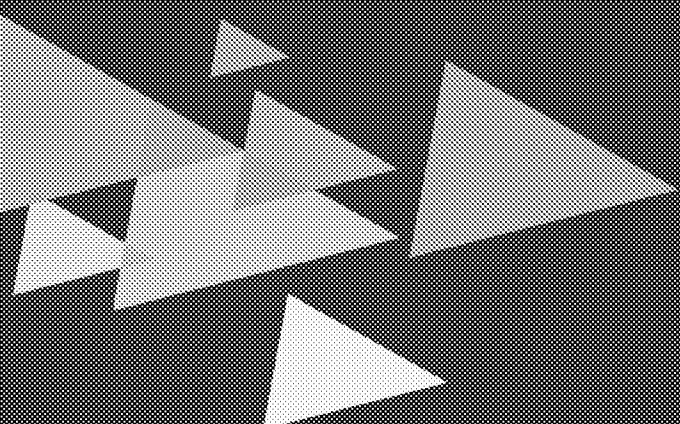




Residential Development
75 Highfield Road, Bognor Regis

Parking Statement

For

Mrs Trish Paul

Document Control Sheet

Residential Development

75 Highfield Road, Bognor Regis

Mrs Trish Paul

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
10 th April 2019	1	Chris Saunders	John Russell

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1.0 Introduction

- 1.1 Motion is a transport planning and infrastructure consultancy with extensive experience in advising clients from both the public and private sector in the development field in all aspects of transport planning, highways and traffic impact assessment.
- 1.2 Motion has been instructed to make representations with regards parking in relation to a planning application for the conversion and extensions of the existing five bed dwelling in to six flats (four x 2-bed units and two x 1-bed) units at 75 Highfield Road, Bognor Regis.
- 1.3 The existing building has one parking space to the front of the property which will be increase to two spaces. A previous planning application (Reference BR/215/18/PL) for a similar development was refused by Arun District Council on the grounds that insufficient parking was provided despite there being no objection from West Sussex County Council, the highway authority.
- 1.4 Arun District Council stated that the proposed parking provision would result in an increase in pressure for on-street parking spaces which will be harmful to the amenity of local residents by way of increased conflict/competition for existing spaces and the need for residents to park further away from their dwelling.
- 1.5 This statement examines these current proposals with regards the reason for refusal on the previous planning application and demonstrates that the proposals are in accordance with planning policy, are not considered to have any material, let alone severe impact on highways and that there is no valid reason for the proposals to be refused on highway grounds.
- 1.6 After this introduction the statement is set out as follows:
 - ✧ Section 2 considers the background information, including reason for refusal;
 - ✧ Section 3 examines planning policy relevant to the proposal;
 - ✧ Section 4 considers the key issues; and,
 - ✧ Section 5 provides a summary and conclusion.

2.0 Background

- 2.1 The application site is located on the west side of Highfield Road, Bognor Regis and is within one kilometre of the town centre and railway station. The site is therefore in a sustainable edge of town centre location which will enable residents to walk, cycle or even take a bus to access shops, services and employment services as acknowledged by the Arun District Council planning officer in the second paragraph at the top of page 10 of their delegated report in to planning application BR/215/18/PL, which is included within Appendix A.
- 2.2 Highfield Road is a residential road, which like neighbouring roads in the vicinity of the site has no parking restrictions, except in the vicinity of road junctions, thereby enabling local residents to park on street.
- 2.3 The existing dwelling consists of a five bed house, which are provided with one off road parking space, while the proposals consists of conversions and extensions of the existing building to provide four 2-bed dwellings and two 1-bed dwellings which will also be provided with two parking spaces.
- 2.4 Given the sustainable location of the site the Highway Officer at West Sussex County Council (WSSC) offered no objection to the planning application BR/215/18/PL stating that while parking was at a premium along Highfield Road in the immediate vicinity of the site, that parking was available within the surrounding area. The Highway Officers comments are included within Appendix B.
- 2.5 However, despite the positive comments from WSSC, ADC still refused planning application BR/215/18/PL for the following sole reason.
- "The proposed development does not include sufficient parking provision to meet the needs of future occupiers in accordance with the residential parking standards in use at the time and this will result in an increase in pressure for on-street parking spaces which will be harmful to the amenity of local residents by way of increased conflict/competition for existing spaces and the need for residents to park further away from their dwelling. It is therefore contrary to policies T SP1 and QE SP1 of the Arun Local Plan."*
- 2.6 This reason for refusal is considered in the context of local and national planning policy with regards the parking provision proposed for the current proposals in the ensuing sections of the report.

3.0 Planning Policy

Overview

- 3.1 There are several documents that contain planning policies relevant to transport. The key policy documents which set the context for the development proposals include:

- National Planning Policy Framework – July 2018; and
- Arun Local Plan – July 2018.

National Planning Policy Framework

- 3.2 The National Planning Policy Framework (NPPF), published in March 2012 and revised in July 2018, sets out a presumption in favour of sustainable development that recognises the importance of transport policies in facilitating sustainable development, and that planning decisions should have regard to local circumstances. In this regard, paragraph 108 on the NPPF states:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been -taken up, given the type of development and its location;*
- b) Safe and suitable access to the site can be achieved for all users; and,*
- c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be costly effectively mitigated to an acceptable degree."*

- 3.3 In relation to parking policy, paragraph 105 of the NPPF states that:

"If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- a) the accessibility of the development;*
- b) the type, mix and use of development;*
- c) the availability of and opportunities for public transport;*
- d) local car ownership levels; and,*
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."*

- 3.4 While paragraph 106 of the NPPF adds:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations well served by public transport. In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists"

Arun Local Plan – Adopted July 2018

- 3.5 Local policy is provided by the Arun Local Plan which was adopted in July 2018 and sets out the vision for Arun up to 2031. The document includes the strategic and development policies for the local area and the policies relevant to the refusal notice are as follows:

Policy T SP1 – Transport and Development

"To ensure that growth in the District strengthens Arun's economic base, reduces congestion, works to tackle climate change and promotes healthy lifestyles; the Council will ensure that development: provides safe access on to the highway network; contributes to highway improvements and promotes sustainable transport, including the use of low emission fuels, public transport improvements and the cycle, pedestrian and bridleway network.

The Council will support transport and development which:

a. Is designed to reduce the need to travel by car by identifying opportunities to improve access to public transport services and passenger transport services whilst making provision for safe access to the highway network through improvements to the existing road network and the promotion of vehicles which use low-carbon energy;

b. Is incorporated into the District's green infrastructure network and gives priority to pedestrian and cycle movements;

c. Protects committed and indicative lines of major road schemes from development and, where applicable, contributes towards new road schemes which improve north-south links between Bognor Regis and Littlehampton and the A27, to ensure that they are delivered in line with strategic growth in the District;

d. Incorporates appropriate levels of parking in line with West Sussex County Council guidance on parking provision and the forthcoming Arun Design Guide taking into consideration the impact of development upon on-street parking and;

e. Is supported by an effective and deliverable Transport Assessment which demonstrates that the transport effects of development on the local and strategic road network can be satisfactorily mitigated and a Travel Plan, which is effective and deliverable, and;

f. Explains how the development has been designed to:

i. accommodate the efficient delivery of goods and supplies;

ii. give priority to pedestrian and cycle movements and have access to high quality public transport facilities;

iii. create safe and secure layouts for traffic, cyclists and pedestrians whilst avoiding street clutter;

iv. incorporate facilities for charging electric and plug-in hybrid vehicles (where charging facilities are to be omitted from the development, evidence of market demand and viability must be provided); and

v. consider the needs of people with disabilities by all modes of transport.

g. Provides improved crossing points over the railway line to improve transport links between the coast and the A27, in particular at Ford."

Policy QE SP1 Quality of the environment

"The Council requires that all development contributes positively to the quality of the environment and will ensure that development does not have a significantly negative impact upon residential amenity, the natural environment or upon leisure and recreational activities enjoyed by residents and visitors to the District.

The location of existing industrial and commercial uses, including waste management uses, must be taken into consideration when assessing proposals for development sensitive to noise, light, odour and outputs to air. This is to ensure that land allocated for these uses are protected and to ensure that the amenity of new developments and facilities is safeguarded from the impacts of incompatible land uses."

