

21 December 2017

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

Network licence condition 7 (land disposal): Burton Road, Lichfield, Staffordshire

Decision

1. On 23 October 2017, Network Rail gave notice of its intention to dispose of the freehold of land off Burton Road, Lichfield, Staffordshire (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 at Annex A).
2. Subsequently, on 19 December 2017, Network Rail confirmed an amendment that would reduce the freehold sale area. Network Rail proposed to lease the remainder of the Land for the purposes of providing additional car parking capacity for users of Lichfield Trent Valley station. A plan showing the disposal areas is attached at Annex B.
3. We have considered the information supplied by Network Rail including the responses received from third parties you have consulted. 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 this notice.

Reasons for decision

4. We note that Network Rail has consulted its relevant stakeholders and received one objection, from London & Birmingham Railway Limited (London Midland).
5. Network Rail had proposed the freehold disposal of part or whole of the Land (as seen on plan 5597971 in Annex A), including an area for 78 car parking spaces to be provided as a condition of the sale to ensure additional parking capacity for customers using Lichfield Trent Valley railway station. London Midland objected to Network Rail's proposal on the basis that it was not sufficiently clear that Network Rail would secure London Midland's requirement for additional car parking for station users. London Midland preferred to secure the additional car parking area by incorporating it in its station lease. Network Rail did not wish to commit to this.
6. We note London Midlands' requirement for additional car parking capacity and the need to secure it. We also note that other land nearby is providing car parking facilities but, being in third party ownership, its future continued use is not guaranteed. We consider that it is important for users of Lichfield Trent Valley station to have sufficient parking available in the vicinity of the station on a long term basis. However, its provision through the station lease with Network Rail is not the only means of achieving this.
7. Network Rail has now amended its application so that it will retain the freehold of part of the Land to provide a car parking facility for station users. Its amended plan is at Annex B.
8. We consider that the provision of the agreed minimum of 78 car parking spaces on a secure long term basis is important to users of Lichfield Trent Valley station and so we are attaching conditions to our consent to this effect. These will ensure that on the disposal

Network Rail provides the capacity required and will dedicate the full number of car parking spaces for railway users if that capacity is required.

9. Network Rail has stated that it may be necessary to change the boundaries of the area and requested that the disposal consent incorporates flexibility as to the boundaries. We do consider that allowing some flexibility is appropriate as the boundaries may need to change slightly as the development is considered further. However, our consent will only encompass changes in boundary which are not material. The proposed leasehold area is well located for 78 additional car parking spaces and our consent is given on this basis. Should Network Rail propose a material change in location of the car parking facility, we could consider that a separate consent would be required.

10. Network Rail has stated that it will reserve sufficient access through the Land to allow railway maintenance vehicles unrestricted access to the railway, together with parking for such vehicles and the ability to turn and exit, and retain land for storage. We consider that Network Rail is best-placed to secure the necessary access to the railway network. We therefore consider that there is no evidence that the proposed disposal, as amended on 19 December 2017, would affect existing or future railway operations or access to and from the station.

11. Based on all the evidence we have received and taking into account all of 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.

12. ORR therefore consents to:

- (a) the freehold disposal of the area of land shown edged by a red boundary on the first attached plan at Annex B (and of any area of land disposed of due to changes in that boundary which are not material); and
- (b) the leasehold disposal of the area of land shown edged by a blue boundary on the first attached plan at Annex B (and of any area of land leased due to changes in that boundary which are not material), subject to the following conditions:
 - i. Network Rail shall include in the lease a provision stating that the land shall not be used otherwise than for the purpose of providing a car parking facility which has at least 78 car parking spaces which are available for use by users of Lichfield Trent Valley station (the Car Parking Facility).
 - ii. Network Rail shall include in the lease a provision allowing it to terminate the lease if the land is not being used for the purpose of providing the Car Parking Facility.
 - iii. Network Rail shall take all reasonable steps to ensure that the Car Parking Facility is available for the purpose of meeting the demand for additional parking for users of Lichfield Trent Valley station.

13. We have had regard to our decision criteria in *Land disposal by Network Rail: the regulatory arrangements, December 2013*¹, 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*”.

¹ Available from www.rail-reg.gov.uk/server/show/nav.150



14. 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 conditions above.

A handwritten signature in blue ink that reads 'Les Waters'.

Les Waters

Duly authorised by the Office of Rail and Road

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	Lichfield, Staffordshire – Former site of Ministry of Agriculture, Fisheries and Food depot (MAFF depot) located off Burton Road, Streethay totalling circa 2.5 hectares comprising 2 warehouses totalling 4750 square metres (51,000 square feet) as shown coloured blue and coloured blue hatched black on the Sale Plan No.5597971 Rev A and also, for identification purposes only, shown edged red on the Site Location Plan No. 79570.
Plans attached: (all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)	Sale Plan No. 5597971 Rev A Site Location Plan No. 79570 Indicative development drawing No. SK002 Rev C
Clearance Ref:	CR/30895
Project No.	S08430
Ordnance survey coordinates	413468E, 310155N
Photographs (as required)	Image 7795 - viewed from bridge looking north
2. Proposal	
Type of disposal (i.e. lease / freehold sale)	Freehold disposal of part or whole.
Proposed party taking disposal	Unknown - Purchaser to be selected following marketing of the sale/development opportunity or via direct disposal to a special purchaser.

Proposed use / scheme	Part residential and part additional station parking as shown on the indicative development drawing, which may be varied for planning reasons or to suit the Purchasers particular development scheme.
Access arrangements to / from the disposal land	A 24/7 vehicular right of way will be reserved for Network Rail and High Speed 2 from the public highway (Burton Road) and through the Property to the adjoining railway line for articulated vehicles up to 22.5m in length as indicated on the indicative development drawing or along such other route as is deemed acceptable to NR for operational purposes.
Replacement rail facilities (if appropriate)	Network Rail's existing vehicular access through the Property will be diverted to allow the Property to be comprehensively re-developed for housing and a new car park.
Anticipated Rail benefits	Provision of a new car park with a minimum of 78 car parking spaces to provide additional parking capacity for customers using Lichfield Trent Valley railway station.
Anticipated Non-rail benefits	Disposal of surplus railway land for additional housing to provide circa 49 residential units adhering to government policy to release under-utilised public sector land for housing Delivery of a capital receipt for Network Rail. Demolition of redundant former MAFF warehouses and development of a vacant site to remove a liability for Network Rail. The Property was illegally occupied by itinerants in 2016 and contains asbestos materials in the warehouses.
3. Timescales	
Comments on timescales	A disposal of the Property is expected to be completed in 2018/19, subject to the grant of planning consent with an obligation on the buyer of the residential part to build the new car park to Network Rail's specification and satisfaction within an agreed deadline.
4. Railway Related Issues	
History of railway related use	The freehold of the Property was acquired by Network Rail in 2004 as it was required at the time for the West Coast Modernisation project for use as site offices, materials handling and storage. WCRM vacated the Property in 2009. The Property was subsequently occupied by Network Rail (NDS and NSC) for the storage of rail infrastructure but they vacated in Aug 2013. There was a short term occupation of part of the Property in 2014 by contractors in connection with construction of the

	<p>station building at Lichfield Trent Valley station. The Property has remained vacant since but is subject to 24/7 vehicular access for Network Rail to the adjacent railway for maintenance purposes and to access the siding to the north of the Property.</p>
<p>When last used for railway related purposes</p>	<p>The Property was last used for railway related purposes in 2013/14 as indicated above but is subject to current 24/7 vehicular access through the Property by Network Rail to the railway/siding.</p>
<p>Any railway proposals affecting the site since that last relative use</p>	<p>Initial interest was shown by Network Rail Works Delivery in the potential future use of the Property in 2016 for accommodation/storage but the premises were not suitable and were ruled out as part of their consolidation plans in March 2016.</p>
<p>Impact on current railway related proposals</p>	<p>None, the existing access through the Property will be varied to allow unrestricted 24/7 vehicular access to the railway to continue together with parking for Network Rail Maintenance and the ability to turn and exit plus retention of land for storage.</p>
<p>Potential for future railway related use</p>	<p>No specific mention of the Property in the RUS but it is accepted that part of the Property would be beneficial and required for the provision of additional station parking, which forms part of the sale/development proposals. It is accepted that the Property is vacant and needs to be developed in a practical way that generates benefit for the wider community but with due consideration for reserving sufficient car parking to meet growth expectations. This takes into account the ownership/control of land and the expected continued use of the existing parking at the station and proposed new parking on third party owned land adjacent to the Property and potential for future use of third party land immediately adjacent to the Station.</p>
<p>Any closure or station change or network change related issues</p>	<p>Should the proposed new car park be included in the station lease then station change will be necessary to formally include this additional area within the station lease demise. There are no network change related issues as the Property is not connected to the railway network.</p>
<p>Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future</p>	<p>The disposal is subject to the provision of a varied 24/7 Network Rail vehicular access route through the Property, along a route which is acceptable to Network Rail and allows comprehensive re-development of the Property for residential and car parking use. The varied access will include the ability for Network Rail vehicles (up to 22.5m length) to turn and exit Network Rail's retained land. The disposal also retains sufficient land for storage and the parking of Network Rail maintenance and other railway associated vehicles.</p>

<p>Position as regards safety / operational issues on severance of land from railway</p>	<p>The disposal includes arrangements under which either Network Rail or the other party will install new boundary fencing along parts of the railway boundary.</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>
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5. Planning History and Land Contamination

<p>Planning permissions / Local Plan allocation (if applicable)</p>	<p>The previous owner obtained planning consent in December 2003 for 75 residential units on the Property but this expired in December 2010.</p> <p>The Property is effectively allocated for residential use through one of the saved policies of the old Local Plan which is under review as part of the forthcoming Local Plan Allocations process. Network Rail continues to promote it for residential use.</p> <p>The land lying immediately to the east of the Property is currently being developed by Miller Homes who have obtained planning consent (Dec 14) for the development of a mixed use urban extension comprising 750 new homes and a car park of up to 75 spaces as shown on the Location Plan. Miller Homes has reserved matters consent (June 15) for their 1st phase of 352 units which includes the 75 space car park. The development is under-construction.</p> <p>Network Rail has recently instigated pre-application discussions with Lichfield District Council over the development proposals for the Property.</p>
<p>Contamination / Environmental Issues (if applicable)</p>	<p>The Property was subject to surveys in 2003 prior to it being acquired by Network Rail, which indicated asbestos within the two warehouses. No current surveys have been undertaken but will be provided to support a future planning application by Network Rail/developer.</p>

