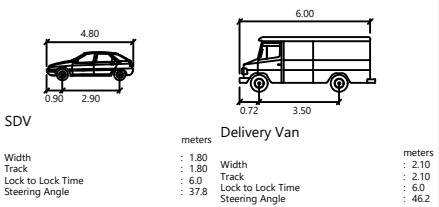




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Based on proposed site layout reference:
DLA-2242-100-DR-L101.513 dated 1st June 2026, provided by Davies Landscape Architects, received 01/06/2026.

A	Updated site layout	BE	01.06.26
ISSUE	REASON FOR REVISION	BY	DATE

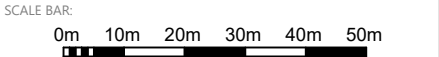


PROJECT:
SUNNYSIDE BARNHAM

CLIENT:
HANBURY PROPERTIES

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
2413	TR/09	1:1,250

SHEET NUMBER:
SHEET NUMBER 1 OF 2



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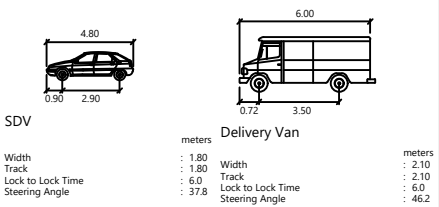
TITLE:
SWEEP PATH ANALYSIS DELIVERY VEHICLE

DATE:	DRAWN BY:	CHECKED:
24.04.2026	DB	AH



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A	Updated site layout	BE	01.06.26
ISSUE	REASON FOR REVISION	BY	DATE

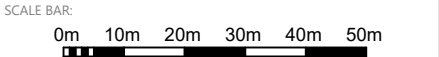


PROJECT:
SUNNYSIDE BARNHAM

CLIENT:
HANBURY PROPERTIES

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
2413	TR/09	1:1,250

SHEET NUMBER:
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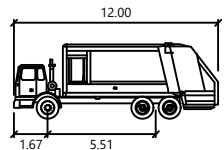
TITLE:
**SWEEP PATH ANALYSIS
DELIVERY VEHICLE**

DATE:	DRAWN BY:	CHECKED:
24.04.2026	DB	AH



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A	Updated site layout	BE	01.06.26
ISSUE	REASON FOR REVISION	BY	DATE



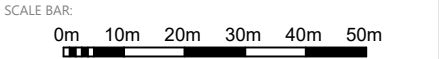
12.0m Refuse Collection
meters
Width : 2.53
Track : 2.39
Lock to Lock Time : 4.0
Steering Angle : 37.6

