

Les Waters

Manager, Licensing
Railway Markets and Economics
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8 January 2016

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

Network licence condition 7 (land disposal): Manchester Victoria station, Greater Manchester**Decision**

1. On 11 November 2015, Network Rail gave notice of its intention to dispose of three parcels of land at Manchester Victoria station, Greater Manchester (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). Network Rail has also provided additional information at Annex B.
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 the land in accordance with the particulars set out in its notice.

Reasons for decision

3. We are satisfied that Network Rail has consulted all relevant stakeholders with current information. No alternative reasonably foreseeable railway use for the land was identified and the issues raised were resolved. We note that:

- there is no evidence that railway operations at Manchester Victoria station would be affected adversely;
- the prospective operation of Manchester Victoria station is still to be confirmed and it is possible that Network Rail may become the station facility owner in the future. However, the current station facility owner, Northern Rail, did not raise any foreseeable requirement for the land in its response; and
- Transport for Greater Manchester had considered originally that the land was suitable for a cycle hub but confirmed subsequently that it was satisfied with Network Rail's allocation of land for such a facility (shown by the area coloured blue on plan 4354-SK-500 and referred to in the letter at Annex B).

4. 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.

5. 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”.

6. 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 blue ink, reading 'Les Waters', is positioned above the printed name.

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	<p>Manchester Victoria – Land situated to the east of the existing Metrolink tracks positioned close to Manchester Victoria Station, all off Long Millgate and Corporation Street, Manchester.</p> <p>The Network Rail (NR) sites under consideration comprise 3 separate parcels of land which are generally level in nature but with an upward rise to Corporation Street from Long Millgate. The sites are presently used as a works compound for the refurbishment of the Station and before that formed a public City Centre car park. It is intended to temporarily reinstate this use on completion of the station works.</p> <p>These plots are shown on attached plan No 77607 with all areas for transfer coloured blue.</p> <p>The sites sit within close proximity of Manchester City Centre with NR's retained land shown coloured green on the plan, this being physically separated from the subject land by Transport for Greater Manchester's tram (Metrolink) system and infrastructure.</p>
Plans attached: (all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)	<p>The following plans/drawings are attached</p> <ol style="list-style-type: none"> 1. Site Plan – Number 77607 2. Location Plan 3. Indicative Development Master Plan Layout 4. Rights Plan 70226-1 5. Plan 004 SK_500 Cycle Store Study
Clearance Ref:	CR/11670 (Certificate number 16346)
Project No.	S00379
Ordnance survey coordinates	<p>Easting (x) – 384102</p> <p>Northing (y) - 399007</p>
Photographs (as required)	<p>Appendix 1</p> <p>Photo 1 – north easterly view from Victoria Station Buildings.</p> <p>Photo 2 – south westerly view from Cheetham Road Hill bridge.</p>
2. Proposal	
Type of disposal (i.e. lease / freehold sale)	Long Lease (250 years) without the standard railway termination provisions.
Proposed party taking disposal	xxxx or other nominated party.
Proposed use / scheme	Manchester Victoria Station has recently been subject to a £44m joint NR/TfGM/DfT refurbishment project ("Station Project") to transform the Station from its previous disjointed functional layout into a new design

	<p>that integrates both heavy and tram forms of rail transport under a single new roof area. This has been developed with a focus on the future capacity requirements of both forms of transport including the Northern Hub project and TfGM's Metrolink capacity objectives. The Station Project is due to complete imminently.</p> <p>The disposal under this application is for the commercial redevelopment of a former car park. This redevelopment plan existed before the Station project came to fruition but was deferred to enable the required physical station alterations to take place. The development proposals are for a mixed use regeneration scheme comprising office, residential and ancillary ground floor retail use within a series of 3 separate buildings. See indicative master plan layout.</p>
Access arrangements to / from the disposal land	The sites are currently accessible directly from the neighbouring public highways, Long Millgate and Corporation Street.
Replacement rail facilities (if appropriate)	Retained rail staff parking for station use is currently maintained to the north of Cheetham Hill Road overbridge with vehicular access preserved to this through the disposal site area.
Anticipated Rail benefits	The proposal will complete the refurbishment and transformation of Victoria Station with uses that will utilise and enhance the improved transport infrastructure and surrounding passenger environment.
Anticipated Non-rail benefits	The redevelopment will help meet wider city centre business needs and Council redevelopment objectives and in so doing will benefit visitors to Manchester, the local community and businesses.

3. Timescales

Comments on timescales	<p>NR entered into a binding legal contract with xxxx on the 26th July 2011 to promote the redevelopment of the site. The scheme however was held in abeyance to allow start/completion of the station project works and to allow the site to be used as a works compound.</p> <p>Subject to the need to obtain planning consent and this regulatory approval a potential start date for the physical site works could be during late 2016 with land draw down taking place thereafter, either as a whole or in a phased manner.</p>
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4. Railway Related Issues

History of railway related use	Manchester Victoria is on the rail route that links Merseyside, Lancashire and Yorkshire. The subject lands are situated to the east of the Station and were last used for operational rail purposes as Station tracks, platforms and staff parking in the mid 1980's prior to the subsequent introduction of Metrolink which totally severed the land from retained Station operational uses.
When last used for railway related purposes	Up until 1992 small areas were understood to be used for rail staff parking but ceased on the construction of the Manchester Arena at which point the site was used as a works compound. Thereafter the land was put to public car parking use which continued up until early

	2013 when taken over by the station project as a works compound.
Any railway proposals affecting the site since that last relative use	Whilst no direct railway industry proposals exist Transport for Greater Manchester has recently approached Network Rail with a request to consider positioning a cycle hub facility within the site boundaries. The ability to accommodate this within the wider development plan objective is extremely challenging due to existing site constraints, especially the 12 metre wide River Irk culvert that runs beneath the site from north east to south west and which restricts the position of future site building structures. NR has given TfGM an acknowledgement that it will try to accommodate space for such a facility within the schemes ongoing detailed design process however this can only be on the basis that future commercial viability is not adversely impacted.
Impact on current railway related proposals	None.
Potential for future railway related use	<p>Both the North West and Northern RUS have been reviewed in relation to this specific proposal and neither has revealed any other strategic plans for the areas in question. There are also no other schemes known of at the current time which would impact on the scheme either.</p> <p>The lands are already physically separated from Network Rail's current heavy rail infrastructure by operational Metrolink infrastructure which restricts any further physical heavy rail connections and whilst the future aspiration of TransNorth will require major interventions within the city, this area of land is not a significant piece of land in terms of practical operational use due to its segregation.</p>
Any closure or station change or network change related issues	There are no specific Station or Network Change requirements for the subject sites.
Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future	Physical vehicular access for Network Rail requirements to maintain the new Station roof and Cheetham Hill road overbridge structure has been fully reserved in the existing legal contract with xxxx.
Position as regards safety / operational issues on severance of land from railway	<ol style="list-style-type: none"> 1. The disposal includes arrangements under which Network Rail/TfGM will install new boundary fencing along the non-operational railway boundary of Metrolink (to west and south). No fencing will be installed to operational boundaries other than works agreed as part of the wider Station Project. 2. 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.
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5. Planning History and Land Contamination

Planning permissions / Local Plan allocation (if applicable)	The scheme is in accordance with local planning policy and the local authority fully supports the proposal. Any planning permission required will be sought over the next 6 to 12 months.
Contamination / Environmental Issues (if applicable)	None known which are relevant to this application. All necessary geotechnical and contamination site surveys will be undertaken before commencement of any future site works.

