

Highgate*Transportation*

**Proposed Engineering Block Building
Barfoots of Botley Ltd Sefter Farm
Pagham Road, Bognor Regis**

**Technical Note
(HTp/2632/TN/01)**

May 2026

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Contents	Page
1.0 Introduction	1
2.0 Existing Situation	3
3.0 Development Proposals	12
4.0 Travel Plan Requirements	19
5.0 Summary and Conclusions	20

List of Figures

Figure 1.1	Site Location
Figure 1.2	Approved Site Layout (P/117/21/PL)
Figure 2.1	Local Highway Network
Figure 2.2	Existing Site Layout (Aerial)
Figure 2.3	Existing Site Layout (Plan)
Figure 2.4	Extract of Proposed Site Layout (Application P/40/25/PL)
Figure 2.5	Extract of Approved Layout (Application P/117/21/PL)
Figure 2.6	2015 Planning Permission Site Layout
Figure 2.7	Personal Injury Collision Area
Figure 3.1	Architect's Proposed Site Layout Plan
Figure 3.2	Visibility Splays at Car Park Accesses
Figure 3.3	Extract of Floor Plans
Figure 3.4	Extract of Proposed Car Park Detail Plan

Appendices

Appendix 1	Personal Injury Collision Report
Appendix 2	Architect's Proposed Site Layout Plan and Proposed Car Park Detail Plan
Appendix 3	Swept Path Analysis Drawings
Appendix 4	Visibility Splays at Car Park Accesses

1.0 Introduction

- 1.1 Highgate Transportation (HTp) have been appointed to prepare this Technical Note to support a planning application for a 960sqm engineering block building at Barfoots of Botley Ltd Sefter Farm Site, Pagham Road, Bognor Regis. This Technical Note will also confirm that the existing car parking will be relocated from where it had been approved under P/117/21/PL, as well as provide additional parking for the engineering block building.
- 1.2 The site location is illustrated in **Figure 1.1**, with the application boundary shown in red.

Figure 1.1 - Site location



- 1.3 The vehicular access from Pagham Road will be retained. The car park access from the internal access road will be retained in the location approved under P/117/21/PL, however, the location of the car parking spaces will be modified. The approved site layout is illustrated in **Figure 1.2**.

Figure 1.2 – Approved site layout (P/117/21/PL)

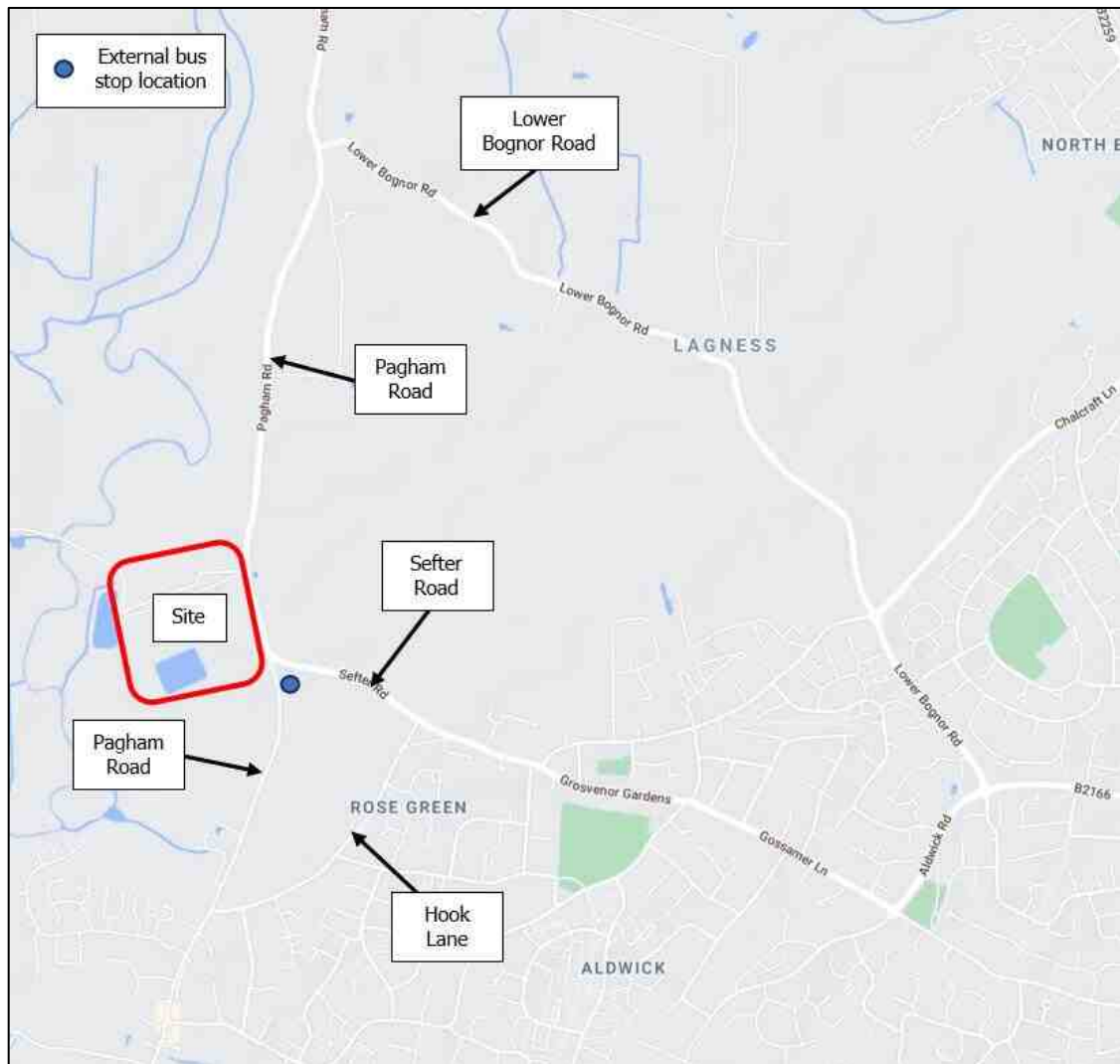


- 1.4 The engineering block building will include two floors, of which the ground floor will be formed of stores and a workshop, and the first floor will include office space. It is understood that the building will enable existing engineering staff who are located across the site to be based in one central building. It is understood that Barfoots are future-planning for an additional circa five staff who would be based in the engineering block building.
- 1.5 This Technical Note will focus on the following key issues:
 - i. The required parking provision for the engineering block building, including car, cycle and motorcycle
 - ii. The relocation of the car parking approved under P/117/21/PL
 - iii. The width of the carriageway into the car park, including vehicle routing
 - iv. Travel Plan requirements
- 1.6 This report will conclude that the proposed engineering block building and associated parking is 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**, with the public bus stop on Pagham Road shown in blue.

Figure 2.1 - Local highway network

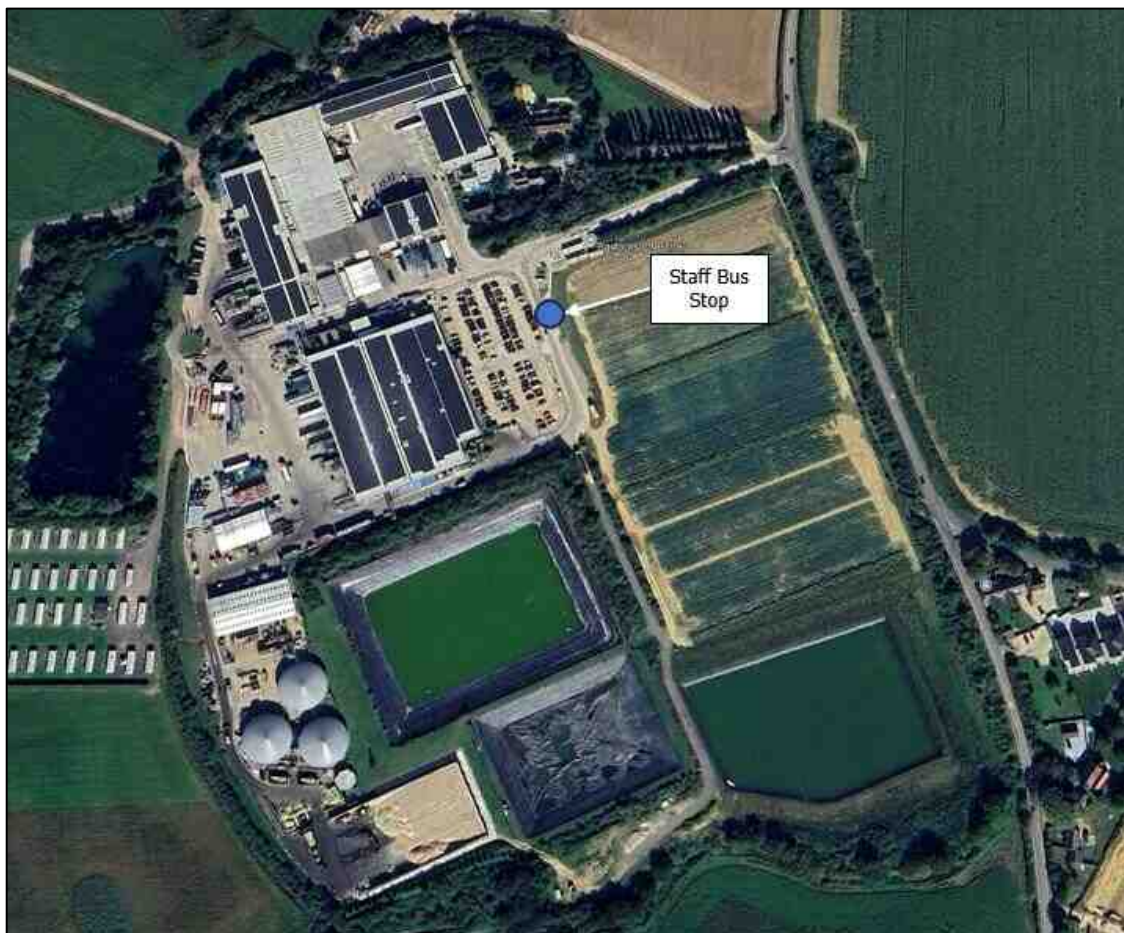


- 2.3 The wider site is bound to the north by an access road, which provides access to a farm, and to the east the site is bound by Pagham Road. To the west and south, the site is bound by agricultural land with the river Pagham Rife along the western boundary.

