

Gordon Herbert
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Railway Markets and Economics
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11 August 2016

Company Secretary
Network Rail Infrastructure Limited
1 Eversholt Street
London
NW1 2DN

Network licence condition 7 (land disposal): Stratford station, London

Decision

1. On 14 June 2016 Network Rail gave notice of its intention to dispose of land adjacent to Stratford station (the land), in accordance with paragraph 7.2 of condition 7 of its network licence. The land is described in more detail in the notice (copy attached).
2. For the purposes of condition 7 of Network Rail's network licence, ORR consents to the disposal of the land in accordance with the particulars set out in its notice subject to the following condition:

The proposed land disposal shall only proceed when ORR has confirmed in writing to Network Rail that it is satisfied that the evidence provided by Network Rail demonstrates the provision of a revised emergency escape route at Stratford station, that would allow the safe evacuation of all rail users from the station and which discharges Network Rail's obligations under the relevant safety legislation.

Reasons for decision

3. We note Network Rail has consulted all relevant stakeholders with current information, no other reasonably foreseeable railway use for the land was identified, and there were no concerns that future railway operations would be affected adversely.
4. We also note Network Rail stated that the scheme would benefit British Transport Police, who will be provided with new offices in a better location. However, Network Rail's submission showed that one issue of importance to Transport for London had not been closed out entirely: whether an emergency exit route would need to be moved. Network Rail stated it would work with Transport for London and the developer to resolve this. Nevertheless, we will protect the public interest by attaching a condition to our consent to ensure that the proposed disposal does not take place before any relocation or rerouting of the emergency exit is agreed. We further note that station change¹ may also be required dependent on the final design for the emergency exit route.



¹ The station change procedure will deal with matters related to the layout of the station facilities and requires the station facility owner and train operators using the station to be consulted on any proposed changes.

5. Based on all the evidence we have received and taking into account all the material facts and views relevant to our consideration under condition 7, we are satisfied that there are no further issues for us to address.

6. We have had regard to our decision criteria in *Land disposal by Network Rail: the regulatory arrangements, December 2013*,² and balanced our section 4 duties given to us under the Railways Act 1993. In doing so we have given particular weight to our duty to exercise our functions in a manner which we consider best calculated to “protect the interests of users of railway services”.

7. We have therefore concluded that the proposed disposal is not against the interests of users of railway services and that our consent should be granted, subject to the condition stated above.

A handwritten signature in blue ink, reading 'Gordon Herbert', is positioned to the left of the printed name.

Gordon Herbert

Duly authorised by the Office of Rail and Road

² Available from www.rail-reg.gov.uk/server/show/nav.150

Annex A: Notice given by Network Rail to ORR on 14 June 2016

**Proposed Property Disposal
Application by Network Rail Infrastructure Limited to dispose of land in accordance with the Land Disposal Condition of the Network Licence**

1. Site	
Site location and description	Land off Angel Lane, Stratford, London. See attached Plan Appendix I for location. The land comprises back land adjacent to the station and pedestrian over-bridge currently occupied by BT Police. Underneath the site passes an emergency escape exit route from the Station and a maintenance tunnel used only by Network Rail (NR). The site also houses some small lineside equipment buildings and is also currently used to access the lineside for maintenance
Plans attached: (all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)	Location Plan - Site edged Blue- See Appendix I Site Ownership plan - NR land edged Purple, Westfield Land edged Blue – See Appendix II
Clearance Ref:	CR/26780, dated 02/10/2015
Project No.	150608
Ordnance survey coordinates	E538645 N184501
Photographs (as required)	See Appendix III
2. Proposal	
Type of disposal (i.e. lease / freehold sale)	Freehold sale or long development Lease.
Proposed party taking disposal	xxxx., or one of its development subsidiaries, or possibly a third party developer.
Proposed use / scheme	Current intention is for separate office and Youth Hostel buildings, although the mix of uses could alter dependent on demand and planning consent. Buildings are likely to be set back from the railway.

Access arrangements to / from the disposal land	Access is through the adjoining land in the developer's ownership. Lineside cabinets are currently intended to be left in situ and protected. The maintenance tunnel which houses cables is under investigation and NR will need to approve any proposals to vary this.
Replacement rail facilities (if appropriate)	It may be necessary to divert the exit route from the emergency escape tunnel, which currently emerges onto land owned by the developer which has rights to vary the route. NR has agreed to work with the developer on the basis that proper consents are achieved before the route is stopped up or varied. Proposals for this have yet to be received in detail. An outline concept proposal has been received indicating the proposed route to the highway, and a detailed will be worked up in due course. The concept plan is attached at Appendix IV. The lineside access route is to be replicated through the adjoining land and it is proposed to provide an alternative. Discussions have been held with NR regarding this amended route. BT Police will be relocated to new offices under the existing station over-bridge with a more prominent front door facing the station entrance.
Anticipated Rail benefits	The BT Police will be accommodated in a better position and an upgraded track access route will be provided. The disposal will assist with the early release of land within Westfield's ownership which is required for platform works at the station.
Anticipated Non-rail benefits	Regeneration of land around Stratford Station and potential provision of jobs and youth accommodation.
3. Timescales	
Comments on timescales	Legal agreements are forecast for exchange late Summer 2016. Timescales may vary dependent on design development and consultations.
4. Railway Related Issues	
History of railway related use	Site has been a railway yard and BT police office in the recent. The NR archive holds drawings that suggest that the site was used as a coal stacking ground, and cart roadway (see Appendix III).
When last used for railway related purposes	Currently used for access, and the emergency route and maintenance tunnel.
Any railway proposals	No projects affect the site and clearance has been granted.

