



Drive-Thru Coffee Shop, Rustington Retail Park

Design & Access Statement

17 December 2021

3713-SRA-XX-XX-R-A-PL-100-P2

SRA | ARCHITECTS

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Introduction

This Design & Access Statement forms part of a full planning application for the erection of a drive-thru coffee shop (Use Class E) with associated parking, service arrangement, landscaping and associated infrastructure on the site at Rustington Retail Park, Rustington.

This document has been prepared by SRA Architects and is submitted on behalf of Store Property Investments Limited.

This report explains how the design and accessibility of the proposed development have been considered in response to both the surrounding site context and client requirements.

As such, this document outlines the design principles informing layout, access, scale, landscape and appearance of the proposed development on the existing Retail Park.

This document is intended to be printed in colour, at A3, double-sided. All scale references on drawings are based on this arrangement.

The report is to be read in conjunction with the associated drawings and documentation that is submitted concurrently by the project consultants.

The accompanying Planning Statement prepared by DWD LLP should be consulted for further details on the site planning context. Similarly, the accompanying Transport Statement prepared by Mayer Brown should be consulted for further details on proposed access and servicing strategies.

The guidance provided by CABI in its publication 'Design & Access Statements, How to Write, Read and Use Them (2006)' has been used as a reference in the preparation of this statement.

2. Area Description
Site Context

Site Context

The site, located on Rustington Retail Park, falls within the administrative boundaries of Arun District Council and West Sussex County Council.

Rustington Retail Park is located on the northern periphery of Rustington, which is defined by the A259 New Road to the north, the West Coastway Rail line to the south, Mill Lane to the West and a slip road off the A259 to the east.

As such, the site benefits from a well-established highway and railway infrastructure with good links to the nearby towns of Toddington and Littlehampton, as well as the residential areas of West Preston, East Preston, Poling and Angmering.

The site can be accessed by foot using dedicated pedestrian routes from all surrounding areas. Angmering is the nearest train station to the Retail Park, which is approximately a 9 minute walk from the site with good links towards Chichester and Brighton. The site is also well-connected to cycle and bus route with a bus stop directly to the east of the Retail Park.

The Retail Park has a single customer access point to the east of the site via a roundabout off the slip road from the A259 New Road, which also serves the adjacent Sainsbury's Superstore.

The existing Retail Park consists of two large retail buildings with a shared surf car park and service yard facilities. One of the existing buildings is currently occupied by Dunelm, whilst the other is split into two units currently occupied by Halfords and Pets at Home.

The proposals seek to locate the Starbucks Drive-Thru unit on the north-eastern boundary of the Retail Park, which would be accessed via the existing entrance/egress point off the roundabout and slip road from the A259 New Road.



2. Area Description
Site Visibility - North



Site Visibility

The existing landscape buffer to the south of the A259 forms a well-established and significant visual barrier, which limits visibility into the site from the north.

The adjacent aerial map and below viewpoints from the A259 indicate the effectiveness of this landscape buffer, which helps in screening the existing buildings and activity of the Retail Park.

To the north-east, there is a significant level difference of c.2m between the site and the carriageway that is lined by dense shrub planting and trees.

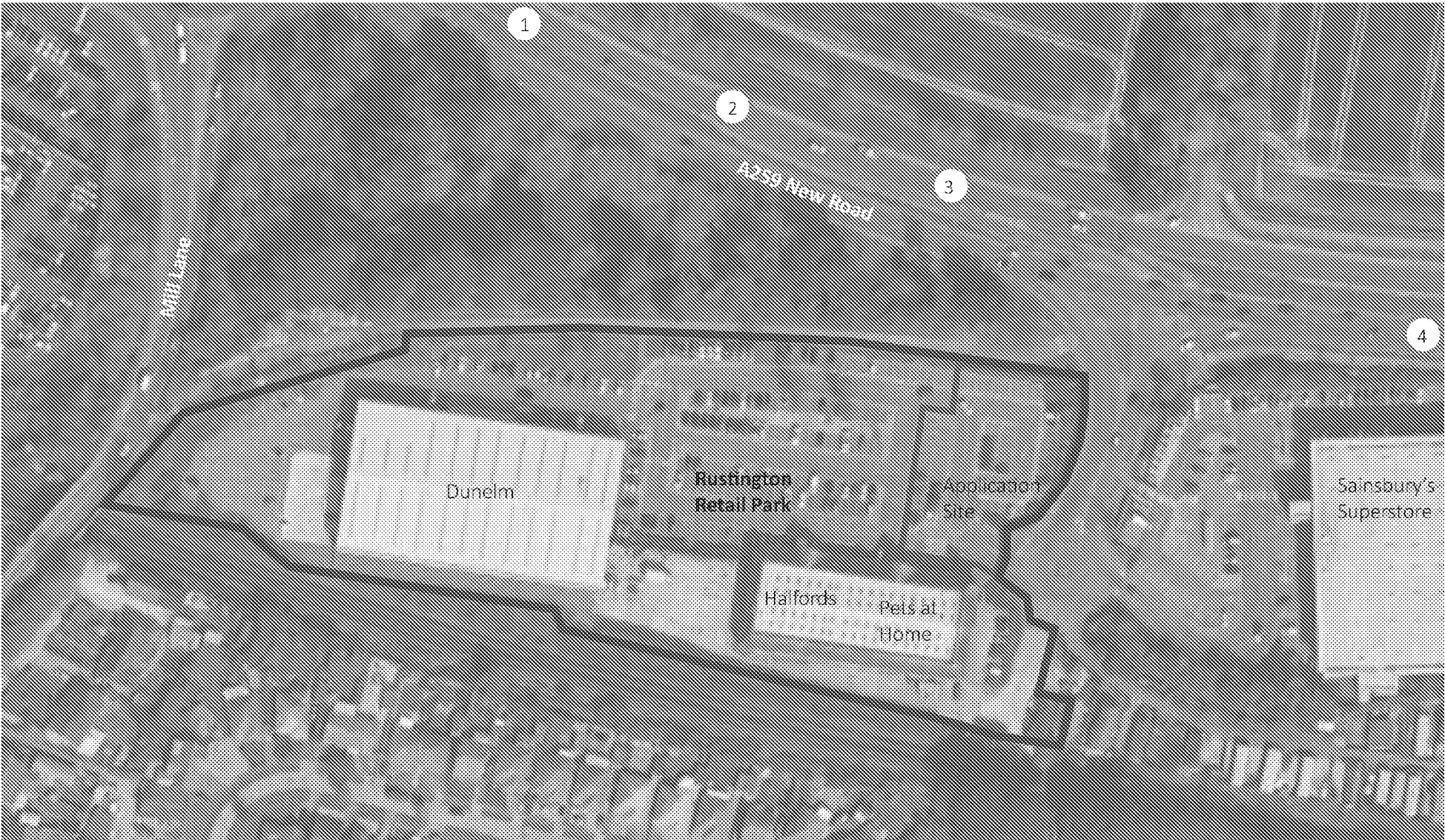
Whilst the proposed Starbucks Drive-Thru unit is to be located on this north-eastern boundary, views of the new development will be very limited due to the level differences and established landscape buffer; there will be no impact on these vegetation screens as a result of the proposals.



1. Google Street View looking east from A259



2. Google Street View looking east from A259



3. Google Street View looking east from A259



4. Google Street View looking west from A259

2. Area Description

Site Visibility - South



Site Visibility

The West Coastway rail line provides a hard physical and visual boundary to the south of the site, which separates the residential areas to the south from the Retail Park by a linear landscape buffer that runs parallel to the rail line.

