

**Les Waters**  
Head of Licensing



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

13 October 2022

**Network licence Condition 17 (land disposal): Land forming part of station car park and land off Queen Street, York**

**Decision**

1. On 18 August 2022, Network Rail gave notice of its intention to dispose of land forming part of the station car park and land off Queen Street at York station (“the land”), in accordance with Condition 17 of its network licence. The land is described in more detail in the notice (copy attached at Annex A) and the additional plans provided by Network Rail at Annex B.
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, subject to the following conditions:
  - a) prior to the disposal of any of the land, an agreement must be in place between City of York Council (“the Council”) and TransPennine Express Limited (“TPE”), guaranteeing a walking route at all times for TPE train crew between George Stephenson House and York station. Any such agreement must comply with the terms set out by Network Rail in condition one of section 11 of its notice; and
  - b) prior to the disposal of the land associated with each phase, Network Rail must agree with London North Eastern Railway Limited (“LNER”), a scheme for the permanent re-provision of any displaced railway long-stay parking spaces applicable to that phase of land from the LNER long-stay station car park.

**Reasons for decision**

3. Further to the information already provided to us, Network Rail submitted a revised plan on 7 October 2022, clarifying that the land proposed for disposal was slightly smaller than that indicated in the notification of 18 August 2022. The revised plan (Plan 8095493-1b Rev C) is shown at Annex B. Network Rail confirmed that it was seeking consent for the disposal of the land shaded blue on the revised plan. The plan also shows a red-bordered area of Network Rail’s retained land which

would be leased to the Council. Network Rail confirmed on 10 October 2022, that it was not seeking ORR's specific consent for the disposal of the red-bordered area.

4. Although not part of the proposed disposal, we note that the red-bordered area would be leased to the Council on a terminable basis. The lease would allow the Council to use the land as part of the roadway. Network Rail has stated that the terms of the lease would protect the potential installation of a new platform or platforms on the east side of York station, as set out in Network Rail's April 2020 document *Church Fenton to Newcastle Strategic Advice*<sup>1</sup>. If the red-bordered lease area is needed for future railway use, Network Rail would terminate the lease and the Council's use of the land as part of a roadway would cease. If that were to happen, the roadway would become narrowed and consequently, the Council would need to find other options for the roadway. Network Rail has told us that the Council is aware of that risk.

5. In considering the proposals, we are satisfied that Network Rail has consulted relevant stakeholders and that no objections were received that were left unresolved. LNER (the station facility owner), TPE and Northern Trains Limited are supportive of the proposal subject to conditions being in place that will safeguard the provision of parking, train crew space and walking routes. These conditions are set out in section 11 of Network Rail's notice.

6. We note that no reduction of operational railway facilities is proposed, although the disposal would impact staff accommodation, walking routes and railway-related vehicle parking. To protect the interests of train operators at York station, we are attaching two conditions to our consent that will require agreements to be in place prior to disposal of the land for the protection of parking and walking routes.

7. The disposal will take place in three phases as shown in the plans 809593-1-b, 809593-2-b and 809593-3-b (Annex A). We note that the Station Change procedure related to the proposed disposal, required in accordance with the relevant Station Access Conditions, has not been completed and must be completed prior to the first phase of the disposal. This procedure deals with matters related to the layout and availability of station facilities and requires the station facility owner and train operators using the station to be consulted on any proposed changes. The Station Change procedure will address the treatment of the train crew space affected by the proposed disposal and so we do not need to attach a condition to our consent to do so.

8. Network Rail's submission showed that, at the time of notification to ORR, the majority of its consultation responses had fallen outside the six-month period referred to in our land disposal guidance<sup>2</sup>. However, the responses were not significantly out of date and we note that Network Rail had worked until June 2022 to resolve the

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<sup>1</sup> <https://www.networkrail.co.uk/wp-content/uploads/2016/12/Church-Fenton-to-Newcastle-Strategic-Advice-2020.pdf>

issues raised. We have therefore concluded that it will not be necessary for Network Rail to reconsult its stakeholders on this occasion.

9. In making our decision, we have had regard to our decision criteria as set out in *Land disposal by Network Rail: The regulatory arrangements, October 2019*.<sup>2</sup> We have also balanced our section 4 duties given to us under the Railways Act 1993. 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”.

10. Based on all the evidence provided and taking into account all the material facts and views relevant to our consideration under Condition 17, 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 above, we grant our consent to the proposed disposal of the land, subject to the conditions attached.

