

Stonehouse Farm – Lot 8: Public Rights of Way

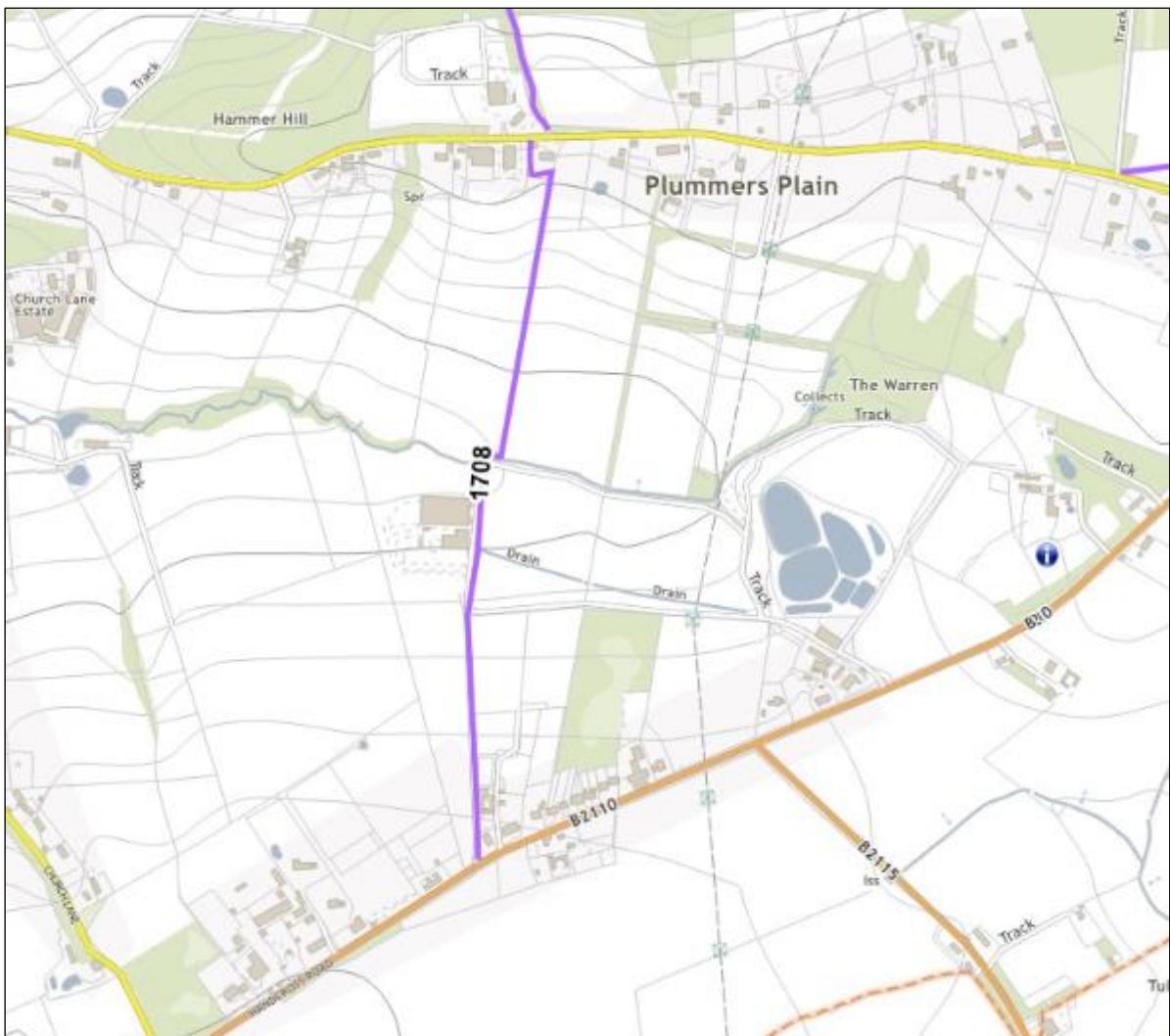
Ref: ITS19302-002
Date: 19 May 2025

SECTION 1 Introduction

- 1.1 Lake Investments Limited has submitted a planning application (Ref: DC/25/0403) for the proposed redevelopment of Stonehouse Farm. An objection has been raised by WSCC Public Rights of Way in its response dated 29th April 2025 which requests further information on the proposals.
- 1.2 Commentary on the proposed changes to the Public Rights of Way is provided in Section 5 of the Transport Statement (ref: ITS19302-009) that accompanies the planning application, although this does not appear to form part of the listed documentation reviewed by WSCC Public Rights of Way in providing its response.
- 1.3 For convenience, this Technical Note has been prepared to summarise the proposed alterations and the impact of the development upon the Public Right of Way network and, specifically, Footpath 1708.

