



Dated

2024

NETWORK RAIL INFRASTRUCTURE LIMITED

To

BELLAVIEW PROPERTIES LIMITED

**DEED OF UNILATERAL
UNDERTAKING**

**relating to the Network Rail
(Old Oak Common Great
Western Mainline Track
Access) Order 202[X]**

This Deed of Unilateral Undertaking is dated the 2024 and is given by

- (1) **Network Rail Infrastructure Limited** (Company No. 02904587) whose registered office is at Waterloo General Office, London SE1 8SW (**Network Rail**)

To

- (2) **Bellaview Properties Limited** (Company No. 03402244) whose registered office is at c/o Stephenson Harwood LLP, 1 Finsbury Circus, London EC2M 7SH (**Bellaview**)

Whereas

- (A) Network Rail made an application to the Secretary of State for Transport on 17 April 2023 for the Network Rail (Old Oak Common Great Western Mainline Track Access) Order 202[X] (**Order**).
- (B) The purpose of the Order is to secure the compulsory acquisition of rights in land, the temporary use of land and rights to use part of the Property (as hereinafter defined) as a temporary construction compound, including construction of a ramp, which are required in relation to the proposed development of a temporary and permanent road rail vehicle access point on to the Great Western Main Line railway (**the Purposes**) to enable the delivery of the Old Oak Common Station, as well as further maintenance of the railway.
- (C) Bellaview is the freehold owner of 239 Horn Lane, London W3 9ED registered at the Land Registry under title number AGL22605 (**Property**).
- (D) Network Rail gives this Undertaking by Deed to address concerns raised by Bellaview in relation to the Order.

It is agreed

1 Interpretation

- 1.1 In this Undertaking the words and expressions shall have the meanings given in the Recitals above or as set out below:

BPL's Liaison Officer means: (a) a person (if any) notified by Bellaview to Network Rail as a point of contact for Network Rail for the purposes of this Undertaking in connection with Network Rail's use of and/or the undertaking of works by Network Rail on the Scenario One Property and / or the Scenario Two Property; or (b) if no such person has been so notified, Bellaview's Company Secretary at its registered address;

Construction Hours means 7am to 6.15pm Monday to Friday inclusive and 7.15am to 1.15pm on Saturdays;

CPO Compensation Code means the obligations to pay compensation in accordance with the principles derived from the body of statute and case law and established practice applicable to the ascertainment, payment of determination of compensation in relation to compulsory acquisition including (but not limited to) the Land Compensation Acts of 1961 and 1973, the Compulsory Purchase Act 1965, the Planning and Compensation Act 1991, the Planning and Compulsory Purchase Act 2004 and the Planning Act 2008 in each case as amended from time to time;

Development Site means the parts of the Property shown shaded brown on the Scenario Two Plan;

Implementation means the carrying out in relation to the Planning Permission of any material operation as defined by section 56(4) of the Town and Country Planning Act 1990;

Light Commercial Vehicle means a minibus, small van and flatbed and including but not limited to vehicles in the Iveco daily range;

Maximum Vehicle Size means a vehicle up to 18m long, up to 3.2m wide and up to 5m high and carrying up to the maximum axle weights as defined in the Road Vehicles (Authorised Weight) Regulations 1998;

New Warehouse means a new warehouse constructed pursuant to the Planning Permission;

New Warehouse Northern Entrance means the entrance to the New Warehouse nearest to the Great Western Mainline Railway;

New Warehouse Opening and Delivery Hours mean the hours of 6.15am to 5.15pm Mondays to Fridays inclusive and 6.15am to 12.15pm on Saturdays;

New Warehouse Southern Entrance means the entrance to the New Warehouse nearest Horn Lane;

NR's Liaison Officer means a person notified by Network Rail to Bellaview as a point of contact for Bellaview for the purposes of this Undertaking in connection with Network Rail's use of, and/or the undertaking of works by Network Rail on, the Scenario One Property and / or the Scenario Two Property;

Planning Permission means planning permission granted by the London Borough of Ealing on 29 December 2023 under reference 225069FUL for construction of a building ranging in height from 6 to 15 storeys, to provide builders merchants (Use Class Sui Generis) at ground and first floor level, and 185 self-contained residential units (Use Class C3) and associated amenity space above; hard and soft landscaping works; provision of car and cycle parking; works to provide means of access for both pedestrians and vehicles from Horn Lane and all other works incidental to the development and any amendments to such planning permission granted by the local planning authority or by the Secretary of State on appeal;

Possession means any possession of the railway secured by Network Rail for the Purposes the duration of which is determined by Network Rail;

Possession Period means any period of time during which a Possession is in effect including four hours before the start of that Possession and one hour and fifteen minutes after the end of that Possession;

Project Manager means: (a) a person (if any) appointed by Bellaview to manage the construction of the Development Site; or (b) if no such person has been appointed, Bellaview's Company Secretary at its registered address;

Ramp means the ramp shown cross hatched green on the redline plan appended to this Deed at Appendix 4;

Scenario One Plan means the plan appended at Appendix 1;

Scenario One Property means the parts of the Property shown (for identification purposes only) cross hatched on the Scenario One Plan (and for the avoidance of doubt excludes the Scenario One Retained Land);

Scenario One Retained Land means that part of the Property shown (for identification purposes only) coloured green and not cross hatched on the Scenario One Plan;

Scenario Three Plan means the plan appended at Appendix 3;

Scenario Two Plan means the plan appended at Appendix 2;

Scenario Two Property means the parts of the Property shown (for identification purposes only) cross hatched on the Scenario Two Plan (and for the avoidance of doubt excluding the Scenario Two Retained Land);

Scenario Two Retained Land means that part of the Property as shown (for identification purposes only) coloured green and not cross hatched on the Scenario Two Plan;

Warehouse means the existing warehouse, its yard and parking area shown marked "Warehouse" and shaded blue on the Scenario One Plan

Warehouse Opening and Delivery Hours means the hours of 6.15am to 5.15pm Mondays to Fridays inclusive and 6.15am to 12.15pm on Saturdays

Warehouse Northern Entrance means the entrance to the Warehouse nearest to the Great Western Mainline Railway;

Warehouse Southern Entrance means the entrance to the Warehouse nearest Horn Lane;

Working Day means any day from Monday to Friday inclusive which is not Christmas Day, Good Friday or a statutory holiday

1.2 Where the context so requires:

- (a) the singular includes the plural;
- (b) references to any party shall include the successors in title of that party;
- (c) where a party includes more than one person any obligations of that party shall be joint and several only where expressly stated to be so;
- (d) references to clauses and schedules are references to clauses and schedules in this Deed;
- (e) any reference to any enactment shall include any statutory modification extension or re-enactment of that enactment for the time being in force;
- (f) words importing gender shall include the masculine, feminine and neuter genders;
- (g) words importing persons shall include firms, companies and corporations and vice versa; and
- (h) "including" means "including, without limitation".

