

**2010 No. 188**

**TRANSPORT AND WORKS**

**TRANSPORT**

**The Network Rail (Waverley Steps) Order 2010**

*Made* - - - -

*11th May 2010*

*Coming into force* - -

*1st June 2010*

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The Scottish Ministers make the following Order in exercise of the powers conferred by sections 1(1), 2(1), (3) and (4) and 28(6) of, and paragraphs 1 to 8, 10, 11, 17 and 18 of schedule 1 to, the Transport and Works (Scotland) Act 2007(a) and all other powers enabling them to do so.

In accordance with section 2(7) of that Act they are satisfied that the provision of an alternative right of way is not required for any public right of passage over land extinguished by article 8(1) of this Order.

In accordance with rules(b) made under section 4 of that Act an application for this Order has been made to them.

They have caused an inquiry to be held under section 9(1) of that Act and in accordance with section 8(4) of that Act they have taken into consideration the report of the person who held the inquiry.

In accordance with section 11(2)(b) of that Act they have determined to make this Order with modifications which in their opinion do not make a substantial change in the proposals.

## PART 1

### PRELIMINARY

#### **Citation and commencement**

1. This Order may be cited as the Network Rail (Waverley Steps) Order 2010 and comes into force on 1st June 2010.

#### **Interpretation**

2.—(1) In this Order—

“the 1845 Lands Act” means the Lands Clauses Consolidation (Scotland) Act 1845(c);

“the 1963 Act” means the Land Compensation (Scotland) Act 1963(d);

“the 1984 Act” means the Roads (Scotland) Act 1984(e);

“the 1991 Act” means the New Roads and Street Works Act 1991(f);

“the 1997 Act” means the Town and Country Planning (Scotland) Act 1997(g);

“the 2003 Act” means the Title Conditions (Scotland) Act 2003(h);

“the 2007 Act” means the Transport and Works (Scotland) Act 2007(i);

“the authorised works” means the scheduled works and any other works authorised by this Order;

“the Balmoral Hotel” means 1 Princes Street, Edinburgh EH2 2EQ as registered in the Land Register of Scotland under Title No. MID5396;

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(a) 2007 asp 8.

(b) See the Transport and Works (Scotland) Act 2007 (Applications and Objections Procedure) Rules 2007 (S.S.I. 2007/570), rules 7 to 13.

(c) 1845 c.19.

(d) 1963 c.51.

(e) 1984 c.54.

(f) 1991 c.22.

(g) 1997 c.8.

(h) 2003 asp 9.

(i) 2007 asp 8.

“benefited property” has the meaning given by section 122(1) of the 2003 Act;

“the book of reference” means the book of reference certified by the Scottish Ministers as the book of reference for the purposes of this Order and deposited at the offices of the Scottish Ministers, Victoria Quay, Edinburgh, EH6 6QQ;

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

“burdened property” has the meaning given by section 122(1) of the 2003 Act;

“constitutive deed” has the meaning given by section 122(1) of the 2003 Act;

“construction” includes execution, placing, altering, renewal, replacing, relaying and removal and, in its application to works which include or comprise any operation, means the carrying out of that operation; and “construct” and “constructed” shall be construed accordingly;

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

“the limits of deviation” means the limits for the scheduled works shown on sheet no. 1 of the Order plans;

“Network Rail” means Network Rail Infrastructure Limited (company no. 2904587) whose registered office is at Kings Place, 90 York Way, London N1 9AG;

“operational land” has the meaning given by section 215 of the 1997 Act(a);

“the Order limits” means—

- (a) the limits of deviation; and
- (b) the limits of land to be acquired or used shown on sheet no. 1 of the Order plans;

“the Order plans” means the plans certified by the Scottish Ministers as the Order plans for the purposes of this Order and deposited at the offices of the Scottish Ministers, Victoria Quay, Edinburgh, EH6 6QQ;

“the Order sections” means the sections certified by the Scottish Ministers as the Order sections for the purposes of this Order and deposited at the offices of the Scottish Ministers, Victoria Quay, Edinburgh, EH6 6QQ;

“Princes Mall” means 3 Princes Street, Edinburgh EH2 2QP as described in a Notice of Title in favour of the City of Edinburgh District Council recorded in the Division of the General Register of Sasines applicable to the county of Midlothian on 29th March 1982;

“private rights” means rights of any sort that are vested in a person but not in the general public;

“real burden” has the meaning given by section 122(1) of the 2003 Act;

“roads authority” has the meaning given by section 151(1) of the 1984 Act(b);

“the road works authority” has the meaning given by section 108 of the 1991 Act(c);

“the scheduled works” means the works described in Schedule 1;

“the tribunal” means the Lands Tribunal for Scotland; and

“Waverley Steps” means the existing flight of steps within plots nos. 1 and 11, between points P1 and P2.

(2) Any reference to “ancillary works” is to any works referred to in article 3(3).

(3) Any reference to an “interest” in land shall be construed as a reference to a right in land and as including a reference to ownership of land.

(4) Any reference to a numbered work is to the scheduled work so numbered, and includes any ancillary works which are ancillary to that scheduled work.

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(a) There are amendments to section 215 which are not relevant to this Order.

(b) Section 151(1) was relevantly amended by the Local Government etc. (Scotland) Act 1994 (c.39), Schedule 13, paragraph 135(10) and S.I. 2001/1400.

(c) Section 108 was relevantly amended by the Transport (Scotland) Act 2005 (asp 12), section 19(2).

(5) Any reference to a numbered plot or to a point is to the plot or point so numbered on sheet no. 1 of the Order plans.

## PART 2 WORKS PROVISIONS

### *Principal Powers*

#### **Power to construct, operate and maintain works**

3.—(1) Network Rail may construct, operate and maintain the scheduled works.

(2) Subject to article 4, the scheduled works may only be constructed in the lines or situations shown on sheet no. 1 of the Order plans and in accordance with the levels shown on the Order sections.

(3) Subject to paragraph (5), Network Rail may carry out, operate and maintain such ancillary works of the sort broadly described in Schedule 2 as may be necessary or expedient for the purposes of, in connection with or in consequence of the construction or use of the scheduled works.

(4) Network Rail may carry out ancillary works of the sort broadly described in paragraph 7 of Schedule 2 to provide for, or share with, the apparatus or street furniture of any other person, and may permit the use of those works on terms and conditions agreed with that other person.

(5) Paragraph (3) only authorises the carrying out, operation or maintenance of ancillary works of the sort broadly described—

- (a) in paragraphs 2 and 8 of Schedule 2 within the limits of deviation; and
- (b) in paragraphs 1, 3, 9 and 11 of that Schedule within the Order limits.

#### **Permitted deviation**

4. In constructing or maintaining any scheduled work Network Rail may—

- (a) deviate laterally from the lines or situations shown on sheet no. 1 of the Order plans within the limits of deviation for that work shown on that sheet; and
- (b) deviate vertically from the levels shown on the Order sections—
  - (i) in the case of Work No. 1, upwards by a maximum of 0.5 metres;
  - (ii) in the case of Work No. 3, upwards by a maximum of 1.5 metres; and
  - (iii) in the case of so much of Work No. 1 as is within plots nos. 1 and 11, and Work No. 3, to any extent downwards.

#### **Power to execute road works**

5.—(1) For the purpose of exercising the powers conferred by this Order to construct and maintain any scheduled work having a junction with a road<sup>(a)</sup>, Network Rail may enter upon any road and execute any works required for or incidental to the exercise of those powers.

(2) In exercise of the powers of paragraph (1) Network Rail may break up or open the road, or any sewer, drain or tunnel under it, may tunnel or bore under or open the road and may remove and use the soil or other materials in the road.

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(a) For the relevant definition of “road” see the Transport and Works (Scotland) Act 2007 (asp 8), section 23(1) and the New Roads and Street Works Act 1991 (c.22), section 107.

### **Access to works**

6.—(1) Network Rail may, for or in connection with the authorised works, form and lay out means of access, or improve existing means of access, to or from any public road—

- (a) at the points shown on sheet no. 1 of the Order plans; and
- (b) in such other location or locations within the Order limits as may be approved by the roads authority.

(2) Approval of the roads authority under paragraph (1)(b) shall not be unreasonably withheld or delayed and any dispute as to whether an approval has been unreasonably withheld or delayed shall, unless the parties otherwise agree, be determined by arbitration.

### **Agreements with roads authority**

7.—(1) Where this Order authorises the execution of road works, Network Rail may enter into agreements with the roads authority concerning the construction (or contribution towards the expense of construction) of those road works and any related matters.

(2) Network Rail may, by agreement with the roads authority, delegate to that authority the power of executing the road works.

### **Permanent stopping up of road**

8.—(1) Subject to the provisions of this article, Network Rail may, in connection with the construction of Work No. 1, stop up Waverley Steps.

(2) Not less than seven days before stopping up Waverley Steps under this article Network Rail shall place notices of the stopping up in conspicuous positions at either end of Waverley Steps.

(3) Network Rail shall take all reasonable steps to secure that the notices displayed in accordance with paragraph (2) shall continue to be displayed in a legible form throughout the seven days preceding the stopping up under this article.

(4) On the stopping up of Waverley Steps under this article all rights of passage over Waverley Steps (other than any such right created under this Order) shall be extinguished.

(5) Where a private right of passage is exercisable over land, in addition to Waverley Steps, which is within Network Rail's operational land outside the Order limits, the right extinguished by paragraph (4) shall be the whole of that right as affecting all the operational land to which it relates.

(6) Any person who suffers loss by the extinguishment of any private right of passage under this article shall be entitled to compensation.

(7) Any dispute as to a person's entitlement to compensation under paragraph (6), or as to the amount of compensation, shall be determined under the 1963 Act.

### **Construction, maintenance and vesting of Work No. 2**

9.—(1) Work No. 2 shall, unless otherwise agreed between Network Rail and the roads authority, be completed to the reasonable satisfaction of the roads authority.

(2) Following completion of Work No. 2, that work shall, unless otherwise agreed—

- (a) between Network Rail and the roads authority under this article; or
- (b) by agreement under article 38,

be maintained by and at the expense of Network Rail for a period of 12 months from its completion.

(3) On the date provided by paragraph (7), Work No. 2 shall by virtue of this article vest in the roads authority as a public road.

(4) Network Rail shall give the roads authority notice in writing with a certificate that Work No. 2 is complete.

(5) The roads authority may, within 21 days after such service, give Network Rail a counter-notice in writing that the notice is disputed on the ground that Work No. 2 is not complete.

(6) Any dispute as to—

- (a) the completion of Work No. 2 (other than a dispute as to the date referred to in paragraph (7)(c)); or
- (b) the appointment of a consultant for the purpose of paragraph (8),

shall be determined by arbitration, and the determination of the arbiter (or other person to whom the dispute is referred) shall be final and binding.

