

Full Name: **Mr Steve Austin**

Organisation **Network Rail**

Number: Figure 8.2

Title: Site boundary for Surrey Canal Triangle strategic site allocation

ID:

1

Legal Compliance: Yes

Soundness: No

Reasons for
Unsoundness: (1) Justified (2) Effective

Reasons for Non-Compliance: Network Rail wishes to object to section 2e) of Core Strategy Allocation Site 3 (Strategic Site). Whilst Network Rail would support the redevelopment of the general area, the proposals for the access arrangements have not considered the wider operations of landowners in the general proximity of the site. The proposal suggests that Bolina Road will be converted to a cycling and pedestrian route, which will link into the newly created Bolina Park. This will result in the effective closure of Bolina Road to road vehicles. Given the intensity of the railway infrastructure in this location it is imperative that it is not compromised. As part of the Thameslink works to the eastern end of Bolina Road, we will close it to vehicles to create a new railway underpass. If access to Bolina Road from the west is restricted to cyclists and pedestrians, then this will have very serious implications for maintenance of our infrastructure and access to our land holdings. Network Rail has powers to construct a new road/rail vehicle entrance to facilitate future maintenance, adjacent to Bolina Road which would need to be resited. In addition, land south and possibly north of Bolina Road between existing viaducts would become land locked and new access arrangements to these sites would need to be created. It is considered that the policy is unsound following the principles and guidance set out in PPS12. The policy is not effective in that it is not deliverable. It does not result in sound infrastructure delivery and it could compromise the maintenance of existing infrastructure. In its' current form Network Rail could not sign up to the policy and given the degree of our land ownership in the area it is vital that we are able to support the wider aims of the area. Network Rail is not aware that the evidence base considers the proposed access arrangement has on existing and future infrastructure projects.

Suggested Changes: Network Rail would wish to see the policy amended to ensure that any proposals to alter the access do not infringe on existing or future proposals by infrastructure providers such as Network Rail. A degree of flexibility is required that allows for the interests and proposals of all the relevant landowners and stakeholders to be considered.

Attend Oral Exam: No, I do not wish to participate at the oral examination

Reasons for
Attendance:

Other Comments:
