

TRAFFIC

Simon has written his Transport review ; therefore, the following just summarises key issues and includes additional points that may be relevant

Covered in Simons report

Additional thoughts for Simon's report

Scale: Overall point about the scale of the site is inappropriate for the location:

- **Depending on which figures you take , it's clear that the site will cater for a large number of occupants**
 - In terms of occupants the applicants' figures vary from (686 self-catered bedspaces @ 80% occupancy = 549 plus 90 Hotel Spa @ 75% occupancy =68 , so a total of 617 (in the Economic Benefits Summary) to 816 total in the Water Neutrality report
 - In terms of employees 76 FTE's (Middle estimate) plus seasonal workers
 - Non-Occupants i.e., visitors from outside to Farm shop/Spa/Restaurant based on their transport assumptions equate to appx. 144 other people per day
 - Thus, the total number of people on any given day ranges from 837 to 1,036 which given Ifold & Plaistow is appx. 1,900 at 2011 census is equivalent to an additional settlement.
- **In terms of traffic**
 - The development will generate significant increases in traffic flows that would be likely to result in adverse environmental impacts.
 - At least a 73% increase in traffic flows on Foxbridge Lane on weekdays and a more than doubling of traffic at weekends.
 - Development will generate 887 vehicle movements per day on weekdays and 979 per day at weekends. These are discounted down to 667 per day on weekdays and 737 at weekends if the applicant's assumptions about linked trips and pass-by trips are taken into account

TRAFFIC

Brief summary of areas of concern/challenge

1. **Concern that vehicle trips analysis for the development is under-reported**
2. **This site is not well located for the visitor attractions it is hi-lighting in the Design & Access Statement and at Table 5 in the Transport Assessment. It will result in a high use of cars for day trips out to access them, generating many return journeys over 20 miles in distance in addition to the original arrival /departure journeys to site**
3. **The significant increase in vehicles represent highway safety issues for other users , other car users , pedestrians, horse riders, cyclists and is therefore not sustainable.**
4. **Adverse Traffic Impact on tranquil rural character/ detrimental to residential amenity**
5. **Mitigation on Foxbridge lane with passing places and widening will require trees and hedges to be cut back and will materially alter the rural feel of the lane which is an important feature contributing to landscape (More a Landscape point)**

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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.

1. Concern that vehicle trips analysis for the development is under reported

- a. **They use TRICS data which gives traffic details of what they see as comparable sites and then they apply this to the number of units/facilities that they have on-site.**
 - i. **However, as Simon notes they are reducing traffic by discounting linked-trips with high assumptions (50% from existing site occupants) and pass-by trips (20%)**
 - ii. No construction traffic? The construction phase shows a cost of £48.6m with 119 FTE builders and 179 FTE construction workers in total - this will generate significant traffic and HGVs on Foxbridge lane
 - iii. TRICS data is assumed to capture all traffic to and from the site so would be inclusive of day trips, deliveries (e.g., grocery) Servicing /refuse etc . **But is not broken out in the data at this level**
 - iv. The applicant appears to be saying that the provision of bicycles, minibus etc will mean that visitors will use these more sustainable means of transport , however the data they show does not support this , it shows that the primary method of travel to and from the site will be by car. The applicant cites Chichester journey to work data showing 78% is made by car. They also cite National Travel survey leisure trips, which shows 74% of trips are made by car (42% as a driver, 32% as a passenger) . The applicant goes on to say that “ *It is recognised that at the start and end of their stay, visitors are likely to use similar travel modes to staff based on the accessibility credentials of the site, though there is likely to be a higher use of car as a primary travel mode, though the majority of trips would be undertaken by car share.*”

2. This site is not well located for the visitor attractions it is hi-lighting in the Design & Access Statement and at Table 5 in the Transport Assessment. It will result in a high use of cars for day trips out to access them, generating many return journeys over 20 miles in distance in addition to the original arrival /departure journeys to site (see map)

