



A27 EAST OF LEWES

IMPROVEMENTS

DETAILED MODIFICATION MOD-2

Amendments required to the

Made Side Roads Order

Shared Use Path Side Roads Order

This document includes digitally altered documents and plans for the below Made Order, only including the final versions of those documents and plans requiring alteration, should implementation of Detailed Modification MOD-2 be approved to be included in the Confirmed Order.

THE HIGHWAYS ENGLAND (A27 TRUNK ROAD EAST OF LEWES IMPROVEMENT SCHEME) (SHARED USE PATH) (SIDE ROADS) ORDER 2019

DETAILED MODIFICATION No.2

Introduction

The Side Roads Order made under Section 14 of the Highways Act 1980, together with a related Compulsory Purchase Order, was published on Friday 13 December 2019. The objection period closed on Monday 13 January 2020.

Modifications for the A27 East of Lewes Improvements Shared Use Path are now being promoted by Highways England as a modification to the Published Orders.

Details of the proposed changes are contained in two documents, 'Detailed Modification MOD-1' and 'Detailed Modification MOD-2'.

Published scheme

A new shared use path would be constructed for walkers, cyclists and horse riders along the A27 East of Lewes between Beddingham and Polegate ("the scheme") where it will connect with existing footpaths and cycleways at either end.

The scheme is required to support sustainable modes of travel, reduce severance for local communities, provide opportunities for improved accessibility for all users into the South Downs National Park.

The scheme extends approximately 12km, predominantly through open rural areas and several smaller settlements, integrating with proposed junction improvements at Berwick roundabout and joining the junction of the A27 with the A2270 at Polegate.

Proposed modification

The proposed changes within this document, 'Detailed Modification MOD-2', are the application of minor design amendments to the new shared use path along the A27.

A brief summary of the proposed modifications is below:

- Minor amendments to the alignment of the path
- Removal of turning heads for maintenance vehicles along the path
- Removal of boardwalks along the path and replacement with culverts
- Amendment of new private means of accesses
- Error amendments to the new trunk road boundary to be consistent with the published Compulsory Purchase Order boundary
- Conversion of maintenance layby to new private means of access
- Removal of layby
- Removal of steps as a connection to the path

A summary of changes to the published Side Roads Order Plans is provided below, along with a summary of changes to the Side Roads Order Schedule in Appendix A.

Reasons for modification

The proposed modification is the result of minor amendments required through the detailed design stage to offer a more refined engineering solution to the shared use path.

Impact on published Orders

The published Side Roads Order would require modification if the amendments set out in this document are taken forward.

No modifications would be required to the Compulsory Purchase Order.

Further details of the impact on the published Side Roads Order are included in Appendix A.

Revised documents and plans

The revised documents and plans as amended by the proposed modifications are attached.

ORDER:

There are no amendments required to the Order text as it is not defined or referred to in it.

SCHEDULE:

Amendments are required to the Schedule to reflect those parts which have been impacted by the revised design, as follows:

1. New Highways to be provided – Amend description to reference “B” to reflect the reduced extent of the “(Restricted Byway)” route reference B.
(the above amendments are shown in Appendix A (Revised Schedule))
2. New Highways to be provided – Amend description to reference “C” to reflect the reduced extent of the “(Restricted Byway)” route reference C.
(the above amendments are shown in Appendix A (Revised Schedule))
3. New Highways to be provided – Amend description to reference “F” to reflect the amended extent of the “(Restricted Byway)” route reference “F”.
(the above amendments are shown in Appendix A (Revised Schedule))
4. New Highways to be provided – Add new reference letter “P” description “(Restricted Byway)” to reflect revised design.
(the above amendments are shown in Appendix A (Revised Schedule))
5. New Highways to be provided – Add new reference letter “Q” description “(Restricted Byway)” to reflect revised design.
(the above amendments are shown in Appendix A (Revised Schedule))
6. “Private means of access to be stopped up for which a substitute is to be provided and new private means of access which are otherwise to be provided” – Amend description to reference 4/2, 5/2, 6/1, 8/1, 12/1, 12/2, 12/3, 13/3, 14/1, 14/2 and 15/2
(the above amendments are shown in Appendix A (Revised Schedule))
7. “Private means of access to be stopped up for which a substitute is to be provided and new private means of access which are otherwise to be provided” – Addition of description to PMA reference 5/3 and 14/3
(the above amendments are shown in Appendix A (Revised Schedule))
8. “Private means of access to be stopped up for which a substitute is to be provided and new private means of access which are otherwise to be provided” – Removal of PMA reference 7/2, 12/2 and 15/1

(the above amendments are shown in Appendix A (Revised Schedule))

PLANS:

For each proposed change, the relevant subchapter includes 'before' and 'after' sketches, based on extracts from the SRO plans. These sketches show how the published SRO would be varied as a result of each change.

Cover and Key Plan:

There are no amendments required to the Cover or Key Plans.

Site Plans 1, 3, 9 and 10:

There are no amendments required to the Site Plans 1, 3, 9 and 10

Environmental review

The modification of the Side Roads Order has been reviewed against the assessment findings for each environmental topic presented in the Environmental Assessment Report (EAR).

The environmental disciplines have assessed the modification to the design and consider there are neutral impacts compared to the results presented in the EAR. The mitigation measures already proposed in the EAR will not require amendments to accommodate this modification and the assumptions made in the EAR for mitigation measures are still applicable.

Conclusion

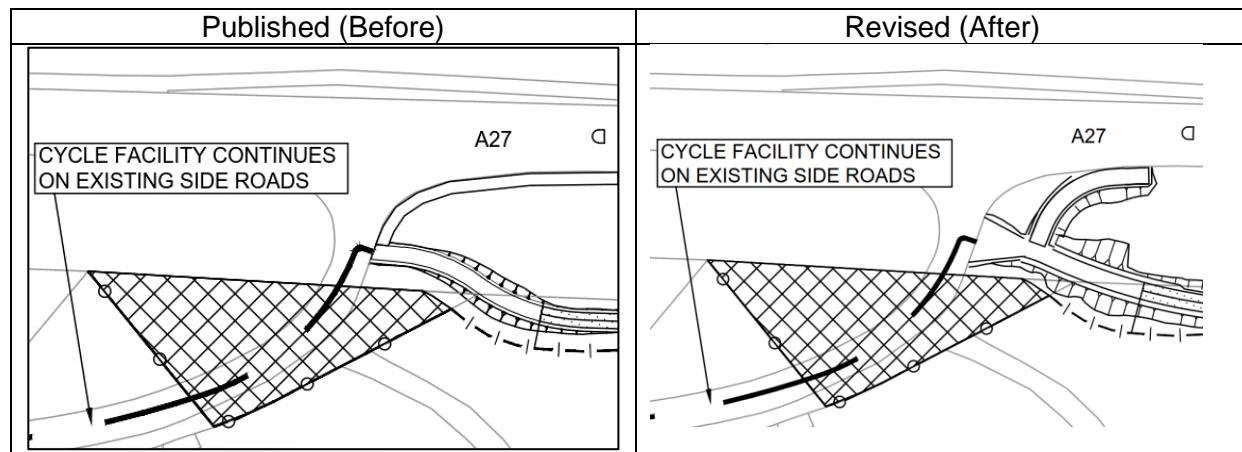
The proposed modification proposes a refined engineering solution whilst keeping the same operational performance and neutral impact on the environmental assessments presented in the EAR, published alongside the Orders.

Site Plan 2:

Amendments are required to the Site Plan 2, as follows:

9. Amendment of new shared use path alignment near the north east corner of the Wick Street to reflect the revised design.

(The amendments required to Site Plan 2 are shown in the figure below and in Appendix B)

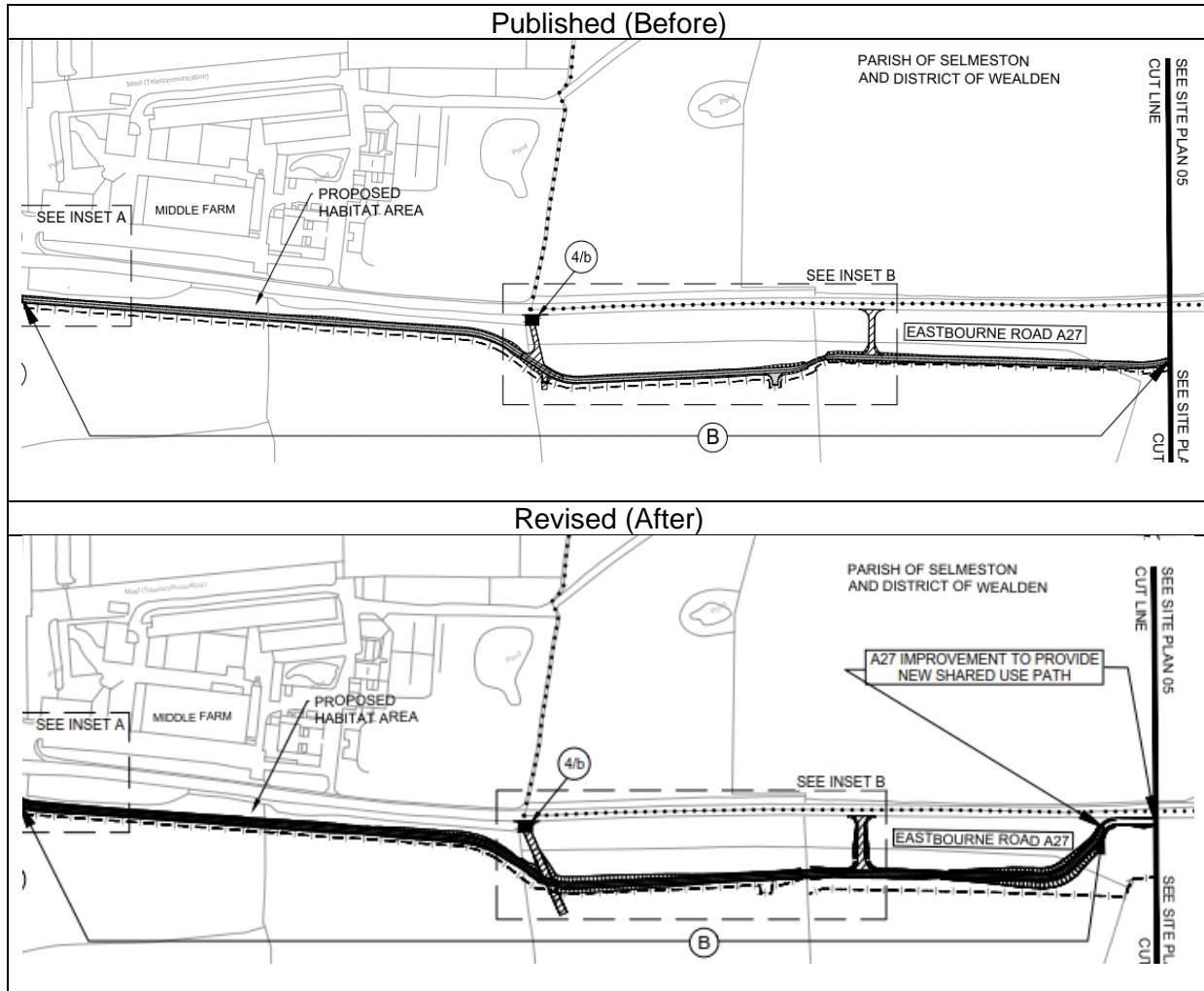


Site Plan 4:

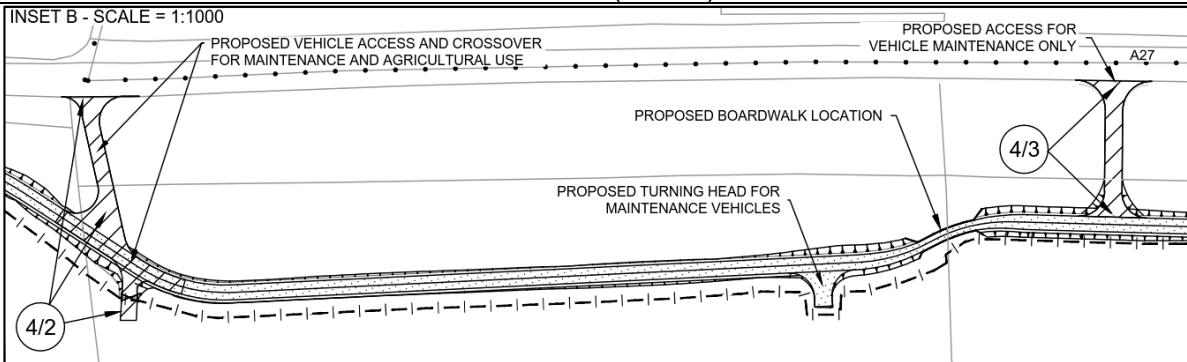
Amendments are required to the Site Plan 4, as follows:

10. Amendment of "New Highway to be provided" reference "B" (including hatch and leader) to reflect revised design (reduced extent of reference B).
11. Amendment of "Private means of access to be stopped up for which a substitute is to be provided and new private means of access which are otherwise to be provided" reference 4/2 to reflect revised design.
12. Amendment of "Private means of access to be stopped up for which a substitute is to be provided and new private means of access which are otherwise to be provided" reference 4/3 to reflect revised design.
13. Removal of proposed turning heads for maintenance vehicles.
14. Removal of proposed boardwalk location.
15. Error amendments to the new trunk road boundary to be consistent with the published Compulsory Purchase Order boundary

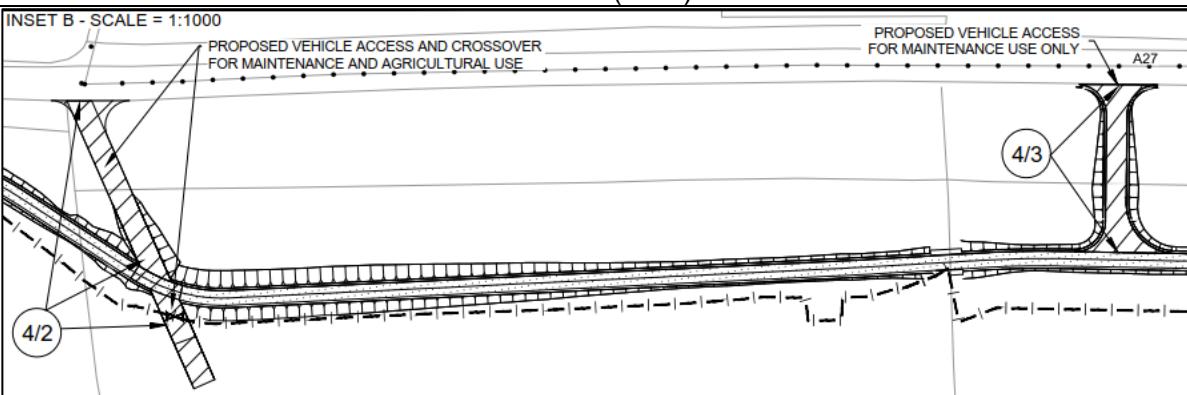
(The amendments required to Site Plan 4 are shown in the figure below and in Appendix B)



