



## **Great North Road Solar and Biodiversity Park**

Final Statement of Common Ground with Network Rail Infrastructure Ltd

Document Reference – EN010162/APP/8.10D

Revision number 5

April 2026

EP Rule 8(1)(e) Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010



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## Revision History

<b>Revision</b>	<b>Revision Date</b>	<b>Authorised By</b>	<b>Position</b>	<b>Comment</b>
Issue 1	25/11/25	ES	Head of Planning	Draft for comment
Issue 2	16/01/26	ES	Head of Planning	D2 updates
Issue 3	17/03/26	ES	Head of Planning	D4 updates
Issue 4	23/04/2026	ES	Head of Planning	Final Issue

## **1 INTRODUCTION**

### **1.1 PURPOSE OF THIS DOCUMENT**

- 1.1.1 This Statement of Common Ground (SoCG) has been prepared to support an application (the Application) for a Development Consent Order (DCO) from the Secretary of State (SoS) for Energy Security and Net Zero under Section 37 of the Planning Act 2008 (PA 2008) for the proposed Great North Road Solar and Biodiversity Park Development (the Development). The Application has been submitted by Elements Green Trent Limited (the Applicant).
- 1.1.2 This SoCG has been produced to confirm to the Examining Authority (ExA) where agreement has been reached between the Parties, and where agreement has not (yet) been reached.
- 1.1.3 SoCGs are an established means in the planning process of allowing all Parties to identify and focus on specific issues that may need to be addressed during the examination. This SoCG will be revised and updated as discussions between the Parties progress during the Examination.

### **1.2 PARTIES TO THIS STATEMENT OF COMMON GROUND**

- 1.2.1 This SoCG has been prepared by (1) Elements Green Trent Limited as the Applicant and (2) Network Rail (collectively, ‘the Parties’).

### **1.3 TERMINOLOGY**

- 1.3.1 In the table in the Issues section of this SoCG:
- “Agreed” (Green) indicates where the issue has been resolved;
  - “Under discussion” (Amber) indicates where a matter is the subject of ongoing discussion; and
  - “Not Agreed” (Red) indicates a final position.
- 1.3.2 Where Network Rail expresses agreement, it does so only in so far as it has considered the issue with regards to its statutory remit and on the basis of the information provided by the Applicant. Agreement is offered without prejudice to the submissions of other interested Parties who may have greater knowledge of technical or site-specific issues.

## 1.4 RECORD OF RELEVANT CORRESPONDENCE

1.4.1 The Applicant has undertaken consultation and engagement with Network Rail throughout the development of the Application. The Applicant consulted Network Rail in accordance with Section 42 of the PA 2008, about the Development and environmental impact assessment as part of the formal pre-application consultation and publicity procedures. This process afforded Network Rail the opportunity to provide responses to the information provided at various stages of the pre-application process.

1.4.2 Table 1-1 identifies the discussions and correspondence that has taken place between the Parties to date.

**Table 1-1 Record of Correspondence**

<b>Date</b>	<b>Type (meeting, etc.)</b>	<b>Topic</b>
03/07/2025	Email	The Applicant reached out to Network to establish a framework of agreement regarding Protective Provisions.
17/07/2025	Email	Network Rail confirm the draft agreement has been passed onto their solicitors.
22/09/2025	Email Exchange	Network Rail request the details of EG's solicitors to begin discussion regarding the establishment of Protective Provisions. EG Obliges.
9/11/2025	Email	Network Rail provide a request for undertaking in order to commence official engagement.
6/01/2026	Email	Applicant issued NR with an undertaking and asked for comments on the draft PPs and details regarding land interest. Applicant is awaiting a reply.
21/01/2026	Email	Applicant issued comments on the draft Protective Provisions to Network Rail's solicitors.
25/02/2026	Email	Network Rail's solicitors responded to the Applicant's comments on the Protective Provisions.
18/03/2026	Email	Applicant requested that Network Rail provides a copy of any required Framework Agreement.
25/03/2026	Email	Applicant issued comments to Network Rail on the protective provisions and further requested that Network Rail

