

**Rob Plaskitt**  
**Head of Access and Licensing**  
Telephone 020 7282 2072  
E-mail [rob.plaskitt@orr.gsi.gov.uk](mailto:rob.plaskitt@orr.gsi.gov.uk)

10 April 2014

Company Secretary  
Network Rail Infrastructure Limited  
Kings Place  
90 York Way  
London  
N1 9AG

**Network licence condition 7 (land disposal):**  
**C Sidings, Wembley European Freight Operating Centre, London**

**Decision**

1. On 31 March 2014, Network Rail gave notice of its intention to dispose of land at the 'C Sidings', Wembley European Freight Operating Centre, London (the land) in accordance with paragraph 7.2 of condition 7 of its network licence. The land is described in more detail in the notice (copy attached).
2. 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 land in accordance with the particulars in your notice.

**Reasons for decision**

3. We are satisfied that Network Rail has consulted all relevant stakeholders with current information. No objections were received. We note that the proposed disposal:
  - would not affect adversely existing or future railway operations; and
  - would facilitate the provision of a light maintenance depot and stabling facility for the new rolling stock as part of the London Overground capacity improvement project.
4. Based on 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 issues for us to address. We have had regard to our decision criteria in *Land disposal by Network Rail: the regulatory arrangements, December 2013*,<sup>1</sup> 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*".

---

<sup>1</sup> Available from [www.rail-reg.gov.uk/server/show/nav.150](http://www.rail-reg.gov.uk/server/show/nav.150)

5. 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.

A handwritten signature in black ink, which appears to read 'Robert M. Plaskitt', is positioned below the text.

**Rob Plaskitt**

**Annex A: Notice given by Network Rail to ORR on 31 March 2014**

**Proposed Property Disposal**

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

<b>1. Site</b>	
Site location and description	Land and sidings known as C Sidings, Wembley European Freight Operating Centre (WEFOC), Blackmore Drive, Brent, London NW10 0RP
Plans attached: (all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)	Plan no LCWE-EN00-EPW-DPL-RFL-00012-B02 SO attached shows the area subject of this disposal hatched red.  The disposal site is shown blue in the Disposal Plan.
Clearance Ref:	CR 22152
Project No.	Not Applicable
Ordnance survey coordinates	519539 /184119
Photographs (as required)	Not applicable
<b>2. Proposal</b>	
Type of disposal (i.e. lease / freehold sale)	<p>Network Rail leases the land and sidings at the WEFOC to the Department for Transport, who in turn sublease the site to DB Schenker.</p> <p>It is proposed that DB Schenker will assign the part of their existing leasehold interest shown hatched red to Rail for London. The part assigned lease will also be varied to permit the land hatched red to be used additionally as a light maintenance depot. At the same time the Department for Transport will surrender their interest in the part assigned sublease, so that Network Rail will become the direct landlord of Rail for London</p> <p>DB Schenker and the Department for Transport will be granted vehicular access rights over a new HGV access road within the land hatched red to enable road access to be maintained to their retained part of the Wembley European Freight Operating Centre.</p> <p>Network Rail will need to give consent to the proposed part assignment of the sublease, and be a party to the Deed of Variation and the proposed grant of access rights over the area hatched red. It is these disposals for which consent are being sought.</p>

