

NETWORK RAIL INFRASTRUCTURE LIMITED

A12 DCO – CAH – 1 MARCH 2023

Attendees

Addleshaw Goddard LLP
on behalf of Network Rail Infrastructure
Limited (**Network Rail**)

Sarah Hodge (SH)

Submissions (made by SH on behalf of Network Rail)

1. The Panel requested that Network Rail attend the hearing. Therefore, I intend to provide an update to the Panel on Network Rail's position, an update on negotiations with the Applicant and take any questions for Network Rail.
2. (As the Panel will have read), Network Rail (whilst supporting the principle of the project) has an outstanding objection, and that objection remains in place.
3. I do not propose to repeat the details of Network Rail's concerns which are set out in detail in the written representation (Examination Library Reference REP2-093) but in very brief summary, Network Rail's concerns are:

- a. **Restrictions on access and maintenance for the Great Eastern Main Line;**
- b. **Signal sighting;**

The project will impact on sighting of Network Rail signals to train drivers, this is a concern which cannot be resolved by Network Rail modifying its infrastructure, it therefore necessitates modifications to the design of the project.

- c. **Beaulieu Station redevelopment;**

This is an important redevelopment scheme, not just for the growth of the railway but also for the wider regeneration of Chelmsford.

The project impacts on land that will be needed by Network Rail for access, parking, utilities and drainage to the new station and its car park.

There is also expected to be an impact on the electrification of the lines due to the height of the proposed Paynes Lane Footbridge and concern that Network Rail will lack sufficient space beneath the footbridge to add a proposed third line of rails in connection with the new station.

d. **Boreham Viaduct;**

The proposed wall alongside the viaduct and rights of access beneath it would prevent access to Boreham viaduct.

Such lack of access would hinder Network Rail's ability to undertake routine access, maintenance and/or repairs to the viaduct.

e. **Existing infrastructure including drainage and embankment stability;**

Network Rail is concerned about additional strain on its existing infrastructure, in particular about the overbridge near junction 24, as it understands that the Proposed Development will result in an increase in traffic using the existing bridge.

There is also concern about works at Plots 2/17g and 2/7m which would lead to structural implications relating to the stability of the existing railway embankments

(together the **Network Rail Concern's**)

4. Currently, sufficient agreements/protections are not in place to ensure that the promoter will be responsible for mitigating the Network Rail Concern's, and in particular, it is not yet agreed how the project will be redesigned to address safety concerns relating to signalling.
5. However, the parties are negotiating the terms of an agreement and amendments to the protective provision for Network Rail which could resolve Network Rail's concerns, and we have heard that design has not yet been finalised, and Network Rail is reassured that the Protective Provisions included in the proposed order for its benefit confirm that compulsory purchase powers will not be used against Network Rail, allowing the parties the time to resolve the Network Rail Concern's and facilitate the project coming forward via agreement.
6. The parties' technical teams are in regular contact with the aim of resolving the Network Rail Concerns and technical information requested by NR has now been provided and is being reviewed. It is intended that the draft SoCG (Examination Library Reference REP2-011) will be updated at Deadline 3 (9 March) to reflect this, and the progress made by the technical teams.
7. I therefore do not propose to go into any further detail in relation to Network Rail's Concern's, and instead will 'hand over' to the Panel to take any questions which I will respond to if possible, or will refer back to the Network Rail technical team and provide a written response to, by Deadline 4 (11 April 2023).

[Note no specific questions by the Panel raised at the CAH hearing. We also note that the Panel will issue its Second Written Questions on 20 March 2023 and Network Rail will respond to any questions by Deadline 4 (11 April 2023)].