- 3.6 Paragraph d of Policy T SP1, is the relevant section with regards the parking provision stated within the refusal reason and states that parking will be in line with the West Sussex County Council guidance on parking provision and the forthcoming Arun Design Guide. It is noteworthy that to date that Arun District Council do not have a Design Guide either adopted as a Supplementary Planning Document or a draft out for consultation.
- 3.7 Having further regard to Policy T SP1, car and cycle parking provision for new developments is assessed against WSCC's 'Guidance for Parking at New Residential Development' (September 2010). This guidance advocates the use of a car parking demand calculator, which calculates parking provision for residents and visitors based on a number of factors, such the type, tenure and size of dwellings and the number of allocated/unallocated parking spaces.

4.0 Parking Provision

- 4.1 The reason for refusal on transport grounds for the previous application BR/215/18/PL centres on the requirement that insufficient parking will be provided on the site which will lead to unacceptable parking pressures to occur on the surrounding highway network. To substantiate this, it must be shown that there is insufficient spare parking capacity on the adjacent highway network to accommodate any overspill parking, resulting in the required standards not being met.
- 4.2 As detailed within Section 3, parking provision for the site is calculated in accordance with the West Sussex County Council Guidance for Parking at New Residential Development' (September 2010). The guidance requires that residential parking provision is determined by using the West Sussex Residential Parking Demand Calculator which has been designed to calculate the number of parking spaces required at new residential development on a site specific basis. The calculator predicts levels of car ownership using information about the location (ward), unit type, unit tenure, unit size and the number of allocated spaces. The full guidance and the calculator is available on line at this address https://www.westsussex.gov.uk/media/1847/guidance_parking_res_dev.pdf
- 4.3 Table 4.1 below details the required parking provision and shortfall for both the existing and proposed developments using the parking demand calculator with the outputs provided within Appendix C.

Development	Parking Provision Required	Parking Provision Provided	Shortfall
Existing – Five bed house	2	1	1
Proposed – Two x 1-bed and Four x 2-bed flats	6	2	4

Table 4.1 – Parking Provision Requirements.

- 4.4 Table 4.1 shows that the existing dwelling requires a provision of two spaces, with one space provided, a shortfall of one space, while the proposed flats require a provision of six spaces, with two spaces provided, a shortfall of four spaces, increasing the shortfall by three spaces.
- 4.5 Therefore, to substantiate an objection on lack of parking, it will have to be shown that the shortfall of three spaces could not be accommodated on the adjacent highway network. To assess the current parking stress on the adjacent roads, parking stress surveys were undertaken on Tuesday 2nd April 2019 at 1.30am and on Wednesday 3rd April 2019 at 4.30am, when residential parking demand is at its highest. The surveys were undertaken using the nationally recognised Lambeth parking stress methodology, which cover the area where residents of a proposed development may want to park. This generally covers an area of circa 200m (or a 2 minute walk) around a site and the surveys covered the following roads:
- » Highfield Avenue;
 - » Gordan Avenue;
 - » Hersted Street;
 - » Ivy Lane;
 - » Neville Road; and
 - » Elmwood Avenue.

A plan of the exact roads covered is within Appendix D.

- 4.6 The surveys note the maximum number of parking spaces available during the periods, taking into consideration the parking restrictions that are in force at the time. The maximum number of available parking spaces are determined by dividing the length of the carriageway edge by 6 metres, the

recommended length of a parallel parking bay in accordance with Department for Transport requirements.

- 4.7 The survey then counts the number of cars parked against the number of free spaces noting any vehicles which are parked illegally. In some circumstances the number of free spaces and vehicles parked does not equate to the maximum number of available spaces, but this is due to the size of the space drivers leave between vehicles.
- 4.8 The full parking results are included within Appendix B and summarised in Tables 4.2 and 4.3 below.

Location	Maximum Number of Spaces Available	Number of Vehicles Parked	Number of Free Spaces
Full Study Area	379	234	145
Highfield Road Only	104	84	20

Table 4.2 – Parking Stress Survey Results, Tuesday 2nd April 2019

Location	Maximum Number of Spaces Available	Number of Vehicles Parked	Number of Free Spaces
Full Study Area	379	237	142
Highfield Road Only	104	88	16

Table 4.3 – Parking Stress Survey Results, Wednesday 3rd April 2019

- 4.9 Table 4.2 shows that for the full study area on Tuesday 2nd April 2019 there are 145 on street parking spaces available out of a total provision of 379 parking spaces, a parking stress of 61%, while Table 4.3 shows that on Wednesday 3rd April 2019 there are 142 on street parking spaces available, a parking stress of 62%.
- 4.10 If Highfield Road is taken in isolation the parking stress for Tuesday 2nd April is 80% while for Wednesday 3rd April the parking stress is at 84%.
- 4.11 Therefore, the parking shortfall of three spaces can be accommodate either within Highfield Road or within the adjacent highway network. The results of the parking survey support the comments of the WSCC Highway Officer who stated in their response to ADC with regards planning application BR/215/18/PL that “*Parking is available in the surrounding residential streets*”.
- 4.12 The proposals are in accordance with National and Local Planning Policies and are not contrary to Policies T SP1 and QE SP1 of the ADC Local Plan. The proposed parking provision will not have a material yet alone severe impact on the existing on street parking provision and will not result in an impact upon residential amenity, given sufficient space parking capacity is available.

5.0 Conclusions

- 5.1 This parking statement has been prepared in relation to a planning application for the conversion and extensions of the existing five bed dwelling in to six flats (four x 2-bed units and two x 1-bed) units at 75 Highfield Road, Bognor Regis
- 5.2 The statement has analysed the parking provision for the proposed dwellings and the implications of this provision on the availability of on street parking on the neighbouring roads.
- 5.3 It has been demonstrated that:
- ✧ The proposals accord with national and local policies relevant to transport and parking;
 - ✧ The existing development has a shortfall in parking provision, when compared against parking standards;
 - ✧ The proposed development has a shortfall in parking provision, when compared against parking standards but there is sufficient spare parking capacity on the adjacent highway network within close proximity of the site to accommodate the likely parking provision.
- 5.4 On this basis, it is considered that the proposed development accords with national and local policies and can be accommodated without detriment to the operating capacity of the local transport networks. As such, we see no reason why the proposed development should be resisted on traffic or transportation ground

Appendix A

Arun District Council Delegated Report

Recommendation Report for Planning Permission

REF NO: BR/215/18/PL

LOCATION: 75 Highfield Road
Bognor Regis
PO22 8PD

PROPOSAL: Conversion & extension of dwelling comprising two existing flats to form 6 No. flats (4 No. new) with associated ancillary services.

SITE AND SURROUNDINGS

DESCRIPTION OF APPLICATION	It is proposed to demolish part of the existing rear single storey extension, part widen it to match the width of the front of the building and part extend above it with a new first floor and also accommodation in the roof of the house and extension. These extensions alongside the conversion will enable the creation of 4 new flats and result in a total of 6 within the building (2 x 2 bed and 4 x 1 bed). There will be one off-street parking space at the front which is sited parallel to the road. To the rear, flat 2 will have a private garden and there will be a separate communal garden at the rear of the plot. Bin and bike store also at the end of the plot. The new building will measure 9.1m wide (front) and 8.7m wide (rear) and 16.4m deep. This compares to a width of 9.1m (front) and 4.4m (width of rear single storey extension). The existing depth is a total of 20.05m at ground floor and 12.8m at first floor. There is no change to the total height of the house (8.5m) but the height of the existing highest part of the rear extension will increase from 6.95m to 8.05m.
SITE AREA	0.03607 hectares.
RESIDENTIAL DEVELOPMENT DENSITY (NET)	166 dwellings per hectare (up from 55 dwellings per hectare).
TOPOGRAPHY	Predominantly flat.
TREES	Some small trees in rear garden but none of any significance affected by the proposed development.
BOUNDARY TREATMENT	- 1.9m high wall to side passage (south west); - 1.9m high close boarded fence to no. 77 (north east); - 1.7m high dilapidated close boarded fencing to the rear; and - a low wall to the front.
SITE CHARACTERISTICS	Two storey end terraced dwelling with attached garage to side and short driveway. Mix of materials - brick and flint detailing to front and side, yellow render to the rear and reddish concrete tiles to the roof. There is a single storey flat roofed grey rendered extension to the rear. The property was

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CHARACTER OF LOCALITY

previously occupied as a single dwellinghouse.

