Network licence condition 7 (land disposal): Banana Yard, Wolverhampton station.

Decision

1. On 8 January 2019, Network Rail gave notice of its intention to dispose of land at Banana Yard together with land fronting the multi-storey car park, off Railway Drive, Wolverhampton station (the land), in accordance with paragraph 7.2 of condition 7 of its network licence. The land and disposal is described in more detail in the notice (copy attached).

2. We have considered the information supplied by Network Rail including the responses received from third parties 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 the notice.

Reasons for decision

3. We are satisfied that Network Rail has consulted relevant stakeholders with current information and that no objections were received.

4. In considering the proposed disposal, we note that:
   - there is no evidence that railway operations would be affected adversely; and
   - the disposal will facilitate the delivery of a multi-modal transport facility at Wolverhampton, including a new station, expanded multi story car park and an extension of the Midland Metro tramway.

5. We also note that Network Rail has yet to complete the station change procedure required in accordance with the relevant station access conditions, but it must do so prior to disposal. This procedure deals with matters related to the layout and availability of station facilities and requires the station facility owner and train operators using the station to be consulted on any proposed changes.
6. 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 issues for us to address.

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

8. We have concluded that the proposed disposal is not against the interests of users of railway services and that our consent to the proposed disposal of the land should be granted.

Les Waters
Duly authorised by the Office of Rail and Road

---

1 Available from www.rail-reg.gov.uk/server/show/nav.150
## 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 | The Banana Yard and land fronting the multi-storey car park (MSCP) are located at Wolverhampton Station, Railway Drive, Wolverhampton, WV1 1LE (Appendix 1). External consultation concerning the grant of a five-year option and transfer of both areas to The City of Wolverhampton Council was undertaken October 2015 (Appendix 2). This paper proposes that the option be increased to six years, and captures amendments in the land previously intended for transfer:  
  - The land at the Banana Yard has been reduced from 2,469m² to 2,420m²  
  - The land fronting the MSCP has increased from 1,116m² to 1,404m²  
  - A transfer of the Steam Mill land located off Corn Hill is no longer required  

The land forms part of the £39.4m Wolverhampton Interchange Project (WIP), now being delivered by The City of Wolverhampton Council, in conjunction with Network Rail, The West Midlands Combined Authority and developer, Ion. The project will deliver a multi modal transport facility, consisting of a new station, expanded MSCP, and extension of the Midland Metro. The Banana Yard will be used for commercial development, and land fronting the MSCP new, high quality public realm (formerly considered for use as a hotel). Both will transform what is a major gateway into the City (Appendix 3) |

| Plans attached:  
(all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway) | 6160507-3 (Revision C) at Appendix 1. The land for transfer at the Banana Yard is shown shaded blue. A right of access only will be granted over the area shaded brown. In doing so, a maintenance access point to the North of the Banana Yard will be preserved  
6160507-4 (Revision B) at Appendix 1. The land for transfer fronting the MSCP is shown shaded blue |
Clearance Ref: CR/26620 – Business and Technical Clearance for The Banana Yard renewed and granted 16th November 2017

CR/26621 – Business Clearance for land fronting the MSCP renewed and granted 24th November 2017. Technical Clearance granted 10th May 2018

CR/35916 – Business Clearance for additional land fronting the MSCP granted 18th April 2018. Technical Clearance granted 1st June 2018

Project No. 137169

Ordnance survey coordinates E 391968 N 298876

Details of attached photographs (as required) Please see Appendix 4

<table>
<thead>
<tr>
<th>2. Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type of disposal</td>
</tr>
<tr>
<td>Proposed party taking disposal</td>
</tr>
<tr>
<td>Proposed use / scheme</td>
</tr>
<tr>
<td>Access arrangements to / from the disposal land</td>
</tr>
<tr>
<td>Replacement rail facilities (if appropriate)</td>
</tr>
</tbody>
</table>
| Anticipated rail benefits | • Commercial development of The Banana Yard and provision of new, high quality public realm will support the new station and extended MSCP facilities being delivered by The Wolverhampton Interchange Project  
• Wolverhampton Station will be linked to other modes of public transport  
• There will be an increase in passenger footfall and the experience of passengers using the rail network will improve |
<p>| Anticipated non-rail benefits | The grant of the option and transfer of the plots will enable Network Rail to play a major role in the redevelopment of a major gateway into the City of Wolverhampton |
| 3. Timescales | Comments on timescales | It is anticipated that the option to transfer both plots will be in place (subject to ORR consent) by 31st July 2019. Exercise of the option is conditional upon practical completion of the new station by The City of Wolverhampton Council |
| 4. Railway Related Issues | History of railway related use | The Banana Yard was recently used by the Station Facility Operator and Train Operating Companies for staff car parking. Replacement facilities have been provided within the extended MSCP. The Banana Yard also provides maintenance access to the North of Wolverhampton Station. This will be excluded from the area for transfer. The land fronting the MSCP is hard surfaced, currently poor quality open space |
| | When last used for railway related purposes | The Banana Yard continues to be used in part for maintenance access to the North of Wolverhampton Station. The land fronting the MSCP continues to be hard surfaced, poor quality open space |
| | Any railway proposals affecting the site since that last relative use | None |</p>
<table>
<thead>
<tr>
<th>Impact on current railway related proposals</th>
<th>None</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potential for future railway related use</td>
<td>RUS documents for the route have been checked and The System Operator consulted. No plans for future railway related uses have been revealed</td>
</tr>
<tr>
<td>Any closure or station change or network change related issues</td>
<td>Station change is being undertaken as part of the Wolverhampton Interchange Project</td>
</tr>
<tr>
<td>Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future</td>
<td>Access to a maintenance point north of Wolverhampton Station via The Banana Yard will be excluded from the transfer and remain available for use by Road Rail Vehicles and vans. Heavier plant, machinery and traffic will use an access point to the south of the station, following the re-opening of Corn Hill to vehicular traffic</td>
</tr>
<tr>
<td>Position as regards safety / operational issues on severance of land from railway</td>
<td>The transfers do not include a requirement for new fencing of the railway boundary, as sufficient fencing already exists. Network Rail has had due regard (where applicable) to the impact of the disposal on lineside works, including railway troughing, signalling and their maintenance. The transfers are 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</td>
</tr>
</tbody>
</table>
### 5. Planning History and Land Contamination

