

Samuel Fox
Head of Licensing & Network Code
Email: [REDACTED]



Company Secretary
Network Rail Infrastructure Limited
Waterloo General Office
London
SE1 8SW

9 October 2026

Network licence Condition 17 (land disposal): Part of the Goxhill branch line, Killingholme, NE Lincolnshire

Decision

1. On 11 August 2026, Network Rail gave notice of its intention to dispose of land which formed part of the Goxhill branch line, Killingholme, NE Lincolnshire ("the land"), in accordance with Condition 17 of its network licence. The land is described in more detail in the notice (copy attached).
2. We have considered the information supplied by Network Rail including the responses received from third parties consulted. For the purposes of Condition 17 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. For this disposal, Network Rail undertook a consultation with stakeholders in August 2025 and an objection was received from Associated British Ports ("ABP"), who had previously provided an objection when Network Rail consulted in April 2023 on a disposal for part of the same rail corridor which did not proceed. Network Rail subsequently undertook a limited and targeted re-consultation in April 2026 with freight operators, the Department for Transport ("DfT") and local authorities. We are satisfied that all relevant stakeholders were consulted with current information relevant to the disposal.
4. In considering the proposed disposal, we note that:
 - there is no evidence that railway operations would be affected adversely by the disposal. The Goxhill branch line has not been used for over 60 years and there is currently no rail infrastructure on the land;
 - no clear, feasible and funded plans were put forward for the land for the future development of the railway network;
 - no objections to the proposed disposal were received by DfT, the local authority or freight train operators;

- evidence has been provided by Network Rail to indicate that there is sufficient capacity within the existing connections to the Port of Immingham to accommodate a reasonable level of future freight growth; and
- for the road overbridge that forms part of the disposal site, Network Rail has noted in its application form that it will only transfer these parts of the disposal site when a suitable agreement is in place with the local authority as required by Section 94 of the Highways Act 1980.

5. Network Rail's consultations showed that ABP objected to Network Rail's proposed disposal. In its consultation responses, ABP stated that, in its assessment, the existing rail infrastructure at the Port of Immingham will over time be insufficient to meet anticipated demand and that it believes that the Goxhill branch line is strategically important in supporting rail freight growth and network resilience at the Port of Immingham, which it owns and operates. ABP objected to the proposed disposal without sufficient safeguards to ensure future rail access to the land, including rights for any future rail connection across the land. ABP also requested that they buy the branch line from Network Rail in order to preserve the ability to open a line out to Goxhill.

6. Since Network Rail's submission to us, ABP has written to us setting out its concerns regarding Network Rail's progression of the proposed disposal. ABP has raised concerns that the application for ORR consent is premature, that future railway interests have not been adequately assessed, and that the effectiveness of the proposed safeguards have not been demonstrated. ABP's letter is attached at Annex A.

7. In section 11 of its application form, Network Rail has set out its proposed approach to ABP's objection. Network Rail notes that it does not consider that there is a foreseeable and funded use of the land but states that the disposal will reserve a right for Network Rail or any other promotor to either use existing rail infrastructure on the land as a private siding or construct and use new private siding infrastructure.

8. Network Rail has also provided evidence to us which indicates that there is sufficient capacity in the immediate Immingham area of the network to accommodate a reasonable level of future freight growth. We note also that no other freight-related objections were raised, providing further assurance that the proposed disposal is not expected to materially affect foreseeable freight requirements.

9. In regulating how Network Rail disposes of its land, ORR's objective is to protect land that may be required for the future development of the railway network. We have considered this proposed disposal in line with the [Land disposal by Network Rail: The regulatory arrangements, October 2019](#) and, in particular, the decision criteria and relevant considerations set out at paragraphs 3.5 – 3.10 of the arrangements. We note the views given by ABP, but we have seen no clear evidence of a clear, feasible and funded plan for the future development of the railway network on the land, nor we have seen any evidence that the land features in

in the business or marketing plans of any party involved in the provision of services relating to railways or in a strategy being developed by such parties where there are plans with milestones or timescales to either include or eliminate the site from a confirmed strategy. We also note that DfT and the local authority supported the proposals and did not provide evidence that the site is needed for the future development of the railway network, nor have we seen any evidence that the land has been identified or reserved for transport use in any local transport plan or local statutory plan or that the land is likely to be required as a result of a regional transport strategy developed in accordance with national or regional planning guidance.

10. Based on all the evidence we have received and taking into account all the material facts and views relevant to our consideration under Condition 17, we are satisfied that we can proceed to decision.

11. As set out above, we have had regard to our decision criteria in [Land disposal by Network Rail: The regulatory arrangements, October 2019](#), 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”.

12. We have concluded that the proposed disposal is not against the interests of users of railway services. In light of that and our understanding of the transaction as set out in the notice, we grant our consent to the proposed disposal of the land.

09/10/2026

X 

Samuel Fox

Head of Licensing & Network Code

Signed by: S-1-12-1-405678757-1091720026-1317419189-4257756544/1afd9365-db19-45df-961b-acd9bf715171

Samuel Fox

Duly authorised by the Office of Rail and Road

Property Disposal – Specific Consent

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

1. Disposal	
Type of disposal	Sale (March 26 consultation document)
Rationale for disposal	Goxhill branch. This rail corridor has been unused since the 1960s. The rail corridor lies between development land and highway connections to the south and a significant riverside industrial site for port related development to the north. Sale will enable construction of an access to bring the land to the north into use and enable the corridor of land to be absorbed into adjoining ownerships and used as part of a nationally significant development in the region known as Able Energy Park (AEP) with linkages from this site through to Able UK's Able Humber Port (AHP). Both sites will retain the ability for an eastward facing connection to permit future rail traffic use if deemed to be viable. A previous consultation was undertaken to sell the disused rail corridor in 2023 which resulted in one objection from ABP due to their view on the strategic nature of the corridor. A further consultation in August 2025 also resulted in an objection from ABP who wish to preserve the trackbed for re-opening a rail line to Goxhill to protect options for growing rail freight traffic from the Port. This August 25 document and consultation report are attached as an Appendix for information. Network Rail's view is that this ABP use is unlikely as there is no evidence of a clear, feasible and funded plan for the site for future development of the railway network or for purposes ancillary to the future development of the railway network (despite requests for this to be provided). In addition, previous consultation has confirmed Network Rail's assessment and neither DfT or the local authority has said that the site is needed for future development of the railway network. Therefore, having already carried out two full consultations we are carrying out a targeted re-consultation with the Railfreight industry, strategic bodies and the local authority to seek views on two options for the land being either: (1) disposal of the disused track-bed to support Able Group's current economic regeneration objectives through development of their Able Humber Port (AHP) and Able Energy Park (AEP) or (2) retention of the disused trackbed for a possible future private rail infrastructure. Network Rail's preference is to support the Able UK proposal for the reasons outlined in this document.

2. Clearance	Type	Reference	Date
Clearance Details	Business	CR/54903 CR/65194	28/03/2025 30/07/2025
	Technical	CR/54903 CR/65194	11/04/2025 11/09/2025
3. Site			
Description of property for disposal	<u>Killingholme, NE Lincolnshire: part of former Goxhill branch-line.</u> The land is a linear strip of land running through fields. The fields are allocated for future industrial development. The site is shown by blue colour on the 4 plans copied onto the attached Plan 1 document. The rail corridor includes one road over rail overbridge and a rail over river bridge. An OS extract map (Plan 2) is included to show the location. It is an unused former rail trackbed. No rail infrastructure is located on the land. It runs west to the west bank of Halton Gill. It lies to the west of the remaining operational line known as the Killingholme Branch (KIL2) that runs west of out of the Port of Immingham to the River Humber Killingholme Terminal that is run by CIDN. The adjoining operational line is separated from the proposed disposal site by a fence. The adjoining operational line is still part of the Network under KIL2 although it has been unused by rail traffic for many years and is subject to a Short-Term Network Change. Plan 3 shows the site in the context of the adjoining area and land uses. The rail corridor to the west is part of the same Goxhill branch unused track-bed that meets up with the Network with a northward facing connection at Goxhill on the Barton-upon-Humber branch c2km west.		
Attached plans and photographs: (all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)	Plan 1 attached to show proposed disposal site by blue colour. Plan 2 attached showing OS extract to give detail on site location. This shows the proposed disposal site by blue line, the reminder of the Goxhill branch by yellow colour and the currently unused Killingholme branch by red colour. Plan 3 attached to show site in context of surrounding uses referred to in report. Plan "Option 1b Kill Port Access" attached showing an alternative rail connection west of the Port of Immingham.		

