

**Application by Tritax Symmetry (Hinckley) Limited for an Order Granting
Development Consent for the Hinckley National Rail Freight Interchange**

ExA Written Questions

Responses by Network Rail Infrastructure Limited

	Question/Issue to Address	Network Rail Response
1.1.8	Could the Applicant and NR clarify whether there are any rail developments which they believe could lead to cumulative effects with the Proposed Development?	<p>Croft. Aggregate Industries' aspiration to run around £1m tonnes per annum to Croft in order to start restoration of the area. This equates to around 3 trains per day which would be no different to previous operations from the quarry and is not expected to constrain the identified available paths for HNRFI traffic.</p> <p>Timescales both for progression of the development and commencement of rail traffic to/from the site are currently unclear due to a secondary water potential contamination issue identified by the EA.</p> <p>The three trains/day would equate to 6 movements on/off the terminal. Source point, end destination and routing for the traffic are currently unknown.</p>
1.5.1	Any outstanding responses to questions in Annex F(i)	Network Rail does not have any submissions to make on matters raised at ISH1, in relation to the Annex F(i) questions, or in relation to the subsequent changes to the dDCO made by the Applicant.
1.5.4	<p>Article 4 – Parameters of authorised development</p> <p>Could NR and LCC confirm they are content with the drafting of this provision in respect of the matters which they have an operational interest?</p>	Network Rail confirm they are content with the drafting of Article 4
1.5.12	Article 49 - Disapplication, application and modification of legislative provisions.	Network Rail agrees with the provisions as cited

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	<p>Do the EA, NE, NR, LCC as LLFA, BDC and HBBC agree with the provisions as cited? If not, could you please explain why or, if it considers alternative drafting is necessary, please provide it, making particular reference to the Infrastructure Planning (Interested Parties and Miscellaneous Prescribed Provisions) Regulations 2015 (as amended).</p>	
1.7.30	<p>Market Needs Assessment – Network capacity</p> <p>Paragraph 3.11 references the Rail Operations Report and cites that NR are satisfied that there is sufficient capacity on the network to accommodate the project and any projected growth. It further states key investment in the network is being promoted to expand capacity.</p> <p>a) Please could NR confirm or otherwise that capacity exists, and also, is further investment confirmed and if so, when this is projected to be spent? If it is not confirmed, when will a decision be made?</p> <p>b) Paragraph 5.19 refers to all trains must run on a timetabled path. Will the freight services be able to run without detriment to other pre-existing and committed services?</p>	<p>a) Network Rail confirmed in Section 9.2.7 of the rail report that it is satisfied that sufficient capacity exists in the current Working Timetable to accommodate the proposed traffic levels to/from the terminal.</p> <p>Section 9.2.8 of the rail report goes on to identify a number of proposals that, if progressed, have the potential to further enhance network capacity with potential additional pathing resilience benefits to HNRFI. It is important to note however that these additional works are not required to enable the forecast volumes of traffic to/from HNRFI to operate.</p> <p>Prioritisation and funding of the additional works is totally dependent on the Department for Transport and their overall priorities for enhancement of the UK rail network. Network Rail and the wider rail industry partners work closely with the Department for Transport in the prioritisation process but Network Rail does not carry the executive responsibility for prioritisation and funding. As such it is not possible to provide firm dates at this juncture on a decision to initiate or target in use dates.</p> <p>b) Section 9.1.13 of the Rail Report confirms how proposed HNRFI services will integrate with existing passenger and freight train operations. Specifically, it should be noted that any new service serving HNRFI <u>must</u>, in timetable planning terms, fit around existing freight and passenger services within the working timetable. This is due to the fact that freight and passenger operators have contractual rights to the existing timetable paths they run services in. These rights are enshrined in their track access contracts.</p> <p>New services specific to HNRFI will require the chosen Freight Operating Company to identify a network path that <u>works around</u> these existing services. Once a suitable path has been identified the freight operator will bid for allocation of that path and have it validated by Network</p>