A handwritten signature in blue ink that reads 'Les Waters'.

**Les Waters**

**Duly authorised by the Office of Rail and Road**

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<sup>2</sup> <https://www.orr.gov.uk/sites/default/files/om/land-disposal-regulatory-arrangements.pdf>

# 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	Freehold		
Rationale for disposal	A £29M scheme is proposed to transform York Station front to create new public realm, improve intermodal transport, accessibility, parking, safety and customer experience. In order to deliver the improvements Network Rail are transferring land in phases which will form part of the public highway. The land will be used to provide a re-aligned highway, new cycle lanes, relocated bus -stands, public realm and create links to new parking facilities.		
2. Clearance	Type	Reference	Date
Clearance Details	Business	CR/50016, 50017 & 50018	22/07/21
	Technical	CR/50016, 50017 & 50018	09/08/21
3. Site			
Description of property for disposal	<p>York: land forming part of station car park and land off Queen St.</p> <p>The property includes part of LNER's station car park, the entrance road to this car park, the edge of some buildings forming a single storey extension to the main station building, land adjoining and beneath Queen St bridge that Network Rail currently uses for vehicle parking, land to the rear of the York RI Gymnasium building used for parking, land used by Network Rail tenants (including Transpennine Express ) for vehicle parking and a road running through part of Network Rail's Queen St estate that serves tenanted properties.</p> <p>The loop of land shown on the disposal plan no 8095493-1b circles a building known as the York RI Gymnasium building. This building is located on land retained by Network Rail.</p>		
Attached plans and photographs: (all site plans should be in JPEG format, numbered	<p>Plan No 8095493-1b showing:</p> <ol style="list-style-type: none"> <li>Proposed disposal site by blue colour.</li> <li>Network Rail retained land by green colour</li> <li>Additional land to be leased on a terminable basis as part of the scheme by red verge</li> </ol>		

<p>and should clearly show the sites location approximate to the railway)</p>	<p>Plan Nos 8095493-1, 2 and 3 showing the 3 proposed disposal phases that form part of the total site shown on Plan No. 8095493-1b.</p> <p>Plan “NR Adoption land – Arup Response” showing three small additional areas of land added to the scheme by dark blue colour. These three areas are incorporated into the plans referred to above.</p> <p>Plan No. 19_00535_FULM-PHASE_3_PLANING_GA-2318826 showing the full Station Frontage Improvement Scheme that requires the use of the land.</p> <p>Attached photos show the proposed disposal site.</p>
<p>Ordnance survey coordinates</p>	<p>459600E 451520N</p>
<p><b>4. Proposal</b></p>	
<p>Proposed party taking disposal</p>	<p>City of York Council</p>
<p>Proposed use / scheme</p>	<p>Land is to be incorporated into the Station Frontage Improvement scheme. This scheme is shown in full on the attached plan no 19_00535_FULM-PHASE_3_PLANING_GA-2318826. This plan shows the scheme detail referred to below.</p> <p>This is funded from a combination of funds from the West Yorkshire Combined Authority and the Transforming Cities Fund and is designed to improve public transport facilities.</p> <p>This scheme will re-arrange the facilities at York Station to create less conflict between pedestrians and vehicles, more space for pedestrians, better inter-modal interchange and a better setting and environment for this gateway to York and an historic grade 2* listed building.</p> <p>The disposal site will be used to re-align Queen St highway from the existing bridge to an at grade highway (enabling removal of the bridge) , footway and cycleway provision, safer crossing points of the re-aligned highway and the site of bus stands. In addition, a loop road is being built around the York RI Gymnasium building to enable the turning and layover of long-distance public service buses. This road will also be the access road to the station car park.</p>
<p>Access arrangements to / from the disposal land</p>	<p>The proposed disposal land will all become public highway.</p>