6. Consultations

<p>Railway (internal – Network Rail)</p>	<p>Pell Frischmann were appointed by Network Rail to produce a Parking Demand Study which concluded that additional parking of 78 spaces should be provided on the Property to support future passenger growth at Lichfield Trent Valley railway station. Network Rail (Strategic Planning), London Midland and DfT support this conclusion.</p> <p>No objections to the proposed disposal subject to the following key conditions:</p> <p>The construction of the car park by a third party or their contractor is to be built to Network Rail's specification and standard under an appropriate Asset Protection Agreement. The buyer will be required to erect appropriate secure fencing to separate development from the railway existing access.</p>
<p>Summary of position as regards external consultations</p>	<p>As part of the disposal/regulatory process, Network Rail appointed Pell Frischmann to provide a Parking Demand Study Report to demonstrate & establish the number of additional station parking spaces required on the Property to meet latent and future demand as part of any development of the Property for housing. The Study concluded in March 2016 that 78 car parking spaces were required on the Property, taking into account existing occupancy/numbers, new development in the locality, the Miller Homes proposed car park and predicted growth. London Midland concurred with the conclusion of the Parking Demand Study, that 78 spaces would be an acceptable number as part of a development scheme. DfT confirmed that they wish to see the Property used for the provision of 78 additional car parking spaces on part, rather than a wholly residential scheme. The provision of additional station car parking on part of the Property is considered necessary by NR, TOC and DfT to ensure sufficient future car parking capacity at the station.</p> <p>HS2 approval "in principle" has been obtained to diverting the existing access, as HS2 has rights under HS2 Hybrid Bill.</p>
<p>Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward</p>	<p>London Midland initially indicated in May 2017 that they generally supported any scheme to increase parking at railway stations, especially at Lichfield Trent Valley station where there is already high demand. However, they had a number of questions which Network Rail responded to by return. In June 2017 London Midland advised that they would be happy to support the proposal on the condition that the railway car park remained in Network Rail freehold ownership and that the new car park would be incorporated into the SFO's existing station lease. Network Rail refuted the imposition of the proposed condition on the basis that it was unreasonable and the LC7 consultation process was not a vehicle to allow stakeholders to seek to impose their own</p>

commercial requirements, thus limiting Network Rail's ability to rent/sell their assets in a prudent commercial manner. Network Rail advised that the car park element of the scheme would be available for additional station parking use to ensure sufficient capacity was available at the station for customers. Network Rail sought confirmation from London Midland as to whether they were prepared to withdraw their proposed condition and if they were supportive of the proposed disposal on the basis that the car park was available for use by station customers regardless of ownership or management of the proposed facility. In July London Midland indicated concerns regarding management and use of the proposed new car park and advised that they felt it reasonable to expect the proposed new car park to be incorporated into the station lease so that they could ensure that the facility benefitted railway passengers. Network Rail advised London Midland that they had already agreed that the facility would benefit railway passengers in that the car parking element of the scheme would be available for station parking use but that their proposed condition was considered unreasonable. Network Rail indicated that another party could manage the new car park and that until such time as Network Rail had obtained planning consent and certainty that the development would occur, it was premature for Network Rail to identify a specific party to manage the new car park facility. It remained an option for Network Rail to include the car park within the station lease but alternative options needed to remain open to Network Rail at this early stage. Network Rail also indicated that they would expect appropriate management of the car park facility to ensure that sufficient car parking was made available for station customers. In August 2017 London Midland confirmed that they were not prepared to concede and believed that a vague assurance that there would be a car park for rail passengers without any clear explanation of how it would be achieved was not guaranteeing the best interests of the rail industry as a whole or of the fare paying public. London Midland re-asserted their position that the new station car park should remain in Network Rail's freehold ownership and be incorporated into the station lease. Network Rail advised London Midland that they had explained their position and did not consider it reasonable to be commercially constrained by a condition agreeing to transfer the car park into the SFO's lease demise. Indeed the initial consultation form stated under "Anticipated rail benefits" - "Provision of a new car park with a minimum of 78 car parking spaces to provide additional parking capacity for customers using Lichfield Trent Valley railway station. Further Network Rail advised that they will seek to protect the "rail user" on any freehold disposal of the car park by including a restriction on use that it has to be used as a car park.

Unfortunately a suitable resolution was not found and the parties reached an impasse on this particular matter Therefore a submission is made to ORR for approval of the proposed land disposal by ORR on the following basis:

Network Rail does not consider it reasonable to be commercially

	<p>constrained by a condition agreeing to transfer the car park into the SFO's lease demise. Network Rail can ensure that the car park benefits rail passengers by including a restriction in any freehold sale (or lease) such that the land must be used as a car park. The option still remains for Network Rail to include the new car park in the station lease but Network Rail cannot be constrained in making this commitment. Given the location of the proposed car park Network Rail considers that the proposed new car park would likely be occupied in the main by station users as it is a short walk to the station along Burton Road and over the pedestrian crossing to Station Approach. It should also be noted that Miller Homes have also now constructed a car park on land immediately adjacent to the Property so this will contribute to the improved car park capacity in the area.</p> <p>In view of London Midland's objection, Network Rail would welcome consent that was conditional upon provision of a new car park with a minimum of 78 car parking spaces to ensure additional parking capacity for customers using Lichfield Trent Valley railway station. The provision of a car park facility on the Property would be subject to planning consent.</p>
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7. Local Authorities

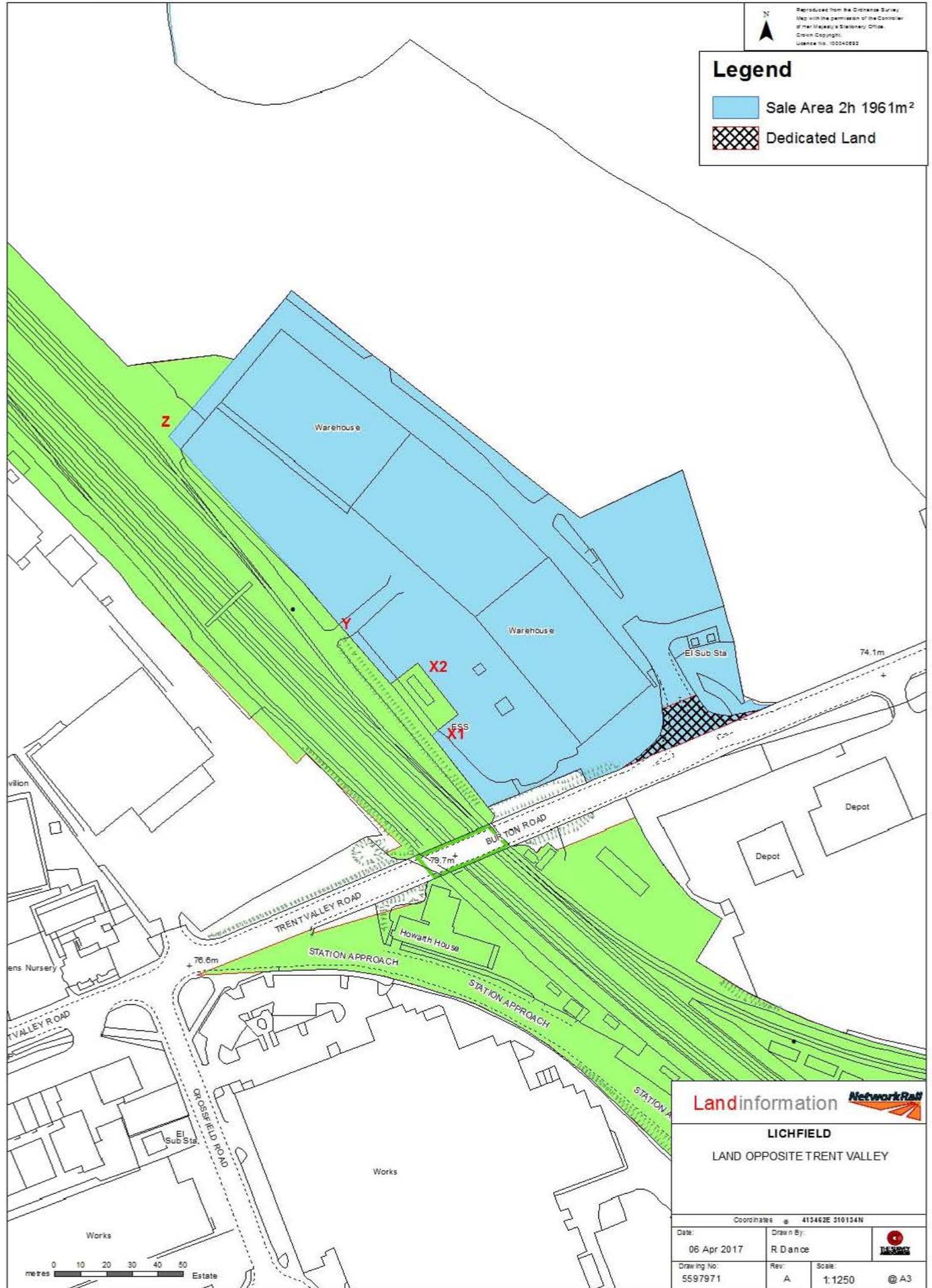
Names & Email Addresses:	Staffordshire County Council – Community Infrastructure Liaison Manager (Place) Tel
Local Transport Authorities:	Staffordshire County Council
Other Relevant Local Authorities:	Lichfield District Council, Fradley & Streethay Parish Council

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:	Development Surveyor	
Approved by Property Development Manager	Name:	Date Approved by PDM: 7 th April 2017

