

TN01 - Highways Technical Note

Site: 1-2 Sudley Terrace, Bognor Regis
Prepared by: GL
Approved by: LH
Date: 7 May 2025

1.0 Introduction

1.1 This Highways Technical Note has been prepared on behalf of Smith Simmons & Partners to accompany a planning application to convert the first and second floor of 1 Sudley Terrace from office to residential and build a third floor over 1 and 2 Sudley Terrace, Bognor Regis (herein referred to as 'the site'). There is limited car parking to the front forecourt, which is shared with the commercial units at ground floor level and there is no proposed additional car parking associated with the development. The site is located within the administrative boundaries of Arun District Council (ADC) and West Sussex County Council (WSCC).

2.0 Site Location and Accessibility

2.1 The site is located to the north of High Street and east of Sudley Road within Bognor Regis town centre. The surrounding area can be classified as residential and commercial in nature, as well as being close to a number of car parks and other everyday facilities. The location of the site is illustrated within Figure 1.1 below.

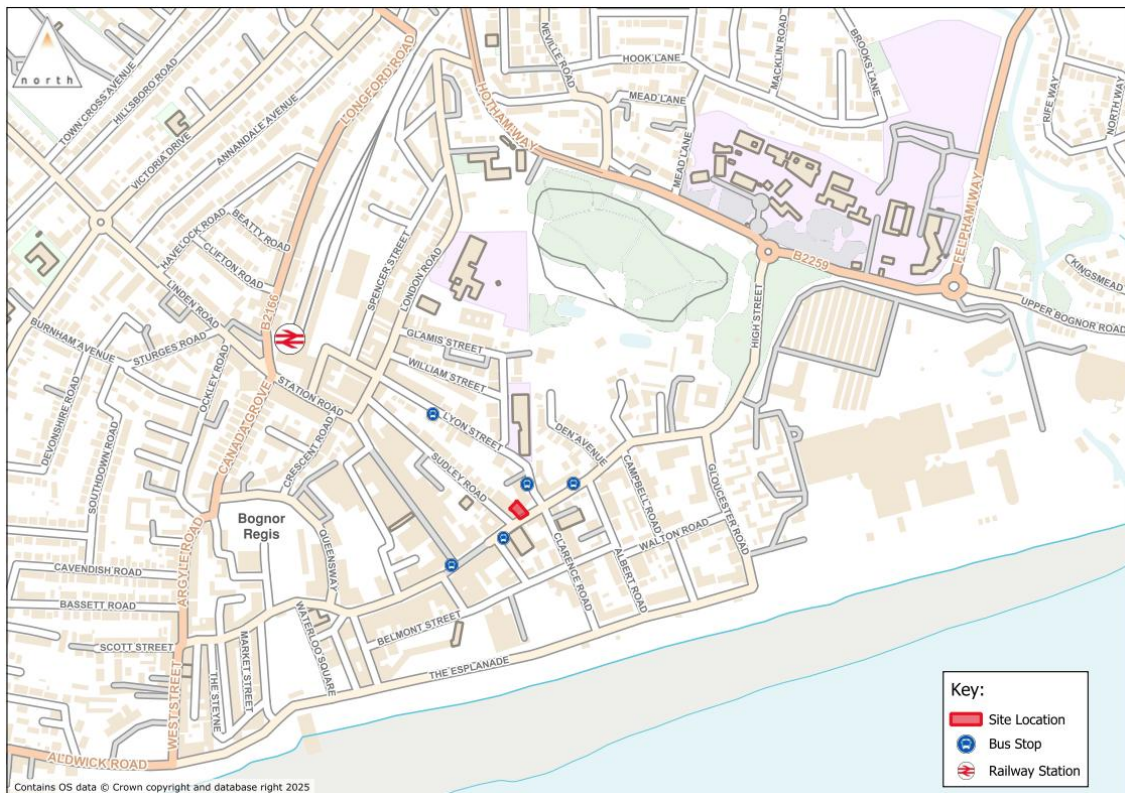


Figure 2.1 - Site Location

2.2 Sudley Road is a one-way single carriageway subject to a 30 miles per hour speed limit. To the south Sudley Road connects to the High Street, which also has a 30mph speed limit and provides access east towards the B2259 and west through Bognor Regis.

2.3 Sudley Road and High Street have wide lit pavements on either side of the carriageway providing direct accessible routes to Bognor Regis station and a number of bus stops. Crossing points are aided with dropped kerbs and tactile paving or signalised junctions.

- 2.4 The site is located within Bognor Regis town centre, within an accessible location. There are a number of bus stops within 200 metres of the site which can be accessed within a 4 minute walk. From these bus stops, regular services are provided to destinations including Littlehampton, Yapton, Felpham, Elmer, Wick, North Bersted and Middleton-on-Sea. Bognor Regis railway station is located approximately 550 metres north-west of the site, which can be accessed within a 7 minute walk or 2 minute cycle, the railway station is provided with 184 cycle parking spaces. Services from Bognor Regis railway station include half hourly services to London Victoria and Barnham.
- 2.5 The site is located within a highly accessible location, within a number of everyday amenities being within an acceptable cycling or walking distance. These include a number of supermarkets, schools, pharmacies, doctors, dentists, a leisure centre and some gyms.
- 2.6 The purpose of this report is to review the on-street car parking to assess the baseline on-street parking occupancy and assess the implication of potential additional vehicles associated with the proposed new development can be accommodated within the local area.

