

Project Name:	Lion Road, Bognor Regis
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Document Name:	Parking Technical Note
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1. INTRODUCTION

- 1.1 This Parking Technical Note (PTN) has been prepared by Paul Basham Associates on behalf of Liaise to support a change of use application at 5 Lion Road, Bognor Regis. The application proposes to change the use of the existing 7-bedroom residential dwelling and associated annexe into a care home for 6 adults.

Existing Site and Site Context

- 1.2 The site is located at 5 Lion Road, circa 4.3km west of Bognor Regis and 1.5km northeast of Pagham. It is bound by Lion Road to the east and residential properties on all other sides. Lion Road is a two-way single carriageway road, with no parking restrictions. Footways separated by a verge are provided on both sides of the road, which are wide and street lit. Lion Road is residential in nature and subject to a 30mph speed limit. The site location is illustrated in **Figure 1**.



Figure 1: Site Location

- 1.3 The existing site is accessed via a vehicle cross-over which would be retained as part of the proposals. There is currently a garage, a car port and space for 2 vehicles to park in front of these, with a further 3 vehicles able to park on the driveway in front of the main house. This retains space to allow for vehicle turning and manoeuvring. A plan showing the parking arrangements is shown in **Figure 2**.

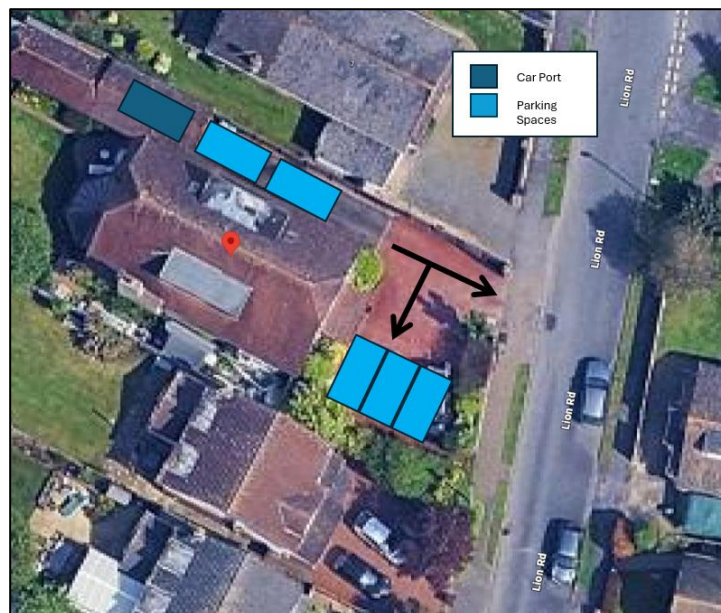


Figure 2: Parking Arrangements (image from Google Maps)

- 1.4 The existing site is formed of a 4 bedroom house, with an annexe building providing a further 3 bedrooms.
- 1.5 A review of Personal Injury Accident data from MAVRIC for the most recent 5 year period (2019-2024) confirms that there have been no recorded accidents in the vicinity of the existing site and do not highlight any existing highway safety concerns along Lion Road.

Development Proposals

- 1.6 The proposed development seeks to convert the existing house and annex (totalling 7 bedrooms together) into a care facility for 6 adults (4 in the main house and 2 in the annexe).
- 1.7 The care facility will require a total of 6-day staff and 3-night staff, with a care home manager who would not be based at the site and would instead visit on an ad hoc basis. The facility is not expected to generate many visitors, with there not anticipated to be healthcare professionals or therapists visiting the site. Given the nature of the development residents would not have access to a car.
- 1.8 A total of 6 car parking spaces are proposed, which includes 3 in front of the main house, a car port and 2 tandem spaces in front of the car port. This will be managed and arrival / departure times staggered. Staff are expected to be recruited locally and as such will have the opportunity to travel by public transport and active modes of travel.
- 1.9 There are no specific car or cycle parking standards set out in the Arun District Council (ADC) Parking Standards (January 2020) or West Sussex County Council (WSCC) Guidance on Parking at New Developments (September 2020) for care homes. The standards state that parking demand should take into consideration the operation of the site. However, there will be secure cycle parking for 2 bikes provided within a store by the main entrance for staff use. These will be secure and covered. To comply with building regulations, one space will feature an electric charging point.
- 1.10 To encourage sustainable travel modes, a cycle to work scheme would also be provided for staff and if demand arises there would be potential for additional cycle parking to be provided on the site.

