

Project Name:	Canada Road, Arundel
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1. INTRODUCTION

- 1.1 This Technical Note (TN) has been prepared by Paul Basham Associates to support a planning application for 5 x two-bedroom dwellings at 1-7 Canada Road, Arundel. The site location is demonstrated in **Figure 1** and the layout is attached in **Appendix A**.

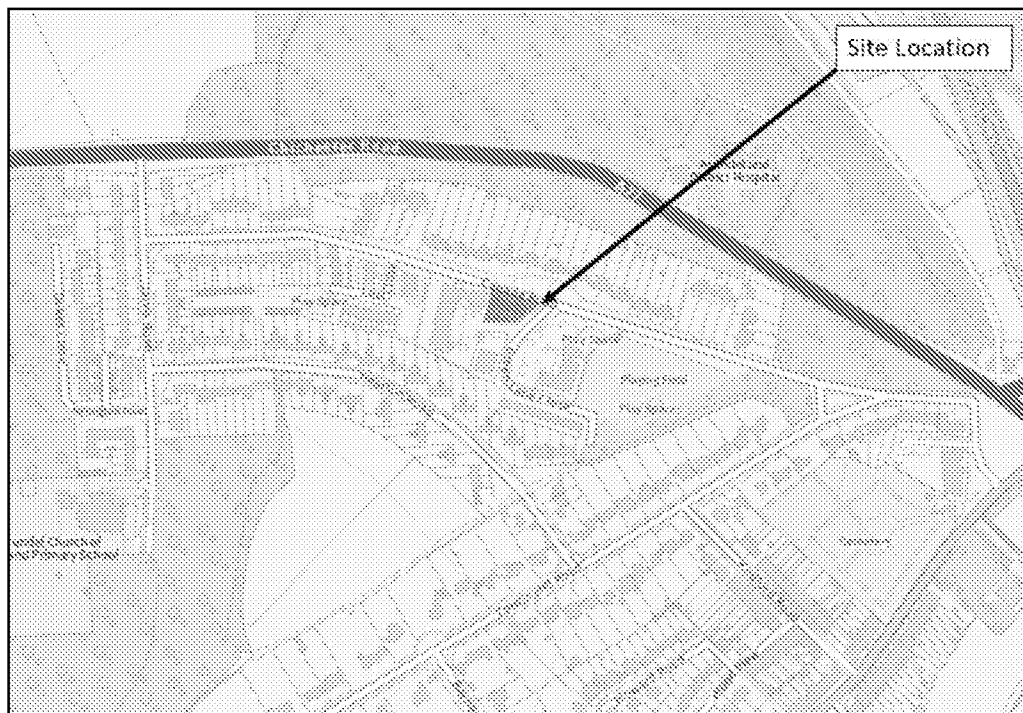


Figure 1: Site Location

2. PLANNING HISTORY

- 2.1 A planning application was submitted and approved in 2018 for 5 two-bedroom dwellings at 1-7 Canada Road (AB/4/18/PL). This included the submission of a car parking survey on roads surrounding the site to establish car parking capacity overnight (undertaken in September 2016).
- 2.2 Given the time which has passed since the application was approved, the survey scope used within the original application has been repeated to provide updated results. Given the 2016 surveys included dropped kerbs, white lining and double yellow lining in their inventory, no meaningful comparison can be concluded.
- 2.3 This report summarises the results of parking surveys undertaken on the 1st of December and 2nd December 2021, using a similar methodology to the 2016 survey. The full results are attached as **Appendix B**.

3. DEVELOPMENT PROPOSALS

- 3.1 This application proposes the demolition of four existing bungalows and the construction of 5 x two-bedroom dwellings, resulting in an overall increase of one unit. Six car parking spaces are proposed, in line with the approved plans submitted as part of the previous planning application.
- 3.2 One of the six parking spaces is proposed at the rear of unit 1, accessed via Hill Terrace. The remaining 5 are proposed as in-set bays on Canada Road, directly in front of the proposed residential units, which was previously approved. Cycle parking storage is proposed within each rear garden.
- 3.3 It is proposed that a section of land in between the units and the highway boundary will be adopted by ADC. This will result in a reduction of on-street car parking capacity by 6 vehicles on Canada Road, however the development proposals only result in a net increase of one residential unit, and no parking is provided currently.
- 3.4 It should also be noted that the proposed development on Ellis Close to provide 3 new residential properties will replace an area of hard standing accommodating up to 18 vehicles. This note will also consider the combined impact of both developments on parking stress (- 24 vehicle spaces).

