



YEOMANS GARAGE, NEW HONDA DEALERSHIP AND HEADQUARTER OFFICES, FERRING

DELIVERY AND SERVICING PLAN

March 2019

Yeomans Ltd

**COMMERCIAL DEVELOPMENT
YEOMANS GARAGE
FERRING**

DELIVERY AND SERVICING PLAN

CONTROLLED DOCUMENT

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COMMERCIAL DEVELOPMENT
YEOMANS GARAGE
FERRING

DELIVERY AND SERVICING PLAN

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1. INTRODUCTION

- 1.1 This Delivery and Servicing Plan (DSP) has been prepared by Paul Basham Associates on behalf of Yeomans Ltd to discharge Condition 11 of the planning consent (FG/39/18/PL) associated with a commercial development for the addition of a new car dealership, siting of a head office and associated facilities at the Yeomans Garage, Ferring, Worthing.
- 1.2 Access and deliveries to the existing Peugeot dealership, including vehicle transporters, will remain unchanged from previously permitted agreements with Arun District Council (ADC) and West Sussex County Council (WSSCC).
- 1.3 Specifically, Condition 11 states *'The use hereby approved shall not begin until details of a scheme for the control of car transporters and deliveries has been submitted to and approved in writing by the Local Planning Authority. The submitted details shall include numbers/frequency, and measures to ensure that all deliveries including transporters unload/load only within the rear area accessed off Hangleton Lane and enter and leave the site in forward gear. Only the approved scheme of deliveries shall be operated thereafter'*.
- 1.4 The site, which is currently occupied by a Peugeot dealership, is situated approximately 9km west of Worthing and 10km east of Littlehampton. The site and its surroundings are demonstrated in **Figure 1** with the site layout included in **Appendix A**.

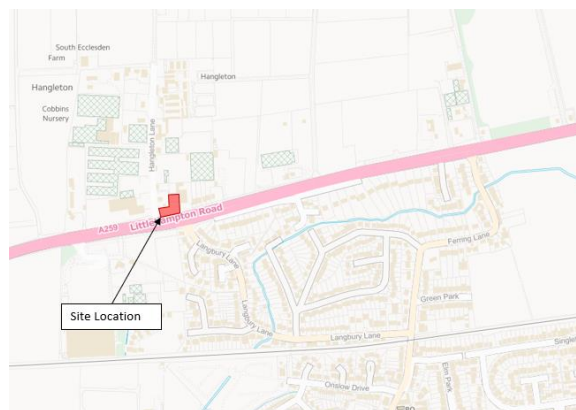


Figure 1: Site Location

- 1.5 The remainder of this report will address the following areas;
- Review of the planning approval and site history;
 - Servicing of the Proposed Development;
 - Delivery management measures;
 - Details of the likely routing of vehicles; and
 - Vehicle tracking of the compound and access arrangements

2. SITE PLANNING HISTORY

- 2.1 The site has been subject to a number of planning applications since 2013, when the first application to extend the forecourt was submitted for the *'Demolition of existing single storey dwelling, construction of paved display and parking forecourt, with associated landscaping and lighting'* (application reference: FG/134/13).
- 2.2 As part of the above application the access arrangements for the site were altered and now the site adopts an 'In' and 'Out' arrangement which provides a betterment to the former single access onto the A259. The existing access arrangements are demonstrated in **Photographs 1 and 2**.



Photograph 1: Existing 'In' Access



Photograph 2: Existing 'Out' Access

- 2.3 It should also be noted that an application has been submitted, and subsequently approved, for widening works to Hangleton Lane to be implemented adjacent to the vehicle storage compound, located to the rear of the site, to improve access onto the site for transporter vehicles (*application reference: A/114/17/PL*). It is from this revised access that large vehicles service the site, with smaller delivery vehicles currently utilising the forecourt, as demonstrated in **Appendix B**.
- 2.4 Yeomans also have pre-existing agreements with ADC to receive vehicle transporter deliveries to the Peugeot dealership on the margins of the A259. These will be maintained and remain unaffected by these new proposals.

