

Submitted on behalf of Network Rail Infrastructure Limited
Reference: LUTN-ISP001

**Network Rail's preferred form of protective provisions and
comments on the draft Development Consent Order submitted by
the promoter on 25 January 2024**

1 Background

- 1.1 Throughout the examination process (including from the outset in its written representations) Network Rail has stated that, to ensure the safe and efficient operation of the railway, its standard form of protective provisions need to be included in the Development Consent Order ('DCO').
- 1.2 The draft form of the **DCO** submitted by applicant on 25 January 2024 was the first time that the promoter had included any form of protective provisions in favour of Network Rail. However, the form of the protective provisions in that draft include substantial revisions to the standard form which are not agreed by Network Rail.
- 1.3 The ExA has asked all statutory undertakers to provide their preferred form of protective provisions. We attach at Appendix 1 the form of protective provisions that Network Rail requests is included in the DCO.

2 Drafting of the protective provisions

- 2.1 Network Rail's protective provisions have been carefully drafted to ensure appropriate and proportionate protections for the railway. The version included by the promoter in the recent draft DCO includes extensive changes to these. The most material concerns are set out below:

Compulsory Acquisition Powers

- 2.2 The promoter has indicated that they are not willing to include a restriction on the exercise of compulsory acquisition of land and rights in land. As set out in Network Rail's response to written questions (ExQ1), the Book of Reference details 17 plots in which Network Rail has an interest. The compulsory acquisition powers include:
- (a) The permanent acquisition of land which is identified as being owned and/or occupied by Network Rail;
 - (b) The permanent acquisition of rights benefiting Network Rail (including rights under the railway); and
 - (c) The temporary occupation of land in which Network Rail has interests.
- 2.3 It would severely compromise Network Rail's ability to carry out its statutory functions if the promoter were to have unfettered power to compulsorily acquire rights and interests belonging to Network Rail and on which it relies for the functioning of the rail network. As such, the wording at paragraph 4 at Appendix 1 provides that the promoter cannot exercise its powers in relation to railway property without the consent of Network Rail.

- 2.4 The wording at paragraph 4(6) of Appendix 1 provides that this consent must not be unreasonably withheld (but may be given subject to conditions). Paragraph 4(6) should provide the promoter with sufficient comfort that Network Rail cannot act unreasonably when consent is sought. The promoter also has the reassurance that the restriction on the exercise of such powers only applies in relation to "railway property". Network Rail are not seeking to control the exercise of powers save in respect of railway and land on or in which it has interests or assets.
- 2.5 Network Rail has stated that any arrangements for the voluntary transfer of land and/or extinguishment of any rights should be governed by an agreement between the parties. There is currently no agreement in place, and we note that in its Section 127 submission, the promoter states that it "*does not consider such an agreement to be necessary in light of the protective provisions on the face of the draft DCO*". However, the protective provisions put forward by the promoter do not include any such protections (in regard to this or asset protection measures referred to below) and so, in the absence of an agreement, Network Rail is left exposed to the unfettered acquisition of its land and rights.
- 2.6 It is standard practice for DCOs to include protective provisions in favour of statutory undertakers and/or those protective provisions to provide a restriction on the exercise of a promoter's compulsory acquisition powers to ensure that such powers do not have a detrimental impact on the ability of the undertaker to carry out its statutory functions. Network Rail objected to the absence of compulsory purchase protection in their favour during the examination of The Keadby 3 (Carbon Capture Equipped Gas Fired Generating Station) Order 2022. In that case the Secretary of State considered that it was appropriate to include such provisions to ensure an appropriate level of protection for land, apparatus and its statutory undertaking. There is no justification for the absence of such protections in this case.

Asset protection provisions

- 2.7 The promoter has deleted the requirement at paragraph 4(7) to enter into an asset protection agreement prior to the carrying out of any specified work. "Specified work" is defined in the protective provisions as "*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.*" The promoter has indicated that there is minimal impact or no impact on Network Rail's land and assets and so considers this wording unnecessary. This appears to be slight shift in position as the promoter previously argued there was simply no impact. Network Rail were only given information to determine the impact of the proposals on the railway network in mid-December 2023. Network Rail are considering the impact of the proposals and currently there is no evidence to suggest that there is minimal or no impact. In the absence of information at this stage which provides certainty as to the impact, Network Rail requires the reassurance that, if required having regard to the impacts, an asset protection agreement will be entered into if this is determined to be required by Network Rail.¹
- 2.8 Similarly, Because Network Rail remains unclear as to the extent of the impact of the proposals on its network and assets, it is necessary that the works powers referenced in paragraph 4(1) of Appendix 1 are not exercised without the consent of Network Rail. The same reasonableness requirements referred to above in paragraph 2.4 apply.
- 2.9 In the version submitted on 25 January, the promoter is suggesting that before commencing any specified work they simply provide plans of those works to Network Rail's engineer. Given

¹ See The Hornsea Project Four Offshore Wind Farm Development Consent Order 2023 which includes the paragraph 4(7) wording.

the limited time Network Rail has had to assess the impacts. of the proposals, the wording proposed by the promoter does not provide an appropriate level of protection. For this reason, Network Rail object to the wording proposed by the promoter.

