



# The Sizewell C Project

## 9.10.10 Statement of Common Ground - Network Rail

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Revision: 2.0  
Applicable Regulation: Regulation 5(2)(q)  
PINS Reference Number: EN010012

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July 2021

Planning Act 2008  
Infrastructure Planning (Applications: Prescribed  
Forms and Procedure) Regulations 2009



Dated

23 July 2021

**APPLICATION BY NNB GENERATION COMPANY (SZC) LIMITED FOR AN ORDER GRANTING  
DEVELOPMENT CONSENT FOR THE SIZEWELL C PROJECT SCHEME**

**PLANNING INSPECTORATE REFERENCE NUMBER: EN010012**

**REGISTRATION IDENTIFICATION NUMBER: 20026630**

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**SECOND STATEMENT OF COMMON GROUND  
between NNB Generation Company (SZC) Limited and  
Network Rail Infrastructure Limited**

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## 1. INTRODUCTION

- 1.1 This Second Statement of Common Ground (**SoCG**) relates to the application for a Development Consent Order: the Sizewell C (Nuclear Generating Station) Development Consent Order (**Proposed DCO**) and confirms the position of NBB Generation Company (SZC) Limited (**Applicant**) and Network Rail Infrastructure Limited (**Network Rail**) as of 22 July 2021.
- 1.2 Issues relating to rail have been the subject of questions from the Examining Authority, Written Representations from Network Rail [REP 2-155] and a response from SZC. Co. [REP3-042] submitted at Deadline 3. The relevant issues are familiar to the examination and the parties continue to work closely together to ensure the delivery of rail infrastructure and subsequent operations. Network Rail have been made aware of an accelerated programme for two freight trains per day by {October 2023} and four freight trains per day by January 2024. An impact assessment is underway to ensure ongoing support for delivery of the accelerated programme.
- 1.3 This second SoCG reports the latest position reached through joint working and, in particular, covers the following matters:
- overall agreed programme
  - level crossings
  - track replacement on the East Suffolk Line and;
  - interaction with passenger services
- 1.4 The parties would be pleased to respond on any other issues where that would be helpful to the Examining Authority.

## 2. AGREED PROGRAMME

- 2.1 Attached at **Appendix A** is a combined programme of necessary works and steps which has been agreed as the basis for joint working between the parties.
- 2.2 The programme contains a number of detailed entries but hopefully is self-explanatory in reporting the progress achieved, steps to be taken and the necessary timescale for each step.
- 2.3 The work is currently on programme and neither party is aware of a reason why it should not be achieved on time.
- 2.4 The overarching Framework Agreement is not yet signed and there remain matters to be discussed between the parties before the Agreement can be signed and before Network

Rail can withdraw its formal objections to the DCO application. Nevertheless, the parties do not anticipate difficulties in resolving the outstanding matters and the work in progress on all other matters is continuing on programme.

### **3. LEVEL CROSSINGS**

- 3.1 Extensive joint working on issues relating to level crossings has enabled agreement to be reached in principle about the way in which any increase in risk on the East Suffolk line resulting from activity relating to Sizewell C can be managed and addressed. The attachment at Appendix B summarises the working agreement reached between the parties.
- 3.2 The Appendix identifies all relevant level crossings on the East Suffolk line where risks have been identified which require interventions. For each, it summarises the necessary outcomes and actions and identifies the respective responsibility of each party to ensure that the risks are addressed and managed in accordance with the programme.
- 3.3 Matters will need to be formalized, including funding by SZC. Co. for the necessary actions. The joint working has identified, however, that all relevant risks relating to level crossings can be managed.

### **4. TRACK REPLACEMENT**

- 4.1 Network Rail has identified the most efficient strategy for survey works covering the East Suffolk Line as requested by EDF. Network Rail and SZC Co. have been working together to determine the scope for track replacement on the East Suffolk Line, in order to achieve noise benefits from the running of Sizewell trains and provide a legacy benefit for noise generated by other rail traffic. In order to define sections of track where it may be beneficial to replace existing jointed track and achieve the benefits of continuously welded rail, it has been identified that existing data needs to be supplemented by more detailed surveys.
- 4.2 Surveys will be carried out primarily using drones, supplemented through the use of train mounted cameras and track walkouts where necessary.
- 4.3 The next steps in this process are as outlined below:
  - Network Rail and EDF to have legal agreements and funding in place to enable work to begin
  - GRIP 1-3 (PACE Phase 1)

- Surveys – 1 week to complete drone surveys and train recording
- Analysis of data – 2 weeks to review data and provide base case
- Option development – 3 weeks to provide options for agreement
  - Additional site walks may be required to clarify any ambiguities in the data which may extend this duration
- Issue of specification – 1 week
- GRIP 4-8 (PACE Phases 2-4)
  - Detailed Design – duration TBC dependent on option selected
  - Construction – duration TBC dependent on option selected and availability of possessions
  - Entry into Service (EiS) – as soon as construction is complete. Train and Freight Operator deadlines for this will be dependent on whether this is a plain line renewal scheme or whether changes to Switches & Crossings (S&C) are required.