(7) Work No. 2 shall vest—

- (a) 28 days after the service of notice under paragraph (4);
- (b) on the date of a determination under paragraph (6) that Work No. 2 is complete; or
- (c) on the date on which Network Rail complies with any conditions for completion that are specified in the determination,

whichever is the latest.

(8) A certificate issued by or on behalf of Network Rail as to the date on which Network Rail complied with any conditions of the sort referred to in paragraph (7)(c) together, if so requested by the roads authority, with a report from a consultant to be agreed between Network Rail and the roads authority confirming such compliance, shall for the purposes of this article be conclusive evidence of such compliance.

(9) Nothing in this article shall prejudice the operation of section 146 of the 1991 Act (which enables the local roads authority to declare that a road shall become a public road); and Network Rail shall not by reason of any duty under this article to maintain a road be taken to be the roads authority in relation to that road for the purposes of Part 4 of that Act.

#### *Supplementary powers*

#### **Temporary stopping up, alteration or diversion of roads**

**10.—**(1) During and for the purposes of the execution of the authorised works Network Rail may temporarily stop up, alter or divert any road and may for any reasonable time—

- (a) divert the traffic from the road; and
- (b) subject to paragraph (4), prevent all persons from passing along the road.

(2) Without prejudice to the generality of paragraph (1), Network Rail may exercise the powers conferred by paragraph (1) in relation to so much of Princes Street and Waverley Bridge as is within an area of temporary stopping up shown on sheet no. 1 of the Order plans.

(3) Without prejudice to the generality of paragraph (1), Network Rail may use any road temporarily stopped up under the powers of this article as a temporary work site.

(4) Network Rail shall provide reasonable access for pedestrians going to or from premises abutting on a road affected by the exercise of the powers conferred by paragraph (1) if there would otherwise be no such access.

(5) Network Rail shall not exercise the powers conferred by paragraph (1) without the consent of the road works authority.

(6) Consent under paragraph (5) shall not be unreasonably withheld or delayed but may be given subject to any reasonable conditions which the road works authority may require.

(7) Any dispute as to whether—

- (a) consent under paragraph (5) has been unreasonably withheld or delayed; or
- (b) a condition imposed under paragraph (6) is unreasonable,

shall, unless the parties otherwise agree, be determined by arbitration.

## **Discharge of water**

**11.**—(1) Subject to the provisions of this article, Network Rail may use any watercourse or any public sewer or drain for the drainage of water in connection with the construction, operation or maintenance of the authorised works and for that purpose, may—

- (a) lay down, take up and alter pipes; or
- (b) make openings into, and connections with, the watercourse, public sewer or drain,

on any land within the Order limits.

(2) Network Rail shall not discharge any water into any artificial watercourse, or any public sewer or drain, except with the consent of the person to whom it belongs; and that person may impose reasonable terms and conditions but shall not unreasonably withhold consent or delay giving it.

(3) Network Rail shall not make any opening into any public sewer or drain except in accordance with plans approved by, and under the superintendence (if provided) of, the person to whom the sewer or drain belongs, but that person shall not unreasonably withhold consent or delay giving it.

(4) Network Rail shall take all reasonably practicable steps to secure that any water discharged under the powers conferred by this article is as free as is practicable from gravel, soil or other solid substance or oil or matter in suspension.

(5) Any dispute under this article arising between Network Rail and the owner of an artificial watercourse or a public sewer or drain shall, unless the parties otherwise agree, be determined by arbitration.

(6) Nothing in this article affects the operation of Part 4 of the 1991 Act or the Water Environment (Controlled Activities) (Scotland) Regulations 2005(a).

(7) In this article—

“public sewer or drain” means a sewer or drain which belongs to Scottish Water, a private provider who has made an agreement with Scottish Water under section 1(2)(b) of the Sewerage (Scotland) Act 1968(b) (provision of private sewer connections) or a roads authority; and

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

## **Safeguarding works to buildings**

**12.**—(1) Subject to the provisions of this article, Network Rail may at its own expense and from time to time carry out such works of the sort described in paragraph (2) as Network Rail considers to be necessary or expedient.

(2) The works referred to in paragraph (1) are safeguarding works, whether within or outside the Order limits, to any building situated wholly or partly on land within those limits.

(3) Safeguarding works may be carried out—

- (a) at any time before or during the construction of any part of the authorised works; or
- (b) after the completion of the construction of the authorised works, at any time up to the end of the period of five years beginning with the day on which the authorised works are first opened for public use.

(4) Schedule 3 has effect.

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(a) S.S.I. 2005/348; relevant amending instruments are S.S.I. 2006/553, 2007/219 and 2008/54.

(b) 1968 c.47; section 1(2) was substituted by the Local Government etc. (Scotland) Act 1994 (c.39), Schedule 13, paragraph 75(2)(b) and was amended by the Water Industry (Scotland) Act 2002 (asp 3), schedule 5, paragraph 3.

(5) Network Rail shall compensate the owners and occupiers of any building or land in relation to which the powers conferred by this article and Schedule 3 have been exercised for any loss or damage arising to them by reason of the exercise of those powers.

(6) Where—

- (a) safeguarding works to a building are carried out under this article; and
- (b) within the period of 12 years beginning with the day on which the authorised works are first opened for public use, it appears that the safeguarding works are inadequate to protect the building against damage caused by the construction or operation of the authorised works,

Network Rail shall compensate the owners and occupiers of the building for any damage sustained by them.

(7) Nothing in this article relieves Network Rail from any liability to pay compensation under the Lands Clauses Acts.

(8) Any dispute as to a person's entitlement to compensation under paragraph (5) or as to the amount of compensation shall be determined under the 1963 Act.

(9) In this article and Schedule 3 "safeguarding 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 construction, operation or maintenance of the authorised works; and
- (b) any works the purpose of which is to remedy any damage which has been caused to the building by the construction, operation or maintenance of the authorised works.

### **Power to survey and investigate land**

**13.**—(1) Network Rail may, in relation to any land within the Order limits, for the purposes of this Order—

- (a) survey or investigate the land;
- (b) without prejudice to the generality of paragraph (a), make trial holes in such positions as the Network Rail thinks fit on the land to investigate the nature of the surface layer and subsoil and remove water and soil samples;
- (c) without prejudice to the generality of paragraph (a), carry out archaeological investigations on the land;
- (d) take steps to protect or remove any flora or fauna on the land where the flora or fauna may be affected by the carrying out of the authorised works;
- (e) place on, leave on and remove from the land, or, where the land is occupied by a building any part of which is on adjoining land outside the Order limits, that adjoining land, apparatus for use in connection with the exercise of any power conferred by paragraphs (a) to (d); and
- (f) enter on the land, or, where the land is occupied by a building any part of which is on adjoining land outside the Order limits, that adjoining land, for the purpose of exercising any power conferred by paragraphs (a) to (e).

(2) Before exercising any powers conferred by paragraph (1), Network Rail shall give—

- (a) on the first occasion at least seven days'; and
- (b) on subsequent occasions not less than three days',

notice in writing to every owner and occupier of the land.

(3) Any person entering land under this article on behalf of Network Rail—

- (a) shall, if so required, before or after entering the land produce written evidence of authority to do so; and
- (b) may enter with such vehicles and equipment as are necessary for the purpose of exercising any of the powers conferred by paragraph (1).

(4) No trial hole may be made under this article in a carriageway<sup>(a)</sup> or footway without the consent of the road works authority, but such consent shall not be unreasonably withheld.

(5) Any dispute as to whether consent has been unreasonably withheld under paragraph (4) shall, unless the parties otherwise agree, be referred to arbitration.

(6) Network Rail shall pay compensation for any damage occasioned, by the exercise of the powers conferred by this article, to the owners and occupiers of the land.

(7) Any dispute as to a person's entitlement to compensation under paragraph (6), or as to the amount of compensation, shall be determined under the 1963 Act.

(8) For the purposes of this article "footway" shall be construed in accordance with section 151(2) of the 1984 Act.

## PART 3

### ACQUISITION AND POSSESSION OF LAND

#### *Powers of acquisition*

#### **Power to acquire land**

**14.**—(1) Network Rail may acquire compulsorily—

- (a) such of the land described in the book of reference and shown on sheet no. 1 of the Order plans within the limits of deviation; and
- (b) as respects land so described and shown within the Order limits, and specified in Part 1 or Part 2 of Schedule 4, such servitudes or other rights as are authorised by article 16,

as may be required by Network Rail for or in connection with the authorised works.

(2) As respects plot no. 3, the acquisition permitted by paragraph (1) is limited to the acquisition of servitudes or other rights under sub-paragraph (b).

#### **Acquisition of subsoil, servitudes and other rights**

**15.**—(1) In exercise of any of the powers conferred by article 14 Network Rail may, as regards any land authorised to be acquired under that article, compulsorily acquire—

- (a) so much of the subsoil of the land; and
- (b) such servitudes or other rights in, on or over the land,

as may be required for any purpose for which the land may be acquired under that article.

(2) Servitudes and other rights may be acquired under paragraph (1) by creating them as well as by acquiring servitudes and other rights already in existence.

(3) Section 90 of the 1845 Lands Act and paragraph 20 of Schedule 15 to the 1997 Act (which provide in certain circumstances for the owner of the land to require the compulsory purchase of the whole rather than part of that property) shall not apply to any compulsory purchase under this article or under article 16.

(4) Subject to paragraphs (5) and (6), the Lands Clauses Acts, as incorporated with this Order, shall have effect with the modifications necessary to make them apply to the compulsory acquisition of servitudes or other rights under this article or under article 16 as they apply to the compulsory acquisition of land.

(5) As so having effect, references in those Acts to land shall be treated as, or as including, references to servitudes or other rights or to the land over which such servitudes or other rights are to be exercisable.

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(a) See the definition in the Roads (Scotland) Act 1984 (c.54), section 151, applied by the Transport and Works (Scotland) Act 2007 (asp 8), section 23(1).

(6) Section 61 of the 1845 Lands Act (estimation of purchase money and compensation) shall apply to the compulsory acquisition of such a right as if for the words from “value” to “undertaking” there were substituted the words “extent (if any) to which the value of the land in or over which the right is to be acquired is depreciated by the acquisition of the right”.

### **Purchase of specific servitudes or other new rights**

**16.**—(1) Network Rail may acquire compulsorily in, on or over any of the land specified in columns (1) and (2) of Part 1 of Schedule 4 such permanent servitudes or other new rights as it requires for the purposes mentioned in column (3) of that Part or in order to give effect to any provision of Part 2 of Schedule 8 or article 38.

(2) Network Rail may acquire compulsorily in, on or over any of the land shown specified in columns (1) and (2) of Part 2 of Schedule 4, such temporary new rights as it requires for the purposes mentioned in column (3) of that Part or in order to give effect to any provision of Part 2 of Schedule 8.