		provides any required Framework Agreement.
30/03/2026	Email	Applicant asked for Network Rail to confirm receipt of its email of 25 March and when the Framework Agreement might be provided.
1/04/2026	Email	Applicant further requested an update from Network Rail. Network Rail provided partial comments.
8/04/2026	Email	Applicant confirmed acceptance of certain Network Rail points and requested the remainder of Network Rail's comments.
13/04/2026	Email	Applicant chased Network Rail for remaining comments.
14/04/2026	Email	Network Rail confirmed instructions were being taken on the documents.
15/04/2026	Email	Applicant asked Network Rail to confirm comments would be provided by 17 April to allow review in advance of Deadline 6.
16/04/2026	Email	Applicant asked Network Rail to provide comments on the protective provisions and provide a framework agreement if required.
17/04/2026	Email	Applicant chased Network Rail to provide comments on the protective provisions and provide a framework agreement if required.
20/04/2026	Email	Network Rail confirmed it would send over comments. Applicant advised that the protective provisions would need to be agreed the same day to include in the final draft of the DCO to be submitted at Deadline 6.
21/04/2026	Email	Network Rail provided a draft Framework Agreement to the Applicant.

1.4.3 It is agreed that this is an accurate record of the key meetings and consultation undertaken between the Parties in relation to the issues addressed in this SoCG.

## 2 CURRENT POSITION OF THE APPLICANT AND NETWORK RAIL

### 2.1 PROTECTIVE PROVISIONS

Table 2-1 Protective Provisions

Ref	Relevant Document	Description of Matter	Network Rail's Position	Applicant's Position	Status
2.1.1	Paragraph 3-4 RR	Protective Provisions	<p><b>Current Position:</b> [Awaiting Network Rail input]</p> <p><b>Deadline 4 Position:</b> Network Rail is reviewing the scope of impacts and the required protection to address such impacts, including the form of protective provisions being sought. Network Rail will continue to liaise with the Applicant in order to reach agreement on this matter.</p> <p><b>Deadline 3 Position:</b> Whilst the Scheme does not include any land owned by Network Rail within the Order limits, the Promoter proposes as part of the Scheme to carry out works in close proximity to the Railway. On this basis Network</p>	<p><b>Current Position:</b> The Applicant has included provisions for the protection of Railway Interests in Part 3 of Schedule 13 of the draft Order submitted at Deadline 6. These provisions reflect the latest exchange on the protective provisions with Network Rail, specifically the mark up and comments issued by the Applicant on 25 March 2026.</p> <p>The Applicant has requested responses from Network Rail on these provisions repeatedly and had only partial responses. Where those responses are acceptable to the Applicant, they have been reflected in Part 3 of Schedule 13 of the draft Order. Otherwise, the position in those provisions reflects the Applicant's position as Network</p>	Not agreed

Ref	Relevant Document	Description of Matter	Network Rail's Position	Applicant's Position	Status
			<p>Rail wishes to object to the making of the Order on the ground that the proposed works might interfere with the safe and efficient operation of the Railway.</p> <p>In order for Network Rail to be in a position to withdraw its objection Network Rail will require adequate protective provisions and/or requirements to be included within the Order and an agreement with the Promoter to ensure that the works for the Scheme are carried out in regulated manner to prevent adverse impacts to the Railway.</p>	<p>Rail has not engaged with discussion of these provisions.</p> <p>The points of difference that remain between the Applicant and Network Rail are set out in Appendix 1, with the position of each of the Applicant and Network Rail detailed therein. Appendix 2 comprises a comparison between the template shared by Network Rail's solicitors on 14 November 2025 and the version included in Part 3 of Schedule 13 of the draft Order submitted at Deadline 6.</p> <p>As set out below, there is no Network Rail interest within the Order Limits and the interface with Network Rail is limited to one railway crossing by construction traffic, which is in the ordinary course of construction operations. No transportation under Network Rail assets is proposed.</p>	