Published (Before)



Revised (After)

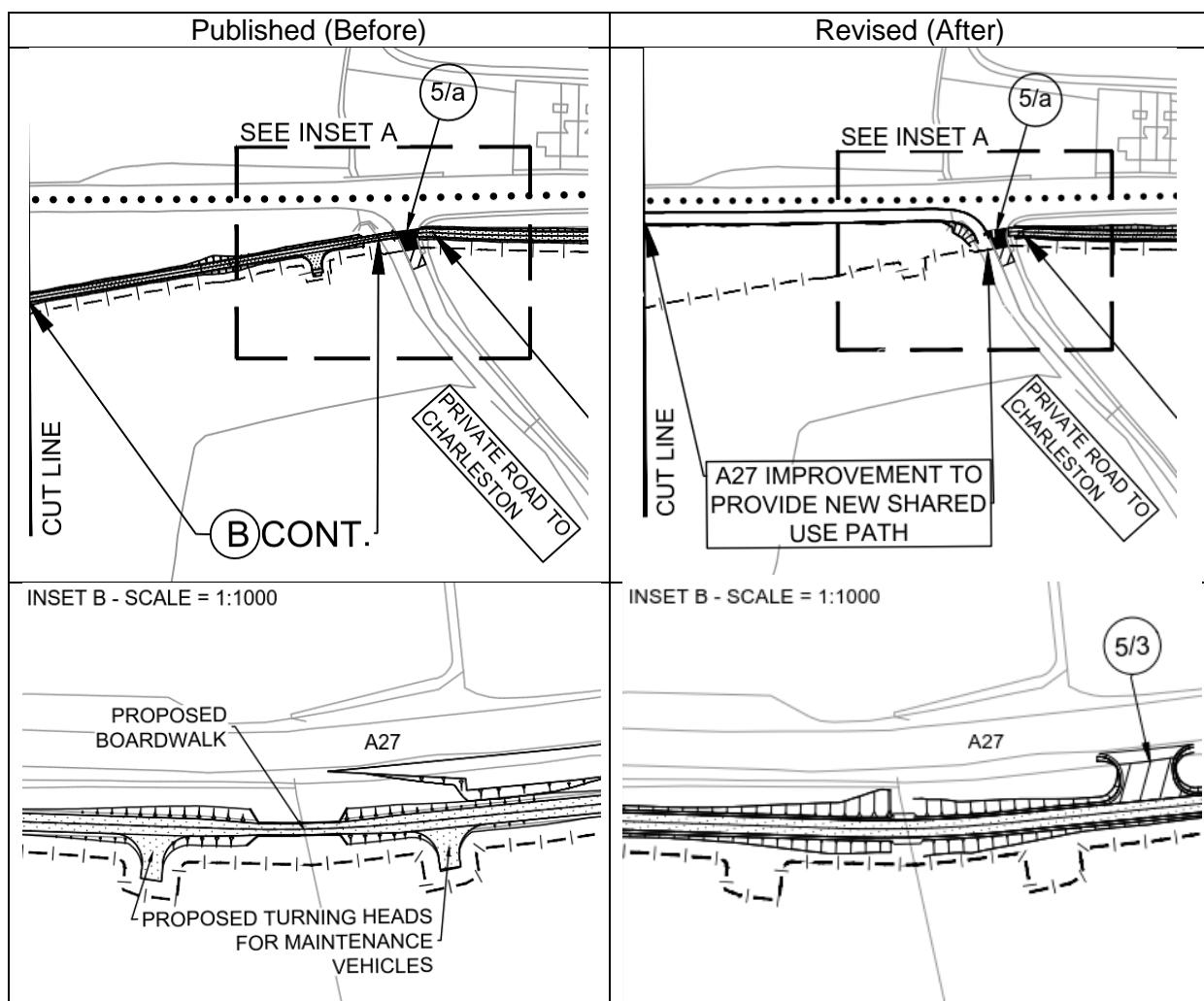


Site Plan 5:

Amendments are required to the Site Plan 5, as follows:

16. Removal of part of "New Highways to be provided" reference "B" (including hatch and leader). Replacement with "A27 improvement to provide new shared use path" to reflect revised design.
17. Removal of proposed turning heads for maintenance vehicles.
18. Removal of proposed boardwalk location.
19. Conversion of maintenance layby to a PMA for maintenance use referenced 5/3

(The amendments required to Site Plan 5 are shown in the figure below and in Appendix B)

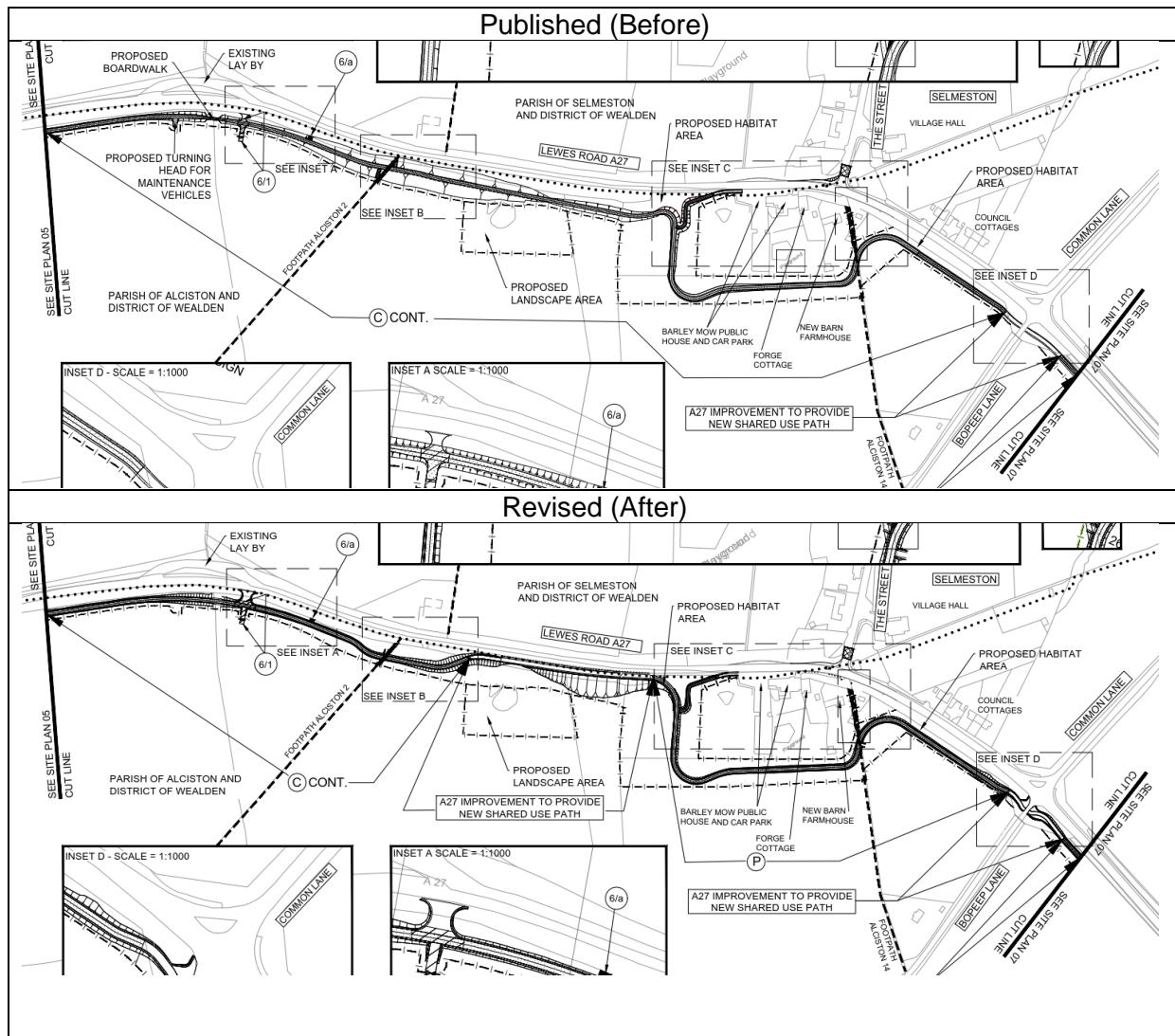


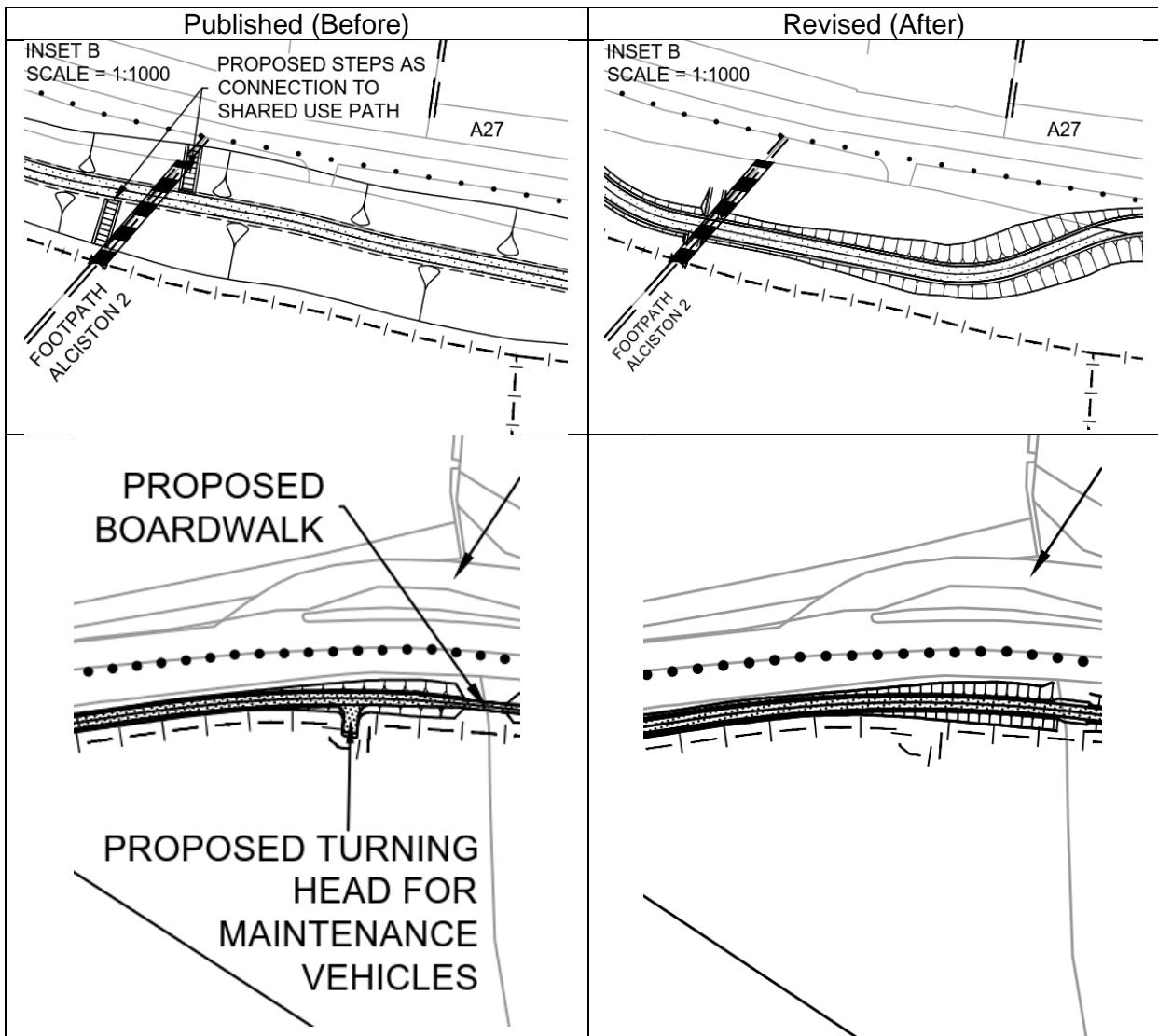
Site Plan 6:

Amendments are required to the Site Plan 6, as follows:

20. Amendment of "New Highway to be provided" reference "C" (including hatch and leader) to reflect revised design (reduced extent of reference C). Section of route reference C replaced with "A27 improvement to provide new shared use path" to reflect revised design.
21. Addition of "New Highways to be provided" referenced P to reflect revised design.
22. Removal of proposed steps as connection to shared use path. Inset B
23. Removal of proposed turning head for maintenance vehicles.
24. Removal of proposed boardwalk location.

(The amendments required to Site Plan 6 are shown in the figure below and in Appendix B)



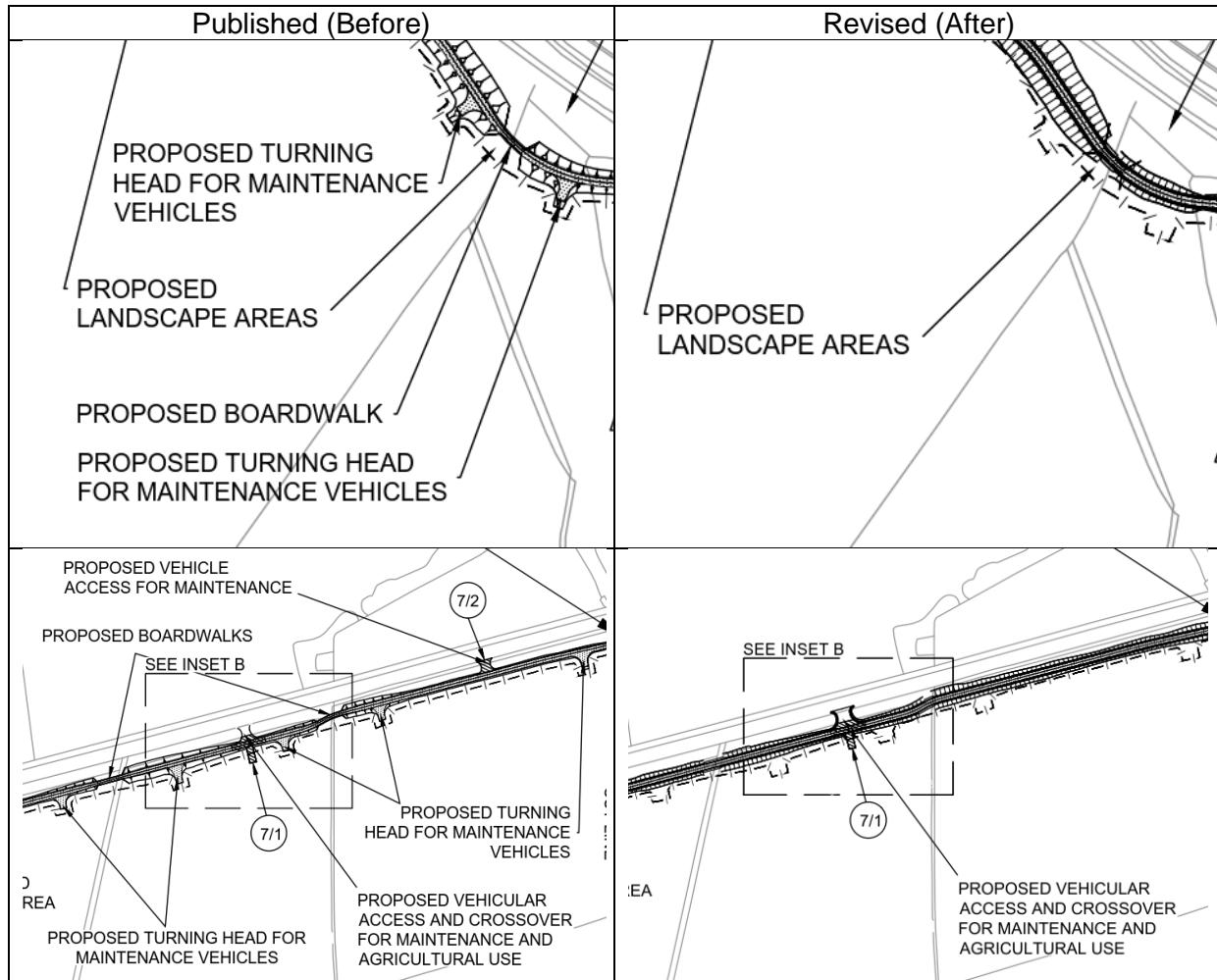


Site Plan 7:

Amendments are required to the Site Plan 7, as follows:

25. Removal of seven proposed turning heads for maintenance vehicles.
26. Removal of two proposed boardwalks.
27. Removal of PMA (for maintenance use) reference 7/2.