High density residential street. Predominantly terraced dwellings but with some semi-detached houses and the occasional detached dwelling. There are other houses that have been converted into flats elsewhere in the street. Some houses in the street have roof level velux windows but no roof level dormers. On-street parking is considered to be at a premium particularly outside of work hours. Neighbouring properties as follows:

69 Highfield Road (to the south west) - detached dwelling albeit in the same design/form as other nearby terraced dwellings. No flank windows affected. Rear windows on the affected side consist of an obscure glazed window at ground floor (use not known but assumed also a bathroom) and a bathroom above. There is a 3.4m driveway gap between the application site and this dwelling.

75 Highfield road (to the north east) - mid terraced dwelling. Flat roofed rear extension with a bedroom above that could be affected by the proposed building works.

RELEVANT SITE HISTORY

BR/244/90	Change of use to 2 flats with new two storey extension to form two further flats	ApproveConditionally 20-08-90
BR/738/74	Extension	Approve 20-11-74
BR/749/70	Double Garage For Caravan And 2 Cars	ApproveConditionally 08-03-71
BR/205/60/A	Use Room As Employment Agency	ApproveConditionally 19-09-65
BR/205/60	Bath And Lav Basin In Back Room	ApproveConditionally 16-08-65

It is not known whether the permission for flats was ever implemented as there were no signs of multi-occupancy at the property and anecdotal evidence from local residents suggests that the property was occupied by a single family and their grandmother.

REPRESENTATIONS

REPRESENTATIONS RECEIVED:

Bognor Regis Town Council

Bognor Regis Town Council

"OBJECTION on the grounds of over-development of an ordinary three-bedroomed house, with total lack of parking for the proposed space."

19 letters of objection raising the following issues:

- (1) Insufficient off-street parking;
- (2) Already inadequate parking on Highfield Road meaning people have to park elsewhere;
- (3) People in the street regularly park across driveways;
- (4) Potential for blocked access to the cul-de-sac part of Highfield Road serving 33-69;
- (5) Due to parking on both sides, this is a one way road causing issues for drivers trying to pass in both directions;
- (6) Frequent damage to parked cars from other drivers;
- (7) No facilities for construction traffic parking;
- (8) Disruption from building works;
- (9) Noise disturbance from new residents;
- (10) Sustainability does not lead to a reduction in car ownership;
- (11) Increased surface water flooding;
- (12) Loss of light and privacy to 69 Highfield Road;
- (13) Harm to the character of this particular terrace;
- (14) Use of obscure glazing to protect privacy will result in unacceptable living accommodation;
- (15) No impact on Pagham Harbour yet an agreement already in place;
- (16) Loss of family housing;
- (17) Only one site notice posted;
- (18) The site notice should also be uploaded to the portal for the public to view; and
- (19) No site notice posted to alert residents to plan amendments.

COMMENTS ON REPRESENTATIONS RECEIVED:

The Town Council comments are noted. Overdevelopment and parking issues will be considered in the report's conclusions. The following comments are offered in response to the resident objections:

- (1) - (2) This will be considered in the report's conclusions under "Highway Safety and Parking";
- (3) Noted;
- (4) - (5) This will be considered in the report's conclusions under "Highway Safety and Parking";
- (6) Noted;
- (7) If the application was to be approved then there would be a planning condition to require agreement of such details;
- (8) Any impacts during construction will be temporary in nature. Furthermore, there is other legislation (such as Environmental Law) in place to protect residents from undue noise or dust. The Councils Environmental Health Officer has also requested that a Construction Environmental Management Plan be submitted for approval prior to commencement;
- (9) This will be considered in the report's conclusions under "Residential Amenity";
- (10) Noted;
- (11) The Councils drainage engineers have been consulted and advise no objection subject to a

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standard surface water drainage condition;

(12) This will be considered in the report's conclusions under "Residential Amenity";

(13) This will be considered in the report's conclusions under "Design & Character";

(14) Noted;

(15) All applications proposing new dwellings within a 5km radius of Pagham Harbour are required to make a contribution towards agreed mitigation measures to offset the impact to the Special Protection Area/Ramsar Site;

(16) The new two bedroom flats will also be suitable for families;

(17) The Council is required to ensure that all adjoining owners/occupiers are made aware of the application and does so by posting a site notice on each affected road (in this case, one on Highfield Road and one on Gordon Avenue) and by placing an advert in the West Sussex Gazette.

(18) The purpose of the site notice is to alert residents to the Council's online planning register. It would not serve a purpose to place a copy on the planning register; and

(19) The Council is only required to re-advertise applications where there has been a material change in the proposal and in this case it was not considered that the changes were material.

CONSULTATIONS

Environmental Health

Engineering Services Manager

Engineers (Drainage)

WSCC Strategic Planning

CONSULTATION RESPONSES RECEIVED:

WSCC HIGHWAYS - No objection subject to a condition to require details of the construction site setup. Comments as follows:

- Parking is currently at a premium along Highfield Road and on-street parking spaces are limited.
- However, parking is available in the surrounding residential streets and the site is located in a relatively sustainable location close to the town centre and local bus links.
- Cycle parking has also been provided.

ADC DRAINAGE ENGINEERS - No objection subject to a standard surface water drainage condition.

ADC ENVIRONMENTAL HEALTH - No objection subject to a planning condition to require the submission and approval of a Construction Environmental Management Plan prior to commencement of development.

COMMENTS ON CONSULTATION RESPONSES:

Comments noted. The WSCC Highways and Environmental Health conditions could be combined into one.

POLICY CONTEXT

Designations applicable to site:

Within the Built Up Area Boundary;

Pagham Harbour Zone B;

Within 2km buffer zone of Bognor Reef Site of Special Scientific Interest (SSSI);

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Within 2km buffer zone of Felpham Site of Special Scientific Interest (SSSI); and WSCC Waste Consultation Area (Alderton's Yard, Town Cross Avenue site).

DEVELOPMENT PLAN POLICES

Arun Local Plan 2011 - 2031:

DDM1	D DM1 Aspects of form and design quality
DDM2	D DM2 Internal space standards
DDM4	D DM4 Extensions&alter to exist builds(res and non-res)
DSP1	D SP1 Design
ECCSP2	ECC SP2 Energy and climate change mitagation
ENVDM2	ENV DM2 Pagham Harbour
HDM1	H DM1 Housing mix
QESP1	QE SP1 Quality of the Environment
QEDM1	QE DM1 Noise Pollution
SDSP1	SD SP1 Sustainable Development
SDSP1A	SD SP1a Strategic Approach
SDSP2	SD SP2 Built-up Area Boundary
TDM1	T DM1 Sustainable Travel and Public Rights of Way
TSP1	T SP1 Transport and Development
WDM1	W DM1 Water supply and quality
WDM3	W DM3 Sustainable Urban Drainage Systems
WSP1	W SP1 Water
WMDM1	WM DM1 Waste Management

PLANNING POLICY GUIDANCE:

NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance

POLICY COMMENTARY

The Development Plan consists of the Arun Local Plan 2011 - 2031, West Sussex County Council's Waste and Minerals Plans and Made Neighbourhood Development Plans.

The policies are published under Regulations 19 and 35 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

The Neighbourhood Development Plan

Where applicable, Neighbourhood Development Plan's (more commonly known as a neighbourhood plan or NDP), once made by Arun District Council, will form part of the statutory local development plan for the relevant designated neighbourhood area.

There are no relevant Bognor Regis Neighbourhood Plan policies.

DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

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Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:-

"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."

The proposal is considered to conflict with the relevant Development Plan policies in that it proposes to increase the number of flats in the building from 2 to 6 but only provides 1 parking space which is considered to be inadequate to meet the requirements of the West Sussex Parking Demand Calculator and will result in harm to the amenity of local residents through increased competition for on-street spaces.

OTHER MATERIAL CONSIDERATIONS

It is considered that there are no other material considerations to warrant a decision otherwise than in accordance with the Development Plan and/or legislative background.

CONCLUSIONS

PRINCIPLE:

The site lies within the built up area boundary where development is acceptable in principle in accordance with policy SD SP2 of the Arun Local Plan (ALP) and provided it is in accordance with other policies of the Local Plan covering such issues as character/design, residential amenity, space standards and highway safety/parking.

