

## FAIRFAX ACQUISITIONS LTD

## LAND ADJOINING ANSTY

## TECHNICAL TRANSPORT NOTE #7 (PUBLIC RIGHTS OF WAY RESPONSE)

REPORT REF.  
2207280-R22

May 2024

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<b>REV</b>	<b>ISSUE PURPOSE</b>	<b>AUTHOR</b>	<b>CHECKED</b>	<b>APPROVED</b>	<b>DATE</b>
-	WIP	JS	DH/KM	WIP	01.03.2024
-	DRAFT	JS	DH/KM	DRAFT	27.03.2024
-	FINAL	JS	JS JS	DH DA	23.05.2024

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## **1. Introduction**

- 1.1. This Technical Transport Note (TTN) has been produced by Ardent Consulting Engineers (ACE) on behalf of Fairfax Acquisitions Limited, in response to consultation comments made by the West Sussex County Council (WSCC) Public Rights of Way (PRoW) team on the proposed development at the Land Adjoining Ansty in Mid Sussex.
- 1.2. The Local Planning Authority (LPA) is Mid Sussex District Council (MSDC) and the Local Highways Authority is West Sussex County Council (WSCC), with National Highways (NH) retaining specific responsibility for the A23 corridor.
- 1.3. The location of the proposed development is shown in **Figure 1.1** below.



**Figure 1.1: Site Location**

- 1.4. A planning application for the development was submitted under MSDC planning reference DM/23/2866 on 6<sup>th</sup> November 2023 and validated on 21<sup>st</sup> November 2023. The WSCC PRoW team provided a consultation response on the application on the 10<sup>th</sup> January 2024.
- 1.5. This Transport Technical Note (TTN) provides the clarification and additional information requested within the WSCC PRoW response.

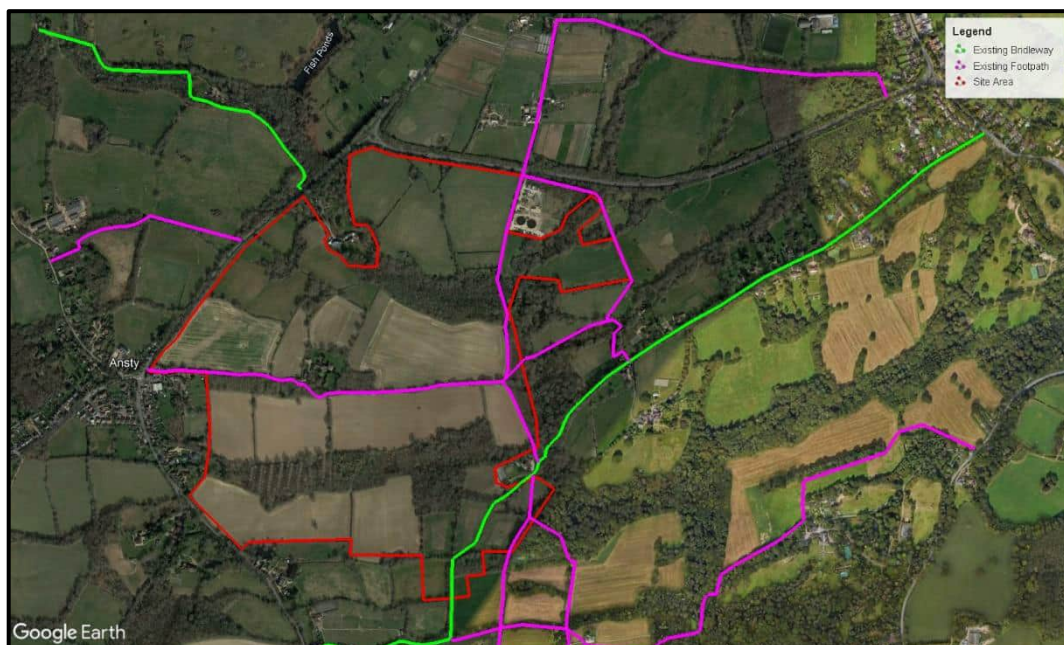
- 1.6. The structure of this TTN is to provide the comment made by the WSCC PRow team in the order in which they were made, and then to provide the ACE response immediately after.
  
