

From: [Green, Ian](#)
To: [York Potash Harbour](#)
Cc: [Stella Perrett](#); [Thomson, Morag <MoragThomson@eversheds.com>](#) ([MoragThomson@eversheds.com](#))
Subject: 151008 TR030002 Tata Steel UK Limited and others - email
Date: 08 October 2015 14:38:08
Attachments: [image002.jpg](#)
[71558817_1_UKMATTERS\(Tata - YPL - Written submissions made in lieu of oral submissions at hearings 8 October 2015\).PDF](#)
Importance: High

Dear Sirs,

Please find attached written submissions on the part of Tata/SSI which include various proposed amendments to the DCO/Protective Provisions. I am copying this email to the applicant's lawyer as a matter of courtesy and to save time. NB. I can provide the mark-ups of the DCO, etc. in Word format if that assists.

As discussed last week with the case manager and officer, due to the ongoing issues at SSI and Tata's close operational links to SSI, it has been difficult to obtain timely instructions on key matters in respect of the DCO, such that Deadline 3 could not be met. Under these circumstances, I should be grateful if the Examining Authority could exercise its discretion and accept these submissions as part of the ongoing Examination.

Please acknowledge safe receipt.

Kind regards,

Ian Green

Legal Director

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F +44 114 283 3393

M +44 7738 295451

E ian.green@dlapiper.com



DLA Piper UK LLP
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The York Potash Harbour Facilities Order

Planning Inspectorate Reference: TR030002

Written submissions made in lieu of oral submissions at hearings - Tata Steel UK Limited and others (Reference: YPOT - AFP050)

8 October 2015

1. Introduction

1.1 This document comprises written submissions made in lieu of oral submissions at the hearings held in the week commencing 21 September 2015. They are submitted by Tata Steel UK Limited (Tata) on its behalf and also on behalf of Sahaviriya Steel Industries UK Limited (SSI). These parties together own and operate Redcar Bulk Terminal Limited (RBT). All three parties are Affected Persons. These Comments should be read in conjunction with the parties' Written Representations dated 21 August 2015, their comments on the responses to the Examining Authority's First Written Questions and response to Comments on Relevant Representations dated 7 September 2015 (subject to the Erratum set out below) and their further submission made prior to the Compulsory Acquisition Hearing dated 23 September.

1.2 As a result of the current circumstances at SSI's Redcar operations, Tata/SSI were not able to be formally represented at the hearings taking place on 24 and 25 September. As previously submitted, Tata/SSI do not consider that the issues at SSI in any way diminish the potential impacts of the proposed scheme on SSI's interests; without doubt, the scheme is now of even greater negative significance and concern to SSI (and any number of other parties and local interests), particularly in relation to the uncertainty the scheme creates in respect of SSI's current land and assets. Tata's interests and operations at Redcar are very much linked to those of SSI such that Tata is currently having to deal with the various implications of the SSI situation.

2. Erratum

2.1 We wish to correct an error in drafting contained within Tata/SSI's Comments on Responses to Examining Authority's First Written Questions dated 7 September 2015 which may affect the sense of the point being made. The comment under Question CA1.1 (b) should read:

(b) As discussed above, there is a fundamental flaw in the Applicant's approach to the choice of conveyor route and this [the Applicant's] response underlines the fact that the choice is being made on the basis of matters outside the proper scope of the DCO, i.e. matters other than planning and compulsory acquisition considerations.

3. Book of Reference

3.1 As pointed out to the Applicant on 17 September 2015 (by email), in our Written Representations (paragraph 4.6) we raised concerns as to the adequacy of the Book of Reference. We provided

the Applicant with copies of two deeds (dated 23 September 1949 and 23 February 1954) which relate to Tata/SSI's rights in respect of the "Sembcorp corridor" and which are relevant to the Hot Metal Rail and the SSI Bridge. These deeds are expressly referred to in the Tata/SSI Transfer dated 24 March 2011 and are registered at the Land Registry against Title No. CE175027. In addition to the rights in respect of the two existing crossings of the pipeline corridor, it should be noted that Tata/SSI retain rights to construct, use, maintain and/or replace a third crossing. None of these rights is reflected in the Book of Reference and it appears that these are relevant to (as a minimum) Plots 38, 39, 40, 42, 43, 44, 50 and possibly 51. The Book of Reference will need to be updated in this regard and due consideration given the potential impact of the scheme on the full extent of these rights. It will also be necessary to update the draft Order to ensure that these interests are fully covered by the Protective Provisions. A copy of each deed is attached to these submissions at Appendix 1.

4. Consultation

4.1 Chronology

| Date | Forum | Parties | Narrative |
|------------------|--------|--|---|
| 30 October 2014 | E-mail | William Woods (WW) on behalf of York Potash (YP) to Andy Pickford (AP) of TATA | <p>Plan attached re. high level conveyor between Wilton and Bran Sands oversailing a corner of Tata's property (coloured yellow on the attached plan) between Tata's road bridge and Network Rail immediately adjacent to the Bran Sands treatment works.</p> <p>YP were hoping to keep all of the route within Sembcorp owned land with whom they have an easement. The operational requirements of the conveyor restrict its ability to bend and as a result of other constraints along the route has thrown it very slightly into Tata's property.</p> <p>Discussion proposed to reach agreement re. an easement which would also allow YP to build a support between the two bridges and oversail Tata's land.</p> <p><i>NB. Tata had met WW 3 or 4 times prior to this point to discuss land holdings and potential lease/ purchase of land (understood to be for the MHF)</i></p> |
| 04 November 2014 | E-mail | AP to WW | Agreement to set up a call. Proposed inclusion of SSI and their engineers as the conveyor will pass over the |

| | | | |
|---------------------------|---------|--|---|
| | | | hot metal line. |
| 05 November 2014 | E-mail | WW to AP | WW has spoken to Simon Melhuish-Hancock (SSI) and a meeting with plans is proposed for 24th November; confirmation requested. Proposed to bring YP design engineers to answer questions re. the conveyor. |
| 24 November 2014 | Meeting | TATA/SSI and YP | High level meeting to table conveyor proposals and to discuss land requirements. No substantive discussion as to technical issues and/or operational requirements. |
| 19 January 2015 | E-mail | WW to AP | Request for contact details/address (to send plans etc. to Tata (for YP conveyor)). |
| NB. 7 MONTH HIATUS | | | |
| 13 August 2015 | Meeting | Bill Black (SSI) Clive Donaldson (TATA) Sean Gleeson (PX Limited) Bill Andrew (RHDHV) | First technical meeting |
| 13 August 2015 | E-mail | YP to AP | Catch up meeting proposed. Dates in August proposed. |
| 13 August 2015 | E-mail | AP to YP | September proposed. |
| 17 August 2015 | E-mail | WW to AP | Potential September dates requested. |
| 28 August 2015 | E-mail | AP to WW | 15th or 16th September proposed. Simon Melhuish-Hancock (SSI) tells AP they will try to attend. |
| 28 August 2015 | E-mail | WW to AP | 15th September proposed. Location requested. |
| 09 September 2015 | E-mails | AP to WW | Arrangements for meeting on 15th September |

| | | | |
|-------------------|---------|-----------|--|
| | | WW to AP | |
| 15 September 2015 | Meeting | WW and AP | Discussing land requirements and tunnelling options. |
| 15 September 2015 | E-mail | WW to AP | Following meeting. Tunnelling sketches attached. Views on high level concept study of tunnel options under the hot metal rail bridge requested from TATA/SSI. |

4.2 The key points to note are that:

4.2.1 The route and broad design of the conveyor was determined (and planning applications for the MTS and MHF submitted) prior to any discussions with TATA/SSI in respect of the conveyor. Indeed, the initial application for the DCO was submitted on 19 December 2014 and it is inconceivable that the route and broad design of the conveyor had not been finally determined prior to the meeting with TATA/SSI on 24 November 2014. Accordingly, the scheme (and in particular the conveyor proposals) does not take in to account any of the concerns or the operational/land requirements of TATA/SSI.

4.2.2 Any earlier discussions had centred on the potential for land purchase in relation to the provision of the MHF.

4.3 No substantive discussion has taken place or agreement sought with the Applicant on any of the matters of concern that have been raised in relation to the DCO. To date, the Applicant has merely invited Tata/SSI to provide drafting amendments to the Protective Provisions.

5. DCO

5.1 We have made amendments to the second draft DCO which are shown on the attached "track changes" version of the document attached as Appendix 2. These amendments include changes to the protective provisions at Schedules 9 and 10. Given that Tata/SSI interests exist in and over the pipeline corridor, it is appropriate that Schedule 9 is amended so as to include such interests to the extent that they are not covered by Schedule 10.

5.2 We consider that our proposed amendments are largely self-explanatory but can provide further reasoning if required.

5.3 Constructability/Technical Notes

5.3.1 We have reviewed the relevant Constructability/Technical Notes submitted at Deadline 2 (but not provided directly) and which are to be incorporated in the DCO. We attach marked-up versions of these Notes at Appendix 3 and (subject to and

without prejudice to our position as expressed at 5.3.2 and 5.3.3 below) request that the amendments and comments are incorporated/addressed within a further revision of these documents.

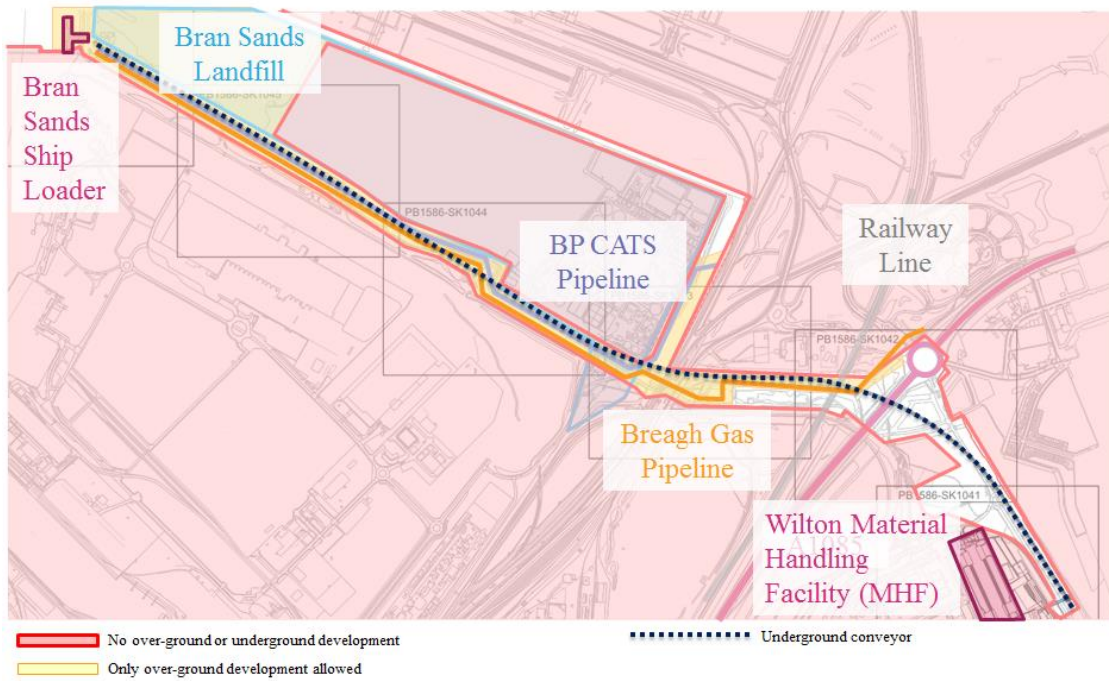
- 5.3.2 Notwithstanding the amendments suggested, Tata/SSI do not consider that the Constructability/Technical Notes offer sufficient detail or certainty as to the constructability issues and how they are to be addressed. These Notes offer little more than an acknowledgement of the issues together with some high level aspirations as to how they may be addressed.
- 5.3.3 Accordingly, these Notes must be further worked up and then fully agreed with the asset owners/affected persons prior to the making of the DCO.

6. Conveyor Options

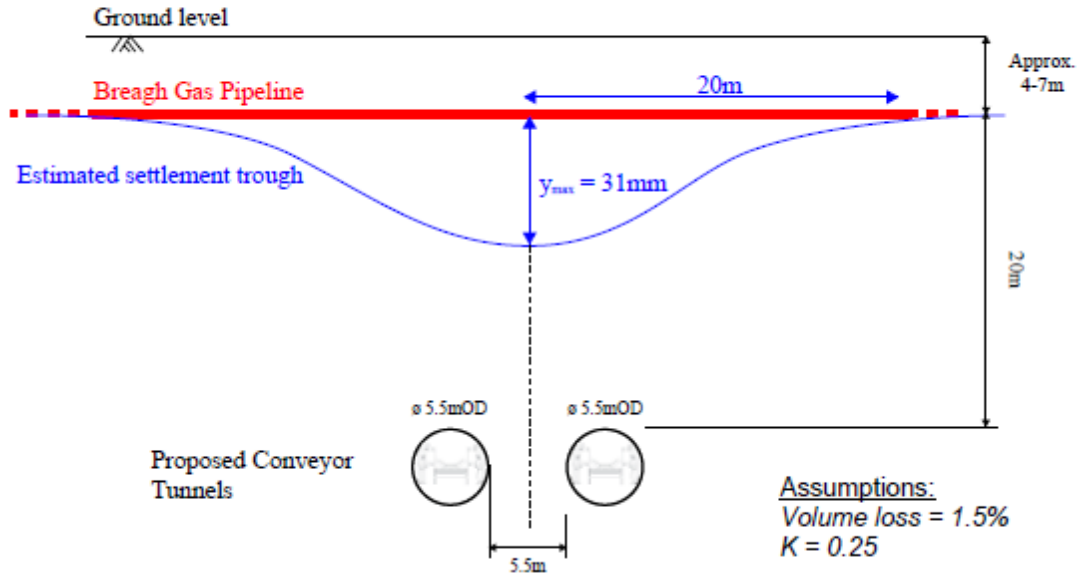
6.1 At the meeting between the Applicant and TATA that took place on 15 September 2015, the Applicant tabled 3 tunnelling options for the conveyor:

6.1.1 BRAN SANDS TUNNEL - Full Tunnel Option

Horizontal Alignment:

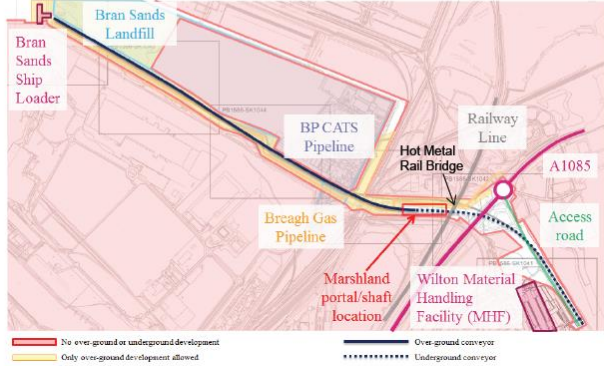


Potential Settlement Beneath Breagh Gas Pipeline:

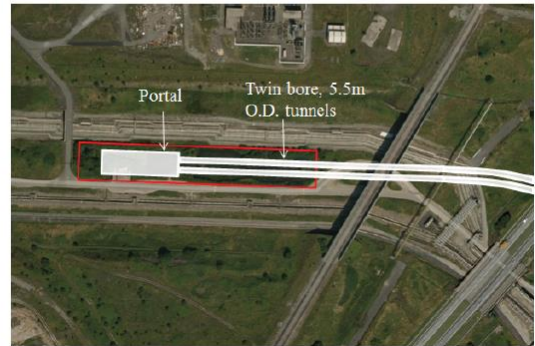


BRAN SANDS TUNNEL - Partial Tunnel with Portal

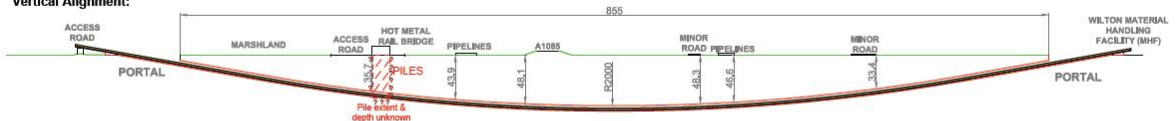
Horizontal Alignment:



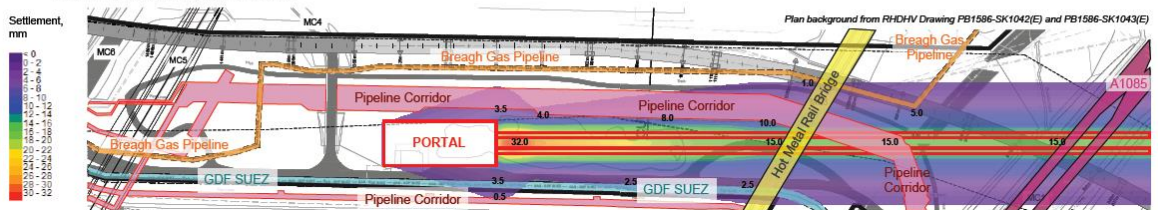
Portal Layout:



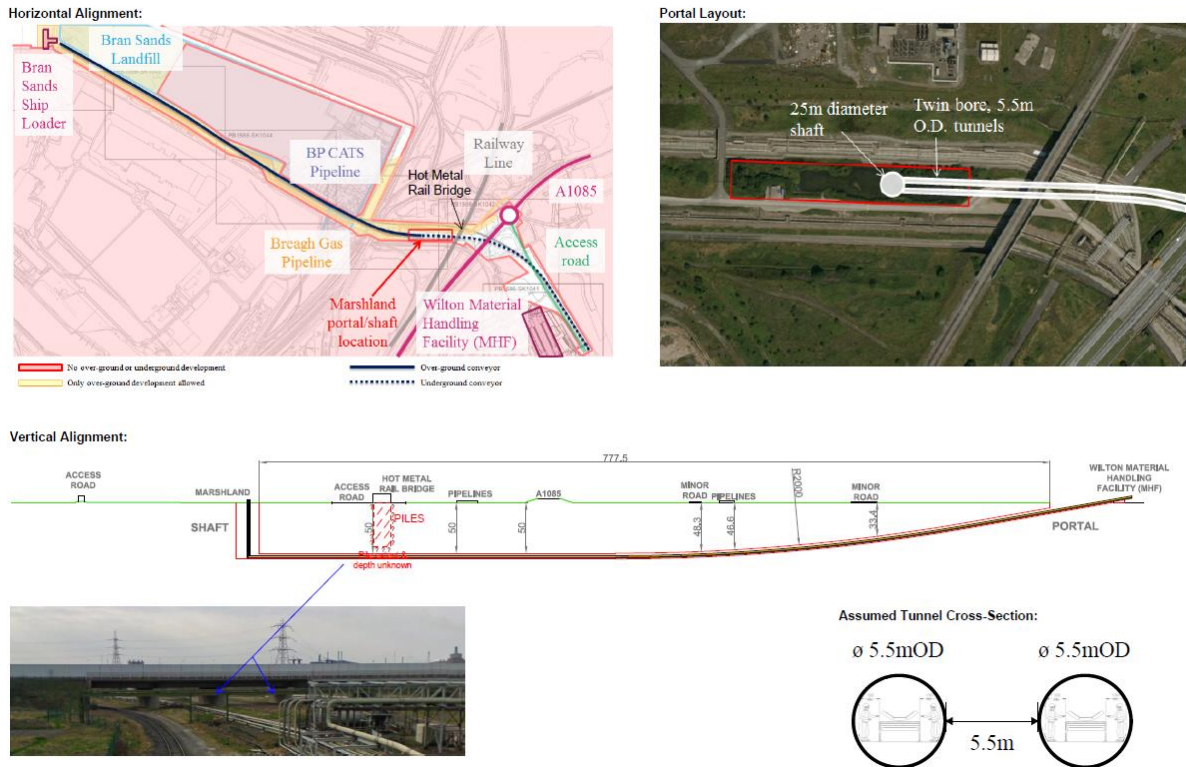
Vertical Alignment:



Potential Settlement Impacts at Surface:



BRAN SANDS TUNNEL - Partial Tunnel with Shaft



6.2 The Applicant provided the above drawings by email dated 15 September 2015 which said:

"This is a high level concept study of tunnel options under the hot metal rail bridge that we would ask for your views on. The tunnel would travel directly under the piling for the bridge. Please could we have a response asap on what should be possible as discussed."

6.3 Notwithstanding the meeting and this email, the Applicant then appeared to reverse its position by email dated 18 September 2015 stating:

"We have confirmed that technically we should not build a tunnel and were simply looking for your support in this position due to the potential impact on the hot tail bridge from building two 5.5 metre tunnels directly under the piled footings."

6.4 TATA discussed the tunnelling options with SSI and responded to the Applicant on 21 September 2015 as follows:

"I have now got something further from SSI's engineers, which in the current circumstances is obviously over and above what we could expect from them. Their view is that the tunnelling would be the preferred option although it would require detailed engineering to minimise any risk associated with the bridge. However, both SSI and Tata engineers don't see any major issues the piling under the bridge."

6.5 In respect of the Applicant's apparent change of position, TATA replied (in the same email):

"When we met you asked me to take the option away for consideration which I have done and you have our honest assessment. If you simply wanted us to take a position to support you I think you have significantly misjudged how we approach such discussions."

- 6.6 As previously stated, a tunnelled conveyor system would avoid all of the issues identified in respect of the highly sensitive hot metal rail, the SSI road/high load route and the sterilisation of operation land. Given that the York Potash scheme involves a tunnelled conveyance system of some 36km between the mine and the MHF, TATA/SSI are yet to be convinced that a tunnelled conveyance system from the MHF to the harbour facilities cannot be achieved.

APPENDIX 1: DEEDS

10/- 10/1
THIS DEED is made the *twenty third* day of *September*

One thousand nine hundred and forty nine

B E T W E E N IMPERIAL CHEMICAL INDUSTRIES LIMITED whose Registered Office is situate at Imperial Chemical House Millbank in the City of Westminster (hereinafter called "ICI" which expression shall where the context admits include their successors in title, the owners or occupiers of the land hereinafter described as the "corridor" or any part of it and their undertenants, agents, licensees and servants) of the one part and DORMAN, LONG & CO., LIMITED whose Registered Office is situate at Middlesbrough in the County of York (hereinafter called "Dormans" whose expression shall where the context so admits include their successors in title the owners or occupiers of the land hereinafter described as "Dormans Land" or any part of it and their undertenants, agents, licensees and servants) of the other part.



W H E R E A S :-

- (1) ICI have recently acquired an estate in fee simple in land at Lackenby in the North Riding of the County of York being the land formerly forming part of the Wilton Estate coloured red on Plan No.1 annexed hereto and the land formerly the property of Dormans hatched red on the said plan (hereinafter together referred to as "the Corridor").
- (2) Dormans are the estate owners in fee simple of the land verged blue and yellow on the said plan (hereinafter called "Dormans Land").
- (3) Previously to the purchase by ICI of the Corridor it was agreed by and between the parties hereto that ICI in consideration of Dormans selling to ICI the piece of land hatched red on the said plan and entering into the covenants on their part hereinafter contained and certain other obligations not material to this Deed ICI should execute and enter into such grant and covenant to and with Dormans as are hereinafter contained.

N O W THIS DEED W I T N E S S E T H as follows :-

IN pursuance of the said Agreement and for the consideration aforesaid ICI as Beneficial Owners and to the intent that the rights hereby granted



may become annexed to Dormans Land and to every part thereof hereby grant unto Dormans

- (a) Full power and authority for Dormans to erect construct or make above the surface of those portions of the Corridor which are hatched on Plan No.1 annexed hereto/as and as often as Dormans shall require/ and to maintain such bridges and embankments whether carrying railways roads pipes cables or other services and such ropeways and conveyors and other similar works as Dormans may deem necessary or proper from time to time/and all appliances works and equipment in connection therewith.
- (b) Full power and authority for the purposes aforesaid and for the purpose of examining and repairing any of the said bridges embankments ropeways conveyors railways roads pipes cables or other works or services which may be constructed by Dormans over the said Corridor or of constructing or substituting any new or other bridges ropeways conveyors railways roads pipes cables or other works or services in lieu of any previously made either with or without carts and horses motor cars lorries tractors traction engines or other vehicles to enter upon the Corridor/and to use such portion or portions of the Corridor as may be necessary for the purposes aforesaid/and generally full power to perform any act or thing within or upon the Corridor for the purposes aforesaid or any of them which Dormans shall deem proper or expedient.
- (c) Full and free right and liberty at all times hereafter by day or by night and for all purposes with or without horses carts carriages waggons motor cars lorries tractors traction engines railway locomotives or trains (whether used for pleasure or for trade purposes) or any other vehicles propelled or drawn otherwise than by horse power or human power laden to go pass and repass/and to convey water gas electricity oil coal iron steel or building or any other materials whatsoever by any means along over and upon any



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bridges embankments ropeways or conveyors erected by Dormans over the Corridor pursuant to the power hereinbefore conferred on Dormans in that behalf.

TO HOLD the same rights powers and authorities UNTO Dormans in fee simple Subject to the covenants obligations restrictions and conditions hereinafter contained and imposed.

2. DORMANS shall not, without the previous consent in writing of ICI, permit or cause any bridges works apparatus equipment or services or any part or parts thereof to be erected or placed within any part of the Corridor hatched on the said Plan No.1 except in conformity with the said Plan No.2.
3. ALL works erected by Dormans pursuant to the powers hereinbefore conferred on them shall be constructed according to good engineering practice and shall be properly fenced and protected on the sides and undersides in accordance with the standards demanded by British Railways (North Eastern Region) for crossings above their main lines so as to prevent damage or danger arising to persons using the surface of the Corridor or to any property of ICI placed thereon.
4. DORMANS shall use their best endeavours to carry out the construction of any works hereby authorised in such a way as to interfere as little as possible with the user by ICI of the surface of the Corridor.
5. DORMANS will use their best endeavours to arrange that any works erected by them pursuant to the powers hereinbefore conferred on them shall be so constructed that as far as practicable all normal maintenance and inspection thereof can be carried out by Dormans without entering the Corridor at ground level and if and whenever such entry shall be necessary for the purpose of maintenance and inspection of any of the said works Dormans shall not so effect entry without the prior consent in writing of ICI such consent to any request in writing by Dormans not to be unreasonably withheld.
6. (a) Before the construction of any works pursuant to the powers hereinbefore contained Dormans shall advise ICI in writing of the nature of the works proposed to be erected and shall submit to ICI drawings and plans thereof,



(b) Dormans shall have regard to any matters raised by ICI in connection with such works and in the event of Dormans and ICI being unable to agree on the design of such works or the method of their construction the matter shall be forthwith referred to an arbitrator to be nominated by the President for the time being of the Institution of Civil Engineers whose decision shall be final and binding upon Dormans and ICI.

- 7. ICI hereby covenant with Dormans that ICI will not construct any works on or under the surface of the Corridor which shall adversely affect the stability of any works which may be constructed by Dormans pursuant to the powers hereinbefore contained or in any way prevent or interfere with the full exercise by Dormans of the rights and powers hereinbefore granted to and conferred on Dormans Provided Always that ICI shall be entitled with the previous consent in writing of Dormans (such consent not to be unreasonably withheld) to instal pipes or other services through any embankments constructed by Dormans in the Corridor pursuant to the powers hereinbefore contained but so that the installations by ICI shall be made in such a way as not to interfere with the uninterrupted operation by Dormans of their Cleveland Lackenby and Redcar Works and that ICI will pay or reimburse to Dormans the full cost of any temporary or permanent works which as the result of such ICI installations may have to be carried out to the embankments or to Dormans' services and installations so as to ensure their continued user by Dormans.
- 8. ICI and Dormans hereby agree that they will consult each other upon all joint engineering problems arising out of any of the works to which this Agreement relates and should they be unable to reach an agreed solution of any engineering problem they will submit it for settlement by an arbitrator to be appointed by the President for the time being of the Institute of Civil Engineers whose decision shall be final and binding upon the parties.
- 9. IN the event of the parties hereto being unable to settle by agreement any dispute or difference between them in relation to any matter arising out of



Clause 7 hereof such dispute or difference shall be forthwith referred to an arbitrator to be nominated as mentioned in Clause 6 hereof whose decision shall be final and binding on both parties.

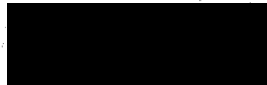
IN WITNESS whereof the parties hereto to have affixed their Common Seals the day and year first above written.

THE COMMON SEAL of IMPERIAL
CHEMICAL INDUSTRIES LIMITED
was hereto affixed in the
presence of :

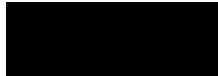


SECRETARY

THE COMMON SEAL of DORMAN
LONG & CO., LIMITED was
hereto affixed in the
presence of :

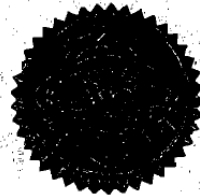


Director



Secretary

8219



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ON THE *7th* DAY OF *November* 19*19*
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PAGE 171. NUMBER 70.
Arthur G. Brindley
REGISTRAR.

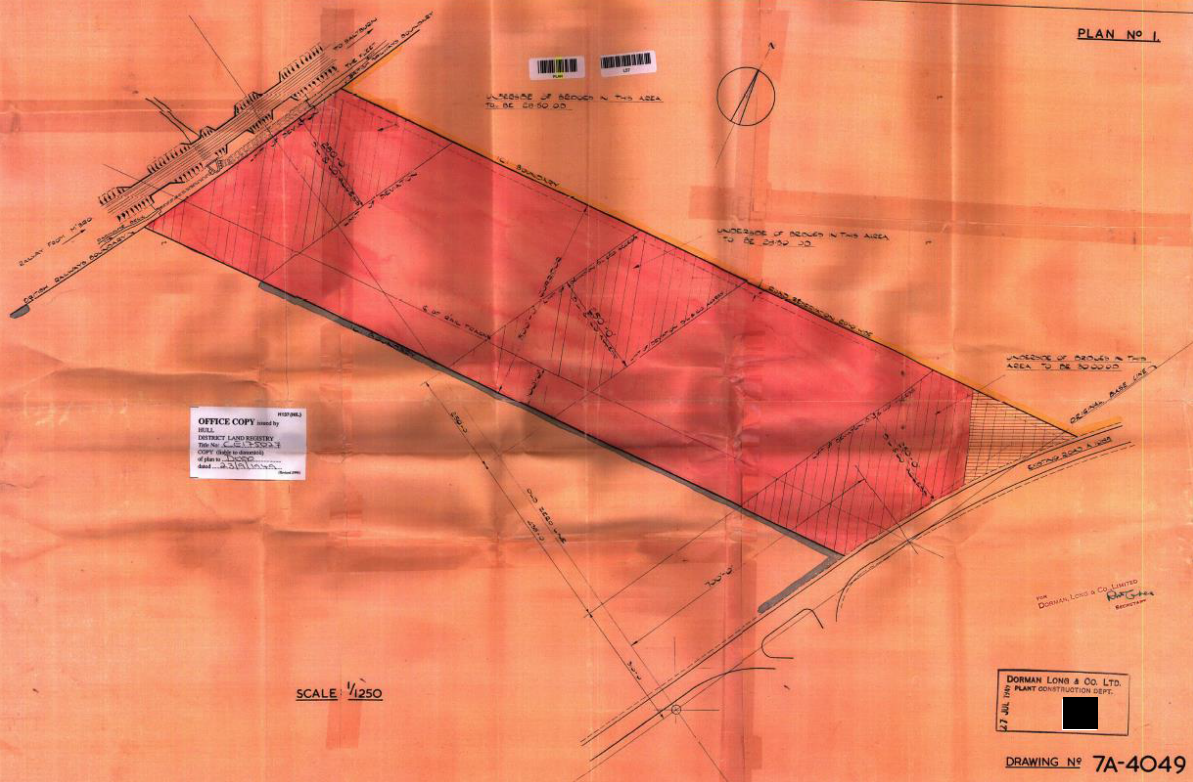
PLAN NO. 1.



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INCREASE OF AREA IN THIS AREA TO BE 2850 SQ.



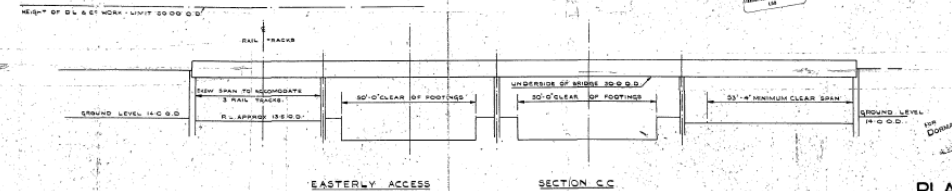
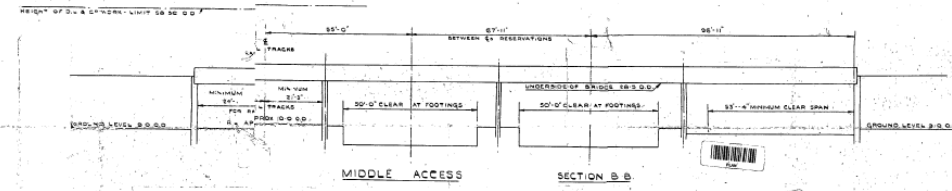
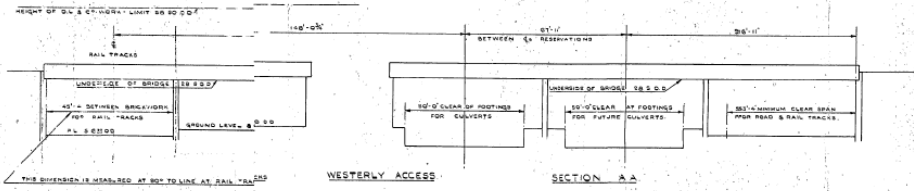
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and 1/1/1950

SCALE 1/1250

FOR
DORMAN, LOUIS & CO. LIMITED
SECRETARY

DORMAN LOUIS & CO. LTD.
PLANT CONSTRUCTION DEPT.
17 JUL 1950

DRAWING NO. 7A-4049



THE
 DOMINION LIONS & CO. LIMITED
 ENGINEERS

PLAN N° 2.
 DATED 18.5.1942

R8874.