Ordnance survey coordinates	West boundary - E – 512304, N – 420628 East boundary – E – 515441, N - 420304
4. Proposal	
Proposed party taking disposal	Adjoining land owner – Able UK.
Proposed use / scheme	Inclusion in adjoining industrial land redevelopment proposals and road access. The land is required immediately to support the delivery programme now underway for Able's AHP and AEP sites. Specifically, it will provide: • A safeguarded abnormal-load route between AHP and AEP, including for long offshore wind turbine blades and other oversized components. • A strategic internal logistics and movement corridor for manufacturing, assembly and export. • Routing capacity that avoids the public highway network. • Without this land, the integrated development of AEP/AHP cannot proceed at full scale, limiting job creation and investment.
Access arrangements to / from the disposal land	Direct from proposed purchaser's adjoining land
Replacement rail facilities (if appropriate)	No rail facilities affected. Sale is of a former track-bed that has been unused for over 60 years.
Anticipated rail benefits	No direct benefits but development of the land for industrial purposes will include the opportunity to provide an eastward facing rail connection so the industrial land has scope for future rail service. Disposal will also remove liabilities from rail industry inspection and maintenance regimes thereby reducing rail industry Opex. In addition, if this application to sell the land is successful a further application will be submitted for the rail corridor coloured red on Plan 2 – provided Network Change is obtained for this land to amend an existing Short Term Network Change to a permanent Network Change. This will remove further liabilities and Opex from the rail industry for unused infrastructure.

Anticipated non-rail benefits	Support to a nationally significant project ready to deliver up to 8,000 jobs and investment to the region. The proposed disposal supports the development of the AEP which is a consented scheme of up to 1.7 million sq.m of B1, B2 and B8 port related activity on a 300 ha site in NE Lincolnshire and the Humber Estuary. It also supports the integrated development of AEP and AHP and is supported by the local authority.
5. Timescales	
Comments on timescales	The proposed disposal is likely to complete in mid 2026 provided disposal consent is granted.
6. Railway Related Issues	
History of railway related use	The Goxhill branch used to run from Killingholme through to Goxhill and was closed in the 1960s. The land has been unused since the 1960s.
When last used for railway related purposes	The land was last used in the 1960s.
Any railway proposals affecting the site since that last relative use	A proposal was put forward in c2008 to re-open the line out to Goxhill to provide a western exit point for rail traffic coming out of the Port of Immingham. This project was known as the Goxhill Loop and did not proceed.
Impact on current railway related proposals	No current railway proposals affected by the proposed sale. Disposal has no effect on the retention of the adjoining stretch of the Killingholme branch which runs east from the proposed disposal site and on to the Port of Immingham. The CLdN Humber Port facility immediately to the east of the proposed disposal site has a Connection Agreement to use this branch but does not run traffic. However, the proposed disposal does not affect CLdN's ability to run trains in the future as the Killingholme branch is available for this. The CLdN facility and the Killingholme branch are shown on Plan 3.
Potential for future railway related use	ABP have expressed a requirement following the August 2025 consultation to buy the property in order to preserve the ability to open a line out to Goxhill. This would prejudice development of the Able UK AEP/AHP proposals. However, the figures discussed are not acceptable in terms of value for the formation compared to other offers and valuations. Therefore, the theory exists for this to be a foreseeable rail use but Network Rail has not seen evidence of a clear, feasible and funded plan. Also, previous consultation has confirmed Network Rail's assessment and neither DfT or the local authority has said that the site is needed for future development of the railway network. Therefore, Network Rail's intention is to support the planned

	disposal to Able UK as referred to in this document due to: 1. A Licence Condition 17 consultation was carried out in April 2023 for disposal of part of the same corridor included in this application. One objection from ABP was received. ABP's objection was explored in detail with DfT who concluded that the route was not strategically important and hence there were no objections to disposal from both DfT Rail and Maritime. 2. However, the response was that they would look again at circumstances if ABP could elaborate on the potential 'unforeseen circumstances' they alluded to in their objection letter and to expand on why they believe the resilience of the Ulceby route to be in question and/or the diversionary route via the Grimsby light railway to be an insufficient alternative. This information was not forthcoming but, again, delayed disposal plans for the property. 3. ABP have been asked for a Business Plan (27/11/25) showing the viability of construction of such a route but this has not been forthcoming to date. 4. The Network Rail view is that there are already two rail routes to the Port of Immingham and that further resilience to these rail connections to the Port have been established by: a. Improvement work by Network Rail to the Grimsby Light railway to provide an alternative route east out of the Port if needed in times of perturbation. b. £100m upgrade works by Network Rail in December 2015 in Ulceby as part of an improvement scheme to offer more resilience to the rail route to the Port. c. Recent consultation with Network Rail's local Operations Manager has include the statement that the current infrastructure is reliable with plenty of capacity for future growth. The light railway is now operating well, all the cable faults and issues have been resolved, this provides real resilience to access the port. 5. The former alignment at the junction with the Network at Goxhill faced northwards (see yellow line on Plan 2). Therefore, to be effective as another route into the Port a new section of track would have to be built to create a south facing connection to link to the Network running through Lincolnshire and onwards to the East Coast main Line and routes to the Midlands and the West. This third route then relies on the same existing rail infrastructure and the same junctions around Ulceby as used by the existing Port rail connection which limits the argument of it adding extra resilience for rail traffic to the Port. 6. Constructing the Goxhill Loop would require the re-opening of a minimum of 2 and probably 3 former level crossings over public roads. It would also require the acquisition of third party land to
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	create the south facing connection referred to. The route passes through a rural and residential area some of which is allocated in the North Lincolnshire 2011 Core Strategy as a Site of Importance for Nature Conservation. 7. Studies carried out by Tata rail engineers in 2013 offered an alternative route option to create a third rail route out of the Port. This is shown in the attached plan and could be constructed without utilising the formation out to Goxhill and it would be a more readily constructible alternative to the Goxhill scheme and less controversial for the public. The new line does cross various ownerships so would require land acquisition as with the Goxhill Loop but the Tata study shows that a line is physically possible, less costly due to the shorter distance and has less environmental effect as it passes through an industrial area compared to an established residential location at Goxhill. It would avoid the requirement for re-opening level crossings over public roads. This comment is caveated by the fact that the Tata report was commissioned by Able UK to show an alternative west Port access could be built if required to enable release of the Goxhill Loop land.
Any closure or station change or network change related issues	No network change or station change issues. The rail corridor was not Network in 1994 as was deemed to be an unused rail corridor. The Network line running to the east of the proposed disposal site is subject to a Short Term Network Change as it has not been in use for rail traffic. However, in the event that this disposal consent is granted then a Network Change proposal will then be submitted to close and take out of the Network the Killingholme branch shown by red line on Plan 2.
Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future	No access needs are affected by the proposed disposal. Access to the site for railfreight operators will continue.

Position as regards safety / operational issues on severance of land from railway	The disposal does not include and requirement for new fencing of the railway boundary, as sufficient fencing already exists. The disposal is on a basis under which Network Rail has had due regard (where applicable) to impact of the disposal on lineside works, including railway troughing, signalling and their maintenance. The disposal is without prejudice to Network Rail's safety obligations, with which Network Rail will continue to comply. Network Rail's network licence requires compliance with Railway Group Standards. These set out requirements for – amongst other things – fencing, access and signal sighting. In addition, the Railways and Other Guided Transport Systems (Safety) Regulations 2006 require Network Rail to have a safety management system and safety authorisation in respect of its mainline railway system and its railway infrastructure. These, in turn, require Network Rail to comply with Railway Group Standards as well as its own internal standards; and also continually to monitor changes to the risks arising from its operations and to introduce new control measures as appropriate.
Safety issues identified	The disposal documentation shall include Network Rail's usual safety provisions appropriate to this disposal site and type of disposal. The Technical clearance referenced in Part 2 above did not specify any site specific conditions related to safety. (N.B. The safety conditions described above are a requirement of the Technical Clearance Certificate and are relevant at the disposal stage of the transaction. These requirements are subject to change e.g. by development of subsequent detailed designs that may necessitate amended safety requirements subject to consultation and agreement by the railway engineer)
7. Planning History and Land Contamination	
Planning permissions / Local Plan allocation (if applicable)	The industrial scheme that surrounds the disposal site was granted planning permission in 2013 (Ref: PA/2009/0600) for A1, C1, B1, B2 and B8 land uses for port related storage and associated service facilities.
Contamination / Environmental Issues (if applicable)	The site is a former railway line and hence the usual level of railway land contamination is applicable

8. Internal Consultation

Internal consultation

Clearance has been obtained through the Network Rail internal consultation process. There are no site-specific safety issues other than standard generic conditions.

There is no requirement for the corridor to be retained in the Lincolnshire Strategic Advice.

The site is not mentioned in the 2017 Freight Network Study or the East Coast Main Line Route Study.

Strategic Planning confirmed by email on 13/02/26 that:

“Further to reviewing the documentation associated with the disposal I can confirm:

Eastern Region Strategic Planning have no issue with the planned disposals, as there is no strategic requirement for any extension of the national network from the area and out to Goxhill.

Sufficient capacity already exists with existing infrastructure within the area. Documents produced by the Strategic Planning team, such as the Lincolnshire Strategic Advice show no requirement for the corridor to be retained.

Note, nothing within our advice restricts third parties from developing, funding, and delivering private rail infrastructure on any route no longer under the ownership and control of Network Rail.

