



Technical Note

Project No: ITB16517
Project Title: 224 London Road, Bognor
Title: Parking Analysis
Ref: DS/ITB16157-001 TN
Date: 30 June 2021

SECTION 1 Introduction

1.1 Background

1.1.1 Counterpoint Properties Ltd has appointed i-Transport LLP to undertake parking analysis in relation to development of 224 London Road, Bognor. Outline planning permission has been granted (ref: BR/142/18) for the redevelopment of the site for the demolition and conversion of the existing public house to form up to 10. No. residential flats over a maximum story of 2.5 storeys.

1.1.2 A Reserved Matters Application (ref: BR/8/21/RES) was submitted to Arun District Council (ADC) pursuant to the grant of outline planning consent. Reserved Matters consent was subsequently refused by ADC on 29th April 2021 on grounds of heritage and parking. This Technical Note has been prepared to address matters raised in Reason for Refusal 3 (RfR) of the BR/8/21 Decision Notice, which states:

"The development does not include sufficient residential parking provision to meet the needs future occupiers in accordance with the residential 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 existing local residents in the area. No evidence has been provided to demonstrate whether or not there is existing spare parking capacity in the surrounding area. The proposal is therefore in conflict with Arun Local Plan policy T SP1, the Councils Parking Standards supplementary planning document (January 2020) and the NPPF".

1.1.3 It should be noted that West Sussex County Council, as local highway, was consulted as part of the grant of outline planning permission. As part of its response dated 10th July 2018 specific comment was offered in respect of parking, noting a nil-parking provision and the presence of a permit-controlled parking scheme in effect on London Road and no objection was raised. In response to the RMA, WSCC confirmed that it had no additional comments.

- 1.1.4 It should further be noted that the ADC Officer Report to permission BR/142/18 set out a detailed consideration of the acceptability of nil-parking provision. It stated (key aspects underlined for emphasis):

"WSCC Highways have assessed this application and consider that there are no grounds to raise an objection on the matters of highway safety and parking. In addition, it is considered that the site is in a highly sustainable edge of centre location within easy walking and cycling distance of a range of shops, facilities and services including bus stops, a large food superstore and the railway station. Whilst the private car could be required for some longer distances, future residents would not need to rely on a car to be able to live comfortably. There, it would be appropriate to allow a reduction in the parking requirements of the development. Elsewhere in the town centre area, a nil parking requirement has been accepted for residential development.

It is therefore considered that although access is a reserved matter and that although the exact parking requirements cannot be calculated at this time (due to there being no detailed on the number of bedrooms per flat), a nil parking provision would be acceptable if off-street parking cannot be provided within the site. WSCC Highways comments are such that the scheme can be supported on that basis. The principle of the proposal is therefore in accordance with ALP policies T.SP1 and T.DM1 and it is not considered to have an unacceptable impact on highway safety, or a severe cumulative impact on the road network"

- 1.1.5 While it is acknowledged that a new Supplementary Planning Document (SPD) in relation to parking has been adopted by the Council since the grant of outline planning permission, the SPD does not alter the fundamental principles of the development upon which outline consent was both granted and cited in being in accordance with Policy T SP1 and T DM1 (and, by extension of planning consent being granted, the National Planning Policy Framework).

1.2 Structure

- 1.2.1 Notwithstanding the above, this TN has been prepared to draw together an analysis of parking capacity in the local area, including a parking capacity survey conducted in accordance with the Lambeth Methodology. The remainder of the TN is structured as follows:

- Section 2 - Context;
- Section 3 - Parking;
- Section 4 - Accessibility; and
- Section 5 - Summary and Conclusions.

SECTION 2 Context

2.1 There are a number of appeal decisions in the Arun District relating to parking that helpfully provide context to the matters that should be considered where parking provision is less than the current standard; a couple of the relevant decisions are summarised in **Table 2.1** and copies of the decisions are provided at **Appendices A** and **B** respectively.

Table 2.1: Appeal Decisions for Similar Sites

Appeal Reference	Development Proposal	Inspector's Comments Regarding Parking
APP/C3810/A/13/2197140 - Land to the rear of 43, 45 and 47 Barnham Road, Barnham PO22 0ER	Demolition of single storey buildings to the rear of Nos 43 and 45 and redevelop the site incorporating No 47 for residential use, comprising 11 No 1 and 2 bed flats, a shop unit and associated external works.	There was a view that the control appearing to be exercised over parking, to ensure a turnover of spaces for the benefit of shops and businesses, was not sufficiently enforced and that commuters parked all day in controlled spaces. However, weight should be able to be attached to that control. The development would have a medium level of parking, but in this sustainable location, close to shops and the railway station, a limit on the provision should put pressure on residents not to use the car, furthering the aim of both the Framework and Policy GEN7 to promote sustainable development, including the effective use and conservation of energy and reducing the need to travel, particularly by private car.
APP/C3810/A/13/2189866 - 3 Marine Drive West, Bognor Regis PO21 2QA	Conversion of existing care home into 12 no 1 bed flats at 3 Marine Drive West, Bognor Regis PO21 2QA	There is no dispute between the Appellant and the Council that the on-site parking provision would be below the Council's maximum permitted standards, which would be 14 spaces. However, Policy GEN12 of the Arun District Local Plan 2003 (Local Plan) indicates that consideration will be given to a number of criteria in assessing reduced parking provision in town centres and other areas accessible by other means of transport, including alternative means of transport; alternative parking provision and highway safety issues. The property is sustainably located in relation to local facilities which are accessible on foot and by cycle. Bognor Regis Town Centre is slightly further away but accessible by cycle and bus, and there are bus stops within easy walking distance.