<table>
<thead>
<tr>
<th>Planning permissions / Local Plan allocation (if applicable)</th>
<th>The land for transfer is identified within Policies CA3A and CC3 of Wolverhampton's City Centre Area Action Plan as having potential for commercial, retail and leisure uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contamination / Environmental Issues (if applicable)</td>
<td>None that we are aware of. Surveys will be undertaken as part of the due diligence process, and it shall fall upon the Purchaser to resolve should any issues be identified</td>
</tr>
</tbody>
</table>

### 6. Local Authorities

<table>
<thead>
<tr>
<th>Names &amp; Email Addresses:</th>
<th>XXXX– Head of City Development</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>XXXX</td>
</tr>
<tr>
<td>Local Transport Authorities:</td>
<td>XXXX – Head of Projects</td>
</tr>
<tr>
<td></td>
<td>XXXX</td>
</tr>
<tr>
<td>Other Relevant Local Authorities:</td>
<td>None</td>
</tr>
</tbody>
</table>

### 7. Internal approval to consult

<table>
<thead>
<tr>
<th>Recommendation:</th>
<th>By proceeding to consult I am:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• recommending that Network Rail consults on the terms of disposal</td>
</tr>
<tr>
<td></td>
<td>• confirming that I have read and understood Network Rail’s Code of Business Ethics and policy on Interests in Transactions</td>
</tr>
<tr>
<td></td>
<td>• confirming that I have secured internal written approval to consult in accordance with Network Rail’s policy on Authorising Application Forms.</td>
</tr>
</tbody>
</table>

### 8. Consultations
| Internal consultation | Internal clearances have been obtained. Concerns regarding the preservation of maintenance access through the Banana Yard and minimum distance between any new structures fronting the MSCP have been resolved. The access has been excluded from the transfer of The Banana Yard, and a five-metre stand-off included in the land transfer for the land fronting the MSCP. RUS documents for the route have been checked and the LNW System Operator consulted. No plans for future railway related uses have been revealed |
| Summary of position as regards external consultations | Of the 30 stakeholders consulted, 26 responded and 4 did not. The nature of this proposal is such that it is unlikely to impact of those that did not respond, namely, Caledonian Sleeper, Abellio, Alliance Rail Holdings Limited and The Freight Transport Association. The responses received offered ‘no comment’ or expressed support. General observations were received. The first from Virgin West Coast Trains concerned the timing of the sale of the Banana Yard land. An assurance was provided that the land would not be sold until construction of the new station had been completed. The second query raised by West Midlands Trains highlighted the need to relocate a cycle shelter currently placed within the land fronting the multi-storey car park. Confirmation that Wolverhampton City Council had been made aware and will undertake this work was provided. The final query from The British Transport Police concerned whether its temporary office could remain at the Banana Yard, and that the land would not be sold until the new station had been completed. BTP were advised that its temporary office could remain until construction of the new station, and the completion of the new station was a pre-condition of the Banana Yard being sold |
| Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward | Not applicable. The issues raised have been responded to, and no objections received |

### 9. Internal approval to dispose

**Recommendation:** Based on the above, I recommend 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
<table>
<thead>
<tr>
<th>Proposer’s name:</th>
<th>Proposer’s job title:</th>
</tr>
</thead>
<tbody>
<tr>
<td>XXXX</td>
<td>XXXX</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Signed………………………………………</th>
<th>Date………………………………………</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Authorised by (name):</th>
<th>Authoriser’s job title:</th>
</tr>
</thead>
<tbody>
<tr>
<td>XXXX</td>
<td>XXXX</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Signed………………………………………</th>
<th>Date………………………………………</th>
</tr>
</thead>
</table>
Legend

Disposal Area = 1404m²

APPENDIX 1
WOLVERHAMPTON
LAND OFF RAILWAY
DRIVE

DISPOSAL PLAN
## 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

<table>
<thead>
<tr>
<th>Site location and description</th>
<th>Wolverhampton Station, Railway Drive, Wolverhampton, WV1 1LE. This proposal concerns various sites located in close proximity to the operational railway and station. These feature within the existing station lease</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plans attached: (all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)</td>
<td>80266 (2) (A) - sites for disposal are shaded blue Wolverhampton Scheme Detail - Master plan</td>
</tr>
<tr>
<td>Clearance Ref:</td>
<td>CR/26620 - The Banana Yard CR/26221 - Land Fronting existing multi storey car park CR/26223 - Steam Mill</td>
</tr>
<tr>
<td>Project No.</td>
<td>N/A</td>
</tr>
<tr>
<td>Ordnance survey coordinates</td>
<td>E 391968 N 298876</td>
</tr>
<tr>
<td>Photographs (as required)</td>
<td>Please see attached Appendix 1</td>
</tr>
</tbody>
</table>

### 2. Proposal

| Type of disposal (i.e. lease / freehold sale)                                              | Grant of exclusive five-year option to acquire freehold interest in the various sites                                                                                                           |
| Proposed party taking disposal                                                             | Wolverhampton City Council                                                                                                                                                                   |
| Proposed use / scheme                                                                       | Commercial/retail/leisure uses in accordance with the attached Masterplan. The facilities would complement the new Wolverhampton Interchange, comprising a new station, extended multi storey car park and new tram line linking the Metro to the Railway Station |
| Access arrangements to / from                                                               | Access north of Wolverhampton Station is currently via the |
the disposal land | Banana Yard site. Sale of the Banana Yard will be subject to a reserved right of access for RRV’s and vans. Heavier plant, machinery and traffic will be directed to use Corn Hill, which will is to be re-opened as part of the Wolverhampton Interchange scheme, and is located to the South of the Station

Replacement rail facilities (if appropriate) | The extended multi storey car park, to be delivered by the Wolverhampton Interchange Project will replace the car parking spaces that will be lost at The Banana Yard

Anticipated Rail benefits | The sale and development of these sites for commercial/retail/leisure uses will support the new station and extended multi storey car park facilities to be delivered under the Wolverhampton Interchange Project. Overall passenger footfall and positive experience is expected to increase as a result of the sales and redevelopment

Anticipated Non-rail benefits | Network Rail will play a major role in the redevelopment of a major gateway into Wolverhampton