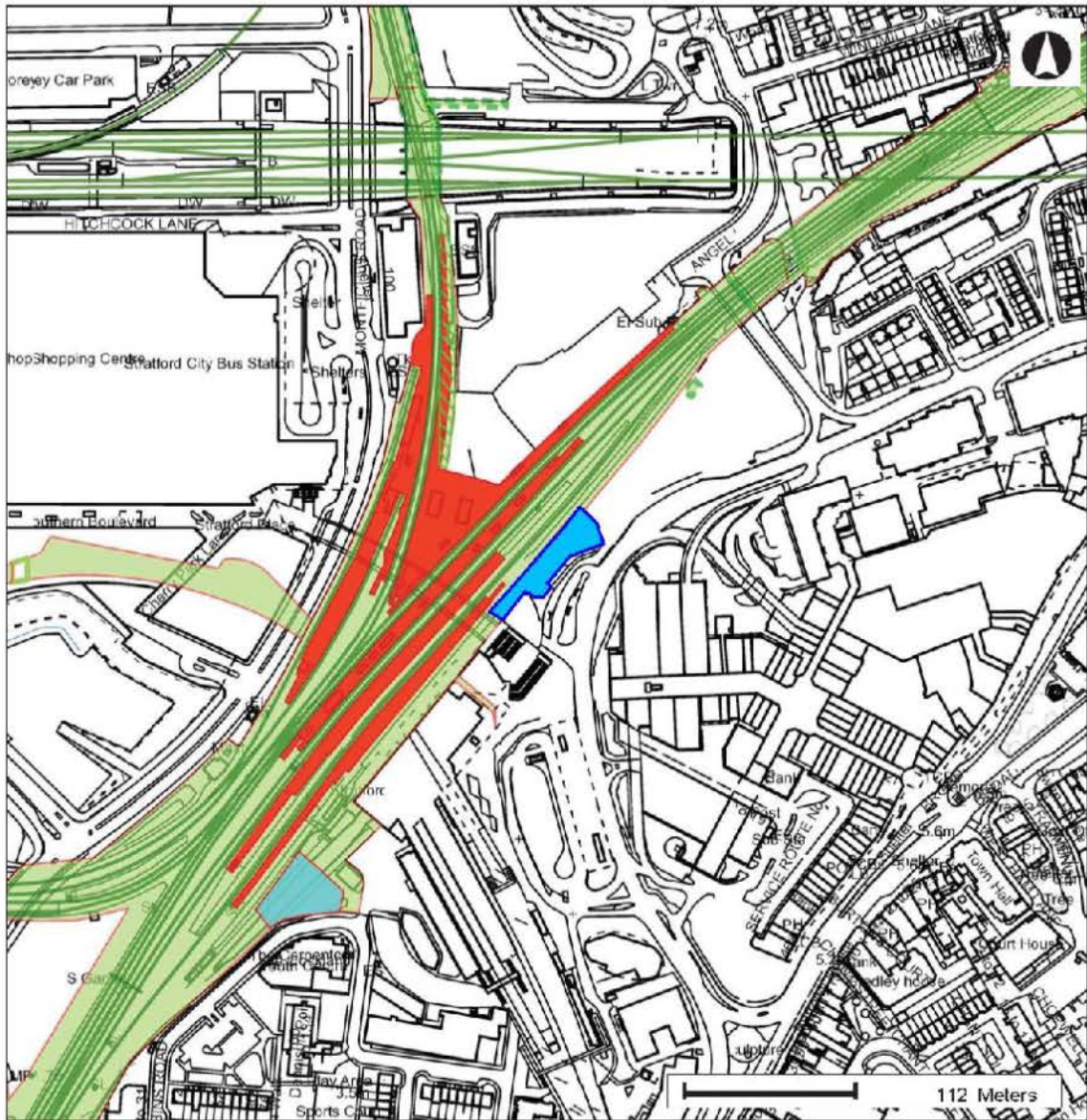
affecting the site since that last relative use	
Impact on current railway related proposals	None other than as mentioned above
Potential for future railway related use	Other than existing uses to be retained or relocated, the land being back-land with poor access is not of great use, and no proposals are known for the land.
Any closure or station change or network change related issues	It is possible that Station Change may be required, dependent on the design solution for the exit to the emergency escape route. No Network Change is envisaged.
Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future	Access is intended to be preserved and enhanced as part of the wider site proposals.
Position as regards safety / operational issues on severance of land from railway	<p>The disposal does not include and requirement for new fencing of the railway boundary, as sufficient fencing already exists.</p> <p>The disposal is on a basis under which Network Rail has had due regard (where applicable) to impact of the disposal on lineside works, including railway troughing, signalling and their maintenance. The disposal is without prejudice to Network Rail's safety obligations, with which Network Rail will continue to comply. Network Rail's network licence requires compliance with Railway Group Standards. These set out requirements for – amongst other things – fencing, access and signal sighting. In addition, the Railways and Other Guided Transport Systems (Safety) Regulations 2006 require Network Rail to have a safety management system and safety authorisation in respect of its mainline railway system and its railway infrastructure. These, in turn, require Network Rail to comply with Railway Group Standards as well as its own internal standards; and also continually to monitor changes to the risks arising from its operations and to introduce new control measures as appropriate.</p>

5. Planning History and Land Contamination

Planning permissions / Local Plan allocation (if applicable)	No planning consent has been received although the site is a regeneration site and planning consent is not contentious.
Contamination /	The site has been used for railway purposes and is therefore

Environmental Issues (if applicable)	deemed contaminated. The developer will carry out a site investigation and incorporate remediation of the NR land to a level suitable for the end use in line with current legislation.	
6. Consultations		
Railway (internal – Network Rail)	Engineers have been consulted informally and through the clearance process. No adverse issues other than the need to replicate or relocate rights and assets have been identified.	
Summary of position as regards external consultations	Other than initial on-site discussion with station team no formal external consultation has been carried out prior to this consultation.	
Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward	None at time of writing.	
7. Local Authorities		
Names & Email Addresses:	Newham	
Local Transport Authorities:	TFL, GLA	
Other Relevant Local Authorities:	None	
8. Internal Approval		
Recommendation:	Based on the above, I recommend / authorise that Network Rail proceeds with the disposal.	
Declaration:	I have read and understood Network Rail's Code of Business Ethics and Policy on Interests in Transactions.	
Surveyor Name:	xxxx	
Approved by Property Development Manager	Name: N/A	Date Approved by PDM:

Appendix I
Location Plan - Site edged Blue



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

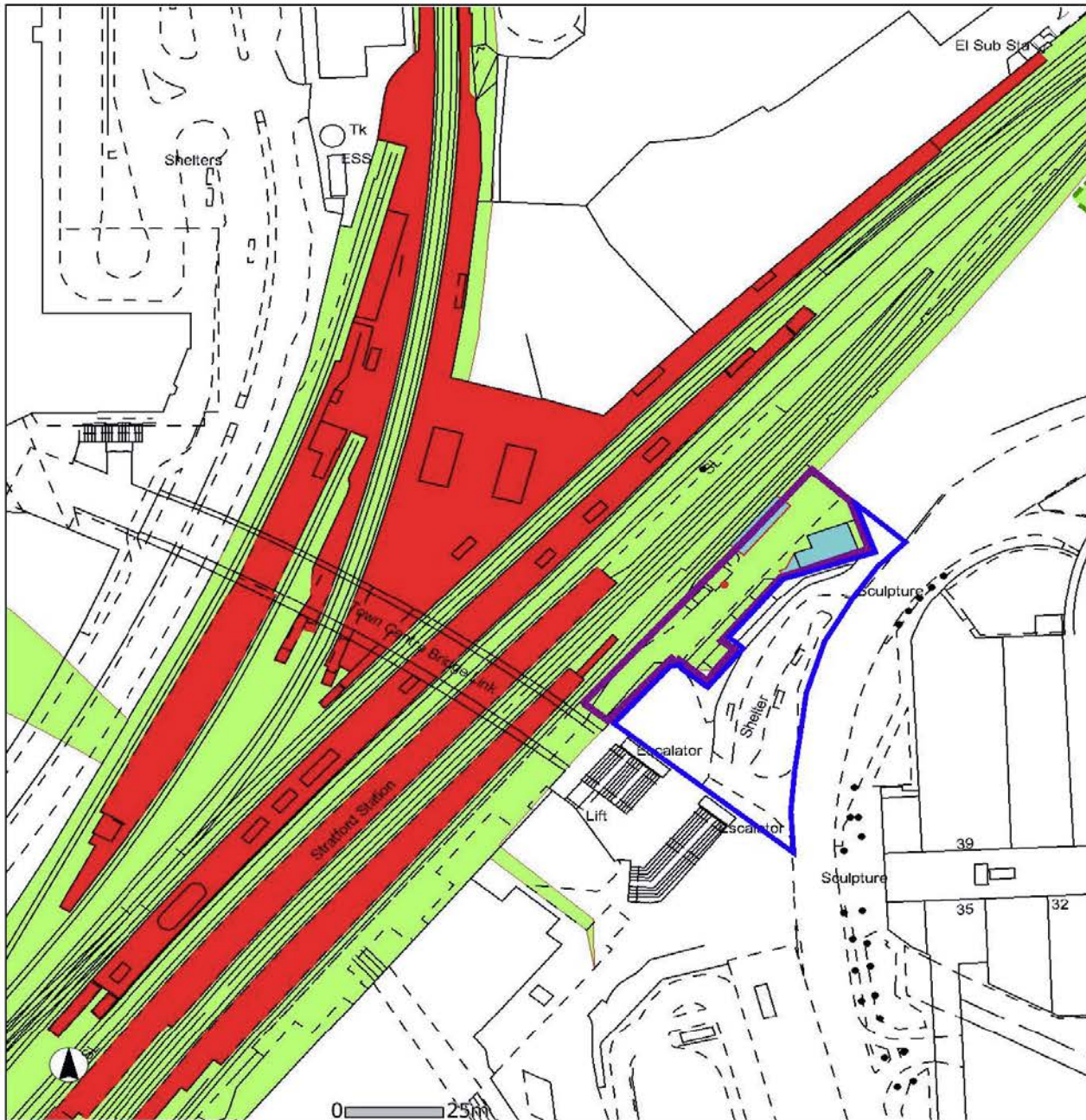
	
Stratford LC7 Disposal Plan	
Scale	1 : 3,500
Plot Date	09/06/16 11:25
Printed By	

Output created from GeoKIT V1 Viewer

- Disposal Site
- Network Rail retained land
- Stratford Station

Appendix II

Site Ownership plan - NR land edged Purple, Westfield Land edged Blue



ANGEL LANE SITE OWNERSHIP

Plot Scale	1:1537
Plot Date	30/12/2015

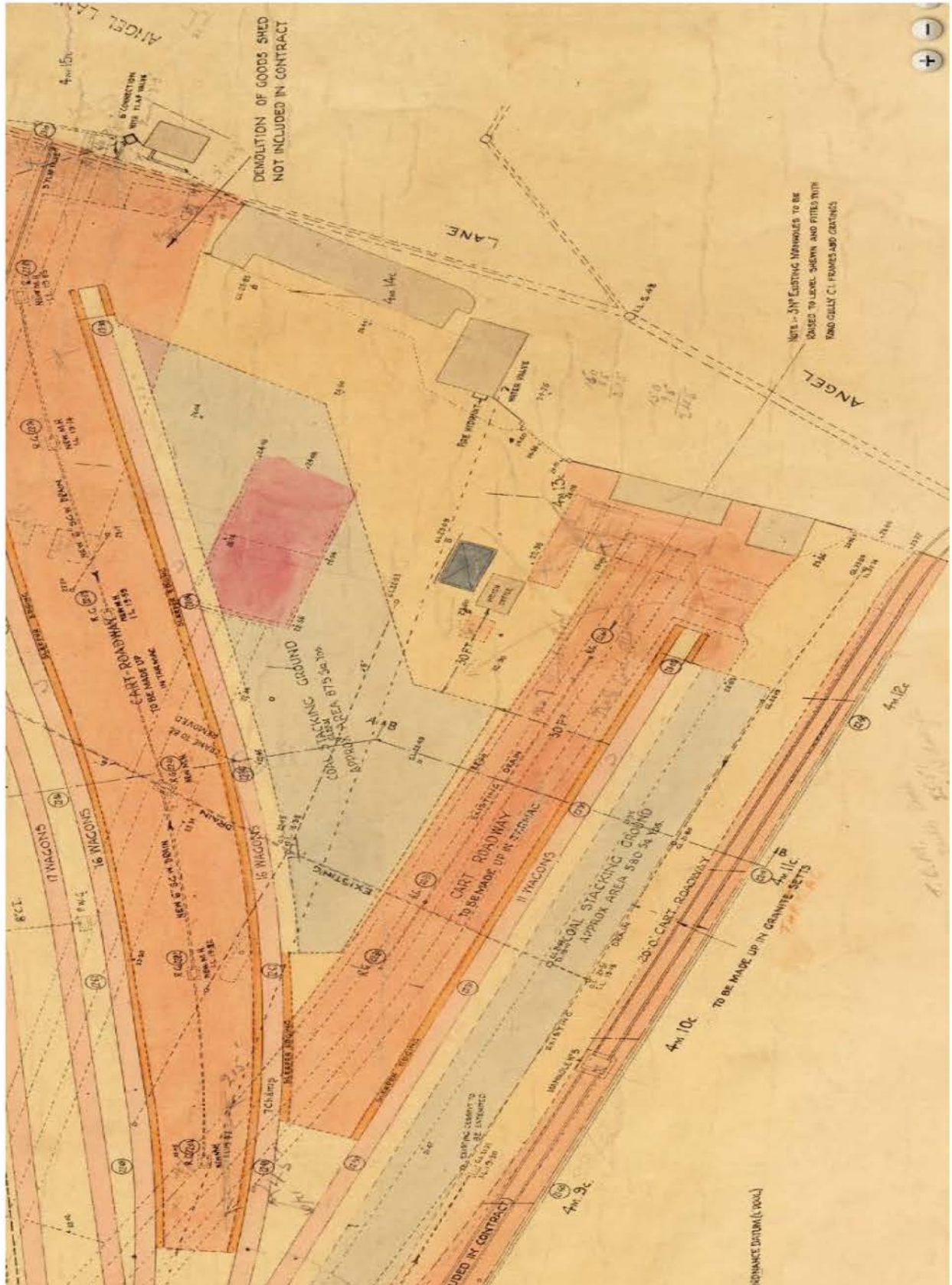


Output Created from the GI Portal – A4 Portrait

Reproduced from the Ordnance Survey Map with permission of the controller of Her Majesty's Stationery Office. Crown Copyright. Licence No. 0100040892
Centre of map window (E,N): 538597 , 184509

Appendix III

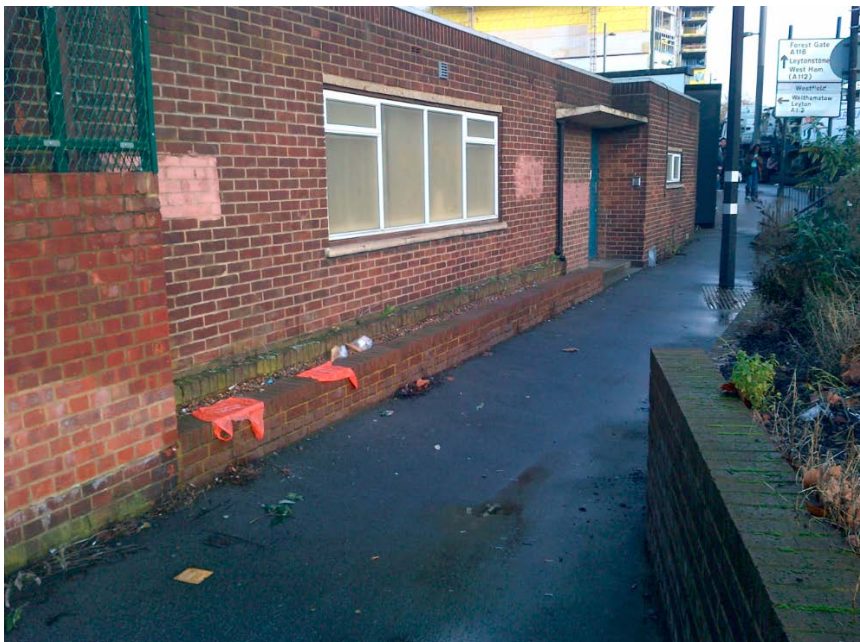
Railway Historic Use Extract of Plan from NR archive (Dated 1938)