Regards ”

9. Local Authorities

Names & Email Addresses:

Local Transport Authorities:

Other Relevant Local Authorities:

North Lincolnshire Council

10. Internal approval to consult

Recommendation:

By proceeding to consult I am:

- recommending that Network Rail consults on the terms of disposal
- confirming that I have read and understood Network Rail's Code of Business Ethics and policy on Interests in Transactions
- confirming that I have secured internal written approval to consult in accordance with Network Rail's policy on Authorising Application Forms.

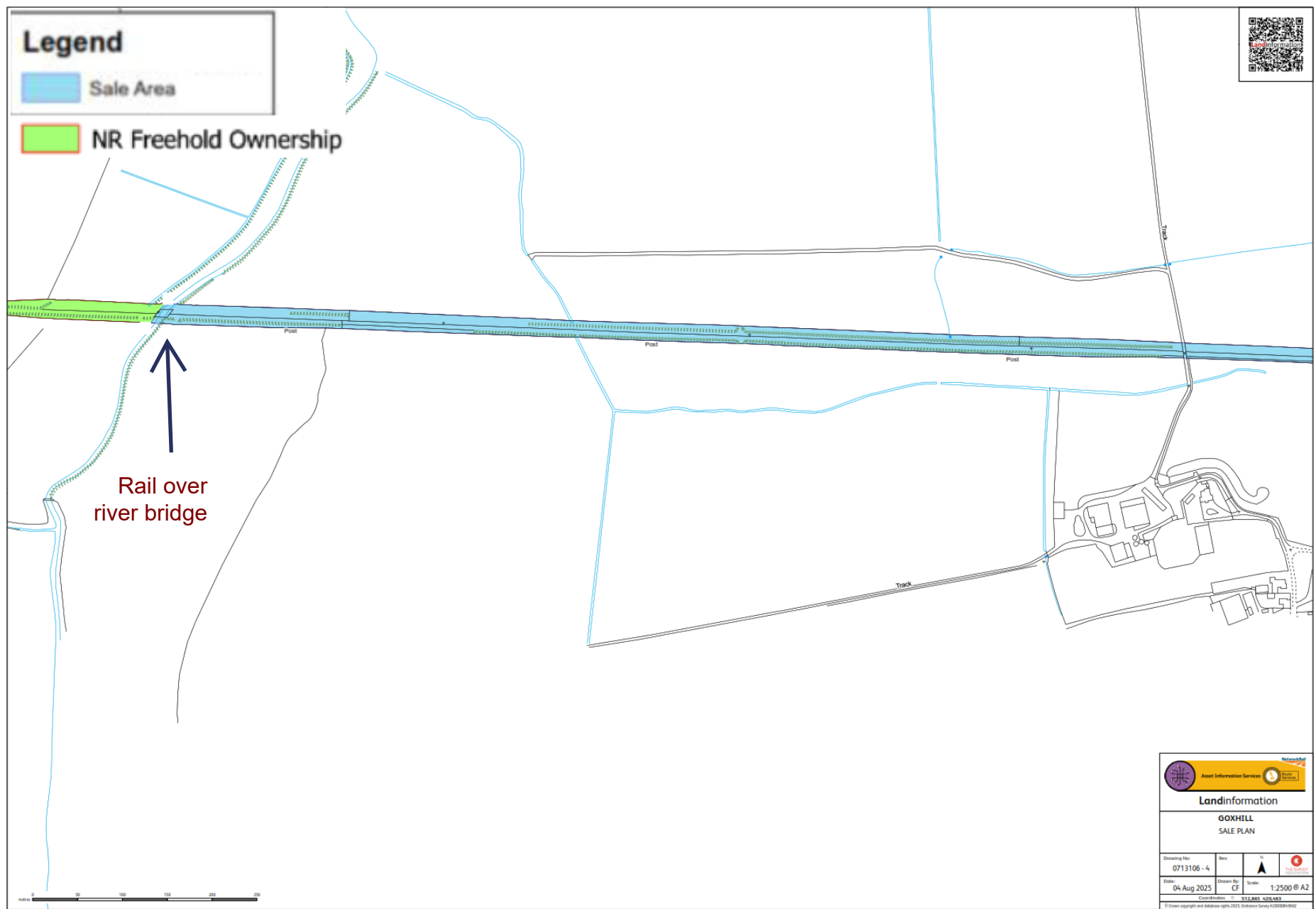
11. External Consultation

Summary of position as regards external consultations	The consultation referred to in this report has been reduced to a targeted number as this is purely a freight line so only railfreight operators and other strategic consultees have been approached. The full consultation list has been approached on two separate occasions and there have been no objections apart from ABP. The targeted consultation specifically addresses the issue of retaining the land for ABP's future use or selling the land to Able UK. Of the 13 consultees, 13 responses were received. Of the 13 received responses, there were 12 no objections or recommendations. ABP have expressed an interest to utilise the land (and adjoining sections of trackbed not in this consultation) at some point in the future for a third rail connection into ABP's Port of Immingham. Therefore, their response has been treated as an objection to the disposal on the terms set out in the consultation report. North Lincolnshire Council fully support the proposed disposal and the economic regeneration it will support but want an agreement in place for the transfer of the rail overbridge to them as Highway Authority.
Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward	Network Rail's proposed approach to the unresolved ABP objection is twofold. 1. For the reasons outlined in this report we do not consider the use to be foreseeable and funded. 2. However, in order to accommodate the possibility of future use the sale will be progressed on the basis that the disposal will reserve a right for Network Rail or any other promotor to either use existing rail infrastructure on the land as a private siding or construct and use new private siding infrastructure. This enables a future rail opportunity if it ever occurs and does not hold up what is significant economic development by Able that will make use of the disposal site. In both cases the promotor will need to, at their cost, (1) carry out such works to level crossings as are necessary to deal with the new rail traffic and (2) build a bridge, if required, to carry the Able Logistics Park access road over the rail formation. The proposed approach to the North Lincolnshire Council request is to only transfer the land affected by the bridge once a suitable Agreement is in place with the Council for the bridge to be transferred to them under s94 of the 1980 Highways Act.

12. Internal approval to dispose

Recommendation:	Based on the above, I recommend that Network Rail proceeds with the disposal.	
Declaration:	I have read and understood Network Rail's code of Business Ethics and Policy on Interests in Transactions	
Proposer's name:		Proposer's job title: Principal Development Manager (Eastern)
Signed.....		Date.....24/07/2026...
Authorised by (name):		Authoriser's job title: Property Services Manager Eastern (Anglia & Major Projects)
		Date.....

Plan 1 Goxhill branch – proposed disposal site shown in sections heading west to east to connection with Killingholme branch.



Network Rail retained land to west of property is unused trackbed coloured green. Full extent of retained land shown on Plan 2 by yellow line.



Blue colour property abuts blue colour on following plan.



Retained land is the green colour trackbed to right of blue colour on plan above



Network Rail retained land to east of proposed disposal site

Goxhill Branch proposed disposal – Plan 2 – annotated OS map extract



Disposal site shown by blue line

Remainder of Goxhill branch shown by yellow line.

Killingholme branch shown by red line

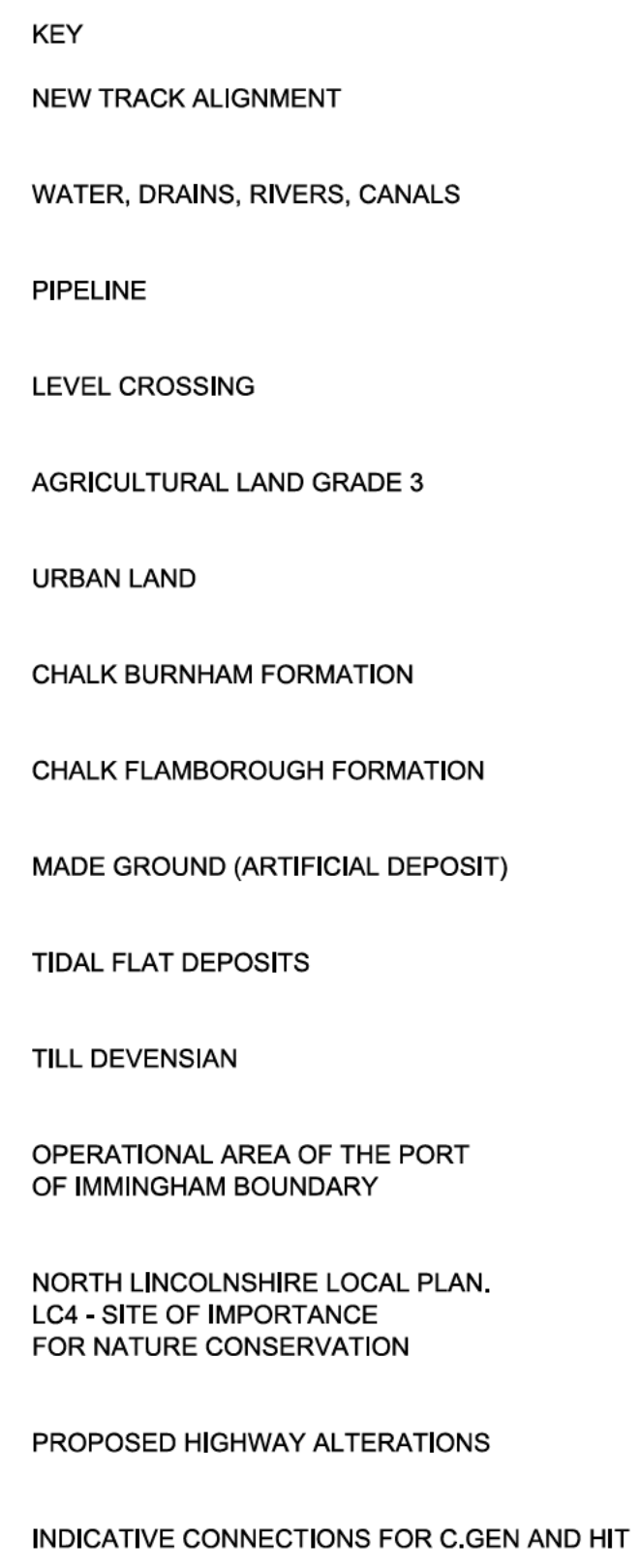
Port of Immingham to SE of Killingholme branch.

