

Highgate *Transportation*

Proposed Packhouse
Barfoots of Botley Ltd Sefter Farm Site
Pagham Road, Arun

Transport Statement
(HTp/2167/TS/01)

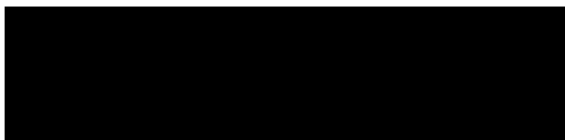
July 2021



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Highgate Transportation Ltd, First Floor, 43-45 Park Street, Bristol BS1 5NL



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1.0 Introduction

- 1.1 This Transport Statement has been provided by Highgate Transportation Limited to support the planning application for the erection of a new 6,430sqm Gross Floor Area packhouse with six docking points and the relocation of the car park at Barfoots of Botley Ltd.'s Sefter Farm site. The site location is illustrated in **Figure 1.1**.

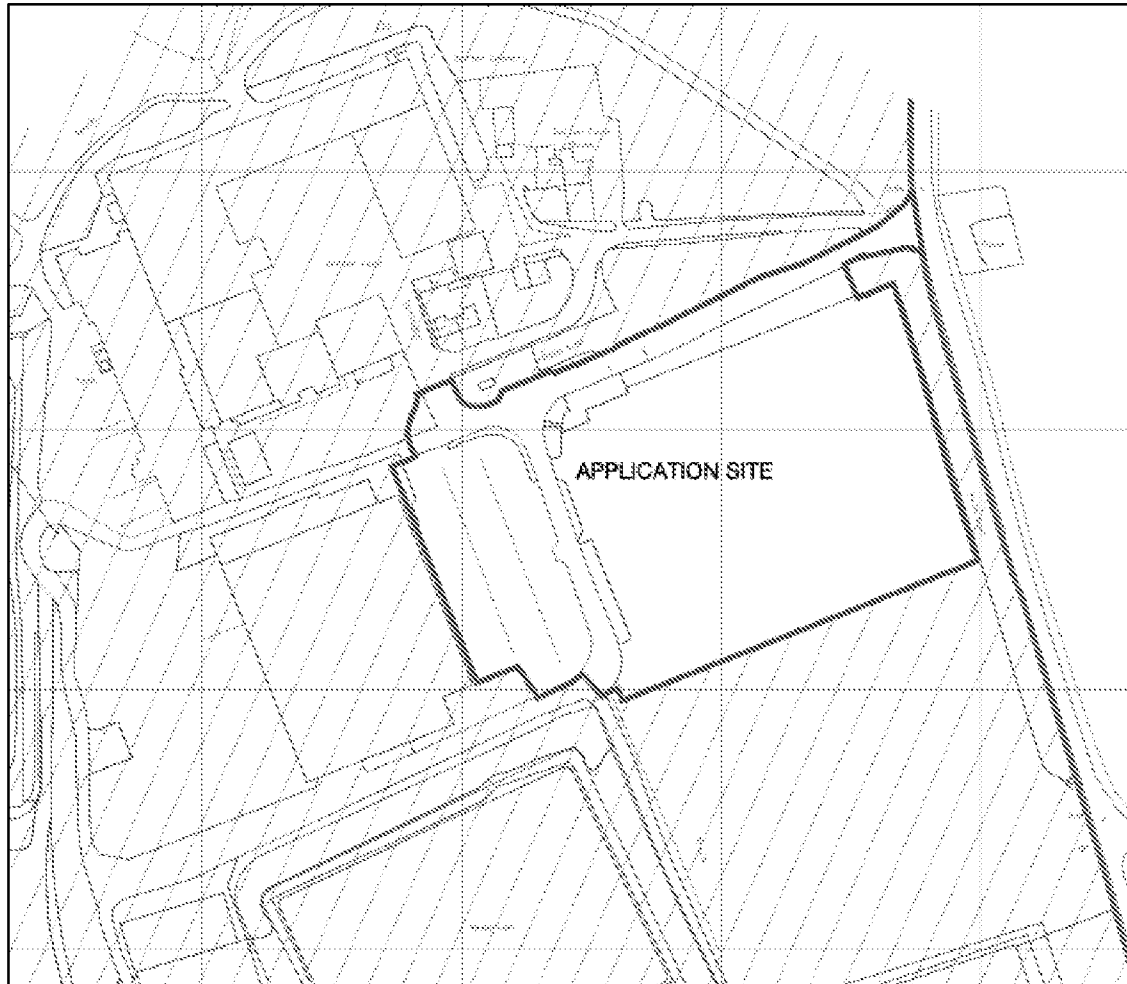
Figure 1.1 – Site location



- 1.2 The requirement for a new packhouse facility at the Sefter Farm site is driven by the following factors:
- i. Barfoot's business objective is to achieve carbon net zero by 2025 within its UK farming operations and will enable the development of automated systems for production as well as removing the need to use third party storage for vegetable products and allow storage within the Sefter Farm site
 - ii. Following the departure from the EU, Barfoots is adapting its business to a change in labour markets and availability

- 1.3 The vehicular access from Pagham Road will be retained and the relocation of the car park will form a new internal access within the site access road, around 40 metres from the access junction with Pagham Road. This application site is illustrated in **Figure 1.2**.

Figure 1.2 – Application site



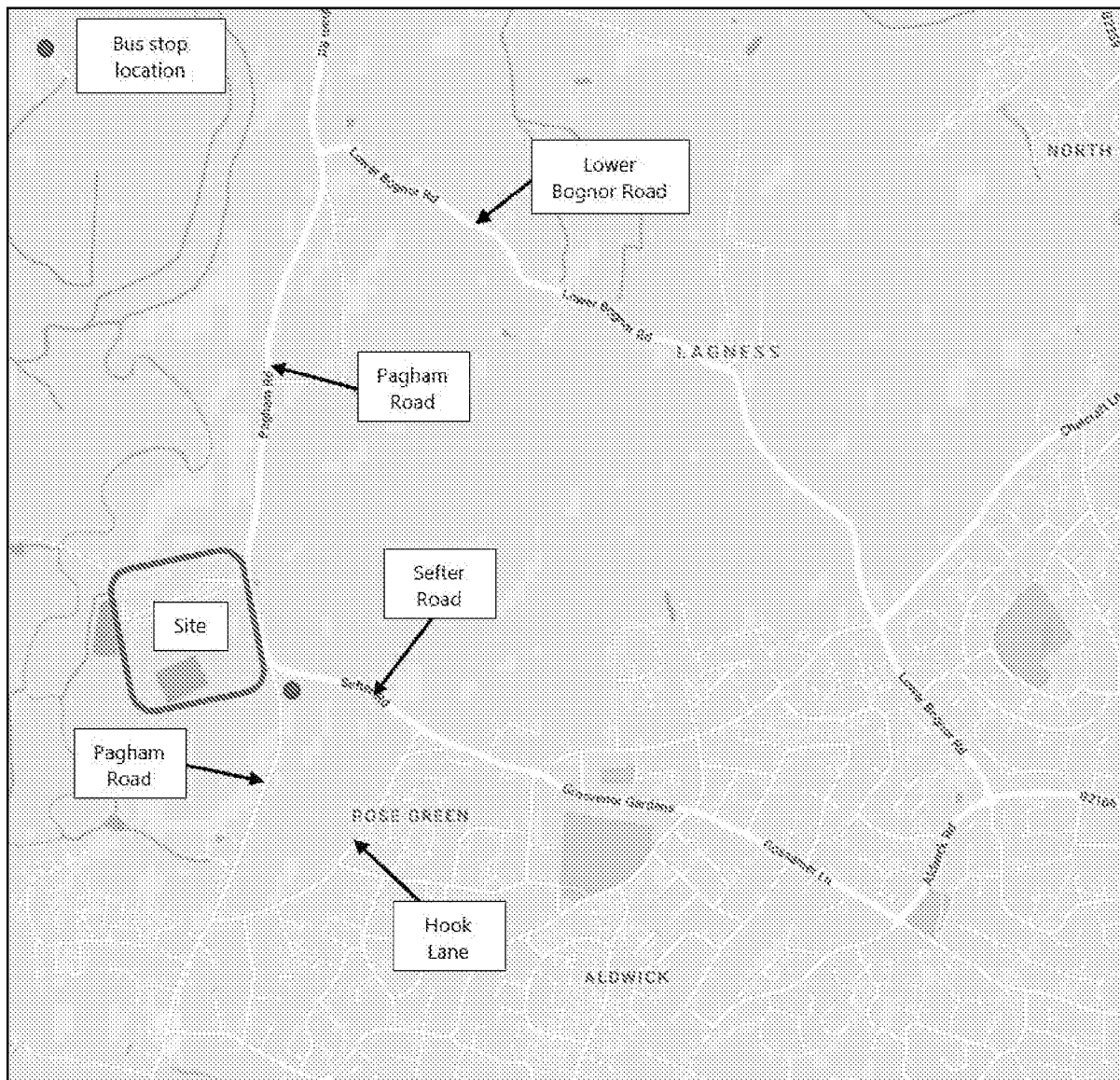
- 1.4 Barfoot's Sefter Farm site currently employ up to around 600 staff at the farm and associated production facility.
- 1.5 This Transport Statement will focus on the following key issues:
- i. Review the number of vehicle trips associated with the 2016 implemented consent and previous 2015 consent
 - ii. Identify the reduction in HGV movements associated with the replacement of third party off-site storage (to on-site)
 - iii. Provide a review of local highway safety records
 - iv. Assess the car parking requirements and ensure vehicles can manoeuvre appropriately at the car parking access junction as well as into and out of the car parking bays
 - v. Ensure that the layout of the servicing areas is appropriate in terms of accommodating appropriate manoeuvring and to demonstrate that all vehicles can enter and exit the site in a forward gear

