

Comments Template

Title of theme that you are commenting on
TRAFFIC
Brief summary of areas of concern/challenge
<ol style="list-style-type: none">1. Concern that vehicle trips analysis for the development excludes a number of uses that would increase the overall number of vehicle trips e.g. Weddings, Infrequent Equestrian events, Supplier trips associated with food & retail and equestrian etc2. Distribution of development trips is based on existing turning proportions at junctions, which does not reflect a future reality that building a destination venue at this location will significantly change the existing turning proportions.3. The Equestrian and Farm Shop are destination venues which will require many people to travel to it from a wide area beyond any local area, particularly equestrian and as such it's difficult to see how this location "minimises the need for travel" as per policy 39 of Chichester Local Plan .4. The significant increase in vehicles and particularly HGVs to the site represent highway safety issues for other users , other car users , pedestrians, horse riders, cyclists .The planning inspector at the Biogas appeal found that the number of vehicles (11,212 per annum with 14 to 46 HGVs per day) represented safety issues for other road users and was a reason for refusal . This application is for significantly more vehicles than the Biogas application (typical weekday – 757 vehicles per day, including 29 HGV's/ typical Saturday – 1084 vehicles per day, including 320 HGV's)5. Adverse Traffic Impact on tranquil rural character/ detrimental to residential amenity
Detailed comments/areas of challenge/further questions to raise with CDC planning officer – to include document and page references if appropriate. Please draw out specific questions/queries to be drawn to the planning officer's attention.
<p>Issue 1: Concern that vehicle trips analysis for the development excludes a number of uses that would increase the overall number of vehicle trips e.g. Weddings, Infrequent Equestrian events, Supplier trips associated with food & retail and equestrian etc</p> <ul style="list-style-type: none">• Rural Enterprise scheme:<ul style="list-style-type: none">○ Applicant states there is no inclusion of trips associated with REC occupiers at weekends• Food Retail/ Retail:<ul style="list-style-type: none">○ Have trips associated with suppliers to the Food retail and other retail outlets been included? e.g. The Food retail will showcase food from across West Sussex which will need to be delivered, any fresh foods will require frequent deliveries. Many Farm shops now also supply direct to consumer by couriers (e.g. McKees in Ulster, which is used as a comparative for trips deliver 6 days a week). Are couriers included?○ The Food and Retail element is expected to generate 35 permanent full-time equivalent jobs. Are staff trips included in the vehicle trip rates ? I would expect to see retail staff arrive for work prior to opening and as such there are only 16 vehicle arrival trips on weekdays prior to 9am, but 35 FTE staff ?

- Glamping & Hardnips:
 - For the Glamping the applicant assumes "there is likely to be a small number of incoming and outgoing trips across the afternoon and evening" associated with guests exploring the area and going out for dinner. " but in their operational statement they state that the glamping accommodation seeks to utilise the Farm's location to offer high quality visitor accommodation for visitors to access external sites many of which will need to be accessed by vehicles – they list Wey & Arun canal, Southwater Country park, Fishers Farm , Hollycombe steam fair, Cowdray ruins, Bignor Roman Villa, Nyetimber; Ashling Park & Tinwood Vinyards, Goodwood. It seems more likely that guests will make multiple trips out by vehicle during their stay
 - The applicant has assumed infrequent use of Hardnips barn as a wedding venue with 100 wedding guests at a time . These trips are not included in the glamping trip generation but are referenced, however it is not clear whether these trips have been included in the overall development trip numbers . There is no indication of what infrequent means and therefore no means to estimate the total number of trips associated with wedding use across the year . It is also likely that weddings could become popular and therefore more frequent which would have a significant impact particularly on weekend traffic
- Equestrian:
 - It is not clear whether staff numbers for the equestrian centre are included in the trips analysis, nor any suppliers such as farriers, vets, feed suppliers etc . A total of just 10 vehicles arriving throughout a weekday seems very low for such a large equestrian centre
 - The applicant has not included traffic associated with "infrequent events such as galas and clinics " as they say these will happen at most once or twice a year , however there is nothing to prevent them occurring more frequently and any commercial enterprise would endeavour to maximise use of its facilities.
 - They state that dressage and show jumping don't attract spectators – this is incorrect as its quite typical for other family members to come to spectate and arrive in their own separate vehicles as evidenced by several villagers who attend such events

Issue 2: Distribution of development trips is based on existing turning proportions at junctions, which does not reflect a future reality that building a destination venue at this location will significantly change the existing turning proportions.