4. PARKING SURVEYS AND METHODOLOGY

4.1 The methodology used for the survey was guided by the Lambeth methodology and the previous parking capacity survey, accepted and approved in 2018 application by ADC. The survey methodology was as follows:

- Study area includes Canada Road, Ellis Close, Green Lane Close, Pearson Road. Hill Terrace provides access to a private car park and as such signs prohibit vehicles from obstructing the footway or access. The road is narrow in width; therefore, vehicles cannot park here without parking half on the footway. Therefore, this has not been included in the survey.
- 2 x Snapshot surveys undertaken between 2330 – 0500 (Monday, Tuesday, Wednesday or Thursday).

4.2 The surveys were undertaken on Wednesday 1st December 2021 at 00:30 hours and Thursday 2nd December 2021 at 00:30 hours. The area included within the survey is provided below in **Figure 2**, along with the type of parking on each road.

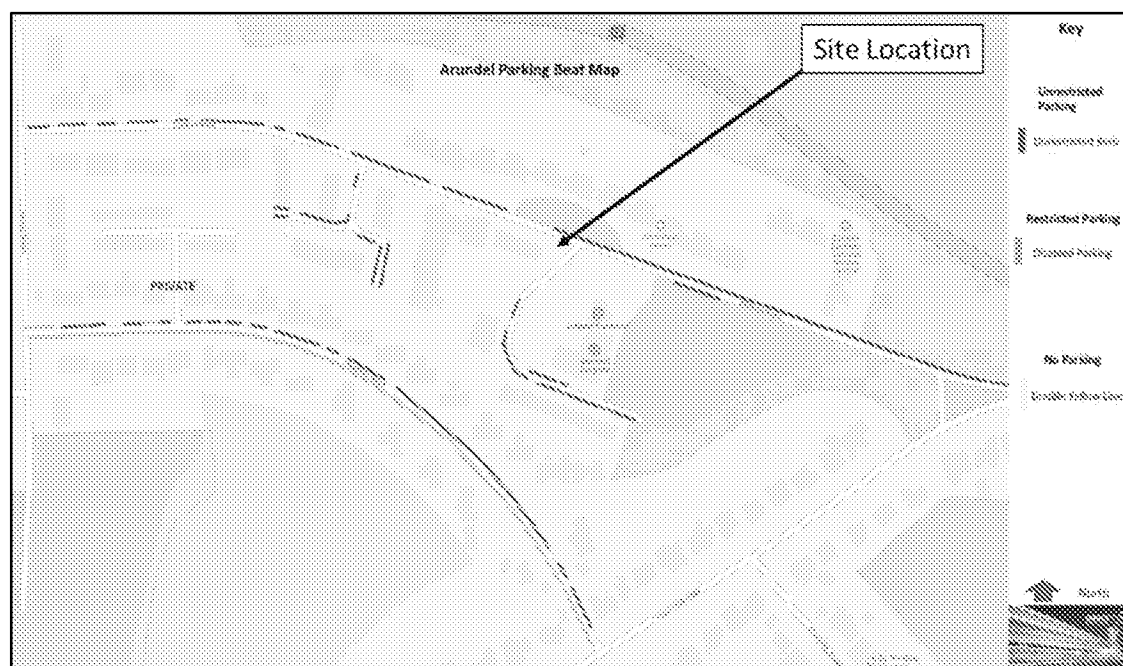


Figure 2: Parking Survey Area

4.3 The surveyed time of 00:30 provides a robust assessment as this is when the highway is expected to have the greatest demand for parking. Consequently, the resulting figures from the survey present the worst-case scenario.

4.4 The results of the first survey are summarised in **Table 1**.

Road Name	Number of Spaces Available	Number of Spaces Occupied	Number of Spaces Empty	Total Occupied %
Canada Road	119	83	36	70%
Ellis Close	28	23	5	82%
Green Lane Close	20	15	5	75%
Pearson Road	46	35	11	76%
Total	213	156	57	73%

Table 1: Parking Survey Results – Wednesday 1st December 2021

4.5 The results of the second survey are summarised in **Table 2**.

Road Name	Number of Spaces Available	Number of Spaces Occupied	Number of Spaces Empty	Total Occupied %
Canada Road	119	86	33	72%
Ellis Close	28	20	8	71%
Green Lane Close	20	14	6	70%
Pearson Road	46	37	9	80%
Total	213	157	56	74%

Table 2: Parking Survey Results – Thursday 2nd December 2021

4.6 The survey results demonstrate that the study area currently provides capacity for up to 213 vehicles to park. This will reduce to 189 spaces following the development proposals (-6 on Canada Road from the proposed in-set bays and -18 from the removal of hardstanding at Ellis Close). In addition, five spaces are designated as disabled within the study area, one at the eastern end of Pearson Road, two on Green Lane Close and two at the western end of Canada Road.

4.7 The highest level of parking was recorded on Wednesday, however the survey results are comparable on both days. **Table 2** illustrates that 157 vehicles were parked, which equates to 26% spare capacity (total of 213 spaces) or 17% (total of 189 spaces). This equates to 32 spaces being available when considering the impact of the development proposals. It should be noted that the development proposals on Canada Road will only result in a net increase of one unit, and the existing units do not provide any parking.

