

Dated

13 February

2023

**APPLICATION BY NATIONAL HIGHWAYS LIMITED FOR AN ORDER GRANTING
DEVELOPMENT CONSENT FOR THE A12 CHELMSFORD TO A120 WIDENING
SCHEME**

PLANNING INSPECTORATE REFERENCE NUMBER: TR010060

REGISTRATION IDENTIFICATION NUMBER: 20033115

**WRITTEN REPRESENTATION
submitted on behalf of Network Rail
Infrastructure Limited**

1 Introduction

- 1.1 This written representation (**Written Representation**) is submitted on behalf of Network Rail Infrastructure Limited (**Network Rail**) in response to the application by National Highways Limited (**Applicant**) for the A12 Chelmsford to A120 Widening Scheme Development Consent Order (**Proposed DCO**).
- 1.2 The Proposed DCO seeks development consent to authorise the widening, where necessary, of the A12 between Chelmsford (junction 19) and the A120 (junction 25) from two to three lanes in each direction, the improvement of junction 19 and 25, removal of junctions 20a, 20b and 23, the moving of junction 21, 22 and 24 to make them all movement junctions and the creation of two bypasses (**Proposed Development**) as specifically detailed in Schedule 1 of the Proposed DCO.
- 1.3 Network Rail owns, operates and maintains the railway infrastructure of Great Britain. It does so pursuant to a network licence granted under section 8 of the Railways Act 1993 (**Network Licence**). A key element of Network Rail's statutory undertaking and a condition under the Network Licence, is to ensure the safety of the railway and those using and/or operating it, and to ensure the railway is adequately maintained, as well as, growing and upgrading the network to better serve passengers and freight.
- 1.4 Network Rail submitted its section 56 representation on 4 November 2022 providing a summary of its concerns with the Proposed Development.
- 1.5 The Book of Reference identifies 43 plots of land over which Network Rail have rights or land which is owned or occupied by Network Rail (**Network Rail Plots**), including, land forming part of (or adjacent to) the operational railway being the Great Eastern Main Line (**GE Main Line**) in respect of which compulsory acquisition powers are sought by the Proposed Order. The Applicant seeks temporary rights over 23 plots and the permanent acquisition of all interests in the land of 18 plots.
- 1.6 Network Rail and the Applicant are in negotiations to ensure the Proposed Development will not cause any negative impacts on Network Rail's assets and will not result in safety concerns for the railway and those using and/or operating it. Network Rail is pleased to note that protective provisions have been included in the Proposed DCO confirming that compulsory acquisition powers within the Proposed Order will not be exercised in relation to Network Rail Plots. However, Network Rail currently still has concerns about how the Proposed Development could be carried out without negative impacts on Network Rail's assets and safety concerns for the railway and those using and/or operating it.
- 1.7 Network Rail has five principal concerns relating to the Proposed Development and its interactions with the operational railway which are set out in detail at paragraph 2.
- 1.8 Network Rail objects to temporary and permanent compulsory powers being granted or executed in respect of Network Rail's land and to the extinguishment of the rights held by Network Rail over operational railway land and third-party land on which it relies for the carrying out of its statutory undertaking. However, Network Rail does not object to the principle of the Proposed Development and is willing to enter into agreements with the Applicant to enable the Proposed Development to be carried out while safeguarding Network Rail's undertaking.
- 1.9 Although protective provisions have been included for the benefit of Network Rail, the wording of such protections are not yet agreed with the Applicant, and on that basis, Network Rail also objects to the seeking of powers to carry out works under and/or to operational and non-

operational railway land belonging to Network Rail without first securing appropriate protective provisions in the Proposed DCO for Network Rail's statutory undertaking.

- 1.10 Whilst negotiations with the Applicant are in progress and Network Rail is hopeful that its concerns can be resolved during the course of the Examination, in the absence of an agreement that safeguards its interests, Network Rail's objection to the Proposed Development remains and Network Rail requests that the Examining Authority recommend that the protective provisions attached as an Appendix to this statement (**Protective Provisions**) are included as at Part 6 of Schedule 11 of the Proposed Order.