Similarly, Rustington Retail Park is broadly concealed by a well-established landscape screen to the south-west that lines Mill Lane. This screen is only broken over the railway bridge (image 6), where the rear elevations of the two existing retail buildings can be seen above the trees that line the Retail Park boundary.

As the Retail Park is accessed from the south-east, the site is largely visible from the slip road and roundabout that also serves the adjacent Sainsbury's Superstore car park. Dense shrub planting assists to define the Retail Park access/egress point that lines the south-eastern site boundary.



5. Google Street View from B2187



6. Google Street View from B2187 railway bridge



7. Google Street View from B2187 towards cycle/footpath along northern site boundary



8. Google Street View looking onto roundabout from Sainsbury's Superstore exit

3. Site Analysis

Site Access and Connectivity

Site Access

The Retail Park has a single customer access/egress point to the east of the site via a roundabout off the slip road from the A259 New Road, which also serves the adjacent Sainsbury's Superstore.

As part of the proposals, this access/egress point is retained as the single customer access/egress point that serves the Retail Park.

Site Connectivity

The A259 New Road provides the site with excellent connectivity to the wider highways network, which has good links to Bognor Regis to the west and Worthing to the east.

The site also benefits from its close proximity to bus stops and the Angmering train station, which provides the public with alternative means of transport to access the Retail Park.

Local pedestrian and cycle paths also provide excellent connectivity to Rustington Retail Park. Where the pedestrian footpath alongside the A259 terminates, it is re-routed along the Retail Park's northern boundary until it adjoins to Mill Lane.

Pedestrian footpaths to the south of the West Coastway rail line afford the surrounding residential areas of West Preston and East Preston with good connectivity to the Retail Park.

Similarly, there is good connectivity between the Sainsbury's Superstore and Rustington Retail Park, which provides visitors with easy access across both sites.

-  Level change
-  Black Ditch (stream)
-  Railway
-  Main Roads
-  Roads
-  Pedestrian Route



3. Site Analysis

Existing Site Observations

Wider Site Observations

Rustington Retail Park is situated amongst a well-established band of commercial premises that run parallel to the A259 New Road. A band of larger residential areas are located south of the West Coastway rail line.

The Retail Park is effectively shielded by the existing level difference and existing landscape buffer between the site boundary and the A259 New Road to the north. Similarly, the existing landscape buffers to the west and south further assist to shield both the residential areas and the Retail Park from the railway line.

The orientation and siting of the large existing retail buildings broadly articulate the Retail Park's access strategy, whereby the servicing route along the southern boundary is separated from the eastern customer access point to the car park.

Site Observations

The established trees to the north and shrub planting to the east provide landscape buffers that clearly separates the site from the A259. In addition to visual screening, the level difference and established landscape buffer also offers some acoustic benefit that organically defines and articulates the site boundary.

The south of the site incorporates the customer access point into the existing car park. Due to the nature of its north-eastern location within the wider Retail Park, the site for the Starbucks Drive-Thru unit is largely exposed along its western boundary.

Whilst the site's north-eastern boundaries are defined by soft landscaping and dense shrub planting, the southern and western boundaries will be defined by car park alterations to seamlessly integrate the proposals; the existing access point will remain in place, with widened and adjusted routes accommodating the proposal.

- 
-  Black Ditch (stream)
-  Railway
-  Roads
-  Pedestrian Routes
-  Existing Trees
-  Sun Path
-  Level Change
-  Residential
-  Commercial



3. Site Analysis

Opportunities and Constraints

Opportunities

The proposed Drive-Thru unit is an appropriate development that is well-suited to the context of an existing Retail Park. The proposals can enhance customer experience of Rustington Retail Park by providing visitors with the additional amenity and presence of a globally recognisable brand such as Starbucks.

The proposed siting of the Starbucks Drive-Thru on the north-eastern boundary offers dual frontages onto the existing car park to the west and A259/slip road to the north/east; this location thus affords the opportunity to both maximise brand visibility onto the slip road/A259 with strong integration to the existing car park.

There is considerable benefit in the utilisation of existing perimeter landscaping as far as possible, as the existing landscaping defines and shields site boundaries. Retention of existing landscaping and existing level differences can also assist to largely screen and conceal the operation of the Drive-Thru lane from view. The proposals can also improve connectivity between the site and the existing amenities of the wider Rustington Retail Park and Sainsbury's superstore site.

Constraints

Whilst presenting an opportunity in terms of organic boundary definition and visual barrier, the existing level difference and existing vegetation limits the opportunity for further connections to the north/east; this will dictate the extent to which the development can respond to the eastern boundary and will produce a proposal that is more inward looking, creating a distinct identity within the site.

The existing customer access/egress point to the Retail Park forms an equally sensitive barrier to the south of the site, as the proposals seek to minimise impact on the existing access routes across the wider Retail Park.

The site's existing green infrastructure along the north and eastern boundaries also form a design constraint. The design therefore needs to respond positively to this constraint by relocating existing trees as part of the proposals.



3. Site Analysis

Existing Site Layout

Existing Site Layout

The adjacent existing site plan illustrates the existing site layout and levels that are to be read alongside existing site sections presented on the following pages.

Generally, levels across the car park are relatively consistent around +4.85m AOD with gentle increases towards northern, eastern and southern boundaries.

Towards the western site boundary, levels gradually decrease towards the centre of the wider car park, where levels then begin to gradually increase thereafter.

As noted, the northern and eastern boundaries of the car park sit at a level noticeably below the slip road from the A259, enhancing the screening effect of the existing landscape buffers south of the carriageway and east of the site.

As the western site boundary sits within the car park benefitting from generally consistent levels, this naturally appears as the most appropriate orientation for a main entrance with level access to the proposed development.