(The amendments required to Site Plan 7 are shown in the figure below and in Appendix B)

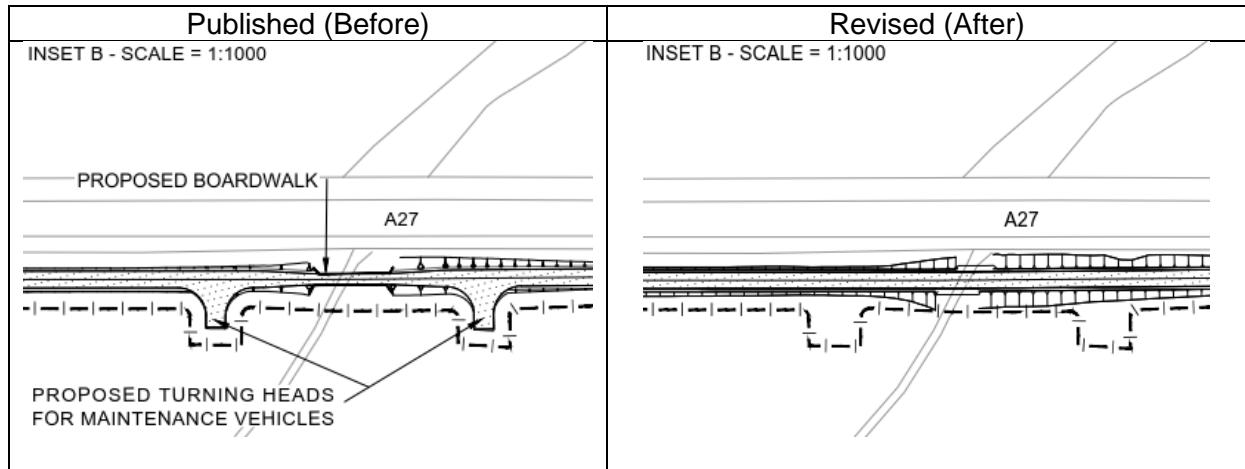


Site Plan 8:

Amendments are required to the Site Plan 8, as follows:

28. Removal of two proposed turning heads for maintenance vehicles.
29. Removal of proposed boardwalk.

(The amendments required to Site Plan 8 are shown in the figure below and in Appendix B)



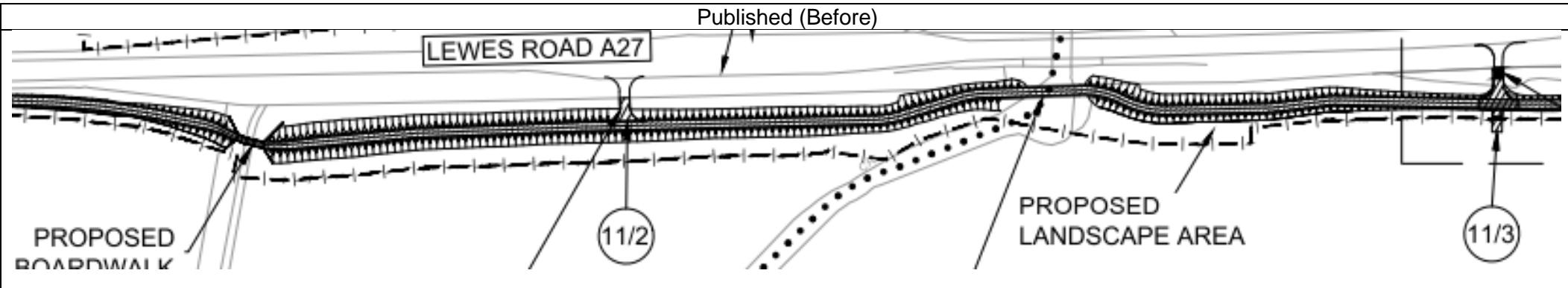
Site Plan 11:

Amendments are required to the Site Plan 11, as follows:

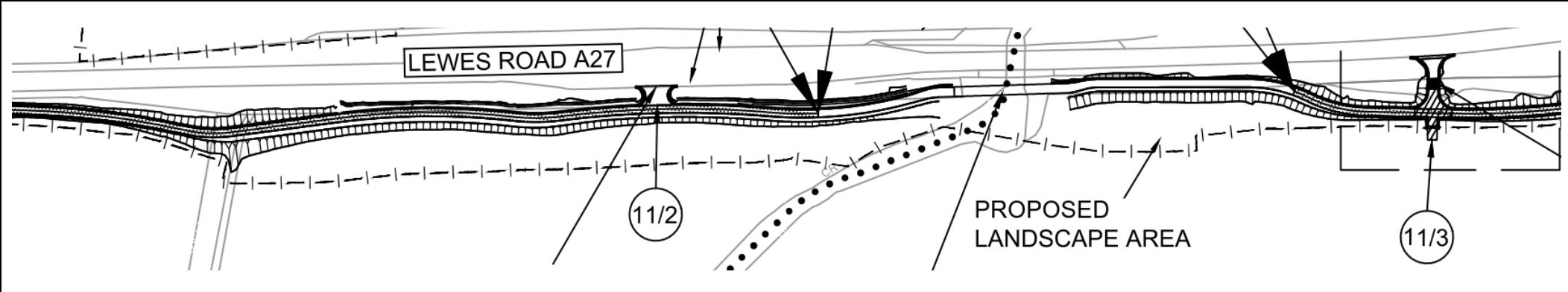
30. Amendment of “New Highway to be provided” reference “F” (including hatch and leader) to reflect revised design (reduced extent of reference F). Section of route reference F replaced with Reference Q and “A27 improvement to provide new shared use path” to reflect revised design.
31. Amendment (relocation) of PMA reference 11/2 to reflect revised design.
32. Removal of proposed boardwalk.

(The amendments required to Site Plan 11 are shown in the figure below and in Appendix B)

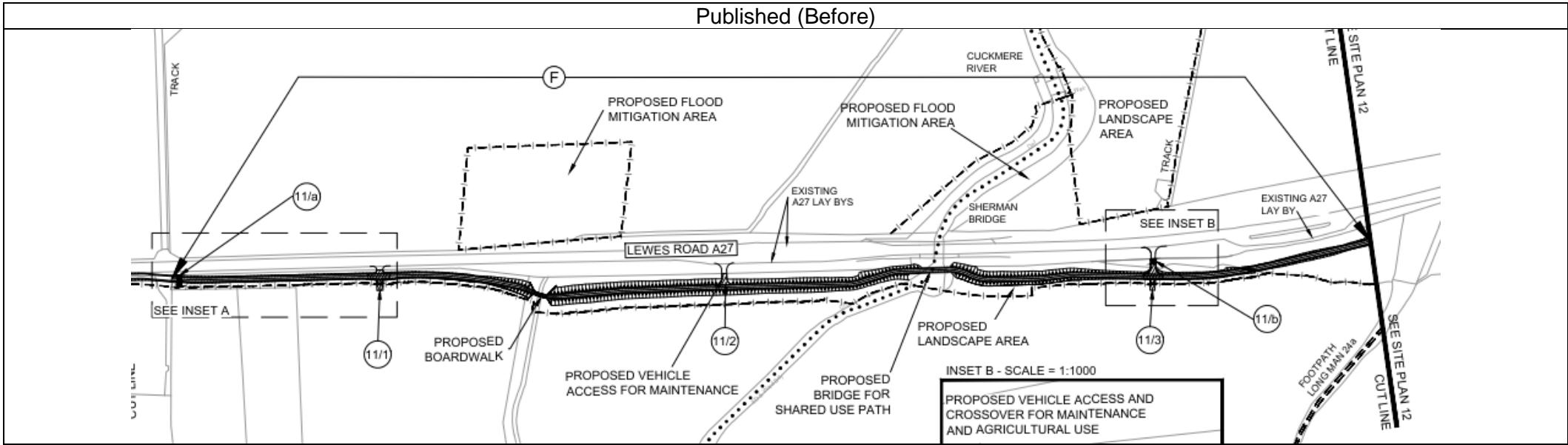
Published (Before)



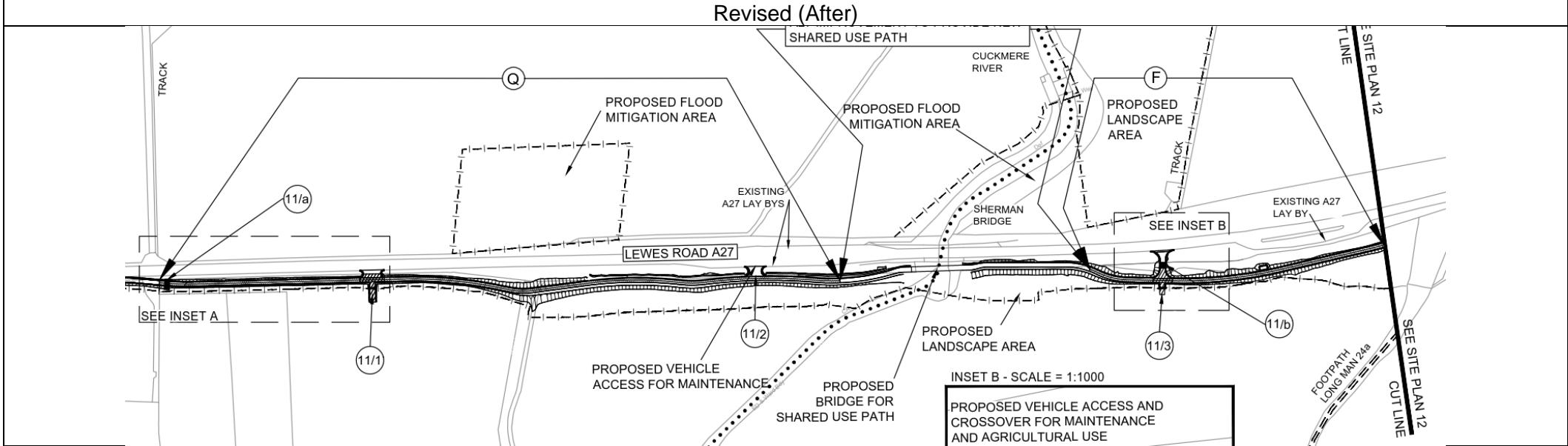
Revised (After)



Published (Before)



Revised (After)



Site Plan 12:

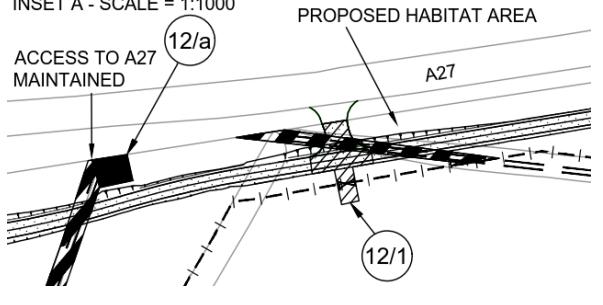
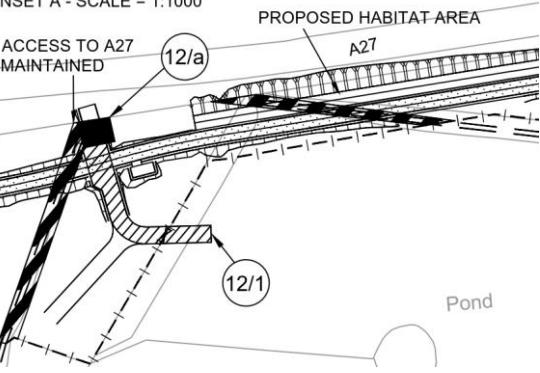
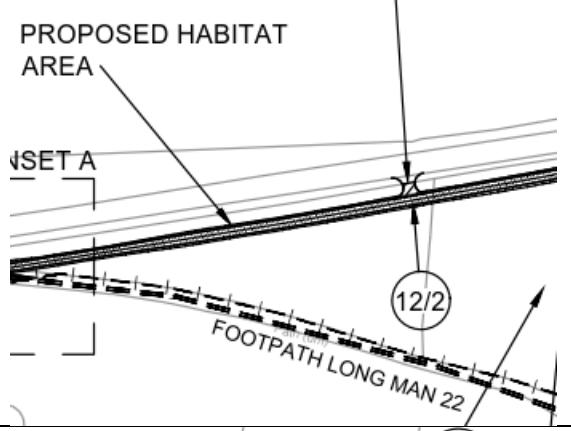
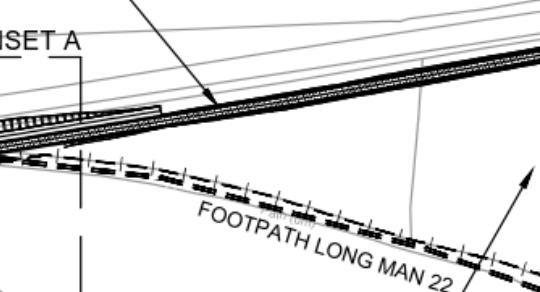
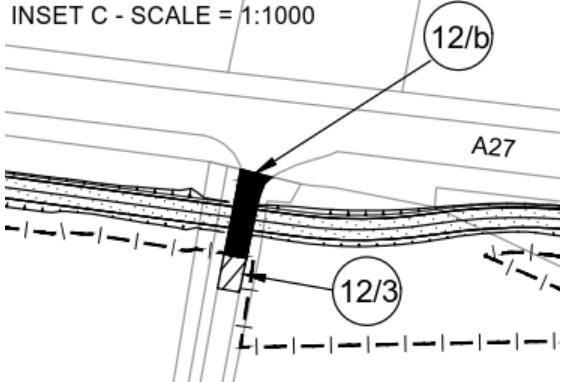
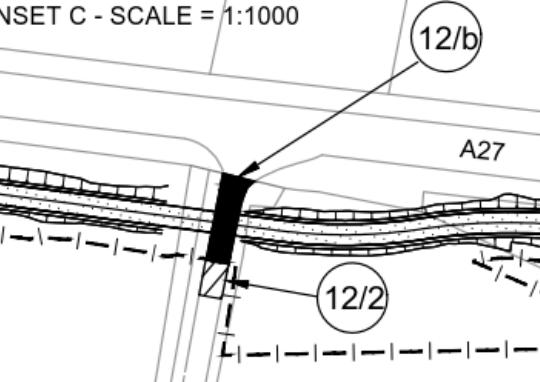
Amendments are required to the Site Plan 12, as follows:

33. Amendment (relocation) of PMA reference 12/1 to reflect revised design.

34. Removal of PMA (for maintenance use) reference 12/2.

35. "PMA 12/3" revised to "PMA 12/2" as a consequence of item 34 above.

