



Our reference ELSEM/BERRRA/43283-2510

17 April 2019

BY EMAIL
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The Planning Inspectorate
National Infrastructure Planning
Temple Quay House
2 The Square
Bristol
BS1 6PN

Dear Sir/Madam

Application by Horizon Nuclear Power Limited (Promoter) for an Order granting development consent for the Wylfa Newydd Nuclear Power Station (Order)
PINS Reference: 20011596

Introduction

1. We act for Network Rail Infrastructure Limited (**Network Rail**).
2. At Deadline 9 Network Rail confirmed [REP9-032] that negotiations with the Promoter were ongoing and that Network Rail hoped to provide the Examining Authority with a joint statement at Deadline 10 regarding the voluntary agreements which are proposed to be entered into and to confirm the agreed form of protective provisions for Network Rail's benefit.
3. While negotiations in relation to the voluntary agreements are progressing, the parties have not yet finalised the agreements or agreed the protective provisions.
4. Therefore, as today is the final Examination deadline, Network Rail sets out its position on the protective provisions and requests that the attached protective provisions (**Network Rail Protective Provisions**) be included at Part 7 of Schedule 14 to the Order. We also enclose a tracked changes document that shows Network Rail's proposed amendments to the protective provisions for Network Rail's benefit included in the Order, which were submitted by the Promoter at Deadline 8.
5. If the voluntary agreements are agreed, Network Rail and the Promoter will update the Examining Authority and, if appropriate, the Secretary of State, after the close of the Examination and it is hoped that an agreed set of protective provisions for Network Rail's benefit can also be provided to the Examining Authority or to the Secretary of State at that time.

Network Rail's position statement

6. The issues of concern to Network Rail are, as previously expressed in Network Rail's Written Representation [REP2-331], as follows:
 - a. Network Rail is liaising with its tenant, Direct Rail Services (**DRS**) and the Promoter with a view to agreeing a licence and other agreements that provide the Promoter with the

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necessary rights to enable it to carry out the highway improvement works proposed by the Order (Work No. 8) (**Highway Improvement Works**) which affect Network Rail property.

- b. DRS operates a nuclear loading facility on land adjacent to the Network Rail property within the Order Limits (**Network Rail Property**) and DRS has a lease, granted by Network Rail, over the Network Rail Property which is a section of highway that constitutes the vehicular access to the loading facility.
- c. Of crucial importance to Network Rail, as owner of the rail freight facility and operator of the operational railway connecting to it, is Network Rail's and DRS' ability to have, at all times, uninterrupted access over the Network Rail Property during the carrying out and after the completion of the Highway Improvement Works. The key point for Network Rail is this: the Order seeks powers to compulsorily acquire the freehold of Plots 407 and 408 and temporary rights over Plot 409. If those powers are exercised by the Promoter, Network Rail and DRS will not be able to gain access to, and egress from, operational railway land; namely the rail freight facility. While the promoter intends that the Plots will be dedicated as public highway, and a licence entered into that provides the Promoter with the rights it needs to carry out its works while not prejudicing Network Rail's access over the Network Rail Property, the compulsory acquisition powers under the Order could be exercised to prevent such access unless restricted by the Network Rail Protective Provisions. Such unfettered powers bring section 127 of the Planning Act 2008 into play and mean that the Secretary of State could not conclude that the powers could be exercised without causing serious detriment to the carrying out of Network Rail's statutory undertaking.
- d. In order to secure rights of access over the Network Rail Property, and safeguard operational railway land, Network Rail requests that the Examining Authority recommends the inclusion in the Order of:
 - i. the Network Rail Protective Provisions in the form attached; and
 - ii. a new Requirement to be included at Schedule 3, as referred in paragraph 2.6 of Network Rail's Written Representation, as follows:

New Requirement

Before commencing Works No. 8 the promoter shall submit a construction traffic management plan regarding the method and programme of construction of the highway improvement works insofar as they affect Network Rail's property to Network Rail for its approval and the promoter shall not commence Works No. 8 until such approval has been obtained.

Network Rail Protective Provisions

7. We set out Network Rail's further comments on the Network Rail Protective Provisions as follows.

Paragraph 70 – compulsory powers not to be exercised in respect of railway property without Network Rail's consent.

8. Of crucial importance to Network Rail is the ability to control the exercise by the Promoter of Order powers that affect Network Rail's property. The Network Rail Protective Provisions list, at paragraph 70(1), the articles in the Order that contain powers that shall not be exercised without Network Rail's consent. Those articles were not listed in the protective provisions for the benefit of Network Rail included in the draft Order submitted by the Promoter at Deadline 8. As stated, above, without the inclusion of this paragraph, the Secretary of State will not be able to conclude that the powers under the Order could be exercised without serious detriment to Network Rail's statutory undertaking. Network Rail is committed to putting in place the necessary agreements to enable the Highway Improvement Works to be carried out so that there can be no concern that the Promoter could not carry out its project.