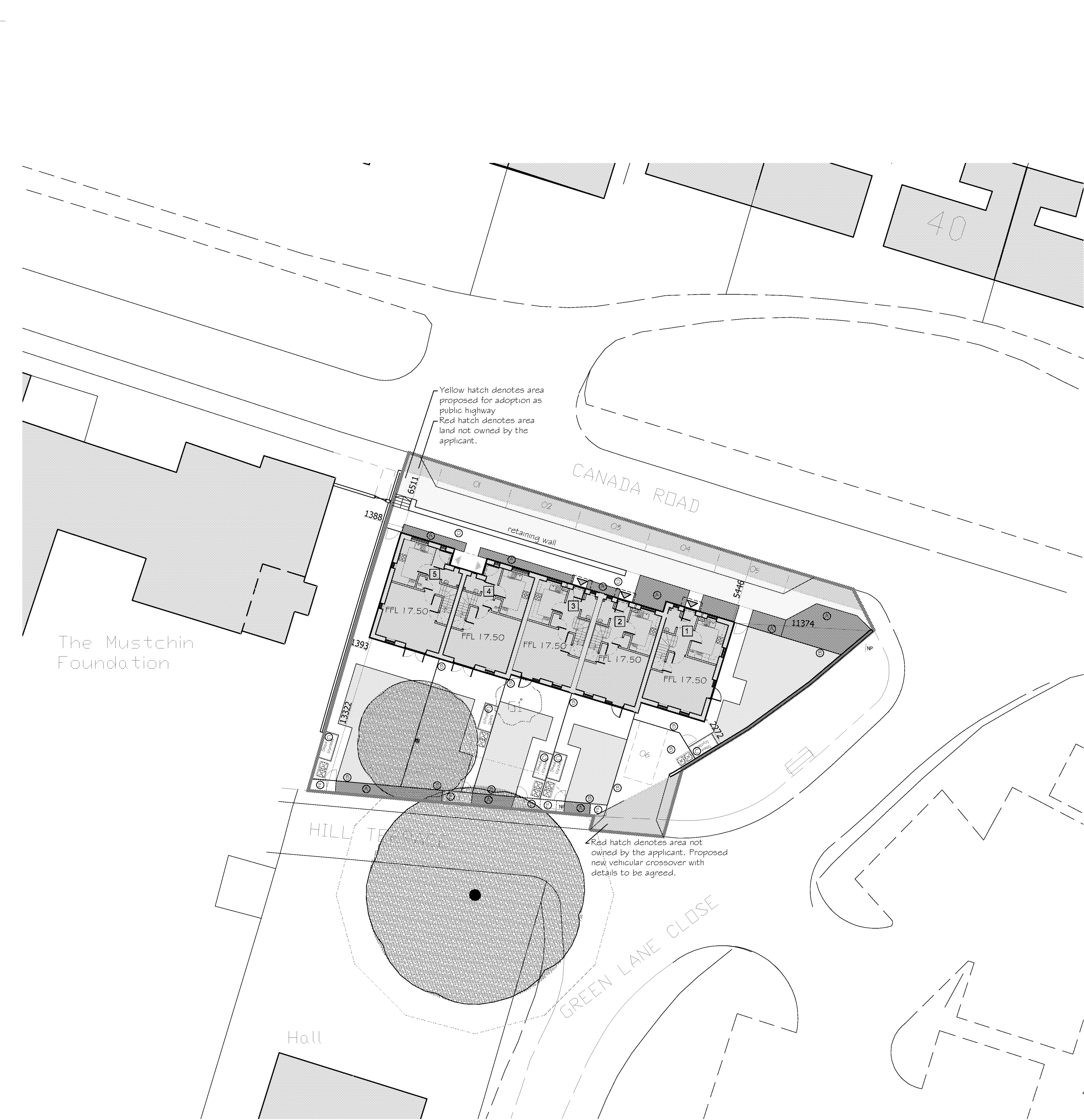
4.8 Of the five disabled bays, 3 were observed to be free on both survey nights, representing 40% stress.

