



B R I G H T P L A N

WATERLOO SQUARE, BOGNOR REGIS

MIXED-USE DEVELOPMENT

Parking Survey Technical Note

Prepared on Behalf of

B5 Ltd

6253

November 2020



DOCUMENT CONTROL

Project: Waterloo Square, Bognor Regis
Mixed-Use Development

Document: Parking Survey Technical Note

Client: B5 Ltd

Reference: 6253

Document Checking:

Author:	SMO		Date:	13/11/2020
Checked by:	ALB		Date:	13/11/2020
Approved by:	PMR		Date:	13/11/2020

Status:

Issue	Date	Status	Issued by
1.	13/11/2020	Draft	SMO
2.	18/11/2020	Final	EJD
3.	19/11/2020	Final 02	EJD
4.			
5.			
6.			

© Copyright Bright Plan Limited 2020

No part of this publication may be reproduced by any means without the prior permission of Bright Plan Limited.



CONTENTS

1	INTRODUCTION	5
1.1	Site Location.....	5
1.2	Existing Conditions	5
1.3	Parking Requirement.....	6
	Retail Units.....	6
	Residential Units	7
2	METHODOLOGY	8
3	RESULTS.....	10
4	CONCLUSION	11



APPENDICES

Appendix A Correspondence with Arun District Council

Appendix B WSCC Consultation Response

Appendix C Car Parking Survey

1 INTRODUCTION

1.1 Site Location

- 1.1.1 This Parking Survey Technical Note (PSTN) has been prepared by Bright Plan Ltd on behalf of B5 Ltd to support a planning application at Waterloo Square, Bognor Regis. The application proposes the construction of 11 apartments, and 2 retail units. The application site is situated on the eastern side of Waterloo Square as shown in **Figure 1.1**.

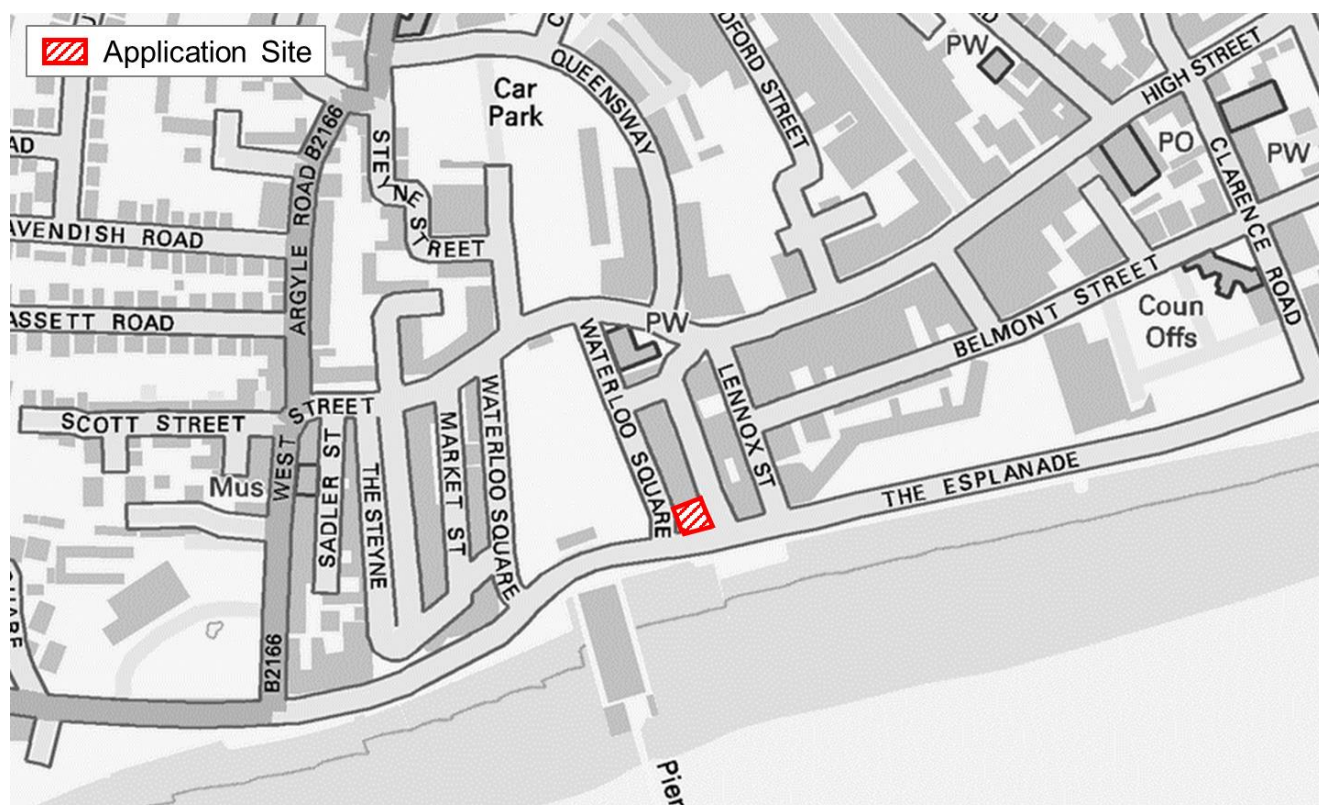


Figure 1.1: Application Site Location

- 1.1.2 Arun District Council (ADC) have requested a car parking stress survey to be undertaken to ensure parking overspill associated with the proposal can be accommodated on the local road network. Correspondence with ADC is attached in **Appendix A**.
- 1.1.3 West Sussex County Council (WSCC) have acknowledged the accessible nature of the site within their consultation response, noting that visitors to the retail units are able to use existing parking facilities in the vicinity of the site, or would likely arrive on foot/by cycle. WSCC's consultation response is attached at **Appendix B**.

1.2 Existing Conditions

- 1.2.1 The application site is situated on the corner of Waterloo Square and The Esplanade. Waterloo Square provides a series of marked parking bays on both sides of the carriageway, interspersed with double and single yellow lines. Waterloo Square's highway features are shown in **Figure 1.2**.



Figure 1.2: Waterloo Square Heading North

- 1.2.2 The Esplanade runs along southern boundary of the site. The road provides a series of parking bays on both sides of the carriageway. Parking outside of these bays is restricted by double yellow lines. The Esplanade's highway features are shown in **Figure 1.3**.



Figure 1.3: The Esplanade Heading East

1.3 Parking Requirement

Retail Units

- 1.3.1 The development would not provide car parking for the proposed retail units, and as such visitors arriving by car would be required to park on the local road network or within existing car parks. It is expected that trips to the retail units would likely be linked to other retail uses within Bognor Regis town centre, and as such it is likely that visitors arriving by car would park within more centrally located parking areas. Further, the site's highly accessible location means it is likely that a large proportion of retail trips would be made by sustainable modes such as walking, cycling or public transport. WSCC consider this arrangement to be appropriate in this location (**Appendix B**).