- 1.3 Where a plan attached to this Deed shows the boundary of an area edged in red and the red line is drawn over the top of a black line it is the black line which shows the boundary of the relevant area.

2 Legal Effect

- 2.1 The obligations in clause 3 of and the Schedule to this Deed are conditional on the Order being made by the Secretary of State for Transport and implemented by Network Rail.
- 2.2 If the Order having been made by the Secretary of State expires without having been implemented, or is revoked or otherwise withdrawn or quashed following a successful legal challenge this Deed shall cease to have effect.
- 2.3 Insofar as any clause or clauses of this Deed are found (for whatever reason) to be invalid illegal or unenforceable then such invalidity illegality or unenforceability shall not affect the validity or enforceability of the remaining provisions of this Deed.
- 2.4 Network Rail does not intend that anyone other than Bellaview and its successors in title should be able to enforce the terms of this Deed by virtue of the Contracts (Rights of Third Parties) Act 1999.
- 2.5 References in this Deed to Network Rail include its successors in statutory function and include persons deriving title through or under them.

3 Covenants

- 3.1 Subject to clause 3.2, Network Rail hereby irrevocably undertakes to Bellaview on behalf of itself and any person to whom powers under the Order have been transferred:
- (a) to exercise any powers of temporary possession under the Order in relation to any part of the Property only in accordance with the terms of this Deed but for the avoidance of doubt this Deed does not apply to the exercise by Network Rail of powers under article 6 (power to acquire new rights) under the Order;
 - (b) to provide BPL's Liaison Officer with the contact details of the NR Liaison Officer at least 14 Working Days before Network Rail intends to take possession of any part of the Property and:
 - (i) those contact details will include as a minimum a name, a mobile phone number, email address and details of the NR Liaison Officer's physical place of work;
 - (ii) Network Rail may at any time appoint a different individual as the NR Liaison Officer and in such case will provide BPL's Liaison Officer with the details referred to above within 10 Working Days' of that individual's appointment;
 - (iii) where the NR Liaison Officer is unavailable for any material period of time, for example due to sickness or holidays, then BPL's Liaison Officer will be given notice of the above details for an alternative temporary appointee as soon as reasonably practicable with a view to ensuring that BPL's Liaison Officer will have an appointee it can contact at all times;
 - (c) to comply with the covenants restrictions and obligations in Schedule 1; and

- (d) to provide BPL's Liaison Officer with details in writing of any Possession Period not less than 6 months before that Possession Period is due to commence and thereafter with not less than 10 Working Days' notice of any change to a Possession Period of which BPL's Liaison Officer has previously been notified;
- (e) to work in a cooperative and collaborative manner with Bellaview to achieve collaborative solutions to enable both Network Rail's use of and works on the Property together with either:
 - (i) the operation of a builder's merchant from the Warehouse and the New Warehouse; or
 - (ii) the progress of development on the Development Site in accordance with the Planning Permission.

3.2 If Bellaview and Network Rail so agree, any commitments made by Network Rail in this Deed, including the covenants in Schedule 1, may be amended, cancelled or replaced. Any such agreement must be made by written deed.

4 Compensation and mitigation

4.1 Network Rail acknowledge that Bellaview will be entitled to claim compensation under the Compensation Code in respect of the exercise of powers by Network Rail pursuant to the Order as restricted by this deed. Nothing in this Deed of Undertaking is intended to prejudice any claim Bellaview may be entitled to make for compensation pursuant to the Compensation Code.

4.2 Network Rail has given this Undertaking by Deed in order to achieve a collaborative solution and to avoid or mitigate the impacts on the Property of the exercise of the powers pursuant to the Order.

5 Notices

Any notice given under or in relation to this Deed must be in writing and must refer to this Deed and will be deemed to be sufficiently served if sent by recorded delivery, registered post, or hand delivered.

6 Governing Law

This Deed is governed by and interpreted in accordance with the laws of England.

IN WITNESS whereof Network Rail has executed this undertaking as a Deed and it is delivered on the date first above written