Photos



Taxi Rank on Westfield Land



Current BT Police Office



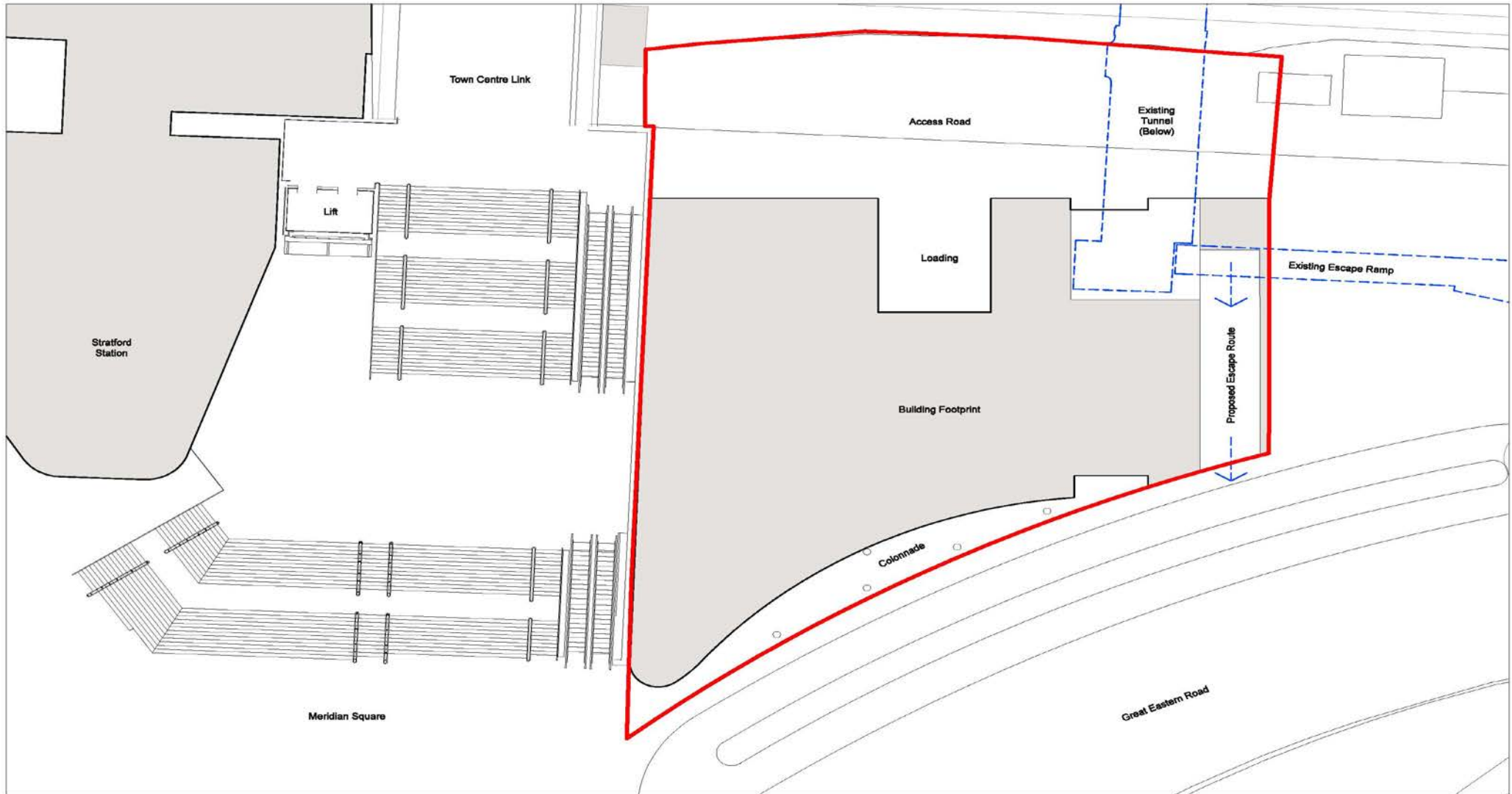
Escape ramp on developer's land



View from Over-bridge of joint ownership.

Appendix IV

The concept plan



RESPONSIBILITY IS NOT ACCEPTED FOR ERRORS MADE BY OTHERS IN SIZING FROM THIS DRAWING. ALL CONSTRUCTION INFORMATION SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY.
 DETAILS AND SIZES SHOWN ARE INDICATIVE ONLY AND ARE SUBJECT TO CONFIRMATION BY THE RELEVANT SUB CONTRACTOR.
 IT IS THE CONTRACTOR'S RESPONSIBILITY TO CHECK ALL DIMENSIONS ON SITE.
 ANY DISCREPANCY IS TO BE REPORTED TO THE ARCHITECTS FOR CLARIFICATION.
 ANY INFORMATION ISSUED BY THE ARCHITECTS IN DIGITAL FORMAT IS COPYRIGHT AND ISSUED SOLELY FOR THE ADDRESSEE AND FOR THE PROJECT TITLED.
 FULL ORIGINAL REGISTERED COPIES OF ANY DOCUMENTATION ISSUED ARE KEPT AT THE ARCHITECTS OFFICES.
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29 Charlotte Street, London W1T 405, T: 02070604600 E: sutton@suttonca.co.uk				
Westfield Meridian Square Concept Ground Floor Layout				
Scale:	1:250 (B3)	Drawn by:	PH	Checked by:
Date:	18.09.16	Job No.:	1251	Orig. No.:
			0105	Rev:
			1	Stage
				RIBA STAGE 2

PROPOSED PROPERTY DISPOSAL CONSULTATION REPORT
relating to

APPLICATION BY NETWORK RAIL INFRASTRUCTURE LIMITED FOR REGULATORY CONSENT UNDER THE LAND DISPOSAL CONDITION OF ITS NETWORK LICENCE

This report is provided as a supplement to our forms for the proposed disposal of land at:

Site location and description: Land currently used by BT Police and for lineside equipment and underground escape and a service tunnel from Stratford Station at Angel Lane, Stratford, adjacent to Stratford Station.

We have consulted in relation to this evaluation, and summarise the results of this as follows:

Summary of position regarding responses: Thirty four stakeholders were consulted. There were four non-responses, all chased by email. There were no objections, with substantial comment from TfL which was resolved through an agreed way forward and Abellio where the solution was proposed via email.

The full list of external consultees is set out below:

No.	External party (name)	Whether response received (y/n)	Date of response	Details of response (e.g. “no comment”), with reference to any accompanying copy representation in annexes to this report	Comments (e.g. as regards endeavours to obtain response where none given)
1	TFL	y	29/02/2016	Concerns raised	Concerns addressed with agreed approach as detailed in email chain below.
2	C2C	y	12/1/2016	No comment	
3	Chiltern Railway	y	15/1/2016	No comment	
4	Eurostar	y	12/1/2016	No issue for EIL	
5	Merseyrail	y	13/1/2016	No comment	
6	Cross Country Rail	y	14/1/2016	No comment	
7	LOROL	y	15/1/2016	No further comment subject to escape route being resolved to NR satisfaction	
8	Great Western Railway	y	22/1/2016	No Objection	
9	Stagecoach South west Trains	y	22/1/2016	No comment	
10	Alliance Rail	y	12/1/2016	No comments	
11	London Travelwatch	y	05/1/2016	No objection subject to no interference with escape route	Confirmed that NR had rights to approve the new route
12	Transport Focus	y	13/1/2016	No Objection	
13	Northern Rail	y	13/1/2016	No Objection	

14	Direct Rail Services	y	25/1/2016	No comments	
15	GB Railfreight	y	10/1/2016	No comment	
16	WH Malcolm Group	y	12/1/2016	No objections	
17	Railfreight Group	y	12/1/2016	Ok with RFG	
18	DB Cargo UK	y	12/1/2016	No objection	
19	Freightliner	y	12/1/2016	No comments	
20	Colas Rail	y	18/1/2016	No objection in principle	
21	DfT	y	01/02/2016	No comment	
22	BT Police	y	28/1/2016	No objections	
23	ORR	y	12/01/2016	Forwarded to xxxx	xxxx chased by email, but no further correspondence received.
24	South Eastern	y	21/03/2016	No comment	
25	Southern Rail GTR	n		No initial response	Chased on multiple occasions
26	West Coast	n		No initial response	Chased on multiple occasions
27	Crossrail	y	29/03/2016	No comment	
28	Association of Community Rail Partnerships	y	18/03/2016	No comment	
29	Abellio Greater Anglia	y	24/03/2016	Concerns expressed over potential impact on comms room	Responded and matters discussed.
30	London Legacy Development Corp	y	21/03/2016	No objection	

31	Maritime Transport	n		No initial response	Chased on multiple occasions
32	Freight Transport Association	y	18/03/2016	FTA has no comment	
33	Transport Advisory	y	19/03/2016	No objection	
34	Grand Central	n		No initial response	Chased on multiple occasions

Copies of responses are given in the annexes to this report, as indicated above.