- a. Other than local pubs (The nearest Pub is 1.7miles away) and 2 attractions (the nearest is 2.1 miles away, the other 4.4 miles) all other attractions are over 10 miles away from the site.
- b. National Travel Survey 2021 shows that for any distance over 1 mile the car is the most frequent mode of transport
- c. Applicant recognises car use is most likely form of transport to the site “*there is likely to be a higher use of car as a primary travel mode*” (Transport Assessment)
- d. Dispute Applicants view that “*3.7.5. Table 8 shows that, once at the site (or for local residents travelling to the site for leisure purposes), mode share is likely to be more heavily weighted towards sustainable means including foot and cycle, in addition to car passenger than staff trips*” (Travel Assessment) . In fact, the table 8 leisure use shows the overwhelming majority 74% will be using a car which is not much different to Table 7 showing 86% for journey to work - a difference of only 12% - the conclusion should be that the car will remain the primary means of transport
- e. In WSCC response to a previous application for 10 houses (PS/17/02726/OUT) they made this comment on Sustainable Travel Options. “ *Whilst there is bus services these are infrequent and would not be suitable to offer a suitable alternative to the private motor vehicle. There are also no footways along*

Foxbridge Lane allowing safe and suitable pedestrian links to local services. Residents of the dwellings would pretty much be reliant on the use of a private motor vehicle. " . This would indicate that the site is not well located for sustainable transport options and would therefore rely on cars

- f. Between November to April , i.e. 6 months of the year , most local footpaths, and Bridleways , on the heavy wet clay soils, are very difficult to use and with many sections virtually impassable , thus making walking and cycling a difficult and unpleasant experience, which would deter visitors.
- g. it will bring a large amount of traffic into the local area , only for it to be going back out again to reach venues it's difficult to see how this location "minimises the need for travel" as per policy 39 of Chichester Local Plan .
- h. The NPPF encourages the promotion of sustainable development focussing on limiting the need to travel and offering a genuine choice of travel modes. The Framework highlights the need to locate developments in areas which are or can be made accessible by a range of travel modes, albeit noting this is more difficult in rural areas.** Policy 25 covers Development in the North of the Plan area and refers to the provision of "*small scale development*". Policy 30 dealing with tourism and leisure references the need for development in the countryside to be "*of a scale appropriate to the location*" and the need to "*maintain the tranquillity and character of the area*".
- i. 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."
- j. Chichester Tourism LDF Research "*should encourage new development of rural accommodation to be close to key transport routes* " (Transport Assessment) – it is not

3. The significant increase in vehicles represent highway safety issues for other users , other car users , pedestrians, horse riders, cyclists and is therefore not sustainable.

- a. Dispute that the traffic increase will be limited
- b. The applicant states that "majority of visitors to the site route via the existing signed route from the B2133" which means they will use Foxbridge Lane. Foxbridge Lane is unsuitable for large increases in traffic . *The planning inspector at the Housing appeal on this site stated that "Occupiers would be heavily reliant on private cars as the site would not be close to public transport and there are no footways along Foxbridge Lane. It would not amount to sustainable development" (p4 para 18)* . The Crouchland Biogas appeal found that the number of vehicles (11,212 per annum) represented safety issues for other road users and was a reason for refusal . This application is for significantly more vehicles than the Biogas application
- c. Applicant recognises that "*Foxbridge Lane is subject to relatively low vehicle flows, typical of a rural, unclassified road.*" And that "*there are no footways provided on either side of the carriageway reflective of its rural nature*" *These road users would notice a significant change in traffic levels in a location where there are no footways or street lighting.*
- d. The applicant states that there are 4 informal passing places along Foxbridge lane, however 3 of these are driveways to either residential properties or the Scout Hut and are used to access properties and therefore unsuitable as passing places
- e. It is not accurate state that "*grass verges provide refuge for pedestrians of varying width along the length of Foxbridge Lane.*" (Transport P.16 para 3.5.6") . Indeed,

most of the northern end before the bridge does not have grass verges with the surfaced road running up to a hedge or ditch with little room to walk on . Grass verges are more prevalent at the southern end