3.0 Car Parking Policy

Car Parking Policy

- 3.1 Car parking standards for new developments within the Arun District are contained within the 'Arun District Council Parking Standards Supplementary Planning Document' (SPD) dated January 2020. The parking standards relate to those provided by West Sussex County Council (WSSCC) which identifies expected levels of car parking to be provided at residential development based on dwelling size and Parking Behaviour Zone (PBZ). The site is located within PBZ 4. The SPD states that 1 and 2-bed flats within PBZ 4 would be expected to be provided with 1 parking space per unit.

4.0 The Proposal

- 4.1 The application is to convert the first and second floors of 1 Sudley Terrace from office to residential and build a third floor over 1 and 2 Sudley Terrace. Across the development, there would be 4 no.1 bed flats, which.
- 4.2 Based on the prevailing parking standards, the proposal would as a starting point be expected to provide 4 car parking spaces. Given the location in the town centre location, the development is presented as car-free, with the justification for this provided in the remainder of this Technical Note.
- 4.3 As a starting point, Census Data has been utilised to determine car ownership levels in the local area. The local output area (E00184815) and surrounding areas was assessed. The information provided from the 2021 data indicates that out of 820 flats/ maisonettes/ apartments/ caravan or mobile structure within the area, 52% of households have no car, 39% have one car and 8% have 2 or more cars. On this basis, with a proposed development of 4 flats, two flats would have a vehicle. The census data is shown within **Appendix A**.

5.0 Car Parking Demand

- 5.1 To determine the car parking demand within the local area a parking beat survey was undertaken for an application at 20 Sudley Road, Bognor Regis, which is located approximately 140 metres north of the proposed site. The application (Arun Council reference: BR/2/25/PL) has been approved subject to a s106. The parking beat survey results are available within the public domain and provides a broad indication of the area that needs to be covered for the proposed site, therefore this parking beat survey has been used as a guide.

Parking Survey

- 5.2 Based on the detail provided in the Transport Statement for 20 Sudley Road, a parking beat surveys was undertaken on Tuesday 24th September 2024 at 04:50 and Wednesday 25th September 2024 at 05:10. These times were selected as they accord with the Lambeth methodology for parking beat surveys.

- 5.3 The Lambeth methodology guidance requires a 200-metre distance from an identified location to be surveyed. Where the 200-metre boundary occurs part way along a street, the survey area is extended or shortened to the nearest junction. The survey included the following roads:
- ▶ Sudley Road;
 - ▶ Selangor Avenue;
 - ▶ Lyon Street;
 - ▶ Glamis Street; and
 - ▶ High Street.
- 5.4 The number of existing parking spaces in the survey area were identified from on-street observations and site measurement as part of the analysis. For the purposes of calculating parking stress, it is assumed that each vehicle takes up an average kerb space of 5 metres. Therefore, where parking bays are not physically marked out, lengths of kerb space were measured and split into increments of 5 metres. Physical bays have been divided into 5 metre intervals and rounded to the nearest whole number to calculate the capacity of each space. Any locations with a length of kerb shorter than 5 metre or along vehicles crossovers, have been eliminated from the available kerb space, in accordance with the guidance.
- 5.5 There are areas of double yellow line restrictions throughout the survey area as well as areas where it is deemed that parking is not acceptable. Additionally, Lyon Street Car Park is located to the rear of the development. Single yellow lines along Sudley Road are present to the front of the development site which are available overnight.

Neighbouring Site On-Street Parking Survey Results and Analysis

- 5.6 The parking survey results, including plans of the observed parking locations are replicated for reference at **Appendix B**. The survey results indicate that there are the equivalent of 112 car parking spaces, as well as a public car park which has space for 61 cars and 5 blue badge bays available within the surveyed area.
- 5.7 It is worth noting that London Road has been removed from our survey as it is over 200 metres from the site, however it will still be included in the survey results within the appendices.
- 5.8 In terms of car parking occupancy, the survey results are replicated in full within Table 2.1 and Table 2.2. Table 2.1 outlines the survey results for Tuesday 24th September 2024 at 04:50 and Table 2.2 outlines the survey results for Wednesday 25th September 2024.