9. As a consequence of Network Rail being unable to withdraw its representation to the Examining Authority, the Secretary of State must consider the matters set out in section 127 of the Planning Act 2008; namely whether the rights sought by the promoter can be compulsorily purchased without serious detriment to the carrying on of Network Rail's statutory undertaking or whether any detriment to the carrying on of its undertaking can be made good by Network Rail by the use of other land belonging to or available for acquisition by Network Rail. Network Rail submits that the Secretary of State cannot conclude that new rights and restrictions over railway land can be created without serious detriment to Network Rail's undertaking and confirms that no land is available to Network Rail which means that it can make good any detriment caused by the creation of those new rights and restrictions.

Paragraph 70(5)

10. Network Rail has amended sub-paragraph 70(5) to refer to the consent that may be required from its lessee and to other regulatory or stakeholder consents that may be necessary.

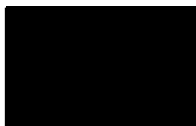
Further amendments to the Network Rail Protective Provisions

11. Network Rail has made a number of further amendments to the protective provisions to ensure that Network Rail can agree to, and organise, any works that may be required to railway property as a result of the Highway Improvement Works and ensure the safe operation of the railway.

Summary

12. In summary, Network Rail confirms that it cannot withdraw its representation regarding the application for the Order. Network Rail requests that the Network Rail Protective Provisions attached to this letter and the new Requirement referred to above are included in the Order. Network Rail will continue to work with the Promoter to agree the outstanding matters, will respond to any written questions that Examining Authority, or the Secretary of State, has about this letter and will update the Examining Authority and the Secretary of State in the event that agreement is reached with the Promoter.

Yours faithfully



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PROTECTIVE PROVISIONS

PART 7

PROTECTION FOR RAILWAY INTERESTS

67. The following provisions of this Part have effect, unless otherwise agreed in writing between the promoter and Network Rail and, in the case of paragraph 81 any other person on whom rights or obligations are conferred by that paragraph.

68. In this Schedule—

"construction" includes execution, placing, alteration and reconstruction and "construct" and "constructed" have corresponding meanings;

"the engineer" means an engineer appointed by Network Rail for the purposes of this Order;

"network licence" means the network licence, as the same is amended from time to time, granted to Network Rail Infrastructure Limited by the Secretary of State in exercise of his or her powers under section 8 of the Railways Act 1993;

"Network Rail" means Network Rail Infrastructure Limited and any associated company of Network Rail Infrastructure Limited which holds property for railway purposes, and for the purpose of this definition "associated company" means any company which is (within the meaning of section 1159 of the Companies Act 2006) the holding company of Network Rail Infrastructure Limited, a subsidiary of Network Rail Infrastructure Limited or another subsidiary of the holding company of Network Rail Infrastructure Limited;

"plans" includes sections, designs, design data, software, drawings, specifications, soil reports, calculations, descriptions (including descriptions of methods of construction), staging proposals, programmes and details of the extent, timing and duration of any proposed occupation of railway property;

"promoter" means the undertaker as defined in article 2 (interpretation) of this Order;

"railway operational procedures" means procedures specified under any access agreement (as defined in the Railways Act 1993) or station lease;

"railway property" means any railway belonging to Network Rail Infrastructure Limited and-

- (a) any station, land, works, apparatus and equipment belonging to Network Rail Infrastructure Limited or connected with any such railway; and
- (b) any easement or other property interest held or used by Network Rail Infrastructure Limited for the purposes of such railway or works, apparatus or equipment; and

"specified work" means so much of any of the authorised development as is situated upon, across, under, over or within 15 metres of, or may in any way adversely affect, railway property.

69. (1) Where under this Schedule Network Rail is required to give its consent or approval in respect of any matter, that consent or approval is subject to the condition that Network Rail complies with any relevant railway operational procedures and any obligations under its network licence or under statute.

(2) In so far as any specified work or the acquisition or use of railway property is or may be subject to railway operational procedures, Network Rail must—

- (a) co-operate with the promoter with a view to avoiding undue delay and securing conformity as between any plans approved by the engineer and requirements emanating from those procedures; and
- (b) use its reasonable endeavours to avoid any conflict arising between the application of those procedures and the proper implementation of the authorised development pursuant to this Order.

70. (1) The promoter must not exercise the powers conferred by—

- (a). Article 6 (Maintenance of the authorized development)
- (b). Article 7 (Authorisation of use)
- (c). Article 14 (Permanent stopping up of streets and extinguishment of rights)
- (d). Article 16 (Temporary stopping up of streets)
- (e). Article 17 (Use of private roads for construction)
- (f). Article 18 (Access to works)

- (g). Article 21 (Traffic regulation measures)
- (h). Article 22 (Discharge of water)
- (i). Article 24 (Authority to survey and investigate the land)
- (j). Article 25 (Compulsory Acquisition of land)
- (k). Article 27 (Compulsory Acquisition of rights)
- (l). Article 29 (Private rights)
- (m). Article 35 (Temporary use of land for carrying out the authorized development)
- (n). Article 36 (Temporary use of land for maintaining the authorized development)
- (o). Article 37 (Statutory undertakers)
- (p). Article 42 (Rights over land)
- (q). Article 75 (Felling or lopping of trees and removal of hedgerows)

or the powers conferred by section 11(3) of the 1965 Act, in respect of any railway property unless the exercise of such powers is with the consent of Network Rail.

(2) The promoter must not in the exercise of the powers conferred by this Order prevent pedestrian or vehicular access to any railway property, unless preventing such access is with the consent of Network Rail.