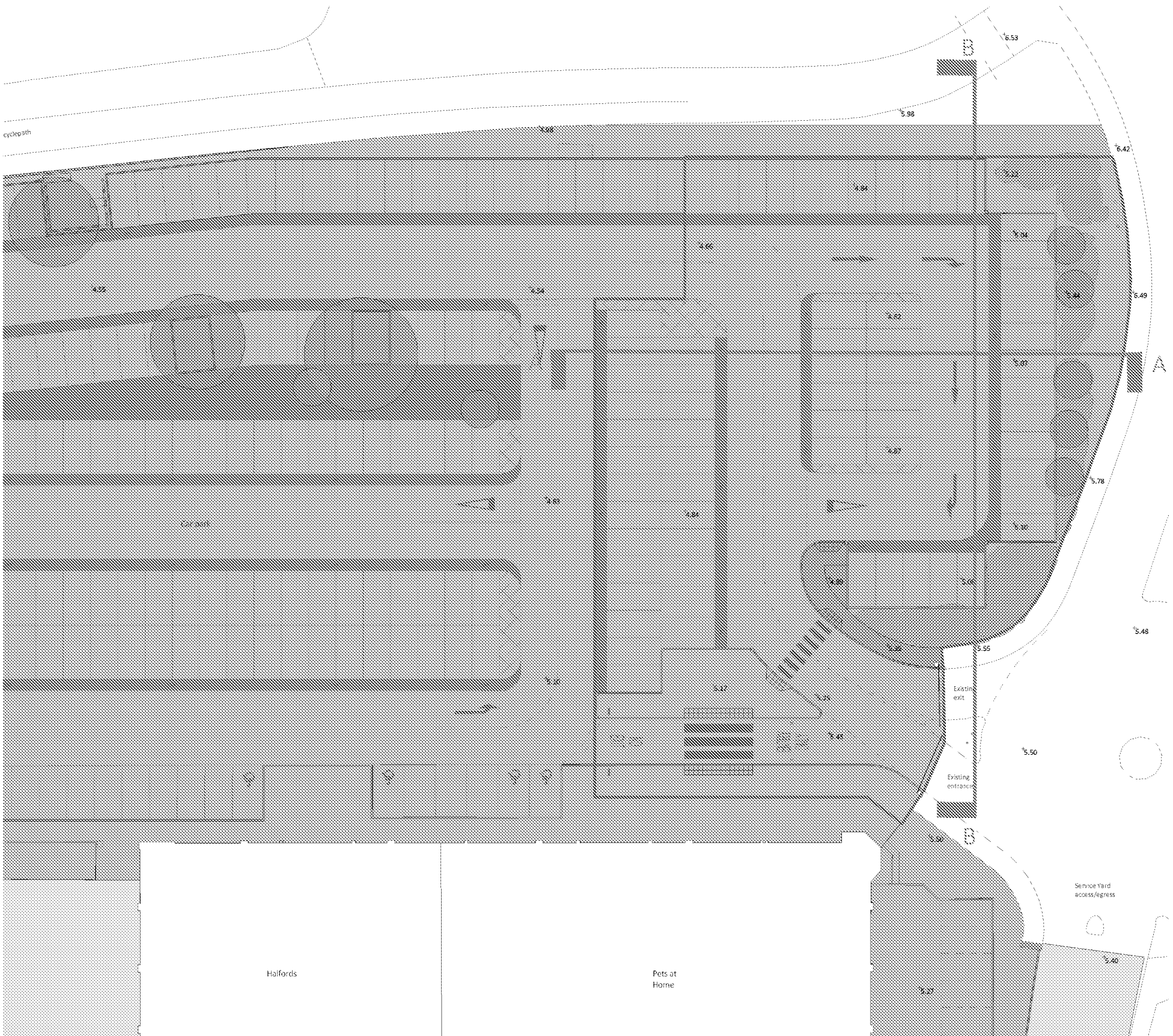


Key

- Site boundary
Area: 2220m²
- Existing trees / shrub planting
- Existing soft landscaping/ low level planting
- Existing buildings
- Asphalt road surface
- Concrete road surface
- White lining - green
- Asphalt pavement surface
- Block paving surface
- Existing spot height levels (m)

Note

Landscaping/planting is indicative.



3. Site Analysis

Existing Site Sections

Existing Site Sections

Whilst The existing Site Section AA below highlights the gentle level increase towards the southern boundary of the Retail Park customer entrance/exit point, as well as the level increase to the northern boundary towards the cycle/footpath.

Similarly, the existing Section BB highlights the level increase to the eastern site boundary towards the slip road, whilst levels across the car park are relatively flat with a slight decrease from east-west towards the centre of the car park.

Key

Site boundary

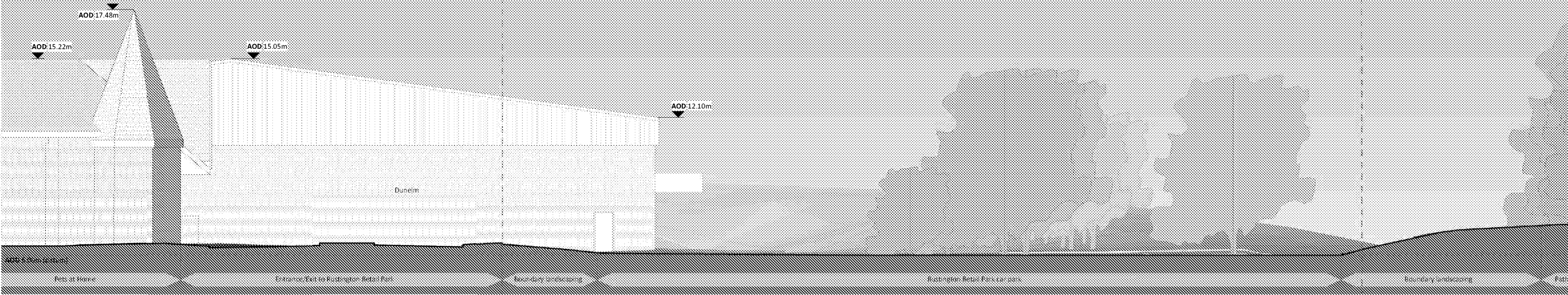
Existing building - brick wall coursing

Existing building - clay roof tile

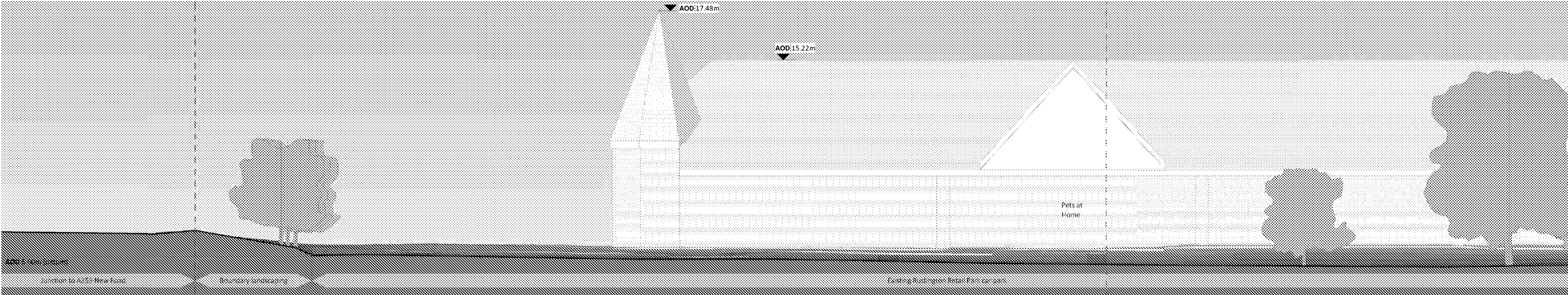
Existing building - metal roofing sheet

Note

Landscaping/planting is indicative.



Existing Section AA



Existing Section BB

3. Site Analysis
Existing Site Photographs



1. View looking east from northern cycle/footpath towards the existing car park with Sainsbury's superstore beyond



2. View looking south from within car park towards existing retail units



3. View looking south-west from slip road off A259 towards Rustington Retail Park



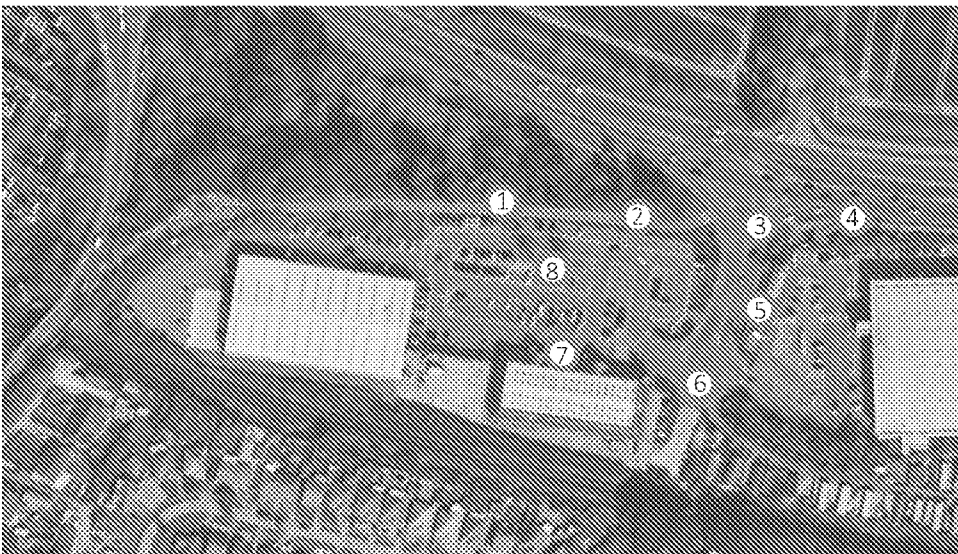
4. View looking south-west from footpath along A259 towards Rustington Retail Park