Schedule 1

Network Rail's Covenants

Scenario 1 Property

- 1 If Network Rail receives a prior written notice from Bellaview providing Network Rail with 10 Working Days' prior notice that Bellaview requires the Scenario One Property to operate a builders' merchant business from the Warehouse, Network Rail will, subject to paragraph 2, only exercise the following rights over the Scenario One Property, notwithstanding the rights granted to Network Rail under the Order:
 - (a) over the part of the Scenario One Property shown coloured pink and hatched on the Scenario One Plan:
 - (i) subject to paragraph (c) below, a right of way at all times to pass and repass with or without vehicles up to the Maximum Vehicle Size;
 - (ii) subject to paragraph (c) below, a right to install a gate and associated fencing and to operate a gate at all times, the approximate location of which is shown by a black line on the Scenario One Plan with the precise location to be determined by Network Rail (having given BPL's Liaison Officer an opportunity to provide its comments in writing on the precise location and used reasonable endeavours to take such comments on board) and acting reasonably and Bellaview will be permitted access through such gate during Warehouse Opening and Delivery Hours but Bellaview will not be able to have access through such gate during a Possession Period;
 - (iii) subject to Network Rail giving to BPL's Liaison Officer not less than 10 Working Days' prior notice, a right to park vehicles up to the Maximum Vehicle Size reprofile the surface, to undertake utilities works and other associated works for the ground lowering associated with the provision of the Ramp and/or to store materials for the purposes of constructing the Ramp or the new road rail access point on the part of the Scenario One Property shown coloured pink and hatched and to the north of the gate installed pursuant to paragraph 1(a)(ii) for a period of up to 4 weeks; and
 - (iv) subject to paragraph (c) below a right to park vehicles up to the Maximum Vehicle Size and to store materials on the following basis:
 - (A) during a Possession Period, at any time;
 - (B) outside a Possession Period, at any times outside of the Warehouse Opening and Delivery Hours but Network Rail will not park vehicles or store plant and machinery on the part of the Scenario One Property shown coloured pink and hatched perpendicular to the railway between 5.15pm on any Monday and 6.15am on the following Saturday.
 - (b) over the part of the Scenario One Property shown coloured green and hatched on the Scenario One Plan:
 - (i) subject to paragraph (c) below a right of way at all times to pass and repass with or without vehicles up to the Maximum Vehicle Size;

- (ii) subject to paragraph (c) below a right to park vehicles up to the Maximum Vehicle Size and to store materials on the following basis:
 - (A) during a Possession Period, at any time;
 - (B) outside a Possession Period, at any times outside of the Warehouse Opening and Delivery Hours.
 - (iii) subject to paragraph (c) below, a right to install a gate and associated fencing and to operate a gate at all times, the approximate location of which is shown by a black line on the Scenario One Plan with the precise location to be determined by Network Rail (having given Bellaview an opportunity to provide its comments in writing on the precise location and used reasonable endeavours to take such comments on board) and acting reasonably (and for the avoidance of doubt, the gate to be installed is not in addition to the gate referred to in paragraph 1(a)(ii)), and Bellaview will be permitted access through such gate during Warehouse Opening and Delivery Hours but Bellaview will not be able to have access through such gate during a Possession Period; and
 - (c) Subject to the provisions of paragraph 2 below, the exercise of the rights referred to in (a)(i), (ii) and (iv) and (b)(i),(ii) and (iii) above will not:
 - (i) during Warehouse Opening and Delivery Hours outside of a Possession Period, prevent access to and egress from the Warehouse Northern Entrance; and
 - (ii) at any time (including during a Possession Period), prevent Bellaview from gaining access to and egress from the Warehouse via the Warehouse Southern Entrance.
- 2 In exercising its rights pursuant to the Order and notwithstanding paragraphs 1(a) to (c) above, Network Rail may require to possess land or carry out operations which will prevent Bellaview's ability to operate a builders' merchant from the Warehouse on the basis of matters concerning the safety and/or operation of the railway and/or operations of Network Rail in their capacity as the railway infrastructure manager and in such case:
- (a) the NR Liaison Officer will contact the BPL Liaison Officer as soon as the need for the restriction becomes apparent giving as much notice as reasonably practicable (except in emergency, or a Possession overrun, when the required notice may be given to Bellaview following Network Rail having prevented Bellaview's ability to operate a builders' merchant from the Warehouse) providing details of the duration and nature of the restriction;
 - (b) the NR Liaison Officer must have regard to any proposals provided to them by the BPL Liaison Officer to mitigate as far as reasonably practicable any restriction on Bellaview's ability to operate a builders' merchants from the Warehouse and Network Rail must endeavour to comply with such proposals where it is in Network Rail's opinion reasonably practicable to do so.

Scenario Two Property

- 3 If Network Rail receives a prior written notice from Bellaview providing Network Rail with 10 Working Days' prior notice that Bellaview requires the Scenario Two Property to redevelop the Development Site, Network Rail will, subject to paragraph 6, only exercise the following rights

over the Scenario Two Property, notwithstanding the rights granted to Network Rail under the Order:

- (a) over the part of the Scenario Two Property shown coloured pink and hatched on the Scenario Two Plan:
 - (i) subject to paragraph (c) below a right of way to pass and repass at all times with or without vehicles up to the Maximum Vehicle Size; and
 - (ii) subject to paragraph (c) below a right to install a gate and associated fencing and to operate a gate at all times the approximate location of which is shown by a black line on the Scenario Two Plan with the precise location to be determined by Network Rail (having given BPL's Liaison Officer an opportunity to provide its comments in writing on the precise location and used reasonable endeavours to take such comments on board) and acting reasonably and Bellaview will be permitted access through such gate during Construction Hours but Bellaview will not be able to have access through such gate during Possession Periods; and
 - (iii) subject to Network Rail giving to the Project Manager not less than 10 Working Days' prior notice, a right to park vehicles up to the Maximum Vehicle Size, reprofile the surface, to undertake utilities works and other associated works for the ground lowering associated with the provision of the Ramp and/or store materials for the purposes of construction of the Ramp or the new road rail access point on the part of the Scenario Two Property shown coloured pink and hatched and to the north of the gate installed pursuant to paragraph 2(a)(ii) only for a period of up to 4 weeks;
 - (iv) subject to paragraph (c) below a right to park vehicles up to the Maximum Vehicle Size and to store materials on the following basis:
 - (A) during a Possession Period, at any time;
 - (B) outside a Possession Period, at any times outside of the Construction Hours but Network Rail will not park vehicles or store plant and machinery on the part of the Scenario Two Property shown coloured pink and hatched perpendicular to the railway between 6.15pm on any Monday and 7.15am on the following Saturday or if the New Warehouse is operational, between 5.15pm on any Monday and 6.15am on the following Saturday.
- (b) over the parts of the Scenario Two Property shown coloured green and hatched on the Scenario Two Plan :
 - (i) subject to paragraph (c) below a right of way to pass and repass at all times with or without vehicles up to the Maximum Vehicle Size;
 - (ii) subject to paragraph (c) below a right to park vehicles up to the Maximum Vehicle Size and to store materials on the following basis:
 - (A) during a Possession Period, at any time;
 - (B) outside a Possession Period, at any times outside of the Construction Hours;