A copy of the consultation request (before customisation for any individuals) is given in Annex 2.

Annex 1 – Stakeholder Responses

1. Transport For London

Hi

Happy to proceed with this approach. Thank you again for your help with this.

Kind regards,

From: [<mailto:@networkrail.co.uk>]

Sent: 29 February 2016 11:41

To: <mailto:@tfl.gov.uk>

Subject: RE: Consultation under Network Licence Condition 7, in respect of the proposed disposal of land at Angel Lane, adjacent to Stratford station, London.

Can I suggest then, that we proceed along the lines that NR will agree to consult TfL and properly represent your views through the consultation process that we have some rights over, and as the Train Operator your view is clearly relevant to whether they have provided something which is substantially equivalent, which is what the contract with us says. I am also happy to encourage Westfield to actively engage with you on this.

Regards,

1 Eversholt St
London
NW1 2DN

From: [<mailto:@tfl.gov.uk>]

Sent: 29 February 2016 11:37

To: <mailto:@networkrail.co.uk>

Subject: RE: Consultation under Network Licence Condition 7, in respect of the proposed disposal of land at Angel Lane, adjacent to Stratford station, London.

Hi

If we haven't any mechanism to guarantee our say then I don't think we have any other option unfortunately. As you probably saw from xxxx's email xxxx have got a very poor track record with their involvement with TfL, so if we were able to get some assurances via the property disposal process we would like to follow these up. In absence of these we have no further comments.

Kind regards,

From: [<mailto:@networkrail.co.uk>]

Sent: 29 February 2016 11:31

To: <mailto:@tfl.gov.uk>

Subject: RE: Consultation under Network Licence Condition 7, in respect of the proposed disposal of land at Angel Lane, adjacent to Stratford station, London.

Thanks for that, just so I am clear are you happy that we proceed on the basis I suggested? This application will now need to go to ORR for formal approval and I will need to be able to clearly describe to them the agreed outcome.

Regards,

1 Eversholt St
London
NW1 2DN

From: [<mailto:@tfl.gov.uk>]

Sent: 29 February 2016 10:31

To: <mailto:@networkrail.co.uk>

Subject: RE: Consultation under Network Licence Condition 7, in respect of the proposed disposal of land at Angel Lane, adjacent to Stratford station, London.

Hi

In absence of any formal mechanism at our disposal TfL has no further comment on this consultation. Thank you for taking time to respond to our concern in detail.

Kind regards,

From: [<mailto:@networkrail.co.uk>]

Sent: 26 February 2016 19:09

To: <mailto:@tfl.gov.uk>

Subject: Re: Consultation under Network Licence Condition 7, in respect of the proposed disposal of land at Angel Lane, adjacent to Stratford station, London.

As I said in my earlier reply, we can't force them to agree as the route is partly on their own land, although they have said that they will seek your views. From NR's perspective I am happy to agree with you that we will seek your views on the new access and will represent those views alongside our own in our discussions regarding how to make sure that the access is a reasonable replacement for the existing route. Clearly reasonableness applies in this context, but it would give you a similar ability to comment and influence this design, as NR has.

In the absence of an agreement it seems likely that the route will be varied anyway as part of a smaller scheme excluding NR's land, and my view is that we jointly have a better position of influence with the NR land included. This approach also creates a better scheme which ought to give Westfield more financial ability to deliver a proper alternative route. The scheme on the joint ownership may also afford more flexibility to accommodate the other transport uses that were also a concern in your earlier email providing more land area to work with.

Regards,

Sent from my iPad

On 25 Feb 2016, at 10:24, <@tfl.gov.uk> wrote:

Hi

Thanks again for your response.

With regard to the emergency escape, is there any mechanism that NR can impose on xxxx as part of this transfer which states that it is TfL which decides whether a change to the escape constitutes 'no substantially worse a form'? Whilst it is a legal right that they do this, there doesn't seem to be anything enshrined that TfL will be consulted or have a say how our infrastructure is changed. Ideally we just want something which guarantees that TfL will be consulted throughout regarding this issue and not left as an afterthought.

Any assistance or advice would be gratefully received.

Kind regards,

From: [mailto:@networkrail.co.uk]

Sent: 23 February 2016 15:23

To: <mailto:@tfl.gov.uk>

Subject: RE: Consultation under Network Licence Condition 7, in respect of the proposed disposal of land at Angel Lane, adjacent to Stratford station, London.

Thanks for your recent comment on the consultation, I am now in a position to respond more fully and would apologise for the delay in responding fully.

Clearly your response raises quite a number of issues some of which have needed discussion with xxxx. Dealing with these in turn following discussions with xxxx, I would respond as follows

Proximity to the operational railway

Your concern is understood and indeed NR and xxxx share it. The scheme design is not yet finalised, so I cannot show you a detailed scheme, however I can confirm that the design principles that have been adopted will position of the building towards the south side of the site and locate the access roadway alongside the railway. In this way we will be able to create a significant building set back from the railway and also enable proper access to the lineside.

NR has equipment in this area and the scheme will also need to be approved by the NR Asset Protection Team.

Emergency escape.

The first point to make is that the underground portion is on NR land, but the external part of the ramp is on land owned by xxxx, over which NR only has access rights. xxxx has the legal rights to amend the route provided that the route is re-provided in no substantially worse a form. xxxx has served notice on NR indicating that it wishes to vary the route and NR has no absolute right to prevent it from so doing. The current intention is to leave the underground part of the route unchanged and to vary only the part that is currently external. xxxx have engaged a fire engineer to work with station stakeholders to ensure that any amendments to the ramp provide safe escape at all times both during construction and operational phases of the proposed development. Once it is confirmed that the land is transferring to xxxx then detailed workshops can be held to examine potential design solutions.

Designs being subject to TFL approval

The scheme is being progressed by xxxx and NR cannot require it to agree to this. I am happy to raise this with xxxx and advise you of what it is prepared to agree. It is worth saying that refusal of this consent would prevent the NR part of the site from coming forward, although xxxx advise that they do have an alternative scheme on its own land only. This would still vary the escape route and impact on the bus and taxi facilities, but would effectively give the railway industry less say on the final proposals. Nevertheless xxxx have confirmed that they intend to fully engage with all station stakeholders throughout the design and planning process which would of course include TfL.

Clarification of Ownerships

This is something we are in the process of addressing. We are commissioning a joint measured survey of the surface and underground areas. This along with the title check will provide clarity in terms of ownership. There are also (I believe) some underground areas that are being used in connection with the station that don't seem to appear on the station lease plan (at least as far as I can tell) and it may also be sensible to resolve this occupation at the same time. This may of course also inform the transfer of the station lease to TfL which I understand is intended to be progressed this year and this may assist in accurately documenting that matter.