Legend

- Sale Area 2h 1961m²
- Dedicated Land



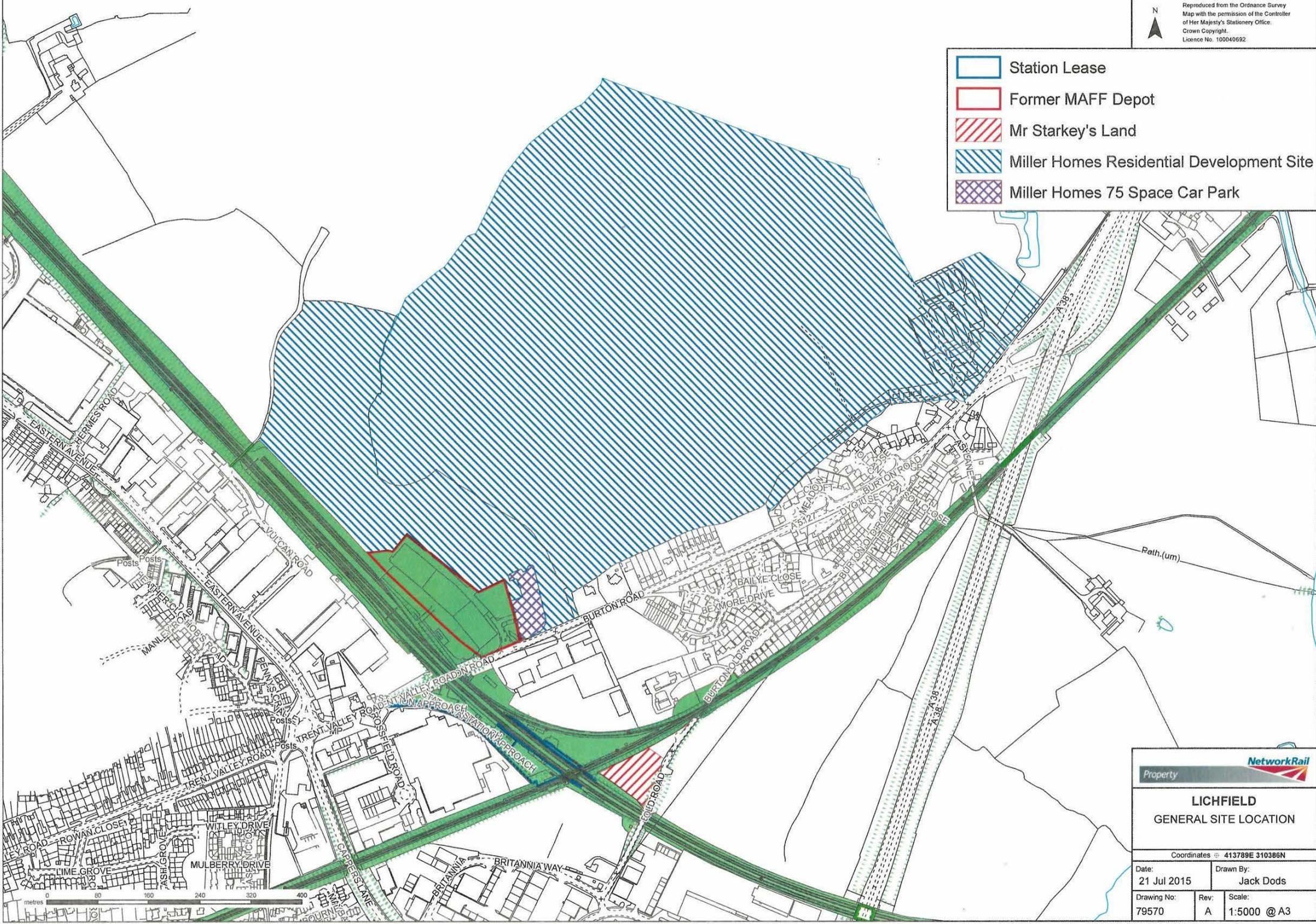
Landinformation

LICHFIELD
 LAND OPPOSITE TRENT VALLEY

Coordinates = 413462E 310134N

Date: 06 Apr 2017	Drawn By: R Dance	
Drawing No: 5597971	Rev: A	
Scale: 1:1250		@ A3

Station Lease
Former MAFF Depot
Mr Starkey's Land
Miller Homes Residential Development Site
Miller Homes 75 Space Car Park

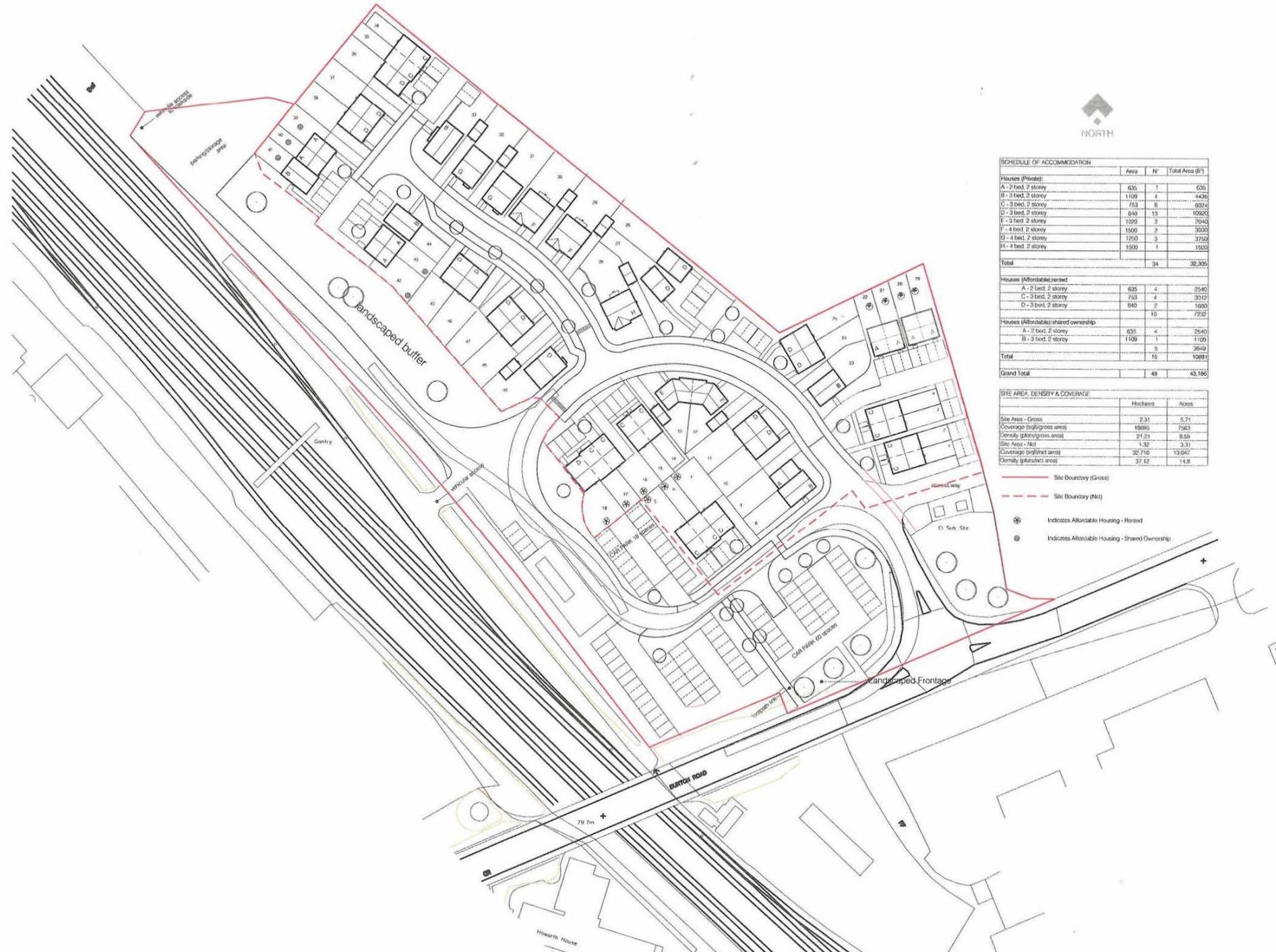


Property 

LICHFIELD
GENERAL SITE LOCATION

Coordinates @ 413789E 310386N

Date: 21 Jul 2015	Drawn By: Jack Dods
Drawing No: 79570	Rev: A
Scale: 1:5000 @ A3	



SCHEDULE OF ACCOMMODATION

Area	N°	Total Area (M ²)	
Houses (Private):			
A - 2 bed, 2 storey	635	1	635
B - 3 bed, 2 storey	1109	4	4436
C - 3 bed, 2 storey	753	8	6024
D - 3 bed, 2 storey	840	10	10920
E - 3 bed, 2 storey	1020	2	2040
F - 4 bed, 2 storey	1900	2	3800
G - 4 bed, 2 storey	1250	3	3750
H - 4 bed, 2 storey	1500	1	1500
Total	34	32,305	

Houses (Affordable) mixed

A - 2 bed, 2 storey	635	4	2540
C - 3 bed, 2 storey	753	4	3012
D - 3 bed, 2 storey	840	2	1680
	10		7732
Houses (Affordable) shared ownership			
A - 2 bed, 2 storey	635	4	2540
B - 3 bed, 2 storey	1109	1	1109
	5		3649
Total	15	10811	
Grand Total	49	43,186	

SITE AREA, DENSITY & COVERAGE

	Hectares	Acres
Site Area - Gross	2.31	5.71
Coverage (total/gross area)	18695	7563
Ownership (total/gross area)	21.21	8.56
Site Area - Net	1.32	3.31
Coverage (total/net area)	32,716	13,047
Ownership (total/net area)	37.12	14.8

- Site Boundary (Gross)
- - - Site Boundary (Net)
- ⊕ Indicates Affordable Housing - Rented
- ⊙ Indicates Affordable Housing - Shared Ownership

© MAR 16 SITE BOUNDARY AND GARDENS TO PLOTS 30-40 UPDATED

8 FEB 16 SITE BOUNDARY UPDATED

4 JUNE 16 ACCESS ROAD AND PARKING REVISED

REV: DATE NOTES

Client

NETWORK RAIL

Project

BURTON ROAD, LICHFIELD

Drawing Title

SITE LAYOUT OPTION A

Drawn	Checked	Paper Size	Scale	Date	
JB	JMB	A1	1:500	APRIL 2016	
Project No.	16224	Drawing No.	SK002	Revision	C



CONSULTATION REPORT

relating to

PROPOSED LAND DISPOSAL

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

Site location and description: Lichfield Staffordshire – Former MAFF depot off Burton Road as shown coloured blue on the attached Plan No. 5597971 Rev A

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

Summary of position regarding responses:

35 stakeholders were consulted, 28 responded confirming they had no comments or objection, 5 gave no response despite reminders being sent and two initially objected (London Midland and Freightliner).