### **Imposition of obligations**

**17.**—(1) Network Rail may impose compulsorily as an encumbrance on any land within the Order limits such obligations on that land as it requires for or in connection with the authorised works.

(2) In addition to the powers conferred by paragraph (1), Network Rail may impose compulsorily as an encumbrance on the Balmoral Hotel and, separately, Princes Mall such obligations as it requires in order to give effect to any provision of Part 2 of Schedule 8 or, in the absence of an agreement under article 38, for any purpose which might be provided for in such an agreement.

(3) Without prejudice to the generality of paragraph (2), the obligations imposed under paragraph (2) may include, in relation to the land specified in columns (1) and (2) of Schedule 5, obligations for any purpose specified in relation to that land in column (3) of that Schedule.

(4) An obligation imposed under this article shall be a real burden affecting the land and shall be enforceable in accordance with the 2003 Act as having effect in accordance with this article.

(5) Notwithstanding the provisions of section 90 of the 2003 Act (powers of the Lands Tribunal as respects title conditions), a real burden created in accordance with this article shall remain in full force and effect without limit of time and shall not be capable of discharge, variation or termination except on the application of Network Rail made in accordance with the 2003 Act.

(6) An obligation under paragraph (1), and an obligation under paragraph (2), shall be imposed by—

- (a) the service on every affected person of a notice in writing that complies with paragraph (7); and
- (b) the recording or registration of a statutory declaration in the General Register of Sasines or the Land Register of Scotland, as the case may be.

(7) A notice served under paragraph (6)(a) shall—

- (a) state that this Order has come into force;
- (b) specify the terms of the obligation imposed and identify the burdened property and the benefited property;
- (c) state that the obligation is a real burden on the land; and
- (d) notify every affected person that—
  - (i) Network Rail is about to apply for registration of a statutory declaration creating the real burden; and
  - (ii) the real burden will take effect on the date specified in the notice (which shall be not less than 28 days after the date of the notice).

(8) For the purposes of section 4 of the 2003 Act, a statutory declaration referring to a notice served under paragraph (6)(a) and—

- (a) including the information referred to in paragraph (7)(a) to (c); and
- (b) specifying, as the date on which the real burden will take effect, the date specified in the notice,

shall be treated as a constitutive deed.

(9) Network Rail shall pay compensation—

- (a) for any obligation imposed under this article that is an affirmative burden, compensation to the owner equivalent to the capitalised cost of compliance with the obligation assessed—

- (i) in the case of an obligation relating to an asset, by reference to its present day value; and

- (ii) in any other case, by reference to such reasonable period as may be agreed or determined, reasonable allowance being made for the receipt by the owner of compensation in advance of the expenditure to which the compensation relates,

such compensation to be reduced by such sums as would have been payable by the owner in respect of the asset or other thing in the absence of the authorised works, such that the owner is financially in no worse a position than would have been the case had the authorised works not been constructed; and

- (b) for any obligation imposed under this article that is a negative burden or an ancillary burden, compensation to any affected person in respect of the amount (if any) by which the value of—

- (i) the land on which the obligation is to be imposed; or

- (ii) the affected person's interest in that land,

is depreciated by the imposition of the obligation.

(10) Any dispute as to a person's entitlement to compensation under paragraph (9), or as to the amount of compensation, shall be determined by arbitration.

(11) Section 17 of the 1845 Lands Act (as incorporated with this Order by article 23) shall apply to the imposition of obligations under this article, and as so applied shall require notice to treat to be served on any protected person.

(12) In this article—

“affected person” in relation to burdened property means any person who is the owner or tenant of that property or who has the right to use it, and in relation to the service of notice means every person who is an affected person on the date of service;

“asset” means any physical thing other than land, and includes anything erected or placed on or affixed to land;

“Network Rail” includes any successor of Network Rail;

“owner” includes any person who is within the definition of that word in section 123 of the 2003 Act, and in relation to the service of a notice “the owner” means every person who is an owner on the date of service; and

“present day value” means the cost of compliance with the obligation in question assessed by reference to the whole life cycle cost information for the asset (as provided by the asset supplier) and reduced as provided in paragraph (9).

## **Rights in roads or public places**

**18.**—(1) Network Rail may—

- (a) enter upon and appropriate so much of the subsoil of, or air-space over, any road or public place comprised within plot no. 4, 10, 11, or 12, or shown on sheet no. 1 of the

Order plans as an area of temporary stopping up, as may be required for the purposes or in consequence of the authorised works; and

(b) use the subsoil or air-space for those purposes.

(2) Subject to paragraph (3) the powers conferred by paragraph (1) may be exercised in relation to a road or public place without Network Rail being required to acquire any part of the road or place or any servitude or other right in relation to it.

(3) Paragraph (2) does not apply to—

(a) any subway or underground building; or

(b) any cellar, vault, arch or other construction in or on a road which forms part of a building fronting onto the road or public place.

(4) Network Rail is not required to pay compensation for the exercise of the powers conferred by paragraph (1) to the roads authority in respect of a public road or to the authority in which any public place is vested.

(5) Any person other than an authority mentioned in paragraph (4) who—

(a) is an owner or occupier of land in respect of which the power conferred by paragraph (1) is exercised without Network Rail acquiring any part of that person's interest in the land; and

(b) suffers loss by reason of the exercise of that power,

shall be entitled to compensation.

(6) Any dispute as to a person's entitlement to compensation under paragraph (5), or as to the amount of compensation, shall be determined under the 1963 Act.

(7) For the purposes of section 28 of the Land Registration (Scotland) Act 1979<sup>(a)</sup>, the powers conferred by this article shall constitute a real right and shall be an overriding interest.

#### *Temporary possession of land*

#### **Temporary use of land for construction of works**

19.—(1) Network Rail may, in connection with the carrying out of the authorised works—

(a) enter upon and take temporary possession of any of the land specified in columns (1) and (2) of Schedule 6 for the purpose specified in relation to that land in column (3) of that Schedule;

(b) remove any apparatus, buildings or vegetation from that land;

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

(2) Not less than 28 days before entering upon and taking temporary possession of land under this article Network Rail shall serve written notice of the intended entry on the owners and occupiers of the land.

(3) Network Rail may not, without the agreement of the owners of the land, remain in possession of any land under this article after the end of the period of one year beginning with the date of completion of the authorised works.

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

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(a) 1979 c.33. Section 28 includes a definition of "overriding interest" to which there are amendments not relevant to this Order.

(5) Network Rail shall pay compensation to the owners and occupiers of land of which temporary possession has been taken under this article for any loss or damage arising from the exercise in relation to the land of the powers conferred by this article.

(6) Any dispute as to a person's entitlement to compensation under paragraph (5), or as to the amount of compensation, shall be determined under the 1963 Act.

(7) Without prejudice to article 22 (no double recovery), nothing in this article affects any liability to pay compensation under any enactment in respect of loss or damage arising from the execution of any works, other than loss or damage for which compensation is payable under paragraph (5).

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

### *Compensation*

#### **Disregard of certain interests and improvements**

**20.**—(1) In assessing any compensation payable to any person under this Order in respect of land (including any servitude, right or obligation such as is referred to in article 15, 16 or 17) or the use of land, the tribunal shall not take into account—

- (a) any interest in land; or
- (b) any enhancement of the value of any interest in land by reason of any building erected, works executed or alteration made on relevant land,

if the tribunal is satisfied that the creation of the interest, the erection of the building, the execution of the works or the making of the alteration was not reasonably necessary and was undertaken with a view to obtaining compensation or increased compensation.

(2) In paragraph (1) “relevant land” means—

- (a) the land or other thing acquired from the person concerned;
- (b) the land of which temporary possession has been taken from the person concerned; or
- (c) any other land with which that person is, or was at the time when the building was erected, the works executed or the alteration made, directly or indirectly concerned.

#### **Set-off of betterment against compensation**

**21.**—(1) In determining the amount of compensation or purchase money payable to any person in respect of an interest in land acquired under this Order in a case where—

- (a) the person has an interest in any other land contiguous with or adjacent to the land so acquired; and
- (b) the value of the person's interest in any such contiguous or adjacent land is enhanced by reason of the works authorised by this Order or any of them,

the amount of the enhancement in value shall be set off against the compensation or purchase money.

(2) For the purposes of this article any reduction in expenditure that would have been required in order to comply with an obligation under any enactment with respect to any land is to be treated as an enhancement in the value of the interest in the land.

#### **No double recovery**

**22.** Compensation shall not be payable in respect of the same matter both under this Order and under any other enactment, any contract or any rule of law.

### **Application of Lands Clauses Acts**

**23.**—(1) The Lands Clauses Acts, except sections 15, 16, 18, 20 to 60, 62 to 66, 81, 116, 120 to 124, 130, 131, 135, 139, 142 and 143 of the 1845 Lands Act and the Lands Clauses Consolidation Acts Amendment Act 1860(a), are incorporated with this Order so far as applicable for the purposes of and not inconsistent with, or varied by, the provisions of this Order.

(2) In construing the Lands Clauses Acts as so incorporated—

- (a) this Order shall be deemed to be the special Act;
- (b) Network Rail shall be deemed to be the promoter of the undertaking or the company; and
- (c) the authorised works shall be deemed to be the works or the undertaking.

### **General vesting declarations**

**24.**—(1) Subject to paragraph (3), section 195 of, and Schedule 15 to, the 1997 Act(b) (which make provision for the vesting of land subject to compulsory purchase orders) apply to the compulsory acquisition of land under this Order as if this Order were a compulsory purchase order so as to enable Network Rail to vest by general vesting declaration any land authorised to be compulsorily acquired under this Order.

(2) The notice required by paragraph 2 of that Schedule (as so applied) shall be a notice—

- (a) that this Order has come into force;
- (b) containing the particulars specified in sub-paragraph (1) of that paragraph;
- (c) published and served in accordance with the requirements of paragraphs 6 to 6C of the First Schedule to the Acquisition of Land (Authorisation Procedure) (Scotland) Act 1947(c) (publication and service of notice of confirmation of compulsory purchase orders); and
- (d) given at any time after this Order comes into force.

(3) In its application to this Order paragraph 15 of Schedule 15 to the 1997 Act shall have effect as if—

- (a) in sub-paragraph (2)(a), for the words “the statutory maximum” there were substituted the words “level 3 on the standard scale”; and
- (b) sub-paragraph (2)(b) was omitted.

### **Acquisition of part only of certain properties**

**25.**—(1) This article shall apply instead of section 90 of the 1845 Lands Act in any case where—

- (a) a notice to treat is served on a person (“the owner”) under that Act (as incorporated with this Order by article 23) in respect of part only of a building (“the land subject to the notice to treat”); and
- (b) a copy of this article is served on the owner with the notice to treat.