Ref	Relevant Document	Description of Matter	Network Rail's Position	Applicant's Position	Status
				<p>The Applicant has demonstrated that it has sought to engage proactively with Network Rail. It has also been demonstrated that there are no Network Rail interests within the Order Limits. This being the case, the Applicant considers that the Protective Provisions included in Part 3 of Schedule 13 of the draft Order submitted by the Applicant at Deadline 6 of the examination of the Order are reasonable and proportionate, and should be included in the Order made on any grant of development consent.</p> <p><b>Deadline 4 Position:</b>                      The form of protective provisions for the protection of railway interests remains under discussion between the Applicant and Network Rail. While the Applicant wishes to ensure that Network Rail has the benefit of adequate</p>	

Ref	Relevant Document	Description of Matter	Network Rail's Position	Applicant's Position	Status
				<p>protective provisions to ensure the safe and efficient operation of the Railway, the Applicant considers that the standard protective provisions are not proportionate given there is no direct interface between Network Rail's interests and the Development.</p> <p>Network Rail has referred to indirect interfaces 'including the transportation of the battery by boat under a railway bridge and construction traffic passing over a level crossing'. Neither of these 'indirect interfaces' are within the Order Land. In the Applicant's view, these are activities in the ordinary course of any operation or construction traffic passing in the vicinity of a railway and do not warrant the extensive set of provisions Network Rail is seeking. In particular, the Applicant does not consider that unlimited liability and indemnities in favour of Network Rail are appropriate</p>	

Ref	Relevant Document	Description of Matter	Network Rail's Position	Applicant's Position	Status
				<p>where there are no Network Rail interests within the Order Land.</p> <p>The Applicant is continuing to engage with Network Rail to seek to agree suitable and proportionate protective provisions for Network Rail and remains confident that agreement can be reached before the end of examination.</p> <p><b>Deadline 3 Position:</b></p> <p>The Applicant has been engaging with Network Rail Infrastructure Limited with regard to the issues raised in their Relevant Representation.</p> <p>The Applicant considers that <b>Draft Development Consent Order [EN010162/APP/3.1D] [REP3-004]</b> submitted with the Application includes adequate protection for Network Rail Infrastructure Limited in Part 3 of Schedule 15 of the <b>Draft Development Consent Order [EN010162/APP/3.1D] [REP3-004]</b> Protective Provisions for the protection of railway</p>	

Ref	Relevant Document	Description of Matter	Network Rail's Position	Applicant's Position	Status
				<p>interests), in line with their standard protective provisions in accordance with the Planning Inspectorate Guidance "Nationally Significant Infrastructure Projects - Advice Note Fifteen: drafting Development Consent Orders". The Order Land does not include any land or land interest owned by Network Rail Infrastructure Limited and there is no direct interface between Network Rail Infrastructure Limited assets and the Development.</p> <p>Nonetheless, the Applicant continues to engage with Network Rail Infrastructure Limited to address the points in Network Rail Infrastructure Limited's Relevant Representation and is confident that the points raised by Network Rail Infrastructure Limited can be resolved before the end of the examination period. On 21 January 2026, the Applicant issued a draft set of</p>	

<b>Ref</b>	<b>Relevant Document</b>	<b>Description of Matter</b>	<b>Network Rail's Position</b>	<b>Applicant's Position</b>	<b>Status</b>
				the Protective Provisions in favour of Network Rail for Network Rail's consideration and their comments are awaited.	

### 3 SIGNATURES

3.1.1 The above SoCG is agreed between the Applicant and Network Rail, as specified below.

Duly authorised for and on behalf of <b>Elements Green Trent Limited</b>	Name	Elena Sarieva
	Job Title	Head of Planning
	Date	23/04/2026

Signature



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Duly authorised for and on behalf of <b>Network Rail Infrastructure Ltd</b>	Name	
	Job Title	
	Date	
	Signature	

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## APPENDIX 1

### TABLE OF REMAINING POINTS TO BE RESOLVED

This table sets out the positions of Network Rail and the Applicant on the points that remain to be agreed on the Protective Provisions. Note that the numbering referred to above relates to the comparison between Network Rail and the Applicant’s preferred protective provisions provided in Appendix 2.