Source: The Planning Inspectorate

2.1.1 The appeal decisions recognise that:

- ♦ Reduced or zero parking provision is appropriate where residents can travel sustainably and have modal choice;
- ♦ It is appropriate to limit parking in sustainable locations, such as town centres, in order to reduce and discourage the need to travel by private car; and
- ♦ Weight should be applied to parking controls – restrictions are effective tools to managing highway safety and preventing vehicles parking where it is unsafe to do so.

SECTION 3 Parking

3.1 Parking Standards

3.1.1 ADC has adopted a Parking Standards Supplementary Planning Document (January 2020). The standards are summarised in **Table 3.1**.

Table 3.1: Arun District Council Adopted Parking Standards

Number of Bedrooms	Number of Habitable Rooms	Parking Behaviour Zone		
		1	2	4
1	1 to 3	2	2	1
2	4	2	2	1
3	5 to 6	2	2	2
4+	7 or more	3	3	2

Source: Arun District Council Parking Standards Supplementary Planning Document (2020)

3.1.2 With reference to Appendix 2 of the SPD, the development site is situated within Parking Behaviour Zone 4. The RMA proposes a total of 8 x 1 bed and 2 x 2 bed flats. The relevant parking standards in the context of the accommodation schedule is outlined in **Table 3.2**.

Accommodation	No. of Units	ADC Standard (spaces per dwellings)	Parking Requirement (total spaces)
1-bed	8	1	8
2-bed	2	1	2
Visitor	10	0.2	2
Total			12

3.2 Parking Surveys

3.2.1 To address RfR3, car parking capacity surveys have been undertaken on Thursday 10th June and Saturday 12th June 2021 in accordance with the Lambeth Methodology. The days of the survey were selected as being the periods during which residents are most likely to be at home and their vehicle parked, and therefore the times at which there would be the greatest demand for parking. It should also be noted that the surveys were undertaken while national measures relating to Covid-19 were also active, and therefore presents a thorough and robust assessment given that these measures include 'stay at home' instructions and restrictions on leisure travel where vehicles may be away from home for a longer period of time (e.g. holidays).

3.2.2 In accordance with the Lambeth Methodology, the survey area comprised all roads within a 200m walking distance of the site, with the length reduced or extended to a natural termination point if 200m distance extended part way along a road. The scope of the survey extended to the following locations:

- London Road;
- Upper Bognor Road;
- Stanley Close;
- Spencer Street;
- East Lake;
- Richmond Road;
- Henry Street;
- Cheshire Close;
- B2259;
- Longford Road;
- Gordon Avenue; and
- Annandale Avenue.

3.2.3 The survey identified all locations within the area are subject to some form of parking control, including:

- Permit controlled spaces;
- Defined disabled parking bays;
- Double yellow lines without loading control (which can therefore be used by disabled drivers for parking; and
- Locations where parking was not restricted.

3.2.4 The full parking survey outputs are presented at **Appendix C** and detail the scope of the survey, the identified restrictions, parking occupancy and photographic evidence. This data has been analysed and the parking stress is summarised in **Table 3.3**.

Table 3.3: Parking Stress Survey Results

Road Name	Capacity	Tuesday 9th September 2020		Wednesday 10th September 2020	
		Vehicles	Stress	Vehicles	Stress
Upper Bognor Road	0	0	N/A	0	N/A
London Road	20	12	60%	11	55%
Stanley Close	0	0	N/A	0	N/A
Spencer Street	7	6	86%	6	86%
East Lake	5	4	80%	3	60%
Richmond Road	40	20	50%	18	45%
Henry Street	16	13	81%	14	88%
Cheshire Close	4	3	75%	3	75%
B2259	0	0	N/A	0	N/A
Longford Road	15	14	93%	12	80%
Gordon Avenue	15	10	67%	10	67%
Annandale Avenue	47	28	60%	26	55%
TOTAL	169	110	65%	103	61%

3.2.5 As shown in Table 3.3, there is a low level of on-carriageway parking stress across the local area, and more than adequate capacity to accommodate any overspill parking arising from the development.

3.2.6 Furthermore, it should also be noted that the London Road car park can be accessed via Mostar Avenue, providing additional public parking provision for visitors to the site within a reasonable walking distance of the site.

3.3 Summary

3.3.1 The local road network in the vicinity of the proposed development is subject to comprehensive parking controls. As set out in Section 2 of this TN, weight should be applied to parking controls and the role that is played in ensuring that any on-street parking is managed where it would have a detrimental impact on highway safety.

3.3.2 Car parking capacity surveys undertaken to address RfR3 identify that there is a low level of parking stress in the vicinity of the site and that there is sufficient capacity to accommodate any overspill parking demands from the development.

SECTION 4 Accessibility

4.1 Cycling and Walking

4.1.1 Guidance set out in Paragraph 4.4.1 of Manual for Streets (MfS) states:

"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents."

4.1.2 This is corroborated by the National Travel Survey (England) 2019 which identifies that 80% of all journeys up to 1 mile (1,600m) are undertaken on foot.

4.1.3 The proposed site is therefore extremely well located to local services and facilities, with a large number of these falling within the MfS 'walkable neighbourhood' of 800m. Bognor Regis Town Centre is located some 700m to the south of the site, and there are a wide range of day-to-day services and facilities available to residents of the development within a comfortable walking distance.

4.1.4 Similarly, local roads provide conditions conducive to cycle journeys with cycle parking available in the town centre and Bognor Railway station. A distance of 5km is recognised as a comfortable cycle distance, with key facilities and services within Bognor well within this distance.

4.2 Public Transport

4.2.1 The site benefits from being in close proximity of Bognor Railway Station, which is located at a walking distance of some 550m to the south of the development site. The station provides regular services and connections to services to Barnham, Chichester, Portsmouth, Southampton, Brighton and London amongst many other destinations. A total of 4 peak hour services are currently available from the station.

