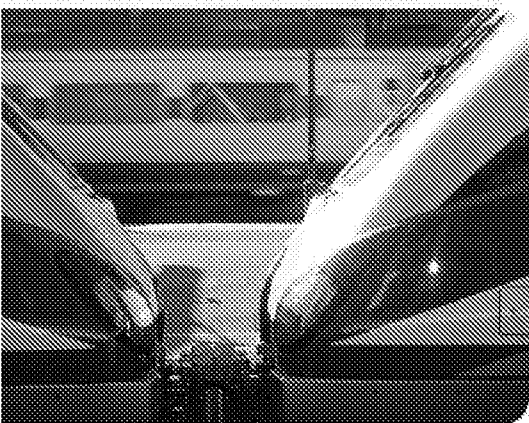




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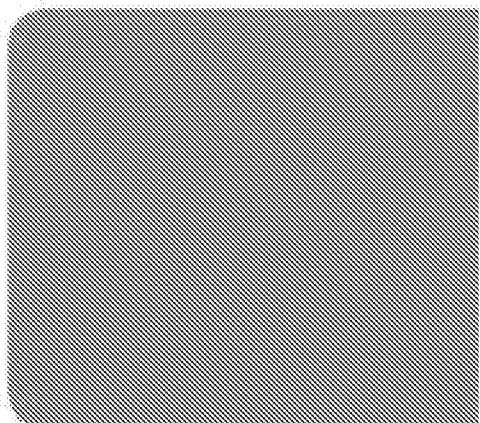
transport planning

Pratt Developments

4 Broadmark Parade, Rustington

Delivery and Servicing Plan

December 2018



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4 Broadmark Parade, Rustington

Delivery and Servicing Plan

OFFICE ADDRESS:

9 Greyfriars Road
Reading
RG1 1NU

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1 Introduction

1.1 Overview

- 1.1.1 Mode transport planning is instructed by Pratt Developments to prepare this Delivery and Servicing Plan (DSP) to accompany a planning application for a Change of Use application for a mixed A3 restaurant/A5 take-away unit at 4 Broadmark Parade, Rustington.
- 1.1.2 This DSP aims to ensure the delivery and servicing activity associated with the take-away operation can be undertaken in a safe, efficient and sustainable manner. It has been developed in accordance with guidance prepared by the Department for Transport in April 2014 'Quiet Deliveries Good Practice Guidance – Key Principles and Processes for Retailers'.
- 1.1.3 This report will be structured under the following chapter headings:
- * Chapter 2 – Local Situation
 - * Chapter 3 – Servicing and Waste Collection Arrangements
 - * Chapter 4 – Policy and Good Practice Guidance
 - * Chapter 5 – Monitoring and Review
 - * Chapter 6 – Summary
- 1.1.4 This DSP is applicable to all delivery vehicles servicing the take-away unit. Compliance and implementation of the DSP will be monitored and reviewed by the future operator along with any suppliers or recycling and refuse collection providers.

