



EG/33/11.

SOUTHCOTT HOMES LTD

LAND TO THE REAR OF
GREENOAKS,
BARNHAM ROAD,
BARNHAM

ACCESS STATEMENT

PFA Consulting
Stratton Park House
Wanborough Road
Swindon
SN3 4HG

engineering the future

DOCUMENT CONTROL

Job No.	S424		
	Name	Date	Initials
Prepared by	P Key	11.05.2011	
Checked by	E Spencer	19.05.2011	

Issue	Date	Comments	Approved
1	23.05.2011	Final for PA	
			C. Isherwood

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CONTENTS

	<u>PAGE NO.</u>
1. INTRODUCTION.....	1
2. EXISTING CONDITIONS	2
3. PROPOSED DEVELOPMENT.....	3
4. CONCLUSIONS	4

FIGURES

Figure 1 Local Context Plan

APPENDICES

- Appendix A Proposed Site Plans (Vivid Design Studio Drg. Nos. 100063/02 and 100063/03)
Appendix B Access Arrangements Swept Path Analysis (PFA Consulting Drg. No. 5424/4)
Appendix C Refuse Vehicle Swept Path Analysis (PFA Drawing No. 5424/3 Rev B)

1. INTRODUCTION

1.1. This Access Statement has been prepared by PFA Consulting on behalf of Southcott Homes Ltd in support of, and should be read in conjunction with, a planning application for residential development of 13 dwellings on land to the rear of Greenoaks, Barnham Road in Barnham.

1.2. The location of the site is shown in **Figure 1**.

1.3. The proposed development is to be accessed from Barnham Road, via a new access road to the side of the existing property.

Report Structure

1.4. The Access Statement is structured as follows:

- Existing Conditions – Section 2 examines the local highway network in the vicinity of the site and accessibility to non-car modes of travel.
- Proposed Development – Section 3 provides a description of the development proposals including the site access.
- Conclusions are provided in Section 4.

2. EXISTING CONDITIONS

Highway Layout

- 2.1. The site is located on the western outskirts of Barnham, with the village of Eastergate located directly to the east, but is located within the parish of Eastergate. The two parishes have a total population of approximately 4,500 and are located approximately 5 miles north of Bognor Regis.
- 2.2. The B2233 Barnham Road routes from Barnham, including Barnham Rail Station, in the east, through Eastergate to the A29 in the west. The A29 routes south towards Bognor Regis and north to the A27 which provides access to Chichester in the west.
- 2.3. The B2233 Barnham Road is subject to a 30mph speed limit, with a carriageway width of circa 7.3m in the vicinity of the existing access drive to Greenoaks, with a footway of approximately 1.8m on the northern side of the carriageway.
- 2.4. Barnham, which provides local shopping, leisure, education facilities and has a rail station, is located approximately 1.1km walk southwest of the site, as indicated on Figure 1.

Public Transport

- 2.5. Barnham Road is served by the frequent bus service on Route 66/66A, which operates between Bognor Regis, Barnham and Yapton. Route 66/66A operates with an hourly/two-hourly daytime frequency Monday to Saturday. Bus stops are located just to the east of the junction of the B2233 Barnham Road and Downview Road, approximately 160m to the east of the site access.
- 2.6. Barnham Rail Station is managed by Southern and provides rail services to locations along the south coast and to London Victoria via Horsham.

3. PROPOSED DEVELOPMENT

General

- 3.1. The proposal is for a total of 13 new residential dwellings on the site.
- 3.2. The Proposed Site Plans (Vivid Design Studio Org. Nos. 100063/02 and 100063/03) are reproduced at **Appendix A**.