Residential Units

- 1.3.2 The proposed development would provide 4 car parking spaces for the proposed residential units, which reflects the site's highly accessible location. It is expected that the majority of future residents would use sustainable travel modes such as walking, cycling, bus or rail when travelling to local services, amenities and employment centres. However, should a larger proportion of residents wish to use a private car, annual parking permits for Fitzleet car park situated c.300m walk to the north of the site.
- 1.3.3 As such, this assessment focuses on visitor parking demand generated by the development. ADC's Parking Standards Supplementary Planning Document (January 2020) advises that residential developments would require 0.2 visitor spaces per dwelling. The proposal for 11 dwellings is therefore expected to generate a visitor car parking demand for 2 visitor spaces.

2 METHODOLOGY

- 2.1.1 In order to assess the existing on-street parking demand in the vicinity of the site, an independent parking survey has been undertaken by 'Obtrada'. The survey conducted followed the established 'Lambeth' methodology in the mornings of Tuesday 3rd and Wednesday 4th November 2020.
- 2.1.2 The 'Lambeth' methodology aims to identify the peak parking conditions for the local area. The survey area includes all feasible on-street parking areas within a 200m walking distance of the application site (c. 2.5 min walk).
- 2.1.3 The surveys were undertaken early in the morning when residents are typically at home and therefore parked on the local road network. Parked vehicle counts were recorded at 00:30am as per the standard 'Lambeth' methodology.
- 2.1.4 It is noted that the surveys were undertaken whilst COVID-19 restrictions were in place. However, the restrictions are not expected to impact on resident parking, and it is considered that the surveys provide a more robust assessment of demand, as all residents are expected to be at home.
- 2.1.5 The parking counts can be compared to the total capacity in the study area to determine the parking stress as a percentage. The maximum parking capacity was established assuming car parking space dimensions of 5.0m length and 2.0m wide. The PCU size provides a robust estimation of the parking capacity in the survey area, as in reality cars can park at a higher density than this unit allows.
- 2.1.6 In calculating the maximum capacity, care was taken to exclude infeasible parking areas, such as in front of dropped kerbs that serve private driveways. The study area and maximum parking capacity on each road is demonstrated in **Figures 2.1** and **Figure 2.2**. The results of the survey are attached in **Appendix C**.



Figure 2.1: Survey Area



Location	Parking Bays	Disabled	Total Capacity
Waterloo Square	68	0	68
The Esplanade	61	0	61
Belmonte Street	9	0	9
High Street	0	6	6
Lennox Street	5	2	7
Total	27	8	151

Figure 2.2: Maximum Parking Capacities



3 RESULTS

- 3.1.1 This section summarises the results from the car parking survey, identifying the existing parking stress and the remaining capacity in the study area. The survey measured parking 'stress' as a percentage of the overall spaces occupied by parked vehicles. The average stress over the two surveys days has been used for the analysis.
- 3.1.2 To provide a robust assessment, disabled parking bays have been omitted from stress analysis as these are unlikely to be used by visitors. A summary of the survey results is demonstrated in **Figure 3.1**.

Location	Capacity	Car Parked	Parking Stress	Available Spaces
Waterloo Square	68	42	62%	26
The Esplanade	61	10	16%	51
Belmonte Street	9	8	89%	1
Lennox Street	5	1	20%	4
Total	143	61	43%	82

Figure 3.1: Survey Results (2 Day Average) *Discrepancies due to rounding

- 3.1.3 The survey revealed an average parking stress of 43% across the overall study area equating to 82 remaining parking spaces within a 200m walking distance of the site. Waterloo Square experienced an average parking stress of 62% equating to 26 available parking spaces. This demonstrates that Waterloo Square alone can comfortably accommodate the demand for 2 spaces for visitors of the residential units.



4 CONCLUSION

4.1.1 This Parking Survey Technical Note has been prepared by Bright Plan Ltd on behalf of B5 Ltd to support a planning application for a mixed-use development at the Waterloo Square, Bognor Regis. The conclusions from this report are as follows:

- i. The development would not provide car parking for the proposed retail units. Given the site's highly accessible location, visitors would likely arrive by foot or cycle. Visitors arriving by car would likely park within more centrally located parking areas. WSCC consider this arrangement to be appropriate in this location.
- ii. The proposed development would provide 4 on-site car parking spaces for residents, which reflects the highly accessible location of the site. It is expected that the majority of future residents would use sustainable travel modes such as walking, cycling, bus or rail when travelling to local services, amenities and employment centres, however permits are available for Fitzleet car park situated c.300m walk to the north of the site.
- iii. As such, the development is expected to generate a demand for 2 spaces associated with visitors of the residential units.
- iv. The survey identified an average of 26 available spaces on Waterloo Square alone which would comfortably accommodate the demand for 2 spaces for visitors of the residential units.
- v. The survey also identified a total of 82 available spaces across the overall study area demonstrating considerable capacity within a 200m walk of the application site.



APPENDICES



Appendix A Correspondence with Arun District Council

From: Simon Davis
Sent: 26 October 2020 14:18
To: 'Simon Robinson' [REDACTED]
Subject: RE: BR/244/20/PL Beach Hotel

Dear Simon,

I can't see that a parking capacity survey has been provided. As you are aware, this formed refusal reason 2 on the previous application. Our Parking Standards SPD states that "Parking provision should be sufficient to accommodate demand whilst exploiting the potential for sustainable travel, minimizing adverse effects on road safety and avoiding increased on-street parking demand. If parking could reasonably be expected to take place in existing streets, then it will be necessary to demonstrate through a parking capacity survey that there is sufficient capacity to accommodate the expected parking demand."

We will need a survey (Lambeth methodology based) to properly assess the application. Please can you organise this and provide one to us within 21 days of today.

Kind Regards

Simon J Davis MRTPI
Principal Planning Officer
Directorate of Place

T: 01903 737874
E: simon.davis@arun.gov.uk

Arun District Council, Civic Centre, Maltravers Rd, Littlehampton, West Sussex, BN17 5LF
www.arun.gov.uk

Arun is a CIL Charging Authority, for more information go to www.arun.gov.uk/cil

Sign up to our newsletter [here](#)





Appendix B WSCC Consultation Response

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council - FAO: Simon Davis
FROM:	WSCC - Highways Authority
DATE:	5 November 2020
LOCATION:	The Beach Hotel, former Mud Club, Waterloo Square Bognor Regis, PO21 1SU
SUBJECT:	BR/244/20/PL Redevelopment into 11 No. 2 bed apartments & 2 No. commercial units (A1 Retail or A3 Restaurant/Cafe) (resubmission following BR/282/19/PL). This application affects the character & appearance of The Steyne, Bognor Regis Conservation Area & may affect the setting of listed buildings. This site is in CIL Zone 4 (Zero Rated) as flats & other development.
RECOMMENDATION:	More Information

Summary

West Sussex County Council, in its capacity as the Local Highway Authority (LHA), have been consulted on proposals for redevelopment of site to form 11 x 2-bedroom apartments and 2 x commercial units. The application is a resubmission following BR/282/19 (35 x 1 & 2-bedroom apartments and 3 x commercial units). The LHA raised no objection to that application, though the Local Planning Authority (LPA) refused the application on non-highway safety/transport related grounds.