Proposed party taking disposal	Rail for London
Proposed use / scheme	Rail for London are proposing to develop a Light Maintenance Depot and stabling facility
Access arrangements to / from the disposal land	RfL will have the benefit of the existing rights of way attached to the part assigned lease over Pendolino Way and .Blackmore Drive
Replacement rail facilities (if appropriate)	The proposal will involve the construction of new facilities as shown on the plan
Anticipated Rail benefits	The facility is required to stable and maintain new rolling stock ordered by Transport for London as part of the London Overground Capacity Improvement Project
Anticipated Non-rail benefits	None
<b>3. Timescales</b>	
Comments on timescales	It is hoped that the part assignment will be completed in March 2014.
<b>4. Railway Related Issues</b>	
History of railway related use	The site is part of the Wembley European Freight Operating Centre. The sidings within the proposed assignment area are used infrequently (see below)
When last used for railway related purposes	DB Schenker advise that the sidings shown hatched red have been used on two or three occasions in recent years for steam traffic but only as a last resort and as a result of diversions or failures. DB Schenker advise further that the sidings verged red have no coaling or watering facilities and are not suitable for steam engines. That type of passenger charter traffic usually originates and terminates either at Southall or Stewart's Lane; both of those sites are suitably equipped.
Any railway proposals affecting the site since that last relative use	None other than the subject proposal
Impact on current railway related proposals	None
Potential for future railway related use	DB Schenker advise that they have carried out internal studies including some capacity modeling and are content that the retained area of sidings within the WEFOC will meet all their foreseeable freight needs now and in the future

Any closure or station change or network change related issues	No
Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future	No
Position as regards safety / operational issues on severance of land from railway	<p>The disposal does not include and requirement for new fencing of the railway boundary, as sufficient fencing already exists.</p> <p>The disposal is on a basis under which Network Rail has had due regard (where applicable) to impact of the disposal on lineside works, including railway troughing, signalling and their maintenance. The disposal is without prejudice to Network Rail's safety obligations, with which Network Rail will continue to comply. Network Rail's network licence requires compliance with Railway Group Standards. These set out requirements for – amongst other things – fencing, access and signal sighting. In addition, the Railways and Other Guided Transport Systems (Safety) Regulations 2006 require Network Rail to have a safety management system and safety authorisation in respect of its mainline railway system and its railway infrastructure. These, in turn, require Network Rail to comply with Railway Group Standards as well as its own internal standards; and also continually to monitor changes to the risks arising from its operations and to introduce new control measures as appropriate.</p>

## 5. Planning History and Land Contamination

Planning permissions / Local Plan allocation (if applicable)	The site is not mentioned in the 2011 West Coast Main line RUS or the 2011 London and South East RUS.
Contamination / Environmental Issues (if applicable)	The land has been historically used for railway purposes and will continue to be so going forward. The part assigned lease will contain the same provisions relating to responsibility for managing contamination as the existing lease held by DB Schenker

## 6. Consultations

Railway (internal – Network Rail)	Technical and Business clearance has been obtained
Summary of position as regards external consultations	26 parties consulted, three did not respond, three made comments. No objections were received
Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward	There are no unresolved objections and its is recommended that consent for the proposed disposal should be issued.

## 7. Local Authorities

Names & Email Addresses:	(with name and telephone numbers for any personal contact at authorities)
--------------------------	---

Local Transport Authorities:	Transport for London London Borough of Brent	
Other Relevant Local Authorities:	None	
<b>8. Internal Approval</b>		
Surveyor Name:		
Approved by Property Development Manager		Date Approved by PDM: 24 /2/2014