Street Name	Spaces	Used	% Stress	Single Yellow Line spaces	Used	% Stress
Sudley Road	58	24	41%	7	4	57%
Selangor Avenue	0	1	-	0	-	-
Lyon Street	47	36	77%	0	-	-
Glamis Street	3	2	67%	0	-	-
High Street	4	3	75%	0	-	-
Total	112	66	59%	7	4	57%

Table 2.1 – Summary of Unrestricted and Single Yellow Line Parking - Tuesday 24th September 2024

Street Name	Spaces	Used	% Stress	Single Yellow Line spaces	Used	% Stress
Sudley Road	58	23	40%	7	3	43%
Selangor Avenue	0	-	-	0	-	-
Lyon Street	47	37	79%	0	-	-
Glamis Street	3	3	100%	0	-	-
High Street	4	3	75%	0	-	-
Total	112	66	59%	7	3	43%

Table 2.2 - Summary of Unrestricted and Single Yellow Line Parking – Wednesday 25th September 2024

- 5.9 Table 2.1 indicates that on the night of the first survey, the unrestricted kerbline reached a parking occupancy of 59%, whilst the single yellow line spaces reached a parking occupancy of 57%. This equates to an average car parking occupancy of 58%. Table 2.2 indicates that on the second night the unrestricted kerbline reached a parking occupancy of 59%, whilst the single yellow line spaces reached a parking occupancy of 43%. This equates to an average car parking occupancy of 51%. This creates an average total parking occupancy of 55%, which is below the threshold at which a road network is considered 'stressed'.
- 5.10 Lyon Street Car Park is located 200 metres to the north of the development and can be accessed via Lyon Street. During the survey times across the two nights, there were 4 vehicles counted on Tuesday 24th September and 2 vehicles on Wednesday 25th September within the car park. This indicates that there is a large amount of space available within the public car park.
- 5.11 The maximum parking occupancy observed was 58%, with an average of 55%. This is considerably below the 85% threshold at which a road network is considered to be under parking 'stress'.
- 5.12 Given the location of the site being so close to the town centre and along High Street, there are only disabled on-street parking spaces outside the proposed site. The closest on-street car parking bays are located along Sudley Road, approximately 50 metres from the site, and along Lyon Street also approximately 50 metres from the site.

Impact of the Proposed Development

- 5.13 The addition of two additional residential vehicles would result in a revised 'parking stress level of 61%. This addition would not result in a detrimental impact to the operation of the surrounding local highway network.

6.0 Summary and Conclusion

- 6.1 This Highways Technical Note has been prepared on behalf of Smith Simmons & Partners to accompany a planning application to convert the first and second floor of 1 Sudley Terrace from office to residential and build a third floor over 1 and 2 Sudley Terrace, Bognor Regis. There is limited car parking to the front forecourt, which is shared with the commercial units at ground floor level and there is no proposed additional car parking associated with the development.
- 6.2 The survey indicates that the parking stress within the area is considerably below the threshold and the addition of four 1-bed apartments and no additional residential car parking would not have a significant impact on the local highway network and would not cause further parking stress around the local area as there is capacity on street.

Appendix A

Census Data

RM001 - Accommodation type by car or van availability by number of usual residents aged 17 years or over in household

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population All households
 units Households
 date 2021
 accommodation type Flat, maisonette, apartment, caravan or other mobile or temporary structure
 number of people aged 17 years or over in household Total

2021 output area	Total	No cars or vans in household	1 car or van in household	2 or more cars or vans in household
E00160268	91	39	34	18
E00160276	115	72	37	6
E00160278	118	46	58	14
E00160291	181	99	72	10
E00160299	79	38	39	2
E00184786	122	70	42	10
E00184815	114	66	39	9
	820	430	321	69
		52%	39%	8%
New Dev	4	2	2	0