(2) In such a case, the owner may, within the period of 21 days beginning with the day on which the notice was served, serve on Network Rail a counter-notice objecting to the sale of the land subject to the notice to treat and stating that the owner is willing and able to sell the whole (“the land subject to the counter- notice”).

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(a) 1860 c.106.

(b) Schedule 15 was amended by the Abolition of Feudal Tenure etc. (Scotland) Act 2000 (asp 5), schedule 12, Part 1, paragraph 60 and schedule 13, Part 1.

(c) 1947 c.42. Paragraphs 6A to 6C were inserted by the Title Conditions (Scotland) Act 2003 (asp 9), section 109, which was amended by S.S.I. 2003/507.

(3) If no such counter-notice is served within that period, the owner shall be required to sell the land subject to the notice to treat.

(4) If such a counter-notice is served within that period and Network Rail agrees to take the land subject to the counter-notice, the notice to treat shall be deemed to be a notice to treat for the land subject to the counter-notice.

(5) If such a counter-notice is served within that period and Network Rail does not agree to take the land subject to the counter-notice, the question as to what land the owner shall be required to sell shall be referred to the tribunal.

(6) If on such a reference the tribunal determines that the land subject to the notice to treat can be taken without material detriment to the remainder of the land subject to the counter-notice, the owner shall be required to sell the land subject to the notice to treat.

(7) If on such a reference the tribunal decides that only part of the land subject to the notice to treat can be taken without material detriment to the remainder of the land subject to the counter-notice, the notice to treat shall be deemed to be a notice to treat for that part.

(8) If on such a reference the tribunal determines that—

- (a) the land subject to the notice to treat cannot be taken without material detriment to the remainder of the land subject to the counter-notice; but
- (b) the material detriment is confined to a part of the land subject to the counter-notice,

the notice to treat shall be deemed to be a notice to treat for the land to which the material detriment is confined in addition to the land already subject to the notice.

(9) If the tribunal determines that—

- (a) none of the land subject to the notice to treat can be taken without material detriment to the remainder of the land subject to the counter-notice; and
- (b) the material detriment is not confined to the part of the land subject to the counter notice,

the notice to treat shall be deemed to be a notice to treat for the land subject to the counter-notice.

(10) A notice to treat shall have the effect it is deemed to have under paragraphs (4), (8) or (9) whether or not the additional land is land that Network Rail is authorised to acquire compulsorily under this Order.

(11) In any case where by virtue of a determination of the tribunal under this article a notice to treat is deemed to be a notice to treat for less land or more land than that specified in the notice, Network Rail may, within the period of 6 weeks beginning with the day on which the determination is made, withdraw the notice to treat.

(12) If Network Rail withdraws the notice to treat in accordance with paragraph (11), it shall pay the owner compensation for any loss or expense occasioned to the owner by the giving and withdrawal of the notice, to be determined in case of dispute by the tribunal.

(13) Where the owner is required under this article to sell only part of a building, Network Rail shall pay the owner compensation for any loss sustained by the owner due to the severance of that part in addition to the value of the interest acquired.

(14) Any notice or counter-notice served under this article shall be in writing.

### **Extinction of private rights**

**26.**—(1) Subject to paragraph (2), all private rights (other than private rights of passage that are extinguished by article 8) over land within plots nos. 1 and 11 shall be extinguished—

- (a) in the case of land vested in Network Rail on the commencement of the works authorised by this Order; and
- (b) in the case of any land not so vested—
  - (i) as from the acquisition of the land by Network Rail, whether compulsorily or by agreement; or
  - (ii) on the entry on the land by Network Rail under article 27 (further powers of entry),

whichever is the sooner.

(2) Paragraph (1) shall have effect subject to any—

- (a) agreement made expressly in respect of this article (whether before or after this Order comes into force) between Network Rail and the person entitled to the private right;
- (b) determination made by Network Rail limiting the application of paragraph (1) to the extent specified in the determination.

(3) A determination made under paragraph (2) shall be made before the date on which the right in question would have been extinguished.

(4) Notice of such a determination must be given to the person entitled to the private right to which it relates as soon as practicable after the making of the determination.

(5) Any person who suffers loss by the extinguishment of any private right under this article shall be entitled to compensation.

(6) Any dispute as to a person's entitlement to compensation under paragraph (5), or as to the amount of compensation, shall be determined under the 1963 Act.

### **Further powers of entry**

**27.—**(1) At any time after notice to treat has been served in respect of—

- (a) any land; or
- (b) any servitudes or other rights in, on or over land,

which may be purchased compulsorily under this Order, Network Rail may enter on and take possession of or use the land or exercise the right.

(2) No land may be entered, and no right may be exercised under paragraph (1) unless at least 28 days' written notice has been given to the owner and the occupier of the land specifying the land, or part of the land, of which possession is to be taken or which is to be used, or specifying the nature of the right.

(3) Network Rail may exercise the powers of this article without complying with sections 83 to 89 of the 1845 Lands Act (payment of deposit prior to entry) before such exercise.

(4) Compensation for the land of which possession is taken under this article, or for the exercise of the right, together with interest on the compensation awarded, shall be payable as if sections 83 to 89 of the 1845 Lands Act had been complied with.

(5) Nothing in this article affects the operation of section 48 of the Land Compensation (Scotland) Act 1973<sup>(a)</sup> (which entitles a landowner to require an advance payment of compensation when entry is taken).

### **Persons under disability may grant servitudes, etc.**

**28.—**(1) Persons empowered by the Lands Clauses Acts to sell and convey or dispose of land may grant to Network Rail a servitude or other right required for any of the purposes of this Order in, over or affecting any such land.

(2) A person may not under this paragraph grant a servitude, right or privilege of water in which persons other than the grantor have an interest.

### **Time limit for exercise of powers of acquisition**

**29.—**(1) The powers conferred by articles 14, 16 and 17 for the compulsory acquisition of land and of servitudes or other rights and the imposition of obligations shall cease after five years beginning on the date on which this Order comes into force.

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(a) 1973 c.56. Section 48 is amended by the Planning and Compensation Act 1991 (c.34), section 73(1), Schedule 17, Part 2, paragraph 21 and Schedule 19, Part 4.

(2) The powers conferred by articles 14, 15, 16 and 17 for the compulsory acquisition of such lands and of servitudes or other rights and the imposition of obligations shall, for the purposes of this article, be deemed to have been exercised in relation to any land, servitude or right or obligation, if before the expiry of five years beginning on the date on which this Order comes into force—

- (a) a notice to treat has been served;
- (b) a notice has been served under article 17(6)(a) in respect of that obligation; or
- (c) a declaration has been executed under paragraph 1 of Schedule 15 to the 1997 Act in respect of that land, servitude or right.

#### **Time limit on validity of notices to treat**

**30.** Section 78 of the Planning and Compensation Act 1991(a) (which provides for notices to treat to be subject to a time limit) shall apply in relation to a notice to treat served under section 17 of the 1845 Lands Act (requirement for notice to treat) as incorporated with this Order.

## **PART 4**

### **MISCELLANEOUS AND GENERAL**

#### **Enforcement and registration of rights and obligations**

**31.—**(1) Notwithstanding any enactment or rule of law, a servitude or other right acquired by Network Rail under article 15 or 16 or an obligation imposed under article 17 shall be enforceable—

- (a) in the case of permanent rights over plot no. 3 acquired for the purpose of Work No. 2, by the roads authority; and
- (b) in any other case, by Network Rail.

(2) A servitude, right, or obligation of the sort mentioned in paragraph (1) shall, unless otherwise expressly stated in the instrument by which it is created, be treated for all purposes as benefiting—

- (a) in the case of paragraph (1)(a), the road comprised in Work No. 2; and
- (b) in the case of paragraph (1)(b), the land from time to time held by Network Rail for the purpose of the authorised works.

(3) Notwithstanding sections 4(5) and 75 of the 2003 Act (which requires a real burden and a positive servitude to be registered against both the benefited property and the burdened property), where a servitude, right or obligation falls to be treated as mentioned in paragraph (2), the deed by which it is created shall be effective whether or not it is registered against the benefited property.

#### **Real burdens and servitudes, etc. affecting land acquired**

**32.** Any land acquired under or by virtue of this Order shall be treated as if it were acquired by virtue of a compulsory purchase order and the provisions of section 106 of the 2003 Act(b) (extinction of real burdens and servitudes affecting land that has been compulsorily acquired) shall apply to it.

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(a) 1991 c.34; section 78 was amended by the Planning (Consequential Provisions) (Scotland) Act 1997 (c.11), Schedule 2, paragraph 49(1).

(b) Section 106 was amended by S.S.I. 2003/503.

### **Disapplication of existing height restrictions**

33. Any provision in any enactment other than this Order or in any deed, writing or other instrument, or any rule of law, which has the effect of limiting the height of any building or other structure within the Order limits shall not apply to the authorised works.

### **Planning permission: operational land**

34. The land used by Network Rail for the purposes of Works Nos. 1 and 3 in accordance with any planning permission or deemed planning permission relating to those works or the works ancillary to them shall be deemed to be operational land within the meaning and for the purposes of the 1997 Act.

### **Status of Work No. 1**

35. In consequence of the land held for the purposes of Work No. 1 forming part of Network Rail's operational land in accordance with article 34, that land shall not be, nor be capable of becoming, subject to any right established by prescription.

### **Statutory undertakers, etc.**

36. The provisions of Schedule 7 (statutory undertakers) shall have effect.

### **Protective provisions**

37. Schedule 8 (which contains protective provisions for the benefit of specified gas, electricity, water and sewerage undertakers and the owners of land adjoining the authorised works) shall have effect.

### **Provision as to Work No. 2**

38.—(1) Network Rail, the roads authority and the owner may from time to time enter into one or more agreements under this article in relation to Work No. 2.

(2) An agreement under this article may make provision to secure that the roads authority does not incur additional expense by reason of the vesting of Work No. 2 effected by article 9(3), and including in particular provision for—

- (a) the owner to be responsible for carrying out the maintenance of Work No. 2;
- (b) the lighting of Work No. 2 by the owners;
- (c) the protection of Princes Mall;
- (d) the provision and maintenance of support for Work No. 2;
- (e) entitling the roads authority to enter on Princes Mall and carry out any works necessary by reason of the failure of any person to perform any obligation which that person is liable to perform by virtue of an agreement under this article or of paragraph (3);
- (f) the closure of Work No. 2 in connection with works to Princes Mall, the provision of a temporary alternative and the inclusion in any redevelopment of Princes Mall of a permanent alternative walking route that fulfils the requirements of paragraph (3);
- (g) the reimbursement by Network Rail of reasonable expenses reasonably incurred by the roads authority or any owner in connection with the discharge of specified functions under the agreement;
- (h) the making of payments by the roads authority; and
- (i) any incidental and consequential matters.