Plan 3 – Goxhill Branch proposed disposal site – context of disposal site in surrounding area uses.



Red line is proposed disposal site

Green oval is north part of Humber Energy Park. Red oval is CIDN Humber Port. Yellow oval is Able Marine Energy Park. Killingholme branch runs through this site.



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 **TATA**

TATA STEEL PROJECTS

Merridan House
The Crescent
York
YO24 1AW

Scale 1:1000	CAD VR
PW Workflow State Unchecked	
Drawing Number B90391-DRG-PWY0001	Revision P05

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: Goxhill Branch, Killingholme, NE Lincolnshire

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

Summary of position regarding responses:

Of the 13 consultees, 13 responses were received. Of the 13 received responses, there were 12 no objections or recommendations.

ABP have expressed an interest to utilise the land (and adjoining sections of trackbed not in this consultation) at some point in the future for a third rail connection into ABP's Port of Immingham. Therefore, their response has been treated as an objection to the disposal on the terms set out in the consultation report.

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.	Department for Transport		Y	08/04/2026	No objections	

OFFICIAL

2.	COLAS Rail Limited		Y	20/03/2026	No comments	
3.	Nuclear Transport Solutions		Y	22/04/2026	No comments	
4.	DB Cargo UK Ltd		Y	08/05/2026	No objection	
5.	Logistics UK		Y	08/04/2026	No comment	
6.	Freightliner Limited		Y	21/04/2026	No further comment	
7.	GB Railfreight Limited		Y	23/03/2026	Not object	
8.	Rail Freight Group		Y	12/04/2026	Ok	
9.	W H Malcolm Limited		Y	14/04/2026	No comments	
10.	Heavy Haul Rail		Y	18/03/2026	No comments	
11.	ABP		Y	14/04/2026 17/04/2026	Objects to the disposal without sufficient safeguards to ensure future rail access through the corridor	
12.	Transport for the North		Y	21/04/2026	No objections	
13.	North Lincs Council		Y	29/09/2025	No objections provided agreement in place to transfer bridge to Council	

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 below.

Dear Consultee,

I consulted on the sale of part of the Goxhill branch in North Lincolnshire in August 25 and all consultees apart from ABP confirmed no objection to a disposal. The disposal land is shown by blue colour on Plan 1 attached and, for context, is the section coloured blue on the attached Plan 2. The planned disposal would mean the section of the branch coloured yellow through to Goxhill would be no longer preserved as a trackbed.

The consultation has shown that two potential competing uses exist for a section of railway land that has been out of use since the 1960s and for which re-opening proposals since c2010 have not been backed by evidence of a clear, feasible and funded plan. ABP have requested that they buy the land so they can protect the opportunity to re-open a third line out to Goxhill from the Port of Immingham to provide resilience for rail operations to the Port. Network Rail's view is that the interest is not backed up by evidence of a clear, feasible and funded plan and that the proposed disposal supports a project by Able UK that is ready to go and will benefit the local area. The two proposals do not appear to be able to co-exist so Network Rail is proposing a way forward that supports the Able proposal as previous consultation has confirmed Network Rail's assessment and neither DfT or the local authority has said that the site is needed for future development of the railway network.

However, given the ABP interest we are carrying out a limited and targeted re-consultation to the Railfreight industry, DfT and Local Authorities as a follow up to the August 25 consultation prior to making an application to ORR for specific consent to sell the land on the former Goxhill branch trackbed and not preserve it for a possible future connection out to Goxhill. The reasoning behind this is as follows:

1. There is a weight of evidence as referred to in my Licence Condition 17 consultation of 12th August and the attached revised consultation form that there is no strategic value in retaining the formation for future rail purposes. There is sufficient capacity and resilience in the existing network.
2. There is an existing proposal that is ready to go and is backed up by a current Business Plan to utilise the land for economic growth purposes that will significantly benefit the local economy. Therefore, on balance, this is the proposal Network Rail is prepared to support to ensure that the uncertainty over this unused infrastructure does not continue to blight economic development in the area.
3. Designs by Tata in 2013 have shown there is a viable third link to the west side of the Immingham Port that could be constructed without utilising the formation out to Goxhill and that would be a more readily constructible alternative to the Goxhill scheme and less controversial for the public. (Copy "Option 1b" attached for info.) This new line does cross various ownerships but the Tata study shows that a line is physically possible, less costly due to the shorter distance, less environmental effect as in an industrial area compared to an established residential location at Goxhill. In addition, the Goxhill line would require reinstatement of level crossings, purchase of other third party land to ensure a south facing connection could be provided and upgrade of the Thornton Abbey to Ulceby junction route.

Therefore, I would be grateful if you could consider the attached form and details and confirm that you still have no objection to the proposed disposal. I would be grateful for responses by 14th April 2026.

Regards

1. DEPARTMENT FOR TRANSPORT

From: Sent: 08 April 2026 13:36

To: .

Subject: RE: Re-Consultation on proposed land disposal: Goxhill Branch, Killingholme, NE Lincolnshire

OFFICIAL

Hi xxxx,

Thanks for the nudge and apologies for not having come back to you sooner. I can confirm that I (still) have no objections to this disposal.

Many thanks,

Principal Sponsor – East Coast | Rail Services Group | Department for Transport

2. COLAS

From:

Sent: 20 March 2026 09:17

To: .

Subject: FW: Re-Consultation on proposed land disposal: Goxhill Branch, Killingholme, NE Lincolnshire

Hi xxxx – no comment.

KR,



Head of Property

OFFICIAL

COLAS RAIL LTD

3rd Floor, 25 Victoria Street, London, SW1H 0EX United
Kingdom

www.colasrail.co.uk

3. NUCLEAR TRANSPORT SOLUTIONS

From:

Sent: 22 April 2026 10:36

To: .

Subject: RE: Re-Consultation on proposed land disposal: Goxhill Branch, Killingholme, NE Lincolnshire

OFFICIAL

Good Morning,

NTS have no comments.

Kind regards,

Procurement Manager - Rail

Nuclear Transport Solutions



www.nucleartransportsolutions.com

www.directrailservices.com

At NTS we work flexibly - so whilst it suits me to email now, I do not expect a response or action outside of your own working hours.

4. DB CARGO UK LTD

From: Sent: 08 May 2026 17:59

To: .

Subject: RE: Re-Consultation on proposed land disposal: Goxhill Branch, Killingholme, NE Lincolnshire

Hi xxxx,

Sorry for the delay in replying.

I can confirm that DB Cargo has no objection to this proposed land disposal as described.

Kind Regards,
Access and Rail Network Advisor

DB Cargo UK
Lakeside Business Park, Carolina Way
Doncaster, DN4 5PN

Network Change and other consultations, e.g. land disposals, should be e-mailed to:



5. LOGISTICS UK

From: Sent: 08 April 2026 15:50

To: .

Subject: Re: Re-Consultation on proposed land disposal: Goxhill Branch, Killingholme, NE Lincolnshire

Hi xxxx

We have no comment on this proposal.

Many thanks

Head of Infrastructure and Planning Policy
Logistics UK

www.logistics.org.uk

LOGISTICS UK

6. FREIGHT LINER LIMITED

From:

Sent: 21 April 2026 10:00

To: .

Cc: >

Subject: Re: Re-Consultation on proposed land disposal: Goxhill Branch, Killingholme, NE Lincolnshire

Ok thanks

Freightliner Limited has no further comment to make in respect of this proposed disposal.

7. GB RAILFREIGHT LIMITED

From:

Sent: 23 March 2026 15:45

To: .

Subject: RE: Re-Consultation on proposed land disposal: Goxhill Branch, Killingholme, NE Lincolnshire

GBRf would not object to disposal.