Appendix B

Survey Results

20 SUDLEY ROAD, BOGNOR REGIS PO21 1EU.

PARKING STRESS SURVEY

RESULTS

SURVEY LOCATION PLAN

PARKING RESTRICTION PLANS

PARKED VEHICLE LOCATION PLANS

SEPTEMBER 2024

LAMBETH METHODOLOGY



BENCHMARK DATA COLLECTION

20 SUDLEY ROAD, BOGNOR REGIS PO21 1EU - PARKING STRESS SURVEY - TUESDAY 24/09/2024 - 04:50

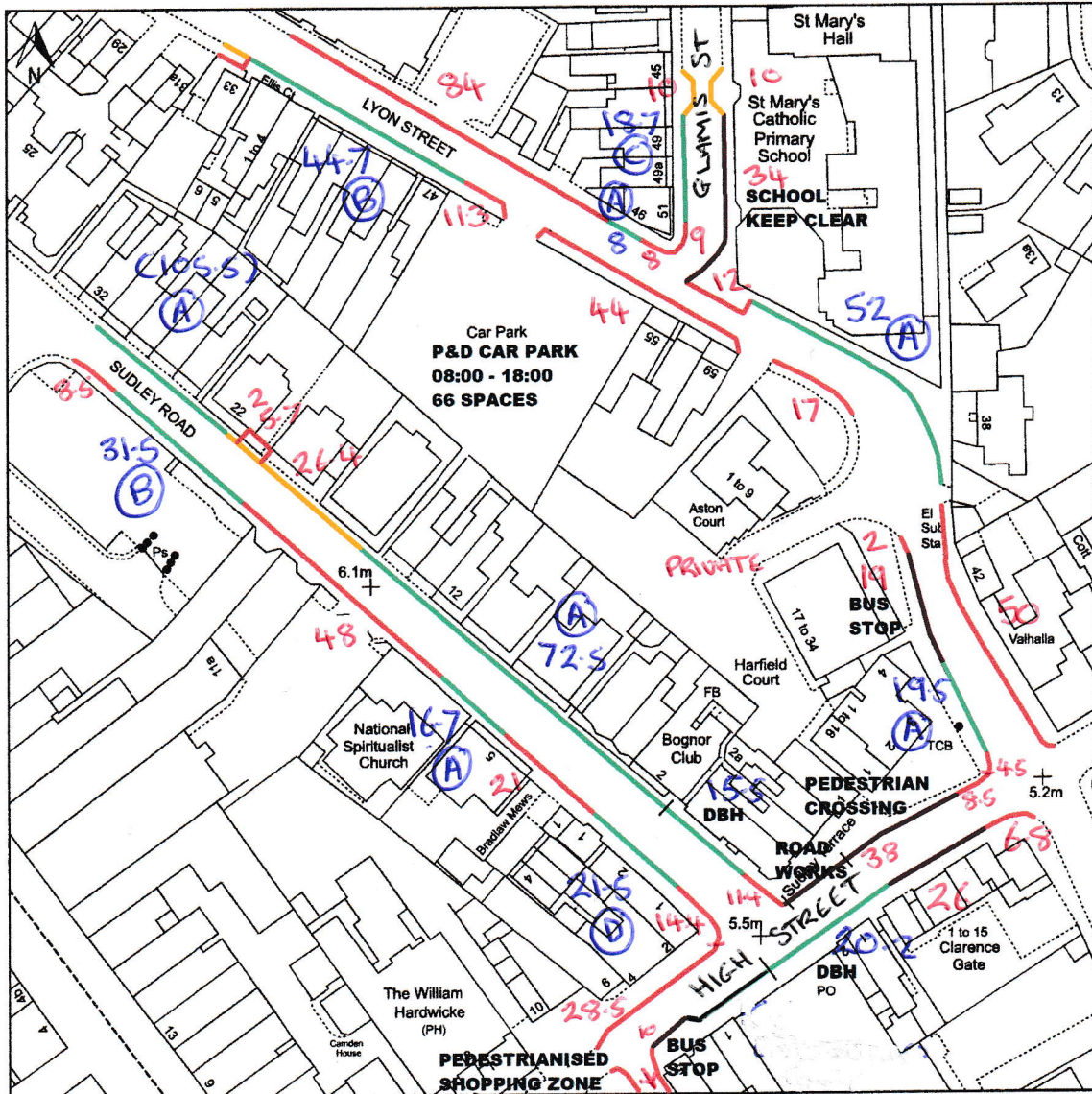
UNRESTRICTED OVERNIGHT PARKING AREA (CPZ 09:00 -17:00)						SINGLE YELLOW LINE PARKING		
ROAD NAME	TOTAL LENGTH (m) OF KERB SPACE	LENGTH OF UNRESTRICTED PARKING (m)	NUMBER OF PARKING SPACES (5 m)	NUMBER OF VEHICLES PARKED	PARKING STRESS %	NUMBER OF SYL (5 m) PARKING SPACES	NUMBER OF VEHICLES PARKED ON SYL	PARKING STRESS %
SUDLEY ROAD	572.2	302.8	58	24	41	7	4	57
SELANGOR AVENUE	212	0	0	1	-	0	-	-
LONDON ROAD	133.2	0	0	-	-	0	-	-
LYON STREET	631.1	254.4	47	36	77	0	-	-
GLAMIS STREET	81.7	18.7	3	2	67	0	-	-
HIGH STREET	153.5	20.2	4	3	75	0	-	-
TOTAL	1783.7	596.1	112	66	59	7	4	57

Lyon Street Car Park Occupancy = 4 (6 %)

20 SUDLEY ROAD, BOGNOR REGIS PO21 1EU - PARKING STRESS SURVEY - WEDNESDAY 25/09/2024 - 05:10

UNRESTRICTED OVERNIGHT PARKING AREA (CPZ 09:00 -17:00)						SINGLE YELLOW LINE PARKING		
ROAD NAME	TOTAL LENGTH (m) OF KERB SPACE	LENGTH OF UNRESTRICTED PARKING (m)	NUMBER OF PARKING SPACES (5 m)	NUMBER OF VEHICLES PARKED	PARKING STRESS %	NUMBER OF SYL (5 m) PARKING SPACES	NUMBER OF VEHICLES PARKED ON SYL	PARKING STRESS %
SUDLEY ROAD	572.2	302.8	58	23	40	7	3	43
SELANGOR AVENUE	212	0	0	-	-	0	-	-
LONDON ROAD	133.2	0	0	-	-	0	-	-
LYON STREET	631.1	254.4	47	37	79	0	-	-
GLAMIS STREET	81.7	18.7	3	3	100	0	-	-
HIGH STREET	153.5	20.2	4	3	75	0	-	-
TOTAL	1783.7	596.1	112	66	59	7	3	43

Lyon Street Car Park Occupancy = 2 (3 %)



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0m 20m 40m 60m 80m 100m

Scale: 1:1250

Paper Size: A4

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE (SYL)
- DOUBLE YELLOW LINE (DYL)
- UNACCEPTABLE PARKING
- ┌ DROPPED KERB