Site Access

- 3.3. The development will be accessed from Barnham Road in the location of the existing Greenoaks access drive with an improved bellmouth and a new access road to the side of the existing property.
- 3.4. The access arrangements are shown on the Vivid Design Studio Org. No. 100063/03 reproduced at **Appendix A**.
- 3.5. In line with 'Manual for Streets' (DfT, March 2007) and the West Sussex County Council's 'Supplementary Guidance for Residential Development Proposals' (Version 1.1, March 2010), visibility from the access junction is provided in accordance with the speed of the major road. Barnham Road is subject to a 30mph speed limit and therefore splays of 2.4m x 40m are shown at the access junction. Although in reality, exit visibility in excess of 40m can be achieved in both directions.
- 3.6. The access road within the development will be 4.1m in width with a 1m service margin. 'Manual for Streets' identifies that a 4.1m carriageway is sufficient for two cars to pass. For circa 20m from Barnham Road, the access road will be wider with a carriageway of over 5m and service margins of 1m to the west and 0.5m to the east. This wider section is to accommodate the swept path of turning cars in the vicinity of the access junction and still allow two cars to pass. The swept path analysis is shown on the PFA Consulting plan (Org. No. S424/4) reproduced at **Appendix B**.
- 3.7. The section of access road to the side of the existing property is a pinch-point and will operate as uncontrolled two-way shuttle working. There will be a carriageway of approximately 2.9m in width with a minimum 0.5m service margin to each side. There is the potential to allocate priority to traffic travelling

north into the development, if this is considered to be necessary by the highway authority.

- 3.8. As recommended in WSCC's 'Supplementary Guidance for Residential Development Proposals', swept path analysis has been undertaken on the development layout for access by a large refuse vehicle.

- 3.9. PFA Consulting Drg No. 5424/3 Rev B illustrating the vehicle swept path analysis is reproduced at **Appendix C**.

Car and Cycle Parking

- 3.10. In accordance with WSCC's 'Supplementary Guidance for Residential Development Proposals' car and cycle parking will be provided in line with guidance in WSCC's SPG (June 2003).

Traffic Generation

- 3.11. It is generally accepted that a residential dwelling will generate around 8 trips per day, with each trip comprising a one-way journey. Therefore on a typical day, a dwelling is likely to generate four vehicle movements outbound and four vehicle movements inbound.

- 3.12. Therefore it is predicted that the proposed development would typically generate a maximum of approximately 104 two-way trips per day. Of these trips approximately 26 would be in the peak hours, resulting in less than 7 movements per hour over the rest of the day, assuming a 14 hour day including peak hours. This is still a very low level of use which should not lead to a detrimental impact in respect of traffic movements or highway safety.

4. CONCLUSIONS

- 4.1. It has been demonstrated that satisfactory vehicular access to the application site from Barnham Road can be achieved and that the proposed development will result in minimal impact upon the local highway network. It is therefore considered that there should be no highways objection to the proposals.