(The amendments required to Site Plan 12 are shown in the figure below and in Appendix B)

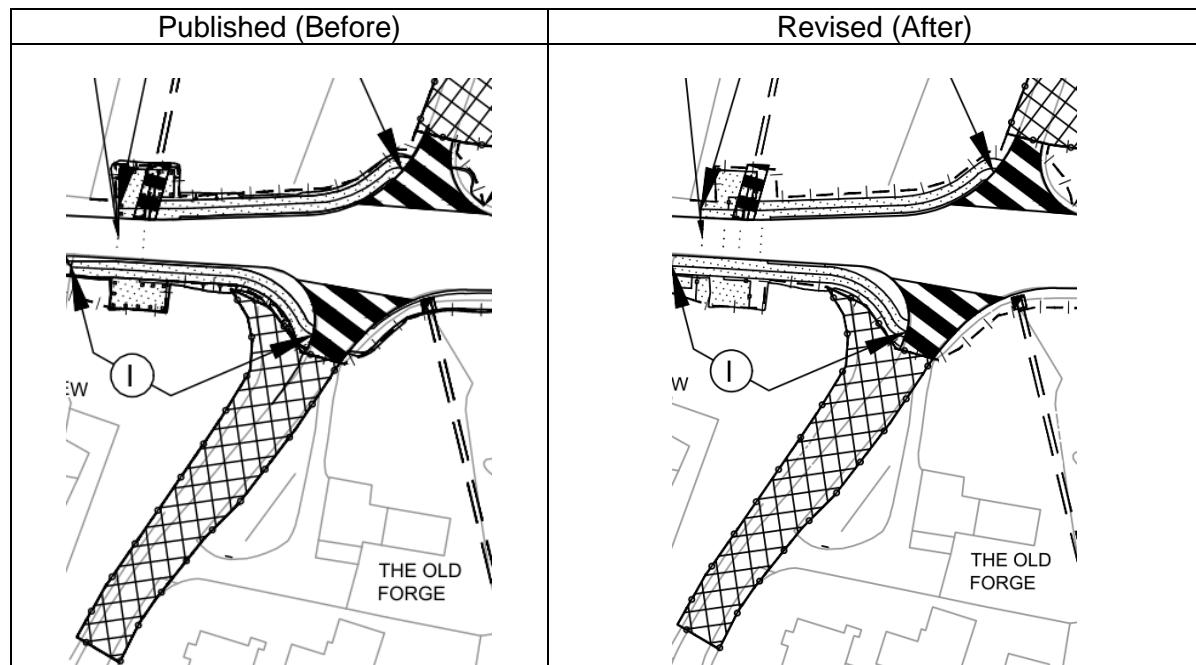
Published (Before)	Revised (After)
 <p>INSET A - SCALE = 1:1000</p> <p>PROPOSED HABITAT AREA</p> <p>A27</p> <p>ACCESS TO A27 MAINTAINED</p> <p>12/a</p> <p>12/1</p>	 <p>INSET A - SCALE = 1:1000</p> <p>PROPOSED HABITAT AREA</p> <p>A27</p> <p>ACCESS TO A27 MAINTAINED</p> <p>12/a</p> <p>12/1</p> <p>Pond</p>
 <p>PROPOSED HABITAT AREA</p> <p>INSET A</p> <p>FOOTPATH LONG MAN 22</p> <p>12/2</p>	 <p>PROPOSED HABITAT AREA</p> <p>INSET A</p> <p>FOOTPATH LONG MAN 22</p> <p>12/2</p>
 <p>INSET C - SCALE = 1:1000</p> <p>PROPOSED HABITAT AREA</p> <p>A27</p> <p>ACCESS TO A27 MAINTAINED</p> <p>12/b</p> <p>12/3</p>	 <p>INSET C - SCALE = 1:1000</p> <p>PROPOSED HABITAT AREA</p> <p>A27</p> <p>ACCESS TO A27 MAINTAINED</p> <p>12/b</p> <p>12/2</p>

Site Plan 13:

Amendments are required to the Site Plan 13, as follows:

36. Error amendments to CPO boundary near Wilmington junction.

(The amendments required to Site Plan 13 are shown in the figure below and in Appendix B)

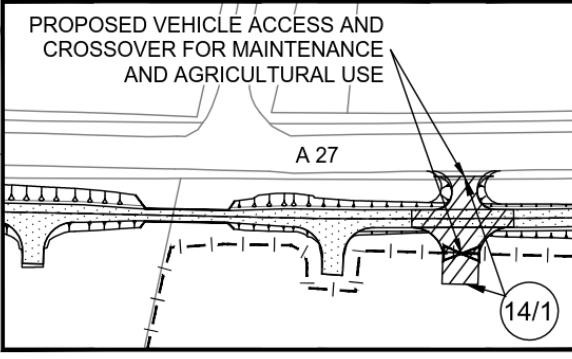
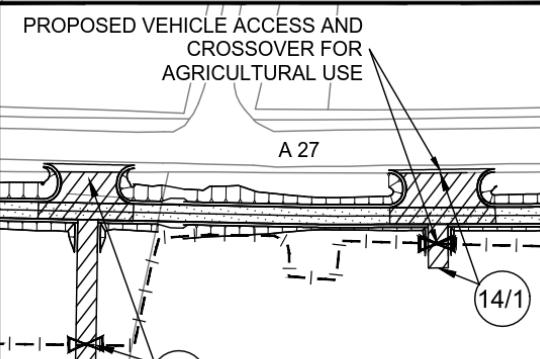
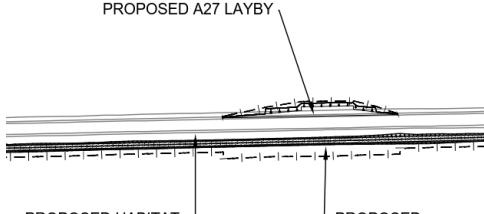
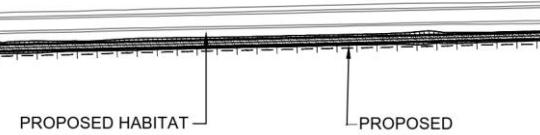


Site Plan 14:

Amendments are required to the Site Plan 14, as follows:

37. Removal of two proposed turning heads for maintenance vehicles.
38. Removal of proposed boardwalk location.
39. Removal of proposed A27 layby.
40. Addition of new PMA reference 14/3.

(The amendments required to Site Plan 14 are shown in the figure below and in Appendix B)

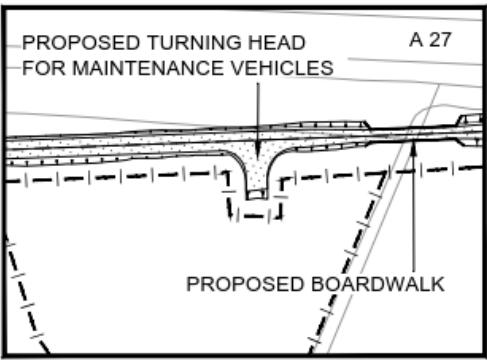
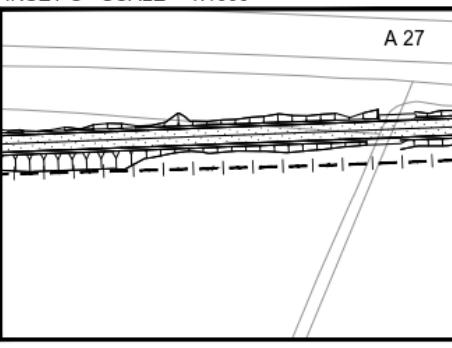
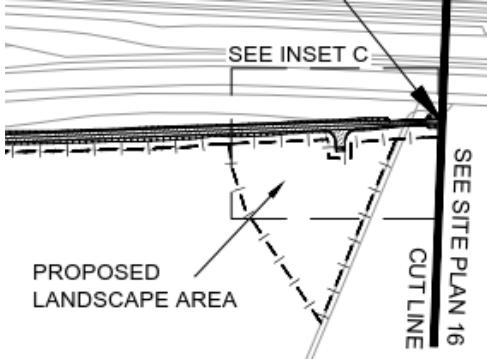
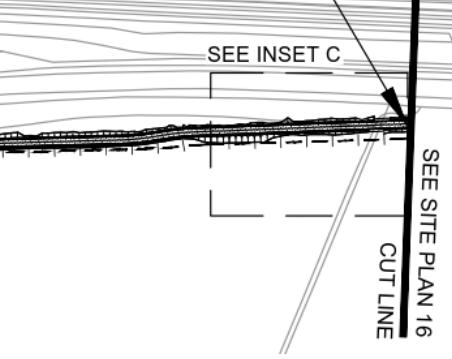
Published (Before)	Revised (After)
<p>INSET A - SCALE = 1:1000</p> 	<p>INSET A - SCALE = 1:1000</p> 
<p>PROPOSED A27 LAYBY</p> 	<p>PROPOSED HABITAT AREA</p> <p>PROPOSED LANDSCAPE AREA</p> 

Site Plan 15:

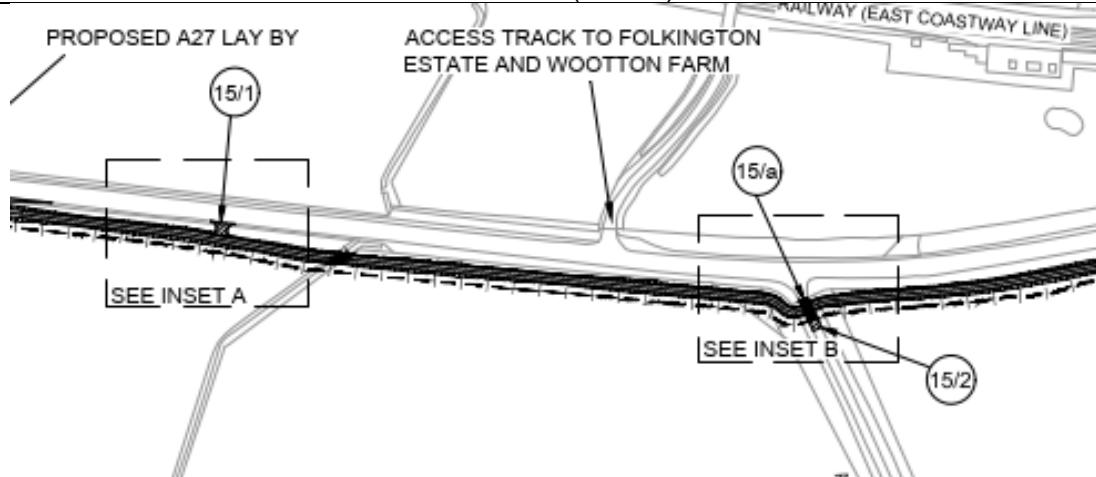
Amendments are required to the Site Plan 15, as follows:

41. Removal of one proposed turning head for maintenance vehicles.
42. Removal of proposed boardwalk location.
43. Removal of proposed landscape area.
44. Amendments to CPO boundary near Inset C.
45. Removal of PMA (maintenance use) reference 15/1.
46. "PMA 15/2" revised to "PMA 15/1" as a consequence of item 45 above.

