

Your reference TR010029

Our reference WILLEB/HENSM/43283-3228

9 March 2021

BY EMAIL TO:
M25Junction28@planninginspectorate.gov.uk

National Infrastructure Planning
Temple Quay House
2 The Square
Bristol
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Dear Sirs

DCO Scheme: M25 Junction 28 Improvement Scheme
Our client: Network Rail Infrastructure Limited
Subject: Response to First Written Questions

This Firm is instructed by Network Rail Infrastructure Limited (**NR**) in relation to the M25 Junction 28 Improvement Scheme (**Scheme**) and we write further to our letter of 4 February 2021 submitted in response to the First Written Questions (in particular question GQ1.5) which confirmed NR's intention to provide a full response to question GQ1.5 and confirm its position in respect of the proposed Scheme once it was in receipt of sufficient information to enable it to do so.

Following discussions with Highways England (**Promoter**), NR has now been able to ascertain its position with regards to the potential impacts of the Scheme on its land and assets. We can therefore only apologise for the delayed submission in this regard.

In particular, the Scheme includes works (referred to as Works No. 7 on Works Plan with reference TR010029/APP/2.3) to be carried out beneath the underbridge numbered B/U LTN1 11rA (also known as Poplars Railway Bridge). NR has ascertained that in carrying out these works, the Promoter will need to ensure that:

- the works are designed and executed safely taking into consideration that this part of the railway carries four railway lines with 25kv overhead line infrastructure installed. The works must accommodate the respective supporting infrastructure including the overhead lines' support portal structures, the cables at high level, any underground cables, any signalling equipment and cable routes;
- any plant and machinery are controlled in a manner which does not give rise to any risk that the integrity of the existing structure of the underbridge would be affected; and
- in the design and execution of the works there is no impact on the existing drainage of embankments including weep holes to the abutments and the retaining and wing walls to the structure.

Accordingly, NR hereby confirms that it has no objection in principle to the Scheme subject to the following matters being concluded and secured to the satisfaction of NR:

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1. the Draft Development Consent Order should include specific provisions for the protection of NR to address the aforementioned potential impacts;
2. the Promoter and NR shall enter into a framework agreement to make further provision for their respective interests so far as the design, construction and operation of the Scheme interfaces with NR's operational railway (including NR's review and prior approval of the design proposals for Works No.7 at detailed design and construction stages); and
3. the Promoter and NR shall enter into a form of asset protection agreement to govern the construction of the parts of the Scheme which are located on or adjacent to operational railway land.

NR is progressing discussions with the Promoter and its legal representatives with regards to the agreement of these matters and setting these out in an agreed draft Statement of Common Ground which shall be submitted as soon as possible in due course.

Should you have any queries, please don't hesitate to contact us.

Yours faithfully



Addleshaw Goddard LLP

