

**Statement of Mark Alan Sullivan on the Plans and Drawings for the Deposited Brighton Lewes & Hastings Railway Bill of 1843, the alignment of the railway and new private access road built in 1845-46, and measurements and photographic evidence of the Wootton Back Drive and the bridges over the railway obtained in January 2018**

1. My name is Mark Alan Sullivan. I am a Chartered Town Planner and a Chartered Member of the Institute of Logistics And Transport.
2. I was asked by the Folkington Estate to:
  - (i) examine the plans and drawings for the Brighton, Lewes & Hastings Railway deposited with Bills for the proposed railway in the period 1839-1843,
  - (ii) copy and study the Brighton, Lewes & Hastings Railway Act 1844
  - (ii) carry out a survey of the Back Drive on the Wootton Estate and the bridge that carries it over the railway between Lewes and Polegate.
3. The plans and drawings, and the 1844 Act, were inspected at the East Sussex Record Office and a photographic record made.
4. I have examined the drawings deposited with the Bill in 1843. These show the alignment proposed and the proposal for a Public Road Bridge where the line crossed the Back Drive on its then alignment (Photos p1000913, p1000915).
5. The bridge proposed, for Public Road No 10, was to have ascents of 1 in 20 on both sides and to raise the existing road by 17 ft 3 in (Photo p1000919).
6. I have compared the horizontal alignment of the railway as proposed in the Bill and the position of the bridge for Public Road No 10 with what was in fact built in 1845-46.
7. The railway was built on a different alignment from that in the Bill, about 55 yards further south, and closer to the new turnpike, now the A27. (See extract from 25": 1 mile OS map c.1880 showing railway as built, with route shown in Deposit Plans marked on.)

8. This I believe to be the implementation of Section 247 of the 1844 Act which states:

And be it enacted, That in making the railway through and immediately adjoining the estate of Thomas Sheppard, Esquire, in the parish of Folkington, in the county of Sussex, the Company shall and they are hereby required to make and construct the same in, and not in any manner to deviate from, the amended line or course coloured red and laid down upon a certain plan which has been agreed upon between the parties and signed by Henry Faithfull the authorized agent of the Company, and Richard Rushton Preston the authorized agent of the said Thomas Sheppard, and not according to the line delineated on the maps or plans heretofore mentioned to have been already deposited with the said clerks of the peace, such amended line being within the limits of deviation marked on the said last-mentioned plans.

9. No bridge for Public Road No 10 was built on the alignment proposed in the Bill or in any other location. A new section of farm access road, with a bridge over the railway to private carriage-road standards or lower was built on an alignment further west.
10. The gradients on both slopes on the bridge which carries the Back Drive are too steep for public road traffic and the vertical curve on the bridge requires care in driving over it safely. There is very low forward visibility. Vehicles cannot pass on the bridge or on the sections of roadway either side of it.
11. My survey of the existing bridge shows that there is a parapet wall some five feet high on both sides.
12. The central portion of the parapet wall is the original brickwork and has not been amended since construction, as evidenced in the photographs. Some repairs to the parapets with different-coloured brick have been made, and reinforced-concrete arch sections have been inserted to strengthen the underside of the bridge; I judge this work to date from around the 1960s. They do not alter the original width of the bridge or the vertical alignment of the roadway that crosses it. Photographic evidence which shows these repairs and strengthening confirms that the bridge carrying the Back Drive is the original bridge (Photo p1020067).
13. The width of the bridge (clear space between the boundaries) at its crest is seventeen feet eight inches. This is measured wall to wall. The relatively modern mini-pavements are 32" and 30" wide, within this overall width of 17'8" (Photo P1020104). At the north end

of the bridge where the parapet walls end, the width increases to nineteen feet nine inches.

14. I have measured the gradients on the bridge. On the bridge they are between one foot in eight and one foot in ten on both sides of the crest. There are photographic close-ups of the brick courses on both Back Drive bridge (p1020074 to p1020076) and the Wootton Manor Front Drive bridge (p1020127) from which it is evident the gradients 'indicated' by the slope relative to the level course of bricks on each bridge is very different. The gradients on Back Drive bridge are at least twice as steep as the one foot in twenty ascent proposed for Public Road No 10 (Photo p1000919).

15. For comparison, the front drive to Wootton Manor, which was constructed at the same time (as a private access roadway from the turnpike, now the A27, to farmland north of the railway), has gradients on the roadway which I have measured as one foot in sixteen (Photo p1020133).

16. Below I show on a current aerial photograph :

- In red, the alignment of the roadway that existed until the railway was built
- In yellow, the route of the private access road for Wootton Farm that was built by the Railway Company in agreement with the owner of the Wootton Estate Thomas Sheppard under Section 247 of the 1844 Act. (From the records of the Board of the Brighton, Lewes & Hastings Railway held at the National Archives, Royal Assent was received in July 1844 and the railway was opened in 1846.)



17. The length of new farm access road built by the Railway Company coloured yellow is approx. 265 yards in length. The length of former road coloured red, which is now disappeared in woodland, is approx. 245 yards
18. I have measured the width of the embankment that carries the Wootton Farm access road either side of the bridge. It is around thirteen feet wide across the top; within that width the hard surface which can carry vehicles is generally ten feet six inches wide. (Photos p1020100, p1020102).
19. The width of the section of farm access road built in 1845-46 is significantly less than the width of the original road. The width of the Back Drive further north is between twenty feet six inches and twenty-two feet bank-to-bank, and the hard surface is generally thirteen feet wide (Photo p1020103 - looking north).
20. The width of the Back Drive on the sloping section south of the bridge halfway between the A27 and the bridge (on embankment) is fifteen feet between the embankment slopes, and the width of the hard surface on this section is ten feet six inches (Photos p1020105, p1020117).
21. On the Back Drive further north, which was not affected by the construction of the railway, the width is enough for two vehicles to pass each other slowly (Photo p1020103). On the section of the Back Drive constructed by the Railway Company in 1845-46, the width is only wide enough for one vehicle.

**22. I believe that the facts stated in this statement dated 6 April 2018 are true.**

**Signed**

Mark Sullivan MRTPI CMILT

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Date: 6 April 2018