4.2.2 Regular bus services are available from bus stops on the B2166 some 150m walking distance from the site (utilising the pedestrian bridge over the railway line), well inside the 400m walking distance identified for access to urban services. The services include the 700 'Coastliner' route, providing a 15-minute frequency service between Chichester and Felpham, and forming part of a longer route along the south coast between Portsmouth and Brighton. In addition, the bus stops local to the site are also served by the 61, 62 and 67 bus services.

4.3 **Summary**

- 4.3.1 The site is in a highly sustainable location, providing residents with a range of viable travel modes. This includes walking and cycling for local journeys, and public transport provision for longer distance journeys.
- 4.3.2 On this basis, the site satisfies the requirement identified in Section 2 of this Technical Note (TN), that reduced or zero parking provision is appropriate where residents have sustainable travel opportunities and that it is appropriate to limit parking at sustainable locations in order to discourage the need to travel by private car.

SECTION 5 Summary and Conclusions

5.1 Summary

- 5.1.1 Counterpoint Properties Ltd has appointed i-Transport LLP to undertake parking analysis in relation to development of 224 London Road, Bognor.
- 5.1.2 Outline planning permission has been granted (ref: *BR/142/18*) for the redevelopment of the site for the demolition and conversion of the existing public house to form up to 10. No. residential flats over a maximum story of 2.5 storeys. However, a Reserved Matters Application (ref: *BR/8/21/RES*) pursuant to the outline application has been refused by Arun District Council on matters of heritage and parking.
- 5.1.3 This Technical Note has been prepared to address Reason for Refusal 3 relating to parking and presents the findings of further analysis on local parking capacity.
- 5.1.4 There are a number of appeal decisions in the Arun District relating to parking that helpfully provide context to the matters that should be considered when parking provision is less than the current standard. The appeal decisions recognise that:
- Reduced or zero parking provision is appropriate where residents can travel sustainably and have modal choice;
 - It is appropriate to limit parking in sustainable locations, such as town centres, in order to reduce and discourage the need to travel by private car; and
 - Weight should be applied to parking controls – restrictions are effective tools to managing highway safety and preventing vehicles parking where it is unsafe to do so.
- 5.1.5 The parking surveys undertaken on 2 days in June 2021 identify that the local road network is subject to comprehensive parking control, and therefore any on-street parking that may occur would not have a detrimental impact on highway safety.
- 5.1.6 The surveys also identify that there is the availability of on-street parking, notably at London Road, Richmond Road, Gordon Avenue and Annandale Avenue.
- 5.1.7 The site is in a highly sustainable location, providing residents with a range of viable travel modes. This includes walking and cycling for local journeys, and public transport provision for longer distance journeys.

5.2 Conclusions

- 5.2.1 On this basis, the site satisfies the requirements identified in Section 2 of this Technical Note (TN), and nil-parking provision is appropriate, satisfying the objectives of the National Planning Policy Framework and being in accordance with the views of Inspectors in similar cases within the District.
- 5.2.2 The Technical Note demonstrates that there is adequate on-street capacity to accommodate any overspill parking, without placing undue stress upon existing demands. The nil-parking strategy will not have a detrimental impact on the amenity of existing residents.

APPENDIX A. APPEAL DECISION 2197140

Appeal Decision

Hearing held on 25 September 2013

Site visit made on 25 September 2013

by S J Papworth DipArch(Glos) RIBA

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 22 October 2013

Appeal Ref: APP/C3810/A/13/2197140

Land to the rear of 43, 45 and 47 Barnham Road, Barnham PO22 0ER

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr Graham Norgate against the decision of Arun District Council.
 - The application Ref EG/44/12, dated 4 July 2012, was refused by the Council by notice dated 14 March 2013.
 - The development proposed is to demolish single storey buildings to the rear of Nos 43 and 45 and redevelop the site incorporating No 47 for residential use, comprising 11No 1 and 2 bed flats, a shop unit and associated external works.
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Decision

1. I allow the appeal and grant planning permission to demolish single storey buildings to the rear of Nos 43 and 45 and redevelop the site incorporating No 47 for residential use, comprising 11No 1 and 2 bed flats, a shop unit and associated external works at Land to the rear of 43, 45 and 47 Barnham Road, Barnham PO22 0ER in accordance with the terms of the application, Ref EG/44/12, dated 4 July 2012, subject to the following conditions 1) to 15) on the attached schedule.

Application for Costs

2. At the Hearing an application for costs was made by Mr Graham Norgate against Arun District Council. This application is the subject of a separate Decision.

Main Issues

3. These are;
 - The effect of the development on the character and appearance of the Barnham Road area.
 - The effect of the development on the living conditions of future residential occupiers with particular regard to amenity space.

Reasons

Character and Appearance

4. Saved Local Plan Policy GEN7 sets criteria for the form of development including that it makes efficient use of land, in the case of residential development achieving densities of at least 30 dwellings per hectare;

demonstrates that it responds positively to the identified characteristics and resources of the site and the area to create attractive places and spaces with the needs of people in mind and respects and enhances local distinctiveness; and promotes sustainable development, including the effective use and conservation of energy and reducing the need to travel, particularly by private car. The National Planning Policy Framework does not set a density level, the one cited above having been derived from the preceding policy guidance but good design is encouraged.

5. The commercial centre of Barnham is dominated to a certain extent by the railway land including the large car park that occupies a prominent part of the main road. The appeal site is currently unused and is an unattractive part of the streetscene, detracting from its character and appearance. The development is acceptable in principle and the proximity of the railway allows a choice of transport modes and gives ready access a number of destinations for work, leisure and shopping without the need to use a car.
6. The concern is over density, but it is clear that the test is the manifestation of that density. The shape of the site has evidently had an effect on the layout, tending to split the open space around and between the blocks, but the overall massing would be comparable with the retirement development to the rear and the frontage arrangement would sit well with the neighbouring two storey block. To the west there is the lower pharmacy but the space between for the access way disguises the drop in height and the set-back of the next building, a conventional two storey house, albeit with rooms in the roof, signals the end of the commercial part. The front block would therefore be entirely appropriate to the streetscene.
7. The rear block would also be acceptable in itself and in the context of the retirement flats to the rear. Although the limited space between them could give the impression of this being a single block rather than the two, use of materials would differentiate them, besides which there would be only very limited harm if they were perceived as being one. Policy GEN7 would be satisfied so far as this main issue is concerned, as would the aims of sustainable good design contained in the Framework.

