

GLEBELANDS RECREATION GROUND – POTENTIAL CAR PARK

Following discussions with Arun District Council an opportunity has arisen to create a car park on the Eastern edge of the Glebelands Recreation Ground (GRG). This would primarily be to increase use of the GRG by providing off road parking. A secondary benefit is that it would provide additional parking for users of the Village Green and shops.

Although this was included within the Community Right to Build Order for a new community centre that was approved by referendum back in 2014, due to the likelihood that the main project will now not go ahead, it will be necessary to go through a formal planning application for the Car Park.

The intent is that the car park would accommodate up to 36 vehicles, include disabled bays and would be a natural surface to reduce the visual impacts. Access would be for cars only and there would be restrictions on parking duration and overnight use to prevent misuse. A plan of the concept and considerations is shown below.

At this stage we would like to engage with the community to assess the level of support and/or opposition within the community for a car park in this area before we commit to any expenditure on developing formal plans. Any formal decision to proceed with planning would be subject to a more formal consultation.

We would ask that comments are sent to the following email address consultations@ferringparishcouncil.org.uk or by letter to the Parish Office before 30th December 2021.

Glebelands Car Park – Design Considerations and Overall Concept Option 1

Initial design in CRTBO 3 shows a car park with a capacity of 36 vehicles. There are no details of size or inclusion of Disabled spaces in the CRTBO. Original assumption appears to be car park only for football and/or Glebelands centre.

Assumptions

- Only Cars should be permitted to park in the car park (may need to ensure that this can be managed either through height restriction or signage).
- Car park to be accessible at all times (to support village centre parking).

Size/Design

British Parking Association recommend¹ off-street bay sizes of 2.4m wide by 4.8m long.

- Space of manoeuvring (roadways) between bays is 6m.
- Government guidelines are that 6% of parking should be allocated to disabled people (2.2 bays).
- BPA guidelines for disabled bays in a car park of 1-50 vehicles is Two + 3% of total car park (2 + 1.08)
- Recommendation for Disabled bay size is 3.6m width.

For the planned total of 36 vehicles, this would equate to a car park of 45.6m x 15.6m; ie; a total area of 711.4m². This fits within the footprint shown in CRTBO 3. It may be possible to add an additional 2 x bays to the footprint, giving a total of 38 spaces (48m x 15.6 – 749m²) however, this needs to be tied in with access to the sports pitches for emergency vehicles and potentially future opening up into the Glebelands centre. Recommend a footpath at the Southern End with gated access to Glebelands Centre.

Other Considerations

A low-level fence, similar to that along the pavement on Rife Way will be required to prevent vehicles accidentally (or intentionally driving onto the grass area). Access for maintenance and emergency vehicles would be facilitated through a gate adjacent to the entrance (similar to current arrangements). Alternate/Secondary Access potentially at the Club House end.

The area is currently poorly drained and therefore this will need to be addressed in the design of the car park sub surface. It is also important that the surface remains permeable and with an aesthetic finish (Porous Pave/Grasscrete?). Current entrance should be widened to allow concurrent entrance and exit for vehicles and fitted with height restriction barrier.

Need to assess whether planting is required as a screen for neighbouring property.

Will potentially need time limit and overnight restrictions to prevent misuse and, enforcement.

Long term Maintenance costs will fall to the Parish.

Consider a design and build contract.

¹ https://www.britishparking.co.uk/write/Documents/Library%202016/Bay_Sizes_-_Jul_2016.pdf