- (iii) subject to paragraph (c) below a right to install a gate and associated fencing the approximate location of which is shown by a black line on the Scenario Two Plan the precise location to be determined by Network Rail (having given Bellaview an opportunity to provide its comments in writing on the precise location and used reasonable endeavours to take such comments on board) and acting reasonably (and for the avoidance of doubt, the gate to be installed is not in addition to the gate referred to in paragraph 3(a)(ii)) and Bellaview will be permitted access through such gate during Construction Hours but Bellaview will not be able to have access through such gate during a Possession Period
- (c) If Bellaview have commenced operation of the New Warehouse, subject to the provisions of paragraph 6 below, the exercise of the rights referred to in (a)(i),(ii) and (iv) and (b)(i),(ii) and (iii) above will not:
 - (i) during New Warehouse Opening and Delivery Hours outside of a Possession Period, prevent access to and egress from the New Warehouse Northern Entrance; and
 - (ii) at any time (including during a Possession Period), prevent Bellaview from gaining access to and egress from the New Warehouse via the New Warehouse Southern Entrance.
- (d) If Network Rail has received from Bellaview a notice in writing giving not less than 6 months' notice to Network Rail that it requires the rights reserved for Network Rail by paragraph 3(b) to be suspended in respect of parts of the Scenario Two Property shown coloured green and hatched on the Scenario Two Plan and for such periods specified in the notice (**Suspension Notice**) to enable Bellaview to construct columns comprising part of the development authorised by the Planning Permission, the following shall apply:
 - (i) if Network Rail agrees with the areas and dates specified in the Suspension Notice such rights will not be exercised by Network Rail during the dates and in respect of the areas specified and Network Rail will liaise with the Project Manager in relation to the operation of the suspension and Network Rail undertakes that its rights may be suspended for up to 4 separate periods each of up to 2 weeks only;
 - (ii) if Network Rail does not agree with the areas and dates specified in the Suspension Notice because of the impact of the suspension of its reserved rights on its construction programme, Network Rail may notify Bellaview that it does not agree to its rights being suspended as proposed and in such circumstances Network Rail must provide to Bellaview alternative dates on which its rights over the areas specified in the Suspension Notice can be suspended and following receipt of a notice from Bellaview that the alternative dates are acceptable Network Rail's rights will be suspended during such alternatives dates.
- (e) Once the New Warehouse is operational, references in this paragraph 3 to Construction Hours must be read as New Warehouse Opening and Delivery Hours.

4 In respect of Network Rail's use of the Scenario Two Property, if Bellaview grants to Network Rail for the benefit of the Scenario Two Retained Land a right to park vehicles on the land shown coloured grey and hatched on the Scenario Three Plan (or such other land within the Property

which Network Rail considers provides Network Rail with suitable access and egress and the ability to park at least three Light Commercial Vehicles) in such form as Network Rail considers satisfactory then Network Rail will release the right reserved by Network Rail pursuant to paragraph 3(b)(ii) in respect of the part of the Scenario Two Property coloured green and hatched and labelled Plot 4 on the Scenario Three Plan but for the avoidance of doubt that right will continue in respect of the remainder of the Scenario Two Property coloured green and hatched on the Scenario Three Plan.

- 5 The right granted under paragraph 4 above may provide for Bellaview to switch the location of Network Rail's right to park from time to time from the land shown coloured grey and hatched on the Scenario Three Plan (or such other land described in paragraph 4) to the land coloured green and hatched and labelled Plot 4 on the Scenario Three Plan and back again as the requirements of construction on the Development Site might dictate, and as notified by the Project Manager to NR's Liaison Officer PROVIDED ALWAYS that Network Rail will retain at least three individually accessible parking spaces accessible to Light Commercial Vehicles.
- 6 In exercising its rights pursuant to the Order and notwithstanding paragraphs 3 to 5 above, Network Rail may require to possess land or carry out operations which will restrict Bellaview's ability to progress construction of the development pursuant to the Planning Permission at the Development Site on the basis of matters concerning the safety and/or operation of the railway and/or operations of Network Rail in their capacity as the railway infrastructure manager and in such case:
 - (a) the NR Liaison Officer will contact the BPL Liaison Officer as soon as the need for the restriction becomes apparent giving as much notice as possible (except in an emergency or possession overrun when the required notice may be given to Bellaview following Network Rail having restricted Bellaview's ability to progress construction on the Development Site) providing details of the duration and nature of the restriction;
 - (b) the NR Liaison Officer must have regard to any proposals provided to them by the Project Manager to mitigate as far as reasonably practicable any restriction on Bellaview's ability to progress construction on the Development Site and Network Rail must endeavour to comply with such proposals where it is in Network Rail's opinion reasonably practicable to do so.
- 7 For the avoidance of doubt, this Undertaking does not restrict the exercise of Network Rail's rights as may be granted by the Order over any parts of the Property shown coloured green (and not hatched) on the Scenario One Plan and/or the Scenario Two Plan.

EXECUTED AS A DEED by)
NETWORK RAIL INFRASTRUCTURE)
LIMITED acting by its attorney)
Roopa Deshmukh)
.....)
in exercise of a power of attorney dated)
04 December 2023)
in the presence of:)

DocuSigned by:
Roopa Deshmukh
7159A160296B429
.....
Acting as attorney for NETWORK RAIL
INFRASTRUCTURE LIMITED

Signature of Witness: Katherine Oredugba
1466C328CA4448C...

Name: Katherine Oredugba.....

Address: Waterloo General Office | London | SE1 8SW..

I confirm that I was physically present when signed this Deed

DocuSigned by:
Katherine Oredugba
1466C328CA4448C...
Signature of Witness:

APPENDIX 1
SCENARIO ONE PLAN

Transport and Works Act 1992

The Network Rail (Old Oak Common Great Western Mainline Track Access) Order

London Borough of Ealing

Site Sharing Scenario 1

Land Plan 9

Sheet 1 of 1

DocuSigned by:

RooPa Deshmukh

7159A160296B429...

