Parking Technical Note

80 Brook Way Lancing West SussexBN158DH

SEPTEMBER 2021

Reeves Transport Planning

PRODUCED for THE NICE GROUP LTD

PRODUCED by REEVES TRANSPORT PLANNING LTD

TN/BWL/090821 V1

1. INTRODUCTION

1.1 Reeves Transport Planning is commissioned to provide a Technical Note addressing the questions and concerns raised by Adur & Worthing District Council, acting in their capacity as the Local Planning Authority (LPA), regarding planning application AWDM/1004/21.

1.2 In correspondence with the agent the LHA advised *'I have received half a dozen objections to this scheme on parking grounds. I will therefore need to see a parking capacity survey for at least 4 separate occasions, morning, and evening'.*

1.3 This Technical Note will establish the current local parking conditions and assess the implications of the additional demand generated by the proposed development.

2. PARKING SUPPLY

2.1 Parking Beat Surveys (PBS) were undertaken on four separate occasions, later evening and early mornings on Monday 13th, Wednesday 15th, Thursday 16th, and Tuesday 21st September to understand the current parking demand on local streets during the early morning, which is when resident demand is at its highest.

2.2 The PBS covers an area between 200 and 300metres (typically 2 to 4 minute walk) from the application site taking into consideration. The methodology reflects the standard approach recommended by West Sussex County Council and other Local Highway Authority's in the region.

2.3 Under typical circumstance matters, such as maintaining the free flow of traffic, are managed by the on-street parking controls. There are no street parking

controls, with the exception of junctions and a section of Freshbrook Road limiting where vehicles can park.

2.4 Each section of kerbside parking has been measured and rounded down to the nearest whole number. This figure has then been divided by 5 metres, and again rounded down to the nearest whole number. This exercise presents the data for the theoretical maximum vehicle parking capacity.

2.5 The theoretical maximum parking capacity will not be representative of the actual capacity. This is because residents and visitors would not block the road by parking on both sides, which could block the free flow of two-way traffic. This, as noted, is usually addressed by the on-street controls.

2.6 To take this factor into consideration sections of each road have been removed from the analysis to ensure that the demand generated by the proposal will not affect the free flow of traffic. These sections are shaded yellow on the attached data sheets, and purple on the data mapping. The results will show the level of parking stress while maintain free flow, which should not be confused with blocking of the road.

2.7 The survey area, survey route and key, data sheets, and data mapping sheets are attached as Appendix 1, 2, 3 and 4, respectively.

2.7 The PBS data informs that there was an average of 67 vehicles parked and 50 empty parking spaces within the surveyed area, which represents an average parking stress of 57%.

2.8 Typically, a parking stress threshold of 85% is a material consideration within a controlled parking zone. In other situations, such as outside controlled parking zones, a threshold of 90% would be reasonable to ensure that 10% spare capacity was retained to accommodate daily variation.

3. SUMMARY AND CONCLUSIONS

3.1 Reeves Transport Planning has been commissioned to provide a Technical Note addressing the concerns raised by the LPA in respect of planning application AWDM/1004/21.

3.2 The LPA have requested that a parking beat survey be undertaken over four separate mornings and evenings to establish if the parking demand generated by the proposal could be accommodated on local streets. Four survey is a highly unusual request, typically two are sufficient to establish parking capacity for such a small proposal. Therefore, the data set presented in the Note can be considered as very robust.

3.3 The data shows that on average for the four survey periods the parking demand equated to 57%. A parking stress of 90% on residential streets where there are no parking controls is considered as material. Before parking stress reached the levels where it would become a material concern the number of vehicles parked on local streets would need to increase to 106, from the current 67.

3.4 The results show that the current parking stress falls well below the threshold as such the increase in parking demand derived from the proposed development under planning reference AWDM/1004/21 will not materially affect current on-street parking conditions.

3.5 Taking the findings of the parking beat survey into consideration, evidence of the local conditions it is considered that the proposal will not have a **severe** impact on highway capacity, or an **unacceptable** impact on highway safety.

APPENDIX 1:

SURVEY AREA

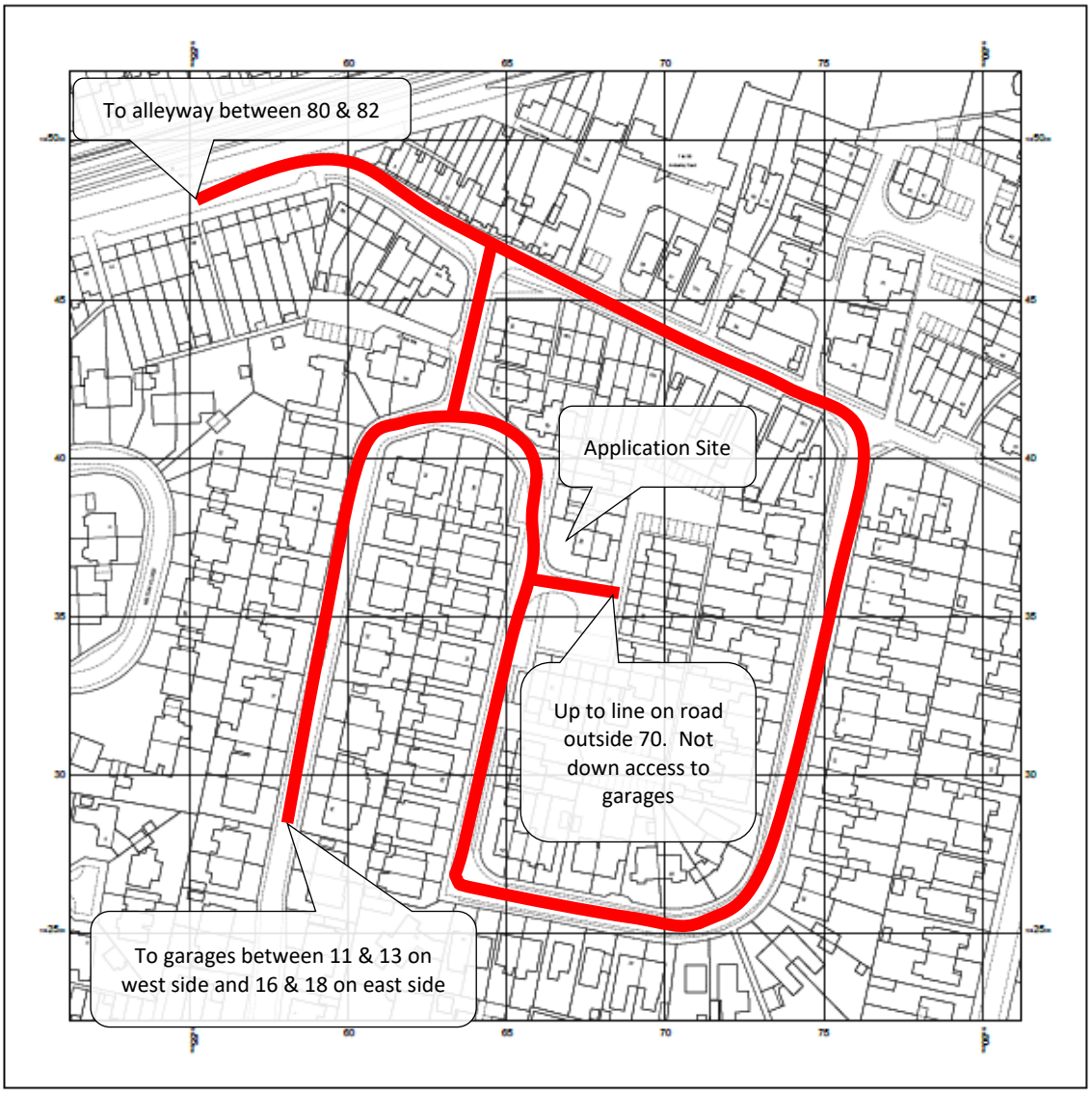
UK MAP CENTRE .com

North

0m 1cm = 12.5m 62.5m

Scale 1:1250

Map data



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80, BROOK WAY, LANCING, BN15 8DH

APPENDIX 2:

SURVEY ROUTE AND KEY

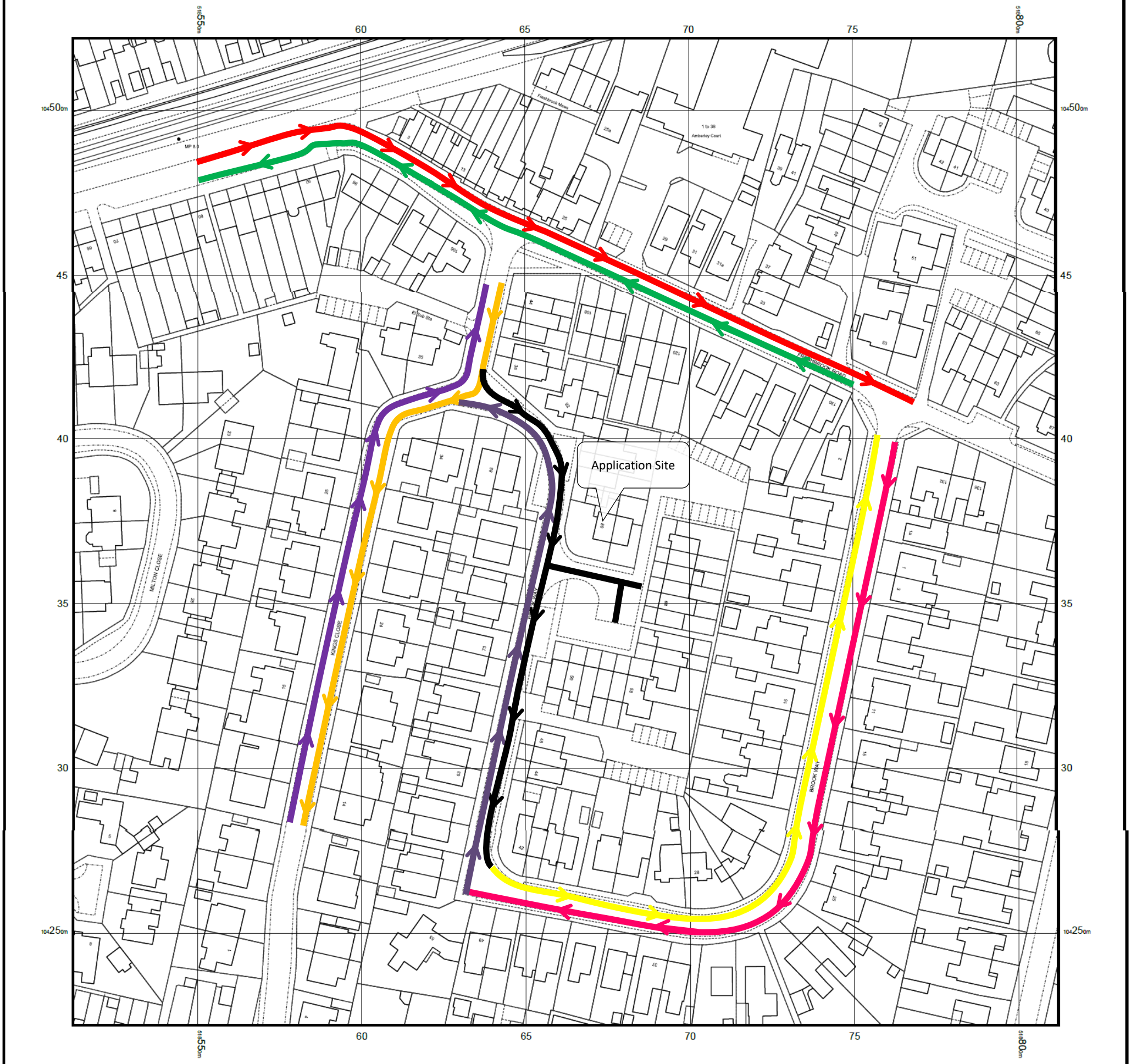
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North