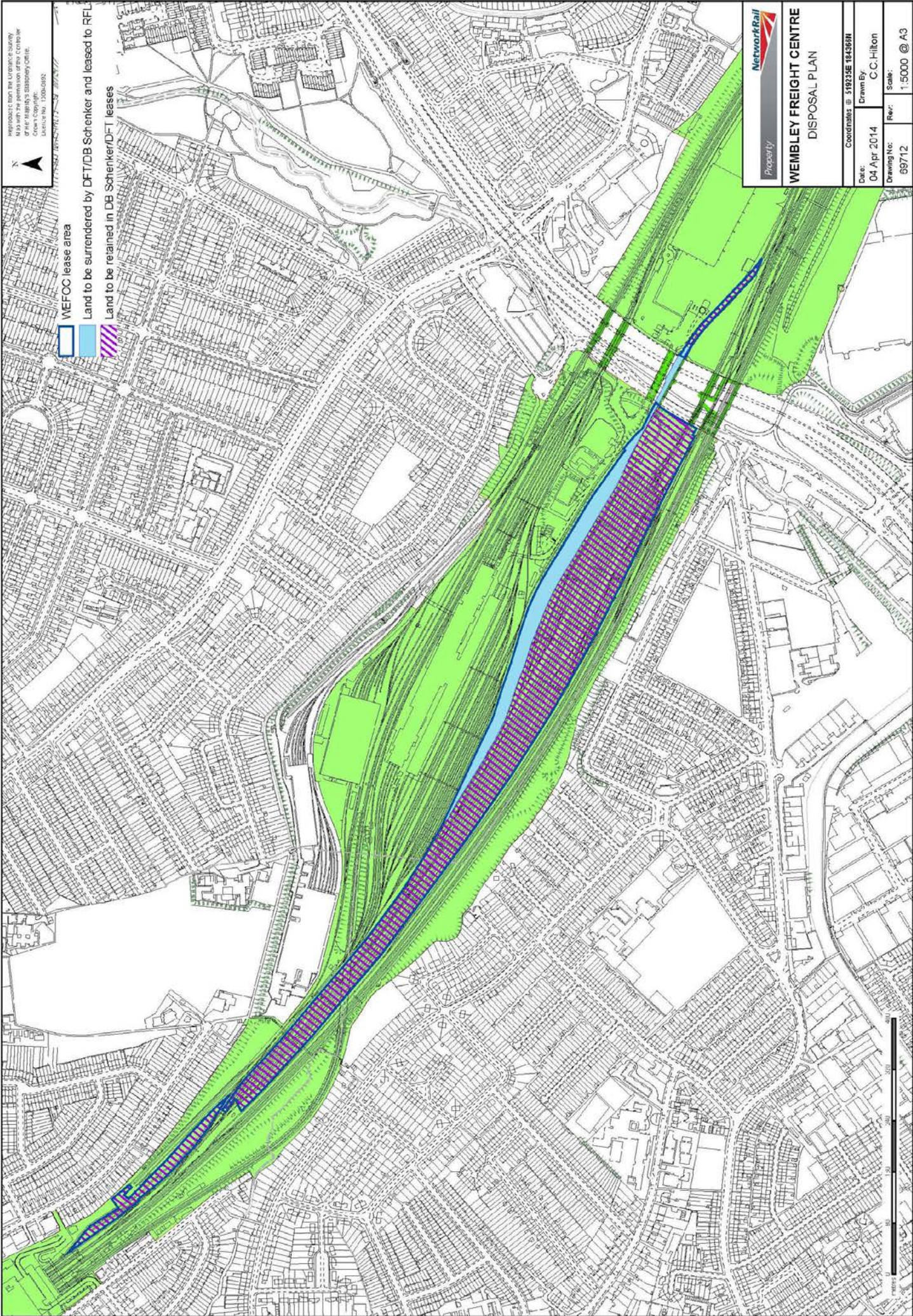
Reproduced from the Ordnance Survey Map with permission of the controller of Her Majesty's Stationary Office. Crown Copyright. Licence No. 0100040692

- Disposal Site
- Network Rail retained land



WEMBLEY FREIGHT CENTRE	
Plot Scale	1:5500
Plot Date	28/3/2014







## PROPOSED PROPERTY DISPOSAL

### CONSULTATION REPORT

relating to

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

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

Site location and description: Land and sidings known as C Sidings, Wembley European Freight Operating Centre (WEFOC), Blackmore Drive, Brent, London NW10 0RP

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

Summary of position regarding responses: 25 parties consulted three of which did not respond in writing. No objections to the consultation were received but three parties made comments which are addressed below.