Freightliner initially objected to the proposed disposal in June 2017 on the basis that they were of the view that the Property had potential for rail-related freight use. However, following consultation with Network Rail they subsequently withdrew their objection in August 2017.

London Midland indicated that they generally supported this scheme and indeed any scheme to increase parking at railway stations,

especially at Lichfield Trent Valley station where there was already high demand. However, London Midland indicated that they would support the proposed disposal on the condition that the railway car park remained in Network Rail freehold ownership and that the new car park would be incorporated into the SFO's existing station lease so that they could ensure that the facility benefited railway passengers.

Network Rail refuted the imposition of the proposed condition on the basis that it was unreasonable and the LC7 consultation process was not a vehicle to allow stakeholders to seek to impose their own commercial requirements, thus limiting Network Rail's ability to rent/sell their assets in a prudent commercial manner. Network Rail advised that the car park element of the scheme would benefit railway passengers and would be available for additional station parking use to ensure sufficient capacity was available at the station for customers regardless of ownership or management of the proposed facility. Network Rail indicated that another party could manage the new car park and that until such time as Network Rail had obtained planning consent and certainty that the development would occur, it was premature for Network Rail to identify a specific party to manage the new car park facility. Further it remained an option for Network Rail to include the car park within the station lease but alternative options needed to remain open to Network Rail at this early stage. Network Rail also indicated that they would expect appropriate management of the car park facility to ensure that sufficient car parking was made available for station customers.

London Midland were not prepared to concede and believed that a vague assurance that there would be a car park for rail passengers without any clear explanation of how it would be achieved was not guaranteeing the best interests of the rail industry as a whole or of the fare paying public.

Please see the consultation report below for full email exchanges.

Unfortunately a suitable resolution was not found and the parties reached an impasse on this particular matter Therefore a submission is made to ORR for approval of the proposed land disposal by ORR on the following basis:

Network Rail does not consider it reasonable to be commercially constrained by a condition agreeing to transfer the car park into the SFO's lease demise. Network Rail can ensure that the car park benefits rail passengers by including a restriction in any freehold sale (or lease) such that the land must be used as a car park. The option still remains for Network Rail to include the new car park in the station lease but Network Rail cannot be constrained in making this commitment. Given the location of the proposed car park Network Rail considers that the proposed new car park would likely be occupied in the main by station users as it is a short walk to the station along Burton Road and over the pedestrian crossing to Station Approach. It should also be noted that Miller Homes have also now constructed a car park on land immediately adjacent to the Property so this will contribute to the improved car park capacity in the area. The provision of a car park facility on the Property would be subject to planning consent.

The full list of external consultees is set out below:

No.	External party (name)	Contact name, email address and telephone	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	Merseyrail		Yes	13 th April 2017	No objections	Responded
2	Northern Rail		Yes	13 th April 2017	No objections	Responded
3	South Eastern Railway		Yes	13 th April 2017	No objections	Responded
4	GB Railfreight		Yes	13 th April 2017	No issues	Responded
5	Alliance Rail		Yes	13 th April 2017	No comments	Responded
6	W H Malcom Limited		Yes	13 th April 2017	No objections	Responded
7	ACORP		Yes	13 th April 2017	No comment	Responded
8	Eurostar International Limited		Yes	13 th April 2017	No issue	Responded
9	Virgin Trains		Yes	14 th April 2017	No objection	Responded

10	Cross Country Trains		Yes	14 th April 2017	No comment	Responded
11	WCR		Yes	15 th April 2017	No comments	Responded
12	Rail Freight Group		Yes	17 th April 2017	Ok with RFG	Responded
13	Transport Focus		Yes	21 st April 2017	No objection	Responded
14	Direct Rail Services		Yes	21 st April 2017	No comments	Responded
15	Lichfield District Council		Yes	24 th April 2017	The proposed mixed-use development of the site would likely be supported in principle. The MAFF Depot site to which this consultation relates was identified and allocated for residential development in the 1998 Lichfield District Local Plan through policy L7A (Buffer Depot, Streethay). Policy L7A of the 1998 Lichfield District Local Plan remains saved, as set out at Appendix J of the adopted Local Plan Strategy (adopted February 2015) and is to be considered through the second part of Lichfield Districts new development plan – the Local Plan Allocations document. Consultation on the Local Plan Allocations document is currently underway. It should be noted that the emerging Local Plan Allocations document identifies the site as a proposed allocation for residential development to accommodate approximately 50 dwellings.	Responded
16	Department for Transport		Yes	25 th April 2017	No comments	Responded
17	Colas Rail		Yes	26 th April 2017	No comment	Responded

18	DRSL		Yes	28 th April 2017	No comments	Responded
19	British Transport Police		Yes	2 nd May 2017	I have noted the attachments to the original e mail. I note that fencing is to be installed either by Network Rail or the developer when sold. The standard of the fencing should be stated i.e. palisade 1.8metre single point to current Network Rail standards.The car park for 78 car parking spaces will be built to the current Network Rail standard. This should be to the standard to achieve the British Parking Association Safer Parking Award which the current car parks at Lichfield TV are currently accredited.	Responded
20	HS2		Yes	12 th May 2017	<p>Following assessment of the material provided and with reference to the attached hybrid Bill plan, I can confirm that part of the site 'sale area' (i.e. Book of Reference land parcel 129) is within formal HS2 Phase One safeguarding limits, Limits of Land to be Acquired and Used (LLAU) and the Consolidated Land Boundary (CLB) for HS2.</p> <p>Safeguarding is an established part of the town planning process, designed to ensure that land which has been identified for major infrastructure projects is protected from conflicting developments. The current safeguarding directions relate to Phase One of HS2 between London and the West Midlands, Phase 2a of HS2 between the West Midlands to Crewe and Phase 2b of HS2 between Crewe and Manchester, and the West Midlands to Leeds.</p> <p>See: https://www.gov.uk/government/collections/hs2-safeguarding. Phase One of HS2 took a major step forward on 23rd February 2017 as Britain's new railway successfully completed over 3 years of Parliamentary scrutiny to receive Royal Assent and construction is now scheduled to begin on schedule in the Spring.</p>	Responded

					<p>The land in question is also identified on drawing CT-05-148 in Volume 4 Map Book 'Off Route Effects' as an HS2 Construction Access via Existing Track to serve the existing Lichfield Sidings adjacent to the West Coast Main Line, which are to be used for stabling engineering trains. See: https://www.gov.uk/government/publications/volume-4-off-route-effects-and-map-book for further details.</p> <p>Details of the proposed site freehold disposal for 'part residential and part additional station parking' are noted in the Property Disposal report together with the following statements in relation to HS2 interests and involvement respectively:</p> <p><i>"A 24/7 vehicular right of way will be reserved for Network Rail and High Speed 2 from the public highway (Burton Road) and through the Property to the adjoining railway line for articulated vehicles up to 22.5m in length as indicated on the indicative development drawing or along such other route as is deemed acceptable to NR for operational purposes."</i></p> <p><i>"HS2 approval "in principle" has been obtained to diverting the existing access, as HS2 has rights under HS2 Hybrid Bill."</i></p> <p>Accordingly HS2 Ltd does not wish to raise any objections to the proposed land disposal in safeguarding or delivery terms.</p>	
21	Transport for North		Yes	22 nd May 2017	No comments	Reminder sent 22 nd May 2017 and thereafter responded
22	Fradley & Streethay Parish Council		Yes	22 nd May 2017	Choose not to make any comments	Reminder sent 22 nd May and thereafter

						responded
23	The Go-Ahead Group PLC (Govia)		Yes	22 nd May 2017	We note that as part of the scheme additional car parking is being provided which will be of benefit to future rail passengers. Overall I can confirm that Govia is supportive of the proposal.	Consulted initially on 16 th May and provided with original email dated 13 th April 2017
24	Freight Transport Association		Yes	22 nd May 2017	No comment	Reminder sent 22 nd May and thereafter responded
25	Serco		Yes	23 rd May 2017	No objections	Following re-direction consulted initially on 23 rd May and provided with original email dated 13 th April 2017
26	Great Western Railway		Yes	23 rd May 2017	No objection	Reminder sent 22 nd May and thereafter responded
27	Chiltern Railways		Yes	23 rd May 2017	No issues to raise	Reminder sent 22 nd May and thereafter responded
28	London Midland		Yes	25 th May, 14 th June, 13 th July, 18 th Aug	Seeking condition on disposal that that the new station car park should remain in Network Rail's freehold ownership and be incorporated into the station lease. See exchange of e-mails between	Reminder sent 22 nd May and thereafter responded

				2017	Network Rail and London Midland below.	
29	Abellio		Yes	26 th May 2017	No objection	Consulted initially on 16 th May and provided with original email dated 13 th April 2017
30	Freightliner		Yes	2 nd and 9 th June and 18 th Aug 2017	<p>Initial response was as follows "Having considered this carefully, Freightliner is of the view that this property does have potential for rail-related freight use. We have bulk customers looking for sites in this area; plus there is a potential for using the site as a staging post for HS2 construction supply. Further HS2 announcement is expected in the near future, which could well have an impact. As such we wish to object to the proposed Disposal of the site.</p> <p>Following Network Rail's response to the above, Freightliner subsequently advised "We've considered this matter further, and Freightliner is now prepared to withdraw its object to the disposal of this site"</p>	Reminder sent 22 nd May and 2 nd June and thereafter responded
31	c2c Rail Limited		No	No response	No response	Reminder sent 22 nd May and 2 nd June but no response received
32	Grand Central Railway Company Limited		No	No response	No response	Reminder sent 22 nd May and 2 nd June but no response received
33.	DB Cargo UK Ltd		No	No	No response	Reminder sent 22 nd May and

	(Formerly DB Schenker)			response		2 nd June but no response received
34	Staffordshire County Council		No	No response	No response	Reminder sent 22 nd May and 2 nd June. Read initial e-mail on 13 th April but no response received
35	Transpennine Express		No	No response	No response	Reminder sent 22 nd May and 2 nd June but no response received

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 – Consultee Responses

1. Merseyrail

From: merseyrail.org]

Sent: 13 April 2017 11:28

To:

Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

We have no objections.