Key:

Land to be Temporarily Used

Number on Plan

2, 4

Land to be Temporarily Used and Permanent Rights of Access

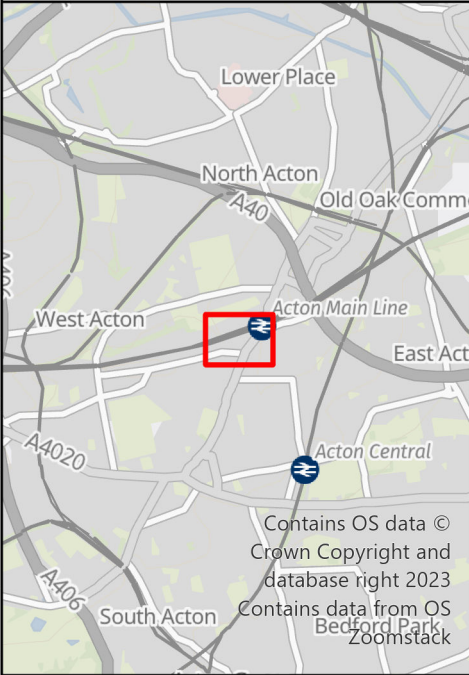
Number on Plan

3

Shared Use Area

Existing Warehouse

Proposed Gate Location (Not Surveyed)



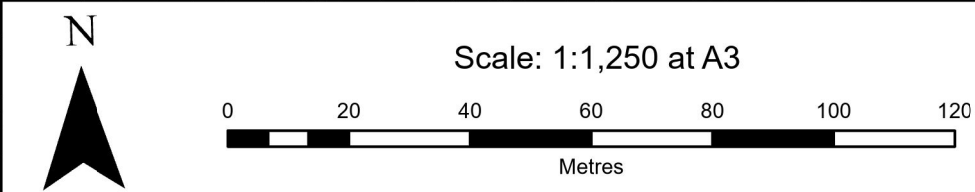
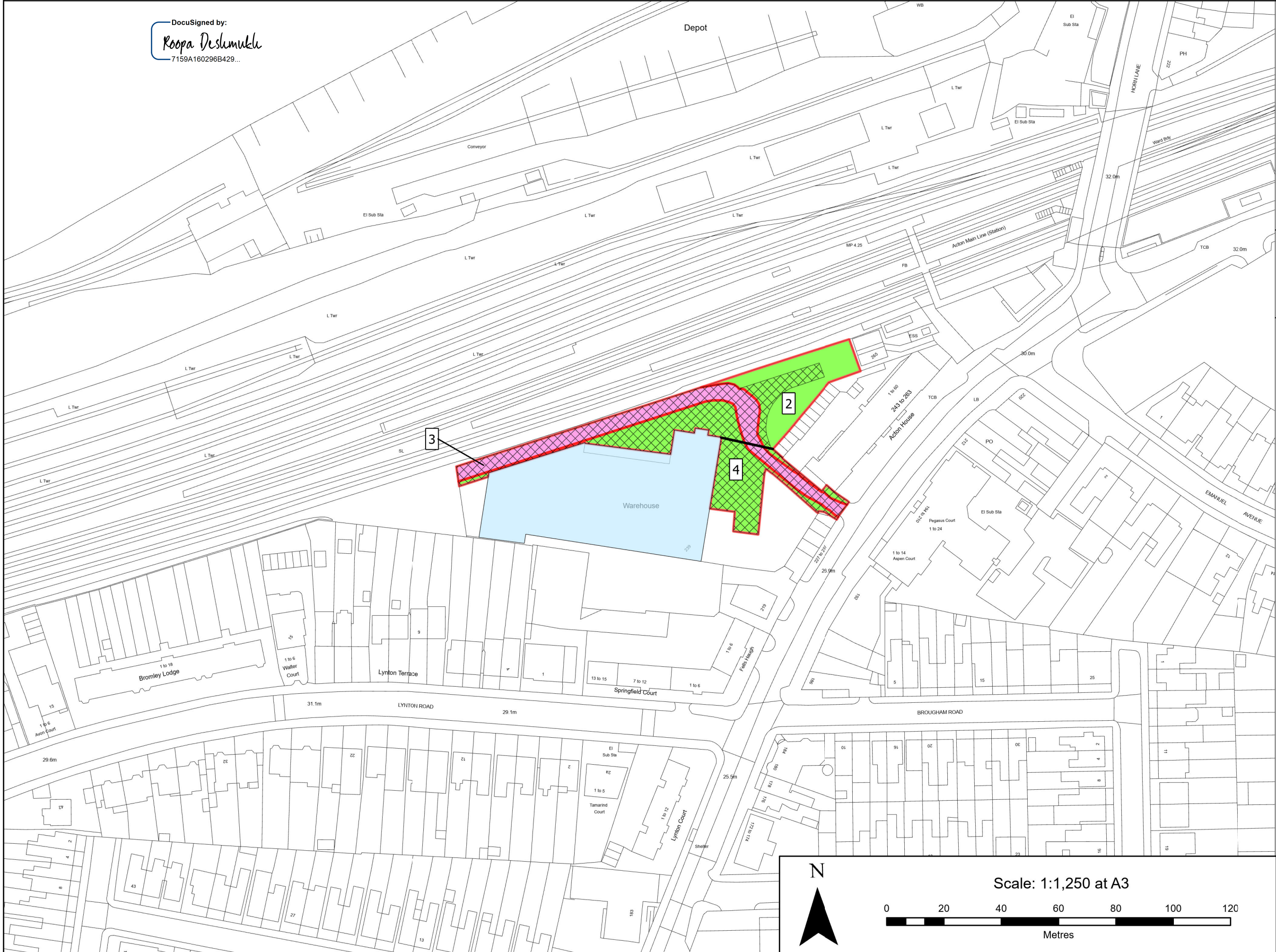
DRW No: NR_OOC_LP9_1250

Location: Old Oak Common, Acton
Map Centre: 520215, 181137

Version: 1.0 Date: 12/04/2023

Where applicable the plot boundaries show the general boundary of the registered land, it does not show the exact line of the boundaries. Measurements scaled from this plan may not match measurements between the same points on the ground.