The revised scheme is a reduction in residential units from 35 to 11 (24 unit reduction) and a reduction in commercial unit floor space (A1/A3) from 355sqm over 3 x units to 230sqm over 2 x units.

Access Arrangements

As per BR/282/19 vehicle access is proposed from the rear of the site via Norfolk Street, a narrow one way street subject to 30mph speed restriction. Under BR/282/19 a Stage 1 Road Safety Audit (RSA) was submitted. This has not been provided in support of the amended application. As the scheme is over 10 x units and requires access changes from the public highway the applicant should provide a new RSA or run the amended arrangements past the auditor to confirm that the proposed changes, including to the loading area, are acceptable. A Designers Response to any points raised should also be provided in the appropriate format as set out in table F4 and F5 of GG119.

The parking layout has been altered, it should be demonstrated through swept path tracking plans that the spaces are workable. The Loading/Delivery area has been annotated across space 1 and 4. Deliveries in this area may obstruct use of the parking area. Swept path tracking plans should be provided to demonstrate how these altered arrangements are workable for largest service vehicle anticipated.

Car & Bicycle Parking

The LPA have requested a car parking capacity survey to check that surrounding streets can accommodate any overspill parking. From a highway safety point of view the LHA does not consider that any overspill parking will result in a highway safety concern, in light of parking restrictions and junction protection in the vicinity.

Under Arun Supplementary Planning Document (SPD) the 11 x 2-bedroom apartments could see a demand for 11 x car parking spaces. The 5 x spaces proposed will be for residential use and thus the shortfall in parking is 6 x spaces. Previously a disabled car parking bay was proposed and it is advised that this is again included. The LPA may also wish to secure that some of the spaces are suitable for electric vehicle charging, in line with the SPD.

Whilst no dedicated parking for the commercial element is proposed, this is considered appropriate for the accessible seafront location where parking is anticipated to take place on street and public car parks nearby, and customers will arrive by foot/cycle.

With respect to bicycle parking the Design & Access Statement refers to a double stacking system. This may not be accessible to all and the LHA advise secure and covered/ Sheffield stand facilities. The basement level will provide space for 14 x cycles yet it is not clear how these will get to street level (which lift will be used and are these for the residential use alone?) Previously retail/visitor Sheffield stands were shown on the commercial site frontage but this appears to have been relocated to rear of the site - it would be more appropriate to include this in a location visible and accessible to customers.

The SPD requires 11 x residential cycle spaces if in a communal facility. For the commercial use if entirely A1 the use would require 5 x cycle spaces, if entirely A3 the use would require 9 x spaces for customers plus 1 space per 4 staff. Details of bicycle storage can be secured through condition.

Trip Generation & Road Network Capacity

The LHA previously raised no objection in terms of anticipated traffic generation as a result of the development and considered the capacity of the nearby road network would not be detrimentally impacted. Whilst it would be useful and supportive of the application for the applicant to provide an amended TRICs (Trip Rate Information Computer Systems) assessment to show the anticipated reduction in trips from the previous proposal, the LHA are mindful of the reduced scale scheme and same number of parking spaces being provided and thus do not anticipate a road network capacity issue as a result of the proposals.

Accessibility & Sustainable Transport

As commented under BR/282/19 the site is located where a number of sustainable transport options could be taken up to reduce the reliance on the private car. A range of retail, services and amenities are within walking distance along street lit footway with pedestrian crossing facilities at key locations. Bus services and Bognor Train Station are also within walking distance of the site, providing alternative modes for longer distance travel. Considering the accessible location and limited car parking available on site the LPA are advised to secure a Travel Plan Statement through condition, to encourage uptake of sustainable transport modes for new residents.

Conclusion

In summary further information is sought. It is acknowledged that the LHA previously raised no transport grounds to resist the application. Nevertheless, the access, parking and loading/delivery arrangements have altered from BR/292/19 and thus the following information is required:

- New RSA to cover amended access, parking and loading bay arrangements.
- Swept path tracking plans for car parking spaces and loading bay area.
- Consideration to disabled bay/ electric vehicle charging bays.

Please ask the applicant for this additional information and re-consult.

Katie Kurek
West Sussex County Council – Planning Services



Appendix C WSCC Consultation Response



Residential Lambeth Survey

Address: Waterloo Square, Bognor Regis, West Sussex

Date: 30/10/2020

Survey Dates: 3/11/2020 and 4/11/2020

Prior to services commencing

- Satellite mapping of the location is to be viewed to understand the extent of the survey.
- Plans and drawings for conducting the services must be completed
- Risk assessment to be formulated.

Completion Criteria

Contractor shall have fulfilled its obligations when the following occurs:

- Supplied client with detailed maps and results set out by the “required information” detailed in the Lambeth Survey: Residential Methodology

Site Description and Observations

Parking consists of entirely Pay and display, Parking permits and disabled parking.

Observations

3/11/2020

- Cones present on The Esplanade (East)

4/11/2020

- Cones present on The Esplanade (East and West)