NOTES: ALL DIMENSIONS RELATIVE TO RESERVATIONS UNDER EASTERN ACCESS BRIDGE ARE MEASURED AT 90° TO LINE OF CULVERTS
 CROSS SECTIONS: SCALE 20 FEET = 1 INCH
 PLAN REFERRED TO



THIS DEED is made the ^{16/} *Twenty-third* day of *February*
One thousand nine hundred and fifty-four

10/
6
BETWEEN IMPERIAL CHEMICAL INDUSTRIES LIMITED whose Registered Office is situate at Imperial Chemical House Millbank in the City of Westminster (hereinafter called "I.C.I." which expression shall where the context admits include their successors in title and under-tenants agents licensees and servants) of the one part and DORMAN, LONG & CO., LIMITED whose Registered Office is situate at Middlesbrough in the County of York (hereinafter called "Dormans" which expression shall where the context so admits include their successors in title and their undertenants agents licensees and servants) of the other part

WHEREAS :

- (1) This Deed is supplemental to a Deed (hereinafter referred to as "the Principal Deed") dated the Twenty-third day of September One thousand nine hundred and forty-nine and made between the same parties as are parties hereto.
- (2) By the provisions of the Principal Deed I.C.I. granted to Dormans certain rights powers liberties and authorities over land of I.C.I. at Lackenby in the North Riding of the County of York as the same is hatched black on the plan annexed hereto being part of the land referred to in the Principal Deed as "the Corridor"
- (3) The piece of land shown hatched yellow on the plan annexed hereto was not included in the land over which I.C.I. granted the said rights powers liberties and authorities to Dormans in the Principal Deed owing to the intention of Dormans at that time to purchase the said piece of land from I.C.I.
- (4) The said piece of land has not in fact been purchased by Dormans as aforesaid and I.C.I. have agreed with Dormans to extend to them the powers authorities rights and liberties hereinafter contained

NOW THIS DEED WITNESSETH as follows :

IN pursuance of the said agreement and in consideration of the premises

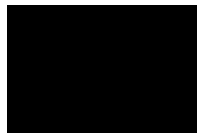
R



I.C.I. as beneficial owners hereby grant unto Dormans ALL THOSE powers authorities rights and liberties over the piece of land of I.C.I. at Lackenby in the North Riding of York shewn on the plan annexed hereto and thereon hatched yellow as are in the Principal Deed granted by I.C.I. to Dormans over the land shewn on the said plan and hatched black thereon TO HOLD the same powers authorities rights and liberties UNTO Dormans in fee simple to the intent that the provisions of the Principal Deed shall take effect in all respects as if the said piece of land hatched yellow had been included in the Principal Deed and hatched on the plan No.1 annexed thereto

I N W I T N E S S whereof the parties hereto have caused their Common Seals to be herunto affixed the day and year first above written

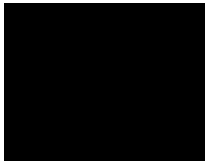
THE COMMON SEAL of DIPERTAL
CHEMICAL INDUSTRIES LIMITED
was herunto affixed in the
presence of :-



Director

ASSISTANT
Secretary

THE COMMON SEAL of DORMAN,
LONG & CO., LIMITED was
herunto affixed in the
presence of :-



Director

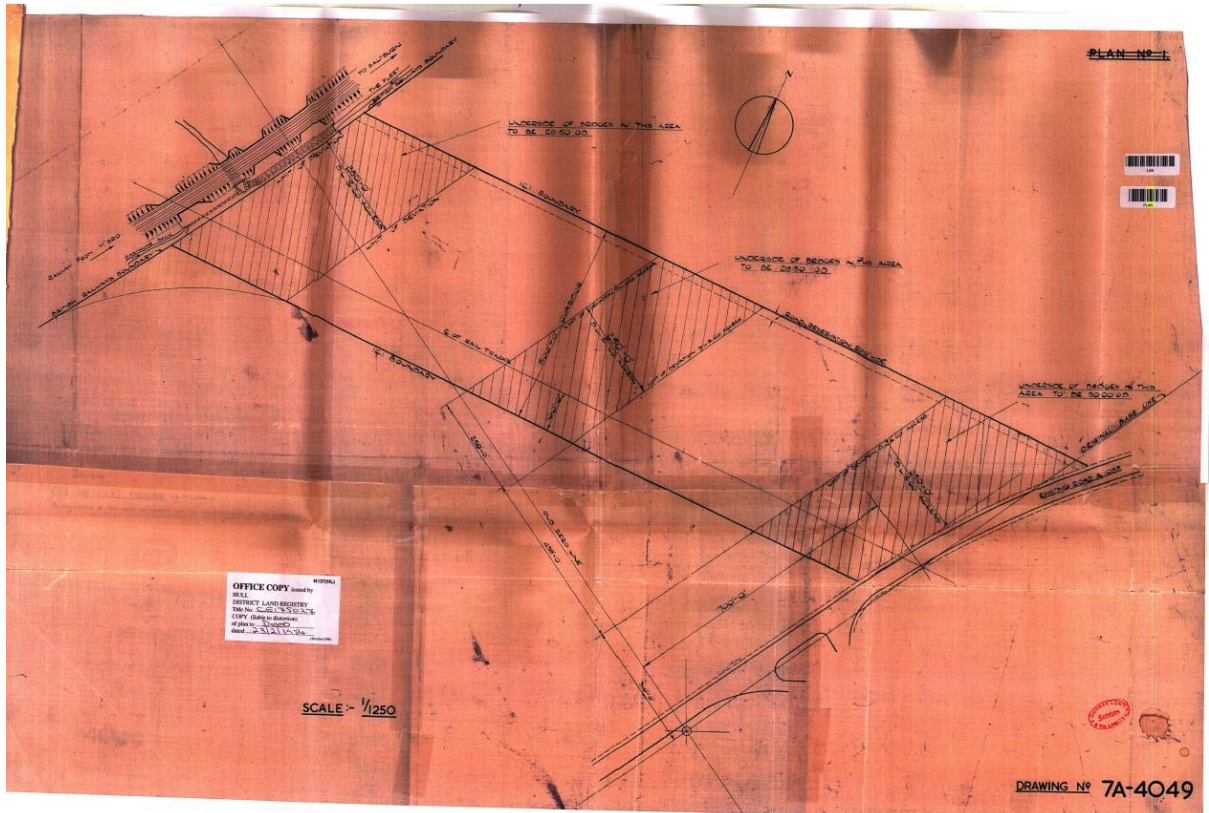
Secretary

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ON THE 10th DAY OF March 1954
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APPENDIX 2: DRAFT DCO

THE YORK POTASH HARBOUR FACILITIES ORDER 201X

**Draft Development Consent Order
(including requirements) (Clean)**



Regulation Number

5(2)(b) Document 4.1A

Eversheds LLP 7

September 2015

STATUTORY INSTRUMENTS

200[] No. 0000

INFRASTRUCTURE PLANNING

The York Potash Harbour Facilities Order 201[X]

Made - - - - [**]

Coming into force - - [**]

CONTENTS

**PART 1
PRELIMINARY**

1. Citation
2. Interpretation

**PART 2
PRINCIPAL POWERS**

3. Development consent etc. granted by the Order
4. Parameters of authorised development
5. Maintenance of authorised development
6. Provision of works
7. Benefit of Order
8. Consent to transfer benefit of Order
9. Application and modification of legislative provisions

**PART 3
STREETS**

10. Street works
11. Temporary stopping up of streets
12. Access to works
13. Agreements with highway authority

**PART 4
SUPPLEMENTAL POWERS**

14. Discharge of water
15. Protective work to buildings
16. Authority to survey and investigate the land
17. Tidal works not to be executed without approval of Secretary of State

18. Abatement of works abandoned or decayed
19. Lights on tidal works etc. during construction
20. Provision against danger to navigation
21. Permanent lights on tidal works
22. Power to charge

**PART 5
POWERS OF ACQUISITION**

23. Guarantees in respect of payment of compensation
24. Compulsory acquisition of rights
25. Power to override easements and other rights
26. Compulsory acquisition of land – incorporation of the mineral code
27. Time limit for exercise of authority to acquire land and rights compulsorily
28. Application of the Compulsory Purchase (Vesting Declarations) Act 1981
29. Rights under or over streets
30. Temporary use of land

**PART 6
MISCELLANEOUS AND GENERAL**

31. Deemed marine licence
32. Operational land for purposes of the 1990 Act
33. Defences to proceedings
34. Protection of Interests
35. Saving for Trinity House
36. Crown Rights
37. Approvals pursuant to requirements etc.
38. Certification of plans etc
39. Service of Notices
40. Arbitration and expert determination

SCHEDULES

SCHEDULE 1 – AUTHORISED DEVELOPMENT

SCHEDULE 2 – REQUIREMENTS

SCHEDULE 3 – COMPULSORY ACQUISITION PROVISIONS

PART 1 – RIGHTS AND RESTRICTIONS REQUIRED IN THE EVENT
OF THE CONVEYOR ROUTE (SOUTHERN)

PART 2 – RIGHTS AND RESTRICTIONS REQUIRED IN THE EVENT
OF THE CONVEYOR ROUTE (NORTHERN)

PART 3 – MODIFICATION OF COMPENSATION AND
COMPULSORY PURCHASE ENACTMENTS FOR THE
CREATION OF NEW RIGHTS AND RESTRICTIVE
COVENANTS

SCHEDULE 4 – LAND OF WHICH TEMPORARY POSSESSION MAY BE
TAKEN

- SCHEDULE 5 — DEEMED LICENCE UNDER THE MARINE AND COASTAL
ACCESS ACT 2009
- PART 1 — INTRODUCTORY
- PART 2 — LICENSED ACTIVITIES
- PART 3 — ENFORCEMENT
- PART 4 — CONDITIONS
- SCHEDULE 6 — QUAY LIMITS
- SCHEDULE 7 — FOR THE PROTECTION OF NETWORK RAIL
- SCHEDULE 8 — FOR THE PROTECTION OF NATIONAL GRID
ELECTRICITY
- SCHEDULE 9 — FOR THE PROTECTION OF THE PIPELINE CORRIDOR
- SCHEDULE 10 — FOR THE PROTECTION OF ASSETS
BRIDGED/OVERSAILED
- SCHEDULE 11 — PROTECTED PROVISIONS FOR THE PROTECTION OF
THE TEES PORT AUTHORITY

An application has been made to the Secretary of State in accordance with the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009(a) for and order under sections 37, 114, 115, 120 and 122 of the Planning Act 2008(b) (the 2008 Act”).

The development which is the subject of the application is a nationally significant infrastructure project within the terms of section 24 of the 2008 Act.

The single appointed person was appointed by the Secretary of State in accordance with Chapter 3 of Part 6 of the 2008 Act and examined the application in accordance with Chapter 4 of Part 6 of the 2008 Act, and the Infrastructure Planning (Examination Procedure) Rules 2010(e).

The single appointed person has considered the presentations made and not withdrawn and the application, together with accompanying documents, and has submitted a report to the Secretary of State in accordance with section 83 of the 2008 Act.

The Secretary of State, having considered the representations made and not withdrawn, and the report of the single appointed person, has decided to make an Order granting development consent for the development described in the application and consent for ancillary works with modifications which, in the opinion of the Secretary of State, do not make any substantial change to the proposals comprised in the application.

The Secretary of State, in exercise of the powers conferred by sections 114, 115, 120 and 122 of, and paragraphs 1 to 3, 10 to 12, 14 to 17, 24, 26, 30A to 32, 32B to 34, 36, and 37 of Part 1 of Schedule 5 to, the 2008 Act, makes the following Order.

PART 1

PRELIMINARY

Citation

1. This Order may be cited as The York Potash Harbour Facilities Order 201X and will come into force on [] 201X.

(a) S.I. 2009/2264, as amended by S.I. 2010/439, S.I. 2010/602, S.I. 2012/2654, S.I. 2012/635, S.I. 2012/2732, and S.I. 2013/522.
(b) 2008 c29 as amended by Localism Act 2011 (c.20), the Marine and Coastal Access Act 2009 (c.23), the Growth and Infrastructure Act 2013, [and the Infrastructure Act 2015 (c.7)].
(c) S.I.2010/103, as amended by S.I.2012/635.

Interpretation

2.—(1) In this Order—

- “the 1961 Act” means the Land Compensation Act 1961(a);
- “the 1965 Act” means the Compulsory Purchase Act 1965(b);
- “the 1966 Act” means the Tees and Hartlepoons Port Authority Act 1966(c);
- “the 1980 Act” means the Highways Act 1980(d);
- “the 1990 Act” means the Town and Country Planning Act 1990(e);
- “the 1991 Act” means the New Roads and Street Works Act 1991(f);
- “the 2008 Act” means the Planning Act 2008;
- “the 2009 Act” means the Marine and Coastal Access Act 2009(g);
- “the 2009 EIA Regulations” means the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009(h);
- “address” includes any number or address used for the purposes of electronic transmission;
- “area of seaward construction activity” means the area of the sea within the Order limits;
- “authorised development” means the nationally significant infrastructure project and associated development described in Schedule 1 (authorised development) and any other development authorised by this Order, which is development within the meaning of section 32 of the 2008 Act and any works carried out pursuant to the requirements;

-
- (a) 1961 c.33. Section 2 was repealed by article 5(1), (2) to, and paragraphs 36 and 38 of Schedule 1 to, S.I. 2009/1307. There are other amendments to the 1961 Act which are not relevant to this Order.
 - (b) 1965 c.56. Section 3 was amended by section 70 of, and paragraph 3 of Schedule 15 to, the Planning and Compensation Act 1991 (c.34). Section 4 was amended by section 3 of, and Part 1 of Schedule 1 to, the Housing (Consequential Provisions) Act 1985 (c.71). Section 5 was amended by sections 67 and 80 of, and Part 2 of Schedule 18 to, the Planning and Compensation Act 1991 (c.34). Section 11(1) and sections 30, 31 and 32 were amended by section 34(1) of, and Schedule 4 to, the Acquisition of Land Act 1981 (c.67) and by section 14 of, and paragraph 12(1) of Schedule 5 to, the Church of England (Miscellaneous Provisions) Measure 2006 (2006 No.1). Section 12 was amended by section 56(2) of, and Part 1 to Schedule 9 to, the Courts Act 1971 (c.23). Section 13 was amended by section 62(3) and 139 of and paragraphs 27, 28(1), (2) and (3) of Schedule 13 and Part 3 of Schedule 23 to, the Tribunals, Courts and Enforcement Act 2007 (c.15). Section 20 was amended by section 70 of, and paragraph 4 of Schedule 15 to, the Planning and Compensation Act 1991 (c.34) and by article 5 of, and paragraphs 59 and 70 of Schedule 1 to, the Transfer of Tribunal Functions (Lands Tribunal and Miscellaneous Amendments) Order 2009.. Sections 9, 25 and 29 were amended by the Statute Law (Repeals) Act 1973 (c.39). Section 25 was also amended by Section 59(5) of, and paragraphs 4(1) and (3) of Part 2 of Schedule 11 of, the Constitutional Reform Act 2005. Section 31 was also amended by section 70 of, and paragraph 19 of Schedule 15 to, the Planning and Compensation Act 1991 (c.34) and by section 14 of, and paragraph 12(2) of Schedule 5 to, the Church of England (Miscellaneous Provisions) Measure 2006 (2006 No.1). There are other amendments to the 1965 Act which are not relevant to this Order.
 - (c) 1966 c.25.
 - (d) 1980 c.66. Section 1(1) was amended by section 21(2) of the New Roads and Street Works Act 1991 (c.22); sections 1(2), (3) and (4) were amended by sections 8 and 102 of, and paragraph (1) of Schedule 4 and Schedule 17 to, the Local Government Act 1985 (c.51); section 1 (2A) was inserted by, and section 1(3) was amended by, section 259 (1), (2) and (3) of the Greater London Authority Act 1999 (c.29); sections 1 (3A) and 1(5) were inserted by section 22(1) of, and paragraph 1 of Schedule 7 to the Local Government (Wales) Act 1994 (c.19). Section 36(2) was amended by section 4(1) of, and paragraphs 47 (a) and (b) of Schedule 2 to, the Housing (Consequential Provisions) Act 1985 (c.71), by S.I. 2006/1177, by section 4 of and paragraph 45(3) of Schedule 2 to, the Planning (Consequential Provisions) Act 1990 (c.11), by section 64(1) (2) and (3) and Section 68 and Part 1 of Schedule 4 of the Transport and Works Act (c.42) and by section 57 of, and paragraph 5 of Part 1 of Schedule 6 to, the Countryside and Rights of Way Act 2000 (c.37); section 36(3A) was inserted by section 64(4) of the Transport and Works Act 1992 and was amended by S.I. 2006/1177; section 36(6) was amended by section 8 of, and paragraph 7 of Schedule 4 to, the Local Government Act 1985 (c.51); and section 36(7) was inserted by section 22(1) of, and paragraph 4 of Schedule 7 to, the Local Government (Wales) Act 1994 (c.19). Section 329 was amended by section 112(4) of, and Schedule 18 to, the Electricity Act 1989 (c.29) and by section 190(3), of, and Part 1 of Schedule 27 to, the Water Act 1989 (c.15). There are other amendments to the 1980 Act which are not relevant to this Order.
 - (e) 1990 c.8. Section 78(1)(c) was amended by section 121 and paragraphs 1 and 11 of Schedule 12 to the Localism Act 2011; Section 78(2) was amended by section 17(2) of the Planning and Compensation Act 1991 and by section 1(2) and paragraphs 1 and 8 of Schedule 1 to the Growth and Infrastructure Act 2013; Section 78(2)(aa) was amended in part by section 43(2) and (5) and by section 123(1) and (3) of the Localism Act 2011; Section 78(4A) — (4D) was inserted by section 197 and paragraphs 1 and 2 of Schedule 11 to the Planning Act 2008; Section 78(5) was amended by section 196(4) and in part by paragraphs 1 and 3 of Schedule 10 and by article 3 and paragraphs 1 and 3 of the Schedule to SI2014/2773; There are other amendments to the 1990 Act which are not relevant to this Order.
 - (f) 1991 c.22. Section 48(3A) was inserted by section 124 of the Local Transport Act 2008 (c.26). Sections 79(4), 80(4) and 83(3) were amended by section 40 of, and Schedule 1 to, the Traffic Management Act 2004 (c.18).
 - (g) 2009 c.23.
 - (h) S.I. 2009/2263, as amended by S.I. 2011/988, S.I. 2011/1043, S.I. 2012/635 and S.I. 2012/787.

“the book of reference” means the book of reference certified by the Secretary of State as the book of reference for the purposes of this Order (Document 5.3);

“building” includes any structure or erection or any part of a building, structure or erection;

“carriageway” has the same meaning as in the 1980 Act;

“clay” means dredged materials with a diameter of less than 31.25 micrometres;

“commence” means—

- (a) in relation to any activities licensed by the DML begin to carry out any of those activities except for pre-construction surveys and monitoring;
- (b) in any other case, begin to carry out any material operation (as defined in section 155 of the 2008 Act) in respect of or forming part of the authorised development except for operations consisting of site clearance, archaeological investigations, investigations for the purpose of assessing ground conditions, remedial work in respect of any contamination or other adverse ground conditions, the diversion and laying of services, the erection of any temporary means of enclosure and the temporary display of site notices or advertisements;

and “commencement” must be construed accordingly;

“constructability notes” means the following documents certified as the constructability notes by the Secretary of State for the purposes of this Order—

- N014- Constructability Issues Rev 2 – SABIC UK
- N015- Constructability Issues Rev 2 – Huntsman
- N016- Constructability Issues Rev 2 – DEA
- N020- Constructability Issues Rev 3 – BP CATS
- N021- Constructability Issues Rev 2 – NWL
- N022- Constructability Issues Rev 3 – TATA/[SSI](#) – Hot Metal Railway
- N023- Constructability Issues Rev 3 – TATA/[SSI](#) – SSI Road
- N024- Constructability Issues Rev 1 – NWL – Access Road Bridge;

“conveyor route (northern)” means the route shown as the northern conveyor route on the conveyor route plans;

“conveyor route (southern)” means the route shown as the southern conveyor route on the conveyor route plans;

“conveyor route plans” means the plans certified as the conveyor route plans by the Secretary of State for the purposes of this Order (Documents 3.3A-N);

“DML” means the deemed marine licence included in Schedule 5;

“dredging” means using any device to move material (whether or not suspended in water) from one part of the sea or sea bed to another part;

“environmental statement” means the document certified by the Secretary of State as the environmental statement for the purposes of this Order (Documents 6.4 and 6.5);

“governance tracker” means the governance tracker certified by the Secretary of State for the purposes of this Order (Document 6.8A);

“gravel” means dredged materials with a diameter of at least 2 and less than 64 millimetres;

“the harbour master” means the harbour master appointed by the Tees Port Authority and includes the harbour master’s deputies and assistants;

“highway” and “highway authority” have the same meaning as in the 1980 Act;

“highway works plan” means the plan certified by the Secretary of State as the highway works plan for the purposes of this Order (Document 3.14);

“lagoon” means the area identified as Works No.3 on the works plans;

“lagoon habitat enhancement works” means the works for habitat enhancement in the lagoon approved pursuant to the deemed marine licence in Schedule 5;

“the land plans” means the plans certified as the land plans by the Secretary of State for the purposes of this Order (Documents 2.1A-N);

“level of high water” means the level of mean high-water springs;

“licensed activity” means any activity described in Part 2 of Schedule 5;

“licensed area” means the area within which any licensed activity takes place;

“limits of deviation” means the limits of deviation shown or referred to on the works plans;

“local planning authority” means Redcar and Cleveland Borough Council;

“maintain” includes to inspect, repair, adjust, ~~alter~~, remove, clear, refurbish, demolish, replace or improve unless that activity would result in a significant environmental effect not assessed in the environmental statement and any derivative of “maintain” is to be construed accordingly;

“materials handling facility” means the facility to be located at Wilton International being the subject of planning permission reference R/2014/0626/FFM dated 19 August 2015;

“mean high water springs” means the average of high water heights occurring at the time of spring tides;

“mitigation and monitoring strategy” means the mitigation and monitoring strategy certified by the Secretary of State for the purposes of this Order (Document 6.12);

“MMO” means the Marine Management Organisation created under the 2009 Act or any successor to its functions;

“Order land” means the land shown on the land plans which is within the boundary of the land required for or affected by the proposed development, and is land in respect of which rights are to be acquired and extinguished as described in the book of reference;

“the Order limits” means the limits shown on the works plans as the limits within which the authorised development and works may be carried out;

“owner”, in relation to land, has the same meaning as in section 7 of the Acquisition of Land Act 1981(a);

“parameters table” means the parameters table certified as the parameters table by the Secretary of State for the purposes of this Order (Document 6.9);

“PD Teesport ” means PD Teesport Limited, company reference number 02636007, whose registered office is situate at 17 – 27 Queens Square Middlesborough TS2 1AH;

“phase 1” means that part of the authorised development required to be completed in order to facilitate the movement of 6.5 million tonnes per annum of polyhalite comprising in summary—

- (a) site compounds;
- (b) construction of a quay 28 metres wide and 280 metres in length including ship loader and ship loader rails;
- (c) dredging of up to 750,000m³ of material from the approach channel and berth pocket;
- (d) lagoon enhancement works;
- (e) installation of a surge bin;
- (f) installation of conveyor system and transfer towers;
- (g) construction of buildings and parking area;
- (h) erection of security fencing; and
- (i) provision of ancillary infrastructure;

“phase 2” means that part of the authorised development required to be completed in order to facilitate the movement of 13 million tonnes per annum of polyhalite comprising in summary—

- (a) extension of quay to provide total quay length of 486 metres including ship loader and ship loader rails;

(a) 1981 c.67. Section 7 was amended by section 70 of, and paragraph 9 of Schedule 15 to, the Planning and Compensation Act 1991 (c.34). There are other amendments to the 1981 Act which are not relevant to this Order.

- (b) dredging of up to 372,000m³ of material from the approach channel and berth pocket;
- (c) installation of second surge bin;
- (d) installation of second conveyor within the conveyor housing installed during phase 1; and
- (e) provision of ancillary infrastructure;

“protective provisions” means the provisions contained in Schedules 7 to 11;

“the quay limits” means the area bounded by co-ordinates listed in Schedule 6 (quay limits);

“requirement” means the requirement set out in the relevant paragraph of Schedule 2;

“sand” means dredged materials with a diameter of at least 62.5 micrometres and less than 2 millimetres;

“sea” means any area submerged at mean high water spring tide and the waters of every estuary, river or channel, so far as the tide flows at mean high water spring tide;

“sea bed” means the ground under the sea;

“silt” means dredged materials with a diameter of at least 31.25 and less than 62.5 micrometres;

“statutory undertaker” means any person falling within the definition of statutory undertaker in section 127(8) of the 2008 Act;

“street” means a street within the meaning of section 48 of the 1991 Act, together with land on the verge of a street or between two carriageways, and includes part of a street;

“street authority”, in relation to a street, has the same meaning as in Part 3 of the 1991 Act; “the Tees Port Authority” means PD Teesport in its role as harbour authority for the River Tees;

“tidal work” means so much of any work or operation authorised by this Order as is on, under or over tidal waters or tidal lands below the level of high water;

“the tribunal” means the Lands Chamber of the Upper Tribunal;

“Trinity House” means the Corporation of Trinity House of Deptford Strond;

“TY150” means the area bounded by co-ordinates (54°41.89’N, 00°57.40’W), (54°41.40’N, 00°58.69’W), (54°42.30’N, 00°59.89’W) and (54°42.59’N, 00°58.60’W);

“the undertaker” means Sirius Minerals Plc (Company Registration Number 4948435) and York Potash Limited (Company Registration Number 08270855);

“vertical deviation plans” means the plans certified as the vertical deviation plans by the Secretary of State for the purposes of this Order (Documents 3.11A and 3.11B);

“vessel” means every description of vessel or water-borne structure, however propelled, moved or constructed, and includes displacement and non-displacement craft, personal watercraft, a seaplane on the surface of the water, a hydrofoil vessel, a hovercraft or any other amphibious vehicle and any other thing constructed or adapted for movement through, in, on or over or placement in water and which is at the time in, on or over water;

“watercourse” includes all rivers, streams, ditches, drains, canals, cuts, culverts, dykes, sluices, sewers and passages through which water flows except a public sewer or public drain;

“works area” means the area of land shown on the works plans within which a numbered work is to be carried out; and

“the works plans” means the plans certified as the works plans by the Secretary of State for the purposes of this Order (Documents 2.2A-F).

(2) References in this Order to rights over land include references to rights to do, or to place and maintain, anything in, on or under land or in the air-space above its surface.

(3) All distances, directions and lengths referred to in this Order are approximate and distances between points on a work comprised in the authorised development will be taken to be measured along that work.

(4) References in this Order to numbered works are references to the works as numbered in Schedule 1 (authorised development) and to numbered requirements are to the numbered requirements as numbered in Schedule 2 (requirements).

(5) All areas described in square metres in the book of reference are approximate.

(6) Where the term approximate precedes a figure of measurement or quantum then the flexibility accorded by that word shall be limited by the parameters in the parameters table and must not be used to authorise any works which would result in significant environmental effects which have not been assessed in the environmental statement.

PART 2 PRINCIPAL POWERS

Development consent etc. granted by the Order

3.—(1) The undertaker is granted development consent for the authorised development, to be carried out and used subject to the provisions of this Order within the Order limits and subject to the requirements [and protective provisions](#).

(2) It does not constitute a breach of the terms of this Order, if, following the coming into force of this Order, any development, or any part of a development, is carried out or used within the Order limits under planning permission granted, on application, under the 1990 Act.

Parameters of authorised development

4. The authorised development must be carried out in accordance with the parameters shown on the parameters table and in carrying out the authorised development the undertaker [subject to the protective provisions and within the Order Land and Order limits](#) may—

- (a) deviate laterally from the lines or situations of the authorised development to the extent of the limits of deviation;
- (b) in respect of Works No.4 deviate vertically to the extent shown on the vertical deviation plans; and
- (c) in respect of any boundary between the areas of two works numbers deviate laterally by 20 metres either side of the boundary as noted on the works plans with the exception of the boundary between Works No. 1 and Works No. 2 and any boundary with Works No. 3 to which this shall not apply.

Maintenance of authorised development

5. Subject to the requirements and ~~in respect of tidal works also to Schedule 11 (the protective provisions for the protection of the Tees Port Authority)~~ the undertaker may at any time maintain the authorised development.

Provision of works

6.—(1) The undertaker may from time to time within the Order limits provide and operate the authorised development together with works ancillary to the authorised development, as may be necessary or convenient for the construction and/or operation of the authorised development, and for these purposes the undertaker may construct and maintain roads, railway lines, buildings, sheds, offices, workshops, depots, walls, foundations, fences, gates, tanks, pumps, conduits, pipes, drains, wires, mains, cables, electrical substations, signals, conveyors, cranes, container handling equipment, lifts, hoists, lighting columns, weighbridges, stairs, ladders, stages, platforms, catwalks, equipment, machinery and appliances and such other works and conveniences as may be necessary or expedient.

(2) Without limitation on the scope of paragraph (1) the undertaker [subject to the protective provisions](#) may within the Order limits carry out and maintain such other works as may be necessary or convenient for the purposes of, or in connection with or in consequence of, the construction, maintenance or use of the authorised development, including—

- (a) works for the accommodation or convenience of vessels (including but not limited to berthing heads, mooring posts, ladders, buoys, bollards, dolphins, fenders, rubbing strips and fender panels, fender units and pontoons);
 - (b) works to divert, remove or replace apparatus, including mains, sewers, drains, pipes, conduits, cables, electrical substations and electrical lines; and
 - (c) landscaping and other works to mitigate any adverse effect of the construction, maintenance and operation of the works or to benefit or protect any person or premises affected by the construction, maintenance and operation of the works.
- (3) Nothing in this article authorises any works that would give rise to any significant environmental effects not assessed in the environmental statement.

Benefit of Order

7. Subject to article 8 (consent to transfer benefit of Order), the provisions of this Order have effect solely for the benefit of the undertaker.

Consent to transfer benefit of Order

8.—(1) Subject to the provisions of this Order the undertaker may, with the consent of the Secretary of State—

- (a) transfer to another person (“the transferee”) any or all of the benefit of the provisions of this Order (including the DML) and such related rights as may be agreed between the undertaker and the transferee; or
- (b) grant to another person (“the lessee”) for a period agreed between the undertaker and the lessee any or all of the benefit of the provisions of this Order and such related rights as may be so agreed.

(2) The powers of paragraph (1)(a) may only be exercised by the undertaker or a transferee.

(3) A lessee (“the granting lessee”) may not make a grant under paragraph (1)(b)—

- (a) for a longer period than the period of the grant to the granting lessee; or
- (b) conferring any benefit or rights that is not conferred by the grant to the granting lessee.

(4) Where an agreement has been made in accordance with paragraph (1), references in this Order to the undertaker, except in paragraph (3), include references to the transferee or the lessee.

(5) The exercise by a person of any benefits or rights conferred in accordance with any transfer or grant under paragraph (1) is subject to the same restrictions, liabilities and obligations as would apply under this Order if those benefits or rights were exercised by the undertaker.

(6) Despite anything contained in Part 4 of the 2009 Act (marine licensing), but subject to paragraph (5), the undertaker may transfer or grant relevant provisions to another person under paragraph (1) (section 72(7) and (8) of the 2009 Act do not apply to such a transfer or grant).

(7) Before seeking the Secretary of State’s consent to a transfer or grant of relevant provisions under paragraph (1), the undertaker must—

- (a) consult the MMO; and
- (b) provide the MMO with—
 - (i) details of the relevant provisions proposed to be transferred or granted; and
 - (ii) the information that the undertaker proposes to provide under paragraph (9).

(8) Before consenting to a transfer or grant of relevant provisions under paragraph (1), the Secretary of State must consult the MMO.

(9) As soon as is reasonably practicable but in any event no later than 7 days after the coming into effect of a transfer or grant of relevant provisions to another person, the transferor or grantor must give written notice to the MMO of—

- (a) the name and contact details of the other person;

- (b) the date on which the transfer or grant took effect;
- (c) the relevant provisions transferred or granted;
- (d) the restrictions, liabilities and obligations that, pursuant to paragraph (2), apply in relation to the exercise by the other person of any benefits or rights conferred by the transfer or grant;
- (e) where relevant, a plan showing the works or areas to which the transfer or grant relates; and
- (f) in a case where the Secretary of State's consent is needed for the transfer or grant, a copy of the consent.

(10) In this article "relevant provisions" means any of the provisions set out in the

DML. Application and modification of legislative provisions

9.—(1) Where an application is made to the local planning authority for any consent, agreement or approval required by a requirement, the following provisions apply, so far as they relate to a consent, agreement or approval of a local planning authority required by a condition imposed on a grant of planning permission, as if the requirement was a condition imposed on the grant of planning permission—

sections 78 and 79 of the 1990 Act (right of appeal in relation to planning decisions);

any orders, rules or regulations which make provision in relation to a consent, agreement or approval of a local planning authority required by a condition imposed on the grant of planning permission.

(2) For the purposes of paragraph (1), a provision relates to a consent, agreement or approval of a local planning authority required by a condition imposed on a grant of planning permission in so far as it makes provision in relation to an application for such a consent, agreement or approval, or the grant or refusal of such an application, or a failure to give notice of a decision on such an application.

(3) Paragraphs (1) and (2) above shall only apply in so far as those provisions are not inconsistent with the 2009 EIA Regulations and any orders, rules or regulations made under the 2008 Act.

(4) Article 3 of, and Part 17 in Schedule 2 to, the Town and Country Planning (General Permitted Development) Order 1995(a) apply as if this Order were a grant of planning permission and the undertaker were a statutory undertaker in respect of the authorised development.

PART 3 STREETS

Street works

10.—(1) Subject to paragraph (5) [and the protective provisions](#) the undertaker may, for the purposes of the authorised development, enter on any of the streets within the Order limits and may—

- (a) break up or open the street, or any sewer, drain or tunnel under it;
- (b) tunnel or bore under the street;
- (c) place apparatus in the street;
- (d) maintain apparatus in the street or change its position; and
- (e) execute any works required for or incidental to any works referred to in sub-paragraphs (a), (b), (c) and (d).

(2) The authority given by paragraph (1) is a statutory right for the purposes of sections 48(3) (streets, street works and undertakers) and 51(1) (prohibition of unauthorised street works) of the 1991 Act.

(a) S.I. 1995/418 as amended by S11999/293, S.I. 2003/2155 and S.I.2011/1824

(3) The provisions of sections 54 to 106 of the 1991 Act apply to any street works carried out under paragraph (1).

(4) In this article “apparatus” has the same meaning as in Part 3 of the 1991 Act.

(5) No works to streets within the public highway can be carried out pursuant to this article without the prior consent of the highway authority which may attach reasonable conditions to any consent.

(6) If the highway authority which receives an application for consent under paragraph (5) fails to notify the undertaker of its decision before the end of the period of 28 days beginning with the date on which the application was made, it is deemed to have granted approval.

Temporary stopping up of streets

11.—(1) Subject to the protective provisions. The undertaker, during and for the purposes of carrying out the authorised development, may temporarily stop up, alter or divert any street within the Order Limits and may for any reasonable time—

(a) divert the traffic from the street; and

(b) subject to paragraph (2), prevent all persons from passing along the street.

(2) The undertaker shall provide reasonable access for pedestrians and, where reasonably practicable, going to or from premises abutting a street affected by the temporary stopping up, alteration or diversion of a street under this article if there would otherwise be no such access.

(3) Any person who suffers loss by the suspension of any private right of way under this article may be entitled to compensation to be determined, in case of dispute, under Part 1 of the 1961 Act.

(4) No stopping up alteration or diversion of any streets within the public highway pursuant to this article can be carried out without the prior consent of the highway authority which may attach reasonable conditions to any consent.

(5) If the highway authority which receives an application for consent under paragraph (4) fails to notify the undertaker of its decision before the end of the period of 28 days beginning with the date on which the application was made, it is deemed to have granted approval.

Access to works

12.—(1) The undertaker may, for the purposes of the authorised development and with the prior consent of the highway authority, form and layout such means of access to a public highway or improve existing means of access to a public highway, at such locations within the Order limits as the undertaker reasonably requires for the purposes of the authorised development.

(2) If the highway authority which receives an application for consent under paragraph (1) fails to notify the undertaker of its decision before the end of the period of 28 days beginning with the date on which the application was made, it is deemed to have granted approval.

(3) The consent of the highway authority is not required for the carrying out of the works to improve the works to improve the existing means of access shown on the highway works plan.

Agreements with highway authority

13.—(1) A highway authority and the undertaker may enter into agreements with respect to—

(a) the strengthening, improvement, repair or reconstruction of any street required as a result of the exercise of the powers conferred by this Order;

(b) any stopping up, alteration or diversion of a street as part of or to facilitate the authorised development; or

(c) the carrying out in the street of any of the works referred to in article 10(1) (street works).

(2) Such an agreement may, without limitation on the scope of paragraph (1)—

(a) make provision for the highway authority to carry out any function under this Order which relates to the street in question;

- (b) include an agreement between the undertaker and highway authority specifying a reasonable time for the completion of the works; and
- (c) contain such terms as to payment and otherwise as the parties consider appropriate.

PART 4 SUPPLEMENTAL POWERS

Discharge of water

14.—(1) The undertaker may use any watercourse or any public sewer or drain for the drainage of water in connection with the carrying out or maintenance of the authorised development and for that purpose may lay down, take up and alter pipes and may, on any land within the Order limits, make openings into, and connections with, the watercourse, public sewer or drain.

(2) Any dispute arising from the making of connections to or the use of a public sewer or drain by the undertaker pursuant to paragraph (1) will be determined as if it were a dispute under section 106 of the Water Industry Act 1991(a) (right to communicate with public sewers).

(3) The undertaker may not discharge any water into any watercourse, public sewer or drain except with the consent of the person to whom it belongs; and such consent may be given subject to such terms and conditions as that person may reasonably impose, but can not be unreasonably withheld.

(4) The undertaker may not make any opening into any public sewer or drain except—

- (a) in accordance with plans approved by the person to whom the sewer or drain belongs, but such approval shall not be unreasonably withheld; and
- (b) where that person has been given the opportunity to supervise the making of the opening.

(5) The undertaker may not, in carrying out or maintaining works under the powers conferred by this article, damage or interfere with the bed or banks of any watercourse forming part of a main river.

(6) The undertaker will take such steps as are reasonably practicable to secure that any water discharged into a watercourse or public sewer or drain pursuant to this article is as free as may be practicable from gravel, soil or other solid substance, oil or matter in suspension.

(7) Nothing in this article overrides the requirement for an environmental permit under regulation 12(1)(b) of the Environmental Permitting (England and Wales) Regulations 2010(b) (requirement for an environmental permit).

(8) In this article—

- (a) “public sewer or drain” means a sewer or drain which belongs to the Environment Agency, a harbour authority within the meaning of section 57 of the Harbours Act 1964(c), an internal drainage board, a joint planning board, a local authority, or a sewerage undertaker; and
- (b) other expressions, excluding watercourse, used both in this article and in the Water Resources Act 1991(d) have the same meaning as in that Act.

Protective work to buildings

15.—(1) Subject to the following provisions of this article [and the protective provisions](#), the undertaker may at its own expense carry out such protective works to any building lying within the Order limits as the undertaker considers necessary or expedient.

(a) 1991 c.56. Section 106 was amended by sections 36(2) and 99 of the Water Act 2003 (c.37). There are other amendments to section 106 which are not relevant to this Order.
(b) S.I. 2010/675, to which there are amendments not relevant to this Order.
(c) 1964 c.40. Paragraph 9B was inserted into Schedule 2 by the Transport and Works Act 1992 (c. 42), section 63(1) and Schedule 3, paragraph 9(1) and (5). There are other amendments to the 1954 Act which are not relevant to this Order.
(d) 1991 c.57.

(2) Protective works may be carried out—

- (a) at any time before or during the carrying out in the vicinity of the building of any part of the authorised development; or
- (b) after the completion of that part of the authorised development in the vicinity of the building at any time up to the end of the period of 5 years beginning with the day on which that part of the authorised development is first opened for use.

(3) For the purpose of determining how the functions under this article are to be exercised the undertaker may enter and survey any building falling within paragraph (1) and any land within its curtilage.

(4) For the purpose of carrying out protective works under this article to a building the undertaker may (subject to paragraphs (5) and (6))—

- (a) enter the building and any land within its curtilage; and
- (b) where the works cannot be carried out reasonably conveniently without entering land which is adjacent to the building but outside its curtilage, enter the adjacent land (but not any building erected on it).

(5) Before exercising—

- (a) a right under paragraph (1) to carry out protective works to a building;
- (b) a right under paragraph (3) to enter a building and land within its curtilage;
- (c) a right under paragraph (4)(a) to enter a building and land within its curtilage; or
- (d) a right under paragraph (4)(b) to enter land.

the undertaker must, except in the case of emergency, serve on the owners and occupiers of the building or land not less than 14 days' notice of its intention to exercise that right and, in a case falling within sub-paragraph (a) or (c), specifying the protective works proposed to be carried out.

(6) Where a notice is served under paragraph (5)(a), (c) or (d), the owner or occupier of the building or land concerned may, by serving a counter-notice within the period of 10 days beginning with the day on which the notice was served, require the question whether it is necessary or expedient to carry out the protective works or to enter the building or land to be referred to arbitration under article 40 (arbitration).

(7) The undertaker must compensate the owners and occupiers of any building or land in relation to which rights under this article have been exercised for any loss or damage arising to them by reason of the exercise of those rights.

(8) Where—

- (a) protective works are carried out under this article to a building; and
- (b) within the period of 5 years beginning with the day on which the part of the authorised development carried out in the vicinity of the building is first opened for use it appears that the protective works are inadequate to protect the building against damage caused by the carrying out or use of that part of the authorised development,

the undertaker must compensate the owners and occupiers of the building for any loss or damage sustained by them.

(9) Nothing in this article relieves the undertaker from any liability to pay compensation under section 152 of the 2008 Act (compensation in case where no right to claim in nuisance).

(10) Any compensation payable under paragraph (7) or (8) is to be determined, in case of dispute, under Part 1 of the 1961 Act (determination of questions of disputed compensation).

(11) In this article “protective works” in relation to a building means—

- (a) underpinning, strengthening and any other works the purpose of which is to prevent damage which may be caused to the building by the carrying out, maintenance or use of the authorised development; and
- (b) any works the purpose of which is to remedy any damage which has been caused to the building by the carrying out, maintenance or use of the authorised development.

Authority to survey and investigate the land

16.—(1) [Subject to the protective provisions](#) The undertaker may for the purposes of this Order enter on any land above the level of mean high water springs shown within the Order limits and—

- (a) survey or investigate the land;
- (b) without limitation on the scope of sub-paragraph (a), make trial holes in such positions on the land as the undertaker thinks fit to investigate the nature of the surface layer and subsoil and remove soil samples;
- (c) without limitation on the scope of sub-paragraph (a), carry out ecological or archaeological investigations on such land; and
- (d) place on, leave on and remove from the land apparatus for use in connection with the survey and investigations of land and making of trial holes.

(2) No land may be entered or equipment placed or left on or removed from the land under paragraph (1) unless at least 14 days' notice has been served on every owner, who is not the undertaker, and occupier of the land.