© Crown copyright 2023 OS 100022432.
You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form.



APPENDIX 2
SCENARIO TWO PLAN

Transport and Works Act 1992

The Network Rail (Old Oak Common Great Western Mainline Track Access) Order

London Borough of Ealing

Site Sharing Scenario 2

Land Plan 10

Sheet 1 of 1

DocuSigned by:

Roopa Deshmukh

7159A160296B429...

Key:

Land to be Temporarily Used

Number on Plan

2, 4

Land to be Temporarily Used and Permanent Rights of Access

Number on Plan

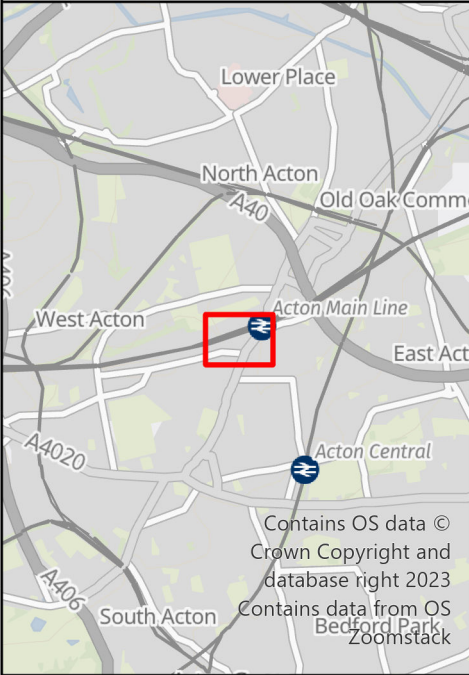
3

Easement of 5m Height clearance required
Easement to cater for maximum axle weights in the Road Vehicles (Authorised Weight) Regulations 1998

Shared Use Area

Proposed Warehouse

Proposed Gate Location (Not Surveyed)



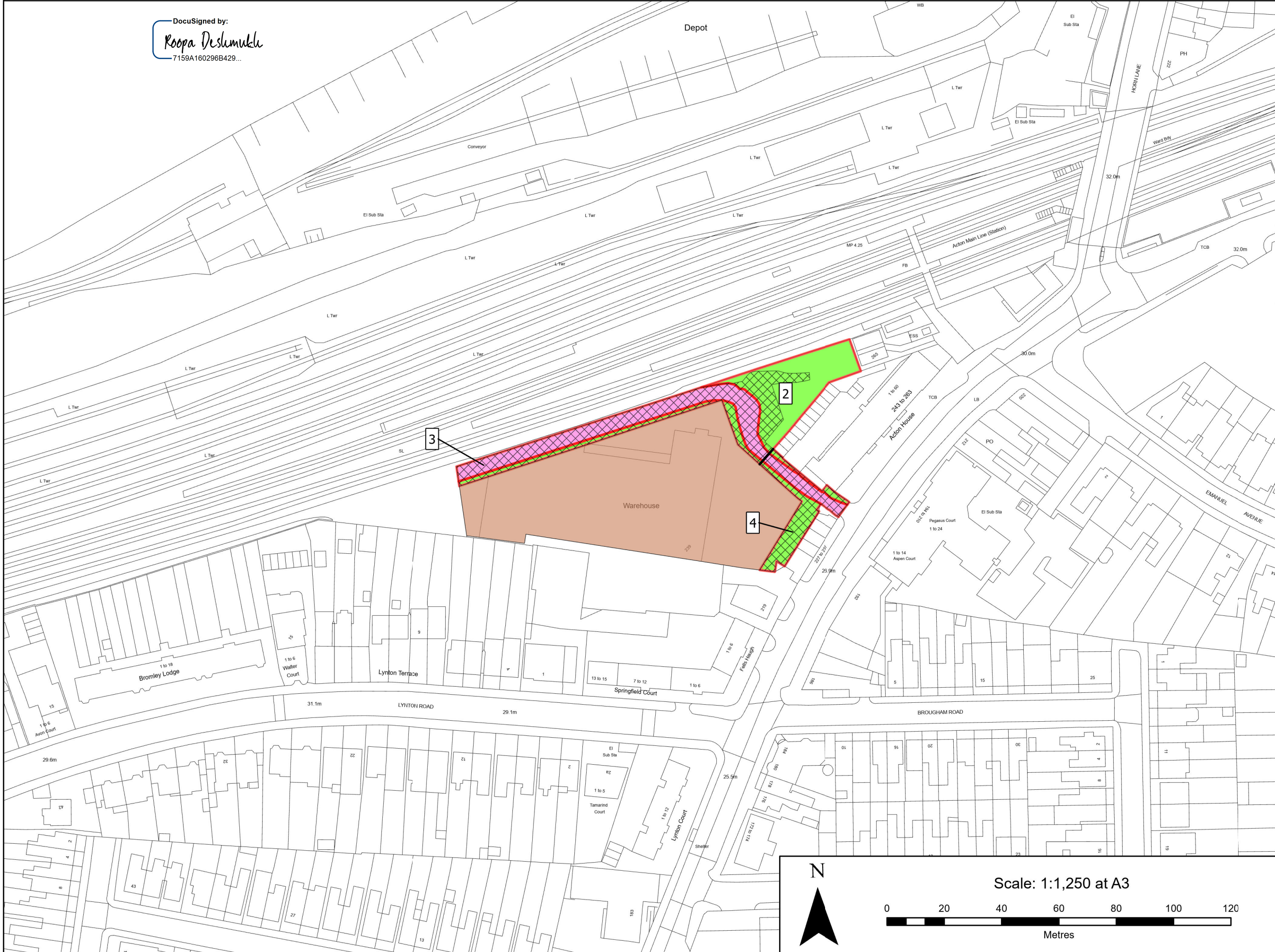
DRW No: NR_OOC_LP10_1250

Location: Old Oak Common, Acton
Map Centre: 520215, 181137

Version: 1.0 Date: 12/04/2023

Where applicable the plot boundaries show the general boundary of the registered land, it does not show the exact line of the boundaries. Measurements scaled from this plan may not match measurements between the same points on the ground.