Figures

See Country
Index page 100

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1

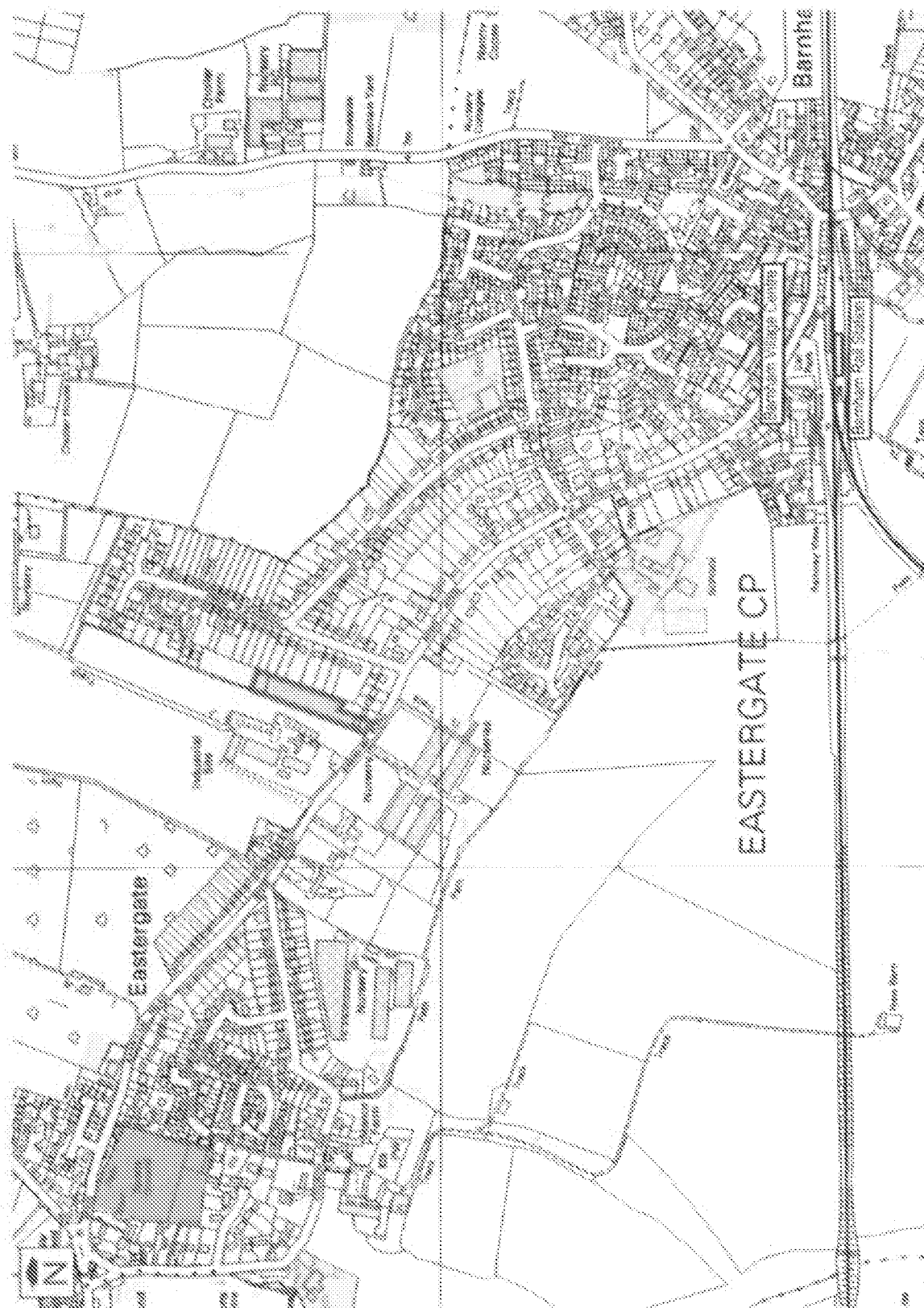
33

Land to the West
of Greenwicks,
Barnham Road, Barnham

Local Control Plan

1

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 Phone: 613-993-9898

Appendices

Appendix A

Notes

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Dimensions to be checked on site before commencing work and any discrepancies shall be reported to the designer. Pictured dimensions must be taken in preference to scaled dimensions.

Rev	Description	Date	Drawn By

Schedule of Areas

Total Site Area
= 6250sqm/0.625hectares/1.54Acres

Schedule of Accommodation

Plot 1 - 2 Bed Semi Detached House
NFA 73sqm/786sqft
2 Car Parking Spaces

Plot 2 - 3 Bed Semi Detached House
NFA 95sqm/1023sqft
Single Integral Garage + 2 Car Parking Spaces

Plot 3 - 2 Bed Semi Detached House
NFA 73sqm/786sqft
2 Car Parking Spaces

Plot 4 - 2 Bed Semi Detached House
NFA 95sqm/1023sqft
Single Integral Garage + 2 Car Parking Spaces

Plot 5 - 3 Bed Semi Detached House
NFA 95sqm/1023sqft
Single Integral Garage + 2 Car Parking Spaces

Plot 6 - 3 Bed Semi Detached House
NFA 95sqm/1023sqft
Single Integral Garage + 2 Car Parking Spaces

Plot 7 - 2 Bed Semi Detached House
NFA 73sqm/786sqft
2 Car Parking Spaces

Plot 8 - 2 Bed Semi Detached House
NFA 73sqm/786sqft
2 Car Parking Spaces

Plot 9 - 3 Bed Semi Detached House
NFA 95sqm/1023sqft
Single Integral Garage + 2 Car Parking Spaces

Plot 10 - 3 Bed Semi Detached House
NFA 95sqm/1023sqft
Single Integral Garage + 2 Car Parking Spaces

