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**Sent:** 07 October 2026 19:23:53 UTC+01:00  
**To:** "Steven King" <steven.king@midsussex.gov.uk>  
**Subject:** DM/26/0454 - Marwick Close - Technical discrepancies in plans and proposals

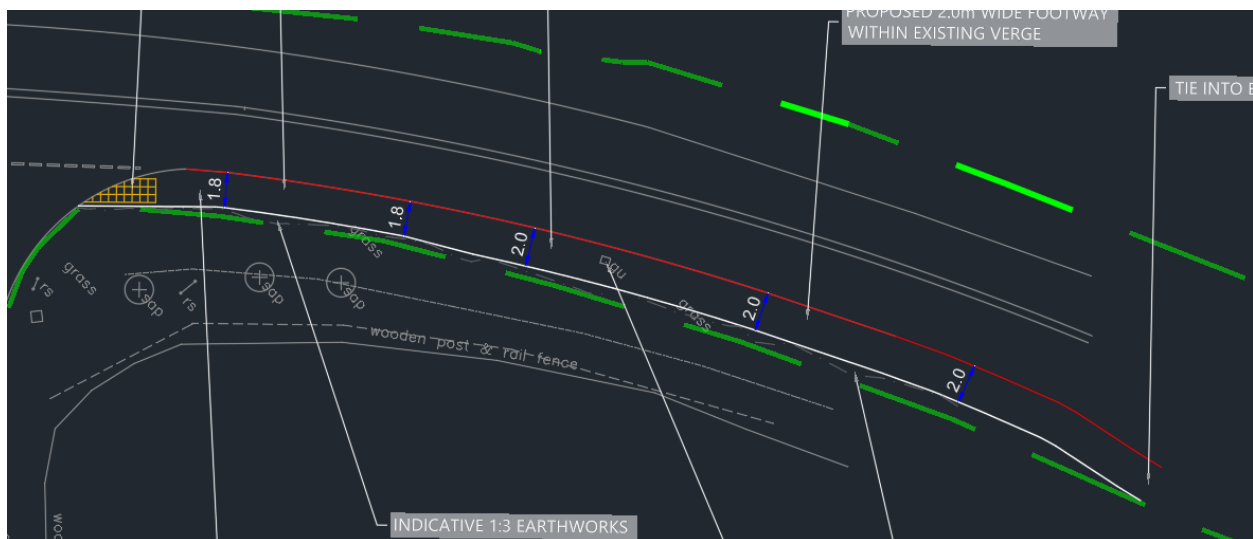
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Dear Mr King,

I am writing on behalf of Marwick Close residents in relation to the above application, which is due to go to committee tomorrow. The residents instructed Paul Basham Associates to review the applicants technical drawings in relation to the proposed footpath along the main A Road. Their findings have now come back and importantly there is not enough highways land to construct the proposed footpath to the required regulations without obtaining agreement from a third party land owner. Without this if consent were to be given for the scheme it would not be able to be implemented in accordance with the plans. We therefore suggest that the application is withdrawn from consideration by the planning committee tomorrow until this agreement has been completed or further information provided.

#### Paul Basham Associates Assessment

Initially, the plans were reviewed to ensure the widths were accurate and from our review, we can confirm that we are measuring the same as the iTransport plan.



The biggest discrepancy is between the highway boundary, shown in a Green Dashed Line in the iTransport plan and the area within the ManCo ownership in the Conveyancing Plan (shown below – the ManCo ownership is shown edged in blue with white spots). The highway boundary is around 2m from the edge of the carriageway on the iTransport plan, whereas the ManCo plan shows a width of 1.2m between the edge of carriageway and verge in the ManCo. This will need further investigating and the Section 278 agreement and adoption plans should be obtained for the access when the works were done to see what the final agreed adoption was.

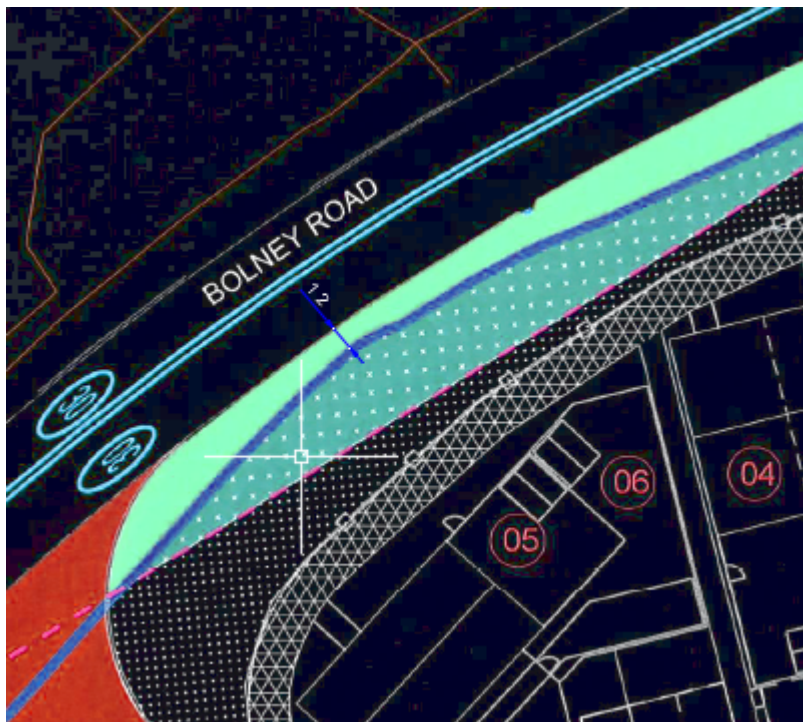
The other thing to note is the iTransport plan shows the vertical long-sections for the western side of the access, but on the eastern side there isn't any long-sections and as the verge slopes back up to the site, there will need to be some reprofiling of the verge. The plans show an 'Indicative 1:3 earthworks' but I don't think there is the space to provide this between their proposed back edge of kerb and the highway boundary.

As the site is next to an A road and speeds are higher than the posted 30mph limit, DMRB standards could apply which under CD 143 para E/1.2 minimum footway widths should be 2m and a separation from the carriageway of 0.5m should be applied. Notwithstanding this, Inclusive Mobility 2021 states that a minimum of 2m should be provided where practical, although 1.5m can be reduced if there are constraints.

We are not convinced that the plans show that a 1.8m footway, plus 1:3 earthworks, can be provided within the highway boundary.

The new NPPF 2026 TR6 (4) states that developments should be refused, including construction phase, if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety. As the footway would require traffic management along the A272, this should be considered at the planning application stage and should not be left to planning condition to ensure that the works can be suitably delivered and built.

In summary, the plans do not align and there is further information that needs to be obtained/requested.



It is clear that there are only two options to construct the proposed footpath in accordance with the regulations with the ownership boundaries as they are shown:

1. Push the footpath out into Bolney Road – it is already a narrow A Road and would require extensive works
2. Obtain agreement with the third party owner ManCo to use their land

Therefore, more information is needed from the applicant to show that the application is deliverable in accordance with the submitted plans.

We would be happy to supply further information if required.

Kind Regards

Patrick

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