- vi. Assess the cycle parking requirements and ensure the location of cycle parking is appropriate
 - vii. Reaffirm travel plan measures, aimed at Barfoots staff, to assist in increasing the sustainable credentials of the site and support the business objective of achieving carbon net zero by 2025
- 1.6 **Section 2.0** of this report focuses on the existing situation including the implemented and previously approved planning consents, as well as a review of the accident history of the local highway network within the vicinity of the site.
- 1.7 **Section 3.0** of this report details the development proposals, including the proposed parking provision and the associated reduction in HGV movements, as well as swept path analysis of the proposed site layout.
- 1.8 **Section 4.0** details the Travel Plan requirements aimed at Barfoots staff.
- 1.9 **Section 5.0** provides a summary and the conclusions of the report.
- 1.10 This report will conclude that the proposed access arrangements are safe and appropriate and that there will be no impact on the local highway network associated with the proposed development.

2.0 Existing Situation

- 2.1 The site is located to the west of Pagham Road, around 2.7km north of Pagham. Pagham Road is a single carriageway subject to a 60mph speed limit and connects to Runcton and the Chichester Bypass in the north, and to Bognor Regis in the south.
- 2.2 The local highway network is shown below in **Figure 2.1**

Figure 2.1 – Local highway network (bus stops shown as blue dots)



- 2.3 The site is bound to the north by an access road which provides access to a farm and to the east, the site is bound by Pagham Road. To the west and south, the site is bound by agricultural land with the river Pagham Rife along the western boundary.

- 2.4 The bus stop, shown in **Figure 2.1**, is located on Pagham Road around 270 metres south of the Sefter Farm site entrance, at the junction of Pagham Road with Sefter Road. The flagged stop on the east of the carriageway serves both northbound and southbound services. The stop is served by bus route 600 which runs from Elmer to Chichester via Felpham, Bognor Regis and Pagham with half hourly services.

Existing Site Layout

- 2.5 The existing development and site operations can be summarised as follows:
- i. Currently up to around 600 staff are employed across the farm and associated production facility
 - ii. There are three bus routes contracted to Stagecoach that run seven days per week which are subsidised by Barfoots. There are two local routes around Bognor Regis, and Littlehampton and a third route from Central Portsmouth which are scheduled to fit in with shift start and finish times
 - iii. 219 car parking spaces overall (190 in main staff car park), including electric parking with the charging points being fed from the onsite generation of green energy derived from vegetable waste
 - iv. The site operates 364 days a year
- 2.6 The existing site layout is demonstrated from the aerial view in **Figure 2.2** and the following site layout in **Figure 2.3**.

Figure 2.2 – Existing site layout (aerial)



[illegible]

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Previous Applications

- 2.9 Previous application (ref: P/76/16/PL) for the construction of a 5,887sqm packhouse building for the packaging, preparation and distribution of fresh foods, with 1,857sqm of office space, was approved in June 2017. This has been constructed and is operational. The approved site layout plan for this application is provided in **Appendix 1** and illustrated clearly in **Figures 2.2** and **2.3** above. The application was supported by a Transport Assessment (dated July 2016) and a Technical Note (dated December 2016).
- 2.10 WSCC highways and transport response confirmed that no highway objection was to be raised subject to a suitable S106 Agreement to secure a financial contribution towards accessibility improvements in the locality (footpaths/ footways and bus service) and the following conditions:
- i. Vehicular and pedestrian access to development site (Pagham Road) was to be improved and maintained to provide the required visibility splays
 - ii. Car parking spaces were to be provided in accordance with the submitted plans and retained at all times for their designated use
 - iii. Lorry parking spaces were to be provided in accordance with the submitted plans and retained at all times for their designated use
 - iv. Secure and covered motorcycle parking was to be provided in accordance with the submitted plans
 - v. Secure and covered cycle parking was to be provided in accordance with the submitted plans
 - vi. A Travel Plan was to be submitted to Arun District Council to encourage and promote sustainable travel
 - vii. A detailed Construction Management Plan was to be submitted to the Local Planning Authority
- 2.11 A previous planning application (ref: P/68/15/PL) for the construction of a glasshouse, balancing pond/ irrigation storage, staff facilities, water tanks, security fence and an access road, was approved with conditions in October 2015. The application was supported by a Transport Assessment (dated June 2015) and received no objection from WSCC highways, with two conditions regarding the provision of covered and secure cycle parking and a Construction Management Plan.
- 2.12 It should be noted that it is proposed to provide the new packhouse and relocated car parking onto part of the land associated with this previous 2015 planning permission.
- 2.13 The site layout plan from the previous 2015 planning application is also provided in **Appendix 1**, an extract of which is shown in **Figure 2.4**.

Historic Vehicle Trips

- 2.14 The Transport Assessment for the previous planning permission (ref: P/68/15/PL) set out that it was expected there would be an increase in 18 two-way movements a day (with the nine arrivals and nine departures to be undertaken by staff in private cars) and no significant increase in HGV movements (two movements per day). WSCC provided 'no objection' to the supporting Transport Assessment and confirmed that the *'additional number of trips to the site from this development will be minimal.'*
- 2.15 The Transport Assessment for the 2016 application (ref: P/76/16/PL) set out that the expected trip generation from the pack house, including the previous 2015 permission, would be an additional 80 private car movements across the 12 hour period. This is a net increase over the consented 2015 application of [80-18=] 62 private car movements and zero HGV movements.
- 2.16 However, it can be noted that WSCC surmised from the submitted Technical Note that there would be a best case of 70 additional two-way daily trips associated with the site, and a worst case of 237 additional two-way daily trips associated with the site.
- 2.17 It was rebutted that trips were expected to be lower than those estimated due to the changes in working practices and the implementation of a Travel Plan, mini-bus service and 'cycle to work' scheme. WSCC provided no highway objection subject to a S106 Agreement and conditions relating to vehicular and pedestrian access from Pagham Road, parking, a Travel Plan and a construction management plan.

