

**APPLICATION BY ASSOCIATED BRITISH PORTS FOR AN ORDER GRANTING  
DEVELOPMENT CONSENT FOR THE IMMINGHAM EASTERN RO-RO  
TERMINAL**

**PLANNING INSPECTORATE REFERENCE NUMBER: TR030007**

**INTERESTED PARTY NUMBER: 20037258**

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

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## 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 Associated British Ports (**Applicant**) for the Immingham Eastern Ro-Ro Terminal Consent Order (**Proposed DCO**). The Applicant seeks development consent for the authorised development described in Schedule 1 to the Proposed DCO (**Proposed Development**). Network Rail submitted its section 56 representation (Examination Library Reference No. RR-017) on 11 April 2023.
- 1.2 The Proposed Development will require the Applicant to alter the layout a road over which Network Rail holds a right of access for the purpose of its statutory undertaking (**Existing Right of Access**). The Book of Reference (**BoR**) identifies this land as being plot 10 (**Plot 10**).
- 1.3 Network Rail has concerns that the proposed lighting strategy for the Proposed Development (**Lighting Strategy**) could adversely affect the use of operational railway (being the Manchester to Cleethorpes railway line (**Railway Line**)) located in close proximity to the Proposed Development.
- 1.4 The Construction Environmental Management Plan (Examination Library Reference No. APPP-111) (**CEMP**) notes that construction traffic for the Proposed Development will be routed over the Queens Road bridge (**Queens Road Bridge**) which crosses the Railway Line.
- 1.5 Under the CEMP, construction traffic would utilise Queens Road Bridge as the primary means of access to the northern part of the Proposed Development site (**HGV Designated Route**). Network Rail is concerned that if Queens Road Bridge becomes inaccessible for any reason e.g. due to maintenance works, that construction traffic would be routed along Laporte Road via either the level crossing at Kiln Lane (**Kiln Lane Level Crossing**) or the level crossing at South Marsh Road (**Marsh Road Level Crossing**) (together referred to as **the Crossings** and (shown marked 'PYE2 0.1138 M. Yds' (Kiln Lane) and 'PYE2 1.0549 M. Yds' (South Marsh Road) on the plan attached to this Written Representation at Appendix 1).
- 1.6 In order to be able to withdraw its objection, Network Rail will need to be confident that sufficient mitigation measures will be agreed and implemented to ensure that traffic travelling to and from the Proposed Development and the other works proposed within the vicinity of the Railway Line will not impact the safety of the Railway Line or the Crossings and those using and/or operating them. To achieve this the following will need to be in place:
- (a) appropriate protective provisions in the Proposed DCO that protect and safeguard Network Rail's statutory undertaking;
  - (b) amendments to the requirements in the Proposed DCO to require that Network Rail be consulted in relation to the Lighting Strategy;
  - (c) insertion of a new requirement regulating the use of the Level Crossings;
  - (d) an agreement with the Applicant that provides for entry into a new deed of easement relating to the New Right of Access and retention of the Existing Right of Access until that deed of easement is entered into; and
  - (e) an agreement with the Applicant that regulates the use of the Level Crossings.
- 1.7 Network Rail therefore requests that its standard protective provisions for the benefit of the safety of railway interests (the form of which are at Appendix 2 to this Written Representation) (**NR Protective Provisions**) are included in the Proposed DCO, and that the amendments to

the requirements of the Proposed DCO as defined and detailed at paragraph 6.1 below and in Appendix 3 to this Written Representation (**NR Requirement Amendments**), are made to the Proposed DCO.

- 1.8 Unless the NR Protective Provisions and the NR Requirement Amendments (further details of which are set out at paragraphs 7 and 8 and below) are included in the Proposed DCO, Network Rail considers that the Secretary of State cannot conclude that the Proposed DCO can be granted without detriment to Network Rail's statutory undertaking and risk to users and operators of the Railway Line arising.