0m 1cm = 12.5m 62.5m

Scale 1:1250

Map data



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Survey Route & Key

80, BROOK WAY, LANCING, BN15 8DH

APPENDIX 3:

SURVEY DATA

Fresh Brook Road

				Monday 13 September (22:40 - 23:50)			Wednesday 15 September (01:00 - 02:15)			Thursday 16 September (22:45 - 00:00)			Tuesday 21 September (03:30 - 04:10)			
	North Side - West to East	Length (m)	Space	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Comments
1	Unrestricted Parking	11.9	2	2	0	100%	2	0	100%	2	0	100%	2	0	100%	From Alleyway Twix 80 & 82
2	DYL & Driveways	112.1	-	-	-	-	-	-	-	-	-	-	-	-	-	
3	Driveways	10.2	-	-	-	-	-	-	-	-	-	-	-	-	-	
4	Unrestricted Parking	6.3	1	0	1	0%	0	1	0%	0	1	0%	0	1	0%	
5	Driveways	13.8	-	-	-	-	-	-	-	-	-	-	-	-	-	Amberley Court
6	Unrestricted Parking	24.5	4	0	4	0%	0	4	0%	0	4	0%	0	4	0%	
7	Driveways	4.4	-	-	-	-	-	-	-	-	-	-	-	-	-	
8	Unrestricted Parking	25.9	5	0	5	0%	0	5	0%	0	5	0%	0	5	0%	
9	Driveways	9.3	-	-	-	-	-	-	-	-	-	-	-	-	-	
10	Unrestricted Parking	9.2	1	0	2	0%	0	2	0%	0	2	0%	0	2	0%	
11	Driveways	4.1	-	-	-	-	-	-	-	-	-	-	-	-	-	
12	Unrestricted Parking	6.8	1	0	1	0%	0	1	0%	0	1	0%	0	1	0%	Opposite Brook Way
	Totals	**238.5**	**14**	**2**	**13**	**13%**	**2**	**13**	**13%**	**2**	**13**	**13%**	**2**	**13**	**13%**	

South Side East to West

1	Unrestricted Parking (ex 1st 5m)	22.5	4	2	3	40%	3	2	60%	2	3	40%	2	3	40%	From Brook Way
2	Driveways	2.8	-	-	-	-	-	-	-	-	-	-	-	-	-	
3	Unrestricted Parking	8.3	1	2	0	100%	2	0	100%	1	1	50%	2	0	100%	
4	Driveways	2.8	-	-	-	-	-	-	-	-	-	-	-	-	-	
5	Unrestricted Parking	9.5	1	3	0	100%	2	1	67%	3	0	100%	2	1	67%	
6	Driveways	2.9	-	-	-	-	-	-	-	-	-	-	-	-	-	
7	Unrestricted Parking	14.3	2	3	0	100%	2	1	67%	2	1	67%	3	0	100%	
8	Driveways	4.9	-	-	-	-	-	-	-	-	-	-	-	-	-	
9	Unrestricted Parking	7.5	1	1	0	100%	1	0	100%	1	0	100%	1	0	100%	
10	Driveways	3.6	-	-	-	-	-	-	-	-	-	-	-	-	-	
11	Unrestricted Parking (ex from crossing)	23.4	4	4	0	100%	4	0	100%	4	0	100%	4	0	100%	
	Mouth of Kings Close		-	-	-	-	-	-	-	-	-	-	-	-	-	Kings Close
12	DYL	60.1	-	-	-	-	-	-	-	-	-	-	-	-	-	From Kings Close
13	Unrestricted in Layby	18.4	3	3	0	100%	3	0	100%	3	0	100%	3	0	100%	
14	Disabled Bay	5	1	1	0	100%	1	0	100%	1	0	100%	1	0	100%	
15	Unrestricted in Layby	9.4	1	2	0	100%	2	0	100%	2	0	100%	2	0	100%	End-on parking to Alleyway twix 82/86
	Totals	**195.4**	**18**	**21**	**3**	**88%**	**20**	**4**	**83%**	**19**	**5**	**79%**	**20**	**4**	**83%**	

Brook Way Western section

	West Side - South to North	Length (m)	Space	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Comments
1	Driveway (shared)	1.6	-	-	-	-	-	-	-	-	-	-	-	-	-	From right angle corner to pink
2	Unrestricted Parking	7.1	1	0	1	0%	0	1	0%	0	1	0%	0	1	0%	
3	Driveway	5.9	-	-	-	-	-	-	-	-	-	-	-	-	-	
4	Unrestricted Parking	11.7	2	0	2	0%	0	2	0%	0	2	0%	0	2	0%	
5	Driveway	5.8	-	-	-	-	-	-	-	-	-	-	-	-	-	
6	Unrestricted Parking	11.6	2	0	2	0%	0	2	0%	1	1	50%	0	2	0%	
7	Driveway	5.8	-	-	-	-	-	-	-	-	-	-	-	-	-	
8	Unrestricted Parking	11.4	2	0	2	0%	0	2	0%	0	2	0%	0	2	0%	
9	Driveway	4.9	-	-	-	-	-	-	-	-	-	-	-	-	-	
10	Unrestricted Parking	12.3	2	0	2	0%	0	2	0%	0	2	0%	0	2	0%	
11	Driveway	7.1	-	-	-	-	-	-	-	-	-	-	-	-	-	
12	Unrestricted Parking	10.9	2	0	2	0%	0	2	0%	0	2	0%	0	2	0%	
13	Driveway	5.7	-	-	-	-	-	-	-	-	-	-	-	-	-	
14	Unrestricted Parking	11.5	2	1	1	50%	0	2	0%	0	2	0%	1	1	50%	Opposite Lollypop(Black)
15	Driveway + Garage	5.9	-	-	-	-	-	-	-	-	-	-	-	-	-	
16	Unrestricted Parking	27.4	5	0	5	0%	0	5	0%	0	5	0%	1	5	17%	Corner
17	Driveway	4.9	-	-	-	-	-	-	-	-	-	-	-	-	-	
18	Unrestricted Parking	8.9	1	0	2	0%	0	2	0%	0	2	0%	0	2	0%	Round corner to
19	Driveway	7.9	-	-	-	-	-	-	-	-	-	-	-	-	-	Kings Close o/s 85 + 34
	Totals	**168.3**	**19**	**1**	**19**	**5%**	**0**	**20**	**0%**	**1**	**19**	**5%**	**2**	**19**	**10%**	

