

REPORT

Crouchlands Farm Whole Farm Plan

Transport Assessment

Client: Artemis Land and Agriculture Ltd

Reference: PB9500-RHD-ZZ-XX-RP-Z-0003

Status: S1/P02

Date: 09 May 2022

11 Summary and Conclusions

- 11.1.1 Royal HaskoningDHV has been commissioned by Dominic Lawson Bespoke Planning, on behalf of Artemis Land and Agriculture Ltd, to prepare a Transport Assessment in support of a planning application for the proposed mixed-use redevelopment (the 'Whole Farm Plan') at Crouchlands Farm, Rickman's Lane in Plaistow, Chichester.
- 11.1.2 The development proposals comprise diversification of the farm to provide a Rural Food and Retail Centre, Rural Enterprise Centre, equestrian centre and a 'glamping' site, and the existing operational farm will be retained and will prosper as a result of the 'Whole Farm Plan'.
- 11.1.3 This Transport Assessment has been prepared following extensive pre-application discussions with West Sussex County Council, in their capacity as the local highway authority, including preparation of a Transport Scoping Note and a pre-application meeting. The requirements of the local highway authority have been addressed in this Transport Assessment and the accompanying Framework Travel Plan.
- 11.1.4 The development proposal by its nature is required to be located in a rural setting. It is acknowledged that there will be relatively fewer opportunities for travel by non-car modes compared with sites on urban peripheries. This Transport Assessment demonstrates the measures proposed to reduce single-occupancy vehicle trips and/ or reduce trips and these are supported by a Framework Travel Plan.
- 11.1.5 It is proposed to make provision for cycle parking, preferential car share spaces and EV charging infrastructure and a comprehensive public access strategy is proposed through implementation of the PROW Note. Group transport to the site will be encouraged (e.g. through coach and minibus) and internalisation of trips is anticipated, with a number of staff living on site, produce being locally sourced and glampers encouraged to enjoy the area in the immediate vicinity.
- 11.1.6 The proposed development includes the provision of a new vehicular access off Rickman's Lane to accommodate the intensification of vehicle movements associated with the proposed development. The existing access junction is to remain, to serve the existing and future farm operations, allowing for the segregation of agricultural trips from those associated with the proposed development. The proposed site access junction will provide visibility splays commensurate with the 85th percentile measured speeds on Rickman's Lane, which will be a betterment to the existing site access junction. A Stage 1 Road Safety Audit of the proposed site access junction will be undertaken and submitted in due course.
- 11.1.7 A site-specific assessment has been undertaken to identify the likely parking requirements associated with the different land uses proposed on the site. This takes into account parking accumulation based on the likely trip generation of each land use and identifies opportunities to share parking between land uses, as well as areas where less permanent overflow parking can be accommodated.
- 11.1.8 The internal circulation of the site has been considered to ensure that larger, slow moving vehicles are separated from visitors and from spectators of equestrian events, as well as other road users such as pedestrians and horses. The internal network of roads and tracks has been subjected to swept path analysis of a large refuse vehicle to demonstrate that the site can be appropriately serviced.

- 11.1.9 The results of the trip estimation exercise have demonstrated that a modest level of new trips will be attracted to the site. It is predicted that during the identified peak periods the proposed development will contribute to approximately 80 additional vehicular trips in the morning peak hour and 73 additional trips in the evening peak hour during weekdays, with an anticipated daily two-way trip generation of 757 vehicles, of which circa 29 would be HGVs or horse boxes/trailers.
- 11.1.10 At weekends, specifically Saturdays, there will be a higher level of trips associated with the Rural Food and Retail Centre, and, during events, the equestrian centre. The anticipated Saturday peak hour is 14:00-15:00, during which 156 two-way trips are predicted, of which 40 could be HGVs, horse boxes and trailers. The anticipated daily two-way trip generation on a Saturday would be 1,084 trips, of which 320 would be large vehicles. This accounts for an 'eventing' show taking place at the equestrian centre, which could occur several times a year and is the most intensive show likely to occur on a semi-frequent basis in terms of vehicles and generators. If an equestrian show is not taking place, the Saturday trip generation would be circa 116 two-way-trips during the peak hour and 684 daily two-way trips.
- 11.1.11 Weekday and weekend capacity assessments have been presented in this Transport Assessment and demonstrate that there will be an imperceptible impact on the capacity of local off-site junctions.
- 11.1.12 Other larger equestrian events and weddings are not considered in the capacity assessment presented in this Transport Assessment given that these will be 'events' held infrequently and it would not be practical to implement capacity-based mitigation for such infrequent occurrences.
- 11.1.13 Whilst it has been demonstrated that the proposed level of trips results in a negligible impact to the theoretical capacity of the local highway network, it is acknowledged that in this rural location the impacts of the proposed development will be experienced in various ways. As such, mitigation has been proposed in the form of the Framework Travel Plan, which is intended to be converted into a full Travel Plan on occupation, a Construction Traffic Management Plan and an Events Traffic Management Plan.

11.2 Conclusions

- 11.2.1 The proposed development site offers the opportunity to deliver a rurally orientated and environmentally sustainable business enterprises to an existing operational site which will improve the use of the site, support the local community, and provide sound employment opportunities. It has been demonstrated that the transport impacts of delivering such a development are either negligible or can be appropriately managed and mitigated through the planning application stage, with appropriate conditions.
- 11.2.2 It is considered that the proposed development will not have an adverse impact on the local highway network and accords with Paragraph 111 of the NPPF, whereby *"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"* and therefore, it is considered that there are no transport-related reasons why the development as proposed should not be recommended for approval by the local highway authority.