Other Public Transport Modes

You mention that other public transport modes will be affected and you specifically referred to Bus, Taxi and cycle parking. Clearly, the London Plan policies that you also referred to will be relevant to the town planning process and the designs will not be capable of gaining a planning consent without addressing these issues. Early meetings have already been held on these issues, with xxxx of TfL involved and xxxx will continue these meetings with the intention that all transport matters are resolved prior to any application being made to the local planning authority, and are happy to have any specific actions captured by way of planning obligations. The current position in respect of the broader transport matters is as follows;

- **Buses.** Bus stops along this stretch of Great Eastern Road are unaffected by this area of land or any development proposal that may come forward here to the best of our knowledge.
- **Coaches.** Positive meetings have been held with TfL and London Borough of Newham with a view to the permanent relocation of scheduled coach services from Great Eastern Road to Montfichet Road. Westfield have indicated that they would fund this relocation subject to a successful planning permission being achieved. Without the disposal of the NR land to xxxx, this relocation, which will provide improved facilities for passengers, will not take place.
- **Taxis.** I understand xxxx are intending to retain and improve taxi facilities on site as part of the completed development. I also understand that London Borough of Newham wishes to relocate taxis to Station Street though there are some concerns within TfL about this move. In either scenario, taxis will be catered for throughout with facilities that are at least as good as today.
- **Cycle parking.** There are currently a small number of temporary cycle stands on the public highway adjacent to, but not on, the NR land. In this respect the disposal of the property to Westfield has no impact on cycling provision. Nevertheless, xxxx has just completed a larger provision of secure stands underneath the steps to the Town Centre Link Bridge. These are under cover, properly lit, and have CCTV coverage. I am advised by xxxx that their funding for the temporary stands via the Stratford Transport Implementation Group was always on the basis that they would have to be removed once development came forward, and that the minutes of the relevant meeting reflect that principle.

LC7 Process

In general, the LC7 process is designed to determine whether or not the land can be sold, and it is not intended to encompass detailed design approvals. Clearly, detailed design will follow and will be the subject of additional processes such as Asset Protection and your views can be sought on these details as they emerge. From xxxx's perspective however they will be likely to want to see this consent in place before they spend the significant sums that designing the scheme will require, at risk. Hence to make progress it would be helpful if we could put this consent in place now and agree what further measures we need to take to address any of your concerns that cannot be fully addressed at this stage.

A specific ORR consent will be required due to the proximity to the station and the escape route in particular.

I look forward to hearing from you.

Regards,

1 Eversholt St
London
NW1 2DN

From: <mailto:@networkrail.co.uk>

Sent: 09 February 2016 16:09

To: <mailto:@tfl.gov.uk>

Subject: RE: Consultation under Network Licence Condition 7, in respect of the proposed disposal of land at Angel Lane, adjacent to Stratford station, London.

Thanks for the response. I note the comments and will liaise with xxxx and give you some proposals as to how we proposed to take this forward to hopefully address your comments. It may take a little while to put these together and I will hold off any submission to the Regulator whilst we go through this exercise.

Regards,

1 Eversholt St
London
NW1 2DN

From: [<mailto:@tfl.gov.uk>]

Sent: 09 February 2016 15:36

To: <mailto:@networkrail.co.uk>

Cc:

Subject: RE: Consultation under Network Licence Condition 7, in respect of the proposed disposal of land at Angel Lane, adjacent to Stratford station, London.

In response to the below Land Disposal Consultation, TfL have the following comments:

Whilst TfL does not object to this Land Disposal, it does give us cause for concern due to the close proximity of the Central Line and other operational assets at Stratford. TfL would like to stress it is of the utmost importance that we are consulted on all proposals for this site and that nothing can be progressed that we are not in agreement with, this explicitly includes the emergency escape subway and associated access rights. This agreement is required to be incorporated into the terms of the disposal agreement.

xxxx will already be aware of the complexity of land ownerships and boundaries where the site meets Great Eastern Road, which should be clarified and resolved for the benefit of statutory stakeholders as part of this disposal process.

There is potential impact on TfL non-rail services. xxxx are reminded of London Plan policies to encourage integration of transport and to improve interchange particularly around major rail and Underground stations, especially where this will enhance connectivity in outer London. Stratford town centre and Stratford Regional station will continue to serve and grow as a busy hub, and the existing provision at the edge of this site on Great Eastern Road for taxis, coaches and bicycle parking will need to continue to be provided in the vicinity of Stratford town centre and station. Any relocation of these services will need to be agreed by individual modes within TfL and will need to reflect what is currently there or improve upon this in terms of space and location in relation to the station. Other uses on Great Eastern Road by general traffic, kiss and ride and buses, and the servicing of this and other Angel Lane sites need to be maintained in appropriate locations to their use. There should be safe pedestrian and cycle routes along Great Eastern Road and to the station entrances and town centre link bridge. xxxx are also reminded that LB Newham are undertaking feasibility work for Stratford gyratory. TfL will be pleased to advise on the interchange and public realm issues for this site, alongside other stakeholders.

If you would like any of the above clarifying in more detail please do not hesitate to get in touch.

Kind regards,

Rail Development Team | Rail & Underground Transport Planning | Transport for London

Zone 5Y7, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ

Tel: 020 | Mobile: | Auto: | Email: @tfl.gov.uk

2. C2C (National Express)

Thanks for the very quick response. The land ownership plan shows the NR land edged Purple, and the Westfield land edged Blue. It is my understanding that none of the NR land is used for interchange, it is currently locked and fenced off and used by BT Police and NR staff accessing the lineside, at ground level. Westfield is in control of the interchange land and NR does not have any say over how this land is used. I am not sure on what basis the Coaches use the land and what plans are proposed in future but can request this information if it would assist your consideration.

Regards
1 Eversholt St
London
NW1 2DN

From: EXTL:

Sent: 12 January 2016 14:08

To: @networkrail.co.uk

Cc:

Subject: Re: Consultation under Network Licence Condition 7, in respect of the proposed disposal of land at Angel Lane, adjacent to Stratford station, London.

It isn't clear from the plan but can you clarify what the position is under this disposal in relation to the public highway, in particular the coach stops in front of the proposed disposal site?

Are these areas LB Newham/public highway and not owned by NR and subject to disposal

I ask in that you will be aware our Stansted Airport coach services stop there (as do our competitors) and its no doubt a location we would seek to retain

Rgds

3. Chiltern Railways

Hi

There are no comments from Chiltern Railways.
All the best,

4. Eurostar

No issue for EIL,

Thanks,

Eurostar International Limited

Times House | Bravingtons Walk | London N1 9AW

T +44 (0)20

M +44 (0)7

5. Mersey rail

I can confirm Merseyrail have no comments on the above proposal.

RegardsHelen

Merseyrail

6. Cross Country Rail

XC Trains Ltd has no comment on this proposed disposal.

Kind regards

CrossCountry

Phone: 0121 Mobile: Fax: 0121

7. LOROL

On the basis that the access and escape route issues are settled to NR's satisfaction, then LOROL has no further comment to make regarding this issue.

Regards,
London Overground



Overground House, 125 Finchley Road, Swiss Cottage, London NW3 6H

8. Great Western Railway

Good morning

We have no objection thank you.