(3) Any person entering land under this article on behalf of the undertaker—

- (a) will, if so required upon entering the land, produce written evidence of their authority to do so; and
- (b) may take with them such vehicles and equipment as are necessary to carry out the survey or investigation or to make the trial holes.

(4) No trial holes may be made under this article—

- (a) in land located within the highway boundary without the consent of the highway authority; or
- (b) in a private street without the consent of the street authority,

but such consent can not be unreasonably withheld.

(5) The undertaker must compensate the owners and occupiers of the land for any loss or damage arising by reason of the exercise of the authority conferred by this article, such compensation to be determined, in case of dispute, under Part 1 (determination of questions of disputed compensation) of the 1961 Act.

(6) Nothing in this article overrides any requirement to obtain permits or consents under the Conservation of Habitats and Species Regulations 2010(a) or the Wildlife and Countryside Act 1981(b).

Tidal works not to be executed without approval of Secretary of State

17.—(1) Unless its construction has commenced within 5 years of the coming into force of this Order, no tidal work is to be constructed, altered or relaid except in accordance with plans and sections approved by the Secretary of State (following consultation with the MMO) and subject to any conditions and restrictions imposed by the Secretary of State before that work is begun.

(2) If a tidal work is constructed, altered or relaid in contravention of paragraph (1) or of any condition or restriction imposed under that paragraph—

- (a) the Secretary of State may by notice in writing require the undertaker at its own expense to remove the tidal work or any part of it and restore the site to its former condition; and, if on the expiration of 30 days beginning with the date when the notice is served on the undertaker it has failed to take reasonable steps to comply with the requirements of the notice, the Secretary of State may take whatever steps the Secretary of State considers appropriate to achieve the result required by the notice; or
- (b) if it appears to the Secretary of State urgently necessary so to do, the Secretary of State may remove the tidal work, or part of it, and restore the site to its former condition,

(a) S.I. 2010/490, as amended by S.I. 2011/625 and S.I. 2012/1927.

(b) 1981 c. 69.

and any expenditure incurred by the Secretary of State in doing so is recoverable from the undertaker.

Abatement of works abandoned or decayed

18.—(1) Where a tidal work is abandoned, or allowed to fall into decay, the Secretary of State may by notice in writing (and following consultation with the MMO) require the undertaker at its own expense either to repair and restore that work or any part, or to remove that work and restore the site to its former condition, to such an extent and within such limits as the Secretary of State thinks proper.

(2) Where a work consisting partly of a tidal work and partly of works on or over land above the level of high water is abandoned or allowed to fall into decay and that part of the work on or over land above the level of high water is in such condition as to interfere or to cause reasonable apprehension that it may interfere with the right of navigation or other public rights over the foreshore, the Secretary of State may include that part of the work, or any portion of it, in any notice under this article.

(3) If the undertaker fails to comply in any respect with a notice served under this article within the period of 30 days beginning with the date of service of the notice, the Secretary of State may take whatever steps the Secretary of State considers appropriate to achieve the result required by the notice; and any expenditure incurred by the Secretary of State in doing so is recoverable from the undertaker.

Lights on tidal works etc. during construction

19.—(1) The undertaker must, at or near—

- (a) a tidal work, including any temporary work; or
- (b) any plant, equipment or other obstruction placed, in connection with any authorised development or any work authorised by article 6 (provision of works), within the area of seaward construction activity,

during the whole time of the construction, alteration or relaying, exhibit every night from sunset to sunrise such lights, if any, and take such other steps for the prevention of danger to navigation as the Secretary of State and the Tees Port Authority or, failing agreement between them, the Secretary of State may from time to time direct.

(2) Subject to article 33 (defences to proceedings) if the undertaker fails to comply in any respect with a direction given under paragraph (1) it shall be guilty of an offence and liable on summary conviction to a fine not exceeding level 3 on the standard scale and on conviction or indictment to a fine.

Provision against danger to navigation

20.—(1) In case of damage to, or destruction or decay of, a tidal work or any part of it, the undertaker must as soon as reasonably practicable notify the Tees Port Authority and must lay down such buoys, exhibit such lights and take such other steps for preventing danger to navigation as the Tees Port Authority may from time to time direct.

(2) Subject to article 33 (defence to proceedings) if the undertaker fails to comply in any respect with a direction given under paragraph (1) it shall be guilty of an offence and liable on summary conviction to a fine not exceeding level 3 on the standard scale and on conviction or indictment to a fine.

Permanent lights on tidal works

21.—(1) After the completion of a tidal work the undertaker must at the outer extremity of it exhibit every night from sunset to sunrise such lights, if any, and take such other steps, if any, for the prevention of danger to navigation as the Tees Port Authority may from time to time direct.

(2) Subject to article 33 (defence to proceedings) if the undertaker fails to comply in any respect with a direction given under paragraph (1) it shall be guilty of an offence and liable on summary conviction to a fine not exceeding level 3 on the standard scale and on conviction or indictment to a fine.

Power to charge

22. The undertaker may from time to time demand, take and recover such charges for the use of the authorised development (including the loading and unloading of goods) or the use of any other services or facilities provided in connection with the authorised development as it thinks fit.

PART 5 POWERS OF ACQUISITION

Guarantees in respect of payment of compensation

23.—(1) The undertaker must not exercise a power conferred by this Part 5 (Powers of acquisition) unless guarantees or alternative forms of security in respect of the liability of the undertaker to pay compensation under this Part are in place.

(2) The form of guarantee or security referred to in paragraph (1), the term and the amount guaranteed or secured, must be approved by the local planning authority (in consultation where practicable with the owners occupiers and interested parties in respect of the relevant Order Land; but such approval must not be unreasonably withheld.

(3) The undertaker must provide the local planning authority with such information as the local planning authority may reasonably require relating to the interests in the land affected by the exercise of the powers conferred by this Part 5 for the local planning authority to be able to determine the adequacy of the proposed guarantee or security including—

(a) the interests affected;

~~(b)~~ (b) the programme of acquisition; and

~~(c)~~ (c) the undertaker's assessment, and the basis of the assessment, of the level of compensation.

(4) A guarantee or other security given in accordance with this article that guarantees or secures the undertaker's payment of compensation under this Part 5 is enforceable against the guarantor or provider of security by any person to whom such compensation is properly payable.

Compulsory acquisition of rights

24.—(1) The undertaker must not exercise the powers in paragraphs (2) to (5) of this article in relation to any land unless it has first given notice to the local planning authority of which of the alternative conveyor routes it intends to construct being either the conveyor route (southern) or the conveyor route (northern).

(2) Following notification pursuant to paragraph (1) and subject to paragraphs (3) and (4) below, the undertaker may create and acquire compulsorily the new rights and impose the restrictions described in the book of reference.

(3) In the case where the undertaker's notice pursuant to paragraph (1) advises that it intends to construct the conveyor route (southern), the undertaker's powers of compulsory acquisition are and shall continue to be limited to the creation and acquisition of the rights specified in relation to each parcel of land in Part

1 of Schedule 3 (rights and restrictions required in the event of election of the conveyor route (southern)).

(4) In the case where the undertaker's notice pursuant to paragraph (1) advises that it intends to construct the conveyor route (northern), the undertaker's powers of compulsory acquisition are and shall continue to be limited to the creation and acquisition of the rights specified in relation to each parcel of land in Part

2 of Schedule 3 (rights and restrictions required in the event of election of the conveyor route (northern)).

Comment [IG1]: What about the compensation payable under other Parts of the Order. i.e. Articles 11, 15 and 16 and the protective provisions?

(5) Subject to the provisions of this article and to the protective provisions contained in Schedules 9 and 10, all private rights over land subject to the compulsory acquisition of rights under the Order are extinguished in so far as their continuance would be inconsistent with the carrying out and use of the authorised development [\(where any dispute as to such inconsistency is to be determined by the expert determination procedure as provided for in article 40\(2\) \(arbitration and expert determination\)\)](#).

- (a) as from the date of the acquisition of the right or the benefit of the restrictive covenant by the undertaker, whether compulsorily or by agreement; or
- (b) on the date of entry on the land by the undertaker under Section 11(1) of the 1965 Act(a) in pursuance of the right,

whichever is the earliest.

(6) Part 3 of Schedule 3 (modification of compensation and compulsory purchase enactments for the creation of new rights and restrictive covenants) has effect for the purpose of modifying the enactments relating to compensation and the provisions of the 1965 Act in their application in relation to the compulsory acquisition under this article.

(7) Subject to section 8 of the 1965 Act as substituted by paragraph 5 of Part 3 of Schedule 3 to this Order, where the undertaker creates a new right in, on, over or under land under paragraph (1) the undertaker cannot be required to acquire a greater interest in that land.

(8) Any person who suffers loss by the extinguishment of any private right of way under this article is entitled to compensation to be determined, in case of dispute, under Part 1 of the 1961 Act.

Power to override easements and other rights

25.—(1) Any authorised activity undertaken by the undertaker which takes place on land within the Order limits (whether the activity is undertaken by the undertaker or by any person deriving title under it) is authorised by this Order if it is done in accordance with the terms of this Order [and the protective provisions](#), regardless of whether it involves—

- (a) an interference with an interest or right to which this article applies; or
- (b) a breach of a restriction as to the user of the land arising by virtue of a contract.

(2) In this article “authorised activity” means—

- (a) the erection, construction or carrying out, or maintenance of any building or works on land;
- (b) the erection, construction or maintenance or anything in, on, over or under land; or
- (c) the use of any land.

(3) The interests and rights to which this article applies are any easement, liberty, privilege, right or advantage annexed to land and adversely affecting other land, including any natural right to support.

(4) Nothing in this article authorises interference with any right of way or right of laying down, erecting, continuing or maintaining apparatus on, under or over land which is—

- (a) a right vested in or belonging to statutory undertakers for the purpose of the carrying on of their undertaking, or
- (b) a right conferred by or in accordance with the electronic communications code on the operator of an electronic communications code network.

(5) Where any interest or right to which this article applies is interfered with or any restriction breached by any authorised activity in accordance with the terms of this article the interest or right is extinguished, abrogated or discharged at the time that the interference or breach in respect of the authorised activity in question commences.

(6) In respect of any interference, breach, extinguishment, abrogation or discharge under this article, compensation—

- (a) is payable under section 7 or 10 of the 1965 Act; and

(a) Section 11(1) was amended by Section 34(1) of, and paragraph 12(1) of Schedule 5 to the Church of England (Miscellaneous Provisions) Measure 2006 (No.1).

(b) is to be assessed in the same manner and subject to the same rules as in the case of other compensation under those sections in respect of injurious affection where—

- (i) the compensation is to be estimated in connection with a purchase under those acts; or
- (ii) the injury arises from the execution of works on or use of land acquired under those acts.

(7) Nothing in this article is to be construed as authorising any act or omission on the part of any person which is actionable at the suit of any person on any grounds other than such an interference or breach as is mentioned in paragraph (1) of this article.

(8) Nothing in this article is to be construed as restricting the entitlement of any person to compensation.

(9) Where a person deriving title under the undertaker by whom the land in question was acquired or appropriated—

- (a) is liable to pay compensation; and
- (b) fails to discharge that liability.

the liability is enforceable against the undertaker.

Compulsory acquisition of land – incorporation of the mineral code

26. Parts 2 and 3 of Schedule 2 to the Acquisition of Land Act 1981(a) (minerals) are incorporated in this Order subject to the following modifications—

- (a) for “the acquiring authority” substitute “the undertaker”;
- (b) for the “undertaking” substitute “authorised development”;
- (c) paragraph 8(3) is not incorporated.

Time limit for exercise of authority to acquire land and rights compulsorily

27.—(1) After the end of the period of 5 years beginning on the day on which the Order is made—

- (a) no notice to treat may be served under Part 1 of the 1965 Act; and
- (b) no declaration may be executed under section 4 of the Compulsory Purchase (Vesting Declarations) Act 1981 as applied by article 28 (application of the Compulsory Purchase (Vesting Declarations) Act 1981)(b).

(2) The authority conferred by article 30 (temporary use of land) ceases at the end of the period referred to in paragraph (1), save that nothing in this paragraph shall prevent the undertaker remaining in possession of the land after the end of that period, if the land was entered and possession taken before the end of that period subject to the limitation in article 30(3) (temporary use of land).

(a) 1981 c. 67. Section 7 was amended by section 70 of, and paragraph 9 of Schedule 15 to, the Planning and Compensation Act 1991 (c. 34). There are no other amendments to the 1981 Act which are not relevant to this Order.

(b) 1981 c.66. Sections 2(3), 6(2) and 11(6) were amended by section 4 of, and paragraph 52 of Schedule 2 to, the Planning (Consequential Provisions) Act 1990 (c.11). Section 15 was amended by sections 56 and 321(1) of, and Schedules 8 and 16 to, the Housing and Regeneration Act 2008 (c.17). Paragraph 1 of Schedule 2 was amended by section 76 of, and Part 2 of Schedule 9 to, the Housing Act 1988 (c.50); section 161(4) of, and Schedule 19 to, the Leasehold Reform, Housing and Urban Development Act 1993 (c.28); and sections 56 and 321(1) of, and Schedule 8 to, the Housing and Regeneration Act 2008. Paragraph 3 of Schedule 2 was amended by section 76 of, and Schedule 9 to, the Housing Act 1988 and section 56 of, and Schedule 8 to, the Housing and Regeneration Act 2008. Paragraph 2 of Schedule 3 was repealed by section 277 of, and Schedule 9 to, the Inheritance Tax Act 1984 (c.51). There are amendments to the 1981 Act which are not relevant to this Order.

Application of the Compulsory Purchase (Vesting Declarations) Act 1981

28.—(1) The Compulsory Purchase (Vesting Declarations) Act 1981(a) applies as if this Order was a compulsory purchase order.

(2) The Compulsory Purchase (Vesting Declarations) Act 1981, as so applied by paragraph (1) has effect with the following modifications.

(3) In section 3 (preliminary notices) for subsection (1) there will be substituted—

“(1) Before making a declaration under section 4 with respect to any land which is subject to a compulsory purchase order the acquiring authority shall include the particulars specified in subsection (3) in a notice which is—

(a) given to every person with a relevant interest in the land with respect to which the declaration is to be made (other than a mortgagee who is not in possession); and

(b) published in a local newspaper circulating in the area in which the land is situated”

(4) In that section, in subsection (2), for “(1)(b)” there will be substituted “(1)” and after “given” there shall be inserted “and published”.

(5) In that section, for subsections(5) and (6) there will be substituted—

“(5) For the purposes of this section, a person has a relevant interest in land if—

(a) that person is for the time being entitled to dispose of the fee simple of the land, whether in possession or in reversion; or

(b) that person holds, or is entitled to the rents and profits of, the land under a lease or agreement, the unexpired term of which exceeds one month.”

(6) In section 5 (earliest date for execution of declaration) —

(a) in subsection (1), after “publication” there will be inserted “in a local newspaper circulating in the area in which the land is situated”; and

(b) subsection (2) will be omitted.

(7) In section 7 (constructive notice to treat), in subsection (1)(a), the words “(as modified by section 4 of the Acquisition of Land Act 1981)” will be omitted.

(8) References to the 1965 Act in the Compulsory Purchase (Vesting Declarations) Act 1981 are to be construed as references to that Act as applied by section 125 of the 2008 Act to the compulsory acquisition of land and rights under this Order.

Rights under or over streets

29.—(1) Subject to the protective provisions ~~The~~ undertaker may enter on and create the new rights and impose the restrictions described in the book of reference over so much of the subsoil of, or air-space over, any street within the Order limits as may be required for the purposes of the authorised development and may use the subsoil or air-space for those purposes or any other purpose ancillary to the authorised development.

(2) Subject to paragraph (3), the undertaker may exercise any power conferred by paragraph (1) in relation to a street without being required to acquire any part of the street or any easement or right in the street.

(3) Paragraph (2) shall not apply in relation to—

(a) any existing subway or underground building; or

(b) any existing cellar, vault, arch or other construction in, on or under a street which forms ~~part of a building fronting onto the street.~~

(a) 1981 c.66. Sections 2(3), 6(2) and 11(6) were amended by section 4 of, and paragraph 52 of Schedule 2 to, the Planning (Consequential Provisions) Act 1990 (c.11). Section 15 was amended by sections 56 and 321(1) of, and Schedules 8 and 16 to, the Housing and Regeneration Act 2008 (c.17). Paragraph 1 of Schedule 2 was amended by section 76 of, and Part 2 of Schedule 9 to, the Housing Act 1988 (c.50); section 161(4) of, and Schedule 19 to, the Leasehold Reform, Housing and Urban Development Act 1993 (c.28); and sections 56 and 321(1) of, and Schedule 8 to, the Housing and Regeneration Act 2008. Paragraph 3 of Schedule 2 was amended by section 76 of, and Schedule 9 to, the Housing Act 1988 and section 56 of, and Schedule 8 to, the Housing and Regeneration Act 2008. Paragraph 2 of Schedule 3 was repealed by section 277 of, and Schedule 9 to, the Inheritance Tax Act 1984 (c.51). There are amendments to the 1981 Act which are not relevant to this Order.

(4) Subject to paragraph (5), any person who is an owner or occupier of land appropriated under paragraph (1) without the undertaker acquiring any part of that person's interest in the land, and who suffers loss as a result, may be entitled to compensation to be determined, in case of dispute, under Part 1 of the 1961 Act.

(5) Compensation will not be payable under paragraph (4) to any person who is an undertaker to whom section 85 of the 1991 Act (sharing cost of necessary measures) applies in respect of measures of which the allowable costs are to be borne in accordance with that section.

Temporary use of land

30.—(1) Subject to the protective provisions, ~~The~~ undertaker may, in connection with the carrying out of the authorised development—

(a) enter into and take temporary possession of—

- (i) the land specified in columns (1) and (2) of Schedule 4 (land of which temporary possession may be taken) for the purpose specified in relation to that land in column (3) of that Schedule relating to the part of the authorised development specified in column (4) of that Schedule; and
- (ii) any of the Order land in respect of which no notice of entry has been served under section 11 of the 1965 Act or no declaration has been made under section 4 of the Compulsory Purchase (Vesting Declarations) Act 1981;

(b) remove any buildings and vegetation from that land; and

(c) construct and use temporary works (including the provision of means of access) and buildings on that land.

(2) Not less than 14 days before entering on and taking temporary possession of land under this article the undertaker shall serve notice of the intended entry on the owners and occupiers of the land.

(3) The undertaker may not, without the agreement of the owners of the land, remain in possession of any land under this article—

- (a) in the case of land specified in paragraph (1)(a)(i) above, after the end of the period of 1 year beginning with the date of completion of the part of the authorised development specified in relation to that land in column (4) of Schedule 4; or
- (b) in the case of land referred to in paragraph (1)(a)(ii) above, after the end of the period of one year beginning with the date of completion of the work for which temporary possession of that land was taken unless the undertaker has, before the end of that period, served a notice of entry under section 11 of the 1965 Act or made a declaration under section 4 of the Compulsory Purchase (Vesting Declarations) Act 1981 in relation to that land or has otherwise acquired the land subject to temporary possession.

(4) Before giving up possession of land of which temporary possession has been taken under this article unless otherwise agreed by the owners of the land, the undertaker shall remove all temporary works and restore the land to the reasonable satisfaction of the owners of the land; but the undertaker shall not be required to replace a building removed under this article.

(5) The undertaker shall pay compensation to the owners and occupiers of land of which temporary possession is taken under this article for any loss or damage arising from the exercise in relation to the land of the provisions of any power conferred by this article.

(6) Any dispute to a person's entitlement to compensation under paragraph (5), or as to the amount of the compensation, shall be determined under Part 1 of the 1961 Act.

(7) Nothing in this article shall affect any liability to pay compensation under section 10(2) of the 1965 Act (further provisions as to compensation for injurious affection) or under any other enactment in respect of loss or damage arising from the carrying out of the authorised development, other than loss or damage for which compensation is payable under paragraph (5).

(8) The undertaker may not compulsorily acquire under this Order the land referred to in paragraph (1)(a)(i) except that the undertaker shall not be precluded from acquiring new rights over

and/or imposing restrictions over any part of that land under article 24 (compulsory acquisition of rights);

(9) Where the undertaker takes possession of land under this article, the undertaker shall not be required to acquire the land or any interest in it.

(10) Section 13 of the 1965 Act (refusal to give possession to acquiring authority) shall apply to the temporary use of land pursuant to this article to the same extent as it applies to the compulsory acquisition of land under this Order by virtue of section 125 of the 2008 Act (application of compulsory acquisition provisions).

(11) Subject to paragraph (12), at any time during the maintenance period relating to any part of the authorised development, the undertaker may—

- (a) enter on and take temporary possession of any land within the Order limits if such possession is reasonably required for the purpose of maintaining the authorised development;
- (b) enter on any land within the Order limits for the purpose of gaining such access as is reasonably required for the purpose of maintaining the authorised development; and
- (c) construct such temporary works (including the provision of means of access) and buildings on the land as may be reasonably necessary for that purpose.

(12) Paragraph (11):

(a) shall not authorise the undertaker to take temporary possession of any building if it is for the time being occupied; and

(b) is subject in any event to observance of the protective provisions.

(13) Not less than 28 days before entering on and taking temporary possession of land under paragraph (11) the undertaker shall serve notice of the intended entry on the owners and occupiers of the land.

(14) The undertaker may only remain in possession of land under paragraph (11) for so long as may be reasonably necessary to carry out the maintenance of the part of the authorised development for which possession of the land was taken.

(15) Before giving up possession of land of which temporary possession has been taken under paragraph (11), the undertaker shall remove all temporary works and restore the land to the reasonable satisfaction of the owners of the land.

(16) The undertaker shall pay compensation to the owners and occupiers of land of which temporary possession is taken under paragraph (11) for any loss or damage arising from the exercise in relation to the land of the provisions of paragraph (11).

(17) any dispute as to a person's entitlement to compensation under paragraph (16), or as to the amount of the compensation, shall be determined under Part 1 of the 1961 Act.

(18) Nothing in this article shall affect any liability to pay compensation under section 10(2) of the 1965 Act (further provisions as to compensation for injurious affection) or under any other enactment in respect of loss or damage arising from the maintenance of the authorised project, other than loss or damage for which compensation is payable under paragraph (16).

(19) Where the undertaker takes possession of land under paragraph (11), the undertaker shall not be required to acquire the land or any interest in it.

(20) Section 13 of the 1965 Act (refusal to give possession to acquiring authority) shall apply to the temporary use of land pursuant to paragraphs (11) to (15) to the same extent as it applies to the compulsory acquisition of land under this Order by virtue of section 125 of the 2008 Act (application of compulsory acquisition provisions).

(21) In this article "the maintenance period", in relation to any part of the authorised development, means the period of 5 years beginning with the date on which that phase of the authorised development is brought into use.

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PART 6
MISCELLANEOUS AND GENERAL

Deemed marine licence

31. The undertaker is deemed to be granted a licence under Part 4 (marine licences) of the 2009 Act to carry out the works described in Schedule 5, subject to the provisions set out in that Schedule, which are to be treated as licence conditions.

Operational land for purposes of the 1990 Act

32. Development consent granted by this Order within the Order limits is to be treated as specific planning permission for the purposes of section 264(3)(a) of the 1990 Act (cases in which land is to be treated as operational land for the purposes of that Act).

Defences to proceedings

33.—(1) Where proceedings are brought under section 82(1) of the Environmental Protection Act 1990(a) (summary proceedings by person aggrieved by statutory nuisance) in relation to a nuisance falling within paragraph (g) of section 79(1) of that Act (noise emitted from premises so as to be prejudicial to health or a nuisance) no order is to be made, and no fine may be imposed, under section 82(2) of that Act if—

(a) the defendant shows that the nuisance—

- (i) relates to premises used by the undertaker for the purposes of or in connection with the construction or maintenance of the authorised development and that the nuisance is attributable to the carrying out of the authorised development in accordance with a notice served under section 60 (control of noise on construction site), or a consent given under section 61 (prior consent for work on construction site) or 65 (noise exceeding registered level), of the Control of Pollution Act 1974(b); or
- (ii) is a consequence of the construction or maintenance of the authorised development and that it cannot reasonably be avoided; or

(b) the defendant shows that the nuisance—

- (i) relates to premises used by the undertaker for the purposes of or in connection with the use of the authorised development and that the nuisance is attributable to the use of the authorised development; or
- (ii) is a consequence of the use of the authorised development and that it cannot reasonably be avoided.

(2) In proceedings for an offence under any of the provisions mentioned in paragraph (3) it shall be a defence for the undertaker to prove that it took all reasonable precautions and exercised all due diligence to avoid the commission of the offence.

(3) The provisions referred to in paragraph (2) are—

- (a) article 19 (lights on tidal works etc. during construction);
- (b) article 20 (provision against danger to navigation); and
- (c) article 21 (permanent lights on tidal works).

(4) If in any case the reliance on the defence provided by paragraph (2) involves the allegation that the commission of the offence was due to the act or default of another person, the undertaker shall not, without leave of the court, be entitled to rely on that defence unless, before the period of 7 clear days preceding the hearing, it has served on the prosecutor a notice in writing giving such

(a) 1990 c.43. There are amendments to this Act which are not relevant to this Order.

(b) 1974 c.40. Sections 61(9) and 65(8) were amended by section 162 of, and paragraph 15 of Schedule 3 to, the Environmental Protection Act 1990 (c. 25). There are other amendments to the 1974 Act which are not relevant to this Order.

information identifying, or assisting in the identification of, that other person as was then in its possession.

(5) Section 61(9) (consent for work on construction site to include statement that it does not of itself constitute a defence to proceedings under section 82 of the Environmental Protection Act 1990) of the Control of Pollution Act 1974 and section 65(8) of that Act (corresponding provision in relation to consent for registered noise level to be exceeded), do not apply where the consent relates to the use of premises by the undertaker for the purposes of or in connection with the construction or maintenance of the authorised development.

Protection of Interests

34. Schedules 7, 8, 9, 10 and 11 to this Order have effect.

Saving for Trinity House

35. Nothing in this Order prejudices or derogates from any of the rights, duties or privileges of Trinity House.

Crown Rights

36.—(1) Nothing in this Order affects prejudicially any estate, right, power, privilege, authority or exemption of the Crown and in particular, nothing in this Order authorises the undertaker or any licensee—

- (a) to take, use, enter upon or in any manner interfere with any land or rights of any description (including any portion of the shore or bed of the sea or any river, channel, creek, bay or estuary)—
 - (i) belonging to Her Majesty in right of the Crown and forming part of the Crown Estate without the consent in writing of the Crown Estate Commissioners;
 - (ii) belonging to Her Majesty in right of the Crown and not forming part of the Crown Estate without the consent in writing of the government department having the management of that land; or
 - (iii) belonging to a government department or held in trust for Her Majesty for the purposes of a government department without the consent in writing of that government department; or
- (b) to exercise any right under this Order compulsorily to acquire an interest in any land which is Crown land (as defined in the 2008 Act) which is for the time being held otherwise than by or on behalf of the Crown without the consent in writing of the appropriate Crown authority (as defined in the 2008 Act).

(2) A consent under paragraph (1) may be given unconditionally or subject to terms and conditions; and is deemed to have been given in writing where it is sent electronically.

Approvals pursuant to requirements etc.

37.—(1) Where requirement provisions of the DML or protective provisions require approval from or agreement with the local planning authority or other body then such approval or agreement shall not be valid if the development thereby approved would authorise development outside the parameters of the authorised development or result in a form of development which would have a materially different environmental effect than those assessed in the environmental statement or any updated environmental information supplied pursuant to the 2009 EIA Regulations.

(2) When any details, plans or other matters have been agreed or approved by the local planning authority or other body pursuant to a requirement DML or the protective provisions then they may subsequently be amended by agreement with the body concerned provided that no amendments to those details, plans or other matters may be approved where such amendments would authorise development outside the scope of the authorised development or development which would give

rise to materially different environmental effects than those assessed in the environmental statement or any updated environmental information supplied pursuant to the 2009 EIA Regulations.

Certification of plans etc

38.—(1) The undertaker, as soon as practicable after the making of this Order, must submit to the Secretary of State copies of—

- (a) the book of reference (Document 5.3);
- (b) the land plans (Documents 2.1A – N);
- (c) the environmental statement (Documents 6.4 and 6.5);
- (d) the works plans (Documents 2.2A – F);
- (e) the vertical deviation plans (Documents 3.11A and 3.11B);
- (f) the parameters table (Document 6.9A);
- (g) the highway works plan (Document 3.14);
- (h) the mitigation and monitoring strategy (Document 6.12);
- (i) the conveyor route plans (Documents 3.3A – N);
- (j) the governance tracker (Document 6.8A);
- (k) the outline construction environmental management plan (Document 6.10);
- (l) the outline ecological management plan (Document 6.11);
- (m) the mitigation and monitoring strategy (Document 6.12); and
- (n) the constructability notes,

for certification that they are true copies of the documents referred to in this Order.

(2) A plan or document so certified shall be admissible in any proceedings as evidence of the contents of the document of which it is a copy.

Service of Notices

39.—(1) A notice or other document required or authorised to be served for the purposes of this Order may be served—

- (a) by post; and
- (b) with the consent of the recipient and subject to paragraphs (6) to (8) by electronic transmission.

(2) Where the person on whom a notice or other document to be served for the purposes of this Order is a body corporate, the notice or document is duly served if it is served on the secretary or clerk of that body.

(3) For the purposes of section 7 of the Interpretation Act 1978(a) as it applies for the purposes of this article, the proper address of any person in relation to the service on that person of a notice or document under paragraph (1) is, if that person has given an address for service, that address, and otherwise—

- (a) in the case of the secretary or clerk of a body corporate, the registered or principal office of that body; and
- (b) in any other case, the last known address of that person at the time of service.

(4) Where for the purposes of this Order a notice or other document is required or authorised to be served on a person as having any interest in, or as the occupier of, land and the name or address of that person cannot be ascertained after reasonable enquiry, the notice may be served by—

- (a) addressing it to that person by name or by the description of “owner”, or as the case may be “occupier”, of that land (describing it); and

(a) 1978 c.30.

(b) either leaving it in the hands of a person who is or appears to be resident or employed on the land or leaving it conspicuously affixed to some building or object on or near the land.

(5) Where a notice of other document required to be served or sent for the purposes of this Order is served or sent by electronic transmission the requirement can be taken to be fulfilled only where—

- (a) the recipient of the notice or other document to be transmitted has given consent to the use of electronic transmission in writing or by electronic transmission;
- (b) the notice or document is capable of being accessed by the recipient;
- (c) the notice or document is legible in all material respects; and
- (d) in a form sufficiently permanent to be used for subsequent reference.

(6) Where the recipient of a notice or other document served or sent by electronic transmission notifies the sender within 7 days of receipt that the recipient requires a paper copy of all or part of that notice or other document the sender will provide such a copy as soon as reasonably practicable.

(7) Any consent to the use of electronic communication given by a person may be revoked by that person in accordance with paragraph (8).

(8) Where a person is no longer willing to accept the use of electronic transmission for any of the purposes of this Order—

- (a) that person must give notice in writing or by electronic transmission revoking any consent given by that person for that purpose; and
- (b) such revocation will be final and takes effect on a date specified by the person in the notice but that date may not be less than 7 days after the date on which the notice is given.

(9) This article may not be taken to exclude the employment of any method of service not expressly provided for by it.

(10) In this article “legible in all material respects” means that the information contained in the notice or document is available to that person to no lesser extent than it would be if served, given or supplied by means of a notice or document in printed form.

Arbitration and expert determination

40.—(1) Any difference under any provision of this Order, 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) by the President of the Institution of Civil Engineers.

(2) When expressly indicated in this Order the following dispute resolution procedure will apply—

- (a) Any dispute to which this subparagraph relates must be referred to and settled by a single independent and suitable person who holds appropriate professional qualifications and is a member of a professional body relevant to the matter in dispute acting as an expert, such person to be agreed by the differing parties or, in the absence of agreement, identified by the President of the Institution of Civil Engineers.
- (b) All parties involved in settling any difference must use best endeavours to do so within 21 days from the date of a dispute first being notified by one party to the other and in the absence of the difference being settled within that period the expert shall be appointed within 28 days of the notification of the dispute.
- (c) The fees of the expert are payable by the parties in such proportions as the expert may determine or, in the absence of such determination, equally.
- (d) The expert must—
 - (i) invite the parties to make submission to the expert in writing and copied to the other party to be received by the expert within 21 days of his or her appointment;
 - (ii) permit a party to comment on the submissions made by the other party within 21 days of receipt of the submission;
 - (iii) issue a decision within 42 days of receipt of the submissions under (ii); and

- (iv) give reasons for his or her decision.
- (e) The expert must consider where relevant—
 - (i) the development outcome sought by the undertaker;
 - (ii) the ability of the undertaker to achieve its outcome in a timely and cost-effective manner;
 - (iii) the nature of the power sought to be exercised by the undertaker;
 - (iv) the nature of any operation or development undertaken or proposed to be undertaken by any party other than the undertaker;
 - (v) the ability of any party other than the undertaker to undertake a relevant operation or development in a timely and cost-effective manner;
 - (vi) the effects of the undertaker's proposals on any party other than the undertaker and the effects of any operation or development undertaken by any party other than the undertaker;
 - (vii) whether this Order provides any alternative powers by which the undertaker could reasonably achieve the development outcome sought in a manner that would reduce or eliminate adverse effects on any party other than the undertaker;
 - (viii) the effectiveness, cost and reasonableness of proposals for mitigation arising from any party; and
 - (ix) any other important and relevant consideration.
- (f) Any determination by the expert is final and binding, except in the case of manifest error in which case the difference that has been subject to expert determination may be referred to and settled by arbitration under article 40(1).

Signatory text

Address
Date

Name
Parliamentary Under Secretary of State
Department

SCHEDULES

SCHEDULE 1

Article 3

AUTHORISED DEVELOPMENT

Nationally significant Infrastructure Project

Works No.1 - within the area described on the works plans (Document 2.2D) as Works No.1—

- (3) dredging of approach channel and berth pocket; and
- (4) the demolition of the existing jetty and associated infrastructure.

Works No. 2 - within the area described on the works plans (Document 2.2D) as Works No. 2—

- (1) a quay (constructed within the quay limits and in two phases) being either—
 - (a) a quay of solid construction comprising a quay wall and reclamation behind it on the south side of the River Tees; or
 - (b) a quay of open construction comprising—
 - (i) a suspended deck supported by piles and a revetment on a re-graded slope on the south side of the River Tees; and
 - (ii) the erection of three approach bridge structures.
- (2) erection of ship loaders and associated infrastructure including ship loader rails;
- (3) erection of surge bins and transfer towers; and
- (4) extension, modification or replacement of pipe and provision of an additional pipe for flow control between Works No.3 and Works No.1.

Associated Development

Works No. 3 - within the area described on the works plans (Document 2.2E) as Works No. 3—

- (1) the lagoon enhancement works; and
- (2) extension, modification or replacement of pipe and provision of an additional pipe for flow control entering Works No.2 from the lagoon.

Works No. 4 - within the area described on the works plans (Documents 2.2A - C) as Works No. 4—

- (1) Two parallel conveyors in a single housing (on supports and including transfer stations connected to the same in Works No. 5) to transfer polyhalite from the materials handling facility to the ship loaders and surge bins situate in Works No. 2 running between either—
 - (a) the points A-B-C shown on the works plans; or
 - (b) the points A-B-D shown on the works plan.

Works No. 5 - within the area described in the works plans (Documents 2.2A - C) as Works No.5 in connection with Works No. 1, 2, 3, 4, 6, 7, 8, 9, 10 and 11

- (1) vehicular and pedestrian access;
- (2) construction space;
- (3) access for construction and maintenance;
- (4) conveyer footings and supports connecting with Works No. 4;
- (5) transfer towers connecting with Works No. 4;
- (6) surface and foul water disposal arrangements;
- (7) signage;
- (8) lighting;
- (9) security fencing and gating;

- (10) temporary acoustic fencing;
- (11) CCTV;
- (12) services: and
- (13) security control (to the north-east of Works No. 10).

Works No. 6A - within the area described on the works plans (Document 2.2E) as Works No. 6A—

- (1) temporary material storage and preparation and plant area;
- (2) temporary parking;
- (3) temporary offices;
- (4) temporary stores;
- (5) temporary lighting; and
- (6) temporary security fencing and gating.

Works No. 6B - within the area described in the works plans (Document 2.2E) as Works No. 6B—

- (1) substation; and
- (2) car parking.

Works No. 7 - within the area described on the works plans (Document 2.2E) as Works No. 7—

- (1) temporary material storage and preparation and plant area;
- (2) temporary parking;
- (3) temporary offices;
- (4) temporary stores;
- (5) temporary lighting; and
- (6) temporary security fencing and gating.

Works No. 8 - within the area described on the works plans (Document 2.2B) as Works No. 8—

- (1) temporary material storage and preparation and plant area;
- (2) temporary parking;
- (3) temporary offices;
- (4) temporary stores;
- (5) temporary lighting; and
- (6) temporary security fencing and gating.

Works No. 9 - within the area described in the works plans (Document 2.2E) as Works No. 9—

- (1) general services building;
- (2) parking;
- (3) substation;
- (4) below ground waste water storage tank; and
- (5) ancillary infrastructure.

Works No. 10 - within the area described on the works plans (Document 2.2F) as Works No. 10—

- (1) temporary material storage and preparation and plant area;
- (2) temporary parking;
- (3) temporary offices;
- (4) temporary stores;
- (5) temporary lighting; and
- (6) temporary security fencing and gating.

Works No. 11 - within the area described on the works plans (Document 2.2F) as Works No. 11—

- (1) temporary material storage and preparation and plant area;
- (2) temporary parking;
- (3) temporary offices;
- (4) temporary stores;
- (5) temporary lighting; and
- (6) temporary security fencing and gating.

Works No. 12 - within the area described on the works plans (Document 2.2F) as Works No.12—

(1) Works to improve the western most arm of the A1085 roundabout the general arrangement of which is shown on the highway works plan including—

- (a) widening the carriageway;
- (b) construction of a new splitter island; and
- (c) reconstruction and resurfacing works.

(2) **Works Nos. 1 – 12** - to be carried out in accordance with the parameters set out in the parameters table.

And in connection with Works Nos. 1 – 12 described above such development within the Order limits but excluding the lagoon as may be necessary or expedient for the purposes of or in connection with the construction or use of the authorised development provided that such works do not give rise to any significant environmental effects not assessed in the environmental statement.