(3) The alternative walking route shall be a pedestrian walkway between Princes Street and Work No. 3 which—

- (a) is not significantly longer than Work No. 2;

- (b) may pass within any redeveloped building;
- (c) if not all on the same level as Princes Street, provides a means of traversing its entire length without using stairs, steps or escalators;
- (d) satisfies all relevant accessibility requirements imposed under the Disability Discrimination Act 1995<sup>(a)</sup> or the Disability Discrimination Act 2005<sup>(b)</sup> so as to make the alternative walking route accessible for use by disabled persons within the meaning of those Acts; and
- (e) is available for use by the public without charge at such times as Network Rail and the owner may agree at the time of the redevelopment having regard to the times when Waverley station is open to the public, the use of the redeveloped building and its hours of regular use and the cost of making the alternative walking route available outside those hours.

(4) For the purposes of the 2003 Act any burden or obligation contained in an agreement under this article shall be a real burden and—

- (a) the agreement shall be the constitutive deed by which it is created;
- (b) any such burden on Network Rail shall be treated as a burden on Network Rail’s Waverley Station;
- (c) any such burden on an owner shall be treated as a burden on Princes Mall; and
- (d) any such burden shall be treated as benefiting Work No. 2 and shall be enforceable by the roads authority.

(5) An agreement made under this article shall have effect by virtue of this article and without the consent or approval of any third party from whom an owner would otherwise be obliged to seek such consent or approval.

(6) Part 4 of the 1991 Act shall not apply to Work No. 2.

(7) Any dispute arising between Network Rail and an owner in respect of an agreement under this article shall be determined by arbitration.

(8) In this article—

“the owner” means any person who is from time to time the owner or head tenant of Princes Mall, and if there is more than one such person means all of them jointly and severally; and

“redevelopment” , in relation to Princes Mall, means the reconstruction or replacement of Princes Mall such that Work No. 2 is removed or reconstructed.

### **Certification of plans, etc.**

39. Network Rail having, as soon as practicable after the Scottish Ministers determined to make this Order, submitted copies of the book of reference, the Order plans and the Order sections to the Scottish Ministers for certification that they are, respectively, the book of reference, Order plans and Order sections referred to in this Order; a document so certified, or a document certified by the Scottish Ministers as being a copy of a document so certified, is admissible in any proceedings as evidence of the contents of the document of which it is a copy.

### **Dispute resolution**

40.—(1) Where under this Order any dispute (other than a dispute to which the provisions of the Lands Clauses Acts apply) is to be determined by arbitration (in default of other agreed dispute resolution procedure), the dispute shall be referred to, and settled by, a single arbiter to be agreed between the parties or, failing agreement, to be appointed on the application of either party (after notice in writing to the other) by the President for the time being of the Institution of Civil Engineers.

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(a) 1995 c.50.

(b) 2005 c.13.

(2) An arbiter appointed under this article shall be entitled to state a case for the opinion of the Court of Session pursuant to section 3 of the Administration of Justice (Scotland) Act 1972<sup>(a)</sup>.

(3) Section 108 of the Housing Grants, Construction and Regeneration Act 1996<sup>(b)</sup> (right to refer disputes to adjudication) shall not apply to any dispute in respect of a provision of this Order (whether or not it is a dispute of the sort described in subsection (1)).

### **Rights of the Crown**

**41.** Nothing in this Order affects prejudicially any estate, right, power, privilege, authority or exemption of the Crown.

*D B CARMICHAEL*

A member of staff of the Scottish Ministers

St Andrew's House,  
Edinburgh  
11th May 2010

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<sup>(a)</sup> 1972 c.59, section 3 was amended by the Trade Union and Labour Relations (Consolidation) Act 1992 (c.52), Schedule 1.  
<sup>(b)</sup> 1996 c.53.

## SCHEDULE 1

Articles 2(1) and 3(1)

### SCHEDULED WORKS

In the City of Edinburgh—

**Work No. 1**—Fixed stairs, the supporting structure for one or more escalators and platforms between Waverley Station and Princes Street, replacing the existing Waverley Steps.

**Work No. 2**—A pedestrian walkway across the roof of Princes Mall between Princes Street and the termination of Work No. 3.

**Work No. 3**—One or more lift shafts within Waverley Station commencing at a point adjoining platform 20 at platform level and terminating above the roof of Princes Mall, with an exit on to that roof.

SCHEDULE 2  
ANCILLARY WORKS

Article 3(3), (4) and (5)

1. Buildings, bridges, subways, stairs, and means of access.
2. Lifts and escalators.
3. Junctions and communications with, and widening of, any road, path or way.
4. Works for the strengthening, underpinning, protection, alteration or demolition of any building or structure.
5. Works or operations to stabilise the condition of any land.
6. Works to alter the course of, or otherwise interfere with, streams or watercourses.
7. Works to alter the position of, or provide new, apparatus or street furniture, including communications equipment, mains, sewers, pipes, drains, cables, lights, conduits and culverts.
8. Roofs, canopies and shelters.
9. Landscaping, ecological and other works to mitigate any adverse effects of the construction, maintenance or operation of the authorised works.
10. Works for the benefit or protection of premises affected by the authorised works.
11. Such other works (of whatever nature) as may be necessary or expedient for the purposes of, in connection with, or in consequence of, the construction of the authorised works.

## SCHEDULE 3

Article 12(4)

### SAFEGUARDING WORKS: PROCEDURE

1. For the purpose of determining how the powers conferred by article 12 are to be exercised, Network Rail may enter and survey any building falling within paragraph (2) of that article and any land belonging to the building and may affix to, place or leave on and remove from the building or land apparatus for use in connection with the survey.

2. For the purpose of carrying out safeguarding works to a building under article 12, Network Rail may (subject to paragraphs 3 and 4)—

- (a) enter the building and any land belonging to it; and
- (b) where the works cannot be carried out reasonably conveniently without entering land adjacent to the building, enter the adjacent land.

3. Before exercising—

- (a) a right under article 12 to carry out safeguarding works to a building;
- (b) a right under paragraph 1 to enter a building or land;
- (c) a right under paragraph 2(a) to enter a building or land; or
- (d) a right under paragraph 2(b) to enter land,

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

4. Where notice is served under paragraph 3(a), (c) or (d), the owner or occupier of the building or land concerned may, by serving a written 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 safeguarding works or to enter the building or land to be determined by arbitration.

SCHEDULE 4      Articles 14(1) and 16(1) and (2)

ACQUISITION OF SPECIFIC NEW RIGHTS, ETC.

PART 1

ACQUISITION OF PERMANENT RIGHTS, ETC.

<i>Location (1)</i>	<i>Number of land shown on sheet no. 1 of Order plans (2)</i>	<i>Purposes for which rights may be permanently acquired (3)</i>
In the City of Edinburgh– Princes Mall	2	Maintenance of Works Nos. 1 and 2
Princes Mall	3, 4 and 12	Maintenance of Works Nos. 1, 2 and 3 Access for maintenance of Works Nos. 1, 2 and 3
Balmoral Hotel	5 and 6	Maintenance of Work No. 1

PART 2

ACQUISITION OF TEMPORARY RIGHTS

<i>Location (1)</i>	<i>Number of land shown on sheet no. 1 of Order plans (2)</i>	<i>Purposes for which rights may be temporarily acquired (3)</i>
In the City of Edinburgh– Princes Mall	2	Construction of Work No. 1 Mitigation works
Princes Mall	3 and 12	Construction of the authorised works
Princes Mall	4	Construction of landscaping, steps and ramps
Balmoral Hotel	5 and 6	Construction of Work No. 1
Princes Mall	9	Mitigation works

SCHEDULE 5

Article 17(3)

SPECIFIC OBLIGATIONS INCLUDED IN PART 2 OF SCHEDULE 8

<i>Location</i> (1)	<i>Number of land shown on sheet no. 1 of Order plans</i> (2)	<i>Purposes for which obligations may be imposed</i> (3)
In the City of Edinburgh–		
Princes Mall	2	Protection of Work No. 1 Support for Works Nos. 2 and 3
Princes Mall	3, 13	Support for Works Nos. 2 and 3 Protection of Works Nos. 2 and 3
Princes Mall and Princes Street	4	Support for Work No. 2
Balmoral Hotel	5 and 6	Protection of Work No. 1
Princes Mall	9	Protection of Work No. 2
Princes Street	11	Support for Work No. 1 Protection of Work No. 1

SCHEDULE 6

Article 19(1)

LAND OF WHICH TEMPORARY POSSESSION MAY BE TAKEN

<i>Location (1)</i>	<i>Number of land shown on sheet no. 1 of Order plans (2)</i>	<i>Purposes for which temporary possession may be taken (3)</i>
In the City of Edinburgh–		
Princes Mall	4 and 13	Working space and access
Princes Mall	8	Construction compound and access

## STATUTORY UNDERTAKERS, ETC.

*Apparatus of statutory undertakers, etc. on land acquired*

1.—(1) Subject to the provisions of this Schedule, sections 224 to 227 of the 1997 Act<sup>(a)</sup> (power to extinguish rights of statutory undertakers, etc. and power of statutory undertakers, etc. to remove or re-site apparatus) shall apply in relation to any land which has been acquired under this Order, or which is held by Network Rail and is appropriated or used (or about to be used) by it for the purposes of this Order or for purposes connected with this Order.

(2) All such other provisions of the 1997 Act as apply for the purposes of the provisions applied by sub-paragraph (1) (including sections 228 to 231<sup>(b)</sup>, which contain provisions consequential on the extinguishment of any rights under sections 224 and 225, and sections 232(2) to (4), 233 and 235<sup>(c)</sup>, which provide for the payment of compensation) shall have effect accordingly.

(3) In the provisions of the 1997 Act, as applied by sub-paragraphs (1) and (2)—

(a) references to the purpose of carrying out any development with a view to which land was acquired or appropriated are references to the purpose of carrying out the authorised works; and

(b) references to land acquired or appropriated as mentioned in section 224(1) of the 1997 Act are references to land acquired, appropriated or used as mentioned in sub-paragraph (1).

(4) Where any apparatus of a utility undertaker or of a public communications provider is removed in pursuance of a notice or order given or made under section 224, 225 or 226 of the 1997 Act, as applied by sub-paragraph (1), any person who is the owner or occupier of premises to which a supply was given from that apparatus shall be entitled to recover from Network Rail compensation in respect of expenditure reasonably incurred by that person, in consequence of the removal, for the purpose of effecting a connection between the premises and any other apparatus from which a supply is given.

(5) Sub-paragraph (4) shall not apply in the case of the removal of a public sewer, but where such a sewer is removed in pursuance of such a notice or order as is mentioned in that sub-paragraph, any person who is—

(a) the owner or occupier of premises the drains of which communicated with that sewer; or

(b) the owner of a private sewer which communicated with that sewer,

shall be entitled to recover from Network Rail compensation in respect of expenditure reasonably incurred by that person, in consequence of the removal, for the purpose of making the person's drain or sewer communicate with any other public sewer or with a private sewage disposal plant.