4.9 It is also noted that no vehicles were observed to be parked illegally/obstructively on either of the surveys.

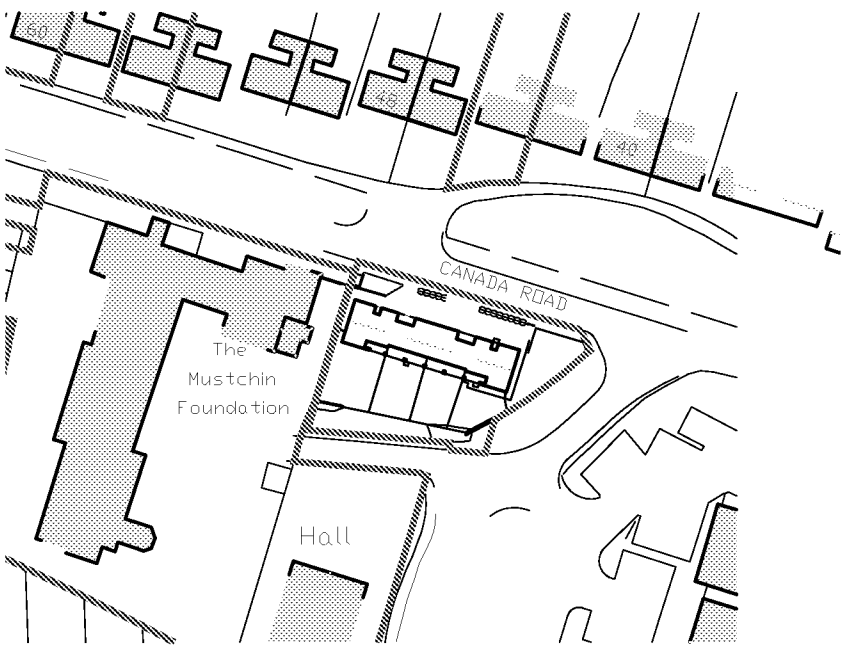
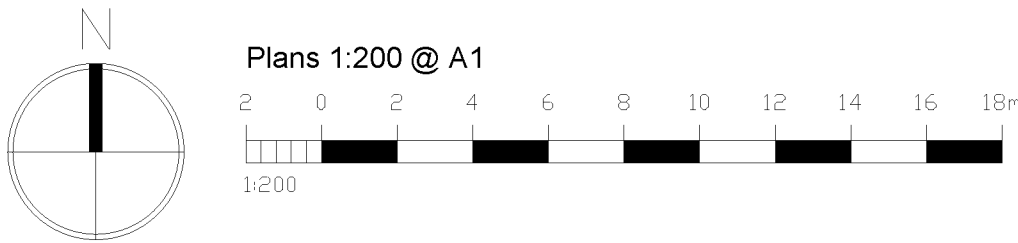
5. SUMMARY AND CONCLUSION

- 5.1 This Technical Note has been prepared by Paul Basham Associates to support a planning application for 5 x two-bedroom dwellings at 1-7 Canada Road, Arundel. The purpose of this report has been to provide the details of an up-to-date parking capacity survey for the application and assess whether the level of expected vehicle displacement can be suitably accommodated by the surround highway network.
- 5.2 The development proposals will provide five on-street inset parking bays on Canada Road and one at the rear of Unit 1 on site. This will result in a reduction of six vehicles accommodated on street. This note has also considered the combined impact of the proposed development at Ellis Close, which will result in a reduction of 18 vehicle spaces.
- 5.3 Parking surveys undertaken in December 2021 demonstrate that up to 213 vehicles could be accommodated within the study area, which would reduce to 189 following the development proposals, with a further 5 accessible spaces. During the survey period, up to 157 vehicles were observed to park (excluding disabled spaces). Therefore, even after the development proposals reduce the overall level of parking available, parking demand can be accommodated on-street. No illegal or obstructive parking was observed at the time of the survey.
- 5.4 The results of the parking survey therefore indicates that there is sufficient capacity on the surrounding highway network to accommodate the vehicle spaces removed as part of the combined development proposals at Canada Road and Ellis Close.
- 5.5 We therefore encourage ADC to look favourably upon this development from a highway perspective.

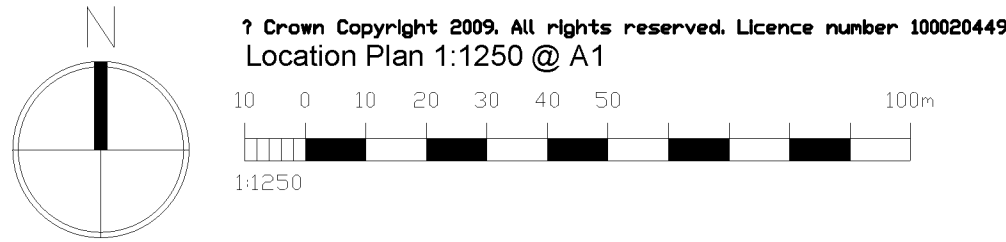
Appendix A



Site Plan 1:200



Location Plan 1:1250



KEY

- A: Planting including shrubs, native species to encourage bio-diversity.
- B: 1800mm close boarded fence.
- C: Secure sheds for cycle storage.
- D: Footpaths, patios and garden paths to be 450 x 450 x 50mm light coloured paving slabs.
- E: Bin Collection Point

Notes

- This drawing is the copyright of MH Architects Ltd
- Do not scale this drawing except for Local Authority planning purposes
- All dimensions must be checked on site by the contractor prior to commencement of the works.