Regard should also be had to policy SD SP1 of the ALP which states that: "When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF)." The site is in a sustainable location within walking and cycling distance of a range of shops, facilities and services including bus stops, a large food store, schools, medical services and a railway station. Furthermore the proposed flats could contribute to the economic and social needs of the Bognor Regis area.

NPPF para 118(d) states "Planning policies and decisions should: promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing".

Furthermore, paragraph 123 states that where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site. In particular, higher densities will be encouraged for city/town centres and other locations that are well served by public transport.

The proposal is considered to accord with policies SD SP1 and SD SP2 of the Arun Local Plan.

CHARACTER & DESIGN:

Local residents object on the grounds that there will be harm to the character of this particular terrace.

Policy D DM1 of the Arun Local Plan requires that the Council seek to make the best possible use of the available land by reflecting or improving upon the character of the site and the surrounding area. It also requires the Council to consider scale, massing, aspect, siting, layout, density, building materials, landscaping, and design features. It is also necessary that development demonstrates a high standard of

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architectural principles, use of building materials and hard and soft landscaping to reflect the local area. In terms of density, D DM1 requires that new housing makes efficient use of land while providing a mix of dwelling types and maintaining character and local distinctiveness. However, higher densities will be more appropriate in the most accessible locations. The policy also requires that the scale of development keep within the general confines of the overall character of a locality.

Policy D DM4 requires that extensions/alterations: sympathetically relate to and are visually integrated with the existing building in siting, massing, design, form, scale & materials; are visually subservient to the main building & provide a high standard of amenity; do not create a terracing effect where no terrace exists; and do not compromise the established spatial character & pattern of the place.

ALP policy D SP1 "Design" requires development to make an efficient use of land and also reflect local character. In addition, para 127 of the NPPF requires developments to be visually attractive and sympathetic to local character and history.

The proposed extensions are to the rear and side of the building and although those to the rear will not be visible from the front, those to the side will be visible in the streetscene albeit less so when viewing the property from the north east. However, the extension to the side is considered to be in character with the existing building being of the same height, design and materials as the existing. Although not subservient, this is acceptable as it means that the terraced form is maintained. Meanwhile the rear extensions, although significant in size, will be lower in height than the existing house and therefore subservient in scale. Following amendment the rear extension is now only marginally deeper (2.4m) than the adjoining neighbour's first floor and is also shorter than the neighbour's ground floor rear projection. It is also noted that there is an abundance of existing flat conversions and/or HMO's in the local area and therefore there can be no in principle objection to the flat use.

The proposal therefore complies with policies D DM1, D DM4 & D SP1 and with the guidance on design within the NPPF (para. 127).

RESIDENTIAL AMENITY:

Local residents object on the grounds that there will be noise disturbance from new residents and a loss of light and privacy to 69 Highfield Road.

Policy D DM1 requires the Council have regard to certain aspects when considering development including having minimal impact to users and occupiers of nearby property and land. Policy D DM4 requires that extensions/alterations: sympathetically do not have an adverse overshadowing, overlooking or overbearing effect on neighbouring properties. Regard should be had to para 127 of the NPPF which states that developments should provide a high standard of residential amenity for existing and future users.

Policy QE SP1 states: "The Council requires that all development contributes positively to the quality of the environment and will ensure that development does not have a significantly negative impact upon residential amenity". Policy QE DM1 provides guidance in respect of new noise generating development and states that applications should be accompanied by a noise assessment. However it is not considered relevant to require a noise assessment for new residential development located in a residential area.

The plans were amended during the course of the determination to reduce the depth and thus ensure that the amenity of no. 77's rear first floor bedroom window is preserved. This is demonstrated by the 45 degree angle drawn on the plans. Furthermore, there are no windows proposed in this flank wall and due to the angle of the roof, those velux windows within the roof will not allow any views of this

neighbouring property.

The local resident objections concern the relationship to no. 69 which is separated from the site by a single width driveway which results in a 5.2m gap between the two houses. The new side extensions are considered to be significant in bulk and scale. However, the length is only marginally deeper than the extent of 69's rear two storey projection (by approx. 1.6m). As a result, there is no impact on a 45 degree splay drawn from 69's rear windows and as noted above, no. 69 does not have any flank windows which could be adversely affected.

The only proposed first floor windows in the flank wall facing 69 are secondary in nature and therefore could be conditioned to be obscure glazed and either fixed shut or top vent opening only. Again the velux windows in the roof are at such an angle that they will not allow views out. The combination of similar depth and the gap between the properties is considered to mitigate any sense of the new extensions being overbearing.

There will be views out from the new rear first floor windows but any views of neighbouring land will be at an oblique angle and this is typical of every house with rear facing windows. The distance from the new rear windows and the rear windows of those houses on Gordon Avenue is at least 20m and this is considered to be sufficient to protect the amenity of these existing residents. It is also noted that no. 69 is concerned about light, however, as the extension is to the north/northeast of the neighbour and also has a similar rear depth, it is not considered that there will be any adverse impact on the amount of light reaching no. 69. The impact on 77 would be greater but is also mitigated due to the similar depth of the extensions. Light will still reach 77's rear bedroom window when the sun is in the west but there will be no affect on the amount of light reaching their rear ground floor windows or garden.

The proposal therefore complies with policies D DM1, D DM4 and QE SP1 as well as the guidance on amenity within the NPPF (para. 127).

INTERNAL & EXTERNAL SPACE STANDARDS:

Policy D DM2 states: "The planning authority will require internal spaces to be of an appropriate size to meet the requirements of all occupants and their changing needs. Nationally Described Space Standards will provide guidance". It is therefore necessary to assess the proposal against internal space standards set out in the Governments Technical Housing Standards (Nationally Described Space Standard) to determine if the building is suitable for residential use. The following is a breakdown of the proposals versus the space standards:

Flat - Storeys/Beds/Persons - Requirement - Proposed - Compliance (Y/N)

1 - 1S/1B/2P - 50m ² - 52m ² - Y
2 - 1S/2B/3P - 61m ² - 68m ² - Y
3 - 1S/1B/2P - 50m ² - 55m ² - Y
4 - 1S/2B/2P - 61m ² - 65m ² - Y
5 - 1S/1B/1P - 39m ² - 50m ² - Y
6 - 1S/1B/1P - 39m ² - 39m ² - Y

Therefore, all of the flats comply with the standards in respect of internal space. It is noted that two of the flats (1 & 3) have study spaces forming part of the open plan living area. These were formerly shown as bedrooms but the applicant changed the layout by removing the internal partition walls after it was reported that these being two bedroom flats would be in conflict with the space standards.

D DM1 refers to the need for compliance with the Arun Design Guide. This is to part replace D DM3

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"External Space Standards" which was deleted at the request of the Local Plan Inspector. Until this Design Guide is published, there is no policy within the ALP regarding private gardens sizes. Para 127 of the NPPF states that planning decisions should ensure that developments have a high standard of amenity for existing and future users. The scheme includes a rear garden to flat 2 which will be private other than in respect of views from above. There is also a less private communal space to the rear also accommodating the bin and cycle stores.

The proposal complies with policies D DM1 & D DM2 and with the guidance within the NPPF (para. 127).

HIGHWAYS & PARKING:

Local residents object on the grounds that there is insufficient off-street parking, that there is already inadequate parking on Highfield Road meaning people have to park elsewhere, that the increase in cars may lead to access being blocked to 33-69 Highfield Road and that Highfield Road is already unsafe for car drivers.

Policy T SP1 seeks to ensure development: provides safe access on to the highway network; contributes to highway improvements & promotes sustainable transport, including the use of low emission fuels, public transport improvements and the cycle, pedestrian and bridleway network. In respect of parking, it states:

"The Council will support transport and development which: incorporates appropriate levels of parking in line with West Sussex County Council guidance on parking provision and the forthcoming Arun Design Guide taking into consideration the impact of development upon on-street parking"

Policy T DM1 requires that new development be located within easy access of established non-car transport modes/routes and also seek to contribute to the improvement of such routes & facilities.

Para 108 of the NPPF states: "In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: (b) safe and suitable access to the site can be achieved for all users". Regard should be had to para 109 which states: "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

WSCC Highways have assessed the application and raise no objections in respect of vehicle or pedestrian safety and therefore, it would not be possible to sustain a refusal on these grounds. In respect of parking, WSCC consider that although there is a shortage of parking spaces on Highfield Road, parking is available in the surrounding residential streets and the site is located in a relatively sustainable location close to the town centre and local bus links. They therefore raise no objection.