## **2 New Right of Access**

- 2.1 Network Rail does not in principle object to the proposed alteration of Plot 10 however, it needs to ensure that its Existing Right of Access is retained until a new right of access over the new road layout (**New Right of Access**) is entered into to ensure ongoing access to operational railway.
- 2.2 The parties are negotiating a voluntary private agreement which provides for entry into a deed of easement for the New Right of Access in due course, with the Existing Right of Access being retained until this point.

## **3 Lighting Strategy**

- 3.1 Network Rail engineers have been engaging with the Applicant on its lighting strategy for the Proposed Development. We understand that the Applicant is currently engaged with a glare study and report as they are proposing 30 metre and 8 metre tall security lighting columns to be placed around the Proposed Development site. As part of this study, the compound collapse radius of each lighting tower is also being assessed but the Applicant has stated that there will be at least a 4 metre offset between the anticipated collapse radius point and the boundary of Network Rail's property.
- 3.2 Network Rail will assess the glare and study report when it is received but believes that it should be referred to as a consultee under Requirement 14 (Lighting strategy) of the Proposed DCO on the basis that lighting is proposed to be sited in close proximity to operational railway.

## **4 Impacts on the Crossings**

- 4.1 The Applicant's Transport Assessment (Examination Library Reference No. AS008) (**Transport Assessment**) and the CEMP do not provide for scenarios where the HGV Designated Route via Queens Road Bridge is unavailable. Network Rail is concerned that HGVs would therefore need to utilise the Crossings in order to gain access to the northern part of the Site.
- 4.2 Marsh Road Level Crossing is unsuitable for the passing of HGVs and there is currently no mechanism to ensure that HGVs travelling to the Proposed Development are not diverted via this route. In addition, there is no mechanism in place to prevent traffic being diverted via the Kiln Lane Level Crossing which could lead to adverse impacts on the structure of the level crossing.
- 4.3 Additional traffic movements would increase wear on the rubber panels of the crossing deck and the surface of the roads approaching the Kiln Lane Level Crossing. This would increase the need for repair and reduce the time that the deck would remain adequate. The average lifespan of a level crossing such as Kiln Lane is approximately 20 years. The decking for the Kiln Lane Level Crossing was fitted in 2007 and Network Rail estimates an approximate remaining

lifespan of 4 to 7 years, depending on the levels of traffic and types of vehicles utilising the crossing.

- 4.4 The Crossings are proposed to be part of the designated HGV route and the primary means of access for EP Waste Management construction vehicles as part of their South Humber Bank Energy Centre Project (**South Humber Project**). In this case, the parties entered into a private side agreement to regulate any use of the Level Crossings by the South Humber Project and Network Rail are to be consulted on the construction traffic management plan under Requirement 16 (Construction traffic management and travel planning).
- 4.5 Network Rail acknowledges that use of the Kiln Lane Level Crossing is not anticipated in the CEMP but in the event of the HGV Designated Route being unavailable, Network Rail would require the Applicant to provide it with prior notice of its intended use of the Kiln Lane Level Crossing, particularly any movement of abnormal loads, and to adhere to any reasonable requirements as to its use to ensure the integrity of the crossing deck and the surface of the roads approaching the Kiln Lane Level Crossing. The use of Marsh Road Level Crossing should not be permitted.

## **5 Engagement with the Applicant**

- 5.1 Network Rail has instructed its solicitors to engage with the Applicant's solicitors and forms of voluntary private agreement and protective provisions have been shared with the Applicant's solicitors multiple times since the beginning of the Examination. The Applicant's solicitors have not responded to Network Rail's solicitors' emails since 21 July 2023. An updated version of the voluntary private agreement and ancillary documentation was circulated on 25 August 2023 and, as at the date of this written representation, no response has been received.
- 5.2 Network Rail is keen to resolve the issues referred to above to enable it to withdraw its objection to the Proposed Development. Network Rail's solicitors will continue to engage with the Applicant's solicitors to move towards resolution.