Replacement rail facilities (if appropriate)	<p>The scheme provides the following replacement rail facilities:</p> <ol style="list-style-type: none"> <li>1. Land will be transferred in phases when there is a committed scheme in place to re-provide the number of station long-stay parking spaces located on the relevant phase. It is anticipated there will be 3 phases of land transfer. All displaced station parking spaces will be replaced once the works on the relevant disposal phase have been completed and after disposals have completed. The final solutions have not yet been agreed and hence disposal of each phase is conditional on an agreed solution of long term provision of the displaced spaces. The aim is for all parking to go into a new Multi Storey Car Park for the station but other alternative solutions may have to be agreed.</li> <li>2. Station taxi rank in the existing Porte Cochere will be replaced by a new rank on retained Network Rail land.</li> <li>3. The existing train-crew and station storage facilities located in buildings partially built on the proposed disposal site will be replaced inside the station train-shed and made available for use before the existing facilities are demolished. This is on a like for like basis and, whilst it will be improved accommodation compared to the current accommodation, it does not cater for growth which will have to be accommodated elsewhere within the station.</li> <li>4. 4 no. car parking spaces that Transpennine Express rent from Network Rail for use by managers will be relocated.</li> </ol>
Anticipated rail benefits	<p>Better inter modal interchange. Safer use of station and buses by pedestrians. Better environment for York station users.</p>
Anticipated non-rail benefits	<p>Economic benefit to the city of a less congested, more visually amenable and pedestrian friendly gateway to the city.</p>
<b>5. Timescales</b>	
Comments on timescales	<p>The disposal will complete in phases.</p> <p>The first phase will complete in mid-2022 if consent to disposal is granted and will be conditional on both Station Change being concluded for the project and on a deliverable scheme to replace the long-stay parking spaces displaced by the disposal being agreed with LNER that all parties know can be implemented.</p> <p>The second phase is likely to complete in late 2022 when a deliverable scheme to replace the long-stay parking spaces displaced by the disposal is agreed with LNER and can be implemented.</p> <p>The third phase is likely to complete in 2023 when a deliverable scheme to replace the long-stay parking spaces displaced by the disposal is agreed with LNER and can be implemented.</p>

	<p>The three land phases are shown on the attached Plan Nos. 8095493-1, 2 and 3.</p> <p>During the actual works on the disposal site there will be short term relocations of station parking spaces and the temporary locations of these will be agreed as part of the Station Change process.</p>
<b>6. Railway Related Issues</b>	
History of railway related use	<p>The property has been used for station parking since the date it ceased in use for rail lines serving the former West Offices former station building inside the adjoining city walls in the 1950s/60s.</p> <p>The sections of land adjoining the York RI Gymnasium building were used for sidings serving the buildings when they were in rail use but this use ceased in the 1960s and this part of the site has been used for parking and access roads since that date.</p>
When last used for railway related purposes	<p>Part is in rail use for parking and station uses.</p> <p>The part not in rail use around the York RI Gymnasium building was last used for rail purposes in the 1960s.</p>
Any railway proposals affecting the site since that last relative use	No.
Impact on current railway related proposals	<p>The scheme, and associated land disposal, has been carefully designed to enable future implementation of new platforms on the east side of York Station. The section of land verged red on Plan No. 8095493-1b is to be used as part of the highway loop road but it is only being leased for such use. If the platform scheme is ever implemented, then the red verge land will revert to rail use and the loop road will have to be re-aligned.</p>

<p>Potential for future railway related use</p>	<p>Future rail capacity projects have been accommodated by the proposed disposals. The scheme being accommodated is referred to in the Church Fenton to Newcastle CMSP Strategic Advice document published April 2020. Figure 18 in this document shows the recommended interventions at York to provide Platforms A and B on the east side of the station.</p> <p>Part of the disposal site is in rail use but the facilities are being replaced.</p> <p>Part is essentially a road and could only be used for access to rail land in the absence of this proposal. Disposal of this section is for use as a road to provide better access to rail facilities and to provide better public service bus facilities for the city.</p>
<p>Any closure or station change or network change related issues</p>	<p>Station Change will be promoted by City of York Council for the scheme in due course.</p>
<p>Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future</p>	<p>Access to station for users will be improved as part of the project and associated disposal.</p>
<p>Position as regards safety / operational issues on severance of land from railway</p>	<p>The disposal does not include any requirement for new fencing of the boundary, because its location or the nature of the disposal is such that the boundary demarcation is not needed.</p> <p>The disposal is on a basis under which Network Rail has had due regard (where applicable) to impact of the disposal on lineside works, including railway troughing, signalling and their maintenance. The disposal is without prejudice to Network Rail's safety obligations, with which Network Rail will continue to comply. Network Rail's network licence requires compliance with Railway Group Standards. These set out requirements for – amongst other things – fencing, access and signal sighting. In addition, the Railways and Other Guided Transport Systems (Safety) Regulations 2006 require Network Rail to have a safety management system and safety authorisation in respect of its mainline railway system and its railway infrastructure. These, in turn, require Network Rail to comply with Railway Group Standards as well as its own internal standards; and also continually to monitor changes to the risks arising from its operations and to introduce new control measures as appropriate.</p>



