

6 February 2024

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**Attention: Marnix Elsenaar**

Dear Sirs,

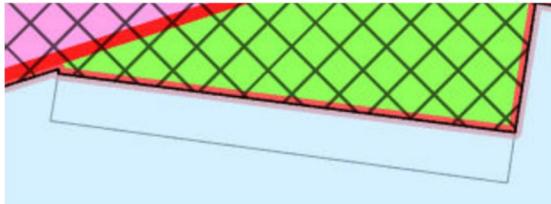
**THE NETWORK RAIL (OLD OAK COMMON GREAT WESTERN MAINLINE TRACK ACCESS) ORDER 202[ ] (the draft Order)**



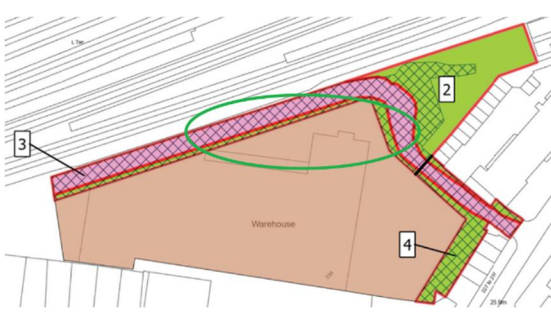
We refer to the revised land plans you shared with the Inspector (via the Programme Officer) and us on 31 January 2024. These are: the Order Land Plan, the Redline Plan, Site Sharing Scenario 1 – Land Plan 9, Site Sharing Scenario 2 – Land Plan 10, Site Sharing Scenario 3 – Land Plan 11 and the Permanent Easement Land Plan 12 (together, the **31 January 2024 Plans**).



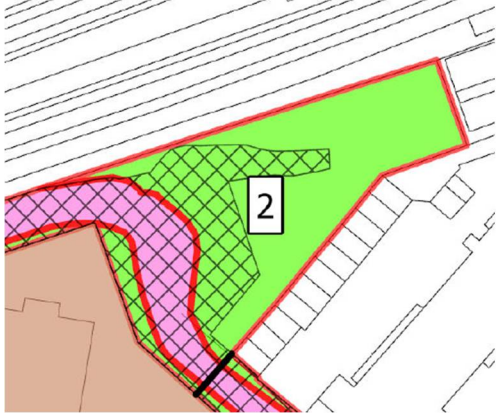
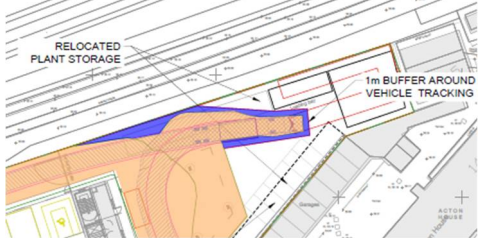
We also refer to our letters of 11 and 18 January 2024, which contained our comments on the previous versions of these plans. Not all our comments have been taken on board and we summarise those that are outstanding below.



In addition, we confirm that our comments on the plans found in BPL's additional objection submitted on 30 January 2024 (**BPL's Additional Objection**) (in particular, see paragraph 14 of BPL's Additional Objection) have not been addressed in the 31 January 2024 Plans and, therefore, those comments remain outstanding.

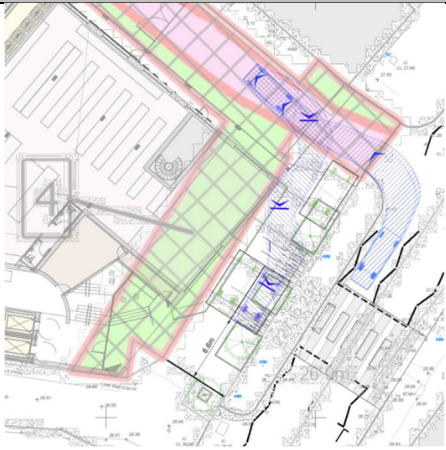
As previously requested, we consider that each plan should have its unique drawing reference number and updated dates to avoid confusion.