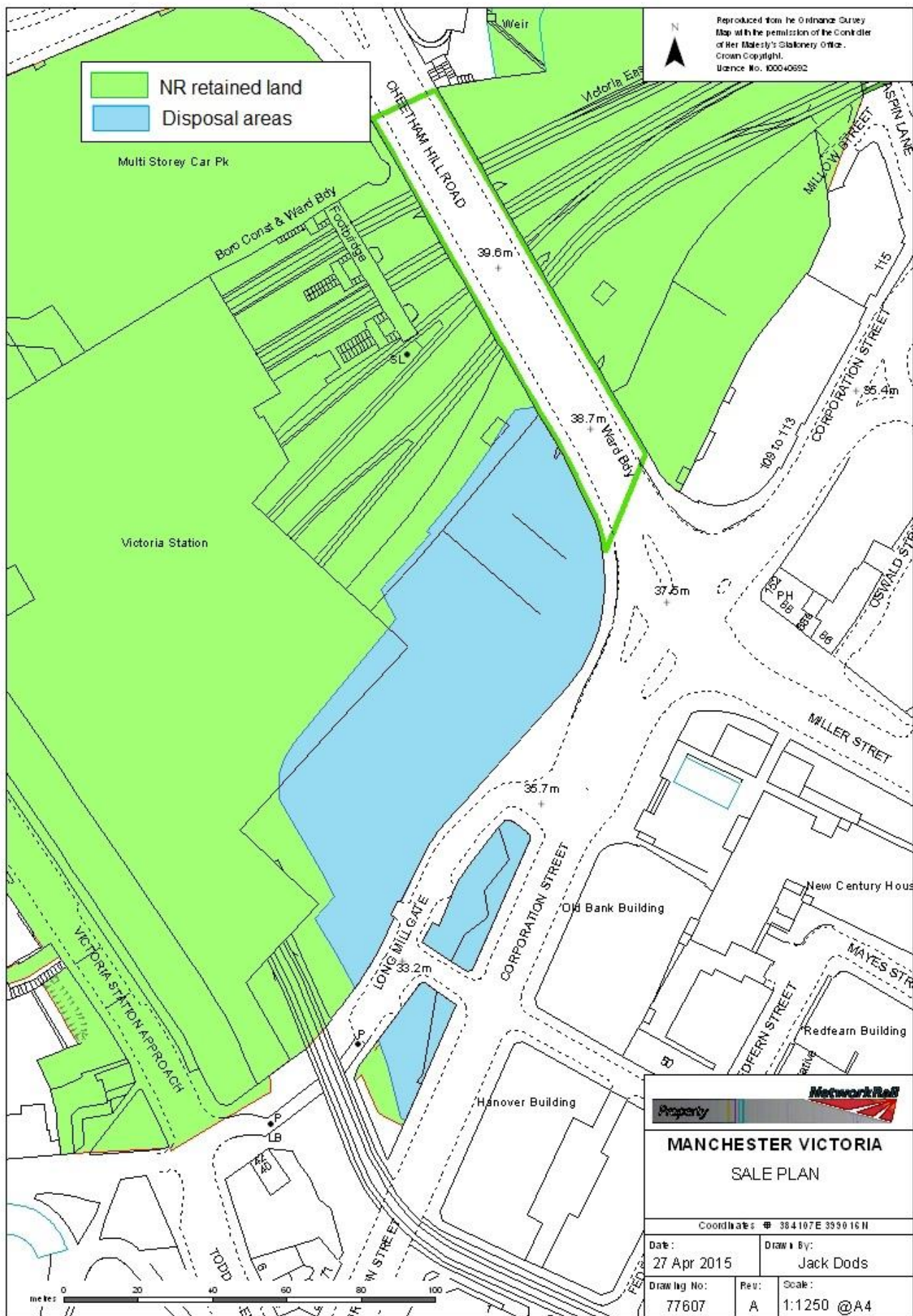
6. Consultations

Railway (internal – Network Rail)	<p>Network Rail internal land clearance (Business & Technical – CR11670) was secured prior to the legal contract with xxxx being exchanged and includes all relevant requirements.</p> <p>Network Rail's generic conditions to ensure the future protection of the operational railway and infrastructure (where appropriate) also apply.</p> <p>Both the North West and Northern RUS have been reviewed in relation to this specific proposal and neither has revealed any other strategic plans for the lands in question. There are also no other schemes known of at the current time which would impact on the scheme either.</p>
Summary of position as regards external consultations	<p>All consultees have formally responded apart from 3 namely Grand Central Railway Company Limited, Colas Freight and Roadways Container Logistics</p> <p>Of responding consultees, apart from Transport for Greater Manchester and West Coast Railway Company, all have done so with "no objections/comments" suggesting an overall industry wide support to the project.</p> <p>Subsequent consultation with Transport for Greater Manchester Network Rail has looked to address their objection of a need to identify land for a future Cycle Hub at the Station by submitting a specific proposal showing an area of land reserved out of the disposal site for such use. This received a response stating "<i>The proposal/rational for the cycle hub on the Fishdock site looks reasonable, and we very much look forward to it be developed further</i>". However TfGM are not willing to remove their objection until Network Rail provides further assurances to commit funding (if required over and above their secured funding) towards the cost of the Cycle Hub project and any additionally required temporary relocation of the Hub given Network Rail has advised that it would not be practical or safe to operate the cycle facility whilst the wider development construction works were taking place on the disposal site. Network Rail believes that funding issues lie outside of the Land</p>

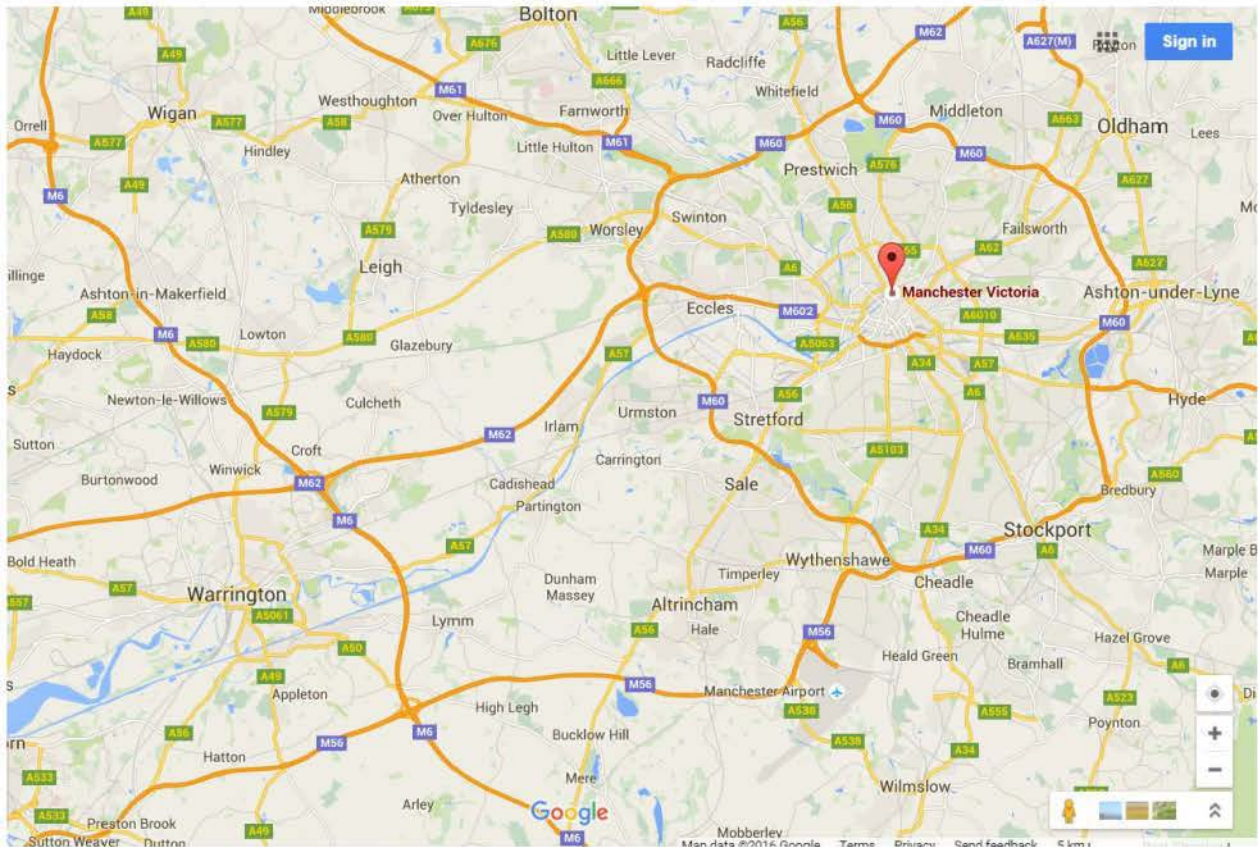
	<p>Disposal consultation process and therefore should be addressed separately and that in reserving land out of the disposal site we have addressed the objection as it remains available for a Cycle Hub in the future should funding become available.</p> <p>Subsequent consultation with West Coast Railway Company has now resulted in a “No objection” response.</p> <p>No responses were received from Grand Central Railway Company Limited, Colas Freight or Roadways Container Logistics despite numerous attempts to seek comments. Due to the physical separation of the disposal sites from Network Rail's remaining operational infrastructure Network Rail does not consider the site represents a future opportunity for any of these consultees therefore do not believe the absence of responses is an issue or detrimental in this case. For avoidance of doubt attached Rights Plan 70226-1 shows land coloured red transferred to Transport for Greater Manchester in 2014 for operational tram infrastructure.</p>
Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward	<p>No unresolved objections as Network Rail believes the reservation of land from within the disposal site, as now agreed with Transport for Greater Manchester, adequately addresses the concern and objection raised.</p> <p>The site has now returned to public car park use following completion of Station refurbishment works.</p>
7. Local Authorities	
Names & Email Addresses:	<p>Manchester City Council</p> <p>Chief Executives Dept</p> <p>Town Hall</p> <p>Manchester M2 5DB</p> <p>@manchester.gov.uk</p>
Local Transport Authorities:	<p>Transport for Greater Manchester</p> <p>@tfgm.com</p>
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:		
Approved by Property Development Manager	Name:	Date 9th November 2015.