SCHEDULE 2 REQUIREMENTS

Article 3

Time limits

1. The authorised development must be begun within 7 years of the date on which this Order comes into force.

Stages of the development and Design approval

2.—(1) No part of phase 1 is to commence until a written scheme setting out all the component parts of phase 1 has been submitted to and approved by the local planning authority. The written scheme will include details of the following unless they have been approved by the MMO pursuant to the provisions of Schedule 5 (deemed licence under the 2009 Act)—

- (a) Layout and siting (including whether the conveyor route (southern) or conveyor route (northern) has been chosen);
- (b) details of quay structure and related infrastructure (including whether the open quay or solid quay is to be constructed);
- (c) external appearance and scale of all buildings and structures;
- (d) parking and storage areas;
- (e) surface and foul drainage;
- (f) site levels;
- (g) permanent fencing and other means of enclosure; ~~and~~
(h) lighting; and
~~(i) construction methodology.~~

(2) The phase 1 works will be carried out in accordance with the approved detail.

(3) No part of phase 1 is to commence until the design of the external treatment of that part of the conveyor crossing the A1085 has been approved by the local planning authority following a design competition to be administered by the undertaker in conjunction with the local planning authority.

3.—(1) No part of phase 2 is to commence until a written scheme setting out all the component parts of phase 2 has been submitted to and approved by the local planning authority. The written scheme will include details of the following unless they have been approved under the provisions of Schedule 5 (deemed licence under the 2009 Act)—

- (a) Layout and siting;
- (b) details of additional quay structure and related infrastructure
- (c) external appearance and scale of all buildings and structures;
- (d) parking and storage areas;
- (e) surface and foul drainage;
- (f) site levels;
- (g) permanent fencing and other means of enclosure; ~~and~~
(h) lighting; and
~~(i) construction methodology.~~

(2) The phase 2 works will be carried out in accordance with the approved details.

(3) If the construction of phase 2 (a) and (b) does not commence within six years of the completion of phase 1 then, if the local planning authority so requires, the undertaker must reassess the baseline conditions relating to phase 2(a) and (b) and, in the event of there being changes to the baseline conditions which materially affect the assessment of likely impacts arising from phase 2(a) and (b) identified in the environmental statement then the undertaker must produce a further environmental report re-assessing such impacts, submit it to the local planning authority and agree with the local planning any additional mitigation measures required

(4) If a further environmental report is required to be submitted to the local planning authority pursuant to (3) then phase 2(a) and (b) shall not be carried out until either additional mitigation measures have been agreed with the local planning authority or it has been agreed with the local

planning authority that no additional measures are required. Any additional mitigation measures agreed to be carried out shall be carried out as agreed.

4. The authorised development must be carried out in accordance with the drawings listed below and in accordance with [details approved pursuant to](#) requirements 2 and 3 and the DML—

- (a) the works plans (Documents 2.2 A-F);
- (b) the parameters table (Document 6.9); and
- (c) the vertical deviation plans (Documents 3.11A and 3.11B). *Highway access*

5. No phase of the authorised development is to commence until the highway works shown on the highway works plan have been carried out to the satisfaction of the local highway authority.

Construction Environmental Management Plan

6.—(1) No phase of the authorised development is to commence, including any preparatory earthworks or site levelling but excluding ecological mitigation works, until a Construction Environmental Management Plan “(CEMP)” for that phase of development, drafted in accordance with the principles set out in the outline construction environmental management plan (Document 6.10) and incorporating the mitigation identified in the governance tracker (Document 6.8A), has been submitted to and approved in writing by the local planning authority in consultation with Natural England. The plan will include details of the following unless they have been approved by the MMO pursuant to the provisions of Schedule 5 (deemed licence under the 2009 Act)—

- (a) a stakeholder communications plan;
- (b) details of the methods to control noise arising from construction activities (including temporary acoustic fencing);
- (c) details of the methods to be used to control dust and other emissions from the site including a Dust Management Plan;
- (d) details of all temporary fencing, temporary buildings, compound areas and parking areas including arrangements for their removal following completion of construction;
- (e) details of areas to be used for the storage of plant and construction materials and waste;
- (f) details of the facilities to be provided for the storage of fuel, oil and other chemicals, including measures to prevent pollution;
- (g) details of any temporary lighting arrangements such detail to incorporate measures described in item 31 of the governance tracker (Document 6.8A);
- (h) measures to ensure that construction vehicles do not deposit mud on the public highway;
- (i) details of mitigation measures to protect biodiversity interests within the site and adjacent to it during the construction phases;
- (j) advisory signage at public access points advising of possible hazards including the potential for sudden noise;
- (k) asbestos management strategy (if needed); and
- (l) a materials management plan.

(2) The CEMP may be subject to alteration by approval in writing of the local planning authority.

(3) All construction works must be carried out in accordance with the CEMP as approved from time to time.

Construction Traffic Management Plan

7. None of the authorised development is to commence (excluding archaeological soil movement and ecological mitigation or enhancement works) until a Construction Traffic Management Plan (CTMP) drafted in connection with the principles set out in Appendix 12.3 of the environmental statement has been submitted to and approved in writing by the local planning authority. The provisions of the approved CTMP must be observed at all times during the construction of the authorised development.

Flood warning and ground gas monitoring

8.—(1) No building comprising part of the authorised development is to be occupied until a flood warning and evacuation plan, which must include details of expected means of evacuation or safe refuge during a tidal flood event with safe refuge areas has been submitted to and approved by the local planning authority.

(2) No phase of the authorised development shall commence until a programme for ground gas monitoring has been agreed with the local planning authority and thereafter implemented. If the monitoring in accordance with the approved scheme gives rise to the need to consider gas protection measures within buildings then these must be agreed with the local planning authority and implemented as agreed.

Ecology

9.—(1) No phase of the authorised development is to commence until a written ecological management plan for any ecological mitigation or enhancement measures included in the environmental statement for that phase (but not including the lagoon enhancement works which are licensed under the deemed marine licence in Schedule 5) drafted in accordance with the principles set out in the outline ecological management plan (Document 6.11) and incorporating the mitigation identified in the governance tracker (Document 6.8A) has been submitted to and approved in writing by Natural England. The management plans may be subject to alteration by prior approval in writing of Natural England. In the case of any habitat creation works below mean high water springs the relevant part of the ecological management plan must also be approved by the MMO.

(2) The ecological management plan must be carried out as approved from time to time in writing by Natural England.

(3) Prior to the decommissioning phase of the authorised works, terrestrial ecological surveys are to be undertaken to verify whether any protected species could be impacted by the decommissioning phase, and to identify the requirement for mitigation to be implemented in order to avoid any impacts. The scope of terrestrial ecological surveys will be agreed with Natural England and the local planning authority prior to any ecological surveys being undertaken and the scope of mitigation agreed following the survey. The agreed mitigation shall then be carried out in accordance with an agreed timetable.

Archaeology

10.—(1) No part of the authorised development comprising ground intrusive works is to take place in the vicinity of the ‘Deserted settlement – West Coatham’ until a scheme for the monitoring of those works and the recording of any surviving features has been approved by the local planning authority and the authorised development must be carried out in accordance with the approved scheme.

(2) A Level 1 Building Recording Survey (or equivalent) of the ‘Seventh Buoy Light/Dolphin Mooring Bollard’ must be carried out by a suitably qualified archaeologist and submitted to the local planning authority prior to that structure being demolished and removed.

(3) To agree an archaeological finds protocol with the local planning authority prior to the commencement of the authorised development and to comply with that protocol at all times during construction of the authorised development.

Decommissioning

11. Prior to the decommissioning phase of the authorised development the undertaker will submit a decommissioning plan to the local planning authority for approval. The provisions of the approved plan must be followed during the decommissioning phase.

SCHEDULE 3
COMPULSORY ACQUISITION PROVISIONS

Article 24

PART 1
RIGHTS AND RESTRICTIONS REQUIRED IN THE EVENT OF THE
CONVEYOR ROUTE (SOUTHERN)

| <i>Number of land shown on Class/Classes of Rights Sought as described in the acquired Land Plans</i> | <i>Book of Reference</i> | <i>Purpose for which rights may be</i> |
|---|--------------------------------|--|
| 1 | 1, 2, 4 and 9 | (i) Dredging; (ii) Demolition of the existing jetty; (iii) Construction, operation, use and maintenance of the quay; (iv) Installation, maintenance and use of ship loaders; and (v) Construction, operation, use and maintenance of the conveyor system And to obtain access for such purposes. |
| 2, 3 | 1 and 9 | (i) Dredging; and (ii) Demolition of the existing jetty And to obtain access for such purposes. |
| 6 and 7 | 1 and 9 | Dredging and to obtain access for such purposes. |
| 8 | 1, 2, 3, 4, 5, 6, 7a, 9 and 10 | (i) Dredging; (ii) Construction, operation, use and maintenance of the quay; (iii) Extension and/or modification the pipe between the lagoon and the Tees estuary and provision of an additional pipe for flow control; (iv) Installation, maintenance and use of ship loaders, surge bins, transfer towers; (v) Construction, operation, use and maintenance of the conveyor system along the conveyor route (southern); (vi) Installation, maintenance and replacement and/or repair of |

support foundations for the conveyor along the conveyor route (southern);

(vii) Carrying out and maintenance of the lagoon enhancement works;

(viii) Installation, operation, use and maintenance of services, signage, lighting, acoustic fencing, security fencing and gating, CCTV along the conveyor route (southern);

(ix) Creation and use of temporary compounds (Works Nos. 6A, 7 and 8); and

(x) Construction, use and maintenance of a permanent compound (Works No. 6B)

And to obtain access for such purposes and to impose requirements for the protection of the conveyor structure and footings.

11a

4, 5, 9 and 10

(i) Construction, operation, use and maintenance of the conveyor system along the conveyor route (southern);

(ii) Installation, maintenance and replacement and/or repair of support foundations for the conveyor along the conveyor route (southern); and

(iii) Installation, use and maintenance of services, signage, lighting, CCTV

And to obtain access for such purposes and to impose requirements for the protection of the conveyor structure and footings

11

1, 2, 3, 4, 5, 6, 7b, 9 and 10

(i) Dredging;

(ii) Construction, operation, use and maintenance of the quay;

(iii) Demolition of the existing jetty;

(iv) Installation, maintenance and use of ship loaders, surge bins, transfer towers;

(v) Construction, operation, use and maintenance of the conveyor system along the conveyor route (southern);

- (vi) Installation, maintenance and replacement and/or repair of support foundations for the conveyor along the conveyor route (southern);
- (vii) Installation of a below ground waste storage tank;
- (viii) Carrying out and maintenance of part of the lagoon enhancement works;
- (ix) Installation, use and maintenance of services, signage, lighting, acoustic fencing, security fencing and gating, CCTV;
- (x) Creation and use of temporary compounds (Works No. 7); and
- (xi) Construction, use and maintenance of a permanent compound (Works No. 9)

And to obtain access for such purposes and to impose requirements for the protection of the conveyor structure and footings.

12 and 13

1, 4, 5, 9 and 10

- (i) Dredging;
- (ii) Demolition of the existing jetty;
- (iii) Construction, operation, use and maintenance of the conveyor system along such part of the conveyor route (southern);
- (iv) Installation, maintenance and replacement and/or repair of support foundations for the conveyor along such part of the conveyor route (southern); and
- (v) Installation, use and maintenance of services, lighting, acoustic fencing, security fencing and gating, CCTV

And to obtain access for such purposes and to impose requirements for the protection of the conveyor structure and footings.

15 and 16

5, 9 and 10

- (i) Installation, maintenance and replacement and/or repair of support foundations for the conveyor along such part of the conveyor route (southern); and

| | | |
|---|----------------|---|
| | | (ii) Installation, use and maintenance of services, signage, lighting, acoustic fencing, security fencing and gating, CCTV And to obtain access for such purposes and to impose requirements for the protection of the conveyor footings. |
| 17, 18, 19 and 20 | 4, 5, 9 and 10 | (i) Construction, operation, use and maintenance of the conveyor system along the conveyor route (southern); (ii) Installation, maintenance and replacement and/or repair of support foundations for the conveyor along the conveyor route (southern); and (iii) Installation, use and maintenance of services, lighting, acoustic fencing, security fencing and gating, CCTV And to obtain access for such purposes and to impose requirements for the protection of the conveyor structure and footings. |
| 21a, 22, 37a, 38, 39, 40, 41, 42, 43, 44, 49, 57, 58, 59, 60 and 62 | 4, 5, 9 and 10 | (i) Construction, operation, use and maintenance of the conveyor system along the conveyor route (southern); (ii) Installation, maintenance and replacement and/or repair of support foundations for the conveyor along the conveyor route (southern); and (iii) Installation, use and maintenance of services, lighting, security fencing and gating, CCTV And to obtain access for such purposes and to impose requirements for the protection of the conveyor structure and footings. |
| 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37 and 54 | 4, 5 and 9 | (i) Construction, operation, use and maintenance of the conveyor system along the conveyor route (southern); (ii) Installation, maintenance and replacement and/or repair of support foundations for the |

| | | |
|----------------------|-------------------|--|
| | | conveyor along the conveyor route (southern); and |
| | | (iii) Installation, use and maintenance of services, CCTV |
| | | And to obtain access for such purposes. |
| 47, 48, 55 56 and 61 | 5 and 9 | (i) Installation, maintenance and replacement and/or repair of support foundations for the conveyor along the conveyor route (southern); |
| | | (ii) Installation, use and maintenance of services, CCTV |
| | | And to obtain access for such purposes. |
| 50 | 4, 5, 6, 9 and 10 | (i) Construction, operation, use and maintenance of the conveyor system along the conveyor route (southern); |
| | | (ii) Installation, maintenance and replacement and/or repair of support foundations for the conveyor along the conveyor route (southern); |
| | | (iii) Installation, use and maintenance of services, lighting, security fencing and gating, CCTV; and |
| | | (iv) Creation and use of a temporary compound (Works No. 10) |
| | | And to obtain access for such purposes and to impose requirements for the protection of the conveyor structure and footings. |
| 51 | 4, 5, 8, 9 and 10 | (i) Construction, operation, use and maintenance of the conveyor system along such part of the conveyor route (southern); |
| | | (ii) Installation, maintenance and replacement and/or repair of support foundations for the conveyor along such part of the conveyor route (southern); |
| | | (iii) Installation, use and maintenance of services, lighting, security fencing and gating, CCTV; |

| | | |
|-------------|---|---|
| | | <ul style="list-style-type: none"> (iv) Laying out of the highway works (Works No. 12); (v) Installation of new signs and markings; (vi) Removing an existing earth bund; and (vii) Clearing vegetation And to obtain access for such purposes and to impose requirements for the protection of the conveyor structure and footings. |
| 52, 53, 54a | 8 | <ul style="list-style-type: none"> (i) Laying out of the highway works (Works No. 12) to include a pedestrian traffic island; (ii) Resurfacing the existing carriageway; (iii) Installation of new signs and markings; (iv) Removing an existing earth bund; and (v) Clearing vegetation Including temporary access for such purposes. |
| 59a | 6 | <ul style="list-style-type: none"> (i) Creation and use of a temporary compound (Works No. 11) including temporary access for such purposes. |

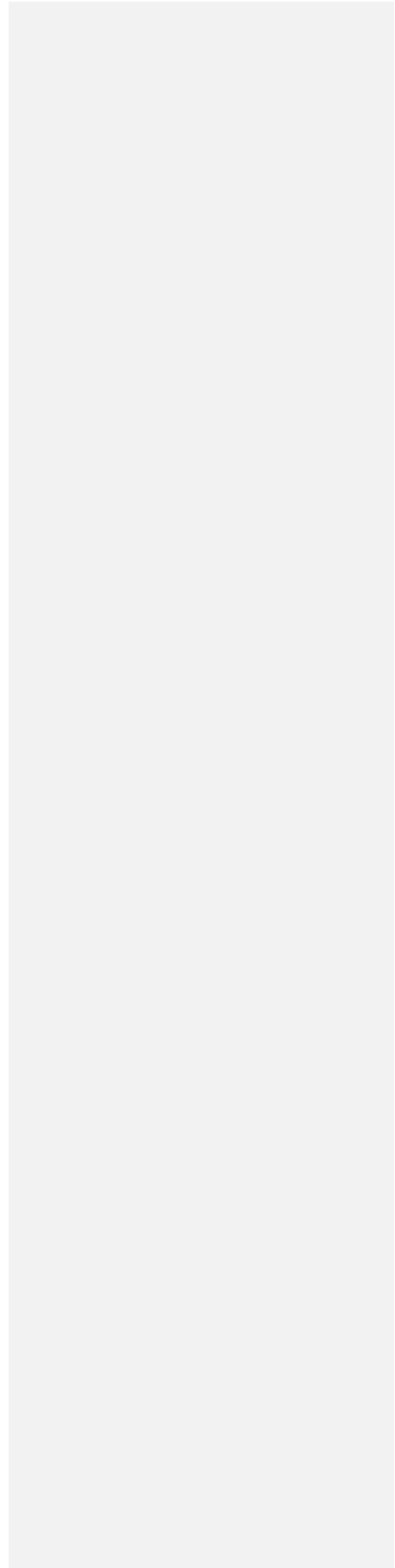
PART 2
RIGHTS AND RESTRICTIONS REQUIRED IN THE EVENT OF THE
CONVEYOR ROUTE (NORTHERN)

| <i>Number of land shown on Class/Classes of Rights Purpose for which rights may be Land Plans Sought as described in the acquired Book of Reference</i> | | |
|---|---------------|---|
| 1 | 1, 2, 4 and 9 | <ul style="list-style-type: none"> (i) Dredging; (ii) Demolition of the existing jetty; (iii) Construction, operation, use and maintenance of the quay; (iv) Installation, maintenance and use of ship loaders; and |

| | | |
|---------|--------------------------------|---|
| | | (v) Construction, operation, use and maintenance of the conveyor system And to obtain access for such purposes. |
| 2, 3 | 1 and 9 | (i) Dredging; and (ii) Demolition of the existing jetty And to obtain access for such purposes. |
| 6 and 7 | 1 and 9 | Dredging and to obtain access for such purposes. |
| 8 | 1, 2, 3, 4, 5, 6, 7a, 9 and 10 | (i) Dredging; (ii) Construction, operation, use and maintenance of the quay; (iii) Extension and/or modification the pipe between the lagoon and the Tees estuary and provision of an additional pipe for flow control; (iv) Installation, maintenance and use of ship loaders, surge bins, transfer towers; (v) Construction, operation, use and maintenance of the conveyor system along the conveyor route (northern); (vi) Installation, maintenance and replacement and/or repair of support foundations for the conveyor along the conveyor route (northern); (vii) Carrying out and maintenance of the lagoon enhancement works; (viii) Installation, operation, use and maintenance of services, signage, lighting, acoustic fencing, security fencing and gating, CCTV; (ix) Creation and use of temporary compounds (Works Nos. 6A, 7 and 8); and (x) Construction, use and maintenance of a permanent compound (Works No. 6B) And to obtain access for such purposes and to impose requirements for the protection of the conveyor structure and footings. |

- | | | |
|----|--------------------------------|---|
| 9 | 4, 5, 9 and 10 | <ul style="list-style-type: none"> (i) Construction, operation, use and maintenance of the conveyor system, installation along the conveyor route (northern); (ii) Maintenance and replacement and/or repair of support foundations for the conveyor along the conveyor route (northern); and (iii) Installation, use and maintenance of services, signage, lighting, acoustic fencing, CCTV <p>And to obtain access for such purposes and to impose requirements for the protection of the conveyor structure and footings.</p> |
| 10 | 4, 5, 9 and 10 | <ul style="list-style-type: none"> (i) Construction, operation, use and maintenance of the conveyor system along the conveyor route (northern); (ii) Installation, maintenance and replacement and/or repair of support foundations for the conveyor along the conveyor route (northern); and (iii) Installation, use and maintenance of services, signage, lighting, CCTV <p>And to obtain access for such purposes and to impose requirements for the protection of the conveyor structure and footings</p> |
| 11 | 1, 2, 3, 4, 5, 6, 7b, 9 and 10 | <ul style="list-style-type: none"> (i) Dredging; (ii) Construction, operation, use and maintenance of the quay; (iii) Demolition of the existing jetty; (iv) Installation, maintenance and use of ship loaders, surge bins, transfer towers; (v) Construction, operation, use and maintenance of the conveyor system along such part of the conveyor route (northern); (vi) Installation, maintenance and replacement and/or repair of support foundations for the |

| | | |
|--|----------------|--|
| | | conveyor along such part of the conveyor route (northern); |
| | | (vii) Installation of a below ground waste storage tank; |
| | | (viii) Carrying out and maintenance of part of the lagoon enhancement works; |
| | | (ix) Installation, use and maintenance of services, signage, lighting, acoustic fencing, security fencing and gating, CCTV; |
| | | (x) Creation and use of temporary compounds (Works No. 7); and |
| | | (xi) Construction, use and maintenance of a permanent compound (Works No. 9) |
| | | And to obtain access for such purposes and to impose requirements for the protection of the conveyor structure and footings. |
| 12 and 13 | 1, 4, 5 and 9 | (i) Dredging; |
| | | (ii) Demolition of the existing jetty; and |
| | | (iii) Installation, use and maintenance of services, lighting, acoustic fencing, security fencing and gating, CCTV |
| | | And to obtain access for such purposes. |
| 15 and 16 | 5 and 9 | (i) Installation, use and maintenance of services, signage, lighting, acoustic fencing, security fencing and gating, CCTV |
| | | And to obtain access for such purposes. |
| 17, 18, 19, 20, 21a and 22 | 4, 5 and 9 | (i) Installation, use and maintenance of services, lighting, acoustic fencing, security fencing and gating, CCTV |
| | | And to obtain access for such purposes. |
| 23, 24, 37a, 38, 39, 40, 41, 42, 43, 44, 49, 57, 58, 59, 60 and 62 | 4, 5, 9 and 10 | (i) Construction, operation, use and maintenance of the conveyor system along the conveyor route (northern); |



25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37 and 54

(ii) Installation, maintenance and replacement and/or repair of support foundations for the conveyor along the conveyor route (northern); and

(iii) Installation, use and maintenance of services, lighting, security fencing and gating, CCTV

And to obtain access for such purposes and to impose requirements for the protection of the conveyor structure and footings.

(i) Construction, operation, use and maintenance of the conveyor system along the conveyor route (northern);

(ii) Installation, maintenance and replacement and/or repair of support foundations for the conveyor along the conveyor route (northern); and

(iii) Installation, use and maintenance of services, CCTV

And to obtain access for such purposes.

47, 48, 55 56 and 61

5 and 9

(i) Installation, maintenance and replacement and/or repair of support foundations for the conveyor along the conveyor route (northern);

(ii) Installation, use and maintenance of services, CCTV

And to obtain access for such purposes.

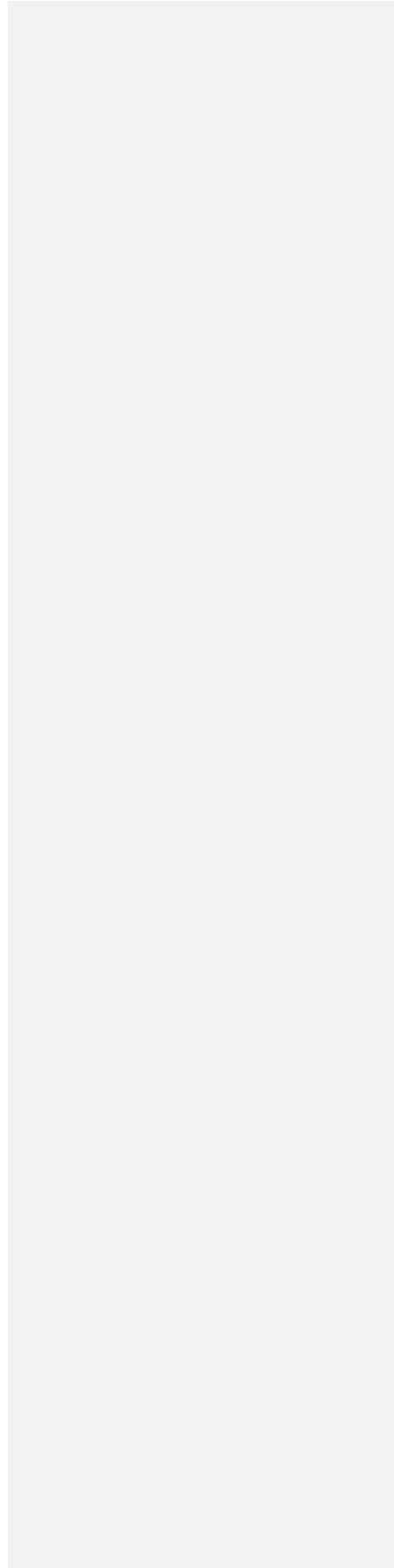
50

4, 5, 6, 9 and 10

(i) Construction, operation, use and maintenance of the conveyor system along the conveyor route (northern);

(ii) Installation, maintenance and replacement and/or repair of support foundations for the conveyor along the conveyor route (northern);

(iii) Installation, use and maintenance of services, lighting, security fencing and gating, CCTV; and



| | | |
|-------------|-------------------|---|
| | | (iv) Creation and use of a temporary compound (Works No. 10) And to obtain access for such purposes and to impose requirements for the protection of the conveyor structure and footings. |
| 51 | 4, 5, 8, 9 and 10 | (i) Construction, operation, use and maintenance of the conveyor system along such part of the conveyor route (northern); (ii) Installation, maintenance and replacement and/or repair of support foundations for the conveyor along such part of the conveyor route (northern); (iii) Installation, use and maintenance of services, lighting, security fencing and gating, CCTV (Works No. 12); (iv) Laying out of the highway works; (v) Installation of new signs and markings; (vi) Removing an existing earth bund; and (vii) Clearing vegetation And to obtain access for such purposes and to impose requirements for the protection of the conveyor structure and footings. |
| 52, 53, 54a | 8 | (i) Laying out of the highway works (Works No. 12) to include a pedestrian traffic island; (ii) Resurfacing the existing carriageway; (iii) Installation of new signs and markings; (iv) Removing an existing earth bund; and (v) Clearing vegetation Including temporary access for such purposes. |
| 59a | 6 | (i) Creation and use of a temporary compound (Works No. 11) including temporary access for such purposes. |

PART 3

MODIFICATION OF COMPENSATION AND COMPULSORY PURCHASE ENACTMENTS FOR THE CREATION OF NEW RIGHTS AND RESTRICTIVE COVENANTS

Compensation enactments

1. The enactment for the time being in force with respect of compensation for the compulsory purchase of land shall apply, with the necessary modifications as respects compensation, in the case of a compulsory acquisition under this Order of a right by the creation of a new right or the imposition of a restrictive covenant as they apply as respects compensation on the compulsory purchase of land and interests in land.

2.—(1) Without prejudice to the generality of paragraph 1, the Land Compensation Act 1973^(a) shall have effect subject to the modifications set out in sub-paragraph (2) and (3).

(2) In Section 44(1) (compensation for injurious affection), as it applies to compensation for injurious affection under section 7 of the 1965 Act as substituted by paragraph 4—

- (a) for the words “land is acquired or taken” there shall be substituted the words “a right or restrictive covenant over land is purchased from or imposed on”; and
- (b) for the words “acquired or taken from him” there shall be substituted the words “over which the right is exercisable or the restrictive covenant enforceable”.

(3) In section 58(1) (determination of material detriment where part of house etc. proposed for compulsory acquisition), as it applies to determinations under section 8 of the 1965 Act as substituted by paragraph 5—

- (a) for the word “part” in paragraphs (a) and (b) there shall be substituted the words “a right over or restrictive covenant affecting land consisting”;
- (b) for the word “severance” there shall be substituted the words “right or restrictive covenant over or affecting the whole of the house, building or manufactory or of the house and the park or garden”;
- (c) for the words “part proposed” there shall be substituted the words “right or restrictive covenant proposed”; and
- (d) for the words “part is” there shall be substituted the words “right or restrictive covenant is”.

Application of the 1965 Act

3.—(1) The 1965 Act shall have effect with the modifications necessary to make it apply to the compulsory acquisition under this Order of a right by the creation of a new right, or to the imposition under this Order of a restrictive covenant, as it applies to the compulsory acquisition under this Order of land, so that, in appropriate contexts, references in that Act to land are read (accordingly to the requirements of the particular context) as referring to, or as including references to—

- (a) the right acquired or to be acquired; or
- (b) the land over which the right is or is to be exercisable.

(2) Without prejudice to the generality of sub-paragraph (1), Part 1 of the 1965 Act shall apply in relation to the compulsory acquisition under this Order of a right by the creation of a new right with the modifications specified in the following provisions of this Schedule.

4. For Section 7 of the 1965 Act (measure of compensation) there shall be substituted the following section—

^(a) 1973 c.26.

“7. In assessing the compensation to be paid by the acquiring authority under this Act, regard shall be had not only to the extent (if any) to which the value of the land over which the right is to be acquired or the restrictive covenant is to be imposed is depreciated by the acquisition of the right or the imposition of the covenant but also to the damage (if any) to be sustained by the owner of the land by reason of its effective severance from other land of the owner, or injuriously affecting that other land by the exercise of the powers conferred by this or the special Act”.

Comment [IG2]: There will be no severance as such.

5. For section 8 of the 1965 Act (provisions as to divided land) there shall be substituted the following section—

“8. —(1) Where in consequence of the service on a person under section 5 of this Act of a notice to treat in respect of a right over land consisting of a house, building or manufactory or of a park or garden belonging to a house (“the relevant land”)—

- (a) a question of disputed compensation in respect of the purpose of a right or the imposition of the restrictive covenant would apart from this section fall to be determined by the Upper Tribunal (“the tribunal”); and
- (b) before the tribunal has determined that question the tribunal is satisfied that the person has an interest in the whole of the relevant land and is able and willing to sell that land and—
 - (i) where that land consists of a house, building or manufactory, that the right cannot be purchased or the restrictive covenant imposed without material detriment to that land; or
 - (ii) where that land consist of such a park or garden, that the right cannot be purchased or the restrictive covenant imposed without seriously affecting the amenity or convenience of the house to which that land belongs, the York Potash Harbour Facilities Order 201X (“the Order”) shall, in relation to that person, cease to authorise the purchase of the right and be deemed to authorise the purchase of that person’s interest in the whole of the relevant land including, where the land consists of such a park or garden, the house to which it belongs, and the notice shall be deemed to have been served in respect of that interest on such date as the tribunal directs.

(2) Any question as to the extent of the land in which the Order is deemed to authorise the purchase of an interest by virtue of subsection (1) of this section shall be determined by the tribunal.

(3) Where in consequence of a determination of the tribunal that it is satisfied as mentioned in subsection (1) of this section the Order is deemed by virtue of that subsection to authorise the purchase of an interest in land, the acquiring authority may, at any time within the period of 6 weeks beginning with the date of the determination, in accordance with section 31 of the 1961 Act withdraw the notice to treat in consequence of which the determination was made; but nothing in this subsection prejudices any other power of the authority to withdraw the notice”.

6. The following provisions of the 1965 Act (which state the effect of a deed poll executed in various circumstances where there is no conveyance by persons with interests in the land), that is to say—

- (a) section 9(4) (failure by owners to convey);
- (b) paragraph 10(3) of Schedule 1 (owners under incapacity);
- (c) paragraph 2(3) of Schedule 2 (absent and untraced owners); and
- (d) paragraphs 2(3) and 7(2) of Schedule 4 (common land),

shall be so modified as to secure that, as against persons with interests in the land which are expressed to be overridden by the deed, the right which is to be compulsorily acquired or the restrictive covenant which is to be imposed is vested absolutely in the acquiring authority.

7. Section 11 of the 1965 Act (powers of entry) shall be so modified as to secure that, as from the date on which the acquiring authority has served notice to treat in respect of any right it has power,

exercisable in equivalent circumstances and subject to equivalent conditions, to enter for the purpose of exercising that right or enforcing that restrictive covenant (which shall be deemed for this purpose to have been created on the date of service of the notice); and sections 12 (penalty for unauthorised entry) and 13 (entry on warrant in the event of obstruction) of the 1965 Act shall be modified correspondingly.

8. Section 20 of the 1965 Act (protection for interests of tenants at will, etc.) shall apply with the modifications necessary to secure that persons with such interests in land as are mentioned in that section are compensated in a manner corresponding to that in which they would be compensated on a compulsory acquisition under this Order of that land, but taking into account only the extent (if any) of such interference with such an interest as is actually caused, or likely to be caused, by the exercise of the right or the enforcement of the restrictive covenant in question.

9. Section 22 of the 1965 Act (protection of acquiring authority's possession where by inadvertence an estate, right or interest has not been got in) shall be so modified as to enable the acquiring authority, in circumstances corresponding to those referred to in that section, to continue to be entitled to exercise the right acquired, subject to compliance with that section as respects compensation.

SCHEDULE 4

Article 30

LAND OF WHICH TEMPORARY POSSESSION MAY BE TAKEN

| (1) <i>Area</i> | (2) <i>Plot number shown on land plans</i> | (3) <i>Purpose for which temporary possession may be taken</i> | (4) <i>Relevant part of the authorised development</i> |
|-------------------------------|---|---|---|
| Borough of Redcar & Cleveland | 52, 53, 54a | Highway works | Works No. 12 |
| Borough of Redcar & Cleveland | 59a | Temporary contractor's compound | Works No. 11 |

SCHEDULE 5

Article 31

DEEMED LICENCE UNDER THE MARINE AND COASTAL ACCESS ACT 2009

PART 1

INTRODUCTORY

Addresses

1.—(1) Unless otherwise advised in writing by the MMO, the address for postal correspondence with the MMO for the purposes of this Schedule is the Marine Management Organisation, Marine Licensing Team, Lancaster House, Newcastle Business Park, Newcastle upon Tyne, NE4 7YH and where contact with the MMO District Office is required, the following contact details should be used: Neville House, Central Riverside, Bell Street, North Shields, NE30 1LJ. Tel: 0191 257 4520 [email:northshields@marinemanagement.org.uk](mailto:northshields@marinemanagement.org.uk).

(2) Unless otherwise advised in writing by the MMO, the address for electronic communication with the MMO for the purposes of this Schedule is [is marineconsents@marinemanagement.org.uk](mailto:marineconsents@marinemanagement.org.uk) and northshields@marinemanagement.org.uk.

Undertaker

(3) Where in this Schedule reference is made to the undertaker it includes any agent or contractor or person/s acting on the undertaker's behalf.

PART 2

LICENSED ACTIVITIES

2. For the purpose of constructing and maintaining the authorised development the licence holder may carry out the activities set out in this Part as if those activities were licensed under the 2009 Act.

Construction of the quay

3. The undertaker is permitted to construct the quay (Work No.2) within the quay limits according to the following specification—

- (a) the quay length will be no more than 486m;
- (b) the quay width will be no more than 87m; and
- (c) the deck level of the structure will be no more than +5.6m Ordnance Datum.

Open quay structure

4. The undertaker is permitted to construct the open quay structure according to the following specification—

- (a) suspended deck structures comprised of a reinforced concrete deck supported by approximately 200 driven steel tubular piles in phase 1, with an additional 200 piles required for phase 2, in the order of 0.9m diameter;
- (b) the area of the deck structure (quay) is to be no more than 28m wide by 280m long in phase 1, increasing up to a total of 486m long in phase 2;
- (c) the quayside will consist of engineering fill to create a trafficable surface adjacent to the quay, for the full length of the quay. The width of the quayside will be 43m – 53m;
- (d) two access bridges would be constructed during phase 1, allowing one to be used for the construction of phase 2 whilst maintaining the other for operational access;
- (e) installation of a revetment on the re-graded slope, either to be placed on the re-graded slope prior to installation of piles, or placed following installation of the piles; and

- (f) replacement of the existing pipe through the embankment between the Tees estuary and the lagoon with two new pipes of larger capacity each incorporating independently operated flow control structures.

Solid quay structure

5. The undertaker is permitted to construct the solid quay structure according to the following specification—

- (a) phase 1—
 - (i) the combi-pile wall would consist of 120 king piles (of approximately 2m diameter) with intermediate sheet piles;
 - (ii) the anchor wall would consist of a length of approximately 210m of sheet piles; and
 - (iii) 40, 660mm diameter piles would be required for the cope beam to support the landside ship loader rails, installed between the tie rods that connect the king piles to the anchor wall.
- (b) phase 2—
 - (i) the combi-pile wall would consist of an additional 90 king piles with intermediate sheet piles;
 - (ii) the anchor wall would consist of an additional plan length of approximately 200m of sheet piles; and
 - (iii) a further 35, 660mm diameter piles would be required for the cope beam to support the landside ship loader rails.
- (c) the quayside will consist of engineering fill to create a trafficable surface adjacent to the quay, for the full length of the quay. The width of the quayside will be 65m – 87m;
- (d) the footprint is to be no more than 87m wide by 280m long in Phase 1, increasing up to a total of 486m long in phase 2. Access to the quay would be directly from the reclaimed area behind the quay wall; and
- (e) replacement of the existing pipe through the embankment between the Tees estuary and the lagoon with two new pipes of larger capacity each incorporating independently operated flow control structures.

Capital dredging and disposal

6.—(1) The undertaker is permitted to carry out capital dredging at the following locations—

- (a) the current approach channel to a depth of 14.1m below Chart Datum (-16.95m Ordnance Datum); and
- (b) the berth pocket to a depth of -16m below Chart Datum (-18.85m Ordnance Datum).

(2) The materials must be dredged in the approximate quantities according to the following table—

| <i>Dredged material type</i> | <i>Open quay (m³)</i> | <i>Solid quay (m³)</i> |
|------------------------------|----------------------------------|-----------------------------------|
| Silts | 181,000 | 66,000 |
| Sands and Gravels | 326,000 | 196,000 |
| Clays | 230,000 | 194,000 |
| Mercia Mudstone | 385,000 | 358,000 |
| TOTAL (MAXIMUM) | 1,122,000 | 814,000 |

(3) For phases 1 and 2, the dredging of the contaminated silts will be undertaken using enclosed grabs.

(4) For phase 1 the dredging of the sands and gravels will be undertaken using a Trailing Suction Hopper Dredger (TSHD).

(5) For phases 1 and 2 the dredging of the clay and Mercia mudstone (marl) will be undertaken using a backhoe dredger, TSHD or Cutter Suction Dredger (CSD). For phase 2, dredging of sands and gravel would also be by either a backhoe dredger, TSHD or CSD.

(6) The following maximum quantities of dredged material would be disposed at Tees Bay C (TY 150) offshore dredged material disposal sites—

- (a) 615,000m³ of clay and mudstone; and
- (b) 326,000m³ of sand and gravel,

unless otherwise agreed with the MMO.

Lagoon habitat enhancement

7.—(1) The lagoon habitat enhancement works shall not commence until a written lagoon habitat enhancement plan has been submitted to and approved by the MMO (following consultation with Natural England, the Environment Agency and other relevant stakeholders).

(2) The lagoon habitat enhancement plan must include—

- (a) details of the enhancement of habitat in the lagoon for water birds and a construction method statement regulating the construction of those works; and
- (b) a timetable for the implementation of those works.