Safety issues identified	<p>The disposal documentation shall include Network Rail's usual safety provisions appropriate to this disposal site and type of disposal.</p> <p>The disposal includes a requirement to enter into a Basic Asset Protection Agreement in the Network Rail templated form as applicable at the time of the disposal and subject to such reasonable modification as appropriate to the disposal site and its intended use. This will cover Network Rail supervision of the works.</p> <p><b>There are no Additional disposal site specific safety conditions identified in the Clearance Certificate in addition to those usually referenced for any disposal:</b></p>
<b>7. Planning History and Land Contamination</b>	
Planning permissions / Local Plan allocation (if applicable)	The scheme has Planning consent and Listed Building Consent. Consent is under ref 19-00535-FULM.
Contamination / Environmental Issues (if applicable)	The site is surfaced land in use for road vehicle movements. No specific contamination concerns are expected.
<b>8. Internal Consultation</b>	
Internal consultation	<p>The scheme and the disposal proposals have been developed in conjunction with Network Rail's System Operators who are developing plans for two additional platforms. These are referenced in the Church Fenton to Newcastle CMSP Strategic Advice document published April 2020 (Figure 18)</p> <p>There have been no material comments during the Clearance process. The land boundaries were established with System Operator prior to clearance being submitted.</p>
<b>9. Local Authorities</b>	
Names & Email Addresses:	
Local Transport Authorities:	WYCA,
Other Relevant Local Authorities:	City of York Council,

10. Internal approval to consult	
<p>Recommendation:</p>	<p>By proceeding to consult I am:</p> <ul style="list-style-type: none"> <li>• recommending that Network Rail consults on the terms of disposal</li> <li>• confirming that I have read and understood Network Rail’s Code of Business Ethics and policy on Interests in Transactions</li> <li>• confirming that I have secured internal written approval to consult in accordance with Network Rail’s policy on Authorising Application Forms.</li> </ul>
11. External Consultation	
<p>Summary of position as regards external consultations</p>	<p>31 Consultees of which 29 positive responses and 2 non-responses. The two consultees who did not respond are DB Cargo and Grand Central and the lack of response from these two stakeholders is not considered to be material to this application.</p> <p>Two consultations were undertaken. One commencing on 20/10/21 for the principle disposal site and a second one on 04/01/22 to add in some small supplemental areas of land that do not have a material effect on the disposal. The small supplemental areas are shown by dark blue colour on the attached “NR Adoption land – Arup Response” plan. Full details of both consultations and stakeholder responses are given in the two attached Consultation Reports.</p> <p>The main issue to deal with has been to satisfy Transpennine Express (TPE), Northern and LNER that the land will only be sold if certain conditions have been met. Therefore, the application is being progressed on the basis that it is conditional on the three conditions detailed in the box below.</p>