Existing Site Layout

- 2.4 The existing development and site operations can be summarised as follows:
- i. Currently up to around 600 permanent staff are employed across the site
 - ii. It is understood that the engineering team are currently located across the site, and therefore a centralised building would bring the team together within one building
 - iii. There are two bus routes contracted to Stagecoach that run seven days per week, which are subsidised by Barfoots that run from the wider site. 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
 - iv. 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
 - v. The site operates 364 days a year
- 2.5 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)



Google Earth Imagery dated September 2024

The site plan illustrates the layout of the existing site. Key features include:

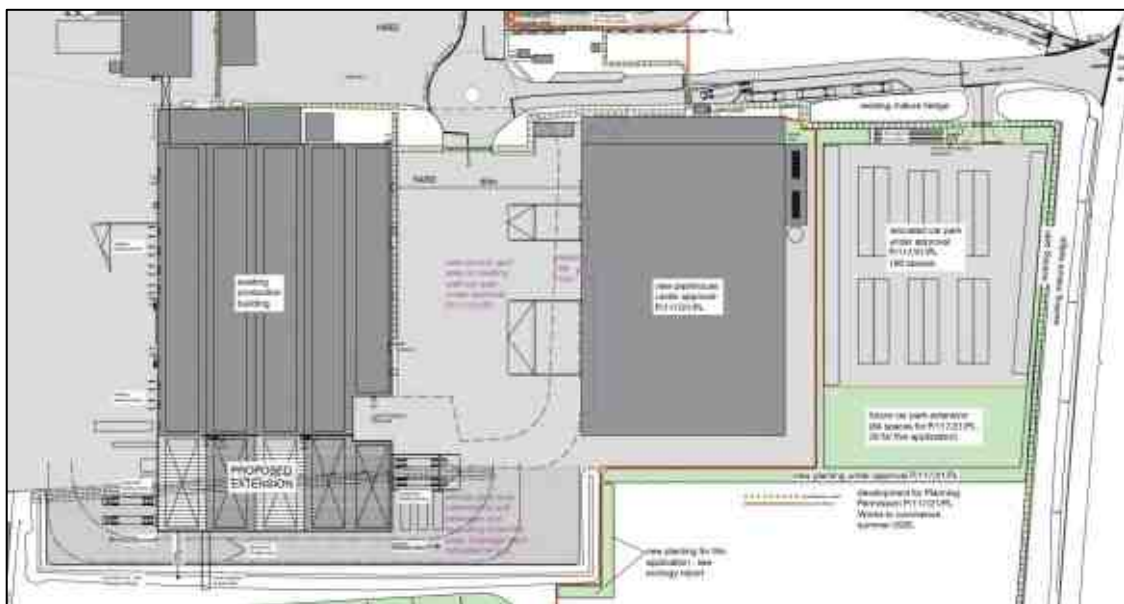
- Existing production buildings & main office:** A large, L-shaped building complex in the upper left.
- Existing production building:** A large, rectangular building in the lower left.
- Existing car park:** Located between the two main production buildings.
- Existing visitor reception:** A small building in the upper right.
- Existing parking (110 (2 bays) spaces):** Located near the visitor reception building.
- Existing parking (2 spaces):** Located near the visitor reception building.
- Existing parking (110 (2 bays) spaces):** Located near the visitor reception building.
- Existing site road:** A road running along the right side of the site.
- EXISTING HIGHWAY ACCESS:** Located on the far right side of the site.
- Car park under approval P/117/21/PL, partially implemented:** A large area on the right side of the site.
- Existing yard area:** Located in the lower left corner.
- Existing loading docks:** Several locations are marked around the production buildings.
- Existing yard area:** Located in the lower left corner.
- Existing site road:** A road running along the right side of the site.
- EXISTING HIGHWAY ACCESS:** Located on the far right side of the site.
- Car park under approval P/117/21/PL, partially implemented:** A large area on the right side of the site.

- ## Previous Applications

- Page 5 of 20

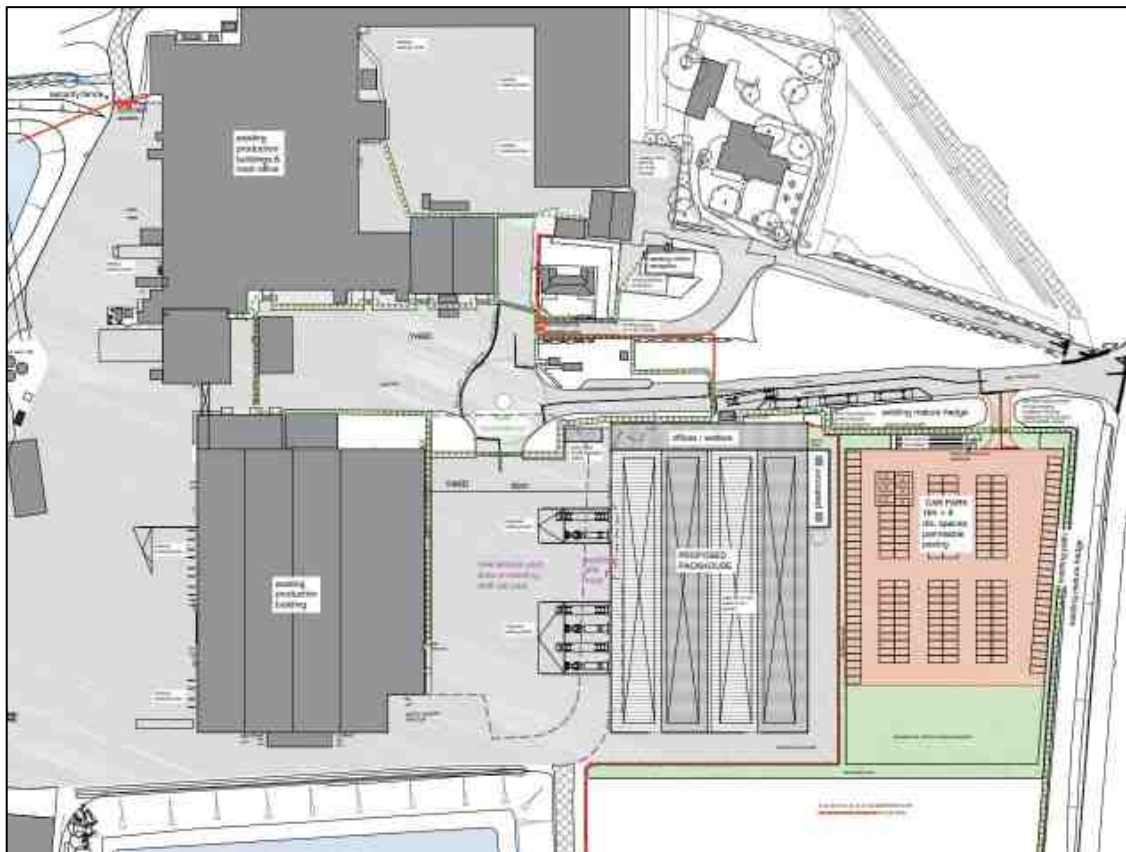
- 2.9 The application is yet to be determined, however, the application has received no objection from West Sussex County Council (WSCC) Highways, with the highway officer confirming that there are no highway safety or capacity concerns associated with the proposals.
- 2.10 The requirement for the extension to the existing packhouse facility has been driven by a lack of storage on site during the site's peak periods from mid-June to mid-July and mid-August to the end of October. During these periods, product is required to be transferred between the site at Sefter and Funtington, which is around a 15km journey. It has been confirmed by Barfoots of Botley that the ability to store all the product at the Sefter farm site would remove around 800 individual HGV journeys a year.
- 2.11 The Proposed Site Layout Plan (2429-004 rev 03) is shown in **Figure 2.4**.

Figure 2.4 - Extract of proposed site layout (application P/40/25/PL)



- 2.12 A previous planning application (P/117/21/PL) for the construction of a new packhouse including relocation of a staff parking area and landscaping was approved in August 2022). The car park was relocated to provide a like for like provision to the east of the site. The application was supported by a Transport Statement (HTp/2167/TS/01, dated July 2021), also prepared by HTp.
- 2.13 The erection of the proposed packhouses was for further on-site storage and to create space for automation of processing, and forecast to result in the reduction of third-party transit requirements and as such it the proposals would not result in an increase of staff numbers.
- 2.14 The approved Proposed Site Layout Plan (2102-005 rev 10) is shown in **Figure 2.5**.

Figure 2.5 - Extract of approved layout (application P/117/21/PL)

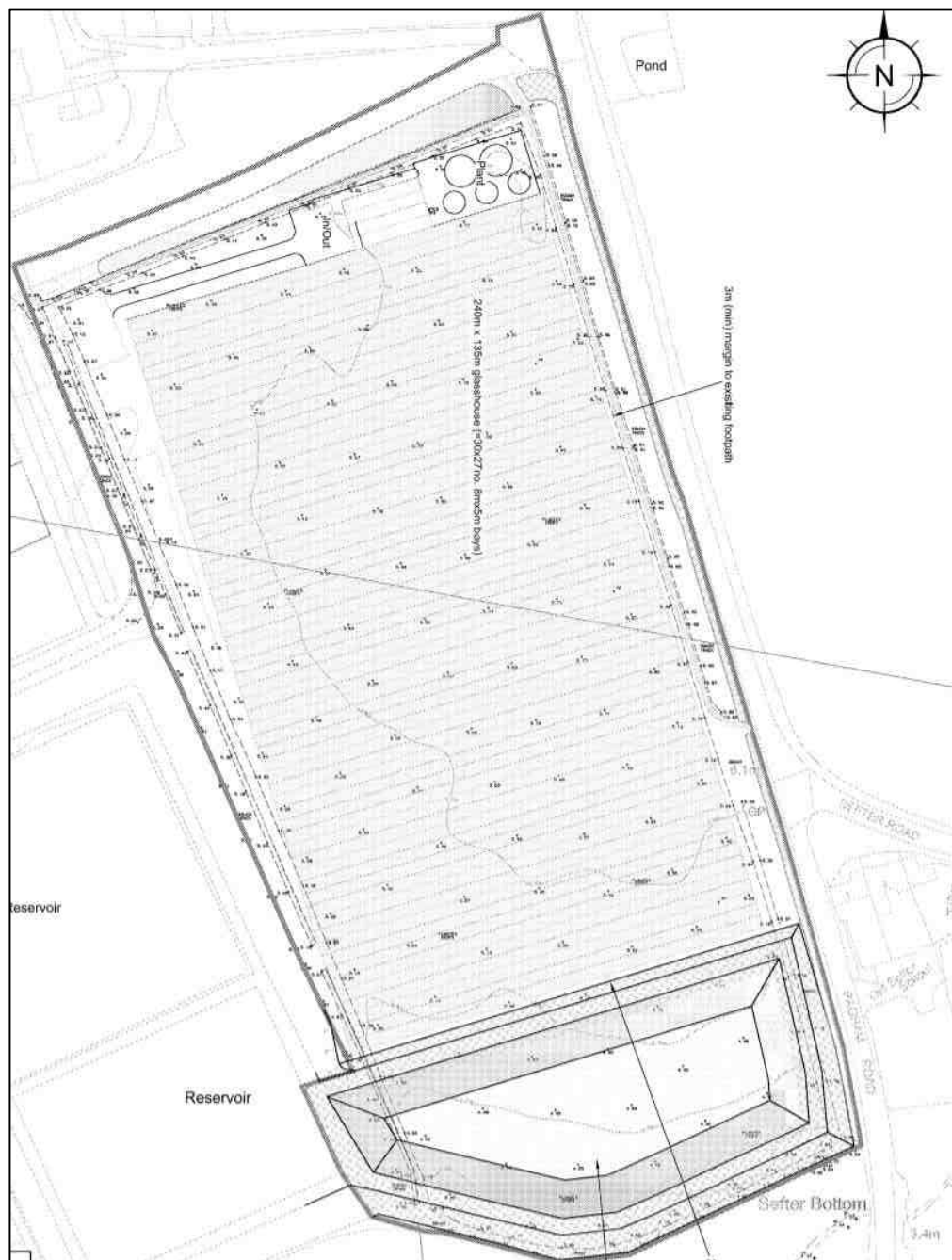


- 2.15 The application approved under P/117/21/PL is now superseded by the current application, given the location of the proposed engineering block building and the proposed car park.
- 2.16 A previous application (P/76/16/PL) for the construction of a 5,887sqm packhouse building for the packaging, 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 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).
- 2.17 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:
- Vehicular and pedestrian access to development site (Pagham Road) was to be improved and maintained to provide the required visibility splays
 - Car parking spaces were to be provided in accordance with the submitted plans and retained at all times for their designated use
 - Lorry parking spaces were to be provided in accordance with the submitted plans and retained at all times for their designated use
 - Secure and covered motorcycle parking was to be provided in accordance with the submitted plans
 - 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

2.18 A previous planning application (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. The site layout plan from the previous 2015 planning application is shown in **Figure 2.6**.