## **5. PASSENGER SERVICES**

- 5.1 SZC Co. would operate seven of the eight proposed freight trains overnight. The first freight train would not depart towards Sizewell until after the last passenger train of the evening, and there is contingency within the timetable to delay the first freight train of the night in case the last passenger train is delayed.
- 5.2 In the morning, the risk of the first passenger train of the day being delayed by the last freight train leaving Sizewell is mitigated by the close proximity of Sizewell to the East Suffolk Line. If Sizewell site operations lead to the seventh train being delayed in leaving the site, and missing it's planned slot on to the East Suffolk line it would not be permitted to leave Sizewell.
- 5.3 The proposed timetable developed by SZC Co. has been constructed using the rail industry timetable planning rules, which apply to all passenger and freight operators on the GB rail network. The timetable planning rules set point to point timings for trains based on the capability of the rail infrastructure. If a train can operate using timings detailed in the timetable planning rules then its normal operation would not impact on other train services.
- 5.4 This approach also includes the operation of a slower SZC Co. freight train in the existing

day time flask train path. The pathing work undertaken and quality assured by Network Rail demonstrates that the slower train can fit within this path, and comply with the timetable planning rules. Utilising 'spare' capacity on the network in this way is best practice.

**6. NEXT STEPS**

- 6.1 The parties continue to work closely together and intend to provide at least one further SoCG to the Examination to report continuing progress.

Signed:

On behalf of: Network Rail Infrastructure Limited

Date:

Signed:



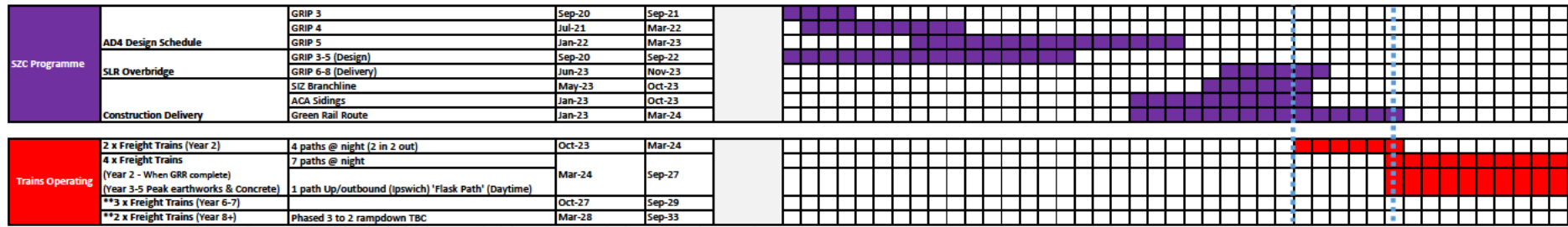
On behalf of: NNB Generation Company (SZC) Limited

## APPENDIX A COMBINED PROGRAMME



[illegible]





\*\*Note that the rail utilisation from year 6 onwards is less defined as the resource loaded programme is less developed to inform import requirements

## APPENDIX B LEVEL CROSSING IMPACTS

**Appendix B – Level Crossing Impacts**

Crossing Challenge	EDF impacted Level Crossing	Issue	Mitigation	Lead Party	Indicative Cost To SZC
Sectional Running Times	<ul style="list-style-type: none"> <li>Kingston Farm UWCT</li> </ul>	Night Trains	MSL Installation	NR	£300k
	<ul style="list-style-type: none"> <li>Uffold UWCT</li> <li>Blackstock UWCT</li> <li>Redhouse Farm UWCT</li> </ul>	Day Trains	MSL Installations	NR	£300k £300k £300k
	<ul style="list-style-type: none"> <li>Ellingers UWCT</li> </ul>	10mph speed constraint	MSL Installation	NR	£300k
VAMOS Project	<ul style="list-style-type: none"> <li>Stennets 2 FPS</li> <li>Dock Lane UWCT</li> <li>Benhall FPG</li> <li>Melton Sewage UWCT</li> </ul>	Freight Train speeds	New Overlay to MSLs currently being installed	NR	£20k £20k £20k £20k
Passive Foot crossing	<ul style="list-style-type: none"> <li>Kingston Farm FPG</li> </ul>	SZC - Visibility	Kingston Farm UWCT MSL Installation above	NR	N/A
Train Length – Fouls Level Crossing	No stopping at Woodbridge due to foul at: <ul style="list-style-type: none"> <li>Jetty</li> <li>Bloss</li> </ul>	Train length	Operational constraint	SZC	N/A
Pedestrians crossing ability from station car park and traffic blocking of crossing mitigations	<ul style="list-style-type: none"> <li>Darsham Park &amp; Ride</li> </ul>	Increased traffic	Full Barrier Installation	NR	£TBC  Contribution amount to NR scheme
Additional traffic	<ul style="list-style-type: none"> <li>Middleton ABCL</li> </ul>	SZC	Red light Safety enforcement cameras – To mitigate ahead of by pass route being installed	NR	£160k
Increased frequency	<ul style="list-style-type: none"> <li>Brick Kiln UWCT</li> </ul>	Route Issue	Downgrade to Bridleway and Install MSL	NR	£200k
Increased frequency	<ul style="list-style-type: none"> <li>Notcutts FPS</li> </ul>	Route Issue	Private crossing – route interventions underway	NR	N/A
Increase frequency - Sighting distance	<ul style="list-style-type: none"> <li>Westerfield</li> </ul>	Route Issue	HIF development (2023)	NR	N/A