5. View looking east from Sainsbury's bus stop towards Rustington Retail Park



6. View looking north from Rustington Retail Park customer entrance towards the site with A259 beyond



7. View looking north-east from car park towards the site and Retail Park entrance/exit



8. View looking east from centre of car park towards the site with Sainsbury's superstore beyond

4. Layout

Proposed Site Layout

The proposals have been developed in response to the site opportunities and constraints, which have informed each of the following design principles. The adjacent proposed site plan illustrates how the proposed development integrates with the surrounding site context, highlighting site levels and landscaping.

Layout

The site has been organised with a simple hierarchical order. The development is set back from the slip road by utilising existing levels and enhancing existing organic boundaries, which largely conceal the Drive-Thru lane. Similarly, the building is positioned to avoid adversely impacting existing access arrangements.

Access

Access into the site is via the existing roundabout and slip road from the A259. The existing customer access into the Retail Park is retained, with alterations to existing paving, kerb lines, white lining and pedestrian crossings to integrate the proposals with the wider car park. Adjustments to the southern access routes will improve circulation around the car park with widened roads to create a safer environment for both vehicles and pedestrians.

Dedicated parking is provided within the car park, with disabled bays, waiting bays and cycle parking located directly in front of the unit. Refer to Mayer Brown information for further details.

Scale

The proposed development is relatively modest in scale and considerably smaller than surrounding developments. By utilising the existing level change between the site and the adjacent slip road, the impact of the building reduces further.

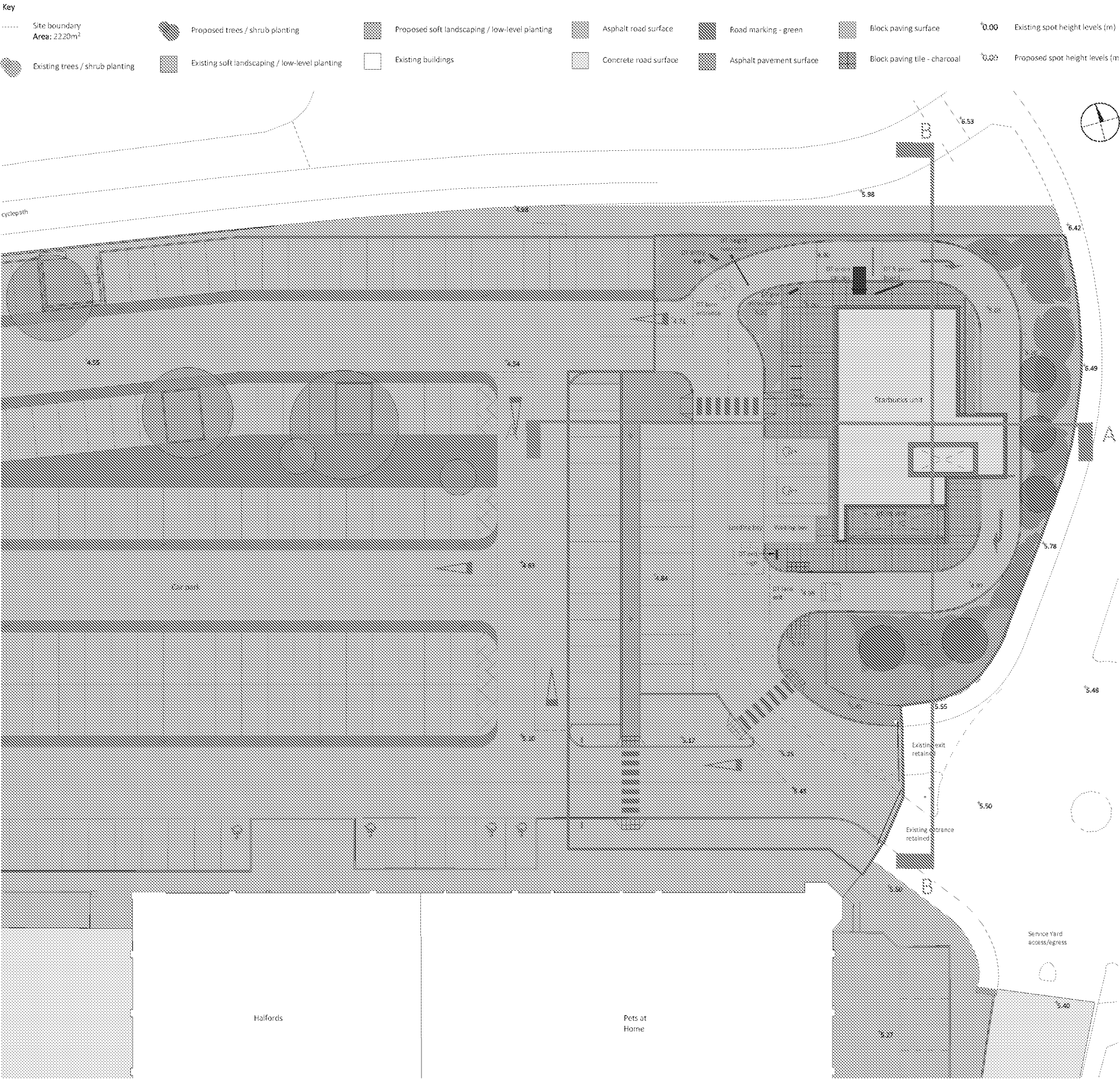
Landscape

The scheme enhances existing organic boundaries through retention of existing shrub planting combined with the addition of new and varied planting mixes. Proposals seek to replace the five existing trees with new trees of more suitable species that is more appropriate for the site context.

Hard landscaping materials have been chosen to tie in with existing adjacencies, with a higher quality paving material to surround and give subtle accent to the proposed building. Refer to Greenhalgh Landscape Architecture information for further details.

Appearance

The materials used within the proposed development are both contemporary and complementary to the qualities of surrounding buildings on the Retail Park, offering a consistency in identity. The palette will primarily consists of muted grey fibre cement panels, stained timber cladding with grey steel doors and dark grey framing to curtain walling.



5. Scale
Proposed Site Sections

Proposed Site Sections

The proposed site sections below illustrate how the proposals are appropriate in scale within the context of Rustington Retail Park, taking references for spatial form and proportion from surrounding retail buildings.

The proposed development is relatively modest in scale and located within the car park where lower site levels are used to further reduce the building's scale and visual impact. Whilst the Starbucks unit is located on the north-eastern site boundary, it will not adversely impact visibility to other retailers of the Retail Park.

Careful consideration has been given to the proposals' appearance, which utilises a similar material palette to existing retail buildings on the Retail Park; contemporary tones align with the overall character of the Retail Park, whilst creating a distinct identity for the proposed Starbucks Drive-Thru unit.

Due to the prominent site location and level change between the unit and slip road, consideration has been given to the concealment of services within the Utility Yard and 'Tower' on the roof; this timber-clad feature improves brand visibility, whilst remaining considerably lower than surrounding building heights.