Great Western Railway
1 Milford Street | Swindon | SN1 1HL

[@GWR.com](https://www.gwr.com)

First Greater Western Limited | Registered in England and Wales number 05113733
Registered office: Milford House, 1 Milford Street, Swindon SN1 1HL

9. Stagecoach South West Trains

With reference to the above proposed Land Disposal, on behalf of Stagecoach South Western Trains Ltd and East Midlands Trains Ltd 'No Comment'

Stagecoach South Western Trains / East Midlands Trains

Tel - 020

Mob -

10. Alliance Rail

Alliance has no comments

Regards

11. London Travelwatch

Thanks, the detail of the proposals for the variation of the escape route are still being worked up but will need to be approved by NR, of course.

Regards,
Principal Development Manager

Dear

London TravelWatch has no objection to the aforementioned proposal, provided it does not interfere with maintenance of the emergency escape route or any Network Rail related infrastructure works.

Regards

12. Transport Focus

Thank you for sending Transport Focus details of the proposed disposal of land at Stratford station, London. They note that:
the land is outside the station, with a station escape route and Network Rail maintenance tunnels beneath it, and BT Police occupy a building on it;
it is to be disposed of by freehold sale or long lease, possibly to Westfield UK Property Development Ltd;
the redevelopment scheme for the site is yet to be determined;
the BTP will be moved to a new location under the station overbridge facing the station entrance;
the future of the tunnels is to be confirmed;
subject to confirmation, exchange is planned for late summer, 2016.

Transport Focus has no objection to the proposed disposal.

Regards,

Tel.

13. Northern Rail Ltd

Hello

Northern has no objection to the land disposal at Angel Lane, Stratford.

Kind regards

Northern Rail Ltd
Northern House
York
YO1 6HZ

T:
M:

14. DRS

Good Morning ,

DRS have no comments.

Kind regards,
I

15. GB Railfreight

No comment.

Rgds,

GB Railfreight

16. WHMalcolm Group

No objections.

Regards

Malcolm Group, Block 20, Newhouse Industrial Estate, Old Edinburgh Road, Newhouse, North Lanarkshire, ML1 5RY

Tel: | Int: Mobile:

17. Rail Freight Group

Ok with RFG

Rail Freight Group
7 Bury Place
London
WC1A 2LA

Tel 020
Fax 020
Mobile

[@rfg.org.uk](mailto:info@rfg.org.uk)

Rail Freight (Users and Suppliers) Group

Registered No. 332 4439

www.rfg.org.uk

Twitter @railfreightUK

18. DB Cargo

I can confirm that DB Schenker has no objection to the proposed land disposal as described.

To clarify, the past history of the land being disposed of at this stage, the “emergency escape tunnel” was one of two parallel subways that emerged at and alongside the new main entrance built in 1945-9 to accommodate the Central Line. The larger was the original route to the underground booking office and the smaller eastern one was the direct walking route to the locomotive shed and works, to avoid staff having to pass in and out of the station ticket barriers – both were interconnected by S&T switchgear rooms and lift shafts) under the original GER station building in the “v” between current Platforms 10A and 11. (My own office was nearby on platform 11 where the support column slab for the Town Centre Footbridge now stands).

After 1949, the coal yard itself was confined to the area already sold some years ago north-east of the site in question and known, appropriately, as Angel Lane Yard, with another small marshalling facility called "Colchester Side" beyond Angel Lane towards Maryland station, which is still in NR ownership. The two tracks on the site now under discussion between the BT Police office and the eastbound Central Line would by 1949 have been pushed slightly eastwards by the construction of Platforms 3, 5 and 6 and were a double track curved connecting freight line providing a direct route between the Royal Docks, Beckton Gas Works, etc. and the large marshalling yard that occupied both sides of the line between Goodmayes and Chadwell Heath, which did most of the freight work later carried out at Temple Mills. After that track was lifted in the mid-1960s, it provided road access to the BT Police office from the adjacent Divisional Civil Engineer's site (more or less the present main station building plus part of the bus station) and later a power supply cable was buried under the edge of the route, which caused serious damp penetration problems in the old booking office.

The track levels in the station area are largely "made ground" supported by Victorian arches and 1940s concrete box structures and I had great fun in the 1980s showing the then Divisional Manager, xxxx, the disused parts of the subway and underground workshop network to see where tracks could be moved without excessive civil engineering costs. Hence the tracks through Platforms 10 (former 9), 10A (former 10) and 11 have stayed very firmly in their original positions through the station itself and only their pointwork connections and approach lines were comprehensively remodelled in 1949 and then again in the 1990s

Yours,

DB Schenker Rail (UK) Ltd
310 Goswell Road
London EC1V 7LW
Tel:

19. Freightliner

Hi

Freightliner has no comments to make on this proposal

Regards

20. Colas Rail

No objections in principle to the relocation but it does seem to involve Network rail in some detailed planning for carrying out works to their lineside assets.



Tel. - Mob.
@colastrail.co.uk

COLAS RAIL LTD
Wimbledon - Building One, West Goods Yard, Dundonald Road, Wimbledon, London, SW19 3QJ, United Kingdom
www.colastrail.co.uk



21. DfT

– the Department has no comment on this proposal.

Regards



Department for Transport

Stations, Network Services North - Rail Group

**3/23, GMH, Great Minster House
33 Horseferry Road, London, SW1P 4DR**

020

22. BT Police

Hello

Please see response below

Many thanks

From:

Sent: 27 January 2016 17:01

To:

Cc: Crime-Reduction

Subject: RE: Consultation under Network Licence Condition 7, in respect of the proposed disposal of land at Angel Lane, adjacent to Stratford station, London.

Dear ,

I have reviewed the attached documents and made a provisional visit to the site. I note that one side of the site runs parallel with operational running lines (W/B Central Line), I would encourage any proposed developer to be mindful in creating a suitable stand-off from the railway boundary so as any maintenance can be carried out without having to impede the railway operations. It has been noted that there has been no final decisions in regards to routing the escape tunnel or its use. It is required that the relevant CPDA is kept informed as discussions / plans progress. In essence there are no objections from this office.

The below is an example where a development has been built contiguous to the railway providing a canvas for graffiti vandals and difficulties to maintain due to no stand-off!



Regards Steve c...

British Transport Police
9th Floor Palestra House
197 Blackfriars Road
London SE1 8NJ
Tel: 0203 (Internal)
Mobile:
e-mail: s@btp.pnn.pol

23. ORR

As you will have seen, I have forwarded your email to my colleague xxxx who is Principal Inspector for ORR's SE and Anglia Network Rail Team. My responsibilities are now for Western Route.

Regards

Network Rail Wales and Western Team

Office of Rail and Road | 2nd Floor | 2 Rivergate | Temple Quay | Bristol | BS1 6EH

Tel: (mobile): internal x

24. Southeastern

Morning

Please accept my apologies for the delay in response. The member of the team handling Land Disposal's has been out of the business and so some have slipped through the net.

I can confirm that Southeastern have no comment on this proposal.

Please can I ask that you remove xxxx from your mailing lists and that all future consultations come only to me?

Kind Regards

southeasternrailway.co.uk

southeastern

Friars Bridge Court

41-45 Blackfriars Road

London, SE1 8NZ

25. Govia Thameslink Railway

No response received

26. West Coast

No response received

27. Crossrail

Dear ,

Crossrail Safeguarding are happy to return a 'no comment' response to your enquiry.

Best regards,

Crossrail Limited | 25 Canada Square | London | E14 5LQ

Tel: 020 | Helpdesk (24hr)

Desk Location

T 020

@crossrail.co.uk

www.crossrail.co.uk

MOVING LONDON FORWARD

28. Acorp

Hello ,

Apologies. ACoRP have no comment.