Accident Records

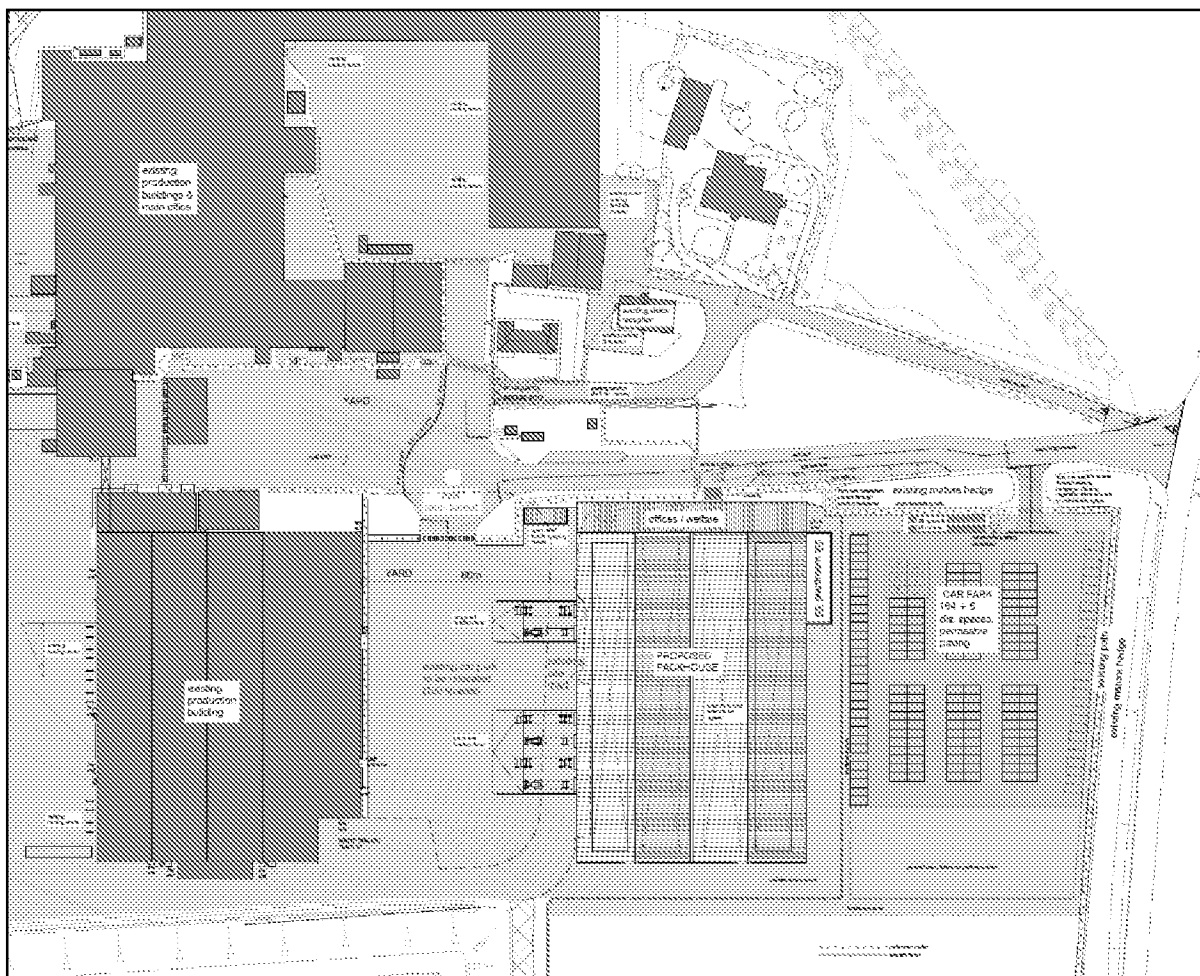
- 2.18 To gain an understanding of the safety of the existing local highway network, the accident records for the most recent five-year period (June 2016 – May 2021) were obtained from Sussex Police and are contained in **Appendix 2**.
- 2.19 The records confirm that there has been no Personal Injury Accidents (PIA) at the site access within the period surveyed.
- 2.20 Four PIAs have been recorded south of the site access junction, where Pagham Road meets Sefter Road at a priority junction:
- i. A PIA recorded as 'serious' in 2016 occurred between a car in the act of turning left into Sefter Road from Pagham Road and a pedestrian crossing the carriageway from the driver's nearside
 - ii. A PIA recorded as 'serious' in 2017 occurred between a motorcycle travelling south on Pagham Road and a car in the act of turning left from Sefter Road to Pagham Road
 - iii. A PIA recorded as 'slight' in 2018 occurred between a car travelling north on Pagham Road and a car in the act of turning right from Sefter Road to Pagham Road
 - iv. A PIA recorded as 'slight' in 2020 occurred between a light goods vehicle travelling southbound on Pagham Road turning left into Sefter Road and a car waiting to turn right from Sefter Road to Pagham Road

- 2.21 One PIA has been recorded north of the site access junction. The 'slight' PIA occurred in 2018 when a car and motorcycle overtook a car at the same time. All three vehicles were travelling south on Pagham Road.
- 2.22 It is concluded that there is no underlying highway safety problem in the vicinity of the application site that would be exacerbated by the proposed expansion. Indeed, HGV trips on the local highway network are to be reduced.

3.0 Development Proposals

- 3.1 It is proposed to erect a new packhouse with a Gross Floor Area of 6,430sqm and six docking points on land to the east of the site that previously benefitted from extant permission for expansion (ref: P/68/15/PL, see **paragraph 2.11**). It is also proposed to relocate the existing main car park (190 spaces) to provide a like for like provision to the east of the site i.e. 219 car parking spaces on site overall.
- 3.2 The vehicular access to the east of the site will be retained. The Architect's illustrative site layout (ref: 2102-005 rev 07) is provided at **Appendix 3** and an extract of this is provided as **Figure 3.1**.

Figure 3.1 – Architect's illustrative site layout



3.3 From **Figure 3.1** and **Appendix 2** it can be seen that:

- A proposed 6,430sqm packhouse will be provided on land to the east of the existing packhouse on land previously identified for use in the 2015 application
- The car park that currently serves the existing site will be relocated to provide the area required for the service yard and dock levellers for the new warehousing
- To the north of the western elevation there are two docking points and to the south there are four docking points

- iv. Access to the new car park will be taken from the access road around 40 metres west of Pagham Road. The main car park will retain 190 parking bays (including six disabled parking bays i.e. a net increase of two disabled bays)
 - v. Storage for 30 cycles and 16 motorcycles will be located to the north of the car park, which will be secure and covered
- 3.4 The erection of the proposed packhouses for further on-site storage and to create space for automation of processing, are forecast to result in the reduction of third-party transit requirements and as such it is not proposed to increase staff numbers.
- 3.5 It is understood that 12 HGV trips (24 movements) per day are associated with third party storage. Therefore, given the proposals, 24 HGV movements will be removed from the highway network. As there will not be an increase in traffic movements, there is therefore no requirement for junction modelling to be undertaken.
- 3.6 It is further understood that the automation of processing will not result in an increase in productivity or traffic movements associated with seasonal staff, and will reduce the need for double handling of goods. It is Government policy to restrict the availability of workers from overseas by removing the right to 'Free Movement' for EU nationals. Therefore, automation at a high capital cost is one route to ensure the sustainability of the business. The food sector is one of low margins and intense competition and therefore any opportunities to reduce cost and improve efficiency is to be seized, as without this investment many of the crops grown may become unsustainable, the availability of British grown vegetables for UK consumers will reduce and imports will be increased.

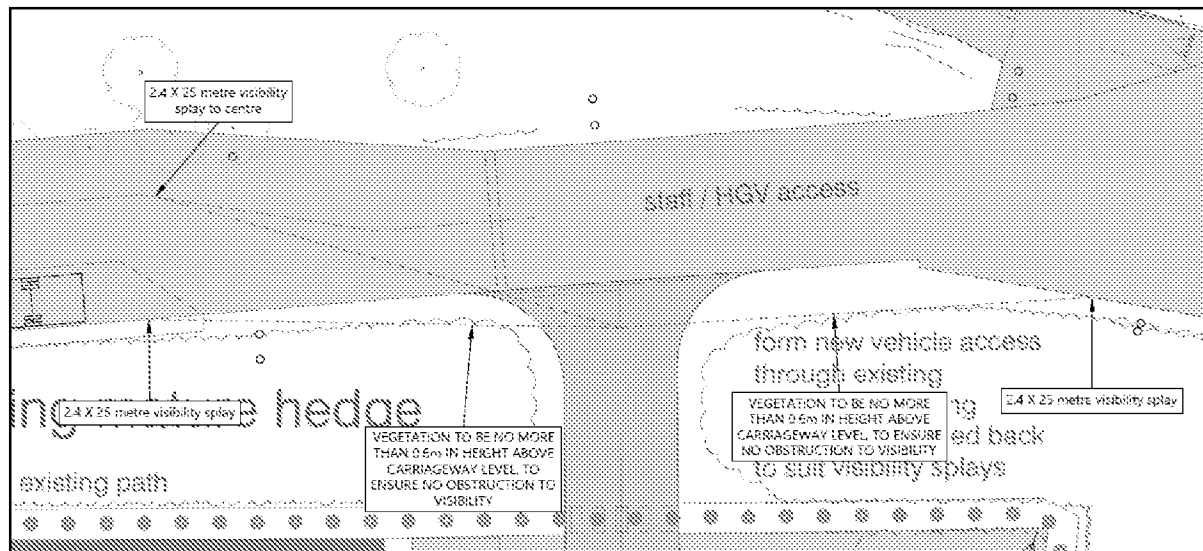
Access

- 3.7 The main vehicular access from Pagham Road for both staff vehicles and HGVs is to be retained, as shown in **Figure 3.1**. A new access into the car park will be taken from the access road, around 40 metres west of Pagham Road.

Car Park

- 3.8 As shown in **Figure 3.1** the main car park will be relocated onto land identified in the consented 2015 planning application.
- 3.9 The signed speed limit on the access road is 10mph, but for a robust assessment the visibility splay will be shown for a 20mph speed limit. Therefore, a visibility splay of 2.4 by 25 metres commensurate with a 20mph speed limit to the east and west of the car park access will be provided. The visibility splays are demonstrated in drawing HTp/2167/01, contained in **Appendix 4** with an extract provided in **Figure 3.2** below.

Figure 3.2 – Visibility splays commensurate with 20mph speed limit



- 3.10 **Figure 3.2** demonstrates that the vegetation to the east and west of the car park access is to be no more than 0.6 metres in height above the carriageway level to ensure that there is no obstruction to visibility.
- 3.11 Arun District Council's parking standards are contained in their *Parking Standards Supplementary Planning Document* (dated January 2020) and detail that B8 Storage require one parking space per 100sqm. Therefore, the packhouse development of 6,430sqm requires $[6430 / 100 =]$ 64 parking spaces in accordance with the parking standards.
- 3.12 However, Barfoots have confirmed that they will not be employing additional staff (above the current level) following the expansion of the packhouse given that it is proposed to automate the current process. Therefore, the number of overall on-site car parking spaces (219) remains appropriate. Site observations have confirmed that the main car park currently has spare capacity on a daily basis.
- 3.13 The additional 64 car parking spaces required to meet the Arun District Council parking standards for this increase in warehousing will be safeguarded on land to the south of the parking area, as shown on the Architect's site layout contained in **Appendix 3**
- 3.14 The proposed car park access arrangement is supported by swept path analysis for a private vehicle entering and egressing the car park access simultaneously, as shown in drawing HTp/2167/TR/02/A, contained in **Appendix 5**.
- 3.15 It is proposed to provide six disabled parking bays. West Sussex County Council require 5% of parking spaces to be disabled, but state in their *Guidance on Parking at New Developments* that:

In designing provision for disabled persons parking at non-residential developments with over 200 parking spaces, consideration may be given to reducing the percentage of spaces for disabled persons below the minimum level specified in paragraph 4.16 to avoid overprovision of spaces.