Survey Extent

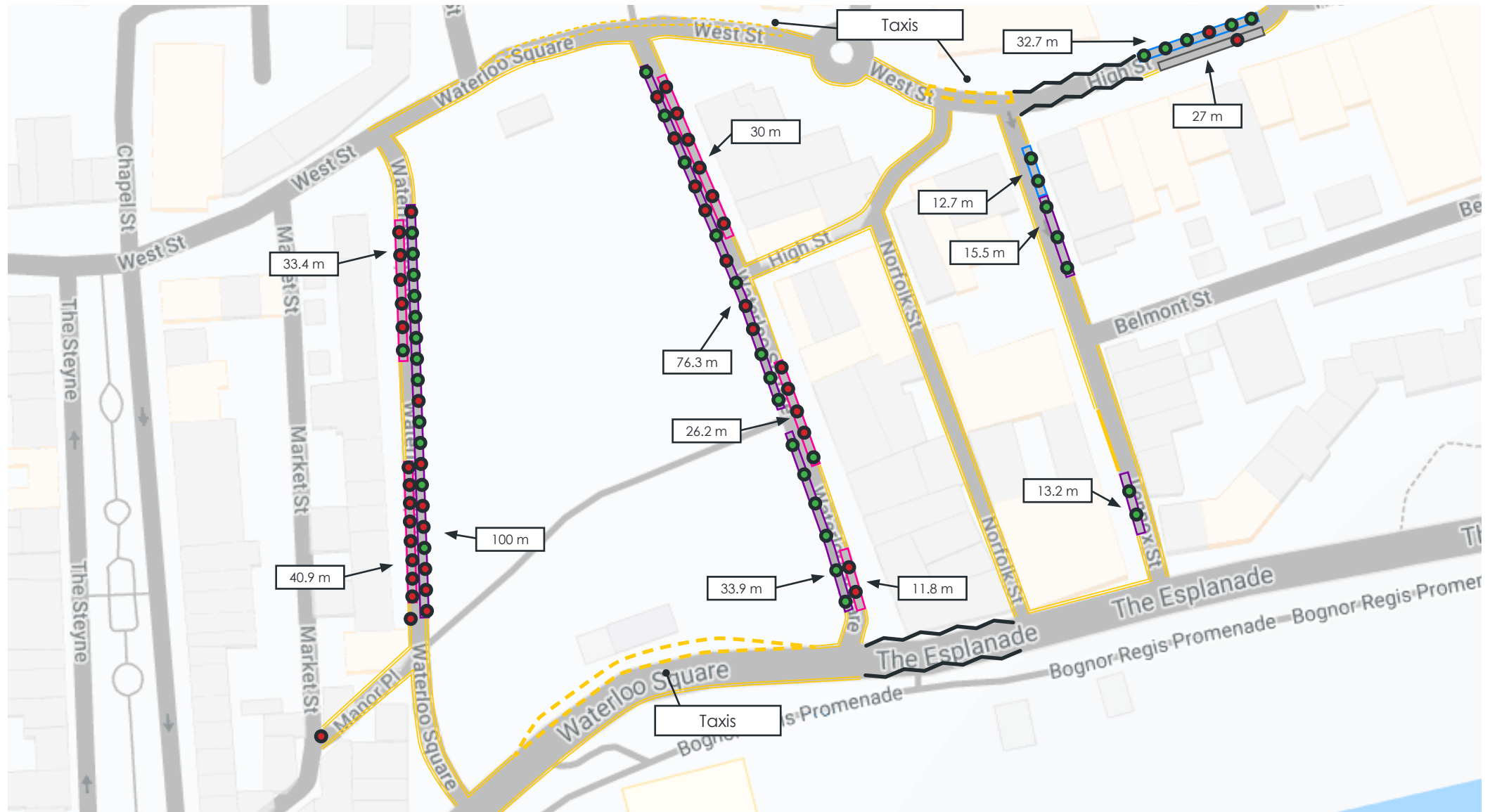


Obtrada, Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
01243 884630
www.obtrada.co.uk

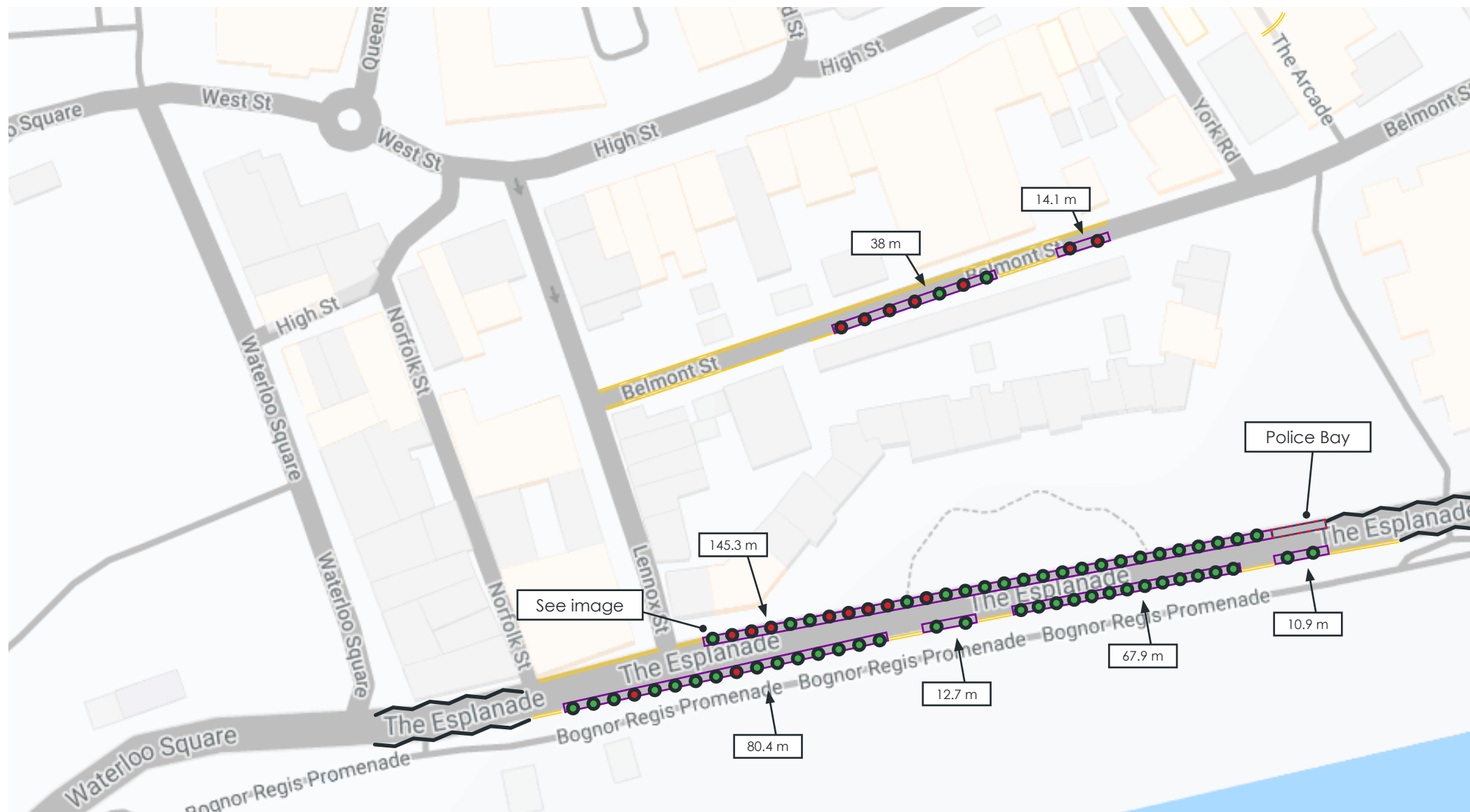
Restriction Legend

	Site Location
	Vehicle Space
	Vehicle Parked
	Bay
	Disabled Bay
	Resident Permit Holder (RPH)
	Pay and Display
	Bus Stop
	Loading Bay
	Single Yellow Line (SYL)
	Double Yellow Line (DYL)
	Single Red Line (SRL)
	Double Red Line (DRL)
	Unrestricted
	Restricted
	Sign
	Measurement

