

Examining Authority's Second Written Questions

Network Rail Responses

ExQ	Question to:	Question:	Network Rail Response
Q2.23.5.2	Applicant Network Rail	<p>Onshore Substation - Access Strategy</p> <p>The access arrangements for the onshore substation are somewhat uncertain.</p> <p>a) Applicant, is there any update on this matter?</p> <p>b) One of the potential options is 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. NR has set out it is reviewing the proposals for the Access Road to determine whether the offset distance is acceptable and if any other mitigation is required to protect its operational railway. Network Rail, please provide an update on this work?</p>	<p>Network Rail engineers have reviewed the WSP slope stability analysis relating to the proposed Access Road and have confirmed that the clearances look sufficient from the top of the railway cutting and are acceptable provided that the Applicant engages with Network Rail through an asset protection agreement, the necessary internal technical clearances are obtained and the details of the scheme are agreed between the parties through the submission and acceptance of detailed technical documents and in accordance with the relevant Network Rail standards.</p> <p>These matters are currently being negotiated between the parties by way of the protective provisions to be included in the Order and a private agreement.</p>
Q2.23.6.5	Applicant	<p>Network Rail</p> <p>Network Rail [REP1-140] raise concern that the Promoter intends to route construction traffic over the Hickling Lane Overline Bridge (Bridge), which is positioned above the Anglian Railway line and that the use of the Bridge does not appear in the OCTMP [REP1- 021]. Applicant, is such a provision necessary?</p>	<p>The Applicant has confirmed that the use of Hickling Lane Overline Bridge for the routing of construction traffic was being considered in the development of the Project but it is no longer an option, hence why it is not appear in the OCTMP.</p> <p>The document that Network Rail reviewed which included this option was a historic document and Network Rail's concerns in relation to this issue have been closed off.</p>