(3) The lagoon habitat enhancement plan must accord with the mitigation and monitoring strategy (Document 6.12).

(4) The lagoon habitat enhancement plan must be implemented as approved.

PART 3

ENFORCEMENT

8. Any breach of this Schedule does not constitute a breach of this Order but is subject to the enforcement regime in Chapter 3 of Part 4 of the 2009 Act as if this Schedule were a licence granted under that Act.

PART 4

CONDITIONS

General conditions

9.—(1) The conditions set out at paragraphs 10 to 50 are licence conditions attached to the deemed marine licence granted by article 31 (deemed marine licence).

(2) For such of the licensed activities that involve the construction, alteration or improvement of works in or over the sea or on or under the sea bed, the conditions apply to any person who for the time being owns, occupies or enjoys any use of the licensed activity.

(3) This licence is for 10 years from the date of coming into force of this Order whereby—

- (a) the minimum construction period for phase 1 and phase 2 works is 17 months each for both forms of quay structure; and
- (b) phase 2 works are to commence within 6 years of completion of phase 1.

10. The MMO must be notified by the undertaker at least 10 working days before the commencement of each phase of the licensed activity of its acceptance of the provisions of this Schedule and that the undertaker and any agents or contractors employed by it to carry out the licensed activities have knowledge of the provisions of this Schedule.

11. The undertaker must ensure that the MMO District Marine Office is notified of the timetable of works and operations at least 10 days prior to the commencement of each phase of the licensed activity.

12. The MMO must be notified by the undertaker in writing of any agents, contractors or sub-contractors that will be carrying out any licensed activity on behalf of the undertaker at least 4 weeks before the commencement of each phase of the licensed activity.

13. The undertaker must ensure that a copy of this Schedule and any subsequent revisions or amendments has been provided to, read and understood by any agents, contractors or subcontractors that will be carrying out any licensed activity on behalf of the undertaker.

14. The undertaker must ensure that the names of vessels utilised in connection with a licensed activity are provided to the MMO and agreed in writing at least 4 weeks prior to the commencement of the licensed activities such notification setting out—

- (a) the vessel type;
- (b) the vessel International Maritime Organization (IMO) number; and
- (c) the vessel owner or operating company.

15. The undertaker must ensure that a copy of this Schedule and any subsequent revisions or amendments has been provided to, read and understood by the master of any vessel being used to undertake any licensed activity, and that a copy of this Schedule is held on board any such vessel.

16. The undertaker must ensure that a Notice to Mariners is issued at least 10 days prior to the licensed activity commencing warning of the start date for the construction of the licensed activity and updated as appropriate.

Project wide conditions

17.—(1) Prior to any works commencing below the level of mean high water springs, the undertaker must submit detailed method statements to the MMO for approval for each stage of the licensed activities at least 3 months prior to the commencement of such licensed activity and any such approval must not be unnecessarily withheld or delayed and is deemed to have been permitted if it is neither given nor refused within three months of the specified day.

(2) The undertaker must provide the MMO with such further details as the MMO may reasonably require such request to be made within 14 days from the day on which the detailed method statement was submitted under sub-paragraph (1).

(3) In this paragraph the “specified day” means—

- (a) the day on which the MMO have received the detailed method statement covered under sub-paragraph (1); or
- (b) the day on which the undertaker provides the MMO with such further particulars as have been reasonably requested by the MMO under sub-paragraph (2).

18.—(1) The undertaker must only work and access the licensed area within a defined and marked out area so as to limit personnel and plant access to the site.

(2) Co-ordinates (in WGS84) and plan diagrams of the licensed area and access routes must be submitted to the MMO at least 4 weeks prior to the commencement of the licensed activity.

(3) The written approval of the co-ordinates and plan diagrams by the MMO is required prior to the licensed activity commencing.

19. All construction phase activities must be carried out in accordance with the following:

- (a) best practice guidance including the Environment Agency’s Pollution Prevention Guidance (PPG) notes and guidance from the Construction Industry Research and Information Association (CIRIA);
- (b) adherence to Construction (Design and Management) Regulations 2015 where applicable;
- (c) adherence to the Construction and Environmental Management Plan (CEMP) and an Incident / Emergency Response Plan; and
- (d) all licensed activities to be carried out by appropriately trained personnel.

20. The undertaker must ensure that any coatings and treatments used are approved by the Health and Safety Executive as suitable for use in the marine environment.

21. The undertaker must ensure that all materials used in construction of any part of the licensed activities are suitable and approved by the MMO for use within the marine environment.

22. The undertaker must ensure that during the licensed activity all wastes are stored in designated areas that are isolated from surface water drains, open water and bunded if necessary to contain any spillage.

23. The undertaker must ensure that no waste concrete slurry or wash water from concrete or cement licensed activities are discharged into the marine environment.

24. Concrete and cement mixing and washing areas should be contained and sited at least 10 metres from any watercourse or surface water drain to minimise the risk of run off entering a watercourse.

25. The undertaker must install bunding and storage facilities to contain and prevent the release into the marine environment of fuel, oils and chemicals associated with plant, refuelling and construction equipment, ensuring that secondary containment is used with a capacity of not less than 110% of any container's storage capacity.

26. The undertaker must ensure that any oil, fuel or chemical spill within the marine environment is reported to the MMO Marine Pollution Response Team: 0300 200 2024 (office hours), 07770 977 825 (outside office hours) and if no response at previous numbers Defra Duty Room 0345 0818 486 MMO emergency fax (not manned 24 hours) 0191 376 2682 and dispersants@marinemanagement.org.uk or such replacement numbers or email address notified to the licence holder by the MMO in writing.

27. The undertaker must ensure that the maintenance of plant, including regular inspections, is to be carried out routinely and in accordance with the manufacturers' guidance.

28. A spill kit (including booms for potential leaks directly into the marine environment) should be kept on site at all times during the construction phase and any major spills or leakages controlled and reported to the Environment Agency and harbour master.

29. The undertaker must ensure that any equipment, temporary structures, waste and debris associated with the works are removed within 6 weeks of construction of the licensed activities.

Piling conditions

30. The undertaker must ensure adherence to JNCC's guidelines 'Statutory nature conservation agency protocol for minimising the risk of injury to marine mammals from piling noise' (JNCC, 2010) during pile driving. This would include checking for marine mammals during a pre-piling search prior to piling operations commencing, the establishment of a mitigation zone (i.e. an area within which a marine mammal could be exposed to sound levels which could cause damage) and the use of soft start techniques to allow any marine mammals time to leave the area of greatest disturbance.

31. The undertaker must ensure the implementation of a minimum of eight hours continuous break in every 24 hour period where no impact piling is carried out.

32. The undertaker must ensure that acoustic barriers are to be positioned—

- (a) along the embankment between the lagoon and the construction works for the quay;
- (b) on either side of the route of the conveyor should it be constructed in the southern corridor (i.e. between the lagoon and Dabholm Gut and the construction works for the conveyor); and,
- (c) between the lagoon and the construction works for the conveyor should the conveyor be constructed in the northern corridor.

33. The undertaker must ensure that no piling is to be undertaken for three hours following low water, nor during May and that any percussive piling is implemented using a "soft-stat" procedure.

Capital dredging, disposal conditions and debris

34. The undertaker must agree a capital dredge and disposal strategy with the MMO at least 4 weeks before the commencement of any licensed activities.

35. The undertaker must ensure that as a result of the capital dredging activities referred to in paragraph 6 no more than 941,000m³ is disposed to site Tees Bay C (TY 150).

36.—(1) The undertaker must ensure that certified returns of quantities of dredged material deposited under this licence are submitted to the MMO by 15 February (for the months August to January inclusive) and 15 August (for the months February to July inclusive) each year.

(2) The returns must specify the full licence number and amounts deposited (in tonnes) each calendar month at each authorised deposit area.

(3) Where no deposit is made in a given period a NIL return is required.

(4) The disposal method used must also be submitted with the returns.

(5) Any contaminated sediment (largely silt) lying deeper than one metre below the surface of the seabed (excluding the underlying geological material) must not be disposed of at sea.

37. The undertaker must ensure that any man-made material is separated from the dredged material and disposed of at a registered onshore disposal site.

38. The undertaker must ensure that should disposal of material be found to be the cause of any detrimental effects to the disposal site then disposal must cease with immediate effect.

39. If due to stress of weather or any other cause the master of a vessel determines that it is necessary to deposit the dredged material other than in accordance with the capital dredge and disposal strategy agreed under condition 34 because the safety of human life or of the vessel is threatened—

(a) full details of the circumstances of the deposit must be notified to the MMO within 48 hours; and

(b) at the reasonable request of the MMO the unauthorised deposits must be removed at the undertaker's expense.

40. At least 10 days before commencement of the licensed activities, the undertaker must submit to the MMO an audit sheet covering all aspects of the construction of the licensed activities or any phase of them. The audit sheet must include details of—

(a) loading facilities;

(b) vessels;

(c) equipment;

(d) shipment routes;

(e) transport;

(f) working schedules; and

(g) all components and materials to be used in the construction of the licensed authority.

41. The audit sheet must be maintained throughout the construction of the licensed authorities (or relevant phase) and must be submitted to the MMO for review at fortnightly intervals during periods of active offshore construction.

42. In the event that the MMO becomes aware that any of the materials on the audit sheet cannot be accounted for, it must require the undertaker to carry out a side-scan sonar survey to plot all obstructions across a reasonable area of search agreed by the MMO where construction works and related activities have been carried out. Any obstructions that the MMO believes to be associated with the authorised scheme must be removed at the undertaker's expense.

43. As an alternative to the completion of an audit sheet, with written approval from the MMO, the undertaker may introduce a dropped object procedure. If a dropped object procedure is

introduced, any dropped objects must be reported to the MMO using the dropped object procedure form within 6 hours of the undertaker becoming aware of an incident. On receipt of the dropped object procedure form, the MMO may require relevant surveys to be carried out by the undertaker (such as side-scan sonar), and the MMO may require obstructions to be removed from the seabed at the undertaker's expense.

44. The undertaker must agree with the MMO, before commencement of works, whether the dropped object procedure or audit sheet is to be used.

45. The undertaker must at least 4 months before the completion of the construction of the authorised works submit for the written approval of the MMO a post construction maintenance schedule setting out details of the maintenance regime for that part of the authorised development below the level of mean high water springs.

46. An update to the post construction maintenance schedule must be submitted for approval every 3 years unless the MMO waives such requirement.

47. Maintenance must be carried out in accordance with the approved post construction maintenance schedule.

Lagoon Habitat Enhancement Works

48. The undertaker must implement and comply with the lagoon habitat enhancement plan approved pursuant to paragraph 7 and shall monitor and maintain the lagoon enhancement works in accordance with principles outlined in the mitigation and monitoring strategy (Document 6.12) and agreed with the MMO in consultation with Natural England and the Environment Agency.

Progress of licenced authorities

49. The undertaker must keep the MMO informed of progress of the licensed authorities including—

- (a) notice of commencement of construction of the licensed authorities within 24 hours of commencement having occurred;
- (b) notice within 24 hours of any aids to navigation being established by the undertaker; and
- (c) notice within 5 working days of completion of construction of each phase of the licensed authorities.

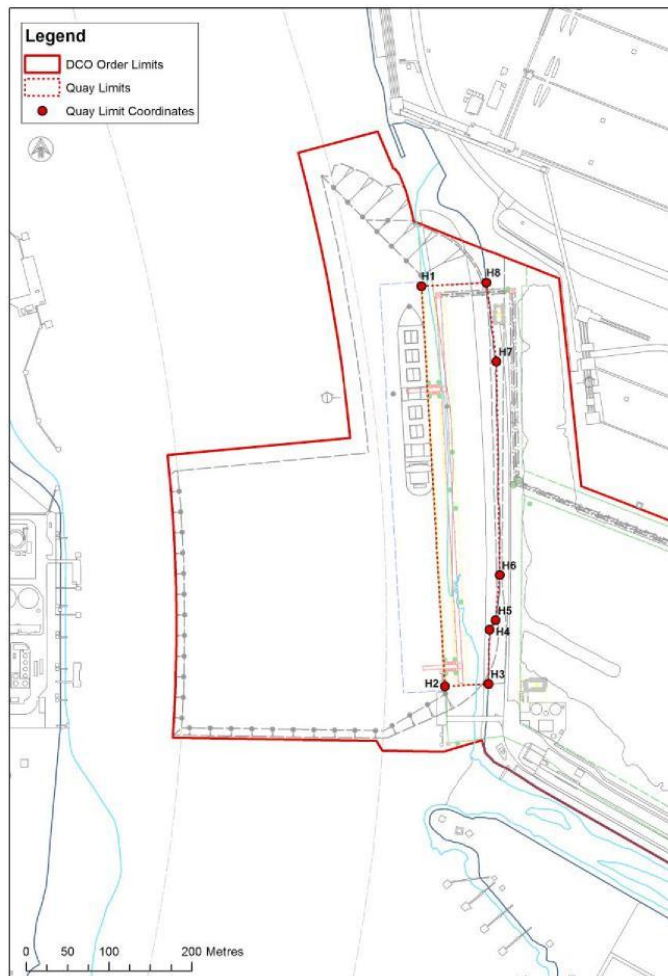
Decommissioning

50. No decommissioning of that part of the authorised development below the level of mean high water springs shall take place until a decommissioning plan has been submitted to the MMO and the MMO has advised the undertaker whether or not the works comprised in the decommissioning plan require a marine licence under the provisions of the 2009 Act and for the avoidance of doubt this DML does not obviate the need for such licence to be obtained if it is required for the decommissioning works being undertaken.

SCHEDULE 6 QUAY LIMITS

Article 2

| Name | British National Grid | | WGS84 DDM | |
|------|-----------------------|-------------|-------------|-------------|
| | easting | northing | Longitude | Latitude |
| H1 | 454860.2626 | 525337.9453 | -1 09.11543 | 54 37.21298 |
| H2 | 454888.5753 | 524853.5247 | -1 09.09457 | 54 36.95162 |
| H3 | 454940.7694 | 524856.5634 | -1 09.04605 | 54 36.95292 |
| H4 | 454942.22 | 524922.23 | -1 09.04395 | 54 36.98832 |
| H5 | 454949.27 | 524933.64 | -1 09.03728 | 54 36.99442 |
| H6 | 454954.44 | 524988.22 | -1 09.03187 | 54 37.02382 |
| H7 | 454950.46 | 525246.97 | -1 09.03265 | 54 37.16335 |
| H8 | 454938.4032 | 525342.4282 | -1 09.04278 | 54 37.21488 |



SCHEDULE 7

Article 34

FOR THE PROTECTION OF NETWORK RAIL

1. The following provisions of this Schedule shall have effect, unless otherwise agreed in writing between the undertaker and Network Rail and, in the case of paragraph 15, any other person on whom rights or obligations are conferred by that paragraph.

2. In this Schedule—

"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 his powers under section 8 of the Railways Act 1993;

"Network Rail" means Network Rail Infrastructure Limited 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^(a)) 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;

"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 Infrastructure Limited and—

- (a) any station, land, works, apparatus and equipment belonging to Network Rail Infrastructure Limited or connected with any such railway; and
- (b) any easement or other property interest held or used by Network Rail Infrastructure Limited for the purposes of such railway or works, apparatus or equipment; and

"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.

3.—(1) Where under 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 shall—

- (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 works pursuant to this Order.

4.—(1) The undertaker shall not exercise the powers conferred by articles 15 (protective work to buildings), 16 (authority to survey and investigate the land), 20 (provision against danger to navigation), 21 (permanent lights on tidal works), 22 (power to charge), 30, (temporary use of land) or section 11(3) of the 1965 Act in respect of any railway property if such powers prevent pedestrian

(a) 2006 c.46.

or vehicular access to any railway property, unless preventing such access is with the consent of Network Rail.

(2) The undertaker shall not exercise the powers conferred by sections 271 or 272 of the 1990 Act, 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.

(3) The undertaker shall not under the powers of this Order acquire or use or acquire new rights over any railway property except with the consent of Network Rail.

(4) Where Network Rail is asked to give its consent pursuant to this paragraph, such consent shall not be unreasonably withheld but may be given subject to reasonable conditions.

5.—(1) The undertaker shall 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 shall 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) shall 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 his disapproval of those plans and the grounds of his disapproval the undertaker may serve upon the engineer written notice requiring the engineer to intimate his 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 his approval or disapproval, he 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 shall construct it with all reasonable dispatch 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 for an agreed cost.

(4) When signifying his approval of the plans the engineer may specify any protective works (whether temporary or permanent) which in his 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 shall be constructed by Network Rail or by the undertaker, if Network Rail so desires, and such protective works shall be carried out at the expense of the undertaker in either case with all reasonable dispatch and the undertaker shall not commence the construction of the specified works until the engineer has notified the undertaker that the protective works have been completed to his reasonable satisfaction.

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

- (a) with all reasonable dispatch 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 shall, notwithstanding any such approval, make good such damage and shall 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 Schedule shall impose 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 shall—

- (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 he may reasonably require with regard to a specified work or the method of constructing it.

8. Network Rail shall at all times afford reasonable facilities to the undertaker and its agents for access to any works carried out by Network Rail under this Schedule during their construction and shall 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 of a specified work, or during a period of 24 months after the completion of that 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 reasonable notice of its intention to carry out such alterations or additions (which shall be specified in the notice), the undertaker shall 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 shall assume construction of that part of the specified work and the undertaker shall, 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 shall, 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 shall be set off against any sum payable by the undertaker to Network Rail under this paragraph.

10. The undertaker shall 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 him of the construction of a specified work;
- (c) in respect of the employment or procurement of the services of any inspectors, signalmen, watchmen 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 works (including the operation of tramcars using the tramway comprised in the works) 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 works) 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 shall apply 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 works 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 shall in the design and construction of the authorised works take all measures necessary to prevent EMI and shall 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 shall 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 shall 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 shall 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 shall 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 shall not withhold its consent unreasonably to modifications of Network Rail’s apparatus, but the means of prevention and the method of their execution shall be selected in the reasonable discretion of Network Rail, and in relation to such modifications paragraph 5(1) shall have effect subject to the sub-paragraph.

(6) If at any time prior to the commencement of regular revenue-earning operations on the authorised tramway comprised in the authorised works and notwithstanding any measures adopted pursuant to sub-paragraph (3), the testing or commissioning of the authorised works causes EMI then the undertaker shall 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 shall afford reasonable facilities to Network Rail for access to the undertaker's apparatus in the investigation of such EMI;
- (b) Network Rail shall afford reasonable facilities to the undertaker for access to Network Rail's apparatus in the investigation of such EMI; and
- (c) Network Rail shall 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.

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

- (a) Network Rail shall allow the undertaker reasonable facilities for the inspection of the relevant part of Network Rail's apparatus; and
- (b) any modifications to Network Rail's apparatus approved pursuant to those sub-paragraphs shall 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) shall apply 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 40 (Arbitration) to the Institution of Civil Engineers shall be read as a reference to the Institution of Electrical Engineers.

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 shall, 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 shall 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 shall have first consulted Network Rail and it shall 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 shall, 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 shall pay to Network Rail all reasonable costs, charges, damages and expenses not otherwise provided for in this Schedule which may be occasioned to or reasonably incurred by Network Rail—

- (a) by reason of the construction or maintenance 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,

and the undertaker shall 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 his 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 shall give the undertaker reasonable notice of any such claim or demand and no settlement or compromise of such a claim or demand shall be made without the prior consent of the undertaker.

(3) The sums payable by the undertaker under sub-paragraph (1) shall 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 shall 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, direct losses and expenses (including loss of revenue) reasonably incurred by each train operator as a consequence of 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 shall, 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 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 Schedule (including any claim relating to those relevant costs).

17. In the assessment of any sums payable to Network Rail under this Schedule there shall 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 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 plans 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, shall prejudice or affect the operation of Part I of the Railways Act 1993.

20. The undertaker shall 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 shall be given no later than 28 days before any such application is made and shall 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 shall no later than 28 days from the date that the plans submitted to and certified by the Secretary of State in accordance with article 38 (Certification of plans etc.) are certified by the Secretary of State, provide a set of those plans to Network Rail in the form of a computer disc with read only memory.

SCHEDULE 8

Article 34

FOR THE PROTECTION OF NATIONAL GRID ELECTRICITY

Application

1. For the protection of National Grid referred to in this Schedule the following provisions will, unless otherwise agreed in writing between the undertaker and National Grid, have effect.

Interpretation

2. The terms used in this Schedule are defined in article 2 of this Order save where inconsistent with this paragraph 2—

“alternative apparatus” means appropriate alternative apparatus to the satisfaction of National Grid to enable National Grid to fulfil its statutory functions in a manner no less efficient than previously;

“apparatus” means any electric lines or electrical plant as defined in the Electricity Act 1989, belonging to or maintained by National Grid, together with any replacement apparatus and such other apparatus constructed pursuant to the Order that becomes operational apparatus of National Grid or any of its entities for the purposes of transmission, distribution and/or supply and includes any structure in which apparatus is or will be lodged or which gives or will give access to apparatus;

“authorised works” has the same meaning as is given to the term “authorised development” in article 2 of this Order and includes any associated development authorised by the Order and for the purposes of this Schedule includes the use and maintenance of the authorised works;

“functions” includes powers and duties;

“in” in a context referring to apparatus in land includes a reference to apparatus or alternative apparatus under, over, across, along or upon such land;

“maintain” and “maintenance” shall include the ability and right to do any of the following in relation to any apparatus or alternative apparatus of the undertaker including construct, use, repair, alter, inspect, renew or remove the apparatus;

“National Grid” means National Grid Electricity Transmission Plc being a licence holder within the meaning of Part 1 of the Electricity Act 1989;

“plan” or “plans” include all designs, drawings, specifications, method statements, soil reports, programmes, calculations, risk assessments and other documents that are reasonably necessary properly and sufficiently to describe and assess the works to be executed;

3. Except for paragraphs 7 (*retained apparatus: protection*) and 8 (*expenses*) of this Schedule which will apply in respect of the exercise of all or any powers under the Order affecting the rights and apparatus of National Grid, the other provisions of this Schedule do not apply to apparatus in respect of which the relations between the undertaker and National Grid are regulated by the provisions of Part 3 of the 1991 Act.

Acquisition of land

4.—(1) Regardless of any provision in this Order or anything shown on the land plans or contained in the book of reference to the Order, the undertaker may not acquire any land interest or apparatus or override any easement and/or other interest of National Grid otherwise than by agreement.

(2) As a condition of agreement between the parties in paragraph 4(1), prior to the carrying out of any part of the authorised works (or such other timeframe as may be agreed between the undertaker and National Grid) that are subject to the requirements of this Schedule that will cause any conflict with or breach the terms of any easement and/or other legal or land interest of National Grid and/or affects the provisions of any enactment or agreement regulating the relations between the undertaker and National Grid in respect of any apparatus laid or erected in land belonging to or secured by the

undertaker the undertaker must as National Grid reasonably requires enter into such deeds of consent, crossing agreements, variations to existing deeds of easements, agreements or such other legal interests in favour of National Grid and/or grant such new deeds of grant (upon such terms and conditions as may be agreed between the undertaker and National Grid acting reasonably and which must be no less favourable on the whole to National Grid unless otherwise agreed by National Grid in order to verify, amend and/or replace the existing easement, agreements, enactments and other such interests so as to secure land rights and interests as are necessary to carry out, maintain, operate and use the apparatus in a manner consistent with the other terms of this Schedule and it will be the responsibility of the undertaker to procure and/or secure the consent and entering into of such deeds and variations by all other third parties with an interest in the land at that time who are affected by such authorised works.

(3) National Grid and the undertaker agree that where there is any inconsistency or duplication between the provisions set out in this Schedule relating to the relocation and/or removal of apparatus (including but not limited to the payment of costs and expenses relating to such relocation and/or removal of apparatus) and the provisions of any existing easement, rights, agreements and licences granted, used, enjoyed or exercised by National Grid and/or other enactments relied upon by National Grid as of right or other use in relation to the apparatus, then the provisions in this Schedule shall prevail.

Removal of apparatus

5.—(1) If, in the exercise of the agreement reached in accordance with paragraph 4 or in any other authorised manner, the undertaker acquires any interest in any land in which any apparatus is placed, that apparatus must not be removed under this Schedule and any right of National Grid to maintain that apparatus in that land must not be extinguished until alternative apparatus has been constructed, and is in operation to the reasonable satisfaction of the National Grid in accordance with subparagraphs (2) to (5) inclusive.

(2) If, for the purpose of executing any works in, on, under or over any land purchased, held, appropriated or used under this Order, the undertaker requires the removal of any apparatus placed in that land, it must give to National Grid 56 days' advance written notice of that requirement, together with a plan of the work proposed, and of the proposed position of the alternative apparatus to be provided or constructed and in that case (or if in consequence of the exercise of any of the powers conferred by this Order National Grid reasonably needs to remove any of its apparatus) the undertaker must, subject to sub-paragraph (3), afford to National Grid to its satisfaction (taking into account paragraph 8(1) below) the necessary facilities and rights—

- (a) for the construction of alternative apparatus in other land of or land secured by the undertaker; and
- (b) subsequently for the maintenance of that apparatus.

(3) If alternative apparatus or any part of such apparatus is to be constructed elsewhere than in other land of or land secured by the undertaker, or the undertaker is unable to afford such facilities and rights as are mentioned in sub-paragraph (2), in the land in which the alternative apparatus or part of such apparatus is to be constructed, National Grid must, on receipt of a written notice to that effect from the undertaker, take such steps as are reasonable in the circumstances in an endeavour to obtain the necessary facilities and rights in the land in which the alternative apparatus is to be constructed save that this obligation shall not extend to the requirement for National Grid to use its compulsory purchase powers to this end unless it elects to so do.

(4) Any alternative apparatus to be constructed in land of or land secured by the undertaker under this Schedule must be constructed in such manner and in such line or situation as may be agreed between the undertaker and National Grid.

(5) National Grid must, after the alternative apparatus to be provided or constructed has been agreed, and subject to the grant to National Grid of any such facilities and rights as are referred to in sub-paragraphs (2) or (3), proceed without unnecessary delay to construct and bring into operation the alternative apparatus and subsequently to remove any apparatus required by the promoter to be removed under the provisions of this Schedule.

Facilities and rights for alternative apparatus

6.—(1) Where, in accordance with the provisions of this Schedule, the undertaker affords to or secures for National Grid; facilities and rights in land for the construction, use, maintenance and protection of alternative apparatus in substitution for apparatus to be removed, those facilities and rights must be granted upon such terms and conditions as may be agreed between National Grid and the undertaker and must be no less favourable on the whole to National Grid than the facilities and rights enjoyed by it in respect of the apparatus to be removed unless otherwise agreed by National Grid.

(2) If the facilities and rights to be afforded by the undertaker and agreed with National Grid under paragraph 6(1) above in respect of any alternative apparatus, and the terms and conditions subject to which those facilities and rights are to be granted, are less favourable on the whole to National Grid than the facilities and rights enjoyed by it in respect of the apparatus to be removed and the terms and conditions to which those facilities and rights are subject in the matter will be referred to arbitration in accordance with paragraph 13 (Arbitration) of this Schedule and, the arbitrator shall make such provision for the payment of compensation by the undertaker to National Grid as appears to the arbitrator to be reasonable having regard to all the circumstances of the particular case.

Retained apparatus: protection

7.—(1) Not less than 56 days before the commencement of any authorised works that are near to, or will or may affect, any apparatus the removal of which has not been required by the undertaker under paragraph 5(2) or otherwise, the undertaker must submit to National Grid a plan of the works to be executed and seek from National Grid details of the underground extent of their electricity tower foundations if relevant.

(2) In relation to works which will or may be situated on, over, under or within (i) 15 metres measured in any direction of any apparatus, or (ii) involve embankment works within 15 metres of any apparatus, the plan to be submitted to National Grid under sub-paragraph (1) must include a method statement and describe—

- (a) the exact position of the works;
- (b) the level at which these are proposed to be constructed or renewed;
- (c) the manner of their construction or renewal including details of excavation, positioning of plant;
- (d) the position of all apparatus;
- (e) by way of detailed drawings, every alteration proposed to be made to or close to any such apparatus;
- (f) any intended maintenance regimes; and
- (g) an assessment of risks of rise of earth issues.

(3) In relation to any works which will or may be situated on, over, under or within 10 metres of any part of the foundations of an electricity tower or between any two or more electricity towers, the plan to be submitted under sub-paragraph (1) must, in addition to the matters set out in sub-paragraph (2), include a method statement describing—

- (a) details of any cable trench design including route, dimensions, clearance to pylon foundations;
- (b) demonstration that pylon foundations will not be affected prior to, during and post construction;
- (c) details of load bearing capacities of trenches;
- (d) details of cable installation methodology including access arrangements, jointing bays and backfill methodology;
- (e) a written management plan for high voltage hazard during construction and on-going maintenance of the cable route;

- (f) written details of the operations and maintenance regime for the cable, including frequency and method of access;
- (g) assessment of earth rise potential if reasonably required by the undertaker's engineers; and
- (h) evidence that trench bearing capacity is to be designed to 26 tonnes to take the weight of overhead line construction traffic.

(4) The undertaker must not commence any works to which sub-paragraphs (2) or (3) apply until National Grid has given written approval of the plan so submitted.

(5) Any approval of National Grid required under sub-paragraphs (2) or (3)—

- (a) may be given subject to reasonable conditions for any purpose mentioned in sub-paragraphs (6) or 8);
- (b) must not be unreasonably withheld or delayed; and
- (c) is subject to the approval process in paragraph 15 of this Schedule.

(6) In relation to any work to which sub-paragraphs (2) or (3) apply, National Grid may require such modifications to be made to the plans as may be reasonably necessary for the purpose of securing its apparatus against interference or risk of damage or for the purpose of providing or securing proper and convenient means of access to any apparatus.

(7) Works to which this paragraph applies must only be executed in accordance with the plan, submitted under sub-paragraph (1) or as relevant sub-paragraph (6), as approved or as amended from time to time by agreement between National Grid and the undertaker and in accordance with such reasonable requirements as may be made in accordance with sub-paragraphs (6) or (8) by National Grid for the alteration or otherwise for the protection of the apparatus, or for securing access to it, and National Grid will be entitled to watch and inspect the execution of those works.

(8) Where National Grid requires any protective works to be carried out by itself or by the undertaker (whether of a temporary or permanent nature) such protective works, inclusive of any measures or schemes required and approved as part of the plan approved pursuant to this paragraph, must be carried out to National Grid's satisfaction prior to the commencement of any authorised works (or any relevant part thereof) for which protective works are required and National Grid shall give 56 days' notice of such works from the date of submission of a plan pursuant to this paragraph (except in an emergency).

(9) If National Grid in accordance with sub-paragraphs (6) or (8) and in consequence of the works proposed by the undertaker, reasonably requires the removal of any apparatus and gives written notice to the undertaker of that requirement, paragraphs 1 to 3 and 6 to 8 apply as if the removal of the apparatus had been required by the undertaker under paragraph 5(2).

(10) Nothing in this paragraph precludes the undertaker from submitting at any time or from time to time, but in no case less than 56 days before commencing the execution of the authorised works, a new plan, instead of the plan previously submitted, and having done so the provisions of this paragraph shall apply to and in respect of the new plan.

(11) The undertaker will not be required to comply with sub-paragraph (1) where it needs to carry out emergency works as defined in the 1991 Act but in that case it must give to National Grid notice as soon as is reasonably practicable and a plan of those works and must—

- (a) comply with sub-paragraphs (6), (7) and (8) insofar as is reasonably practicable in the circumstances; and
- (b) comply with sub-paragraph (12) at all times.

(12) At all times when carrying out any works authorised under the Order, the undertaker must comply with National Grid's policies for development near overhead lines EN43-8 and HSE's guidance note 6 "Avoidance of Danger from Overhead Lines".

Expenses

8.—(1) Subject to the following provisions of this paragraph, the undertaker must pay to National Grid on demand all charges, costs and expenses reasonably anticipated or incurred by National Grid in, or in connection with, the inspection, removal, relaying or replacing, alteration or protection of

any apparatus or the construction of any new or alternative apparatus which may be required in consequence of the execution of any authorised works as are referred to in this Schedule including without limitation—

- (a) any costs reasonably incurred by or compensation properly paid by National Grid in connection with the acquisition of rights or the exercise of statutory powers for such apparatus including without limitation all costs incurred by National Grid as a consequence of National Grid using its own compulsory purchase powers (with the agreement of the undertaker) to acquire any necessary rights under paragraph 7(3);
- (b) in connection with the cost of the carrying out of any diversion work or the provision of any alternative apparatus;
- (c) the cutting off of any apparatus from any other apparatus or the making safe of redundant apparatus;
- (d) the approval of plans;
- (e) the carrying out of protective works, plus a capitalised sum to cover any additional costs to be incurred in maintaining and renewing permanent protective works; and
- (f) the survey of any land, apparatus or works, the inspection and monitoring of works or the installation or removal of any temporary works reasonably necessary in consequence of the execution of any such works referred to in this Schedule.

(2) There will be deducted from any sum payable under sub-paragraph (1) the value of any apparatus removed under the provisions of this Schedule and which is not re-used as part of the alternative apparatus, that value being calculated after removal.

(3) If in accordance with the provisions of this Schedule—

- (a) apparatus of better type, of greater capacity or of greater dimensions is placed in substitution for existing apparatus of worse type, of smaller capacity or of smaller dimensions; or
- (b) apparatus (whether existing apparatus or apparatus substituted for existing apparatus) is placed at a depth greater than the depth at which the existing apparatus was situated,

and the placing of apparatus of that type or capacity or of those dimensions or the placing of apparatus at that depth, as the case may be, is not agreed by the undertaker or, in default of agreement, is not determined by arbitration in accordance with article 40 (arbitration) to be necessary, then, if such placing involves cost in the construction of works under this Schedule exceeding that which would have been involved if the apparatus placed had been of the existing type, capacity or dimensions, or at the existing depth, as the case may be, the amount which apart from this sub-paragraph would be payable to National Grid by virtue of sub-paragraph (1) will be reduced by the amount of that excess save where it is not possible in the circumstances to obtain the existing type of apparatus at the same capacity and dimensions or place at the existing depth in which case full costs will be borne by the undertaker.

(4) For the purposes of sub-paragraph (3)—

- (a) an extension of apparatus to a length greater than the length of existing apparatus will not be treated as a placing of apparatus of greater dimensions than those of the existing apparatus; and
- (b) where the provision of a joint in a pipe or cable is agreed, or is determined to be necessary, the consequential provision of a jointing chamber or of a manhole will be treated as if it also had been agreed or had been so determined.

(5) An amount which apart from this sub-paragraph would be payable to National Grid in respect of works by virtue of sub-paragraph (1) will, if the works include the placing of apparatus provided in substitution for apparatus placed more than 7 years and 6 months earlier so as to confer on National Grid any financial benefit by deferment of the time for renewal of the apparatus in the ordinary course, be reduced by the amount which represents that benefit.

Indemnity

9.—(1) Subject to sub-paragraphs (2) and (3), if by reason or in consequence of the construction of any such works authorised by this Schedule or in consequence of the construction, use, maintenance or failure of any of the authorised development by or on behalf of the undertaker or in consequence of any act or default of the undertaker (or any person employed or authorised by him) in the course of carrying out such works, including without limitation works carried out by the promoter under this Schedule or any subsidence resulting from any of these works, any damage is caused to any apparatus or alternative apparatus (other than apparatus the repair of which is not reasonably necessary in view of its intended removal for the purposes of those works) or property of National Grid, or there is any interruption in any service provided, or in the supply of any goods, by National Grid, or National Grid becomes liable to pay any amount to any third party, the undertaker will—

- (a) bear and pay on demand the cost reasonably incurred by National Grid in making good such damage or restoring the supply; and
- (b) indemnify National Grid for any other expenses, loss, demands, proceedings, damages, claims, penalty or costs incurred by or recovered from National Grid, by reason or in consequence of any such damage or interruption or National Grid becoming liable to any third party as aforesaid other than arising from any default of National Grid.

(2) The fact that any act or thing may have been done by National Grid on behalf of the undertaker or in accordance with a plan approved by National Grid or in accordance with any requirement of National Grid or under its supervision will not (unless sub-paragraph (3) applies), excuse the undertaker from liability under the provisions of this sub-paragraph (1) except where the undertaker fails to carry out and execute the works properly with due care and attention and in a skilful and workman like manner or in a manner that does not accord with the approved plan.

(3) Nothing in sub-paragraph (1) shall impose any liability on the undertaker in respect of—

- (a) any damage or interruption to the extent that it is attributable to the neglect or default of National Grid, its officers, servants, contractors or agents; and
- (b) any authorised works and/or any other works authorised by this Schedule carried out by National Grid as an assignee, transferee or lessee of the undertaker with the benefit of the Order pursuant to section 156 of the Planning Act 2008 subject to the proviso that once such works become apparatus (“new apparatus”), any authorised works yet to be executed and not falling within this sub-section 3(b) will be subject to the full terms of this Schedule including this paragraph 9(3).

(4) National Grid must give the undertaker reasonable notice of any such third party claim or demand and no settlement or compromise must be made without first consulting the undertaker and considering their representations.

Ground subsidence monitoring scheme in respect of National Grid’s apparatus

10.—(1) Any authorised works within 100 metres of any apparatus or alternative apparatus capable of interfering with or risking damage to National Grid’s apparatus must not commence until a scheme for monitoring ground subsidence (referred to in this paragraph as “the monitoring scheme”) has been submitted to and approved by National Grid, such approval not to be unreasonably withheld or delayed(a).

(2) The ground subsidence monitoring scheme described in sub-paragraph (1) must set out—

- (a) the apparatus which is to be subject to such monitoring;
- (b) the extent of land to be monitored;
- (c) the manner in which ground levels are to be monitored;
- (d) the timescales of any monitoring activities; and

(a) Wording for NGET.

(e) the extent of ground subsidence which, if exceeded, will require the promoter to submit for National Grid's approval a ground subsidence mitigation scheme in respect of such subsidence in accordance with sub-paragraph (3).

(3) The monitoring scheme required by sub paragraphs (1) and (2) must be submitted within 56 days prior to the commencement of any works authorised by this Order or comprised within the authorised development to which sub-paragraph (1) applies. Any requirements of National Grid will be notified within 28 days of receipt of the monitoring scheme. Thereafter the monitoring scheme must be implemented as approved, unless otherwise agreed in writing with National Grid.

(4) As soon as reasonably practicable after any ground subsidence identified by the monitoring activities set out in the monitoring scheme has exceeded the level described in sub-paragraph (2)(e), a scheme setting out necessary mitigation measures (if any) for such ground subsidence (referred to in this paragraph as a "mitigation scheme") must be submitted to National Grid for approval, such approval not to be unreasonably withheld or delayed; and any mitigation scheme must be implemented as approved, unless otherwise agreed in writing with National Grid save that National Grid retains the right to carry out any further necessary protective works for the safeguarding of their apparatus and can recover any such costs in line with paragraph 8.

