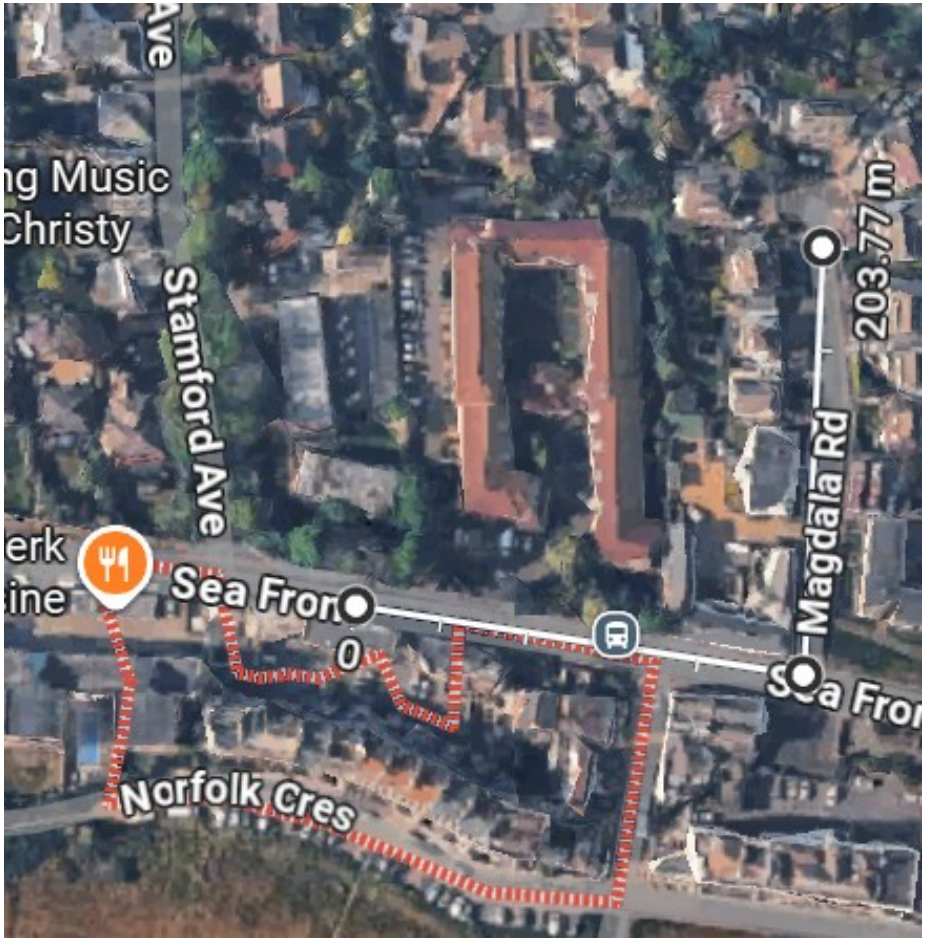
Magdala Rd
Sea Front
Norfolk Cres

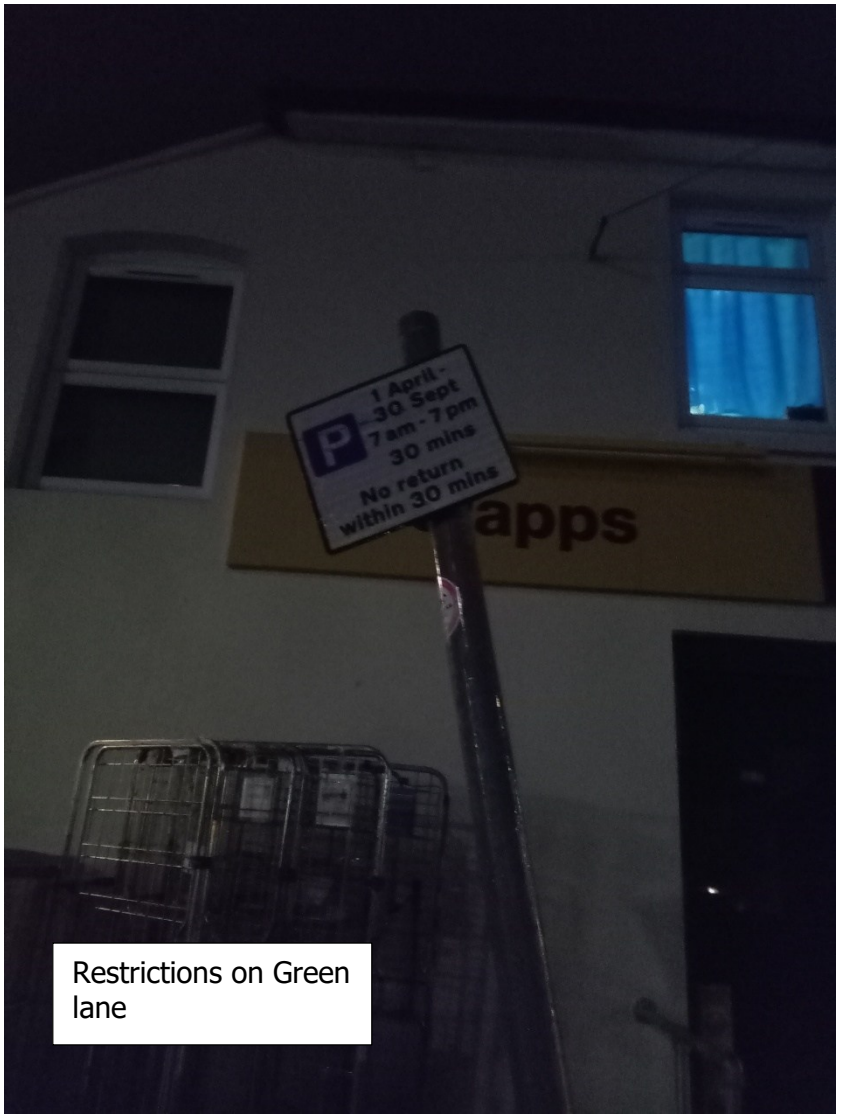

Bacon Ln
200.54 m
Bill's Gym
Winston Cl
Stamfcd Ave
cf international
Making Music
With Christy
Stamford Ave
ch A Jerk
an cuisine
0
Norfolk Cres


Stamford Ave
203.77 m
Magdala Rd
Sea Fron
0
Norfolk Cres

Appendix B

Street Name	Location W3W	Direction from Property	Distance from Property in M	Useage	Vehicles on First Survey (14/01/26)	Vehicles on Second Survey (21/01/26)
Carpark	///waffle.prospered.res	Behind	0m	Car park 19 spaces	8	10
Sea front		East	0-200m	Double yellow lines both sides	0	0
Sea front	///rumbles.tickling.cloc	East (North side)	20m	Dropped curb into carpark	8	7
Sea front	///fever.belief.ticked	East (North side)	26m	Dropped curb to car park		
Sea front	///servers.cycle.heaver	East (North side)	60m	Bus stop		
Sea front	///limes.penny.proteste	East (North side)	100-106m	Entrance to magdala rd		
Sea front	///hopes.etchings.stoo	East (North side)	175-189m	Green Lane		
Sea front	///merchant.messy.flop	East (North side)	250m	round about		
Sea front	///things.presumes.am	East (south side)	160m	Bus stop		
Sea front	///indicates.operating.a	East (south side)	100m	Road closed off		
Sea front		East (North side)	87m	dropped curb		
Sea front		East (North side)	104m	dropped curb		
Sea front		East (North side)	120m	dropped curb		
Sea front						
Sea front	///prompts.raking.befitt	West (South side)	50-70m	Cars parked off road	6	6
Sea front	///lorry.curls.emotional	West (South side)	75-90m	Entrance to..		
Sea front	///flesh.unique.support	West (South side)	90-140	Cars parked off road	11	11