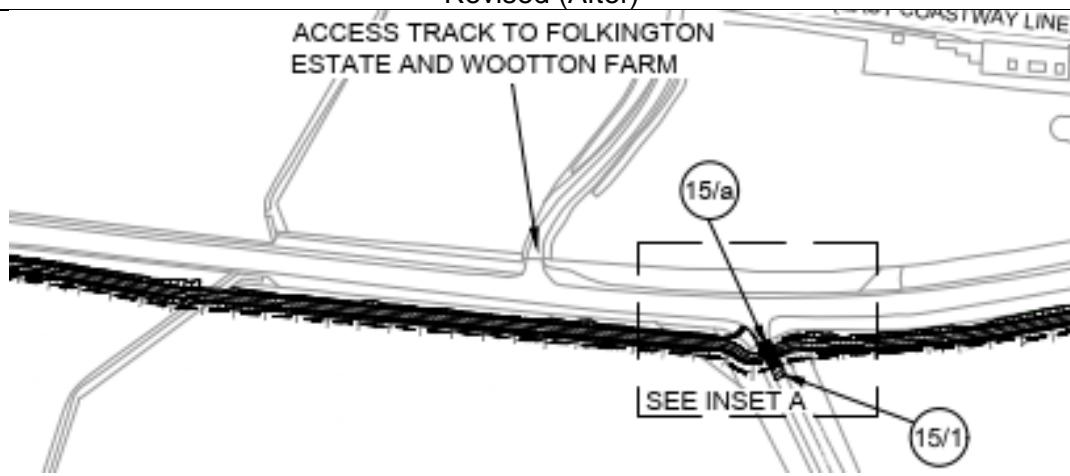
(The amendments required to Site Plan 15 are shown in the figure below and in Appendix B)

Published (Before)	Revised (After)
<p>INSET C - SCALE = 1:1000</p>  <p>PROPOSED TURNING HEAD FOR MAINTENANCE VEHICLES</p> <p>A 27</p> <p>PROPOSED BOARDWALK</p>	<p>INSET C - SCALE = 1:1000</p>  <p>A 27</p>
 <p>SEE INSET C</p> <p>PROPOSED LANDSCAPE AREA</p> <p>CUT LINE</p> <p>SEE SITE PLAN 16</p>	 <p>SEE INSET C</p> <p>CUT LINE</p> <p>SEE SITE PLAN 16</p>

Published (Before)



Revised (After)

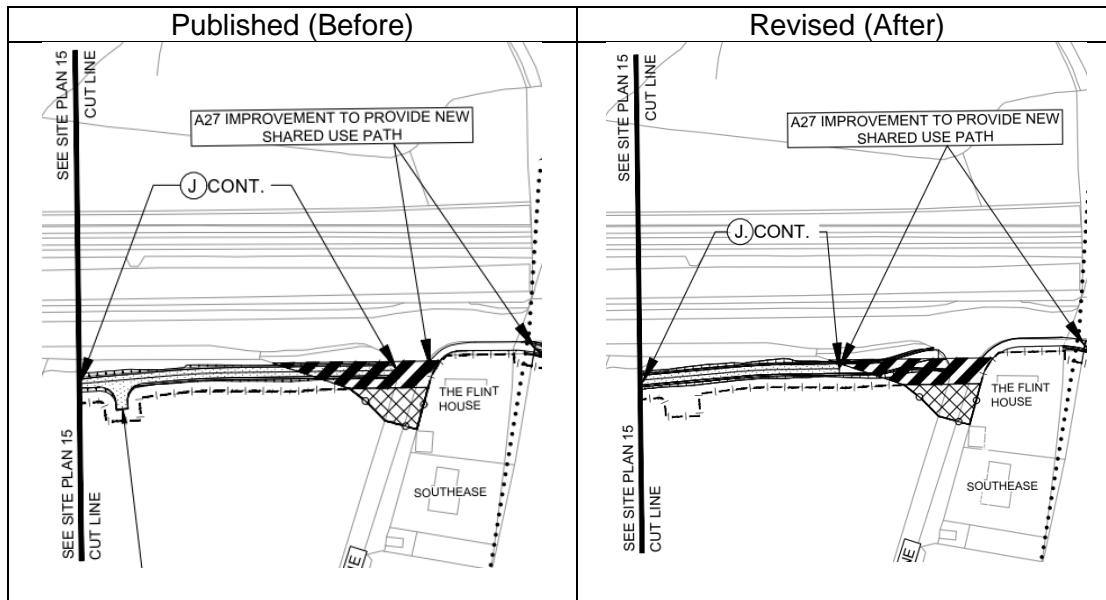


Site Plan 16:

Amendments are required to the Site Plan 16, as follows:

47. Correction of "New Highway to be provided" extents reference J.
48. Removal of one proposed turning head for maintenance vehicles.

(The amendments required to Site Plan 16 are shown in the figure below and in Appendix B)

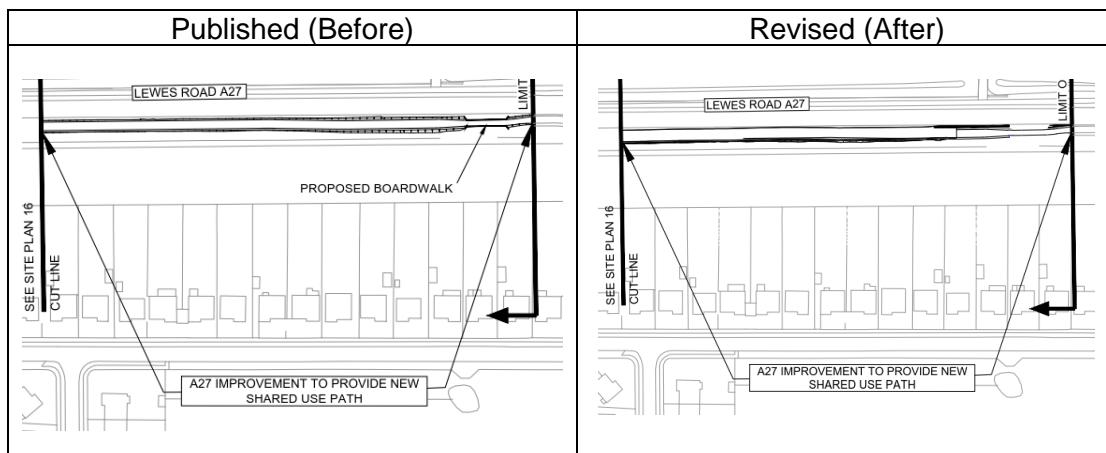


Site Plan 17:

Amendments are required to the Site Plan 17, as follows:

49. Removal of proposed boardwalk.

(The amendments required to Site Plan 15 are shown in the figure below and in Appendix B)



APPENDIX A
REVISED SCHEDULE

THE SCHEDULE

All proposed modifications to the schedule are shown in **bold** text below

New Highways to be provided

(1) Locality	(2) Plan reference	(3) New Highways to be provided (Reference letters and description)
Parish of Firle and District of Lewes	Site Plan 4 of 17 and Site Plan 5 of 17	<p>B (Restricted Byway) (without a right to drive animals)</p> <p>A length of new Restricted Byway from a point opposite the exit from Middle Farm, in a generally easterly direction, to a point 163 metres west of the junction of the A27 and the private access to Charleston, a distance of 678 metres.</p>
Parish of Firle and District of Lewes and Parish of Selmeston and District of Wealden and Parish of Alciston and District of Wealden	Site Plan 5 of 17 and Site Plan 6 of 17	<p>C (Restricted Byway) (without a right to drive animals)</p> <p>A length of new Restricted Byway from a point 9 metres east of the junction of the A27 and the private access to Charleston, in a generally south-easterly direction, to a point 323 metres north of the junction of the A27 and The Street, a distance of 1,173 metres.</p>
Parish of Berwick and District of Wealden and Parish of Long Man and District of Wealden	Site Plan 11 of 17 and Site Plan 12 of 17	<p>F (Restricted Byway) (without a right to drive animals)</p> <p>A length of new Restricted Byway from a point 905 metres south-east of the centre of Berwick roundabout, in a generally south-easterly direction, to a point 73 metres south-west of the junction of the A27 and Milton Street, a distance of 496 metres.</p>
Parish of Alciston and District of Wealden	Site Plan 6 of 17	<p>P (Restricted Byway) (without a right to drive animals)</p> <p>A length of new Restricted Byway from a point 164 metres north of the junction of the A27 and The Street, in a generally south-easterly direction, to a point 24 metres north of the junction of the A27 and Bopeep Lane, a distance of 424 metres.</p>
Parish of Berwick and District of Wealden and Parish of Long Man and	Site Plan 11 of 17	<p>Q (Restricted Byway) (without a right to drive animals)</p> <p>A length of new Restricted Byway from a point 257</p>

District of Wealden		metres south-east of the centre of Berwick roundabout, in a generally south-easterly direction, to a point 70 metres north-west of Cuckmere River A27 bridge, a distance of 484 metres.
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Private means of access to be stopped up for which a substitute is to be provided and new private means of access which are otherwise to be provided

(1) Locality	(2) Plan Reference	(3) Access to be stopped up	(4) New access to be substituted / provided
Parish of Firle and District of Lewes	Site Plan 4 of 17	Ref No: 4/b Access to field from the south side of the existing A27, 305 metres south-east of the existing exit from Middle Farm, located on the north side of the existing A27.	Ref No: 4/2 To be substituted by a new private means of access to field (and subject to vehicular rights over new Restricted Byway Reference B) on the south side of the existing A27 in the same location as stopped up access Reference 4/b but relocated at the southern boundary of the new Restricted Byway Reference B
Parish of Alciston and District of Wealden	Site Plan 5 of 17	Ref. No: 5/b Access to field from the south side of the existing A27, 746 metres east of the junction of the A27 with the access road to Charleston.	Ref. No: 5/2 To be substituted by a new private means of access to field (and subject to vehicular rights over new Restricted Byway Reference C) in the same location as stopped up access Reference 5/a but relocated at the southern boundary of the new Restricted Byway Reference C.
Parish of Selmeston and District of Wealden	Site Plan 5 of 17	-	Ref. No: 5/3 New private means of access on the south side of the existing A27 for maintenance purposes only.

(1) Locality	(2) Plan Reference	(3) Access to be stopped up	(4) New access to be substituted / provided
Parish of Alciston and District of Wealden	Site Plan 6 of 17	Ref: 6/a Access to field from the south side of the existing A27, 460 metres west of the junction of the A27 with The Street.	Ref. No: 6/1 To be substituted by a new private means of access to field (and subject to vehicular rights over new Restricted Byway Reference C) on the south side of the new Restricted Byway Reference C, 520m to the west of the existing junction of the A27 and The Street.
Parish of Alciston and District of Wealden	Site Plan 7 of 17	-	Ref. No: 7/2 New private means of access on the south side of the existing A247 for maintenance purposes only.
Parish of Berwick and District of Wealden	Site Plan 8 of 17	Ref. No: 8/a Access to field from the south side of the existing A27, 456 metres north-west of the junction of the A27 with the Pound Lane	Ref. No: 8/1 To be substituted by a new private means of access to field (and subject to vehicular rights over new Restricted Byway Reference E) in the same location as stopped up access Reference 8/a but relocated at the southern boundary of the new Restricted Byway Reference E.
Parish of Long Man and District of Wealden	Site Plan 12 of 17	Ref. No: 12/a Access to field from the south side of the existing A27, 340 metres west of the junction of A27 with Milton Street	Ref. No: 12/1 New private means of access to field (and subject to vehicular rights over new Restricted Byway Reference F) on the south side of the existing A27 to land on the south side of the new Restricted Byway Reference F.
Parish of Long Man and District of Wealden	Site Plan 12 of 17	-	Ref. No: 12/2 New private means of access on the south side of the existing A27 for maintenance purposes only.

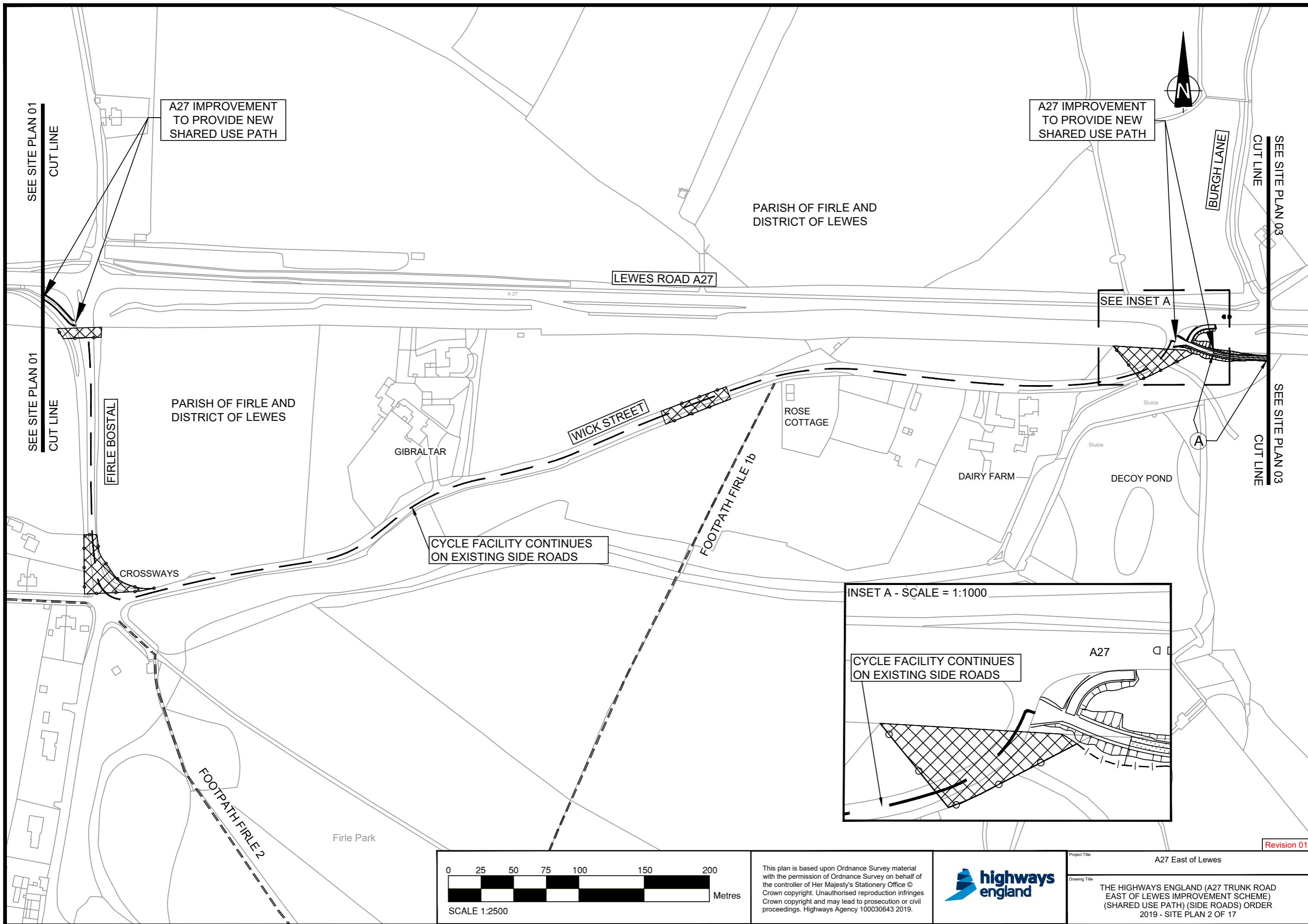
(1) Locality	(2) Plan Reference	(3) Access to be stopped up	(4) New access to be substituted / provided
Parish of Long Man and District of Wealden	Site Plan 12 of 17	<p>Ref. No: 12/b</p> <p>Access to Longman Nursery from the south side of the existing A27, 245 metres east of the junction of the A27 with Milton Street.</p>	<p>Ref. No: 12/3</p> <p>Ref. No: 12/2</p> <p>To be substituted by a new private means of access to Longman Nursery (and subject to vehicular rights over new bridleway Reference G) in the same location as stopped up access Reference 12/b but relocated at the southern boundary of the new bridleway Reference G.</p>
Parish of Long Man and District of Wealden	Site Plan 13 of 17	<p>Ref. No: 13/c</p> <p>Access to Apple Tree Cottage from the south side of the existing A27, 135 metres east of the junction of the A27 with The Street.</p>	<p>Ref. No: 13/3</p> <p>To be substituted by a new private means of access to Apple Tree Cottage (which is subject to vehicular rights over new Restricted Byway Reference J) in the same location as stopped up access Reference 13/c but relocated at the southern boundary of the new Restricted Byway Reference J.</p>
Parish of Long Man and District of Wealden	Site Plan 14 of 17	<p>Ref. No: 14/a</p> <p>Access to field from the south side of the existing A27, opposite the junction of the A27 with the access road to New Barn Farm</p>	<p>Ref. No: 14/1</p> <p>To be substituted by a new private means of access to field (and subject to vehicular rights over new Restricted Byway Reference J) at the southern boundary of the new Restricted Byway Reference J, 44 metres to the east of the existing access Reference 14/a.</p>