Figure 2.6 - 2015 planning permission site layout



Historic Vehicle Trips

- 2.19 The most recent planning application (P/40/25/PL) set out that the proposals would result in a reduction in HGV movements which are currently associated with the third party off-site storage during the peak periods of mid-June to mid-July and mid-August to end of October (50 movements per week). WSCC Highways confirmed that the proposals would not have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network.
- 2.20 The Transport Assessment for the previous planning permission (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.'*
- 2.21 The Transport Assessment for the 2016 application (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.
- 2.22 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.
- 2.23 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.

Personal Injury Collision Records

- 2.24 Personal Injury Collision (PIC) data for the period January 2020 to December 2024 has been obtained from the Crashmap Pro database. The output report is provided as **Appendix 1**, with an extract of the PIC area shown in **Figure 2.7**.

Figure 2.7 - Personal Injury Collision area



2.25 The records confirm that there has been no PIC at the site access within the period surveyed.

2.26 Five PICs have been recorded south of the site access junction, where Pagham Road meets Sefter Road at a priority junction:

- i. A PIC (2020470982044) 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
- ii. A PIC (2021471068692) recorded as 'serious' in 2021 occurred between a car turning right onto Pagham Road from Sefter Road and a car travelling north on Pagham Road

- iii. A PIC (2021471114802) recorded as 'serious' in 2021 occurred between a car travelling north and a motorcycle travelling south
 - iv. A PIC (2021471067048) recorded as 'slight' in 2021 occurred between a car turning right onto Pagham Road from Sefter Road and a car travelling north on Pagham Road
 - v. A PIC (2021471103568) recorded as 'slight' in 2021 occurred between a light goods vehicle travelled south on Sefter Road and a car turning right from Sefter Road onto Pagham Road
- 2.27 A PIC (2024471497237) recorded as 'slight' in 2024 occurred between a light goods vehicle travelling north on Pagham Road and two cars travelling south on Pagham Road, around 130 metres south of the Pagham Road/Sefter Road junction.
- 2.28 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 engineering block building.

3.0 Development Proposals

- 3.1 It is proposed to erect an engineering block building with a Gross Floor Area of 960sqm on land to the east of an existing production building. The new building will enable existing staff who are located across the site to be based in one central building. It is understood that Barfoots are future-planning for an additional circa five staff who would be based in the engineering block building.
- 3.2 It is also proposed to relocate the existing main car park (190 spaces) to provide a relocated car park with 205 car parking spaces to the east of the proposed engineering block building and an additional eight car parking spaces to the south of the proposed building. There are 24 parking spaces already on site elsewhere, meaning that the total number of parking spaces on site would be 237 car parking spaces.
- 3.3 The location of the entrance to the car park will be retained, however, it is proposed for vehicles to enter the car park in the east and exit through a new vehicular exit in the west. The Architect's Proposed Site Layout Plan (2601-P005 Rev 04) and Proposed Car Park Detail Plan (2601-P006 Rev 04) are provided at **Appendix 2**, and an extract of the Proposed Site Layout Plan is provided at **Figure 3.1**.

Figure 3.1 - Architect's proposed site layout plan



- 3.4 From **Figure 3.1**, it can be seen that:
 - i. A 960sqm engineering block building will be provided on land to the east of the existing production buildings on land previously identified for use in the 2022 application
 - ii. The car park approved under P/117/21/PL will be relocated, whilst the access will be retained, and will be modified to be entrance only with ANPR and barrier for staff

- iii. The exit of the car park is on the western boundary of the site with the vehicles heading north to the main access road and exiting the site to the east. This western access will also be used as an entrance for visitors who have registered at the security gate within the site
 - iv. The internal bus stop will be relocated
- 3.5 Given that the proposed engineering block building will enable existing staff to be relocated into one central building, and it is expected that there could be only up to five additional staff that could be based in this building once opened and operational, it is not considered that the impact on the local highway network would be significant. Therefore, it is not proposed to carry out a capacity assessment of the local highway to demonstrate the impact of the proposals.

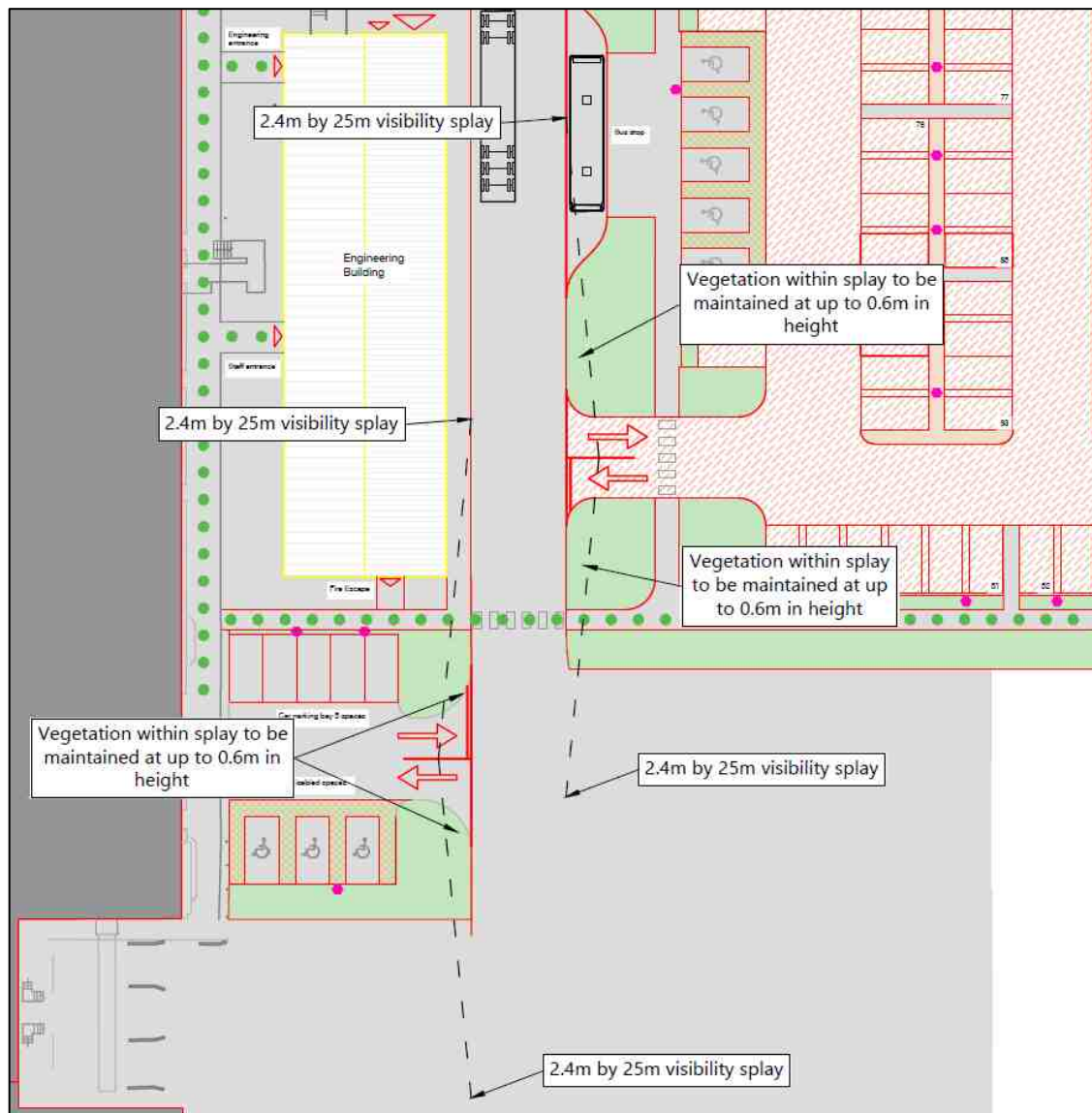
Access

- 3.6 The main vehicular access from Pagham Road for both staff vehicles and HGVs is to be retained, as shown in **Figure 3.1**. Access to the car park will be taken from the access road, around 40 metres west of Pagham Road. The access to the car park has been constructed as per the design under approved application P/117/21/PL.
- 3.7 Under the application for the engineering block building, it is proposed to modify the constructed access to be entrance only to restrict vehicles from turning right onto the access road. The one-way movement into the car park will be controlled by an ANPR barrier and will be for staff only. Given that the vehicles will be registered with the ANPR, it is not expected that vehicles will queue back to the local highway.
- 3.8 The car park entrance is located 40 metres from Sefter Road, therefore there is capacity for $[40 / 5.75] =$ seven cars to queue on the access road without obstructing the local highway. Furthermore, the barrier will be set back from the access road by 10.6 metres, therefore up to two vehicles could wait within the car park access road.
- 3.9 Vehicle exit will be to the west of the car park, with vehicles heading north to the main access road via the internal roundabout. This western access will also be for visitor access to the car park, with visitors being checked in at the existing reception in the north of the wider site.
- 3.10 Swept path analysis of the car park access in the north east and two-way access in the south west is shown on drawing HTp/2632/TR/01, contained in **Appendix 3**.

Car Park – Visibility Splays

- 3.11 As shown in **Figure 3.1** the main car park will be relocated west of the partially implemented car park under approved application P/117/21/PL.
- 3.12 The signed speed limit of the internal access roads is 10mph, but for a robust assessment the visibility splays shown at the car park entrance/exit in the west are shown for a 20mph speed limit, this is commensurate with the strategy provided under approved application P/117/21/PL. The visibility splays are demonstrated in drawing HTp/2632/02, contained in **Appendix 4**, with an extract provided in **Figure 3.2**.