(3) The promoter must not exercise the powers conferred by sections 271 or 272 of the 1990 Act, or article 37 (*Statutory undertakers*), in relation to any right of access of Network Rail to railway property, but such right of access may be diverted with the consent of Network Rail.

(4) The promoter must not under the powers of this Order acquire or use or acquire new rights over any railway property except with the consent of Network Rail.

(5) Where Network Rail is asked to give its consent pursuant to this paragraph, such consent must not be unreasonably withheld but may be given subject to reasonable conditions and the promoter recognizes that Network Rail may need to seek the consent of any lessee benefitting from such railway property or any regulator or stakeholder as necessary before it can grant consent pursuant to this paragraph.

71. (1) The promoter must before commencing construction of any specified work supply to Network Rail proper and sufficient plans of that work for the reasonable approval of the engineer and the specified work must not be commenced except in accordance with such plans as have been approved in writing by the engineer or settled by arbitration.

(2) The approval of the engineer under sub-paragraph (1) must not be unreasonably withheld, and if by the end of the period of 28 days beginning with the date on which such plans have been supplied to Network Rail the engineer has not intimated his or her disapproval of those plans and the grounds of such disapproval the promoter may serve upon the engineer written notice requiring the engineer to intimate approval or disapproval within a further period of 28 days beginning with the date upon which the engineer receives written notice from the promoter. If by the expiry of the further 28 days the engineer has not intimated approval or disapproval, the engineer shall be deemed to have approved the plans as submitted.

(3) If by the end of the period of 28 days beginning with the date on which written notice was served upon the engineer under sub-paragraph (2), Network Rail gives notice to the promoter that Network Rail desires itself to construct any part of a specified work which in the opinion of the engineer will or may affect the stability of railway property or the safe operation of traffic on the railways of Network Rail then, if the promoter desires such part of the specified work to be constructed, Network Rail must construct it without unnecessary delay on behalf of and to the reasonable satisfaction of the promoter in accordance with the plans approved or deemed to be approved or settled under this paragraph, and under the supervision (where appropriate and if given) of the promoter.

(4) When signifying his or her approval of the plans the engineer may specify any protective works (whether temporary or permanent) which in the engineer's opinion should be carried out before the commencement of the construction of a specified work to ensure the safety or stability of railway property or the continuation of safe and efficient operation of the railways of Network Rail or the services of operators using the same (including any relocation de-commissioning and removal of works, apparatus and equipment necessitated by a specified work and the comfort and safety of passengers who may be affected by the specified works), and such protective works as may be reasonably necessary for those purposes must be constructed by Network Rail or by the promoter, if Network Rail so desires, and such protective works must be carried out at the expense of the promoter in either case without unnecessary delay and the promoter must not commence the construction of the specified works until the engineer

has notified the promoter that the protective works have been completed to his or her reasonable satisfaction.

72. (1) Any specified work and any protective works to be constructed by virtue of paragraph 71(4) must, when commenced, be constructed—

- (a) without unnecessary delay in accordance with the plans approved or deemed to have been approved or settled under paragraph 71;
- (b) under the supervision (where appropriate and if given) and to the reasonable satisfaction of the engineer;
- (c) in such manner as to cause as little damage as is possible to railway property; and
- (d) so far as is reasonably practicable, so as not to interfere with or obstruct the free, uninterrupted and safe use of any railway of Network Rail or the traffic thereon and the use by passengers of railway property.

(2) If any damage to railway property or any such interference or obstruction shall be caused by the carrying out of, or in consequence of the construction of a specified work, the promoter must, notwithstanding any such approval, make good such damage and must pay to Network Rail all reasonable expenses to which Network Rail may be put and compensation for any loss which it may sustain by reason of any such damage, interference or obstruction.

(3) Nothing in this Part of this Schedule imposes any liability on the promoter with respect to any damage, costs, expenses or loss attributable to the negligence of Network Rail or its servants, contractors or agents or any liability on Network Rail with respect of any damage, costs, expenses or loss attributable to the negligence of the promoter or its servants, contractors or agents.

73. The promoter must-

- (a) at all times afford reasonable facilities to the engineer for access to a specified work during its construction; and
- (b) supply the engineer with all such information as he or she may reasonably require with regard to a specified work or the method of constructing it.

74. Network Rail must at all times afford reasonable facilities to the promoter and its agents for access to any works carried out by Network Rail under this Part of this Schedule during their construction and must supply the promoter with such

information as it may reasonably require with regard to such works or the method of constructing them.

75. (1) If any permanent or temporary alterations or additions to railway property are reasonably necessary in consequence of the construction of a specified work, or during a period of 24 months after the completion of that work in order to ensure the safety of railway property or the continued safe operation of the railway of Network Rail, such alterations and additions may be carried out by Network Rail and if Network Rail gives to the promoter reasonable notice of its intention to carry out such alterations or additions (which must be specified in the notice), the promoter must pay to Network Rail the reasonable cost of those alterations or additions including, in respect of any such alterations and additions as are to be permanent, a capitalised sum representing the increase of the costs which may be expected to be reasonably incurred by Network Rail in maintaining, working and, when necessary, renewing any such alterations or additions.