Regards,



Head of Strategic Access Planning

5th Floor, 62-64 Cornhill | London | EC3V 3NH

GB Railfreight Limited | Registered in England number 03707899

Registered Office: 5th Floor, 62-64 Cornhill, London, EC3V 3NH

8. RAIL FREIGHT GROUP

From:

Sent: 12 April 2026 16:09

To: .

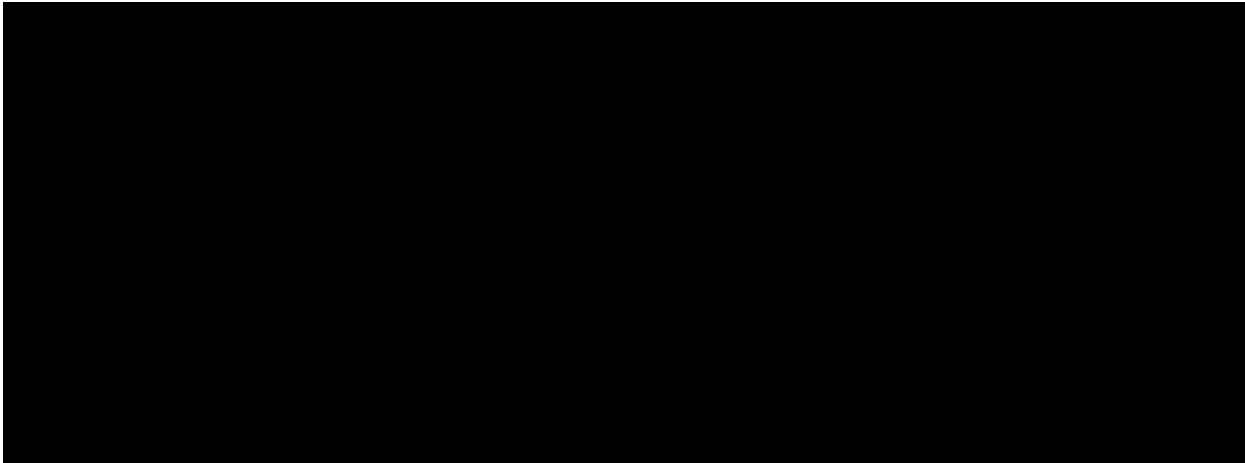
Subject: RE: Re-Consultation on proposed land disposal: Goxhill Branch, Killingholme, NE Lincolnshire

Ok with RFG

Director General

Rail Freight Group

Please note I do not work on Fridays.



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Rail Freight Group

7 Bury Place

London

WC1A 2LA

www.rfg.org.uk

Twitter @railfreightUK

Rail Freight (Users and Suppliers) Group

Registered No. 332 4439

9. W H MALCOLM LIMITED

From: >

Sent: 14 April 2026 16:36

To: .

Subject: RE: Re-Consultation on proposed land disposal: Goxhill Branch, Killingholme, NE Lincolnshire

No comments.

Regards

| Business & Estate Manager | W H Malcolm Ltd

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

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

10. Heavy Haul Rail

From: >

Sent: 18 March 2026 16:26

To: .

Subject: RE: Re-Consultation on proposed land disposal: Goxhill Branch, Killingholme, NE Lincolnshire

No comments from Heavy Haul Rail.

Property Manager

Heavy Haul Rail Limited

Web: www.heavyhaulrail.co.uk



Heavy Haul Rail® is a registered trademark

Please consider the environment before printing this email

11. ABP

From:

Sent: 17 April 2026 07:09

To: .

Cc: >

Subject: RE- Re-Consultation on proposed land disposal: Goxhill Branch, Killingholme, NE Lincolnshire Clarification

Hi,

For the avoidance of doubt, ABP wishes to clarify that our response dated 12 September, which refers to the area shown in yellow, relates to the same geographical extent as the area referred to in blue in our response submitted earlier this week. Both responses refer to the same section of the Goxhill Branch Line, namely the land shown in *'Plan 1 Goxhill branch disposal plans.pdf.'*

Both submissions therefore relate to the same geographical and strategic requirement, and our position remains unchanged: the Port objects to the disposal of the Goxhill Branch Line, without sufficient safeguards to ensure future rail access through the corridor to preserve operational resilience across the Port.

We request that this clarification is formally appended to both our September response and our most recent submission for completeness and to ensure absolute clarity as to ABP's position.

Please confirm receipt of this email and provide written confirmation that this clarification will be included in Network Rail's final submission to the Office of Rail and Road.

Kind regards,

Lead Property Asset Manager | Associated British Ports

Hull - Port House | Northern Gateway Hull | HU9 5NS

Immingham - Dock Office | Immingham Dock | Immingham | DN40 2LZ

| www.abports.co.uk



ABP RESTRICTED (MOST SENSITIVE)

From:

Sent: 14 April 2026 18:58

To: >

Subject: RE: Confidential - Goxhill Branch Line/ Killingholme

,

Thank you for your email and for confirming Network Rail is undertaking a targeted LC17 re-consultation.

I am afraid we maintain our objection to the disposal of the former Goxhill branch line, for the reasons previously set out, without appropriate safeguards preserving unrestricted access to the rail corridor for future Port use.

LC17 is a forward-looking regulatory test and does not require a fully funded, “ready-to-go” scheme for land to be considered strategically important, particularly in the context of long-term port and rail freight infrastructure planning.

We also note the reliance placed on historic positions expressed by the DfT and local authority, as well as the Tata feasibility work from 2013. Those views were formed during a completely different time, policy and market context and were not assessments undertaken against the LC17 regulatory framework. Those parties are also not ABP or the Port of Immingham, which is one of the UK’s busiest Ports.

An historic, unimplemented, feasibility design concept, for an alternative rail route through 3rd party land and infrastructure, does not in our view provide a sufficient basis to justify the irreversible disposal of an existing rail corridor where future strategic or operational need may reasonably arise. Once it's gone, it's gone.

We attach our formal response to the LC17 re-consultation for your consideration. Separately, we will also respond with a **significantly improved offer for the branch line**, taking into account your points raised on the leasehold section, by the end of the week. For the avoidance of doubt, our willingness to explore revised commercial terms is without prejudice to this LC17 process.

Kind regards

| **Lead Property Asset Manager | Associated British Ports**

Hull - Port House | Northern Gateway Hull | HU9 5NS

Immingham - Dock Office | Immingham Dock | Immingham | DN40 2LZ

| www.abports.co.uk





Associated British Ports
25 Bedford Street
London
WC2E 9ES
Tel: +44 (0)20 7430 1177
Fax: +44 (0)20 7430 7595
www.abports.co.uk

Principal Development Manager (Eastern Region)
Network Rail
4b George Stephenson House,
Toft Green,
York,
YO1 6JT

14th April 2026

Dear ,

Consultation on proposed land disposal LC17: Killingholme, NE Lincolnshire - part of former Goxhill branch redundant track bed

With reference to your email of 17 March 2026, ABP considers that the assessment by Network Rail of our objection dated 12 September 2025 does not adequately reflect the strategic considerations of ABP, in its response to your consultation, which LC17 is intended to protect. As set out in the ORR's Land disposal policy, "It is important that land ... which may be important to the continuing operation and future development of the network, and services relating to railways, is not disposed of against the public interest."

We therefore reaffirm our position that this branch line is strategically important to the operational resilience of the Port of Immingham (the Port) and provide further clarity in response to this re-consultation.

Crucially and by necessity the Port assesses strategic infrastructure requirements on a long-term basis.

Notwithstanding the challenging geopolitical conditions which have constrained UK waterborne freight volumes in recent years, demand for land and facilities at the Port of Immingham have remained strong. The Port remains one of the largest in the UK, handling approximately 46 million tonnes of cargo annually.

As global supply chain pressures ease, demand is expected to increase further. In addition, ABP continues to see growing demand from prospective occupiers for rail-connected and rail-served facilities across multiple sectors including: Construction, Automotive, Defence, Logistics and Alternative Fuels.

Strategic infrastructure must therefore be safeguarded in advance of this demand fully materialising. The LC17 process is a forward-looking process, the ORR Land disposal policy states that it must be "satisfied that its internal processes can identify land with possible railway use for, or in connection with, services relating to railways." Requiring a fully funded, time-bound scheme as a condition of safeguarding would undermine the process' purpose and fails to recognise that the absence of current use does not equate to the absence of future strategic railway need.

Network Rail has previously sought assurance on funding and deliverability. ABP Humber Region has a s.

Reinstatement of the rail line is estimated to cost in the region of £80 million, subject to scope, condition, regulatory requirements and associated structures. While ABP cannot at this stage commit to a specific delivery year or trigger point, this scale of investment is clearly affordable, at this time, within our capital envelope.

ABP's strategic assessment remains that existing rail infrastructure within the Port will, over time, be insufficient to meet anticipated demand and that the additional connectivity from the reinstatement of the Goxhill branch line will, sometime in future, be essential in providing the necessary resilience to the Port's future operations.