- 1.11 The site layout is presented in **Appendix A** and swept paths of the proposed car parking arrangement is shown in **Appendix B**. This shows that if all parking spaces were in use there would still remain sufficient space for on-site turning to support access and egress in a forward gear.
- 1.12 This report will confirm that the development will not result in an unacceptable cumulative impact on the highway network or an unacceptable impact on highway safety in the context of the NPPF (Paragraph 116, 2024), as discussed in the following sections:
- Accessibility by sustainable modes of travel
 - Review of car parking demand and travel patterns
 - Summary and conclusion

2. ACCESSIBILITY BY SUSTAINABLE MODES

2.1 This section of the report will provide a description of non-car travel options for future staff at the development.

Pedestrian and Cycle Infrastructure

2.2 The site benefits from a good level of pedestrian infrastructure, given the residential nature of the surrounding roads. Footways measuring 1 – 1.5m are provided on both sides of the road, separated from the carriageway by verges. Dropped kerbs are provided at the Lion Road / Hook Lane and Lion Road / Nyetimber Lane junctions, facilitating step free movement.

2.3 There are also Public Right of Ways (PROW) located across the local area, which are shown in **Figure 3**.

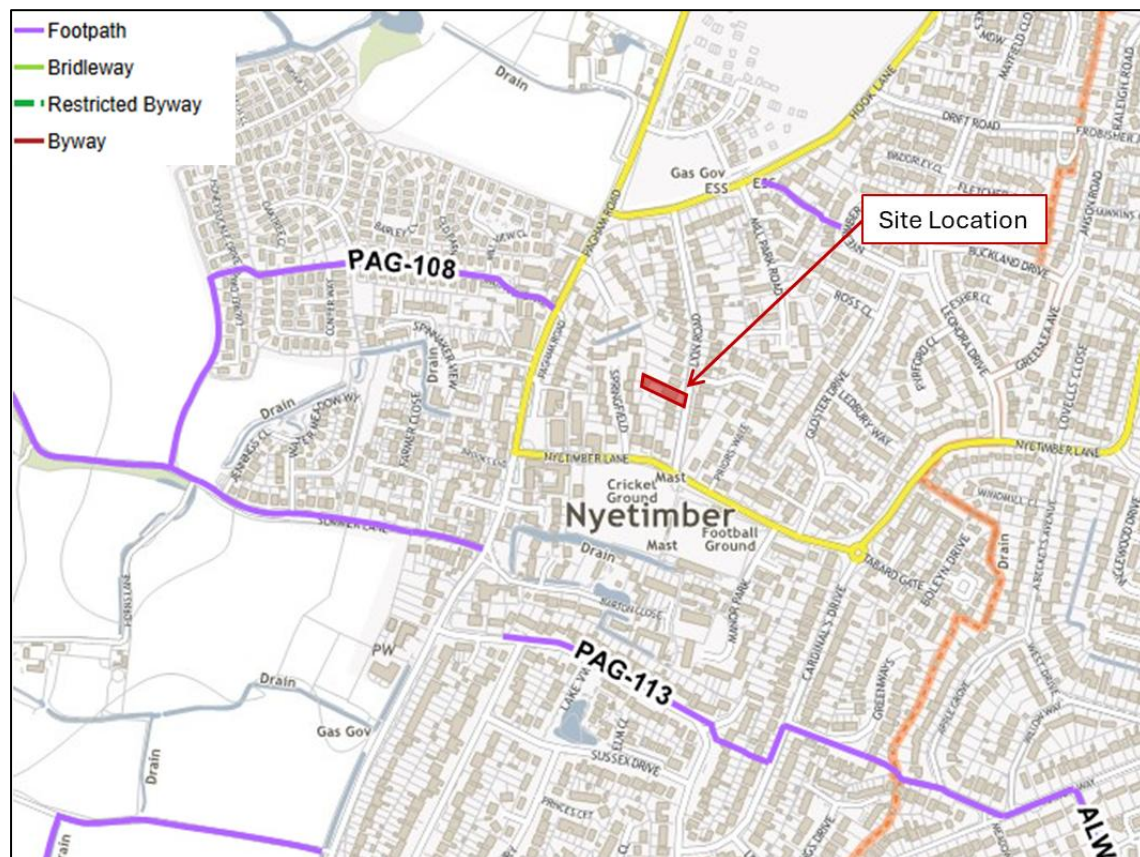


Figure 3: Public Rights of Way

- 2.4 There is no specific cycle infrastructure in the vicinity of the site, however the low speeds, residential nature and gentle topography of the local road network makes it conducive to cycling on the carriageway.