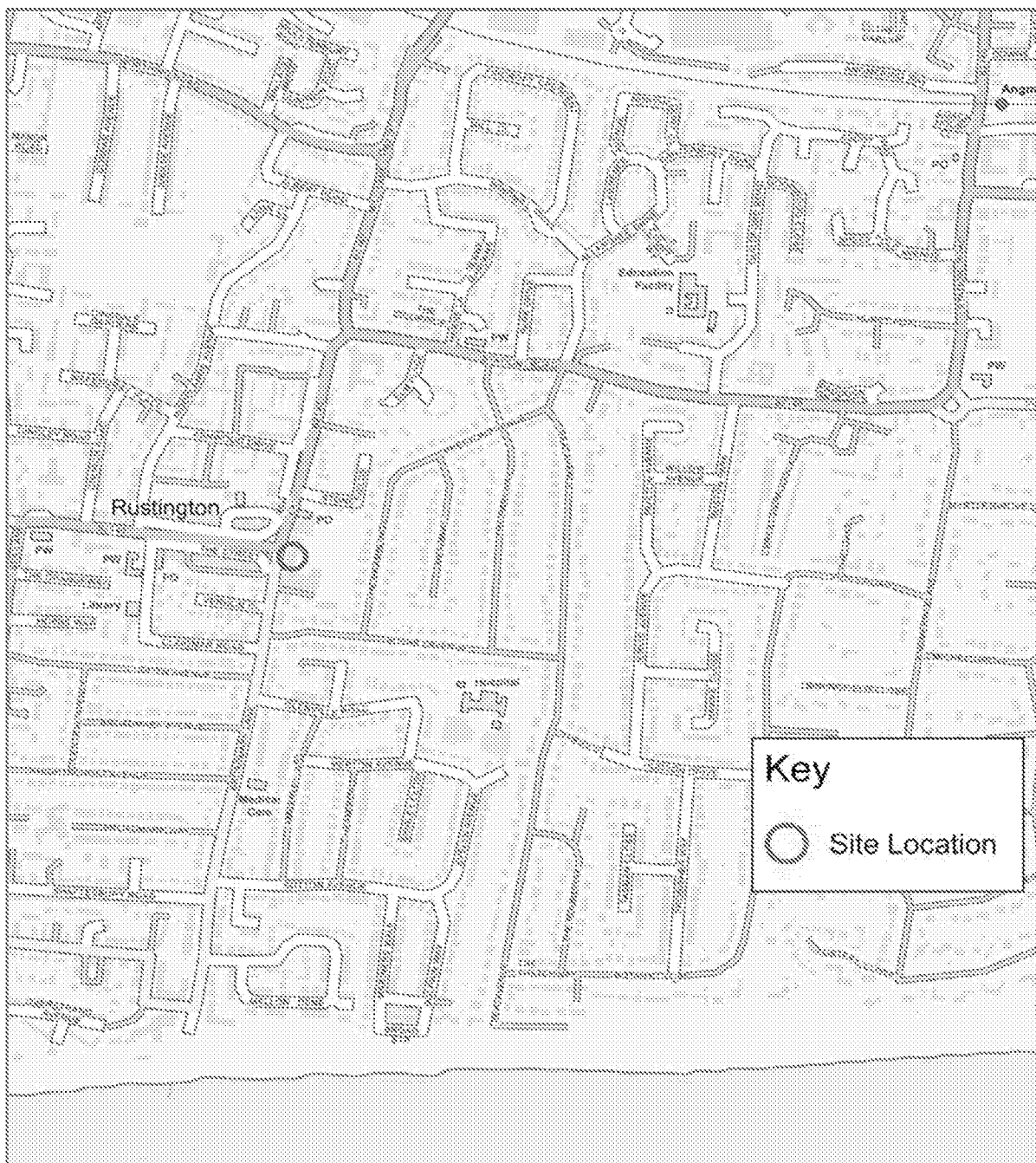
2 Local Situation

2.1 Site Location

2.1.1 The site is located at 4 Broadmark Parade, Broadmark Lane in Rustington. Rustington is a village within the wider Littlehampton area in the Arun District of West Sussex. Rustington is located to the south-east of Toddington, east of Littlehampton and south-west of West Preston.

2.1.2 A site location plan is provided in Figure 2.1.

Figure 2.1 – Site Location Plan



2.1.3 Broadmark Parade fronts onto the signalised junction of the B2140 Ash Lane, the B2140 The Street and Broadmark Lane. The B2140 routes from Angmering to the north-east through to Littlehampton in the south-west passing through West Preston and Rustington. To the south Broadmark Lane provides access to the residential area of Rustington.

2.1.4 To the north, the B2140 Ash Lane joins the B2140 Mill Lane at a mini roundabout. Mill Lane provides a connection to the A259 to the north at a roundabout.

2.2 Local Highway Network

2.2.1 Adjacent to Broadmark Parade of shops (along Broadmark Lane/Ash Lane) is a signalised junction. Double-yellow line restrictions are in place on all approaches to the signalised junction.

2.2.2 There are retail parades located both to the north and south of The Street, but both benefit from access road access along the frontage. These one-way access roads provide both car parking in marked bays and a single yellow line waiting restriction; which would permit servicing activity outside of the restricted time period of 08:00 – 18:00 hours.

2.2.3 The Ash Lane/The Street/Broadmark Lane has pedestrian crossing facilities provided to link the retail parades together, as there are signalised crossings over Ash Lane and also Broadmark Lane.

2.2.4 Broadmark Parade has a rear servicing provided from Ash Lane, to the north. The access is relatively narrow and restricts the size of vehicle that can take access. Within the rear access road, parking and servicing occurs for a number of the existing retail occupants located within the parade. There is no dedicated turning area for servicing vehicles provided within this area.

2.3 Restaurant and Take-away Unit Specifications

2.3.1 The proposal includes a rear-extension to the unit to provide a total ground floor gross internal floor area of 137 square metres. This represents an increase of 68 square metres on the existing building.

2.3.2 The unit currently operates as an A1 retail unit, but the proposed Change of Use will allow for take-away sales from the unit and therefore a Change of Use application is proposed to allow the unit to operate as an A3/A5 restaurant and take-away unit with 24 seats indicated internally on the Architect's plans.

2.3.3 A layout plan of proposal is included in Appendix A.

2.4 Access Arrangements

2.4.1 Customer access to the unit will remain from the frontage onto Broadmark Lane/Ash Lane.

2.4.2 Rear access to the unit is provided from a private access road, approximately 4.6-metres wide, to the north of the site from Ash Lane. It is expected that waste collection requirements would be taken from this access road.

2.5 Bin Store Location

2.5.1 The proposal will provide external storage for four 1,100-litres bins, offering general waste and recycling material storage. The bins would be collected by an agreed contractor from the rear private access road in a vehicle that is able to access the site and undertaken a turning manoeuvre to allow access to Ash Lane in a forward gear.

3 Servicing and Waste Collection Arrangements

3.1 On-Street Servicing Arrangement

- 3.1.1 It is expected that deliveries to the unit will be undertaken from the retail frontage to the north of The Street, with items transported to the unit via the signalised pedestrian crossing over Ash Lane. This servicing would be undertaken outside of the restricted hours of 08:00 -18:00 hours.
- 3.1.2 Typically, A3/A5 units are serviced approximately 3 times per week utilising a rigid HGV. The core logistics providers now offer reverse logistics to minimise the waste collection requirements at these units, this may be possible at this unit depending on the end occupier's logistics arrangements.
- 3.1.3 Appendix B provides a 10.5 metre rigid HGV swept path, demonstrating the proposed servicing arrangement from The Street along the one-way access road and egressing onto Ash Lane.

3.2 Refuse and Recycling Collection

- 3.2.1 The bin store location for the unit is at the rear. Bin storage for four 1,100 litre four-wheeled bins, three for general waste and the fourth for recyclable material.
- 3.2.2 A waste collection provider is expected to utilise a 10 metre trade waste collection vehicle to service the bins given the location and the requirement for the vehicle to turn around within private access road. It is expected that an operator should be able to service the unit at 4 Broadmark Lane alongside an existing waste collection route in this location and it is noted that similar bins are provided for other units at the Broadmark Parade.

3.3 Oil Management

- 3.3.1 It is expected that the unit will generate a requirement for the collection of oil/fat/grease particles in an oil management tank provided on-site. A specialist waste collector for recycling into biofuels would need to be appointed as necessary for this infrequent collection (typically A3/A5 units are serviced approximately 3 times a year).

4 Policy and Good Practice Guidance

4.1 National Policy

- 4.1.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied.
- 4.1.2 The NPPF presumes in favour of sustainable development, ensuring it is 'at the heart of the Framework.' Five key principles are put forward to promote sustainable transport in the plan-making and development proposals, one of which is to 'promote walking, cycling and public transport use' whilst actively managing patterns of growth.
- 4.1.3 Chapter 9 'Promoting Sustainable Transport' within the NPPF states that plans, and applications should ensure the allowance of '*efficient delivery of goods.*'

4.2 Local Policy

West Sussex Transport Plan 2011 – 2026 (LTP3)

- 4.2.1 West Sussex Transport Plan 2011 – 2026 (LTP3) was published in February 2011 by West Sussex County Council.
- 4.2.2 The LTP3 document seeks deliver sustainable transport improvements to ensure the continuation of local economic performances, quality in life and social inclusion for all residents.
- 4.2.3 Part 1.4.9 of 'Long Term Strategy' focuses on Freight Movement and Management within West Sussex. This policy will manage freight movements by ensuring there is a lorry route network, real-time traffic information, major network improvements, freight infrastructure and minimal construction traffic.