Parking Map Results | 3/11/2020 | 00:30

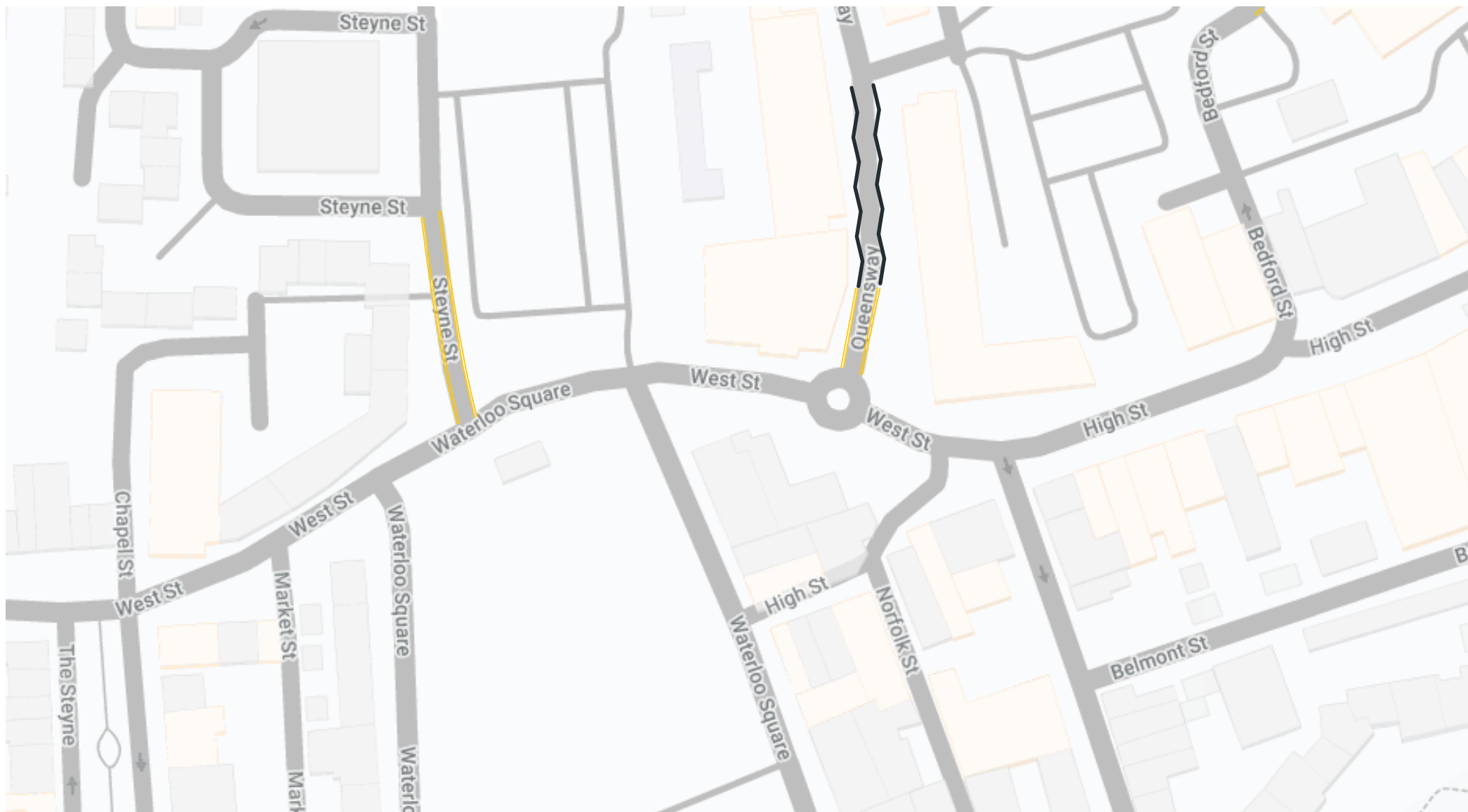


Parking Map Results | 3/11/2020 | 00:30



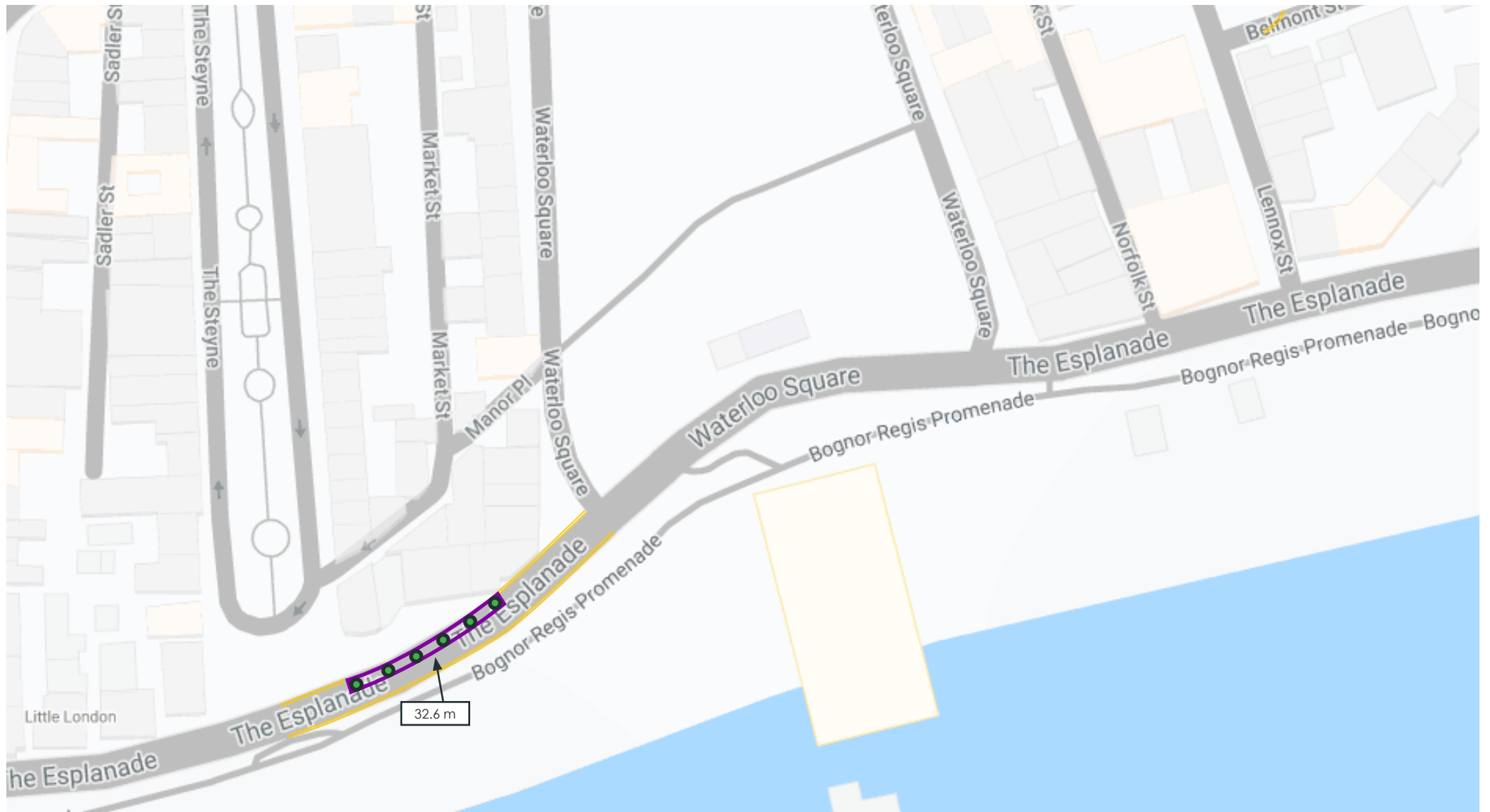
Obrada, Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
 01243 884630
www.obtrada.co.uk