The full list of external consultees is set out below:

No.	External party (name)	Whether response received (y/n)	Date of response	Details of response (e.g. "no comment"), with reference to any accompanying copy representation in annexes to this report	Comments (e.g. as regards endeavours to obtain response where none given)
1	Department for Transport		05/03/2014	No objections subject to the written consent of the British Railways Board for disposal of assets ring-fenced under the 1997 Agreement being obtained	DfT are a party to the transaction and will arrange for BRB consent to be obtained prior to documentation being completed
2	Arriva Trains Cross Country		27/02/2014	No objections	
3	c2c Rail Limited		17/03/2014 17/03/2014	No objections No objections	
4	Chiltern Railway Company Limited		03/03/2014	No comments	
5	Eurostar International Limited		27/02/2014	No issues	

6	<b>First Great Western Limited</b>		17/03/2014	No objection	
7	<b>Grand Central Railway Company Limited</b>			No reply	Chased by email on 17 <sup>th</sup> March and 23 <sup>rd</sup> March. Chased by phone on 27 March 2014 and left voicemail message requesting a response
8	<b>London Overground Rail Operations Limited</b>		06/03/2014	No comments	
9	<b>London &amp; South Eastern Railway Limited (Southeastern)</b>		27/03/2014	No comments	
10	<b>Merseyrail Electrics 2002 Limited</b>		27/02/2014	No comments or objections	
11	<b>Northern Rail Limited</b>		28/02/2014	No objections	
12	<b>COLAS Freight</b>		27/03/2014	No comments	
13	<b>Direct Rail Services Limited</b>		24/03/2014	No objections	
14	<b>DB Schenker (Formerly EWS)</b>		25/03/2014	No objection	
15	<b>Freight Transport Association</b>			No reply	Chased by email on 17 <sup>th</sup> March and 23 <sup>rd</sup> March. Chased by phone on 27 March 2014 and left voicemail message requesting a response
16	<b>Freightliner Limited</b>		24/03/2014	No objections providing walking route to Brent Sidings is not disrupted. RfL confirmed walking route to Brent will not be affected by the works	
17	<b>GB Railfreight Limited</b>		27/03/2014	No objections but wanted confirmation Network Rail was comfortable that the proposal would not cause any capacity	

				issues. The proposal has gone through Network Rail's internal clearance process, and no concerns have been raised in this regard. Our views were shared with GB Railfreight by Guy Bates National Freight Interchange manager for Network Rail	
18	<b>Rail Freight Group</b>		27/03/2014	Ok with RFG	
19	<b>West Coast Railway Company</b>		17/03/2014	No comments	
20	<b>W. H. Malcolm</b>		28/02/2014	No objections	
21	<b>Association of Community Rail Partnerships</b>			No formal reply (voicemail message received on 27 March from xxxx saying ACORP had no objection and email to follow to confirm that but it hasn't arrived )	Chased by email on 17 <sup>th</sup> March and 23 <sup>rd</sup> March. Chased by phone on 27 March 2014 and left voicemail message requesting a response
22	<b>British Transport Police</b>		25/03/2014	No issues	
23	<b>London Travelwatch</b>		24/03/2014	No objection	
24	<b>Transport for London</b>		26/03/2014	Fully support	
25	<b>Brent Council</b>		26/03/2014	No comments	
26	<b>Southern Railway</b>		08/04/2014	No comments	
27	<b>Virgin Trains</b>		02/04/2014	No objection	

Copies of responses are given in Annexe 1 to this report, as indicated above.

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

## Annex 1 – Consultation Responses

### 1. Department for Transport

Hello

I have consulted with my colleagues and this is the DfT response;  
We understand this transfer will have no adverse impact on the operation of rail freight services through the Channel Tunnel and that the sidings in question are not required for use as part of the freight terminal for the extension of Rail Freight Corridor “North Sea Mediterranean” to the UK with effect from November 2016. On this basis, subject to the written consent of the British Railways Board for disposal of assets ring-fenced under the 1997 Agreement, we are content for the transaction to go ahead.

I hope this is helpful.  
Kind regards

---

### 2. Cross Country Trains

XC Trains has no objection to this proposal.