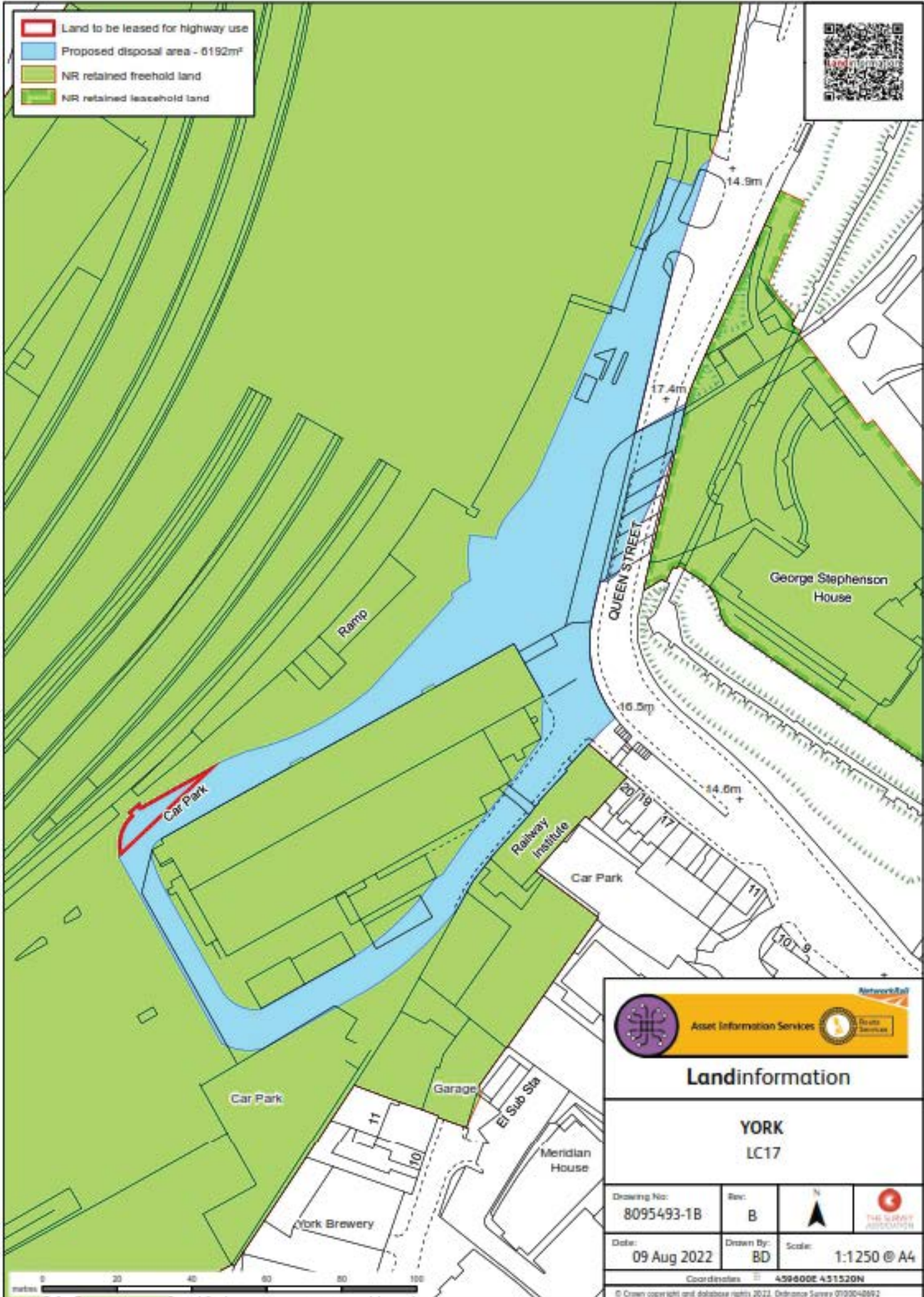
<p>Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward</p>	<p>No unresolved objections. Recommendation is for a conditional consent to be granted. 3 conditions to be:</p> <ol style="list-style-type: none"> <li>1. Prior to disposal of any of the land, completion of an Agreement between City of York Council and TPE guaranteeing a walking route at all times to the station to and from George Stephenson House/Queen St area for TPE train-crew. Such walking route shall not be further or longer than TPE’s existing walking route. Any change to TPE’s existing walking route requires the prior written approval of TPE (not to be unreasonably withheld or delay provided however that TPE shall not be required to approve any change if it results in the walking route being longer or further than the existing route). Such Agreement to include an obligation on the Council to pay to TPE all costs expenses losses and damages arising from any change to TPE’s existing walking route including without prejudice to the foregoing generality any penalties or losses arising from train performance delays or cancellations.</li> <li>2. Sale of Phase 2 land (plan No. 8095493-2c) within the proposed disposal site only proceeding if LNER/Northern/TPE/NR are agreed on the treatment of the train-crew space affected by the proposed disposal. Therefore, the existing train-crew space on the proposed disposal site shown by blue colour and blue hatch can’t be demolished until such agreement is reached.</li> <li>3. Agreed and funded scheme for permanent re-provision of any displaced long-stay parking spaces from the LNER long-stay station car-park. Condition to apply to the three plots of land shown in the three phases (plan nos 8095493-1b, 8095493-2c, 8095493-3b) so a single phase of land can be sold if the spaces applicable to that phase have been replaced.</li> </ol>
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**12. Internal approval to dispose**

<p>Recommendation:</p>	<p>Based on the above, I recommend that Network Rail proceeds with the disposal.</p>	
<p>Declaration:</p>	<p>I have read and understood Network Rail’s code of Business Ethics and Policy on Interests in Transactions</p>	
<p>Proposer’s name:</p>	<p>Proposer’s job title: Principal Development Manager (Eastern)</p>	
<p>Signed.....</p>	<p>Date..... 11/08/22</p>	

Authorised by (name):	Authoriser's job title: Property Services Manager North & East Midlands
Signed.....	Date.....11.8.22.....