PROJECT:
SUNNYSIDE BARNHAM

CLIENT:
HANBURY PROPERTIES

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
2413	TR/10	1:1,250

SHEET NUMBER:
SHEET NUMBER 1 OF 1



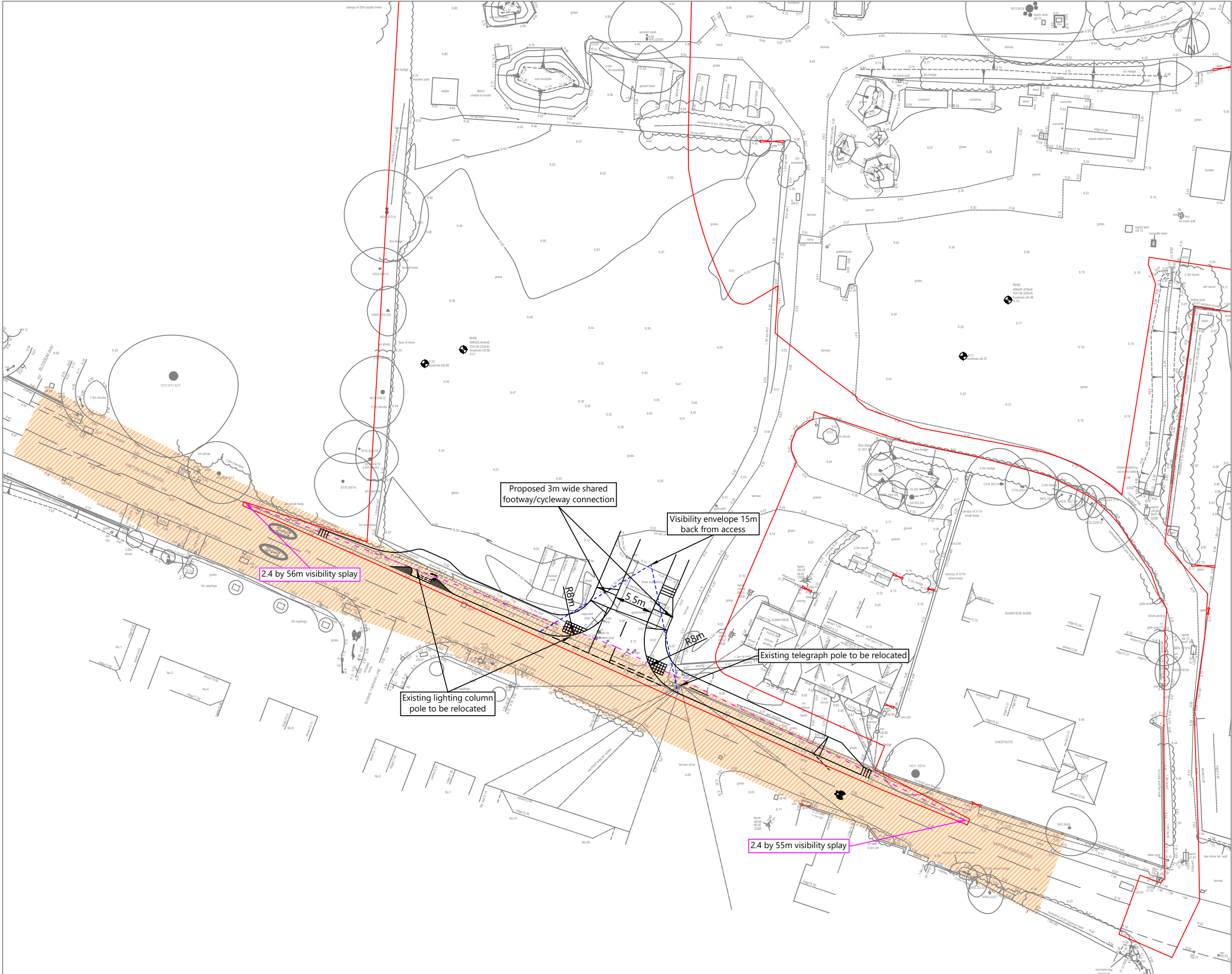
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**SWEPT PATH ANALYSIS
REFUSE VEHICLE**

DATE:	DRAWN BY:	CHECKED:
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Appendix 13

Proposed Site Access Arrangement



NOTES:

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Drawing based on Siteline Geospatial topographical survey reference 657SN01C dated November 2024.

KEY:

Highway Boundary

D	Updated redline boundary	BE	29/05/26
C	Updated following RSA comments	AH	07/11/25
B	Updated red line boundary	AH	23/09/25
A	Updated for issue to RSA auditor	AH	22/09/25
ISSUE	REASON FOR REVISION	BY	DATE

PROJECT:

SUNNYSIDE
BARNHAM

CLIENT:

HANBURY
PROPERTIES

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
2413	09	1:500

SHEET NUMBER:

SHEET NUMBER 1 OF 2

SCALE BAR:

0m

5m

10m

15m

20m

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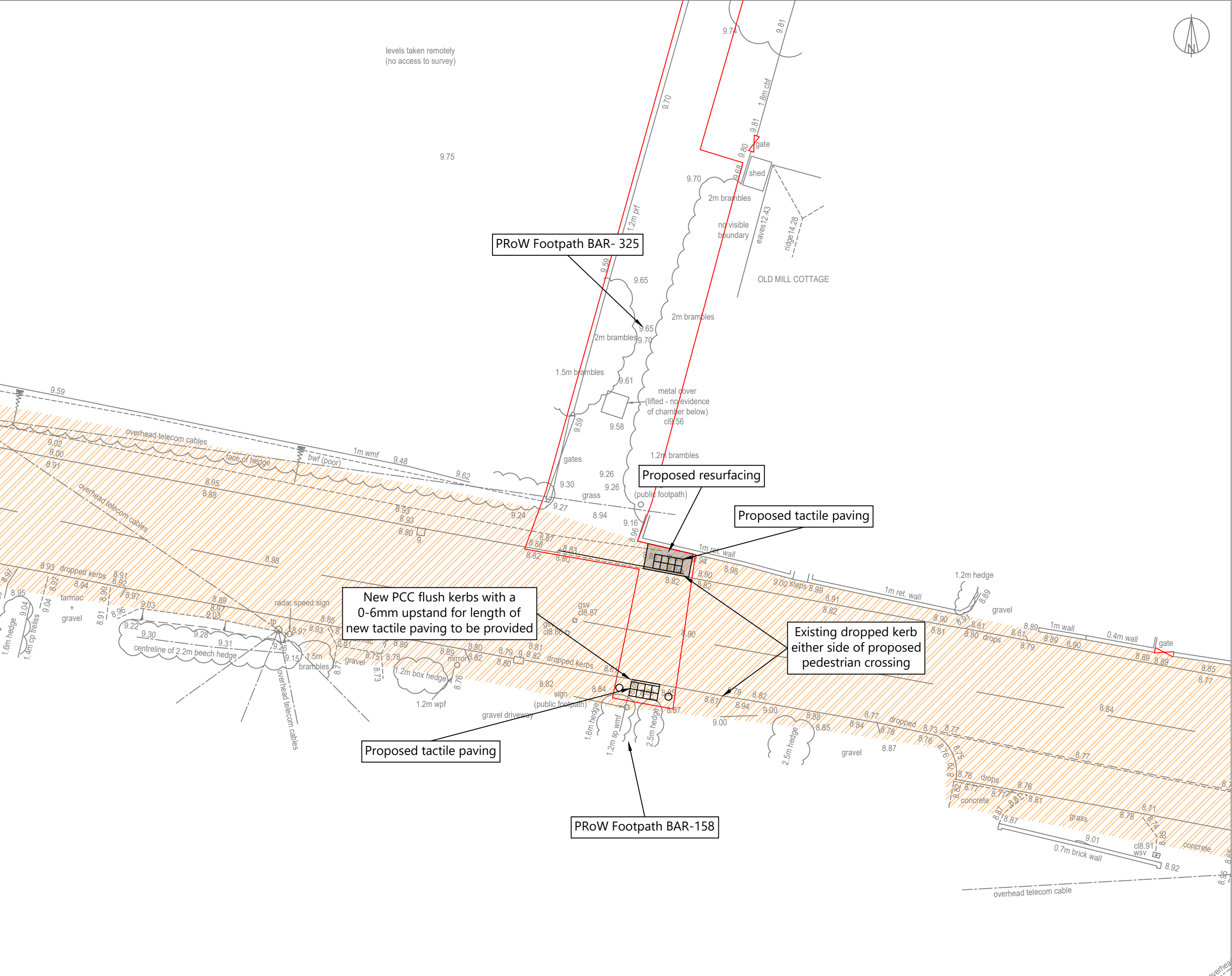
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TITLE:

PROPOSED
ACCESS ARRANGEMENT

DATE:	DRAWN BY:	CHECKED:
28.08.25	AH	FB



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Drawing based on Siteline Geospatial topographical survey reference 657SN01C dated November 2024.

KEY:
 Highway Boundary

D	Updated redline boundary	BE	29/05/26
C	Updated following RSA comments	AH	07/11/25
B	Updated red line boundary	AH	23/09/25
A	Updated for issue to RSA auditor	AH	22/09/25
ISSUE	REASON FOR REVISION	BY	DATE

PROJECT:
SUNNYSIDE BARNHAM

CLIENT:
HANBURY PROPERTIES

PROJECT REF:
2413

DRAWING NUMBER:
09

SCALE (AT A3):
1:200

SHEET NUMBER:
SHEET NUMBER 2 OF 2

SCALE BAR:

0m5m10m

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TITLE:
PROPOSED ACCESS ARRANGEMENT

