

Our reference ROGEJC/43283-4277

21 November 2023

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

Dear Sirs

DCO Scheme: Cottam Solar Project

Our client: Network Rail Infrastructure Limited

Applicant: Cottam Solar Project Limited

Subject: Network Rail Infrastructure Limited's Response to the First Written Questions dated 31 October 2023

This Firm is instructed by Network Rail Infrastructure Limited (**NR**) in relation to the DCO Scheme and we write in response to the First Written Questions dated 31 October 2023.

1. 1.14.3 – Compulsory Acquisition and related matters

Please explain how the proposed acquisition of new rights/restrictive covenants over plot numbers 02-042, 16-320 and 16-372 would affect Network Rail's undertaking?

NR Response:

The proposed acquisition of the new rights/restrictive covenants is a particular concern for Network Rail due to the potential structural impacts that the acquisitions may have.

The selected plots are located over railway tracks and propose the creation of rights/restrictions for the purposes of allowing the Applicant to lay electric cables beneath these areas. Railways operate with a complex system of electrical wires and apparatus, some of which are located under the ground, meaning that these works and associated rights could interfere with existing apparatus.

These rights could impact Network Rail's ability to provide transport services in these areas as the works may require trains to reroute to avoid the works, or alternatively close the affected sections.

Additionally, by granting rights over these areas it could impede Network Rail's access to these sites for the purposes of maintenance to the tracks and associated apparatus (again hampering the ability to deliver services) as access could be restricted while the works are carried out.

Network Rail has a duty under its undertaking to ensure the safe and efficient running of the railway, and it requires the necessary protections to be in place to enable any works that may interfere or interact with the railway.

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Please note that we assume the reference to plot 16-372 should refer to plot 18-372 as Network Rail does not have an interest in plot 16-372.

Should you have any queries, please don't hesitate to contact us on the details below.

Yours faithfully



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