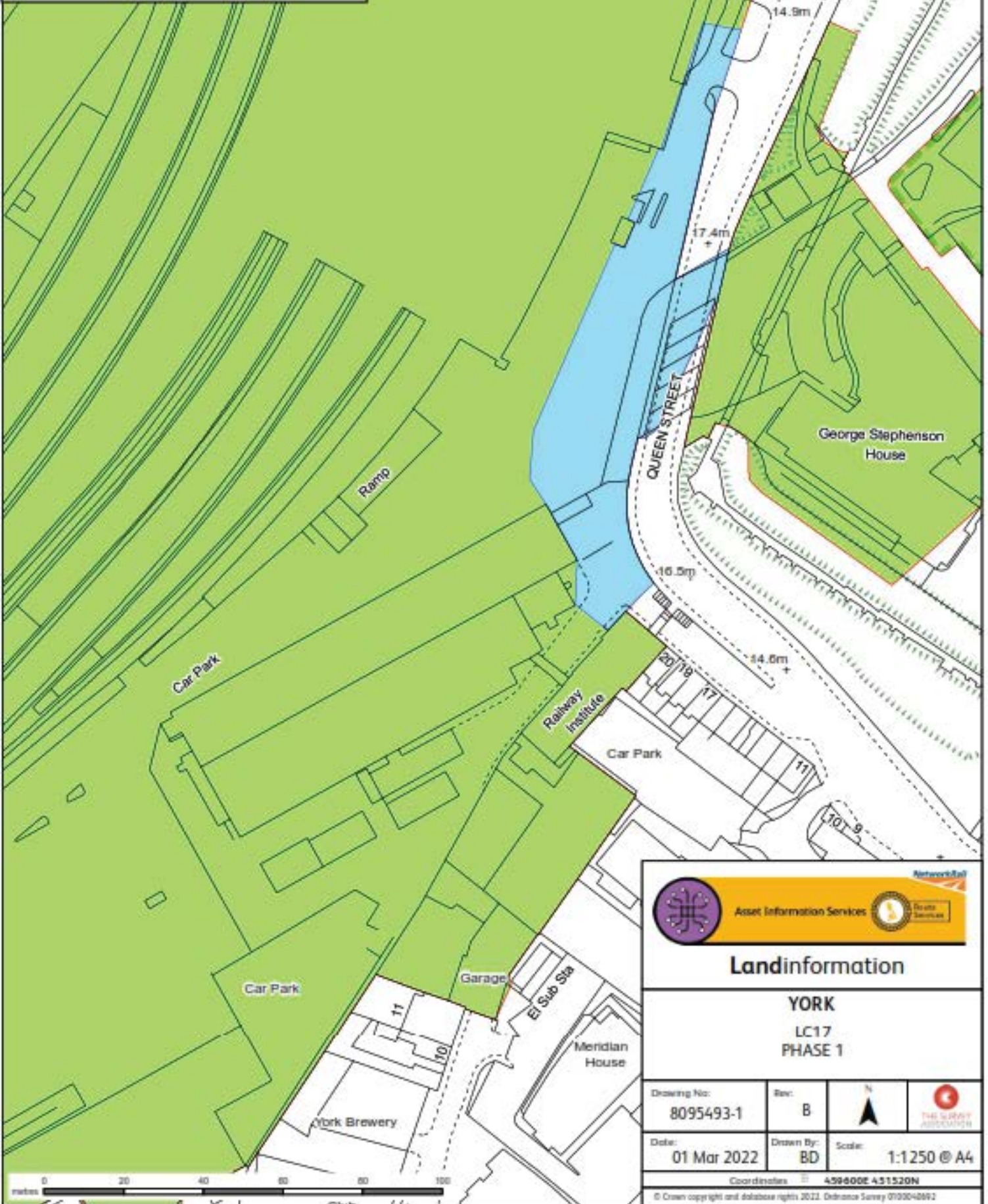
- Land to be leased for highway use
- Proposed disposal area - 6192m<sup>2</sup>
- NR retained freehold land
- NR retained leasehold land



Asset Information Services			
<b>Landinformation</b>			
<b>YORK LC17</b>			
Drawing No: 8095493-1B	Rev: B		
Date: 09 Aug 2022	Drawn By: BD	Scale: 1:1250 @ A4	
Coordinates: 458600E 431520N			
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### Key to plan colours

