

# CONSULTATION REPORT

relating to

## PROPOSED LAND DISPOSAL

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

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

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

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

The full list of external consultees is set out below:

No.	External party (name)	Contact name, email address and telephone	Whether response received (y/n)	Date of response	Details of response (e.g. “no comment”), with reference to any accompanying copy representation in annexes to this report	Comments (e.g. as regards endeavours to obtain response where none given)
1	<b>TFL</b>		y	29/02/2016	Concerns raised	Concerns addressed with agreed approach as detailed in email chain below.
2	<b>C2C</b>		y	12/1/2016	No comment	
3	<b>Chiltern Railway</b>		y	15/1/2016	No comment	
4	<b>Eurostar</b>		y	12/1/2016	No issue for EIL	
5	<b>Merseyrail</b>		y	13/1/2016	No comment	
6	<b>Cross Country Rail</b>		y	14/1/2016	No comment	
7	<b>LOROL</b>		y	15/1/2016	No further comment subject to escape route being resolved to NR satisfaction	
8	<b>Great Western Railway</b>		y	22/1/2016	No Objection	

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9	<b>Stagecoach South west Trains</b>		y	22/1/2016	No comment	
10	<b>Alliance Rail</b>		y	12/1/2016	No comments	
11	<b>London Travelwatch</b>		y	05/1/2016	No objection subject to no interference with escape route	Confirmed that NR had rights to approve the new route
12	<b>Transport Focus</b>		y	13/1/2016	No Objection	
13	<b>Northern Rail</b>		y	13/1/2016	No Objection	
14	<b>Direct Rail Services</b>		y	25/1/2016	No comments	
15	<b>GB Railfreight</b>		y	10/1/2016	No comment	
16	<b>WH Malcolm Group</b>		y	12/1/2016	No objections	
17	<b>Railfreight Group</b>		y	12/1/2016	Ok with RFG	
18	<b>DB Cargo UK</b>		y	12/1/2016	No objection	
19	<b>Freightliner</b>		y	12/1/2016	No comments	
20	<b>Colas Rail</b>		y	18/1/2016	No objection in principle	
21	<b>DfT</b>		y	01/02/2016	No comment	
22	<b>BT Police</b>		y	28/1/2016	No objections	
23	<b>ORR</b>		y	12/01/2016	Forwarded to xxxx	xxxx chased by email, but no further correspondence received.
24	<b>South Eastern</b>		y	21/03/2016	No comment	
25	<b>Southern Rail GTR</b>		n		No initial response	Chased on multiple

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						occasions
26	<b>West Coast</b>		n		No initial response	Chased on multiple occasions
27	<b>Crossrail</b>		y	29/03/2016	No comment	
28	<b>Association of Community Rail Partnerships</b>		y	18/03/2016	No comment	
29	<b>Abellio Greater Anglia</b>		y	24/03/2016	Concerns expressed over potential impact on comms room	Responded and matters discussed.
30	<b>London Legacy Development Corp</b>		y	21/03/2016	No objection	
31	<b>Maritime Transport</b>		n		No initial response	Chased on multiple occasions
32	<b>Freight Transport Association</b>		y	18/03/2016	FTA has no comment	
33	<b>Transport Advisory</b>		y	19/03/2016	No objection	
34	<b>Grand Central</b>		n		No initial response	Chased on multiple occasions

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

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

Annex 1 – Stakeholder Responses

1. Transport For London

Hi

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

Kind regards,

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

**Sent:** 29 February 2016 11:41

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

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

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

Regards,

1 Eversholt St  
London  
NW1 2DN

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

**Sent:** 29 February 2016 11:37

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

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

Hi

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

Kind regards,

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

**Sent:** 29 February 2016 11:31

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

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

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

Regards,

1 Eversholt St  
London  
NW1 2DN

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

**Sent:** 29 February 2016 10:31

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

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

Hi

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

Kind regards,

## Land disposal consultation report

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

**Sent:** 26 February 2016 19:09

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

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

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

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

Regards,

Sent from my iPad

On 25 Feb 2016, at 10:24, <[@tfl.gov.uk](mailto:@tfl.gov.uk)> wrote:

Hi

Thanks again for your response.

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

Any assistance or advice would be gratefully received.

Kind regards,

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

**Sent:** 23 February 2016 15:23

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

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

Thanks for your recent comment on the consultation, I am now in a position to respond more fully and would apologise for the delay in responding fully. Clearly your response raises quite a number of issues some of which have needed discussion with xxxx. Dealing with these in turn following discussions with xxxx, I would respond as follows

### Proximity to the operational railway

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

### Emergency escape.

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

### Designs being subject to TFL approval

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



### Clarification of Ownerships

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

### Other Public Transport Modes

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

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

## LC7 Process

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

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

I look forward to hearing from you.

Regards,

1 Eversholt St  
London  
NW1 2DN

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

**Sent:** 09 February 2016 16:09

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

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

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

Regards,

1 Eversholt St  
London  
NW1 2DN

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**From:** [\[mailto:@tfl.gov.uk\]](mailto:@tfl.gov.uk)

**Sent:** 09 February 2016 15:36

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

**Cc:**

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

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

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

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

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

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

Kind regards,

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

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

**Tel:** 020 | **Mobile:** | **Auto:** | **Email:** [@tfl.gov.uk](mailto:@tfl.gov.uk)

## 2. C2C (National Express)

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

Regards  
1 Eversholt St  
London  
NW1 2DN

**From:** EXTL:

**Sent:** 12 January 2016 14:08

**To:** @networkrail.co.uk

**Cc:**

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

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

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

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

Rgds

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## 3. Chiltern Railways

Hi

There are no comments from Chiltern Railways.