## **6 Requests of the Examining Authority**

- 6.1 Network Rail will continue to engage with the Applicant but given their lack of engagement, Network Rail invites the Examining Authority to request that the Applicant makes the following amendments to the Proposed DCO:
- (a) The NR Protective Provisions are included at Part 8 of Schedule 4 to the Proposed DCO, as we refer to above (and as attached at Appendix 2);
  - (b) Requirement 14 (Lighting Strategy) of Part 1 of Schedule 2 to the Proposed DCO is amended to refer to the consultation with and approval by Network Rail of the written scheme of the proposed operational lighting;
  - (c) A new requirement 18A of Part 1 of Schedule 2 to the Proposed DCO to require that:
    - (i) the Applicant will consult with Network Rail in relation to any proposed use of Kiln Lane Level Crossing in the event that Queens Road Bridge is unavailable for access by construction traffic and will comply with any reasonable requirements of Network Rail as to the use of Kiln Lane Level Crossing to ensure the safety, security, operation and maintenance of the operational railway; and

- (ii) the Applicant will not use or permit the use of South Marsh Road (between North Moss Lane and Hobson Way) and Marsh Road Level Crossing by heavy goods vehicles travelling to or egressing from the authorised development.

## **7 Conclusions**

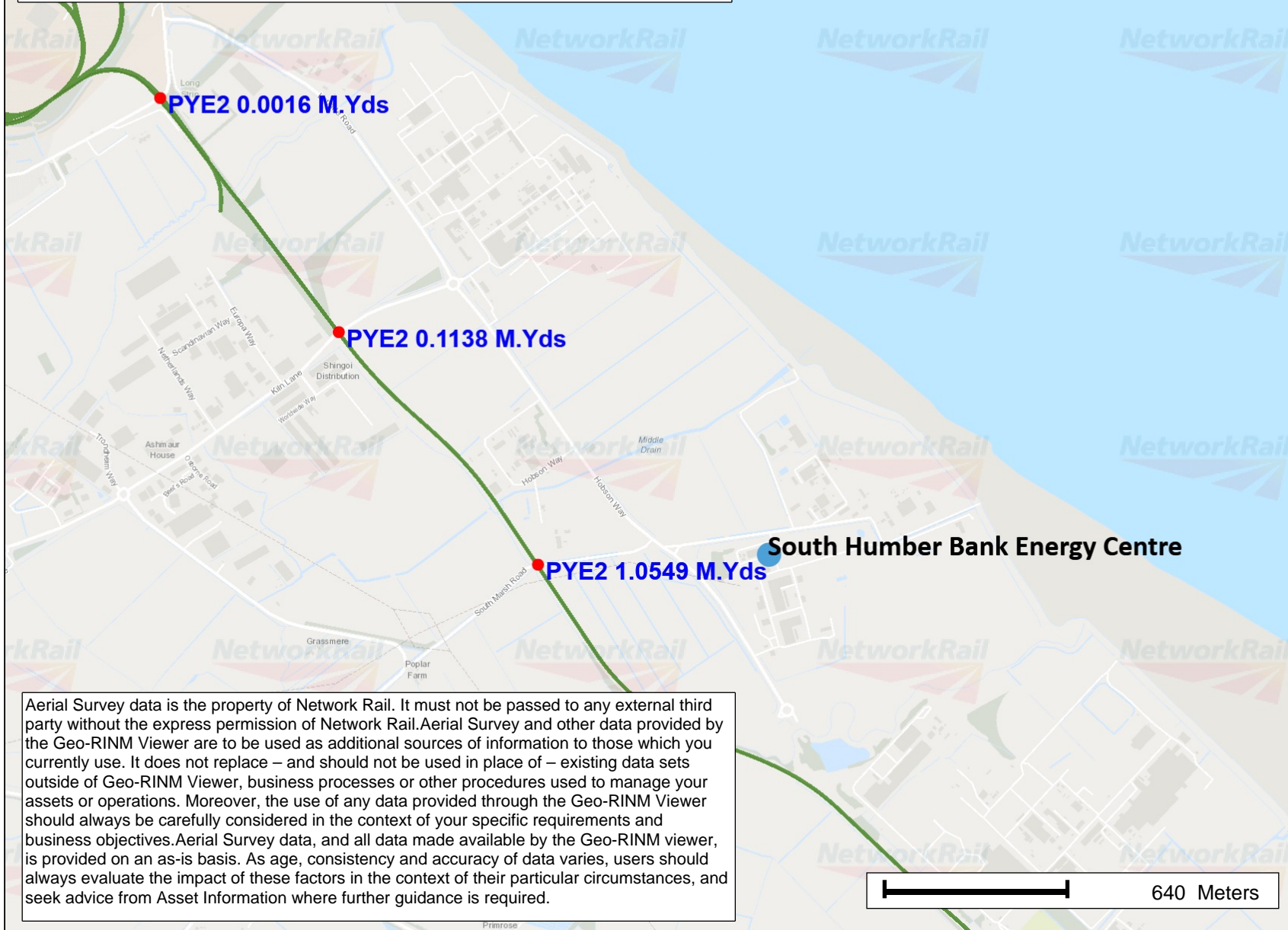
- 7.1 Network Rail does not object in principle to the Proposed Development. However, it objects to the absence of a mechanism in the Proposed DCO to restrict of the use of Kiln Lane Level Crossing and Marsh Road Level Crossing and its consultation on the lighting strategy. To mitigate this risk, Network Rail considers it important that the NR Requirement Amendments are included in the Proposed DCO.
- 7.2 Network Rail has attempted to engage with the Applicant to enter into a voluntary private agreement to secure appropriate mitigation measures without success and 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.