- 1.7. It is intend that a draft of this TTN will be submitted to the WSCC PRow team to be discussed at a meeting after which the agreed strategy will be set out within a finalised version of this report.

## 2. WSCC PRow Team Comments

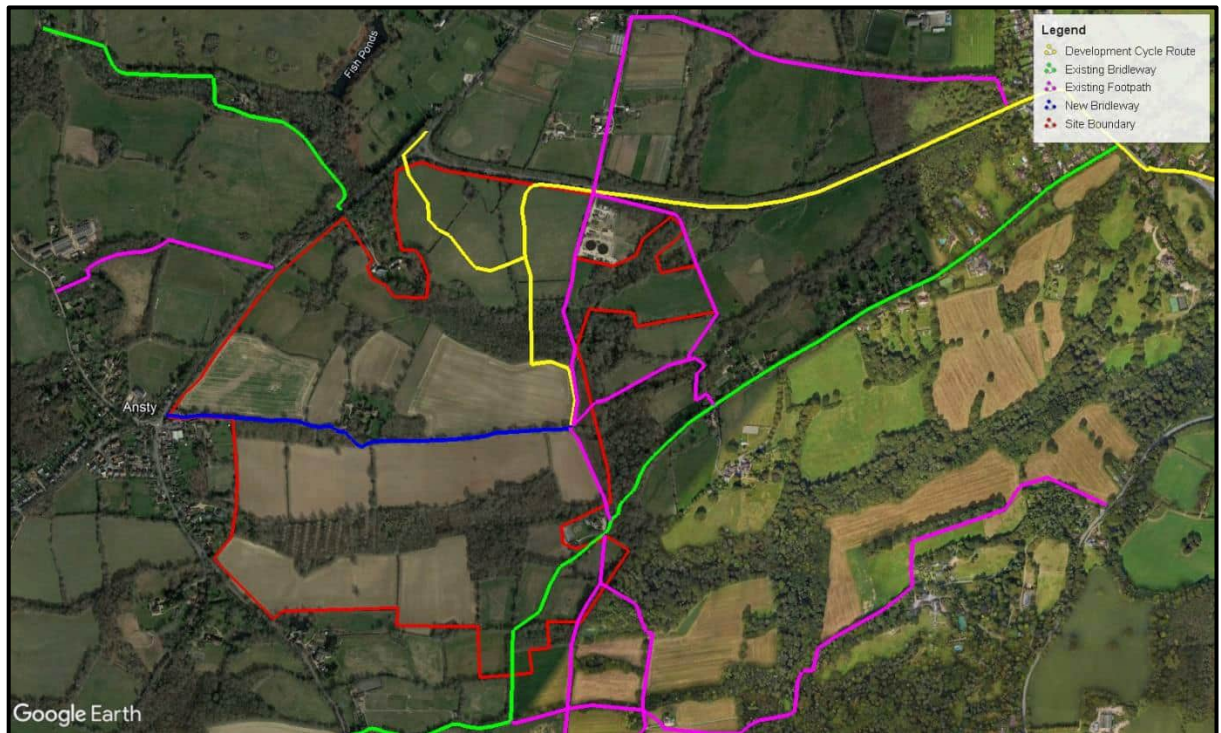
### Comment #1 – Footpath Upgrades

*"The planning Statement and Travel Plan State an intention to upgrade all PRow to bridleways which would allow for pedestrian, cycle and equestrian use. It isn't realistic to upgrade all PRow and I am objecting on this basis."*

- 2.1. The strategy outlined within the TA was in response to pre-application consultation comments provided by the WSCC PRow team during a meeting held virtually on Teams on the 21<sup>st</sup> August 2023.
- 2.2. However, following receipt of the WSCC PRow consultation comments to the application, the strategy has been amended to the upgrade of all of Footpath 62CR to a bridleway, with an alternative onward cycle / equestrian route provided through the active travel network within the site.
- 2.3. **Figure 2.1** shows the existing PRow through and surrounding the site, and **Figure 2.2** shows the indicative upgraded PRow network. **ACE Drawing 2207280-D014** provides the proposed upgraded PRow network in full context of the emerging development masterplan.