(6) The provisions of the 1997 Act mentioned in sub-paragraphs (1) and (2), as applied by those sub-paragraphs, shall not have effect in relation to apparatus as respects which paragraph 2 or Part 4 of the 1991 Act applies.

(7) In this paragraph—

“gas transporter” has the meaning given by section 7(1) of the Gas Act 1986<sup>(d)</sup>;

“public communications provider” has the meaning given by section 151(1) of the Communications Act 2003<sup>(e)</sup>; and

<sup>(a)</sup> Section 224 was amended by S.I. 1999/1820. Sections 225 to 227 were amended by S.I. 1999/1820 and 2003/2155.

<sup>(b)</sup> Sections 228 to 231 were amended by S.I. 1999/1820.

<sup>(c)</sup> Section 232 was relevantly amended by S.I. 1999/1820 and 2003/2155. Section 233 was amended by S.I. 1999/1820 and 2003/2155. Section 235 was amended by S.I. 1999/1820.

<sup>(d)</sup> 1986 c.44; section 7 was substituted by the Gas Act 1995 (c.45), section 5, and section 7(1) was amended by the Utilities Act 2000 (c.27), section 76(2).

<sup>(e)</sup> 2003 c.21.

“utility undertaker” means a person who is—

- (a) authorised by any enactment to carry on an undertaking for the supply of water;
- (b) a gas transporter; or
- (c) the holder of a licence under section 6 of the Electricity Act 1989(a),

and who is, or is deemed to be, a statutory undertaker within the meaning of section 214 of the 1997 Act(b).

*Apparatus of statutory undertakers, etc. in stopped up road*

2.—(1) If Waverley Steps is stopped up under article 8 (permanent stopping up of road) any statutory undertaker whose apparatus is in Waverley Steps shall have the same powers and rights in respect of that apparatus, subject to the provisions of this paragraph, as if this Order had not been made.

(2) Network Rail shall give to any statutory undertaker whose apparatus is in Waverley Steps not less than 28 days’ notice in writing of its intention to stop up Waverley Steps under article 8.

(3) If Waverley Steps is stopped up under article 8 any statutory undertaker whose apparatus is in Waverley Steps may where reasonably necessary for the efficient operation of the undertaking of the statutory undertaker and, if reasonably requested to do so by Network Rail, shall—

- (a) remove the apparatus and place it or other apparatus provided in substitution for it in such other position as the statutory undertaker may reasonably determine and have power to place it; or
- (b) provide other apparatus in substitution for the existing apparatus and place it in such position.

(4) The allowable costs of the relocations works shall be—

- (a) determined in accordance with section 144 (sharing costs of necessary measures) of the 1991 Act and any regulations for the time being having effect under that section; and
- (b) borne by Network Rail and the statutory undertaker in such proportions as may be prescribed by any such regulations.

(5) In this paragraph—

“apparatus” has the same meaning as in Part 4 of the 1991 Act(c);

“relocation works” means works executed, or apparatus provided, under sub-paragraph (3); and

“statutory undertaker” has the same meaning as in the 1984 Act(d).

*Existing agreements*

3.—(1) Nothing in this Schedule shall affect the operation of any enactment or agreement in force or entered into before the date on which this Order is made and regulating the relations between Network Rail and a statutory undertaker in respect of any apparatus laid or erected in land belonging to Network Rail.

(2) In this paragraph—

“statutory undertaker” has the same meaning as in the 1984 Act.

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(a) 1989 c.29; section 6 was amended by the Utilities Act 2000 (c.27), section 30 and the Energy Act 2004 (c.20), sections 136(1) and (2) and 145(5) to (7), Schedule 19, paragraph 5 and Schedule 23, Part 1, paragraph 1.

(b) There are amendments to section 214 not relevant to this Order.

(c) For the definition of “apparatus” see sections 148(2) and 164(1) of the 1991 Act.

(d) For the definition of “statutory undertaker” see section 151(1) of the 1984 Act.

## PROTECTIVE PROVISIONS

## PART 1

## FOR PROTECTION OF SPECIFIED UNDERTAKERS

1.—(1) For the protection of the specified undertakers the provisions of this Part of this Schedule shall, except in so far as otherwise agreed in writing between Network Rail and any specified undertaker, have effect.

(2) The provisions of Schedule 7 (provisions relating to statutory undertakers) shall not apply in relation to apparatus to which this Schedule applies.

(3) Nothing in this Part of this Schedule shall affect the operation of any enactment or agreement in force or entered into before the date on which this Order is made and regulating the relations between Network Rail and a specified undertaker in respect of any apparatus laid or erected in land belonging to Network Rail.

*Interpretation*

2. In this Part of this Schedule—

“alternative apparatus” means alternative apparatus adequate to enable a specified undertaker to fulfil its statutory or licensed functions as effectively as is achievable using the apparatus which the alternative apparatus is to replace;

“apparatus” means—

- (a) in the case of a specified undertaker which is an electricity undertaker, electric lines or electrical plant (both as defined in the Electricity Act 1989(a)) belonging to or maintained by that undertaker;
- (b) in the case of a specified undertaker which is a gas undertaker, mains, pipes or other apparatus belonging to, or maintained by, a gas transporter within the meaning of Part 1 of the Gas Act 1986(b), for the purposes of gas supply;
- (c) in the case of a specified undertaker which is a water undertaker, mains, pipes or other apparatus belonging to, or maintained by the undertaker for the purposes of water supply; and
- (d) in the case of a specified undertaker which is a sewerage undertaker—

(i) any drain or works vested in the undertaker under the Water Industry (Scotland) Act 2002(c); and

(ii) any sewer which is so vested,

(not being apparatus in respect of which the relations between Network Rail and the undertakers are regulated by the provisions of Part 4 of the 1991 Act) and includes any structure in which apparatus is or is to be lodged or which gives or will give access to apparatus;

“notice” means notice in writing; and

“specified undertaker” means—

- (a) National Grid Gas plc (company no. 02006000) whose registered office is at 1-3 Strand, London WC2N 5EH;

(a) 1989 c.29, for the definitions of “electric line” and “electrical plant” see section 64 of that Act. The definition of “electrical plant” was amended by the Utilities Act 2000 (c.27), Schedule 6, Part 2, paragraph 38(3).

(b) 1986 c.44.

(c) 2002 asp 3.

- (b) Scotia Gas Networks PLC (company no. 04958135) whose registered office is at St Lawrence House, Station Approach, Horley, Surrey RH6 9HJ;
- (c) SP Power Systems Limited (company no. SC215841) whose registered office is at 1 Atlantic Quay, Robertson Street, Glasgow, Lanarkshire G2 8SP; and
- (d) Scottish Water Limited (company no. SC207004) whose registered office is at Castle House, 6 Castle Drive, Carnegie Campus, Dunfermline, Fife KY11 8GG,

or any person succeeding any such company as a licence holder within the meaning of Part 1 of the Electricity Act 1989<sup>(a)</sup>, a gas transporter within the meaning of Part 1 of the Gas Act 1986, a water undertaker within the meaning of the Water Industry (Scotland) Act 2002 or as a sewerage undertaker within the meaning of that Act; and “the specified undertaker” in relation to any apparatus means the specified undertaker to whom the apparatus belongs or by whom it is maintained.

*Acquisition of apparatus*

3. Notwithstanding any provision of this Order Network Rail shall not acquire any apparatus other than by agreement.

*Removal of apparatus*

4.—(1) If, in the exercise of the powers conferred by this Order, Network Rail acquires any interest in any land in which any apparatus is placed, that apparatus shall not be removed under this Part of this Schedule and any right of a specified undertaker to maintain that apparatus in that land shall not be extinguished until alternative apparatus has been constructed and is in operation to the reasonable satisfaction of the specified undertaker.

(2) If, for the purpose of constructing any works in, on or under any land purchased, held, appropriated or used under this Order, Network Rail requires the removal of any apparatus placed in that land, it shall give to the specified undertaker notice of that requirement, together with a plan and section 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 a specified undertaker reasonably needs to remove any of its apparatus) Network Rail shall, subject to sub-paragraph (3), afford to the specified undertaker the necessary facilities and rights for the construction of alternative apparatus in other land of Network Rail and thereafter 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 Network Rail, or Network Rail 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, the specified undertaker shall, on receipt of a notice to that effect from Network Rail, forthwith use its best endeavours to obtain the necessary facilities and rights in the land in which the alternative apparatus is to be constructed.

(4) Any alternative apparatus to be constructed in land of Network Rail under this Part of this Schedule shall be constructed in such manner and in such line or situation as may be agreed between the specified undertaker and Network Rail or in default of agreement settled by arbitration.

(5) The specified undertaker shall, after the alternative apparatus to be provided or constructed has been agreed or settled by arbitration, and after the grant to the specified undertaker of any such facilities and rights as are referred to in sub-paragraph (2) or (3), proceed with all reasonable despatch to construct and bring into operation the alternative apparatus and thereafter to remove any apparatus required by Network Rail to be removed under the provisions of this Part of this Schedule.

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<sup>(a)</sup> For the definition of “licence holder” see section 64 of that Act.

(6) Notwithstanding anything in sub-paragraph (5), if Network Rail gives notice to the specified undertaker that it desires itself to execute any part of so much of the work necessary in connection with the construction of the alternative apparatus, or the removal of the apparatus required to be removed, as will take place in any land of Network Rail, that work, instead of being executed by the specified undertaker, shall be executed by Network Rail with all reasonable despatch under the superintendence, if given, and to the reasonable satisfaction of the specified undertaker.

(7) Nothing in sub-paragraph (6) shall authorise Network Rail to execute the placing, installation, bedding, packing, removal, connection or disconnection of any apparatus, or execute any filling around the apparatus (where the apparatus is laid in a trench) within 300 millimetres of the apparatus.

#### *Alternative apparatus*

5.—(1) Where, in accordance with the provisions of this Part of this Schedule, Network Rail affords to a specified undertaker facilities and rights for the construction and maintenance in land of Network Rail of alternative apparatus in substitution for apparatus to be removed, those facilities and rights shall be granted upon such terms and conditions as may be agreed between Network Rail and the specified undertaker or in default of agreement settled by arbitration.

(2) In settling those terms and conditions in respect of the alternative apparatus to be constructed in or along any railway of Network Rail, the arbiter shall—

- (a) give effect to all reasonable requirements of Network Rail for ensuring the safety and efficient operation of the authorised works and for securing any subsequent alterations or adaptations of the alternative apparatus which may be required to prevent interference with any proposed works of Network Rail or the operation of its railway undertaking; and
- (b) so far as it may be reasonable and practicable to do so in the circumstances of the particular case, give effect to, if any, the terms and conditions applicable to the apparatus constructed in or along the railway for which the alternative apparatus is to be substituted.