3. SERVICING OF PROPOSED DEVELOPMENT

Site Overview

- 3.1 The site is currently occupied by a Peugeot dealership (with a GIA of approximately 534m²), and associated facilities including a workshop (with a GIA of approximately 80m²), parking compound and parking bays. The consented development would see the retention of the existing Peugeot dealership and associated facilities, with the expansion of the site to include a Honda dealership and facilities and the siting of a new headquarters, thus totalling approximately 1,890sqm.
- 3.2 The existing Peugeot dealership operates between the hours of 08:30 and 18:00 Monday to Friday, and currently employs 25 members of staff. It is anticipated that the new site will employ approximately 60 members of staff in total. The Honda dealership and showroom are expected to operate similar opening hours to the Peugeot dealership, with the new headquarters expected to operate typical office hours of 09:00 to 17:00.

Number and Type of Delivery Movements

Existing

- 3.3 As part of the planning application itself, information was obtained from the client to determine the existing and proposed number of vehicle trips generated by delivery and servicing vehicles.
- 3.4 The information obtained from the client identified that an average of 3 delivery vans are suggested to service the existing site per day, therefore generating 6 vehicle movements. As demonstrated in **Appendix B**, a 7.5t Box Van has been shown to suitably be accommodated on-site within the existing forecourt areas, with larger vehicles accommodated within the compound to the rear of the site.
- 3.5 Additional vehicle movements within the clients control include car transporters to deliver/pick up vehicles. The site is currently serviced by Arun District Council's (ADC) refuse services and the client is therefore not in control of the timing and frequency of refuse vehicles. An example of the car transporter is demonstrated in **Figure 2**.



Figure 2: Example of Car Transporter (Source: rha.uk.net)

Proposed

- 3.6 Through the approved application, a proportionate increase in delivery and servicing vehicles was applied, specifically that approximately 10 delivery/servicing vehicles will access the site as a whole, generating 20 vehicle movements. As the consented scheme also includes a new dealership, it is anticipated that the number of vehicle trips made by a car transporter would be increased.
- 3.7 The refuse collection is still expected to remain via the A259 and therefore no additional vehicle movements in relation to refuse collection will be made.

Existing Timing of Deliveries

Small Vehicles

- 3.8 The site is currently serviced by a number of external delivery companies, each supplying a different element (tyres/refreshments/toiletries etc). These vehicles currently utilise the existing 'In' and 'Out' access arrangement as opposed to the compound to the rear. As these services are provided by external companies, a centralised co-ordination of deliveries on-site is not in place, given that these smaller vehicles would likely be routed to the site dependent on the location of other similar local units being serviced.
- 3.9 It is however, given the small number of vehicle trips made daily to the site, unlikely that all the delivery vehicles would be on-site at any one time. It is also reasonable to assume that the delivery vehicles would not all access the site during the wider road network traffic peaks of 08:00 – 09:00 and 17:00 – 18:00 and therefore the operation of the delivery vehicles is not considered to be a constraint.
- 3.10 In addition to the points made above, there is sufficient space within the forecourt to accommodate the waiting of a delivery vehicle whilst another is on-site, therefore ensuring that the free-flow of traffic along the A259 is not interrupted.

Larger Vehicles

- 3.11 Unlike the smaller delivery vehicles, the timing of car transporters to the site will need to be coordinated by the site, particularly given the space required on-site to accommodate a car transporter and provide sufficient space for it to turn. As aforementioned, car transporters serve the existing Peugeot dealership and either utilise the pre-existing agreement of the A259 margin or the compound to the rear, which is subject to widening works as part of an earlier application (*reference: A/114/17/PL*). These works have been completed and are in full operational order. As this occurs infrequently and given that smaller delivery vehicles currently serve the site via the forecourt, there is no opportunity for conflict.