Plot 11 - 4 Bed Detached House
NFA 113sqm/1216sqft
Double Detached Garage + 2 Car Parking Spaces

Plot 12 - 5 Bed Detached House
NFA 204sqm/2195sqft
Double Detached Garage + 2 Car Parking Spaces

Plot 13 - 5 Bed Detached House
NFA 204sqm/2195sqft
Double Detached Garage + 2 Car Parking Spaces



40 Huggan Street, Chichester, West Sussex, PO19 1LJ
Tel: 01243 697960
Fax: 01243 697961
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Website: www.vividdesignstudio.co.uk

Proposed

Land to the Rear of
Greenhills
Barnham Road
Barnham
West Sussex

Title

Proposed Site Plan

Client

Southcott Homes Ltd

Scale

1:200

Drawn By

FJD

Checked By

Date

18/05/11

Job No

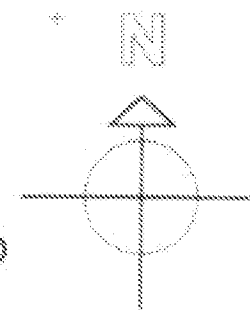
100060

Sheet No

02

TREE SCHEDULE	
Symbol	Description
	Small Tree
	Medium Tree
	Large Tree
	Shrub
	Grass
	Path
	Boundary
	Water
	Other

PROPOSED SITE PLAN (1:200)

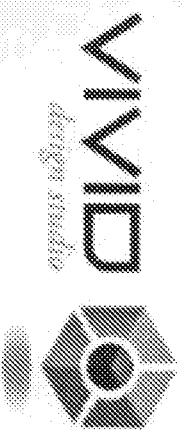
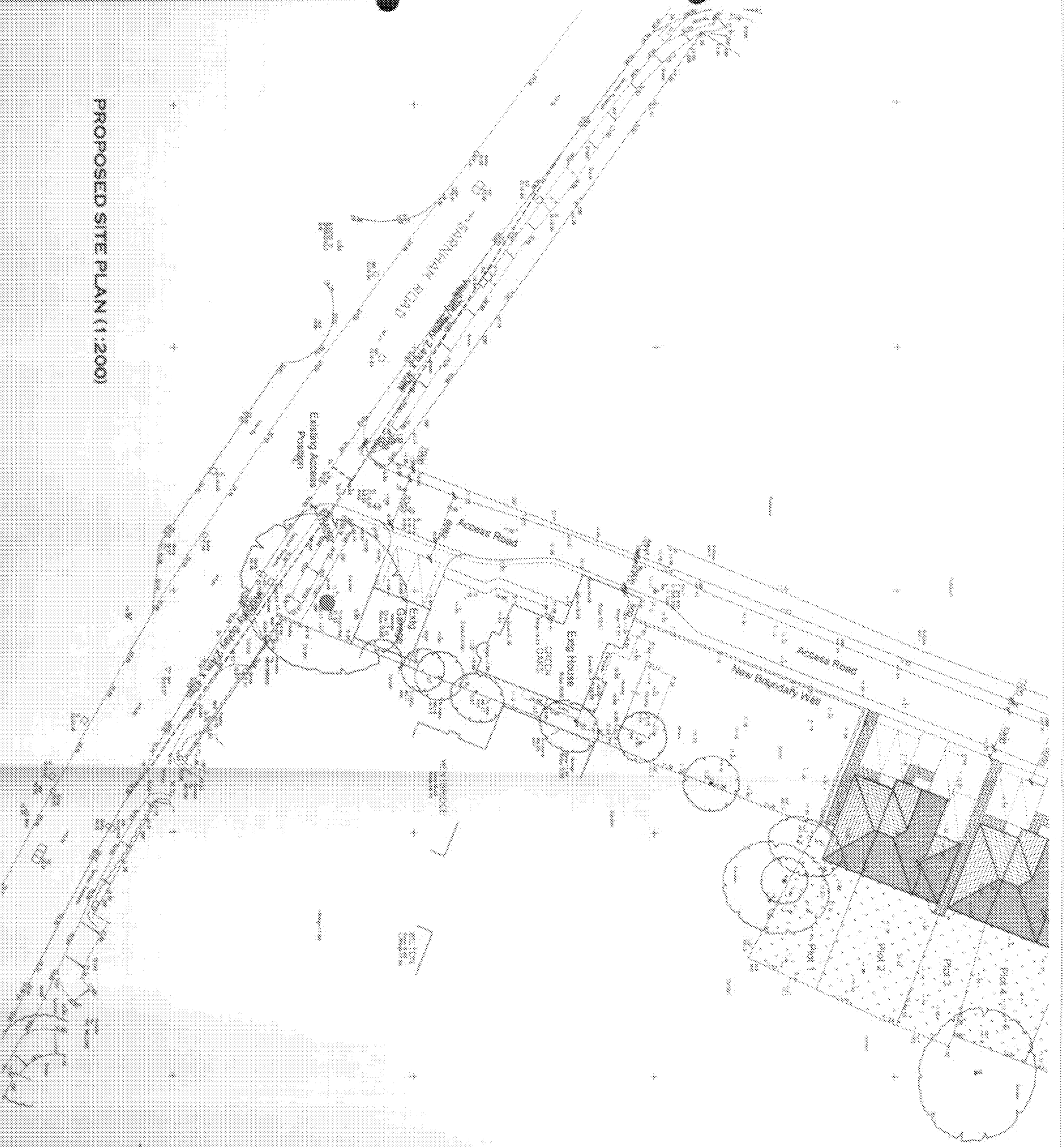