(2) If during the construction of a specified work by the promoter, Network Rail gives notice to the promoter that Network Rail desires itself to construct that part of the specified work which in the opinion of the engineer is endangering the stability of railway property or the safe operation of traffic on the railways of Network Rail then, if the promoter decides that part of the specified work is to be constructed, Network Rail must assume construction of that part of the specified work and the promoter must, notwithstanding any such approval of a specified work under paragraph 71(3), pay to Network Rail all reasonable expenses to which Network Rail may be put and compensation for any loss which it may suffer by reason of the execution by Network Rail of that specified work.

(3) The engineer must, in respect of the capitalised sums referred to in this paragraph and paragraph 1.1(a) provide such details of the formula by which those sums have been calculated as the promoter may reasonably require.

(4) If the cost of maintaining, working or renewing railway property is reduced in consequence of any such alterations or additions a capitalised sum representing such saving must be set off against any sum payable by the promoter to Network Rail under this paragraph.

76. The promoter must repay to Network Rail all reasonable fees, costs, charges and expenses reasonably incurred by Network Rail—

- (a) in constructing any part of a specified work on behalf of the promoter as provided by paragraph 71(3) or in constructing any protective works under the provisions of paragraph 71(4) including, in respect of any permanent protective works, a capitalised sum representing the cost of maintaining and renewing those works;
- (b) in respect of the approval by the engineer of plans submitted by the promoter and the supervision by the engineer of the construction of a specified work;
- (c) in respect of the employment or procurement of the services of any inspectors, signallers, watch-persons and other persons whom it shall be reasonably necessary to appoint for inspecting, signalling, watching and lighting railway property and for preventing, so far as may be reasonably practicable, interference, obstruction, danger or accident arising from the construction or failure of a specified work;
- (d) in respect of any special traffic working resulting from any speed restrictions which may in the opinion of the engineer, require to be imposed by reason or in consequence of the construction or failure of a specified work or from the substitution or diversion of services which may be reasonably necessary for the same reason; and
- (e) in respect of any additional temporary lighting of railway property in the vicinity of the specified works, being lighting made reasonably necessary by reason or in consequence of the construction or failure of a specified work.

77. (1) In this paragraph-

"EMI" means, subject to sub-paragraph (2), electromagnetic interference with Network Rail apparatus generated by the operation of the authorised development (including the operation of tramcars using the tramway comprised in the works) where such interference is of a level which adversely affects the safe operation of Network Rail's apparatus; and

"Network Rail's apparatus" means any lines, circuits, wires, apparatus or equipment (whether or not modified or installed as part of the authorised development) which are owned or used by Network Rail for the purpose of transmitting or receiving electrical energy or of radio, telegraphic, telephonic, electric, electronic or other like means of signalling or other communications.

(2) This paragraph applies to EMI only to the extent that such EMI is not attributable to any change to Network Rail's apparatus carried out after approval of plans under paragraph 71(1) for the relevant part of the authorised development giving rise to EMI (unless the promoter has been given notice in writing before the approval of those plans of the intention to make such change).

(3) Subject to sub-paragraph (5), the promoter must in the design and construction of the authorised development take all measures necessary to prevent EMI and must establish with Network Rail (both parties acting reasonably) appropriate arrangements to verify their effectiveness.

(4) In order to facilitate the promoter's compliance with sub-paragraph (3)-

- (a) the promoter must consult with Network Rail as early as reasonably practicable to identify all Network Rail's apparatus which may be at risk of EMI, and thereafter must continue to consult with Network Rail (both before and after formal submission of plans under paragraph 71(1)) in order to identify all potential causes of EMI and the measures required to eliminate them;
- (b) Network Rail must make available to the promoter all information in the possession of Network Rail reasonably requested by the promoter in respect of Network Rail's apparatus identified pursuant to sub-paragraph (a); and
- (c) Network Rail must allow the promoter reasonable facilities for the inspection of Network Rail's apparatus identified pursuant to sub-paragraph (a).

(5) In any case where it is established that EMI can only reasonably be prevented by modifications to Network Rail's apparatus, Network Rail must not withhold its consent unreasonably to modifications of Network Rail's apparatus, but the means of prevention and the method of their execution must be selected in the reasonable discretion of Network Rail, and in relation to such modifications paragraph 71(1) have effect subject to the sub-paragraph.

(6) If at any time prior to the commencement of regular revenue-earning operations comprised in the authorised development and notwithstanding any measures adopted pursuant to sub-paragraph (3), the testing or commissioning of the authorised development causes EMI then the promoter must immediately upon receipt of notification by Network Rail of such EMI either in writing or communicated orally (such oral communication to be confirmed in writing as soon as reasonably practicable after it has been issued) forthwith cease to use (or procure the cessation of use of) the promoter's apparatus causing such EMI until all measures necessary have been taken

to remedy such EMI by way of modification to the source of such EMI or (in the circumstances, and subject to the consent, specified in sub-paragraph (5)) to Network Rail's apparatus.

(7) In the event of EMI having occurred –

- (a) the promoter must afford reasonable facilities to Network Rail for access to the promoter's apparatus in the investigation of such EMI;
- (b) Network Rail must afford reasonable facilities to the promoter for access to Network Rail's apparatus in the investigation of such EMI; and
- (c) Network Rail must make available to the promoter any additional material information in its possession reasonably requested by the promoter in respect of Network Rail's apparatus or such EMI.