3.16 Arun District Council set out that provision of disabled parking should be consistent with guidance in "Manual for Streets".

3.17 Therefore, the provision of six disabled parking spaces is deemed appropriate.

Electric Vehicle Charging

3.18 The Arun District Council's Vehicle Infrastructure Study, January 2018 provides electric vehicle parking standards for new developments. The standards set out that developments with more than 50 parking bays should provide electric vehicle parking bays and charging points for a total of 2% of the total provision.

3.19 Therefore, four parking bays will be dedicated to electric vehicles and be provided with charging points which will be fed from the onsite generation of green energy derived from vegetable waste.

Cycle Parking

3.20 Arun District Council's cycle parking guidance is also set out in the *Parking Standards Supplementary Planning Document* and confirms that B8 Storage should provide the following cycle parking:

- i. 1 space per 500sqm for staff
- ii. 1 space per 1000sqm for visitors

3.21 Therefore, the development is required to provide 13 cycle parking spaces for staff and six cycle parking spaces for visitors i.e. a total of 19 cycle parking spaces.

3.22 The six visitor parking spaces will be provided up at the reception building, in the form of three Sheffield stands.

3.23 From the Architect's layout contained in **Appendix 3**, it is clear that 30 cycle parking spaces are proposed, which will be located to the west of the car park access and will be secure and covered.

3.24 This store for 30 cycles will cover the 13 staff cycle spaces required for this application, with a provision of 17 spaces to accommodate the current cycle parking usage levels on site.

3.25 Land is available to the north of the car park to accommodate a larger (or additional) cycle store, should this be required to meet staff needs in the future.

Motorcycle Parking

3.26 It is proposed to provide 16 motorcycle parking spaces within the cycle parking store. These will therefore be secure and covered.

Servicing Strategy

- 3.27 HGVs will access the site from Pagham Road, along the access road and continue west into the development. Vehicles will use the proposed roundabout within the development to exit the site.
- 3.28 Swept path analysis of a HGV entering the site, manoeuvring and egressing the site is shown on drawing HTP/2167/TR/03, contained in **Appendix 6**, and this demonstrates that the layout is appropriate.
- 3.29 It is clear from the swept path analysis of a large HGV that the site is also suitable for emergency service vehicles.

Summary

- 3.30 In summary, it has been demonstrated that the access is safe and suitable for all vehicles, and the proposed level of parking for cars, cycles and motorcycles meets the required standards.

4.0 Travel Plan Requirements

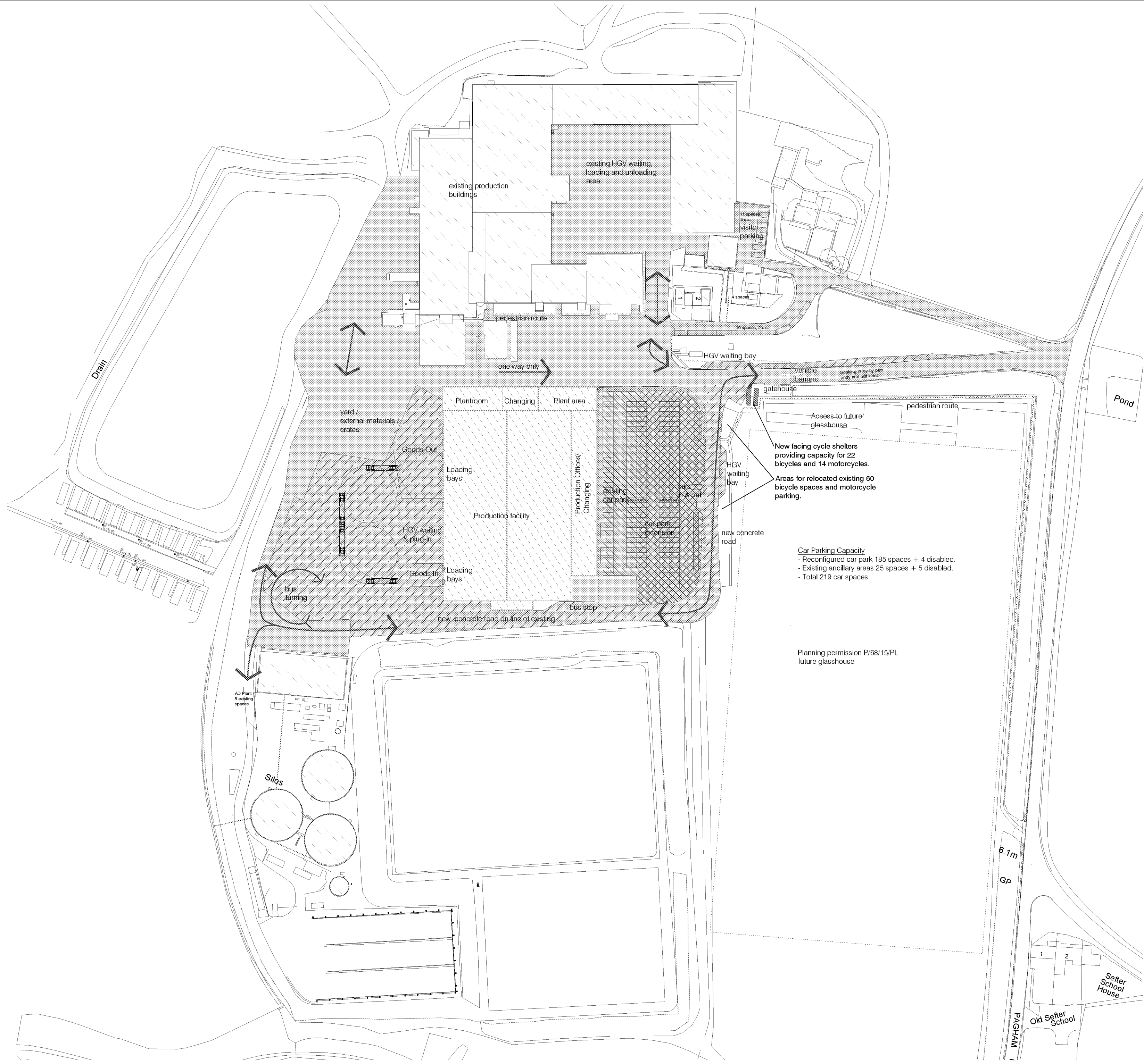
- 4.1 To assist in increasing the sustainable credentials of the site, travel plan measures, aimed at staff will be implemented by the site operators.
- 4.2 The measures will include promoting car sharing to the site in order to reduce the reliance on staff private car journeys.
- 4.3 As set out in **paragraph 3.21**, secure and covered cycle parking will be provided for use by staff.
- 4.4 Barfoots of Botley operate a Cycle to Work Scheme which offers staff incentives to purchase bicycles and equipment at discounted rates, it is proposed to continue this scheme.
- 4.5 As part of planning application P/76/16/PL, it was proposed to provide a mini-bus service for staff which would drive directly into the site. The location of the bus stop is shown on the Architect's illustrative site layout (**Figure 3.1**). As the bus will enter the site, this alleviates the issue of staff having to wait on Pagham Road to alight on a public service and from walking to/ from the site.
- 4.6 There are three bus routes contracted to Stagecoach that run seven days per week which are subsidised by Barfoots. There are two local routes around Bognor Regis, and Littlehampton and a third route from Central Portsmouth which are scheduled to fit in with shift start and finish times
- 4.7 In summary, the travel plan measures will increase the sustainable credentials of the site and will help implement Barfoot's business objective to achieve carbon net zero by 2025 within its UK farming operations.