Figure 3.2 - Visibility splays at car park accesses



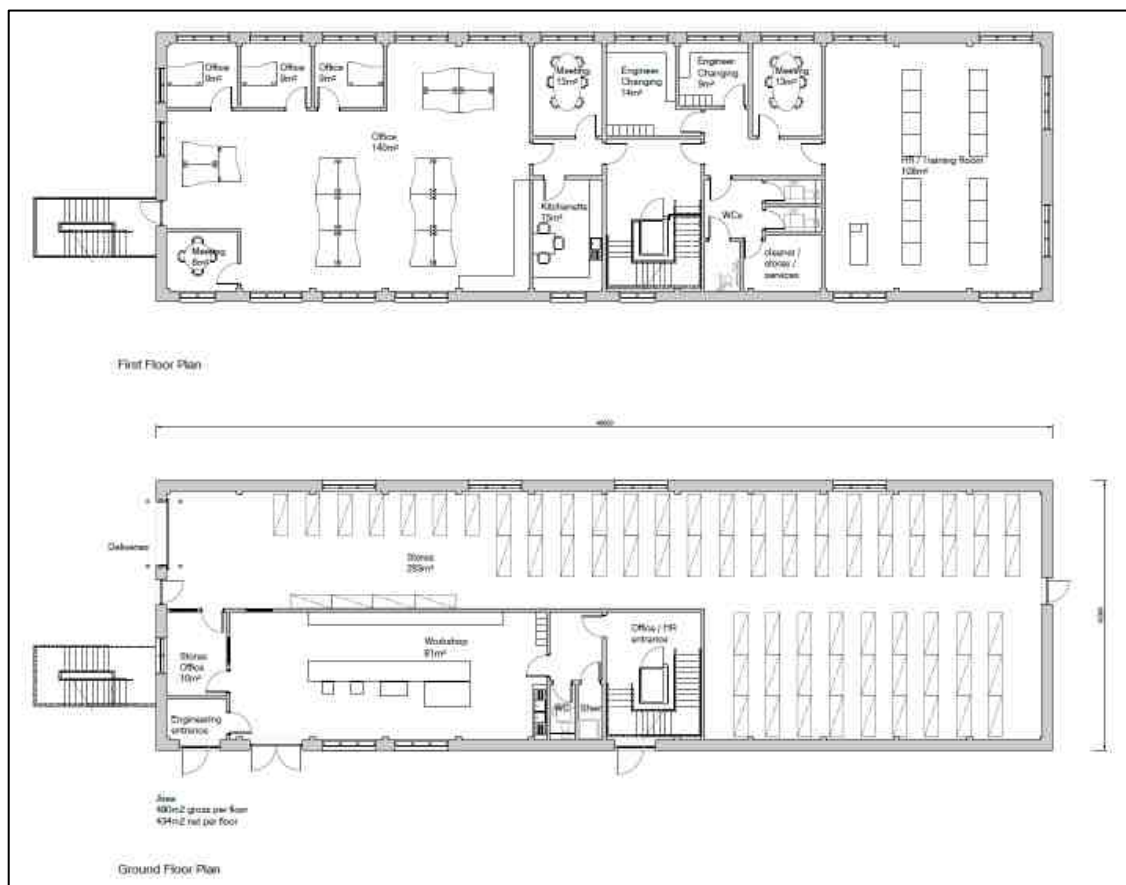
3.13 **Figure 3.2** demonstrates that appropriate visibility can be achieved. It is confirmed that any vegetation within the visibility splay will be maintained below 0.6 metres. It is noted that the visibility splay crosses the existing bus stop, however, given that the bus arrivals and departures are not regular, and vehicle speeds are likely to be significantly lower than 20mph, it is considered that the visibility splays are acceptable.

3.14 Visibility splays from the new eight space car park are also shown within **Figure 3.2**, and it can be seen that visibility splays of 2.4 metres by 25 metres are clear of obstruction.

Car Parking Provision

- 3.15 Arun District Council's (ADC) parking standards are contained in their *Parking Standards Supplementary Planning Document* (SPD) (dated January 2020). Paragraph 4.8 of the SPD states that the car parking standards were previously based on maximum standards, but that they should now be used as a guide for developers and justified through a site-specific assessment.
- 3.16 The ground floor will include a store/workshop and the first floor will include an office and HR/training room. The proposed floor plans are shown in **Figure 3.3**.

Figure 3.3 - Extract of floor plans



- 3.17 From **Figure 3.3**, it can be seen that the stores will be 293sqm and the workshop will be 81sqm. For robustness, the parking standards for the workshop space will be calculated as 187sqm to provide a total floor area of 480sqm.
- 3.18 ADC's parking standards set out the following standards:
- B2 – 1 car parking space per 40sqm
 - B8 – 1 car parking space per 500sqm
- 3.19 Based on the above maximum parking standards, the ground floor would require the following parking spaces:
- B2 – five car parking spaces
 - B8 – three car parking spaces
 - Total = eight car parking spaces

- 3.20 The first floor will include office space. ADC's parking standards recommend one space per 30sqm for office use, i.e. a requirement of a maximum of 16 car parking spaces.
- 3.21 Therefore, in accordance with the standards, the proposed engineering block building would require a total of 24 car parking spaces as a maximum.
- 3.22 As set out in **paragraph 3.2**, the total parking on site will be 237 car parking spaces. The site currently has approval for a total of 219 car parking spaces, therefore, this application includes for an additional 18 car parking spaces.
- 3.23 Given that the proposed building will enable existing staff to be located within one building, and the business has confirmed that an additional five staff would be employed to be based in this building, it is considered that the additional parking provision is appropriate.
- 3.24 It is proposed to provide 13 disabled parking bays across the site, of which five spaces will be based in the main car park, and three spaces will be located within the small car park to the south of the engineering block building. WSCC require 5% of parking spaces to be disabled, i.e. 12 bays, therefore the provision of 13 disabled parking bays is above the Council's requirement and is appropriate.
- 3.25 Swept path analysis of the proposed car parks is shown on drawing HTp/2632/01, contained in **Appendix 3**, and demonstrates that the parking spaces are appropriate.

Electric Vehicle Charging

- 3.26 The ADC 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, i.e. five parking bays.
- 3.27 Building Regulations Schedule 1 S4 set out that car parking for a new building should have access to one electric vehicle charge point (i.e. active provision) and cable routes for electric vehicle charge point must be installed in a minimum of one fifth of the total number of remaining parking spaces (i.e. passive provision).
- 3.28 From **Figure 3.1**, it is proposed to provide a total of 60 car parking spaces with EV charging, of which 10 will be provided with active EV charging points and 50 will be provided with passive cable routing for future EV charging provision.
- 3.29 The provision of 10 active charging spaces and 50 passive charging spaces is in accordance with the Building Regulations Schedule 1 S4, and is above the minimum requirement set out in ADC's car parking standards. Therefore, it is considered that the EV charging provision is appropriate.

Cycle Parking

- 3.30 ADC's cycle parking guidance is also set out in the Parking Standards Supplementary Planning Document and confirms the following cycle parking standards:

B2 – 187sqm

- i. 1 space per 150sqm for staff = one cycle parking space
- ii. 1 space per 500sqm for visitors = one cycle parking space

B8 – 293sqm

- i. 1 space per 500sqm for staff = one cycle parking space
- ii. 1 space per 1000sqm for visitors = one cycle parking space

Office – 480sqm

- i. 1 space per 150sqm for staff = three cycle parking spaces
- ii. 1 space per 500sqm for visitors = one cycle parking space

- 3.31 Therefore, the development is required to provide a total of five cycle parking spaces for staff and three cycle parking spaces for visitors i.e. a total of eight cycle parking spaces.
- 3.32 The most recent planning application for the extension (P/40/25/PL – not yet approved) included for 30 cycles within the main car park and six visitor cycle parking spaces at the reception building.
- 3.33 The Proposed Car Park Detail Plan (**Appendix 2**) shows that that 40 cycle parking spaces are proposed, i.e. an additional 10 cycle parking spaces, which will be located in the north west corner of the car park and will be secure and covered. An extract of the plan is provided at **Figure 3.4**.

Figure 3.4 – Extract of proposed car park detail plan



- 3.34 Six visitor cycle parking spaces are provided at the main reception building in the form of three Sheffield stands. It is considered that the visitor cycle parking provided on site is appropriate, and given that the proposed engineering block building is for the consolidation of existing staff into one location, it is not considered that additional visitor cycle parking is required on site.
- 3.35 Therefore, it is considered that the cycle parking provision is appropriate.

Motorcycle Parking

- 3.36 From **Figure 3.4**, it can be seen that 20 motorcycle parking spaces are proposed which will be accessed from within the car park. These will be secured and covered.

Servicing Strategy

- 3.37 HGVs will access the site from Pagham Road, along the access road and continue west into the development. Vehicles will use the roundabout within the development to exit the site.
- 3.38 Swept path analysis of a HGV entering the site, manoeuvring and egressing the site is shown on drawing HTP/2632/TR/02, contained in **Appendix 3**, and this demonstrates that the layout is appropriate.
- 3.39 It is clear from the swept path analysis of a large HGV that the site is also suitable for emergency service vehicles.

Summary

- 3.40 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 It is not considered that this development will create a significant amount of additional travel, but in the principle of best practice, it is considered that a Travel Plan at this site and the associated measures identified will help to reduce the need for single occupancy travel and encourage trips made by walking and cycling, which will benefit the local community and surrounding highway network as a whole.
- 4.2 To assist in increasing the sustainable credentials of the site, the lifetime of the Travel Plan approved under P/117/21/PL will be extended to incorporate the engineering block building.
- 4.3 The approved Travel Plan (HTp/2167/TP/01, dated July 2022) included the following Travel Plan measures aimed at staff which have been implemented by the site operators:
 - i. Promotion of car sharing to the site in order to reduce the reliance of staff private car journeys – [a car sharing community page is available for staff, which includes links to West Sussex and Hampshire car sharing websites](#)
 - ii. Secure covered cycle parking for 30 cycles provided for staff
 - iii. Barfoots 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 – [the Cycle to Work Scheme is included within the staff benefits and staff are reminded about the scheme when they log onto the new online system](#)
 - iv. Provision of a noticeboard within the site to display information on walking, cycling and public transport information – [noticeboards are in place within the canteens and at the internal bus stop](#)
 - v. Secure covered motorcycle parking for 16 motorcycles will be provided for staff
- 4.4 The cycle parking provision of 40 cycles is an increase from 30 cycles under the original TP, therefore accommodating a potential increase in demand.
- 4.5 The motorcycle parking provision will be 20 parking spaces, an increase of four additional spaces from 16 motorcycle parking spaces under the original Travel Plan.
- 4.6 As part of the previous Travel Plan, it was confirmed that a mini-bus service for staff would be promoted. Since the preparation of the Travel Plan, Barfoots have two dedicated bus routes for staff:
 - i. Service 725 – Portsmouth-Chichester-Barfoots Farm
 - Arrival to Barfoots Farm – 0640
 - Departure from Barfoots Farm – 1915
 - ii. Service 69 – Littlehampton-Middleton-on-Sea-Bognor Regis-Aldwick-Barfoots Farm
 - Arrival to Barfoots Farm – 0540 and 0640
 - Departure from Barfoots Farm – 1810 and 1910
- 4.7 In 2023, there was an average of 964 staff journeys by the two bus routes per week. In 2024, there was an average of 1,238 staff journeys per week, i.e. a 28% increase in staff use.
- 4.8 In summary, the travel plan measures will continue to increase the sustainable credentials of the site.