- Existing turning proportions are a reflection of where people need to get to today. Today there is no destination venue at the site and therefore not many people will use Foxbridge lane as a route to that part of Rickmans lane, however once a destination venue is built this will change.
- Using Google Maps to plot a route to the application site shows that all traffic in an arc from Guildford in the north, Dorking to the North east, Crawley and beyond from the east to Brighton, Storrington & Worthing on the south coast will be directed by google maps to access the site via Foxbridge Lane – this is significantly more than the applicant has stated and has safety implications given the nature of Foxbridge lane
- On this basis it is not reasonable to discount Junction 4 (Plaistow Road/Foxbridge Lane) nor junction 5 (Vicarage Hill/Plaistow Rd) for assessment
- Foxbridge lane represents significant issues particularly for HGVs and large vehicles as evidenced by HM Inspector in refusal of the Biogas plant

Issue 3 : The Equestrian and Farms Shop are destination venues which will require many people to travel to it from a wide area beyond any local area, particularly equestrian and as such it's difficult to see how this location "minimises the need for travel" as per policy 39 of Chichester Local Plan . The development will significantly increase vehicular traffic on small rural roads , particularly HGVs

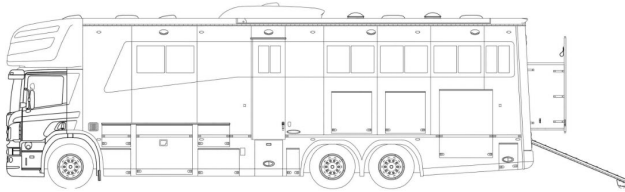
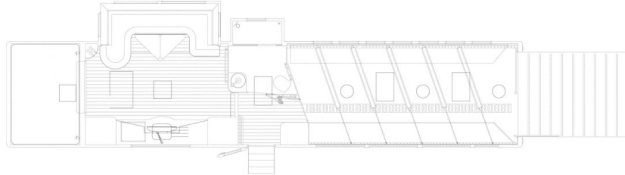
- Chichester Local Plan: Key Policies 2014-2029: *"Ensuring that new development is well located and designed to minimise the need for travel, encourages the use of sustainable modes of travel as an alternative to the private car, and provides or contributes towards necessary transport infrastructure, including through travel plans;"*
- The applicant recognises that the *site is rural in nature, and will therefore attract trips by vehicle*
- The applicant does set out plans for more sustainable means of transport such as walking or cycling which is good , but the increases in vehicular traffic (particularly HGVs) will have a negative effect on safety of these very users which would deter walkers & cyclists

Issue 4: The significant increase in vehicles and particularly HGVs to the site represent highway safety issues for other users , other car users , pedestrians, horse riders, cyclists

- NPPF: Development should only be prevented or refused on highways grounds if there would be an **unacceptable impact on highway safety**, or the residual cumulative impacts on the road network would be severe."
- The applicant state that "the local road network is lightly trafficked and relatively low speed in many locations", But the development looks to change the lightly trafficked nature by increasing all vehicles on weekdays by +95% and large vehicles by + 328% whilst at weekends increasing all vehicles by 138% and large vehicles by 3,621% which would see an additional 301 large vehicles on rickmans lane alone.
- HGVs represent a highway safety issue on small rural lanes and in this location particularly along Foxbridge Lane and in Plaistow village which has a tight bend by the church and a narrow tight bend by the Mission Hall (other pinch points?)
- At the biogas appeal , both HM Inspector and the Highways Authority recognised the danger posed by HGVs to other road users and as such it was one of the reasons for refusal of the appeal.
- Horse lorries come in a variety of sizes, however top level events will see larger lorries in use up to 39ft in length . The horse lorries will be similar in dimension to the Gas HGVs which HM inspector deemed a safety risk on our lanes at the Biogas appeal . Having 320 HGVs on our lanes on a typical Saturday would create severe traffic and safety issues
- Th number of vehicles proposed makes it hard to see how this can be seen as a sustainable development as all of the uses are highly dependent on vehicles as evidenced by the provision of 390 car parking places, and 126 horse box parking spaces . A total of 516 parking spaces



39'3"	8'4"	13'1"	7	26000
Length	Width	Height	4-7 Stalls	18-26 GVW Kg



27'0"

Length

8'2"

Width

12'3"

