

Note on S03 Mapping Discrepancies

1. During the accompanied site visit to S03 carried out by the Inspector on 15th May 2018, measurements were taken between the electricity pylon and the edge of the watercourse ditch that bounds the east side of the field in this location. This exercise established that the distance between the Pylon and the edge of the watercourse is less than that shown on the OS base mapping.
2. The TWAO plans show the proposed route, and associated land parcel, running directly along the edge of the watercourse.
3. During further questioning of Mr Kenning on day 24 of the inquiry, the inspector stated that he has assumed from the measurements taken on site that the proposed footpath would sit over the ditch and therefore would not be suitable or convenient.
4. Whilst Network Rail agrees that the relative distance between the pylon and the edge of the watercourse is less than measured on the OS mapping, the position of those features on site in relation to OS coordinates can only be determined through more accurate topographical survey methods, which would establish the accuracy of the features on the ground with reference to the mapping data.
5. Once the edge of the watercourse has been established through topographical survey methods, the proposed route can be checked against the survey data to establish the exact location of the footpath to be created, and hence if the route can be made suitable and convenient.
6. Further to this issue being raised, Mr Kenning carried out a site visit on the morning of 24th May 2018 at which he undertook a GPS mapping exercise. This consisted of both walking the route and mapping specific locations. The survey highlighted some discrepancies between the features on the ground and the OS base mapping. The GPS positioning technology has some limitations in terms of accuracy, however, the survey exercise carried out on 24th May 2018 showed that the mapped points (obtained from the order limits plan) representing the proposed footpath alignment in the vicinity of the electricity pylon were within the field edge, and not within cross section of the watercourse ditch.
7. In conclusion, Network Rail has confidence that a suitable and convenient footpath can be provided on the alignment of proposed route as shown on Sheet 33 of the Order plans.