DATE:
28.08.25

DRAWN BY:
AH

CHECKED:
FB

Appendix 14

Swept Path Analysis of Site Access



NOTES:
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Drawing based on Siteline Geospatial topographical survey reference 657SN01C dated November 2024
and
HTp Proposed Access Arrangement, ref: HTp/2413/09/D, dated 29/05/2026

B	Updated access arrangement	BE	01/06/26
A	Updated access arrangement	AH	15/01/26
ISSUE	REASON FOR REVISION	BY	DATE

SDV

Width : 1.80
Track : 1.80
Lock to Lock Time : 6.0
Steering Angle : 37.8

Delivery Van

Width : 1.80
Track : 2.10
Lock to Lock Time : 6.0
Steering Angle : 46.2

PROJECT:

SUNNYSIDE
BARNHAM

CLIENT:

HANBURY
PROPERTIES

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
2413	TR/06	1:250

SHEET NUMBER:

SHEET NUMBER 1 OF 3

SCALE BAR:

0m 5m 10m

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TITLE:

SWEPT PATH ANALYSIS - PROPOSED
ACCESS ARRANGEMENT

DATE:	DRAWN BY:	CHECKED:
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NOTES:

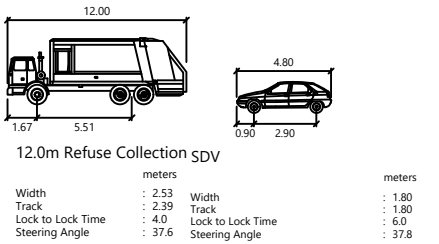
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Drawing based on Siteline Geospatial topographical survey reference 657SN01C dated November 2024

and

HTP Proposed Access Arrangement, ref: HTP/2413/09/D, dated 29/05/2026

B	Updated access arrangement	BE	01/06/26
A	Updated access arrangement	AH	15/01/26
ISSUE	REASON FOR REVISION	BY	DATE



PROJECT:

SUNNYSIDE
BARNHAM

CLIENT:

HANBURY
PROPERTIES

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
2413	TR/06	1:250

SHEET NUMBER:

SHEET NUMBER 2 OF 3

SCALE BAR:

0m 5m 10m

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TITLE:

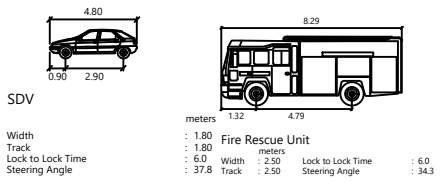
SWEPT PATH ANALYSIS - PROPOSED
ACCESS ARRANGEMENT

DATE:	DRAWN BY:	CHECKED:
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Drawing based on Siteline Geospatial topographical survey reference 657SN01C dated November 2024
and
HTp Proposed Access Arrangement, ref: HTp/2413/09/D, dated 29/05/2026

B	Updated access arrangement	BE	01/06/26
A	Updated access arrangement	AH	15/01/26
ISSUE	REASON FOR REVISION	BY	DATE



PROJECT:
SUNNYSIDE BARNHAM

CLIENT:
HANBURY PROPERTIES

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
2413	TR/06	1:250

SHEET NUMBER:
SHEET NUMBER 3 OF 3

SCALE BAR:
0m 5m 10m

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TITLE:
SWEPT PATH ANALYSIS - PROPOSED ACCESS ARRANGEMENT

DATE:	DRAWN BY:	CHECKED:
23/10/25	AH	FB

Appendix 15

SSD Calculations

Westbound Traffic (Eastern ATC)

Stopping Sight Distance Calculator

Formula for calculating SSD (from Manual for Streets 2): $SSD = vt + v^2/2(d+0.1a)$
 v = Speed of vehicle (m/s) d = deceleration rate (m/s)
 t = driver perception-reaction time (seconds) a = longitudinal gradient (%)

Fill in the white boxes only

Enter the vehicle 85%ile speed below (see also the note)

35.7 mph 15.959 m/s

v = 15.959 m/s

t = 1.5 taken from MfS2 table 10.1

d = 4.415 Vehicle type Light vehicles

a = 0 +ve for upgrades and -ve for downgrades Select vehicle type

SSD = 53 m

SSD adjusted for bonnet length (MfS only) = 55 m (SSD + 2.4m)

Conversions

mph to kph 0.0

kph to mph 0.0

NOTE: To convert dry weather spot speed to the wet weather journey speed deduct 4kph for single carriageways, 8kph for dual carriageways.