3. Timescales

Comments on timescales | A conditional option to acquire the freehold interest in the sites would be granted December 2015/January 2016. The conditions extending to;
   a) ORR specific LC7 consent
   b) Practical completion by Wolverhampton City Council of the new station and extended multi storey car park

4. Railway Related Issues

History of railway related use | The Banana Yard has been used by the Station Facility Operator for staff car parking and provided Network Rail with an access point North of Wolverhampton Station. The land fronting the multi storey car park is the current means of access to the facility but will become surplus once the main access switches to Corn Hill. The Steam Mill land has not been used for railway purposes

When last used for railway related purposes | The Banana Yard and land fronting the multi storey car park are currently both used for railway related purposes. The Steam Mill land is vacant and not in use

Any railway proposals affecting the site since that last | None.
<table>
<thead>
<tr>
<th>relative use</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Impact on current railway related proposals</td>
<td>None.</td>
</tr>
<tr>
<td>Potential for future railway related use</td>
<td>RUS documents for the route have been checked and the Network Strategy &amp; Planning Team consulted. No plans for future railway related uses have been revealed</td>
</tr>
<tr>
<td>Any closure or station change or network change related issues</td>
<td>Station change is being undertaken as part of the Wolverhampton Interchange scheme</td>
</tr>
<tr>
<td>Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future</td>
<td>Access north of Wolverhampton Station is currently via the Banana Yard site. Sale of the Banana Yard will be subject to a reserved right of access for RRV’s and vans. Heavier plant, machinery and traffic will be directed to use Corn Hill, which will is to be re-opened as part of the Wolverhampton Interchange scheme, and is located to the South of the Station</td>
</tr>
<tr>
<td>Position as regards safety / operational issues on severance of land from railway</td>
<td>The disposal does not include and requirement for new fencing of the railway boundary, as sufficient fencing already exists. 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</td>
</tr>
</tbody>
</table>

5. Planning History and Land Contamination

<p>| Planning permissions / Local Plan allocation (if applicable) | All sites identified within Wolverhampton’s City Centre Area Action Plan. In particular Policies CA3A and CC3 which identify the sites as having potential for commercial/retail/leisure uses |</p>
<table>
<thead>
<tr>
<th><strong>Contamination / Environmental Issues (if applicable)</strong></th>
<th>None that we are aware of. Surveys will be undertaken as part of the due diligence process and if any issues are discovered we will look to the purchaser to resolve</th>
</tr>
</thead>
</table>

### 6. Consultations

<table>
<thead>
<tr>
<th><strong>Railway (internal – Network Rail)</strong></th>
<th>Completed under the Clearance process</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Summary of position as regards external consultations</strong></td>
<td>28 external stakeholders were consulted on the proposal. Replies were received from all and no objections raised</td>
</tr>
<tr>
<td><strong>Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward</strong></td>
<td>The exact route for the right of access through the Banana Yard is to be finalised and reflected in any future transfer documentation. Confirmation is awaited from the Local Maintenance Protection officer</td>
</tr>
</tbody>
</table>

### 7. Local Authorities

| **Names & Email Addresses:** | XXXX- Head Of Physical Development  
XXXX |
| Local Transport Authorities: | XXXX– Senior Project Manager  
XXXX |
| **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 Services Manager** | Name: XXXX | Date Approved by PSM: |
### Franchising authorities and PTE’s

<table>
<thead>
<tr>
<th>Consultee</th>
<th>Email Address</th>
<th>Email Sent</th>
<th>Email Response Date</th>
<th>Time</th>
<th>Comments</th>
<th>Chase Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Department for Transport</td>
<td>XXXX</td>
<td>15/10/2015</td>
<td>04/11/2015</td>
<td>11.12</td>
<td>The Department has no comment on this proposal.</td>
<td>04/11/2015</td>
</tr>
<tr>
<td>West Midlands Integrated Transport Authority (Centro)</td>
<td>XXXX</td>
<td>15/10/2015</td>
<td>16/11/2015</td>
<td>14.07</td>
<td>The ITA are fully supportive of this project with Centro/PTE leading on the project as the ITA's delivery body.</td>
<td>04/11/2015 &amp; 16/11/2015</td>
</tr>
</tbody>
</table>

### Passenger Train Operators

<table>
<thead>
<tr>
<th>Consultee</th>
<th>Email Address</th>
<th>Email Sent</th>
<th>Email Response Date</th>
<th>Time</th>
<th>Comments</th>
<th>Chase Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arriva Trains Cross Country</td>
<td>XXXX</td>
<td>15/10/2015</td>
<td>23/10/2015</td>
<td>11.24</td>
<td>XC Trains Ltd has no objection to this proposed disposal.</td>
<td>04/11/2015</td>
</tr>
<tr>
<td>Ji Rail Limited</td>
<td>XXXX</td>
<td>15/10/2015</td>
<td>04/11/2015</td>
<td>10.55</td>
<td>On behalf of National Express Group and NXET Trains Ltd, I confirm that we have no objection to the proposed disposal.</td>
<td>04/11/2015</td>
</tr>
<tr>
<td>Chiltern Railway Company Limited</td>
<td>XXXX</td>
<td>15/10/2015</td>
<td>15/10/2015</td>
<td>17.31</td>
<td>There are no comments from Chiltern Railways.</td>
<td>04/11/2015</td>
</tr>
<tr>
<td>Eurafric International Limited</td>
<td>XXXX</td>
<td>15/10/2015</td>
<td>15/10/2015</td>
<td>15.42</td>
<td>No issue for EIL</td>
<td>04/11/2015</td>
</tr>
<tr>
<td>First Great Western Limited</td>
<td>XXXX</td>
<td>15/10/2015</td>
<td>26/10/2015</td>
<td>9.50</td>
<td>We have no objection thank you</td>
<td>04/11/2015</td>
</tr>
<tr>
<td>Grand Central Railway Limited</td>
<td>XXXX</td>
<td>15/10/2015</td>
<td>No response</td>
<td></td>
<td></td>
<td>04/11/2015 &amp; 16/11/2015</td>
</tr>
<tr>
<td>London Midland Limited</td>
<td>XXXX</td>
<td>15/10/2015</td>
<td>06/05/2016</td>
<td>10.37</td>
<td>Please accept this email as confirmation that London &amp; Birmingham Railway Limited is happy to withdraw our objection to the proposed land disposal at Wolverhampton Station associated with the redevelopment of the station.</td>
<td>04/11/2015</td>
</tr>
<tr>
<td>London &amp; South Eastern Railway Limited</td>
<td>XXXX</td>
<td>15/10/2015</td>
<td>16/10/2015</td>
<td>13.15</td>
<td>Thank you for the opportunity to review the below. South Eastern has no comment on this proposal.</td>
<td>04/11/2015</td>
</tr>
<tr>
<td>Merseyrail Electric 2002 Limited</td>
<td>XXXX</td>
<td>15/10/2015</td>
<td>16/10/2015</td>
<td>16.51</td>
<td>Merseyrail have no comments or objections to the above proposal.</td>
<td>04/11/2015</td>
</tr>
<tr>
<td>Northern Rail Limited</td>
<td>XXXX</td>
<td>15/10/2015</td>
<td>19/10/2015</td>
<td>15.52</td>
<td>Northern has no objection to the land disposal at Wolverhampton station.</td>
<td>04/11/2015</td>
</tr>
<tr>
<td>Virgin West Coast Trains Limited</td>
<td>XXXX</td>
<td>15/10/2015</td>
<td>17/08/2016</td>
<td>11.34</td>
<td>We are withdrawing our objection to the Banana Yard Land Disposal having received assurances.</td>
<td>04/11/2015</td>
</tr>
</tbody>
</table>