DBH DISABLED BADGE HOLDER

ALL MEASUREMENTS IN METRES

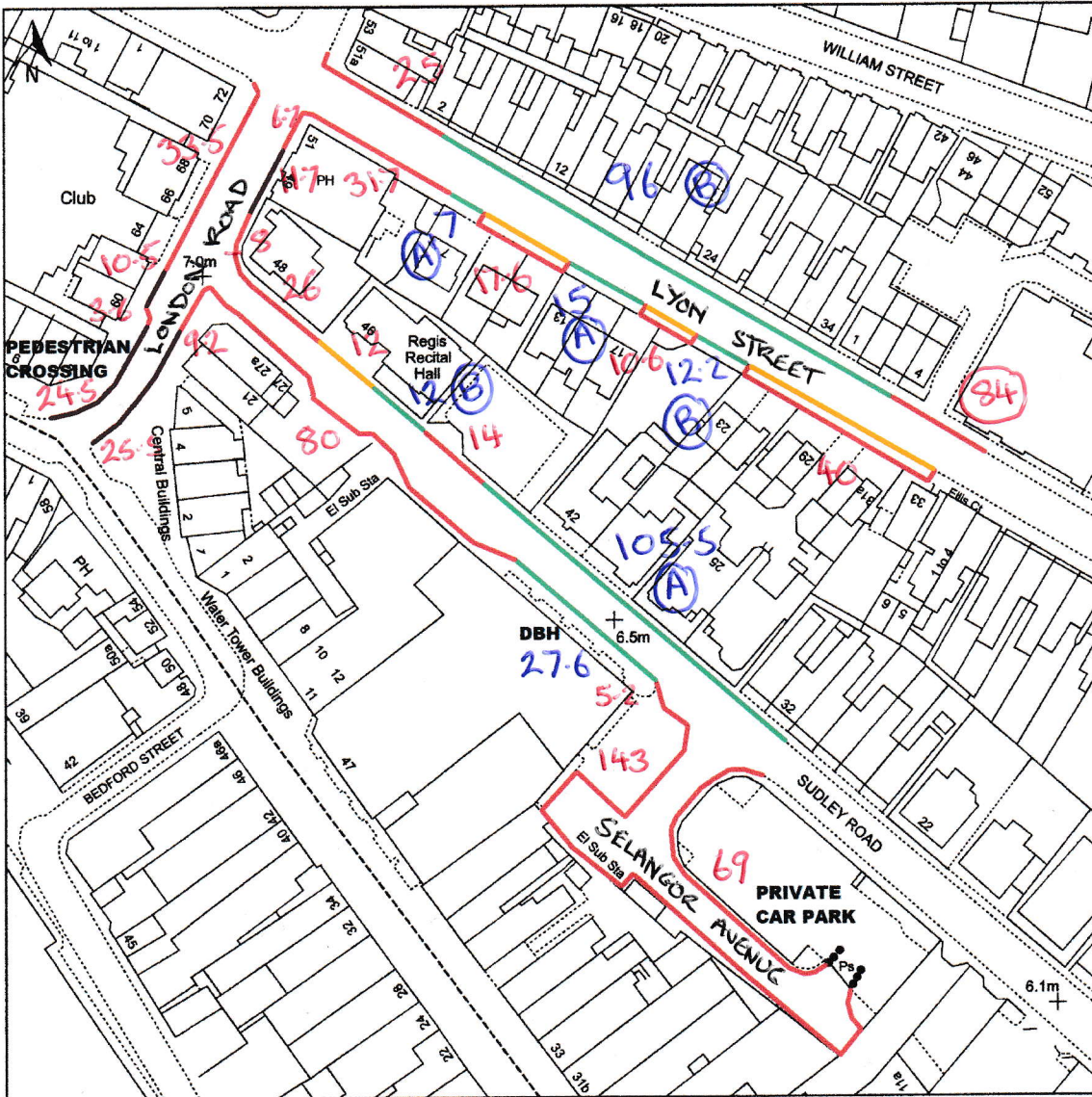
PARKING RESTRICTIONS

A = MON - SAT, 9am - 5pm, P&D MAX 1 HOUR

B = MON - SAT, 9am - 5pm, PERMIT HOLDERS ONLY

C = MON - SAT, 9am - 5pm, PERMIT HOLDERS OR 2 HOURS, NO RETURN 2 HOURS

