
Rustington Retail Park

New Road, Rustington, West Sussex

Highway Note on proposed Car Park Improvements

Introduction

- 1.1 Mayer Brown Limited has been instructed by Store Property Limited to prepare a Technical Note (TN) in support of a planning application to improve their existing car park at Rustington Retail Park, New Road, Rustington in West Sussex. The purpose of this Note is to consider the highway and transport impacts of the proposed redevelopment.
- 1.2 The car park improvements comprise a rearrangement of the layout of car park to improve the legibility of the car park in two stages. Firstly, the rearranged car park will include improved pedestrian walkways, a new pedestrian link to the footway/cycleway to the north of the retail park, facilities for buses, and cyclists when the Focus unit is being used as a temporary foodstore. The number of parking spaces would decrease from 300 to 288 spaces. The second phase when the temporary foodstore has vacated the site the bus layby will be removed and replaced with nine additional parking spaces. The total number of parking spaces would increase from 288 to 305 spaces

Parking Standards

- 1.3 This section considers the proposed parking provision at the retail park in relation to the relevant parking standards and assesses the proposed parking provision in relation to the estimated demand.

Regional Standards

- 1.4 In 2011 Store Property obtained planning consent to split the Focus unit into food and non-food development. The Transport Assessment (TA) produced in support of this planning application stated that the total development on the retail park would comprise 1,858 sq.m. gross floor area of food development, 3,550 sq.m. gross floor area of non-food development and a 414sq.m Garden Centre.
- 1.5 WSCC's parking standards are set out in its Supplementary Planning Guidance (SPG) document Revised County Parking Standards and Transport Contributions Methodology, adopted in November 2003.

- 1.6 The SPG states that the maximum parking standard for non-food retail is one space per 20 sq.m., for garden centres it is one space per 30 sq.m. for uncovered areas and for food retail is one space per 14 sq.m. Therefore the parking standards would allow a maximum parking provision of 324 spaces. The proposed parking provision of 305 falls within this standard.
- 1.7 It is intended to provide 7 disabled car parking spaces at the retail park following the improvements in keeping with the existing situation.
- 1.8 The proposed layout will provide an additional 10 covered cycle stands for the parking of 20 bicycles located adjacent the proposed link to the cycle path.

Local Standards

- 1.9 Saved policy GEN12 of Arun District Council's (ADC's) Local Plan 2003 (Saved Policies) states that *"the Local Planning Authority will base its consideration of the need for on-site parking provision on its parking standards contained within this Plan."* The parking standards are set out in Appendix 2 of the Local Plan 2003 (Saved Policies).
- 1.10 With reference to superstores/supermarkets, the Local Plan states that the maximum parking standard is one space per 10 sq.m. gross external floor area. For non-food retail developments the maximum parking standard is one space per 18 sq.m. gross external floor area and for garden centres the maximum parking standard is one space per 30 sq.m.
- 1.11 Based on these standards the maximum number of parking spaces that could be provided at the retail park is 396 spaces. The 305 proposed spaces are therefore well within the local standard.
- 1.12 It is intended to provide 7 car parking spaces at the retail park following the improvements in keeping with the existing situation.
- 1.13 The proposed layout will provide an additional 10 covered cycle stands for the parking of 20 bicycles located adjacent the proposed link to the cycle path.

Car Park Accumulation

- 1.14 The TA produced in support of the RGP 2011 application estimated the peak parking demand at the retail park at 172 on a Friday, 190 on a Saturday and 211 on a Sunday. The proposed parking provision of 305 spaces would therefore have sufficient capacity to accommodate the expected parking demand. It is considered that there is a need to

maintain a proportion of the available spaces in order to avoid problems of congestion and blocking back and to avoid drivers needing to continually circulate the car park in search of available spaces, as well as to ensure efficient circulation. In addition, the spare capacity would allow for seasonal or other variations in demand for parking.

Pedestrian Improvements

- 1.15 The proposed car park improvements would include the following improvements for pedestrians:
- Dedicated walkways through the car park;
 - Provision of convenient pedestrian crossings within the car park;
 - Provision of a footway between the public footway/cycleway on the northern boundary of the retail park to the retail units;
 - Provision of pedestrian guard railings on the eastern boundary of the retail park to deter inappropriate crossing of the spur access road.

Bus Improvements

- 1.16 During the temporary stage the improved car park will also be able to accommodate a midi bus as currently used by Compass buses to serve the Sainsbury's. A bus layby would be provided along the eastern boundary of the Focus unit. On entry to the car park the kerb line would be modified to provide a bus access which is easy for the buses to negotiate. Once the temporary foodstore has ceased, this layby will be removed and replaced with nine additional parking spaces.

Conclusion

- 1.17 The proposed car park improvements would improve the legibility of the car park and provide improved facilities for pedestrians, cyclists and for those that travel by public transport. In summary it is considered that there are no highway or transport reasons why these improvements should not be granted planning permission.

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Date: 13/07/12