Accessibility by Active Modes

- 2.5 **Figure 4** demonstrates 10- and 20-minutes walking isochrones from the site and shows that there is a wide area of Bognor Regis and Pagham, including Nyetimber, Rose Green and nearby new residential developments that are within walking distance of the site.



Figure 4: Walking Isochrones

- 2.6 **Figure 5** illustrates 10 and 20 minute cycling isochrones from the site.

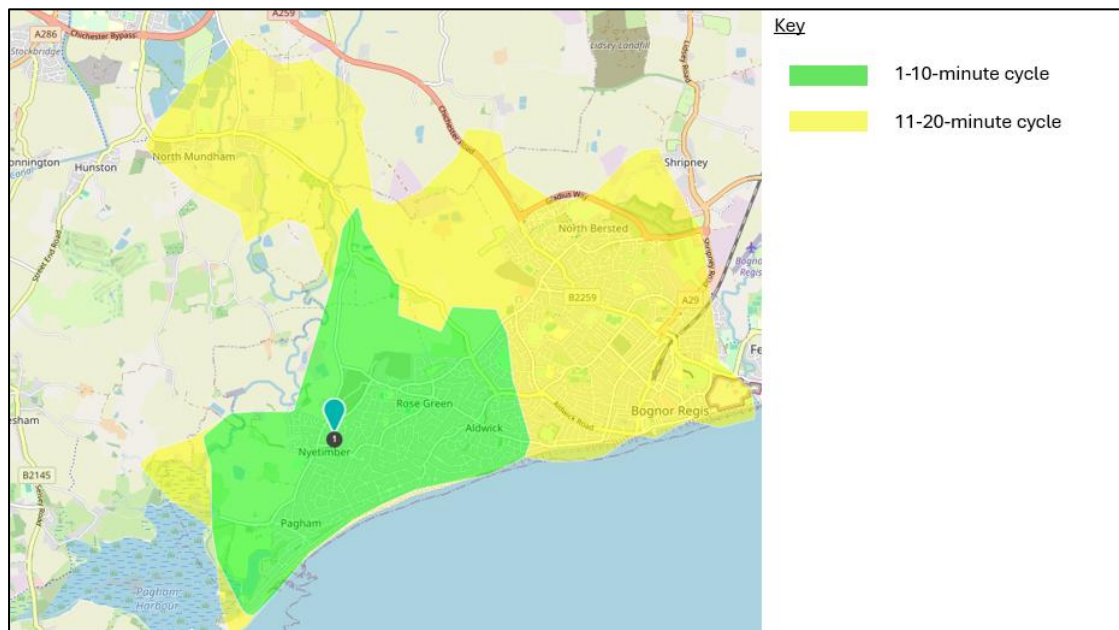


Figure 5: Cycling Isochrones

- 2.7 **Figure 5** illustrates that Bognor Regis and the residential areas to the west are all accessible within a 20-minute cycle from the site.
- 2.8 Considering these isochrones, both walking and cycle are feasible options for future staff to access the site, instead of travelling by car.

Public Transport Network

- 2.9 There are multiple bus stops located on Pagham Road, accessible by Hook Lane to the north (340m/4-minute walk) or Nyetimber Lane (350m/4-minute walk). Bus route 600 operates along Pagham Road, providing a route between Bognor Regis Train Station and Chichester. The route operates 2 – 3 times per hour in each direction, between 6:30 and 23:00, therefore this presents a good opportunity for future staff to either travel by bus or use a link trip to the station.
- 2.10 In addition, there are bus stops located on Nyetimber Lane, circa 470m (6-minute walk) northeast of the site. These bus stops provide access to bus route 62, which operates between North Bersted and North of Bognor Regis, via the station. This service operates 3 times a day in each direction, Monday to Saturday.

2.11 The nearest railway station is Bognor Regis railway station, which is 5.4km east of the site, accessible within a 17-minute cycle or a 20-minute bus ride via either bus route. Bognor Regis station provides regular services to London and Barnham. Therefore, this also provides a feasible multi-modal option for staff commuting.

2.12 **Figure 6** illustrates 10 and 20 minute public transport isochrones for the site.