(5) If the monitoring scheme or mitigation scheme would conflict with any aspect of any ground subsidence monitoring scheme or ground subsidence mitigation scheme approved by the local planning authority pursuant to Schedule 2 (requirements) the undertaker may submit a revised monitoring scheme or mitigation scheme to National Grid for its approval, such approval not to be unreasonably withheld or delayed; and the revised monitoring scheme or mitigation scheme must be implemented as approved, unless otherwise agreed in writing with National Grid.

Enactments and agreements

11. Save to the extent provided for to the contrary elsewhere in this Schedule or by agreement in writing between the undertaker and National Grid, nothing in this Schedule shall affect the provisions of any enactment or agreement regulating the relations between National Grid and the undertaker in respect of any apparatus laid or erected in land belonging to the undertaker on the date on which this Order is made.

Co-operation

12.—(1) Where in consequence of the proposed construction of any of the authorised development, National Grid or the undertaker requires the removal of apparatus under paragraph 5(2) or National Grid makes requirements for the protection or alteration of apparatus under paragraph 7, the undertaker shall use its reasonable endeavours to co-ordinate the execution of the works in the interests of safety and the efficient and economic execution of the authorised development and taking into account the need to ensure the safe and efficient operation of National Grid's undertaking and National Grid shall use its reasonable endeavours to co-operate with the undertaker for that purpose.

(2) For the avoidance of doubt whenever National Grid's consent, agreement or approval to is required in relation to plans, documents or other information submitted by the undertaker or the taking of action by the undertaker, it must not be unreasonably withheld or delayed.

Access

13. If in consequence of the agreement reached in accordance with paragraph 4(1) or the powers granted under this Order the access to any apparatus is materially obstructed, the undertaker must provide such alternative means of access to such apparatus as will enable National Grid to maintain or use the apparatus no less effectively than was possible before such obstruction.

Arbitration

14. Save for differences or disputes arising under paragraph 5(2), 5(4), 6(1), 7 and 9(5) any difference or dispute arising between National Grid and the undertaker under this Schedule must,

unless otherwise agreed in writing between National Grid and the undertaker, be determined by arbitration in accordance with article 40 (arbitration).

Approval process

15.—(1) Within 42 days (or such longer period as the parties may agree) following receipt of any plans submitted to National Grid pursuant to and in accordance with this Schedule National Grid must respond to the undertaker either—

- (a) confirming that it has no objection to the plans; or
- (b) specifying its objections to the plans and (at National Grid's discretion) suggesting any changes which in its opinion are needed in order to remove the objections and/or specifying further information which it requires in order to assess the plans.

(2) If National Grid fails to respond to the undertaker within 42 days (or such longer period as the parties may have agreed or agree) and provided that there has been compliance with sub paragraph (4) below then National Grid will be deemed to have confirmed that it has no objection to the said plan(s).

(3) Any dispute between the parties in relation to an objection by National Grid must be resolved in accordance with paragraph 13 of this Schedule.

(4) When submitting the plans to National Grid for approval under this Schedule the undertaker must send the plans to National Grid (in hard copy only) by recorded post to National Grid Plant Protection, Brick Kiln Street, Hinckley, Leicestershire LE10 0NA and the registered office of National Grid (or such other address as National Grid may notify the undertaker in writing from time to time) and clearly bearing the name of the project, contact details for responses and citing the relevant periods for response pursuant to this Schedule. In the event that the undertaker has not received a response from the undertaker in accordance with the requirements of this Part of this Schedule within 21 days of submission of the plan(s), the undertaker must issue a written reminder to National Grid by recorded post to both of the aforementioned addresses and must otherwise use reasonable endeavours to make contact with National Grid to solicit a response to the draft plan(s).

Approval of Requirements

16. The undertaker must—

- (a) not without the prior approval of National Grid (such approval not to be unreasonably withheld or delayed) submit nor permit the submission of any plans, details, schemes, reports, arrangements, measures or programmes to the local planning authority pursuant to any requirement in Schedule 2 (requirements) that relate in whole or in part to any matter that affects or may affect National Grid's apparatus including any alternative apparatus and/or in respect of any protective works required in connection with the undertaker's apparatus under the terms of these protective provisions;
- (b) provide National Grid with copies of such plans, details, schemes, reports, arrangements, measures or programmes prior to submission to the local planning authority and take into account and incorporate any reasonable comments of National Grid; and
- (c) keep National Grid informed of the details of all material discussions and negotiations with the local planning authority relating to such plans, details, schemes, reports, arrangements, measures or programmes and give National Grid reasonable prior written notice of any meetings with the local planning authority relating to such matters and not object to National Grid and its consultants attending those meetings.

SCHEDULE 9

Article 34

FOR THE PROTECTION OF THE PIPELINE CORRIDOR

This Schedule shall apply to all pipes within the pipeline corridor

1. The following provisions of this Schedule shall have effect, unless otherwise agreed in writing between the undertaker and the owner of the relevant pipe in the pipeline corridor.

2. In this Schedule—

“affected owners” means owners of the pipes within the pipeline corridor;

“the engineer” means an engineer appointed by the owner of the relevant pipe in the pipeline corridor for the purposes of this Order;

“pipeline corridor” means the corridor along which the conveyor is to be erected within Works No.4 and Works No.5; and

“pipe(s)” means ~~the any pipe or pipes~~ cables or other service media located in the pipeline corridor and all ancillary apparatus including such works and apparatus properly appurtenant to the pipes as are specified by section 65(2) of the Pipelines Act 1962(a).

General, consent and insurance

3.—(1) The undertaker must not in the exercise of the powers conferred by this Order create, acquire appropriate, extinguish or suspend any rights or covenants in the pipeline corridor or relating to the pipes if the authorised development can reasonably and practicably be carried out without such creation, acquisition, appropriation, extinguishment or suspension.

(2) The undertaker must in the exercise of the powers conferred by this Order at all times act so as to minimise, as far as reasonably practicable, any detrimental effects on owners of pipes within the pipeline corridor including any disruption to access and supplies of utilities and other services that are required by them in order to carry out their operations.

4. Before commencing any part of the authorised development which would have an effect on the operation and maintenance of the pipes and access to them, the undertaker must submit to the owner of the relevant pipe plans and sections of the proposed works and such further particulars as the owner of the relevant pipe may, within 28 days from the day on which plans and sections are submitted under this paragraph, reasonably require.

5. No works comprising any part of the authorised development which would have an effect in full or in part on the operation, maintenance, repair, replacement and/or abandonment of the pipes and access to them are to be commenced until plans and sections in respect of those works submitted pursuant to paragraph 3 of this Schedule have been authorised by the owner of the relevant pipe.

6. Any authorisation by the owner of the relevant pipe required under paragraph 4 of this Part must not be unreasonably withheld or delayed but may be given subject to such reasonable condition as the owner of the relevant pipe may require to be made for—

(a) the continuing safety and operation or viability of the pipes; and

(b) the requirement for the owner of the relevant pipe to have uninterrupted and unimpeded access to the pipes at all times equivalent to that enjoyed at the time of the making of this Order.

7. In the event that no response has been received to the submission of plans and sections pursuant to paragraph 3 within fourteen days of the expiry of the 28 day period referred to in paragraph 3 above such ~~if~~ consent shall be deemed to have been unreasonably withheld and the undertaker may refer to an expert the matter as a dispute under paragraph ~~22~~24.

8.—(1) Before carrying out any works on any part of the authorised development affecting the pipeline corridor the undertaker must put in place a policy of insurance with a reputable insurer

(a) 1962 c.58.

against consequential loss and damage suffered by affected owners of the pipes within the pipeline corridor or as may be determined by an expert under paragraph 24, and evidence of that insurance must be provided on request to affected owners.

(2) Not less than 90 days before carrying out any works on any part of the authorised development affecting the pipeline corridor or before proposing to change the terms of the insurance policy, the undertaker must notify the affected owners of details of the terms or cover of the insurance policy that it proposes to put in place including the proposed level of the cover to be provided.

(3) The undertaker must maintain insurance in relation to works or the use of the authorised development affecting the pipeline corridor during the operation of the authorised development at the level specified in the notice of proposed insurance.

9. If an affected owner notifies the undertaker that it considers that any proposed exercise by the undertaker of a power under this Order breaches paragraph 3 or if there is a dispute about the proposed insurance (including the terms or level of cover) to be provided under paragraph 8 before such a power may be exercised—

- (a) the affected owner may refer the matter to an expert for determination under paragraph 24; and
- (b) the undertaker must not exercise the power concerned until that determination has been provided.

Carrying out of works

10. The undertaker will provide to the affected owners a minimum of 28 days notice prior to work commencing in the pipeline corridor in order that the engineer can be made available to advise on the necessary safety precautions when required.

11. Any excavation work within 1.5 metres of the known location of the pipes must be hand dug. The pipes and associated apparatus will be located by hand digging prior to the use of mechanical excavation. If an affected owner requests it, the undertaker shall carry out a pipeline settlement and stress analysis to demonstrate any potential pipeline movement will not present an integrity risk and shall monitor the pipeline during any excavation activities.

12. Where temporary crossings for construction traffic are required, other than where the pipes are under a carriageway of adequate standard of construction, then the crossing points shall be suitably reinforced with sleepers and/or road plates or a specially constructed reinforced concrete raft or by installing a temporary bridge over the pipe as necessary in consultation with the affected owners.

13. During construction an area, at least 1.5 metres either side of the pipes, must be fenced off using some form of visual indication such as netlon fencing or “heras” type fence panels. Suitable signage warning of the danger or live pipelines must be erected at a minimum distance of every 50 metres.

14. No explosives should be used within the vicinity of the pipeline corridor.

15. Piling should not be carried out within 1.5 metres of the pipes without prior consultation with the owner of the relevant pipe in the pipeline corridor. All piling are to be undertaken by non-percussive methods.

16. Where excavation of trenches adjacent to the pipes affects their support, the pipes must be supported in a manner approved by the owner of the relevant pipe in the pipeline corridor. All excavations in the direct vicinity of above ground structures such as pipe supports are to have the zone of influence of the excavation calculated and such zone of influence must be agreed with the owner prior to excavation commencing and thereafter observed.

17. Where a trench is excavated across or parallel to the line of the pipes, the backfill should be adequately compacted to prevent any settlement which could subsequently cause damage to the pipelines. In certain circumstances it may be necessary to provide permanent support to a pipe which

has been exposed over the length of the excavation before backfilling and reinstatement is carried out. Compaction testing should be carried out once back filling is completed.

18. A minimum clearance of one metre should be allowed between any plant being installed and the existing pipes, to facilitate repair operations, whether adjacent plant be parallel to or crossing the pipeline. The owner of the relevant pipe in the pipeline corridor will advise of the actual distance required dependent upon plant to be installed and such distance must be complied with. No manholes or chambers are to be built over or round the pipes.

19. Where a pipe is coated with special wrapping and any damage to the wrapping occurs, the owner of the relevant pipe must be notified to enable repairs to be carried out with the undertaker bearing the costs. The repairs must be subject to testing and if the asset owner requests they must be shown the results of such testing prior to backfilling.

20. The undertaker shall be responsible for the cost of any necessary remedial work in the case of any damage to the pipes, causing leakage, or weakening of the mechanical strength of the pipes.

21. If any leakage is caused by a contractor or sub-contractor all work in the vicinity shall cease and the asset owner should be notified immediately. Should an escape of gas be evident, the following action should be taken at once—

- (a) remove all personnel from the immediate vicinity of the leak;
- (b) inform the owner of the relevant pipe;
- (c) prevent any approach by the public, prohibit smoking, extinguish all naked flames and other sources of ignition for at least 50 metres from the leakage; and
- (d) assist police or fire services as may be requested.

22. All works must be carried out in accordance with the methods and measures set out in the relevant constructability notes.

23. Prior to the commencement of the authorised works the undertaker must prepare an emergency response plan following consultation with the local emergency services and provide a copy of that plan to the affected owners.

24. Any dispute under this Schedule is to be determined by the expert determination procedure as provided for in article 40(2) (arbitration and expert determination).

SCHEDULE 10

Article 34

FOR THE PROTECTION OF ASSETS BRIDGED/OVERSAILED

1. The following provisions of this Schedule shall have effect, unless otherwise agreed in writing between the undertaker and the protected asset owner/s.

2. In this Schedule—

"construction" includes execution, placing, alteration, ~~and~~ reconstruction and decommissioning and "construct" and "constructed" have corresponding meanings;

"pipeline corridor" means the corridor along which the conveyor is to be erected within Works No.4 and Works No.5;

"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 the protected asset;

"protected asset" means the assets together with all associated rights and interests in land identified in the annex to this Schedule;

"protected asset owner" means the owner/s of a protected asset; and

"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, a protected asset.

3. Where under this Schedule a protected asset owner is required to give its consent or approval in respect of any matter, that consent or approval is subject to the condition that the protected asset owner complies with any obligations under statute.

4.—(1) The undertaker must not in the exercise of the powers conferred by this Order create, acquire appropriate, extinguish or suspend any rights or covenants in respect of any protected asset if the authorised development can reasonably and practicably be carried out without such creation, acquisition, appropriation, extinguishment or suspension.

(2) The undertaker must in the exercise of the powers conferred by this Order at all times act so as to minimise, as far as reasonably practicable, any detrimental effects on protected asset owners.

(3) The undertaker shall not in the exercise of the powers conferred by this Order prevent access via any existing pedestrian or vehicular access to any protected asset, unless preventing such access is with the consent of the protected asset owner and is in any event subject to exception in the case of emergency.

~~(4)~~ (4) The undertaker shall not under the powers of this Order acquire or use or acquire new rights over a protected asset except with the consent of that protected asset owner.

~~(5)~~ (5) Where the protected asset owner is asked to give its consent pursuant to this paragraph, such consent shall not be unreasonably withheld but may be given subject to reasonable conditions.

4A.—(1) Before carrying out any works on any part of the authorised development affecting a protected asset the undertaker must put in place a policy of insurance with a reputable insurer against consequential loss and damage suffered by protected asset owners or as may be determined by an expert under paragraph 19, and evidence of that insurance must be provided on request to protected asset owners.

(4) Not less than 90 days before carrying out any works on any part of the authorised development affecting a protected asset or before proposing to change the terms of the insurance policy, the undertaker must notify the affected owners of details of the terms or cover of the insurance policy that it proposes to put in place including the proposed level of the cover to be provided.

(5) The undertaker must maintain insurance in relation to works or the use of the authorised development affecting the protected asset during the operation of the authorised development at the level specified in the notice of proposed insurance.

4B. If a protected asset owner notifies the undertaker that it considers that any proposed exercise by the undertaker of a power under this Order breaches these protective provisions or if there is a dispute about the proposed insurance (including the terms or level of cover) to be provided under paragraph 8 before such a power may be exercised—

(c) the protected asset owner may refer the matter to an expert for determination under

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paragraph 19; and
(d) the undertaker must not exercise the power concerned until that determination has been provided.

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

(2) The approval of the protected asset owner under sub-paragraph (1) shall 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 the protected asset owner, the protected asset owner has not intimated its disapproval of those plans and the grounds of its disapproval the undertaker may serve upon the protected asset owner written notice requiring the protected asset owner to intimate its approval or disapproval within a further period of 28 days beginning with the date upon which the protected asset owner receives written notice from the undertaker. If by the expiry of the further 28 days the protected asset owner has not intimated its approval or disapproval, it shall be deemed to have been unreasonably withheld and the undertaker may refer the matter for arbitration in accordance with article 40(1) ~~shall be deemed to have approved the plans as submitted.~~

6.—(1) Any specified work shall, when commenced, so far as reasonably practicable be constructed in accordance with these protective provisions and—

- (a) with all reasonable dispatch 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 protected asset owner;
- (c) in such manner as to avoid damage to the protected asset; and
- (d) so as not to interfere with or obstruct the free, uninterrupted and safe use of any protected asset or any traffic thereon.

(2) If any damage to a protected asset 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 shall, ~~notwithstanding any such approval,~~ make good such damage without delay and shall pay to the protected asset owner all reasonable expenses incurred by the protected asset owner and compensate for any loss which it may sustain by reason of any such damage, interference or obstruction, including any consequential losses.

(3) Nothing in this Schedule shall impose any liability on the undertaker with respect to any damage, costs, expenses or loss attributable to the negligence of the protected asset owner or its servants, contractors or agents or any liability on the protected asset owner 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 shall—

- (a) at all times afford reasonable facilities to the protected asset owner for access to a specified work during its construction; and
- (b) supply the protected asset owner with all such information as it may reasonably require with regard to a specified work or the method of constructing it.

8.—(1) If any permanent or temporary alterations or additions to a protected asset, are reasonably necessary in consequence of the construction or operation of a specified work, ~~or during a period of 24 months after the completion of that work~~ in order to ensure the safety of the protected asset or the continued safe operation of the protected asset of the protected asset owner, such alterations and additions may be carried out by the protected asset owner and ~~if the protected asset owner gives to the undertaker reasonable notice of its intention to carry out such alterations or additions (which shall be specified in the notice),~~ the undertaker shall pay to the protected asset owner 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 the protected asset owner in maintaining, working and, when necessary, renewing any such alterations or additions.

(2) The protected asset owner shall, in respect of the capitalised sums referred to in this paragraph provide such details of the formula by which those sums have been calculated as the undertaker may reasonably require.

~~(3) If the cost of maintaining, working or renewing a protected asset is reduced in consequence of any such alterations or additions a capitalised sum representing such saving shall be set off against any sum payable by the undertaker to the protected asset owner under this paragraph.~~

9. The undertaker shall repay to the protected asset owner all ~~reasonable~~ fees, costs, charges and expenses reasonably incurred by the protected asset owner—

- (a) in respect of the approval by the protected asset owner of plans submitted by the undertaker and the supervision by it of the construction of a specified work;
- (b) in respect of the employment or procurement of the services of any inspectors, signalmen, watchmen and other persons whom it shall be reasonably necessary to appoint for inspecting, signalling, watching and lighting the protected asset 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; ~~and~~
- (c) in respect of any special traffic working resulting from any speed restrictions which may in the opinion of the protected asset owner, may be required to be imposed by reason or in consequence of the construction or failure of a specified work or from the substitution of diversion of services which may be reasonably necessary for the same reason; and
- (d) ~~(e)~~ without prejudice to an asset owner's statutory rights, in respect of any assessment of and claim for losses, costs, charges, expenses and compensation pursuant to this Order.

10. If at any time after the completion of a specified work, not being a work vested in a protected asset owner, the protected asset owner 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 a protected asset, the undertaker shall, on receipt of such notice and without delay, take such steps as may be ~~reasonably~~ necessary (and in accordance with the protective provisions) to put that specified work in such state of maintenance as not adversely to affect the protected asset.

11. The undertaker shall not provide any illumination or illuminated sign or signal on or in connection with a specified work in the vicinity of any protected asset belonging to a protected asset owner unless it shall have first consulted the protected asset owner and it shall comply with the protected asset owner's reasonable requirements for preventing [conflict or](#) confusion between such illumination or illuminated sign or signal and any signal or other light used for controlling, directing or securing the safety of traffic on the protected asset.

12. Any additional expenses which a protected asset owner may reasonably incur in altering, reconstructing or maintaining a protected asset under any powers existing at the making of this Order by reason of the existence of a specified work shall, provided that [\(other than in the case of emergency or operational imperative\)](#) 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 the protected asset owner.

13. The protected asset owner shall, 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 Schedule 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 Schedule.

14. In the assessment of any sums payable to the protected asset owner under this Schedule there shall 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 the protected asset owner if that action or agreement was not reasonably necessary and was [objectively](#) taken or entered into with a view to obtaining the payment of those sums by the undertaker under this Schedule or increasing the sums so payable.

15. The undertaker and the protected asset owner may (at their absolute discretion), enter into, and carry into effect, agreements for the transfer to the undertaker of—

- (a) any protected asset shown on the works plans and land plans and described in the book of reference;
- (b) any lands, works or other property held in connection with any such protected asset; and
- (c) any rights and obligations (whether or not statutory) of the protected asset owner relating to any protected asset or any lands, works or other property referred to in this paragraph.

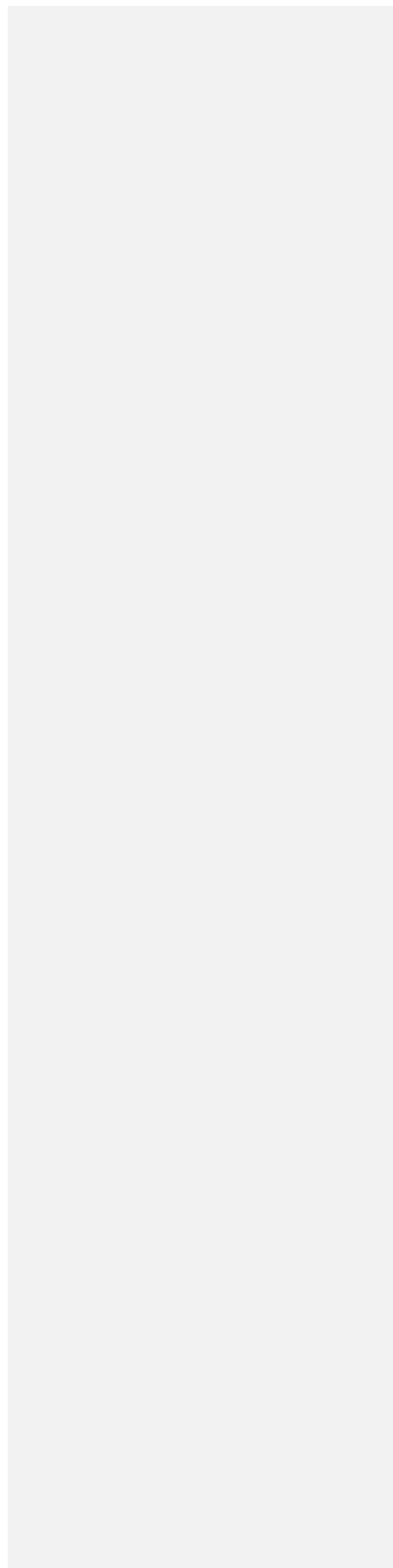
16. The undertaker shall give written notice to the protected asset owner if any application is proposed to be made by the undertaker for the Secretary of State's consent, under article 8 (consent to transfer benefit of Order) of this Order and any such notice shall be given no later than 28 days before any such application is made and shall describe or give (as appropriate)—

- (a) the nature of the application to be made [\(including the identity of the parties to which it relates\)](#);
- (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.

17. The undertaker shall no later than 28 days from the date that the plans submitted to and certified by the Secretary of State in accordance with article 38 (Certification of plans etc) are certified by the Secretary of State, provide a set of those plans to the protected asset owner in the form of a computer disc with read only memory [or such other format as the protected asset owner shall request \(acting reasonably\)](#).

ANNEX

| (1) | (2) | (3) |
|--|--------------------|---------------------------------|
| <i>Asset</i> | <i>Asset Owner</i> | <i>Crossing Number/Location</i> |
| Land subject to lease in favour M&G Solid Fuels LLP of M&G Fuels | | Plot 60 on the land plans |



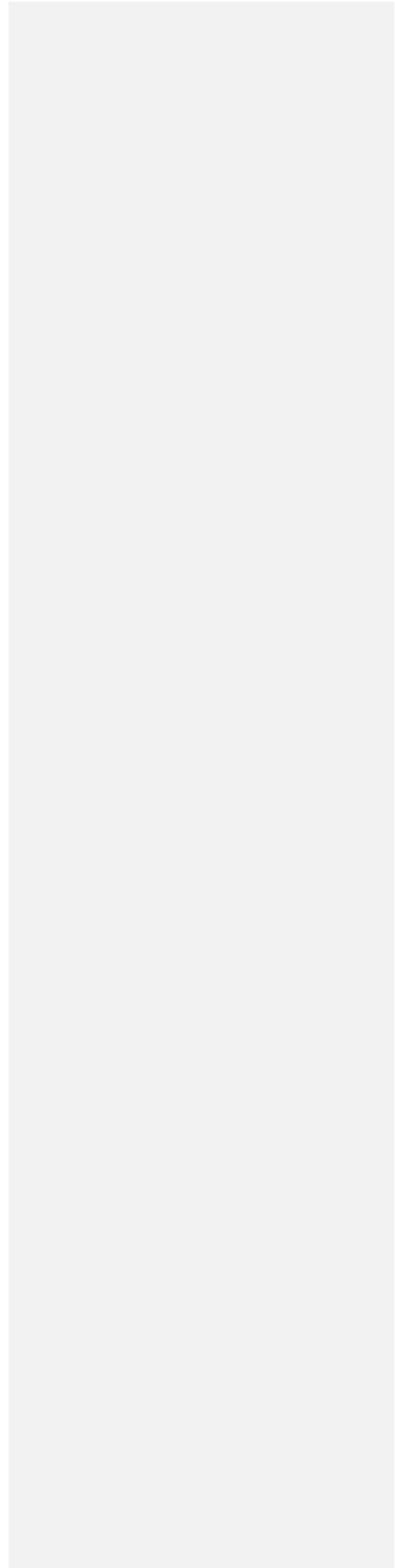
| | | |
|-----------------|--|--|
| A1085 | Redcar and Cleveland Borough Council | MC1 on the conveyor route plans (Documents 3.3A-N) |
| Hot Metal Rail | Tata Steel UK Limited and Sahaviriya Steel Industries UK Limited | MC3 on the conveyor route plans (Documents 3.3A-N) |
| SSI Road Bridge | Sahaviriya Steel Industries UK Limited | MC6 on the conveyor route plans (Documents 3.3A-N) |

[Rights in respect of a further crossing of the pipeline corridor as granted in deeds dated 23 September 1949 and 23 February 1954 made between Imperial Chemical Industries Limited and Dorman, Long and Co. Limited \(including any structures erected pursuant to such rights\)](#) [Sahaviriya Steel Industries UK Limited](#) and [Tata Steel UK Limited](#) [Located equidistant between MC3 and MC6 on the conveyor route plans \(Documents 3.3.A-N\)](#)

Land [and assets](#) owned/[occupied](#) by [Tata Steel UK Limited](#) [by Tata Steel UK Limited](#) Plot 37a on the land

18. All works must be carried out in accordance with the methods and measures set out in the relevant constructability notes.

19. ~~Any~~ [Unless otherwise provided for, any](#) dispute under this Section is to be determined by the expert determination procedure as provided for in article 40(2) (arbitration and expert determination).



SCHEDULE 11

Article 34

PROTECTED PROVISIONS FOR THE PROTECTION OF THE TEES PORT AUTHORITY

Interpretation

1. In this Schedule—

“document” includes plans, sections and drawings;

“environmental document” means—

- (a) the environmental statement prepared for the purposes of the application for this Order together with any supplementary environmental statement or other document submitted pursuant to the provisions of this Order and prepared by way of clarification or amplification of the environmental statement; and
- (b) any other document containing environmental information provided by the undertaker to the Secretary of State or the Tees Port Authority for the purposes of any tidal works approval under article 17 (tidal works not to be executed without approval of Secretary of State) or this Schedule;

“limits of jurisdiction” the limits of the jurisdiction of the Tees Port Authority under the Teesport Acts and Orders 1966 to 2008 only in so far as they relate to the river.

“the quay” means the quay comprised in the authorised development;

“the river” means the River Tees; and

“tidal areas” means areas on under or over tidal waters and tidal land below the level of high water in the river.

General

2.—(1) The provisions of this Schedule, unless otherwise agreed in writing between the undertaker and the Tees Port Authority, have effect for the protection of the Tees Port Authority.

(2) For the purposes of this Schedule, the definition of “tidal work” is taken to include—

- (a) any projection over the river by booms, cranes and similar plant or machinery, and
- (b) any authorised development or operation or activity authorised by this Order which affects the river or any functions of the Tees Port Authority as harbour authority and which is carried out within the limits of the jurisdiction.

Location of tidal works

3. Notwithstanding article 4 (parameters of authorised development), no part of Works No.2 or any other permanent tidal work authorised by this Order may be constructed in tidal waters which lie outside the line marked “river frontage line” shown on drawing number PB1586-SK123 revision 2 (Document 3.9B).

Tidal Works: consultation and approval

4.—(1) Before—

- (a) submitting any plans and sections for any tidal work to the Secretary of State for approval under article 17 (tidal works not to be executed without approval of Secretary of State);
- (b) seeking approval from the local planning authority for any alteration of the drawings under paragraph 4 of Schedule 2 (requirements) that affects the area below mean high water mark;
- (c) commencing any construction of a tidal work where approval of the Secretary of State under article 17 is not required;

(d) commencing any maintenance of a tidal work which may affect the river or any functions of the Tees Port Authority as harbour authority and which is carried out within the limits of the jurisdiction.

(e) commencing any dredging operation,

the undertaker must submit to the Tees Port Authority plans and sections of the tidal work, programmes and method statements relating to the construction or maintenance of the tidal work or dredging operation or altered drawings.

(2) The undertaker must provide the Tees Port Authority with such further information relating to the plans, sections, programmes and method statements or drawings submitted under sub-paragraph (1) as the Tees Port Authority may reasonably require provided that any request for such information must be received by the undertaker within 14 days from the day on which the information is submitted under sub-paragraph (1).

(3) The undertaker must consult the Tees Port Authority, and provide the Tees Port Authority with a reasonable opportunity to comment, on the plans and sections of a tidal work submitted under subparagraph (1)(a) or drawings submitted under sub-paragraph (1)(b).

(4) No construction of a tidal work referred to in sub-paragraph (1)(c) may be carried out except in accordance with such plans and sections as are approved in writing by the Tees Port Authority or determined under paragraph 28.

(5) No construction or maintenance of a tidal work or dredging operation referred to in sub-paragraph (1) (a), (c),(d) or (e) may be carried out except in accordance with such programmes and method statements as are approved in writing by the Tees Port Authority or determined under paragraph 28 unless in the case of the dredging operation that operation is being carried out by the Tees Port Authority.

(6) Before submitting for approval, agreement or otherwise as provided by this Order any document specified in columns (1) and (2) of the following Table, the undertaker must submit a copy to the Tees Port Authority for approval of the matters specified in column (3) of the Table and must consult the Tees Port Authority on such parts of the remainder of each such document which may affect the river or any functions of the Tees Port Authority as harbour authority and is within the limits of jurisdiction .

Table 1

| <i>(1)</i> <i>Document</i> | <i>(2)</i> <i>Provision of Order</i> | <i>(3)</i> <i>Provision requiring Tees Port <u>Authority approval</u></i> |
|---|---|--|
| Written scheme so far as it relates to details of quay structure and related infrastructure within Works Nos 1, and 2 | Schedule 2, paragraph [2] | None |
| Construction Environmental Management Plan | Schedule 2, paragraph [6] | None |
| Timetable of works and operations dealing with matters referred to in sub-paragraph (5) | Schedule 5, paragraph [11] | The whole document |
| Detailed method statements dealing with matters referred to in sub-paragraph (5) | Schedule 5, paragraph [17] | The whole statements |

| | | |
|--|----------------------------|---|
| Details of work area and access routes within the limits of jurisdiction | Schedule 5, paragraph [19] | The work area and access routes so far as they are in an area below mean high water level |
| Capital dredge and disposal strategy | Schedule 5, paragraph [35] | The whole strategy |

(7) No application for a document specified in the Table under the provision of the Order specified in relation to the document for which approval of the Tees Port Authority is required may be made until the Tees Port Authority has approved the document in writing or approval is given by a determination under paragraph 28.

(8) When submitting to the Secretary of State, the MMO or the local planning authority, as the case may be, any application for approval of a document specified in sub-paragraph (1) or (6) on which the Tees Port Authority has been consulted under this paragraph, the undertaker must also forward to that person or body any comments received from the Tees Port Authority in response to the consultation.

(9) Any approval of the Tees Port Authority required under this paragraph must not be unreasonably withheld or delayed but may be given subject to such reasonable requirements as the Tees Port Authority may make for the protection of—

- (a) traffic in, or the flow or regime of, the river;
- (b) the use of the river by itself as harbour authority, licenced users under licences granted by PD Teesport under the Tees and Hartlepoons Port Authority Act 1966 or other river users; or
- (c) the performance of any of its functions as harbour authority connected with environmental protection.

(10) Requirements made under sub-paragraph (9) may include conditions as to—

- (a) the relocation, provision and maintenance of works, moorings, apparatus and equipment necessitated by the tidal work; and
- (b) the expiry of the approval if the undertaker does not commence construction of the tidal work approved within a prescribed period.

(11) Subject to sub-paragraphs (12) and (13), any approval required under this paragraph is deemed to have been given if it is neither given nor refused within 28 days of the specified day.

(12) Before making a decision on any approval required under this paragraph, the Tees Port Authority must take into account any opinion on plans and sections that has been provided to it by the Environment Agency within 21 days of the specified day.

(13) An approval of the Tees Port Authority under this paragraph is not deemed to have been unreasonably withheld if approval within the period identified in sub-paragraph (11) has not been given pending the outcome of any consultation on the approval in question that the Tees Port Authority is obliged to carry out in the proper exercise of its functions as a harbour authority provided that in commencing or during the course of such consultation, the Tees Port Authority has acted with all due expedition.

(14) In this paragraph “the specified day” means, in relation to any matter for which approval is required—

- (a) the day on which particulars of that matter are submitted to the Tees Port Authority under sub-paragraph (1) or (6); or
- (b) the day on which the undertaker provides the Tees Port Authority with all such particulars of the matter as have been reasonably requested by the Tees Port Authority under sub-paragraph (2);

whichever is later.

(15) Whenever the undertaker provides the Secretary of State with an environmental document which relates to works which may affect the area below mean high water mark it must at the same time send a copy to the Tees Port Authority.

5. If the Secretary of State, the MMO or the local planning authority requires the alteration of any document which has previously been approved by the Tees Port Authority or upon which the Tees Port Authority have been consulted by the undertaker, the undertaker must inform the Authority.

6. On receipt of any approval or agreement by the Secretary of State, the MMO or the local planning authority (as the case may be) of any of the documents specified in paragraph 4(1) or (6) or any conditions or restrictions imposed by that body, the undertaker shall send a copy to the Tees Port Authority.

Construction of tidal works

7.—(1) The undertaker must give to the harbour master not less than 7 days prior written notice of its intention to enter upon a tidal area for any purpose relating to the construction or maintenance of the authorised development and must provide such details as the harbour master may reasonably require recording how access to the authorised development will be gained and what exclusion areas will be required for the authorised development.

(2) Where emergency or unanticipated access is required for maintenance, repair or safety operations to the authorised development and the undertaker is unable to give 7 days prior written notice to the Tees Port Authority, the undertaker may gain access to the tidal areas on giving such prior notice (if any) to the Authority as is reasonable in the circumstances.

(3) The undertaker shall, not more than 14 days after completion of the tidal works carried out as part of phase 1 and phase 2, give written notice to the harbour master of the completion of the relevant phase.

8. The undertaker shall at all reasonable times during construction of the authorised development and thereafter upon reasonable notice allow the Tees Port Authority, its employees and agents access and all reasonable facilities for inspection of any tidal work.

9. The construction, and any operations for the construction, of any tidal work approved in accordance with this Order, once commenced, must be carried out by the undertaker without unnecessary delay and to the reasonable satisfaction of the Tees Port Authority so that river traffic, the flow or regime of the river and the exercise of the Tees Port Authority's functions do not suffer more interference than is reasonably practicable, and an officer of the Tees Port Authority is entitled at all reasonable times, on giving such notice as may be reasonable in the circumstances, to inspect and survey such construction operations.

Discharges, etc.

10.—(1) The undertaker must not without the consent of the Tees Port Authority—

- (a) deposit in or allow to fall or be washed into the river any gravel, soil or other material; or
- (b) discharge or allow to escape either directly or indirectly into the river any offensive or injurious matter in suspension or otherwise.

(2) Any consent of the Tees Port Authority under this paragraph must not be unreasonably withheld but may be given subject to such terms and conditions as the Tees Port Authority may reasonably impose.

(3) Any such consent is deemed to have been given if it is neither given nor refused within 28 days of the day on which the request for consent is submitted under sub-paragraph (1).

(4) In its application to the discharge of water into the river, article 14 (discharge of water) has effect subject to the terms of any conditions attached to a consent given under this paragraph.

11. The undertaker must not, in exercise of the powers conferred by article 14 (discharge of water), damage or interfere with the beds or banks of any watercourse forming part of the river unless such

damage or interference is approved by the Tees Port Authority as a tidal work under this Order or is otherwise approved in writing by the Tees Port Authority.

Obstruction in river

12. If any pile, stump or other obstruction to navigation becomes exposed in the course of constructing any tidal work (other than a pile, stump or other obstruction on the site of a structure comprised in any permanent work), the undertaker, as soon as reasonably practicable after the receipt of notice in writing from the Tees Port Authority requiring such action, must remove it from the river or, if it is not reasonably practicable to remove it—

- (a) cut the obstruction off at such level below the bed of the river as the Tees Port Authority may reasonably direct; or
- (b) take such other steps to make the obstruction safe as the Tees Port Authority may reasonably require.

Removal etc. of the Tees Port Authority moorings and buoys

13. If—

- (a) by reason of the construction of any tidal work it is reasonably necessary for the Tees Port Authority to incur reasonable costs in temporarily or permanently altering, removing, re-siting, repositioning or reinstating existing moorings or aids to navigation (including navigation marks or lights) owned by the Tees Port Authority, or laying down and removing substituted moorings or buoys, or carrying out dredging operations for any such purpose, not being costs which it would have incurred for any other reason; and
 - (b) the Tees Port Authority gives to the undertaker not less than 28 days' notice of its intention to incur such costs, and takes into account any representations which the undertaker may make in response to the notice within 14 days of the receipt of the notice,
- the undertaker must pay the costs reasonably so incurred by the Tees Port Authority.

Navigational lights, buoys, etc.

14. In addition to any requirement under articles 19 (lights on tidal works etc. during construction) and 21 (permanent lights on tidal works), the undertaker, at or near every tidal work, and any other work of which the undertaker is in possession in exercise of any of the powers conferred by this Order (being in either case a work which is below mean high water level forming part of the river), must exhibit such lights, lay down such buoys and take such other steps for preventing danger to navigation as the Tees Port Authority may from time to time reasonably require.

Removal of temporary works

15. On completion of the construction of any part of the authorised development, the undertaker must as soon as practicable—

- (a) remove any temporary tidal work carried out only for the purposes of that part of the authorised development;
- (b) remove from the river any materials, plant and equipment used for, and any debris caused by, such construction.