Regards

ACoRP

29. Greater Anglia

From: [<mailto:@abelliogreateranglia.co.uk>]

Sent: 24 March 2016 16:39

To:

Subject: RE: FW: Consultation under Network Licence Condition 7, in respect of the proposed disposal of land at Angel Lane, adjacent to Stratford station, London.

STATION LAYOUT • UNCONTROLLED COPY • STATION LAYOUT • UNCONTROLLED COPY • STATION LAYOUT •

Stratford

Network Rail
Eastern Subway



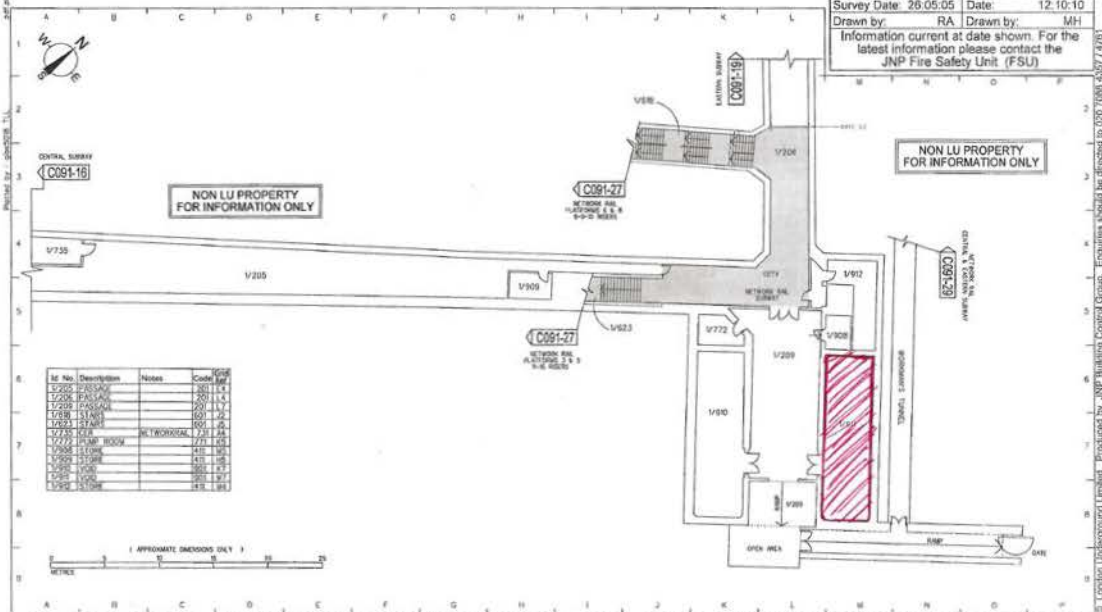
STATION LAYOUT

Not for construction purposes

Produced on behalf of the
JNP Fire Compliance Manager
by the Fire Compliance Team for
London Underground Limited.

Total of 35 Drawings C091-1a to 34	Drawing number: C091-18s
Issue: 14 (2005/06)	Revision: A
Survey Date: 26.05.05	Date: 12.10.10
Drawn by: RA	Drawn by: MH

Information current at date shown. For the latest information please contact the JNP Fire Safety Unit. (FSU)



STATION LAYOUT • UNCONTROLLED COPY • STATION LAYOUT • UNCONTROLLED COPY • STATION LAYOUT •

23.03.2015 12:27:52
 Produced by JNP Building Control Group. Enquiries should be directed to 0207 088 4377 (JNP)
 London Underground Limited



here is a plan and photos

Regards

M: +44 (0

Abellio Greater Anglia
11th Floor
One Stratford Place,
Montfitchet Road,
London
E20 1EJ

abelliogreateranglia.co.uk

[Property To Let.](#)

From: <@networkrail.co.uk>

To: <@abelliogreateranglia.co.uk>,

Date: 24/03/2016 15:25

Subject: RE: FW: Consultation under Network Licence Condition 7, in respect of the proposed disposal of land at Angel Lane, adjacent to Stratford station, London.

I am not aware of any previous LC7 submission. Do you know who submitted that? xxxx is currently not planning to significantly disrupt the underground areas generally, and these are likely to be left in railway use, but if you could indicate exactly where the area in question is, I will confirm with Westfield whether there is anything proposed that might have any impact on the area of concern.

Regards,
1 Eversholt St
London
NW1 2DN
020

From: [<mailto:@abelliogreateranglia.co.uk>]

Sent: 24 March 2016 14:50

To:

Subject: Re: FW: Consultation under Network Licence Condition 7, in respect of the proposed disposal of land at Angel Lane, adjacent to Stratford station, London.

I write further to my voice mails. The area that you are proposing to dispose of appears to include the site of the former ticket office area, The AGA comms room for One stratford place is located in this area. The comms room was located here by NR when AGA took the lease from them as there was not any capacity in the area leased by NR and as such is essential for our occupation of one stratford place. This matter was raised when the last LC7 application was submitted, Please can you advise whether the comms room is part of the proposed sale area?

Regards

M: +44

Abellio Greater Anglia
11th Floor
One Stratford Place,
Montfitchet Road,
London
E20 1EJ

abelliogreateranglia.co.uk

[Property To Let.](#)

From: <@networkrail.co.uk>

To: "@greateranglia.co.uk" <>,

Date: 23/03/2016 16:39

Subject: FW: Consultation under Network Licence Condition 7, in respect of the proposed disposal of land at Angel Lane, adjacent to Stratford station, London.

As a user of the above station I really need a response from AGA on this matter, for which the original consultation deadline was 9th February. This matter will need to go to the Regulator and as such will be very surprising to ORR if it has to go in without a comment from AGA.

I would be grateful for an early response, and would be happy to pop over to talk you through it if that would assist in understanding the matter.

Regards,

1 Eversholt St
London
NW1 2DN

[@networkrail.co.uk](mailto:networkrail.co.uk)

30. London Legacy Development Corporation

Dear ,

Thank you for your e-mail of 12th January regarding your proposed disposal of land at **Angel Lane, Stratford, London**.

LLDC has no objection to the proposed disposal of the identified land.

Regards,

Queen Elizabeth Olympic Park

London Legacy Development Corporation
Level 10
1 Stratford Place, Montfichet Road
London
E20 1EJ

31. Roadways Container Logistics

No response

32. Freight Transport Association

FTA has no comment, apologies.

Sent from my Sony Xperia™ smartphone

33. Transport Advisory

I apologise for not responding before with a no objection

Regards
Transport Advisory

+44 (

34. **Grand Central Railways**

No Response received

Appendix 2 – Network Rail’s Consultation email

From: @networkrail.co.uk

Sent: 12 January 2016 13:50

To:

Subject: Consultation under Network Licence Condition 7, in respect of the proposed disposal of land at Angel Lane, adjacent to Stratford station, London.

Dear Consultee,

We wish to consult you as regards your views, on our proposed disposal of land at **Angel Lane, Stratford, London**.

I attach a draft application form which, with its related plans and attachments, explains the proposal in detail.

We request your comments on this proposed disposal by **09/02/2016** (including any “no comment” response). It would be particularly helpful if your response could indicate whether you believe that that proposed disposal area has any reasonably foreseeable railway related or other public transport use.

Following this consultation and having considered any comments that are received we intend to submit the matter to ORR in the absence of valid and unresolved objections. If you have any queries as regards this proposal, please contact me using the contact details at the foot of this email.

If this or any future consultations of this nature should be directed differently to your organisation, please advise us of the appropriate contact details, so we may amend our records and consult the correct person.

Regards,

1 Eversholt St
London