

**Sheringham and Dudgeon Extension Projects (Equinor) DCO**

**Examiner's First Written Questions (ExQ1)**

**Network Rail Infrastructure Limited responses**

ExQ1	Question to:	Question:	NR Response
Q1.23.6.11	Network Rail	<p><b>Protection of Railway Assets</b> The Proposed Development comes into close proximity to the following:</p> <ul style="list-style-type: none"> <li>• The North Norfolk Railway at Sheringham/Weybourne</li> <li>• The line into Norwich north of Ketteringham; and</li> <li>• The line into Norwich running adjacent to the A140.</li> </ul> <p>In each instance, do you consider a sufficient distance/ margin/ offset has been provided between the edge of the construction works and the edge of the railway embankments/ tracks?</p> <p>If not, explain why and what is required to reassure that railway assets would not be adversely affected.</p>	<p><b><u>North Norfolk Railway</u></b></p> <p>The North Norfolk Railway does not form part of Network Rail's operational 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 the operational railway. Network Rail has therefore not commented on the proximity of the Proposed Development to the North Norfolk Railway.</p> <p><b><u>Line into Norwich north of Ketteringham</u></b></p> <p>The Promoter confirmed that the proposed distances of the Proposed Development to the operational railway in this area would be as follows:</p> <ul style="list-style-type: none"> <li>• North entry/exit point: approximately 80 metres from running rail; and</li> <li>• South entry/exit point: approximately 65 metres from running rail.</li> </ul> <p>Network Rail's engineers have confirmed that the clearances look sufficient from the railway cutting. However, to ensure the safety of the railway, the Promoter would need to engage with Network Rail through an Asset Protection Agreement (APA), and the parties would need to agree the detail of the scheme throughout the submission and acceptance of detailed</p>

			<p>technical documents in accordance with the relevant Network Rail standards.</p> <p><b><u>Line into Norwich running adjacent to the A140</u></b></p> <p>The Promoter confirmed that the works proposed in this area would be a permanent access road to the Norwich Main National Grid Substation. The Promoter confirmed that the access road would be sited a minimum of 10 metres from the Network Rail boundary.</p> <p>As set out above, Network Rail's engineers have confirmed that provided the detailed design is in compliance with Network Rail's clearance conditions and relevant Network Rail standards, the offset distances would appear acceptable.</p>
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