EMI

- 2.10 The promoter has deleted the wording requiring the undertaker to undertake EMI testing of the authorised development prior to commencement. Instead, they have included revised wording whereby if, at any time prior to completion, the testing or commissioning of the authorised development causes EMI then the promoter must cease the use of the development until such time as the EMI has been remedied. The difference between commissioning and completion in this context is unclear. It is only at the point that the development is operational that EMI is likely to arise. If the scope for Network Rail to require the use to cease is limited to the pre-completion period, then the protection afforded to Network Rail is minimal. To provide any meaningful protection the testing needs to be carried out prior to commencement of operation – the wording in 11(6) and 11(7)d) of Appendix 1 need to be included to secure that protection.
- 2.11 Where Network Rail has given notice to the promoter of planned changes to its apparatus before the approval of any specified works plans, it is appropriate for those changes to be factored into the baseline for the purpose of assessing any electromagnetic interference. Disregarding those notified and planned changes would prejudice Network Rail. The wording at paragraph 11(2) at Appendix 1 needs to be included in the form set out for this reason.
- 2.12 The EMI wording proposed by Network Rail is very standard. See, for example The Keadby 3 (Carbon Capture Equipped Gas Fired Generating Station) Order 2022. No explanation has been provided as to why the promoter is seeking to deviate from this.

Indemnity provisions

- 2.13 The promoter has materially amended the indemnity provision at paragraph 15 without providing any explanation for these changes. None of the changes to paragraph 15 are agreed but of particular concern is the insertion by the promoter of the following:

(3)In no circumstances is the undertaker liable to Network Rail under sub-paragraph (1) for any indirect or consequential loss or loss of profits, except that the sums payable by the undertaker under that sub-paragraph include a sum equivalent to the relevant costs in circumstances where—

(a) Network Rail is liable to make payment of the relevant costs pursuant to the terms of an agreement between the Network Rail and a train operator; and

(b) the existence of that agreement and the extent of Network Rail's liability to make payment of the relevant costs pursuant to its terms has previously been disclosed in writing to the undertaker, but not otherwise."

- 2.14 The Secretary of State had to consider the appropriateness of this very same wording when proposed in respect of The A1 Birtley to Coal House Development Consent Order. The Secretary concluded that there are no adequate grounds for deviating from Network Rail's standard indemnity. There are no adequate grounds in this case either (and indeed no justification has been put forward by the promoter for the deletion).
- 2.15 The effect of the Applicant's proposed paragraph 32(4) is to exclude "indirect or consequential loss or loss of profit" from the scope of the indemnity. There is an express carve out from that

exclusion where Network Rail is liable for costs to a train operator under an agreement with such operator and where the agreement and the extent of Network Rail's liability has previously been disclosed in writing.

2.16 Firstly, agreements with train operators are commercially sensitive, and the Office of Rail and Road only provides redacted copies of such train operator contracts for that reason. Second, this wording places an administrative burden on Network Rail to disclose these agreements because failure to do so would invalidate the indemnity. Thirdly, the wording seeks to prevent Network Rail from recovering losses which it would be entitled to recover under common law. It is neither reasonable nor appropriate that a loss suffered by Network Rail as a consequence of the actions of the promoter which would be recoverable under common law should be excluded from being recoverable under the protective provision.

2.17 If the Secretary of State is minded to accept the provision as proposed by the Applicant then the exclusion should be limited so that it addresses only the mischief relating to the lack of foreseeability in respect of any losses. In such circumstances it proposes the redrafting of paragraph 32(4) as follows (whilst noting that such amendment would leave NR open to an element of risk for which it is not funded):

"In no circumstances is the undertaker liable to Network Rail under subparagraph (1) for any indirect or consequential loss that was not in the reasonable contemplation of the parties at the time of making the Order".

2.18 The promoter has also sought to limit the definition of "relevant costs" to direct losses which is, for the reasons above, considered unacceptable. In line with Network Rail's standard wording, the sums payable under paragraph 15(1) should, if relevant, include a sum equivalent to the relevant costs – that wording should be reinstated. The reference to "direct" losses in paragraphs 6(2)² and 9(2) should be deleted for the same reason.³

2.19 In addition, the promoter has sought (without explanation) to exclude from the scope of the indemnity any losses (i) arising as a result of any act or omission of the undertaker whilst accessing to or egressing from the authorised development (ii) in respect of any damage caused to, railway property or delay to the operation of the railway caused as a result of access or egress from the authorised development (ii) costs incurred by Network Rail in complying with any railway operational procedures or obtaining consent. The scope of the indemnity is in a standard form that has been included in other DCOs, including:

(a) [Longfield Solar Farm 2023](#)

² Paragraph 6(2) should read: *"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 Paragraph 9(2) should read: *"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."*

(b) [Hornsea Project Four Offshore Wind Farm DCO 2023](#)

(c) [Keadby 3 Carbon Capture Power Station 2023](#)

- 2.20 The extent of the impact of the proposal on the railway remains uncertain and so limiting the scope of the indemnity in the way proposed leaves Network Rail exposed to the potential for losses arising from the conduct of the undertaker, which it cannot recover. There is no justification for that.
- 2.21 Amongst other changes, the promoter has amended the wording at paragraph 15(2). The amendment to limb (b) is particularly concerning as the promoter is seeking the ability, where it does not consent to any settlement or compromise of a claim, to then have sole conduct of that settlement or compromise. Given that Network Rail is a statutory body and has responsibilities for matters including rail safety, it is not in a position to permit a corporate entity to take over conduct of claims, the detail of which cannot be known at this stage. This is an inappropriate power and should not be included in the order.
- 2.22 No explanation has been given for the amendments to the indemnity provisions. To provide appropriate and full protection, Network Rail request that its standard form indemnity wording is included in the DCO.