Brook Way Western section (including road serving 52 to 80 & garages in italics)

	East Side - North to South	Length (m)	Space	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Comments
1	Unrestricted Parking	41.8	8	4	3	57%	3	4	43%	3	4	43%	2	5	29%	From Kings Close
2	Driveway	6.1	-	-	-	-	-	-	-	-	-	-	-	-	-	Sharp corner to south
3	Unrestricted Parking	10.7	2	2	0	100%	5	0	100%	5	0	100%	5	0	100%	To spur road, parked on verge around corner
4	*Unrestricted Parking*	*18.8*	*3*	*4*	*1*	*80%*	*2*	*2*	*50%*	*2*	*2*	*50%*	*3*	*1*	*75%*	*From main Brook Way*
	Access to Garages		-	-	-	-	-	-	-	-	-	-	-	-	-	
5	*Frontage at 68 & 70*	*15.4*	*3*	*3*	*0*	*100%*	*1*	*2*	*33%*	*1*	*2*	*33%*	*2*	*1*	*67%*	
6	*End-on layby*	*12.8*	*2*	*5*	*0*	*100%*	*5*	*0*	*100%*	*5*	*0*	*100%*	*5*	*0*	*100%*	*Room for 5*
	South corner to layby opposite 75		-	-	-	-	-	-	-	-	-	-	-	-	-	
7	Unrestricted Parking	7.1	1	2	0	100%	0	1	0%	0	1	0%	0	1	0%	
8	End-on layby	15.1	3	6	0	100%	6	0	100%	6	0	100%	6	0	100%	room for 6 cars
9	Unrestricted Parking	11.7	2	1	1	50%	0	2	0%	0	2	0%	0	2	0%	
	Garage Access + Driveway		-	-	-	-	-	-	-	-	-	-	-	-	-	Brook Way spur
10	Unrestricted Parking	18.4	3	1	3	25%	1	3	25%	2	2	50%	1	3	25%	
11	Driveway	5.8	-	-	-	-	-	-	-	-	-	-	-	-	-	
12	Unrestricted Parking	23.4	4	1	3	25%	1	3	25%	0	4	0%	1	3	25%	Inc Sharp corner to yellow
	Totals	**187.1**	**31**	**29**	**11**	**73%**	**24**	**17**	**59%**	**24**	**17**	**59%**	**25**	**16**	**61%**	

Brook Way Eastern Section

	West Side - South to North	Length (m)	Space	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Comments
1	Unrestricted Parking	20.7	4	2	2	50%	2	2	50%	2	2	50%	2	2	50%	From Corner of Brook Way - Brown
2	Driveway	6.8	-	-	-	-	-	-	-	-	-	-	-	-	-	
3	Unrestricted Parking	11.9	2	0	2	0%	0	2	0%	0	2	0%	0	2	0%	
4	Driveway	8.9	-	-	-	-	-	-	-	-	-	-	-	-	-	
5	Unrestricted Parking	25.1	5	0	5	0%	0	5	0%	0	5	0%	0	5	0%	On corner
6	Driveway	7.1	-	-	-	-	.	-	-	.	-	-	-	-	-	Opp Alleyways heading north
7	Unrestricted Parking	27.1	5	0	5	0%	0	5	0%	0	5	0%	0	5	0%	
8	Driveway	5.9	-	-	-	-	-	-	-	-	-	-	-	-	-	
9	Unrestricted Parking	13.7	2	0	2	0%	1	1	0%	0	2	50%	0	2	0%	
10	Driveway	5.3	-	-	-	-	-	-	-	-	-	-	-	-	-	
11	Unrestricted Parking	14.2	2	1	2	33%	0	3	33%	0	3	0%	1	2	0%	
12	Driveway	6.1	-	-	-	-	-	-	-	-	-	-	-	-	-	
13	Unrestricted Parking	12.6	2	0	2	0%	0	2	0%	0	2	0%	0	2	0%	
14	Driveway	6.1	-	-	-	-	-	-	-	-	-	-	-	-	-	
15	Unrestricted Parking	14.3	2	0	3	0%	1	2	0%	1	2	33%	0	3	33%	
16	Driveway	5.6	-	-	-	-	-	-	-	-	-	-	-	-	-	
17	Unrestricted Parking	13.9	2	0	3	0%	0	3	0%	0	3	0%	1	2	0%	
18	Driveway	6.3	-	-	-	-	-	-	-	-	-	-	-	-	-	
19	Unrestricted Parking	22.7	4	1	3	25%	2	2	25%	2	2	50%	2	2	50%	
20	Drop pavement	3.7	-	-	-	-	-	-	-	-	-	-	-	-	-	To FreshBook Road
	Totals	**238**	**30**	**4**	**29**	**12%**	**6**	**27**	**18%**	**5**	**28**	**15%**	**6**	**27**	**18%**	