5.0 Summary and Conclusions

- 5.1 This Transport Statement has been provided to support the planning application for the erection of a new 6,420sqm packhouse with six docking points and the relocation of the car park at Barfoots of Botley Ltd.'s Sefter Farm site.
- 5.2 The proposed expansion is to enable the development of automated systems for production as well as removing the need to use third party storage for vegetable products and allow storage within the Sefter Farm site. There is not intended to be any increase in staffing levels as a result of this packhouse.
- 5.3 The main vehicular access from Pagham Road will be retained. The car park will be relocated to the east of the proposed packhouse, with a new junction provided off the access road around 40 metres from the access junction with Pagham Road.
- 5.4 The existing overall provision of 219 car parking spaces across the site will be retained, with 190 in the relocated main car park, which will include six disabled parking spaces. Land to accommodate an additional 64 parking spaces, required to meet the Arun District Council parking standards, will be safeguarded to the south of the parking area.
- 5.5 A review of the vehicle trips associated with the previous consent have confirmed that there were two additional HGV movements with the 2015 implemented consent, which was accepted by WSCC. The current proposals are forecast to result in a reduction in HGV movements which are currently associated with the third party off-site storage (24 movements per day).
- 5.6 This report concludes that:
 - i. The reduction in HGV movements associated with the replacement of third party off-site storage to on-site will not have an impact on the local highway network and will not result in an increase in productivity or staffing levels
 - ii. The proposed car, cycle and motorcycle parking provision is located conveniently, is accessible and complies Barfoot's requirements. Furthermore, space is available on site to accommodate the 64 car parking spaces commensurate with local parking policy
 - iii. The strategy and access of servicing, delivery and emergency services is appropriate
 - iv. The travel plan measures, aimed at Barfoots staff, to assist in increasing the sustainable credentials of the site and support the business objective of achieving carbon net zero by 2025, are suitable and will be implemented by the site operators
- 5.7 It is finally concluded that the erection of a new packhouse, at Barfoots of Botley Ltd.'s Sefter Farm site, is acceptable in highway safety and capacity terms and that there will be no impact on the local highway network associated with the proposed development.

Appendix 1

Previous Planning Application Layout Drawings



NOTES:
Dimensions to be checked on site before commencing work.
any discrepancies shall be reported to Curtis Leeves Technical Ltd. immediately.
Do not scale from these drawings except for planning purposes.
Use figured dimensions only.
Where applicable this drawing is to be read in conjunction with other consultants' drawings.
This drawing is the copyright of Curtis Leeves Technical Ltd. and may not be copied, altered or reproduced in any way, or passed to a third party, without written authority.

Proposed Buildings

Existing Buildings

Proposed/Modified Roads/Yard

Existing Roads/Yard

Proposed 'gravel' parking area

Existing 'gravel' parking area

Pedestrian circulation routes

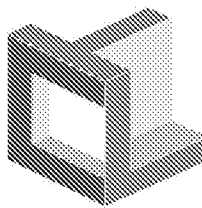
Main vehicle circulation routes

Physical Scale

1:1250

025m50m

15	Updated to as-built	16.04.19
14	Travel Plan	02.07.18
rev	description	date
status		
PLANNING		



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01243 378070 | mail@cltechnical.co.uk

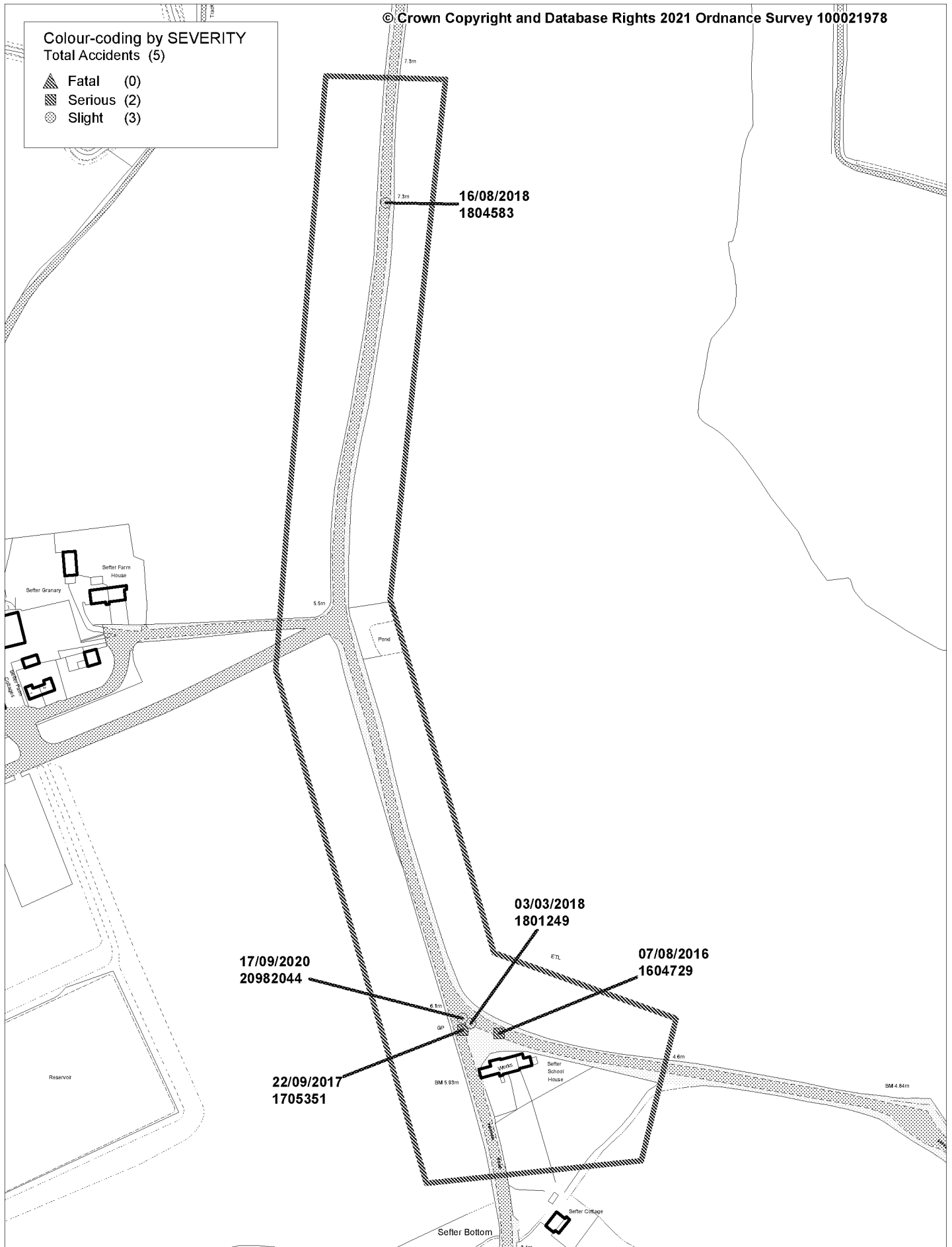
client			
BARFOOTS OF BOTLEY			
project			
Proposed Production Facility Setter Farm Pagham			
title			
Proposed Site Plan & Parking Layout (A2 Version)			
date	scale @ A2	drawn	chkd
March 2016	1:1250	GBC	MRL
project no.	drawing no.	rev	
1603	P102	15	

Appendix 2

Sussex Police Accident Records

Colour-coding by SEVERITY
Total Accidents (5)

- ▲ Fatal (0)
- Serious (2)
- Slight (3)



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Sussex Safer Roads
PARTNERSHIP

Pagham Road, Sefton Road
Collision Dates 01/06/2016 - 31/05/2021
Highgate Transportation Ltd

SCALE	1 : 3000
DATE	23/06/2021
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - 01/06/2016 to 31/05/2021 (60) months

Selection:

Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1604729 Sunday U SEFTER ROAD BOGNOR REGIS AT VEH 1 Car Turning left E to S Ped F 20 Serious
07/08/2016 JUNCTION OF U PAGHAM ROAD
R1: U 1554hrs
R2: U Daylight:street lights present
E 489,474 Dry
N 99,535 Fine without high winds
60 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Casualty 1

Very Likely

PEDESTRIAN/ CASUALTY(1) CROSSES C44 PAGHAM ROAD, ENTERS SEFTER ROAD ON NORTH SIDE OF GRASS VERGE, INTENDING TO CROSS ROAD ONTO SOUTH SIDE OF ROAD, VEH(1) TRAVELLING SOUTH ON C44 TURNS LEFT INTO SEFTER ROAD WITH LIMITED VIEW. PEDESTRIAN/1 STEPS OF VERGE DIRECTLY INTO PATH OF VEH/1, GOES UP BONNET AND HITS FRONT OF HEAD ON FRONT NEAR SIDE WINDSCREEN AND IS THEN THROWN TO ROAD SURFACE.

1705351 Friday B2166 PAGHAM ROAD BOGNOR VEH 1 Car Turning left E to S
22/09/2017 REGIS AT JUNCTION OF U SEFTER VEH 2 M/C < 125 cc Going ahead N to S Dri M 24 Serious
0851hrs ROAD
R1: B 2166
R2: U Daylight:street lights present
E 489,452 Wet/Damp
N 99,537 Fine without high winds
60 mph

Causation Factor:

Participant:

Confidence:

1st: Inexperienced or learner driver/rider

Vehicle 2

Possible

VEH 2 RIDING HIS MOPED SOUTH ALONG PAGHAM ROAD. STATES A BLUE BMW PULLED OUT WHICH HE HAD TO SWERVE AROUND AND IN DOING SO LOST CONTROL AND CAME OFF OF THE MOPED. THIS CAUSED A BROKEN COLLAR BONE.