(3) If the facilities and rights to be afforded by Network Rail in respect of any alternative apparatus, and the terms and conditions subject to which those facilities and rights are to be granted, are in the opinion of the arbiter less favourable on the whole to the specified undertaker 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, the arbiter shall make such provision for the payment of compensation by Network Rail to that undertaker as appears to the arbiter to be reasonable having regard to all the circumstances of the particular case.

#### *Construction of authorised works*

6.—(1) Not less than 28 days before commencing the construction of any work of the type referred to in paragraph 4(2) that is near to, or will or may affect, any apparatus the removal of which has not been required by Network Rail under paragraph 4(2), Network Rail shall submit to the specified undertaker a plan, section and description of the work to be constructed.

(2) Any such work shall be constructed only in accordance with the plan, section and description as submitted under sub-paragraph (1) and in accordance with such reasonable requirements as may be made by the specified undertaker in accordance with sub-paragraph (3) for the alteration or otherwise for the protection of the apparatus, or for securing access to the apparatus, and the specified undertaker shall be entitled by its officer to watch and inspect the construction of that work.

(3) Any requirements made by the specified undertaker under sub-paragraph (2) shall be made within a period of 14 days beginning with the date on which a plan, section and description under sub-paragraph (1) are submitted to it.

(4) If a specified undertaker, in accordance with sub-paragraph (3) and in consequence of the works proposed by Network Rail, reasonably requires the removal of any apparatus and gives notice to Network Rail of that requirement, the foregoing provisions of this Part of this Schedule shall have effect as if the removal of such apparatus had been required by the specified undertaker under paragraph 4(2).

(5) Nothing in this paragraph shall preclude Network Rail from submitting at any time, or from time to time, but in no case less than 28 days before commencing the construction of any work, a new plan, section and description of the work in lieu of the plan, section and description previously submitted, and at the time of such submission the provisions of this paragraph shall apply to, and in respect of, the new plan, section and description.

(6) Network Rail shall not be required to comply with sub-paragraphs (1) and (2) in a case of emergency but, in that case, it shall give notice to the specified undertaker as soon as is reasonably practicable, and shall provide a plan of the works so soon as reasonably practicable thereafter, and shall comply with those sub-paragraphs so far as is reasonably practicable in the circumstances.

*Removal, etc. expenses*

7.—(1) Subject to the following provisions of this paragraph, Network Rail shall repay to a specified undertaker the reasonable expenses incurred by that undertaker in, or in connection with, the inspection, removal, alteration or protection of any apparatus or the construction of any new apparatus which may be required in consequence of the execution of any such works as are referred to in paragraph 4(2).

(2) There shall be deducted from any sum payable under sub-paragraph (1) the value of any apparatus removed under the provisions of this Part of this Schedule, that value being calculated after removal.

(3) If in pursuance of the provisions of this Part 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,

and the placing of apparatus of that type or capacity or those dimensions or the placing of apparatus at that depth, as the case may be, is not agreed by Network Rail or, in default of agreement, is not determined by arbitration to be necessary, then, if such placing involves cost in the construction of works under this Part of 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 paragraph would be payable to the specified undertaker by virtue of sub-paragraph (1), shall be reduced by the amount of that excess.

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

- (a) an extension of apparatus to a length greater than the length of existing apparatus shall not be treated as placing of apparatus of greater dimensions than those of the existing apparatus; and
- (b) where the provision of a joint in a cable is agreed, or is determined to be necessary, the consequential provision of a jointing chamber or of a manhole shall 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 a specified undertaker in respect of works by virtue of sub-paragraph (1) shall, 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 the specified undertaker any financial benefit by deferment of the time for renewal of the apparatus in the normal course, be reduced by the amount which represents that benefit—

- (a) as calculated in accordance with any code of practice relating to necessary measures where apparatus is affected by or diverted to accommodate major works that has been approved under section 143(2) of the 1991 Act (measures necessary where apparatus affected by major works); or
- (b) if no such code of practice is in force, as agreed between Network Rail and the specified undertaker or (in the absence of agreement) determined by arbitration.

#### *Apparatus in stopped up road*

**8.**—(1) If Waverley Steps is stopped up under article 8 (permanent stopping up of road), any specified undertaker whose apparatus is in Waverley Steps shall have the same powers and rights in respect of that apparatus, subject to the provisions of this Part of this Schedule, as it enjoyed immediately before the stopping up, and Network Rail shall grant to the specified undertaker servitudes reasonably satisfactory to the specified undertaker in respect of the apparatus and access to it, but nothing in this paragraph shall affect any right of Network Rail or of the specified undertaker to require the removal of the apparatus under paragraph 4(2) or 6(4) or the power of Network Rail to carry out works under paragraphs 4 and 6.

(2) Network Rail shall give to any specified undertaker whose apparatus is in Waverley Steps not less than 28 days' notice of its intention to stop up Waverley Steps under article 8.

#### *Apparatus in temporarily stopped up road*

**9.** Notwithstanding the temporary stopping up or diversion of any road under article 10 (temporary stopping up, etc., of roads), any specified undertaker may do anything in the road which is reasonably necessary to enable that undertaker to inspect, repair, maintain, renew, remove or use any apparatus which at the time of the stopping up or diversion was in the road.

#### *Programming of works*

**10.** Where in consequence of the proposed construction of any of the authorised works, Network Rail or a specified undertaker requires the removal of apparatus under paragraph 4(2) or 6(4) or makes requirements for the protection or alteration of apparatus under paragraph 5, Network Rail 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 works and each specified undertaker shall use its best endeavours to co-operate with Network Rail for that purpose.

#### *Indemnity*

**11.**—(1) Subject to sub-paragraphs (2) and (3), if by reason or in consequence of the construction, maintenance or failure of any of the works referred to in paragraph 4(2), any damage is caused to any 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 other property of a specified undertaker, or there is any interruption in any service provided by the specified undertaker, Network Rail shall—

- (a) repay the cost reasonably incurred by the specified undertaker in making good such damage, or restoring the supply, and
- (b) make reasonable compensation to that undertaker for any other expenses, loss, damages, penalty or costs sustained or incurred by it,

by reason or in consequence of any such damage or interruption.

(2) Nothing in sub-paragraph (1) shall impose any liability on Network Rail with respect to any damage or interruption to the extent that such damage or interruption is attributable to the neglect or default of the specified undertaker, its officers, servants, contractors or other agents.

(3) A specified undertaker shall give Network Rail reasonable notice of any claim or demand described in sub-paragraph (1) and no settlement or compromise shall be made without the prior consent of Network Rail (not to be unreasonably withheld) which, if it withholds such consent, shall have the sole conduct of any settlement or compromise or of any proceedings necessary to resist the claim or demand.

#### *Exercise of safeguarding and survey powers*

**12.** Network Rail shall, so far as is reasonably practicable, so exercise the powers conferred by article 12 (safeguarding) as not to obstruct or render less convenient the access to any apparatus.

13. Network Rail shall not, in the exercise of the powers conferred by article 13 (survey), make any trial holes which interfere with any apparatus without the consent of the specified undertaker (which shall not be unreasonably withheld).

14. Any notice given under this Part of this Schedule shall be in writing and may be served in any of the ways provided by section 20 of the 2007 Act.

#### *Arbitration*

15. Any difference arising between Network Rail and a specified undertaker under this Part of this Schedule (other than a difference as to its meaning or construction) shall be determined by arbitration and in determining any difference under this Part of this Schedule the arbiter may require Network Rail to execute any temporary or other works so as to avoid, so far as may be reasonably possible, interference with the use of any apparatus.

## PART 2

### FOR PROTECTION OF BALMORAL HOTEL AND PRINCES MALL

1.—(1) For the protection of the protected landowners the provisions of this Part of this Schedule shall have effect except in so far as otherwise agreed in writing between Network Rail and a protected landowner.

(2) This Part of this Schedule is additional to any servitude or other right or any obligation which Network Rail may acquire from a protected landowner under article 14, 15, 16 or 17, and nothing in this Part of this Schedule prejudices the exercise of, or enjoyment of the benefit from, any such servitude, right or obligation.

#### *Interpretation*

2. In this Part of this Schedule—

“building regulations” means regulations made under section 1 of the Building (Scotland) Act 2003(a);

“CEC” means City of Edinburgh Council;

“damage” in the context of damage to protected property, means deterioration in the fabric or decoration of the protected property which is wholly or to a significant extent attributable to the construction or maintenance of a specified work;

“the fire escape” means the existing fire escape from the Balmoral Hotel to Waverley Steps, the approximate position of which is shown on sheet no. 1 of the Order plans marked “BH1”;

“notice” means notice in writing;

“plans” includes sections, drawings, specifications and method statements;

“portal PM1” and “portal PM2” mean respectively the existing portals in the east wall of Princes Mall providing access points between Princes Mall and Waverley Steps, the approximate positions of which are shown on sheet no. 1 of the Order plans marked “PM1” and “PM2”;

“portal PM3” means the portal to be provided in the east wall of Princes Mall as an access point between Princes Mall and Waverley Steps, the approximate position of which is shown on sheet no. 1 of the Order plans marked “PM3”;

“the portals” means portal PM1 and, prior to the provision of portal PM3, portal PM2, and thereafter means portal PM1 and portal PM3;

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(a) 2003 asp 8.

“PPG” means PPG Metro 39 Limited (company no. SC265768) whose registered office is at 9 Charlotte Square, Edinburgh EH2 4DR and its successors in title as head lessees of Princes Mall;

“protected landowner” means—

- (a) each of RFF, CEC and PPG in relation to Work No. 1; and
- (b) each of CEC and PPG in relation to—
  - (i) Works Nos. 2 and 3; and
  - (ii) portal PM3,

in the case of CEC, in its capacity as owner of the protected property;

“protected property” means the Balmoral Hotel or Princes Mall, as the case may be;

“protected property work” means any work (whether or not it is a work to which building regulations apply) which is carried out on the protected property and which affects the structure of the west wall of the Balmoral Hotel, the basements at the west end of the Balmoral Hotel, the east wall or the south wall of Princes Mall or the roof of Princes Mall;

“RFF” means Rocco Forte & Family Plc (company no. 3277921) whose registered office is at 70 Jermyn Street, London, SW1Y 6NY and its successors in title as owners of the Balmoral Hotel;

“specification of design details” means one or more documents which are so designated by Network Rail as providing details of the design and construction of any direct interface between a specified work and the protected property;

“specified work” means, in the case of RFF, Work No. 1 and, in the case of CEC and PPG, Works Nos. 1, 2 and 3 and portal PM3;

“the staff access doorway” means the existing staff access doorway in the west wall of the Balmoral Hotel providing an access point for staff between Waverley Steps and the Balmoral Hotel, the approximate position of which is shown on sheet no. 1 of the Order plans marked “BH2”; and

“Waverley Steps” includes, where the context so requires, the steps and escalators comprised in Work No. 1;

references to the use of the fire escape by RFF and the use of the portals as a fire escape include such use by, respectively RFF, CEC and PPG and their respective employees, agents and invitees; and

references to rights of access granted to CEC and PPG in respect of the use of the portals other than as fire escapes are to rights exercisable by CEC, PPG, their respective employees and agents, by the tenants and occupiers of and visitors to Princes Mall and by the invitees of CEC, PPG or such tenants and occupiers.