Parking Map Results | 3/11/2020 | 00:30



Obrada, Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
01243 884630
www.obtrada.co.uk

Parking Map Results | 3/11/2020 | 00:30



Parking Stress Results | 3/11/2020 | 00:30

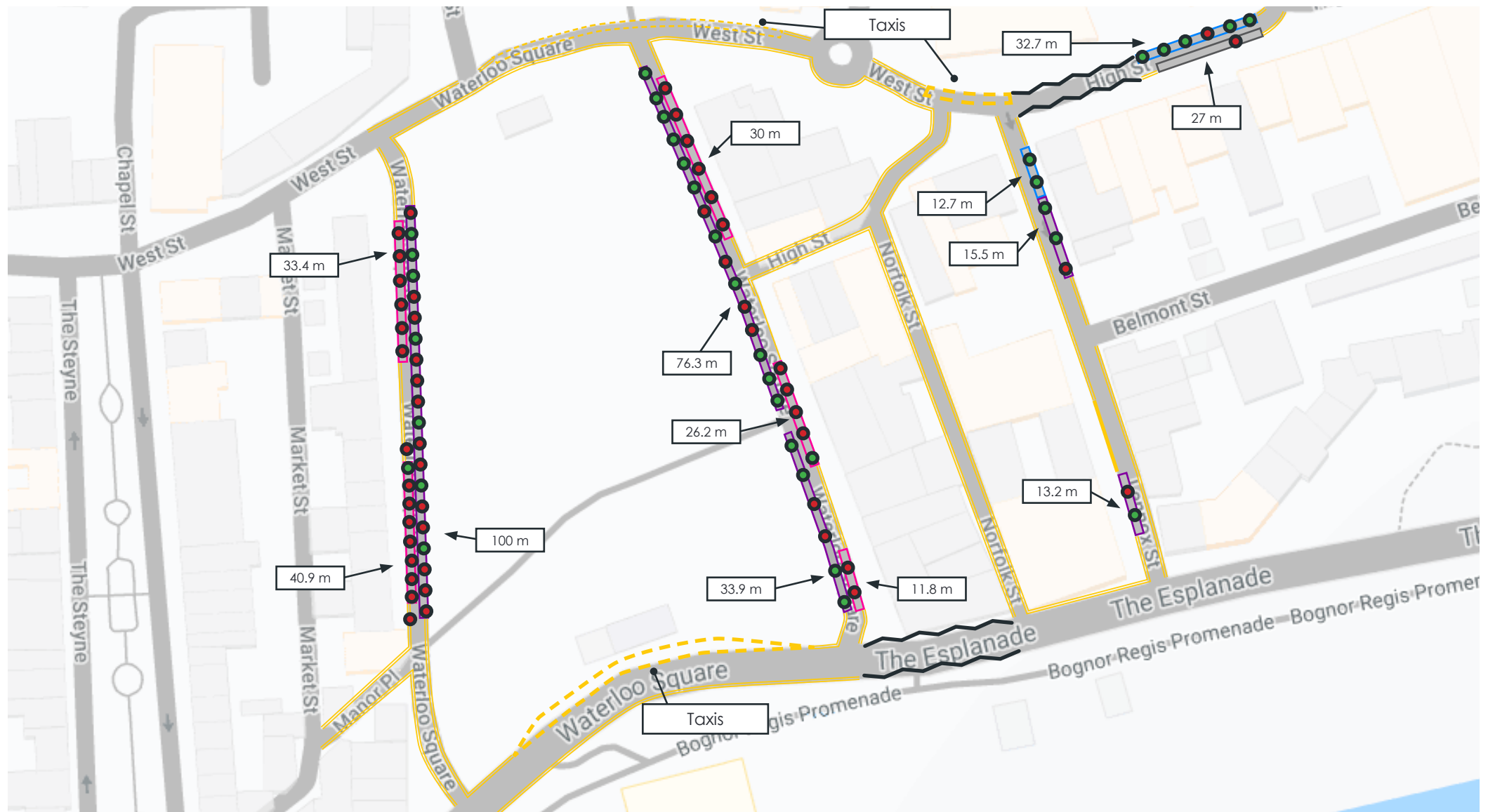
		Available Parking						Parking Restriction												Total Legal Parking			Restriction					Other		Total Parking Stress				
		Unrestricted		Marked Bays		Permit Holder		Pay and Display		Disabled		Other		Other		Double Yellow	Double Red																	
		Parked	Spaces	Kerb Length (M)	Parked	Spaces	Kerb Length (M)	Parked	Spaces	Kerb Length (M)	Parked	Spaces	Kerb Length (M)	Parked	Spaces	Kerb Length (M)	Parked	Spaces	Kerb Length (M)	Parked	Spaces	Total Legal Parking	Blocking Access	Opposite Junction	At a Crossing	Turning Area	Other	Parked	Parked	Parked	Spaces	Total Parking Stress		
Location																																		
Waterloo Square								25	27	142.3	15	41	210.2									40	68	59%						1		41	68	60%
The Esplanade											10	61	349.8									10	61	16%							10	61	16%	
Belmonte Street											7	9	51.2									7	9	78%							7	9	78%	
High Street														1	6	32.7						1	6	17%				1			2	6	33%	
West Street																						0	0	N/A							0	0	N/A	
Lennox Street											0	5	28.7	0	2	12.7						0	7	0%							0	7	0%	
Norfolk Street																						0	0	N/A							0	0	N/A	
Queensway																						0	0	N/A							0	0	N/A	
Streyne Street																						0	0	N/A							0	0	N/A	
Manor Place																						0	0	N/A					1		1	0	N/A	
																						0	0	N/A							0	0	N/A	
																						0	0	N/A							0	0	N/A	
																						0	0	N/A							0	0	N/A	
																						0	0	N/A							0	0	N/A	
																						0	0	N/A							0	0	N/A	
TOTALS	0	0	0	0	0	0	0	25	27	142.3	32	116	639.9	1	8	45.4	0	0	0	0	0	58	151	38.4%	0	0	0	0	1	2	0	61	151	40.4%
Kerb length for each section details the total meterage of parking.																																		
For the purposes of calculating parking stress, it is assumed that each vehicle measures 5m in length.																																		
The kerb length of parking on a given road may not represent the total number of spaces. For example a section of unrestricted parking may be measured at 4.5m and another section measured at 5.5m totaling 10m in this scenario there is only 1 available space.																																		