5.0 Summary and Conclusions

- 5.1 This Technical Note has been prepared to support a planning application for a 960sqm Engineering block building at Barfoots of Botley Ltd Sefter Farm Site, Pagham Road.
- 5.2 The proposed engineering block building will enable existing staff who are located across the site to be based in one central building. It is understood that Barfoots are future-planning for an additional circa five staff who would be based in the engineering block building.
- 5.3 The car park which was approved under P/117/21/PL will be relocated to better suit the needs of the site, and will include 18 additional car parking spaces to accommodate for the inclusion of the engineering block building.
- 5.4 The relocated car park will have 205 car parking spaces, including five disabled parking spaces. The planning application also includes eight car parking spaces (including three disabled parking spaces) to the south of the proposed engineering block building.
- 5.5 Given that the engineering block building will consolidate existing staff into one building from elsewhere on site, with a potential for an additional five staff to be based in the building, it is considered that the impact on the local highway network will be insignificant. No additional HGV movements are proposed as part of the engineering block building proposals.
- 5.6 This report concludes that:
 - i. The proposed engineering block building will not result increase in vehicle movements due to the majority of staff being based elsewhere on the site
 - ii. An additional five staff will not result in a significant increase in vehicle movements, and will be accommodated in the daily flow of traffic
 - iii. The car, cycle and motorcycle parking is located conveniently, is accessible and complies with Barfoot's requirements
 - iv. The travel plan measures, aimed at Barfoots staff, to assist in increasing the sustainable credentials of the site, are suitable and will be implemented by the site operators, with the Travel Plan approved under P/117/21/PL being extended to incorporate the engineering block building
- 5.7 It is finally concluded that the proposed engineering block building at Barfoots of Botley Ltd.'s Sefter Farm site, is acceptable in highway safety and capacity terms and that there will not be a significant impact on the local highway network associated with the proposed development.

Appendix 1

Personal Injury Collision Report



2632 Personal Injury Collision Report

Area of Interest (AOI) Information

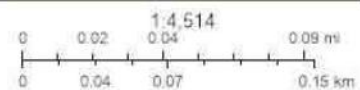
Area : 55,170.6 m²

Mar 5 2026 14:53:38 Greenwich Mean Time



Crashes

- Slight
- Serious



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community. Sources: Esri, Vantor, Airbus DS, USGS, NOAA, NASA, CIA/R, N. Robinson, NOAA, NLS, CG, NOAA, Geodatastyren, Rijkswaterstaat, GDA, Geoland, FEMA, Intermap, and the GIS user community.

Summary

Name	Count	Area(m²)	Length(m)
Crashes	6	N/A	N/A

Crashes

#	Carriageway_Hazards	Severity	Officer_Attended	Accident_DateTime	Year
1	None	Slight	Police officer attended crash scene	September 17, 2020	2020
2	None	Serious	Police officer attended crash scene	November 26, 2021	2021
3	None	Slight	Police officer attended crash scene	October 28, 2021	2021
4	None	Serious	No officer attended crash scene	July 17, 2021	2021
5	None	Slight	Police officer attended crash scene	July 16, 2021	2021
6	Unknown	Slight	Police officer attended crash scene	September 28, 2024	2024

#	Number_of_vehicles	Number_of_casualties	Easting	Northing	Highway_Authority
1	2	1	489452	99544	West Sussex
2	2	1	489446	99550	West Sussex
3	2	1	489455	99542	West Sussex
4	2	1	489452	99545	West Sussex
5	2	1	489449	99546	West Sussex
6	3	2	489475	99422	West Sussex

#	Road_Number	Weather_conditions	Road_Type	Road_surface	Speed_Limit
1	U	Fine without high winds	Single carriageway	Dry	60
2	U	Raining without high winds	Single carriageway	Wet or Damp	60
3	U	Fine without high winds	Single carriageway	Dry	60
4	U	Unknown	Single carriageway	Dry	60
5	U	Fine without high winds	Single carriageway	Dry	60
6	U	Fine without high winds	Single carriageway	Dry	60

#	Light_conditions	Junction_detail	Pedestrian_Crossing	Involved_pedalcycle	Involved_Motorcycle
1	Daylight: regardless of presence of streetlights	Unknown	No physical crossing facility within 50 metres	0	0
2	Daylight: regardless of presence of streetlights	Unknown	No physical crossing facility within 50 metres	0	1
3	Daylight: regardless of presence of streetlights	Unknown	No physical crossing facility within 50 metres	0	0
4	Darkness: no street lighting	Unknown	No physical crossing facility within 50 metres	0	0
5	Daylight: regardless of presence of streetlights	Unknown	No physical crossing facility within 50 metres	0	0
6	Darkness: no street lighting	Not at or within 20 metres of junction	Unknown	0	0

#	Pedestrian_casualty	Child_casualty	Pedal_cycleuser_casualty	Motorcycle_user_casualty	Involved_car
1	0	0	0	0	1
2	0	0	0	1	1
3	0	0	0	0	1
4	0	0	0	0	1
5	0	0	0	0	1
6	0	0	0	0	1

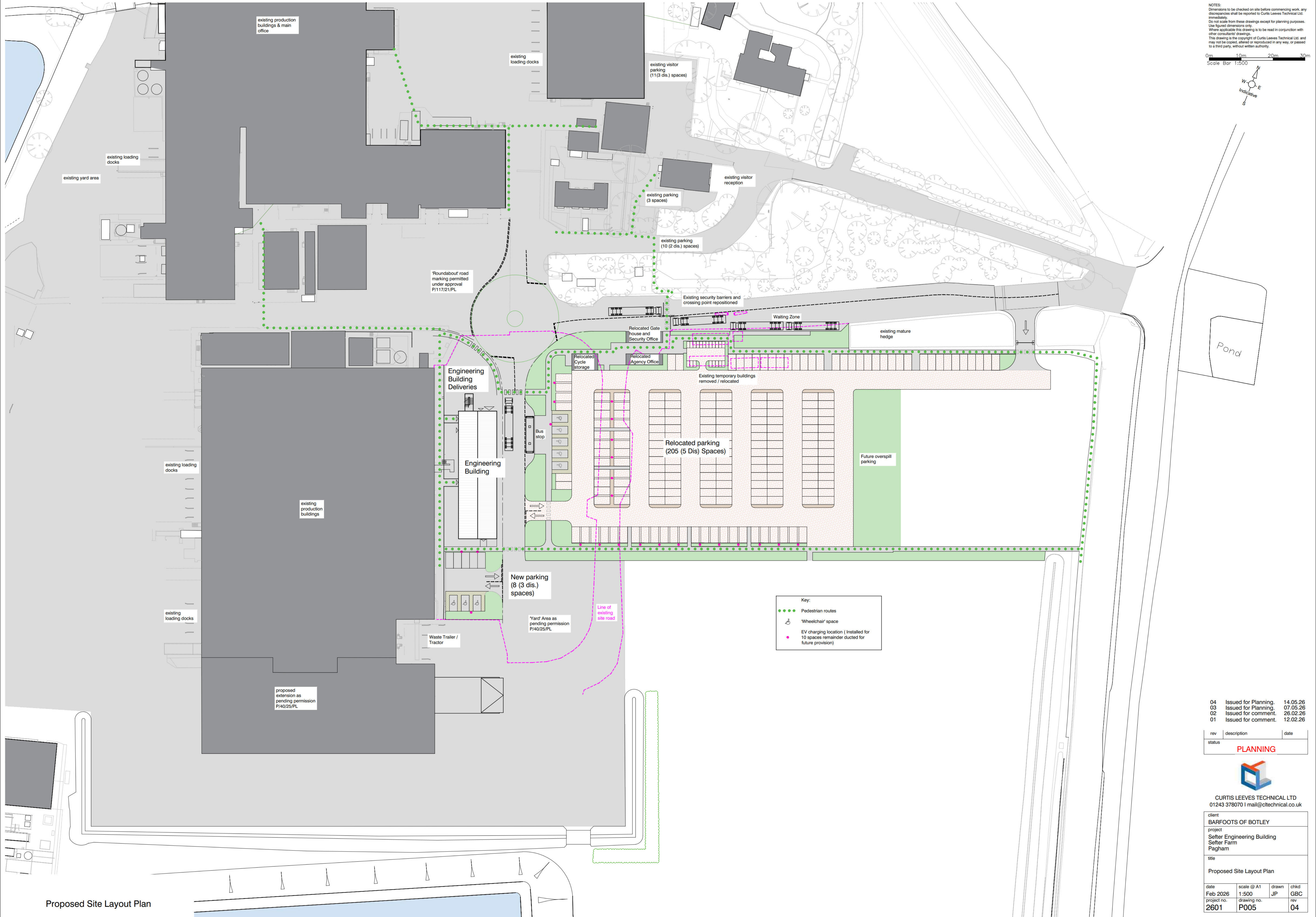
#	Involved_goodsvehicle	Involved_Bus	Involved_young_driver	Local_Authority_District	Junction_control
1	1	0	0	Arun	Give way or uncontrolled
2	0	0	0	Arun	Give way or uncontrolled
3	1	0	0	Arun	Give way or uncontrolled
4	0	0	0	Arun	Give way or uncontrolled
5	0	0	1	Arun	Give way or uncontrolled
6	1	0	0	Arun	Unknown

#	Is_Provisional	Is_Amended	Web_Link	Count
1	N	No	https://www.crashmap.co.uk/reports/prereportservice?reportId=2020470982044	1
2	N	No	https://www.crashmap.co.uk/reports/prereportservice?reportId=2021471114802	1
3	N	No	https://www.crashmap.co.uk/reports/prereportservice?reportId=2021471103568	1
4	N	No	https://www.crashmap.co.uk/reports/prereportservice?reportId=2021471068692	1
5	N	No	https://www.crashmap.co.uk/reports/prereportservice?reportId=2021471067048	1
6	N	No	https://www.crashmap.co.uk/reports/prereportservice?reportId=2024471497237	1

Report produced from CrashMap Pro

Appendix 2

Architect's Proposed Site Layout Plan and Proposed Car Park Detail Plan



Proposed Site Layout Plan

NOTES:
Dimensions to be checked on site before commencing work. any discrepancies shall be reported to Curtis Leves 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 Leves Technical Ltd. and may not be copied, altered or reproduced in any way, or passed to a third party, without written authority.