Regards  
CrossCountry

Phone: Mobile: Fax:

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

Buy train tickets online at [crosscountrytrains.co.uk](http://crosscountrytrains.co.uk) | Get our Train Tickets app for free from your app store or via our website

---

### 3. c2c Rail

On behalf of National Express Group I confirm that we have no objections to the proposed disposal  
Rgds

Dear

I confirm on behalf of c2c Rail Ltd that we have no objection to the proposed land disposal.  
Kind regards,

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

---

### 4. Chiltern Railways

Dear

Chiltern Railways has no comments on the attached land disposal.

Regards,

---

### 5. Eurostar International

Hi, no issue for EIL

Thanks

Eurostar International Limited Times House | Bravingtons Walk | London N1 9AW T +44



---

## 6. First Great Western

Hello

Thank you for this.  
FGW has no objection.

First Great Western  
3rd Floor | Milford House | 1 Milford St | Swindon SN1 1HL  
e: @firstgroup.com | m:

---

## 7. Grand Central Railways

No response

---

## 8. London Overground

LOROL has no comment to make regarding this proposal.

Of course, as we have discussed and as I probably ought to formally acknowledge within this correspondence, LOROL will ultimately benefit from the proposed disposal and proposed use of this land, namely as a stabling/depot location for part of its Class 378 EMU fleet, via an agreement with Rail for London.

Regards,  
London Overground

**Overground House, 125 Finchley Road, Swiss Cottage, London NW3 6HY**

---

## 9. London & South Eastern Railway

Southeastern have no comment on this proposal

Regards

---

## 10. Merseyrail

Merseyrail have no comments or objections to the above proposal.

Regards

### Merseyrail

Tel

Mob

Email [@merseyrail.org](mailto:@merseyrail.org)

Web [www.merseyrail.org](http://www.merseyrail.org)

---

## 11. Northern Rail

Dear Sir

With reference to your email letter and attachments dated 27<sup>th</sup> February. Northern Rail Ltd have no objections to the proposed disposal of land at C sidings at Wembley European Freight Operating Centre, Brent, London.

Yours faithfully

---

## 12. COLAS Freight

No comments.

Regards

• T • [@colasrail.co.uk](mailto:@colasrail.co.uk) • [www.colasrail.co.uk](http://www.colasrail.co.uk)

---

## 13. Direct Rail Services

Direct Rail Services have no objections to the proposed land disposal at C sidings, Brent London.

Regards

Tel:

Mobile:

E-mail: [@drsl.co.uk](mailto:@drsl.co.uk)

Direct Rail Services Limited  
Kingmoor TMD  
Etterby Road  
Carlisle  
CA3 9NZ

---

## 14. DB Schenker

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

Yours,

DB Schenker Rail (UK) Ltd.  
2nd Floor, 310 Goswell Road  
London EC1V 7LW  
Tel:  
Fax:  
Mobile:

---

## 15. Freight Transport Association

No response

---

## 16. Freightliner

I can confirm that this is acceptable

Regards

**From:** @networkrail.co.uk]  
**Sent:** 24 March 2014 09:53  
**To:**  
**Cc:**  
**Subject:** RE: Consultation on Proposed land Disposal: C sidings at Wembley European Freight Operating Centre, Brent, London - URGENT

Please confirm that this addresses your concern regarding maintaining walking route access to Brent.

Thanks

**From:** [mailto:[@tfl.gov.uk](mailto:@tfl.gov.uk)]  
**Sent:** 24 March 2014 09:33  
**To:**

**Cc:**  
**Subject:** RE: Consultation on Proposed land Disposal: C sidings at Wembley European Freight Operating Centre, Brent, London - URGENT

The walking route to Brent Sidings will be unaffected by the works  
The only walking route change will be to B sidings which has to move around what will be the new carriage wash and is shown on the attached dwg  
All walking routes will be maintained at all times throughout the works.

**From:** [mailto:[@networkrail.co.uk](mailto:@networkrail.co.uk)]  
**Sent:** 24 March 2014 09:25  
**To:**  
**Cc:**  
**Subject:** FW: Consultation on Proposed land Disposal: C sidings at Wembley European Freight Operating Centre, Brent, London - URGENT

Could you please let xxxx have details of what walking routes your works will affect, and what temporary and permanent diversions of the walking routes will be put in place to accommodate the works? Could you copy me in to your reply?