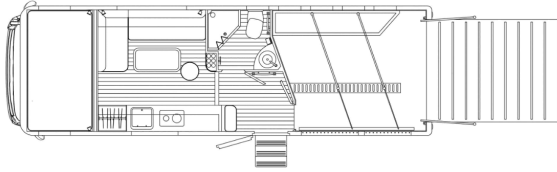
Height

2/3

Stalls

7500

GVW Kg



lorries at Wellington Equestrian event Saturday 27th August



Vehicle control required at Wellington Equestrian event Saturday 27th August

- Biogas Appeal: *"The roads around Crouchland Farm are narrow country lanes where traffic is likely to be restricted to use by residents, the farm enterprise and occasional delivery vehicles and persuasive evidence was given by local residents on the fear to safety caused through meeting a large lorry when walking on a road with no pavement or when riding a horse or bicycle on the carriageway."*
- Biogas Appeal: *"On roads where HGV movements are the norm and other levels of traffic are relatively high, an increase similar to the numbers proposed here might not be significant or readily discernible. However, that is not the case on these country lanes where one would not usually expect to encounter any significant numbers of large vehicles."*
- Biogas Appeal: *I have also found that the vehicle movements would prove dangerous to other road users and disturbing to local residents.*
- Biogas Appeal: *"the proposed AD use would bring about a noticeable and detrimental change from the situation authorised by the LDC. This would create a conflict with policy 39 (2) of the Chichester District Local Plan Key Policies 2014 – 2029 (CDLP) which, amongst other things, requires development to be located to minimise additional traffic generation and not to create or add to problems of safety, congestion or damage to the environment."*
- HM inspector recognised the issues with HGVs meeting each other on Foxbridge lane with no passing places and even with proposed passing bay mitigation decided that this would not solve the problem. She recognised that it would also lead to problems with cars needing to reverse when faced with an HGV.
- The applicant will not be able to control when Horse lorries/HGVs choose to arrive or depart the site and as such several HGVs can leave or arrive at the site together, compounding the issues particularly on Foxbridge lane .
- The roads around Crouchlands are shared usage with no pavements and are regularly used by horse riders, cyclist, joggers and pedestrians . Local cycling clubs regularly use the roads

at weekends for time trials and leisure cyclists are attracted by the tranquil nature of the lanes . The nature of the roads and foxbridge lane in particular mean that these other users would be very close to HGVs and feel unsafe.

- The applicant states that "the local road network is lightly trafficked and relatively low speed in many locations, such that cycling forms an attractive mode of travel for customers, visitors, staff and leisure trips associated with the site." But the traffic increases particularly in HGVs would change this so as to cause concern for these users as identified by HM Inspector at the biogas appeal
- The NPPF states that "safe and suitable access to the site can be achieved for all users" Those accessing the site on foot, by bicycle or on horseback will be subject to an increase in traffic on lanes that have no footpaths , narrows to points that means vehicles cannot pass and vehicles are very close to other users
- The Emerging Plaistow and Ifold Parish Neighbourhood Plan: To ensure that all new development avoids on-street car parking and **minimises the danger and inconvenience to all users of the highway; and to improve safety for pedestrians, cyclists and equestrians** by reducing speed through the Parish and through enforcing traffic speed limits and traffic calming. An increase in HGVs and cars will make this harder

Issue 5: Adverse Traffic Impact on tranquil rural character/ detrimental to residential amenity

- The applicant recognises that there are "*relatively low volumes of traffic on the local highway network, which is to be expected given the rural nature of the site location*"
- The site lies within an area described in the CDLP as being primarily rural in character with a number of dispersed settlements, some of which are relatively isolated and served by narrow lanes. The West Sussex Landscape Character Assessment of 2003 notes that the area has a remote and tranquil character.
- Increase in traffic and particularly HGVs conflicts with policy 45 of the CDLP which seeks to ensure that development in the countryside has no more than a minimal impact on the landscape and rural character of the area. HGVs and traffic will have detrimental effect on Plaistow conservation area.
- In the Biogas appeal HM inspector found that "*The noise and vibrations from the traffic would be unacceptable in this rural location and detrimental to the character of the area, thereby conflicting with Development Plan policies.*"
- HGVs pass very close to some properties, causing noise and vibration that can be experienced within the houses and detrimental to living conditions
- Tranquillity will be even more impacted in evenings and at night. At present there is very little evening & night time traffic. The glamping shows a few vehicle trips post 18:00 and none beyond 22:00 this is unrealistic as visitors will visit local pubs and restaurants and as such there is potential for more vehicle trips post 18:00 and beyond 22:00. The applicant states that up to 100 wedding guest would attend weddings which will result in vehicles leaving at a late hour, this is not reflected in the application. The Equestrian vehicle trip analysis shows no trips post 19:00, this is unrealistic as in summer months many equestrians make the most of the light evenings.
- and equestrian events would lead to traffic in the evenings and at night which does not exist at all at present