(8) Where Network Rail approves modifications to Network Rail's apparatus pursuant to sub-paragraphs (5) or (6) –

- (a) Network Rail must allow the promoter reasonable facilities for the inspection of the relevant part of Network Rail's apparatus;
- (b) any modifications to Network Rail's apparatus approved pursuant to those sub-paragraphs must be carried out and completed by the promoter in accordance with paragraph 72.

(9) To the extent that it would not otherwise do so, the indemnity in paragraph 81(1) applies to the costs and expenses reasonably incurred or losses suffered by network Rail through the implementation of the provisions of this paragraph (including costs incurred in connection with the consideration of proposals, approval of plans, supervision and inspection of works and facilitating access to Network Rail's apparatus) or in consequence of any EMI to which sub-paragraph (6) applies.

(10) For the purpose of paragraph 1.1(a) any modifications to Network Rail's apparatus under this paragraph shall be deemed to be protective works referred to in that paragraph.

(11) In relation to any dispute arising under this paragraph the reference in article 78 (Arbitration) to the Secretary of State shall be read as a reference to the Institution of Electrical Engineers.

78. If at any time after the completion of a specified work, not being a work vested in Network Rail, Network Rail gives notice to the promoter informing it that the state of maintenance of any part of the specified work appears to be such as adversely affects the operation of railway property, the promoter must, on receipt of such notice, take such steps as may be reasonably necessary to put that specified work in such state of maintenance as not adversely to affect railway property.
79. The promoter must not provide any illumination or illuminated sign or signal on or in connection with a specified work in the vicinity of any railway belonging to Network Rail unless it has first consulted Network Rail and it must comply with Network Rail's reasonable requirements for preventing confusion between such illumination or illuminated sign or signal and any railway signal or other light used for controlling, directing or securing the safety of traffic on the railway.
80. Any additional expenses which Network Rail may reasonably incur in altering, reconstructing or maintaining railway property under any powers existing at the making of this Order by reason of the existence of a specified work must, provided that 56 days' previous notice of the commencement of such alteration, reconstruction or maintenance has been given to the promoter, be repaid by the promoter to Network Rail.
81. (1) The promoter must pay to Network Rail all reasonable costs, charges, damages and expenses not otherwise provided for in this Part of this Schedule (subject to article 40 (*No double recovery*)) which may be occasioned to or reasonably incurred by Network Rail—
- (a) by reason of the construction or maintenance of a specified work or the failure thereof or
 - (b) by reason of any act or omission of the promoter or of any person in its employ or of its contractors or others whilst engaged upon a specified work;

and the promoter must indemnify and keep indemnified Network Rail from and against all claims and demands arising out of or in connection with a specified work or any such failure, act or omission: and the fact that any act or thing may have been done by Network Rail on behalf of the promoter or in accordance with plans approved by the engineer or in accordance with any requirement of the engineer or under the engineer's supervision shall not (if it was done without negligence on the part of Network Rail or of any person in its employ or of its contractors or agents) excuse the promoter from any liability under the provisions of this sub-paragraph.

(2) Network Rail must give the promoter reasonable written notice of any such claim or demand and no settlement or compromise of such a claim or demand shall be made without the prior consent of the promoter.

(3) The sums payable by the promoter under sub-paragraph (1) shall if relevant include a sum equivalent to the relevant costs.

(4) Subject to the terms of any agreement between Network Rail and a train operator regarding the timing or method of payment of the relevant costs in respect of that train operator, Network Rail must promptly pay to each train operator the amount of any sums which Network Rail receives under sub-paragraph (3) which relates to the relevant costs of that train operator.

(5) The obligation under sub-paragraph (3) to pay Network Rail the relevant costs shall, in the event of default, be enforceable directly by any train operator concerned to the extent that such sums would be payable to that operator pursuant to sub-paragraph (4).

(6) In this paragraph—

"the relevant costs" means the costs, direct losses and expenses (including loss of revenue) reasonably incurred by each train operator as a consequence of any restriction of the use of Network Rail's railway network as a result of the construction, maintenance or failure of a specified work or any such act or omission as mentioned in subparagraph (1); and

"train operator" means any person who is authorised to act as the operator of a train by a licence under section 8 of the Railways Act 1993.

82. Network Rail must, on receipt of a request from the promoter, from time to time provide the promoter free of charge with written estimates of the costs, charges, expenses and other liabilities for which the promoter is or will become liable under this Schedule (including the amount of the relevant costs mentioned in paragraph 81) and with such information as may reasonably enable the promoter to assess the reasonableness of any such estimate or claim made or to be made pursuant to this Schedule (including any claim relating to those relevant costs).

83. In the assessment of any sums payable to Network Rail under this Part of this Schedule there must not be taken into account any increase in the sums claimed that is attributable to any action taken by or any agreement entered into by Network Rail if that action or agreement was not reasonably necessary and was taken or entered

into with a view to obtaining the payment of those sums by the promoter under this Schedule or increasing the sums so payable.

