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Dear Dave,

**NETWORK RAIL (CTRL) EXTENSION TO CONDITIONAL CONSENT TO CHANGES TO THE HS1 STATION ACCESS CONDITIONS – ANNEX 10.**

As you will know, you have raised a number of questions and comments regarding various historic Station Change applications. I thought it would be useful to outline what I recall regarding the outstanding issues we discussed a couple of days ago.

In terms of the platform 1 to 4 CIS upgrade (PFCSTPI1), FCC was not at that time regarded as a Voting User (as being stated in Material Change Proposal dated 14<sup>th</sup> April 2010). As I recall, the SAC at that time was reviewed and it was believed that, in order for FCC to be regarded as a Domestic Northbound Passenger Operator and thus a Voting User, its Station Access Agreement had to incorporate the full extent of the Station Access Conditions (noting that its SAA excludes some of these). In future such Station Change notifications, it was felt that this ambiguity and inconsistency with previous practice would be better resolved by issuing these notices to FCC for all Common Zone or Domestic Northbound notifications.

In relation to the removal of the CIS display at Ebbsfleet (PFCEBBS1), I can confirm that on 11<sup>th</sup> March 2010 on behalf of Network Rail (CTRL) I issued a Material Station Change Proposal to Southeastern Railway Ltd and Eurostar International Ltd. The proposal involved the removal of the fixed departure board over the ticket barrier line. The scheme was proposed by the station users and had unanimous approval prior to me issuing the notice. As such, by common consent, I do not believe that the formal process was fully closed.

Please let me know if you wish to have any more information.

A handwritten signature in black ink, appearing to be "Martin Llewellyn". The signature is written in a cursive style and is positioned above a horizontal line that extends to the right.

**Martin Llewellyn**  
Commercial Manager (HS1 and Regulation).