0m 10m 20m 30m
Scale Bar 1:500

N
W E
Indicative
S

04	Issued for Planning.	14.05.26
03	Issued for Planning.	07.05.26
02	Issued for comment.	26.02.26
01	Issued for comment.	12.02.26

rev	description	date
status	PLANNING	



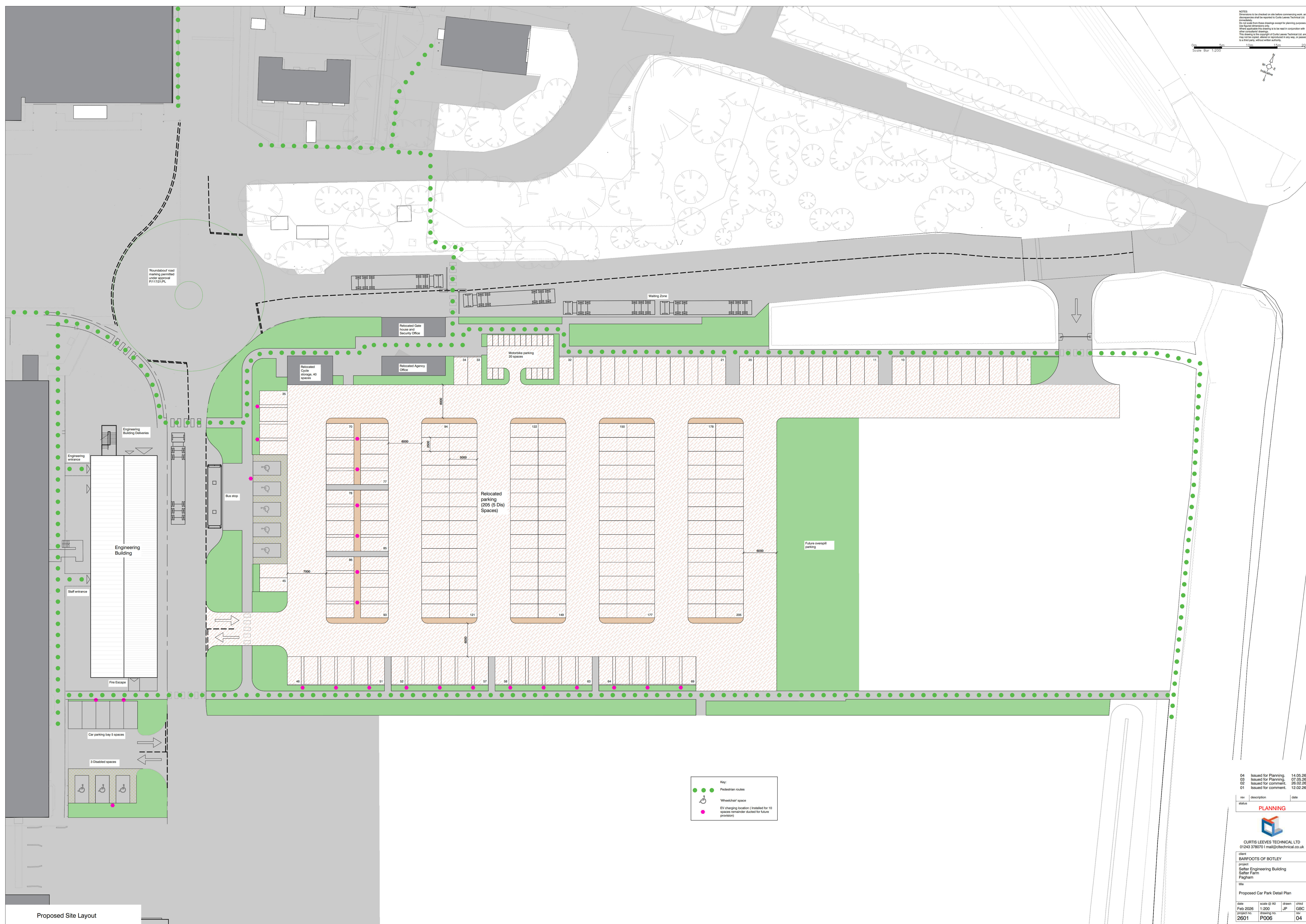
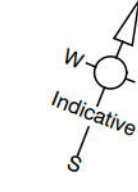
CURTIS LEVES TECHNICAL LTD
01243 378070 | mail@ctechnical.co.uk

client	BARFOOTS OF BOTLEY
project	Setter Engineering Building Setter Farm Pagham
title	Proposed Site Layout Plan

date	scale @ A1	drawn	chkd
Feb 2026	1:500	JP	GBC
project no.	drawing no.	rev	
2601	P005		04

NOTES:
Drawings to be checked on site before commencing work. any discrepancies shall be reported to Curtis Leves Technical Ltd immediately.
Do not scale from these drawings except for planning purposes.
Use Revised dimensions only.
Where dimensions are shown, they shall be used in conjunction with other consultant drawings.
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0m 5m 10m 15m 20m
Scale bar 1:200



Key:

- Pedestrian routes
- Wheelchair space
- EV charging location (Installed for 10 spaces remainder ducted for future provision)

Proposed Site Layout

rev	description	date
04	Issued for Planning.	14.05.26
03	Issued for Planning.	07.05.26
02	Issued for comment.	28.02.25
01	Issued for comment.	12.02.26

PLANNING

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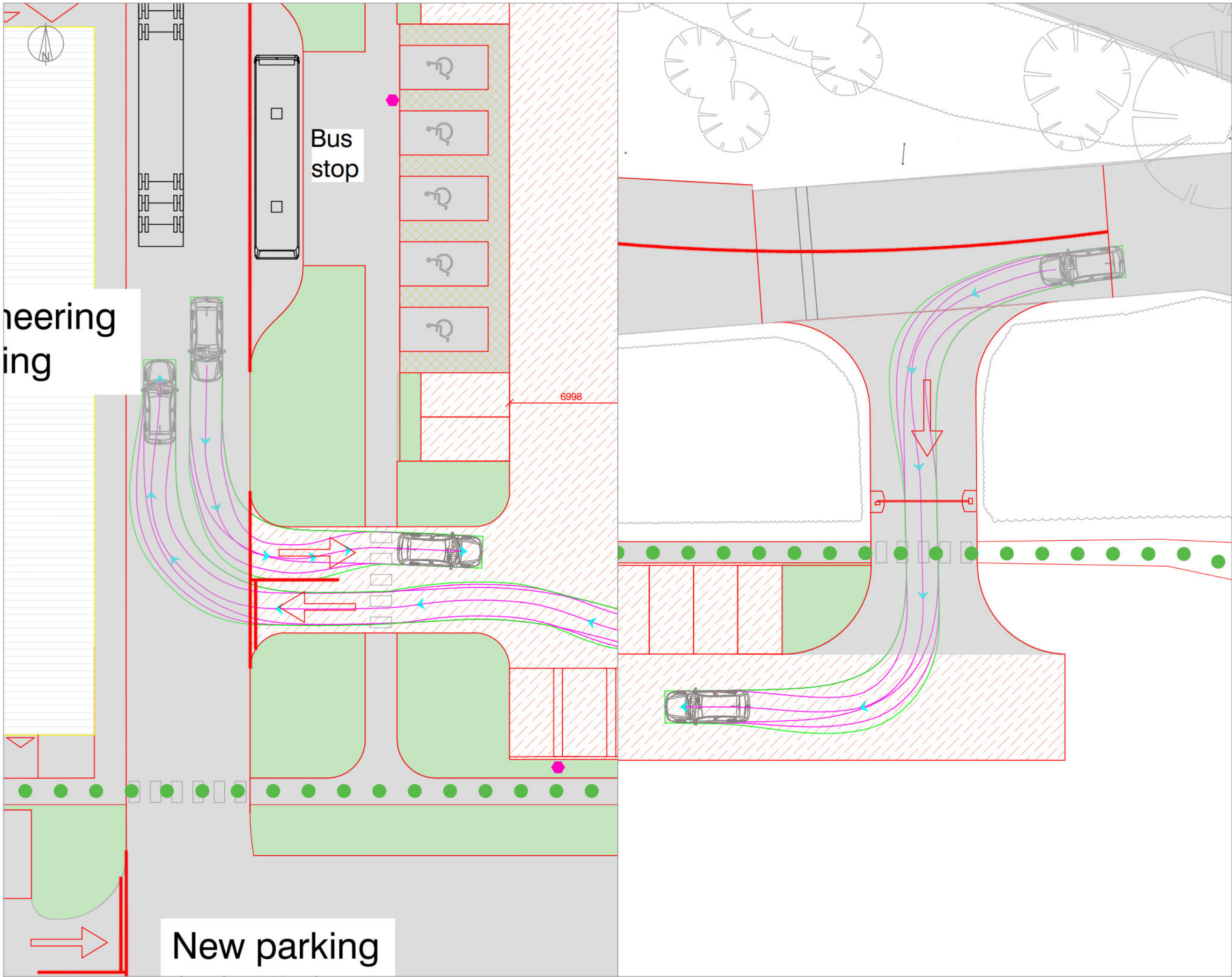
client	BARFOOTS OF BOTLEY
project	Satter Engineering Building Satter Farm Pagham
site	

Proposed Car Park Detail Plan

date	scale @ A0	drawn	chd
Feb 2026	1:200	JP	GBC
project no.	2601	drawing no.	P006
		rev	04

Appendix 3

Swept Path Analysis Drawings



NOTES:

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Drawing based on Curtis Leeves Technical Ltd 'Proposed Site Plan' ref 2601-P005 Rev 04, dwg received 19/05/26