SECTION 2 Footpath 1708

- 2.1 Public Right of Way Footpath 1708 runs north – south through the site, providing a link between the B2110 and Hammerpond Road, as shown in **Image 2.1**.

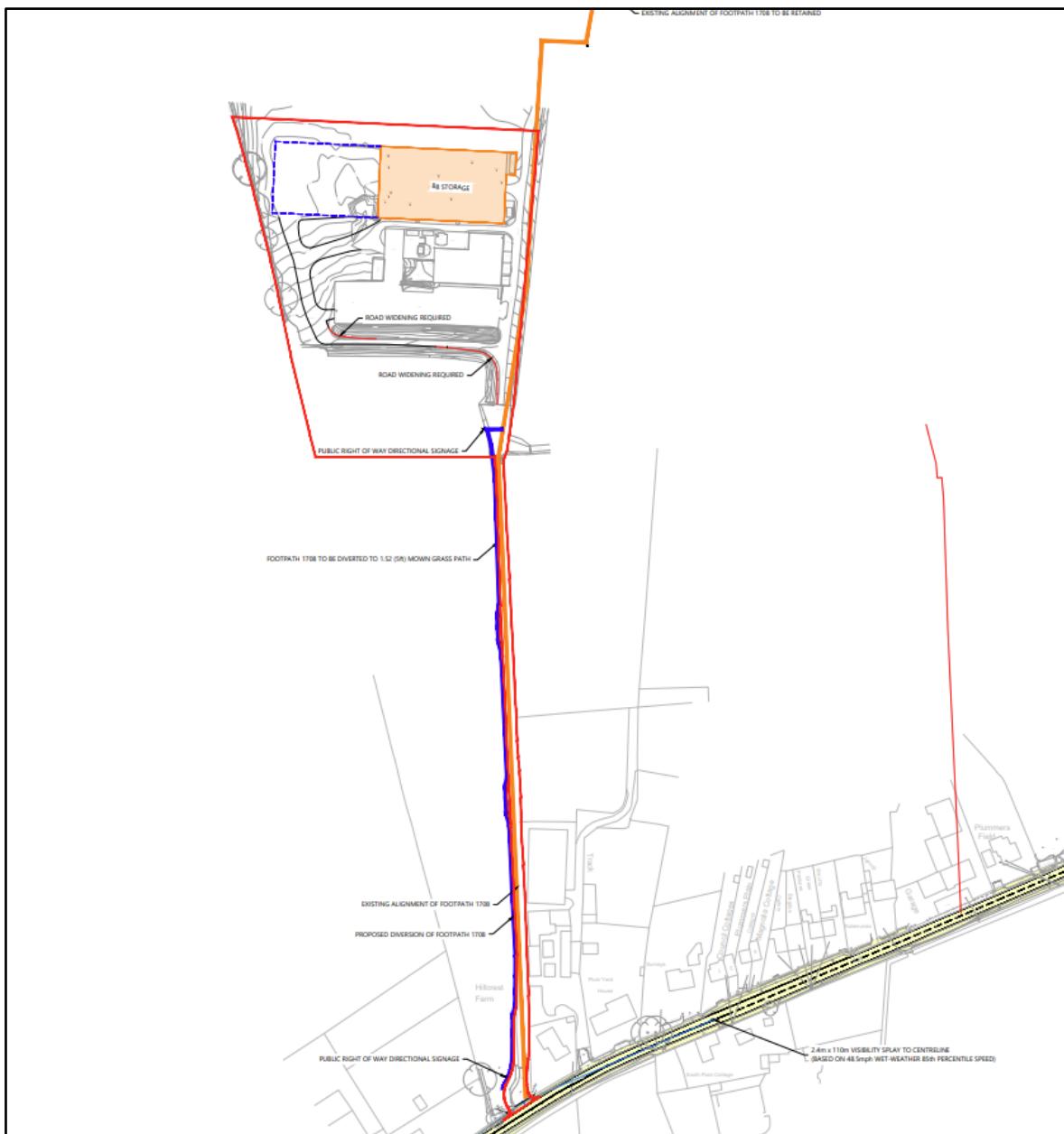
Image 2.1: FP 1708 Alignment

2.2 The footpath currently shares the access road to the site, as well as the road through the site along the eastern extent of the building line.

SECTION 3 Proposed Alterations

3.1 As part of the proposed development, a small diversion of the route is identified – this will relocate the Footpath from the site access road to a route that routes immediately adjacent to it, before crossing the access road and then continuing north. This will enhance security of the site as well as providing a route for users of the PROW that does not directly interface with vehicles, with the exception of the crossing point.

3.2 The existing route is shown in orange, and the proposed route show in blue on the drawing extract shown in **Image 3.1** and provided in full in **Drawing ITS19302-GA-013D**.

Image 3.1: PROW Diversion

3.3 Additional PROW wayfinding will be provided to sign the route, and the proposed diversion will be progressed under Section 257 of the Town and Country Planning Act (2015) should planning permission be granted.