The West Sussex Revised County Parking Standards Supplementary Planning Guidance (November 2003) requires that a maximum of 1 space be provided for 1 bedroom dwellings and a maximum of 2 spaces for 2 and 3 bed dwellings. This would equate to a maximum requirement of 8. However, the Council currently uses the West Sussex Parking Demand Calculator which calculates the likely parking demand based on the location of the site, the number of spaces proposed and the size & tenure of the accommodation. This calculator suggests a demand of 4 spaces and therefore, there would be a shortfall of 3 spaces.

However, this assumes that it would be possible to park one car in the proposed off-street space which could be blocked by another road user (there is anecdotal evidence from residents that off-street spaces are often blocked) and would also require a careful reverse park manoeuvre to access. It is also noted though that the current site has the benefit of a garage and a short driveway (small hatchback length)

and therefore, the proposal reduces the existing provision by 1 whilst increasing the number of dwellings from 1 to 6.

There is no highway safety objection to the low parking provision and it is clearly acknowledged that this is a sustainable edge of town centre location and that therefore, residents can walk, cycle or take a bus to access shops, services, employment sources etc. However, there is clear evidence from local residents that the parking spaces within the street and surrounding roads are already over subscribed and that this creates conflict with other road users and adversely affects the amenities of local residents living in the area.

It is therefore considered that any intensification of the number of dwellings on this road will exacerbate these existing conflicts and cause further stress and inconvenience to the local residents. This will affect their amenity and as such there is considered to be conflict with policies D DM1 and QE SP1 of the Arun Local Plan. This impact will principally be to those on Highfield Road but also those on adjoining streets due to the need for residents to park elsewhere.

IMPACT ON THE PAGHAM HARBOUR SPECIAL PROTECTION AREA:

Policy ENV DM2 requires that new residential developments within a 400m to 5km distance ('Zone B') of Pagham Harbour make a financial contribution towards the provision of accessible natural open green spaces to serve the area. A contribution of £1,275 per new residential unit was agreed by the Councils Cabinet on 20 July 2015. The Councils Cabinet approved a reduction in the tariff from £1,275 to £871 as of the 10th April 2017.

The site is within the designated Zone B and it was therefore necessary to apply this requirement. The net increase in dwellings results in a contribution of £3,484 and this is secured by the signed legal agreement.

SUMMARY:

There is no in principle objection to further residential development on this site within the built up area and it is considered that the proposal complies with development control criteria concerning highway safety, internal space standards, character and overlooking/light loss. However there will be adverse harm to local residents as a result of the intensification of the residential use of the site and the lack of off-street parking. Whilst there is no highway objection to this, it is considered that the related amenity impacts are such that an approval for the proposed number of flats in combination with the reduction in off-street spaces cannot be justified. It is therefore recommended that the application be refused for the following reason.

HUMAN RIGHTS ACT

The Council in making a decision, should be aware of and take into account any implications that may arise from the Human Rights Act 1998. Under the Act, it is unlawful for a public authority such as Arun District Council to act in a manner, which is incompatible with the European Convention on Human Rights.

Consideration has been specifically given to Article 8 (Right to respect private and family life), Article 1 of the First Protocol (protection of property). It is not considered that the recommendation for refusal of permission in this case interferes with applicant's right to respect for their private and family life and their home, except insofar as it is necessary to protect the rights and freedoms of others (in this case, the rights of neighbours). The Council is also permitted to control the use of property in accordance with the general interest and the recommendation for refusal is considered to be a proportionate response to the

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submitted application based on the considerations set out in this report.

DUTY UNDER THE EQUALITIES ACT 2010

Duty under the Equalities Act 2010

In assessing this proposal the following impacts have been identified upon those people with the following protected characteristics (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex or sexual orientation).

The proposal would have a neutral impact on the protected characteristics.

SECTION 106 DETAILS

The application is accompanied by a signed S106 legal agreement relating to a contribution of £3,484 towards the provision of accessible natural open green spaces to offset the impact of the development on the Pagham Harbour Special Protection Area.

RECOMMENDATION

REFUSE

- 1 The proposed development does not include sufficient parking provision to meet the needs of future occupiers in accordance with the residential parking standards in use at the time and this will result in an increase in pressure for on-street parking spaces which will be harmful to the amenity of local residents by way of increased conflict/competition for existing spaces and the need for residents to park further away from their dwelling. It is therefore contrary to policies T SP1 and QE SP1 of the Arun Local Plan.
- 2 **INFORMATIVE:** Statement pursuant to Article 35 of the Town and Country Planning (Development Management Procedure)(England) Order 2015. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern with the proposal and discussing those with the Applicant. However, the issues are so fundamental to the proposal that it has not been possible to negotiate a satisfactory way forward and due to the harm which has been clearly identified within the reason for the refusal, approval has not been possible.

Appendix B

West Sussex County Council Highway Officer Comments

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	Highways, WSCC
DATE:	24 October 2018
LOCATION:	75, Highfield Road, Bognor Regis, West Sussex, PO22 8BD
SUBJECT:	BR/215/18/PL Conversion of single dwelling to form 6 No. flats (4 No. new) with associated ancillary services.
DATE OF SITE VISIT:	
RECOMMENDATION:	☒ Advice ☐ Objection ☐ Modification ☒ No Objection ☐ More Information ☐ Refusal
S106 CONTRIBUTION TOTAL:	

The proposed application is to convert an existing residential dwelling into 6 self-contained flats (4 x 2 bed and 2 x 1 bed). There is currently 1 sub-standard parking space and a garage associated with the dwelling. The proposal does not include any on-site parking.

Parking is currently at a premium along Highfield Road and on-street parking spaces are limited. However, parking is available in the surrounding residential streets and the site is located in a relatively sustainable location close to the town centre and local bus links. Cycle parking has also been provided.

No highway objection.

Construction plant and materials

No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details for all temporary contractors buildings, plant and stacks of materials, provision for the temporary parking of contractors vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

Reason: To avoid undue congestion of the site and consequent obstruction to access.

Debbie Farrell
West Sussex County Council – Planning Services

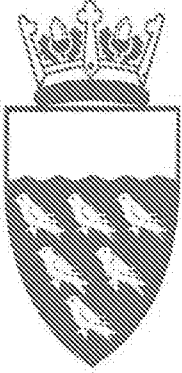
Appendix C

West Sussex County Council Parking Demand Calculator Outputs

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 darryl.hemmings@westsussex.gov.uk.

Please input the ward name for your development location below by double clicking in the box or click box and use the drop down menu to the right of the box. The spreadsheet will automatically show the District and Ward of this location. If the ward is not known please input postcode into the Ward Finder. The tool will allow input up to 3 wards in the boxes below. Please refer to notes for more details.

Ward 1	Hotham
District	Arun
Ward 2	Orchard
District	Arun
Ward 3	Felpham West
District	Arun
Ward Tempro Factor 2009-2026	1.070576
District Tempro Factor 2009-2026	1.067644



west
sussex
county
council

Ward Finder

Postcode	PO22 8PD	Ward	#N/A
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Note:

No special provision need be made for visitors where at least half of the total parking provision is allocated to residents. If a development is unallocated. In other circumstances, it may be appropriate to allow for additional demand for visitor parking of up to 0.2 spaces per dwelling.

In areas of parking constraint, levels of provision below predicted demand may be applicable.

The tool is expressed as number of Rooms (Per Unit). If data is not available in this format and no Bedrooms is used this will need to be converted. A general guide for conversion is as follows but in some cases.

Houses	Flats
1 bed = 3 rooms	Studio = 1 room
2 bed = 4 rooms	1 bed = 2 rooms
3 bed = 5 rooms	2 bed = 3 rooms
4 bed = 6 rooms	3 bed = 4 rooms
5 bed = 7 rooms	4 bed = 5 rooms

Garages will count as 1 space when allocating spaces.

Ward data used can be checked by the user by referring to the District-Ward Data Tables. The Ward Tables highlight if the Census data does not include data for certain dwelling sizes. In such cases ownership values have been obtained using the nearest sized dwelling with same tenure and where example, if no data is available for a private house with 1 room then data for a private house with has been used. The Car Ownership Data is highlighted in purple where such an approach has been used. Where Census data contains small samples for certain sized dwellings this is highlighted in red if green if <50 in the Total Demand column. In such cases, other wards should be selected to achieve sample size.