Key

Site boundary

Existing building - brick wall coursing

Existing building - clay roof tile

Existing building - metal roofing sheet

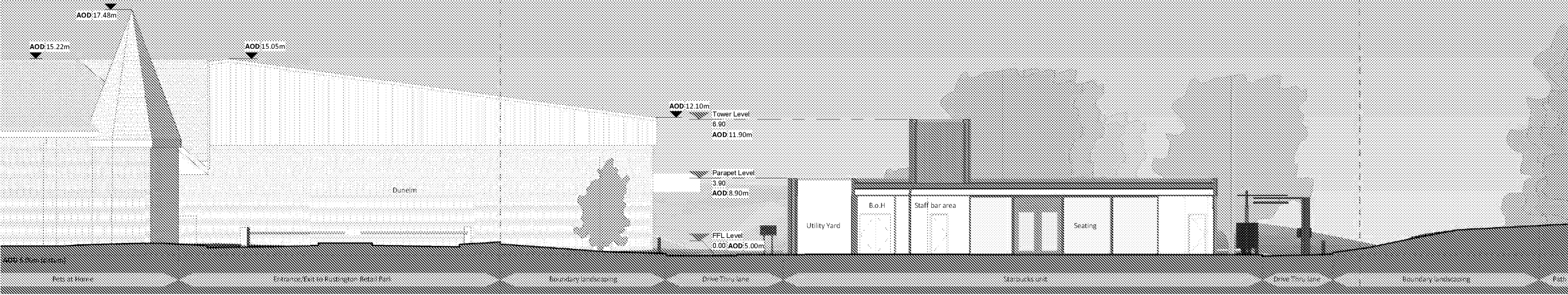
Fiber cement cladding panels - vertical

Timber cladding panels - vertical

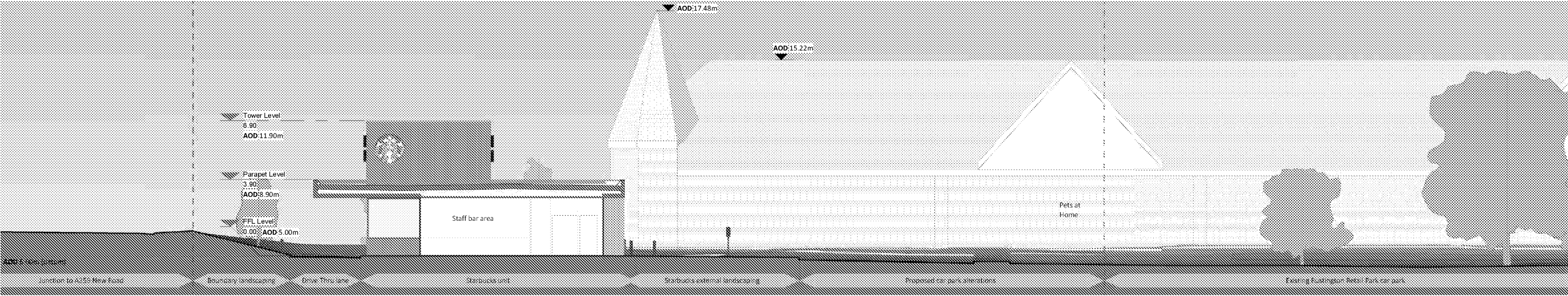
Curtain walling - glazing / mullions

External steel door & flashings - grey

Note
Landscaping/planting is indicative; please refer to Landscape Architect's information for further details.



Proposed Section AA



Proposed Section BB

6. Access

Site Accessibility

General access:

The application site benefits from connection to the adjacent pedestrian infrastructure on the A259 New Road and Mill Lane, including wide footways, regularly spaced street lighting, tactile paving, and designated crossing points.

A bus stop is located a less than a one minute walk from the site, enabling access to Littlehampton, whilst Angmering Rail Station lies 730m from the site, with frequent services to destinations including London Victoria, Brighton and Hove. A shared footway / cycleway is present to the north of the site, and local cycleway C22 lies in close proximity which connects with National Cycleway 2 in both the eastern and western direction.

Access Arrangements

The development proposals comprise converting the eastern end of the Rustington Retail Car Park into a Starbucks Drive-Thru. The proposals include a new unit, drive-thru lane with associated landscaping, zebra crossings and two disabled spaces. The proposals also include provision of a delivery bay to the southwest of the unit.

Internal swept path analysis has demonstrated that site can be suitably accessed by a service vehicle, and a van sized vehicle is able to traverse the Drive-Thru lane.

Delivery and Servicing Arrangements

The development proposes a delivery bay for delivery vehicles located adjacent to the unit. The unit will be serviced outside of opening hours for the retail park and therefore will not conflict with cars entering and exiting the retail park. A swept path plot of a 10m rigid refuse vehicle traversing the car park and servicing the site is provided in Appendix B of Mayer Brown's Transport Statement.