Brook Way Eastern Section

	East Side - North to South	Length (m)	Space	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Comments
1	Unrestricted Parking	5.6	1	0	2	0%	0	2	0%	0	2	0%	0	2	0%	
2	Driveway	5.1	-	-	-	-	-	-	-	-	-	-	-	-	-	
3	Unrestricted Parking	9.2	1	1	1	50%	1	1	50%	1	1	50%	1	1	50%	
4	Driveway	3.5	-	-	-	-	-	-	-	-	-	-	-	-	-	
5	Unrestricted Parking	6.1	1	0	1	0%	0	1	0%	0	1	0%	0	1	0%	
6	Driveway	3.2	-	-	-	-	-	-	-	-	-	-	-	-	-	
7	Unrestricted Parking	14.1	2	0	3	0%	0	3	0%	1	2	0%	0	3	33%	
8	Driveway	5.3	-	-	-	-	-	-	-	-	-	-	-	-	-	
9	Unrestricted Parking	14.1	2	1	2	33%	1	2	33%	0	3	33%	1	2	0%	
10	Driveway	5.7	-	-	-	-	-	-	-	-	-	-	-	-	-	
11	Unrestricted Parking	13.5	2	1	1	50%	1	1	50%	1	1	50%	1	1	50%	
12	Driveway	2.7	-	-	-	-	-	-	-	-	-	-	-	-	-	
13	Unrestricted Parking	16.6	3	0	3	0%	1	2	0%	1	2	33%	1	2	33%	
14	Driveway	5.9	-	-	-	-	-	-	-	-	-	-	-	-	-	
15	Unrestricted Parking	13.3	2	0	2	0%	0	2	0%	0	2	0%	1	1	0%	
16	Driveway	5.9	-	-	-	-	-	-	-	-	-	-	-	-	-	
17	Unrestricted Parking	10.8	2	0	2	0%	1	1	0%	0	2	50%	1	1	0%	
18	Driveway	5.8	-	-	-	-	-	-	-	-	-	-	-	-	-	
19	Unrestricted Parking	6.2	1	1	0	100%	1	0	100%	1	0	100%	1	0	100%	Corner turning to West
20	Driveway + Alleyway	5.1	-	-	-	-	-	-	-	-	-	-	-	-	-	
21	Unrestricted Parking	3.9	0	0	1	0%	0	1	0%	0	1	0%	0	1	0%	
22	Driveway	3.1	-	-	-	-	-	-	-	-	-	-	-	-	-	
23	Unrestricted Parking	6.7	1	0	1	0%	1	0	0%	1	0	100%	0	1	100%	
24	Driveway	6.1	-	-	-	-	-	-	-	-	-	-	-	-	-	
25	Unrestricted Parking	12.2	2	0	2	0%	0	2	0%	0	2	0%	0	2	0%	
26	Driveway	9.1	-	-	-	-	-	-	-	-	-	-	-	-	-	
27	Unrestricted Parking	5.1	1	0	1	0%	0	1	0%	0	1	0%	0	1	0%	
28	Driveway	3.9	-	-	-	-	-	-	-	-	-	-	-	-	-	
29	Unrestricted Parking	12.2	2	0	2	0%	0	2	0%	0	2	0%	0	2	0%	
30	Driveway	6.3	-	-	-	-	-	-	-	-	-	-	-	-	-	
31	Unrestricted Parking	8.8	1	0	2	0%	0	2	0%	0	2	0%	0	2	0%	
32	Driveway	14.7	-	-	-	-	-	-	-	-	-	-	-	-	-	To corner with Brook Way - Dark Blue
	Totals	**249.8**	**24**	**4**	**26**	**13%**	**7**	**23**	**23%**	**6**	**24**	**20%**	**7**	**23**	**23%**	

Kings Close

	West Side - South to North	Length (m)	Space	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Comments
1	Driveways	3.8	-	-	-	-	-	-	-	-	-	-	-	-	-	From 13 / 11
2	Unrestricted Parking	18.1	3	0	3	0%	0	3	0%	0	3	0%	0	3	0%	
3	Driveways	3.6	-	-	-	-	-	-	-	-	-	-	-	-	-	
4	Unrestricted Parking	13.8	2	0	3	0%	0	3	0%	1	2	33%	0	3	0%	
5	Driveways	5.9	-	-	-	-	-	-	-	-	-	-	-	-	-	
6	Unrestricted Parking	16.3	3	0	3	0%	0	3	0%	0	3	0%	0	3	0%	
7	Driveways	5.3	-	-	-	-	-	-	-	-	-	-	-	-	-	
8	Unrestricted Parking	13.6	2	0	2	0%	0	2	0%	0	2	0%	0	2	0%	
9	Driveways	11.1	-	-	-	-	-	-	-	-	-	-	-	-	-	
10	Unrestricted Parking	12.6	2	0	2	0%	0	2	0%	0	2	0%	0	2	0%	
11	Driveways	10.5	-	-	-	-	-	-	-	-	-	-	-	-	-	On Corner
12	Unrestricted Parking	23.7	4	0	2	0%	0	2	0%	0	2	0%	0	2	0%	
13	Driveways + garage+service Rd	13.5	-	-	-	-	-	-	-	-	-	-	-	-	-	
14	Unrestricted Parking	11.1	2	1	1	50%	1	1	50%	1	1	50%	1	1	50%	Parked half on Pavement
15	Driveways	3.2	-	-	-	-	-	-	-	-	-	-	-	-	-	
16	DYL	14.4	-	-	-	-	-	-	-	-	-	-	-	-	-	To FreshBrook Road
	Totals	**180.5**	**18**	**1**	**16**	**6%**	**1**	**16**	**6%**	**2**	**15**	**12%**	**1**	**16**	**6%**	

	East Side - North to South	Length (m)	Space	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Comments
1	DYL	13.7	-	-	-	-	-	-	-	-	-	-	-	-	-	From FreshBrook Road
2	Driveway	3.2	-	-	-	-	-	-	-	-	-	-	-	-	-	
3	Unrestricted Parking	16.8	3	3	0	100%	3	0	1	3	0	100%	3	0	100%	
4	Driveway	3.2	-	-	-	-	-	-	-	-	-	-	-	-	-	
5	Unrestricted Parking	7.6	1	2	0	100%	2	0	1	2	0	100%	2	0	100%	To Brookway
	Mouth of Brookway		-	-	-	-	-	-	-	-	-	-	-	-	-	
6	Unrestricted Parking	34.3	5	4	2	67%	4	2	67%	4	2	67%	3	2	60%	From Brook Way
7	Driveway	2.6	-	-	-	-	-	-	-	-	-	-	-	-	-	
8	Unrestricted Parking	9.4	1	1	1	50%	0	2	0%	1	1	50%	1	1	50%	
9	Driveway	5.6	-	-	-	-	-	-	-	-	-	-	-	-	-	
10	Unrestricted Parking	15.8	3	1	2	33%	1	2	33%	1	2	33%	1	2	33%	
11	Driveway	5.5	-	-	-	-	-	-	-	-	-	-	-	-	-	
12	Unrestricted Parking	16.7	3	2	1	67%	2	1	67%	1	2	33%	2	1	67%	
13	Driveway	7.5	-	-	-	-	-	-	-	-	-	-	-	-	-	
14	Unrestricted Parking	18.1	3	3	0	100%	1	2	33%	4	0	100%	3	0	100%	
15	Driveway	5.8	-	-	-	-	-	-	-	-	-	-	-	-	-	To Garage W11-13 E16-18
	Totals	165.8	19	16	6	73%	13	9	59%	16	7	70%	15	6	71%	