2 Proposed Development and Interactions with the railway

- 2.1 Network Rail has freehold and other property interests in the Network Rail Plots that are identified in the Book of Reference and the Land Plans submitted with the application for the Proposed DCO.

- 2.2 There are five main areas of concern relating to the interfaces between the Proposed Development and the operational railway, which includes both works to existing railway property and new development that interacts with railway property, which are detailed below:

(a) **Restrictions on access and maintenance.** Network Rail's access to the GE Main Line which is required to ensure the GE Main Line can be safely maintained would be restricted by the Proposed Development, for example, by the construction of a retaining wall at J19 (east of Chelmsford), falling within plot 2/18b and 2/17i. This concern impacts on multiple Plots, including but not limited to 2/17h, 2/17i, 2/17j, 2/17n, 2/17k, 2/18a, 2/17m, 2/17l, 2/17a, 2/18b, 2/18c and 2/17g.

(b) **Signal sighting.** It is expected that the current design of the Proposed DCO will impact on sighting of Network Rail signals to train drivers, due to the raising of embankments. This is a matter that will impact on several locations and Network Rail Plots, and this is a concern which cannot be resolved by Network Rail modifying its infrastructure, it therefore necessitates modifications to the design of the Proposed Development. This concern impacts on multiple Plots, including but not limited to 2/17h, 2/17i, 2/17j, 2/17n, 2/17k, 2/18a, 2/17m, 2/17l, 2/17a, 2/18b, 2/18c and 2/17g.

Many of the boundary lines that the Applicant has selected encroach directly onto the access for Network Rail's signalling assets, and present potential issues in terms of signal sighting. In these areas, Network Rail have a vast amount of equipment on the railway. Under the current design of the Proposed Development, most, if not all, of the clearances requested (as part of Network Rail's internal processes to analyse the safety of works proposed on, or in the vicinity of, the operational railway) will be rejected on safety grounds, as the works locations are not viable from a signalling perspective.

(c) **Beaulieu Station.** Network Rail are working with Essex County Council and Chelmsford City Council to deliver a new station at Beaulieu.

Beaulieu Station will be the first railway station to be built on the GE Main Line for over 100 years. It is an important scheme not just for the growth of the railway but also for the wider regeneration of Chelmsford. Essex County Council, in partnership with Chelmsford City Council, successfully secured £218m of funding from the

Government's Housing and Infrastructure fund and the new station has been designed to support the wider economic development of the area.

Beaulieu Station will provide additional access to the railway with regular connections to the capital (only 40 minutes from London Liverpool Street station) and other destinations in the east of England. New tracks will enable stopping services to call at the station while allowing fast trains to pass through unimpeded.

With a targeted opening date by the end of 2025, the new station will help to relieve pressure for the busy Chelmsford station and help reduce car journeys into the city tackling congestion on local roads and reducing pollution.

Network Rail has already invested a significant amount of time and money on the Beaulieu station development, and is Network Rail is contractually committed to carrying out/procuring the carrying out of the Beaulieu Station works. In January (2023) Network Rail awarded a £37.8m contract to J Murphy & Sons to begin work including set-up of site welfare, earthworks, civils, modifications to track and signalling systems to facilitate the main construction phase of the new station facility and construction works have now commenced.

Given the importance of the Beaulieu station development and related wider scheme Network Rail need certainty that the Proposed Development will not prevent or restrict the Beaulieu station development.