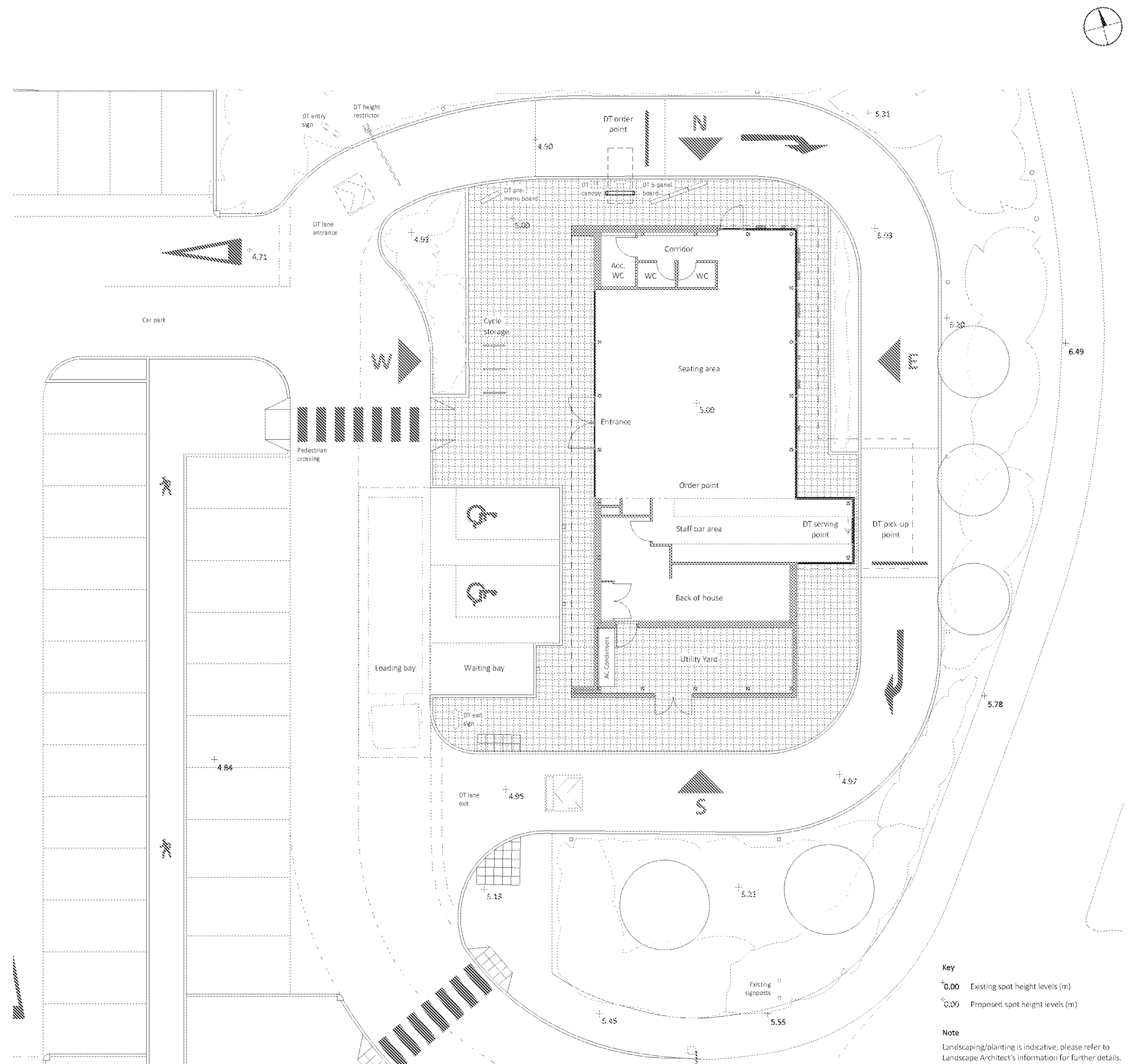
Parking

The existing car park contains 294 spaces. A net loss of 40 car parking spaces would be required to accommodate the drive-thru unit, providing a new total of 254 car parking spaces.

The proposed Starbucks will have a public floor space of 113sqm and therefore would require 22 car parking spaces within the car park, plus an additional two for staff. However, parking for the development will draw significantly from linked trips which is discussed in Section 4 of Mayer Brown's Transport Statement.

Based on a public floorspace of 113sqm, the proposed drive-thru would therefore require 4 spaces for customers. It is also expected that no more than five staff will be working at any one time, and therefore one cycle space for staff would be required. The proposals will provide 3 Sheffield stands at the unit frontage providing parking for six cycles, in line with standards.

Text provided by Mayer Brown



7. Landscaping
Landscaping Strategy



Background

There is a total of five trees on site and they have been subject to an arboricultural survey in accordance with BS5837:2012 Trees in Relation to Design, Demolition and Construction – Recommendations as part of this application. All five trees are judged to be of relatively low quality in the context, some with defects as noted in the Tree Survey report 210-R-001.

Three of the trees are beech *Fagus sylvatica* and it is judged that their remaining contribution to amenity in this context is significantly limited, chiefly due to the scale of this species and their ultimate size – they have been planted at an inappropriately close spacing and are very close to the public highway. Indeed, their canopies are beginning to encroach at a low clearance height.

Landscaping Strategy

It is intended to fell the five trees and plant five new replacement trees at better spacing and utilising more columnar canopy form and species of appropriate scale for the site. In addition to new tree planting, the landscape proposals would replace and supplement the ornamental planting with a more varied and robust mix of shrubs and herbaceous perennials for increased amenity value, seasonal interest and some wildlife benefit.

Discrete areas of existing shrub planting would be retained at the site access where existing planting provides a strong edge to the public highway beyond. The proposed planting mixes are mindful of the retained species and influenced by regard for environmental factors such as aspect, drainage and maintenance requirements. The scheme would provide a strong, interesting and long-lasting vegetated border to the public frontages and smaller scale ornamental beds at the immediate curtilage of the building for enhanced interest and visibility.

Hard landscape materials have been chosen to match existing adjacencies where appropriate, using simple, ubiquitous and robust specification. A higher quality, discretely different paving material is specified around the immediate curtilage of the proposed building to respond to the architecture and to give subtle accent to the new building.

Text and Landscape Plan provided by Greenhaigh Landscape Architecture

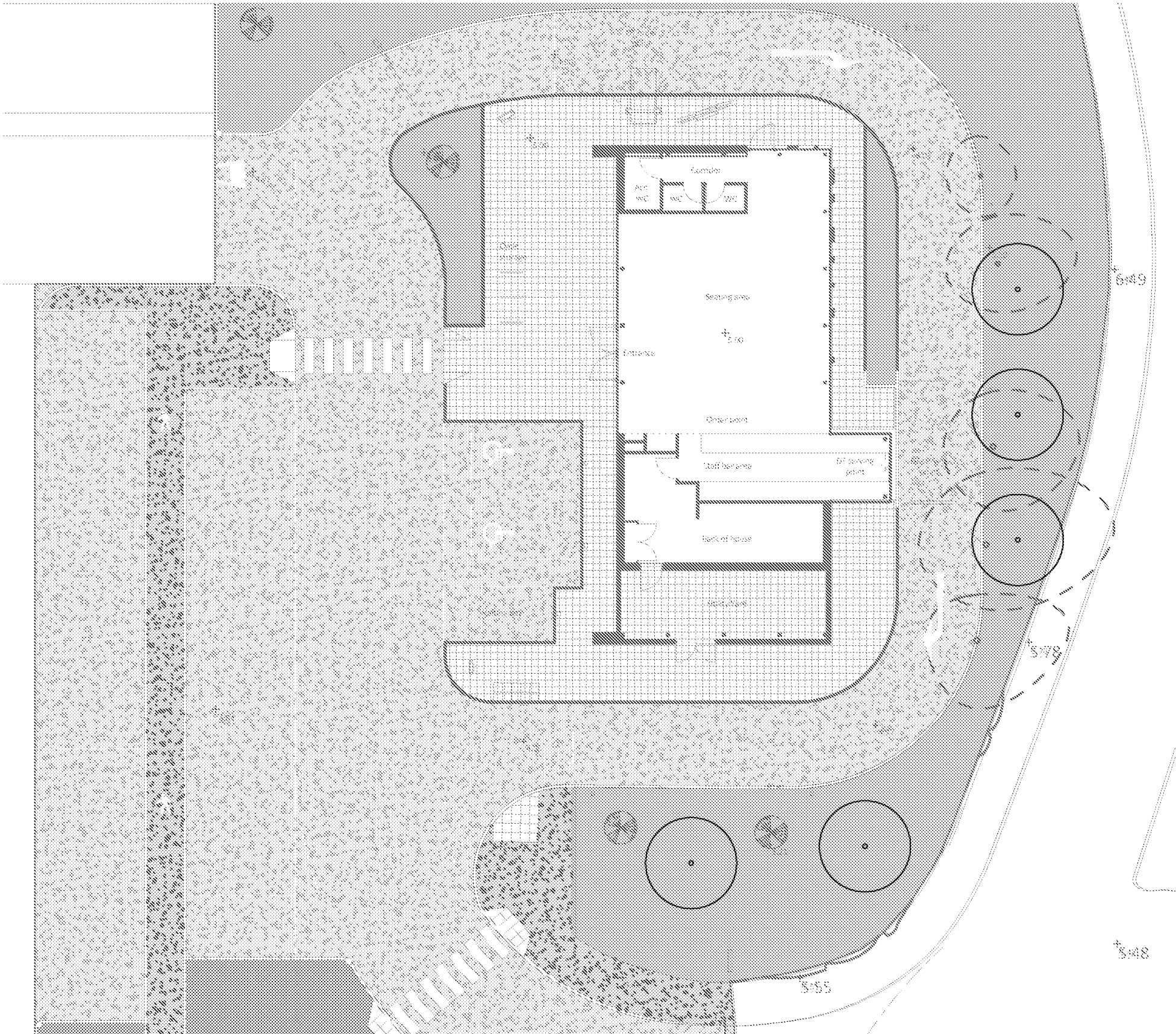
Key:

- Application boundary.
- Proposed trees -within infrastructure areas.
- Proposed ornamental shrub planting. Refer to planting plan 210-201 for details.
- Existing ornamental shrub planting to be retained.