Summary:	**70**	**46**	**60.3%**	**64**	**53**	**54.7%**	**65**	**53**	**55.1%**	**67**	**49**	**57.8%**	

Average Parked: **67**

Average Spaces: **50**

Average Stress: **57%**

APPENDIX 4:

SURVEY DATA MAPS

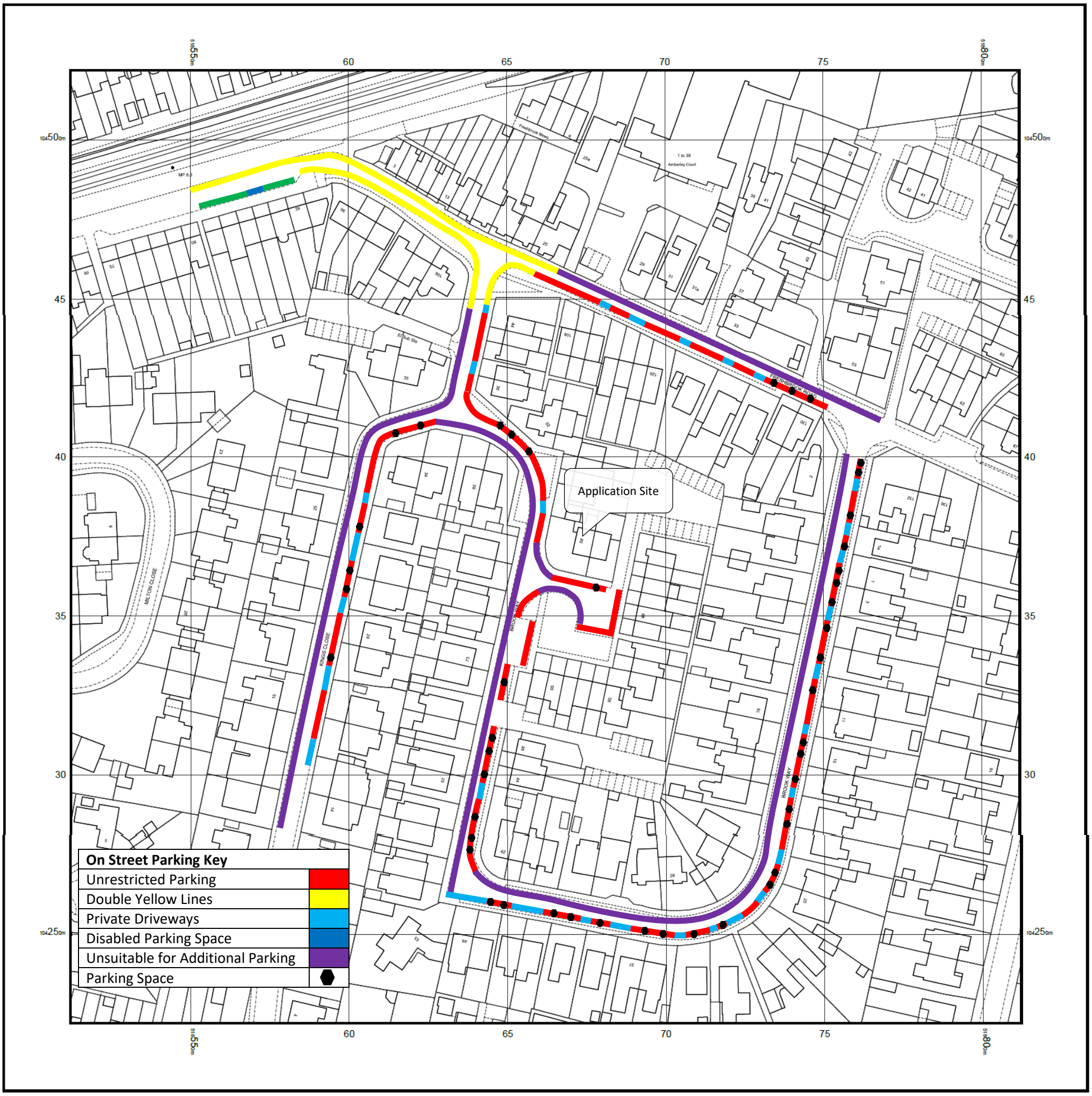
UK MAP CENTRE .com

North

0m 1cm = 12.5m 62.5m

Scale 1:1250

Map data



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Supplied by: www.ukmapcentre.com
Serial No:222311
Centre Coordinates:518662,104372
Production Date: 01/09/2021 15:26:45

Survey Results - Monday 13 September (22:40 - 23:50)