### Freight Train Operators & Freight Industry Consultees

<table>
<thead>
<tr>
<th>Consultee</th>
<th>Email Address</th>
<th>Email Sent</th>
<th>Email Response Date</th>
<th>Time</th>
<th>Comments</th>
<th>Chase Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alliance Rail Holdings</td>
<td>XXXX</td>
<td>15/10/2015</td>
<td>16/10/2015</td>
<td>13.54</td>
<td>Alliance has no comments.</td>
<td>04/11/2015</td>
</tr>
<tr>
<td>Colas Freight</td>
<td>XXXX</td>
<td>15/10/2015</td>
<td>17/11/2015</td>
<td>12.13</td>
<td>On the presumption that due regard has been taken to the increasing requirements for RRV’s and more use of mechanised technology in furtherance of railway infrastructure, and major project works, Colas Rail has no objection to the tabled proposal.</td>
<td>04/11/2015 &amp; 16/11/2015</td>
</tr>
<tr>
<td>Direct Rail Services Limited</td>
<td>XXXX</td>
<td>15/10/2015</td>
<td>09/11/2015</td>
<td>10.29</td>
<td>DRS have no comments.</td>
<td>04/11/2015</td>
</tr>
<tr>
<td>DB Schenker</td>
<td>XXXX</td>
<td>15/10/2015</td>
<td>17/11/2015</td>
<td>11.20</td>
<td>I can confirm that DB Schenker has no objection to the proposed land disposal as described.</td>
<td>04/11/2015 &amp; 17/11/2015</td>
</tr>
<tr>
<td>Freight Transport Association</td>
<td>XXXX</td>
<td>15/10/2015</td>
<td>04/11/2015</td>
<td>14.30</td>
<td>We have no comment.</td>
<td>04/11/2015</td>
</tr>
<tr>
<td>Freightliner Limited</td>
<td>XXXX</td>
<td>15/10/2015</td>
<td>15/10/2015</td>
<td>15.51</td>
<td>No comments from Freightliner</td>
<td>04/11/2015</td>
</tr>
<tr>
<td>GB Railfreight Limited</td>
<td>XXXX</td>
<td>15/10/2015</td>
<td>05/11/2016</td>
<td>9.07</td>
<td>No comment.</td>
<td>04/11/2015</td>
</tr>
<tr>
<td>Rail Freight Group</td>
<td>XXXX</td>
<td>15/10/2015</td>
<td>05/11/2016</td>
<td>9.07</td>
<td>No comment.</td>
<td>04/11/2015</td>
</tr>
<tr>
<td>Wolverhampton Interchange Project</td>
<td>XXXX</td>
<td>15/10/2015</td>
<td>16/10/2016</td>
<td>12.10</td>
<td>2k with RfG</td>
<td>04/11/2015</td>
</tr>
<tr>
<td>West Coast Railway Group</td>
<td>XXXX</td>
<td>15/10/2015</td>
<td>04/11/2016</td>
<td>19.48</td>
<td>No comments</td>
<td>04/11/2015</td>
</tr>
<tr>
<td>W. H. Malcolm</td>
<td>XXXX</td>
<td>15/10/2015</td>
<td>20/10/2016</td>
<td>12.33</td>
<td>WH Malcolm has no objections to the proposal</td>
<td>04/11/2015</td>
</tr>
</tbody>
</table>

### Other Stakeholders

<table>
<thead>
<tr>
<th>Consultee</th>
<th>Email Address</th>
<th>Email Sent</th>
<th>Email Response Date</th>
<th>Time</th>
<th>Comments</th>
<th>Chase Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Association of Community Rail Partners</td>
<td>XXXX</td>
<td>15/10/2015</td>
<td>02/11/2015</td>
<td>11.44</td>
<td>ACoRP have no objection to this disposal.</td>
<td>04/11/2015</td>
</tr>
<tr>
<td>British Transport Police</td>
<td>XXXX</td>
<td>15/10/2015</td>
<td>05/11/2015</td>
<td>8.00</td>
<td>Aware that as part of the station redevelopment that the current police station is within the redevelopment area and will during the project be demolished with new accommodation provided within the new station buildings (still to see plans). These above concerns should be a matter between our estates department and the project management team to ensure a smooth transition into temporary accommodation and the maintaining of operational policing throughout the project.</td>
<td>04/11/2015</td>
</tr>
<tr>
<td>Network Rail Media Relations</td>
<td>XXXX</td>
<td>15/10/2015</td>
<td>01/11/2016</td>
<td></td>
<td>No response.</td>
<td>16/11/2015</td>
</tr>
<tr>
<td>Transport Focus (formerly Passenger Focus)</td>
<td>XXXX</td>
<td>15/10/2015</td>
<td>19/10/2016</td>
<td>10.32</td>
<td>Transport Focus has no objection to the proposed disposal</td>
<td>04/11/2015</td>
</tr>
<tr>
<td>Wolverhampton City Council</td>
<td>XXXX</td>
<td>15/10/2015</td>
<td>04/11/2015</td>
<td>18.12</td>
<td>Wolverhampton City Council support this proposed disposal. This land is crucial to the delivery of Wolverhampton Interchange and the wider regeneration of the City Centre. This is being brought forward in partnership with Network Rail, Virgin, Centro, Canal and Rivers Trust and Neptune. WCC is making its land available to the project. The scheme is a priority for the City and supported by the Local Enterprise Partnership. It is a priority in the Strategic Economic Plan for the Black Country.</td>
<td>04/11/2015</td>
</tr>
</tbody>
</table>
Appendix 4: Existing Photos of Wolverhampton Station
CONSULTATION REPORT

relating to

Land at Wolverhampton Station

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

1. The Banana Yard, Railway Drive, Wolverhampton
2. Land fronting the multi-storey car park, Railway Drive, Wolverhampton Station