All the best,

---

#### 4. Eurostar

No issue for EIL,

Thanks,

**Eurostar International Limited**

Times House | Bravingtons Walk | London N1 9AW

T +44 (0)20

M +44 (0)7

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#### 5. Mersey rail

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

RegardsHelen

**Merseyrail**

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#### 6. Cross Country Rail

XC Trains Ltd has no comment on this proposed disposal.

Kind regards

CrossCountry

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## 7. LOROL

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

Regards,  
London Overground



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

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## 8. Great Western Railway

Good morning

We have no objection thank you.

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

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

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

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## 9. Stagecoach South West Trains

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

Stagecoach South Western Trains / East Midlands Trains

Tel - 020

Mob -

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## 10. Alliance Rail

Alliance has no comments

Regards

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## 11. London Travelwatch

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

Regards,  
Principal Development Manager

Dear

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

Regards

## 12. Transport Focus

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

Transport Focus has no objection to the proposed disposal.

Regards,

Tel.

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## 13. Northern Rail Ltd

Hello

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

Kind regards

Northern Rail Ltd  
Northern House  
York  
YO1 6HZ

T:  
M:

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#### 14. DRS

Good Morning ,

DRS have no comments.

Kind regards,  
I

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#### 15. GB Railfreight

No comment.

Rgds,

**GB Railfreight**

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#### 16. WHMalcolm Group

No objections.

Regards

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

**Tel: | Int: Mobile:**

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## 17. Rail Freight Group

Ok with RFG

Rail Freight Group  
7 Bury Place  
London  
WC1A 2LA

Tel 020  
Fax 020  
Mobile

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

Rail Freight (Users and Suppliers) Group

Registered No. 332 4439

[www.rfg.org.uk](http://www.rfg.org.uk)

Twitter @railfreightUK

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## 18. DB Cargo

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

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

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

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

Yours,

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

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## 19. Freightliner

Hi

Freightliner has no comments to make on this proposal

Regards

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## 20. Colas Rail

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



Tel. - Mob.  
[@colasrail.co.uk](mailto:@colasrail.co.uk)

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### COLAS RAIL LTD

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

[www.colasrail.co.uk](http://www.colasrail.co.uk)



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## 21. DfT

– the Department has no comment on this proposal.

Regards



Department for Transport

Stations, Network Services North - Rail Group

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

020

## 22. BT Police

Hello

Please see response below

Many thanks

**From:**

**Sent:** 27 January 2016 17:01

**To:**

**Cc:** Crime-Reduction

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

Dear ,

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

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



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

---

## **23. ORR**

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

Regards

Network Rail Wales and Western Team

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

Tel: (mobile): internal x

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## **24. Southeastern**

Morning

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

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

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

Kind Regards

southeasternrailway.co.uk

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

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## 25. Govia Thameslink Railway

No response received

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## 26. West Coast

No response received

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## 27. Crossrail

Dear ,

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

Best regards,

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

Tel: 020 | Helpdesk (24hr)

Desk Location



T 020

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

[www.crossrail.co.uk](http://www.crossrail.co.uk)

MOVING LONDON FORWARD

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## 28. Acorp

Hello ,

Apologies. ACoRP have no comment.

Regards

ACoRP

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## 29. Greater Anglia

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

**Sent:** 24 March 2016 16:39

**To:**

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

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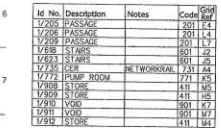
Produced on behalf of the  
JNP Fire Compliance Manager  
by the Fire Compliance Team for  
London Underground Limited.

Drawing number:  
C091-18s

Revision:	A
Date:	12-10-10

Date:	12.10.10
Drawn by:	MH

at date shown. For the  
please contact the  
ety Unit (FSU)



( APPROXIMATE DIMENSIONS ONLY )

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



here is a plan and photos

Regards

M: +44 (0

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

abelliogreateranglia.co.uk

[Property To Let.](#)

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

To: <[@abelliogreateranglia.co.uk](mailto:@abelliogreateranglia.co.uk)>,

Date: 24/03/2016 15:25

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

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

Regards,  
1 Eversholt St  
London  
NW1 2DN  
020

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

**Sent:** 24 March 2016 14:50

**To:**

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

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

Regards

M: +44

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

[abelliogreateranglia.co.uk](http://abelliogreateranglia.co.uk)

[Property To Let.](#)

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

**To:** "[@greateranglia.co.uk](mailto:@greateranglia.co.uk)" <>,

**Date:** 23/03/2016 16:39

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

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

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

Regards,

1 Eversholt St  
London  
NW1 2DN

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

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### **30. London Legacy Development Corporation**

Dear ,

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

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

Regards,

**Queen Elizabeth Olympic Park**

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

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**31. Roadways Container Logistics**

No response

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**32. Freight Transport Association**

FTA has no comment, apologies.

Sent from my Sony Xperia™ smartphone

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**33. Transport Advisory**

I apologise for not responding before with a no objection

Regards  
Transport Advisory

+44 (

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#### 34. **Grand Central Railways**

No Response received

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## Appendix 2 – Network Rail’s Consultation email

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

**Sent:** 12 January 2016 13:50

**To:**

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

Dear Consultee,

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

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

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

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

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

Regards,

1 Eversholt St  
London