Regards

**From:** [mailto:[@Freightliner.co.uk](mailto:@Freightliner.co.uk)]  
**Sent:** 24 March 2014 09:05  
**To:**  
**Subject:** RE: Consultation on Proposed land Disposal: C sidings at Wembley European Freight Operating Centre, Brent, London – URGENT

Replacement would have to be no less convenient than now i.e. the walk to Brent Sidings (in terms of minutes) would have to be no longer than at present.

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

**Sent:** 24 March 2014 08:59

**To:**

**Subject:** RE: Consultation on Proposed land Disposal: C sidings at Wembley European Freight Operating Centre, Brent, London - URGENT

Thanks for your reply, I'll raise this point with RfL but presumably if it is disrupted as long as a suitable temporary or permanent (as appropriate) alternative is provided in its place you would be happy with that?

Regards

**From:** [[@Freightliner.co.uk](mailto:[@Freightliner.co.uk])]

**Sent:** 24 March 2014 08:51

**To:**

**Subject:** RE: Consultation on Proposed land Disposal: C sidings at Wembley European Freight Operating Centre, Brent, London - URGENT

Hi

I can now confirm that Freightliner has no objections to the proposals, provided the walking route to Brent Siding is not disrupted either during or after the construction works.

Regards

---

## 17. GB Railfreight

Just to be clear, my response to this proposed land disposal doesn't constitute an objection in any way. I just raised a potential issue and want Network Rail to be clear, in its own mind, that there is no capacity issue.

Regards,

GB Railfreight Ltd. Registered in England & Wales No. 03707899.  
Registered Office: 15-25 Artillery Lane, London, E1 7HA.

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

**Sent:** 27 March 2014 16:29

**To:**

**Cc:**

**Subject:** RE: Consultation on Proposed Land Disposal: C sidings at Wembley European Freight Operating Centre, Brent, London - URGENT

**Importance:** High

I understand you have spoken to xxxx and he has explained our views regarding the current and future use of the WEFOC sidings.

Can you please confirm on the basis of that conversation that the reassurance you were seeking in your comments below has been adequately addressed?

Regards

The Mailbox  
100 Wharfside Street  
Birmingham B1 1RT

**From:** EXTL: [@gbrailfreight.com](mailto:[@gbrailfreight.com])

**Sent:** 27 March 2014 16:02

9334153

Page 17 of 21

To:  
Cc:  
Subject: RE: Consultation on Proposed Land Disposal: C sidings at Wembley European Freight Operating Centre, Brent, London - URGENT

GB Railfreight Ltd. just has the following question with the proposed land disposal of Wembley EFOC 'C' Sidings and would like Network Rail to satisfy itself, on behalf of the rail industry as a whole, that the following point is being satisfactorily addressed:

With the loss of all the 'C' Sidings at Wembley EFOC, is Network Rail setting itself up for a lack of space for the holding and stabling of the projected quantum of 775m trailing length freight services in the Wembley area? Although the electrified 'C' Sidings, themselves, are between 460m and 555m in length, it may be the case that the shorter trains and redundant stock that had stabled on these roads would then have to use the longer electrified 'A' Sidings (445m to 580m in length) or even the Reception & Departure Lines (770m to 820m in length). We need to be clear that there won't be a cascade of stock and trains from 'C' Sidings to the long, more useable roads in the area.

In principle, although you state that DB Schenker has carried out some capacity modelling and is content that the retained area of sidings within WEFOC will meet all their foreseeable freight needs now and in the future, will the loss of the 'C' Sidings meet the rest of the industry's needs now and in the future.

Regards,

GB Railfreight Ltd.,  
Tel:  
Mobile:  
E-mail: [@gbrailfreight.com](mailto:@gbrailfreight.com).