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

Of the 30 stakeholders consulted, 26 responded and 4 did not. The nature of this proposal is such that it is unlikely to impact of those that did not respond, namely, Caledonian Sleeper, Abellio, Alliance Rail Holdings Limited and The Freight Transport Association. The responses received offered 'no comment' or expressed support. General observations were received. The first from Virgin West Coast Trains concerned the timing of the sale of the Banana Yard land. An assurance was provided that the land would not be sold until construction of the new station had been completed. The second query raised by West Midlands Trains highlighted the need to relocate a cycle shelter currently placed within the land fronting the multi-storey car park. West Midlands Trains. Confirmation that Wolverhampton City Council had been made aware and would seek to undertake this work was provided. The final query from The British Transport Police concerned the siting of its temporary office could remain at the Banana Yard until construction of the new station, and its office within had been completed. Further, that the land would not be sold until this had occurred.
The full list of external consultees is set out below:

<table>
<thead>
<tr>
<th>No.</th>
<th>External party (name)</th>
<th>Contact name, email address and telephone</th>
<th>Whether response received (y/n)</th>
<th>Date of response</th>
<th>Details of response (e.g. “no comment”), with reference to any accompanying copy representation in annexes to this report</th>
<th>Comments (e.g. as regards endeavours to obtain response where none given)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Department for Transport</td>
<td></td>
<td>Y</td>
<td>12/10/2018</td>
<td>No comment &lt;br&gt;See Annex 1</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Transport for West Midlands</td>
<td></td>
<td>Y</td>
<td>19/10/2018</td>
<td>No comment &lt;br&gt;See Annex 1</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Transport for North</td>
<td></td>
<td>Y</td>
<td>23/10/2018</td>
<td>No comment &lt;br&gt;See Annex 1</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Arriva Trains Cross Country</td>
<td></td>
<td>Y</td>
<td>24/09/2018</td>
<td>No comment &lt;br&gt;See Annex 1</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Arriva Trains Wales</td>
<td></td>
<td>Y</td>
<td>15/10/2018</td>
<td>No comment &lt;br&gt;See Annex 1</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Caledonian Sleeper</td>
<td></td>
<td>N</td>
<td></td>
<td>Stage 1 chasing email issued 11/10 &lt;br&gt;Stage 2 chasing email issued 19/10 &lt;br&gt;Stage 3 phone call made 16.45 and</td>
<td></td>
</tr>
</tbody>
</table>
message left. Further email and chasing letter sent 23/10

Stage 4 notification email sent advising that the consultation period has now closed and an application to ORR regarding this proposal will now be made

<table>
<thead>
<tr>
<th></th>
<th>Company Name</th>
<th>Y/N</th>
<th>Date</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>C2C Rail Limited</td>
<td>Y</td>
<td>20/09/2018</td>
<td>No comment See Annex 1</td>
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<tr>
<td>8</td>
<td>Chiltern Railway Company Limited</td>
<td>Y</td>
<td>24/10/2018</td>
<td>No comment See Annex 1</td>
</tr>
<tr>
<td>9</td>
<td>Eurostar International Ltd</td>
<td>Y</td>
<td>19/09/2018</td>
<td>No comment See Annex 1</td>
</tr>
<tr>
<td>10</td>
<td>Great Western Railway</td>
<td>Y</td>
<td>21/09/2018</td>
<td>No comment See Annex 1</td>
</tr>
<tr>
<td>11</td>
<td>Grand Central Railway Company Limited</td>
<td>Y</td>
<td>25/10/2018</td>
<td>No comment See Annex 1</td>
</tr>
<tr>
<td>12</td>
<td>London &amp; South Eastern Railway Limited (Southeastern)</td>
<td>Y</td>
<td>20/09/2018</td>
<td>No comment See Annex 1</td>
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<td>13</td>
<td>Merseyrail Electrics 2002</td>
<td>Y</td>
<td>11/10/2018</td>
<td>No comment See Annex 1</td>
</tr>
<tr>
<td>14</td>
<td>Northern Rail Limited</td>
<td>Y</td>
<td>20/09/2018</td>
<td>No comment See Annex 1</td>
</tr>
<tr>
<td></td>
<td>Company Name</td>
<td>Y/N</td>
<td>Date</td>
<td>Comment</td>
</tr>
<tr>
<td>---</td>
<td>--------------------------------------</td>
<td>------</td>
<td>------------</td>
<td>-------------------------------------------------------------------------</td>
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<tr>
<td>15</td>
<td>Virgin West Coast Trains Limited</td>
<td>Y</td>
<td>11/10/2018</td>
<td>Comment received, See Annex 1</td>
</tr>
<tr>
<td>16</td>
<td>West Midlands Trains Limited</td>
<td>Y</td>
<td>26/10/2018</td>
<td>Comment received, See Annex 1</td>
</tr>
<tr>
<td>17</td>
<td>Abellio</td>
<td>N</td>
<td></td>
<td>Stage 1 chasing email issued 11/10</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Stage 2 chasing email issued 19/10</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Stage 3 further email and chasing letter sent 23/10</td>
</tr>
<tr>
<td></td>
<td></td>
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<td></td>
<td>Stage 4 notification email sent advising that the consultation period</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>has now closed and an application to ORR regarding this proposal will</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>now be made</td>
</tr>
<tr>
<td>18</td>
<td>Alliance Rail Holdings Limited</td>
<td>N</td>
<td></td>
<td>Stage 1 chasing email issued 11/10</td>
</tr>
<tr>
<td></td>
<td></td>
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<td>Stage 2 chasing email issued 19/10</td>
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<tr>
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<td></td>
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<td>chasing letter sent 23/10</td>
</tr>
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<td></td>
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<td></td>
<td></td>
<td>Stage 4 notification email sent advising that the consultation period</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td>has now closed and an application to ORR regarding this proposal will</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>now be made</td>
</tr>
<tr>
<td>19</td>
<td>Colas Rail Limited</td>
<td>Y</td>
<td>12/10/2018</td>
<td>No comment, See Annex 1</td>
</tr>
<tr>
<td>No.</td>
<td>Company Name</td>
<td>Response</td>
<td>Date</td>
<td>Comment</td>
</tr>
<tr>
<td>-----</td>
<td>----------------------------------</td>
<td>----------</td>
<td>----------</td>
<td>-------------------------------------------------------------------------</td>
</tr>
<tr>
<td>20</td>
<td>Direct Rail Services Limited</td>
<td>Y</td>
<td>05/10/2018</td>
<td>No comment See Annex 1</td>
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<tr>
<td>21</td>
<td>DB Cargo UK Limited</td>
<td>Y</td>
<td>25/10/2018</td>
<td>No comment See Annex 1</td>
</tr>
<tr>
<td>22</td>
<td>Freight Transport Association</td>
<td>N</td>
<td></td>
<td>Stage 1 chasing email issued 11/10</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Stage 2 chasing email issued 19/10</td>
</tr>
<tr>
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<td></td>
<td></td>
<td></td>
<td>Stage 3 phone call made 16:37 and message left. Further email and chasing letter sent 23/10</td>
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<td></td>
<td>Stage 4 notification email sent advising that the consultation period has now closed and an application to ORR regarding this proposal will now be made</td>
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<tr>
<td>23</td>
<td>Freightliner Limited</td>
<td></td>
<td>20/09/2018</td>
<td>No comment See Annex 1</td>
</tr>
<tr>
<td>24</td>
<td>GB Railfreight Ltd</td>
<td>Y</td>
<td>20/09/2018</td>
<td>No comment See Annex 1</td>
</tr>
<tr>
<td>25</td>
<td>Rail Freight Group</td>
<td>Y</td>
<td>20/09/2018</td>
<td>No comment See Annex 1</td>
</tr>
<tr>
<td>26</td>
<td>West Coast Railway Company</td>
<td>Y</td>
<td>11/10/2018</td>
<td>No comment See Annex 1</td>
</tr>
<tr>
<td>27</td>
<td>W.H. Malcom</td>
<td>Y</td>
<td>20/09/2018</td>
<td>No comment See Annex 1</td>
</tr>
</tbody>
</table>
Copies of responses are given in the annexes to this report, as indicated above at Annex 1.