**Addleshaw Goddard LLP**  
**5 September 2023**

## Appendix 1 – Level Crossing Plan

# Name Of Team

Please note that this map is not suitable for legally binding documents. If you require a map for a legally binding document, please contact the land information team: [landinformation@networkrail.co.uk](mailto:landinformation@networkrail.co.uk)



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## Legend

- Station
- Station Category A
- Station Category B
- Station Category C
- Station Category D
- Station Category E
- Station Category F
- Track Link



## WB60393 South Humber Bank

Scale	1 : 20,000
Plot Date	06/11/20 10:29
Printed By	

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## Appendix 2 – NR Protective Provisions

### Network Rail Infrastructure Limited

#### Standard Protective Provisions for inclusion in Statutory Orders

SCHEDULE [       ]       Article [       ]

#### PROTECTIVE PROVISIONS

PART [       ]

#### 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 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, for the avoidance of doubt, includes the maintenance of such works under the powers conferred by article [X] (maintenance of authorised development) in respect of such works.

- 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 [x] (*development consent granted by the Order*);
- (b) article [x] (*maintenance of authorised development*);
- (c) article [x] (*discharge of water*);
- (d) article [x] (*authority to survey and investigate the land*);
- (e) article [x] (*compulsory acquisition of land*);
- (f) article [x] (*compulsory acquisition of rights*);
- (g) article [x] (*acquisition of subsoil only*);
- (h) article [x] (*power to override easements and other rights*);
- (i) article [x] (*temporary use of land for carrying out the authorised development*);
- (j) article [x] (*temporary use of land for maintaining the authorised development*);

- (k) article [x] *statutory undertakers*);
- (l) article [x] (*private rights of way*);
- (m) article [x] (*felling or lopping of trees or shrubs*);
- (n) article [x] (*trees subject to tree preservation orders*);
- (o) the powers conferred by section 11(3) (power of entry) of the Compulsory Purchase Act 1965;
- (p) the powers conferred by section 203 (power to override easements and rights) of the Housing and Planning Act 2016;
- (q) the powers conferred by section 172 (right to enter and survey land) of the Housing and Planning Act 2016;
- (r) 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 [x] (*statutory undertakers*), [article [x] (*power to override easements and other rights or private rights of way*)] or article [x] [*private rights over land*], in relation to any right of access of Network Rail to railway property, but such right of access may be diverted with the consent of Network Rail.

(4) The undertaker must not under the powers of this Order acquire or use or acquire new rights over, or seek to impose any restrictive covenants over, any railway property, or extinguish any existing rights of Network Rail in respect of any third party property, except with the consent of Network Rail.