Proposed Timing of Deliveries

- 3.12 Condition 11 specifically requires all delivery vehicles and car transporters to unload/load in the compound to the rear of the site. Given the volume of servicing/delivery movements expected to be generated by the site, it is unlikely that one delivery vehicle would be on-site at the same time as another. Should the instance arise however, a management strategy could be implemented to coordinate the vehicles in a timely and effective manner, as discussed in the subsequent paragraphs.
- 3.13 With regards to the existing arrangement for the smaller delivery and servicing vehicles, it is not possible to coordinate when deliveries are made given that this is dependent on the routing and location of similar units. With regards to the car transporters, through the consented scheme it is anticipated that the frequency would increase and therefore could be a potential for conflict on-site between vehicles.
- 3.14 It is suggested that, given the space available within the forecourt, all small delivery/servicing vehicles arriving on-site pull into the forecourt to check in. Staff can then ensure that the rear compound is clear of any obstructions before allowing the servicing vehicle to travel northbound along Hangelton Lane and into the compound.
- 3.15 For the car transporters, it is anticipated that the client would have an indication as to when these would be anticipated on site. Staff would therefore be responsible in ensuring the compound to the rear of the site is clear of obstructions prior to the transporter arriving. A second measure to be implemented is for the driver of the transporter to phone ahead with an estimated time of arrival to again enable staff to make sure the access and compound are clear.

4. PROPOSED ROUTING STRATEGY

- 4.1 Yeomans garage is situated approximately 3km north of Ferring on the northern side of the A259 Littlehampton Road which forms a key part of the regional road network. The A259 is a dual carriageway road connecting via the A27 to Hampshire and Chichester to the west to the rest of Sussex to the east and is subject to a 50mph speed limit across the site frontage.
- 4.2 The site currently provides an exit onto Hangleton Lane. Hangleton Lane provides access to a small number of residential properties and storage type facilities and measures approximately 5m in width. As the exit from Hangleton Lane onto the A259 is a 'Left Turn only', swept path analysis has been undertaken to ensure all vehicles can turn safely and efficiently out of the junction. The swept path analysis is included in **Appendix C**.

Wider Road Network

- 4.3 The location of the site in relation to the wider road network ensures that the larger vehicles accessing and egressing the site do so via key regional routes and the Strategic Road Network (SRN) as opposed to via local roads, which could cause congestion.
- 4.4 To the west of the site, the A259 connects to the A280 via the Roundstone Lane roundabout. The A280, which provides a route between the A259 to the south to the A27 to the north, measures approximately 9m in width and is subject to a 60mph speed limit. The A27 forms part of the SRN, providing a route between Hampshire and Chichester to the west and the rest of Sussex to the east.
- 4.5 To the east of the site, the A259 connects to the A2032 and subsequently the A2700 and the A24. The A2032 provides a route between Goring-by-Sea to the west and Broadwater to the east. The A2700 provides a route between the A2032 to the south to the A27 to the north. The A24 provides a key route between Worthing to the south and Clapham to the north. The location of the site in relation to the wider road network is demonstrated in **Figure 3**.



Figure 3: Wider Road Network

Optimal Route to the Site

- 4.6 As previously described, the A259 is a dual carriageway directly outside the site. The geometries of the lanes (c.3.5m each) ensure that larger vehicles can be accommodated alongside other road users. Condition 11 requires all large vehicles to be able to safely enter and exit Hangleton Lane in a forward gear and therefore swept path analysis of this has been undertaken which is included in **Appendix C**.
- 4.7 Aside from the crossing point immediately outside the site frontage, the western route to the site via the wider road network is unobstructed in relation to crossing facilities and residential development. This therefore reduces the opportunity for conflict between both motorised and non-motorised road users.

Optimal Route from the site

- 4.8 The site is situated on the northern side of the A259 and therefore all vehicles egressing the site would need to travel eastbound along the A259 to the A259/A2700/A2032/Goring Street roundabout. An assessment of the suitability of using the A2032/A24, the A2700, and turning and travelling westbound along the A259 has been undertaken.
- 4.9 By turning at the A259/A2032/Goring Street roundabout to travel westbound towards the A280, large vehicles would avoid travelling through built up areas such as Goring-by-Sea, Tarring and Durrington. Whilst an additional crossing facility is provided along the westbound carriageway, the opportunity for conflict is minimal and the geometries are favourable for accommodating large vehicles. This route would, however, result in a slightly longer journey time to the A27 than routing via the A2700.