1. Blue colour = proposed disposal site within Phase of disposal
2. Green colour = Network Rail retained land



 Asset Information Services 			
<b>Landinformation</b>			
<b>YORK</b> LC17 PHASE 1			
Drawing No: 8095493-1	Rev: B		
Date: 01 Mar 2022	Drawn By: BD	Scale: 1:1250 @ A4	
Coordinates: 458600E 431520N			
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### Key to plan colours

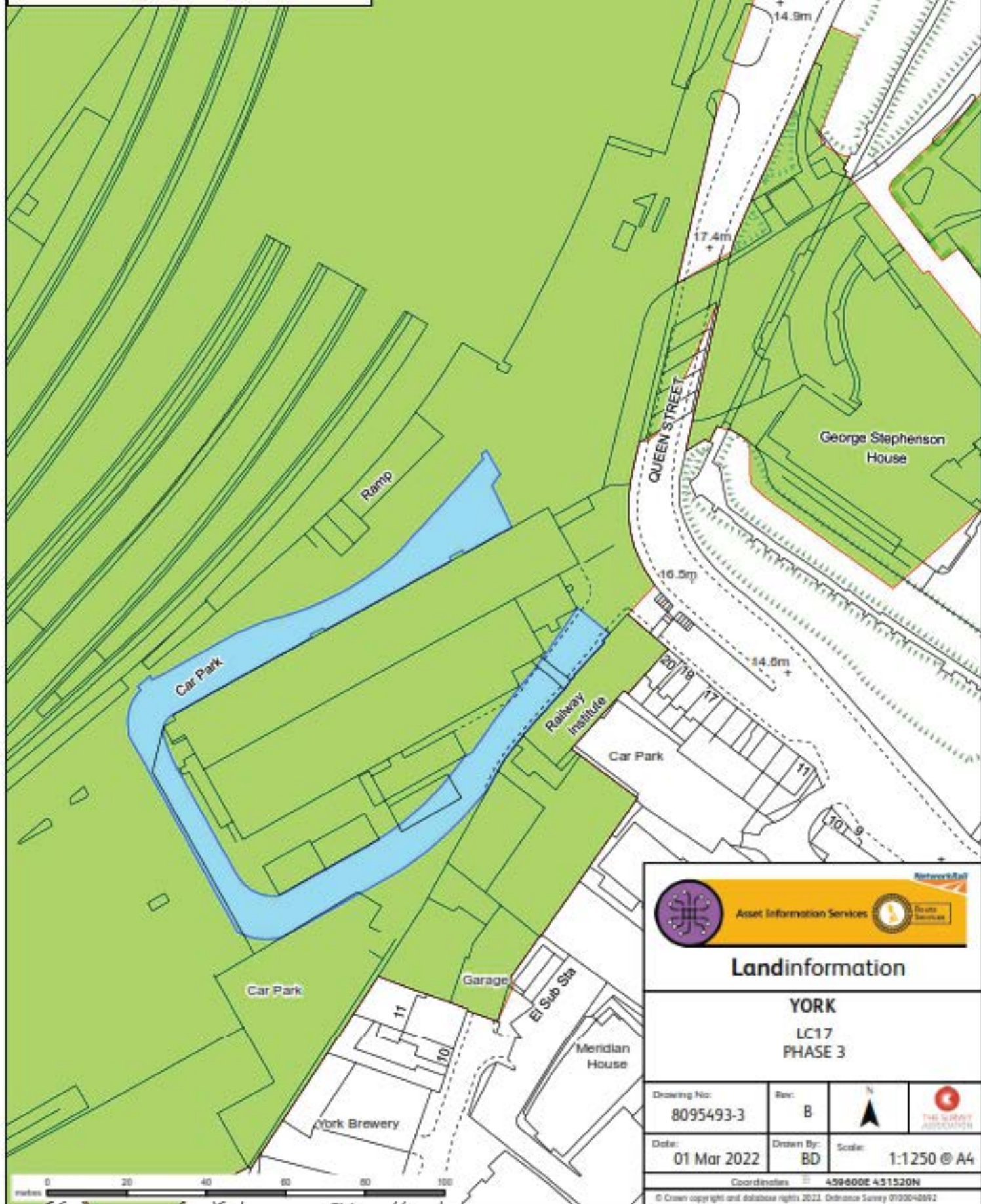
1. Blue colour = proposed disposal site within Phase of disposal
2. Green colour = Network Rail retained land



 Asset Information Services 			
<b>Landinformation</b>			
<b>YORK</b> LC17 PHASE 2			
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8095493-2	B		
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01 Mar 2022	BD	1:1250 @ A4	
Coordinates: 458600E 431520N			
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### Key to plan colours