As part of any disposal by Network Rail, ABP would require appropriate protections to secure unrestricted future access to the rail corridor (shown in blue on the plan), including robust rights for any future rail connection across the land. Such protections would support rail freight growth, reduce road congestion and emissions, enhance supply chain resilience for the Port and the wider Humber region, and help deliver Government industrial and defence objectives.

Removing the opportunity for future use of the line would materially adversely affect the ability for ABP to expand its Port facilities at the Port of Immingham – impacting the future of UK inward investment, trade and economic growth. Once the corridor is sold and potentially developed, the opportunity is permanently lost.

Yours Sincerely



12. TRANSPORT for the NORTH

From:

Sent: 21 April 2026 12:51

To: .

Subject: RE: Re-Consultation on proposed land disposal: Goxhill Branch, Killingholme, NE Lincolnshire

,

Yes, I've discussed this with our partners in the area, and as their concerns only relate to some technicalities rather than the proposal itself, I am happy to say we have no objections.

Regards,

Rail Strategy Manager



Level 6, Town Hall Extension, Lloyd Street, Manchester M2 5DB

www.transportforthenorth.com



13. NORTH LINCS COUNCIL

From: >

Sent: 24 April 2026 16:57

To: .

CcSubject: Re: PROPOSED LAND DISPOSAL - GOXHILL BRANCH LINE

Hi

The Council does not object in principle to the proposed disposal, recognising the potential economic benefits of future schemes.

However, this position is subject to the following conditions:

Bridge and Asset Assurance

Full structural information, inspection history, and a clear position on:

- Condition and defects
- Required remediation works
- Ongoing maintenance liability

The Council cannot accept transfer of any asset without full understanding of condition and associated financial risk.

Thanks

xxxx

Assistant Director of Economy | Communities

North Lincolnshire Council

Church Square House

Church Square

Scunthorpe

North Lincolnshire

DN15 6NL

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: Goxhill Branch, Killingholme, NE Lincolnshire

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

Summary of position regarding responses:

Of the 25 consultees, 23 responses were received. Of the 23 received responses, there were 22 no objections or recommendations.

Transport for the North (TfN) and Logistics UK did not respond. The lack of input from the non-responding stakeholders is not considered to be of any importance as both are common non-responders. No other Freight operators have made a comment other than no objection so unlikely that Logistics UK would be any different in terms of Freight. The land does not feature in any strategic rail plans so the lack of TfN response is not considered material.

ABP have expressed an interest to utilise the land at some point in the future for a third rail connection into ABP's Port of Immingham.

OFFICIAL

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.	Department for Transport		Y	12/09/25	Nil response	
2.	Arriva Trains Cross Country		Y	25/08/2025	No comment	
3.	Chiltern Railway Company Limited		Y	13/08/2025	No comments	
4.	Eurostar International Limited		Y	05/09/2025	No comments/objections	
5.	Great Western Railway		Y	14/08/2025	No objection	
6.	Grand Central Railway Company Limited		Y	13/08/2025	No comments	
7.	London & South Eastern Railway Limited (Southeastern)		Y	13/08/2025	No comments	
8.	Merseyrail Electrics 2002 Limited		Y	13/08/2025	No objections	

OFFICIAL

9.	Northern Rail Limited		Y	05/09/2025	Do not wish to raise any comments	
10.	Avanti Trains		Y	05/09/2025	No comments	
11.	COLAS Rail Limited		Y	05/09/2025	No comments	
12.	Nuclear Transport Solutions		Y	09/09/2025	No comments	
13.	DB Cargo UK Ltd		Y	28/08/2025	No objection	
14.	Logistics UK		N			Reminders sent 05/09/25 and 12/09/25 and no response
15.	Freightliner Limited		Y	05/09/2025	No comment	
16.	GB Railfreight Limited		Y	13/08/2025	No comment	
17.	Rail Freight Group		Y	14/08/2025	Ok	
18.	West Coast Railway Company		Y	05/09/2025	No comments	
19.	W H Malcolm Limited		Y	05/09/2025	No comments	
20.	Association of Community Rail Partnerships		Y	07/09/2025	No objections	
21.	British Transport Police		Y	03/09/2025	No objections or recommendations	

Site Specific Consultees

OFFICIAL

22.	ABP		Y	12/09/2025	Would require sufficient protections and rights are put in place to secure unrestricted access to the rail corridor	
23.	Transport Focus		Y	14/08/2025	No comment	
24.	Transport for the North		N			Reminders sent 05/09/25 and 12/09/25 and no response
25.	NE Lincs Council		Y	29/09/2025	No objections	

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 below. Annex 2.

1. DEPARTMENT FOR TRANSPORT

From:

Sent: 12 September 2025 09:49

To:

Subject: RE: Consultation on proposed land disposal: Goxhill Branch, Killingholme, NE Lincolnshire

OFFICIAL-SENSITIVE

Hi

Thanks for this. has forwarded across and I'm happy to confirm a nil response from my perspective.

Many thanks,

Principal Sponsor – East Coast | Rail Services Group | Department for Transport

2. ARRIVA TRAINS CROSS COUNTRY

From:

Sent: 25 August 2025 12:05

To:

Subject: RE: Consultation on proposed land disposal: Goxhill Branch, Killingholme, NE Lincolnshire

XC Trains Ltd has no comment on this proposed disposal.

Regards

Stations Contract Manager, CrossCountry

Mobile:

Address: 5th Floor | Multistory | 18 The Priory Queensway | Birmingham | B4 6BS



3. CHILTERN RAILWAY COMPANY

From:

Sent: 13 August 2025 15:01

To:

Subject: Re: Consultation on proposed land disposal: Goxhill Branch, Killingholme, NE Lincolnshire

Hi

No comments

Regards

Business Plan Delivery Lead

Chiltern Railways

Station Road,

Banbury, Oxfordshire,

OX15 5AB

4. EUROSTAR INTERNATIONAL LIMITED

From:

Sent: 05 September 2025 09:17

To:

Subject: RE: Consultation on proposed land disposal: Goxhill Branch, Killingholme, NE Lincolnshire

Hi

No comments / objections from Eurostar

Best regards

5. GREAT WESTERN RAILWAY

From:

Sent: 14 August 2025 08:22

To:

Cc:

Subject: RE: Consultation on proposed land disposal: Goxhill Branch, Killingholme, NE Lincolnshire

Thank you for the opportunity to comment on this proposal. GWR has no objection.

Best regards,

Network Development Manager | Great Western Railway

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

6. GRAND CENTRAL RAILWAY COMPANY LIMITED

From:

Sent: 13 August 2025 21:45

To:

Subject: RE: Consultation on proposed land disposal: Goxhill Branch, Killingholme, NE Lincolnshire

Hi

No comments from Grand Central.

Regards

7. LONDON & SOUTH EASTERN RAILWAY LIMITED (SOUTHEASTERN)

From:

Sent: 13 August 2025 15:18

To:

Subject: RE: Consultation on proposed land disposal: Goxhill Branch, Killingholme, NE Lincolnshire

Hi

No comments on the proposed land disposal.

Thank you,

Major Contracts Commercial Manager

Southeastern

Southeasternrailway.co.uk

4 More London Riverside

London

SE1 2AU

8. MERSEYRAIL ELECTRICS 2002 LIMITED

From:

Sent: 13 August 2025 15:45

To:

Subject: RE: Consultation on proposed land disposal: Goxhill Branch, Killingholme, NE Lincolnshire

Good Afternoon,

We have no objections to this.

Many Thanks

9. NORTHERN RAIL LIMITED

From:

Sent: 05 September 2025 09:26

To:

Cc:

Subject: RE: Consultation on proposed land disposal: Goxhill Branch, Killingholme, NE Lincolnshire

Hi

Thank you for your email – Northern do not wish to raise any comments

Many thanks,

Compliance Manager

George Stephenson House, Toft Green
York

YO1 6JT



10. AVANTI TRAINS

From:

Sent: 05 September 2025 09:17

To:

Subject: RE: Consultation on proposed land disposal: Goxhill Branch, Killingholme, NE Lincolnshire

Hi

As this is off route for Avanti West Coast, we have no comments.

Many thanks

11. COLAS

From:

Sent: 05 September 2025 09:09

To:

Subject: RE: Consultation on proposed land disposal: Goxhill Branch, Killingholme, NE Lincolnshire

no comments.

KR,



Head of Property



COLAS RAIL LTD

3rd Floor, 25 Victoria Street, London, SW1H 0EX United
Kingdom

www.colasrail.co.uk

C2 - COLAS GROUP INTERNAL: Employees and partners who need to know.

12. NUCLEAR TRANSPORT SOLUTIONS

From:

Sent: 09 September 2025 08:25

To:

Subject: RE: Consultation on proposed land disposal: Goxhill Branch, Killingholme, NE Lincolnshire

OFFICIAL

Good Morning,

NTS have no comments.

Kind regards,

Procurement Manager

Nuclear Transport Solutions



www.nucleartransportsolutions.com

www.directrailservices.com

13. DB CARGO UK LTD

From:

Sent: 28 August 2025 12:23

To:

Subject: RE: Consultation on proposed land disposal: Goxhill Branch, Killingholme, NE Lincolnshire

Hi

DB Cargo has no objection to this proposed land disposal as described.