Thanks a lot

Legal & Contract Assistant Merseyrail

Email @merseyrail.org

Web www.merseyrail.org

2. Northern Rail

From: @northernrailway.co.uk]

Sent: 13 April 2017 12:05

To:

Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

Hello

Northern has no objection to the land disposal at Lichfield, Staffordshire

Kind regards

Franchise Compliance Manager

Telephone:

Mobile:
NorthernHouse,
9 RougierStreet
York, YO1 6HZ

@northernrailway.co.uk

northernrailway.co.uk

3. South Eastern Railway

From:@southeasternrailway.co.uk]

Sent:13April201712:14

To:

Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

Good Afternoon

Thank you for the opportunity to review the below.

Southeastern have no comment on this proposal.

Kind Regards

[Access Contracts Business Partner](#)

southeasternrailway.co.uk

southeastern

[Friars Bridge Court](#)

41-45 Blackfriars Road

London, SE1 8NZ

4. GB Railfreight

From:@gbrailfreight.com]

Sent:13April201712:56

To:

Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

No issues from GBRf.

Regards,

NationalAccessManager,
GB Railfreight Ltd.,

3rd Floor,

55 Old Broad Street,

London,EC2M1RX.

Tel

Mobile:

E-mail:@gbrailfreight.com.

GBRailfreightLtd.RegisteredinEngland&WalesNo.03707899.

Registered Office: 3rd Floor, 55 Old Broad Street, London, EC2M 1RX.

5. Alliance Rail

From:@Alliancerail.co.uk]

Sent:13April201712:58

To:

Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

Alliance has no comments.

Regards

6. W H Malcolm Limited

From:mccroner@whm.co.uk]

Sent:13April201713:20

To:

Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

No objections.

Regards.

Contracts, Rail & Estate Management | W H Malcolm Ltd

Malcolm Group, Brookfield House, 2 Burnbrae Drive, Linwood, Renfrewshire PA3 3BU

DD: | Mobile:

Email: @whm.co.uk | **Web:** www.malcolmgroup.co.uk | [Malcolm Group on LinkedIn](#)

7. ACORP

From:@acorp.uk.com]
Sent:13April201714:55
To:TurnerRob

Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

No comment

Senior Operations Manager



Mobile

Web: acorp.uk.com

The Old Water Tower, Huddersfield Railway Station, St Georges Square, Huddersfield HD1 1JF

8. Eurostar International Limited

From:@eurostar.com]
Sent:13April201715:38
To:

Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

No issue for EIL,

Thanks

PA to Strategy Director & General Counsel

EurostarInternationalLimited

TimesHouse|BravingtonsWalk|LondonN19AW

eurostar.com

9. Virgin Trains

From:@virgintrains.co.uk]

Sent:14April201708:50

To:

Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

No objection to this proposal from Virgin Trains

Kind regards



Operations Director

Victoria Square House, Victoria Square, Birmingham B2 4AJ

t: m: e: @virgintrains.co.uk

P.A. m: e: @virgintrains.co.uk

10. Cross Country Trains

From:@crosscountrytrains.co.uk]

Sent:14April201711:46

To:

Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

XC Trains Ltd has no comment on this proposed disposal.

Regards

Station Contracts Manager CrossCountry

Phone: Mobile: Fax:

Address: 5th Floor, Cannon House, 18 The Priory Queensway, Birmingham, B4 6BS

11. WCR

From:Wotho@aol.com]

Sent:15April201711:00

To:

Subject: Re: Consultation on proposed land disposal: Lichfield Staffordshire - Former ...

no comments

WCR

T

M

E [@aol.com](mailto:Wotho@aol.com)

12. Rail Freight Group

From:@rfg.org.uk]

Sent:17April201720:23

To:

Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

Ok with RFG

Executive Director

Rail Freight Group

7 Bury Place

London

WC1A 2LA

Mobile

@rfg.org.uk

Rail Freight (Users and Suppliers) Group

Registered No. 332 4439

www.rfg.org.uk

13. Transport Focus

From:@transportfocus.org.uk]
Sent:21April201709:03
To:
Subject: Lichfield 1104e18

Too early for any detail about how those using the proposed car park would get to/from the station? A staircase down from Burton Road to the down platform?

Regards,

From:
Sent:21April201709:21
To:
Subject: RE: Lichfield 1104e18

JohnIt's a detail but steps could be provided up the road support slope from the Property to Burton Road. Otherwise they would exit the car park onto Burton Road via the entrance road/path, walk up Burton Road to cross at the new pedestrian crossing (see photo) on the bridge, then walk down Burton Road and to the station along Station approach. As per image below



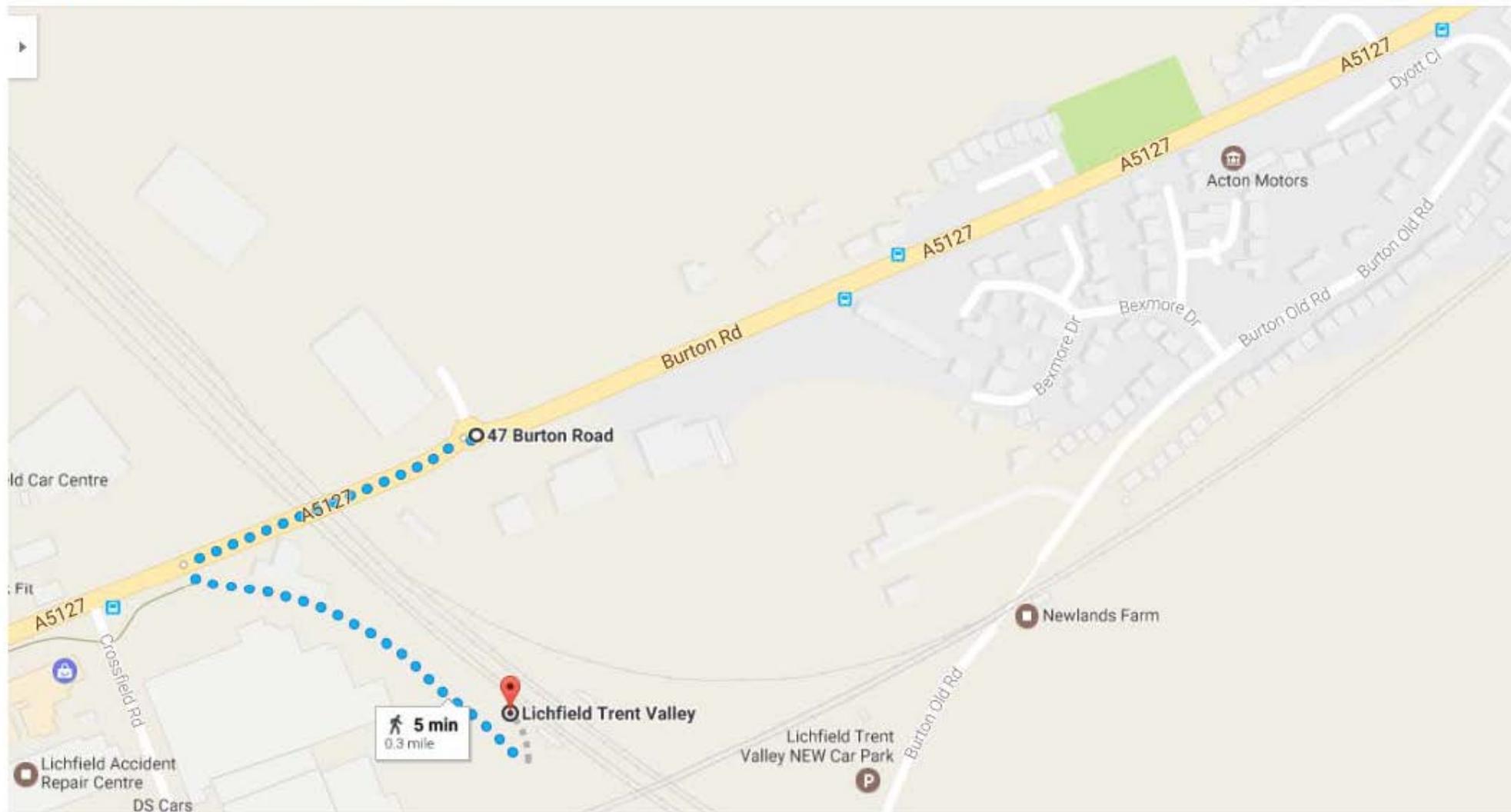
<https://www.google.co.uk/maps/dir/52.6884168,-1.8008955/Lichfield+Trent+Valley,+Trent+Valley+Road,+Lichfield/@52.6881312,-1>

47 Burton Rd, Lichfield WS1...



Get Google Chrome

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It is not proposed to provide a staircase down from Burton Road to the down platform.

Regards



DevelopmentSurveyor(North),Property
1stFloor,BaskervilleHouse,CentenarySquare
Broad Street, Birmingham B1 2ND

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

www.networkrail.co.uk/property

From:@transportfocus.org.uk]
Sent:21April201709:44
To:
Subject: RE: Lichfield 1104e18

Many thanks. It'll be a trek, but not quite as far as the well-used "overspill" car park for my local station!

From: @transportfocus.org.uk]

Sent:21April201709:50

To:

Subject: Re: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017 1104e18

Rob,

Thank you for sending Transport Focus details of the proposed land disposal in Lichfield, and for the additional information regard access between the proposed car park and the station. They note that:

the land is c. 2.5 hectares on the up side of the WCML just north of Lichfield Trent Valley station;

it was bought for use during the WCRM scheme, but is no longer required;

an access route to the railway will be reserved;

it is to be sold freehold, and, subject to planning, will probably be used for 49 houses and at least 78 parking spaces for the station;

completion is likely in 2018/9.