Amenity Space

8. Policy GEN7 seeks open space in accordance with Policy GEN20. It is agreed that Policy GEN20 and the Supplementary Planning Guidance '*Open Space and Recreation Standards*' does not apply, and it was not referred to by the Council in any event, save to say that the need for amenity space to be usable is a material consideration.
9. The amenity space that the appellant calculates is not all usable, but there are three main areas noted within A, B and C which provide reasonable sizes and shapes of open space that could give varying shade or full sun, and allow surveillance or privacy. There is public open space at Murrell's Field on the road to Yapton, which has clearly benefitted from work to build the new hall, and there is a well-equipped play area. The location is under the constricted rail bridge but there is a footway and the field is on the same side of the road as the site. It is not so distant as to make it unlikely to augment the provision on-site. It would provide space for activities that would be unlikely to be provided on a development of this size.

10. Having mind to the size and type of accommodation and the other benefits of the scheme it is considered that the level of amenity space provided is acceptable and accords with the aims of Policy GEN7, as well as the Supplementary Planning Guidance as far as applicable to this proposal.

Other Considerations

11. Notwithstanding the withdrawal of the reason for refusal, pressure on parking and traffic generally remained a concern for local residents and businesses. There was a view that the control appearing to be exercised over parking, to ensure a turnover of spaces for the benefit of shops and businesses, was not sufficiently enforced and that commuters parked all day in controlled spaces. However, weight should be able to be attached to that control. The development would have a medium level of parking, but in this sustainable location, close to shops and the railway station, a limit on the provision should put pressure on residents not to use the car, furthering the aim of both the Framework and Policy GEN7 to promote sustainable development, including the effective use and conservation of energy and reducing the need to travel, particularly by private car.
12. It is evident that there are some adverse rights over parts of the appeal site, exercisable by neighbouring businesses or residents. In the case of 41 Barnham Road, whilst there was comment about the effect of the two spaces on the ability to access the garages, this is a matter that would need to be addressed under provisions other than the planning Acts. Similar considerations apply to the access way to the pharmacy and DAU Components, and in order to ensure that the removable bollard was fit for its purpose in planning terms whilst not inhibiting those rights, a condition was discussed to allow proposals to be considered. The passing over the site of the 'line of sight' data transmission does not appear sustainable, but again needs to be dealt with outside the planning system.
13. There is an application for a building on the adjoining site to the south, to replace the remains of a fire damaged building. Although that application has not yet been registered, there is no reason to consider it as jeopardising the development of the appeal site.

Conditions and Undertaking

14. The Council had put forward conditions and these were discussed at the Hearing. Further details of materials are required particularly so in view of the appellant's offer to vary the finishes between the two blocks to differentiate them. The railway is reasonably close although Windmill Court intervenes to an extent to block noise, but there was comment about possible vibration as well in view of the nature of the sub-soil; a condition can address both concerns. As the site was previously in use as a filling station there is a risk of ground contamination but it is not said to be an insurmountable problem, so that conditions can be employed to deal with this. There is an overlap between some of the suggested conditions and some re-wording is required to make clear the requirement for both a Verification Plan and a Verification Report based on that Plan. Comment was also made about drain and sewer capacity although no official objections have been received. Nevertheless, it is appropriate to attach conditions to ensure that the design is suitable for the situation. The timing of the landscape condition was queried but in order for the design to integrate this important aspect, no development should be

allowed until details have been approved, yet implementation can be left till the first planting season after completion or occupation.

15. There is further duplication over the provision of car parking, cycle parking and bin storage and the second conditions in each case can be omitted. With regard to the former access onto Barnham Road by the pharmacy, it became apparent at the site inspection that the use by the pharmacy and DAU requires more details of the bollard and roadway to be submitted to ensure that vehicles serving those businesses do not obstruct the road waiting for the removable bollard to be removed. The appellant was confident that the required 10% energy from decentralised sources can be achieved and proved by way of the Standard Assessment Procedure.
16. With these changes the conditions are necessary and reasonable, relevant to planning, relevant to the development to be permitted, enforceable and precise as set out in Circular 11/95 '*The Use of Conditions in Planning Permissions*'.
17. A signed and sealed Agreement provides for contributions as requested for fire and rescue services, libraries and affordable housing. The need was explained at the Hearing and it is concluded that the provision satisfies the tests in Regulation 122 of the Community Infrastructure Levy Regulations 2010 being necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind to the development.

Conclusions

18. The development is in a sustainable location close to transport and other local shops and services. The level of car parking and open space is appropriate to this location and the development would not harm the character and appearance of the area, and would enhance the same with regard to the present underused and unattractive site. The proposal would therefore accord with Development Plan Policies and national guidance, and for the reasons given above it is concluded that the appeal should be allowed.