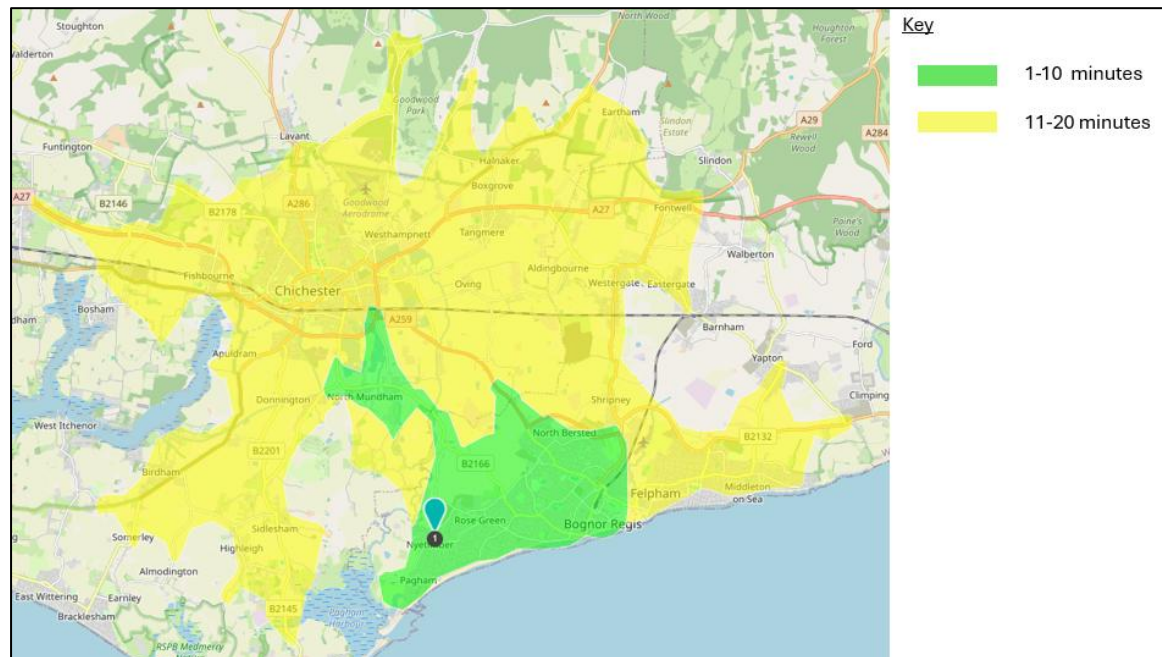


Figure 6: Public Transport Isochrones

2.13 **Figure 6** demonstrates that Bognor Regis is accessible within a 10-minute journey by public transport, whilst Chichester can be accessed within 20 minutes. Therefore, this provides a good opportunity for staff to travel by bus and/or train.

Summary

2.14 The site is well located in terms of opportunity to travel sustainably by non-car modes. There is a good level of pedestrian infrastructure along surrounding roads to allow staff to walk to work and there are regular bus routes operating near the site that offer connections to local centres as well as railway stations. Therefore, it is anticipated that a proportion of staff will travel by non-car modes of transport.

3. TRAVEL PATTERNS AND PARKING DEMAND

- 3.1 This section of the report reviews anticipated travel patterns for staff, which has been used to inform parking demand at the site.

Staff Numbers

- 3.2 The proposed development is expected to require 3 staff members overnight and 6 during the day. A care home manager will also visit the site, however as they will manage a portfolio of homes they will not be based on-site full time and as such would only be on site for a few hours and days a week.
- 3.3 For day shifts, 3 members of staff are expected to work between 08:00 and 20:00, with the remaining 3 on a 10:00 – 22:00 shift. Therefore, the average maximum number of staff on site at any one time is 6, with ad hoc visits from the care home manager.

Parking Demand

- 3.4 A review of the 2011 Census data for Method of Travel to Work (data set WP703EW) has been undertaken for people working in Middle Super Output Area (MSOA) Arun 019 where the site is located.
- 3.5 The results (included in **Appendix C**) demonstrate that 70% of existing residents who travel for work, are expected to travel by car, followed by 13% by active modes, 12% by car passenger and 3% by public transport. It is acknowledged that it is likely all overnight staff will drive. However, when applied to the 6 staff during the day, 4 are expected to drive to site with one to arrive as a car passenger and one to arrive on foot.
- 3.6 Using this information, at the key changeover points throughout the day (between 3-day and 3-night staff) there could be demand for 5 vehicles to park on site, given that all night staff are assumed to drive alone and that census data suggests there are likely to be 2 vehicles associated with each day shift.
- 3.7 During the changeover times (3 day and 3 night staff on site) this leaves one parking space available on the site. It is not anticipated that the care home manager or visitors would access

the site during staff change over times and as such the provision proposed is acceptable to accommodate peak vehicle use.