Soft landscape - refer also to drawing 210-201

Hard landscape

- Proposed standard asphalt, colour black, to vehicular areas as shown. To match existing in adjacent areas.
- Proposed standard asphalt, colour black, to pedestrian areas as shown. To match existing in adjacent areas.
- Proposed PCC block paving, to pedestrian areas. Marshalls Keyblok, 200 x 100mm, colour Brindle, or equal. To match existing in adjacent areas.
- Proposed PCC block paving, to pedestrian areas. Charcon Andover, 300 x 300mm, colour Charcoal, or equal.



8. Appearance
Material Palette

The proposed material palette is both contemporary and complementary to the characteristics of existing retail buildings on the Retail Park. As illustrated and explained below, the proposals use a limited and modest palette of high-quality materials that offer consistency in architectural language across the building.

As a globally renowned brand, the articulation of a recognisable architectural language through responsible, current and complementary material choices is key to ongoing success. Thus, the intention is to create a building with its own identity and sense of place that both integrates with and enhances the existing character of the wider retail park through choosing high-quality materiality.

1. Fibre Cement Panels

Vertically laid fibre cement panels with muted grey tones are used to break up the building mass through regular spacing and alignment with other building components. Used across the whole envelope, the fibre cement panels offer cohesion and framing where punctuated with curtain walling and timber panels.

The lightweight fibre cement panels offer durability in their external application, with a textural quality and tone that references other buildings of the Retail Park.

2. Timber Panels

Vertically laid timber panels with warm tones are used across the building envelope, contrasting and complementing the more muted fibre cement panels.

The timber panels have a lightweight, natural quality that references the tones and hues of red / orange brick that has been used generally across existing retail buildings within the Retail Park.

3. Stone Grey Steel Door

Where access into the concealed Utility Yard is required, a Stone Grey RAL is proposed to ensure consistency in tonal quality is retained against the muted fibre cement panels.

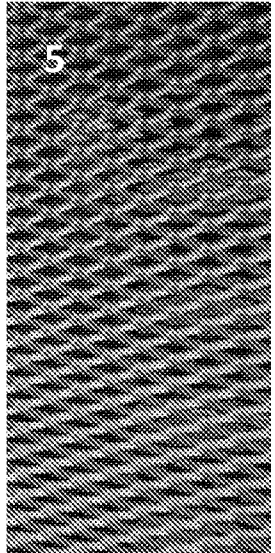
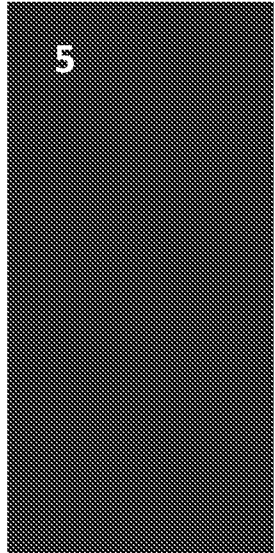
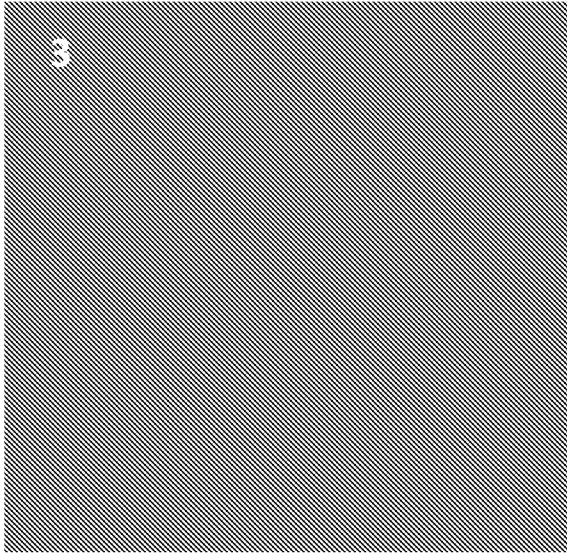
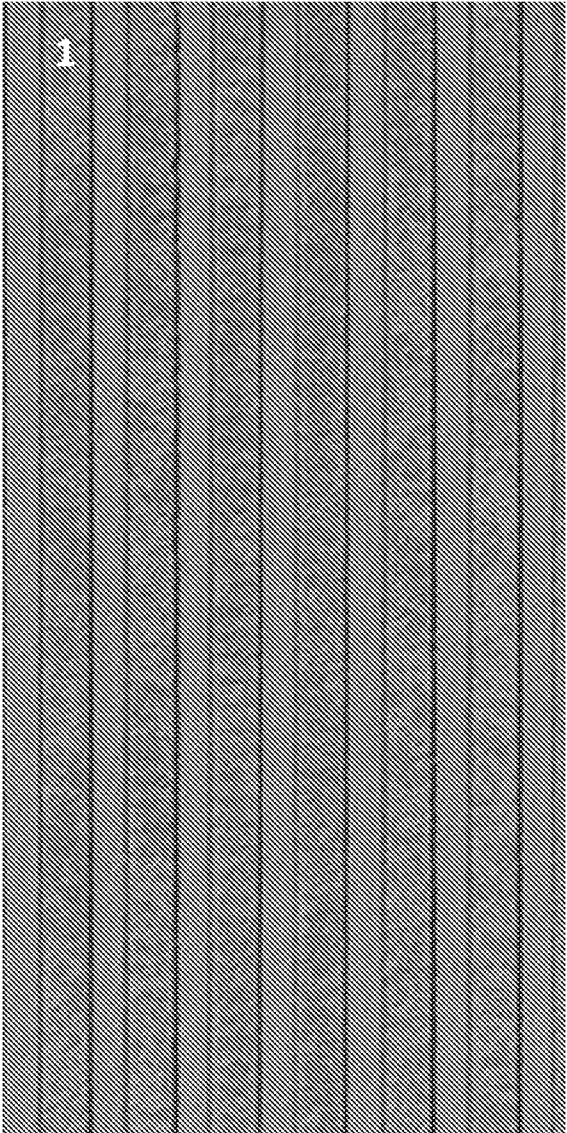
4. Dark-framed Curtain Walling

Contemporary dark-framed curtain walling with manifestation is used across all elevations to the public floorspace, breaking up the building mass and offering visual connections to the car park and slip road from the A259.

5. Drive-Thru Signage

By the nature of the development’s primary use as a drive-thru coffee unit, a series of directional and operational signs are proposed along the drive-thru lane.

Generally constructed of Dark Grey PPC aluminium casing and glazed screens, the order point canopy and height restrictor are constructed of an aluminium frame and expanded steel mesh; this material choice creates a more permeable and lightweight feel, with an added textural quality.



8. Appearance
Proposed Elevations

Proposed Elevations

The proposed elevations are presented on the following pages, illustrating how the articulation of high-quality materials creates a cohesive and contemporary building design that is complementary to the surrounding retail developments.