#### *Approval of specification of design details – specified works*

3.—(1) Before beginning to construct any specified work except portal PM3, Network Rail shall supply to the protected landowner a specification of design details together (by way of information) with plans of the work and such further particulars available to it as the protected landowner may within 14 days of the supply of the specification of design details, reasonably require.

(2) Any such specified work shall not be constructed except in accordance with the specification of design details as approved in writing by the protected landowner or settled in accordance with paragraph 15 and, where applicable, in accordance with any requirements specified under paragraph 3(3)(c).

(3) Any approval of a protected landowner required under this paragraph—

- (a) shall not be unreasonably withheld or delayed;

- (b) shall be deemed to have been given if it is neither given nor refused within 56 days of the supply of the specification of design details for approval in writing and, in the case of a refusal, accompanied by a statement of the grounds of refusal;
- (c) may be given subject to such reasonable requirements as the protected landowner may impose for the protection of the protected property.

*Notice of specified works*

4.—(1) Network Rail shall give to the protected landowner not less than 14 days' notice of its intention to commence construction of any specified work, or, in the case of repair carried out in an emergency, such notice as may be reasonably practicable, and notice of its completion not later than 7 days after the date on which it is brought into use.

(2) A protected landowner shall be entitled by its officer to watch and inspect the construction of any specified work.

*Access to specified works: provision of information*

5. Network Rail, on being given reasonable notice, shall—

- (a) at all times allow reasonable facilities to a protected landowner for access to a specified work during its construction for the purposes of assessing the effect of the specified work on the protected property; and
- (b) supply the protected landowner with such information as the protected landowner may reasonably require with regard to a specified work or the method of constructing it.

*Alterations to protected property*

6.—(1) If during the construction of a specified work, or during a period of 24 months after the completion of a specified work—

- (a) any alterations or additions to a protected property, either permanent or temporary, are reasonably necessary in consequence of the construction of the specified work in order to avoid damage to the protected property; and
- (b) the protected landowner gives to Network Rail reasonable notice of its intention to carry out such alterations or additions (which shall be specified in the notice),

Network Rail shall pay to the protected landowner the reasonable cost of those alterations or additions.

(2) Any sum payable under this paragraph shall include, in respect of any alterations and additions that are to be permanent, a capitalised sum representing the increase of the costs which may be expected to be reasonably incurred by the protected landowner in maintaining, and, when necessary, renewing any such alterations or additions.

*Maintenance of works*

7. If at any time after the completion of a specified work other than Work No. 2 a protected landowner gives notice to Network Rail that the state of maintenance of the work appears to be such that the work is causing or is likely to cause damage to the protected property, Network Rail shall, as soon as reasonably practicable after receipt of such notice, take such steps as may be reasonably necessary to put the work in such state of maintenance as not to cause such damage.

*Repayment of fees, etc.*

8. Network Rail shall repay to a protected landowner all reasonable fees, costs, charges and expenses (including payments to contractors undertaking the construction of portal PM3) reasonably and properly incurred by the protected landowner—

- (a) in approving any specification of design details supplied in accordance with paragraph 3;

- (b) in agreeing the proposals for portal PM3 under paragraph 13;
- (c) in inspecting the construction of any specified work, monitoring the effects of construction on the protected property or analysing information supplied under paragraph 5(b);
- (d) in constructing portal PM3; and
- (e) in connection with any alterations or additions the cost of which is payable by Network Rail under paragraph 6.

*Conduct of protected property works*

**9.** Paragraphs 3 to 8 shall apply to the carrying out by a protected landowner of any protected property work as if—

- (a) “Network Rail” referred to a protected landowner;
- (b) “protected landowner” referred to Network Rail;
- (c) “specified work” referred to protected property work; and
- (d) “protected property” meant the authorised works other than Work No. 2.

*Access through fire escapes*

**10.—(1)** Notwithstanding the extinguishment of rights effected by articles 8(2) and 26(1), until such time as Network Rail makes a grant of rights in accordance with sub-paragraph (3), and subject to paragraph 13, Network Rail shall so far as reasonably practicable, provide access to and from Waverley Steps and over Waverley Steps to Princess Street for the purpose of escape from fire—

- (a) to RFF from the fire escape; and
- (b) to CEC and PPG from the portals.

(2) Subject (in relation to CEC and PPG) to paragraph 13, in constructing Work No. 1 Network Rail shall provide a means of access to Waverley Steps and Princes Street from the fire escape and the portals for the purposes of this paragraph.

(3) Subject (in relation to CEC and PPG) to paragraph 13, Network Rail shall grant RFF, CEC and PPG such rights of access on to Waverley Steps and rights of way over Waverley Steps as may be necessary to enable RFF to use the fire escape and CEC and PPG to use the portals as fire escapes, in both cases at all times.

(4) Rights granted pursuant to this paragraph may be subject to such conditions as Network Rail may require for the purposes of protecting its property or its railway undertaking, including conditions obliging RFF, CEC and PPG to reimburse the cost to Network Rail of providing a means of access to Waverley Steps, or from Waverley Steps to Princes Street, that is secured at times when access over Waverley Steps is not available to the general public.

*Access through the staff access doorway and the portals*

**11.—(1)** Notwithstanding the extinguishment of rights effected by articles 8(2) and 26(1), until such time as Network Rail makes a grant of rights in accordance with sub-paragraph (3), and subject (in relation to CEC and PPG) to paragraph 13, Network Rail shall so far as reasonably practicable, provide access to and from Waverley Steps and over Waverley Steps to Princes Street—

- (a) to RFF from the staff access doorway; and
- (b) to CEC and PPG from the portals.

(2) Subject (in relation to CEC and PPG) to paragraph 13, in constructing Work No. 1 Network Rail shall provide means of access to Waverley Steps from the staff access doorway and the portals for the purposes of this paragraph.

(3) Subject (in relation to CEC and PPG) to paragraph 13, Network Rail shall grant RFF, CEC and PPG respectively rights of access through the staff access doorway and the portals to and from Waverley Steps, such rights to be exercisable at all times when access over Waverley Steps is available to the general public.

(4) Rights granted pursuant to this paragraph may be subject to such conditions as Network Rail may require for the purposes of protecting its property or its railway undertaking, including conditions obliging RFF, CEC and PPG to close and secure the staff access doorway and the portals at times when access over Waverley Steps is not available to the general public.

#### *Access to retail units*

**12.**—(1) Notwithstanding the extinguishment of rights effected by articles 8(2) and 26(1), until such time as Network Rail makes a grant of rights in accordance with sub-paragraph (2), Network Rail shall so far as reasonably practicable, permit RFF, its servants and agents and its tenants of shops 2 to 4, 3 and 5 Waverley Steps access over Waverley Steps for pedestrian traffic only to those shops at all times when access over Waverley Steps is available to the general public.

(2) Network Rail shall grant RFF a servitude right of access over Waverley Steps for pedestrian traffic only to shops 2 to 4, 3 and 5 Waverley Steps, such right to be exercisable at all times when access over Waverley Steps is available to the general public.

#### *Provision of portal PM3*

**13.**—(1) Network Rail shall, not later than the date on which it complies with paragraph 3 in relation to CEC and PPG, provide the protected landowner with its proposals for the construction of portal PM3 (“the proposals”), including plans and such further particulars available to it as the protected landowner may within 14 days of the supply of the specification of design details, reasonably require.

(2) The protected landowner shall within 21 days of the receipt of the proposals or the provision of further particulars, whichever is later, notify Network Rail as to whether it agrees the proposals.

(3) The parties shall endeavour to agree the proposals, including arrangements for construction to be carried out by either of them and the conditions and programming of construction.

(4) Network Rail may specify a date by which such agreement must be reached (being a date reasonably required so as to enable Network Rail to adhere to its programme for the construction of the authorised works), and if the parties fail to reach agreement by that date the proposals shall be deemed to be withdrawn.

(5) On the deemed withdrawal of the proposals Network Rail shall cease to be under any obligation to the protected landowner—

- (a) to provide portal PM3; or
- (b) to provide means of access for any purpose to or from Waverley Steps through portal PM2.

**14.** Any notice given under this Part of this Schedule shall be in writing and may be served in any of the ways provided by section 20 of the 2007 Act.

#### *Dispute resolution*

**15.** Any difference arising between Network Rail and any of RFF, CEC or PPG under this Part of this Schedule (other than a difference as to its meaning or construction or relating to portal PM3) shall be determined by arbitration.

## EXPLANATORY NOTE

*(This note is not part of the Order)*

This Order authorises Network Rail Infrastructure Limited (referred to in the Order as Network Rail) to construct, operate and maintain works to improve pedestrian access between Edinburgh Waverley station and Princes Street, Edinburgh. The works comprise new stairs and escalators to replace the existing Waverley Steps; lift shafts for two lifts from mezzanine level within the station to the roof level of the adjoining Princes Mall shopping centre; and a pedestrian walkway across the roof from the lifts to Princes Street. For the purposes of these works the Order authorises Network Rail compulsorily to acquire land and servitudes or other rights in land, to use land temporarily and to impose obligations as burdens on land. The Order also authorises the stopping up of Waverley Steps as a public road and provides that the new steps and escalators are to be operational land of Network Rail.

The Order removes statutory height restrictions on Edinburgh Waverley station and, separately, Princes Mall as affecting the authorised works.

The Order provides for the walkway across the roof of Princes Mall to vest in the roads authority (City of Edinburgh Council) as a public road and contains provision enabling the roads authority, Network Rail and the owner and head lessee of Princes Mall to make agreements concerning the maintenance of the walkway and responsibility for the cost of maintenance so that the roads authority does not incur expense in relation to the walkway. It also contains protective provisions for statutory undertakers and reciprocal protective provisions for the benefit of the three adjoining properties, namely Waverley Steps, the Balmoral Hotel to the east and Princes Mall to the west.

A copy of the book of reference, the Order plans and the Order sections mentioned in this Order and certified in accordance with article 39 (certification of plans, etc.) of this Order may be inspected free of charge during normal working hours at the offices of Network Rail at Buchanan House, 58 Port Dundas Road, Glasgow, G4 0LQ.

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