Copies of the consultation requests (before customisation for any individuals) are given at Annex 2.
1  **DfT**

*From*: @dft.gov.uk  
*Sent*: 12 October 2018 09:09  
*To*: @networkrail.co.uk  
*Cc*: @dft.gov.uk; @dft.gov.uk  
*Subject*: RE: Wolverhampton Station - Stage 1 Consultation Reminder

Hi

We have no comments regarding this land disposal.

With kind regards,

Project Management Assistant, Network Services, InterCity, Department for Transport

2/21

---

2  **Transport for West Midlands**

*From*: @wmre.org.uk  
*Sent*: 19 October 2018 17:11  
*To*: @networkrail.co.uk; @railnorth.org; @serco.com; @chilternrailways.co.uk; @grandcentralrail.com; @wmtrains.co.uk; @abellio.com; @grandcentralrail.com; @deutschebahn.com; @fta.co.uk; @btp.pnn.police.uk  
*Subject*: RE: Wolverhampton Station - Stage 2 Consultation Reminder

Hi

We are fully supportive of the proposal

Best regards,
3 Transport for North

From: @transportforthenorth.com
Sent: 23 October 2018 22:19
To: @networkrail.co.uk
Subject: RE: Wolverhampton Station - Stage 3 LC7 Consultation Reminder

No comment on this proposed disposal which is outside the TfN area.
Head of Investment Planning
TfN Strategic Rail

4 Arriva Trains Cross Country

From: @crosscountrytrains.co.uk
Sent: 24 September 2018 10:10
To: @networkrail.co.uk
Subject: RE: Wolverhampton Station

I can confirm that XC Trains Ltd has no comment on these proposed disposals.
5 Arriva Trains Wales

From: @tfwail.wales
Sent: 15 October 2018 10:28
To: @networkrail.co.uk
Subject: RE: Wolverhampton Station - Stage 1 Consultation Reminder

Hi

TfW Rail has no comments on this proposal.

Regards,

6 Caledonian Sleeper – No response

7 C2C Rail Limited

From: @c2crai.net
Sent: 20 September 2018 09:28
To: @networkrail.co.uk
Subject: Re: FW: Wolverhampton Station
Hi

No objection from c2c

Regards

Reactive Works Manager
2nd Floor, Cutlers Court, 115 Houndsditch, London EC3A 7BR

C2C

W: www.c2c-online.co.uk

8 Chiltern Railway Company Limited

From: @chilternrailways.co.uk
Sent: 24 October 2018 16:52
To: @networkrail.co.uk
Subject: RE: Wolverhampton Station - Stage 3 LC7 Consultation Reminder

Hi

Chiltern have no comments.

Sorry for the delay.

Regulatory Contracts Manager
Chiltern Railways

Great Central House, Marylebone Station, Melcombe Place, London, NW1 6JJ
9  Eurostar International Limited

From: @eurostar.com
Sent: 19 September 2018 17:04
To: @networkrail.co.uk
Subject: RE: Wolverhampton Station

No comment from EIL,

Thanks

PA to Chairman and to Company Secretary

Eurostar International Limited
Times House | Bravingtons Walk | London N1 9AW

eurostar.com
Hello again

We have no objection thank you.

GC has no comment on this proposal.

Regards

Chief Operating Officer  |  Grand Central Rail
12 London & South Eastern Railway

From: @southeasternrailway.co.uk  
Sent: 20 September 2018 08:32  
To: @networkrail.co.uk  
Subject: RE: Wolverhampton Station

Good morning

Thank you for the opportunity to review the below.

Southeastern has no comment on this proposal.

Could you please add me to your mailing list for future proposals?