- 3.8 Furthermore, the site is easily accessible by public transport, with a good level of pedestrian and cycle infrastructure. It is reasonable to assume, based on the census information, that at least 2-day time staff (1 per day shift) would travel by non-car modes or car share with other driving staff members. This is also supported by the recruitment of staff members from the local area, who would live locally. Therefore, during the day a total of 4 vehicles would be parked on site for the day staff (based on the census information).
- 3.9 To ensure management of site's triple tandem spaces, these would be allocated to staff. It is proposed these would be allocated to staff on the same shift to ensure that they are all entering and leaving the site at the same time. Allocating these spaces to staff also ensures that no vehicles are blocked in and that parking can be managed by staff members as needed.
- 3.10 While visitors are not anticipated to be a regular occurrence, a visitor booking system would be implemented. Visitors seeking to visit the site would communicate the date and time of their intended visit and whether they would require a parking space. The on-site staff and the care home manager can then review how best to accommodate these parking needs ahead of time.
- 3.11 Given the above it is not considered that the development will result in an unacceptable cumulative impact on the highway network or an unacceptable impact on highway safety in the context of the NPPF (Paragraph 116, 2024).

On-street Parking

- 3.12 In addition to the parking available on the site, unrestricted on-street parking is also available on Lion Road. While it is not anticipated that this will be required, given the site's ability to accommodate the required on-site parking, if needed there is scope for on-street parking locations to be used by visitors on an occasional basis.

4. SUMMARY AND CONCLUSIONS

- 4.1 This Parking Technical Note (PTN) has been prepared by Paul Basham Associates on behalf of Liaise to support a change of use application at Lion Road, Bognor Regis. The application proposes to change the use of the existing 7-bedroom residential dwelling into a care home for 6 adults.
- 4.2 The existing site comprises a 4-bedroom house with an annexe to the rear, providing a further 3 bedrooms. Access is taken via an existing cross over onto Lion Road, which would be retained as part of the proposals.
- 4.3 The proposed development seeks to convert the existing house and annexe (totalling 7 bedrooms together) into a care facility for 6 adults (4 in the main house and two in the annex).
- 4.4 The site is located in a sustainable location and is well located in relation to local public transport links and residential areas. It is anticipated that staff would be recruited from the local area and as such travel via sustainable modes (including car sharing) would be promoted and encouraged where possible.
- 4.5 The care facility will require 6 day staff and 3 night staff, with an ad hoc care home manager who would not be based at the site and would instead visit infrequently. The facility is not expected to generate many visitors with no trips are to be generated by healthcare professionals/therapists visiting the site. Due to the nature of the development residents are not anticipated to have car.
- 4.6 A total of 6 car parking spaces are proposed, which includes three in front of the main house, a car port and two tandem spaces in front of the port, as well as an on-site turning area.
- 4.7 Both census data and a review of staff changeover times have been assessed. Census data indicates that 4 day staff would likely travel by car and require a parking space. In addition to this it has been considered likely that all nighttime staff would drive alone and as such during the changeover periods between the first/last day shift staff and night shift there could be demand for up to 5 parking spaces on the site. This leaves a spare parking space on the site during these times. Whilst during the day there would be 2 parking spaces available to allow

for parking for the care home manager and/or visitors. The care home manager/visitors are not anticipated to visit the site during peak changeover periods. It is therefore considered that the site's parking provision is sufficient to accommodate all demand without overspill onto the local highway network.

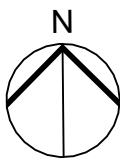
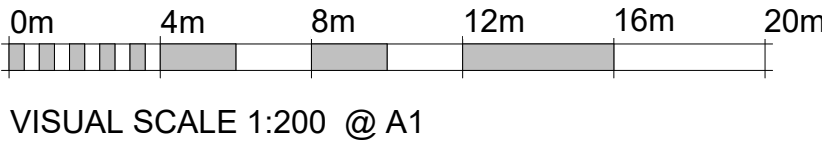
- 4.8 Should occasionally parking off-site be required unrestricted on-street parking is also available on Lion Road, which would be suitable for use by visitors.
- 4.9 The triple tandem spaces on the site would be allocated to staff to ensure that these spaces are managed and that vehicles are not blocked in. In addition to this, visitors would be subject to a booking system where the site is notified of their intention to visit and whether they require parking.
- 4.10 As well as the car parking spaces on the site there will also be secure cycle parking for 2 bicycles provided within a store by the main entrance for staff use. These will be secure and covered. To comply with building regulations, one space will feature an electric charging point. A cycle to work scheme would also be promoted for members of staff.
- 4.11 This PTN has demonstrated that the development will not result in an unacceptable cumulative impact on the highway network or an unacceptable impact on highway safety in the context of the NPPF (Paragraph 116, 2024). As such we would encourage WSCC and ADC to look favourably on this application.