<b>Provision</b>	<b>Description</b>	<b>Network Rail Position</b>	<b>Applicant Position</b>
6(2), 9, 14, 15	Liability cap	[Awaiting Network Rail input]	<p>Network Rail seeks to impose unlimited liability on the Applicant for all costs related to the Development in the protective provision.</p> <p>This is not reasonable or proportionate given there are no railway interests within the Order Limits.</p> <p>The Applicant is nonetheless willing to accept these provisions subject to a cap of £25 million for all such liabilities.</p>
15(1)(d)	Liability in relation to access or egress	[Awaiting Network Rail input]	<p>The Applicant has included the word ‘direct’ before ‘result’ to limit liability to damage etc. as a direct result of access to or egress from the authorised development by the undertaker or its contractors, given these interfaces are in the ordinary course of construction operations.</p>
15(1)(e)	Liability in relation to procedures and consents	[Awaiting Network Rail input]	<p>Network Rail seeks to recover costs incurred in complying with railway operational procedures or obtaining regulatory consents to facilitate the</p>



			<p>authorised development without prior consultation with the Applicant. The Applicant considers this is not reasonable or proportionate given there are no railway interests within the Order Limits. The Applicant has added a proviso that such costs are only recoverable where the undertaker has been consulted and agreed in advance to the necessity of incurring such costs in consequence of the authorised development.</p>
15(6)	Relevant costs and loss of revenue	[Awaiting Network Rail input]	<p>Network Rail seeks to include 'loss of revenue' within the definition of 'relevant costs' recoverable under the indemnity. The Applicant considers this is not reasonable or proportionate given there are no railway interests within the Order Limits. The Applicant has amended the definition of 'relevant costs' to expressly exclude loss of revenue, so that only the costs, losses and expenses reasonably incurred by train operators are recoverable.</p>



## **Appendix 2**

### **COMPARISON OF PROTECTIVE PROVISIONS WITH COMMENTARY**

# Network Rail Infrastructure Limited

## Standard Protective Provisions for inclusion in Statutory Orders

### SCHEDULE 13

#### PROTECTIVE PROVISIONS

#### PART 3

#### FOR THE PROTECTION OF RAILWAY INTERESTS

1. The provisions of this Part of this Schedule have effect, unless otherwise agreed in writing between the undertaker and Network Rail and, in the case of paragraph 15(2) and 15(5) of this Part of this Schedule any other person on whom rights or obligations are conferred by those paragraphs.

2. In this Part of this Schedule—

“asset protection agreement” means an agreement to regulate the construction and maintenance of the specified work in a form prescribed from time to time by Network Rail;

“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 their powers under section 8 (licences) of the Railways Act 1993;

“Network Rail” means Network Rail Infrastructure Limited (company number 02904587, whose registered office is at Waterloo General Office, London SE1 8SW) 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 and any successor to Network Rail Infrastructure Limited’s railway undertaking;

“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;

“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 and—

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

“regulatory consents” means any consent or approval required under—

- (a) the Railways Act 1993;
- (b) the network licence; and/or
- (c) any other relevant statutory or regulatory provisions,

by either the Office of Rail and Road or the Secretary of State for Transport or any other competent body including change procedures and any other consents, approvals of any access or beneficiary that may be required in relation to the authorised development; 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 and, for the avoidance of doubt, includes the maintenance of such works under the powers of the Order.

**3.—**(1) Where under this Part of 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 undertaker 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 their 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.