Kind Regards,

Access and Rail Network Advisor



Cargo

DB Cargo (UK) Limited, Lakeside Business Park, Carolina Way, Doncaster, DN4 5PN

Web: www.uk.dbcargo.com

Network Change and other consultations, e.g. land disposals, should be e-mailed to:

14. LOGISTICS UK – **No Response**

15. FREIGHT LINER LIMITED

From:

Sent: 05 September 2025 10:13

To:

Subject: RE: Consultation on proposed land disposal: Goxhill Branch, Killingholme, NE Lincolnshire

Sorry – needed to check this one.

No comment from FL.

Thanks.

16. GB RAILFREIGHT LIMITED

From:

Sent: 13 August 2025 19:17

To:

Subject: Re: Consultation on proposed land disposal: Goxhill Branch, Killingholme, NE Lincolnshire

No issues from GBRf.

Regards,

Head of Strategic Access Planning

5th Floor, 62-64 Cornhill, | London | EC3V 3NH

GB Railfreight Limited | Registered in England number 03707899

Registered Office: 5th Floor, 62-64 Cornhill, London, EC3V 3NH

17. RAIL FREIGHT GROUP

From:

Sent: 14 August 2025 15:46

To:

Subject: RE: Consultation on proposed land disposal: Goxhill Branch, Killingholme, NE Lincolnshire

thanks, we are ok with this disposal

Director General

Rail Freight Group

Please note I do not work on Fridays.



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Rail Freight Group

7 Bury Place

London

WC1A 2LA

www.rfg.org.uk

Twitter @railfreightUK

Rail Freight (Users and Suppliers) Group

Registered No. 332 4439

18. WEST COAST RAILWAY COMPANY

From:

Sent: 05 September 2025 09:20

To:

Subject: Re: Consultation on proposed land disposal: Goxhill Branch, Killingholme, NE Lincolnshire

no comments

WCR

19. W H MALCOLM LIMITED

From:

Sent: 05 September 2025 12:34

To:

Subject: RE: Consultation on proposed land disposal: Goxhill Branch, Killingholme, NE Lincolnshire

No comments.

Regards

Business & Estate Manager | W H Malcolm Ltd

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

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

20. ASSOCIATION OF COMMUNITY RAIL PARTNERSHIPS - No Response

From:

Sent: 07 September 2025 17:55

To:

Subject: Re: Consultation on proposed land disposal: Goxhill Branch, Killingholme, NE Lincolnshire

Dear

We have no objections to this disposal from Community Rail Network

Kind regards

Regions support manager | Community Rail Network



Web: communityrail.org.uk

Follow us on: [Facebook](#), [Instagram](#), [LinkedIn](#), [Bluesky](#), [X](#) and [TikTok](#).

Address: The Old Water Tower, St Georges Square, Huddersfield, HD1 1JF



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21. BRITISH TRANSPORT POLICE

From:

Sent: 03 September 2025 16:32

To:

Subject: DOCU 2025 1615 Consultation on proposed land disposal: Goxhill Branch, Killingholme, NE Lincolnshire

OFFICIAL

Dear

I have read the consultation with regards to the disposal of land at the Goxhill Branch, Killingholme, NE Lincolnshire. I have no objections or recommendations in relation to designing out crime or vulnerability.

If there is anything else I can be assistance with in relation to this project please do not hesitate to contact me using the contact details below.

Many thanks

Designing Out Crime Officer

East Pennines

1st Floor

West Gate House

Grace Street

Leeds

LS1 2RP

22. ABP

From:

Sent: 12 September 2025 16:32

To:

Cc:

Subject: RE: Consultation on proposed land disposal: Goxhill Branch, Killingholme, NE Lincolnshire

Hi

It was good to meet with you.

I have attached ABP's response to the LC17 Consultation for the disposal of part of the Goxhill Branch in Killingholme. We fundamentally believe that the branch line has a fundamental role to play in future proofing the port's operations.

Happy to pick up on our conversation again once you've had chance to think over what we discussed yesterday.

In the meantime, if you require anything further, please just let me know.

Kind regards

Lead Property Asset Manager | Associated British Ports

Hull - Port House | Northern Gateway Hull | HU9 5NS

Immingham - Dock Office | Immingham Dock | Immingham | DN40 2LZ

www.abports.co.uk





Associated British Ports
25 Bedford Street
London
WC2E 9ES

Tel: +44 (0)20 7430 1177
Fax: +44 (0)20 7406 7896

www.abports.co.uk

Principal Development Manager (Eastern Region)
4b George Stephenson House,
Toft Green,
York,
YO1 6JT

12th September 2025

Dear

Consultation on proposed land disposal LC17: Killingholme, NE Lincolnshire - part of former Goxhill branch redundant track bed

With reference to your email dated 13th August 2025.

ABP believe that the Goxhill branch rail line has a vital role to play in future-proofing the Port of Immingham's operations, supply chain resilience and requirements. Due to challenging Geopolitical factors, waterborne freight tonnages to and from the UK have remained static over the last few years. However, demand for land and facilities at the Port of Immingham, which is one of the largest ports in the UK, handling circa 46 million tonnes of cargo a year, has not diminished.

There has been a continuous growth in prospective occupiers requesting rail-connected and serviced facilities at the Port of Immingham, including from the Construction, Automotive, Defence, Logistics and Alternative Fuel sectors. Once international supply chain pressures ease, the demand for such connectivity will only grow.

The existing rail infrastructure and connections within the Port will eventually be insufficient to match this growth in demand, as organisations seek pathways to net-zero targets. There will therefore be a need for additional connectivity and ABP believes the potential future reinstatement of the Goxhill branch line to be fundamental to that.

As part of Network Rail's disposal of its interest in the land, ABP would require sufficient protections and rights to be put in place to secure unrestricted access to the rail corridor for any future connection for rail on the land, marked on the plan in yellow. Such rights would support future rail freight growth, reduced road congestion and emissions, enhanced supply chain resilience for the Port and wider Humber region, helping to deliver the UK Government's core industrial strategies and defence requirements.

ABP are willing to engage further to explore options for safeguarding this and the wider Goxhill branch section, including protective covenants or long-term arrangements that preserve future rail use rights.

Yours sincerely,

Head of Property - Humber

23. TRANSPORT FOCUS

From:

Sent: 14 August 2025 15:19

To:

Subject: Re: Consultation on proposed land disposal: Goxhill Branch, Killingholme, NE Lincolnshire

Hi

Thanks - no comment from us.

Best regards

Rail technical advisor

Transport Focus

The independent transport user watchdog

Follow us on X, formerly known as Twitter [@transportfocus](https://twitter.com/transportfocus) – our chief executive tweets [F](#). You can also call our contact centre on (open 8am - 8pm Monday - Friday and 8am - 4pm at weekends) or via www.transportfocus.org.uk/contact.

24. TRANSPORT for the NORTH

NO RESPONSE

25. NORTH EAST Lincs COUNCIL

From:

Sent: 29 September 2025 13:46

To:

Cc:

Subject: FW: Consultation on proposed land disposal: Goxhill Branch, Killingholme, NE Lincolnshire

Good Afternoon

I can confirm North East Lincolnshire Council do not have any objections to this proposal.

Kind Regards,

(CMILT), Senior Transport Officer,

Environment Economy and Infrastructure, North East Lincolnshire Council

Municipal Offices, Town Hall Square, Grimsby, North East Lincolnshire, DN31 1HU

Phone: www.nelincs.gov.uk



ANNEX 2

Dear Consultee

We are currently seeking views of relevant parties on our proposed land disposal at Goxhill Branch, Killingholme, NE Lincolnshire by way Freehold Sale.

We attach a draft application form which together with the related plan(s), explains the proposed land disposal in detail. Following this consultation and having considered any comments that are received, a decision will be made whether to submit a formal application to ORR for consent to dispose under the terms of our network licence.

It is therefore important that we have your views as to whether you believe that the proposed disposal site has any foreseeable railway, or other public transport, use which may lead us to consider that it is inappropriate to dispose of that site. Please be aware that any comments relating to Station Change, Network Change or Planning processes will be dealt with separately as part of their respective consultations.

Any application made will be based on this draft Property Disposal form and updated in light of consultation responses. It is therefore important that we have your views on the proposed disposal.

Please could any comments be provided to me via email by 12th September 2025.

If a formal application to ORR is made we will, in accordance with ORR's regulatory arrangements for land disposal, send you notification of our application in due course.

If you have any queries regarding our proposal do not hesitate to contact me. If future consultations of the nature should be directed elsewhere within your organisation please advise us of the appropriate contacts details so that we may amend our records.

Yours sincerely



Principal Development Manager
Land & Property (Eastern)
4a George Stephenson House, Toft Green, York, YO1 6JT
www.networkrail.co.uk/property

By Email Only:

Samuel Fox
Head of Licencing & Network Code
Office of Rail and Road
25 Cabot Square
London
E14 4QZ

16th September 2026

Dear Samuel,

Re: Network Rail application to dispose of: Killingholme, NE Lincolnshire: part of former Goxhill branch-line.