- 4.10 The A2700 provides a direct route between the A259 and the A27, and avoids the need for vehicles to turn back on themselves. The A2700 is a single lane road, however the lane widths (c.3.5m) are suitable for accommodating large vehicles. This route serves a small number of accesses and, considering there is no pedestrian infrastructure along this route, the free-flow of traffic and safety of non-motorised users is not compromised.
- 4.11 The alternative route, via the A2032 provides the opportunity for conflict with both motorised and non-motorised road users. A series of pedestrian crossing points (both in the form of signalised junctions and pedestrian refuge islands) are located along the length of the A2032, particularly at roundabouts and outside the High School.
- 4.12 In addition, the geometries of the carriageway along the A2032 are not as favourable as the A259, with a significant proportion of the road provided as single carriageway. A further constraint to the route towards the A24 has also been identified at the Poulters Lane/A2032 junction which is currently provided in the form of a mini-roundabout. The geometries of this junction are likely to be insufficient to accommodate the large turning circles associated with car transporters.
- 4.13 It is therefore considered that the most efficient, safest and least disruptive route of all large vehicles (particularly car transporters) to the site should be made via the A27, A280 and A259 and those leaving the site should utilise the A259 and the A2700, as demonstrated in **Figure 4**.

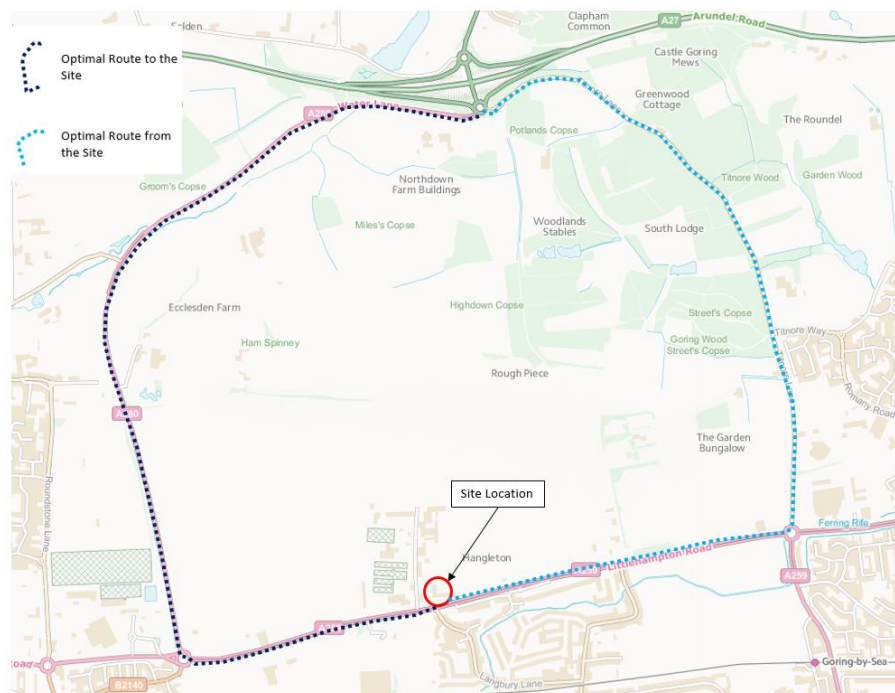


Figure 4: Proposed Routing Strategy

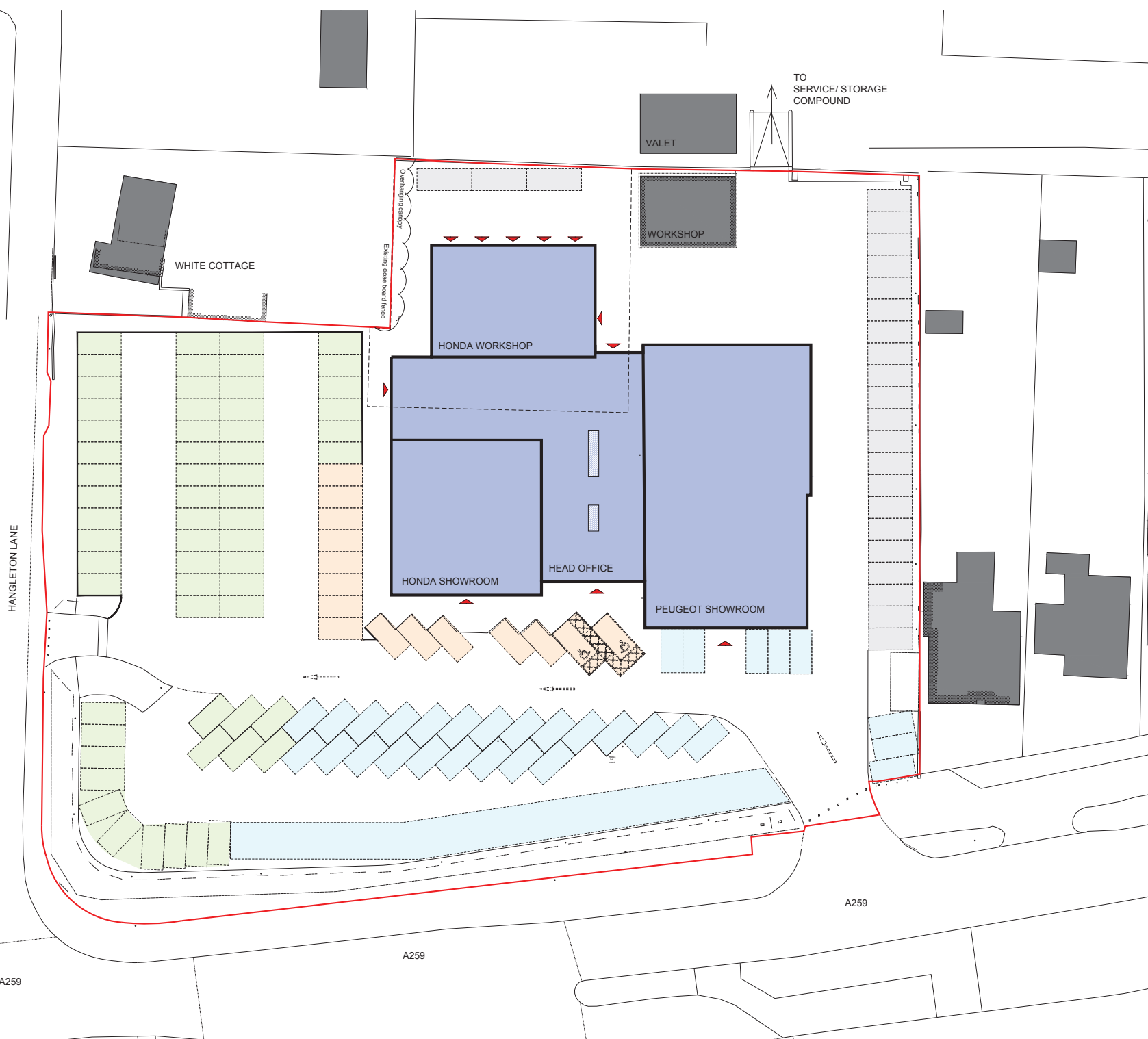