**Figure 2.1:** Existing PRow Network



**Figure 2.2:** Proposed PRoW Network

Comment #2 – Continuity

*"Continuity is an issue in many cases. Where PRoW within the site extends or leads only to PRoW footpaths outside of the site's boundaries or onto busy roads, how would cyclists and equestrians continue their journeys safely, if at all?"*

*The upgrade of Footpath (FP) 62CR may be acceptable if cyclists and equestrians can continue their journeys safely at both ends."*

- 2.4. To address the concerns raised, the PRoW strategy has been re-examined and the proposed cycle and pedestrian improvement strategy has been updated to allow for continuity of routes at key locations.
- 2.5. It should be noted that there is currently no access to the site for equestrian use, and hence no existing facilities for equestrians locally. Whilst the internal layout is proposing to provide bridleways for use by equestrians, it is not anticipated that there will be any demand for use by equestrians since there are no existing facilities locally into which the site would otherwise connect as part of the bridleway works.
- 2.6. The provision of bridleways within the site originated from a request made by PRoW team with the intention of improving cycle permeability, and we believe that the lack of existing surrounding infrastructure for equestrians – and hence minimal demand

for use by equestrians – should not prevent the potential upgrade to bridleway within the site. However, we are able alter our offer to upgrade the PRoW outlined above to bridleway and instead make improvements to the PRoW routes instead.

- 2.7. Per the above proposed PRoW network, there is now continuity of route through the site and onwards for cyclists and we are able to amend our approach to omit the bridleway proposals at WSCC PRoW teams' request.

Comment #3 – Surfacing Improvements

*"Any upgraded surface would therefore need to be robust enough to cater for vehicular access yet suitable for equestrian use. We would suggest a chip and spray surface but would need to approve any suggested specification.*

*Whilst upgrades may not be possible however, improvements to all PRoW surfaces will be required to mitigate against increased usage. These will need to be approved by the PRoW team and delivered by the developer."*

- 2.8. Improvements to all PRoW surfaces will be made, in line with the WSCC PRoW surfacing specification, or an alternative to be agreed with the WSCC PRoW team and to be delivered by the developer. This arrangement will be secured via the Section 278 process, as requested by the WSCC PRoW team.
- 2.9. Details were provided by the WSCC PRoW team in advance of the submission and the TA details that upgrades would follow those requirements.

Comment #4 – Improvements to Bridleway 67CR / 50bCU

*"I note that the Travel Plan states improvements will be made to the Bridleway extending north-east towards Tylers Green and discussions are ongoing with WSCC with regards to specifications of the improvements that can be made in recognition of underlying constraints along the route. As the land lies outside the developers control, we would require proof of landowner approval before and such improvements could be discussed."*

- 2.10. Due to the constraints along the route, improvements to the Bridleway extending north-east towards Tylers Green will be limited to surfacing improvements with no widening provided. As such, the surfacing improvements will be made utilising the

local authority's right to maintain or improve existing public rights of way, funded by the applicant.

**Drawings**

- KEY:
- INDICATIVE SITE BOUNDARY
  - DEVELOPMENT CYCLE ROUTE
  - EXISTING BRIDLEWAYS
  - EXISTING FOOTPATHS
  - NEW BRIDLEWAY



Rev	Description	Dim	CHK	APP	Date
1	ISSUED FOR STATUTORY		JS	JR	25/04/24

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**FAIRFAX ACQUISITIONS LTD**

Project Title:  
**LAND AT ANTSY FARM, MID SUSSEX**

Drawing Title:  
**PROPOSED PUBLIC RIGHT OF WAY IMPROVEMENTS PLAN**

AD Scale:	1:2000	Date:	26.03.2024	Designed by:	HP
Drawn by:	HP	Checked by:	JS	Approved by:	DH
Drawing Number:	2207280-014				