

**Written Representation by Network Rail Infrastructure Limited in relation to the Sunnica Energy Farm development consent order**

**Planning Inspectorate Reference Number: EN010106**

**Registration Identification Number: 20031292**

Further to Network Rail Infrastructure Limited's (**Network Rail**) relevant representation dated 17 March 2022, NR wishes to make this written representation in relation to the Sunnica Limited's (**Promoter**) application for a development consent order (**DCO**).

As set out in Network Rail's previous representation, compulsory acquisition powers are sought over Network Rail land, including operational railway land being the Anglian railway line. This is to enable to routing of a cable underneath the Anglian railway line at Fordham to interconnect the Sunnica West Site B and Burwell National Grid Substation.

The Promoter also intends to route construction traffic over the Exning Road overline bridge, located to the south-west of Snailwell, Suffolk, which passes over the Anglian line (**Bridge**). The maximum number of HGVs crossing the Bridge would be 21 two-way movements (42 movements total) per day during the construction phase, peaking at 41 two-way movements (102 movements total) per day in month two. Network Rail engineers are in the process of reviewing the potential impacts of these additional movements on the structural integrity of the Bridge and, consequently, the Anglian line.

Their initial view is that the existing road profile at Exning Road provides poor visibility and additional vehicle movements will increase the risk of collision between vehicles or the Bridge itself. This increases the risk that debris or other materials could obstruct or damage the railway line beneath the Bridge. The risk could be mitigated by improving the signage in the vicinity of the Bridge. Network Rail continues to investigate the extent of this risk and will liaise with the Promoter in relation to any mitigation required.

The Network Rail project team are liaising with the Promoter and it is anticipated that this will continue during the examination process. 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 the 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 railway property are acquired and works carried out and to safeguard Network Rail's statutory undertaking. Engineers for Network Rail are in the process of reviewing the extent of impacts on operational railway and Network Rail property and 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 effects of the DCO in general and will continue to liaise 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.