5. SUMMARY AND CONCLUSION

- 5.1 This Delivery and Servicing Plan has been prepared by Paul Basham Associates on behalf of Yeomans Ltd to discharge Condition 11 of the planning consent (FG/39/18/PL) associated with a commercial development for the addition of a new car dealership, siting of a head office and associated facilities at the Yeomans Garage, Ferring.
- 5.2 Vehicle transporter deliveries to the Peugeot dealership will remain as per previously permitted agreements with Arun District Council and West Sussex Highways.
- 5.3 The aim of this DSP was to demonstrate that all deliveries can safely unload/load in the compound to the rear of the site, with measures identified to ensure that this is managed.
- 5.4 The report has demonstrated that, whilst a significant number of vehicle movements are not anticipated to be generated by the consented scheme, provision is available within the forecourt of the site to accommodate delivery and servicing vehicles should the compound to the rear of the site be in use. A number of measures have been identified to help implement Condition 11, including the use of the forecourt for vehicles to 'check in' prior to accessing the compound and drivers of large transporter vehicles phoning ahead with an estimated time of arrival to ensure the compound is free of obstructions.
- 5.5 A strategy has also been provided ensuring that the development is serviced from the most efficient, safest and least disruptive route, when consideration is given to other road users.
- 5.6 This report has therefore demonstrated that all vehicles can safely unload/load in the rear compound and we therefore encourage WSCC to consider this sufficient to discharge Condition 11.