However, currently Network Rail understands that the Proposed Development impacts on Plots that will be needed for access, parking, utilities and drainage and has the following concerns:

- (i) whether there will be sufficient space beneath Paynes Lane Footbridge located on Plot 2/17e to add the proposed third line of rails in connection with Beaulieu station and to allow for electrification of lines at this location, and whether the Applicant has designed the proposed bridge to ensure that existing overhead line assets are protected;
- (ii) whether access to the car park for Beaulieu Station will be prevented or restricted due to works on Plot 2/15b; and
- (iii) whether drainage, utility provision and or access (pedestrian and vehicular) for the new station and or its car park will be prevented or restricted by the Proposed Development;

the design of Beaulieu Station has now been finalised and an overlay plan highlighting the areas of concern is being produced. The overlay plan is not yet complete, but this will be provided as soon as possible. In any event, the Applicant must take into account the above in its design.

Network Rail need to maintain rights and/or control over all of the land required to deliver Beaulieu station.

- (d) **Strain on existing infrastructure including drainage and embankment stability.** Network Rail has concerns over additional strain on its existing infrastructure including the overbridge near junction 24 as it understands that the Proposed Development will allow more traffic to enter and exit A12 using the existing bridge. There is also concern

about and works at Plots 2/17g and 2/7m which would lead to structural implications relating to the stability of the existing railway embankments.

The proposed reprofiling and drainage channel alterations/solutions with Plots 2/17g & 2/17m, and in particular at Plot 2/17g, causes concern, as the high-level designs options tabled involve both the reprofiling of the mid-to-lower section of the railway embankment, and realigned/type of drainage ditch which leads to questions over embankment stability & future maintenance responsibilities.

- (e) **Boreham Viaduct** is owned and maintained by Network Rail. Boreham Viaduct falls within or in close proximity to Plots 2/15c, 2/17i, 2/18b and 2/17j. Network Rail need to ensure that the Applicant's proposed rights are not to the detriment on existing Network Rail rights required to access and maintain Boreham Viaduct.

Network Rail is concerned that the rights proposed either under Boreham viaduct, or in and around Boreham viaduct presents several real risks, including and not limited to, the proximity of the Proposed Development to the Boreham viaduct and it's southern wingwalls. Such proximity to Boreham viaduct in effect prevents any meaningful access to the southern face of Boreham viaduct, and both wingwalls of the same. Such lack of access would hinder Network Rail's ability to undertake routine access, maintenance and/or repairs to that face of the structure.

When renewal of Boreham viaduct is necessary in the future, Network Rail will require access to replace the structure or to infill it and culvert the watercourse below. The Applicant currently proposes to build a wall alongside the structure and take rights of access beneath the structure.

together the **Network Rail Concerns**.

- 2.3 In order to alleviate the Network Rail Concerns the Applicant will need to continue to discuss the specific designs and works required on or impacting the Network Rail Plots and or Beaulieu station with Network Rail to reach agreement on how the Proposed Development can be carried out safely. The Applicant may need to modify designs to mitigate the Network Rail Concerns, and/or grant appropriate rights to Network Rail, for example, for the Boreham viaduct concern to be removed, Network Rail will require the Applicant to confirm (in a private agreement that is currently under negotiation and further detailed at paragraph 4 below) that access and rights for Network Rail will remain in place to allow access to both sides of the Boreham viaduct, to allow Network Rail to inspect, maintain, and/or infill the structure if/as required.

- 2.4 Network Rail has provided the Applicant with a proposed private agreement confirming the known required mitigation measures (including the protective provisions set out in the Appendix) and details to allow the Proposed Development to proceed. Network Rail awaits the Applicant's response.

3 **Ongoing discussions**

- 3.1 The Applicant and Network Rail are in discussions in relation to the Proposed DCO. However, to date, the Applicant has not been able to provide Network Rail with sufficient information about the Proposed Development for Network Rail to analyse the full impacts of the Proposed Development on the operational railway and the Beaulieu station development.

- 3.2 Network Rail require more specific information to be provided by the Applicant on the works it intends to carry out at each Network Rail Plot over which Network Rail has interests as this has not been made clear thus far.