Image Reference

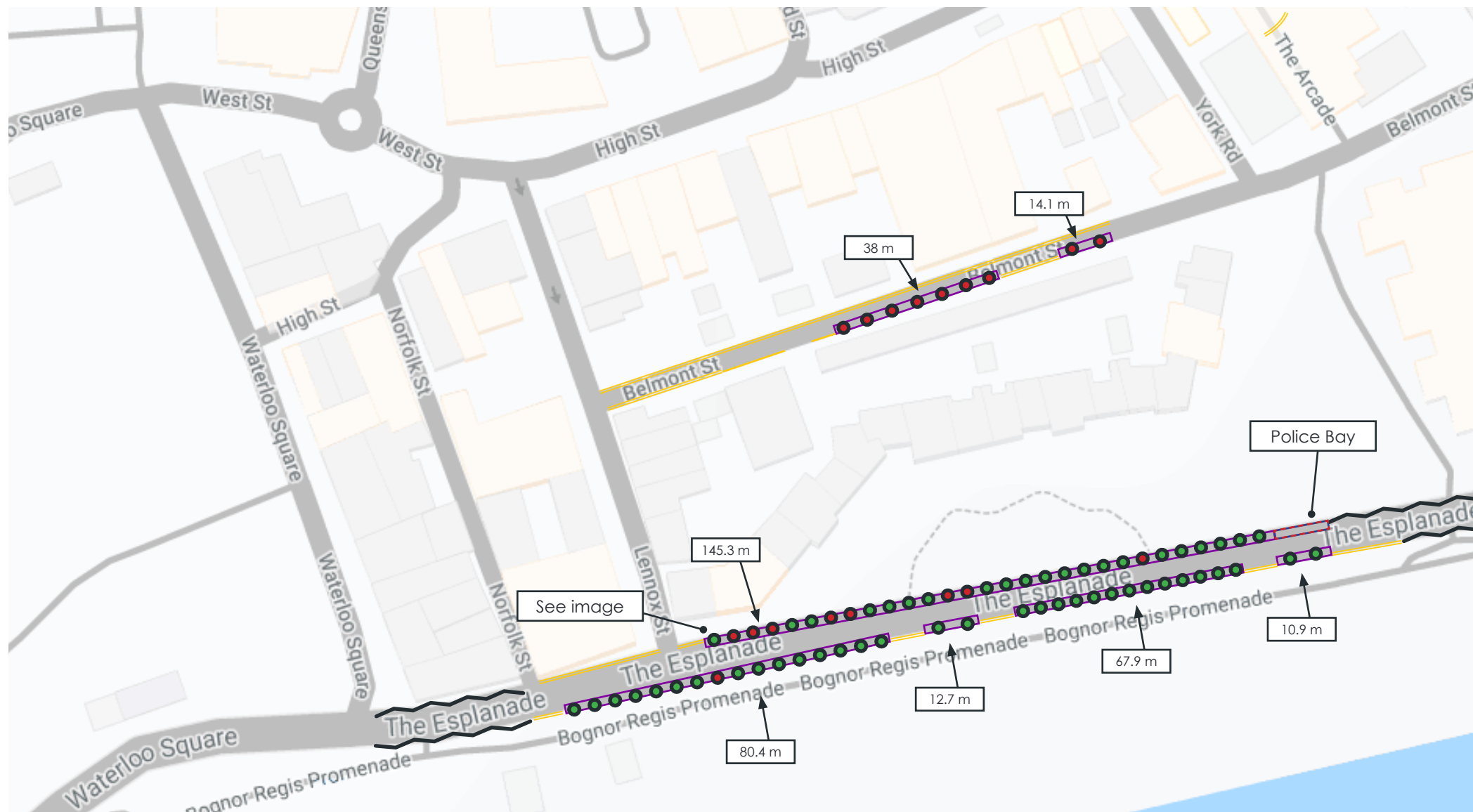
The Esplanade (East)