INSPECTOR

APPEARANCES

FOR THE LOCAL PLANNING AUTHORITY:

S Davis
Cllr J Charles
Cllr J Maconachie

Planning Officer Arun District Council
Ward Member Arun District Council
Chair Development Committee Arun District Council

FOR THE APPELLANT:

R Tutton
J Bloomfield

Town Planning Consultant
Architect

INTERESTED PERSONS

P Cramp
J Buchanan
A Chimonides
P Harmer

Local business interest adjoining site
Local business interest adjoining site
Local business interest adjoining site
Local business interest adjoining site
(present at site inspection only)

DOCUMENTS

- | | | |
|----------|---|---|
| Document | 1 | Drawings to complete appeal set as listed in Council's Condition 2 submitted by appellant |
| Document | 2 | cgi additional to Design and Access Statement submitted by appellant |
| Document | 3 | Supplementary Planning Guidance ' <i>Open Space and Recreation Standards</i> ' |
| Document | 4 | Analysis of amenity space submitted by appellant |
| Document | 5 | Application for Costs submitted by appellant |
| Document | 6 | Access rights to rear of 41 Barnham Road Land Registry copy submitted by A Chimonides |

Schedule of Conditions

- 1) The development hereby permitted shall begin not later than three years from the date of this decision.
- 2) The development hereby approved shall be carried out in accordance with the following approved plans; proposed site layout, location plan, existing right of way 500, drawing numbers P100A, P109, P110, P111, P112, P113, P114, P116, P200C P201 and P202D.
- 3) No development shall commence until a schedule of materials and finishes, and samples of such materials and finishes to be used for external walls and roofs of the proposed buildings have been submitted to and approved in writing by the Local Planning Authority and the materials so approved shall be used in the construction of the buildings.
- 4) No development shall commence until a scheme for protecting the proposed dwellings from noise and vibration from the railway lines and noise from road traffic adjacent to the proposed development has been submitted to and approved in writing by the Local Planning Authority based on the attenuation measures contained within section 6 of the Assessment of Environmental Noise Report dated 1 October 2010 carried out by R Sharland as submitted with the application hereby approved. Any works which form part of the scheme approved by the Local Planning Authority shall be completed before any permitted dwelling is occupied unless an alternative period is agreed in writing by the Local Planning Authority.
- 5) Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved in writing by the Local Planning Authority
 - 1 preliminary risk assessment which has identified:
 - a all previous uses;
 - b potential contaminants associated with those uses;
 - c conceptual model of the site indicating sources, pathways and receptors and;
 - d potentially unacceptable risks arising from contamination at the site.
 - 2 A site investigation scheme, based on 1 to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
 - 3 The site investigation results and the detailed risk assessment and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

A Verification Plan providing details of the data that will be collected in order to demonstrate that the works set out in 3 are complete

and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action

Any changes to these components require the express consent of the Local Planning Authority. The scheme shall be implemented as approved.

- 6) If during development, contamination not previously identified, is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.
- 7) No development shall commence until a verification report, complied in accordance with the Verification Plan required under Condition 5) demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation, has been submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the Verification Plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the Verification Plan, and for the reporting of this to the Local Planning Authority.
- 8) No development shall commence until full details of the proposed surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The design should follow the hierarchy of preference for different types of surface water drainage disposal systems as set out in Approved Document H of the Building Regulations, and the recommendations of the SUDS Manual produced by CIRIA. Winter groundwater monitoring to establish highest annual ground water levels and Percolation testing to BRE Digest 365, or similar approved, will be required to support the design of any infiltration drainage. No building shall be occupied until the complete surface water drainage system serving the property has been implemented in accordance with the agreed details.
- 9) No development shall commence until full details of the maintenance and management of the SUDs system is set out in a site-specific maintenance manual and has been submitted to and approved in writing by the Local Planning Authority. The manual is to include details of financial management and arrangements for the replacement of major components at the end of the manufacturers' recommended design life. Upon completed construction of the SUDs System, the owner or management company shall strictly adhere to and implement the recommendations contained within the manual.
- 10) No development shall commence until full details of the proposed foul water drainage scheme, to include details of its routing, design, and subsequent management/maintenance, have been submitted to and approved in writing by the Local Planning Authority. No building shall be occupied until the foul water drainage scheme has been implemented in accordance with the approved details.
- 11) No development shall commence until there has been submitted to and approved in writing by the Local Planning Authority, a landscaping scheme including details of hard and soft landscaping and details of existing

trees and hedgerows to be retained, together with measures for their protection during the course of the development. The approved details of the landscaping shall be carried out in the first planting and seeding season, following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which, within a period of five years from the completion of development, die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

- 12) The buildings shall not be occupied until the secure cycle storage and bin storage shown on the submitted plans have been provided and constructed. The provision shall be retained thereafter and shall not be used for any purpose other than the secure cycle storage and bin storage.
- 13) No part of the development shall be occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.
- 14) No part of the development shall be first occupied until the existing access onto Barnham Road has been closed using removable bollards or some other provision in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. The details shall include provision for third parties having rights over the land to gain access according to those rights.
- 15) No development shall commence until details and timetable of how at least 10% of the energy supply of the development is to be secured from decentralised and renewable or low-carbon energy sources have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented in accordance with the approved timetable and retained as operational thereafter, unless otherwise agreed in writing by the local planning authority.

APPENDIX B. APPEAL DECISION 2189866



Appeal Decision

Site visit made on 28 May 2013

by Lynne Evans BA MA MRTPI MRICS

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 10 June 2013

Appeal Ref: APP/C3810/A/13/2189866

3 Marine Drive West, Bognor Regis PO21 2QA

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Keebee Marine Developments Ltd against the decision of Arun District Council.
 - The application Ref: BR/194/12/ dated 18 July 2012, was refused by notice dated 21 November 2012.
 - The development proposed is conversion of existing care home into 12 no 1 bed flats.
-

Application for Costs

1. An application for costs was made by Keebee Marine Developments Ltd against Arun District Council. This application is the subject of a separate decision.