Appendix A

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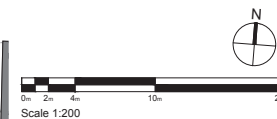
Rev	Amendments	By	Chkd	Date
P1	Amended parking layout/capacity	CM	SD	06/12/17
P2	Amended site boundary & building footprint	RW	SD	21/12/17



KEY: Parking Schedule

- 15x Customers (2 acc. bays)
- 60x Honda
- 58x Peugeot
- Service (excludes Compound)

EV Bays - tbc



- NOTES:
- Site information based on OS map data & Topographical survey from Yeomans ref. '1643'. Extent of Red Line still TBC.
 - Preliminary layout for client discussion.
 - Assumes existing power/services sufficient for new building footprint.
 - All subject to full below ground services/utilities searches.

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Project
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WORTHING
HONDA / OFFICE / PEUGEOT

Drawing Title
SITE PLAN
AS PROPOSED

Drawing Status
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Scale
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Revision
P2

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RW
Checked By
SD
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NOV 2017

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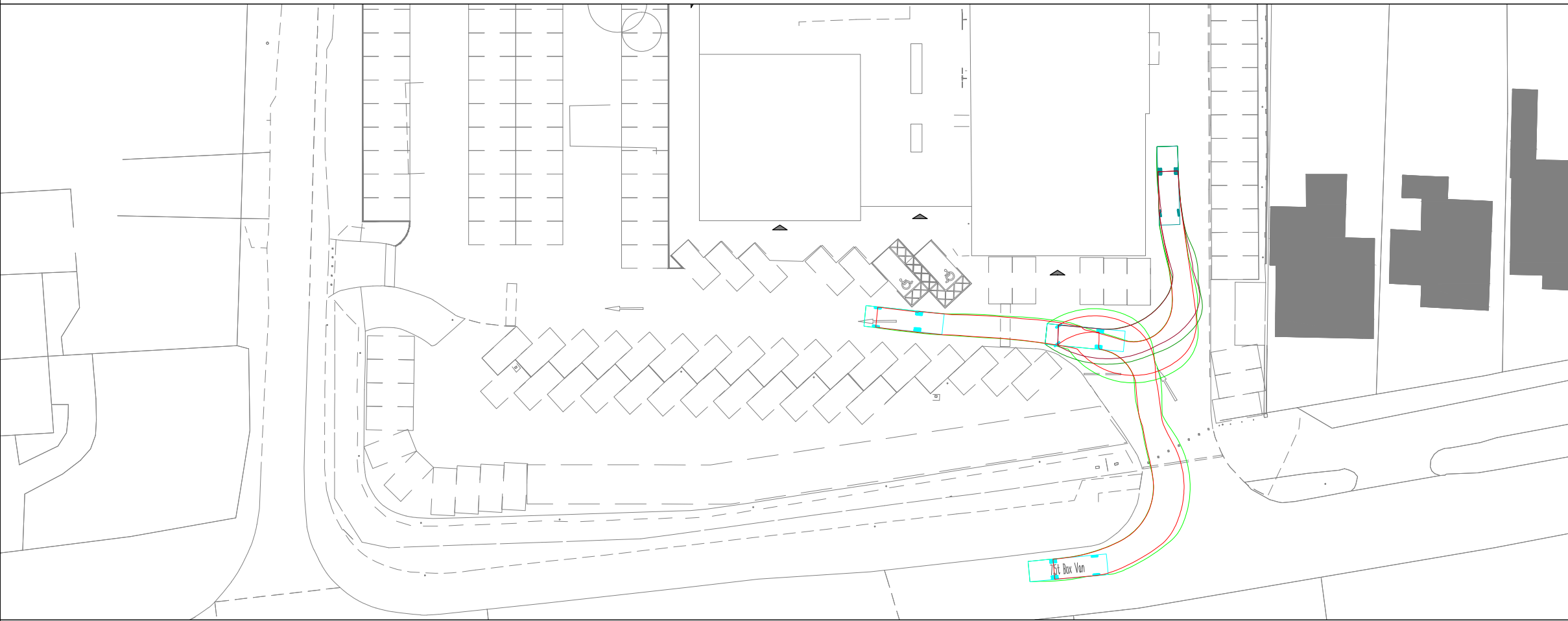
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Appendix B