D = MON - SAT, 9am - 5pm, PERMIT HOLDERS OR 1 HOUR, MAX STAY 1 HOUR



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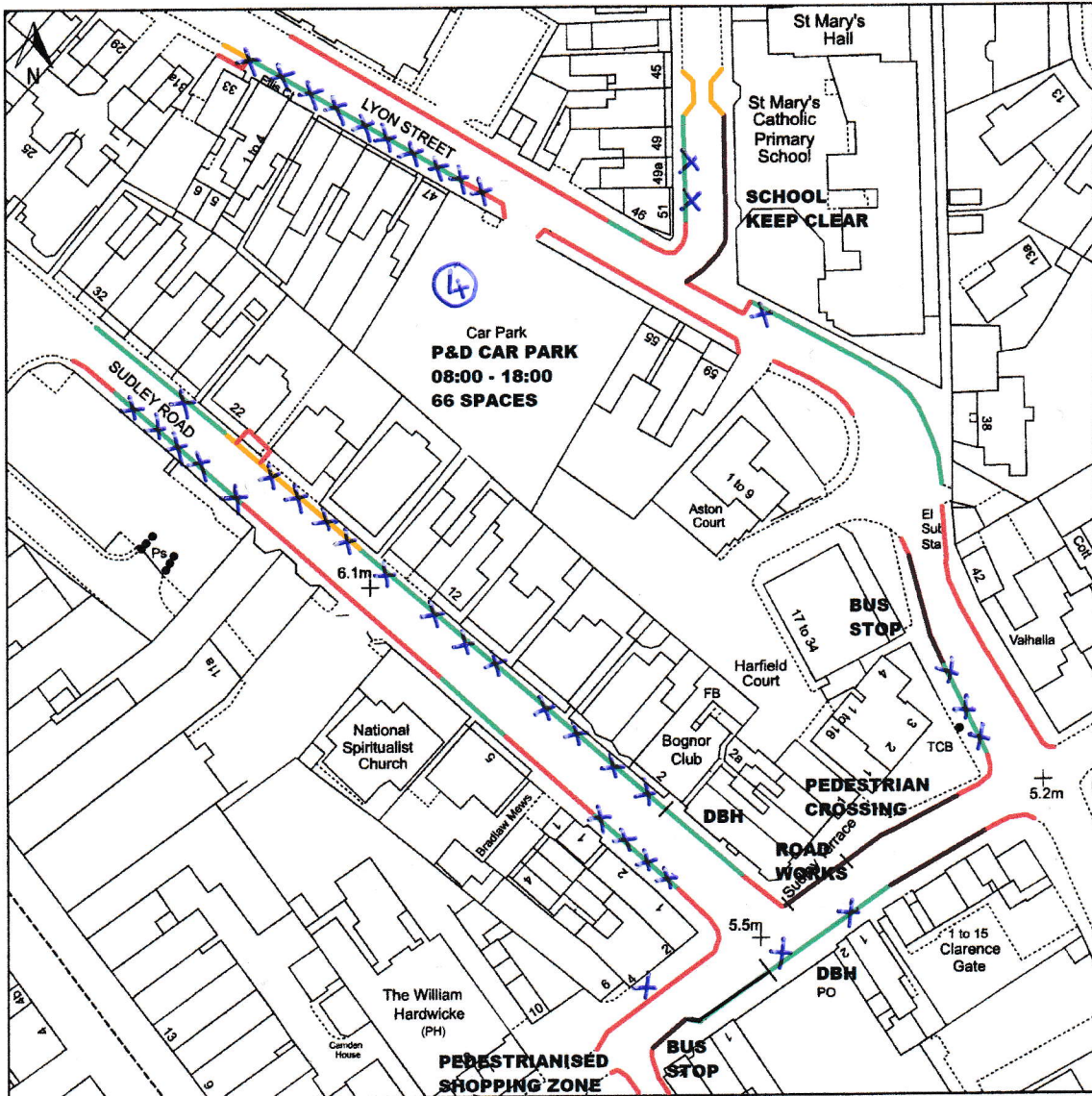
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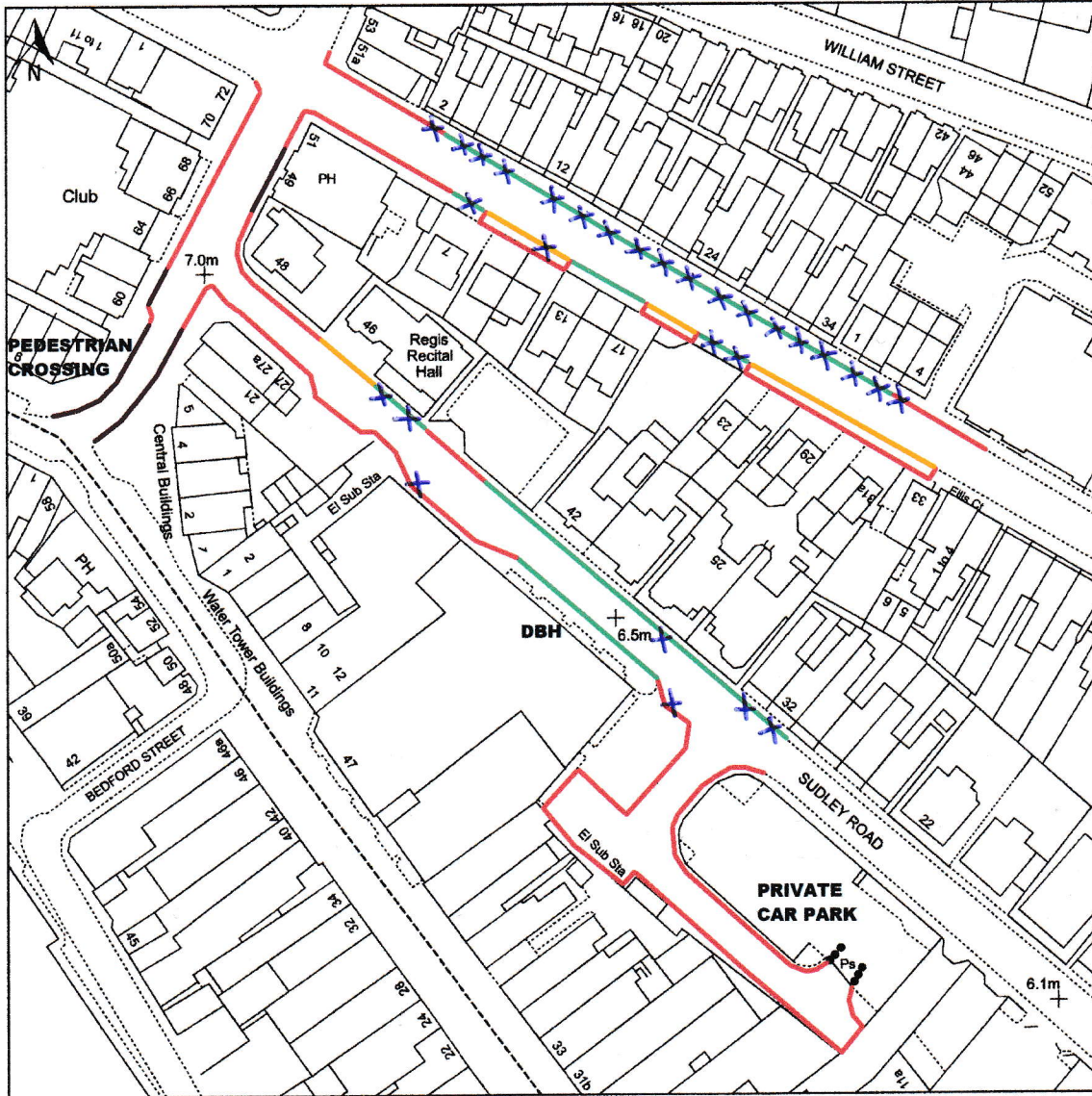
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PARKED VEHICLE LOCATION