Transport Focus has no objection to the proposed disposal.

Regards,

Tel.

14. Direct Rail Services

From:@drsl.co.uk]

Sent:21April201713:53

To:

Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

Good Afternoon

DRS have no comments.

Kind Regards,

Buyer – Engineering & Civils



DirectRailServices,RegentsCourt,
Baron Way, Carlisle, CA6 4SJ.

Tel:

15. Lichfield District Council

From:@lichfielddc.gov.uk]

Sent:24April201714:43

To:

Cc:

Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

Good afternoon

With regards to the email consultation I would respond as follows:

The proposed mixed-use development of the site would likely be supported in principle. The MAFF Depot site to which this consultation relates was identified and allocated for residential development in the 1998 Lichfield District Local Plan through policy L7A (Buffer Depot, Streethay). Policy L7A of the 1998 Lichfield District Local Plan remains saved, as set out at Appendix J of the adopted Local Plan Strategy (adopted February 2015) and is to be considered through the second part of Lichfield Districts new development plan – the Local Plan Allocations document. Consultation on the Local Plan Allocations document is currently underway. It should be noted that the emerging Local Plan Allocations document identifies the site as a proposed allocation for residential development to accommodate approximately 50 dwellings.

Kind regards

Principal Spatial Policy & Delivery Officer

Lichfield District Council

District Council House, Frog Lane, Lichfield, Staffordshire WS13 6YZ

T:

E: @lichfielddc.gov.uk

From:

Sent:25April201711:07

To:

Cc:

Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

Thank you for your response Patrick and given the planning status of the Property I will assume Lichfield District Council have no objections to the proposed disposal.

Regards

Property



DevelopmentSurveyor(North),Property
1stFloor,BaskervilleHouse,CentenarySquare
Broad Street, Birmingham B1 2ND

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

www.networkrail.co.uk/property

16. Department for Transport

From:@dft.gsi.gov.uk]
Sent:25April201710:46
To:
Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road

Hi

The Department has no comments for the proposed land disposal.

Regards,

ProjectSupportassistant, Intercity,DepartmentforTransport

17. Colas Rail

From:property.management[mailto:property.management@colasrail.co.uk]

Sent:26April201711:06

To:T

Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

No comment on proposed disposal



Property & Estate Manager

Tel. Mob.

@colasrail.co.uk

COLAS RAIL LTD

, West Goods Yard, Dundonald Road, Wimbledon, London, SW19 3QJ, United Kingdom

www.colasrail.co.uk



18. Direct Rail Services Limited

From:Procurement[mailto:procurement@drsl.co.uk]

Sent:28April201714:26

To:

Cc:

Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

Hi

DRS have no comments

Thanks

19. British Transport Police

From:@btp.pnn.police.uk]

Sent:02May201713:23

To:

Subject: FW: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

Importance: High

Good afternoon,

Please note the email below.

Thank you

Business Support Manager

Strategy & Performance Department

British Transport Police

25 Camden Road

Camden

London NW1 9LN

Tel:

Mobile :

From:

Sent:02May201712:52

To:

Cc:

Subject: FW: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

Importance: High

Good Afternoon,

I have noted the attachments to the original e mail.

I note that fencing is to be installed either by Network Rail or the developer when sold.

The standard of the fencing should be stated i.e. palisade 1.8metre single point to current Network Rail standards.

The car park for 78 car parking spaces will be built to the current Network Rail standard. This should be to the standard to achieve the British Parking Association Safer Parking Award which the current car parks at Lichfield TV are currently accredited.

Kind Regards

Crime Prevention Through Design Advisor CPDA

British Transport Police, Midlands Division, Axis,10 Holliday Street, Birmingham B1 1UP Address

office
internal

mobile
email @btp.pnn.police.uk

www.btp.police.uk

From:

Sent: 05 May 2017 10:30

To:

Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

Thank you for sending the e-mail from

The fencing standard required will be included in the Property sale/development documentation.

Please note that it is proposed that the car park will be built to the current Network Rail standard and in accordance with local planning requirements. We do not yet know the operator of the car park but consideration will be given in due course, as the scheme develops, as to whether the car park is to be built to the standard to achieve the British Parking Association Safer Parking Award.

Regards



Development Surveyor (North), Property
1st Floor, Baskerville House, Centenary Square
Broad Street, Birmingham B1 2ND

M

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

www.networkrail.co.uk/property

20. HS2

From:@hs2.org.uk]

Sent:12May201712:33

To:
Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

OUR REF: HS2-LDC-PE-046

Dear

Thank you for consulting HS2 Ltd on this matter, we have the following comments to make on the proposed land disposal.

Following assessment of the material provided and with reference to the attached hybrid Bill plan, I can confirm that part of the site 'sale area' (i.e. Book of Reference land parcel 129) is within formal HS2 Phase One safeguarding limits, Limits of Land to be Acquired and Used (LLAU) and the Consolidated Land Boundary (CLB) for HS2.

Safeguarding is an established part of the town planning process, designed to ensure that land which has been identified for major infrastructure projects is protected from conflicting developments. The current safeguarding directions relate to Phase One of HS2 between London and the West Midlands, Phase 2a of HS2 between the West Midlands to Crewe and Phase 2b of HS2 between Crewe and Manchester, and the West Midlands to Leeds. See: <https://www.gov.uk/government/collections/hs2-safeguarding>. Phase One of HS2 took a major step forward on 23rd February 2017 as Britain's new railway successfully completed over 3 years of Parliamentary scrutiny to receive Royal Assent and construction is now scheduled to begin on schedule in the Spring.

The land in question is also identified on drawing CT-05-148 in Volume 4 Map Book 'Off Route Effects' as an HS2 Construction Access via Existing Track to serve the existing Lichfield Sidings adjacent to the West Coast Main Line, which are to be used for stabling engineering trains. See: <https://www.gov.uk/government/publications/volume-4-off-route-effects-and-map-book> for further details.

Details of the proposed site freehold disposal for 'part residential and part additional station parking' are noted in the Property Disposal report together with the following statements in relation to HS2 interests and involvement respectively:

"A 24/7 vehicular right of way will be reserved for Network Rail and High Speed 2 from the public highway (Burton Road) and through the Property to the adjoining railway line for articulated vehicles up to 22.5m in length as indicated on the indicative development drawing or along such other route as is deemed acceptable to NR for operational purposes."

"HS2 approval "in principle" has been obtained to diverting the existing access, as HS2 has rights under HS2 Hybrid Bill."

Accordingly HS2 Ltd does not wish to raise any objections to the proposed land disposal in safeguarding or delivery terms.

If you have any queries in respect of the above do not hesitate to contact me.

Yours sincerely,

Safeguarding Planning Manager | HS2 Ltd

Tel: [@hs2.org.uk](https://www.hs2.org.uk) | [Facebook](#) | [Twitter](#) | [LinkedIn](#)

High Speed Two (HS2) Limited, 25th Floor, One Canada Square, Canary Wharf, London E14 5AB | www.hs2.gov.uk/hs2



21. Rail North

From: @railnorth.org]

Sent: 22 May 2017 12:30

To:
Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

No comments, thanks – this is well outside the Rail North area.

Head of Investment Planning,

Rail North

22. Fradley & Streethay Parish Council

From: @fradleystreethay.staffslc.gov.uk]

Sent: 22 May 2017 13:46

To:
Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

DearRob

Apologies for not replying to your previous email. The Parish Council chooses not to make any comments on this proposal.

Kindregards

ParishClerk
Fradley&StreethayParishCouncil
MarketingSuiteOffice, WellingtonCrescent
FradleyPark,LichfieldWS138RZ
Tel: / Mobile:

23. The Go-Ahead Group PLC (Govia)

From: @go-ahead.com

Sent: 22May2017 13:14

To:

Subject: Re: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 31st May 2017

Hi

As requested Govia have reviewed the consultation relating to the disposal of the former MAFF depot at Lichfield. We note that as part of the scheme additional car parking is being provided which will be of benefit to future rail passengers. Overall I can confirm that Govia is supportive of the proposal.

If you require any further information please let me know.

Best regards

Bid Director

The Go-Ahead Group plc

Mob
Email: @go-ahead.com

24. Freight Transport Association

From:@fta.co.uk]

Sent:22May201716:57

To:

Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

Apologies we have no comment.

**HeadofPolicy–RailFreightandScotland
Freight Transport Association**

Mobile :

www.fta.co.uk

25. Serco

From:@serco.com]

Sent:23May201708:59

To:EXTL;@sleeper.scot

Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017 [I]

Classification: Serco Internal

Please note that our emails should be @serco.com

We have no objections to the proposals.

Regards

26. Great Western Railway

From:@gwr.com

Sent:23May201714:34

To:

Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

We have no objection thank you

I am sorry for the delay.

NetworkAccessManager|GreatWesternRailway

1MilfordStreet|Swindon|SN11HL

[@GWR.com](mailto:NetworkAccessManager@GWR.com)

FirstGreaterWesternLimited|RegisteredinEnglandandWalesnumber05113733

Registered office: Milford House, 1 Milford Street, Swindon SN1 1HL.

27. Chiltern Railways

From:@chilternrailways.co.uk]

Sent:23May201716:40

To:

Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

Hi

Thank you for the advice

Noted by WCR - no issues to raised.

Regards

Interim Manager

Chiltern Railways

Great Central House, Marylebone Station, Melcombe Place, London, NW1 6JJ

@chilternrailways.co.uk

www.chilternrailways.co.uk

28. London Midland

From:

Sent: 22 August 2017 16:02

To:

Cc:

Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

I thank you for your further comments.

I have explained our position and that we do not believe it is reasonable to be commercially constrained by a condition agreeing to transfer the car park into the SFO's lease demise. The initial consultation form stated under "Anticipated rail benefits" - "Provision of a new car park with a minimum of 78 car parking spaces to provide additional parking capacity for customers using Lichfield Trent Valley railway station. Network Rail will seek to protect the "rail user" on any freehold disposal of the car park by including a restriction on use that it has to be used as a car park.