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		Rail. On validation the new HNRFI path will be incorporated as a supplemental agreement in their Track Access Contract.
1.7.31	<p>Market Needs Assessment – Line electrification and decarbonisation</p> <p>Paragraph 3.29 refers to DfT’s Transport Decarbonisation Plan and the statement ‘Rail is currently the only means of transporting heavy goods in a low carbon way using existing proven technology through electrification’. The Plan further elaborates that by 2050 all rail freight will be net zero, and we will have increased the capacity to move more goods by rail. By 2040 the Plan’s ambitions are that Diesel trains will be removed from the network.</p> <p>a) In light of these statements, and that the proposed trains used will be diesel hauled, can the Applicant advise what timeline the project has to electrify the line, working in partnership with NR?</p> <p>b) D3 submission provides a commentary on the impacts of the cancellation of the northern elements of HS2 but doesn’t allude to whether additional funds may be made available to expedite the electrification of the rail network. Could the Applicant and NR comment?</p> <p>c) Can NR also comment on the prospects of the line being able to achieve the targets sets out in the Transport Decarbonisation Plan?</p>	<p>a) Electrification of the cross-country route from Felixstowe to Nuneaton via Peterborough and Leicester features among a list of rail routes requiring to be electrified by 2050 in order to meet net zero targets. Currently, however, there is no confirmed date for delivery of the works.</p> <p>Again, the Department for Transport in conjunction with Network Rail and other rail industry partners determine the priorities for electrification in line with funding availability. The Applicant will have no influence on determining where electrification of the Felixstowe to Nuneaton route sits in the order of priorities. However, growth in freight traffic on the route is expected to strengthen the case for the route to be an early candidate for electrification.</p> <p>The applicant will respond to electrification of the route when it happens by electrifying the connections and terminal reception lines at HNRFI to allow the terminal to accept and dispatch electrically hauled trains.</p> <p>b) Cancellation of the HS2 link from Birmingham to Manchester is a recent announcement. The resulting release of funds has been identified in broad terms and will be subject to detailed discussion, design work, and prioritisation by the DfT. As such, at this juncture, additional funds have not been identified for bringing forward electrification in this location.</p> <p>c) The Felixstowe to Nuneaton cross country route is a core part of the Strategic Freight Network. However, it is integral to a wider UK network of strategic freight routes. Decarbonisation of the UK rail network is being addressed by both the Department for Transport and Network Rail on a prioritised, pan network approach with priorities determined by the DfT allied to strategic need and funding availability. As referenced elsewhere there is currently no firm committed date for electrification of the cross-country route. However other, emerging technologies may offer de carbonisation opportunities without the need for electrification.</p>

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1.11.27	<p>Rail Action Points from ISH2</p> <p>The Applicant submitted a report from NR dealing with the Action Points raised (Action Points 57, 70, 71 and 72 as set out in [EV6-010]).</p> <p>The report indicates (paragraphs 4.1, 5.1) that this was requested by the Applicant. This is not the case, rather this was requested by the ExA.</p> <p>Secondly, the report is marked "Draft", could a finalised version please be submitted.</p> <p>Notwithstanding this, the final version should be submitted both a 'Clean' and 'Tracked Change' from the version submitted (version 3.1).</p> <p>Thirdly, all submissions should be made directly to the Planning Inspectorate, to ensure transparency in process.</p>	<p>These issues have been addressed within the Updated Supplemental Rail Report</p>
1.11.28	<p>Passenger station in vicinity of Application site</p> <p>In its Summary Rail Report in Section 9.3 NR considers the case for a Proposed new railway station opposite the Application site. While appreciating the issues relating to longer journey times and adverse effects on non-stopping passenger and freight services the Report only considers the needs case based on the existing situation and does not consider the potential need associated with</p>	<p>This has been addressed in detail in Section 9.3 of the updated Supplemental Rail Report</p>

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	<p>commuters to and from the Proposed Development.</p> <p>Could NR please consider this aspect, with the potential of 8,400 to 10,400 employees at the site. Details of the anticipated locations of where employees would live can be found in the Transport Assessment. The analysis should be undertaken taking account of paragraph 2.29 of the NPSNN.</p>	
1.11.29	<p>Electrification of line</p> <p>In its draft report NR indicates that the electrification of the railway line past the site “is likely to be required in the medium to long term in support of plans for carbon reduction of the UK rail network”.</p> <p>Could NR please quantify “medium to long term” to an approximate time frame?</p>	See the response earlier under Market Needs Assessment
1.11.30	<p>Barrier between bridleway and railway</p> <p>NR indicates in its RR that appropriate containment and screening provisions alongside the railway will be required such that there can be no planned or unplanned incursion from bridleway US52/9 near to the operational railway by equestrian users and that the risk of horses being startled by a passing train is appropriately mitigated.</p> <p>Could NR please advise what it likely to be the nature of such provisions?</p>	This is no longer an issue as far as Network Rail is concerned as the bridleway has been repositioned to be routed away from the railway.

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