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Rev	Description	Date	By
1	Issue for Planning	10/06/13	03

PROPOSED SITE PLAN (1:200)



100 Highgate Road, Chesham, West Sussex, PO19 1AT
 Tel: 01243 577552
 Fax: 01243 577553
 Email: info@vivid-design-studio.co.uk
 Website: www.vivid-design-studio.co.uk

Proposed Residential Development
 Land to the East of
 Greenacre
 Barnham Road
 Barnham

Proposed Site Plan (following access)

Southam House Ltd

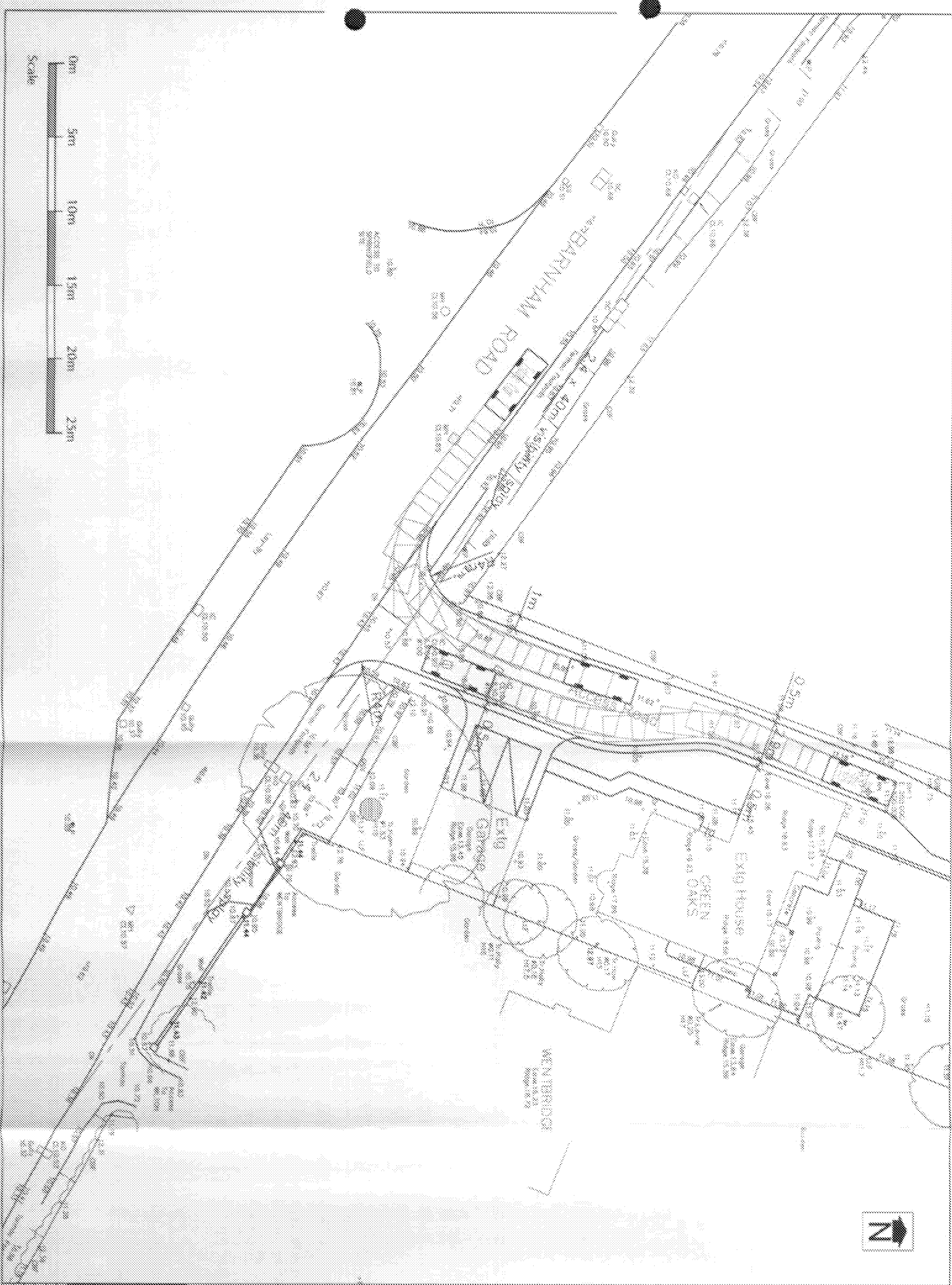
Drawn by: PJD

Date: 08/06/13

Scale: 1:200

Sheet: 03

Appendix B



Southcoast Homes Ltd
Barnham Road
Barnham

Telephone
01753 620000
Fax
01753 620001
Email
info@pfa.co.uk
Web
www.pfa.co.uk

NOTE
Plan based on Proposed Site layout
underwritten by Southcoast Homes Ltd
Day No. 1000000-02 Date 18/5/11.



Southcoast Homes Ltd
Barnham Road
Barnham

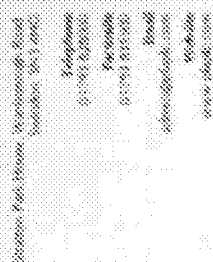
Southcoast Homes Ltd

Land to the Rear of
Greenoaks
Barnham Road
Barnham

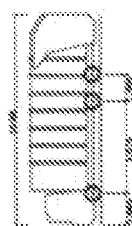
Access Arrangements
Sweep Path Analysis