As indicated in my e-mail below dated 18th July 2017 and based upon our further exchange, it seems that we have reached an impasse. I confirm that Network Rail therefore propose to refer this matter to ORR, including our correspondence, for a decision on the land disposal.

Regards



Property

DevelopmentSurveyor(North),Property
1stFloor,BaskervilleHouse,CentenarySquare
Broad Street, Birmingham B1 2ND

E
@networkrail.co.uk

www.networkrail.co.uk/property

From:@londonmidland.com]

Sent:18August201710:40

To:

Cc:

Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

Rob,

Having discussed it internally, we are not prepared to withdraw our objection. We believe that a vague assurance that there will be a car park for rail passengers without any clear explanation of how that will be achieved is not guaranteeing the best interests of the rail industry as a whole, or of the fare paying public. We believe that the new parking facility should remain in Network Rail's freehold ownership and be incorporated into the station lease area.

Regards,

Franchise & Network Planning Manager



London & Birmingham Railway Limited (trading as London Midland)

102 New Street, Birmingham, B2 4HQ

@londonmidland.com

www.londonmidland.com

From [@networkrail.co.uk]

Sent: 18 August 2017 10:15

To: @londonmidland.com>

Cc: @londonmidland.com>

Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

I refer to my e-mail below to which I am unable to trace receiving your response.

In view of my comments below can you please confirm if London Midland is now prepared to withdraw their proposed condition and that they are supportive of the proposed disposal on the basis that the car park is available for use by station customers regardless of ownership or management of the proposed facility.

Network Rail would welcome the withdrawal of the objection on the proposed disposal by 25th August 2017 after which time we intend to submit a Licence Condition 7 application to ORR for the proposed land disposal.

Regards



DevelopmentSurveyor(North),Property
1stFloor,BaskervilleHouse,CentenarySquare
Broad Street, Birmingham B1 2ND

M
E@networkrail.co.uk

www.networkrail.co.uk/property

From:

Sent: 18 July 2017 11:25

To:

Cc:

Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

I refer to your e-mail below dated 13th July 2017.

Network Rail has already agreed that the facility will benefit railway passengers in that the car parking element of the scheme will be available for station parking use. For the reasons outlined in this email and in our previous exchange, Network Rail still do not consider your proposed condition to be reasonable

An alternative to the SFO managing the car park is for another party to manage it, which is the case elsewhere, where Network Rail or other third parties manage station car park facilities.

Until such time as Network Rail has planning consent and certainty that the development will occur, it is premature for Network Rail to identify a specific party to manage the new car park facility.

As stated previously, it still remains an option for Network Rail to include the car park within the station lease but at this stage alternative options need to remain open to Network Rail.

The provision of parking associated with new housing developments is a matter for the Local Planning Authority. Network Rail would expect appropriate management of the car park facility to ensure that sufficient car parking was made available for station customers.

My previous comments remain but if you do not agree, and wish to maintain your position, then we have reached an impasse and I believe it would be appropriate to refer this matter to ORR but please advise.

Regards



Property

DevelopmentSurveyor(North),Property
1stFloor,BaskervilleHouse,CentenarySquare
Broad Street, Birmingham B1 2ND

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

www.networkrail.co.uk/property

From:@londonmidland.com]

Sent:13July201711:39

To:

Cc:

Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

I have spoken to my manager and my director about this.

We feel that it is reasonable for us to expect the new car park to be incorporated into the station so that we can ensure that the facility benefits railway passengers.

We would be interested to know what the alternative to the SFO managing the car park is – who would be responsible for maintaining for example? Given that most new housing developments do not include adequate parking, we are concerned that this will just become an overflow car park for residents of the new development and therefore provide no benefit to railway passengers.

Regards,

Huon

Franchise & Network Planning Manager

Londonmidland
TRAVEL MADE SIMPLE

London & Birmingham Railway Limited (trading as London Midland)

102 New Street, Birmingham, B2 4HQ

@londonmidland.com

www.londonmidland.com

From: @networkrail.co.uk

Sent: 27 June 2017 15:39

To: @londonmidland.com>

Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

I refer to your e-mail below dated 14th June 2017.

I note that London Midland is seeking to impose a condition on the car parking element of the scheme in order to provide their support to the proposed disposal. However, this condition requires Network Rail to retain the freehold ownership of the railway car park and that the new car park would be incorporated into the SFO's existing station lease.

We consider this to be unreasonable and the LC7 consultation process is not a vehicle to allow stakeholders to seek to impose their own commercial requirements thus limiting Network Rail's ability to rent/sell their assets in a prudent commercial manner.

Network Rail is able to confirm that the car parking element of the scheme will be available for additional station parking use, which is the primary driver here, to ensure sufficient capacity is available at the station for customers. I understood that this was accepted by London Midland and provided the additional spaces are made available for such use then there should be no need for the condition you are seeking to impose. It of course still remains an option for Network Rail to seek to include the car parking area within the station lease demise but it is not considered acceptable that this forms a condition to the proposed disposal.

In view of my above comments can you please confirm that London Midland are prepared to withdraw their proposed condition and that they are supportive of the proposed disposal on the basis that the car park is available for use by station customers regardless of ownership or management of the proposed facility.

Network Rail would welcome the withdrawal of the objection on the proposed disposal by 10 working days from today's date after which time we intend to submit a Licence Condition 7 application to ORR for the proposed land disposal.

Regards



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

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From:@londonmidland.com]

Sent:14June201713:21

To:
Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

Hi

Apologies for the delay to this.

London Midland would be happy to support the proposal on the condition that the railway car park remains in Network Rail's freehold ownership and that the new car park would be incorporated into the SFO's existing station lease.

If you can formally confirm that this will be the case I will send an acceptance.

Regards,

Franchise & Network Planning Manager



London & Birmingham Railway Limited (trading as London Midland)

102 New Street, Birmingham, B2 4HQ

[@londonmidland.com](mailto:networkrail@londonmidland.com)

www.londonmidland.com

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

Sent: 14 June 2017 12:46

To: [@londonmidland.com](mailto:networkrail@londonmidland.com)

Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

I refer to my e-mail below dated 25th May 2017 and subsequent reminder dated 5th June 2017 requesting a response by 9th June 2017. To date I am still unable to trace receiving your response.

Can you please let me know by 19th June 2017 whether you have any objections to the land disposal. If I do not receive your response to my e-mail below by that date then I will assume you have no objections to the proposal.

Regards



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

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From:

Sent: 05 June 2017 11:59

To: "

Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

Further to my e-mail below, can you please let me know by Friday 9th June 2017 as to whether you have any objections to the proposed disposal?

Thanks



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M

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From:

Sent:25May201709:12

To:

Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

I thank you for your response. As requested please find attached a copy of e-mail dated 21st July 2016 to of London Midland which includes a copy of the Report advising how the number of spaces has been calculated. The number of 78 spaces was agreed based on this Report and I attach e-mails dated 12th Sept 2016 from of London Midland and 26th November 2016 from confirming that London Midland consider that 78 spaces is an acceptable number.

It is currently unknown as to who will own, manage and maintain the car park or whether it will remain in Network Rail's freehold ownership. Network Rail will be considering this further as the scheme develops along with the comments from (London Midland) who previously commented in his attached e-mail to me dated 17th Sept 2015 that "We would like the option to deliver and manage any potential car park scheme. This will be dependent on agreeing commercial terms."

In terms of your question regarding the car park layout and a future deck to meet increased demand, the car park and residential development has been designed so that it reserves a 24/7 vehicular access to the railway for Network Rail and HS2 and to provide the agreed 78 spaces which already caters for increased demand. Also, the provision of this access roadway and the housing element has limited the car park design. In addition Network Rail consider that a future deck at this location would not be compatible with the adjacent residential development.

The disposal of any part of the Property will be subject to Network Rail's standard form of Transfer containing appropriate covenants to protect the adjacent operational railway.

Network Rail is only at the stage of pre application discussions with Lichfield District Council and so I am not able to confirm whether there will be any S106 restrictions.

I trust that the above information allays your concerns and you have no objections to the proposed disposal but can you please confirm?

Regards



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E@networkrail.co.uk

www.networkrail.co.uk/property

From:@londonmidland.com
Sent:25May201708:38

To:
Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

Rob,

Apologies for the delay in responding to this. I have had consult widely with colleagues which took longer than expected.

London & Birmingham Railway Limited generally supports any scheme to increase parking at railway stations, especially at Lichfield Trent Valley where there is already high demand. However, before we agree to this scheme, we have the following questions.

- We would appreciate more detail as to how the number of spaces has been calculated. There is no-one currently working here who remembers agreeing to this number previously and since 2012 we have opened a new car park at the station on private land adjacent to the station. We did not

expect this car park to reach capacity for many years and yet it is already full, therefore we would not necessarily agree that this is the right number of spaces without further clarification.

- Who will own the new car park? Will it remain in NR's freehold ownership and be leased to the Station Facility Owner? If not, who will be responsible for the car park? If it is not managed by the SFO, will there be signs which clearly state that it for the use of railway passengers only? Who will be responsible for the security and maintenance of the car park?
- Will the car park be laid out in such a way that a car park deck can be added in the future to meet increased demand?
- What covenants will be applied to the land? Will there be any s106 restrictions applied?

Please can you supply this information and hopefully we will then be able to accept the proposal.

Regards,

Franchise & Network Planning Manager



London & Birmingham Railway Limited (trading as London Midland)

102 New Street, Birmingham, B2 4HQ

[@londonmidland.com](https://twitter.com/londonmidland)

www.londonmidland.com

29. Abellio

From: @Abellio.com

Sent: 26 May 2017 06:57

To:

Cc:

Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 31st May 2017

Hi

Having reviewed the documents West Midlands Trains has no objection to the proposed disposal.

Many thanks

Bid Director

30. Freightliner

From:

Sent: 18 August 2017 10:05

To:

Cc:

Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

Thank you for your response confirming that Freightliner has now withdrawn their objection to the proposed disposal.

Regards



Property

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Broad Street, Birmingham B1 2ND

M

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

www.networkrail.co.uk/property

From: @Freightliner.co.uk]

Sent: 18 August 2017 09:52

To:

Cc:

Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

Importance: High

Dear

We've considered this matter further, and Freightliner is now prepared to withdraw its object to the disposal of this site

Regards

From: @networkrail.co.uk]

Sent: 11 August 2017 14:17

To:

Cc:

Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

I refer to your e-mail below dated 9th June 2017. Please accept my apologies for the delay in responding.