Appendix A



Proposed Site Plan
1:200

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	P01	Initial issue	WL	PL	04/12/2025



STATUS:	PL - PLANNING
PROJECT:	5 Lion Rd, Bognor Regis, PO21 3JZ
DESCRIPTION:	Pr_Site_Plan
AUTHOR:	GB
SCALE - A1:	1:200
DATE:	November 2025
PROJECT NO.	33095
DRAWING NO.	XX-XX-SI-0110
REV.	P01



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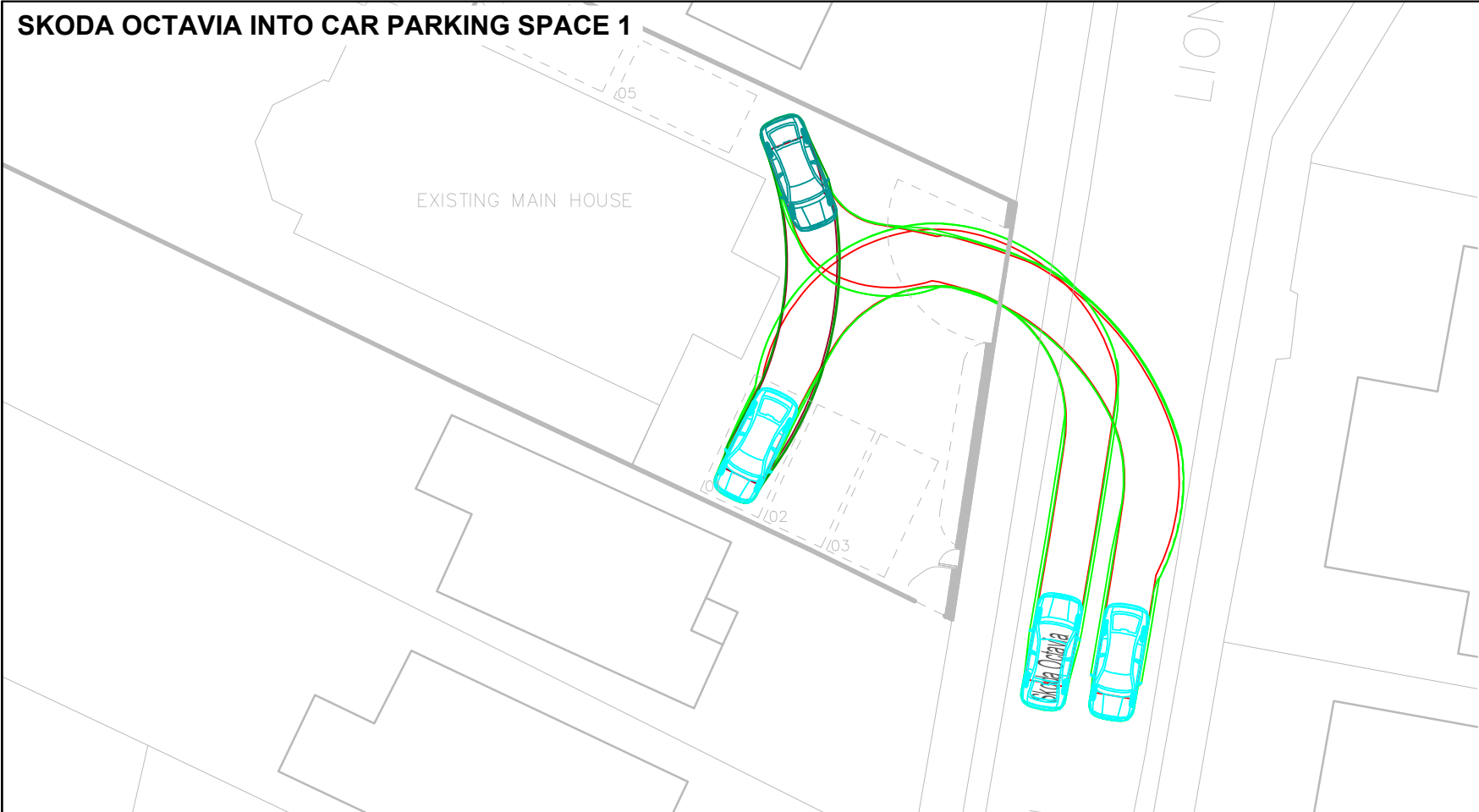
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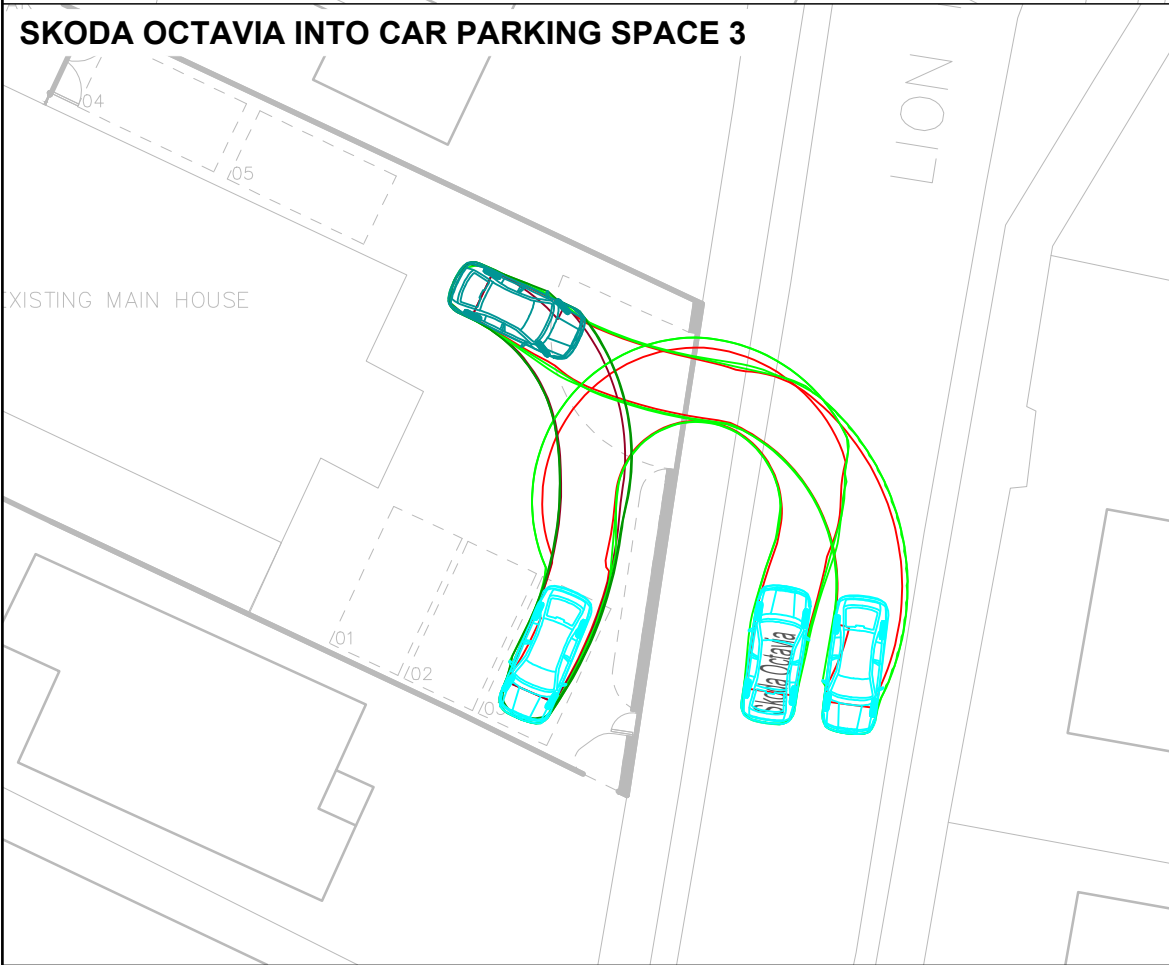
admin@nicholsonnairn.co.uk