Access No.	Access
S424/4	Access to the Rear of Greenoaks
1	Access to the Rear of Greenoaks
2	Access to the Rear of Greenoaks
3	Access to the Rear of Greenoaks
4	Access to the Rear of Greenoaks
5	Access to the Rear of Greenoaks
6	Access to the Rear of Greenoaks
7	Access to the Rear of Greenoaks
8	Access to the Rear of Greenoaks
9	Access to the Rear of Greenoaks
10	Access to the Rear of Greenoaks

Appendix C



This house on Prospect Ave. located
 approximately by Wood Cottage 23,000
 City No. 1980063-432 Dated 10/2/12



Monday 3 Oct - Perth (400) 1100 8000
 Tuesday 4 Oct - Perth (400) 1100 8000
 Wednesday 5 Oct - Perth (400) 1100 8000
 Thursday 6 Oct - Perth (400) 1100 8000
 Friday 7 Oct - Perth (400) 1100 8000
 Saturday 8 Oct - Perth (400) 1100 8000
 Sunday 9 Oct - Perth (400) 1100 8000

no	type	description	value
1	constant	constant gradient from value to constant value	45
2	constant	constant gradient from value to constant value	45

SECRET

100

Land to the Rear of
Greenoaks
Barnham

Police Vehicle
South Park Police

323

2

[illegible]