Report Summary Table

DEVELOPMENT MIX				
Ref.	Unit Type	Unit Tenure	Habitable Rooms (Per Unit)	No. of Units (Total)
A	Houses	Private	7	1
B				
C				
D				
E				
F				
G				
H				
I				
J				
K				
L				
M				
N				
O				
P				
Q				
R				
S				
Total				1

ALLOCATED PARKING
Spaces (Per Unit)
1

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 darryl.hemmings@westsussex.gov.uk.

Please input the ward name for your development location below by double clicking in the box or click box and use the drop down menu to the right of the box. The spreadsheet will automatically show the District and Ward of this location. If the ward is not known please input postcode into the Ward Finder. The tool will allow input up to 3 wards in the boxes below. Please refer to notes for more details.

Ward 1	Hottham
District	Arun
Ward 2	Orchard
District	Arun
Ward 3	Felpham West
District	Arun
Ward Tempro Factor 2009-2026	1.070576
District Tempro Factor 2009-2026	1.067644



west
sussex
county
council

Ward Finder

Postcode	PO22 8PD	Ward	#N/A
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Note:

No special provision need be made for visitors where at least half of the total parking provision is allocated to residents and the remainder is allocated to visitors. If a development is unallocated. In other circumstances, it may be appropriate to allow for additional demand for visitor parking of up to 0.2 spaces per dwelling.

In areas of parking constraint, levels of provision below predicted demand may be applicable.

The tool is expressed as number of Rooms (Per Unit). If data is not available in this format and no data for Bedrooms is used this will need to be converted. A general guide for conversion is as follows but in some cases.

Houses	Flats
1 bed = 3 rooms	Studio = 1 room
2 bed = 4 rooms	1 bed = 2 rooms
3 bed = 5 rooms	2 bed = 3 rooms
4 bed = 6 rooms	3 bed = 4 rooms
5 bed = 7 rooms	4 bed = 5 rooms

Garages will count as 1 space when allocating spaces.

Ward data used can be checked by the user by referring to the District-Ward Data Tables. The Ward Data Tables highlight if the Census data does not include data for certain dwelling sizes. In such cases ownership values have been obtained using the nearest sized dwelling with same tenure and where example, if no data is available for a private house with 1 room then data for a private house with 2 rooms has been used. The Car Ownership Data is highlighted in purple where such an approach has been used. Where Census data contains small samples for certain sized dwellings this is highlighted in red if the sample size is less than 50 in the Total Demand column. In such cases, other wards should be selected to achieve a representative sample size.

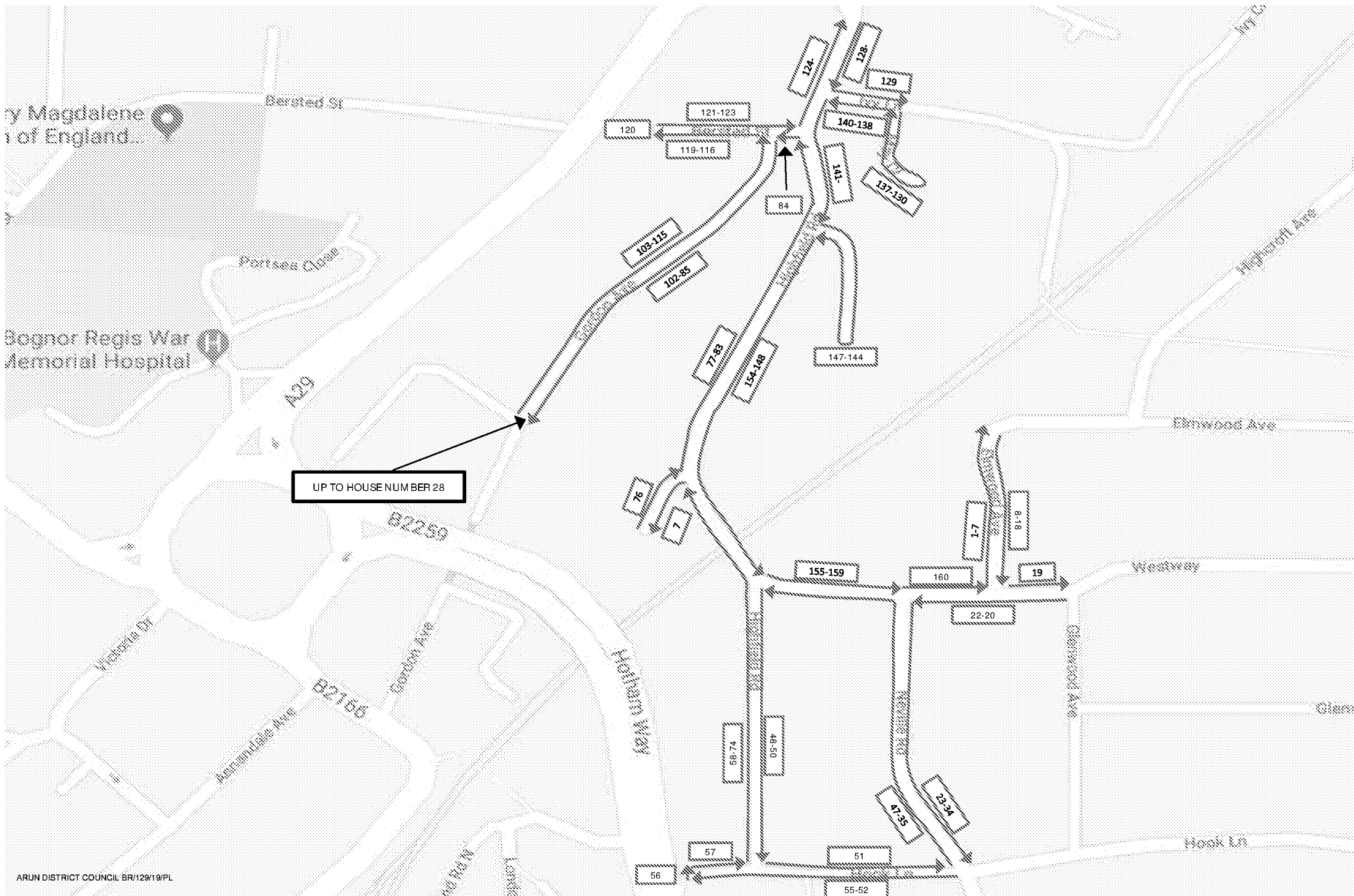
Report Summary Table

DEVELOPM ENT MIX				
Ref.	Unit Type	Unit Tenure	Habitable Rooms (Per Unit)	No. of Units (Total)
A	Flats	Private	2	2
B	Flats	Private	3	4
C				
D				
E				
F				
G				
H				
I				
J				
K				
L				
M				
N				
O				
P				
Q				
R				
S				
Total				6