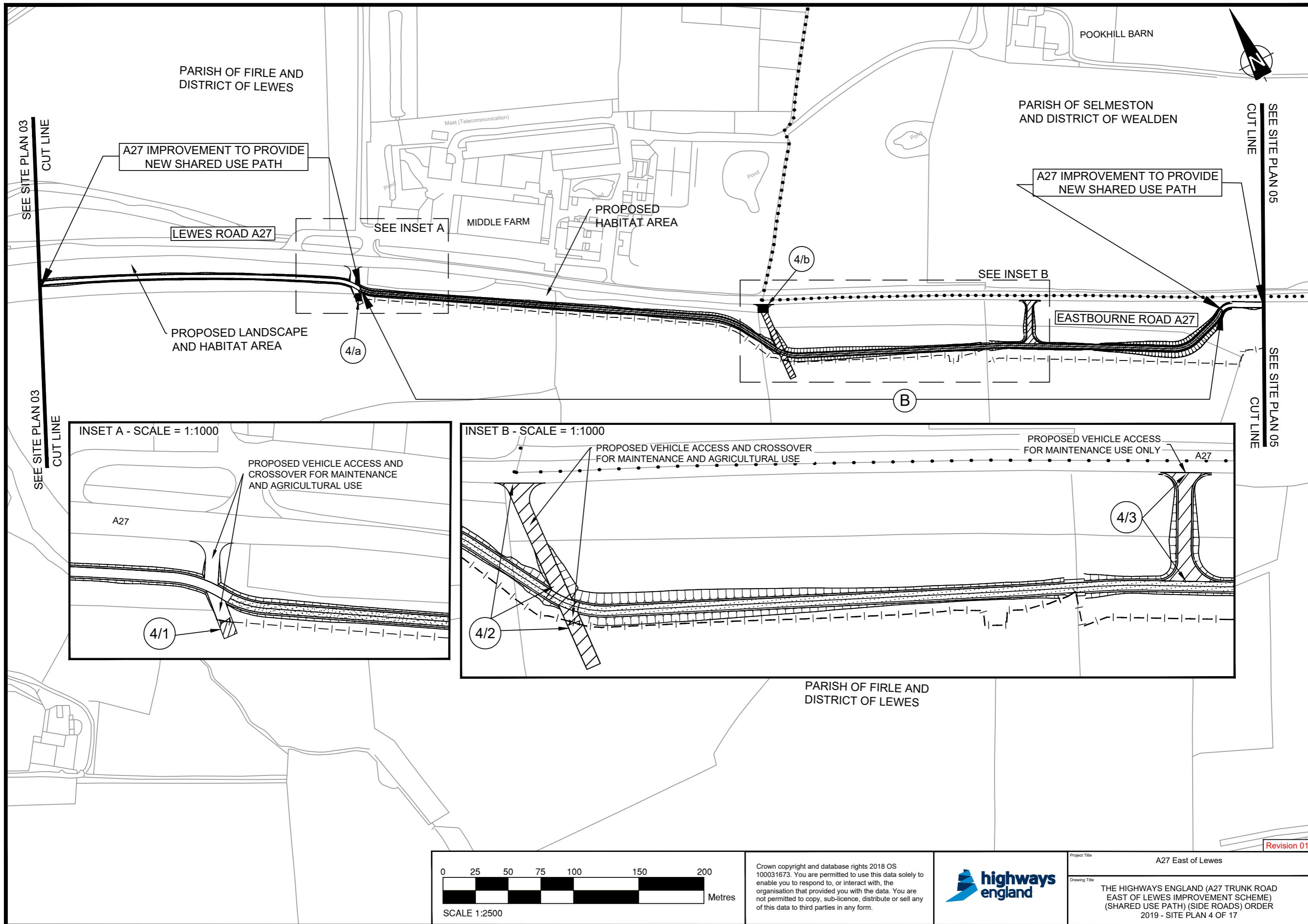
(1) Locality	(2) Plan Reference	(3) Access to be stopped up	(4) New access to be substituted / provided
Parish of Long Man and District of Wealden	Site Plan 14 of 17	Ref. No: 14/b Access to field from the south side of the existing A27, 698 metres east of the junction of the A27 with the access road to New Barn Farm	Ref. No: 14/2 To be substituted by a new private means of access (which is subject to vehicular rights over new Restricted Byway Reference J), in the same location as stopped up access reference 14/b but relocated at the southern boundary of the new Restricted Byway Reference J.
Parish of Long Man and District of Wealden	Site Plan 14 of 17	Ref. No: 14/a Access to field from the south side of the existing A27, opposite the junction of the A27 with the access road to the New Barn Farm	Ref. No: 14/3 To be substituted by a new private means of access to field (and subject to vehicular rights over new Restricted Byway Reference J) at the southern boundary of the new Restricted Byway Reference J, 12 metres to the west of the existing access Reference a.
Parish of Long Man and District of Wealden	Site Plan 15 of 17	-	Ref No 15/1 New private means of access on the south side the existing A27, a distance of 953 metres east of the existing access road to New Barn Farm, for maintenance purposes only.
Parish of Long Man and District of Wealden	Site Plan 15 of 17	Ref. No: 15/a Access to Folkington Manor Farm from the south side of the existing A27, 600 metres west of the junction of the A27 with the Folkington Lane	Ref. No: 15/2 Ref No. 15/1 To be substituted by a new private means of access to Folkington Manor Farm (and subject to vehicular rights over new Restricted Byway Reference J) in the same location as stopped up access Reference 15/a but relocated at the southern boundary of the new Restricted Byway Reference J.

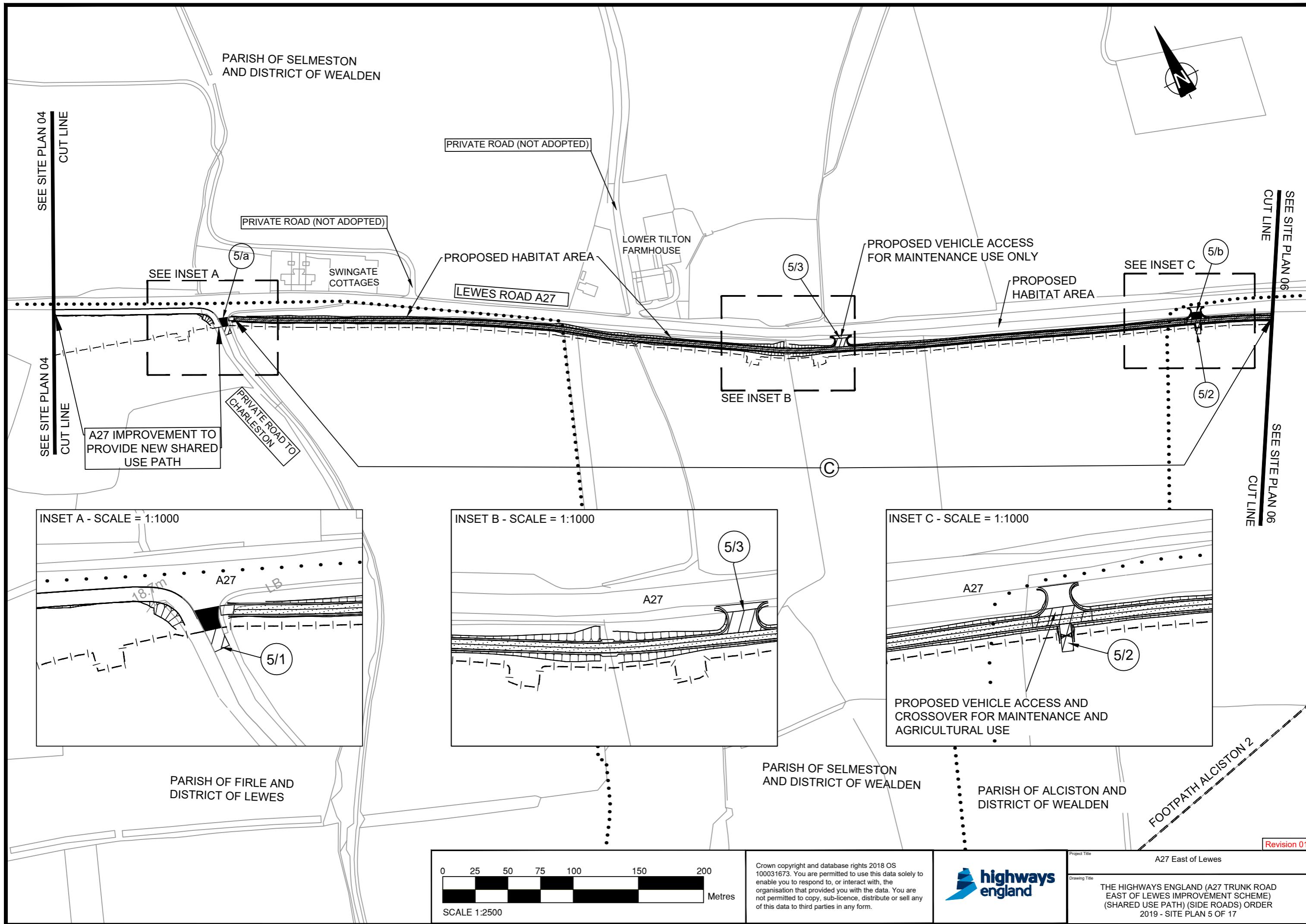
Private means of access to be stopped up for which no substitute is to be provided

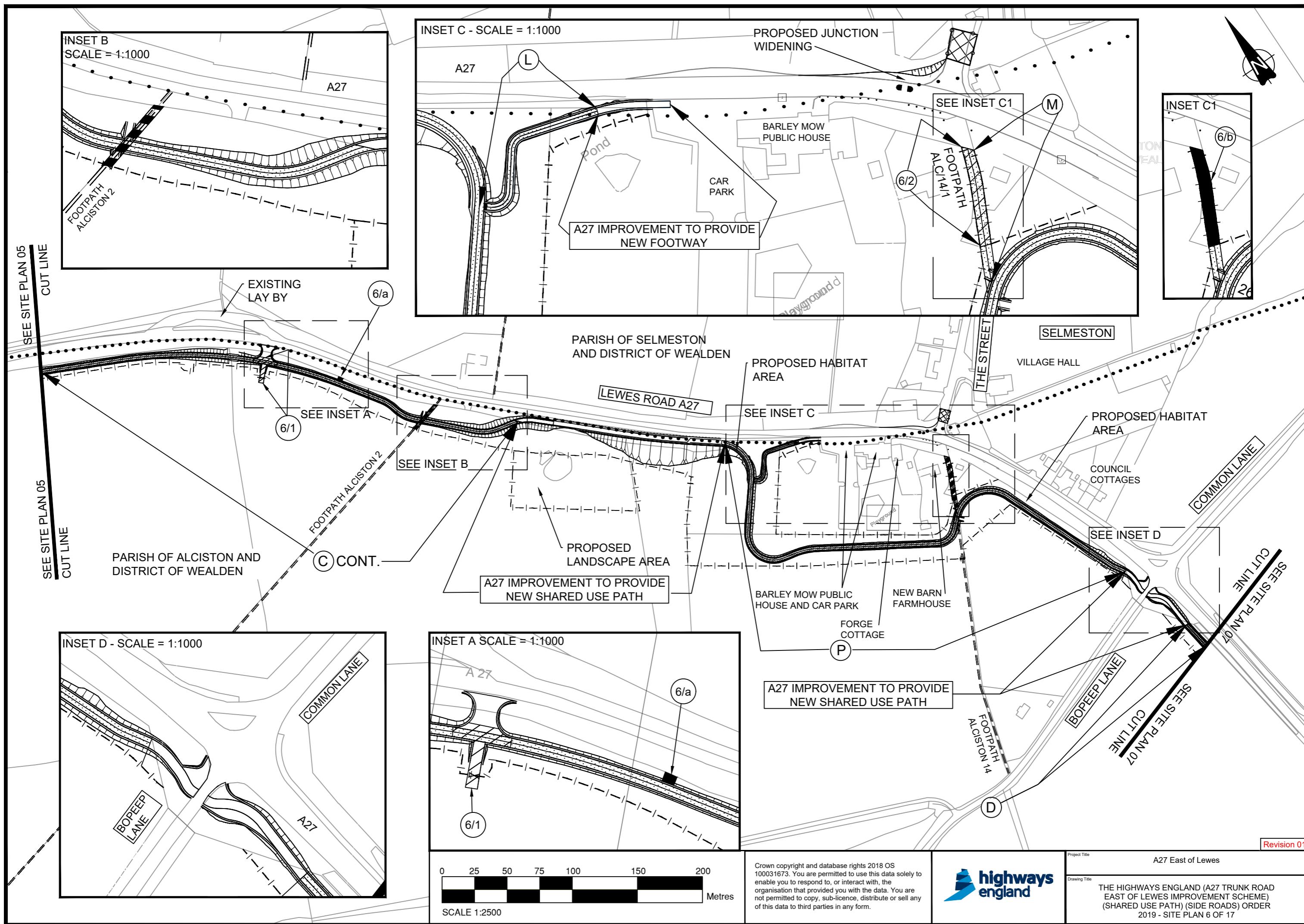
<i>(1) Locality</i>	<i>(2) Plan reference</i>	<i>(3) Access to be stopped up</i>
Parish of Long Man and District of Wealden	Site Plan 12 of 17	Ref. No: 12/a Access to field from the south side of the existing A27, 340 metres west of the junction of the A27 with Milton Street