84. The promoter and Network Rail may, subject in the case of Network Rail to compliance with the terms of its network licence, enter into, and carry into effect, agreements for the transfer to the promoter of—

- (a) any railway property shown on the works and Land Plans and described in the Book of Reference;
- (b) any lands, works or other property held in connection with any such railway property; and
- (c) any rights and obligations (whether or not statutory) of Network Rail relating to any railway property or any lands, works or other property referred to in this paragraph.

85. Nothing in this Order, or in any enactment incorporated with or applied by this Order, prejudices or affects the operation of Part I of the Railways Act 1993.

86. The promoter must give written notice to Network Rail if any application is proposed to be made by the promoter for the Secretary of State's consent, under article 9 (Consent to transfer of benefit of Order) of this Order and any such notice must be given no later than 28 days before any such application is made and must describe or give (as appropriate)—

- (a) the nature of the application to be made;
- (b) the extent of the geographical area to which the application relates; and
- (c) the name and address of the person acting for the Secretary of State to whom the application is to be made.

87. In relation to any dispute arising under this part of this Schedule (except for those disputes referred to in paragraph 29 (11)) the provisions of Article 78 (Arbitration) shall not apply and any such dispute, unless otherwise provided for, must be referred to and settled by a single arbitrator to be agreed between the parties or, failing agreement, to be appointed on the application of either party (after giving notice in writing to the other) to the President of the Institution of Civil Engineers.

88. The promoter must no later than 28 days from the date that the plans submitted to and certified by the Secretary of State in accordance with article 76 (Certification of

plans etc.) are certified by the Secretary of State, provide a set of those plans to Network Rail in a form specified by Network Rail.

PROTECTIVE PROVISIONS

PART 7

PROTECTION FOR RAILWAY INTERESTS ~~67.~~

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~~68. (1)~~

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“construction” includes execution, placing, alteration and reconstruction and “construct” and “constructed” have corresponding meanings;“

“the engineer” means an engineer appointed by Network Rail for the purposes of this Order;“

“network licence” means the network licence, as the same is amended from time to time, granted to Network Rail Infrastructure Limited by the Secretary of State in exercise of his or her powers under section 8 of the Railways Act 1993;“

“Network Rail” means Network Rail Infrastructure Limited and any associated company of Network Rail Infrastructure Limited which holds property for railway purposes, and for the purpose of this definition “associated company” means any company which is (within the meaning of section 1159 of the Companies Act 2006) the holding company of Network Rail Infrastructure Limited, a subsidiary of Network Rail Infrastructure Limited or another subsidiary of the holding company of Network Rail Infrastructure Limited; ~~178 “plan”~~

“plans” includes sections, designs, design data, software, drawings, specifications, soil reports, calculations, descriptions (including descriptions of methods of construction), staging proposals, programmes and details of the extent, timing and duration of any proposed occupation of railway property;“

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69. (1) Where under this Schedule Network Rail is required to give its consent or approval in respect of any matter, that consent or approval is subject to the condition that Network Rail complies with any relevant railway operational procedures and any obligations under its network licence or under statute.

(2) In so far as any specified work or the acquisition or use of railway property is or may be subject to railway operational procedures, Network Rail must

co-operate with the promoter with a view to avoiding undue delay and securing conformity as between any plans approved by the engineer and requirements emanating from those procedures; and

use its reasonable endeavours to avoid any conflict arising between the application of those procedures and the proper implementation of the authorised development pursuant to this Order.

70. (1) The promoter must not exercise the powers conferred by—

(a). Article 6 (Maintenance of the authorized development)

(b). Article 7 (Authorisation of use)

(c). Article 14 (Permanent stopping up of streets and extinguishment of rights)

(d). Article 16 (Temporary stopping up of streets)

(e). Article 17 (Use of private roads for construction)

(f). Article 18 (Access to works)

(g). Article 21 (Traffic regulation measures)

(h). Article 22 (Discharge of water)

(i). Article 24 (Authority to survey and investigate the land)

(j). Article 25 (Compulsory Acquisition of land)

(k). Article 27 (Compulsory Acquisition of rights)

(l). Article 29 (Private rights)

(m). Article 35 (Temporary use of land for carrying out the authorized development)

(n). Article 36 (Temporary use of land for maintaining the authorized development)

(o). Article 37 (Statutory undertakers)

(p). Article 42 (Rights over land)

(q). Article 75 (Felling or lopping of trees and removal of hedgerows)

or the powers conferred by section 11(3) of the 1965 Act, in respect of any railway property unless the exercise of such powers is with the consent of Network Rail.

(2) The promoter must not in the exercise of the powers conferred by this Order prevent pedestrian or vehicular access to any railway property, unless preventing such access is with the consent of Network Rail.

(43) The promoter must not exercise the powers conferred by sections 271 or 272 of the 1990 Act, or article 37 (*Statutory undertakers*), in relation to any right of access of Network Rail to railway property, but such right of access may be diverted with the consent of Network Rail.

(4) The promoter must not under the powers of this Order acquire or use or acquire new rights over any railway property except with the consent of Network Rail.

(5) Where Network Rail is asked to give its consent pursuant to this paragraph, such consent must not be unreasonably withheld but may be given subject to reasonable conditions and the promoter recognizes that Network Rail may need to seek the consent of any lessee benefitting from such railway property or any regulator or stakeholder as necessary before it can grant consent pursuant to this paragraph.-

~~70.—~~

71. (1) The promoter must before commencing construction of any specified work supply to Network Rail proper and sufficient plans of that work for the reasonable approval of the engineer, and the specified work must not be commenced except in accordance with such plans as have been approved in writing by the engineer or settled by arbitration.