**4.—**(1) The undertaker must not exercise the powers conferred by—

- (a) article 19 (discharge of water);
- (b) article 21 (authority to survey and investigate the land);
- (c) article 22 (compulsory acquisition of land);
- (d) article 24 (compulsory acquisition of rights and imposition of restrictive covenants);
- (e) article 27 (acquisition of subsoil or airspace only);
- (f) article 28 (power to override easements and other rights);
- (g) article 31 (temporary use of land for constructing the authorised development);
- (h) article 32 (temporary use of land for maintaining the authorised development);
- (i) article 33 (statutory undertakers);
- (j) article 25 (private rights over land);
- (k) article 39 (felling or lopping of trees and removal of hedgerows);
- (l) article 40 (trees subject to tree preservation orders);
- (m) the powers conferred by section 11(3) (power of entry) of the 1965 Act;
- (n) the powers conferred by section 203 (power to override easements and rights) of the Housing and Planning Act 2016;
- (o) the powers conferred by section 172 (right to enter and survey land) of the Housing and Planning Act 2016;
- (p) any powers under in respect of the temporary possession of land under the Neighbourhood Planning Act 2017;
- (q) in respect of any railway property unless the exercise of such powers is with the consent of Network Rail.

(2) The undertaker 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 undertaker must not exercise the powers conferred by sections 271 or 272 of the 1990 Act, article 33 (statutory undertakers), article 28 (power to override easements and other rights) or article 25 (private rights over land), 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 undertaker must not under the powers of this Order acquire or use or acquire new rights over, or seek to impose any restrictive covenants over, any railway property, or extinguish any existing rights of Network Rail in respect of any third party property, except with the consent of Network Rail.

(5) The undertaker must not under the powers of this Order do anything which would result in railway property being incapable of being used or maintained or which would affect the safe running of trains on the railway.

(6) Where Network Rail is asked to give its consent pursuant to this paragraph 21, such consent must not be unreasonably withheld but may be given subject to reasonable conditions but it shall never be unreasonable to withhold consent for reasons of operational or railway safety (such matters to be in Network Rail's absolute discretion).

(7) The undertaker must enter into an asset protection agreement prior to the carrying out of any specified work.

5.—(1) The undertaker 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 their disapproval of those plans and the grounds of such disapproval the undertaker 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 undertaker. 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 undertaker 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 undertaker 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 undertaker in accordance with the plans approved or deemed to be approved or settled under this paragraph 22, and under the supervision (where appropriate and if given) of the undertaker.

When signifying their 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 undertaker, if Network Rail so desires, and such protective works must be carried out at the expense of the undertaker in either case without unnecessary delay and the undertaker must not commence the construction of the specified works until the engineer has notified the undertaker that the protective works have been completed to their reasonable satisfaction.

—(1) Any specified work and any protective works to be constructed by virtue of paragraph 5(4) of this Part of this Schedule must, when commenced, be constructed—

without unnecessary delay in accordance with the plans approved or deemed to have been approved or settled under paragraph 5 of this Part of this Schedule;

- (a) under the supervision (where appropriate and if given) and to the reasonable satisfaction of the engineer;
- (b) in such manner as to cause as little damage as is possible to railway property; and
- (c) 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 undertaker 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, provided always that the liability of the undertaker pursuant to the provisions of this Part of this Schedule shall not in any circumstances exceed the amount of £25,000,000.00 in aggregate for all events, occurrences and series of occurrences arising out of one occurrence or event.

(4) Nothing in this Part of this Schedule imposes any liability on the undertaker 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 undertaker or its servants, contractors or agents.

**6. The undertaker 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 they may reasonably require with regard to a specified work or the method of constructing it.

7. Network Rail must at all times afford reasonable facilities to the undertaker 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 undertaker with such information as it may reasonably require with regard to such works or the method of constructing them.

**8.—(1)** If any permanent or temporary alterations or additions to railway property are reasonably necessary in consequence of the construction or completion of a specified 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 undertaker 56 days' notice (or in the event of an emergency or safety critical issue such notice as is reasonable in the circumstances) of its intention to carry out such alterations or additions (which must be specified in the notice with an approximation of anticipated costs), the undertaker 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, provided always that the liability of the undertaker pursuant to the provisions of this Part of this Schedule shall not in any circumstances exceed the amount of £25,000,000.00 in aggregate for all events, occurrences or series of occurrences arising out of one occurrence or event.