Bespoke Mapping - GPS - Land Surveys - Boundary Surveys - Measured Building Surveys - CAD - GIS Data Management - Contact Us At: LandInformation@Networkrail.co.uk





- NOTE:
1. Do not scale from this drawing.
 2. All setting out, levels and dimensions to be agreed on site.
 3. The dimensions of all materials must be checked on site before being set out.
 4. This drawing must be read with the relevant specification, clauses and detail drawings.
 5. Order of construction and setting out to be agreed on site.
 6. This drawing is copyright protected and may not be reproduced in whole or part without written authority.
 7. All dimensions are in millimetres unless otherwise stated.



Project: NEW VICTORIA

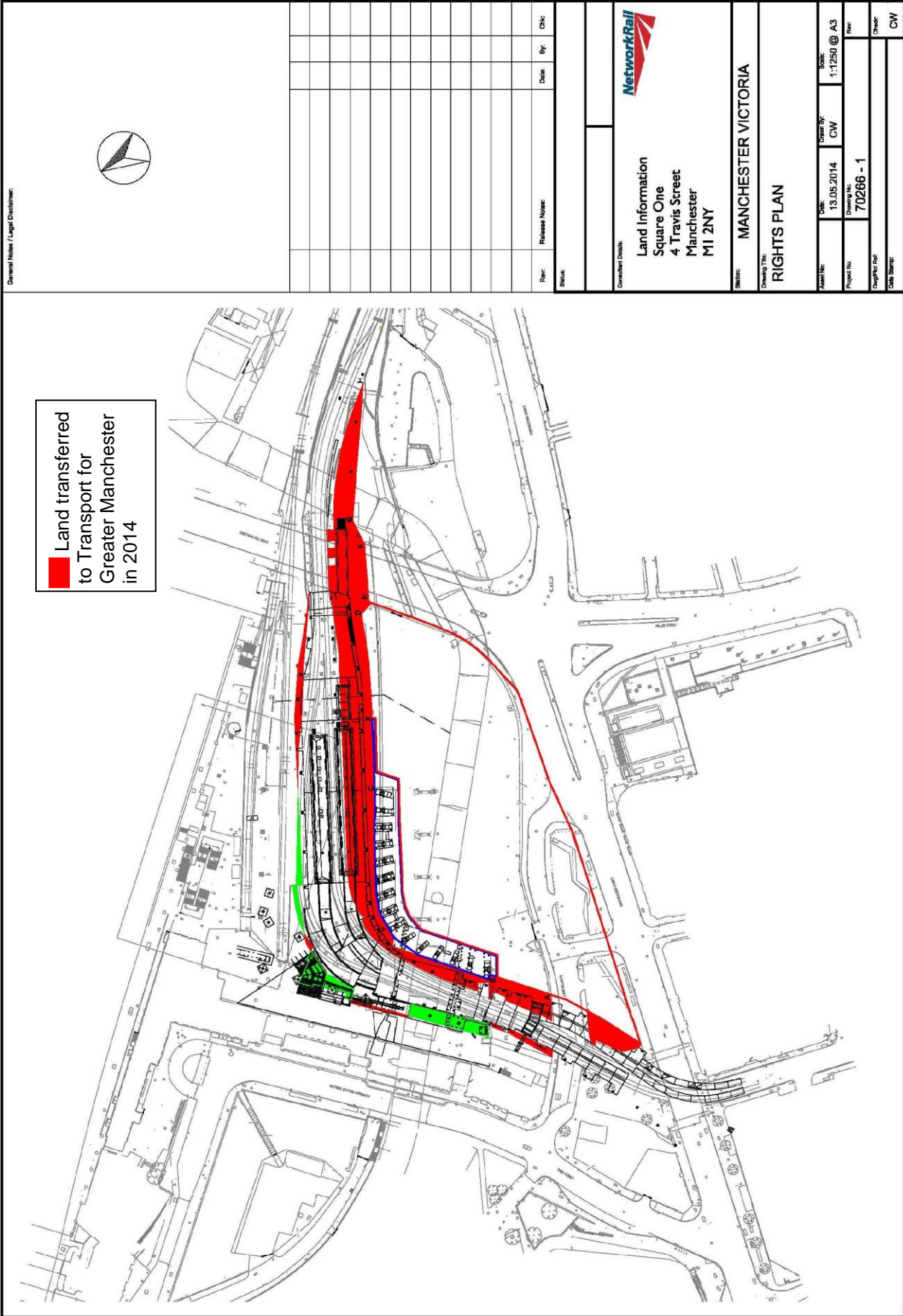
Client: -

Org: New Public Realm Masterplan - Upper Ground

Dwg No: PL1487.100

Scale: 1:400@A1 Date: 23.04.15 Drawn: RM

Status: Information Revision: - Checked: KR

[illegible]

Land Information
Square One
4 Travis Street
Manchester
M1 2NY

Sectors:	MANCHESTER VICTORIA
Drawing Title:	RIGHTS PLAN

Asset No:	Date:	Drawn By:	Scale:
	13.05.2014	CW	1:1250 @ A3
Project No:	Drawing No:	Sheet	
	70266 - 1		
Designer Ref:	Check:		
Date Stamp:	CW		

© COPYRIGHT
The copyright in this drawing is vested in Sheppard Robson and no license or assignment of any kind has been, or is, granted to any third party whether by written or oral agreement or otherwise unless agreed in writing.

DO NOT SCALE FROM THIS DRAWING

The contractor shall check and verify all dimensions on site and report discrepancies in writing to Sheppard Robson before proceeding work.

FOR ELECTRONIC DATA ISSUE

Electronic data / drawings are issued as "read only" and should not be interrogated for measurement. All dimensions and levels should read only from those values stated in text, on the drawing.

AREA MEASUREMENT

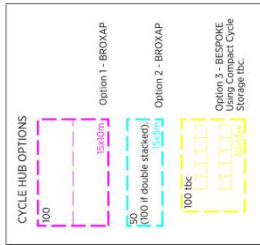
The areas are approximate and can only be verified by a detailed dimensional survey. The areas are given for information only and should not be used for their own sake. They are given for the purpose of providing a general indication of the likely areas of the site and are not intended to be used for their own sake. The areas are given for the purpose of providing a general indication of the likely areas of the site and are not intended to be used for their own sake.

- NOTES
- Lease Boundary
 - Implied Site Boundary
 - Building height restrictive covenant (approximate location only)
 - Issues to be reviewed
 - Building/Structure Above



DATE AMENDMENT

- | REV. | DATE | AMENDMENT |
|------|------------|---|
| A | 26/05/2015 | Office core centralized |
| B | 27/05/2015 | NR access and cycle hub routes added |
| C | 05/06/2015 | Updated following comments from Muse Developments |
| | 29/06/2015 | Updated following comments from Muse Developments |