TUESDAY 24/09/2024 - 04:50

DBH DISABLED BADGE HOLDER

ALL MEASUREMENTS IN METRES



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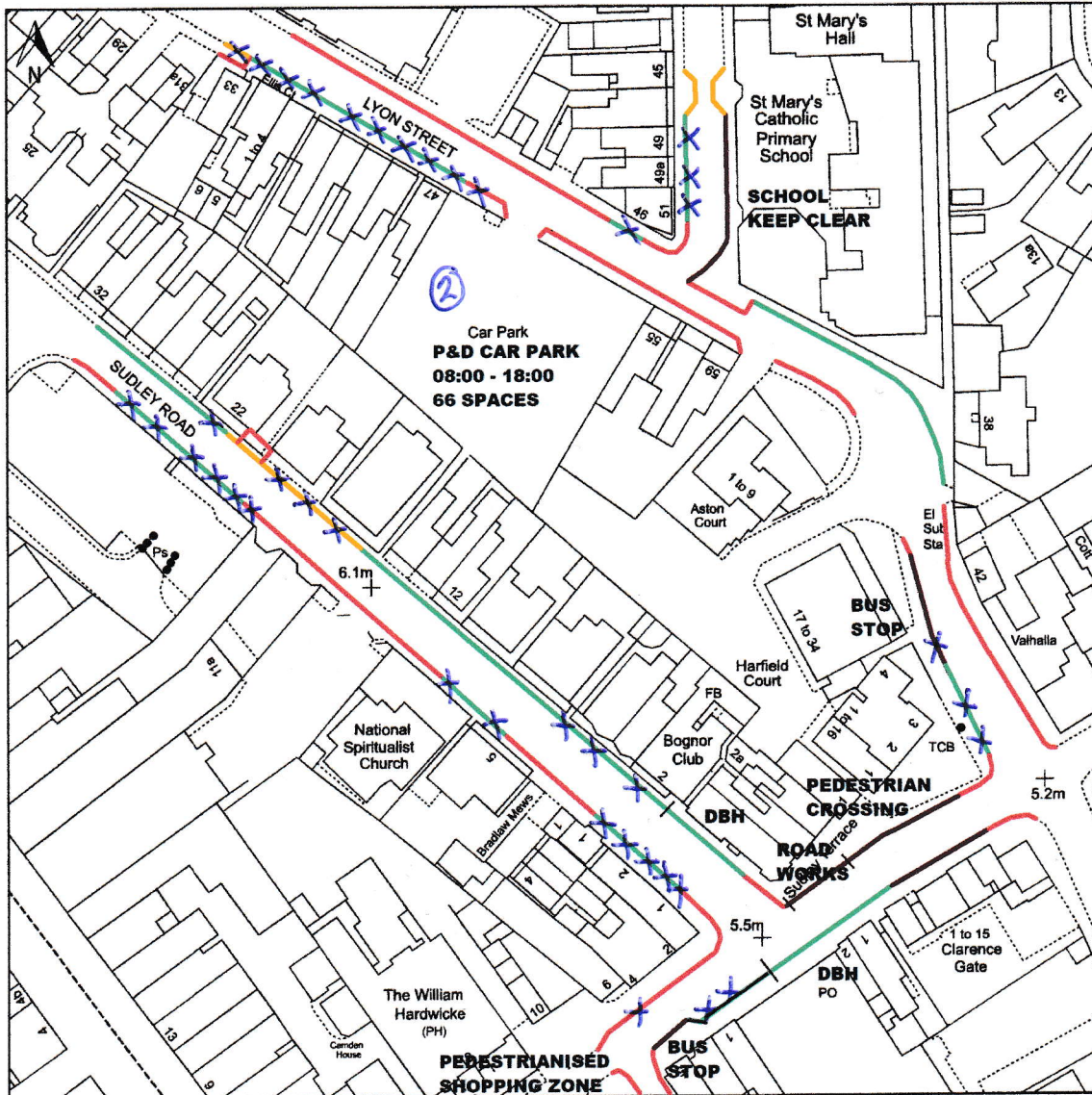