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

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

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

5. (1) The undertaker must before commencing construction of any specified work supply to Network Rail proper and sufficient plans of that work for the reasonable approval of the engineer and the specified work must not be commenced except in accordance with such plans as have been approved in writing by the engineer or settled by arbitration.

(2) The approval of the engineer under sub-paragraph (1) must not be unreasonably withheld, and if by the end of the period of 28 days beginning with the date on which such plans have been supplied to Network Rail the engineer has not intimated their disapproval of those plans and the grounds of such disapproval the undertaker may serve upon the engineer written notice requiring the engineer to intimate approval or disapproval within a further period of 28 days beginning with the date upon

which the engineer receives written notice from the undertaker. If by the expiry of the further 28 days the engineer has not intimated approval or disapproval, the engineer shall be deemed to have approved the plans as submitted.

(3) If by the end of the period of 28 days beginning with the date on which written notice was served upon the engineer under sub-paragraph (2), Network Rail gives notice to the undertaker that Network Rail desires itself to construct any part of a specified work which in the opinion of the engineer will or may affect the stability of railway property or the safe operation of traffic on the railways of Network Rail then, if the undertaker desires such part of the specified work to be constructed, Network Rail must construct it without unnecessary delay on behalf of and to the reasonable satisfaction of the undertaker in accordance with the plans approved or deemed to be approved or settled under this paragraph, 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(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.

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, watchpersons and other persons whom it shall be reasonably necessary to appoint for inspecting, signalling, watching and lighting railway property and for preventing, so far as may be reasonably

practicable, interference, obstruction, danger or accident arising from the construction or failure of a specified work;

(d) in respect of any special traffic working resulting from any speed restrictions which may in the opinion of the engineer, require to be imposed by reason or in consequence of the construction or failure of a specified work or from the substitution or diversion of services which may be reasonably necessary for the same reason; and

(e) in respect of any additional temporary lighting of railway property in the vicinity of the specified works, being lighting made reasonably necessary by reason or in consequence of the construction or failure of a specified work.

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 subparagraph (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 [x] (Arbitration) to the Institution of Civil Engineers 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 [x] (*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 [x] (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.

21. The undertaker must no later than 28 days from the date that the plans submitted to and certified by the Secretary of State in accordance with article [x] (certification of plans etc.) are certified by the Secretary of State, 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 [x] (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.]

### Appendix 3 – NR Requirement Amendments

Network Rail's proposed text is shown in red and italicised below:

#### **Requirement 14 (Lighting Strategy)**

14.- (1) No part of the authorised development may be brought into operational use until a written scheme of the proposed operational lighting to be provided for that part of the authorised development has been submitted to and approved in writing *by Network Rail* and by the Council.

(2) The written scheme submitted under paragraph (1) must be in general accordance with the lighting strategy.

(3) The authorised development must be operated in accordance with the scheme approved under paragraph (1).

*(4) In this requirement, "Network Rail" means Network Rail Infrastructure Limited (Company No. 02904587) whose registered office is at Waterloo General Office, London SE1 8SW.*

#### **Requirement 18A (Use of Level Crossings)**

*18A.- (1) The routing of heavy goods vehicles shall be restricted as detailed below:*

- a) In the event that Queens Road Bridge is unavailable for access by construction traffic, the Applicant will consult with Network Rail prior to any proposed use of Kiln Lane Level Crossing for construction traffic and will comply with any reasonable requirements of Network Rail as to the use of Kiln Lane Level Crossing to ensure the safety, security, operation and maintenance of the operational railway; and*
- b) The Applicant will not use or permit the use of South Marsh Road (between North Moss Lane and Hobson Way) and South Marsh Road level crossing by heavy goods vehicles travelling to or egressing from the authorised development.*

*(2) In this requirement, "Network Rail" means Network Rail Infrastructure Limited (Company No. 02904587) whose registered office is at Waterloo General Office, London SE1 8SW.*