SECTION 4 Response to Representation

4.1 The WSCC Public Rights of Way raised a number of queries in relation to the route. While some of these are answered through the Transport Statement / commentary above, further clarification is provided on the following points:

- Location of the site access road crossing point – the separation of the PROW from the access road will be required users to cross the access road. This is identified as being located to the south of the gated access to the commercial premises.
- Intensification in Use – the response indicates that the proposed development will result in a 'significant increase in vehicular traffic'. The site has an existing permitted use and will not result in a significant increase in vehicular traffic beyond what can already lawfully occur in connection with the existing use of the site. Further information regarding traffic movements associated with the proposed use are provided in Section 4 of the Transport Statement accompanying the planning application, and a net impact trip assessment is to be provided in response to comments received from West Sussex County Council Highways, to be submitted as part of the application in due course.
- Legislation used for diversion – this will be progressed under Section 257 of the Town and Country Planning Act (2015).
- Alignment of route to the north of the site – this is outside of the scope of the redline site boundary. It is only the section of the route within the redline (as shown in Drawing ITS19302-GA-013 Rev C and Image 3.1 that is relevant to the application and would be subject to diversion order under Section 257 of the TCPA. The diversion of the route to the north of the site is subject to separate diversion processes.

SECTION 5 Crossing of Access Road

5.1 It should be noted that while users of the Public Right of Way will be required to cross the access road, at present they are required to share the access road with vehicular traffic. Providing a route adjacent to the access road will, in itself, be a benefit to users of the PROW.

5.2 Notwithstanding, advice has been sought from the WSCC Public Rights of Way Officer in respect of the treatment sought at the crossing point. The following was requested:

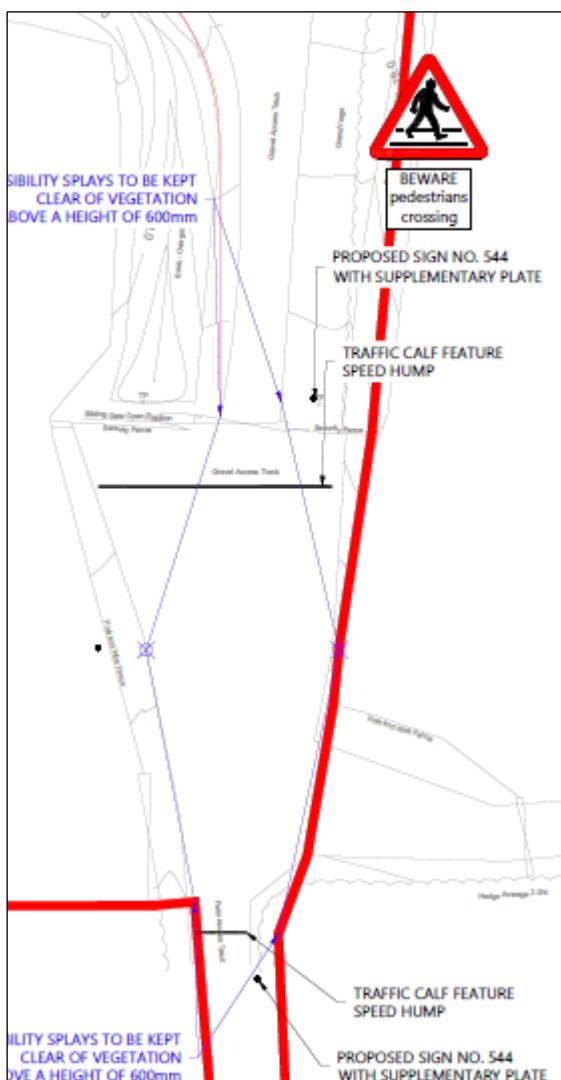
- Visibility splays to be kept clear of obstruction (e.g. vegetation) and maintained.
- A speed bump / traffic calming feature on the approach to the crossing.
- The provision of signage to reinforce the presence of pedestrians crossings.

5.3 On that basis, an inset is provided on drawing ITS19302-GA-013D showing the supplementary works. At the crossing point, visibility splays are identified and vegetation will be maintained below a height of 600mm. Pedestrian crossing signage and supplementary warning plate, consistent with the DfT Traffic Signs Regulation and General Directions document, are provided on both the north and south-bound approach to the crossing.

5.4 In addition, speed humps are shown to both the north and south of the crossing to slow vehicles on the approach. However, to the north of the access, the access to the site is currently gated – should this gate remain in situ, a speed bump to the north of the crossing will not be provided given that vehicles will be required to wait at the gate when exiting, already reducing their speed. Should the gate be removed as part of the planning process, then the speed bump will be provided.

5.5 An extract of the arrangement is shown in **Drawing 5.1**.

Image 5.1: Crossing Arrangement Extract



DRAWINGS