KEYPLAN

CLIENT

SHEPPARD ROBSON

27 Floor City Tower Piccadilly Plaza Manchester M1 4BT
T: +44 (0)161 233 8900
E: manchester@sheppard-robson.com

PROJECT
NEW VICTORIA, CORPORATION ST, MANCHESTER

SCALE/A2 DATE ORIGINATOR CHECKED AUTHORIZED
1:500 16.02.2015 MA MA TOB

TITLE

Lower Ground Floor Plan - Cycle Store Study
and NR Access Routes

STATUS

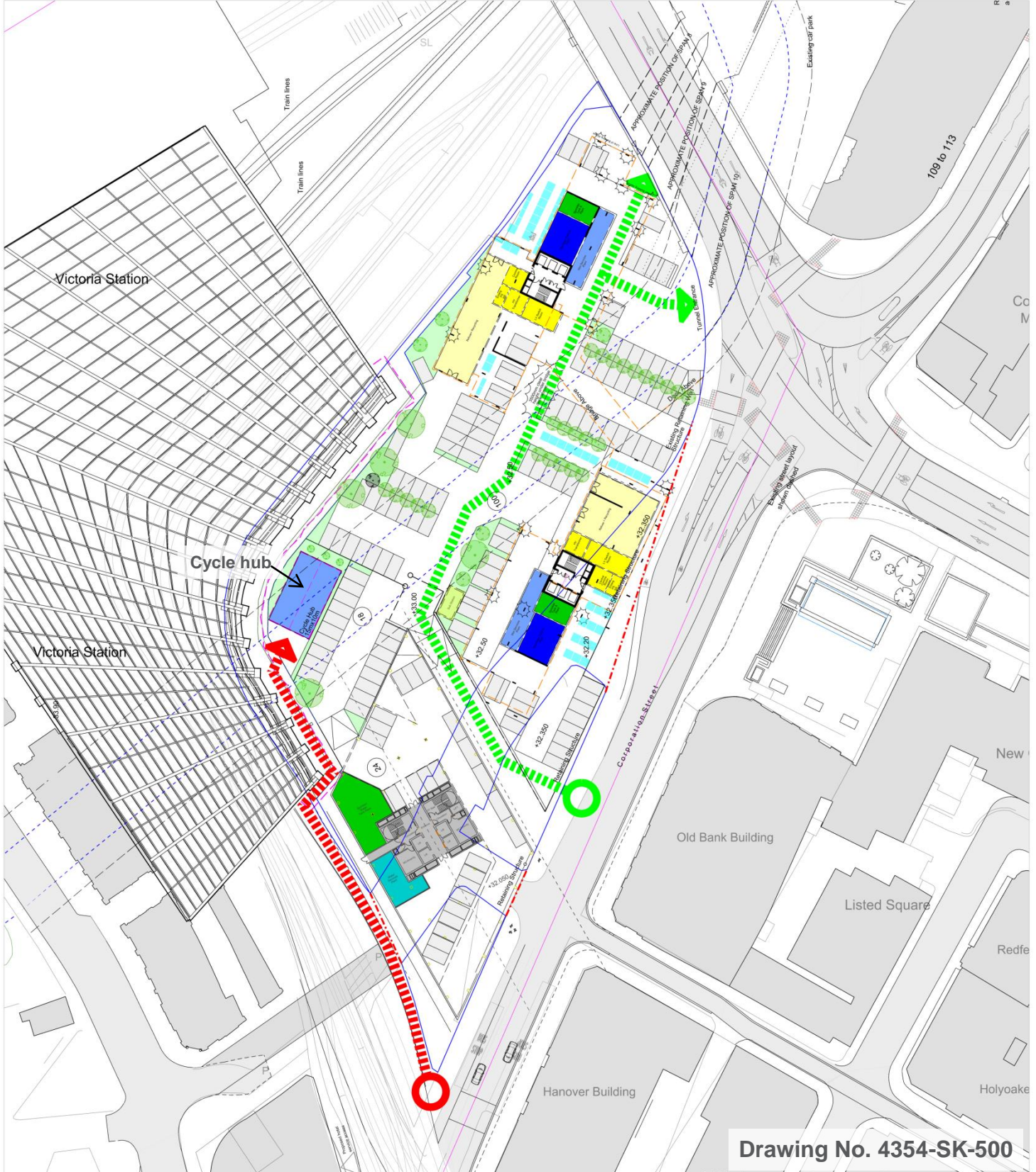
COMMENT

DRAWING NO.

4354 - SK -500

REV.

C



Drawing No. 4354-SK-500

Appendix 1 – Site photos

Photo 1 - North easterly view from Victoria Station Buildings.

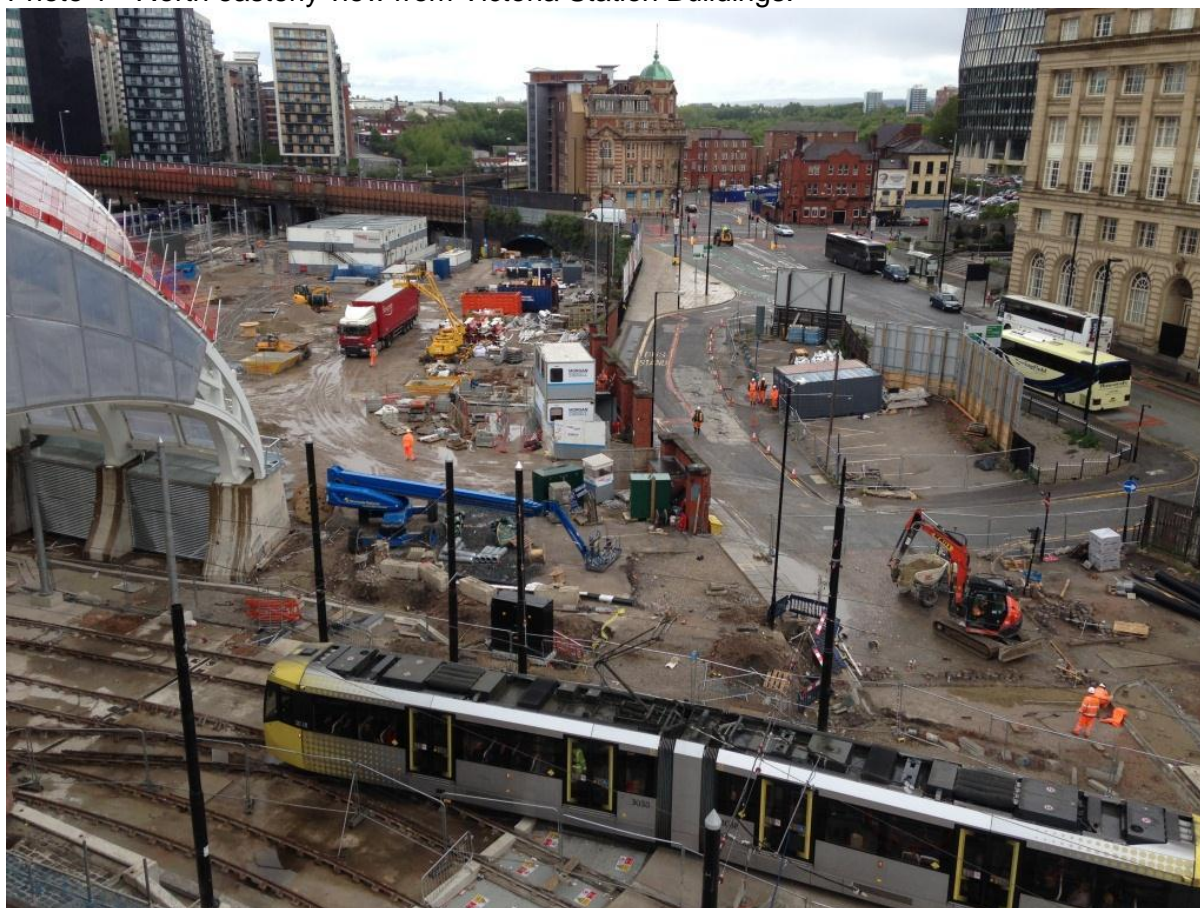


Photo 2 - South westerly view from Cheetham Road Hill bridge.



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:

Manchester Victoria – Land to the east of Metrolink tracks and Manchester Victoria Station, off Long Millgate and Corporation Street.

The Network Rail (NR) sites under consideration comprise 3 separate parcels of land which are generally level in nature but with an upward rise to Corporation Street from Long Millgate. The sites are presently used as a works compound for the refurbishment of the Station and before that formed a public City Centre car park. It is intended to temporarily reinstate this use on completion of the station works.

These plots are shown on attached plan No 77607 with all areas for transfer coloured blue.

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

All consultees, bar three, have formally responded. Of responding consultees, apart from Transport for Greater Manchester and West Coast Railway Company, all have done so with “no objections/comments” suggesting an overall industry wide support to the project.

In subsequent consultation with Transport for Greater Manchester Network Rail has looked to address their objection of a need to identify land for a future Cycle Hub at the Station by submitting a specific proposal showing an area of land reserved out of the disposal site for such use. This received a response stating “*The proposal/rational for the cycle hub on the Fishdock site looks reasonable, and we very much look forward to it be developed further*”. However TfGM are not willing to remove their objection until Network Rail provides further assurances to commit funding (if required over and above their secured funding) towards the cost of the Cycle Hub project and any additionally required temporary relocation of the Hub given Network Rail has advised that it would not be practical or safe to operate the cycle facility whilst the wider development construction works were taking place on the disposal site. Network Rail believes that funding issues lies outside of the Land Disposal consultation process and therefore should be addressed separately and that in reserving land out of the disposal site we have addressed the objection as it remains available for a Cycle Hub in the future should funding become available.

Subsequent consultation with West Coast Railway Company has now resulted in a “No objection” response.

No responses were received from Grand Central Railway Company Limited, Colas Freight or Roadways Container Logistics despite numerous attempts to seek comments. Due to the physical separation of the disposal sites from Network Rails remaining operational infrastructure Network Rail does not consider the site represents a future opportunity for any of these consultees therefore do not believe the absence of responses is an issue or detrimental in this case.