Parking Map Results | 4/11/2020 | 00:30

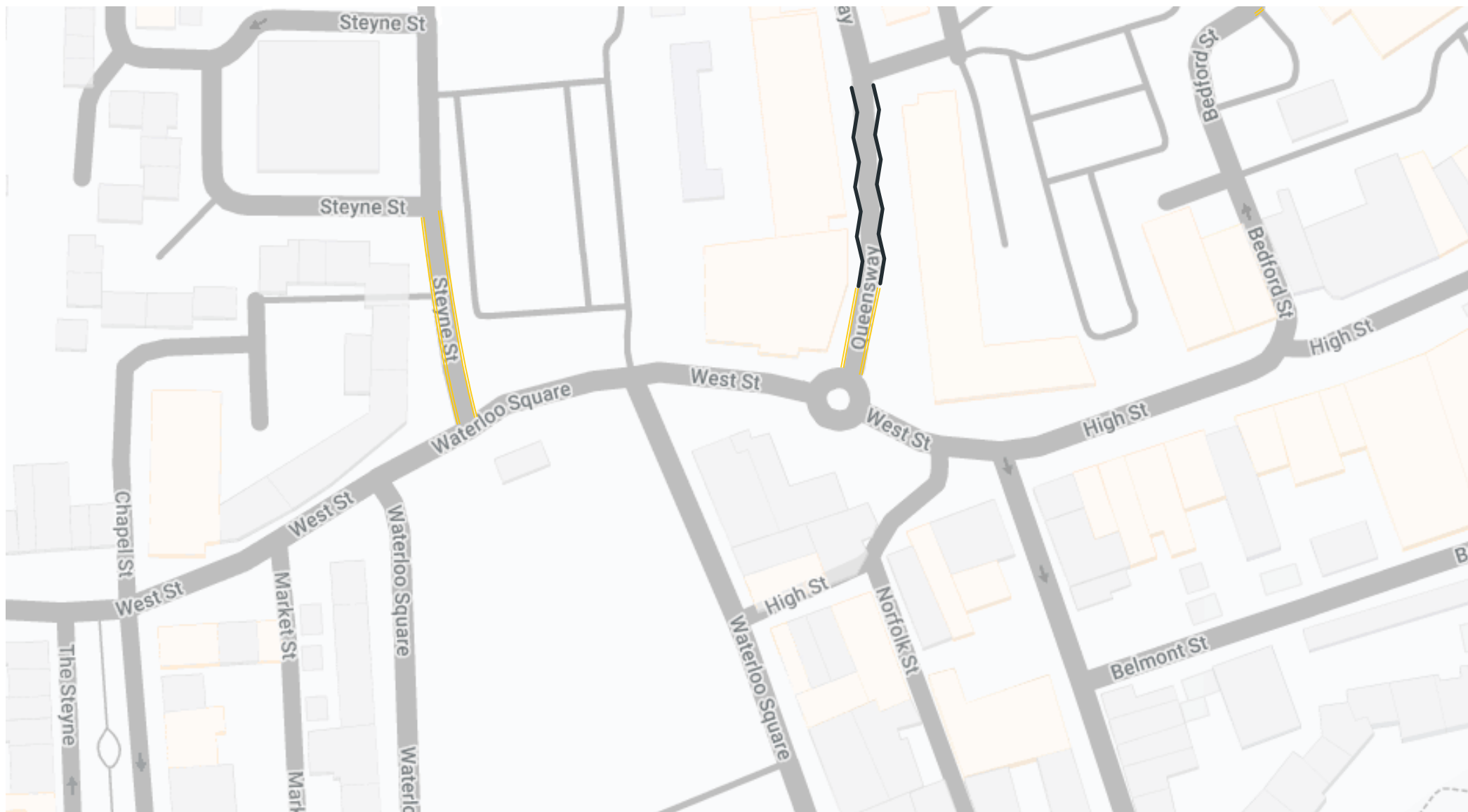


Parking Map Results | 4/11/2020 | 00:30



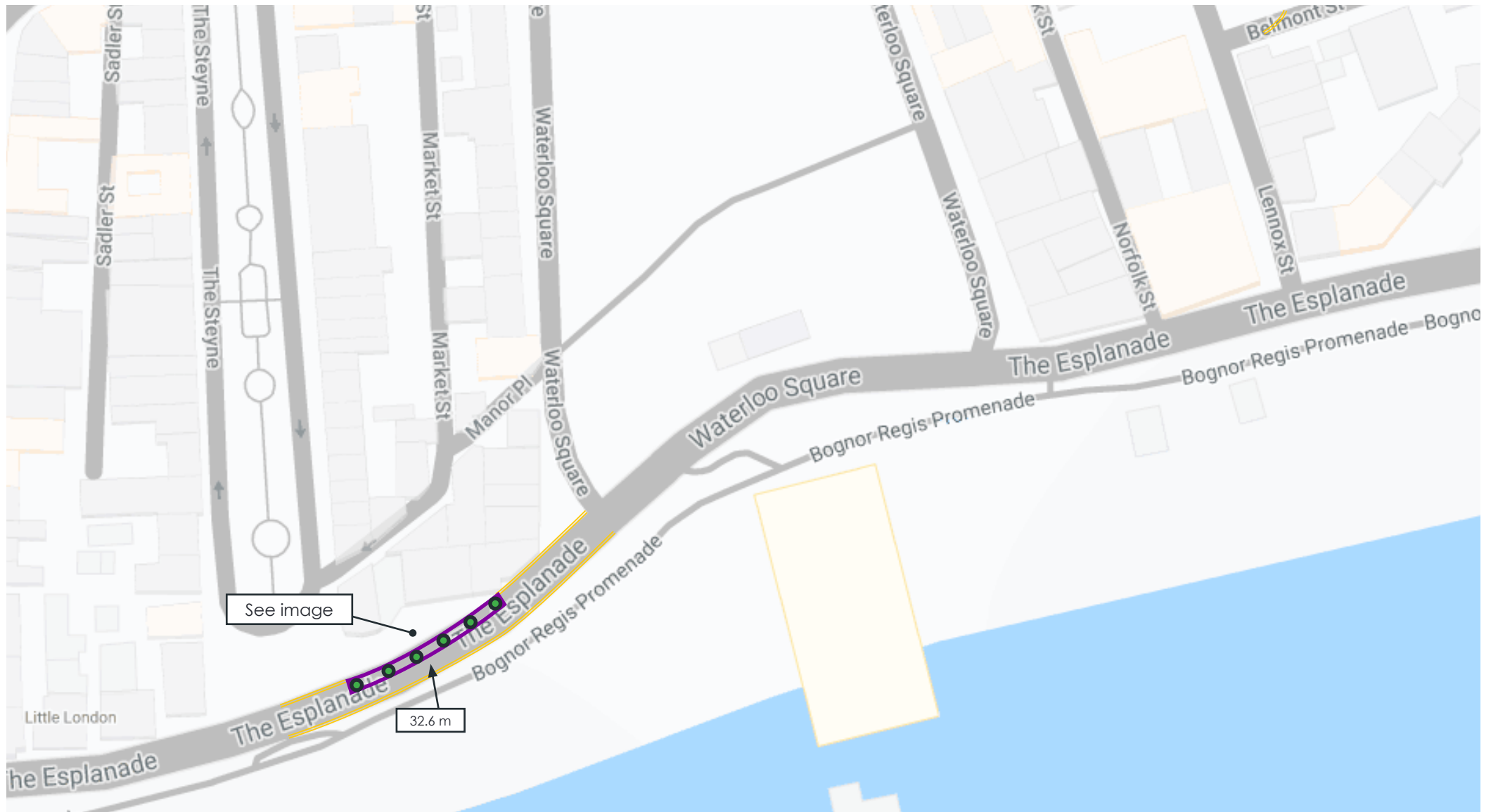
Obrada, Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
 01243 884630
www.obtrada.co.uk

Parking Map Results | 4/11/2020 | 00:30



Obrada, Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY
01243 884630
www.obtrada.co.uk

Parking Map Results | 4/11/2020 | 00:30



Parking Stress Results | 4/11/2020 | 00:30

		Available Parking						Parking Restriction												Total Legal Parking			Restriction					Other		Total Parking Stress								
		Unrestricted			Marked Bays			Permit Holder			Pay and Display			Disabled			Other											Other					Double Yellow	Double Red				
		Parked	Spaces	Kerb Length (M)	Parked	Spaces	Kerb Length (M)	Parked	Spaces	Kerb Length (M)	Parked	Spaces	Kerb Length (M)	Parked	Spaces	Kerb Length (M)	Parked	Spaces	Kerb Length (M)	Parked	Spaces	Kerb Length (M)	Parked	Spaces	Total Legal Parking	Blocking Access	Opposite Junction	At a Crossing	Turning Area	Other	Parked	Parked	Parked	Spaces	Total Parking Stress			
Location																																						
Waterloo Square								25	27	142.3	19	41	210.2											44	68	65%							2		46	68	68%	
The Esplanade											9	61	349.8											9	61	15%								9	61	15%		
Belmonte Street											9	9	51.2											9	9	100%								9	9	100%		
High Street														1	6	32.7								1	6	17%				1				2	6	33%		
West Street																								0	0	N/A								0	0	N/A		
Lennox Street											2	5	28.7	0	2	12.7								2	7	29%								2	7	29%		
Norfolk Street																								0	0	N/A								0	0	N/A		
Queensway																								0	0	N/A								0	0	N/A		
Streyne Street																								0	0	N/A								0	0	N/A		
Manor Place																								0	0	N/A								0	0	N/A		
																								0	0	N/A								0	0	N/A		
																								0	0	N/A								0	0	N/A		
																								0	0	N/A								0	0	N/A		
																								0	0	N/A								0	0	N/A		
																								0	0	N/A								0	0	N/A		
																								0	0	N/A								0	0	N/A		
TOTALS	0	0	0	0	0	0	0	25	27	142.3	39	116	639.9	1	8	45.4	0	0	0	0	0	0	0	65	151	43.0%	0	0	0	0	1	2	0	68	151	45.0%		
Kerb length for each section details the total meterage of parking.																																						
For the purposes of calculating parking stress, it is assumed that each vehicle measures 5m in length.																																						
The kerb length of parking on a given road may not represent the total number of spaces. For example a section of unrestricted parking may be measured at 4.5m and another section measured at 5.5m totaling 10m in this scenario there is only 1 available space.																																						

Image Reference

The Esplanade (East)



The Esplanade (West)