80, BROOK WAY, LANCING, BN15 8DH

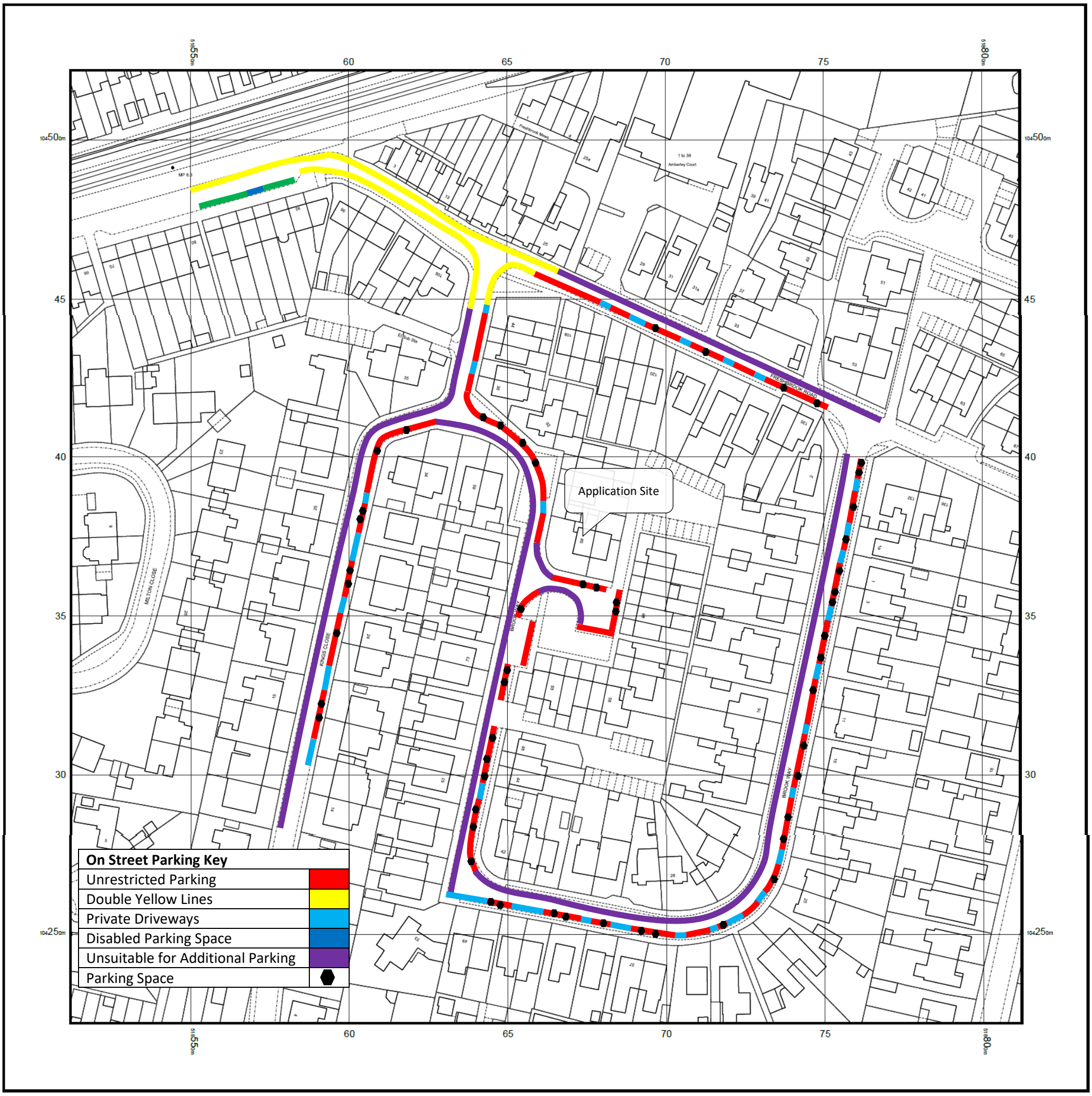
UK MAP CENTRE .com

North

0m 1cm = 12.5m 62.5m

Scale 1:1250

Map data



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Supplied by: www.ukmapcentre.com
Serial No:222311
Centre Coordinates:518662,104372
Production Date: 01/09/2021 15:26:45

Survey Results - Wednesday 15 September (01:00 - 02:15)