Protective action

16.—(1) If any tidal work—

- (a) is constructed otherwise than in accordance with the requirements of this Schedule or with any condition in an approval given pursuant to paragraph 4; or

- (b) during construction gives rise to sedimentation, scouring, currents or wave action which is a hazard to safe navigation or is otherwise detrimental to traffic in, or the flow or regime of, the river,

then the Tees Port Authority may by notice in writing require the undertaker at the undertaker's own expense to comply with the remedial requirements specified in the notice.

- (2) The requirements that may be specified in a notice given under sub-paragraph (1) are—

- (a) in the case of a tidal work to which sub-paragraph (1)(a) applies, such requirements as may be reasonably required and specified in the notice for the purpose of giving effect to the requirements of—

- (i) this Schedule; or
- (ii) the condition that has been breached; or

- (b) in any case within sub-paragraph (1)(b), such requirements as may be reasonably required and specified in the notice for the purpose of preventing, mitigating or making good the sedimentation, scouring, currents or wave action so far as required for safe navigation or by the needs of traffic in, or the flow or regime of, the river.

(3) If the undertaker does not comply with a notice under sub-paragraph (1), or is unable to do so, the Tees Port Authority may in writing require the undertaker to—

- (a) remove, alter or pull down the tidal work, and where the tidal work is removed to restore the site of that work (to such extent as the Tees Port Authority reasonably requires) to its former condition; or
- (b) take such other action as the Tees Port Authority may reasonably specify for the purpose of remedying the non-compliance to which the notice relates.

(4) If the Tees Port Authority believes that any tidal work is causing an environmental impact over and above those anticipated by any environmental document, the Tees Port Authority must notify the undertaker of that environmental impact, the reasons why the Tees Port Authority believes that the environmental impact is being caused by the tidal work and is an unacceptable impact and of measures that the Tees Port Authority reasonably believes are necessary to counter or mitigate that environmental impact.

(5) The undertaker must implement the measures that the Tees Port Authority has notified to the undertaker unless within 28 days of the notification the undertaker gives the Tees Port Authority a written counter-notice—

- (a) specifying such other measures as the undertaker believes are necessary to counter or mitigate the environmental impact identified, giving reasons why the undertaker believes the measures are sufficient and preferable to the measures notified under sub-paragraph (4); or
- (b) that it does not believe that any unacceptable environmental impact has been caused by tidal works it has carried out so that no measures are necessary.

(6) Subject to sub-paragraph (7), the undertaker must implement any measures specified under sub-paragraph (5)(a).

(7) Where the undertaker gives the Tees Port Authority a counter-notice under sub-paragraph (5)(a) or (b) the Tees Port Authority may within 28 days (or such longer period as may be agreed between the parties) refer the questions whether there is an unacceptable environmental impact and whether any, and if so what, measures are necessary to be carried out by the undertaker to counter or mitigate the impact to be determined under paragraph 28; and any measures so determined must be implemented by the undertaker.

Abandoned or decayed works

17.—(1) If any tidal work or any other work of which the undertaker is in possession in exercise of any of the powers conferred by this Order (being in either case a work which is below mean high water level) is abandoned or falls into decay, the Tees Port Authority may by notice in writing require the undertaker to take such reasonable steps as may be specified in the notice either to repair

or restore the work, or any part of it, or to remove the work and (to such extent as the Tees Port Authority reasonably requires) to restore the site to its former condition.

(2) If any tidal work is in such condition that it is, or is likely to become, a danger to or an interference with navigation in the river, the Tees Port Authority may by notice in writing require the undertaker to take such reasonable steps as may be specified in the notice—

- (a) to repair and restore the work or part of it; or
- (b) if the undertaker so elects, to remove the tidal work and (to such extent as the Tees Port Authority reasonably requires) to restore the site to its former condition.

(3) If after such reasonable period as may be specified in a notice under this paragraph the undertaker has failed to begin taking steps to comply with the requirements of the notice, or after beginning has failed to make reasonably expeditious progress towards their implementation, the Tees Port Authority may carry out the works specified in the notice and any expenditure reasonably incurred by it in so doing is recoverable from the undertaker.

Facilities for navigation

18.—(1) The undertaker must not in the exercise of the powers conferred by this Order interfere with any marks, lights or other navigational aids in the river without the agreement of the Tees Port Authority, and must ensure that access to such aids remains available during and following construction of any tidal works.

(2) The undertaker must provide at any tidal works, or must afford reasonable facilities at such works (including an electricity supply) for the Tees Port Authority to provide at the undertaker's cost, from time to time, such navigational lights, signals, radar or other apparatus for the benefit, control and direction of navigation of users of the river in general as the Tees Port Authority may deem necessary by reason of the construction of any tidal works, and must ensure that access remains available to apparatus during and following construction of such works.

(3) The undertaker must comply with the directions of the harbour master from time to time with regard to the lighting on the tidal works or within the harbour, or the screening of such lighting, so as to ensure safe navigation on the river.

Survey of riverbed

19.—(1) Before the commencement of construction of the first tidal work, and any subsequent tidal work, to be constructed following approval under article 17 (tidal works not to be executed without approval of Secretary of State), the Tees Port Authority may, at the undertaker's reasonable expense, carry out a survey of such parts of the river within the Order limits as might be affected by sedimentation, scouring, currents or wave action that might result from the construction of such of the authorised development as would constitute tidal works if it were to be constructed, for the purposes of establishing the condition of the river at that time.

(2) The Tees Port Authority may carry out such surveys of the river within the Order limits as are reasonably required during the construction of any tidal work to ascertain the effect of that tidal work on the river and the Tees Port Authority must make available to the undertaker the results of any such survey in electronic and paper format.

(3) After completion of—

- (a) the tidal work comprised in phase 1; or
- (b) all the tidal works constructed under this Order,

the Tees Port Authority may, at the undertaker's reasonable expense, carry out a further survey of the parts of the river within the Order limits which were surveyed prior to the construction of that work, or as the case may be a survey of the completed tidal works as so constructed, for the purpose of establishing the condition of the river and the effect that the tidal work is, or as the case may be the tidal works are, having on navigation, the flow and the regime of the river and the exercise of the Tees Port Authority's functions.

Sedimentation, etc.: remedial action

20.—(1) This paragraph applies if any part of the river becomes subject to sedimentation, scouring, currents or wave action which—

- (a) is wholly or partly caused by a tidal work during the period beginning with the commencement of the construction of that tidal work and ending with the expiration of 10 years after the date on which all the tidal works constructed under this Order are completed; and
- (b) for the safety of navigation or for the protection of works in the river, should in the reasonable opinion of the Tees Port Authority be removed or made good.

(2) The undertaker must either—

- (a) pay to the Tees Port Authority any additional expense to which the Tees Port Authority may reasonably be put in dredging the river to remove the sedimentation or in making good the scouring so far as (in either case) it is attributable to the tidal work; or
- (b) carry out the necessary dredging at its own expense and subject to the prior approval of the Tees Port Authority, such prior approval not to be unreasonably withheld or delayed; and the reasonable expenses payable by the undertaker under this paragraph include any additional expenses accrued or incurred by the Tees Port Authority in carrying out surveys or studies in connection with the implementation of this paragraph.

Entry for survey, etc.

21.—(1) Before exercising the powers conferred by article 16 (authority to survey and investigate the land) to enter any land situated below the level of high water the undertaker must provide the harbour master with written particulars of—

- (a) the location of the land (including a plan);
- (b) the nature of the things proposed to be done in that land in exercise of those powers;
- (c) the duration and frequency of the undertaker's intended presence on the land; and
- (d) any vehicles or equipment proposed to be brought onto the land,

and such other details as the harbour master may reasonably request.

(2) The undertaker may not enter any land which is the subject of written particulars provided under sub-paragraph (1) except in accordance with such conditions as the harbour master may reasonably impose, including conditions as to the time of entry and the way in which activities are to be carried out.

Operating procedures

22.—(1) Before commencing operations at the quay the undertaker must submit to the harbour master for approval a written statement of proposed safe operating procedures for access to and egress from the marine side of the quay and the mooring of vessels at the quay and must operate the quay only in accordance with such procedure as approved, including any alteration to the procedure as the harbour master may approve from time to time.

(2) Any approval required under sub-paragraph (1) is deemed to have been given if it is neither given nor refused within 28 days of the day on which the request for consent is submitted under sub-paragraph (1).

Indemnity

23.—(1) The undertaker is responsible for and must make good to the Tees Port Authority all reasonable financial costs or losses not otherwise provided for in this Schedule which may reasonably be incurred or suffered by the Tees Port Authority by reason of—

- (a) the construction, operation or maintenance of the authorised development carried out within or affecting the area within the limits of jurisdiction or any failure of the authorised development including in particular any expenses reasonably incurred in considering plans, inspecting tidal works, carrying out surveys or doing anything for the purposes of this Schedule;
- (b) any other activity or operation authorised by this Order which affects the river or any functions of the Tees Port Authority as harbour authority and which is carried out within the limits of jurisdiction and, in particular, anything done in relation to a mooring or buoy under paragraph 14, or;
- (c) any act or omission of the undertaker, its employees, contractors or agents or others whilst engaged upon the construction, operation or maintenance of the authorised development carried out within or affecting the area within the limits of jurisdiction or dealing with any failure of such development,

and the undertaker must indemnify the Tees Port Authority from and against all claims and demands arising out of or in connection with the authorised development carried out within or affecting the area within the limits of jurisdiction and any activity or operation authorised by this Order carried out within or affecting the area within the limits of jurisdiction or any such failure, act or omission.

(2) The fact that any act or thing may have been done—

- (a) by the Tees Port Authority on behalf of the undertaker; or
- (b) by the undertaker, its employees, contractors or agents in accordance with plans or particulars submitted to or modifications or conditions specified by the Tees Port Authority, or in a manner approved by the Tees Port Authority, or under its supervision or the supervision of its duly authorised representative,

does not (if it was done or required to be done without negligence on behalf of the Tees Port Authority or its duly authorised representative, employee, contractor or agent) excuse the undertaker from liability under the provisions of this paragraph.

(3) The Tees Port Authority must give the undertaker reasonable notice of any such claim or demand as is referred to in sub-paragraph (1), and no settlement or compromise of any such claim or demand is to be made without the prior consent of the undertaker.

Statutory functions

24.—(1) Any function of the undertaker or any officer of the undertaker, whether conferred by or under this Order or any other enactment, is subject to—

- (a) any enactment in the Teesport Acts and Orders 1966 to 2008 or any other enactment relating to the Tees Port Authority;
- (b) any byelaw, direction or other requirement made by the Tees Port Authority or the harbour master under any enactment; and
- (c) any other exercise by the Tees Port Authority or the harbour master of any function conferred by or under any enactment.

(2) The Tees Port Authority must consult the undertaker before giving any general direction which directly affects the construction, operation or maintenance of the authorised development.

Savings

25.—(1) With the exception of any duty owed by the Tees Port Authority to the undertaker expressly provided for in this Schedule, nothing in this Order is to be taken as imposing on the Tees Port Authority, either directly or indirectly, any form of duty or liability to which the Tees Port Authority would not otherwise be subject.

(2) Without affecting the generality of sub-paragraph (1), the Tees Port Authority shall not be under any duty to dredge the approaches from the river channel to the quay, or the berthing pocket

at the quay, to a depth greater than the depth of those waters immediately before the commencement of the authorised development.

(3) Any approval or consent given by the Tees Port Authority pursuant to this Schedule does not affect any requirement to obtain an approval or consent under or by virtue of any other statutory provision.

(4) The requirements of sections 22 (licensing of works) and 23 (licence to dredge) of the Tees and Hartlepoons Port Authority Act 1966 do not apply as respects the initial construction or carrying out of the authorised development but otherwise are not affected by this Order; and accordingly sections 22 and 23 apply as regards the maintenance of the authorised works.

(5) Subject to paragraph 24(2) and sub-paragraph (4), nothing in this Order prejudices or derogates from the provisions of the Teesport Acts and Orders 1966 to 2008 or any other statutory or other rights, powers or privileges, vested in or enjoyed by the Tees Port Authority or the harbour master.

(6) Nothing in this Schedule shall require the undertaker to do anything or desist from anything if to do so would be in breach of any statutory obligations to which the undertaker is subject including but not limited to the provisions of the deemed marine licence contained in Schedule 5 of this Order

Transfer of benefit of Order

26. Within 14 days after the date of any transfer or grant under article 8 (consent to transfer benefit of Order), the undertaker who made the transfer or grant must serve notice on the harbour master containing the name and address of the transferee or lessee, the territorial extent of the transfer or grant and, in the case of a grant, the period for which it is granted and the extent of benefits and rights granted.

Notices

27. Notwithstanding article 39 (service of notices) a notice required to be served on the Tees Port Authority under this Schedule must be served both on the company secretary and the harbour master for the time being of the Tees Port Authority in the manner provided by article 39.

Disputes

28. Any dispute arising between the undertaker and the Tees Port Authority under this Schedule is to be determined by the expert determination procedure as provided for in article 40(2) (arbitration and expert determination).

EXPLANATORY NOTE

(This note is not part of the Order)

This Order authorises the construction and operation of a quay, associated onshore facilities and other development to be situated on the River Tees.

A copy of the Order plans and the book of reference mentioned in this Order and certified in accordance with article 38 of this Order (Certification of plans, etc.) may be inspected free of charge during working hours at the offices of Redcar & Cleveland Borough Council, Kirkleatham Street, Redcar, TS10 1RT.

STATUTORY INSTRUMENTS

200[] No. 0000

INFRASTRUCTURE PLANNING

The York Potash Harbour Facilities Order 201[X]

Made - - - - [**]

Coming into force - - [**]

APPENDIX 3: CONSTRUCTABILITY NOTES

Technical Note

HaskoningDHV UK Ltd.
Maritime & Waterways

To: James Barrie
From: RHDHV
Date: 20 August 2015
Copy:
Our reference: PB1586 - N022 - Rev 3
Classification: Project related

**Subject: Constructability Issues in response to the DCO – TATA Steel UK Limited
(TATA) and Sahaviriya Steel Industries UK Limited (SSI) – Hot Metal Railway**

This Technical Note was updated to Rev 3 on the 20th August 2015 following a meeting with TATA and SSI. The meeting was held at Tata Steel, Steel House, Redcar on the 13th August 2015. In attendance were Clive Donaldson (TATA), Bill Black (SSI), Sean Gleeson (PX Group) and Bill Andrew (RHDHV). The purpose of the meeting was to discuss this Technical Note (Rev 2), to understand the issues raised in the Development Consent Order (DCO) in more detail and to continue dialogue with the asset owners as the project progresses. Minutes from the meeting are available, RHDHV reference PB1586 – M001 – Rev 1, dated 13th August 2015. Clarification and additional information from the meeting has been incorporated into this Technical Note.

Comment [IG1]: Upon request, it has been confirmed by YPL that version 1 and revision 2 were INTERNAL drafts and have not been subject to prior discussion or consultation. NB. Although Rev 2 was tabled at the meeting on 13 August, no time for its prior consideration was given.

1.0 Introduction

The York Potash Harbour Facilities Project is currently at a stage whereby formal consultation has been undertaken with the Consultees including Landowners and Third Party Asset Owners as part of the Development Consent Order (DCO) application process. This process has raised a number of issues and concerns. These generally fall into two categories; firstly, there are points associated with legal matters such as concerns over Compulsory Acquisition, etc. Secondly there are concerns associated with constructability issues including the interface with existing assets and infrastructure throughout the construction period of the project and ongoing operational phase.

Comment [IG2]: We are not aware of any formal consultation in respect of the DCO

The purpose of this document is to address the constructability issues raised by TATA/SSI – Steel UK Limited (TATA), as Affected Persons – Consultee in the DCO process, regarding the overland conveyor. As such this document is one of a series of similar documents which each addresses the particular constructability issues raised. These issues will need to be addressed prior to and reviewed throughout the construction and operational period of the project.

Comment [IG3]: Hence adding it to next paragraph

Below are the main constructability issues raised by ~~TATA~~ TATA/SSI in relation to the Hot Metal Railway operated by ~~TATA~~ TATA/SSI and considerations on how these issues could be addressed by the Principal Contractor, appointed for the construction of the overland conveyor and harbour facility. Issues raised by ~~TATA~~ TATA/SSI in relation to other assets such as the access road used by ~~TATA~~ TATA/SSI to transport oversized equipment are not considered in this document and will be considered separately elsewhere. This document is not exhaustive but will assist in future discussions and development with ~~TATA~~ TATA/SSI. This information will be provided to the Principal Contractor as part of the pre-construction information which they will be contractually obliged to comply with.

Comment [IG4]: Further iterations to be agreed pursuant to the Protective Provisions and incorporated within the DCO? Further agreed version to be prepared for the DCO.

[This Note is to be incorporated within the DCO and shall be enforceable against the Applicant.](#)

2.0 Wording from the DCO

The relevant wording provided in the TATA/TATA/SSI response to the DCO in relation to constructability issues surrounding the Hot Metal Railway is as follows;

1) Access

The proposed conveyor route crosses over road and rail infrastructure used by TATA Steel.

2) Safety

The conveyor system will cross over both the A1085 and the hot metal rail route at a maximum height of 25m at the top of the conveyor. The hot metal rail route transfers hot metal from the blast furnace to the steel plant via Torpedo Ladles Cars (Torpedoes). Efficient co-ordination of the Torpedo Ladles is of paramount importance to the steel making process.

The submitted Environmental Statement identifies a risk of damage to above ground infrastructure assets during the construction phase. Any damage to the hot rail route (which is utilised by both Tata Steel and Sahaviriya Steel Industries (SSI)) would severely disrupt production at Tata Steel's plant and any breakout of molten metal may result in a large explosion. Further, there is potential for a Torpedo to derail at any time, and at any point, along the hot metal rail route. If a derailment were to occur underneath the overhead conveyor, the extreme heat emitted from the Torpedo may pose a risk to the raised conveyor structure. It is considered that the proposals have not yet adequately addressed the operational and safety implications of crossing the hot rail route.

Comment [IG5]: This reflects the Relevant Representation only and does not represent the full extent of the issues - Tata/SSI's concerns are more properly set out in the Written Representations and other submissions to the DCO.

3.0 Understanding of the Issues

TATA/TATA/SSI are concerned that the flow of 'Torpedo' Ladle Cars, 'torpedoes' along the Hot Metal Railway should not be impeded by the construction, operation and maintenance of the overland conveyor. Molten iron is transferred from Redcar to Lackenby by the Hot Metal Railway in trains consisting of a locomotive and two torpedo wagons. Damage to the route or delays in its operation could affect production. TATA/TATA/SSI also raise safety concerns that are specific to the conveyance of hot metal in the torpedoes. In particular:

- there is a risk of breakouts of molten metal causing explosions
- there is a risk of the torpedoes derailing at any time
- were a torpedo to be derailed or breakout to occur under the conveyor the extreme heat from the torpedo or released molten metal might damage or critically weaken the conveyor support structure.

In addition, as identified during consultation with TATA/TATA/SSI on 25th November 2014, large crane access is required in the vicinity of the railway in case emergency access is required to reinstate rail vehicles in the event of a derailment. TATA/ SSI consider that the overland conveyor would hamper the recovery operation in the event of a derailment underneath it.

Comment [IG6]: This was the first and only meeting until 13 August 2015. The meeting was high-level and without any design/location details in respect of a conveyor.

Comment [IG7]: Not expressed at the November 2014 meeting as the conveyor was not discussed.

The overland conveyor will cross over the Hot Metal Railway at the intersection designated MC3 on the route plans (See drawing PB1586-SK-1042). An indicative cross section is shown on drawing PB1586-SK1053 and will provide at least 7.85m headroom above the railway trackbed. This is equal to the current limiting headroom above the railway which is understood to be 7.65m above rail level at an existing pipe crossing. The intersection is at a point where the Hot Metal Railway is itself on the northern span of a multi span underline bridge. Buried and passing beneath this span is the major Breagh gas pipeline operated by DEA (identified as the RWE gas pipeline on earlier drawings). The piled foundations for the trestle supports to the conveyor bridge will straddle the Breagh gas pipeline. An above ground pipeline corridor known as the 'Linklines' passes through the adjacent span to the south on the underline bridge.

Comment [IG8]: What is the basis for this headroom limit?

As with other underline bridges on the Hot Metal Railway, train height metal screens have been provided for the full length of the parapets on each side of the bridge. It is not clear whether these are to reduce the risk of wind causing derailments or to contain the effects of any breakouts of molten metal.

Existing road access for plant to the areas around the intersection point is limited by the headroom at the Lord McGowan Bridge under the A1085 Trunk Road, an elevated pipeline and the Hot Metal Railway bridge itself. For construction of the overland conveyor a new temporary access route may therefore be created from the western spur off the A1085 'Steel House' roundabout some 200m to the northeast. On completion the temporary access route would be decommissioned but could be partially retained so that it could be readily re-instated should an incident occur on the Hot Metal Railway which required access by large plant into the area.

The available adjacent area for setting up plant and cranes is very limited and restricted to the north side of the above ground 'Linklines' pipeline corridor. The routing of heavy plant and the siting of crane outriggers will be further restricted by the presence of the buried Breagh gas pipeline.

Our comments on the above issues are provided in the following sections on:-

- Safe System of Work
- Compatibility with Railway Possessions
- Lifting activities near or over the Hot Metal Railway
- Excavating and Piling in proximity of the Hot Metal Railway
- Other Working activities on or near the Hot Metal Railway
- Inspection, repair, replacement and general maintenance of the Hot Metal Railway by ~~TATA~~ TATA/SSI
- Recovery of Derailed Trains on the Hot Metal Railway by ~~TATA~~ TATA/SSI
- Risks and Issues due to Hot Metal
- Lineside and Site Security

4.0 Safe System of Work

The construction project will be notifiable and carried out in accordance with 'The Construction (Design and Management) Regulations 2015' or such replacement or updated Regulations (or similar) as are in force at the relevant time.

The Principal Contractor is to conduct site inductions for all of his staff and sub-contractors. It is also his duty to appoint and engage contractors and workers and provide the right management and supervision whilst also monitoring the hazards on site.

For 95% of its route, the overland conveyor is in an existing infrastructure corridor, operated by SembCorp. All work within this corridor is controlled by SembCorp under their Safe System of Work (SSoW) as detailed in SembCorp Management Procedure "Safe Systems of Work and Risk Assessment – 1301". This is a permit to work based system. Historically, SembCorp have always insisted on the application of this process to **ALL** works within the infrastructure corridor regardless of whether it be a small maintenance task or a major capital project such as this. The SSoW is quite onerous, but given the high hazard nature of the assets in the area it is appropriate. The Principal Contractor appointed for the overland conveyor and the harbour facility will need to adhere to the SSoW and its requirements for works and operations within the infrastructure corridor, including access.

Comment [IG9]: More detail and certainty required

Comment [IG10]: This is a pre-existing constraint. The YPL works will make the situation worse.

Comment [IG11]: Is this correct? Southern route only??

Identified below are the SembCorp Management Procedures which will be applied to the management of the construction activities under SembCorp's SSoW:

- Control of ignition sources and fire permits - 1303
- Lifting Activities Management and Control - 1448
- Construction operation maintenance and modification of link and vein lines - 1342
- Entry into Confined Spaces - 1304
- Lone and Isolated Workers - 1404
- Safe Systems of Work and Risk Assessment - 1301
- Management of Roads including Mobile Cranes and Abnormal Loads - 1309
- Control of Modifications - 1601
- Use of Work Control Permits - 1360
- Linkline Emergencies - 1215
- Management of Site Drainage and Effluent Systems – 1701
- Avoidance of Danger near Overhead Power Lines – 1452
- Excavations – 1308
- Review of Risk Assessments and Method Statements – 1320
- Control of Ionising Radiation for Industrial Radiography – 1424
- Prevention of River Pollution – 1217
- Prevention of Contamination of Soil and Groundwater – 1703
- Disposal of Waste Materials – 1702
- Environmental Control and Compliances with The Environmental Permitting (England and Wales) Regulations – 1746
- Management of Work Covered by the Construction regulations – 1426

There are more Procedures within SembCorp's full suite of Management Procedures which will be complied with as appropriate, but those listed above are the ones which are most likely to be applicable to the York Potash Harbour Facilities Project. For work on TATA / SSI owned and operated areas, the respective TATA / SSI Safe System of Work will be applied and adhered to.

~~TATA~~ TATA/SSI will be given the opportunity to review and comment on the design of the overland conveyor and, if required, have a watching brief on site when construction occurs adjacent to or over their asset. Any reasonable requirements of TATA/SSI in respect of the conveyor design will be incorporated.

The Principal Contractor must therefore be geared up for extensive liaison and coordination with asset owners and users (including TATA/SSI) and for construction in a potentially hazardous environment controlled by safe systems of work that incorporate permits to work.

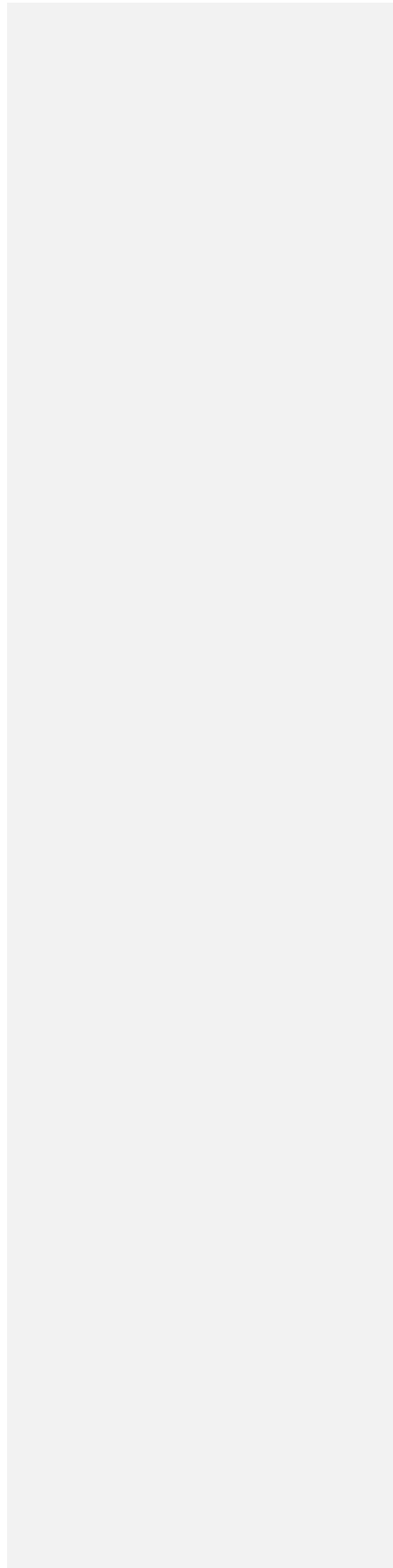
Additional requirements arising from working alongside or above railways including both Network Rail main lines and the Hot Metal Railway will be incorporated into the Principal Contractors safe systems of work. These might include fenced exclusion zones where access for plant and personnel would be controlled by a permit system designed to mitigate the particular risks arising from operation of the Hot Metal Railway. Measures are discussed in more detail below. They would also include TATA and SSI's own Safe Systems of Work as appropriate.

5.0 Compatibility with Railway Possessions

Working on or around railways is widely recognised as a hazard that requires careful management. In the UK where construction or maintenance work poses a risk to normal train services or visa versa then such work is generally undertaken in 'Possessions'. These are periods when normal trains do not run because the timetable has allowed time for such possessions (rules of the route possessions) or normal timetabled trains are suspended whilst the work is undertaken (abnormal possessions). In addition

20 August 2015

PB1586 - N022 - Rev 3 4/10



certain types of work can be undertaken 'between trains' with the co-operation of signalling staff. Possessions can range from perhaps 60 minutes between trains to 4 to 8 hours for rules of the route possessions which are usually at night and often at weekends to perhaps 36 hour possessions for major engineering work in abnormal possessions. On Network Rail infrastructure the latter are seldom granted for outside parties work such as erection of the overland conveyor unless Network Rail need an abnormal possession themselves.

The concept for the overland conveyor lends itself to being erected in relatively short 'possessions'. Thus depending on the possession length available, one or more trestles would be erected on either side of the railway and secured and then the main span would be lifted on. The main span would already be clad when lifted in, allowing fit out of the conveyor to proceed safely from within the conveyor envelope. This is the approach that is envisaged where the overland conveyor crosses both the Network Rail and the Hot Metal Routes. The trestle foundations are located outside the railway boundary and can be constructed without possessions. It is envisaged that the supporting trestles and span over the hot metal railway would be erected in one 6 to 8 hour possession. The trestles supporting the main span will be designed to provide stability and restraint with or without adjacent spans being erected. The weight of the conveyor span when lifted in is expected to be up to 60 tonnes.

A similar approach has already been given 'Approval in Principle' by Network Rail for the section where the overland conveyor crosses the Darlington to Saltburn railway.

From an initial consultation with ~~TATA~~ [TATA/SSI](#) on 25th November 2014 it is understood that only short term 'outages' of 6 to 12 hours duration, each year, may be available for railway 'possessions'. The timing of these outages for 2017 was not known so ongoing dialogue will be required in order to programme the available possessions into the construction work. Additional information on planned outages was obtained at the meeting on the 13th August 2015. There are usually two planned outages per year when the blast furnace stops production and torpedo trains do not need to run, 1) A spring outage of one day (24 hours) 2) A autumn outage of three days (72 hours). Notifications of the proposed spring outage are known approximately 2.5 months in advance, and confirmed 1.5 months in advance. More notice is usually provided for the 72 hour outage. Operational train movements are every 20minutes in each direction and are dictated by production. Train movements lag behind breaks in blast furnace production by about 6 hours. [Compensation will be payable in respect of any overrunning possessions.](#)

Generic controls to ensure that lifting plant and lifted loads do not affect the rail infrastructure or pose a risk to the operational railway have also been well developed on Network Rail. These are discussed in more detail in Section 6.0. Other work on or adjacent to the railway is discussed in Sections 7.0 and 8.0.

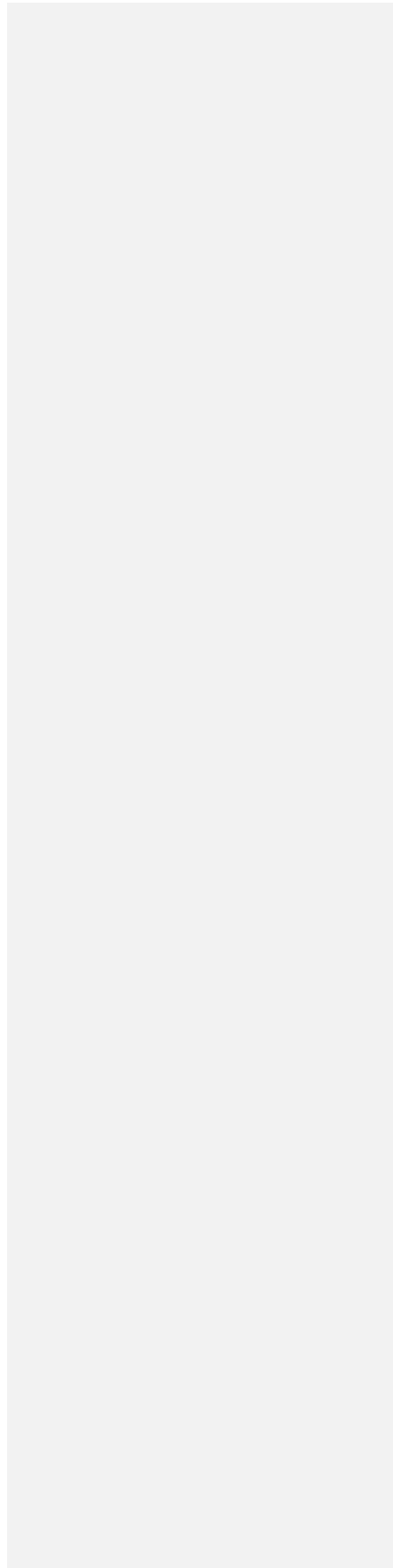
6.0 Lifting activities near or over the Hot Metal Railway

A major concern is the protection of the assets should a load be dropped, giving rise to the potential for damage to the Hot Metal Railway assets. A lifting study will be developed [in consultation with TATA/SSI](#) looking at the issues of protecting assets above the ground (i.e. crane platforms, double stropping, etc.) and determining the envisaged loads expected during the construction of the overland conveyor. The following methodology has been developed at this stage and will be ~~considered~~ [applied](#) when carrying out the lifting study.

All large lifts will be pre-planned in detail [in consultation with the relevant asset owners.](#) The size of crane would be selected to allow additional spare capacity for all lifts. On Network Rail projects cranes are limited to 75% of capacity when lifting over or around railway tracks and any tandem lifts would have a 50% down-rating in capacity rather than the

20 August 2015

PB1586 - N022 - Rev 3 5/10



normal 25% required in codes of practice. The same protocol would be followed for the Hot Metal Railway.

Cranes being erected or making lifts outside possessions would be sited and slew restricted so that no part of the crane or suspended load could fall onto the tracks or supporting structures.

Suitable foundations will be designed so that they are capable of supporting the crane outriggers or track loads, positioned outside of any known easement. Lifting gear would also have a greater than normal factor of safety and the use of double stropping would be followed. It is likely that the Principal Contractor will subcontract all major lifts and these will be carried out under the "CPA Contract Lifting Services Agreement" where the crane supplier supervises and takes responsibility for the lift, subject to suitable indemnities and/or insurance.

Reusable temporary works, specially designed for the purpose, ~~could~~ will be fabricated both to safely support the overland conveyor support legs and the overhead conveyor structure during erection. Hydraulically operated cross heads ~~could~~ will be used to prevent any part of the conveyor from falling from height in the unlikely event of a lifting equipment failure.

As an absolute minimum, "Lifting Operations and Lifting Equipment Regulations 1998 (LOLER): Approved Code of Practice and Guidance" (or such replacement or updated legislation/guidance as is in effect at the relevant time) will need to be followed at all times regarding the extensive lifting activities which will be associated with the overhead conveyor construction activities. SembCorp Management Procedure "Lifting Activities Management and Control – 1448" will also need to be considered in the control of lifting activities as it is highly likely that cranes will need to be situated on SembCorp land, although it is worth noting that this document is based on the LOLER Approved code of practice.

7.0 Excavating and Piling in proximity of the Hot Metal Railway

The following section describes how excavation and piling associated with the construction of the overland conveyor will be controlled and managed. It is included to demonstrate the care that will need to be taken with these activities in general due to the sensitivity and vulnerability of adjacent assets such as pilelines.

In the vicinity of the overland conveyor, the Hot Metal Railway is on an underline bridge or embankment. Due to the ground conditions it is anticipated that the existing bridge structure including wing walls will have piled foundations. These will not be sensitive to the low vibration techniques proposed for pile installation and relatively shallow excavations for the pile caps and foundations. Similarly the embankment will not be affected. The foundations for the conveyor bridge will be sited some 5m from the bridge span, the closest ~~TATA~~ TATA/SSI asset will be the bridge wing walls. However due to the risk and consequence of a derailment on the Hot Metal Railway, the bridge structure and level and alignment of the track at the conveyor bridge site will be surveyed before during and after the execution of the adjacent conveyor works. Suitable call off arrangements will also be made for corrective maintenance of the ~~track~~ track alignment should this be required.

Where there are buried assets, there is a concern over any activity that breaks the ground surface. It is envisaged that there will be no piling or excavations work within the railway boundary.

In general any proposed piling operations or excavations within 1.5m of an asset, will require the asset to be physically exposed by hand digging so its location can be confirmed. The asset's initial location will be positioned by referring to the asset owner's drawings and any other means on site e.g. markers posts. It

Comment [IG12]: Assume "shallow"

Comment [IG13]: Assume "track"

Comment [IG14]: How defined? Is this the 1.5m as referred to in the next paragraph? This should reflect the 3m exclusion zone as referred to in paragraph 8 below.

Comment [IG15]: See previous comment. Should be 3m.

may be necessary to install some form of physical separation between the asset and pile/ excavations during construction, such as a driven sheet pile between the pile and the buried asset. The means and need for separation will be agreed with the asset owner prior to the start of the construction activities.

It is the intention that bored or CFA piling will be used to minimise vibration around pipelines. The guidance notes suggest that the peak particle velocity at the pipeline should be limited to a maximum level of 75 mm/sec. Where the peak particle velocity is predicted to exceed 50mm/sec, the ground vibration shall be monitored using a typical monitoring device such as the Vibrock V801 seismograph and tri-axial geophone sensor. Where ground conditions are of submerged granular deposits of silt/sand, an assessment of the effect of any vibration on settlement and liquefaction at the pipeline shall be carried out. A trial piling study will be carried out to measure the vibration from various types of piling in these ground conditions. Research into maximum allowable peak particle velocity values for various assets will be undertaken and agreed with the asset owners. This method of monitoring vibrations will also be adopted should there be a need to use impact breakers to remove areas of hard standing over the piles or at pile caps locations. If the limits are exceeded other methods of removing hard material will then be used, such as high pressure water jetting or concrete coring using diamond drills or diamond sawing.

Comment [IG16]: Which?

With reference to the Safe Systems of ~~work~~ Work, SembCorp procedure "Excavations – 1308" will need to be followed for all excavations as excavations associated with the conveyor crossing of the Hot Metal Railway are likely to be on SembCorp land. Excavations are defined as "any work involving breaking ground".

8.0 Other Working activities on or near the Hot Metal Railway

Again as the Hot Metal Railway is on an underline bridge or embankment where it passes through the conveyor construction site it will be naturally demarcated and protected from uncontrolled access and the majority of construction activities.

It is anticipated that construction plant or personnel will only need to access the railway trackbed for survey monitoring and inspection activities and possibly installing protective measures. Such access will need permission from and coordination with TATA/ SSI and be identified in the Safe System of Work procedures for the project. TATA/ SSI's procedures for accessing the trackbed would be followed. The Hot Metal Railway is not currently fenced off within the SSI /TATA estate, an exclusion zone for personnel and equipment of 3m from the nearest rail is enforced in line with Network Rail practice. Access within this 3m zone and onto the track can be arranged through TATA/SSI, along with a trackside safety induction course which is currently being developed by SSI.

Network Rail guidance will be followed for the control of plant and activities with the potential to damage or obstruct the railway. For instance plant will be slew restricted and jibbed plant such as piling rigs sited and restrained or limited in height so that no part can fall to within 3.0m of the nearest rail.

The use of cranes is discussed separately.

Goal Posts or similar will be erected on either side of the bridge span to protect it from over height construction traffic.

9.0 Inspection, repair, replacement and general maintenance of the Hot Metal Railway by ~~TATA~~TATA/SSI

As the Hot Metal Railway is elevated on an underline bridge and embankment it is largely self contained and segregated from the overland conveyer. However some aspects of the inspection, maintenance and repair of the Hot Metal Railway will require co-ordination or be affected by the overland conveyer either during its construction or subsequently during its operating life.