- f. It is wrong to say, “*Good forward visibility is provided along much of the road*” (Transport P 16 para 3.5.6) There are multiple points where forward visibility is poor particularly in summer when trees and hedges are in full leaf
- g. Applicant indicates that cycling would be an option for visitors, but the increase in traffic would make it less attractive : “*Given the nature of the site as a leisure destination which promotes and prioritises travel by active modes, it is likely that, once hotel or lodge visitors arrive on-site, they will leave their car for the duration of their stay and utilise the on and off-site footpaths, bridleways and other local leisure walking and cycling routes to access many of the surrounding destinations listed in Table 5.*” (Transport P. 12 Para 3.4.3)

4. Adverse Traffic Impact on tranquil rural character/ detrimental to residential amenity

- a. The site operating hours “*The complimentary site uses will be open from 07:00-23:00 each day*” mean that traffic and vehicle noise will disturb local residents. Local roads are typically very quiet at night as there are no large venues attracting traffic
- b. Applicant makes comparison with Soho Farmhouse , which has been subject to press articles stating that neighbours have complained “*Everyone here is quite anti-Soho Farmhouse. "It's caused more cars and noise and it frightens the horses. "Sandford St Martin [a neighbouring village] is empty now and it's ruining the character of the place.* <https://www.oxfordmail.co.uk/news/17455776.soho-farmhouse-neighbours-speak-traffic-problems-near-celeb-hangout/>
- c. Increase in traffic (At least a 73% increase in traffic flows on Foxbridge Lane on weekdays and a more than doubling of traffic at weekends) will be to the detriment of an area that is recognised as rural and tranquil.

5. Mitigation on Foxbridge lane with passing places and widening will require trees and hedges to be cut back and will materially alter the rural feel of the lane which is an important feature contributing to landscape (More a Landscape point)

- a. The applicant is proposing changes to Foxbridge lane, changes which risk altering the character and nature of the lane and if the site did not attract this level of traffic would not be needed.
- b. Biogas appeal inspector found that such works would not materially improve traffic flow but would cause a degree of harm to the rural character of the lane

This site is not well located for the visitor attractions it is hi-lighting in the Design & Access Statement and at Table 5 in the Transport Assessment. It will result in a high use of cars for day trips out to access them, generating many return journeys over 20 miles in distance in addition to the arrival

- Other than local pubs and 2 attractions all other attractions are over 10 miles away from the site
- National Travel Survey shows that for any distance over 1 mile the car is the most frequent mode of transport

Attractions Referenced by Applicant

Place	Type	Distance Miles	Driving Time Mins	2-way miles
Sun Inn Pub	Pub/Restaurant	1.7	4	3.4
Onslow Arms	Pub/Restaurant	2.1	4	4.2
Lowwood Canal centre	Attraction	2.1	5	4.2
Forrester Arms	Pub/Restaurant	2.3	5	4.6
Half Moon Pub	Pub/Restaurant	2.5	5	5.0
Stag Inn	Pub/Restaurant	3.9	7	7.8
Bat & Ball Pub	Pub/Restaurant	4.3	7	8.6
Fishers Farm Park	Attraction	4.4	7	8.8
3 Crowns Pub	Pub/Restaurant	4.7	8	9.4
Lythe Hill Hotel & Spa	Hotel/Spa	7.7	15	15.4
Petworth House	Attraction	8.5	20	17.0
Blackdown	Outdoor	10.0	22	20.0
Nyetimber Vinyard	Vinyard	10.3	19	20.6
Oakhurst Cottage	Attraction	10.5	20	21.0
Kinsbrook Vinyard	Vinyard	11.0	18	22.0
Silent pool Distillers	Attraction	14.9	32	29.8
Guildford	City	15.3	36	31.0
Guildford Cathedral	Attraction	15.6	36	31.2
Watts Gallery	Attraction	17.5	32	35.0
Arundel	City	18.0	31	36.0
South Lodge Hotel & Spa	Hotel/Spa	18.0	33	36.0
Buchan Country Park	Outdoor	19.4	37	38.8
Crawley	City	20.2	38	40.4
Chichester	City	21.6	42	43.2
Tilgate Park	Outdoor	21.8	42	43.6
Worthing	Seaside	23.4	44	46.8
Bognor Regis	Seaside	24.6	46	49.2
Nymans	Attraction	26.0	48	52.0
Brighton	Seaside	33.0	60	66.0