	Extract from the 31 January 2024 Plans	NRF comments
<i>General comments on all the 31 January 2024 Plans</i>		
1.	<p><u>Example 1 – boundary of warehouse (extract from Land Plan 9)</u></p> 	<p>The thickness of the redline is still encroaching into the boundary of the warehouse. The same applies to the boundary around 227-237 Horn Lane, and the boundary of BPL's proposed development (see paragraph 14(a) of BPL's Additional Objection).</p> <p>This comment applies to all the 31 January 2024 Plans.</p>

	Extract from the 31 January 2024 Plans	NRF comments
	<p><u>Example 2 – boundary of 227-237 Horn Lane (extract from the Order Land Plan)</u></p> 	
2.	<p><u>Extract from Land Plan 9</u></p>  <p><u>Extract from Land Plan 10</u></p> 	<p>See our comments at paragraph 14(b) of BPL's Additional Objection. In summary, Network Rail have indicated that they require the area approximately circled in green on Land Plan 9, but they do not require the same area (also approximately circled green) on Land Plan 10. Land Plan 9 and the Order Land Plan should be revised to remove this area.</p>
3.	<p><u>Extract from Land Plan 9</u></p>	<p>See our comments at paragraph 14(c) of BPL's Additional Objection. In summary, Network Rail have indicated that they require area numbered "4" on Land Plan 9 and Land Plan 10, but there is no scenario presented by Network Rail that they require both these areas. Yet, both these areas are included on the Order Land Plan.</p>

	Extract from the 31 January 2024 Plans	NRF comments
	 <p>Extract from Land Plan 10</p> 	<p>We also note that Network Rail would not be able to park minibuses in the area shown in Figure 10 of BPL's Additional Objection due to its awkward shape.</p>
<b>Site Sharing Scenario 2 – Land Plan 10</b>		
4.		<p>Please ensure that the correct tracking is applied to this area to ensure that the appropriate tolerance value is taken into account in accordance with swept path analysis used throughout the Inquiry for vehicle turning (0.5m in forwards gear and 1.0m in reverse) (this was not shown on previous swept path prepared by Velocity). See Velocity's updated plan enclosed 23-163-T-036/B – extract below:</p>  <p>We note that Land Plan 9 includes a tolerance that varies, but mostly greater than 1.0m (see enclosed 23-163-T-046/A and extracts below). Land Plan 9 and Land Plan 10 should be consistent:</p>

	Extract from the 31 January 2024 Plans	NRF comments
		
5.		<p>See our comments at paragraph 14(d) of BPL's Additional Objection. In summary, the area numbered "4" falls within BPL's proposed development.</p> <p>We understand that there was a meeting on 30 January 2024 between Mr Ford and BPL's consultants (Mr Gallop, Mr Abbott and Mr Gent) to discuss site sharing.</p> <p>Following the meeting, on 5 February 2024 Mr Gent shared with Mr Ford Velocity Drawing "23-163-T-056 (Rev A) – Minibus Parking Area 4A – Swept Path Analysis of 4.6 Light Van" which shows that 3 minibuses can park independently in Area 5 (as identified in Land Plan 11) instead of Area 4 (as identified in Land Plan 10) (see extract below). The shared use of Area 5 instead of Area 4 would meet Network Rail's parking requirements for 3 minibuses whilst at the same time addressing the conflict identified between Land Plan 10 and BPL's proposed development. Network Rail's feedback on this proposal is awaited.</p>

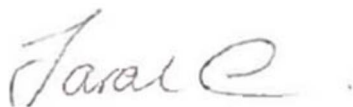
	Extract from the 31 January 2024 Plans	NRF comments			
					
Site Sharing Scenario 3 – Land Plan 11					
6.	<table border="1"><tr><td>Number on Plan</td></tr><tr><td>3</td></tr><tr><td>5m Height clearance required Easement to cater for maximum axle weights in the Road Vehicles (Authorised Weight) Regulations 1998</td></tr></table>	Number on Plan	3	5m Height clearance required Easement to cater for maximum axle weights in the Road Vehicles (Authorised Weight) Regulations 1998	Please amend to: “ <b>Easement of 5m Height clearance required. Easement to cater for maximum axle weights in the Road Vehicles (Authorised Weight) Regulations 1998</b> ”.
Number on Plan					
3					
5m Height clearance required Easement to cater for maximum axle weights in the Road Vehicles (Authorised Weight) Regulations 1998					

Please note that, as previously, our comments on the plans provided in this letter are subject to any further instructions from our client and/or their technical advisers.

We will be providing comments on the draft unilateral undertaking you shared on 31 January 2024 under separate cover.

We have copied this letter to the Programme Officer.

Yours sincerely



Sarah Fitzpatrick

Enclosures: Velocity Drawing 23-163-T-046 (Rev A) – Plan 9 – Operational Warehouse Additional Shared Access Area; Velocity Drawing 23-163-T-036 (Rev B) – Network Rail Site Sharing; Velocity Drawing 23-163-T-056 (Rev A) – Minibus Parking Area 4A – Swept Path Analysis of 4.6 Light Van