Rev.	Revision	By	Date	Check	Date
A	Unit 5 changed to 2 bed. Minor alterations throughout to comply with space standards etc. House lengthened to increase area. Parking made unallocated and altered to comply. Gardens altered and paths added.	CHS	21.12.17	NKS	03.01.18
B	Blue site line added to adjacent council owned land.	CHS	15.01.18		
C	Dimensions added.	CHS	26.01.18		
D	Kitchen window of unit 1 amended to suit units.	CHS	16.02.18		
E	Unit positioning changed. Car parking moved to front of site, with rear gardens amended. New crossover added at rear to allow vehicle access to Unit 1. Blue boundaries added to Site Location plan. Boundary line adjusted to incorporate highways land in yellow. Site Section Boundary line adjusted to The Mustchin Foundation.	AM	26.07.18	CHS	
F	Pedestrian footpath increased to 2m and area for adoption added.	YM	29.08.18	CHS	30.08.18
		YM	19.09.18	CHS	19.09.18

SCHEDULE OF ACCOMMODATION

UNIT	ACCOMMODATION	Internal Area
1, 2 & 3	4 person 2 bed house	79.4 sq. m
4 & 5	4 person 2 bed chalet bungalow	80.3 sq. m
TOTALS:-		
	05 dwellings	398.8sq. m
Development Site		0.089 Ha
Site Density		56.18 Units/Ha
Car Parking	5 unallocated spaces, 1 allocated	
	TOTAL = 6 spaces	
Cycle Parking:	1 secure cycle space per dwelling in sheds (see plans)	
Refuse & recycling :	Recycling space in all kitchens to meet CISH. Refuse vehicle collection at rear of the site bins stored in rear gardens	

Key :

- Planning application boundary
- Boundary of adjacent land owned by the applicant



Street Scene, Canada Road 1:200

Residential Re-development

Canada Road
Arundel
Arun District Council

Project & Drawing title

location plan, site plan
and street scene

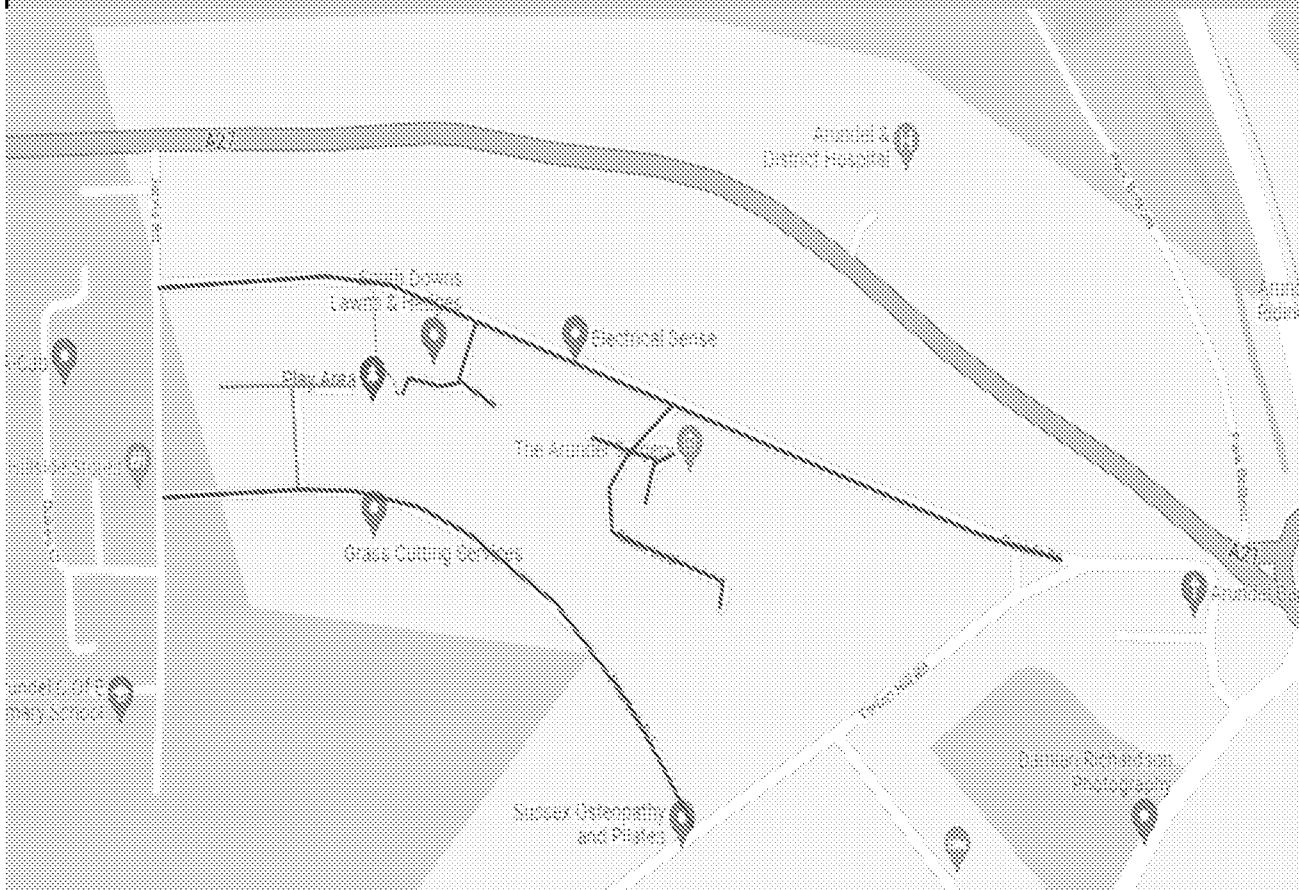
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Job N° 16/021	Drawing N° 01	Rev. F		
Status PLANNING				