(2) If during the construction of a specified work by the undertaker, Network Rail gives notice to the undertaker 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 undertaker 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 undertaker must, notwithstanding any such approval of a specified work under paragraph 5(3) of this Part of this Schedule, 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, provided always that the liability of the undertaker pursuant to the provisions of this Part of this Schedule shall not in any circumstances exceed the amount of £25,000,000.00 in aggregate for all events, occurrences or series of occurrences arising out of one occurrence or event.

(3) The engineer must, in respect of the capitalised sums referred to in this paragraph and paragraph 10(a) of this Part of this Schedule, provide such details of the formula by which those sums have been calculated as the undertaker 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 undertaker to Network Rail under this paragraph.

**9. The undertaker 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 undertaker as provided by paragraph 5(3) of this Part of this Schedule or in constructing any protective works under the provisions of paragraph 5(4) of this Part of this Schedule 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 undertaker 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, watchpersons 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.
- (f) provided always that the liability of the undertaker pursuant to the provisions of this Part of this Schedule shall not in any circumstances exceed the amount of £25,000,000.00 in aggregate for all events, occurrences or series of occurrences arising out of one occurrence or event.

**10.—(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 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 5(1) of this Part of this Schedule for the relevant part of the authorised development giving rise to EMI (unless the undertaker 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 undertaker 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 undertaker’s compliance with sub-paragraph (3)—

- (a) the undertaker 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 5(1) of this Part of this Schedule) in order to identify all potential causes of EMI and the measures required to eliminate them;
- (b) Network Rail must make available to the undertaker all information in the possession of Network Rail reasonably requested by the undertaker in respect of Network Rail’s apparatus identified pursuant to sub-paragraph (a); and
- (c) Network Rail must allow the undertaker 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 5(1) of this Part of this Schedule has effect subject to the sub-paragraph.

(6) Prior to the commencement of operation of the authorised development, the undertaker shall test the use of the authorised development in a manner that shall first have been agreed with Network Rail and if, notwithstanding any measures adopted pursuant to sub-paragraph (3), the testing of the authorised development causes EMI then the undertaker 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 undertaker'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 undertaker must afford reasonable facilities to Network Rail for access to the undertaker's apparatus in the investigation of such EMI;
- (b) Network Rail must afford reasonable facilities to the undertaker for access to Network Rail's apparatus in the investigation of such EMI;
- (c) Network Rail must make available to the undertaker any additional material information in its possession reasonably requested by the undertaker in respect of Network Rail's apparatus or such EMI; and
- (d) the undertaker shall not allow the use or operation of the authorised development in a manner that has caused or will cause EMI until measures have been taken in accordance with this paragraph 28 to prevent EMI occurring.

(8) Where Network Rail approves modifications to Network Rail's apparatus pursuant to subparagraphs (5) or (6)—

- (a) Network Rail must allow the undertaker reasonable facilities for the inspection of the relevant part of Network Rail's apparatus; and
- (b) any modifications to Network Rail's apparatus approved pursuant to those subparagraphs must be carried out and completed by the undertaker in accordance with paragraph 6 of this Part of this Schedule.

(9) To the extent that it would not otherwise do so, the indemnity in paragraph 15(1) of this Part of this Schedule 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 10(a) of this Part of this Schedule 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 42 (Arbitration) to the Institution of Civil Engineers shall be read as a reference to the Institution of Engineering and Technology.

**11.** 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 undertaker 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 undertaker 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.

**12.** The undertaker 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.

**13.** 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 undertaker, be repaid by the undertaker to Network Rail, provided always that the liability of the undertaker pursuant to the provisions of this Part of this Schedule shall not in any circumstances exceed the amount of £25,000,000.00 in aggregate for all events, occurrences or series of occurrences arising out of one occurrence or event.