1801249 Saturday B2166 LAGNESS ROAD BOGNOR VEH 1 Car Turning right SE to N
03/03/2018 REGIS AT JUNCTION OF U SEFTER VEH 2 Car Going ahead S to N Dri M 55 Slight
0924hrs ROAD
R1: B 2166
R2: U Daylight:street lights present
E 489,457 Wet/Damp
N 99,541 Fine without high winds
60 mph

Causation Factor:

Participant:

Confidence:

1st: Junction restart

Vehicle 1

Very Likely

2nd: Failed to judge other persons path or speed

Vehicle 1

Very Likely

V1 TURNED RIGHT OUT OF SEFTER ROAD ONTO LAGNESS ROAD. V2 WAS HEADING NORTHBOUND ON LAGNESS ROAD AND COLLIDED WITH V1 CAUSING V2 TO LOSE CONTROL INTO A DITCH.

Details of Personal Injury Accidents for Period - 01/06/2016 to 31/05/2021 (60) months

Selection:

Selected using Manual Selection

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sex
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1804583 Thursday U PAGHAM ROAD CHICHESTER Veh 1 M/C > 500 cc O/take m/veh o/side N to S Dri M 28 Slight
16/08/2018 300M NORTH OF U SEFTER ROAD Veh 2 Car O/take m/veh o/side N to S
R1: U 2132hrs Veh 3 Car Going ahead N to S
Darkness: no street lighting
E 489,406 Dry
N 100,034 Fine without high winds
60 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to judge other persons path or speed
2nd: Failed to judge other persons path or speed
3rd: Failed to look properly

Vehicle 1
Vehicle 2
Vehicle 2

Very Likely
Very Likely

APPARENTLY VEH'S 1 & 2 WENT FOR AN OVERTAKE ON VEH 3 AT THE SAME TIME WHICH CAUSED THE RIDER OF VEH 1 TO TAKE EVASIVE ACTION ONTO THE OFFSIDE GRASS VERGE. VEH 1 LOST CONTROL AND ITS RIDER FELL TO THE GROUND CAUSING THE DAMAGE AND INJURY SHOWN.

20982044 Thursday SEFTER ROAD AT JUNCTION WITH Veh 1 Goods < 3.5t Turning left N to E
17/09/2020 PAGHAM ROAD Veh 2 Car Wait to turn right SE to N Dri M 76 Slight
R1: U 1650hrs
R2: U Daylight:street lights present
E 489,452 Dry
N 99,544 Fine without high winds
60 mph

Causation Factor:

Participant:

Confidence:

1st: Junction overshoot

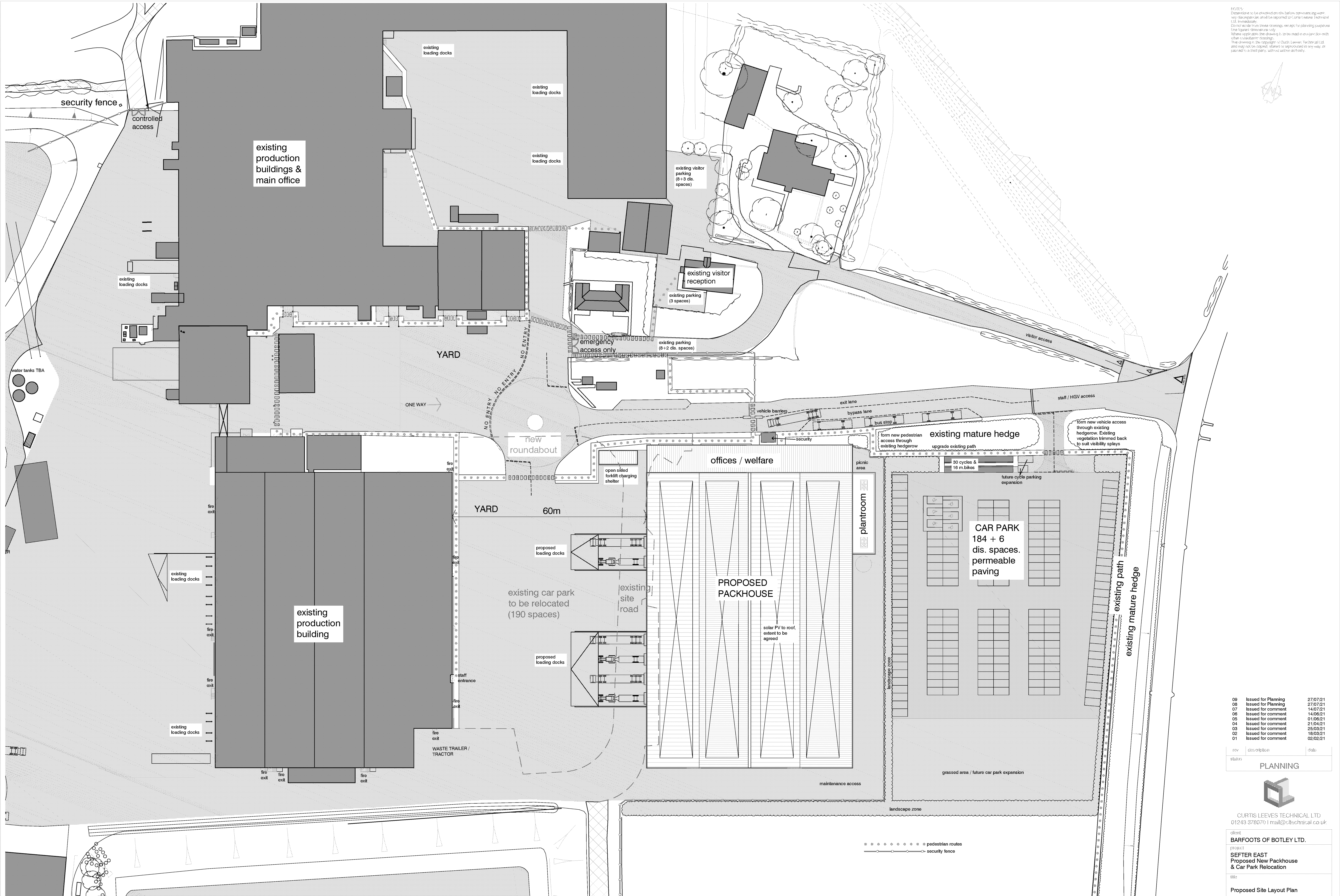
Vehicle 1

Very Likely

VEHICLE 1 WAS TRAVELLING SOUTHBOUND ON PAGHAM ROAD TURNING LEFT INTO SEFTER ROAD AT APPROXIMATELY 20 MPH. VEHICLE 2 WAS POSITIONED AT THE JUNCTION OF SEFTER ROAD WAITING TO TURN RIGHT ONTO PAGHAM ROAD. VEHICLE 1 HAS ENTERED THE JUNCTION WIDE AND HAS HIT THE OFFSIDE OF VEHICLE 2 WITH THE FRONT OFFSIDE OF THE VEHICLE. VEHICLE 1 HAS THEN DEFLECTED OFF VEHICLE 2 AND CONTINUES INTO THE TREES ON THE SIDE OF THE ROAD. DRIVER OF VEHICLE 1 NO INJURED BUT SHAKEN UP. DRIVER OF VEHICLE 2 HAD BACK PAIN A D BRUISING DOWN THE LEFT SIDE OF HIS BODY.

Appendix 3

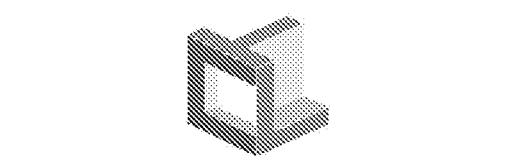
Architect's Illustrative Site Layout



NOTES:
Drawings to be checked on the following: any discrepancies should be reported to the client immediately.
Do not scale from these drawings, except for planning purposes.
These drawings are for information only.
Where applicable, the drawing is to be read in conjunction with other associated drawings.
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rev	description	date
09	Issued for Planning	27/07/21
08	Issued for Planning	27/07/21
07	Issued for comment	14/07/21
06	Issued for comment	14/06/21
05	Issued for comment	01/06/21
04	Issued for comment	21/04/21
03	Issued for comment	25/03/21
02	Issued for comment	18/03/21
01	Issued for comment	02/02/21

rev	description	date
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04	Issued for comment	21/04/21
03	Issued for comment	25/03/21
02	Issued for comment	18/03/21
01	Issued for comment	02/02/21



