

3rd July 2025

By email: Rachel.Richardson@midsussex.gov.uk

Dear Rachel,

Re: DM/25/1467 – WSCC Highways – Public Rights of Way Comments Dated: 18.06.2025

We write on behalf of our client, Elivia Homes, in response to the above comments. The comments received were as follows:

“The only PROW that this application may impact is Footpath 68W and the areas of concern are:

- 1) The northeast site entrance from Lion Lane is located on the PROW with the significant potential for conflict between vehicles and users of the PROW.*
- 2) The PROW crosses the site boundary at two locations in the area of the proposed ‘Damp Meadow Mix’ – location ‘9’ on D3162-FAB-00-XX-DR-L-1001 (sheet 2of2) ‘02’.*

Within the related documents I have seen no direct reference to the presence of the PROW and so I am unable to provide meaningful comments.

Please could the Applicant provide reference to the PROW and address:

- 1) Management of potential conflict between vehicles and users of the PROW.*
- 2) Proposed layout of the site boundary where it is crossed by the PROW.”*

Applicant's Response

To clarify the PROW (specifically footpath 68W) is identified within the Landscape and Visual Appraisal with Impact Overview May 2025, prepared by Fabrik. This is within figure 3.2. It is also identified within figure 3.3 of the submitted Transport Assessment prepared by Transport Planning Associates.

Points 1 and 2 as set out above, are addressed below.

“Management of potential conflict between vehicles and users of the PROW” (in relation to the north east site entrance from Lion Lane)

To confirm, the north east access does not provide vehicular access into the proposed development. This access is as existing, and currently provides access to an area of parking for existing Lion Lane residents; it also provides access for pedestrians on to footpath 68W. As part of the proposed development, the surfacing of this access is to be improved for existing users (vehicles and pedestrians), along with formalising the existing area of parking for Lion Lane residents. The area of parking will remain the same in terms of quantum when compared to the existing situation and therefore there will be no increase in the number of vehicles using this access as a result of the proposed development.

Based upon the above, any potential conflict between vehicles and users of the PROW will not differ than that which exists on site today. During the construction phases, appropriate measures will be taken to ensure that the PROW is not blocked or obstructed at any time.

“Proposed layout of the site boundary where it is crossed by the PROW”

To address this, please the accompanying updated Landscape Strategy Plan (provided via WeTransfer) which now clearly identifies the precise points at which footpath 68W and an undesignated footpath, interacts with the sites boundaries. These are at points 14, 19 and 20 on the accompanying plan. The plan confirms that the public right of way connection (68W) is to be maintained at the boundaries and kept clear of any new landscape features/planting.

We trust that this sufficiently addresses the queries raised. However, please do not hesitate to contact us should anything further be required.

Yours Sincerely

Jordan Wiseman
Associate

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