Arun Local Plan 2018

- 4.2.4 Arun District Council adopted the Arun Local Plan in July 2018. This Local Plan covers the period 2011 – 2031.
- 4.2.5 Policy T SP1 within the Local Plan focuses on Transport and Development within Arun. The council will support developments that:
 - » *"Accommodate the efficient delivery of goods and supplies;*
 - » *Give priority to pedestrian and cycle movements and have access to high quality public transport facilities;*
 - » *Create safe and secure layouts for traffic, cyclists and pedestrians whilst avoiding street clutter;*
 - » *Incorporate facilities for charging electric and plug-in hybrid vehicles (where charging facilities are to be omitted from the development, evidence of market demand and viability must be provided); and*
 - » *Consider the needs of people with disabilities by all modes of transport."*

4.3 Good Practice Guidelines

4.3.1 The Quiet Deliveries Good Practice Guide published by the Department for Transport (DfT) in April 2014, covers the key problems for retailers, freight operators, local authorities and community stakeholders, reducing congestion and delays that affect freight and retail business, as well as local communities, particularly residents. This guidance is based on lessons learnt from Quiet Deliveries trials held by DfT, Freight Transport Association (FTA) and Noise Abatement Society (NAS) in 2010-11 and from the experience during the London 2012 Games.

4.3.2 The core principle of the DfT document on quiet deliveries is:

“about enabling businesses and organisations to make and receive deliveries outside the main working day. The flexibility will generate multiple benefits for all affected parties, such as reduced congestion, lower emissions and business efficiency.”

4.3.3 Through pilot schemes and case studies it was found that:

“If delivery times are extended into the evenings/night-time periods in a well-managed manner, that schemes can work effectively with minimal or negligible disturbance to residents and surrounding communities.”

4.4 Summary

4.4.1 This DSP for the proposed A3/A5 unit accords with the relevant national and local level transport policy and good practice guidance. The DSP will ensure that deliveries are managed to minimise impacts on the local road network. Furthermore, servicing and delivery activity will be managed in such a way as to ensure it operates efficiently and minimises any adverse impacts.

5 Monitoring and Review

5.1 Monitoring

- 5.1.1 An appointed member of staff will be responsible for the on going monitoring of the DSP.
- 5.1.2 The monitoring process will generate information by which the success of the DSP can be evaluated, adopting good practice guidance where appropriate. The monitoring process will enable the DSP to be modified as appropriate to respond to any issues as they arise.
- 5.1.3 A record will be kept of any incidences, comments or feed from staff or delivery drivers.

5.2 Review

- 5.2.1 The future occupier will undertake an annual review of this DSP and will make any necessary changes of alterations as a result of the review. Stakeholders will be consulted where appropriate.

6 Summary

6.1 Review

6.1.1 This DSP has been prepared to accompany a Change of Use application from an A1 retail unit to a mixed A3/A5 restaurant and take-away at 4 Broadmark Parade, Rustington.