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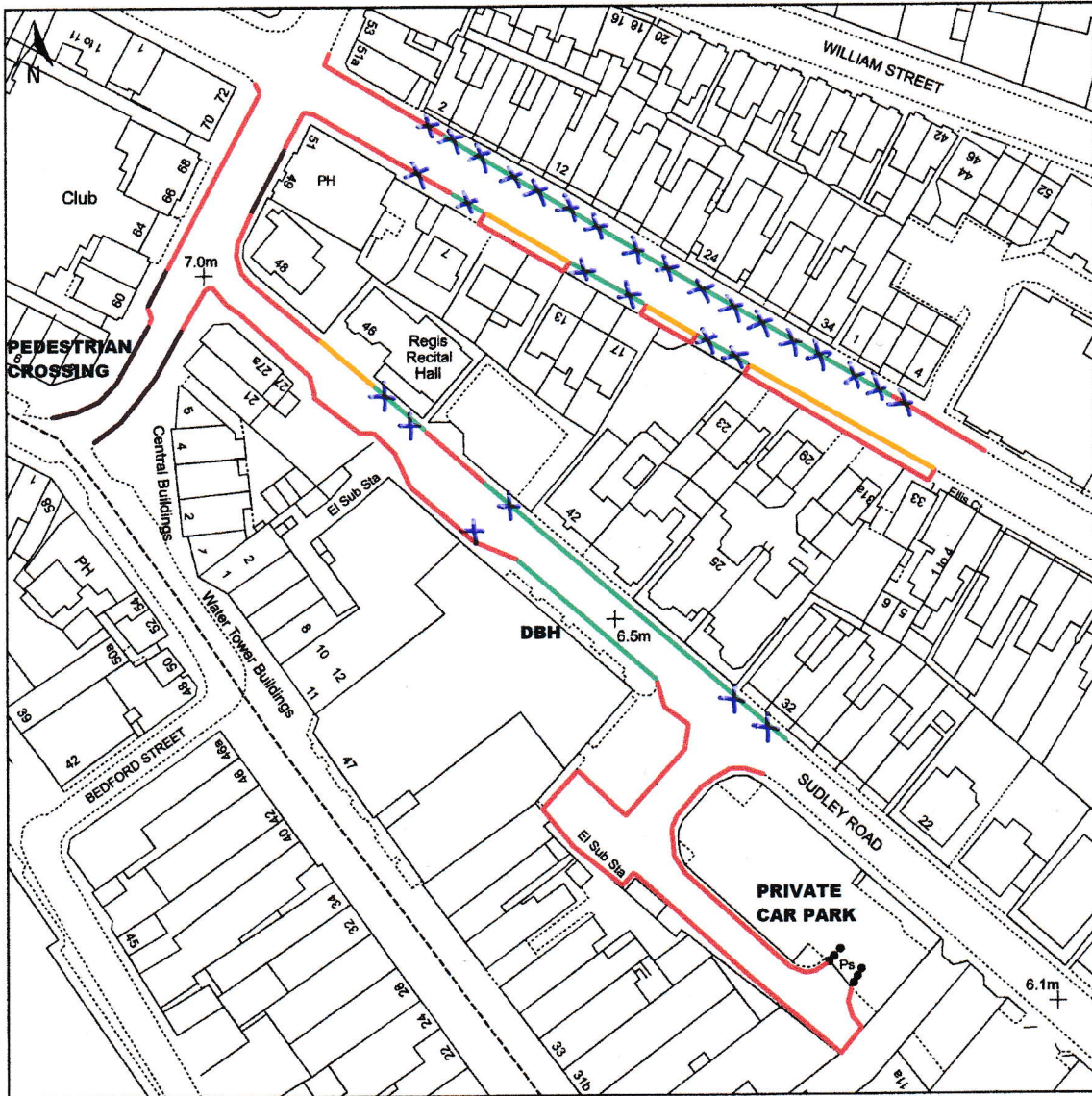
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