I am writing on behalf of Associated British Ports ("ABP") regarding Network Rail's proposed disposal of land forming part of the Goxhill Branch Line near Killingholme (the "Land"), to Able UK.

ABP is concerned that Network Rail is progressing the disposal process, including instructing solicitors and submitting an application to the Office of Rail and Road ("ORR") under the Licence Condition 17 ("LC17") process, before adequately addressing significant questions regarding the safeguarding of strategically important rail infrastructure and future rail freight capability.

Network Rail commenced the LC17 consultation on 13 August 2025, seeking consent to dispose of the Land. In its supporting documentation, Network Rail stated that the wider corridor was of "*no strategic value*" and that disposal would reduce rail industry operating costs.

ABP responded on 12 September 2025, setting out why the Land and wider corridor remain nationally significant and strategically important to supporting future rail freight growth and network resilience at the Port of Immingham, the UK's largest port by tonnage.

ABP's objection has never been to disposal in principle. Rather, our position has consistently been that any disposal should be structured so as to safeguard the rail corridor and preserve the ability to accommodate future rail use.

On 17 March 2026, Network Rail rejected ABP's position, citing the absence of a "*clear, feasible and funded plan*" and asserting that ABP's interests to safeguard the corridor "*do not appear to be able to coexist*" with the proposed disposal.

ABP subsequently highlighted that the LC17 process is inherently forward-looking and that the absence of a fully funded scheme today does not negate future strategic railway need. By necessity, strategic infrastructure planning for a major port is undertaken over long-term investment horizons.

ABP offered to acquire the entire rail corridor, rather than only the section subject to this application. Such an approach would safeguard the infrastructure whilst simultaneously achieving Network Rail's stated objectives of obtaining a capital receipt and removing future

maintenance liabilities. Despite this, Network Rail has shown little willingness to engage with the proposal and there has been no suggestion of an open or transparent process through which competing offers might be considered. Indeed, despite ABP making increasing offers for the corridor, ABP has been left without any indication as to what an acceptable offer to Network Rail would be. Given Network Rail's intent to dispose of the corridor, ABP has been surprised at the reluctance in exploring this option further.

Network Rail and ABP held a joint call on 2 June 2026 to discuss their respective positions. Following that meeting, Network Rail advised on 30 June 2026 that it intended to proceed with the disposal but would reserve rights for future rail use. Specifically, Network Rail stated that it would:

1. *"Continue with sale to Able as planned and referred to in the LC17 consultation you have seen. This sale will reserve a right for NR or any other promotor [sic] to either use existing rail infrastructure on the land as a private siding or construct and use new private siding infrastructure. In both cases the promotor [sic] will need to, at their cost, (1) carry out such works to level crossings as are necessary to deal with the new rail traffic and (2) build a bridge, if required, to carry the Able Logistics Park access road over the rail formation.*
2. *NR will submit an application to ORR for Licence Condition 17 consent to sell the land with ABP's objection noted and commentary that we have dealt with the objection by offering future rights to use the land for rail."*

This appeared to represent a significant shift in Network Rail's position. Having previously argued that the corridor had no strategic value, it was now proposing rights specifically intended to facilitate future rail use. ABP requested further time to consider this revised position.

Nevertheless, on 24 July 2026, Network Rail informed ABP that solicitors had been instructed to proceed with the disposal and that an application to ORR would shortly be submitted.

ABP responded on 27 July 2026, advising that such an application would be premature. Whilst the principle of reserving future rail rights is welcome, Network Rail had not provided sufficient detail regarding the scope, implementation, enforceability or effectiveness of those rights.

In particular, Network Rail appeared to be suggesting that a future rail promoter could be required to incur substantial costs, including constructing bridge infrastructure, in circumstances where those works principally benefit third-party development land in which the rail promoter has no interest. If so, serious questions arise as to whether the proposed rights provide meaningful and deliverable safeguarding of future rail use.

If Network Rail intends to rely upon reserved rights as evidence that it has "*dealt with the objection by offering future rights to use the land for rail*", then it follows that it must demonstrate that those rights are realistic, enforceable and capable of facilitating future rail use in practice.

Despite ABP's requests for clarification, those matters remain unresolved.

ABP's Concerns

ABP's concerns can be grouped under three principal headings:

1. The disposal is premature

ABP remains concerned that the application has been brought forward before the implications of the proposed reserved rights have been adequately explained or understood.

Network Rail now relies upon the proposed rights as a key part of its case that future railway interests can be protected notwithstanding disposal. However, neither ABP nor ORR has been provided with sufficient information to assess whether those rights are capable of achieving that objective.

The application therefore asks ORR to conclude that future railway interests are protected before the effectiveness of the proposed safeguarding arrangements has been demonstrated.

ABP respectfully submits that this is premature.

2. Future railway interests have not been adequately assessed

Throughout its application, Network Rail repeatedly relies upon the absence of a "*clear, feasible and funded*" proposal.

ABP is concerned that this applies a materially higher threshold than that contemplated by the LC17 process and ORR's land disposal framework.

As stated in ABP's letter of 14 April 2026:

"Strategic infrastructure must therefore be safeguarded in advance of this demand fully materialising. The LC17 process is a forward-looking process. Requiring a fully funded, time-bound scheme as a condition of safeguarding would undermine the process' purpose and fails to recognise that the absence of current use does not equate to the absence of future strategic railway need."

The relevant question is not whether a fully funded scheme exists today, but whether a credible future railway use may reasonably arise and whether disposal would prejudice that future use.

ABP is also concerned by Network Rail's reliance on historic studies, historic stakeholder positions and an unimplemented alternative route proposal.

Those views were formed in a materially different policy, economic and market context and were not assessments undertaken against the LC17 framework. Likewise, the existence of a theoretical alternative route crossing third-party land interests, roads, pipelines and other infrastructure does not justify disposal of an existing rail corridor. More than a decade after its conception, the alternative remains entirely theoretical.

The proposed disposal is irreversible in nature. Once the corridor is lost, it cannot realistically be recreated.

ABP further notes that Network Rail acknowledges that the disposal delivers no direct railway benefit. This raises a fundamental question as to how the disposal advances railway interests and whether sufficient weight has been given to preserving future railway optionality.

3. The effectiveness of the proposed safeguards has not been demonstrated

Perhaps most significantly, Network Rail's application appears internally inconsistent.

Within section 6, Network Rail acknowledges that the theory exists for ABP's proposal to constitute a foreseeable railway use. It also acknowledges the need to reserve rights specifically intended to facilitate future rail use.

However, elsewhere in the application, Network Rail continues to rely upon the proposition that no foreseeable railway requirement exists.

These positions are difficult to reconcile.

This inconsistency becomes particularly apparent in section 11, where Network Rail states that:

"for the reasons outlined in this report, we do not consider the use to be foreseeable and funded"

while simultaneously stating:

"However, in order to accommodate the possibility of future use the sale will be progressed on the basis that the disposal will reserve a right for Network Rail or any other promoter to either use existing rail infrastructure on the land as a private siding or construct and use new private siding infrastructure."

If Network Rail considers reserved rights necessary to facilitate future rail use, that again is difficult to reconcile with its continued reliance on the absence of a foreseeable railway requirement.

Furthermore, even if the principle of reserved rights is accepted, Network Rail has provided insufficient detail regarding:

- their scope;
- enforceability;
- implementation;
- compensation implications;
- protection from future development; and
- the bridge infrastructure costs likely to be incurred by a future rail promoter.

A theoretical right that is impractical, commercially unrealistic or prohibitively expensive to exercise cannot be regarded as effective protection of future railway interests.

The adequacy of the proposed safeguards therefore cannot presently be assessed.

Conclusion

For the reasons set out above, ABP submits that:

1. The proposed disposal is premature and has been progressed before the effectiveness of the proposed safeguarding arrangements has been demonstrated.
2. Future railway interests have not been adequately assessed, and excessive reliance has been placed upon the absence of a currently funded scheme.
3. Network Rail's proposal to reserve rights for future rail use is difficult to reconcile with its continued reliance upon the absence of a foreseeable railway requirement.
4. The detailed terms and practical effect of the proposed reserved rights remain unclear.
5. The adequacy of the proposed safeguards cannot be assessed without understanding their legal, commercial and operational implications.
6. Network Rail appears to have progressed its preferred disposal strategy before meaningfully resolving ABP's concerns regarding the proposed safeguards.

The application does not demonstrate that future railway interests will be adequately protected. Rather, it acknowledges the possibility of future railway use whilst proposing a disposal that may prejudice that use and relying upon safeguards whose effectiveness has not yet been demonstrated.

ABP therefore requests that ORR satisfy itself that the proposed disposal arrangements genuinely protect future railway interests and that the matters outlined above have been fully addressed before any decision is reached.

Yours Sincerely,

Associated British Ports