(2) The approval of the engineer under sub-paragraph (1) must not be unreasonably withheld, and if, by the end of the period of 28 days beginning with the date on which such plans have been supplied to Network Rail, the engineer has not intimated his or her disapproval of those plans and the grounds of such disapproval the promoter may serve upon the engineer written notice requiring the engineer to intimate approval or disapproval within a further period of 28 days beginning ~~on~~ with the date upon which the engineer receives written notice from the promoter. If by the expiry of the further 28 days the engineer has not intimated approval or disapproval, the engineer shall be deemed to have approved the plans as submitted.

(3) When signifying his or her approval of the plans the engineer may specify any protective works (whether temporary or permanent) which in the engineer's opinion should be carried out before the commencement of the construction of a specified work to ensure the safety or stability ~~179~~ of railway property or the continuation of safe and efficient operation of the railways of Network Rail or the services of operators using the same (including any relocation, de-commissioning and removal of works, apparatus and equipment necessitated by a specified work and the comfort and safety of passengers who may be affected by the specified works), and such protective works as may be reasonably necessary for those purposes must be constructed by Network Rail or by the promoter, if Network Rail so desires, and such protective works must be carried out at the expense of the promoter in either case without unnecessary delay and the promoter must not commence the construction of the specified works until the engineer has notified the promoter that the protective works have been completed to his or her reasonable satisfaction. ~~71.—~~

72. (1) Any specified work and any protective works to be constructed by virtue of paragraph ~~70~~71(4) must, when commenced, be constructed ~~-(a)-~~ =

without unnecessary delay in accordance with the plans approved or deemed to have been approved or settled under paragraph ~~70~~71; ~~-(b)-~~

under the supervision (where appropriate and if given) and to the reasonable satisfaction of the engineer; ~~-(c)-~~

in such manner as to cause as little damage as is possible to railway property; and ~~-(d)-~~

so far as is reasonably practicable, so as not to interfere with or obstruct the free, uninterrupted and safe use of any railway of Network Rail or the traffic thereon and the use by passengers of railway property.

(2) If any damage to railway property or any such interference or obstruction shall be caused by the carrying out of the or in consequence of the construction of a specified work, the promoter must, notwithstanding ~~the~~any such approval ~~under paragraph 66,~~ make good such damage and must pay to Network Rail all reasonable expenses to which Network Rail may be put and compensation for any loss which it may sustain by reason of any such damage, interference or obstruction.

(3) Nothing in this Part of this Schedule imposes any liability on the promoter with respect to any damage, costs, expenses or loss attributable to the negligence of Network Rail or its servants, contractors or agents or any liability on Network Rail with respect ~~to~~of any damage, costs, expenses or loss attributable to the negligence of the promoter or its servants, contractors or agents. ~~72.-(1)-~~

73. The promoter must ~~-(a)-~~ =

at all times afford reasonable facilities to the engineer for access to a specified work during its construction; and ~~-(b)-~~

supply the engineer with all such information as he or she may reasonably require with regard to a specified work or the method of constructing it. ~~73.-(1)-~~

74. The promoter must repay to Network Rail all reasonable fees, costs, charges and expenses reasonably incurred by Network Rail ~~-(a)-~~

in constructing any part of a specified work on behalf of the promoter as provided by paragraph 71(3) or in constructing any protective works under the provisions of paragraph ~~70~~71(4) including, in respect of any permanent protective works, a capitalised sum representing the cost of maintaining and renewing those works; ~~(b)~~

in respect of the approval by the engineer of plans submitted by the promoter and the supervision by the engineer of the construction of a specified work; ~~(c)~~

in respect of the employment or procurement of the services of any inspectors, signallers, watch-persons and other persons whom it shall be reasonably necessary to appoint for inspecting, signalling, watching and lighting railway property; ~~(d) in respect of railway property~~ and for preventing, so far as may be reasonably practicable, interference, obstruction, danger or accident arising from the construction or failure of a specified work; ~~(e)~~

in respect of any special traffic working resulting from any speed restrictions which may, in the opinion of the engineer, require to be imposed by reason or in consequence of the construction or failure of a specified work or from the substitution or diversion of services which may be reasonably necessary for the same reason; and ~~180 (f)~~

in respect of any additional temporary lighting of railway property in the vicinity of the specified works, being lighting made reasonably necessary by reason or in consequence of the construction or failure of a specified work. ~~74.~~

75. If at any time after the completion of a specified work, not being a work vested in Network Rail, Network Rail gives notice to the promoter informing it that the state of maintenance of any part of the specified work appears to be such as adversely affects the operation of railway property, the promoter must, on receipt of such notice, take such steps as may be reasonably necessary to put that specified work in such state of maintenance as not adversely to affect railway property. ~~75.~~

76. The promoter must not provide any illumination or illuminated sign or signal on or in connection with a specified work in the vicinity of any railway belonging to Network Rail unless it has first consulted Network Rail and it must comply with Network Rail's reasonable requirements for preventing confusion between such illumination or illuminated sign or signal and any railway signal or other light used for controlling, directing or securing the safety of traffic on the railway.