Thanks in advance,

Kind regards,

Commercial Coordinator
southeasternrailway.co.uk

southeastern
Friars Bridge Court
41-45 Blackfriars Road

London, SE1 8NZ
From: @merseyrail.org  
Sent: 11 October 2018 13:52  
To: @networkrail.co.uk  
Subject: RE: Wolverhampton Station - Stage 1 Consultation Reminder

We have no objections, thanks

Legal & Contract Assistant
Merseyrail

Tel  
Mob  
Email XXXX
Web www.merseyrail.org

From: @northernrailway.co.uk  
Sent: 20 September 2018 09:07  
To: @networkrail.co.uk  
Subject: RE: Wolverhampton Station

Northern have no objections to the below proposal.
Hi

On that confirmation we are happy for you to proceed.

Thanks

---

From: @virgintrains.co.uk
Sent: 11 October 2018 16:10
To: @networkrail.co.uk
Cc: @networkrail.co.uk
Subject: RE: Wolverhampton Station and disposal

Hi

On that confirmation we are happy for you to proceed.

Thanks

---

From: networkrail.co.uk
Sent: 11 October 2018 13:06
To: virgintrains.co.uk
Cc: networkrail.co.uk
Subject: FW: Wolverhampton Station and disposal

Hi
In response to the queries raised in your email to I would advise;

1. The sale of the Banana Yard is conditional upon practical completion of the new station building
2. We are aware of the temporary use of Porta Kabin’s within the Banana Yard in order to facilitate construction of the new station. Again, these will remain in situ until such time that the new station has practically completed

Given the above are you happy for Network Rail to continue with the proposed disposals?

Kind Regards

Property Services Manager | National Portfolio
Network Rail
The Quadrant | Elder Gate | Milton Keynes | MK9 1EN
E: XXXX
www.networkrail.co.uk/property

From: virgintrains.co.uk
Sent: 09 October 2018 15:43
To:
Cc:
Subject: RE: Wolverhampton Station and disposal

Hi

Can I just check with you that I am right in thinking that this land will only be disposed of once the new station building has been completed?

Also under the below section, another use of this area at the moment is a portal cabin that houses our facilities on the station currently. Obviously this facility is only required until the new station is open and our facilities are available, however please note that we will need to retain this space on the Banana Yard until such date as the station accommodation is available and acceptable.
4. Railway Related Issues

| History of railway related use | The Banana Yard was recently used by the Station Facility Operator and Train Operating Companies for staff car parking. Replacement facilities have been provided within the extended MSCP. The Banana Yard also provides maintenance access to the North of Wolverhampton Station. This will be excluded from the area for transfer. The land fronting the MSCP is hard surfaced, currently poor quality open space |

Thanks

XXXX

Station Access and Contracts Manager

West Coast Trains Ltd, Victoria Square House, Victoria Square, BIRMINGHAM B2 4DN

m: e: virgintrains.co.uk
Dear

West Midlands Trains has no objections to the proposed land disposal at Wolverhampton station.

Our only reservation surrounds passengers facilities (cycle storage) currently located within the area adjacent to the car park which is included in the disposal. WMT has been advised that a new location will be found as part of the current station redevelopment, or that the land included in the disposal may be used for public cycle parking. We would ask that the disposal does not go ahead until the future of the cycle facilities has been agreed. This is especially important if they are to be located on land that is not within our lease area as WMT will need the land owner to agree access rights and accept that the facility falls under the provisions of the Railways Act in relation to Minor Modifications. WMT requests that the disposal makes reference to the cycle facilities and states that they will be maintained whether in their current position or elsewhere.

WMT will of course work with Network Rail, Wolverhampton City Council and other stakeholders to resolve any problems quickly and to prevent delays to the overall station redevelopment.

Regards,

Franchise & Network Planning Manager

Operated by West Midlands Trains

West Midlands Trains Limited

PLEASE NOTE NEW ADDRESS: 134 Edmund Street, Birmingham, B3 2ES

XXXX
From:
Sent: 23 October 2018 09:20
To: wmtrains.co.uk
Subject: Fwd: Wolverhampton Station - Stage 2 Consultation Reminder

Please see below. Does this address your concern? If so are you able to provide a positive response please to the LC7 consultation?

You may receive standard reminders in the meantime chasing you for a response. This is part of the consultation process.

Thanks

Sent from my iPhone

From: slcrail
Date: 23 October 2018 at 09:08:37 BST
To: networkrail.co.uk
Subject: RE: Wolverhampton Station - Stage 2 Consultation Reminder

I can confirm the cycle facilities recently installed at the old entrance to the MSCP are very much a temporary arrangement to facilitate the station works. On completion of the station and in turn transfer of the ‘Hotel Site’ the intention will be to re-locate the cycle parking to a location to be agreed with the SFO.

It is worth noting the council’s aspiration for the land is a media wall, retail pods and a cycle hub and as such there may be an opportunity to retain the parking in a location within close proximity to the existing facilities.

Kind regards

XXXX
Project Manager
SLC Rail

T: 
M: 
E: SLC Rail, Suite 203 Guildhall Buildings, Navigation Street, Birmingham B2 4BT

17 Abellio – No response

18 Alliance Rail Holdings Limited – No response

19 Colas Rail Limited

From: @colasrail.com
Sent: 12 October 2018 09:22
To: @networkrail.co.uk
Subject: RE: Wolverhampton Station - Stage 1 Consultation Reminder

No comment.

XXXX
Property Manager
Tel. Mob.
20 Direct Rail Services Limited

From: @drsl.co.uk
Sent: 05 October 2018 11:05
To: @networkrail.co.uk
Cc: @drsl.co.uk ; @drsl.co.uk
Subject: RE: Wolverhampton Station

Hi

DRS have no comments.

Best Regards,

Procurement Apprentice
Direct Rail Services Ltd
Regents Court
Baron Way
Carlisle
CA6 4SJ

T: xxx
E: xxxx
21 DB Cargo UK Limited

From: @deutschebahn.com
Sent: 25 October 2018 16:27
To: @networkrail.co.uk
Subject: Re: Wolverhampton Station - Stage 3 LC7 Consultation Reminder

I can confirm that DB Cargo (UK) Limited has no objection to the proposed land disposal as described.