Sea front		West (both sides	0-200m	double yellow		
Sea front	///reduction.posting.ind	West (north Side)	30m	Entrance to Stamford ave		
Sea front	///mailboxes.uttering.be	West (South side)	187m	Bus stop		
Magdala RD	///compress.organ.live	North (west side)	130m	Entrance to car park	14	
Magdala RD		North (both Sides)	100-208m	double yellow		
Magdala RD	///unrated.resist.filer	North (East Side)	140m	Cars parked on double yellow	2	2
Green Lane		North (both sides)	175-367m	Double yellow		
Green Lane	///walnuts.signed.nothi	North (west side)	195m	Off street parking	7	8
Green Lane	///progress.angry.yelle	North (west side)	230m	Entrance to padwick Court	7	5
Green Lane	///belt.madness.micro	North (east side)	187-207m	Shop parking	1	1
Green Lane	///repeat.easygoing.en	North (east side)	330m	Car parked outside of house	0	1
Stamford ave	///jubilant.wolf.forwarde	North (East side)	60m	Off street parking	8	8
Stamford ave		North (Both Sides)	30- 225m	No pavements & double yellow		
Unknown Road name	///dollar.irony.pelt	West	110-160m	Vehicles parked	9	7
Unknown Road name	///supposed.tycoons.ap	East	100-150m	Vehicles Parked	6	8
Norfolk Cres	///hockey.swear.aunts	South	154-269m	vehicles parked in bays	36	31
Norfolk Cres	///flinch.owes.dreamers	South	164m	Private parking	1	0
Sea front	///persuade.charts.stoo	South-East	156-345m	Double yellow		

Appendix C – Sample images showing restrictions on the roads.



Restrictions on Green lane

Norfolk Mews and Entry to their car parking.

Stamford Ave – Double yellow restrictions

Magdala Road – Double yellow restrictions

Sea front – Double yellow restrictions

Norfolk Crescent – Parking in unrestricted parking bays.