

**Written Representation by Network Rail Infrastructure Limited in relation to the Sheringham and Dudgeon Extension Development Consent Order**

**Planning Inspectorate Reference Number: EN010109**

**Registration Identification Number: 20033252**

Further to Network Rail Infrastructure Limited's (**Network Rail**) relevant representation dated 11 November 2022, Network Rail wishes to make this written representation in relation to the Equinor New Energy Limited's (**Promoter**) application for a Development Consent Order (**DCO**).

As set out in previous representation made by Network Rail, compulsory acquisition powers are sought over its land and interests. Following further correspondence with the Promoter, the interactions have been identified as being the following:

**Impacts on Operational Railway**

Both permanent and temporary rights are sought over Network Rail land (including, operational railway land being the Anglian Railway line) to enable the routing of electric cables. Cabling will pass under the Anglian Railway line to the southwest of Ketteringham (as shown at plot number 35-003 of the Land Plan). The Promoter has disclosed to Network Rail of their intention to use trenchless cable-laying techniques and the incorporation of a HVAC system, to reduce the risk to Network Rail's operational railway.

The cable will be routed under the North Norfolk Railway line near Weybourne Railway Station (as shown at plots 03-003 and 03-004 of the Land Plans). Engineers for Network Rail have confirmed that the North Norfolk Railway line does not form part of Network Rail's railway network as it is a heritage line with its own Light Railway Order. Network Rail retains restrictive covenants in relation to this land, but it does not form part of Network Rail's operational railway.

Engineers for Network Rail are reviewing the impacts of the cable route on the Anglian Railway line and other land in which it holds an interest. In particular, any additional risk arising from the cable-laying techniques.

**Hickling Lane Overline Bridge**

The Promoter intends to route construction traffic over the Hickling Lane Overline Bridge (**Bridge**), which is positioned above the Anglian Railway line. The use of the Bridge does not appear on the Promoter's Construction Traffic Management Plan and Network Rail is currently investigating this omission to establish whether the use of the Bridge will be on either a permanent or temporary basis.

The Promoter has commissioned an assessment by WSP, which determined that the Bridge would be able to withstand the levels of construction vehicle movement proposed to be routed over it. According to the report, the Bridge would be capable of withstanding full HA loading (normal traffic) and up to 45 units of HB loading (abnormal traffic). The Promoter has also estimated the Bridge to be capable of supporting up to 44 tonnes of HGV traffic.

Engineers for Network Rail are reviewing this assessment and the potential long-term impacts of the vehicle movements and resultant traffic vibrations on the Bridge's structure as well as the overall impact

to the Anglian Railway line. Further mitigation may be required in order to protect the integrity of the Bridge and the safety of the Anglian Railway line.

### **Access Road**

The Promoter is also proposing to build a permanent access road at the Norwich Main National Grid substation to maintain operational works and to support the construction of the new substation (as shown at plots 39-038 and 39-024 of the Land Plans) (**Access Road**). The Access Road is sited west of the Anglian Railway Line between Diss and Norwich Station. The Promoter has stipulated that this Access Road will be located a minimum of 10 metres from Network Rail's railway boundary to ensure that no adverse loading will be put onto the embankment.

Engineers for Network Rail are reviewing the proposals for the Access Road to determine whether this offset distance is acceptable and if any other mitigation is required to protect its operational railway. From an initial review of the WSP Slope Stability Analysis relating to the proposal, Network Rail believes that the clearances look sufficient to protect its operational railway, subject to the usual engagement processes with Network Rail's asset protection teams as well as agreeing the detail of the scheme in accordance with Network Rail's relevant standards.

### **Status of Negotiations**

The project team of Network Rail are liaising with the Promoter, and it is anticipated that this will continue during the course of the Examination. In particular:

- Network Rail require protective provisions to be included within the DCO to ensure that its interests are adequately protected and to ensure compliance with its relevant safety standards. Good progress has been made between the parties on the form of protective provisions to be included in the DCO.
- Network Rail and the Promoter are negotiating a private agreement to regulate the manner in which rights over its railway property are acquired and works carried out as well as to safeguard Network Rail's statutory undertaking. Engineers for Network Rail are in the process of reviewing the extent of impacts on its operational railway and property, and subsequently, any mitigation required will be considered in this agreement. Progress on the agreement is progressing well and the parties are confident that this will be completed before the close of the examination.
- Network Rail and the Promoter are in discussions about the effect of the DCO in general in relation to the interactions of its operational railway and property. As such, the parties will continue to liaise with one another to address all outstanding matters.

Until satisfactory agreement has been reached with the Promoter on all matters, Network Rail must continue to reserve the right to make further submissions to the examination at a later date.