Decision

2. The appeal is allowed and planning permission is granted for conversion of existing care home into 12 no 1 bed flats at 3 Marine Drive West, Bognor Regis PO21 2QA in accordance with the terms of the application, Ref: BR/194/12/ dated 18 July 2012 subject to the following conditions:
 - 1) The development hereby permitted shall begin not later than three years from the date of this decision.
 - 2) The development hereby permitted shall be carried out in accordance with the following approved plans: 5806 Location, 5806 02B, 5806 03C, 5806 04C.
 - 3) Notwithstanding Condition 2, no development shall take place until details and samples of the materials to be used in the external surfaces, including hard surfaces, of the alterations hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.
 - 4) Notwithstanding Condition 2, no development shall take place until further details have been submitted to and approved in writing by the Local Planning Authority for bin storage and secure covered cycle storage within the site. The bin storage and cycle storage shall be provided in accordance
-

with the approved details prior to the first occupation of the dwellings hereby permitted and thereafter retained for their designated use.

- 5) The car parking spaces shall be provided in accordance with the details shown on the approved plans prior to the first occupation of the dwellings hereby permitted and thereafter retained for their designated use.
- 6) At least 10% of the energy supply of the development shall be secured from decentralised and renewable or low carbon energy sources (as defined in the Glossary of the National Planning Policy Framework). Details and a timetable of how this is to be achieved, including details of physical works on site, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The approved details shall be implemented in accordance with the approved timetable and retained as operational thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Main Issues

3. The main issues in this appeal are:

- a) the effect of the proposed development on parking provision and highway safety in the local area; and
- b) the effect of the proposed development on the street scene.

Reasons

Issue a) Parking and Highways

4. The appeal property is an existing property with three floors of accommodation on the north side of Marine Drive West facing towards the sea front. The surrounding development, on the north side of the road only, appears to be predominantly in residential use as flats, with some tourism related uses. The building is currently vacant, having previously been in use as a 15 resident care home and the proposal seeks to convert the building, with external and internal alterations and refurbishment, to 12 x one bedroom flats.
5. The scheme proposals include for two parking spaces at the front of the site which is the maximum that can be provided on-site, given the footprint of the building in relation to the site boundaries. The Appellant has estimated, taking into account national and local levels of car ownership for the type of dwellings proposed, that there would be up to a maximum of 6 cars to be parked off-site. This number would accord with the County Council's parking demand tool which indicates a total parking demand of 8 cars for the proposed development. I have been provided with no evidence to suggest that the number would be materially different.
6. There is no dispute between the Appellant and the Council that the on-site parking provision would be below the Council's maximum permitted standards, which would be 14 spaces. However, Policy GEN12 of the Arun District Local Plan 2003 (Local Plan) indicates that consideration will be given to a number of criteria in assessing reduced parking provision in town centres and other areas accessible by other means of transport, including alternative means of transport; alternative parking provision and highway safety issues.

7. The property is sustainably located in relation to local facilities which are accessible on foot and by cycle. Bognor Regis Town Centre is slightly further away but accessible by cycle and bus, and there are bus stops within easy walking distance.
8. On the opposite side of the road there is on-street parking which is restricted during the summer months of 1 April to 30 September between the hours of 0800 and 1800, when there is a charge for parking. Outside of these hours and during the rest of the year, there are no restrictions. Most of the surrounding residential streets do not appear to have parking restrictions. No evidence has been provided to indicate that additional car parking from the proposed development could not be accommodated within the surrounding streets.
9. The Council's grounds for refusal on the issue of parking does not indicate what harm might arise from the shortage of on-site parking, although the Council's appeal statement refers to a detrimental impact on highway safety and the local highway environment. However no evidence has been submitted to substantiate this concern. Given the small number of traffic movements involved, from the assessment of the amount of parking required to serve the development that could not be accommodated on site, I consider that the additional car movements associated with parking in the adjoining streets would be insufficient to lead to any material harm to highway safety or material change in the local highway environment.
10. Furthermore, I also agree with the Appellant that it is relevant to take into consideration the previous use of the site and the parking levels which it generated. The Appellant has indicated that when in use as a nursing home, there was the potential for the cars of up to 7 members of staff to be parked on-street, together with cars of any visitors. The Council has not referred me to any issues arising in respect of parking and highways from the previous use of the site.
11. I am therefore satisfied that the proposed development would not result in any harm to local parking provision or highway safety. There would be no conflict with Policies GEN7 and GEN12 of the Local Plan in this regard as well as guidance in the National Planning Policy Framework (Framework) and particularly at Section 4 on *Promoting Sustainable Transport*.

Issue b) Street scene

12. The proposed development would make a number of external changes including a rationalisation of the side dormers, changes to the fenestration, and removal of the former service pipes. There is, in my view, no uniform design or architectural cohesiveness to the properties along Marine Drive West, although most take advantage of their seafront views with extensive glazing on the front elevations.
13. Contrary to the views of the Council, the property already has three floors of accommodation and this would not be altered by the proposal. Most of the properties along Marine Parade West also benefit from three floors of accommodation and the proposal would continue to be of a similar height, form and scale to the surrounding development. There would be more glazing and balconies introduced to the front elevation but this would not alter the scale of the building. Moreover, the rationalisation of the windows, including the dormer

windows on both side elevations, and the creation of a symmetrical front elevation would, in my view, result in a marked improvement in the appearance of the property and the contribution that it would make to the street scene.

14. I am therefore satisfied that the proposed development would respect the street scene and there would be no conflict with Policy GEN7 of the Local Plan and the Core Principles at paragraph 17 of the Framework.