© Crown copyright 2023 OS 100022432.
You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form.




APPENDIX 3
SCENARIO 3 PLAN

Transport and Works Act 1992
The Network Rail (Old Oak Common Great Western Mainline Track Access) Order
London Borough of Ealing

Site Sharing Scenario 3
Land Plan 11
Sheet 1 of 1

DocuSigned by:
Roopa Deshmukh
7159A160296B429...

Key:
 Land to be Temporarily Used

Number on Plan
2, 4

 Land to be Temporarily Used and Permanent Rights of Access

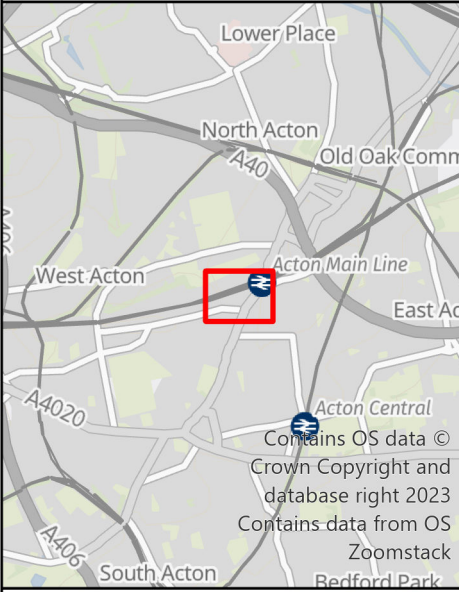
Number on Plan
3

5m Height clearance required
Easement to cater for maximum axle weights in the Road Vehicles (Authorised Weight) Regulations 1998

 Temporary Occupation Option B

Number on Plan
5

 Shared Use Area



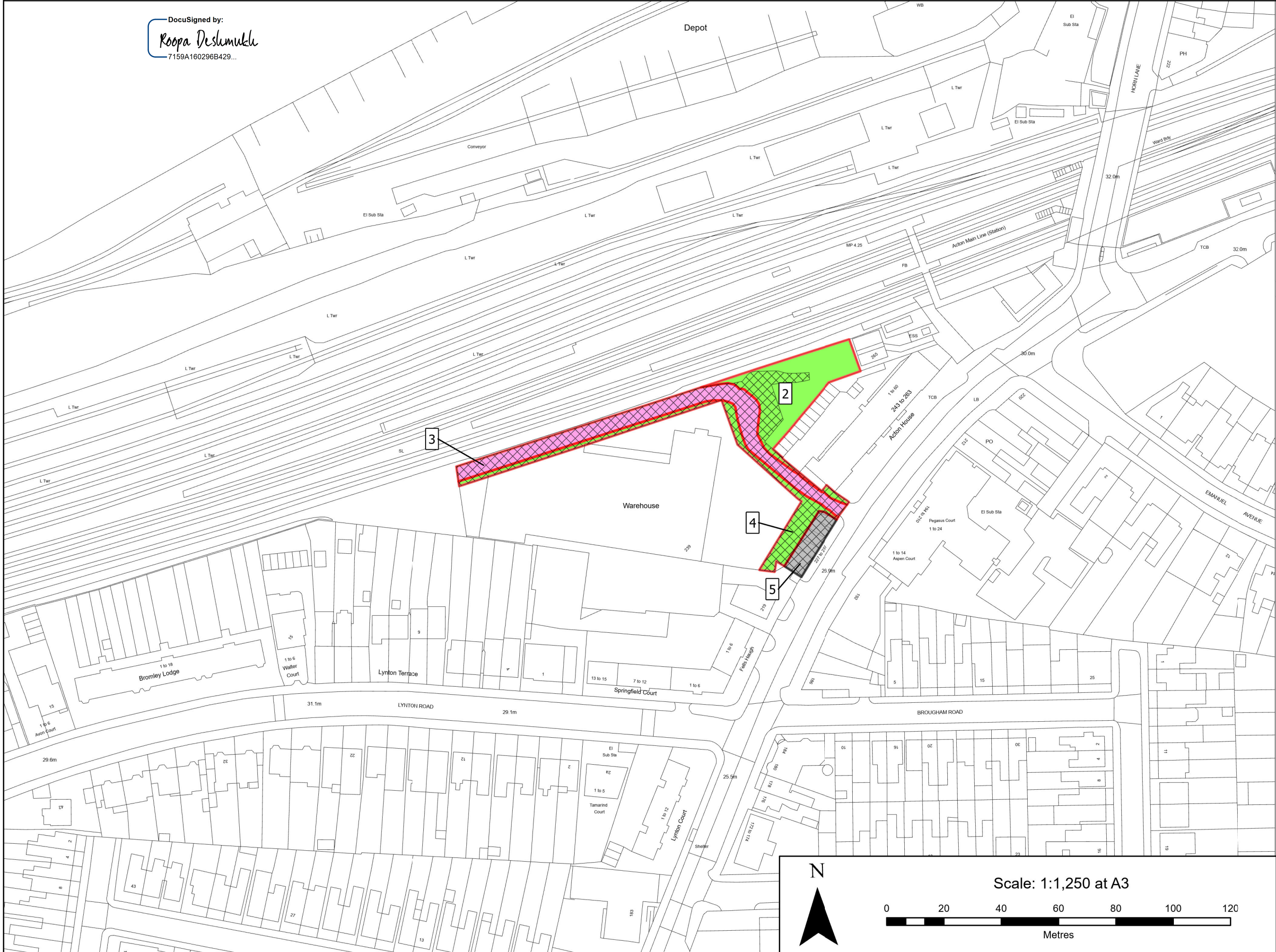
DRW No: NR_OOC_LP11_1250

Location: Old Oak Common, Acton
Map Centre: 520215, 181137

Version: 1.0 Date: 12/04/2023

Where applicable the plot boundaries show the general boundary of the registered land, it does not show the exact line of the boundaries. Measurements scaled from this plan may not match measurements between the same points on the ground.