- Contemporary and muted material/colour palette with complementary tones used across the building envelope
- Consistency in directionality of materials used through high-quality, light-weight timber panels and fibre cement panels laid vertically
- Envelope mass is further broken up by regular spacing and alignment of fibre cement panels to correspond with and frame glazing elements and overhang
- Overhang projecting over Drive-Thru serving point emphasises functionality, enhances articulation of eastern frontage and provides solar shading
- Key building signage set back from building envelope and located on ‘Tower’ element to improve brand visibility and wayfinding
- West elevation is relatively understated and appropriate for its context, with solar shading and subtle framing of main entrance from projecting envelope



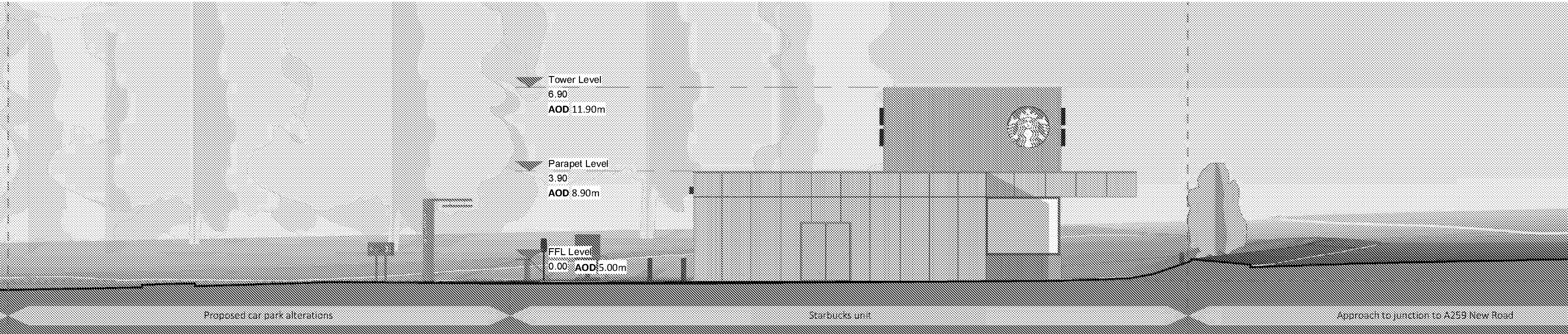
Proposed North Elevation



Proposed East Elevation

Key					
--- Site boundary	Fiber cement cladding panels - vertical	Existing building - clay roof tile	Curtain walling - glazing / mullions		
Existing building - brick wall coursing	Timber cladding panels - vertical	Existing building - metal roofing sheet	External steel door & flashings - grey		

Note
Landscaping/planting is indicative; please refer to Landscape Architect's information for further details.



Proposed South Elevation



Proposed West Elevation

Key

- Site boundary
- Existing building - brick wall coursing
- Fiber cement cladding panels - vertical
- Timber cladding panels - vertical
- Existing building - clay roof tile
- Existing building - metal roofing sheet
- Curtain walling - glazing / mullions
- External steel door & flashings - grey

Note

Landscaping/planting is indicative; please refer to Landscape Architect's information for further details.

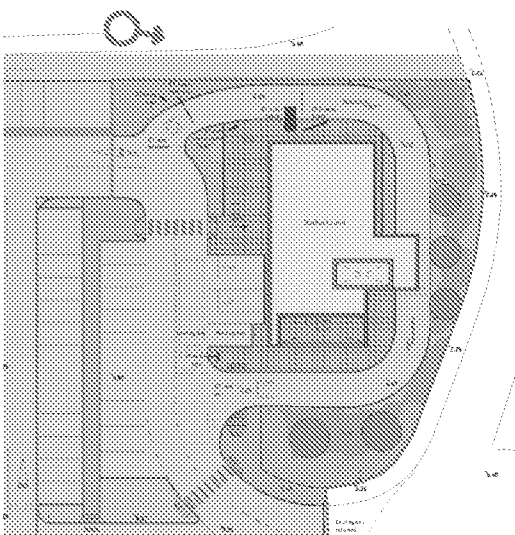
8. Appearance
Proposed Photomontages

Proposed Photomontages

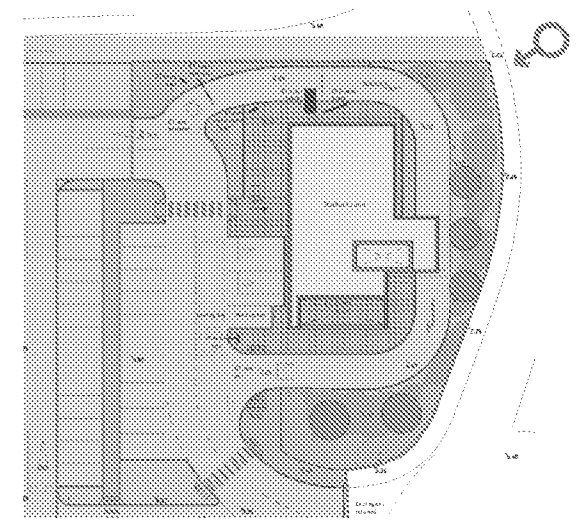
A series of photomontages are presented on the following pages to convey the proposed layout, access, scale, landscape and appearance of the development from key viewpoints around the site.

The photomontages demonstrate how the proposed development will both enhance the customer experience and overall character of the Retail Park, whilst responding to its surroundings sensitively and subtly within the landscape.

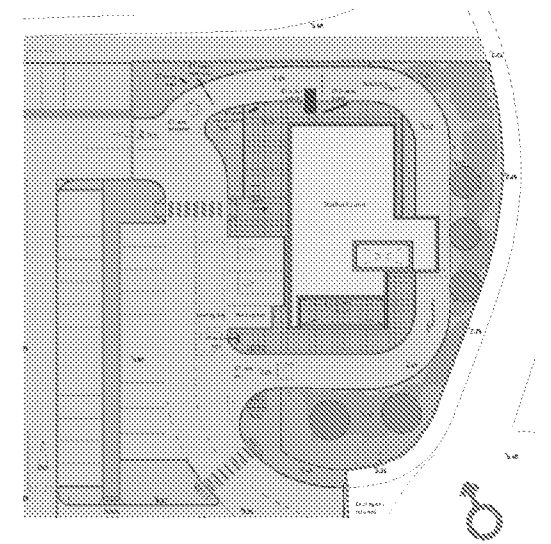
Landscaping is shown for indicative/illustrative purposes only; please refer to Greenhalgh Landscape Architecture information for further details.



8. Appearance
Proposed Photomontages



8. Appearance
Proposed Photomontages



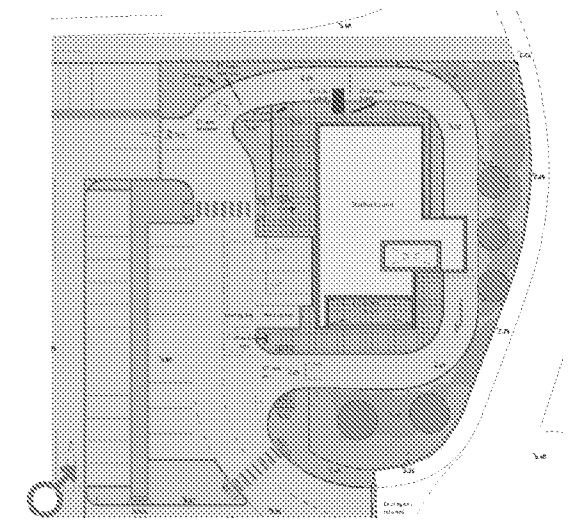
9. Conclusion Overview

Overview

This Statement and the accompanying documents submitted concurrently have explained the layout, access, scale, landscape and appearance of the proposed development on the site at Rustington Retail Park.

The proposals provide for the erection of a drive-thru coffee shop (Use Class E) with associated infrastructure that positively responds to its context by taking cues from the surrounding developments.

As such, the proposals enhance the customer experience and overall character of Rustington Retail Park, whilst creating a contemporary and complementary identity.



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