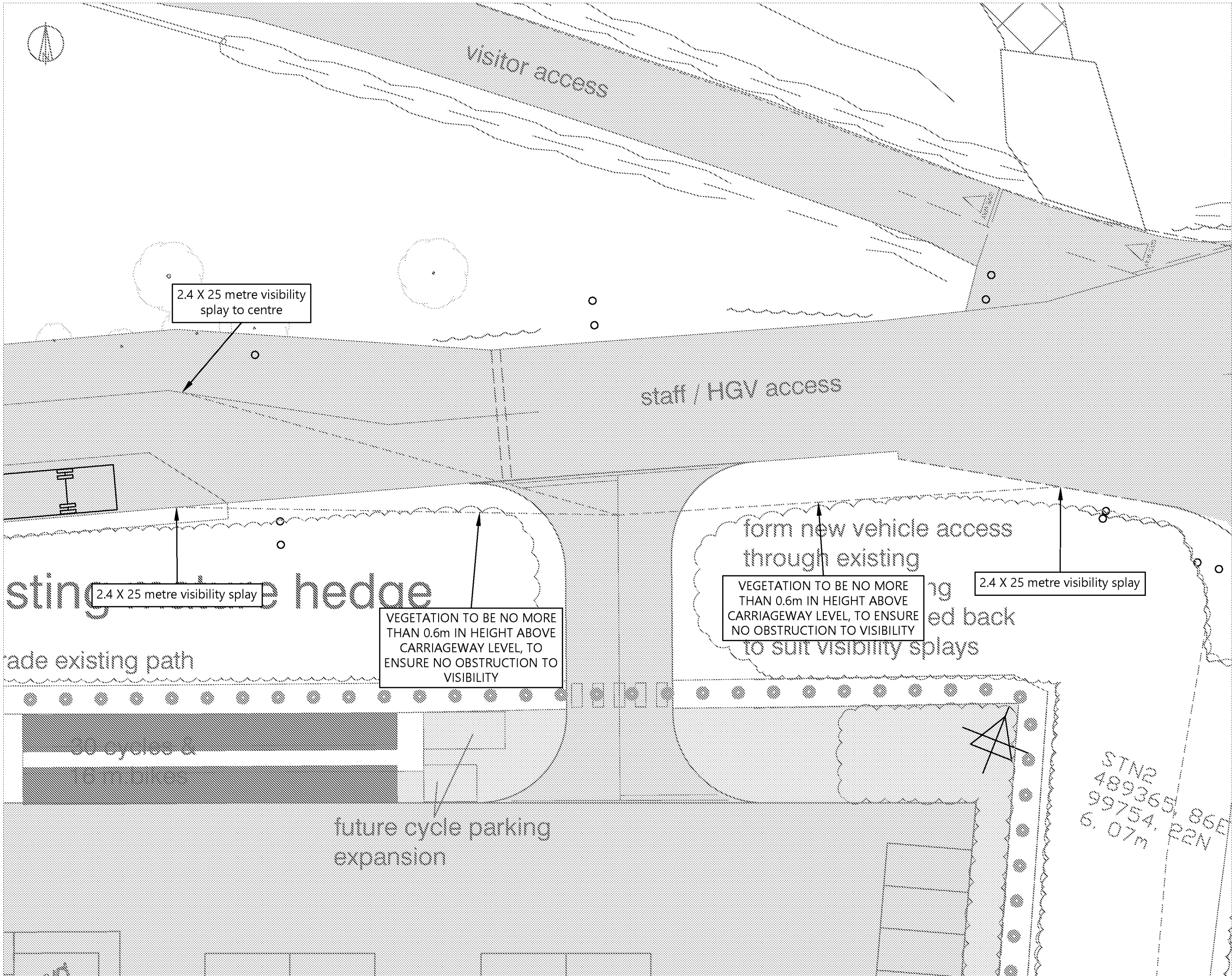
CLIVE LEEVES TECHNICAL LTD
01243 378979 | email@cliveleaves.co.uk

client	BARFOOTS OF BOTLEY LTD.
project	SEFTER EAST Proposed New Packhouse & Car Park Relocation
title	Proposed Site Layout Plan

date	scale @ A1	drawn	checked
Jan. 2021	1:500	GBC	GBC
project no	drawing no	rev	
2102	005	09	

Appendix 4

Proposed Car Park Access Visibility Splays



FIGURES

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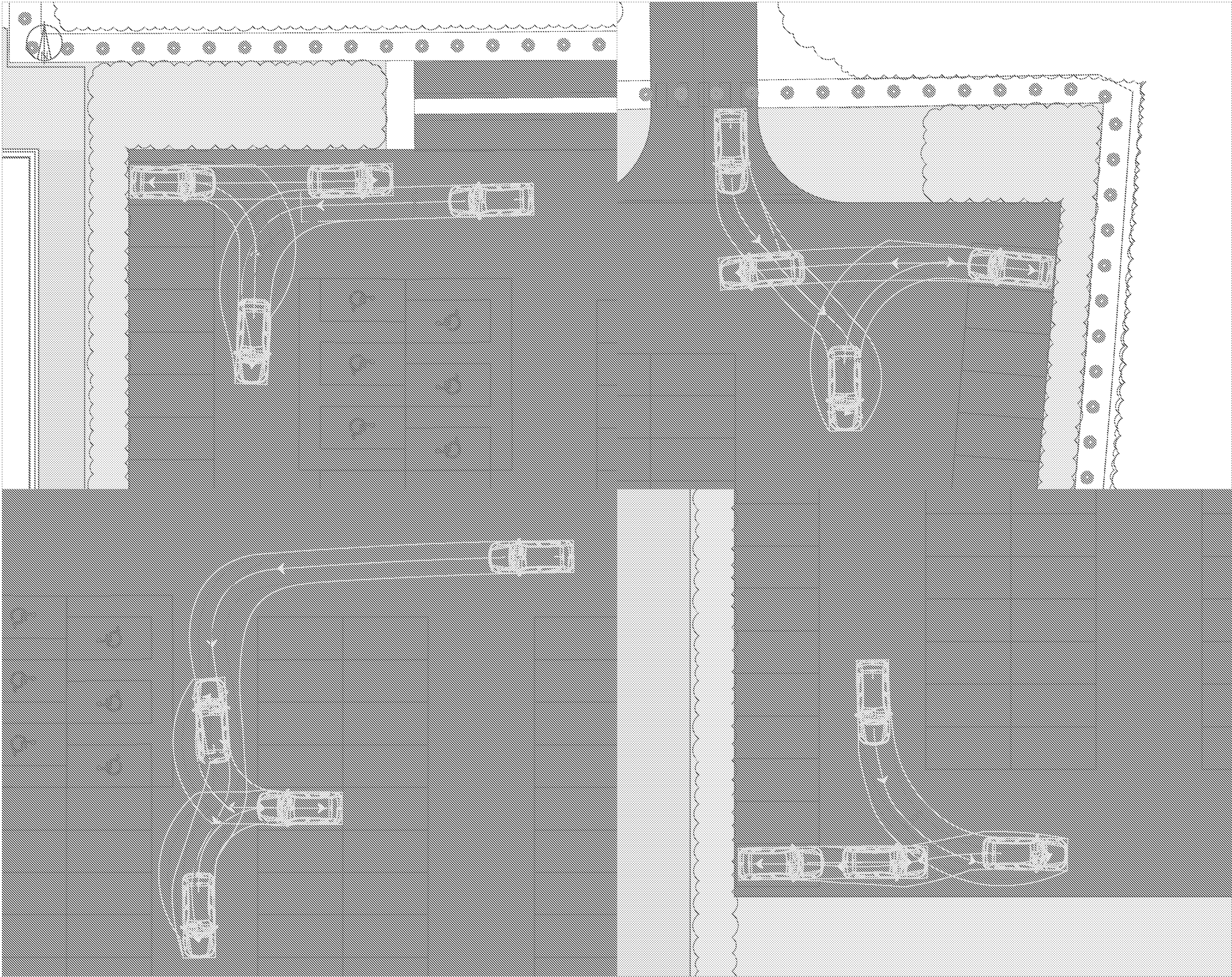
Drawing based on Curfis Leazes Technical Ltd Proposed Site Layout Plan ref 2102/005 rev 08, dated July 2021

A	Updated Architect's Layout	AH	28/07/21
ISSUE	REVISION	BY	DATE

PROJECT: BARFOOTS OF BOTLEY SEFTER FARM		
CLIENT: BARFOOTS OF BOTLEY		
PROJECT REF 2167	DRAWING NUMBER: 01	SCALE (AT A3) 1:200
SHEET NUMBER: SHEET NUMBER 1 OF 1		
SCALE BAR: 0m 5m 10m		
HighgateTransportation www.highgatetransportation.co.uk First Floor, 43-45 Park Street Bristol BS1 5NL 01179 348 121 © Highgate Transportation Limited		
TITLE: CAR PARK ACCESS VISIBILITY SPLAYS		
DATE: 17/06/21	DRAWN BY: AH	CHECKED: FB

Appendix 5

Swept Path Analysis of Proposed Car Park



FIGURES

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Drawing based on Curfis Leazes Technical Ltd Proposed Site Layout Plan ref 2102/005 rev 08, dated July 2021

SDV

meters

Width : 1.80

Track : 1.80

Lock to Lock Time : 6.0

Steering Angle : 37.8

A	Updated Architect's Layout	AH	28/07/21
ISSUE	REVISION	BY	DATE

PROJECT:

BARFOOTS OF BOTLEY
SEFTER FARM

CLIENT:

BARFOOTS OF BOTLEY

PROJECT REF	DRAWING NUMBER:	SCALE (AT A3)
2167	02	1:200

SHEET NUMBER:

SHEET NUMBER 2 OF 2

SCALE BAR:

0m

5m

10m

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www.highgate-transportation.co.uk

First Floor, 43-45 Park Street

Bristol BS1 5NL

01179 349 121

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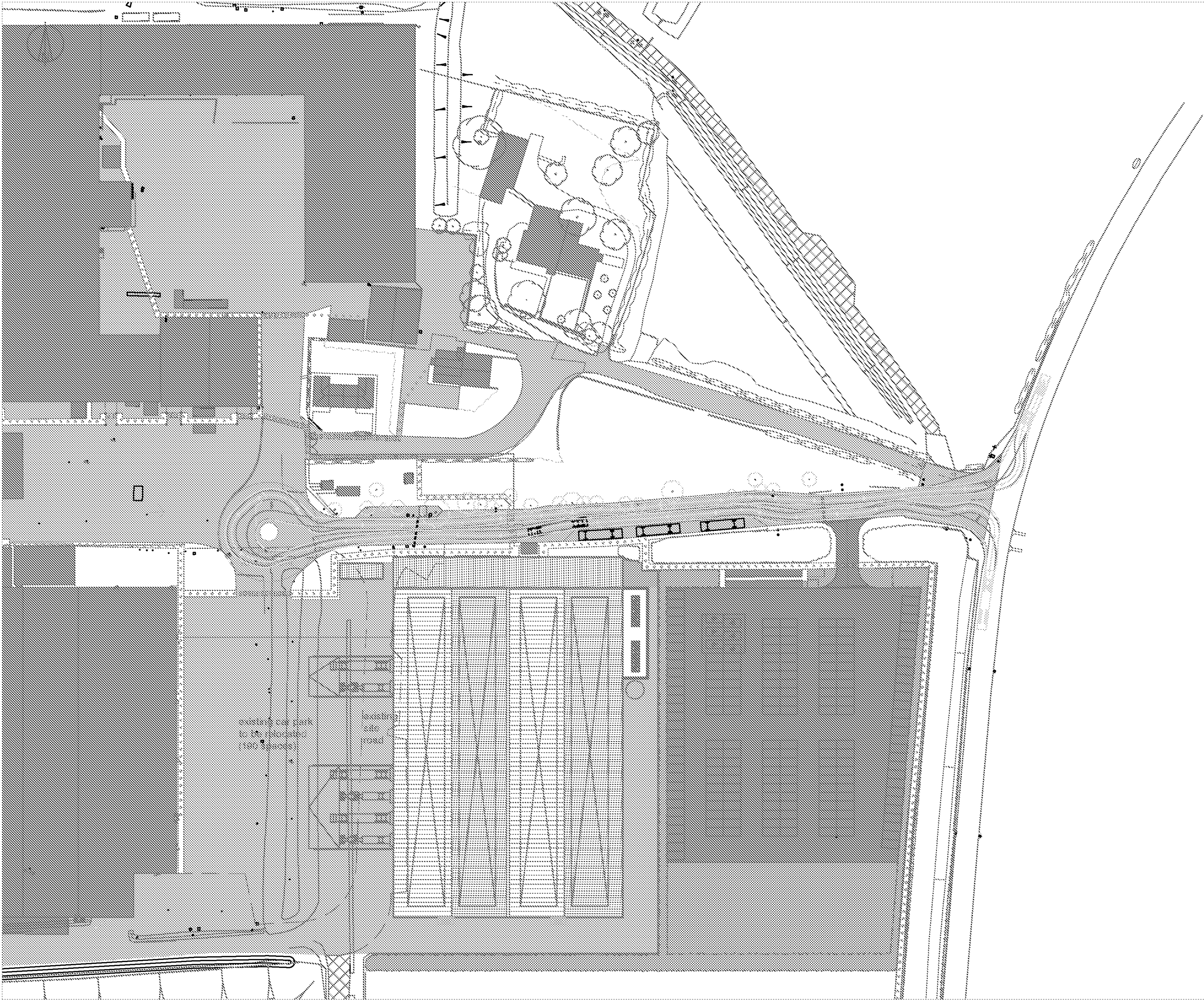
TITLE:

CAR PARK ACCESS
SWEEP PATH ANALYSIS

DATE:	DRAWN BY:	CHECKED:
17/06/21	AH	FB

Appendix 6

Swept Path Analysis of a 16.5 metre HGV



FIGURES

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Drawing based on Curfis Leves Technical Ltd Proposed Site Layout Plan ref 2102/005 rev 08, dated July 2021

BOX VAN SCALE

	metres		
Tractor Width	2.55	Lock to Lock Time	6.6
Tractor Width	2.55	Swinging Angle	25.5
Tractor Track	2.55	Articulating Angle	70.8
Tractor Track	2.55		

ISSUE	REVISION	BY	DATE

PROJECT:

BARFOOTS OF BOTLEY
SEFTER FARM

CLIENT:

BARFOOTS OF BOTLEY

PROJECT REF	DRAWING NUMBER:	SCALE (AT A3)
2167	03	1:1,000

SHEET NUMBER

SHEET NUMBER 1 OF 3

SCALE BAR:

0m 10m 20m 30m

Highgate*Transportation*

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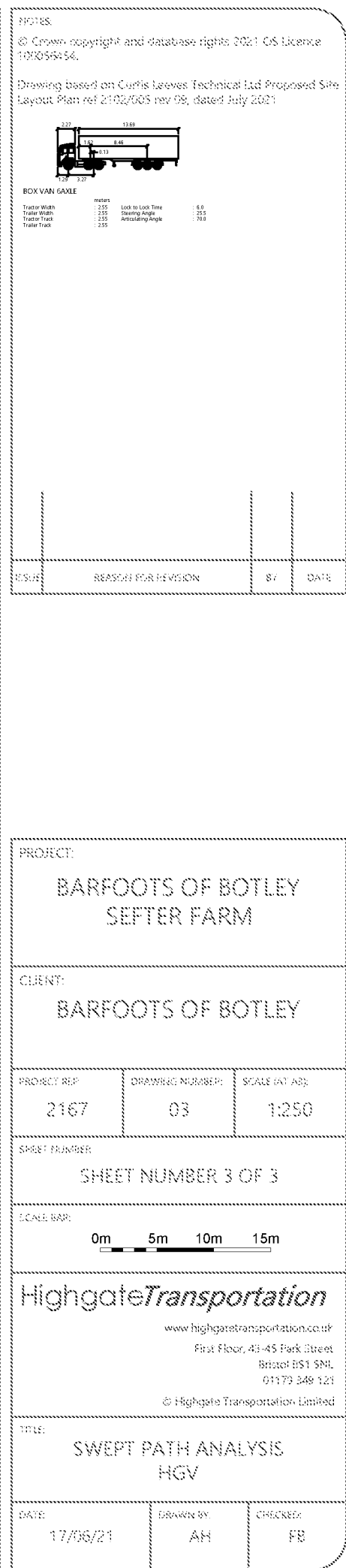
First Floor, 43-45 Park Street
Bristol BS1 5NL
01179 349 121

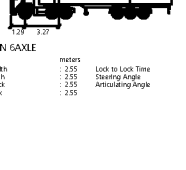
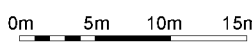
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TITLE:

SWEPT PATH ANALYSIS
HGV

DATE	DRAWN BY	CHECKED
17/06/21	AH	FB



HG1185 © Crown copyright and database rights 2021 OS Licence 1000595454. Drawing based on Curfis Leazes Technical Ltd Proposed Site Layout Plan ref Z102/GG5 rev 06, dated July 2021																			
 BOX VAN GAXLE <table border="1"> <thead> <tr> <th></th> <th>meters</th> </tr> </thead> <tbody> <tr> <td>Traction Width</td> <td>: 2.25</td> </tr> <tr> <td>Trailer Width</td> <td>: 2.55</td> </tr> <tr> <td>Traction Track</td> <td>: 2.25</td> </tr> <tr> <td>Trailer Track</td> <td>: 2.55</td> </tr> <tr> <td>Look In Look Time</td> <td>: 5.0</td> </tr> <tr> <td>Raising Angle</td> <td>: 25.5</td> </tr> <tr> <td>Lowering Angle</td> <td>: 70.0</td> </tr> </tbody> </table>					meters	Traction Width	: 2.25	Trailer Width	: 2.55	Traction Track	: 2.25	Trailer Track	: 2.55	Look In Look Time	: 5.0	Raising Angle	: 25.5	Lowering Angle	: 70.0
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PROJECT: BARFOOTS OF BOTLEY SEFTER FARM																			
CLIENT: BARFOOTS OF BOTLEY																			
PROJECT REF		DRAWING NUMBER:																	
2167		03																	
SCALE (AT A3)																			
1:250																			
SHEET FRUNBER:																			
SHEET NUMBER 3 OF 3																			
SCALE BAR:																			
																			
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