- 3.3 Network Rail have not received the specific information required from the Applicant which was first requested on 8th August 2022 and further requests for details have been made on a regular basis. It is also understood that once this information is provided, it may change during the lifetime of the Proposed Development. Therefore, Network Rail will continue to work with the Applicant during the lifetime of the Proposed Development to ensure the Proposed Development can be delivered without negatively impacting the railway and Beaulieu station.
- 3.4 Network Rail requires the security of the Protective Provisions in the Order to ensure the safety of the operational railway is maintained. Particularly, as it is not yet possible to identify all the specific impacts on the operational railway at this stage.

4 How the Applicant can address Network Rail's concerns

- 4.1 Network Rail and the Applicant are in regular discussions to seek to ensure that a private agreement is agreed before the close of the Examination. The Parties have instructed their solicitors and the drafting of a relevant agreement is well progressed. The discussions between the parties relate to the following documents:
- (a) Protective Provisions that provide sufficient protection for Network Rail, its infrastructure and the safe operation of the railway, as referred to below; and
 - (b) A framework agreement that describes how the parties will continue to work together to achieve the delivery of the Proposed Development including provisions for entering into relevant property and related documents in due course including securing the necessary, regulatory consents, clearance conditions and any necessary BAPA/APA agreements.
- 4.2 To address Network Rail's concerns the Protective Provisions must be secured in the Proposed DCO, and the related framework agreement entered into.

5 Network Rail's objection to the DCO

- 5.1 For the reasons set out in this Written Representation Network Rail objects to the Proposed Development.
- 5.2 Network Rail is liaising closely with the Applicant and is willing to enter into private agreements to agree the extent and scope of the rights to be granted to the Applicant and the method of the construction of the Proposed Development (subject to the outcome of Network Rail's internal land clearance process, a process which is imposed on Network Rail by its Network Licence, and the requirements of any regulatory consents).
- 5.3 Without these agreements and the Protective Provisions being in place, Network Rail considers that the Proposed Development, will have a serious detrimental impact on the operation of the railway and will prevent Network Rail from operating the railway safely and efficiently and in accordance with its Network Licence, including the delivery of Beaulieu station. Until such agreements are in place Network Rail is unable to withdraw its objection to the Proposed DCO.

6 Conclusions

- 6.1 Network Rail does not object in principle to the Proposed Development.
- 6.2 However, Network Rail strongly objects to the any compulsory acquisition of its land and rights over its land in order to construct, operate and maintain the Proposed Development, for the reasons given in this Written Representation. The Applicant should continue discussions with

Network Rail to mitigate the concerns relating to the Proposed Development and the impact on the safety of the railway, its users and operators, and the impacts on the Beaulieu station development.

- 6.3 Given the potential risk of major accidents during the installation and operation phases of the Proposed Development, Network Rail considers it to be of utmost importance that full protections are put in place.
- 6.4 Network Rail requests that the Protective Provisions appended to this document be included in the Proposed DCO at Part 6 of Schedule 11.
- 6.5 Network Rail considers that the Secretary of State cannot allow the Proposed DCO to be granted without amendment, as the test in section 127 of the Planning Act 2008, cannot be satisfied.
- 6.6 Network Rail is in ongoing discussions with the Applicant regarding the Proposed DCO, and these discussions are well advanced. However, until such time as Network Rail is given the protection and assurances requested as detailed in this Written Representation, Network Rail's objection to the Proposed DCO will not be withdrawn.
- 6.7 Should sufficient progress regarding the Protective Provisions and private agreements to be entered into be made between the parties in the coming weeks, Network Rail will withdraw its objection and its request to be heard at a hearing in June. Network Rail will of course respond to any Written Questions that the Panel wishes to ask.

Addleshaw Goddard LLP

13 February 2023

Appendix

Network Rail Protective Provisions

PART 6 - FOR THE PROTECTION OF RAILWAY INTERESTS

66. 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 80 of this Part of this Schedule any other person on whom rights or obligations are conferred by that paragraph.

67. 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 1 Eversholt Street, London NW1 2DN) 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;

“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 conferred by article 6 (construction and maintenance of authorised development) in respect of such works.