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	Y	04/08/2015	No Comment	
2	Transport for Greater Manchester	Y	07/08/2015	Comments with objection received in letter format. See separate email.	
3	Arriva Trains Cross Country	Y	24/07/2015	No Comments	
4	c2c Rail Limited	Y	07/07/2015	No Objection	
5	Chiltern Railway Company Limited	Y	07/07/2015	No Comments	
6	East Midlands Trains Limited	Y	09/07/2015	No Comment	
7	Eurostar International Limited	Y	07/07/2015	No Issues	
8	First Great Western Limited	Y	08/07/2015	No Objection	
9	Grand Central Railway Company Limited	N	N/A		Original email sent 7 th July 15 at 10:32am. Chaser emails sent:- 24 July 2015 14:51 03 Aug 2015 11:14 06 Aug 2015 10:12 Followed up by phone call on 07 Aug 2015 12:24 message left on mobile no as 01904 no. just ringing out Email sent again on 13/08/2015 14:50
10	London Midland Limited	Y	14/07/2015	No Comment	
11	London Overground Rail Operations Limited	Y	14/07/2015	No Comment	
12	London & South Eastern Railway Limited (Southeastern)	Y	07/07/2015	No Comment	

13	Merseyrail Electrics 2002 Limited	Y	29/07/2015	No Objection	
14	Northern Rail Limited	Y	29/07/2015	No Objection	
15	Transpennine Express	Y	04/08/2015	No Objection	
16	Virgin West Coast Trains Limited	Y	07/07/2015	No Objection	
17	Alliance Rail Holdings	Y	03/08/2015	No Comment	
18	COLAS Freight	N	N/A		Original email sent 7 th July 15 at 10:32am. Chaser emails sent:- 24 July 2015 14:51 03 Aug 2015 11:14 06 Aug 2015 10:12 Followed up by phone call on 07 Aug 2015 at 15:08 and message left. Email sent again on 13/08/2015 14:50
19	Direct Rail Services Limited	Y	20/07/2015	No Comments	
20	DB Schenker (Formerly EWS)	Y	06/08/2015	No Objections	
21	Freight Transport Association	Y	24/07/2015	No Comment	
22	Freightliner Limited	Y	07/07/2015	No Comment	
23	GB Railfreight Limited	Y	27/07/2015	No Comment	
24	Rail Freight Group	Y	08/07/2015	Ok with RFG	
25	West Coast Railway Company	Y	03/08/2015	No Objection but see comments in Annex 1 below	
26	W. H. Malcolm	Y	07/07/2015	No Objections	
27	Association of Community Rail Partnerships	Y	13/07/2015	No Objection	
28	British Transport Police	Y	17/07/2015	No Issues	
29	High Speed Two (HS2) Ltd	Y	13/07/2015	No Comments	

30	Transport Focus (formerly Passenger Focus)	Y	13/07/2015	No Objection	
31	Network Rail Media Relations	Y	06/08/2015	No Comment	
32	Roadways Container Logistics	N	N/A		Original email sent 7 th July 15 at 10:32am. Chaser emails sent:- 24 July 2015 14:51 03 Aug 2015 11:14 06 Aug 2015 10:12 13 Aug 2015 14:50
33	Manchester City Council	Y	03/8/2015	No Objection	

Copies of responses are given in the annex 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

1. Department for Transport

From: [mailto:@railexecutive.gsi.gov.uk]

Sent: 04 August 2015 07:06

To: @networkrail.co.uk

Subject: RE: Manchester Victoria - Land to the east of Metrolink tracks and Manchester Victoria Station, off Long Millgate and Corporation Street.

I've now had the chance to discuss this with my colleague, and confirm that the Department has no comment on this proposal.

Regards,

Rail Network Outcomes, Department for Transport
3/23, GMH |

2. Transport for Greater Manchester

From: @networkrail.co.uk

Sent: 09 November 2015 07:47

To: @tfgm.com'

Cc: EXTL:

Subject: RE: Manchester Victoria - Land to the east of Metrolink tracks and Manchester Victoria Station, off Long Millgate and Corporation Street.

Thank you for your letter of the 8th August which we have subsequently discussed in detail with you through xxxx and xxxx.

As a result of this we submitted a summary position to you on the 7th September along with the attached plan SK 500, identifying a potential site for the Cycle Hub which we are willing to reserve

from the development disposal area to enable it to be brought forward at a later date for your use. On the 8th September your colleague xxxx confirmed by email *"The proposal/rational for the cycle hub on the Fishdock site looks reasonable, and we very much look forward to it be developed*

further". As a result we asked you, via xxxx, to remove the objection but to date you have not been able to do this although you have subsequently submitted a proposal to us dated the 22nd October whereby you are prepared to remove your objection on the basis Network Rail funds your project where there is a shortfall against your secured funds and then meets all temporary relocation costs when Network Rails commercial development scheme comes to site as the construction and phasing for this, as we have openly explained, will compromise the safe use and operation of a cycle hub in this location whilst this takes place and all construction work is completed.

As Network Rail is required to progress the Land Disposal consultation within a specified time period and in order to maintain our wider development programme I am writing to advise you that Network Rail now intends to submit the formal Stakeholder Consultation report to ORR with your objection remaining in place but highlighting our efforts to resolve this in a satisfactory manner and as concluded above in early September. The Land Disposal process is designed to focus on whether land has foreseeable railway use and we believe that in reserving land out of the New Victoria (Fishdock) development site we have addressed your concern as it remains available for a Cycle Hub in the future should funding become available. Whilst we recognise that funding remains an issue for TfGM we believe this is outside of the Land Disposal consultation process and has to be addressed separately.

Yours sincerely.

1st Floor, Square One,

4 Travis Street

Manchester M1 2NY

T M

E @networkrail.co.uk

www.networkrail.co.uk/property

On 8 Sep 2015, at 09:10, <@tfgm.com> wrote:

Dear both,

Many thanks for this.

The proposal/rational for the cycle hub on the Fishdock site looks reasonable, and we very much look forward to it be developed further.

Kind Regards,

Transport for Greater Manchester,
2 Piccadilly Place,
Manchester M1 3BG

Direct Tel:

www.tfgm.com Email: @tfgm.com

From: EXTL: @tfgm.com

Sent: 22 October 2015 19:29

To: @networkrail.co.uk

Cc: EXTL:

Subject: FW: Victoria Station - Modular Cycle Hub

Further to conversations in relation to Victoria Cycle Hub I am pleased to confirm TfGM's proposal for a way forward.

Thank you for identifying a permanent site for the cycle hub within the muse development area. As discussed with xxxx we believe this location and the access route provides a suitable area for the facility and as such have prepared a concept plan and design brief as attached.

It is our understanding that the construction phasing of the muse development may lead to periods of time where the designated site either cannot be used or accessed. TfGM require assurance that during this time the facility is either protected to enable operation to be maintained or that it is relocated temporarily to another suitable location within the site, at Network Rails cost. With this in mind, a phased delivery option could be considered which starts by excluding the sanitary accommodation block from the design, thus allowing a more flexible set up. The breakdown of costs is set out as follows:

Cycle hub - 119sqm @£xxxx/sqm = £xxxx

Utilities - £xxxx

Development Costs - £xxxx

QRA - £xxxx

TOTAL - £xxxx

Note – financial data redacted for confidentiality

An allowance of £xxxx/sqm should be made for the future permanent provision of a sanitary accommodation block of approximately 60sqm.

TfGM have secured funding up to £xxxx for this facility, which must be invested during the 2015/16 financial year. Our proposal to you is on the basis that any costs over and above our grant is contributed by Network Rail, as are the preliminary works to prepare the siting for the permanent and temporary locations, plus any relocation or protection costs from the muse development construction works.

The initial siting, and interim sitings, of the Modular Cycle Hub should be cleared and sympathetically hard landscaped, including appropriate surface water drainage, sufficient and suitable for the Hub to be used throughout its temporary siting, and likewise for the final permanent siting. Any temporary hard landscaping for each siting of the Hub should, as a minimum standard, include a suitably robust power floated concrete over-site or asphalt binder course, on suitable sub-base and base courses, that is of a suitable surface regularity and safely edged to mitigate the potential for any slip or trip hazards.

I look forward to receiving agreement in principle from Network Rail to this effect, on which basis I will be happy to remove TfGM's planning objections from muse land disposal and formalise this in a letter. We can then look to work up the practical details with relevant projects teams for design, installation, operation and maintenance.

