

## **SUPPLEMENTARY SUBMISSION, LONG MAN A**

I have so far submitted a statement of case in support of this application, and also comments on the statement by the land owner.

I now wish to make a supplementary submission.

### **Typing error**

In my comments on the statement by the landowner I inadvertently made a significant typing error in paragraph 6.3.1

*I said "At various points the response suggests that the route changed prior to the coming of the railway. I suggest that there is evidence, subject to the limitations of the mapping, that this was the case. Allowance must, of course, be made, for the accuracy of the mapping at that period."*

What I meant to say was "6.3.1 At various points the response suggests that the route changed prior to the coming of the railway. I suggest that there is **NO** evidence, subject to the limitations of the mapping, that this was the case. Allowance must, of course, be made, for the accuracy of the mapping at that period."

I am sorry for this error.

### **Public and Private bridges**

In my comments on the statement by the landowner I showed photographs and made measurements of the bridge by which the application route crosses the Lewes to Eastbourne Railway.

I now wish to contrast this with the bridge which was constructed at the same time to give access to Wooton Manor. It is the main access to the manor and is indisputably a private route.

Below I reproduce a photograph of this bridge taken from Google Streetview at <https://www.google.co.uk/maps/@50.8214269,0.2258673,3a,75y,13.63h,88.57t/data=!3m6!1e1!3m4!1sXDjGxOGxju24yEpPsVdFCw!2e0!7i13312!8i6656>

It shows a bridge that is clearly narrower than the bridge over the application route.

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I suggest that, had the railway company believed the application route to be private they would have built the bridge over the application route to the same width in order to save money.



Chris Smith for the Open Spaces Society 9/4/18

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