

NETWORK RAIL INFRASTRUCTURE LIMITED- SIZEWELL C DCO – ISH - 7 JULY 2021

Attendees

Network Rail Infrastructure Limited (NR)	Marie Pennington (MP)
IP Reference 20026630	Daniel Fisk (DF)
	Kevin Newman (KN)
Addleshaw Goddard LLP (on behalf of Network Rail Infrastructure Limited)	Sarah Hodge (SH)

Summary of Oral Submissions (made by SH on behalf of NR)

1. Network Rail felt it was important to attend the hearing to provide support to the Panel in addressing any queries the Panel may have on the technical aspects of the Freight Strategy.
2. To assist the Panel SH was joined by:
 - a. **Ms Pennington** a Senior Development Manager who is acting as a project manager and liaison for the Sizewell C project
 - b. **Mr Fisk** a Public and Passenger Health And Safety Manager with over 18 years' experience at NR, including over 7 years as a level crossing manager; and
 - c. **Mr Newman** a Senior Route Freight Manager and Lead Development Manager with 12 years' experience at NR;
3. It was made clear that Network Rail (whilst supporting the principle of the project) has an outstanding objection, and that objection currently remains in place.
4. The details of Network Rail's concerns were not repeated, and have been set out in written submissions already (listed below for ease of reference):
 - a. written representation (Examination Library Reference REP2-155); and
 - b. the SOCG (Examination Library Reference REP2-074)
5. In summary, it was confirmed that Network Rail's key concerns are:
 - (1) the impact that increasing Freight train movements will have on the Network; and

(2) that there is not, currently, sufficient mechanisms in place to ensure that the promoter will be responsible for mitigating such impacts, and in particular, that the promoter will be required to address any safety concerns which arise during the lifetime of the development.

6. However, SH confirmed that the parties are close to finalising the terms of an agreement which would resolve Network Rail's concerns. The terms of this agreement will be private. However, would include securing an agreed form of Protective Provisions for Network Rail, which would be included in the next draft of the Order.

Examiners Questions

The NR team responded to queries from the Panel making the following points:

1. The promoter responded to queries in relation to the details of the proposed freight strategy and whether the proposed timetable is realistic for when the additional freight trains will be able to run.

NR confirmed that is not aware of any practical barriers to the promoter's anticipated programme. However, an issue that the promoter must consider is issue of getting services from origin point to the site and impacts on the wider network. The exact timetable for the trains will need to be considered in detail with NR.

Promoter also needs to ensure agreements are put in place with NR to secure appropriate mitigation which is not yet in place.

Promoter stated that updated timetable and level crossings update will come as part of the updated SOCG. NR confirmed this would need to be reviewed by NR.

[NOTE: Unfortunately, no timetable updates were provided within the updated SOCG. However, NR and the Promoter are in continued discussions on a working schedule].

2. Concerns were raised by members of the public relating to the impact of additional traffic, including pedestrian and abnormal loads over level crossings.

NR confirmed that discussions are ongoing with the promoter to secure appropriate mitigation. By way of example, NR need to ensure mitigation is secured before and increase of traffic particularly HGV over Middleton level crossing which is on the B1122. At this level crossing RLSE cameras are required.

NR confirmed that Darsham level crossing is a concern and will be impacted by the new park and ride and mitigation will be required to address the additional traffic and vehicular and pedestrians.

It was suggested that abnormal loads should be restricted from moving over Darsham level crossing to times when trains are not running. However, it was explained that laybys are available along the route and calls must be placed to NR to confirm when a crossing can take place and again once the crossing has been completed. A police escort system with advanced calls to NR to avoid need to stop as much as possible is also being discussed with NR and the police.

Examination Library Reference REP2-157 covers some of the details on the type of mitigation NR requires, in particular see response to query HW.1.19.