Kind Regards

Transport for Greater Manchester
7th Floor, 2 Piccadilly Place, Manchester M1 3BG
Direct Line

Mobile
www.tfgm.com

From: [mailto:@tfgm.com]
Sent: 07 August 2015 12:21
To: @networkrail.co.uk

Cc: EXTL:
Subject: RE: Manchester Victoria - Land to the east of Metrolink tracks and Manchester Victoria Station, off Long Millgate and Corporation Street.

Hi

Please find attached our response to this consultation.

Should you require any further assistance then please do not hesitate to contact me.

Kind Regards,

Property
Network Rail
Square One, 1st Floor
4 Travis Street
Manchester
M1 2NY
Dear

Consultation on proposed property disposal: Manchester Victoria - Land to the east of Metrolink tracks and Manchester Victoria Station, off Long Millgate and Corporation Street.

Thank you for the opportunity to comment on these proposals.

TfGM is interested in the proposals to regenerate and enhance the area around Manchester Victoria following on from the successful rebuild and refurbishment of the station. In particular we are keen to see that all new development in Greater Manchester encourages walking and cycling in the surrounding area.

Establishing a new cycle hub facility at this location is a key aspiration for TfGM and whilst we understand the constraints of the site (namely the River Irk culvert) we require that Network Rail will work with us to make this a reality. In addition, we aspire to make the pedestrian entrances to Victoria station as safe and attractive as possible to encourage walking and we hope that this development will assist us in achieving this.

The loss of land which was previously used for rail infrastructure is always difficult to approve, especially at, and in the area surrounding Manchester Victoria station where previous mistakes have been made. We are aware of the constraints of this site and are confident that the proposals provide an opportunity to complement the recent station redevelopment. However, our approval for this scheme is contingent on provision of a cycle hub and improvement in walking routes to Manchester Victoria station.

Yours Sincerely,

Name
Title:
Direct line:
Email: @tfgm.com

3. Arriva Trains Cross Country

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

Sent: 24 July 2015 15:23

To: @networkrail.co.uk

Subject: RE: Manchester Victoria - Land to the east of Metrolink tracks and Manchester Victoria Station, off Long Millgate and Corporation Street.

I can confirm that XC Trains Ltd has no comment in relation to this proposed Disposal.

Kind regards

CrossCountry

Phone:

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

4. C2C Rail Limited

From: [mailto:@nationalexpress.com]

Sent: 07 July 2015 10:36

To: @networkrail.co.uk

Subject: Re: Manchester Victoria - Land to the east of Metrolink tracks and Manchester Victoria Station, off Long Millgate and Corporation Street.

On behalf of National Express Group and NXET Trains Ltd, I confirm that we have no objection to the proposed disposal.

Rgds

5. Chiltern Railway Company Limited

From: EXTL: @chilternrailways.co.uk

Sent: 07 July 2015 11:26

To: @networkrail.co.uk

Subject: RE: Manchester Victoria - Land to the east of Metrolink tracks and Manchester Victoria Station, off Long Millgate and Corporation Street.

Hi

There are no comments from Chiltern Railways.

All the best,

6. East Midlands Trains Limited

From: (SWT)

Sent: 09 July 2015 16:48

To: @networkrail.co.uk

Subject: Re: Manchester Victoria - Land to the east of Metrolink tracks and Manchester Victoria Station, off Long Millgate and Corporation Street.

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

Stagecoach South Western Trains / East Midlands Trains

Tel -

Mob -

Head Office:

SSWT, Friars Bridge Court, 41-45 Blackfriars Road, London SE1 8NZ

EMT, Prospect House, 1 Prospect Place, Millennium Way, Pride Park, Derby DE24 8HG. Tel:

Stagecoach Rail: 10 Dunkeld Road, Perth PH1 5TW

7. Eurostar International Limited

From: [mailto:@eurostar.com]

Sent: 07 July 2015 16:07

To: @networkrail.co.uk

Subject: RE: Manchester Victoria - Land to the east of Metrolink tracks and Manchester Victoria Station, off Long Millgate and Corporation Street.

No issue for EIL,

Thanks

Eurostar International Limited

Times House | Bravingtons Walk | London N1 9AW

T +44 (0)

M +44 (0)

eurostar.com

8. First Great Western Limited

From: @firstgroup.com

Sent: 08 July 2015 13:17

To: @networkrail.co.uk

Subject: Re: Manchester Victoria - Land to the east of Metrolink tracks and Manchester Victoria Station, off Long Millgate and Corporation Street.

Hello again

We have no objection thank you.

First Great Western

3rd Floor | Milford House | 1 Milford St | Swindon SN1 1HL

e: @firstgroup.com | m:

First Greater Western Limited | Registered in England and Wales number 05113733

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

9. Grand Central Railway Company Limited

No response received.

10. London Midland Limited

From: [mailto:@londonmidland.com]

Sent: 14 July 2015 16:13

To: @networkrail.co.uk

Subject: RE: Manchester Victoria - Land to the east of Metrolink tracks and Manchester Victoria Station, off Long Millgate and Corporation Street.

Dear ,

London & Birmingham Railway Limited does not call at Manchester Victoria station, or any station within Manchester, and therefore we are not able to comment on this proposal.

For future reference, I am the contact now for these consultations as xxxx has left the business.

Regards,

London & Birmingham Railway Limited (trading as London Midland)
102 New Street, Birmingham, B2 4JB

@londonmidland.com
www.londonmidland.com

London Midland is a trading name of London & Birmingham Railway Limited, a wholly owned subsidiary of Govia Limited, which is part of The Go-Ahead Group plc.

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London & Birmingham Railway Limited is registered in England with company number 5814584, Govia Limited is registered in England with company number 3278419 and The Go-Ahead Group plc is registered in England with company number 2100855. The registered office for each of the aforementioned companies is 3rd Floor, 41-51 Grey Street, Newcastle-upon-Tyne, NE1 6EE.

Any prices quoted are exclusive of Value Added Tax (VAT) unless otherwise stated.

11. London Overground Rail Operations Limited

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

Sent: 14 July 2015 13:45

To: @networkrail.co.uk

Subject: RE: Manchester Victoria - Land to the east of Metrolink tracks and Manchester Victoria Station, off Long Millgate and Corporation Street.

LOROL has no comment to make regarding this proposal.

Regards,

London Overground

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

12. London & South Eastern Railway Limited (Southeastern)

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

Sent: 07 July 2015 12:36

To: @networkrail.co.uk

Cc:

Subject: RE: Manchester Victoria - Land to the east of Metrolink tracks and Manchester Victoria Station, off Long Millgate and Corporation Street.

Hi

Hope you are well.

Thank you for the opportunity to review the below.

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

Kind Regards

Southeastern
Friars Bridge Court
41-45 Blackfriars Road
London
SE1 8PG

13. Merseyrail Electrics 2002 Limited

From: [mailto: @merseyrail.org]

Sent: 29 July 2015 14:44

To: @networkrail.co.uk

Subject: RE: Manchester Victoria - Land to the east of Metrolink tracks and Manchester Victoria Station, off Long Millgate and Corporation Street.

Hi

Merseyrail have no comments or objections to the above proposal.

Regards

Merseyrail

Tel	
Mob	
Email	@merseyrail.org
Web	www.merseyrail.org

14. Northern Rail Limited

From: [mailto:@northernrail.org]

Sent: 29 July 2015 13:06

To: @networkrail.co.uk

Cc:

Subject: RE: Manchester Victoria - Land to the east of Metrolink tracks and Manchester Victoria Station, off Long Millgate and Corporation Street.

Hello

Northern has no objection to the land disposal at Manchester Victoria station

Kind regards

Northern Rail Ltd
Northern House
York
YO1 6HZ

T:

M:

E: @northernrail.org

W: <http://www.northernrail.org>

15. Transpennine Express

From: @firstgroup.com

Sent: 04 August 2015 15:03

To: @networkrail.co.uk

Subject: Re: Manchester Victoria - Land to the east of Metrolink tracks and Manchester Victoria Station, off Long Millgate and Corporation Street.

Dear

I confirm FTPE have no objections to this land disposal consultation.

Kind regards

First TransPennine Express
8th Floor Bridgewater House
Manchester M1 6LT

@firstgroup.com

16. Virgin West Coast Trains Limited

From: EXTL: @virgintrains.co.uk

Sent: 07 July 2015 10:41

To: @networkrail.co.uk

Subject: RE: Manchester Victoria - Land to the east of Metrolink tracks and Manchester Victoria Station, off Long Millgate and Corporation Street.

No objections to this proposal from Virgin Trains.

Kind regards

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

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

17. Alliance Rail Holdings

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

Sent: 03 August 2015 15:38

To: @networkrail.co.uk

Subject: RE: Manchester Victoria - Land to the east of Metrolink tracks and Manchester Victoria Station, off Long Millgate and Corporation Street.

Alliance has no comments.

Regards

18. COLAS Freight

No response received.

19. Direct Rail Services Limited

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

Sent: 20 July 2015 10:43

To: @networkrail.co.uk

Cc:

Subject: RE: Manchester Victoria - Land to the east of Metrolink tracks and Manchester Victoria Station, off Long Millgate and Corporation Street.

DRS have no comments in relation to the Manchester Victoria consultation.

Kind regards,

Direct Rail Services, Kingmoor Depot,
Etterby Road, Carlisle CA3 9NZ

Tel:

Mob:

Protect our environment – Print only if you need to.

20. DB Schenker (formerly EWS)

From: EXTL: @dbschenker.com

Sent: 06 August 2015 14:42

To: @networkrail.co.uk

Subject: RE: Manchester Victoria - Land to the east of Metrolink tracks and Manchester Victoria Station, off Long Millgate and Corporation Street.

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

Yours,

DB Schenker Rail (UK) Ltd.

310 Goswell Road

London EC1V 7LW

Tel:

Fax:

Mobile:

21. Freight Transport Association

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

Sent: 24 July 2015 19:08

To: @networkrail.co.uk

Subject: RE: Manchester Victoria - Land to the east of Metrolink tracks and Manchester Victoria Station, off Long Millgate and Corporation Street.

Apologies, we have no comment.

Freight Transport Association

Mobile :

www.fta.co.uk

 Please help us achieve our environmental targets by not printing this e-mail

22. Freightliner Limited

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

Sent: 07 July 2015 11:37

To: @networkrail.co.uk

Subject: RE: Manchester Victoria - Land to the east of Metrolink tracks and Manchester Victoria Station, off Long Millgate and Corporation Street.

Freightliner has no comment on these proposals

Regards

23. GB Railfreight Limited

From: [mailto:@gbrailfreight.com]

Sent: 27 July 2015 14:55

To: @networkrail.co.uk

Subject: RE: Manchester Victoria - Land to the east of Metrolink tracks and Manchester Victoria Station, off Long Millgate and Corporation Street.

NO COMMENT.

24. Rail Freight Group

From: [mailto:@rfg.org.uk]

Sent: 08 July 2015 11:17

To: @networkrail.co.uk

Subject: RE: Manchester Victoria - Land to the east of Metrolink tracks and Manchester Victoria Station, off Long Millgate and Corporation Street.

Ok with RFG

Rail Freight Group
7 Bury Place
London WC1A 2LA
Tel Fax
Mobile
@rfg.org.uk

Rail Freight (Users and Suppliers) Group
Registered No. 332 4439
www.rfg.org.uk
Twitter @railfreightUK

25. West Coast Railway Company

From: @networkrail.co.uk

Sent: 21 August 2015 09:27

To: @aol.com

Cc:

Subject: RE: FW: Manchester Victoria - Land to the east of Metrolink tracks and Manche...

Thanks

I will therefore record your response as a no objection.

Thank you for your assistance here.

Regards
1st Floor, Square One,
4 Travis Street
Manchester M1 2NY
T M
E @networkrail.co.uk

www.networkrail.co.uk/property

From: @aol.com

Sent: 21 August 2015 09:20

To: @networkrail.co.uk

Cc:

Subject: Re: FW: Manchester Victoria - Land to the east of Metrolink tracks and Manche...

Regrettably, I don't think I can object.

T
M
E @aol.com

In a message dated 21/08/2015 07:34:06 GMT Daylight Time, @networkrail.co.uk writes:

Thank you for the clarification. Can I assume therefore you are a "no objection" to our proposal?

Regards

1st Floor, Square One,

4 Travis Street
Manchester M1 2NY
T
M
E @networkrail.co.uk

www.networkrail.co.uk/property

From: [\[mailto:@aol.com\]](mailto:@aol.com)
Sent: 20 August 2015 16:59
To: @networkrail.co.uk
Cc:
Subject: Re: FW: Manchester Victoria - Land to the east of Metrolink tracks and Manche...

In this case, it was an observation, rather than an objection, mainly because I had actually used the car park myself, in the past, at generally inconvenient times of the day, to catch our trains.

Best
WCR

T
M
E @aol.com

In a message dated 20/08/2015 16:49:43 GMT Daylight Time, @networkrail.co.uk writes:

Thank you for your email below of the 3rd August.

For the consultation process to proceed I need to close out any consultee comments received so can you please confirm quickly whether this is a formal objection or not. The land in question has never been within the Manchester Victoria station lease and whilst located close to the station has generally acted as a public city centre car park facility. It has of course also been closed for almost 3 years for the refurbishment of the Station and on the other side of Victoria Station and within the adjoining Manchester Arena complex is a separate 958 space multi story car park which also acts as a car parking facility for the station as its Arena use is generally evening only.

If you would like to discuss anything further then please telephone me direct on the number below and I look forward to hearing from you.

Regards

1st Floor, Square One,
4 Travis Street
Manchester M1 2NY
T
M
E @networkrail.co.uk

www.networkrail.co.uk/property

From: @networkrail.co.uk
Sent: 03 August 2015 14:21
To: @networkrail.co.uk
Subject: FW: Manchester Victoria - Land to the east of Metrolink tracks and Manchester...

See comments below from xxxx.

From: [\[mailto:@aol.com\]](mailto:@aol.com)
Sent: 03 August 2015 13:31

To: @networkrail.co.uk

Subject: Re: Manchester Victoria - Land to the east of Metrolink tracks and Manchester...

From a rail perspective, this site has far more use as a car park, than disposal for commercial redevelopment.

Best

WCR

T

M

E [@aol.com](mailto:)

26. W H Malcolm

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

Sent: 07 July 2015 16:26

To: @networkrail.co.uk

Subject: RE: Manchester Victoria - Land to the east of Metrolink tracks and Manchester Victoria Station, off Long Millgate and Corporation Street.

WH Malcolm has no objections to the proposal.

Regards

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

Tel: | **Int:** **Mobile:**

Email: @whm.co.uk **Web:** <http://www.malcolmgroup.co.uk>

27. Association of Community Rail Partnerships

From: [mailto:@btconnect.com]

Sent: 13 July 2015 11:43

To: @networkrail.co.uk

Subject: RE: Manchester Victoria - Land to the east of Metrolink tracks and Manchester Victoria Station, off Long Millgate and Corporation Street.

Hello

ACoRP have no objection to this disposal

Regards

ACoRP

T:

M:

28. British Transport Police

From: [mailto:@btp.pnn.police.uk]

Sent: 17 July 2015 16:07

To: @networkrail.co.uk

Subject: RE: Manchester Victoria - Land to the east of Metrolink tracks and Manchester Victoria Station, off Long Millgate and Corporation Street.

Good afternoon,

There are no issues with the required changes from BTPs perspective

29. High Speed Two (HS2) Ltd

From: [mailto:@hs2.org.uk]

Sent: 13 July 2015 16:36

To: @networkrail.co.uk

Subject: RE: Manchester Victoria - Land to the east of Metrolink tracks and Manchester Victoria Station, off Long Millgate and Corporation Street.

Dear

Thank you for consulting HS2 Ltd on this matter, we have no comments to make.

Kind regards,

| HS2 Ltd

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

High Speed Two (HS2) Limited, 25th Floor, One Canada Square, Canary Wharf, London E 14 5AB | www.hs2.org.uk

30. Transport Focus (formerly Passenger Focus)

From: [mailto:@transportfocus.org.uk]

Sent: 13 July 2015 16:30

To: @networkrail.co.uk

Subject: Re: Manchester Victoria - Land to the east of Metrolink tracks and Manchester Victoria Station, off Long Millgate and Corporation Street. 0707a16

Thank you for sending Transport Focus details of the proposed disposal of land near Manchester Victoria station. They note that:

disposal would be by long lease of 250 years to xxxx., or another nominated party;
the disposal land is three areas adjoining the east side of the station, Long Millgate and Corporation Street;
no railway use for the land, which is separated from the operational railway by tracks of Manchester's tram system, has been identified;
Network Rail will retained the access rights it needs to maintain its infrastructure in the area;
it is planned to redevelop the land with three buildings as a mixed use scheme with offices, residential units and retail use on the ground floor;
the local authority supports the proposal, which will benefit and improve the area;

Network Rail contracted with xxxx in July 2011 to promote development of the area;
work could start in late 2016.

Transport Focus also notes Transport for Greater Manchester requires more cycle facilities for the station, and the difficulties to do so on this site.

Transport Focus has no objection to the proposal.

Regards,

.

31. Network Rail Media Relations

From: @networkrail.co.uk

Sent: 06 August 2015 10:18

To: @networkrail.co.uk

Subject: RE: Manchester Victoria - Land to the east of Metrolink tracks and Manchester Victoria Station, off Long Millgate and Corporation Street.

No comment.

32. Roadways Container Logistics

No response received.

33. Manchester City Council Sent: 03 August 2015 15:49

To: @networkrail.co.uk

Cc:

Subject: Fw: Manchester Victoria - Land to the east of Metrolink tracks and Manchester Victoria Station, off Long Millgate and Corporation Street.

Dear

I refer to the attached email dated 7th July 2015.

I confirm that we are in discussions with xxxx on proposals for the development of the above site and have no objections to the proposed disposal

Regards,

City Centre Growth & Regeneration Team
Growth & Neighbourhoods Directorate

Postal Address:

City Centre Growth & Regeneration Team
Growth and Neighbourhoods Directorate
Manchester City Council
PO Box 532 Town Hall
Manchester
M60 2LA

Office Location:

Room 303
Town Hall
Albert Square
M2 5DB (sat nav)

Tel External:

Tel Internal:

Mob:

E-mail: @manchester.gov.uk

Website address: www.manchester.gov.uk

Annex 2 – Network Rail’s Consultation Email

From: @networkrail.co.uk

Sent: 07 July 2015 10:32

To:

Subject: Manchester Victoria – Land to the east of Metrolink tracks and Manchester Victoria Station, off Long Millgate and Corporation Street.

Dear Consultee

Property: Manchester Victoria – Land to the east of Metrolink tracks and Manchester Victoria Station, off Long Millgate and Corporation Street.

Due Date – Friday 7th August 2015.

We seek to consult you as regards your views, please, on our proposed disposal of land by way of a long leasehold interest.

We attach a draft application form to the Office of Rail Regulation which, with its related plans, 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 **7th August 2015** (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 (details set out below). 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

Sent on behalf of:

1st Floor, Square One,
4 Travis Street
Manchester M1 2NY
T
M

E @networkrail.co.uk

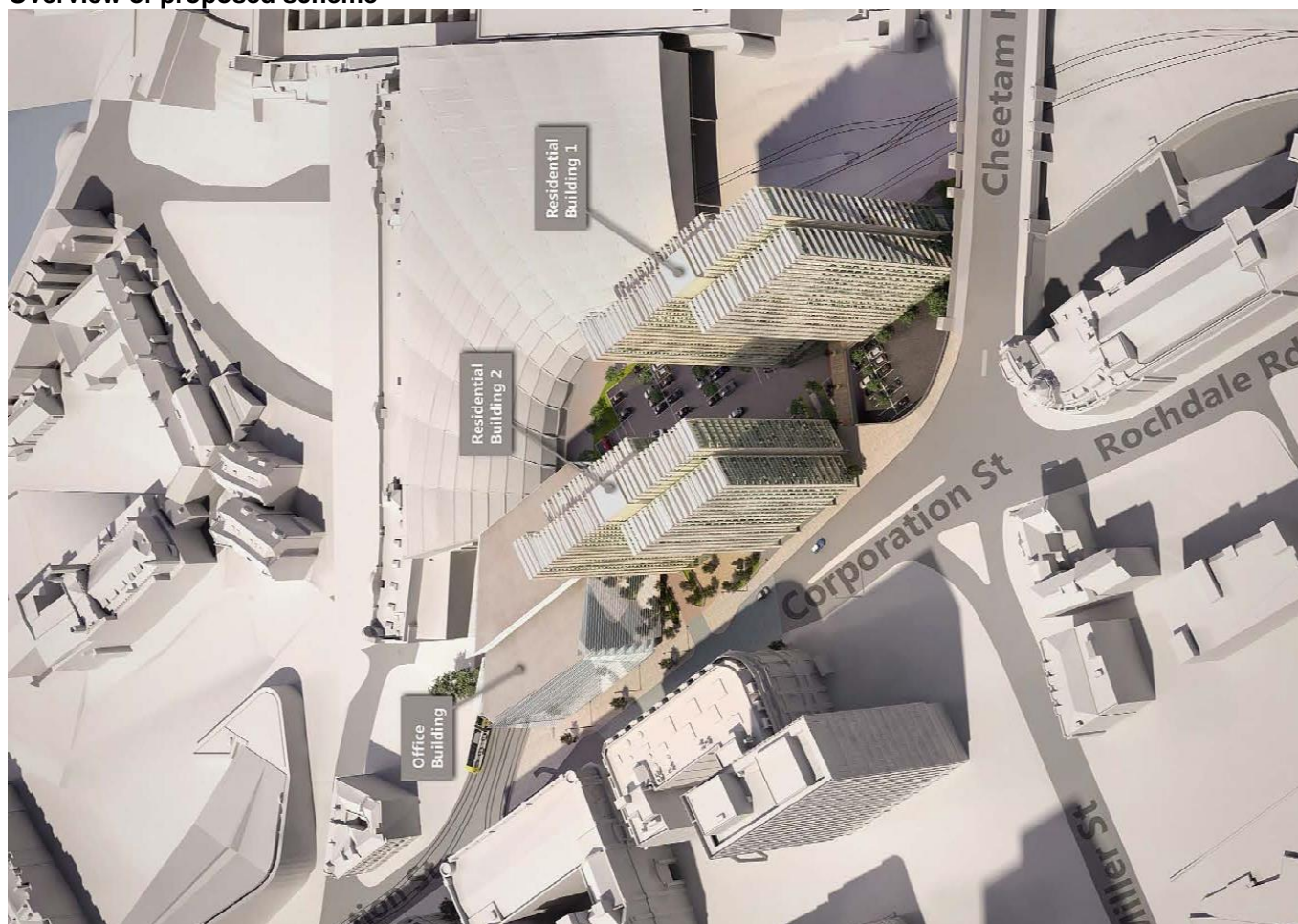
www.networkrail.co.uk/property


Annex B

Photo of reinstated car park in the disposal area as at September 2015



Overview of proposed scheme




1st Floor, Square One,
4 Travis Street
Manchester M1 2NY

7th January 2015


Dear 

Consultation on proposed property disposal: Manchester Victoria - Land to the east of Metrolink tracks and Manchester Victoria Station, off Long Millgate and Corporation Street.

Further to our letter of 8th August I would like to take the opportunity to formally note the progress that we have made in relation to securing a site for a cycle hub at Victoria Station. I would also like to formalise the agreements I understand to be in place between Network Rail and TfGM and, with your agreement to the content of this letter, to remove any objections to property disposal.

Network Rail and Muse Developments have allocated a location for the cycle hub on the Fishdock site which would facilitate a 15m x 10m cycle hub with a self-contained access utilising the Network Rail / TfGM maintenance route alongside the Station. This position is close to the Station and the pedestrian crossing linking to the Station.

The TfGM Rail, and PMS teams have worked closely with Network Rail to understand the phasing, constructability, and practicality issues associated with the potential introduction of a cycle hub at Manchester Victoria in 2016.

Following a thorough review of the design, delivery and operational requirements, the cost, reputational and customer experience concerns, and given the uncertainty of the planning application and Principal Contractor and Contracting strategy, we have reached agreement that currently, it is not practicable to proceed with this installation.

I can now confirm TfGM is prepared to remove its formal objection made on the 8th August 2015 on the basis Network Rail agrees to reserve out of its site development proposals the area of land shown coloured blue on Sheppard Robson Drawing No 4354-SK-500 dated 16th Feb 2015, cleared and sympathetically hard landscaped, including appropriate surface water drainage, sufficient and suitable for the Hub.

Transport for Greater Manchester is an executive body of the Greater Manchester Combined Authority



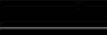

It is acknowledged by TfGM however that a functional cycle hub is unlikely to be delivered for this area of land until the adjoining commercial development has been constructed and fully completed, however our aspiration and commitment for a cycle hub at Victoria remains, and we will work closely with Network Rail and their Designer / Principal Contractor once appointed should an opportunity for installation emerge as the plans mature. We would also like to highlight that our secured funding of £200k for the cycle hub infrastructure at Manchester Victoria is only available until March 2016, and is therefore likely to be lost.

We will work with Network Rail to secure appropriate funding for the cycle hub infrastructure, ensuring that the provision of a cycle hub at Manchester Victoria is protected in the Initial Industry Plan for delivery in CP6, in the event that we are unable to deliver a suitable facility in CP5. If TfGM subsequently decides not to utilise this area of land for a Cycle Hub then we agree it can be released back to the adjoining development site for incorporation into that use, if required.

Yours Sincerely,





Name 
Title 
Direct line 
Email 

13562307