Transfer of the benefit of the powers

- 2.23 The promoter has deleted the requirement to notify Network Rail if any application for the transfer of the benefit of the Order is sought. This wording is included in Network Rail's standard form protective provisions so that it has visibility of any proposed transfer and to enable it (in light of the information provided) to form a view on whether the transfer of the powers would have any implications on railway safety and operation. This is simply a notification requirement, with only light touch information needing to be provided (nature of the application, extent of the geographical area to which it relates etc.). No consent from Network Rail is required. Given that there are 17 plots of land in which Network Rail has interests, this provision is reasonable and proportionate.

3 Conclusion

- 3.1 The version of the protective provisions included by the promoter in the most recent draft DCO includes extensive changes to Network Rail's requested form of wording. Several of these amendments raise material concerns (as detailed in this document). There are various other amendments which are not acceptable to Network Rail but, in the interests of brevity, are not set out here. To afford Network Rail appropriate protections it requests that its standard form wording, in the form attached at Appendix 1, be included in the order, if made.
- 3.2 Network Rail is happy to provide the Examining Authority with any information it requires regarding its concerns.

APPENDIX 1

Network Rail Infrastructure Limited

Standard Protective Provisions for inclusion in The London Luton Airport (Expansion) Development Consent Order 202[x]

SCHEDULE 8

PROTECTIVE PROVISIONS

PART 9

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

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, England 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;

"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 includes the maintenance of such works under the powers conferred by article 3 (maintenance of authorised development).

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 3 (*development consent etc. granted by the Order*);
 - (b) article 4 (*maintenance of authorised development*);
 - (c) article 10 (*street works*);
 - (d) article 11 (*power to alter layout etc. of streets*);
 - (e) article 12 (*construction and maintenance of new, altered or diverted streets*);
 - (f) article 15 (*access to works*);
 - (g) article 19 (*discharge of water*);
 - (h) article 20 (*protective work to buildings*);
 - (i) article 21 (*authority to survey and investigate the land*);
 - (j) article 22 (*felling, lopping and removal of trees, shrubs and hedgerows*);
 - (k) article 24 (*compulsory acquisition of land*);
 - (l) article 27 (*compulsory acquisition of rights and imposition of restrictive covenants*);
 - (m) article 28 (*private rights over land*);
 - (n) article 31 (*acquisition of subsoil or airspace only*);
 - (o) article 32 (*rights under or over streets*);
 - (p) article 33 (*temporary use of land for carrying out the authorised development*);
 - (q) article 34 (*temporary use of land for maintaining the authorised development*);
 - (r) article 36 (*statutory undertakers*);
 - (s) the powers conferred by section 11(3) (power of entry) of the 1965 Act;
 - (t) the powers conferred by section 203 (power to override easements and rights) of the Housing and Planning Act 2016;
 - (u) the powers conferred by section 172 (right to enter and survey land) of the Housing and Planning Act 16;

- (v) any powers conferred by section 18 (power to take 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 36 (*statutory undertakers*), in relation to any right of access of Network Rail to railway property, but such right of access may be diverted with the consent of Network Rail.

(4) The 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 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 (article 52).

(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, 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.

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

(a) without unnecessary delay in accordance with the plans approved or deemed to have been approved or settled under paragraph 5;

(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.

7. 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.
8. 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.
9. (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 10(1) 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.

10. 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) or in constructing any protective works under the provisions of paragraph 5(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.

11. (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) 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)) 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) 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 sub-paragraphs must be carried out and completed by the undertaker in accordance with paragraph 6.

(9) To the extent that it would not otherwise do so, the indemnity in paragraph 15(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 10(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 52 (arbitration) to a single arbitrator shall be read as a reference to the Institution of Engineering and Technology.

12. 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.
13. 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.
14. 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.
15. (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 48 (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 of any such claims or demands

(b) not make any settlement or compromise of such a claim or demand without the prior consent of the undertaker; and

(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.

(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) 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.

16. 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) 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).
17. 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.
18. 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.
19. 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.
20. 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 8 (consent to transfer 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.

21 The undertaker must no later than 28 days from the date that the plans submitted to the Secretary of State in accordance with article 50 (certification of documents etc.) are certified by the Secretary of State in accordance with that article, provide a set of those plans to Network Rail in a format specified by Network Rail.

22 In relation to any dispute arising under this part of this Part of this Schedule (except for those disputes referred to in paragraph 11(11)) the provisions of article 52 (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.