80, BROOK WAY, LANCING, BN15 8DH

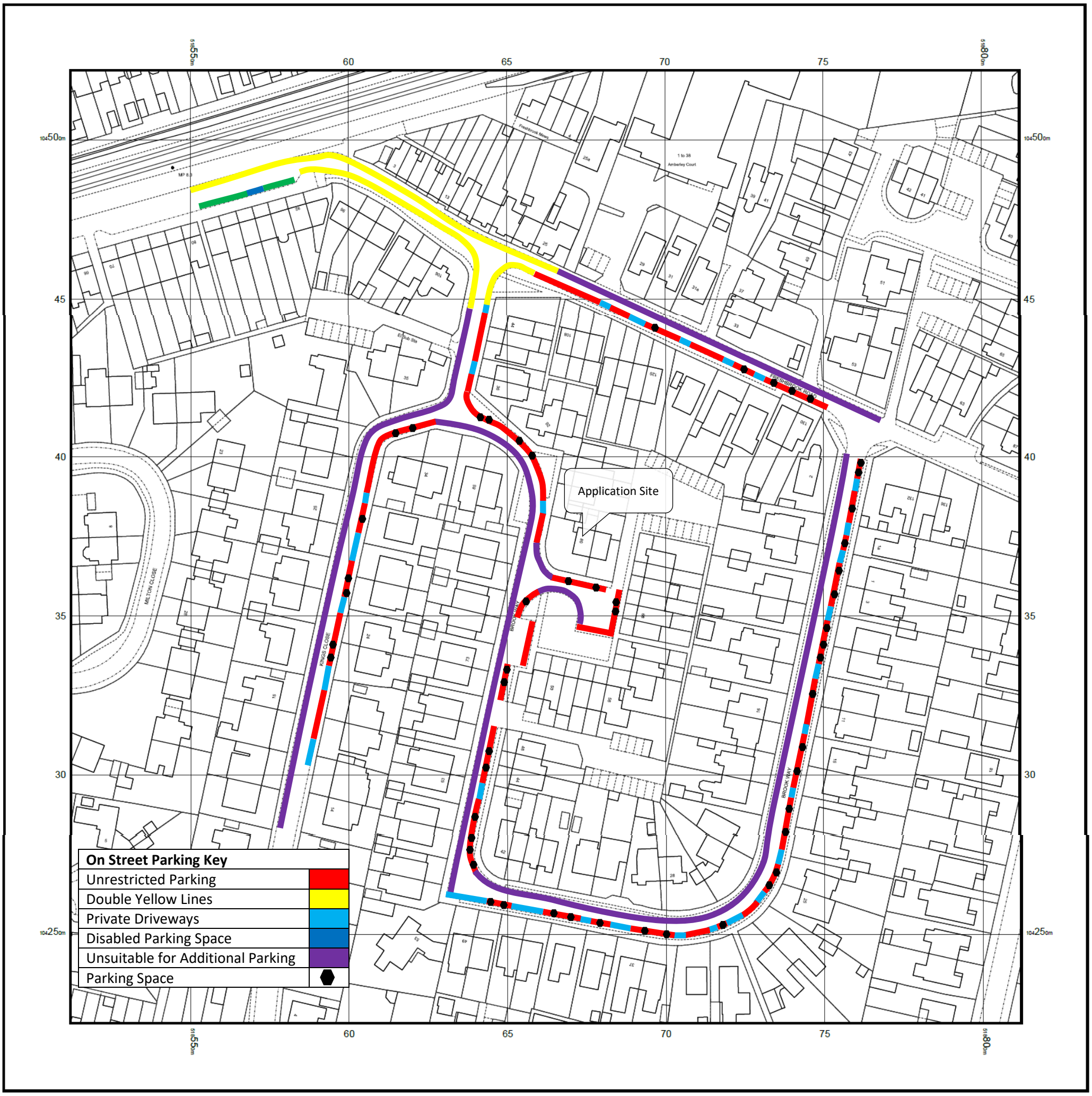
UK MAP CENTRE .com

North

0m 1cm = 12.5m 62.5m

Scale 1:1250

Map data



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Supplied by: www.ukmapcentre.com
Serial No:222311
Centre Coordinates:518662,104372
Production Date: 01/09/2021 15:26:45

Survey Results - Thursday 16 September (22:45 - 00:00)

80, BROOK WAY, LANCING, BN15 8DH

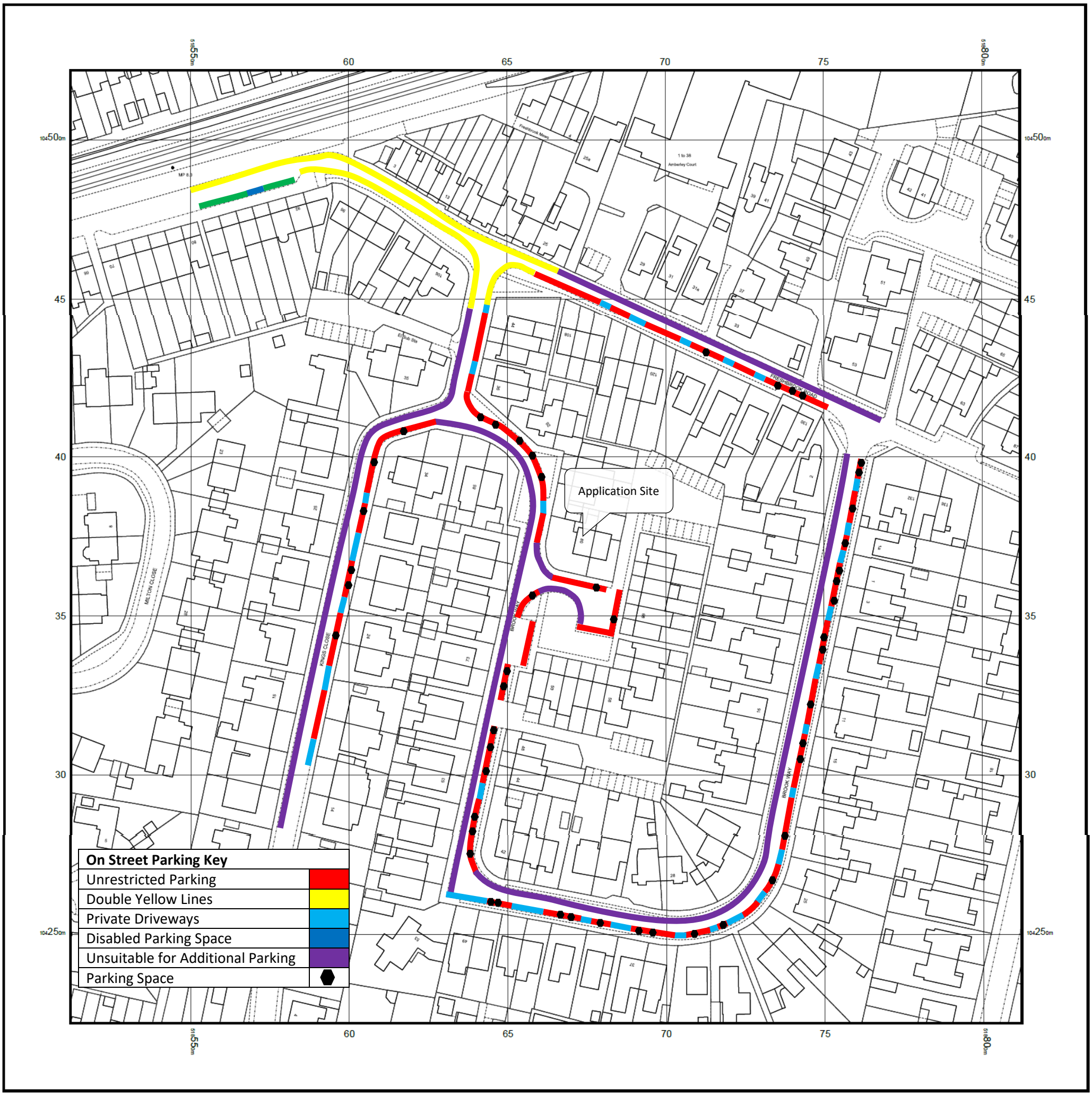
UK MAP CENTRE .com

North

0m 1cm = 12.5m 62.5m

Scale 1:1250

Map data



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Supplied by: www.ukmapcentre.com
Serial No:222311
Centre Coordinates:518662,104372
Production Date: 01/09/2021 15:26:45

Survey Results - Tuesday 21 September (03:30 - 04:10)

80, BROOK WAY, LANCING, BN15 8DH