ALLOCATED PARKING
Spaces (Per Unit)
0
0

Appendix D

Parking Survey Plan



Appendix E
Parking Survey Data

PARKING BEATS

LOCATION: BOGNOR REGIS

Zone	Street	Side of Road	Restriction	Parking Permitted	Length (m) 1 DECIMAL PLACE	Total No Bays Theoretical (1 Bay = 5Mtr)	Bays Unavailable	DATE: 02/04/2019 TIME: 01:30		DATE: 03/04/2019 TIME: 04:30	
								No Cars	No Spaces Available	No Cars	No Spaces Available
1	ELMWOOD AVENUE	W	NO RESTRICTION	YES	24.6	4	0	0	4	0	4
2	ELMWOOD AVENUE	W	DROP KERB	NO	10.3	0	0	0	0	0	0
3	ELMWOOD AVENUE	W	NO RESTRICTION	YES	15.9	3	0	3	0	3	0
4	ELMWOOD AVENUE	W	DROP KERB	NO	7.3	0	0	0	0	0	0
5	ELMWOOD AVENUE	W	NO RESTRICTION	YES	11.5	2	0	2	0	2	0
6	ELMWOOD AVENUE	W	DROP KERB	NO	8.4	0	0	0	0	0	0
7	ELMWOOD AVENUE	W	NO RESTRICTION	YES	10.9	2	0	1	1	2	0
8	ELMWOOD AVENUE	E	NO RESTRICTION	YES	10.1	2	0	0	2	0	2
9	ELMWOOD AVENUE	E	DROP KERB	NO	4.7	0	0	0	0	0	0
10	ELMWOOD AVENUE	E	NO RESTRICTION	YES	6.8	1	0	1	0	1	0
11	ELMWOOD AVENUE	E	DROP KERB	NO	4	0	0	0	0	0	0
12	ELMWOOD AVENUE	E	NO RESTRICTION	YES	6.6	1	0	1	0	1	0
13	ELMWOOD AVENUE	E	DROP KERB	NO	3.8	0	0	0	0	0	0
14	ELMWOOD AVENUE	E	NO RESTRICTION	YES	6.4	1	0	1	0	0	1
15	ELMWOOD AVENUE	E	DROP KERB	NO	4.6	0	0	0	0	0	0
16	ELMWOOD AVENUE	E	NO RESTRICTION	YES	13.1	2	0	0	2	0	2
17	ELMWOOD AVENUE	E	DROP KERB	NO	8.5	0	0	0	0	0	0
18	ELMWOOD AVENUE	E	NO RESTRICTION	YES	9.8	1	0	1	0	1	0
19	WESTWAY	N	NO RESTRICTION	YES	23.2	4	0	0	4	0	4
20	WESTWAY	S	NO RESTRICTION	YES	35	7	0	3	4	2	5
21	WESTWAY	S	DROP KERB	NO	5.9	0	0	0	0	0	0
22	WESTWAY	S	NO RESTRICTION	YES	24.3	4	0	2	2	1	3
23	NEVILLE ROAD	E	NO RESTRICTION	YES	18.1	3	0	1	1	1	1
24	NEVILLE ROAD	E	DROP KERB	NO	3.6	0	0	0	0	0	0
25	NEVILLE ROAD	E	NO RESTRICTION	YES	9.7	1	0	1	0	1	0
26	NEVILLE ROAD	E	DROP KERB	NO	4.5	0	0	0	0	0	0
27	NEVILLE ROAD	E	NO RESTRICTION	YES	13.3	2	0	2	0	2	0
28	NEVILLE ROAD	E	DROP KERB	NO	5.7	0	0	0	0	0	0
29	NEVILLE ROAD	E	NO RESTRICTION	YES	25.2	5	0	2	3	1	4
30	NEVILLE ROAD	E	DROP KERB	NO	6.4	0	0	0	0	0	0
31	NEVILLE ROAD	E	NO RESTRICTION	YES	30.7	6	0	1	5	1	5
32	NEVILLE ROAD	E	DROP KERB	NO	10.7	0	0	0	0	0	0
33	NEVILLE ROAD	E	NO RESTRICTION	YES	8.4	1	0	0	1	0	1
34	NEVILLE ROAD	E	DOUBLE YELLOW LINES	NO	4.4	0	0	0	0	0	0
35	NEVILLE ROAD	W	DOUBLE YELLOW LINES	NO	8.4	0	0	0	0	0	0
36	NEVILLE ROAD	W	NO RESTRICTION	YES	32.2	6	0	5	0	5	0
37	NEVILLE ROAD	W	DROP KERB	NO	4.1	0	0	0	0	0	0
38	NEVILLE ROAD	W	NO RESTRICTION	YES	13.5	2	0	1	1	2	0
39	NEVILLE ROAD	W	DROP KERB	NO	5.6	0	0	0	0	0	0
40	NEVILLE ROAD	W	NO RESTRICTION	YES	25.2	5	0	5	0	5	0
41	NEVILLE ROAD	W	DROP KERB	NO	4.4	0	0	0	0	0	0
42	NEVILLE ROAD	W	NO RESTRICTION	YES	16.3	3	0	2	0	2	0
43	NEVILLE ROAD	W	DROP KERB	NO	4.1	0	0	0	0	0	0
44	NEVILLE ROAD	W	NO RESTRICTION	YES	9.8	1	0	1	0	1	0
45	NEVILLE ROAD	W	DROP KERB	NO	10.2	0	0	0	0	1	0
46	NEVILLE ROAD	W	NO RESTRICTION	YES	59.5	11	0	4	5	5	5
47	NEVILLE ROAD	W	DOUBLE YELLOW LINES	NO	9.7	0	0	0	0	0	0
48	HIGHFIELD ROAD	E	DOUBLE YELLOW LINES	NO	8	0	0	0	0	0	0
49	HIGHFIELD ROAD	E	DROP KERB	NO	7.4	0	0	0	0	0	0
50	HIGHFIELD ROAD	E	NO RESTRICTION	YES	124.9	24	0	22	0	21	0
51	HOOK LANE	N	TRACK, NO ROAD MARKINGS	YES	80.3	16	0	4	10	2	13
52	HOOK LANE	S	TRACK, NO ROAD MARKINGS	YES	81.2	16	0	0	16	0	16
53	HOOK LANE	S	NO RESTRICTION - VERTICAL PARKING	YES	10.9	5	0	4	1	5	0
54	HOOK LANE	S	DROP KERB	NO	2.9	0	0	0	0	0	0
55	HOOK LANE	S	NO RESTRICTION	YES	20.5	4	0	2	1	1	2
56	HOOK LANE	END	NO RESTRICTION	YES	10.9	2	0	1	1	1	1
57	HOOK LANE	N	NO RESTRICTION	YES	20	4	0	0	4	0	4
58	HOOK LANE	W	DROP KERB	NO	3.7	0	0	0	0	0	0
59	HOOK LANE	W	NO RESTRICTION	YES	19.3	3	0	1	2	2	1
60	HOOK LANE	W	DROP KERB	NO	5.5	0	0	0	0	0	0
61	HOOK LANE	W	NO RESTRICTION	YES	3.9	0	0	1	0	1	0
62	HOOK LANE	W	DROP KERB	NO	6.7	0	0	0	0	0	0
63	HOOK LANE	W	NO RESTRICTION	YES	27.7	5	0	5	0	5	0
64	HOOK LANE	W	DISABLED BAY	YES	5.3	1	0	0	1	0	1
65	HOOK LANE	W	NO RESTRICTION	YES	6.2	1	0	1	0	1	0
66	HOOK LANE	W	DROP KERB	NO	4.8	0	0	0	0	0	0
67	HOOK LANE	W	NO RESTRICTION	YES	6	1	0	1	0	1	0
68	HOOK LANE	W	DROP KERB	NO	3.5	0	0	0	0	0	0
69	HOOK LANE	W	NO RESTRICTION	YES	11.9	2	0	2	0	2	0
70	HOOK LANE	W	DROP KERB	NO	6	0	0	0	0	0	0
71	HOOK LANE	W	NO RESTRICTION	YES	22.9	4	0	4	0	4	0
72	HOOK LANE	W	DROP KERB	NO	4.4	0	0	0	0	0	0
73	HOOK LANE	W	NO RESTRICTION	YES	5.3	1	0	0	1	1	0
74	HOOK LANE	W	DOUBLE YELLOW LINES	NO	6.4	0	0	0	0	0	0
75	HIGHFIELD ROAD	E	TRACK, NO ROAD MARKINGS - VERTICAL PARKING	YES	30.2	6	0	5	1	5	1
76	HIGHFIELD ROAD	W	TRACK, NO ROAD MARKINGS - VERTICAL PARKING	YES	41.5	8	0	8	0	7	1
77	HIGHFIELD ROAD	W	DOUBLE YELLOW LINES	NO	12.5	0	0	0	0	0	0
78	HIGHFIELD ROAD	W	DROP KERB	NO	4.6	0	0	1	0	1	0
79	HIGHFIELD ROAD	W	NO RESTRICTION	YES	93.9	18	0	15	1	16	0
80	HIGHFIELD ROAD	W	DROP KERB/ACCESS	NO	8.4	0	0	0	0	0	0
81	HIGHFIELD ROAD	W	NO RESTRICTION	YES	29.4	5	0	5	0	6	0
82	HIGHFIELD ROAD	W	DROP KERB	NO	4.6	0	0	0	0	0	0
83	HIGHFIELD ROAD	W	NO RESTRICTION	YES	21.9	4	0	1	3	2	1
84	BERSTED STREET	S	NO RESTRICTION	YES	7.7	1	0	0	1	0	1
85	GORDON AVENUE	E	NO RESTRICTION	YES	27.5	5	0	3	2	2	2
86	GORDON AVENUE	E	DROP KERB	NO	3.9	0	0	0	0	0	0
87	GORDON AVENUE	E	NO RESTRICTION	YES	35.6	7	0	0	7	0	7
88	GORDON AVENUE	E	DROP KERB	NO	6.6	0	0	0	0	0	0
89	GORDON AVENUE	E	NO RESTRICTION	YES	9.4	1	0	1	0	1	0
90	GORDON AVENUE	E	DROP KERB	NO	5.8	0	0	0	0	0	0
91	GORDON AVENUE	E	NO RESTRICTION	YES	10.3	2	0	2	0	2	0
92	GORDON AVENUE	E	DROP KERB	NO	5.5	0	0	0	0	0	0
93	GORDON AVENUE	E	DISABLED BAY	YES	6	1	0	1	0	1	0
94	GORDON AVENUE	E	NO RESTRICTION	YES	2.4	0	0	0	0	0	0
95	GORDON AVENUE	E	DROP KERB	NO	4.9	0	0	0	0	0	0
96	GORDON AVENUE	E	NO RESTRICTION	YES	12.1	2	0	2	0	3	0
97	GORDON AVENUE	E	DROP KERB	NO	6.7	0	0	0	0	0	0
98	GORDON AVENUE	E	NO RESTRICTION	YES	27.4	5	0	5	0	4	0
99	GORDON AVENUE	E	DROP KERB	NO	5.6	0	0	0	0	0	0
100	GORDON AVENUE	E	NO RESTRICTION	YES	11.1	2	0	1	1	1	1
101	GORDON AVENUE	E	DROP KERB	NO	3.8	0	0	0	0	1	0
102	GORDON AVENUE	E	NO RESTRICTION	YES	11.1	2	0	2	0	2	0
103	GORDON AVENUE	W	NO RESTRICTION	YES	63.9	12	0	9	1	8	3
104	GORDON AVENUE	W	DISABLED BAY	YES	6.7	1	0	1	0	1	0
105	GORDON AVENUE	W	NO RESTRICTION	YES	11.1	2	0	2	0	2	0
106	GORDON AVENUE	W	DROP KERB	NO	4.6	0	0	0	0	0	0
107	GORDON AVENUE	W	NO RESTRICTION	YES	2.3	0	0	0	0	0	0
108	GORDON AVENUE	W	DROP KERB	NO	16.4	0	0	1	0	0	0
109	GORDON AVENUE	W	NO RESTRICTION	YES	7.4	1	0	1	0	1	0
110	GORDON AVENUE	W	DROP KERB	NO	7.5	0	0	0	0	0	0