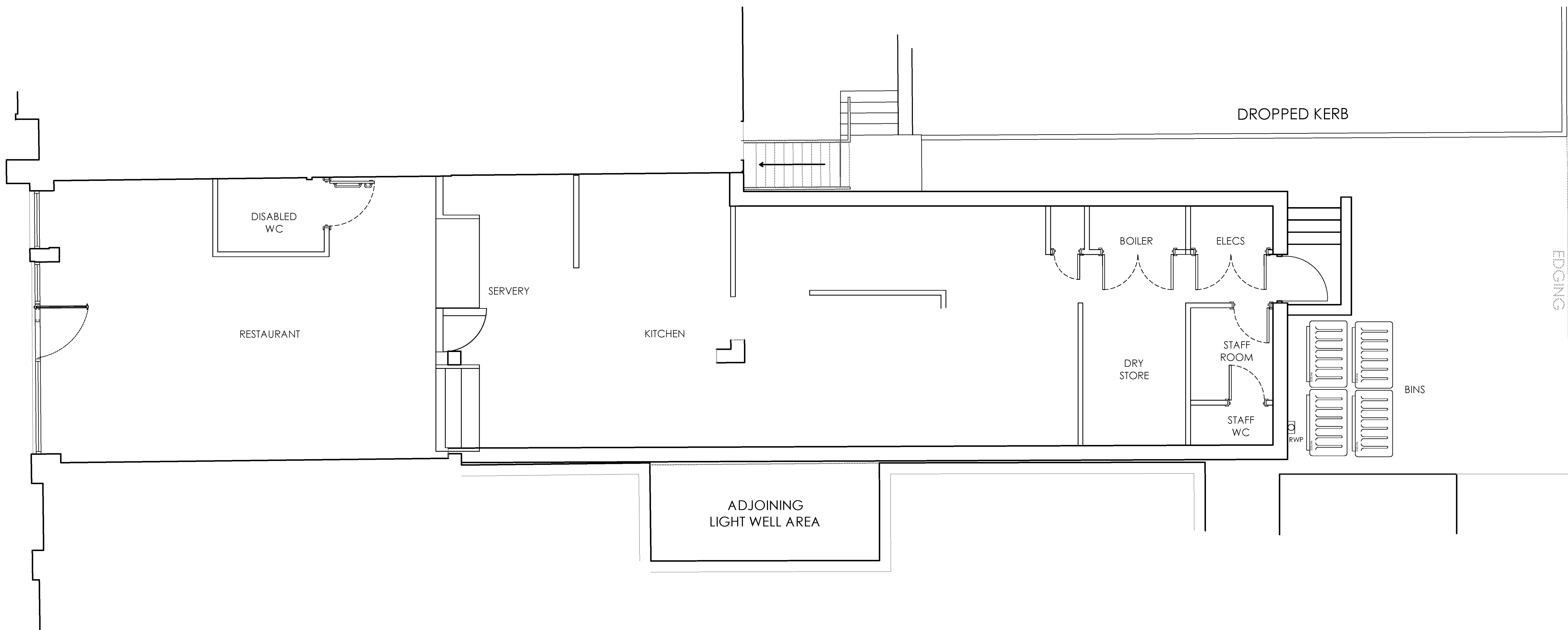
6.1.2 This DSP has outlined the following to provide the necessary detail at this planning stage:

- » Relevant national and local planning policy, along with applicable good practice guidance documents;
- » The local situation including the local highway network, take-away specifications and bin store location;
- » Servicing and waste collection arrangements, expected specifications of servicing, refuse and oil management vehicles; and
- » Monitoring and review processes undertaken by an appointed member of staff.

6.1.3 The measures set out within this DSP will ensure the successful and efficient operation of servicing and delivery activity on a day to day basis, reducing the impact of servicing movements on the surrounding road network.

APPENDICES

APPENDIX A – Site Layout

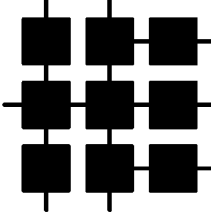


proposed ground floor general arrangement plan
scale - 1:50 @ A1 / 1:100 @ A3



ALL DIMENSIONS TO BE CHECKED ON SITE
DO NOT SCALE FROM THIS DRAWING EXCEPT FOR THE PURPOSES OF
LOCAL AUTHORITY PLANNING

Rev	Date	Description
A	20.12.18	Elevations omitted & scale increased to 1:50



HONE
EDWARDS
ASSOCIATES

Design Studio
Millars Three
Southmill Road
Bishop's Stortford
Herts. CM23 3DH
email: firstname.lastname@honeedwards.co.uk

Tel: 01279 758545
Fax: 01279 757730

EXTENSION

Store Address
RUSTINGTON
4 BROADMARK PARADE
RUSTINGTON
WEST SUSSEX
BN16 2NE

Drawing Title:
PROPOSED GROUND
FLOOR GA PLAN

Drawn By: SBR	Checked: JE	Date: NOV 2018
Scale: 1:50 @ A1 / 1:100 @ A3		

HEA Drawing No: 2940/PL100	Revision: A
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APPENDIX B – Swept Path Analysis

Birmingham

London

Manchester

Oxford

Reading