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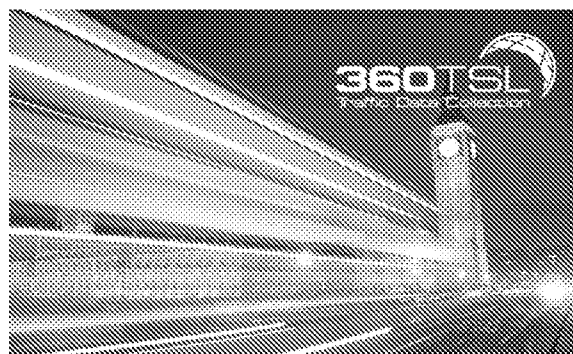
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ARCHITECTS

Appendix B

Ellis Close & Canada Road, Arundel



Thursday 2nd December 2021



ARUN DISTRICT COUNCIL AB/148/21/PL

SURVEY DETAILS

Survey Type	PARKING BEAT SURVEY	
Methodology		
Guidance	London Borough of Lambeth	
Site	Ellis Close & Canada Road, Arundel	
Survey Area	As advised by client	
Date/s	Wednesday 1st December 2021	Thursday 2nd December 2021
Time/s	00:30 - 05:30hrs	
Beat Frequency	Snapshot	
Unit for 1 Unmarked Lengthwise Space (m)	5	
Unit for 1 Unmarked Crosswise Space (m)	2.5	
Areas Excluded From Survey	Private parking spaces, private roads and off road parking (unless requested in survey specification).	
Sections of road excluded from parking capacity calculation	First 7.5m from junction mouth (for reasons of highway safety). Crossovers, dropped kerbs, build-outs, traffic islands, 24/7 illegal parking. Sections of legal lengthwise parking between illegal parking (crossover, dropped kerbs, double yellow etc) that measure less than the unit specified for 1 space. Where the width of the road is such that parking on both sides would cause an obstruction. In this instance one side of the road has been excluded from the capacity calculation.	
Parking excluded from stress calculation	Skips or any other non-vehicle occupying a parking space (but noted separately if observed). Any illegal parking on double yellow lines, crossovers, keep clear lines etc (but noted separately if observed).	
Terminology	"Parking Stress" - Calculation to express the number of parked vehicles as a percentage of available parking for each parking type. Stress can be over 100% if cars are small and/or parked very closely together. "Parking Capacity Calculation" - Measurement of each length of road between illegal parking (e.g. crossovers, traffic islands, double yellow etc) converted into parking spaces by rounding down to the nearest unit assigned to one parking space and dividing this figure by the unit. "Lengthwise Parking" - Vehicles parked in a lengthwise orientation with wheels parallel to the kerbside. "Crosswise Parking" - Vehicles parked in a crosswise orientation (as seen in car parks or wide sections of road)	

Unrestricted Parking

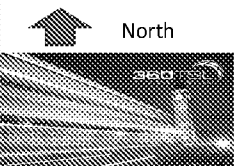
 Unrestricted Kerb

Restricted Parking

 Disabled Parking

No Parking

Double Yellow Lines



PARKING STRESS TABLES

Restriction 1					Unrestricted Kerb					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Wednesday 1st December 2021			Thursday 2nd December 2021		
					00:30			00:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Canada Road	470	94	25	119	83	36	70%	66	33	72%
Ellis Close	40	8	20	28	23	5	82%	20	5	71%
Green Lane Close	100	20	0	20	15	5	75%	14	6	70%
Pearson Road	230	46	0	46	35	11	76%	37	9	80%
Total	840	168	45	213	156	57	73%	157	56	74%

Restriction 2					Disabled Parking					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Wednesday 1st December 2021			Thursday 2nd December 2021		
					00:30			00:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Canada Road	10	2	0	2	1	1	50%	1	1	50%
Green Lane Close	10	2	0	2	1	1	50%	1	1	50%
Pearson Road	5	1	0	1	0	1	0%	0	1	0%
Total	25	5	0	5	2	3	40%	2	3	40%

Illegal/Obstructive Parking			Wednesday 1st December 2021		Thursday 2nd December 2021	
Location	Description		00:30		00:30	
			Occupied		Occupied	
			0		0	
Total			0		0	

PARKING CAPACITY MEASUREMENTS

A working table showing kerbside measurements for each parking type.