Design speed	Vehicle Type	Reaction Time t (s)	Deceleration rate d (m/s) (ie factor x 9.81)	Standard
60kph and below	Light vehicles	1.5	0.450 g	MfS2
	HGV's	1.5	0.375 g	MfS2
	Buses	1.5	0.375 g	MfS2
Above 60kph	All vehicles 1	2	0.375 g (Absolute minimum)	TD9/93
	All vehicles 2	2	0.250 g (Desirable minimum)	TD9/93

Eastbound traffic (western ATC)

Stopping Sight Distance Calculator

Formula for calculating SSD (from Manual for Streets 2): $SSD = vt + v^2/2(d+0.1a)$
 v = Speed of vehicle (m/s) d = deceleration rate (m/s)
 t = driver perception-reaction time (seconds) a = longitudinal gradient (%)

Fill in the white boxes only

Enter the vehicle 85%ile speed below (see also the note)

36.1 mph 16.138 m/s

v = 16.138 m/s

t = 1.5 taken from MfS2 table 10.1

d = 4.415 Vehicle type Light vehicles

a = 0 +ve for upgrades and -ve for downgrades

SSD = 54 m

SSD adjusted for bonnet length (MfS only) = 56 m (SSD + 2.4m)

Conversions

mph to kph 0.0

kph to mph 0.0

NOTE: To convert dry weather spot speed to the wet weather journey speed deduct 4kph for single carriageways, 8kph for dual carriageways.

Design speed	Vehicle Type	Reaction Time t (s)	Deceleration rate d (m/s) (ie factor x 9.81)	Standard
60kph and below	Light vehicles	1.5	0.450 g	MfS2
	HGV's	1.5	0.375 g	MfS2
	Buses	1.5	0.375 g	MfS2
Above 60kph	All vehicles 1	2	0.375 g (Absolute minimum)	TD9/93
	All vehicles 2	2	0.250 g (Desirable minimum)	TD9/93

Appendix 16

Road Safety Audit and Designer's Response

Road Safety Audit – Yapton Road, Barnham

Stage: 1

Location: B2233 Yapton Road, Barnham, West Sussex

Site: Proposed improved vehicle access and widened footways

ATSS Ref: 250914

Client Ref: 2413/RSA/01

Date: 6 November 2025



**Avon Traffic &
Safety Services**

36 Cotswold Road
BRISTOL BS3 4NT
Tel 07486 584592
www.avontss.uk

Project Details

Report Title:	Stage 1 Road Safety Audit, Yapton Road, Barnham
Date:	6 November 2025
Document reference and revision:	250914 V1
Prepared by:	Avon Traffic & Safety Services Ltd
On behalf of:	Highgate Transportation Ltd

Report Control Sheet

	Name	Position	Date
Audit requested by	Alice Howse	Highgate Transportation Ltd	23 October 2025
Team leader	Tasos Papaloucas	Team Leader	
Team Member	James Dawson	Team Member	
Observer			
Draft report issued by	Tasos Papaloucas	Team Leader	5 November 2025
Final report issued by	Tasos Papaloucas	Team Leader	6 November 2025
Designer's response issued by			

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1. Introduction	4
2. Road Safety Issues raised in this Stage 1 Road Safety Audit	12
3. Audit Team Statement	22
Appendix A – Information utilised in this Stage 1 Road Safety Audit	23
Appendix B – Key Plan showing Audit Problems	24
Appendix C – Site Location Plan	27
Appendix D – Designer’s Response	separate document

1. Introduction

1.1 Avon Traffic & Safety Services Ltd has been commissioned by Highgate Transportation Ltd to undertake a Stage 1 Road Safety Audit in relation to proposals to improve an existing vehicle access for a planned residential development of up to 195 dwellings, accessed from the B2233 Yapton Road, Barnham. The proposals include:

- Widening of the existing access from 3.3 metres to create a 5.5 metre-wide simple priority junction
- A shared pedestrian/cycle path on either side of the access
- The 3.0 metre-wide shared path continues on the western side of the access
- On the eastern side of the carriageway, the shared path reduces to a 2.0 metre-wide footway
- Cycle transition points are located either side of the access to connect into the existing cycle infrastructure on the southern side of Yapton Road
- A pedestrian access in the southeast of the site, which will connect to the existing Public Right of Way route, with tactile paving at the existing dropped kerb crossover
- Widening of an existing footway at the westbound bus stop adjacent to the Village Hall
- Provision of tactile paving at an existing informal crossing of Church Lane, immediately southeast of the bus stop site above

1.2 The RSA Brief was supplied by Highgate Transportation Ltd and accepted by the Audit Team. The Brief and Audit Team were approved by Alice Howse, Highgate Transportation Ltd. Highway signage, carriageway markings, street lighting and drainage will be issues addressed at the detailed design stage and will be provided as part of a Stage 2 Road Safety Audit detailed design package

1.3 The site is located in the village of Barnham, approximately 5 miles north of Bognor Regis in West Sussex. Yapton Road, a single carriageway, connects Barham to Yapton and the A259 further south. The existing vehicle access serving Sunnyside Nursery and campsite is proposed to be widened to form a priority junction. At the audit site, Yapton Road is generally straight and level, with street lighting and a narrow footway on the northern side. Recent development has introduced a shared-use footway further west, on the southern side. The road is subject to a 30mph speed limit. The nearest bus stops are located approximately 240 metres to the west and 330 metre to the east, while Barnham railway station is around a 10-minute walk to the north-west.

1.4 The audit team members are:

Tasos Papaloucas	–	Team Leader
James Dawson	–	Team Member

- 1.5 The audit took place during October 2025 and comprised of an examination of the documents/plans listed in Appendix A. The auditors visited site together between 5.25pm and 6pm on Friday 24 October 2025 when the weather conditions were dry and cloudy and the road surface dry. Vehicle flows were moderate and speeds appeared commensurate with the posted 30mph speed limit. Two pedestrians and three cyclists were observed.
- 1.6 Data from Crashmap.org show that there has been one reported collision involving injury, in the 5 years 2019-2023 inclusive, in the vicinity of the proposals. This occurred in October 2020, a short distance east of the existing access, involving 2 cars and resulting in a slight injury.
- 1.7 Automatic traffic counts from April 2024 showed the two-way daily flow on Yapton Road to be 8,761, with 85%ile speeds of 36.1 mph (southeast bound) and 35.7 mph (northwest bound). Predicted vehicle movements due to the new development are given as approximately 100 in each peak hour, and approximately 900 daily
- 1.8 The audit brief included the following departure from standards comment: *Given that daily flows are over 300 vehicles, in accordance with CD123 DMRB, a ghost right turn lane should be provided. However, there is limited width on Yapton Road to provide a GRT lane. Capacity modelling of the junction (based on the provision of 240 dwellings) has shown that a priority bellmouth junction would be acceptable. This has been agreed with the highway officer. We would require the RSA to confirm that a bellmouth junction is considered appropriate in this location.* The auditors are satisfied that the junction arrangement as designed is appropriate.
- 1.9 team have received this not been made aware of any departures from standards or relaxations in relation to the proposed scheme.
- 1.10 The audit was carried out under the terms and conditions of DMRB GG 119. The team examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design with any other criteria. However, reference may be made to National/Local Guidance in order to verify a point.
- 1.11 Documents and drawings examined in this safety audit are listed at Appendix A.

1.12 General views of site



View from the southern side of Yapton Road, looking at the location of the proposed priority junction



Yapton Road Looking east (top) and west (bottom) from the proposed site access



Approaching the site of the proposed priority junction from the east (top) and the west (bottom). The proposed site access is circled



View from Edwards Tompkins Lane, looking at the location of the cycle transition point



Looking west along Yapton Road. The existing footway on the right is proposed to be widened to 3m to provide shared use and a cycle transition from footway to carriageway