---

#### **18. Rail Freight Group**

Ok with RFG,

Thanks

Rail Freight Group

7 Bury Place

London

WC1A 2LA

Tel

Fax

---

#### **19. West Coast Railway Company**

no comments

WCR

T

M

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

---

#### **20. W.H. Malcolm**

WH Malcolm has no objections to the proposal.

Email: [@whm.co.uk](mailto:@whm.co.uk)

Tel: + 44 (0)

Mobile: + 44 (0)



---

## 21. Association of Community Rail Partnerships

A voicemail message advised no objection but no email response.

---

## 22. British Transport Police

I have made enquiries and have been advised that BTP have no issues in relation to this matter.

Kind regards,

British Transport Police,  
25 Camden Road,  
London NW1 9LN

---

## 23. London Travelwatch

Dear

London TravelWatch has no objection to the aforementioned proposal.

Kind regards

---

## 24. Transport for London

I can confirm that TfL fully supports this proposed property disposal.

Regards,

---

## 25. Brent Council

We do not have any comments on the proposal.

Kind regards,

**West Area Planning Team**  
**Planning and Development Regeneration and Growth**

---

## 26. Southern Railway

**From:** @southernrailway.com]

**Sent:** 08 April 2014 11:29

**To:**

**Subject:** RE: Consultation on Proposed land Disposal: C sidings at Wembley European Freight Operating Centre, Brent, London - URGENT

Morning

We have no comments to make in respect of the above. Apologies for the delay in responding.

Regards.

## 27. Virgin Trains

**From:** EXTL: [@virgintrains.co.uk](mailto:@virgintrains.co.uk)

**Sent:** 02 April 2014 11:05

**To:**

**Subject:** RE: Consultation on Proposed land Disposal: C sidings at Wembley European Freight Operating Centre, Brent, London - URGENT

No objections from Virgin Trains to this proposal.

Kind regards

1st Floor West, Meridian, 85 Smallbrook Queensway, Birmingham, B5 4HA

**t:**

**m:**

**e:** [@virgintrains.co.uk](mailto:@virgintrains.co.uk)

---

## Annex 2 – Network Rail's Consultation emails

**From:** @networkrail.co.uk]

**Sent:** 01 April 2014 16:58

**To:** [@virgintrains.co.uk](mailto:@virgintrains.co.uk); @southernrailway.com

**Subject:** FW: Consultation on Proposed land Disposal: C sidings at Wembley European Freight Operating Centre, Brent, London - URGENT

**Importance:** High

I have recently completed a land disposal consultation in respect of the above. It has been pointed out to me that both your companies should have been consulted during this exercise but unfortunately this has not occurred.

Please therefore find attached the original consultation papers. I would be really grateful if you are able to review these and let me have any comments you may have as soon possible. These will then be added to the consultation report

Please accept my apologies for any inconvenience caused.

Regards

The Mailbox  
100 Wharfside Street  
Birmingham B1 1RT

**M.**

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

To:	
-----	--

Subject:	Consultation on proposed land disposal: C Sidings at Wembley European Freight Operating Centre Blackmore Drive Brent London NW10 0RP
----------	--

Dear consultee,

Property: Land and Sidings known as C Sidings at Wembley European Freight Operating Centre Blackmore Drive Brent London NW10 0RP

We seek to consult you as regards your views, please, on our proposed disposal by way of proposed consent to a part assignment of an existing sublease, a Deed of Variation relating to the sublease and a grant of access rights over the sublease area.

We attach a draft application form to the Office of Rail Regulation which, with its 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 make the disposal 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.

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.

ORR reviewed our land disposal arrangements so that from 1 April 2008, ORR will no longer launch any separate consultations when we apply for consent to dispose of land. The arrangements are that we will consult and report the results to ORR in conjunction with our application. It is therefore important that we have your views, so that these may be considered in ORR's decision.

We request your comments, please, by **27 March 2014** (including any "no comment" response). It would be helpful if your response is provided by email.

If you have any queries as regards this proposal, please direct them to xxxx (tel. email [xxxx@networkrail.co.uk](mailto:xxxx@networkrail.co.uk)). 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.