Location	Side of Road & Measuring Orientation	Parking Type	Section Length (m)	Crosswise Spaces or Lengthwise Marked Bays	Number of Crosswise Spaces or Marked Bays	Unit Round Down (If Lengthwise & Unmarked)	Total Spaces
Canada Road	N E-W	Unrestricted Kerb	24.2			24	49
Canada Road	N E-W	Unrestricted Kerb	16.8		6	0	6
Canada Road	N E-W	Unrestricted Kerb	24.1			24	4
Canada Road	N E-W	Crossover	4.6			0	5
Canada Road	N E-W	Unrestricted Kerb	26.2			25	5
Canada Road	N E-W	Unrestricted Kerb	10.3		4	0	4
Canada Road	N E-W	Crossover	3.5			0	0
Canada Road	N E-W	Unrestricted Kerb	4		1	0	1
Canada Road	N E-W	Unrestricted Kerb	46.2			45	9
Canada Road	N E-W	Crossover	6.2			5	1
Canada Road	N E-W	Unrestricted Kerb	26.9			25	5
Canada Road	N E-W	Crossover	4			0	0
Canada Road	N E-W	Unrestricted Kerb	2.9		1	0	1
Canada Road	N E-W	Crossover	4.7			0	5
Canada Road	N E-W	Unrestricted Kerb	3.1		1	0	1
Canada Road	N E-W	Unrestricted Kerb	65.9			65	13
Canada Road	N E-W	Crossover	7.3			0	1
Canada Road	N E-W	Unrestricted Kerb	7.9			0	1
Canada Road	N E-W	Crossover	10			10	2
Canada Road	N E-W	Unrestricted Kerb	5.1			5	1
Canada Road	N E-W	Disabled Parking	5			5	1
Canada Road	N E-W	Crossover	5.8			5	1
Canada Road	N E-W	Unrestricted Kerb	13.6			10	4
Canada Road	N E-W	Crossover	11.3			10	4
Canada Road	N E-W	Unrestricted Kerb	9.7			5	1
Canada Road	N E-W	Crossover	15.4			15	3
Canada Road	N E-W	Disabled Parking	5.1			5	1
Canada Road	N E-W	Crossover	7.7			5	1
Canada Road	N E-W	Unrestricted Kerb	27.1			25	5
Canada Road	N E-W	Crossover	5.5			5	1
Canada Road	S W-E	Crossover	4.2			0	0
Canada Road	S W-E	Too Narrow to Park	12.9			10	4
Canada Road	S W-E	Crossover	5.6			5	1
Canada Road	S W-E	Too Narrow to Park	5.6			5	1
Canada Road	S W-E	Crossover	5.5			5	1
Canada Road	S W-E	Too Narrow to Park	7.3			5	1
Canada Road	S W-E	Crossover	3.8			0	0
Canada Road	S W-E	Too Narrow to Park	47.7			45	2
Canada Road	S W-E	Crossover	6.5			5	1
Canada Road	S W-E	Too Narrow to Park	59			55	11
Canada Road	S W-E	Crossover	3.6			0	0
Canada Road	S W-E	Too Narrow to Park	20.2			20	4
Canada Road	S W-E	Crossover	6.5			5	1
Canada Road	S W-E	Too Narrow to Park	79.3			75	5
Canada Road	S W-E	Junction	16.3			15	3
Canada Road	S W-E	Too Narrow to Park	41.8			40	5
Canada Road	S W-E	Crossover	2.7			0	0
Canada Road	S W-E	Too Narrow to Park	73.8			70	14
Canada Road	S W-E	Junction	15.7			15	3
Canada Road	S W-E	Too Narrow to Park	52.9			50	10