TURNING PROVISION FOR CAR TRANSPORTER TO THE REAR

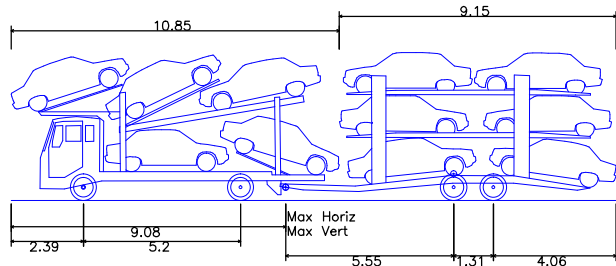


FORECOURT SERVICING ARRANGEMENT

GENERAL NOTES

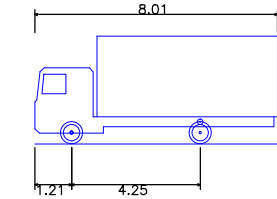
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CAR TRANSPORTER VEHICLE PROFILE



Car Transporter (Drawbar Type)	
Overall Length	20.000m
Overall Width	2.500m
Overall Body Height	4.884m
Min Body Ground Clearance	0.185m
Max Track Width	2.500m
Lock to Lock Time	6.00s
Wall to Wall Turning Radius	10.500m

BOX VAN VEHICLE PROFILE



7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to Lock Time	4.00s
Curb to Curb Turning Radius	7.400m



Rev	Description	Date	By	Chk
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Project Name YEOMANS PEUGEOT GARAGE, WORTHING		Title COMPOUND VEHICLE TRACKING AND SERVICING ARRANGEMENT	 Paul Basham Associates Ltd Lancaster Court, 8 Barnes Wallis Road, Fareham, PO15 5TU 01499 668134 info@paulbashamassociates.com www.paulbashamassociates.com	Client YEOMANS	Checked By SR	Checked Date 09.02.18	Scale 1:500 (AT A3 SIZE)		
Project Phase PRELIMINARY					Drawn By SB	Drawn Date 09.02.18	Client Drawing No. -	PBA Drawing No. 020.0347.001	Revision -

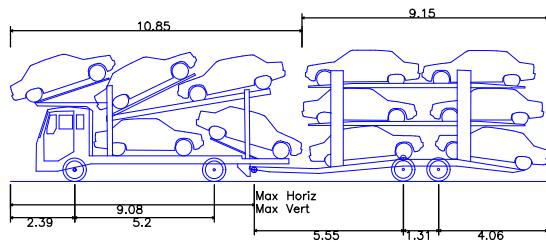
Appendix C



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CAR TRANSPORTER VEHICLE PROFILE



Car Transporter (Drawbar Type)
Overall Length 20.000m
Overall Width 2.500m
Overall Body Height 4.884m
Min Body Ground Clearance 0.185m
Max Track Width 2.500m
Lock to Lock Time 6.00s
Wall to Wall Turning Radius 10.500m



Project Name YEOMANS PEUGEOT GARAGE, WORTHING		Title HANGLETON LANE ACCESS TRACKING	 Paul Basham Associates Ltd Lancaster Court, 8 Barnes Wallis Road, Fareham, PO15 5TU 01499 668134 info@paulbashamassociates.com www.paulbashamassociates.com	Client YEOMANS LTD	Checked By JH	Checked Date 21.11.18	Scale 1:500 (AT A3 SIZE)		
Project Phase PRELIMINARY					Drawn By SB	Drawn Date 21.11.18	Client Drawing No. -	PBA Drawing No. 020.0347.004	Revision -

(AT A3 SIZE)

ARUN DISTRICT COUNCIL FGM/18/00C