Appendix B

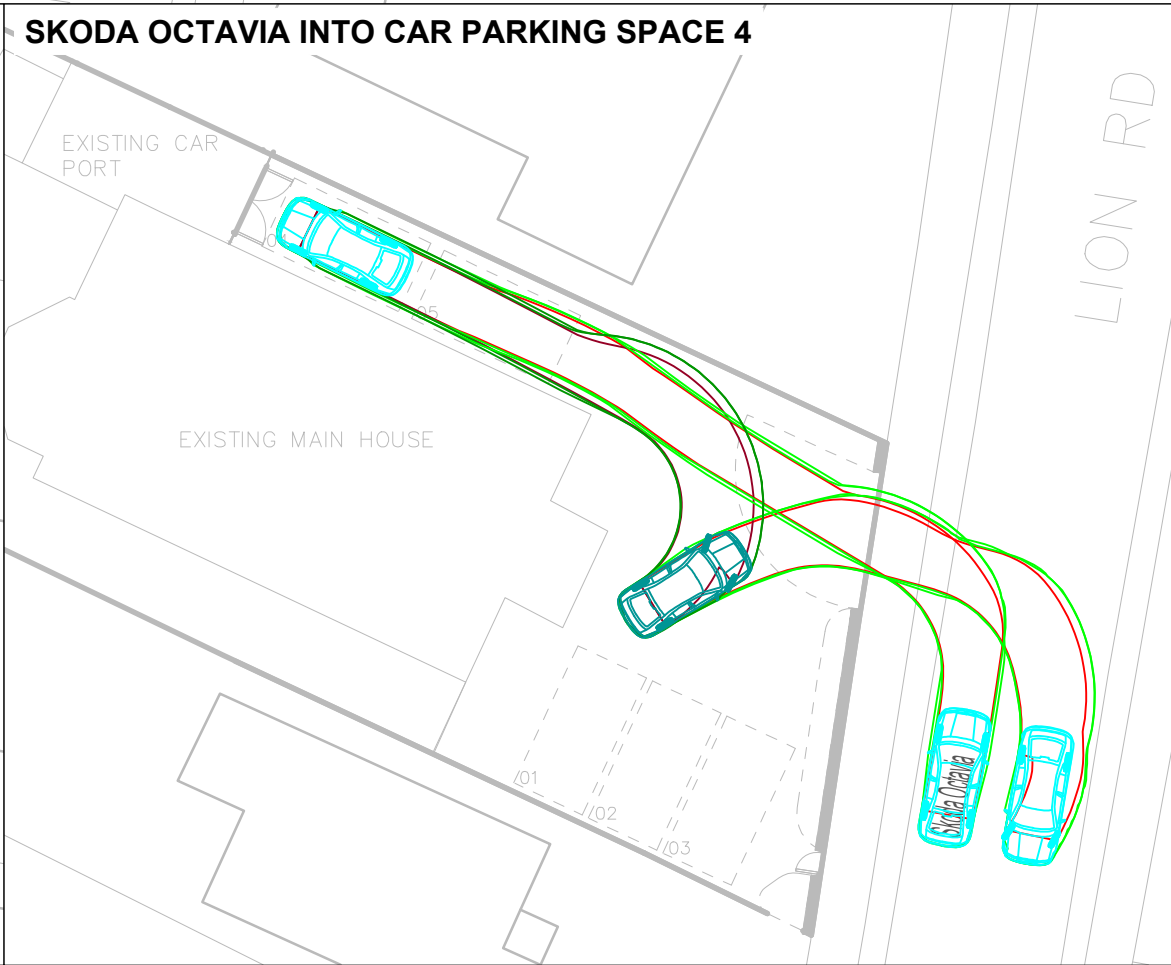
SKODA OCTAVIA INTO CAR PARKING SPACE 1



SKODA OCTAVIA INTO CAR PARKING SPACE 3



SKODA OCTAVIA INTO CAR PARKING SPACE 4

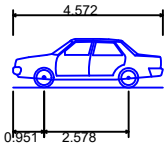


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 - 4.1. Site Layout
5. This drawing should only be used for construction if the project phase in the title frame below is shown as "construction". Paul Basham Associates take no responsibility for construction works undertaken to drawings which are not marked under this phase.

VEHICLE PROFILE



Skoda Octavia	4.572m
Overall Length	1.769m
Overall Width	1.488m
Overall Body Height	0.249m
Min Body Ground Clearance	1.713m
Max Track Width	4.00s
Lock to lock time	5.100m
Kerb to Kerb Turning Radius	



PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE



P01	FIRST ISSUE	17.12.25	NMM	SSN
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
17.12.25	NMM	SSN	-	
PBA Project Number		Scale	(AT A3)	
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PBA Drawing No:			Revision	
020.01045-0001			P01	

Project Name
LION ROAD, BOGNOR REGIS

Project Phase
PRELIMINARY

Title
SWEPT PATH ANALYSIS OF A
SKODA OCTAVIA



Appendix C

WP703EW - Method of travel to work (2001 specification) (Workplace population)

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population

All usual residents aged 16 to 74 in employment in the area the week before the census

units

Persons

area type

2011 super output areas - middle layer

area name

E02006560 : Arun 019

Method of travel to work	2011	%	Day staff
All categories: Method of travel	1,965		
Work mainly at or from home	462		
Underground, metro, light rail o	2	0%	0
Train	7	0%	0
Bus, minibus or coach	41	3%	0
Taxi	6	0%	0
Motorcycle, scooter or moped	11	1%	0
Driving a car or van	1,051	70%	4
Passenger in a car or van	178	12%	1
Bicycle	63	4%	0
On foot	135	9%	1
Other method of travel to work	9	1%	0