Other Considerations

15. I have found no harm from the proposed development under my main issues. Furthermore, the proposal would bring a substantial building back into active use and create small residential units. These aspects of the proposal add further support to the development.
16. In terms of conditions, I agree that conditions should be imposed relating to the provision of the parking spaces, refuse bins and secure, covered cycle storage and that further information is required in respect of the refuse bins and cycle storage, both to respect the street scene as well as ensure a satisfactory living environment for future residents. However, I consider that there is adequate information provided regarding the two parking spaces and the condition need only address their provision and retention. I do not see any justification for the condition requiring the pedestrian visibility splays, given the siting of the two parking bays inset from the site boundaries. I consider that there should be a requirement for materials to be approved in the interests of respecting the street scene. Although this condition has not been proposed by either party, it is a standard condition and I am satisfied that neither party would be prejudiced by its imposition. I have included the Council's requested condition relating to energy supply and efficiency as it accords with the sustainability objectives of the Framework. Finally, I shall impose a condition to list the approved plans for the avoidance of doubt and in the interests of proper planning, although I do not consider it necessary to include reference to the existing floorplans.

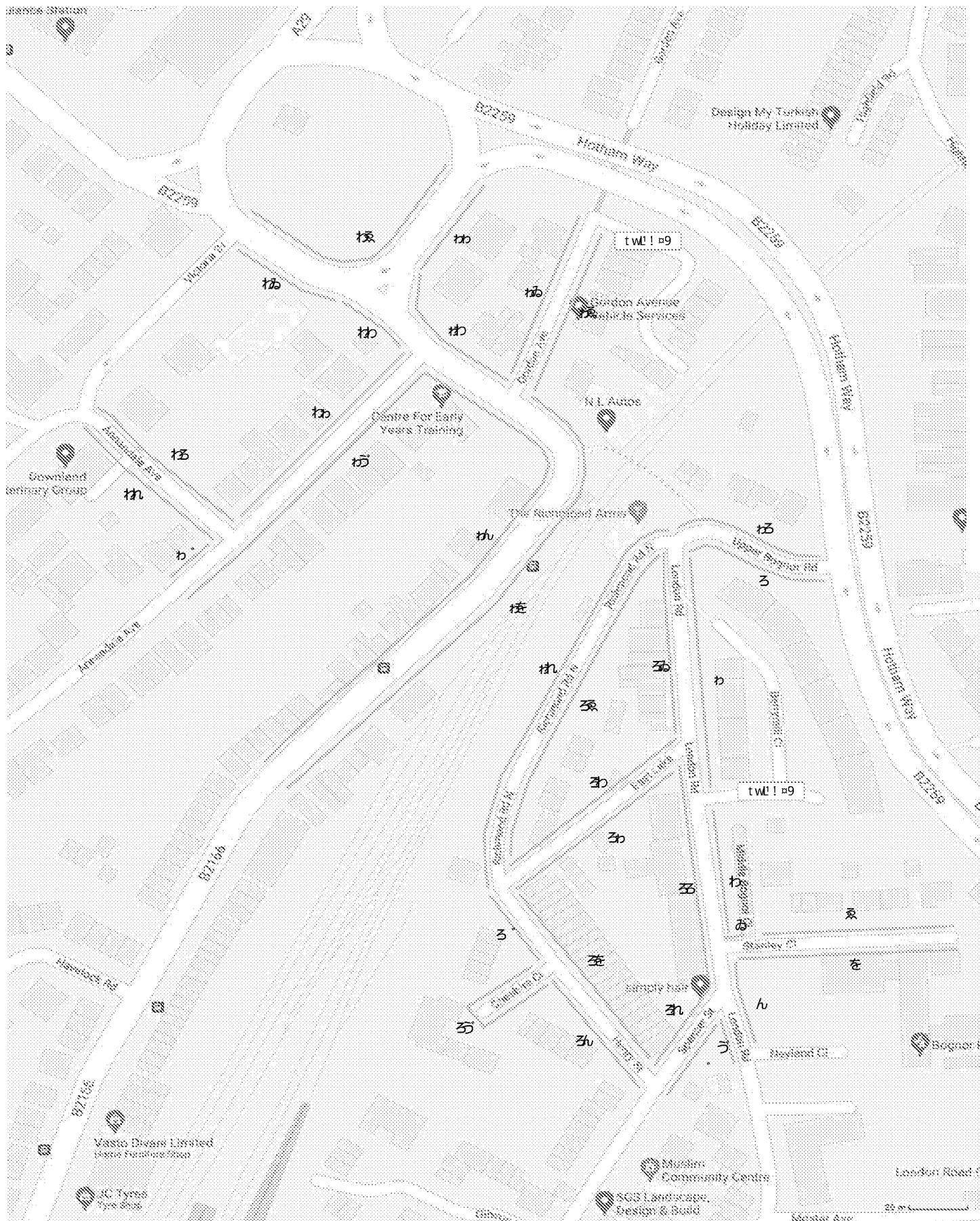
Conclusion

17. For the reasons given above and having regard to all other matters raised, including in representations from Bognor Town Council and from the Arun District Councillor, I conclude that this appeal should be allowed.