Yours,

Rail Network Manager
DB Cargo (UK) Limited
310 Goswell Road
London EC1V 7LW

22 Freight Transport Association – No response

23 Freightliner

From: @freightliner.co.uk
Sent: 20 September 2018 10:49
To: @networkrail.co.uk
Subject: RE: Wolverhampton Station

No comment - Freightliner.

Regards
24 GB Railfreight Limited

From: GB Railfreight Limited
Sent: 20 September 2018 12:53
To: @networkrail.co.uk
Subject: RE: Wolverhampton Station

No issues from GBRf.

Regards,

Head of Capacity Planning,
GB Railfreight Ltd.,
3rd Floor,
55 Old Broad Street,
London, EC2M 1RX.
Tel:
Mobile:
E-mail:

GB Railfreight Ltd. Registered in England & Wales No. 03707899.
Registered Office: 3rd Floor, 55 Old Broad Street, London, EC2M 1RX.
25  **Railfreight Group**

From: @rfg.org.uk  
Sent: 20 September 2018 19:09  
To: @networkrail.co.uk  
Subject: Re: Wolverhampton Station

Ok with RFG

Sent from my iPad

26  **West Coast Railway Company**

From: @aol.com  
Sent: 11 October 2018 13:41  
To: @networkrail.co.uk  
Subject: Re: Wolverhampton Station - Stage 1 Consultation Reminder

no comments

WCR

E XXXX

27  **W.H. Malcolm**

From: @whm.co.uk  
Sent: 20 September 2018 07:40  
To: @networkrail.co.uk  
Subject: RE: Wolverhampton Station
No objections.

Regards

**Business & Estate Manager | W H Malcolm Ltd**
Malcolm Group, Brookfield House, 2 Burnbrae Drive, Linwood, Renfrewshire PA3 3BU  
Email: xxxx | Web: www.malcolmgroup.co.uk | Malcolm Group on LinkedIn

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**28  Association of Community Rail Partnerships**

*From:* @acorp.uk.com  
*Sent:* 21 September 2018 12:23  
*To:* @networkrail.co.uk  
*Subject:* RE: Wolverhampton Station

No comment

Thanks

Senior Operations Manager

**ACORP**

*New life for local lines*

*Mobile*

*Web:* acorp.uk.com

The Old Water Tower, Huddersfield Railway Station, St Georges Square, Huddersfield HD1 1JF
From: btp
Sent: 24 October 2018 07:53
To: btp; networkrail.co.uk
Cc: btp; police.uk;
Subject: RE: Wolverhampton Station CRU 2018 1871

Thank you for the reminder, I have been waiting for a response from the Officer in Charge at Wolverhampton prior to replying. I have also visited the location to check on the current fencing currently in place.

Please note that the land in question is currently being used as temporary accommodation for the BTP office and other station functions while the station is demolished and rebuilt. I trust that any sale will not impact on the current use which will remain until the refurbished station accommodation is ready.

As the land will upon sale transfer to the jurisdiction of the local Home Office force, they will automatically be advised of any planning applications for offices or licensed premises especially with regard to the late night economy and have the opportunity to comment.

The current 1.8 metre palisade fencing between the proposed land sale and the operational railway is complete and in good order. Going forward there should not be any street furniture or anything else i.e. bins, stored against the fence line which may be used as a climbing aid to gain access to the railway.

I have no further comments.

Kind Regards

Designing Out Crime Officer
Designing Out Crime Unit
British Transport Police,
Midlands Division,
Axis
10 Holliday Street,
Birmingham
B1 1UP
office
internal
Thanks for your reply.

I can confirm that a precondition of the sale is completion of the new station. I will pass your comments onto Wolverhampton City Council re design

Sent from my iPhone

From: btp.pnn.police.uk
Sent: 24 October 2018 08:00
To: networkrail.co.uk
Subject: RE: Wolverhampton Station CRU 2018 1871

Thanks

Designing Out Crime Officer
Designing Out Crime Unit
British Transport Police,
Midlands Division,
Axis,
10 Holliday Street,
Birmingham
B1 1UP
office
internal
mobile
e-mail
www.btp.police.uk
From: Network Rail Media Relations
Sent: 11 October 2018 13:31
To: @networkrail.co.uk
Subject: RE: Wolverhampton Station - Stage 1 Consultation Reminder

No comment

Senior Media Relations Manager
1 Eversholt Street, London, NW1 2DN
Mobile: Press office:

www.networkrail.co.uk

Follow us on Twitter: @NetworkRail
Annex 2 – Consultee requests

From: XXXX
Sent: 11 October 2018 13:20
To: @dft.gsi.gov.uk; @westmidlandsrail.com; @westmidlandsrail.com; @railnorth.org; @railnorth.org; @arrivatw.co.uk; @arrivatw.co.uk; @chilternrailways.co.uk; @grandcentralrail.com; @merseyrail.org; @northernrailway.co.uk; @virgintrains.co.uk; @wmtrains.co.uk; @abellio.com; @grandcentralrail.com; @colasrail.com; @deutschebahn.com; @fta.co.uk; @aol.com; @btp.pnn.police.uk; @networkrail.co.uk
Subject: Wolverhampton Station - Stage 1 Consultation Reminder

I write further to the attached email. Our original email was sent 19th September 2018, but we do not appear to have received your comments.

Could these please be provided no later than 26th October 2018 by emailing me at XXXX

Kind Regards

Property Services Manager | National Portfolio
Network Rail
The Quadrant | Elder Gate | Milton Keynes | MK9 1EN
M: XXXX
E: XXXX
www.networkrail.co.uk/property
From: XXXX
Sent: 19 October 2018 16:42
To: '@westmidlandsrail.com ; '@railnorth.org ; '@serco.com ; '@chilternrailways.co.uk ; '@grandcentralrail.com ; '@wmtrains.co.uk ; '@abellio.com';
@grandcentralrail.com ; '@deutschebahn.com ; '@fta.co.uk ; '@btp.pnn.police.uk
Subject: Wolverhampton Station - Stage 2 Consultation Reminder

I write further to our emails of 19th September 2018 and 11th October. In response to which we do not appear to have received your comments.

These can be provided by emailing me at XXXX

Please note the closing date for consultations is 26th October 2018.

Kind Regards

Property Services Manager | National Portfolio
Network Rail
The Quadrant | Elder Gate | Milton Keynes | MK9 1EN
E: XXXX
www.networkrail.co.uk/property