77. Any additional expenses which Network Rail may reasonably incur in altering, reconstructing or maintaining railway property under any powers existing at the making of this Order by reason of the existence of a specified work must, provided that 56 days¹ previous notice of the commencement of such alteration, reconstruction or maintenance has been given to the promoter, be repaid by the promoter to Network Rail.~~76.—~~

78. (1) The promoter must pay to Network Rail all reasonable costs, charges, damages and expenses not otherwise provided for in this Part of this Schedule (subject to article 40 (*No double recovery*)) which may be occasioned to or reasonably incurred by Network Rail ~~(a)~~ =

by reason of the construction or maintenance of a specified work or the failure thereof; or ~~(b)~~

by reason of any act or omission of the promoter or of any person in its employ or of its contractors or others whilst engaged upon a specified work²;

and the promoter must indemnify and keep indemnified Network Rail from and against all claims and demands arising out of or in connection with a specified work or any such failure, act or omission³; and the fact that any act or thing may have been done by Network Rail on behalf of the promoter or in accordance with plans approved by the engineer or in accordance with any requirement of the engineer or under the engineer⁴'s supervision shall not (if it was done without negligence on the part of Network Rail or of any person in its employ or of its contractors or agents) excuse the promoter from any liability under the provisions of this sub-paragraph.

(2) Network Rail must give the promoter reasonable written notice of any such claim or demand and no settlement or compromise of such a claim or demand shall be made without the prior consent of the promoter.

(3) The sums payable by the promoter under sub-paragraph (1) shall if relevant include a sum equivalent to the relevant costs.

(4) Subject to the terms of any agreement between Network Rail and a train operator regarding the timing or method of payment of the relevant costs in respect of that train operator, Network Rail must promptly pay to each train operator the amount of any sums which Network Rail receives under sub-paragraph (3) which relates to the relevant costs of that train operator.

(5) The obligation under sub-paragraph (3) to pay Network Rail the relevant costs shall, in the event of default, be enforceable directly by any train operator concerned to the extent that such sums would be payable to that operator pursuant to sub-paragraph (4).

(6) In this paragraph—“

“the relevant costs” means the costs, direct losses and expenses (including loss of revenue) reasonably incurred by each train operator as a consequence of any restriction of the use of Network Rail’s railway network as a result of the construction, maintenance or failure of a specified work or any such act or omission as mentioned in subparagraph (1).~~77.~~ and

“train operator” means any person who is authorised to act as the operator of a train by a licence under section 8 of the Railways Act 1993.

79. Network Rail must, on receipt of a request from the promoter, from time to time provide the promoter free of charge with written estimates of the costs, charges, expenses and other liabilities for which the promoter is or will become liable under this Schedule (including the amount of the relevant costs mentioned in paragraph ~~76~~81) and with such information as may reasonably enable the promoter to assess the reasonableness of any such estimate or claim made or to be made pursuant to this Schedule (including any claim relating to those relevant costs).~~78.~~

80. In the assessment of any sums payable to Network Rail under this Part of this Schedule there must not be taken into account any increase in the sums claimed that is attributable to any action taken by or any agreement entered into by Network Rail if that action or agreement was not reasonably necessary and was taken or entered into with a view to obtaining the payment of those sums by the promoter under this Schedule or increasing the sums so payable.~~79.—(1)~~

81. The promoter and Network Rail may, subject in the case of Network Rail to compliance with the terms of its network licence, enter into, and carry into effect, agreements for the transfer to the promoter of ~~181(a)~~ =

any railway property shown on the works and Land Plans and described in the Book of Reference; ~~(b)~~

any lands, works or other property held in connection with any such railway property; and ~~(c)~~

any rights and obligations (whether or not statutory) of Network Rail relating to any railway property or any lands, works or other property referred to in this paragraph. ~~80-~~

82. Nothing in this Order, or in any enactment incorporated with or applied by this Order, prejudices or affects the operation of Part I of the Railways Act 1993. ~~81.-(1)-~~

83. The promoter must give written notice to Network Rail if any application is proposed to be made by the promoter for the Secretary of State's consent under article 9 (Consent to transfer of benefit of Order) of this Order, and any such notice must be given no later than 28 days before any such application is made and must describe or give (as appropriate) ~~-(a)-~~

the nature of the application to be made; ~~-(b)-~~

the extent of the geographical area to which the application relates; and ~~-(c)-~~

the name and address of the person acting for the Secretary of State to whom the application is to be made. ~~82-~~

84. In relation to any dispute arising under this part of this Schedule (except for those disputes referred to in paragraph 29 (11)) the provisions of Article 78 (Arbitration) shall not apply and any such dispute, unless otherwise provided for, must be referred to and settled by a single arbitrator to be agreed between the parties or, failing agreement, to be appointed on the application of either party (after giving notice in writing to the other) to the President of the Institution of Civil Engineers.

85. The promoter must no later than 28 days from the date that the plans submitted to and certified by the Secretary of State in accordance with article 76 (Certification of plans etc.) are certified by the Secretary of State, provide a set of those plans to Network Rail in a form specified by Network Rail.