During construction of the overland conveyer the Hot Metal Railway trackbed and its buffer zone will be kept outside of the construction site so ~~TATA~~TATA/SSI's activities (including access) will be able to continue without any hindrance. The Safe System of Work will be designed and agreed to ensure that conveyer construction activities do not pose a hazard or restriction to activities on the trackbed. Coordination will however be required during 'possessions' when it is planned to lift in the conveyer structure at the railway. This may restrict the activities that ~~TATA~~TATA/SSI could otherwise carry out in the vicinity of the conveyer and constrain the passage of works (maintenance) trains. External access to the bridge and embankment and through the bridge span would also be through or within the conveyer construction site and therefore under the control of the Principal Contractor. This would require planning and coordination and may be constrained by construction activities. ~~TATA~~TATA/SSI's personnel would require induction and or supervision by the Principal Contractor when accessing areas within the construction site which shall be provided without charge or delay. Access shall not be unreasonably refused and shall always and immediately be facilitated in the case of an emergency.

Once the overland conveyer is installed and in operation, due to the proposed headroom of the overland conveyer of circa 7.65m above the Hot Metal Railway and generous side clearances, conventional railway inspection, repair, replacement and general maintenance activities by or on behalf of ~~TATA~~TATA/SSI will generally be unaffected. The conveyer will however introduce a short constraint to the otherwise 'free' use of rail mounted cranes and jibbed plant if used for tasks such track renewals. However working around such a constraint is no different to working around say a short road overbridge and therefore commonly managed. Any additional costs incurred by or on the part of TATA/SSI shall be recoverable from York Potash.

The conveyer will however constrain methods for major works to and replacement of the underline bridge span in several ways:

- The conveyer bridge span will hamper the use of cranes to lift out or in sections of bridge deck.
- The conveyer trestles will partially obstruct access under the span and could preclude the use of Heavylift bogies to roll out and roll in bridge deck sections.

10.0 Recovery of Derailed Trains on the Hot Metal Railway by ~~TATA~~TATA/SSI

Last year (2014) TATA/ SSI had 12 derailments, 5 of which were with laden torpedo wagons. The number of derailments had reduced significantly from previous years following the fitment of lubricators on the curved section of track. The cause of the derailments was typically during loading and unloading operations and on the curved section of the railway. The torpedo wagons have a low centre of gravity, so the derailments of torpedo wagons to date have always remained 'upright'.

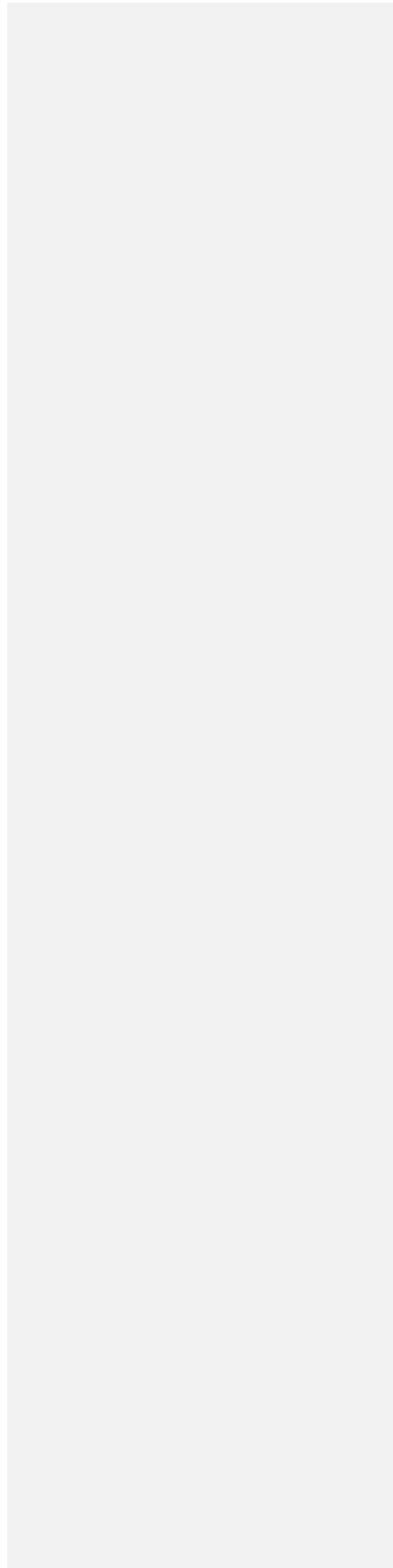
Due to the weight of the torpedo wagons, derailment and recovery can cause extensive damage to track. If derailment occurs over a switch/ points the switch/ points will need to be replaced. Running rails are sometimes unclipped and shifted across to assist with the re-railing. The priority following a derailment of a laden torpedo wagon is to get the torpedo wagon to a point where the molten metal can be discharged, before it cools and solidifies in the torpedo. There is a window of up to 48 hours before the metal

Comment [IG17]: This is a meaningless statement. TATA/SSI are not currently constrained and will only be so constrained as a result of the DCO scheme. It is inevitable that the DCO works will introduce an impediment.

Comment [IG18]: How is this to be addressed??

20 August 2015

PB1586 - N022 - Rev 3 8/10



becomes semi solid. The torpedo may require 'charging' with coke to generate heat or other measures to slow the rate of cooling.

Each derailment is different but TATA/ SSI current procedure for dealing with them is as follows:-

1. Jack back onto rails.
2. Pull back onto rails.
3. Lift back onto rails using cranes.

However, TATA/ SSI consider that jacking is not possible on the underbridge structure (i.e. on the TATA/ SSI railway bridge that the overland conveyor crosses) or where the track is badly disrupted. The combination of the deck construction, orientation of the derailment and adjacent obstructions such as the linklines to the south may preclude pulling the wagon back onto the rails. It was therefore considered by TATA/ SSI at the meeting on the 13th August 2015, that the only option would be craneage. Two cranes may be required to lift the loaded torpedo wagon due to the weight and current restriction within the infrastructure corridor. The torpedo wagons weigh up to 750 tonnes each when laden and have a 46 Tonne axle loads. This is significantly more than the 25 Tonne maximum axle loads permitted axle on Network Rail infrastructure. The loss of a laden torpedo wagon is considered to be in the order of £8.0M. TATA/TATA/SSI had been developing plans for recovering of a derailment along each section of the railway prior to selling the blast furnace operations to SSI in 2011. It was agreed that SSI would provide proposals from this work (if available) and details for the bridge as an action from the meeting on the 13th August 2015.

The overland conveyor crosses the Hot Metal Railway where the latter is on a straight alignment and is plain track without switches and crossing and hence the risk of derailment at this location is potentially reduced but not removed. Track condition and any uncorrected track 'twist' associated with differential settlement at the transition between the bridge and embankment would therefore be the most likely triggers for a derailment in the vicinity of the conveyor. The track is maintained within Network Rail's standard for comparable low speed lines and sidings. There is no signalling so trains operate using 'line of sight' at low speed (circa 10mph) with radio communication. The need for track and structure condition monitoring during construction of the overhead conveyor is discussed under section 7.0

Access for plant to the land adjacent to the Hot Metal Railway at the overland conveyor crossing point is already highly constrained by over ground and buried pipelines. However, the alignment of the conveyor over the Breagh gas pipeline and its clearance height of circa 12m above general ground level means that in practice the conveyor will not sterilise access or siting positions for recovery plant and equipment such as cranes to any significant extent on the east side of the railway. Whilst the trestles supports to the conveyor might impede access for large plant and equipment under the bridge span to the west side of the railway the combination of the bridge wing walls, Breagh gas pipeline and overland pipelines already preclude the siting of large plant on this side of the railway.

The overland conveyor may however restrict the otherwise free movement of crane jibs in the area and lifts centred directly under the conveyor.

Comment [IG19]: Relative to the HMR?

Comment [IG20]: The conveyor works and the rights sought will still make the situation worse as a wider area will be restricted thereby reducing access options.

Comment [IG21]: How is this to be addressed??

11.0 Risks and Issues due to Hot Metal

In their response to the DCO TATA raised specific risks and issues associated with Hot Metal as a material. These were:

- The risk of breakouts from the torpedo wagons which may result in explosions.

- The quantity of heat released from the torpedo wagons and its potential effect on the conveyor structure particularly if stationary underneath the conveyor for a period.

Breakouts occur when the ceramic lining of the torpedo wagons is worn or eaten away allowing the molten steel to melt its way through the outside wall of the wagon. This usually occurs at the top level of the molten iron. In consequence the quantity of molten iron escaping is typically no more than a tonne. There have been 3 known breakouts since SSI started operations in 2011. Derailment of the torpedo wagons has not resulted in the breakout or escape of molten metal.

Explosions are caused if the escaping metal comes into contact with confined moisture. This generates superheated steam which causes explosions throwing up molten metal and debris potentially 300m into the air if it cannot escape quickly. In practice explosions would result if molten metal landed on moist clay or silty (cohesive) soils but not on damp free draining granular material as this would allow the steam to escape.

The effect of heat released will be considered during detailed design of the conveyor structure but the design will include insulation to the soffit and sides of the conveyor support structure and intumescent paint may also be used.

The underbridges are lined with ceramic tiles across the deck and to a height of 250mm up the sides in order to contain any spillages of molten metal and direct it off the bridge. The bridges also have solid metal screens extending the parapet height in order to contain splatter from any breakouts and mitigate the risk to assets and personnel underneath the bridge. The sections of track over bridges are defined as 'Red Zones'. Operating instructions require that if a breakout develops, trains continue and do not stop until they are clear of the Red Zone wherever possible.

12.0 Lineside and Site Security

There are a number of existing fences and gates associated with providing security and control of access onto the Wilton Site, and especially the infrastructure corridor. Keeping the construction site secure will be the responsibility of the Principal Contractor during the works, and will need careful consideration. A security review will be undertaken prior to the construction works to help prevent unauthorised access and theft of equipment and materials from the construction area. The current security of the Wilton site is the responsibility of Falck, who have a wealth of experience in security in and around the Teesside Industrial Complexes and their assistance may be sought in assisting with the security review. Consultation and liaison will of course be required with the TATA and SSI security staff as part of this review and on an ongoing basis during construction.

13.0 Conclusion

This Technical Note provides a formal response to ~~TATA~~TATA/SSI's concerns as raised in the DCO regarding the interface between the overland conveyor works and the Hot Metal Railway and includes information obtained from the meeting with TATA/ SSI on the 13th August 2015. The information contained within this and other Technical Notes on constructability will be reflected in the design and provided to the Principal Contractor as part of the pre-construction information, with which they will be contractually obliged to comply. The Principal Contractor appointed for the overland conveyor and the harbour facility will be required to comply with, as a minimum, SembCorp's operating requirements and those in this technical note. This technical note will form the basis of future discussion and development with ~~TATA~~TATA/SSI to address their concerns. ~~TATA~~TATA/SSI will be consulted throughout the life of the project.

Comment [IG22]: Need more certainty than this.

Comment [IG23]: Needs to happen prior to the DCO!

Technical Note

HaskoningDHV UK Ltd.
Maritime & Waterways

To: James Barrie
From: RHDHV
Date: 20 August 2015
Copy:
Our reference: PB1586 - N023- Rev 3
Classification: Project related

**Subject: Constructability Issues in response to the DCO – TATA Steel UK Limited
(TATA) and Sahaviriya Steel Industries UK Limited (SSI) – SSI Access Road
(SSI Road)**

This Technical Note ~~was updated to Rev 3~~ on the 20th August 2015 following a meeting with TATA and SSI. The meeting was held at Tata Steel, Steel House, Redcar on the 13th August 2015. In attendance were Clive Donaldson (TATA), Bill Black (SSI), Sean Gleeson (PX Group) and Bill Andrew (RHDHV). The purpose of the meeting was to discuss this Technical Note (Rev 2), to understand the issues raised in the Development Consent Order (DCO) in more detail and to continue dialogue with the asset owners as the project progresses. Minutes from the meeting are available, RHDHV reference PB1586 – M001 – Rev 1, dated 13th August 2015. Clarification and additional information from the meeting has been incorporated into this Technical Note.

Comment [IG24]: Upon request, it has been confirmed by YPL that version 1 and revision 2 were INTERNAL drafts and have not been subject to prior discussion or consultation. NB. Although Rev 2 was tabled at the meeting on 13 August, no time for its prior consideration was given.

1.0 Introduction

The York Potash Harbour Facilities Project is currently at a stage whereby ~~formal consultation~~ has been undertaken with the Consultees including Landowners and Third Party Asset Owners as part of the DCO application process. This process has raised a number of issues and concerns. These generally fall into two categories; firstly, there are points associated with legal matters such as concerns over Compulsory Acquisition, etc. Secondly there are concerns associated with constructability issues including the interface with existing assets and infrastructure throughout the construction period of the project and ~~ongoing operational phase~~.

Comment [IG25]: We are not aware of any formal consultation in respect of the DCO

The purpose of this document is to address the constructability and ongoing operational issues raised by ~~TATA/SSI Steel UK Limited (TATA), as Consultee~~ Affected Persons in the DCO process, regarding the overland conveyor. As such this document is one of a series of similar documents which each addresses the particular constructability issues raised. These issues will need to be addressed prior to and reviewed throughout the construction period ~~and operational phase~~ of the project.

Comment [IG26]: Hence adding it to next paragraph

Below are the constructability issues raised by ~~TATA~~ TATA/SSI in relation to the TATA / SSI Access Road (SSI road) used to transport oversized equipment and considerations on how these issues could be addressed by the Principal Contractor, appointed for the construction of the overland conveyor and also in future operation. For consistency ~~the~~ with the DCO submission, the TATA / SSI Access Road will be referred to as the 'SSI road' throughout this document.

Issues raised by ~~TATA~~ TATA/SSI in relation to other assets such as the Hot Metal Railway are not considered in this document and will be considered separately elsewhere.

This document is not exhaustive but will assist in future discussions and development with TATA/TATA/SSI. This information will be provided to the Principal Contractor as part of the pre-construction information which they will be contractually obliged to comply with.

Comment [IG27]: Further iterations to be agreed pursuant to the Protective Provisions and incorporated within the DCO? Further agreed version to be prepared for the DCO.

This Note is to be incorporated within the DCO and shall be enforceable against the Applicant.

2.0 Wording from the DCO

The relevant wording provided in the TATA/TATA/SSI response to the DCO with regards to constructability issues is as follows;

1) Access

The proposed conveyor route crosses over road and rail infrastructure used by TATA Steel. TATA Steel has a requirement to transport oversized equipment (e.g. cranes) via an access road from the Redcar Site Entrance Roundabout to the Universal Beam Mill. No alternative access points are capable of accommodating the vehicles transporting this equipment. It is imperative that the overhead conveyor does not impede the use of this route by oversized vehicles. It is considered that the proposals have not adequately addressed this matter."

Comment [IG28]: This reflects the Relevant Representation only and does not represent the full extent of the issues - Tata/SSI's concerns are more properly set out in the Written Representations and other submissions to the DCO.

3.0 Understanding of the Issues

TATA/TATA/SSI are concerned that the transport of oversized equipment along the access road known as the 'SSI road', 'Blue Main Route' or 'Blue Heavy Hall Route'. The access road will be referred to as the SSI road throughout this document. The SSI road should not be impeded by the construction, operation and maintenance of the overland conveyor.

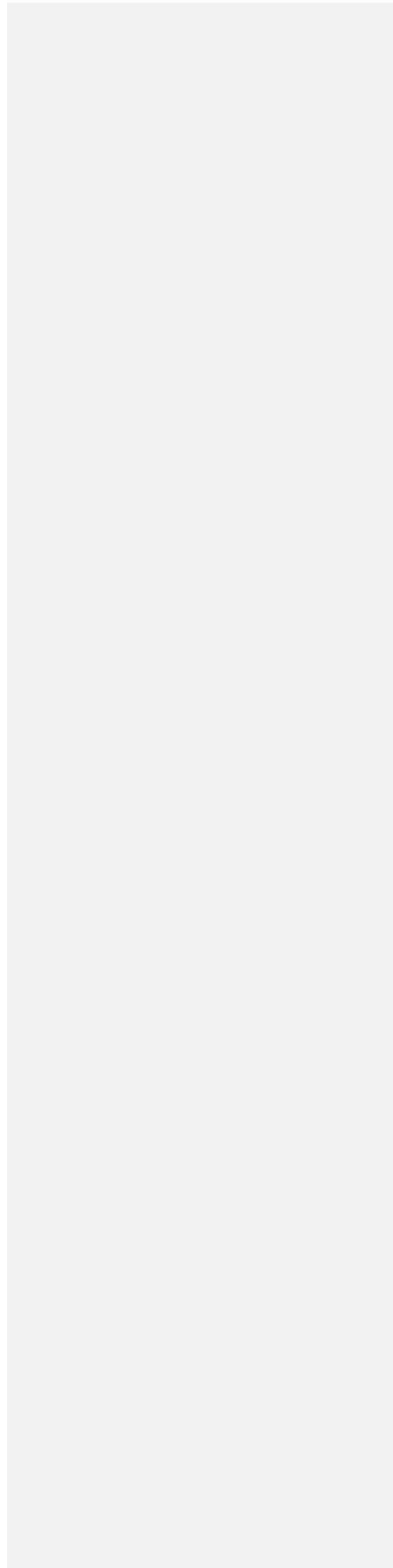
The SSI road links the Lackenby site operated by TATA/TATA/SSI where steel products are made from molten steel, with the Redcar site operated by Sahaviriya Steel Industries (SSI) where the steel is made. In doing so it also provides a private route from TATA/TATA/SSI's Lackenby site to the water frontage at the Redcar Bulk Terminal which is jointly operated by TATA and SSI. It not only provides a private road link between the Lackenby and Redcar sites but also a potential route unrestricted in height from PD Ports, through the Lackenby site, across the Hot Metal Railway via a mothballed level crossing to the Steel House roundabout on the A1085 and thence to the Wilton site, which was formerly owned by ICI. The molten steel is however conveyed from the Redcar site to the Lackenby site by the Hot Metal Railway which is the subject of a separate Technical Note (N022).

Besides the transport of oversized equipment along the SSI road, it is primarily used as a heavy haul route to convey:-

- Coal from the Bulk Terminal to the coking plant
- Coke from the Coking plant to the Redcar Blast Furnace
- And occasional slag products by Hanson/ Tarmac

The coking operations run 24 hours a day, 7 days a week with between 4 and 30 trucks on turnaround. The trucks are quarry type dump trucks and special articulated lorries which are too big and or unlicensed to run on public roads. The vehicles also need to pass the weighbridge on the Redcar site which is accessed via the SSI road.

For much of its length there is also a single railway track at the same level and immediately on the western side of the SSI road. This shares embankments and underbridge structures with the SSI road. This track provides a private rail link between sidings on the Lackenby site and sidings in the Redcar Ore



Terminal avoiding the use of Network Rail controlled tracks. At its southern end this railway track forms the northern headshunt to the Lackenby 'Grid' Sidings.

The overland conveyor will cross over the SSI road at the intersection designated MC6 on the route plans (See drawing PB1586-SK-1043). The intersection is at a point where the SSI road is on an embankment approximately 6.0 metres high and approximately 35m north of the northern abutment of a multispan bridge over a series of access roads and surface pipelines. On the west side a short way away is a separate parallel but lower embankment belonging to Network Rail which carries the tracks of their Darlington to Saltburn railway.

An indicative cross section is shown on drawing PB1586-SK1056. Whilst the overland conveyor will provide at least 8.24m headroom there is currently no limiting headroom above the SSI road. This compares to a minimum required headroom on UK Trunk Roads of 5.7m for new structures such as the conveyor on normal routes or 6.45m on high load routes (DMRB TD27/05 Table 6.1).

Comment [IG29]: This is not a trunk road. The access is currently unrestricted.

Comments on the above issues are provided in the following sections on:-

- Safe System of Work
- Available Headroom
- Compatibility with Railway Possessions
- Lifting activities
- Inspection, repair, replacement and general maintenance by ~~TATA~~ [TATA/SSI](#)
- Site Security

4.0 Safe System of Work

The construction project will be notifiable and carried out in accordance with 'The Construction (Design and Management) Regulations 2015 [or such replacement or updated Regulations \(or similar\) as are in force at the relevant time](#)'.

The Principal Contractor is to conduct site inductions for all of his staff and sub-contractors. It is also his duty to appoint and engage contractors and workers and provide the right management and supervision whilst also monitoring the hazards on site.

For 95% of its route, the overland conveyor is in an existing infrastructure corridor, operated by SembCorp. All work within this corridor is controlled by SembCorp under their Safe System of Work (SSoW) as detailed in SembCorp Management Procedure "Safe Systems of Work and Risk Assessment – 1301". This is a permit to work based system. Historically, SembCorp have always insisted on the application of this process to **ALL** works within the infrastructure corridor regardless of whether it be a small maintenance task or a major capital project such as this. The SSoW is quite onerous, but given the high hazard nature of the assets in the area it is appropriate. The Principal Contractor appointed for the overland conveyor and the harbour facility will need to adhere to the SSoW and its requirements for works and operations within the infrastructure corridor, including access.

Comment [IG30]: Only relevant to Southern Route

Identified below are the SembCorp Management Procedures which will be applied to the management of the construction activities under SembCorp's SSoW:

- Control of ignition sources and fire permits - 1303
- Lifting Activities Management and Control - 1448
- Construction operation maintenance and modification of link and vein lines - 1342

- Entry into Confined Spaces - 1304
- Lone and Isolated Workers - 1404
- Safe Systems of Work and Risk Assessment - 1301
- Management of Roads including Mobile Cranes and Abnormal Loads - 1309
- Control of Modifications - 1601
- Use of Work Control Permits - 1360
- Linkline Emergencies - 1215
- Management of Site Drainage and Effluent Systems – 1701
- Avoidance of Danger near Overhead Power Lines – 1452
- Excavations – 1308
- Review of Risk Assessments and Method Statements – 1320
- Control of Ionising Radiation for Industrial Radiography – 1424
- Prevention of River Pollution – 1217
- Prevention of Contamination of Soil and Groundwater – 1703
- Disposal of Waste Materials – 1702
- Environmental Control and Compliances with The Environmental Permitting (England and Wales) Regulations – 1746
- Management of Work Covered by the Construction regulations – 1426

There are more Procedures within SembCorp's full suite of Management Procedures which will be complied with as appropriate, but those listed above are the ones which are most likely to be applicable to the York Potash Harbour Facilities Project. For work on TATA / SSI owned and operated areas, the respective TATA / SSI Safe System of Work will be applied and adhered to.

TATA/SSI will be given the opportunity to review and comment on the design of the overland conveyor and, if required, have a watching brief on site when construction occurs adjacent to or over their asset. Any reasonable requirements of TATA/SSI in respect of the conveyor design will be incorporated.

The Principal Contractor must therefore be geared up for extensive liaison and coordination with asset owners and users (including TATA/SSI) and for construction in a potentially hazardous environment controlled by safe systems of work that incorporate permits to work.

Additional requirements arising from working alongside or above other infrastructure including Network Rail main lines, the Hot Metal Railway and the SSI road will be incorporated into the Principal Contractors safe systems of work. These might include fenced exclusion zones where access for plant and personnel would be controlled by a permit system designed to mitigate the particular risks arising from the infrastructure. They would also include TATA and SSI's own Safe Systems of Work as appropriate.

5.0 Available Headroom

Whilst a headroom of 8.24m would be significantly more than the 5.7m minimum normally provided for similar new structures on national trunk roads it is recognised that it will be a restriction when compared to the current unrestricted height situation. It has been at least 5 years since the last high load passed along this route. However, in the recent weeks the possibility of a 6.74m high load from PD Ports to Wilton is being discussed. Such abnormal load movements are arranged on an ad-hoc basis and can be accommodated between trains using the Hot Metal Railway.

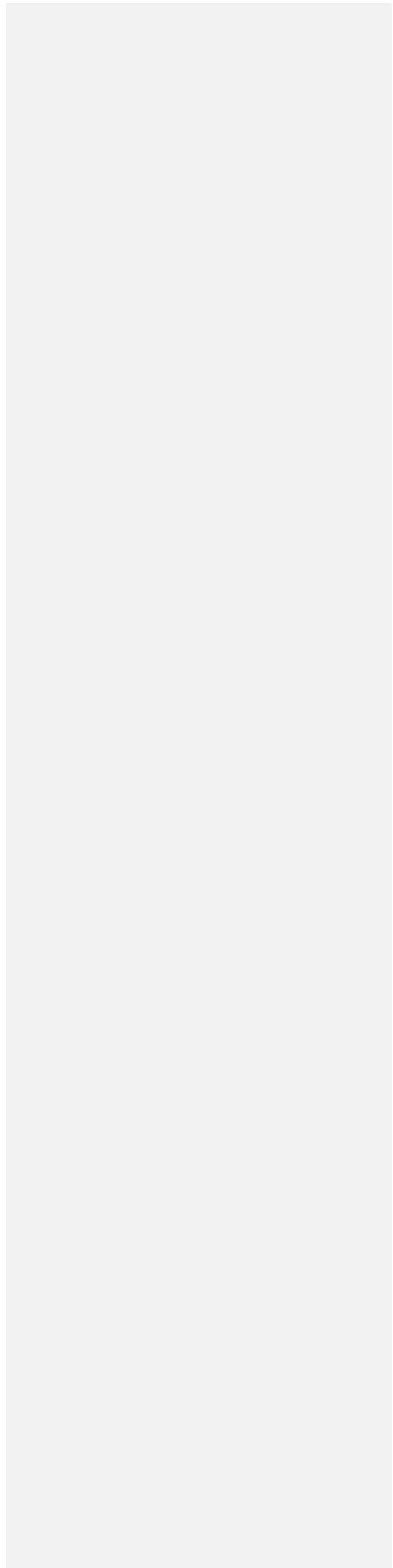
The maximum height of the conveyor and its enclosure is constrained by the required electrical clearance when passing under nearby National Grid power lines. The current enclosure proposed for the

Comment [IG31]: Needs to be mitigated and/or compensated for.

conveyor has an elliptical cross section and a depth from top to soffit of 6.0m. A rectangular cross

20 August 2015

PB1586 - N023- Rev 3 4/7



section would allow the depth of the enclosure to be reduced. This would allow the headroom above the SSI road to be increased to 9.4m.

Consideration will therefore be given to increasing ~~the available headroom available~~ will be increased if possible.

6.0 Compatibility with Railway Possessions

As noted there is a railway track which runs parallel to the SSI road under the overland conveyor. The railway track connects the Lackenby Site with those at the Redcar Bulk Terminal, both of which have an independent connection to Network Rail. This railway track is not in regular use (3-4 train movements a year), but is retained as an alternative in the event of a blockage of the connection to Network Rail. There is no signalling on this line other than at the level crossings.

The section of track under the conveyor is not normally needed as a headshunt for the Lackenby Grid sidings as shunting is usually undertaken from the other end of the sidings and there is sufficient length for a locomotive headshunt before the conveyor. Therefore, during the construction phase of the overland conveyor, the track could be readily 'closed' for a period (possibly for a few days), by prior arrangement with TATA/ SSI for the conveyor span to be lifted into position. Therefore, minimising the need for a railway possession. However, the appropriate control and management permits will still be needed, to work on and around the track including lifting in the conveyor structure.

Comment [IG32]: The use of the railtrack is subject to change in the future - there is no guarantee that these works can be "readily" achieved.

The system of railway possessions and provisions for working on or alongside railways with plant such as cranes is discussed in more detail in Note N022 on the Hot Metal Railway. Similar measures will be employed for the track alongside the SSI road where appropriate.

If the railway line cannot be 'closed' for a period of a couple of days, the concept for the overland conveyor still lends itself to being erected in relatively short 'possessions'. Thus, depending on the possession time available one or more trestles would be erected on either side of a railway and secured and then the main span would be lifted on. The main span would already be clad when lifted in allowing fit out of the conveyor to proceed safely from within the conveyor envelope. This is the approach that is envisaged where the overland conveyor crosses both the Network Rail and the Hot Metal Routes.

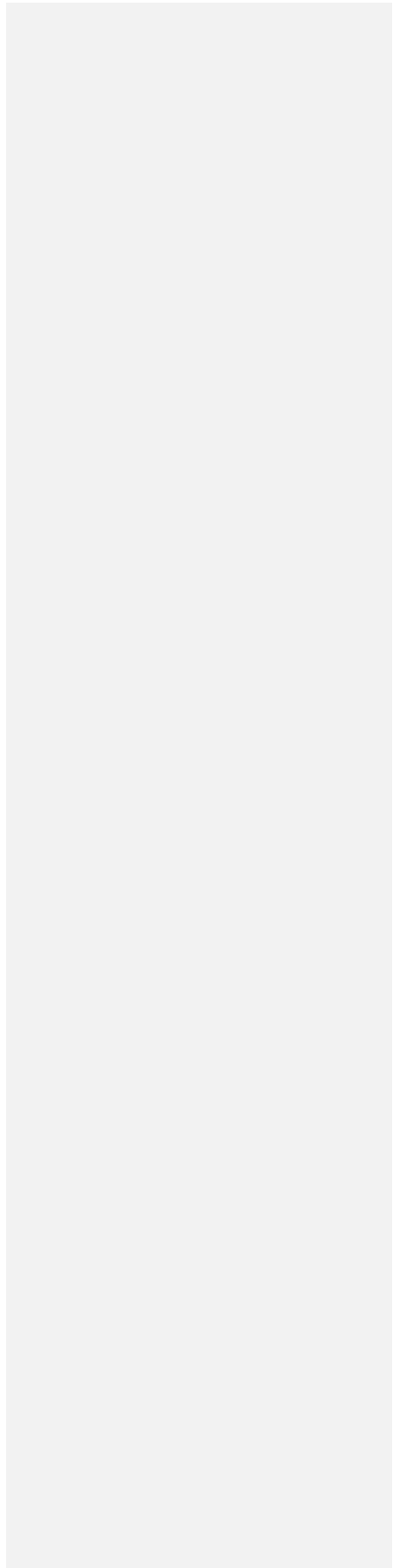
Comment [IG33]: Be more precise

Such a methodology ~~can will~~ also be followed for the SSI road in order to limit inconvenience to ~~TATA~~ TATA/SSI and their operations.

At the SSI road crossing the trestle foundations for the conveyor are located beyond the foot of the SSI road embankment and can be constructed without possessions or road closure. The trestles supporting the main span over the SSI road will be designed to provide stability and restraint with or without adjacent spans being erected. The weight of the conveyor span when lifted in is expected to be up to 60 tonnes.

7.0 Lifting activities

A major concern is the protection of the assets should a load be dropped, giving rise to the potential for damage to assets. The SSI road can be expected to be relatively robust compared to other assets. Nevertheless a lifting study will be developed in consultation with TATA/SSI looking at the issues of protecting assets above the ground at shallow depth or of particular sensitivity (i.e. crane platforms, double stropping, etc.) and determining the envisaged loads expected during the construction of the overland conveyor. The following methodology has been developed at this stage and will be ~~considered~~ applied when carrying out the lifting study.



All large lifts will be pre-planned in detail and in consultation with TATA/SSI. The size of crane would be selected to allow additional spare capacity for all lifts. On Network Rail projects cranes are limited to 75% of capacity when lifting over or around railway tracks and any tandem lifts would have a 50% down-rating in capacity rather than the normal 25% required in codes of practice. The same protocol ~~could~~ will be followed for the SSI road.

A temporary closure of the SSI road to vehicles will be required during the installation of the conveyor over the road. This would have an impact on the vehicles currently using the haul road to transport coal, coke and slag products between the sites. SSI and TATA have requested that prior to the temporary closure, sufficient notice be given and the timing of the lift agreed so that stockpile of coke and coal can be built up in advance. Road legal vehicles could be diverted via the public highway.

Cranes being erected or making lifts outside possessions would be sited and slew restricted so that no part of the crane or suspended load could fall onto the tracks or supporting structures.

Suitable foundations will be designed so that they are capable of supporting the crane outriggers or track loads, positioned outside of any known easement. Lifting gear would also have a greater than normal factor of safety and the use of double stropping would be followed. It is likely that the Principal Contractor will subcontract all major lifts and these will be carried out under the "CPA Contract Lifting Services Agreement" where the crane supplier supervises and takes responsibility for the lift, subject to suitable indemnities and/or insurance

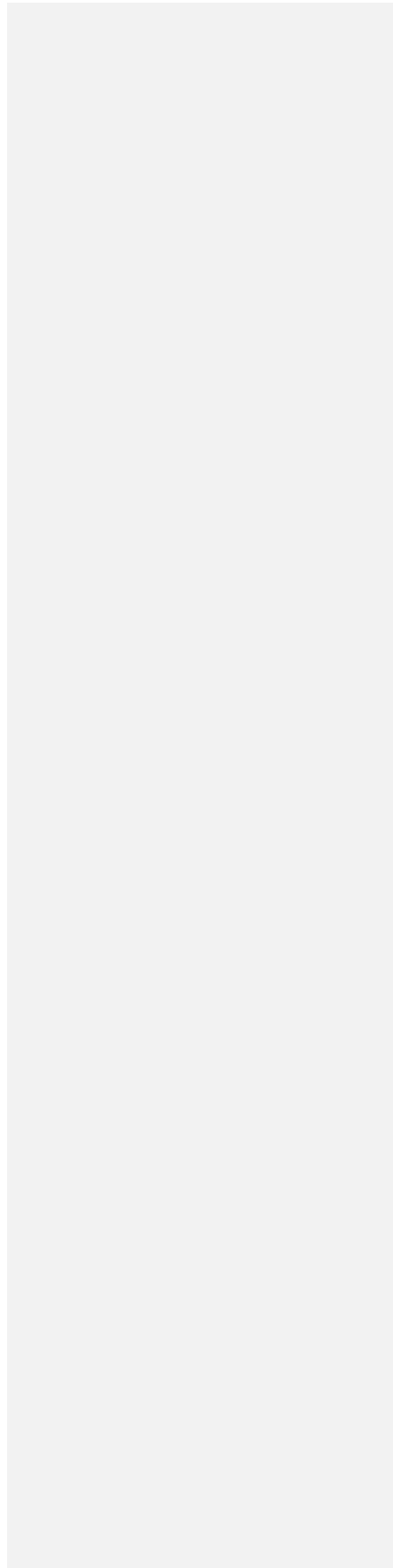
Reusable temporary works, specially designed for the purpose, ~~could~~ will be fabricated both to safely support the overland conveyor support legs and the overhead conveyor structure during erection. Hydraulically operated cross heads ~~could~~ will be used to prevent any part of the conveyor from falling from height in the unlikely event of a lifting equipment failure.

As an absolute minimum, "Lifting Operations and Lifting Equipment Regulations 1998 (LOLER): Approved Code of Practice and Guidance" (or such replacement or updated legislation/guidance as is in effect at the relevant time) will need to be followed at all times regarding the extensive lifting activities which will be associated with the overhead conveyor construction activities. SembCorp Management Procedure "Lifting Activities Management and Control – 1448" will also need to be considered in the control of lifting activities, although it is worth noting that this document is based on the LOLER Approved code of practice.

8.0 Inspection, repair, replacement and general maintenance of the SSI Road by ~~TATA~~ TATA/SSI

Few aspects of the inspection maintenance and repair of the SSI road will require co-ordination or be affected by the overland conveyor either during its construction or subsequently during its operating life. Some restrictions will occur as follows but these will be mitigated by the planning and coordination work York Potash and its agents or contractors will undertake, in consultation with TATA/SSI.

During construction of the overland conveyor the SSI road and buffer zone will be kept 'outside of' the normal construction site so ~~TATA~~ TATA/SSI's activities (including access) will be able to continue without any hindrance. The Safe System of Work will be designed and agreed to ensure that conveyor construction activities do not pose a hazard or restriction to ~~TATA~~ TATA/SSI's continued use of the SSI road. Coordination will however be required ~~around~~ in respect of periods when it is planned to lift in the conveyor structure over and adjacent to the SSI road. This will require a short term full closure of the SSI road and 'possession' of the adjacent rail track for a few hours. Temporary lane closures may also be required at other times as adjacent parts are erected and larger or pre-assembled parts are transported.



During operation of the conveyor, lane closures may be required as a precaution when carrying out external inspection and maintenance work on the conveyor span. These will be ~~by~~-planned and only by with the prior arrangement/agreement of TATA/SSI.

Once the overland conveyor is installed and in operation, due to the proposed headroom of the overland conveyor of 8.24m or more above the SSI road and rail track and the generous side clearances, conventional road and railway inspection, repair, replacement and general maintenance activities by or on behalf of ~~TATA~~TATA/SSI will generally be unaffected. ~~The conveyor will however introduce a short constraint to the otherwise 'free' use of cranes and jibbed plant if used for tasks such track renewals. However working around such a constraint is no different to working around say a short road overbridge and is therefore commonly managed.~~ Any additional cost incurred by or on the part of TATA/SSI shall be recoverable from York Potash.

9.0 Lineside and Site Security

There are a number of existing fences and gates associated with providing security and control of access onto the Wilton Site, and especially the infrastructure corridor. Keeping the construction site secure will be the responsibility of the Principal Contractor during the works, and will need careful consideration. A security review will be undertaken prior to the construction works to help prevent unauthorised access and theft of equipment and materials from the construction area. The current security of the Wilton site is the responsibility of Falck, who have a wealth of experience in security in and around the Teesside Industrial Complexes and their assistance may be sought in assisting with the security review. Advice and agreement will also be sought from TATA / SSI security with regards to matters associated with their site security issues.

As part of this security review the suitability of current lineside fencing and the provision of fenced or demarcated exclusion zones within the construction site will be considered. The review and measures implemented will take cognisance of the needs of ~~TATA~~TATA/SSI and others for access.

10.0 Conclusion

This Technical Note provides a formal response to ~~TATA~~TATA/SSI's concerns as raised in the DCO regarding the interface between the overland conveyor works and the SSI road and includes information obtained from the meeting with TATA/ SSI on the 13th August 2015. The information contained within this and other Technical Notes on constructability will be reflected in the design and provided to the Principal Contractor as part of the pre-construction information, with which they will be contractually obliged to comply. The Principal Contractor appointed for the overland conveyor and the harbour facility will be required to comply with, as a minimum, SembCorp and TATA/ SSI operating requirements and those in this technical note. This technical note will form the basis of future discussion and development with TATA/SSI to address their concerns. ~~TATA~~TATA/SSI will be consulted throughout the life of the project.

Comment [IG34]: This is a meaningless statement. TATA/SSI are not currently constrained and will only be so constrained as a result of the DCO scheme. It is inevitable that the DCO works will introduce an impediment.

Comment [IG35]: Any additional costs to be covered.

Comment [IG36]: Need more certainty than this

Comment [IG37]: Needs to happen prior to the DCO