I note that you have suggested that the Property has potential for rail-related freight use and as a staging post for HS2 construction supply. The Property is allocated for residential use within the Council's Local Planning policy. In addition it lies immediately adjacent to a site which is currently under construction by Miller Homes for 750 new homes. The Property has never previously been used for freight use and is the former site of the Ministry of Agriculture, Fisheries and Food depot, which Network Rail acquired from the previous owner with the benefit of residential planning consent.

The Council is concerned by the suggested freight use given the proximity to existing newly constructed residential properties and the likely noise generated by freight operations on the adjoining residential occupants. The District Council's Environmental Health Officer expressed concerns related to noise from any freight use as this type of use would likely have a lot of scope for noise disturbance and 24 hour working. This would require mitigation including the likely housing of the facility within a noise insulated building, possible mitigation measures being subject to a noise report to determine the likely issues which might need to be addressed. The Council are supportive of the Property being developed for residential use with some land being used for additional station car parking. In this regard Network Rail has obtained the following comments from Lichfield policy team regarding Freightliners suggested freight use:

'In terms of the Buffer Depot site this is currently allocated for residential development through the saved policies of the 1998 Local Plan. Additionally the emerging Local Plan Allocations document seeks to continue the residential allocation of the site. As such the Council is supportive of the principle of the residential development of the site. Any alternative uses would be contrary to the established and emerging policy position and would clearly need to demonstrate why any such alternative use was suitable.'

Network Rail's Freight representative has commented that for the construction sector and rail freight use for drystone materials, he doubts very much whether planning permission would be granted for any re-processing of materials such as concrete batching or asphalt manufacturing particularly in view of the close proximity of the new housing estate.

Given the above, the planning background and adjoining residential use it is not considered to be a suitable site for introducing a new freight use. Does Freightliner believe that a customer would be able to realistically use the site, given the constraints that are highly likely to be placed on it by the Council?

You state that Freightliner have bulk customers looking for sites in this area. Nonetheless there appears to be no certainty here that a bulk customer could be found who could use the site for freight use.

You also state that there is potential for using the site as a staging post for HS2 construction supply. HS2 were consulted as part of the LC7 application and have no objections to the proposed disposal as it reserves a suitable vehicular access through the site to the West Coast Mainline railway. In terms of any future residential development on the site, HS2 has confirmed that "*Accordingly subject to the above access requirements being reserved as part of any planning application, HS2 Ltd does not wish to raise any objections to the proposed residential development and new station car park in safeguarding or delivery terms.*"

In addition the site is currently a potential liability to Network Rail. It has been subject to occupation by itinerants and the vacant buildings pose a fire risk due to trespass, which could potentially result in stoppage of trains in the event of fire, as the two large buildings directly adjoin the mainline railway. Network Rail is concerned that whilst the site remains vacant and the uncertainty on use prevails it will attract further trespass and introduce risk to the railway. Network Rail is keen to obtain certainty and pursue their intended use and has already undertaken pre-application discussions with Lichfield District Council. Following these pre-application discussions the Policy Officer has confirmed - "In conclusion, the principle of residential development on this site has previously been established with Saved Policy L7A identifying the site for housing. In addition, the site is allocated within the emerging Local Plan Allocations as a site that can accommodate approximately 50 dwellings within the plan period"

Despite my above comments, should Freightliner wish to maintain their objection to the proposed disposal, Network Rail would propose to approach the ORR requesting that Freightliner demonstrates that occupation of the site for the suggested freight use is a credible and funded proposal, rather than an aspiration. In addition Network Rail would propose to discuss with ORR the possibility of an application for LC7 consent being conditional upon Freightliner being able to occupy the site for freight use within a reasonable timescale.

In view of the above can you please let me have any further comments and confirm whether Freightliner is prepared to retract or wishes to retain their objection. Please can you provide your response on or prior to 1st September 2017. If you have any further queries please contact me.

Regards

NetworkRail

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From:@Freightliner.co.uk]

Sent:09June201715:35

To:

Cc:

Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

Dear Rob

Thank you for giving us additional time in which to respond.

Having considered this carefully, Freightliner is of the view that this property does have potential for rail-related freight use.

We have bulk customers looking for sites in this area; plus there is a potential for using the site as a staging post for HS2 construction supply.

Further HS2 announcement is expected in the near future, which could well have an impact.

As such we wish to object to the proposed Disposal of the site.

Regards

From:@Freightliner.co.uk]

Sent:02June201714:21

To:

Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

Thanks

From: @networkrail.co.uk]

Sent: 02 June 2017 14:00

To:
Subject: Re: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

I confirm that I am prepared to allow you until 9th June 2017 to respond but if I do not hear by then will assume you have no objections to the proposed disposal.

No objections to date from any FOC's.

Regards

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M
E @networkrail.co.uk

www.networkrail.co.uk/property

On 2 Jun 2017, at 12:20, <@Freightliner.co.uk> wrote:

Hi

Apologies that we did not respond as requested.

I have been awaiting comments from Ops colleagues on this proposal and, due to sheer volume of work/emails here, did not realise that the deadline had passed.

Is there any way we could have another week (until 9th June) to respond please ?

The site is a good size, is adjacent to the rail infrastructure, and as such I feel it is important that we comment on this

It would be unfortunate to dispose of such a site without either Freightliner or DB Cargo having given a substantive response (your email indicated that DB haven't yet replied either)

Out of interest - what comments have been made by other FOCs ?

Thanks

Annex 2 - Network Rail's Consultation Request (and reminder e-mails)

From:

Sent: 13 April 2017 11:20

To: @dft.gsi.gov.uk; @crosscountrytrains.co.uk; @serco.com; EXTL: @chilternrailways.co.uk; @eurostar.com; @gwr.com; EXTL: (@grandcentralrail.com); @londonmidland.com; @southeasternrailway.co.uk; @merseyrail.org.; @northernrail.org; EXTL: @alliancerail.co.uk; @colasrail.co.uk; @colasrail.co.uk; @drsl.co.uk; @deutschebahn.com; e@fta.co.uk; @Freightliner.co.uk; EXTL: @rfg.org.uk; @aol.com; @whm.co.uk; @acorp.uk.com; @btp.pnn.police.uk; @hs2.org.uk; @Transportfocus.org.uk; @firstgroup.com; @londonmidland.com; @railnorth.org; @fradleystreethay.staffslc.gov.uk

Cc: @drsl.co.uk

Subject: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

Dear consultee,

Property: Lichfield Staffordshire - Former MAFF depot off Burton Road

We seek to consult you as regards your views, please, on our proposed disposal by way of freehold sale.

We attach a draft application form to the Office of Rail and Road which, with the related plan(s), explains the proposal in detail. Subject to the outcome of our consultation, we may make a formal application to ORR for consent to the disposal, as required under the terms of our network licence land disposal condition. We would expect to make an application based on this form, updated in the light of consultation responses. It is therefore important that we have your views, so that these may be considered in ORR's decision.

Alternatively, if in the light of the consultation responses, the proposed disposal would qualify to be made under ORR's general consent, we may complete it accordingly.

We request your comments, please, **by 12th May 2017** (including any "no comment" response). It would be helpful if your response is provided by email. Should no response be received by 12th May 2017, and having made reasonable endeavours to obtain a response, we will proceed with our application to ORR or General Consent form on the basis that there is no objection.

We will make reasonable endeavours to resolve any objections raised within two months of the consultation closing date. Should resolution not be achieved within this period, or should a response to our request for supporting justification or a meeting not be received within one month of the request, we will proceed with the application to ORR seeking consent should we still believe that it is appropriate to pursue the land disposal. In seeking that consent, we will describe what we have done to seek to resolve any concerns and why we believe that the land disposal should proceed. We will inform you when we proceed with the application to ORR.

If you have any queries as regards this proposal, please direct them to myself. If 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.

Yours faithfully,



DevelopmentSurveyor(North),Property
1stFloor,BaskervilleHouse,CentenarySquare
Broad Street, Birmingham B1 2ND

www.networkrail.co.uk/property

From:
Sent:16May201717:11
To:
Cc:
Subject: FW: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 31st May 2017

As a bidder for the West Midlands re-franchising we need to consult with you on this proposed disposal.

Would you be able to respond by the end of May?

Thanks,

From:
Sent:16May201717:14
To:
Cc:
Subject: FW: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 31st May 2017

As a bidder for the West Midlands re-franchising we need to consult with you on this proposed disposal.

Would you be able to respond by the end of May?

Thanks,

From:

Sent: 22 May 2017 12:23

To: @serco.com; EXTL: @chilternrailways.co.uk; @gwr.com; EXTL: (@grandcentralrail.com); @londonmidland.com; @deutschebahn.com; @fta.co.uk; @Freightliner.co.uk; @firstgroup.com; @londonmidland.com; @railnorth.org; @fradleystreethay.staffslc.gov.uk

Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

Dear consultee,

I refer to my attached e-mail dated 13th April 2017 seeking a formal response by 12th May 2017 on the above mentioned matter.

To date, I am unable to trace receiving your reply. Can you please let me have your comments by 26th May 2017 otherwise I will assume you have no objections to the proposal.

Regards



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M
E

www.networkrail.co.uk/property

From:

Sent: 02 June 2017 09:55

To: (@grandcentralrail.com); @deutschebahn.com; @Freightliner.co.uk; @firstgroup.com

Subject: RE: Consultation on proposed land disposal: Lichfield Staffordshire - Former MAFF depot off Burton Road - Response required by 12th May 2017

Dear consultee,

I refer to my attached e-mail dated 13th April 2017 seeking a formal response by 12th May 2017 on the above mentioned matter.

I also refer to my e-mail below dated 22nd May 2017 requesting your comments by 26th May otherwise I would make the assumption that you had no objections to the proposal.

Since I have not received your response I confirm that I am now progressing further with the land disposal on the basis that you have no comments or objections.

Regards



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Annex B



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Area edged **red** = land for freehold sale

Area edged **blue** = land to be leased for a car park facility

