

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO:Amber Willard
FROM:	WSCC - Highways Authority
DATE:	24 January 2022
LOCATION:	Land at Rustington Retail Park New Road Rustington BN16 3RT
SUBJECT:	R/298/21/PL Erection of a drive-thru coffee shop (Use Class E) with associated parking, service arrangement, landscaping and associated infrastructure. This application is in CIL Zone 4 (zero rated) as other development.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Modification
S106 CONTRIBUTION TOTAL:	n/a

The application is supported by way of a transport statement. This considers the pertinent highways and transport impacts of the proposal.

The site is accessed via the existing roads serving the Rustington Retail Park. No changes are proposed to any of the existing access roads that form part of the publicly maintained highway. Alterations are proposed within the privately maintained car park in order to alter the existing car park layout to accommodate access to the proposed use. There are no particular issues with the more northerly access taken from the car park.

However the suitability of the access immediately on the exit/entry onto the Rustington Retail Park roundabout would be questioned. As shown, the proposed arrangement gives priority to vehicles entering and exiting the proposed use. Given the various existing commercial units would be expected to generate significantly more vehicle movements compared with the proposed use, it seems very unusual to have the low trafficked, minor arm access exerting a priority over the dominant traffic flow. The access is also extremely close to the entry/exit to the existing Rustington Retail Park roundabout leading to potentially confusing vehicle movements.

Whilst recognised that the access arrangements are within private land, it is recommended that this is revised. There seems no reason for example, why an entry and exit is required into the proposed development immediately after the Rustington Retail Park roundabout. Seemingly, an exit only arrangement would appear appropriate with vehicles exiting the development having to give way to traffic resulting from other existing developments. Entry to the development would then be via the car park as presently shown.

In terms of vehicle movements, it's accepted that the proposed development would generate very little new trips to the network. The expectation is that the majority of trips will already be on the network and potentially linked with visits to other uses in the immediate area. The development is not expected to result in any severe highway capacity impacts.

The only other matter is the potential loss of car parking. The loss of 40 spaces in order to provide the new unit is acknowledged. It's also acknowledged that this would result in a level of parking for the existing units below that recommended by current parking standards, although it seems parking is below the standard already. From the car parking survey submitted, it's apparent that there is a significant under use of the existing parking with there being a large number of unoccupied spaces even at the peak time within the survey (55% of spaces are unoccupied at the busiest time). Even recognising the possibility that the parking survey (which was undertaken on a single day), is not truly representative, it's still apparent that even with the loss of 40 spaces, there would still be large number of available spaces (121 spaces would remain available at the peak time identified by the survey with the loss of 40). The loss of 40 spaces is not expected to adversely impact the operation of the existing development.

In summary, the only concern with the proposal are with respects to the vehicular access arrangement, specifically the new entry/exit on the immediate exit/entry from the Rustington Retail Roundabout. The access arrangement should be revised.

Ian Gledhill
West Sussex County Council – Planning Services