Canada Road	S W E	Crossover	3.7			0	0
Canada Road	S W E	Too Narrow to Park	70.5			70	14
Canada Road	S W E	Unrestricted Kerb	30.1		12	0	12
Canada Road	S W E	Too Narrow to Park	46			46	9
Canada Road	S W E	Crossover	4.6			0	0
Canada Road	S W E	Too Narrow to Park	14			10	2
Canada Road	S W E	Junction	0.5			0	1
Canada Road	S W E	Too Narrow to Park	33.2			30	6
Ellis Close	W N S	Crossover	6.1			0	1
Ellis Close	W N S	Unrestricted Kerb	3.2			0	0
Ellis Close	W N S	Crossover	30.5			30	6
Ellis Close	W N S	Unrestricted Kerb	29			25	5
Ellis Close	W N S	Crossover	5.5			0	1
Ellis Close	W N S	Unrestricted Kerb	0.5			0	1
Ellis Close	S W E	Unrestricted Kerb	4.1			0	0
Ellis Close	S W E	Unrestricted Kerb	9		2	0	2
Ellis Close	S W E	Too Narrow to Park	8			0	1
Ellis Close	S W E	Crossover	0.4			0	1
Ellis Close	S W E	Too Narrow to Park	0.9			0	0
Ellis Close	S W E	Crossover	15.4			15	3
Ellis Close	S W E	Unrestricted Kerb	10.7			10	2
Ellis Close	S W E	Crossover	3.7			0	0
Ellis Close	S W E	Unrestricted Kerb	21.3		8	0	8
Ellis Close	E S N	Unrestricted Kerb	26.4		10	0	10
Ellis Close	E S N	Too Narrow to Park	23.2			20	4
Ellis Close	E S N	Crossover	16.7			10	2
Ellis Close	E S N	Too Narrow to Park	6.6			0	1
Ellis Close	E S N	Crossover	2.5			0	0
Ellis Close	E S N	Too Narrow to Park	0.9			0	0
Green Lane Close	W N S	Crossover	4			0	0
Green Lane Close	W N S	Too Narrow to Park	13.1			10	2
Green Lane Close	W N S	Crossover	3.7			0	0
Green Lane Close	W N S	Too Narrow to Park	17.4			10	2
Green Lane Close	W N S	Junction	13.6			10	2
Green Lane Close	W N S	Unrestricted Kerb	12.1			10	2
Green Lane Close	W N S	Crossover	4.4			0	0
Green Lane Close	W N S	Unrestricted Kerb	23.5			20	4
Green Lane Close	W N S	Crossover	5.4			0	1
Green Lane Close	W N S	Unrestricted Kerb	13.7			10	2
Green Lane Close	W N S	Disabled Parking	6.2			0	1
Green Lane Close	W N S	Unrestricted Kerb	21.9			20	4
Green Lane Close	W N S	Disabled Parking	5.6			0	1
Green Lane Close	W N S	Unrestricted Kerb	23.3			20	4
Green Lane Close	W N S	Crossover	10.9			10	2
Green Lane Close	N E W	Too Narrow to Park	4.2			0	0
Green Lane Close	N E W	Crossover	4.4			0	0
Green Lane Close	N E W	Too Narrow to Park	26.7			20	5
Green Lane Close	N E W	Unrestricted Kerb	23.5			20	4
Green Lane Close	N E W	Too Narrow to Park	45.6			40	10
Green Lane Close	N E W	Junction	16.5			10	2
Green Lane Close	N E W	Too Narrow to Park	23.4			20	4
Pearson Road	N E W	Too Narrow to Park	11			10	2
Pearson Road	N E W	Crossover	3.7			0	0
Pearson Road	N E W	Unrestricted Kerb	26			20	5
Pearson Road	N E W	Crossover	7.3			0	1

Pearson Road	N E W	Unrestricted Kerb	5.1			5	1
Pearson Road	N E W	Crossover	14			10	3
Pearson Road	N E W	Unrestricted Kerb	102.2			100	20
Pearson Road	N E W	Crossover	9.7			5	1
Pearson Road	N E W	Unrestricted Kerb	21.1			20	4
Pearson Road	N E W	Crossover	6.5			5	1
Pearson Road	N E W	Unrestricted Kerb	3.2			5	3
Pearson Road	N E W	Crossover	5.1			5	1
Pearson Road	N E W	Unrestricted Kerb	42.2			40	5
Pearson Road	N E W	Crossover	9			5	1
Pearson Road	N E W	Unrestricted Kerb	11			10	3
Pearson Road	N E W	Crossover	8.4			5	1
Pearson Road	N E W	Unrestricted Kerb	6.8			5	1
Pearson Road	N E W	Crossover	14.2			10	2
Pearson Road	N E W	Unrestricted Kerb	6.6			5	1
Pearson Road	N E W	Crossover	5.5			5	1
Pearson Road	N E W	Unrestricted Kerb	3.3			5	3
Pearson Road	N E W	Double Yellow Line	23			20	4
Pearson Road	N E W	Unrestricted Kerb	10.7			10	2
Pearson Road	N E W	Crossover	4.7			5	5
Pearson Road	N E W	Unrestricted Kerb	7.5			5	1
Pearson Road	N E W	Crossover	9			5	1
Pearson Road	N E W	Disabled Parking	7.5			5	1
Pearson Road	N E W	Unrestricted Kerb	7.1			5	1
Pearson Road	N E W	Crossover	12			10	2
Pearson Road	N E W	Double Yellow Line	15.0			15	2
Pearson Road	S W E	Double Yellow Line	412			410	58