

22. S25 Cattishall

22.1. Cattishall footpath level crossing provides a crossing point of the railway for footpath 17. Footpath 17 links two public roads either side of the railway.

22.2. Our proposal is to utilise an existing underbridge to the west of the level crossing. To enable this, a new bridleway track is proposed to be created on the north side of the railway.

22.3. Users heading south along the unnamed road from Cattishall on arriving at the railway would turn right and head west along a new bridleway. This bridleway leads to a railway underbridge where users would turn left heading south along a purpose built cycleway that leads to Mount Road. Once the users are at Mount Road, they can turn left and head east to a point where they would have come to if they had not been diverted.

22.4. Network Rail has been working closely with Berkeley Group (who are developing the land to the northwest of the level crossing) and the designs for a footbridge at the level crossing (a requirement of the Berkeley Group development) has progressed to the Network Rail Approval in Principle stage. Once approved, this will form part of the planning application which will be made by the Berkeley Group for its development of the site.

22.5. I understand that the highway authority, Suffolk County Council, is objecting (Obj29) to this proposal on the basis that Network Rail should await the outcome of the development of the land to the northwest of the level crossing. ^{ANY DEVELOPMENT OF THE AREA AND} Nothing in the Order will preclude Network Rail is doing will jeopardise the construction of a bridge at this location in the future. However, Network Rail simply wishes to third party development, not least as these can (sometimes) be put on hold for years (especially in uncertain financial times).

IS NOT DOING
ANYTHING THAT

①
NOTHING IN THE ORDER WILL
PRECLUDE ANY DEVELOPMENT OF
THE AREA AND NETWORK RAIL IS
NOT DOING ANYTHING THAT WILL
JEOPARDISE THE CONSTRUCTION OF A
BRIDGE AT THIS LOCATION IN THE
FUTURE.

HOWEVER ②
NETWORK RAIL SIMPLY WISHES
TO PROGRESS CLOSURE OF THE
LEVEL CROSSING BY PROVISION OF
A DIVERSION, WITHOUT HAVING
A DEPENDANCY ON THIRD PARTY
DEVELOPMENTS, NOT LEAST AS THESE
CAN (SOMETIMES) BE PUT ON HOLD
FOR YEARS (ESPECIALLY IN UNCERTAIN
FINANCIAL TIMES).