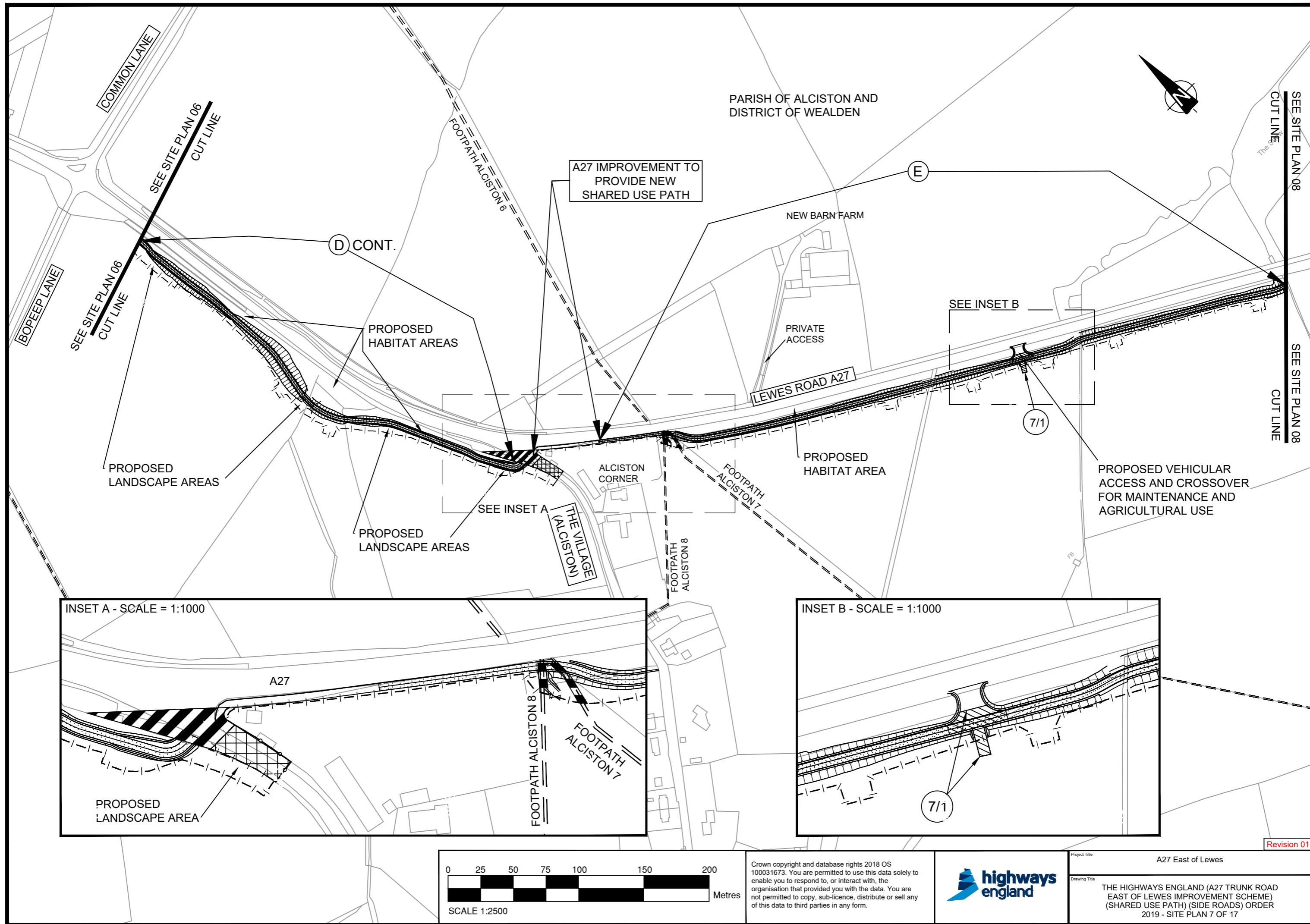
**APPENDIX B
REVISED SITE PLANS**

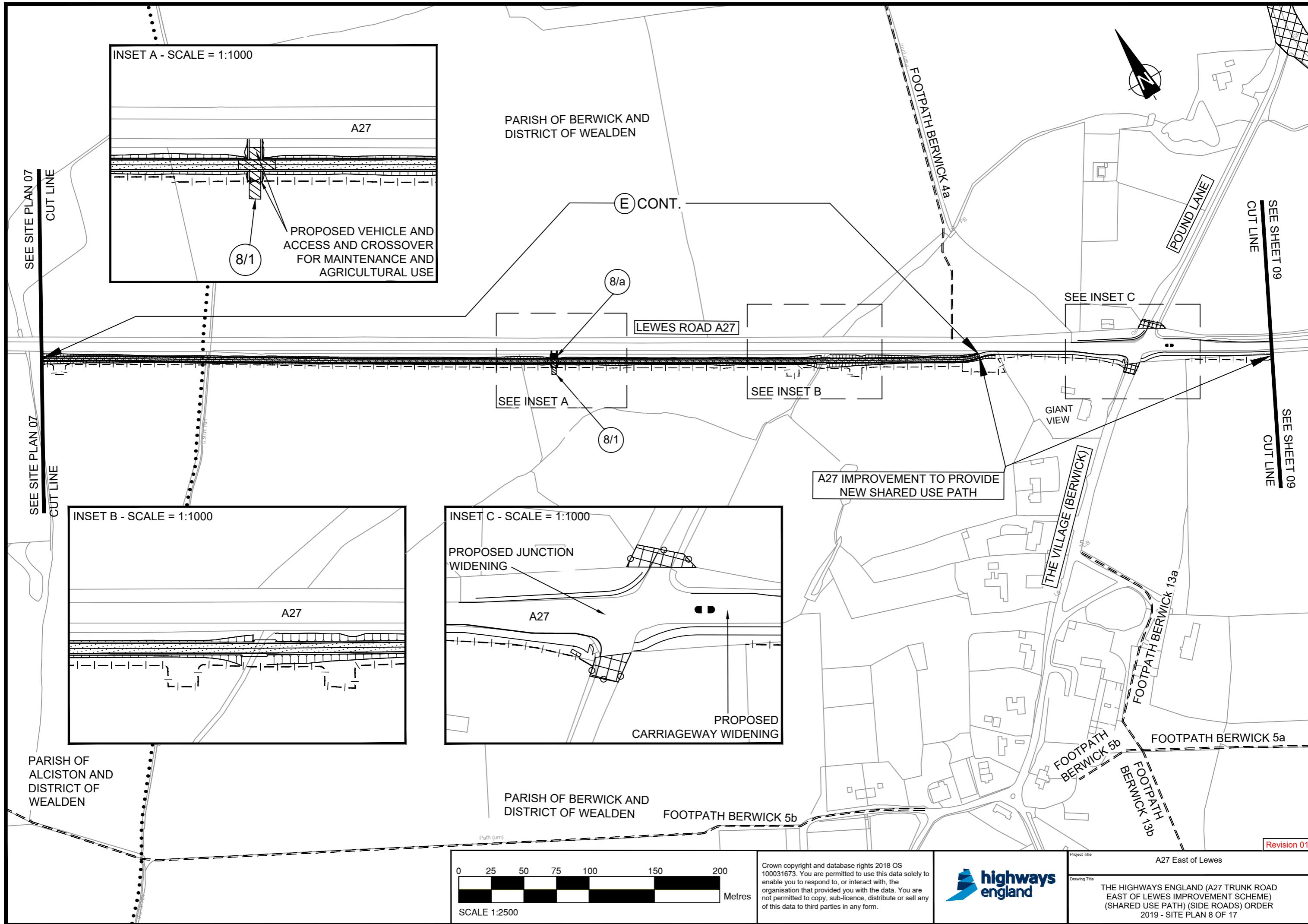


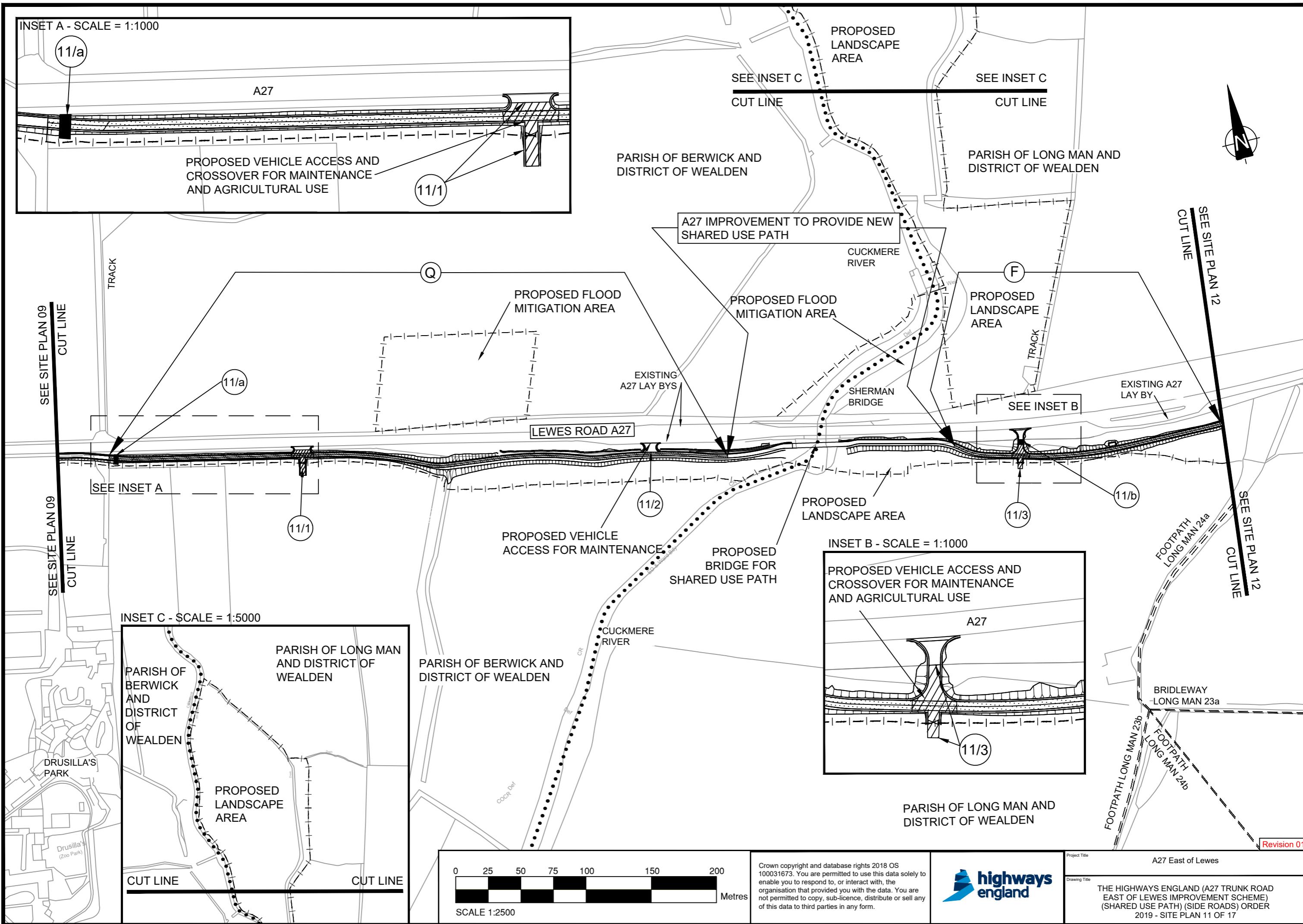












PROPOSED VEHICLE ACCESSES AND CROSSOVERS
FOR MAINTENANCE AND AGRICULTURAL USE

PARISH OF LONG
MAN AND DISTRICT
OF WEALDEN

CUT LINE

12/a

PROPOSED HABITAT
AREA

SEE INSET A

MILTON
FIELD

SEE INSET B

MILTON GATE

PROPOSED HABITAT AREA

12/b

LEWES ROAD A27

SEE INSET C

12/2

PROPOSED LANDSCAPE AREA

A27 IMPROVEMENT TO PROVIDE NEW
SHARED USE PATH

LONGMAN
NURSERY

F CONT.

CUT LINE

FOOTPATH
LONGMAN 24a

FOOTPATH LONG MAN 22

MILTON
STREET

FOOTPATH LONG MAN 9



CUT LINE SEE SITE PLAN 13

CUT LINE

INSET A - SCALE = 1:1000

PROPOSED HABITAT AREA

ACCESS TO A27
MAINTAINED

12/a

A27

BRIDLEWAY
LONG MAN 23a

Pond

INSET B - SCALE = 1:1000

A27

PROPOSED LANDSCAPE AREA

INSET C - SCALE = 1:1000

12/b

A27

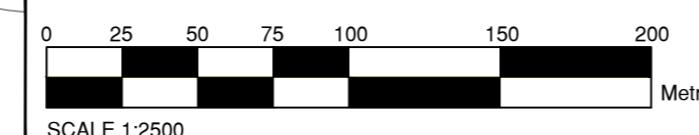
12/2

Path (um)

FOOTPATH LONG MAN 9

PARISH OF LONG MAN AND
DISTRICT OF WEALDEN

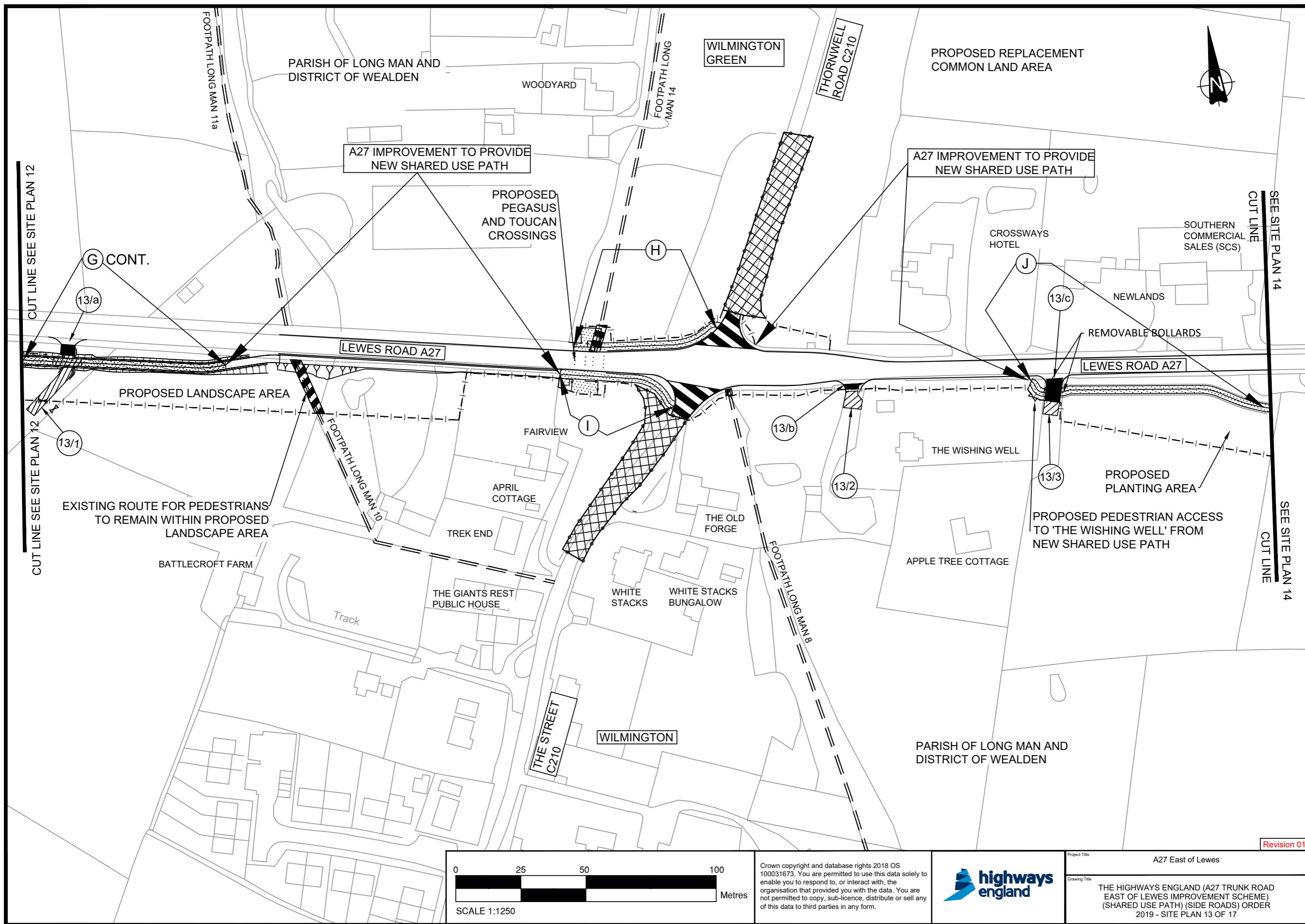
Revision 01

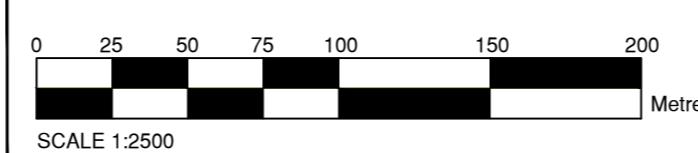
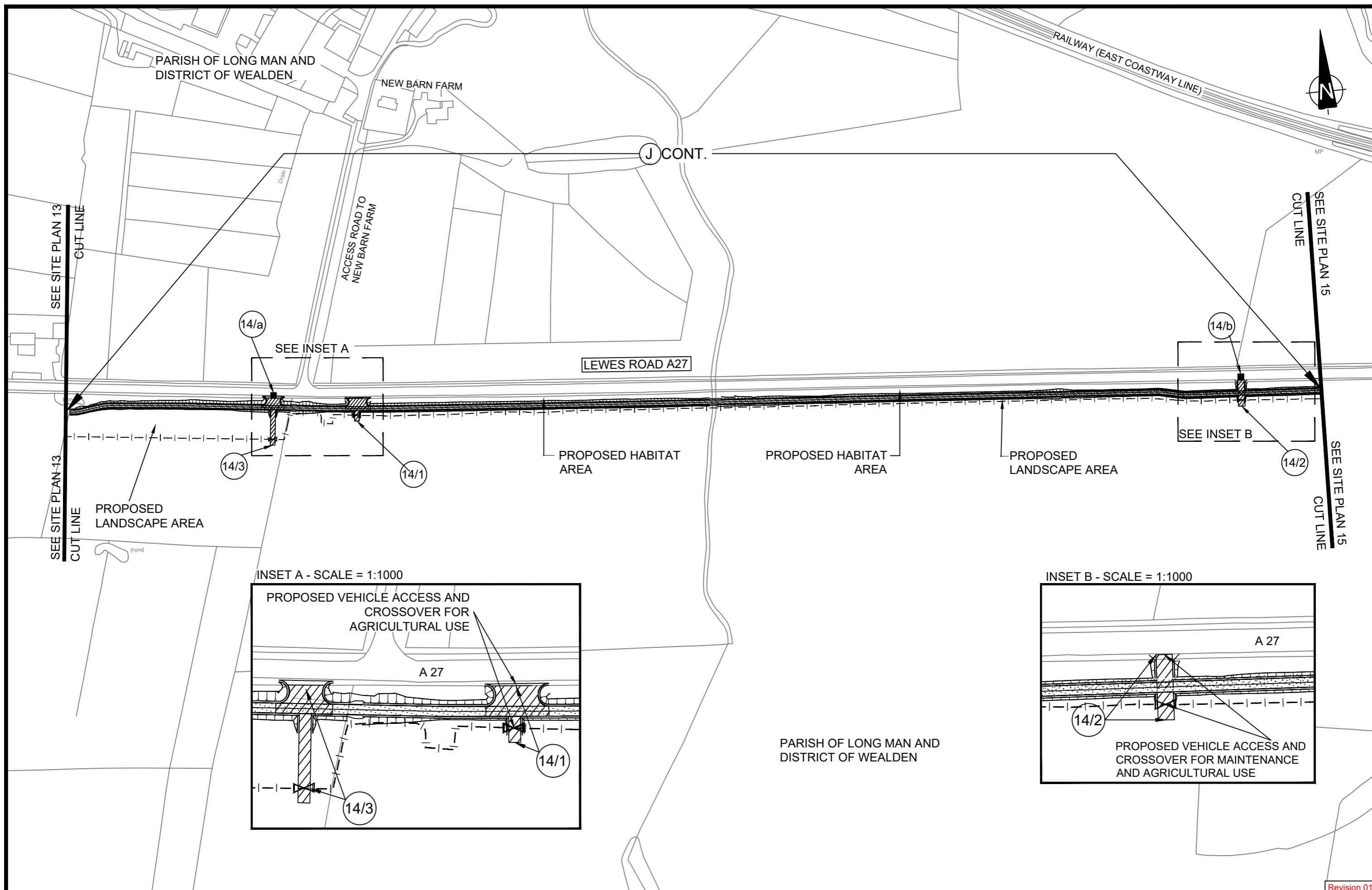


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Project Title: A27 East of Lewes
Drawing Title: THE HIGHWAYS ENGLAND (A27 TRUNK ROAD
EAST OF LEWES IMPROVEMENT SCHEME)
(SHARED USE PATH) (SIDE ROADS) ORDER
2019 - SITE PLAN 12 OF 17

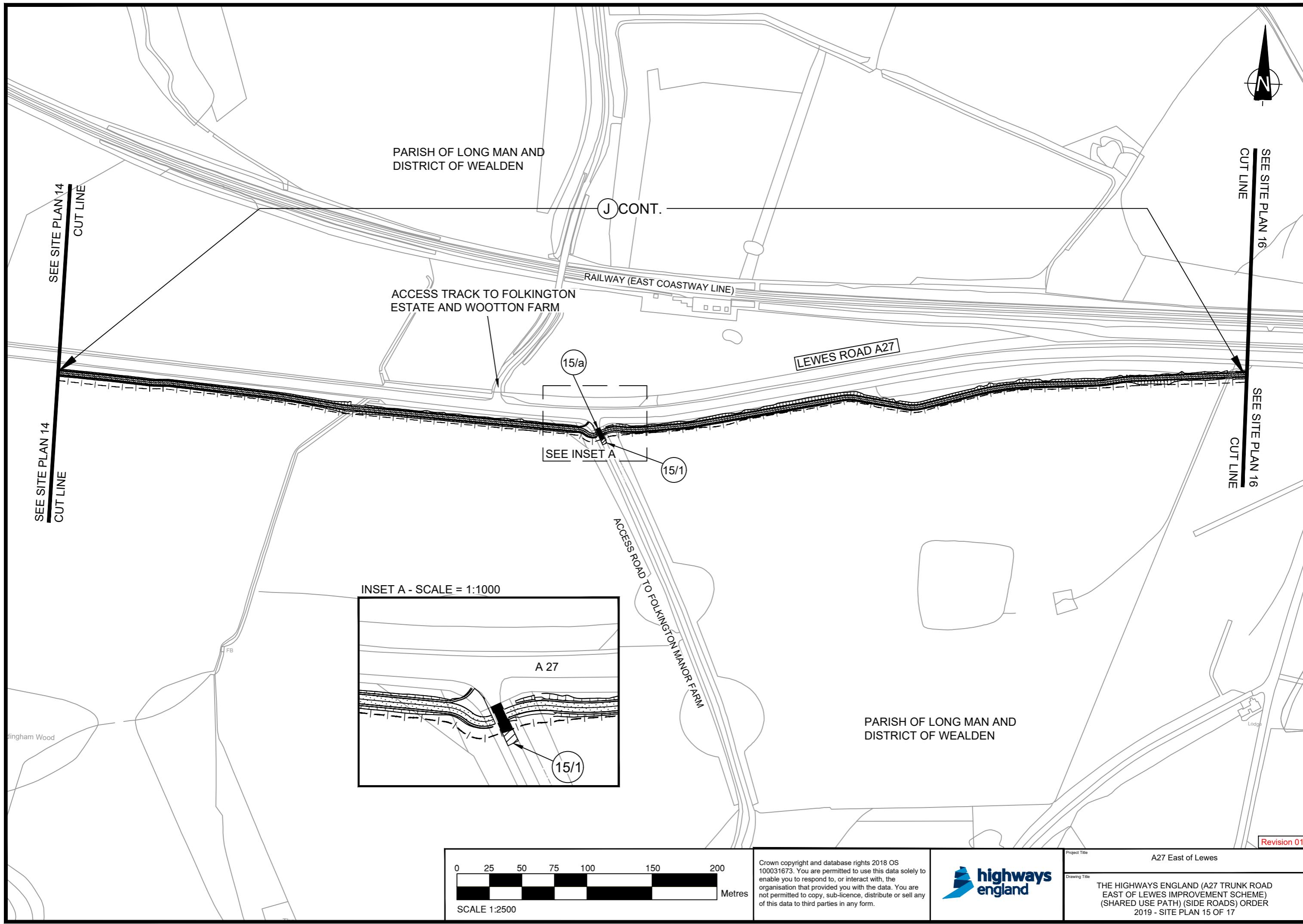


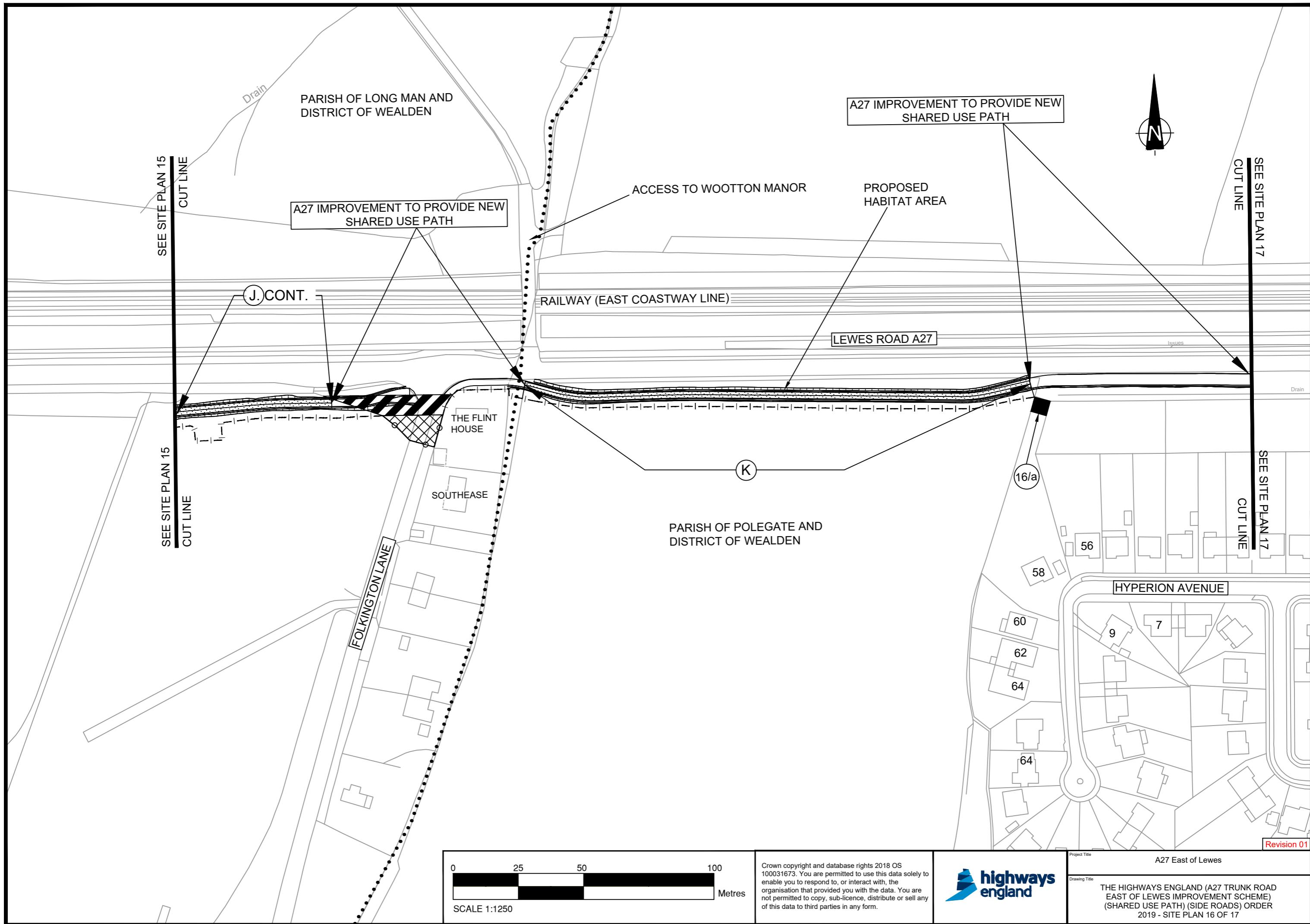


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Project Title: A27 East of Lewes
 Drawing Title: THE HIGHWAYS ENGLAND (A27 TRUNK ROAD EAST OF LEWES IMPROVEMENT SCHEME) (SHARED USE PATH) (SIDE ROADS) ORDER 2019 - SITE PLAN 14 OF 17







PARISH OF POLEGATE AND
DISTRICT OF WEALDEN

SEE SITE PLAN 16
CUT LINE

RAILWAY - EAST COASTWAY LINE

LEWES ROAD A27

SEE SITE PLAN 16
CUT LINE

A27 IMPROVEMENT TO PROVIDE NEW
SHARED USE PATH

LIMIT OF SCHEME

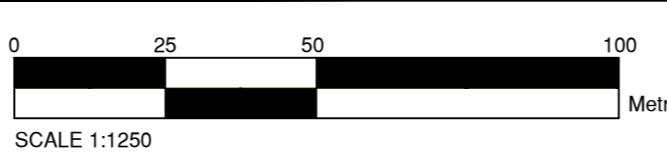
HYPERION AVENUE

SUNSTAR LANE

GAINSBOROUGH LANE

BIRHAM ROAD

GOLDEN MILLER LANE



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Project Title: A27 East of Lewes
Drawing Title: THE HIGHWAYS ENGLAND (A27 TRUNK ROAD
EAST OF LEWES IMPROVEMENT SCHEME)
(SHARED USE PATH) (SIDE ROADS) ORDER
2019 - SITE PLAN 17 OF 17
Revision 01