**14.—(1)** The undertaker 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 47 (no double recovery)) which may be occasioned to or reasonably incurred by Network Rail—

- (a) by reason of the construction, maintenance or operation of a specified work or the failure thereof; or
- (b) by reason of any act or omission of the undertaker or of any person in its employ or of its contractors or others whilst engaged upon a specified work.
- (c) by reason of any act or omission of the undertaker or any person in its employ or of its contractors or others whilst accessing to or egressing from the authorised development;
- (d) in respect of any damage caused to or additional maintenance required to, railway property or any such interference or obstruction or delay to the operation of the railway as a direct result of access to or egress from the authorised development by the undertaker or any person in its employ or of its contractors;
- (e) in respect of costs reasonably incurred by Network Rail in complying with any railway operational procedures or obtaining any regulatory consents which procedures are required to be followed or consents obtained to facilitate the carrying out or operation of the authorised development, provided that the undertaker has been consulted and agreed in advance to the necessity of incurring such costs in consequence of the authorised development;
- (f) and the undertaker 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, provided always that the liability of the undertaker pursuant to the provisions of this Part of this Schedule shall not in any circumstances exceed the amount of £25,000,000.00 in aggregate for all events, occurrences or series of occurrences arising out of one occurrence or event; and the fact that any act or thing may have been done by Network Rail on behalf of the undertaker 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 undertaker from any liability under the provisions of this sub-paragraph.

(2) Network Rail must—

- (g) give the undertaker reasonable written notice of any such claims or demands;
- (h) not make any settlement or compromise of such a claim or demand without the prior consent of the undertaker; and
- (i) take such steps as are within its control and are reasonable in the circumstances to mitigate any liabilities relating to such claims or demands.

(3) The sums payable by the undertaker 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) The total liability by the undertaker arising out of or in connection to this Schedule shall not in any circumstances exceed the amount of £25,000,000.00 in aggregate for all events, occurrences or series of occurrences arising out of one occurrence or event.

(7) In this paragraph—

“the relevant costs” means the costs, losses and expenses (but excluding loss of revenue) reasonably incurred by each train operator as a consequence of any specified work including but not limited to 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 sub-paragraph (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.

**15.** Network Rail must, on receipt of a request from the undertaker, from time to time provide the undertaker free of charge with written estimates of the costs, charges, expenses and other liabilities for which the undertaker is or will become liable under this Part of this Schedule (including the amount of the relevant costs mentioned in paragraph 15 of this Part of this Schedule) and with such information as may reasonably enable the undertaker to assess the reasonableness of any such estimate or claim made or to be made pursuant to this Part of this Schedule (including any claim relating to those relevant costs).

**16.** 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 undertaker under this Part of this Schedule or increasing the sums so payable.

**17.** The undertaker and Network Rail may enter into agreements, subject to Network Rail confirming prior to such entry that the terms of such agreement comply with the terms of its network licence, and carry into effect any such agreements for the transfer to the undertaker 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.

**18.** Nothing in this Order, or in any enactment incorporated with or applied by this Order, prejudices or affects the operation of Part 1 of the Railways Act 1993.

**19.** The undertaker must give written notice to Network Rail if any application is proposed to be made by the undertaker for the Secretary of State’s consent, under article 6 (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.

**20.** The undertaker 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 41 (certification of plans and documents etc.) are certified by the Secretary of State, provide a set of those plans to Network Rail in a format specified by Network Rail.

**21.** In relation to any dispute arising under this Part of this Schedule (except for those disputes referred to in paragraph 11 of this Part of this Schedule) the provisions of article 42 (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.



<b>Summary report:</b>	
<b>Litera Compare for Word 11.15.0.58 Document comparison done on 21/04/2026 22:40:31</b>	
<b>Style name:</b> Default no comments	
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<u>Table Insert</u>	0
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<del>Table moves from</del>	0
Embedded Graphics (Visio, ChemDraw, Images etc.)	0
Embedded Excel	0
Format changes	0
<b>Total Changes:</b>	<b>425</b>