LOCATION: BOGNOR REGIS

Zone	Street	Side of Road	Restriction	Parking Permitted	Length (m) 1 DECIMAL PLACE	Total No Bays Theoretical (1 Bay = 5Mtr)	Bays Unavailable	DATE: 02/04/2019		DATE: 03/04/2019	
								TIME: 01:30	TIME: 04:30	TIME: 01:30	TIME: 04:30
								No Cars	No Spaces Available	No Cars	No Spaces Available
111	GORDON AVENUE	W	NO RESTRICTION	YES	6.9	1	0	1	0	1	0
112	GORDON AVENUE	W	DROP KERB	NO	6.2	0	0	0	0	0	0
113	GORDON AVENUE	W	NO RESTRICTION	YES	7.4	1	0	0	1	0	1
114	GORDON AVENUE	W	DROP KERB	NO	12.5	0	0	0	0	0	0
115	GORDON AVENUE	W	NO RESTRICTION	YES	32.7	6	0	0	6	0	6
116	BERSTED STREET	S	NO RESTRICTION	YES	13.5	2	0	2	0	1	1
117	BERSTED STREET	S	DROP KERB	NO	5.4	0	0	0	0	0	0
118	BERSTED STREET	S	NO RESTRICTION	YES	26.2	5	0	2	3	3	1
119	BERSTED STREET	S	DROP KERB	NO	3.7	0	0	0	0	0	0
120	BERSTED STREET	END	NO RESTRICTION	YES	7.2	1	0	0	1	0	1
121	BERSTED STREET	N	NO RESTRICTION	YES	53	10	0	9	0	8	1
122	BERSTED STREET	N	DROP KERB	NO	14.2	0	0	0	0	0	0
123	BERSTED STREET	N	NO RESTRICTION	YES	14.1	2	0	0	2	0	2
124	HIGHFIELD ROAD	W	NO RESTRICTION	YES	20.1	4	0	0	4	0	4
125	HIGHFIELD ROAD	W	NO RESTRICTION - NARROW	YES	38.3	0	0	0	0	0	0
126	HIGHFIELD ROAD	E	NO RESTRICTION	YES	5.2	1	0	0	1	0	1
127	HIGHFIELD ROAD	E	DROP KERB	NO	6.6	0	0	0	0	0	0
128	HIGHFIELD ROAD	E	NO RESTRICTION - NARROW	YES	17.5	0	0	0	0	0	0
129	IVY LANE	N	NO RESTRICTION	YES	38.1	7	0	3	3	2	4
130	MAY CLOSE	E	DROP KERB	NO	4.4	0	0	0	0	0	0
131	MAY CLOSE	E	NO RESTRICTION	YES	39.7	7	0	3	3	3	3
132	MAY CLOSE	E	DROP KERB	NO	8.5	0	0	0	0	1	0
133	MAY CLOSE	E	NO RESTRICTION	YES	12.3	2	0	0	2	0	2
134	MAY CLOSE	E	DROP KERB	NO	4.3	0	0	0	0	0	0
135	MAY CLOSE	E	NO RESTRICTION	YES	14.6	2	0	1	1	1	1
136	MAY CLOSE	E	DROP KERB	NO	22.9	0	0	1	0	1	0
137	MAY CLOSE	E	NO RESTRICTION - NARROW	YES	18.2	0	0	0	0	0	0
138	IVY LANE	S	NO RESTRICTION	YES	2.6	0	0	0	0	0	0
139	IVY LANE	S	DROP KERB	NO	5.6	0	0	0	0	0	0
140	IVY LANE	S	NO RESTRICTION	YES	21.9	4	0	0	4	0	4
141	HIGHFIELD ROAD	E	NO RESTRICTION	YES	44.5	8	0	4	3	4	3
142	HIGHFIELD ROAD	E	DROP KERB	NO	5.4	0	0	0	0	0	0
143	HIGHFIELD ROAD	E	NO RESTRICTION	YES	5.7	1	0	1	0	1	0
144	HIGHFIELD GARDENS	E	NO RESTRICTION - SOME VERTICAL PARKING	YES	101.9	20	0	20	0	21	0
145	HIGHFIELD GARDENS	E	NO RESTRICTION - NARROW	YES	44.2	0	0	0	0	0	0
146	HIGHFIELD GARDENS	E	DROP KERB	NO	3.7	0	0	0	0	0	0
147	HIGHFIELD GARDENS	E	NO RESTRICTION	YES	7.3	1	0	1	0	1	0
148	HIGHFIELD ROAD	E	NO RESTRICTION	YES	75.1	15	0	12	2	14	0
149	HIGHFIELD ROAD	E	DISABLED BAY	YES	5.5	1	0	1	0	1	0
150	HIGHFIELD ROAD	E	NO RESTRICTION	YES	34.4	6	0	6	0	6	0
151	HIGHFIELD ROAD	E	DROP KERB	NO	5.6	0	0	1	0	1	0
152	HIGHFIELD ROAD	E	NO RESTRICTION	YES	19	3	0	3	0	4	0
153	HIGHFIELD ROAD	E	DROP KERB	NO	5.5	0	0	0	0	0	0
154	HIGHFIELD ROAD	E	DOUBLE YELLOW LINES	NO	45.6	0	0	0	0	0	0
155	NEVILLE ROAD	N	NO RESTRICTION	YES	33.1	6	0	5	0	4	2
156	NEVILLE ROAD	N	DROP KERB	NO	4.4	0	0	0	0	0	0
157	NEVILLE ROAD	N	NO RESTRICTION	YES	9.2	1	0	1	0	1	0
158	NEVILLE ROAD	N	DROP KERB	NO	5.9	0	0	0	0	0	0
159	NEVILLE ROAD	N	NO RESTRICTION	YES	2.5	0	0	0	0	1	0
160	WESTWAY	N	NO RESTRICTION	YES	40	8	0	3	5	4	3