INSPECTOR

APPENDIX C. PARKING SURVEYS



ROAD NAME	ZONE	RESTRICTION	LENGTH	CAPACITY	THURSDAY 10TH JUNE 2021	SATURDAY 12TH JUNE 2021
					TIME 04:30	TIME 06:45
					PARKED VEHICLES	PARKED VEHICLES
UPPER BOGNOR RD	1	DOUBLE YELLOW LINE	72.4			
LONDON RD	2	DOUBLE YELLOW LINE	76.5			
	3	DOUBLE YELLOW LINE	42.2			
	4	DOUBLE YELLOW LINE	5.5			
	5	PERMIT MONSAT 0900-1700	25.4	5	3	3
		ACCESS	23.6			
		TOO NARROW PERMIT MON-SAT 0900-1700	17.8			
STANLEY CL	6	DOUBLE YELLOW LINE	78.3			
LONDON RD	7	DOUBLE YELLOW LINE	31.9			
	8	DOUBLE YELLOW LINE	16.1			
SPENCER ST	9	DOUBLE YELLOW LINE	14.5			
		PERMIT MONSAT 0900-1700	16.5	3	2	3
		DROPPED KERB	8.3		1	
	10	DOUBLE YELLOW LINE	16.9			
		PERMIT MONSAT 0900-1700	21.1	4	4	3
LONDON RD	11	DOUBLE YELLOW LINE	43.2			
		PERMIT MONSAT 0900-1700	40.7	8	4	3
EAST LAKE	12	DOUBLE YELLOW LINE	18.3			
		SINGLE YELLOW LINE	47.3			
		DROPPED KERB	11.6			
	13	DOUBLE YELLOW LINE	14.3			
		PERMIT MONSAT 0900-1700	27.1	5	3	3
		DROPPED KERB	36.6			
LONDON RD	14	DOUBLE YELLOW LINE	18.8			
		PERMIT MONSAT 0900-1700	38.9	7	5	5
RICHMOND RD	15	DOUBLE YELLOW LINE	38.9			
		PERMIT MONSAT 0900-1700	33.3	6	4	2
		SINGLE YELLOW LINE	9.7			
		DROPPED KERB	12.6			
		PERMIT MONSAT 0900-1700/2 HOURS PARKING	40.5	8	6	6
HENRY ST	16	DOUBLE YELLOW LINE	19			
		PERMIT MONSAT 0900-1700	64.1	12	10	10
	17	DOUBLE YELLOW LINE	12.1			
		DROPPED KERB	26			
		PERMIT MONSAT 0900-1700/2 HOURS PARKING	11.8	2	1	2
CHESHIRE CL	18	SINGLE YELLOW LINE	4.6			1
		SINGLE YELLOW LINE	8.4			
		DROPPED KERB	19.3			
		TOO NARROW PERMIT MONSAT 0900-1700	19.4			
		DOUBLE YELLOW LINE	15.3			
HENRY ST	19	NOSE IN PARKING, PERMIT MONSAT 0900-1700	17.7	4	3	3
		SINGLE YELLOW LINE	7.7		1	
		PERMIT MONSAT 0900-1700/2 HOURS PARKING	10.5	2	2	2
RICHMOND RD	20	DROPPED KERB	19.2			
		SINGLE YELLOW LINE	10.3			
		PERMIT MONSAT 0900-1700/2 HOURS PARKING	132.1	26	10	10
		DROPPED KERB	8.6			
		DOUBLE YELLOW LINE	6.3			
UPPER BOGNOR RD	21	DOUBLE YELLOW LINE	54.1			
B2259	22	UNRESTRICTED BUT WOULD NOT PARK	22.8			
LONGFORD RD	23	DOUBLE YELLOW LINE	52.3			
GORDON AVE	24	DOUBLE YELLOW LINE	14.9			
		UNRESTRICTED	47	9	7	6
		DROPPED KERB	10.6		1	1
	25	UNRESTRICTED	30.4	6	3	4
		DROPPED KERB	30.1		2	1
LONGFORD RD	26	DOUBLE YELLOW LINE	18.2			
		DOUBLE YELLOW LINE	51			
		SINGLE YELLOW LINE 0800-1800	45		6	5
		UNRESTRICTED	74.2	14	14	12
		DROPPED KERB	5.7		1	1
ANNANDALE AVE	27	DISABLED BAY	6.7	1	1	1
		DOUBLE YELLOW LINE	208.6			
		DROPPED KERB	43.6		2	2
	28	UNRESTRICTED	86	17	14	13
		DROPPED KERB	8.5			
	29	UNRESTRICTED	13.7	2	1	1
		VEHICLE PARKED 1/2 ON ROAD AND 1/2 ON PATH UNRESTRICTED	38.2	7	1	2
	30	DROPPED KERB	24.1			
		VEHICLE PARKED 1/2 ON ROAD AND 1/2 ON PATH UNRESTRICTED	48	9	5	4
LONGFORD RD	31	DROPPED KERB	13			
		UNRESTRICTED	58	11	7	6
		DISABLED BAY	5.8	1	1	1
		DROPPED KERB	11.7		1	1
		DOUBLE YELLOW LINE	12.1			
B2259	32	DOUBLE YELLOW LINE	27.4			
B2259	33	DOUBLE YELLOW LINE	35.3			
	34	DOUBLE YELLOW LINE	77.4			
	35	UNRESTRICTED BUT WOULD NOT PARK				

		Thursday 10th June 2021		Saturday 12th June 2021	
Road Name	Capacity	Vehicles	Stress	Vehicles	Stress
Upper Bognor Road	0	0	0%	0	0%
London Road	20	12	60%	11	55%
Stanley Close	0	0	0%	0	0%
Spencer Street	7	6	86%	6	86%
East Lake	5	4	80%	3	60%
Richmond Road	40	20	50%	18	45%
Henry Street	16	13	81%	14	88%
Cheshire Close	4	3	75%	3	75%
B2259	0	0	0%	0	0%
Longford Road	15	14	93%	12	80%
Gordon Avenue	15	10	67%	10	67%
Annandale Avenue	47	28	60%	26	55%
TOTAL	169	110	65%	103	61%



KEY:

- = SINGLE YELLOW LINE
- = DOUBLE YELLOW LINE
- = DROPPED KERB
- = ACCESS
- = DISABLED BAY
- = PERMIT MON-SAT 0900-1700
- = PERMIT MON-SAT 0900-1700 / 2 HOUR PARKING
- = NOSE IN PARKING, PERMIT MON-SAT 0900-1700
- = TOO NARROW PERMIT MON-SAT 0900-1700
- = VEHICLE PARKED 1/2 ON ROAD AND 1/2 ON PATH UNRESTRICTED
- = UNRESTRICTED BUT WOULD NOT PARK
- BLANK = UNRESTRICTED

KEY:

- ⊗ = PARKED VEHICLE
- = DROPPED KERB
- ⊠ = YELLOW LINES
- ⊞ = DISABLED BAY (PARKED)