68. (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.

69. (1) The undertaker must not exercise the powers conferred by:

- (a) article 5 (development consent etc. granted by the Order);
- (b) article 6 (maintenance of authorised development);
- (c) article 24 (discharge of water);
- (d) article 26 (authority to survey and investigate the land);
- (e) article 27 (compulsory acquisition of land);
- (f) article 30 (compulsory acquisition of rights and imposition of restrictive covenants);
- (g) article 31 (private rights over land);
- (h) article 38 (acquisition of subsoil or airspace only);
- (i) article 40 (temporary use of land for carrying out the authorised development);
- (j) article 41 (temporary use of land for maintaining the authorised development);
- (k) article 42 (statutory undertakers);
- (n) article 46 (felling or lopping of trees and removal of hedgerows);
- (o) article 47 (trees subject to tree preservation orders);

or any such equivalent articles; and

(p) the powers conferred by section 11(3) (power of entry) of the 1965 Act;

(q) the powers conferred by section 203 (power to override easements and rights) of the Housing and Planning Act 2016;

(r) the powers conferred by section 172 (right to enter and survey land) of the Housing and Planning Act 2016;

(s) any powers under in respect of the temporary possession of land under the Neighbourhood Planning Act 2017;,,

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 42 (statutory undertakers), or article 31 (power to override easements and other rights or private rights of way), 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, such consent must not be unreasonably withheld but may be given subject to reasonable conditions, but it is not

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.

70.(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 14 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, and under the supervision (where appropriate and if given) of the undertaker.

(4) 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.

71.(1) Any specified work and any protective works to be constructed by virtue of paragraph 70(3) 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(1);

(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 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.

(3) 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.

72. 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.

73. 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.

74.(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), 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.

(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), 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 75(a) 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.

75. 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 for under the provisions of paragraph 70(3) or in constructing any protective works under the provisions of paragraph 70(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 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, 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.

76.(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 70(1) 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 70(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 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 70(1) 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 to prevent EMI occurring.

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

- (a) Network Rail must allow the undertaker 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 subparagraphs must be carried out and completed by the undertaker in accordance with paragraph 71.

(9) To the extent that it would not otherwise do so, the indemnity in paragraph 80(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 75(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 62 (Arbitration) to the Institution of Civil Engineers shall be read as a reference to the Institution of Engineering and Technology.

77. 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.

78. 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.

79. 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 not less than 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.

80. (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 (but subject always to the remaining provisions of this paragraph and to article 35 (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 result of access to or egress from the authorised development by the undertaker or any person in its employ or of its contractors or others;

(e) in respect of costs 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; 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: 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

(a) give the undertaker reasonable written notice (and in any event not less than 10 working days) of any such claims or demands

(b) not admit any liability or make any offer to settle or any settlement or compromise of such a claim or demand without the prior consent of the undertaker (if the undertaker withholds such consent, the undertaker shall then, at its cost, have sole conduct of any settlement or compromise or of any proceedings necessary to resist the claim or demand);

(c) take such steps as are within its control and are reasonable in the circumstances to mitigate any liabilities relating to such claims or demands; and

(d) unless the undertaker has taken control as provided for in 2(c) above, keep the undertaker informed in relation to the progress of any such claims and demands and pay due regard to the undertaker's reasonable representations in relation to them.

(3) The sums payable by the undertaker under sub-paragraph (1) shall include a sum equivalent to the relevant costs in circumstances where Network Rail is liable to make payment of the relevant costs pursuant to the terms of an agreement between Network Rail and a train operator.

(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, losses and expenses (including 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 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.

81. 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 80) 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).

82. 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.

83. The undertaker 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 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.

84. 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.

85. 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 12 (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.

86. The undertaker must no later than 28 days from the date that the plans submitted to the Secretary of State in accordance with article 60 (certification of 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.

87. In relation to any dispute arising under this part of this Schedule (except for those disputes referred to in paragraph 76(11)) the provisions of article 62 (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.