ISSUE	REASON FOR REVISION	BY	DATE

SDV

Width : 1800
Track : 1800
Lock to Lock Time : 6.0
Steering Angle : 37.8

mm

PROJECT: BARFOOTS ENGINEERING BUILDING

CLIENT: BARFOOTS OF BOTLEY

PROJECT REF: 2632 DRAWING NUMBER: TR01 SCALE (AT A3): 1:200

SHEET NUMBER: SHEET NUMBER 1 OF 2

SCALE BAR: 0m 5m 10m

HighgateTransportation

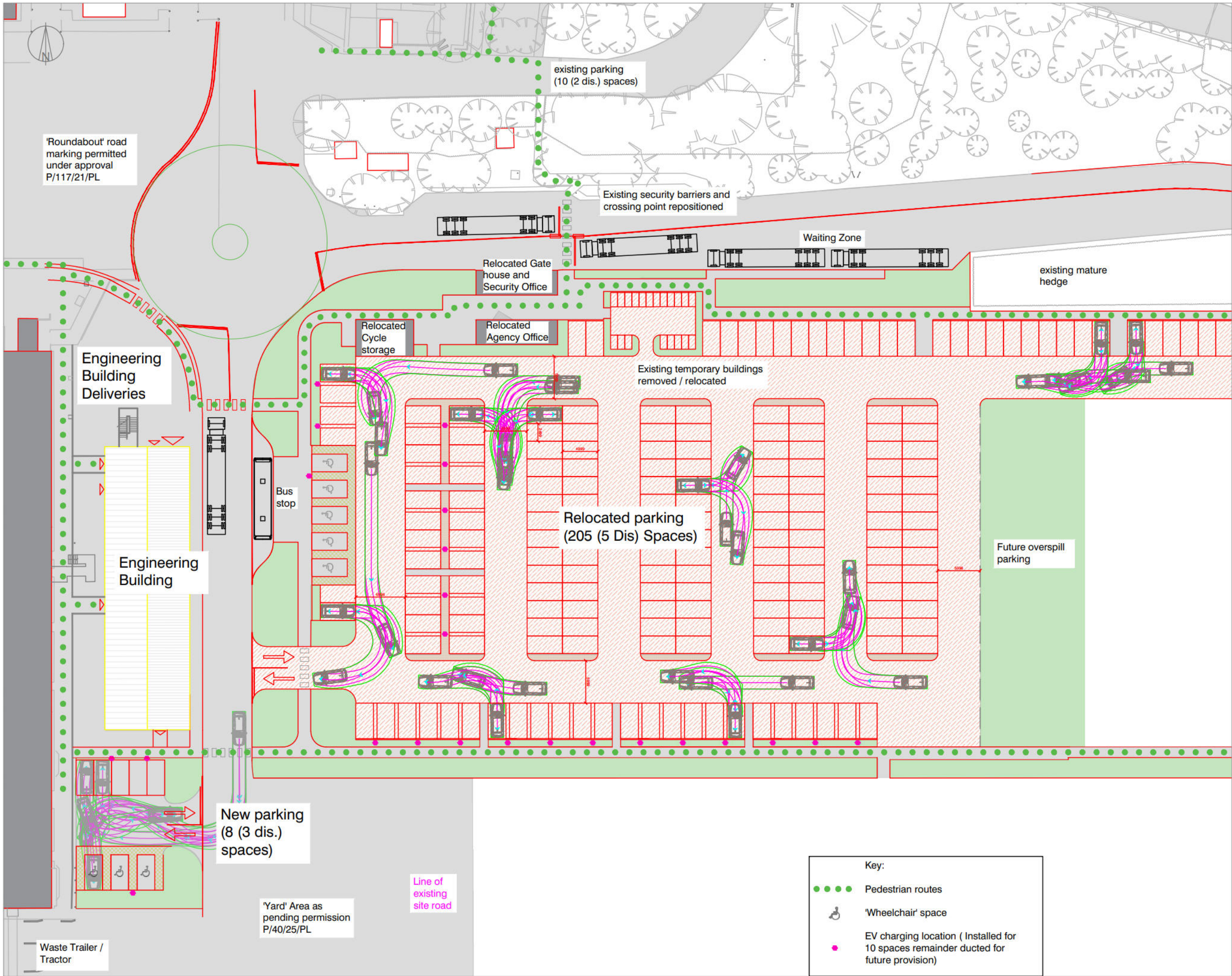
www.highgatetransportation.co.uk

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

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TITLE: SWEPT PATH ANALYSIS - CAR PARKING

DATE: 19.05.26 DRAWN BY: BE CHECKED: AH



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ISSUE	REASON FOR REVISION	BY	DATE

4800

900 2900

SDV

Width	: 1800
Track	: 1800
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

PROJECT:

BARFOOTS ENGINEERING BUILDING

CLIENT:

BARFOOTS OF BOTLEY

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
2632	TR01	1:500

SHEET NUMBER:

SHEET NUMBER 2 OF 2

SCALE BAR:

0m 5m 10m 15m 20m

HighgateTransportation

www.highgatetransportation.co.uk

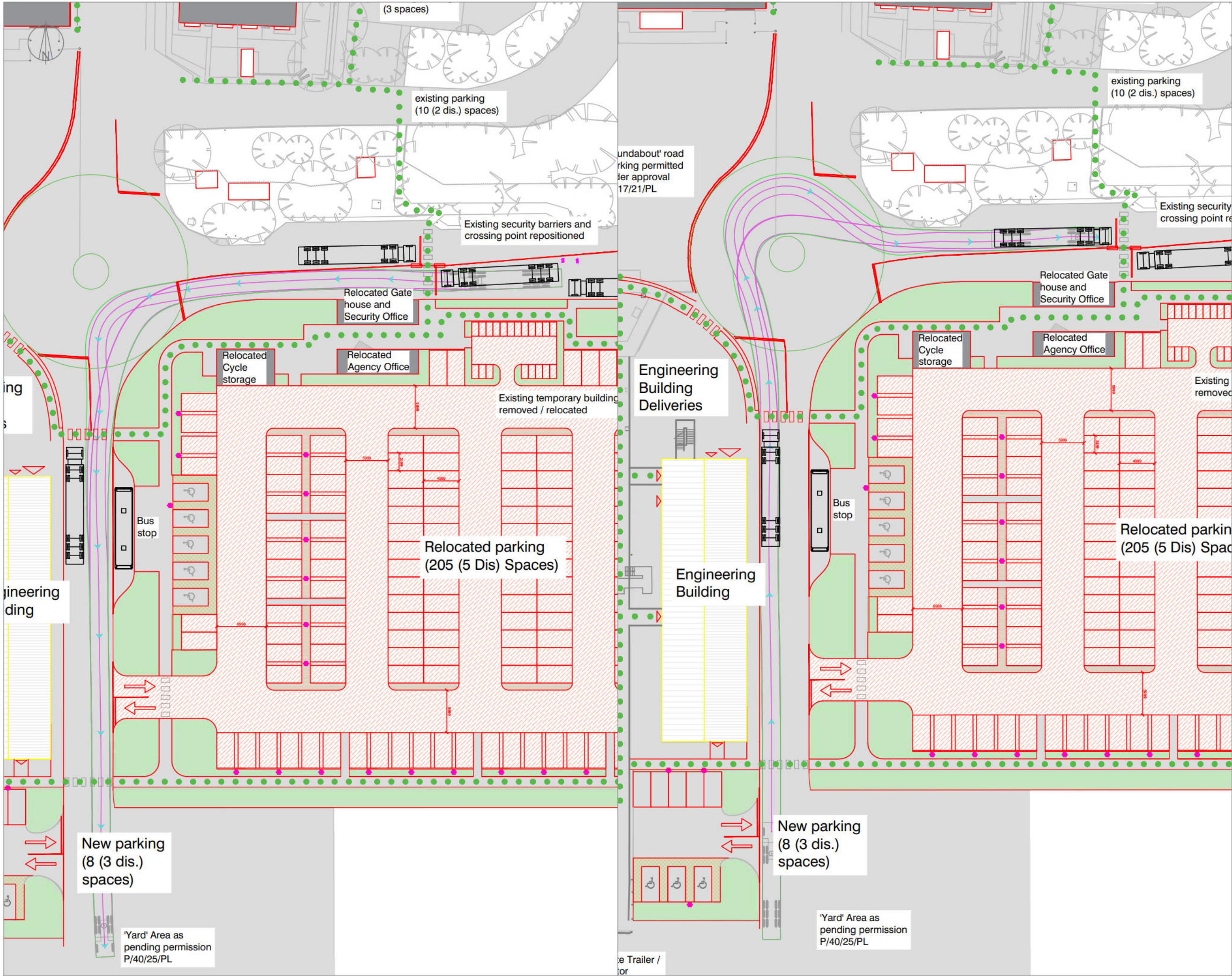
First Floor, 43-45 Park Street
Bristol BS1 5NL
01179 349 121

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TITLE:

SWEPT PATH ANALYSIS - CAR PARKING

DATE:	DRAWN BY:	CHECKED:
19.05.26	BE	AH



NOTES:

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Drawing based on Curtis Leeves Technical Ltd "Proposed Site
Layout Plan" ref 2601-P005 Rev 04, dwg received 19/05/26

ISSUE	REASON FOR REVISION	BY	DATE

BOX VAN 6AXLE

Tractor Width	mm	Lock to Lock Time	: 6.0
Trailer Width	: 2550	Steering Angle	: 25.5
Tractor Track	: 2550	Articulating Angle	: 70.0
Trailer Track	: 2550		

PROJECT:

BARFOOTS
ENGINEERING
BUILDING

CLIENT:

BARFOOTS
OF BOTLEY

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
2632	TR02	1:500

SHEET NUMBER:

SHEET NUMBER 1 OF 2

SCALE BAR:

0m 5m 10m 15m 20m

HighgateTransportation

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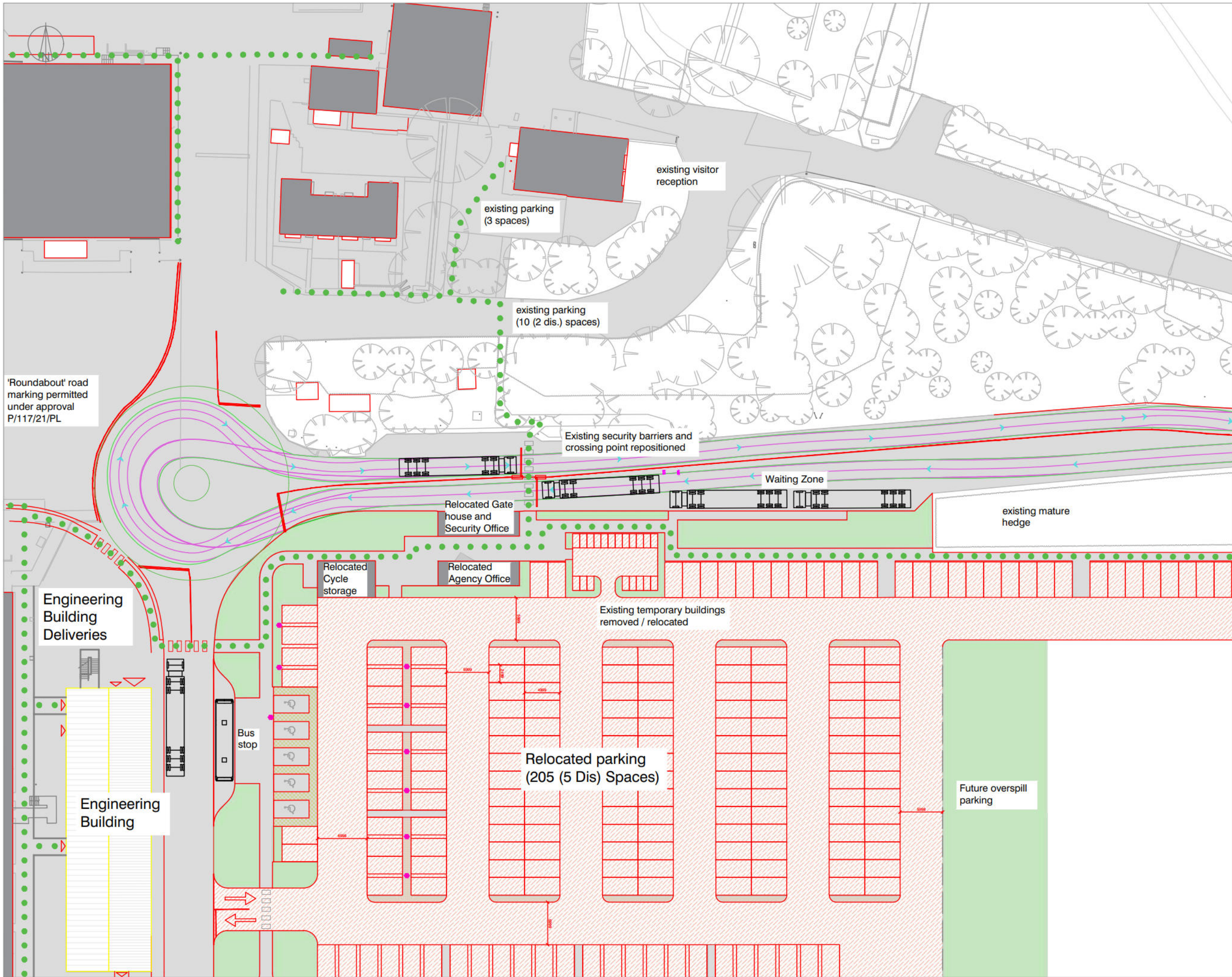
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TITLE:

SWEPT PATH ANALYSIS -
HGV

DATE:	DRAWN BY:	CHECKED:
19.05.26	BE	AH



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Drawing based on Curtis Leeves Technical Ltd "Proposed Site Layout Plan" ref 2601-P005 Rev 04, dwg received 19/05/26

ISSUE	REASON FOR REVISION	BY	DATE

BOX VAN 6AXLE

mm		
Tractor Width	: 2550	Lock to Lock Time : 6.0
Trailer Width	: 2550	Steering Angle : 25.5
Tractor Track	: 2550	Articulating Angle : 70.0
Trailer Track	: 2550	

PROJECT:

BARFOOTS ENGINEERING BUILDING

CLIENT:

BARFOOTS OF BOTLEY

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
2632	TR02	1:500

SHEET NUMBER:

SHEET NUMBER 2 OF 2

SCALE BAR:

0m 5m 10m 15m 20m

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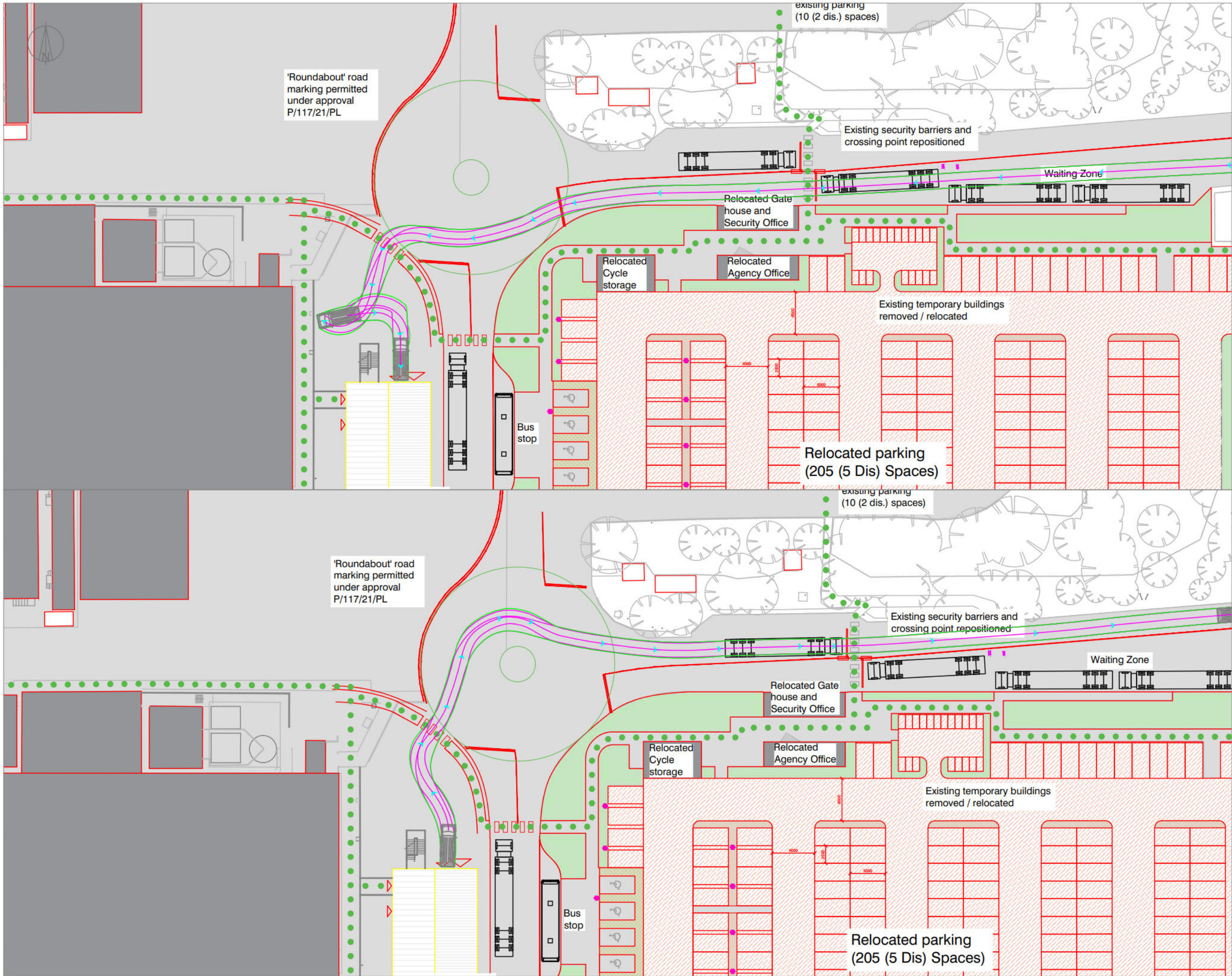
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TITLE:

SWEPT PATH ANALYSIS - HGV

DATE:	DRAWN BY:	CHECKED:
19.05.26	BE	AH



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ISSUE	REASON FOR REVISION	BY	DATE

Delivery Van

Width : 2100 mm
Track : 2100 mm
Lock to Lock Time : 6.0
Steering Angle : 46.2

PROJECT: BARFOOTS ENGINEERING BUILDING

CLIENT: BARFOOTS OF BOTLEY

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
2632	TR03	1:500

SHEET NUMBER: SHEET NUMBER 1 OF 1

SCALE BAR: 0m 5m 10m 15m 20m

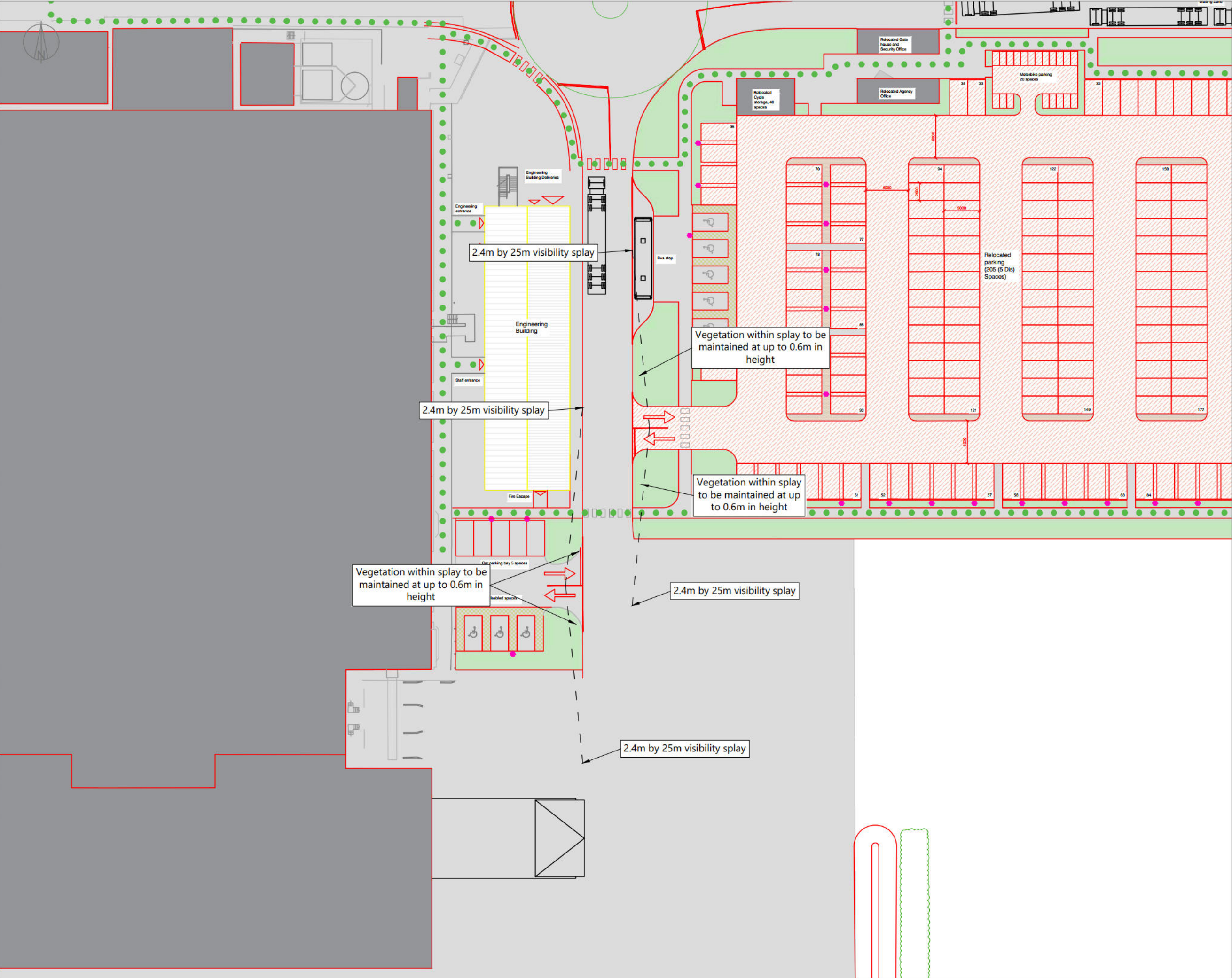
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TITLE: SWEEP PATH ANALYSIS - DELIVERY VEHICLE

DATE:	DRAWN BY:	CHECKED:
19.05.26	BE	AH

Appendix 4

Visibility Splays at Car Park Accesses



NOTES:

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Drawing based on Curtis Leeves Technical Ltd "Proposed Site Layout Plan" ref 2601-P005 Rev 04, dwg received 19/05/26

ISSUE	REASON FOR REVISION	BY	DATE

PROJECT:

BARFOOTS
ENGINEERING
BUILDING

CLIENT:

BARFOOTS
OF BOTLEY

PROJECT REF:	DRAWING NUMBER:	SCALE (AT A3):
2632	02	1:500

SHEET NUMBER:

SHEET NUMBER 1 OF 1

SCALE BAR:

0m 5m 10m 15m 20m

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CAR PARK
VISIBILITY SPLAYS

DATE:	DRAWN BY:	CHECKED:
19/05/26	AH	FB