© Crown copyright 2023 OS 100022432.
You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form.



APPENDIX 4
REDLINE PLAN

ACTON MAIN LINE
HORN LANE, LONDON, W3 9ED
LAND REQUIREMENTS

Land Plan

Sheet 1 of 1

DocuSigned by:
Roopa Deshmukh
7159A160296B429...

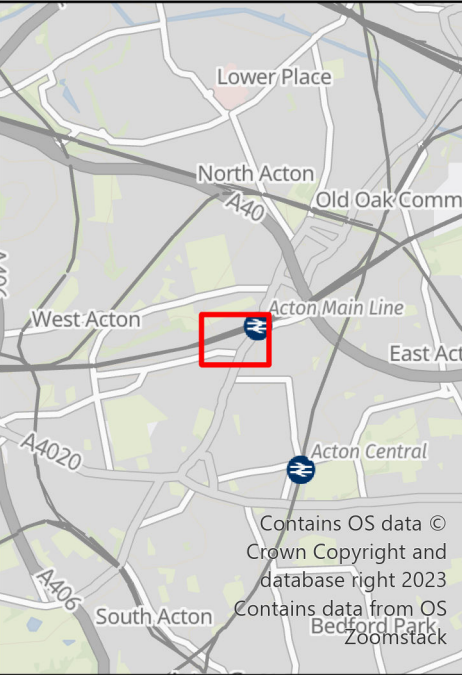
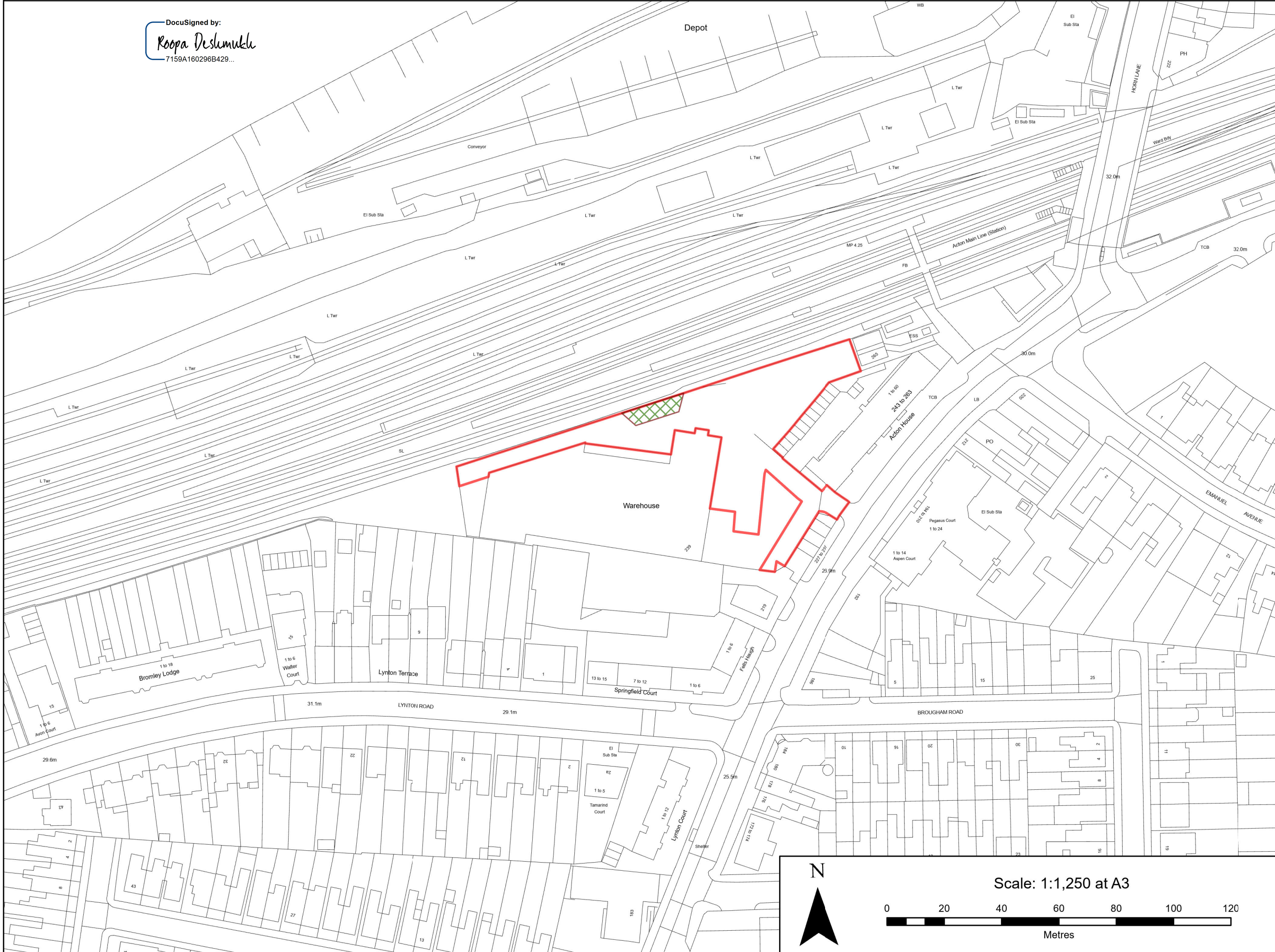
Key:

Limits of Land Required for Network Rail

Ramp to Road Rail Access Point (RRAP)

Limits

Ram



DRW No: 0388965	
Location:	Old Oak Common, Acton
Map Centre:	520215, 181137
Version: 1.0	Date: 18/12/2023

Where applicable the plot boundaries show the general boundary of the registered land, it does not show the exact line of the boundaries. Measurements scaled from this plan may not match measurements between the same points on the ground.

© Crown copyright 2023 OS 100022432.
You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form.