1. Blue colour = proposed disposal site within Phase of disposal
2. Green colour = Network Rail retained land



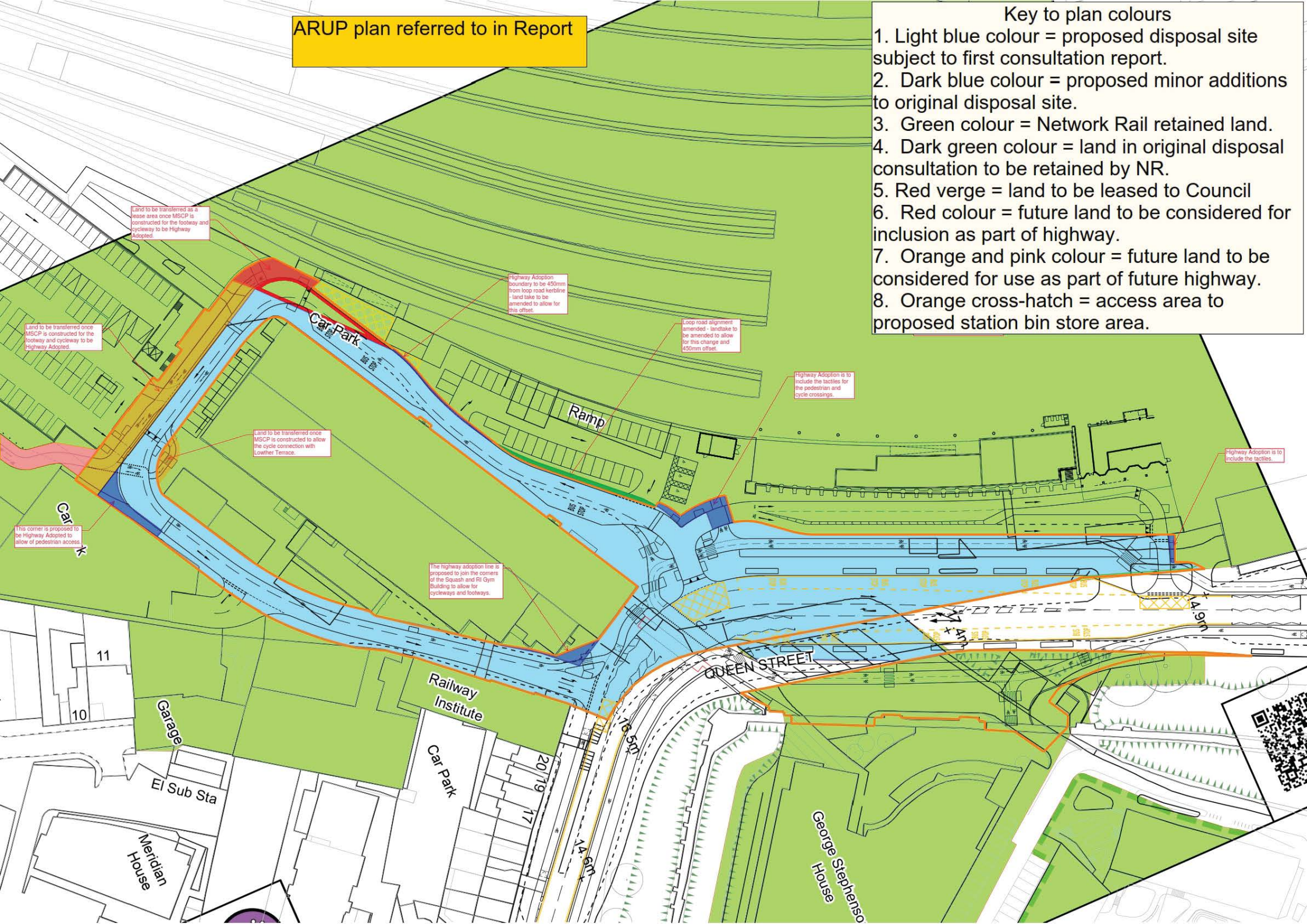
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<b>Landinformation</b>		
<b>YORK</b> LC17 PHASE 3		
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Date: 01 Mar 2022	Drawn By: BD	
Coordinates: 458600E 431520N		Scale: 1:1250 @ A4
<small>© Crown copyright and database rights 2022. Ordnance Survey 010004892</small>		

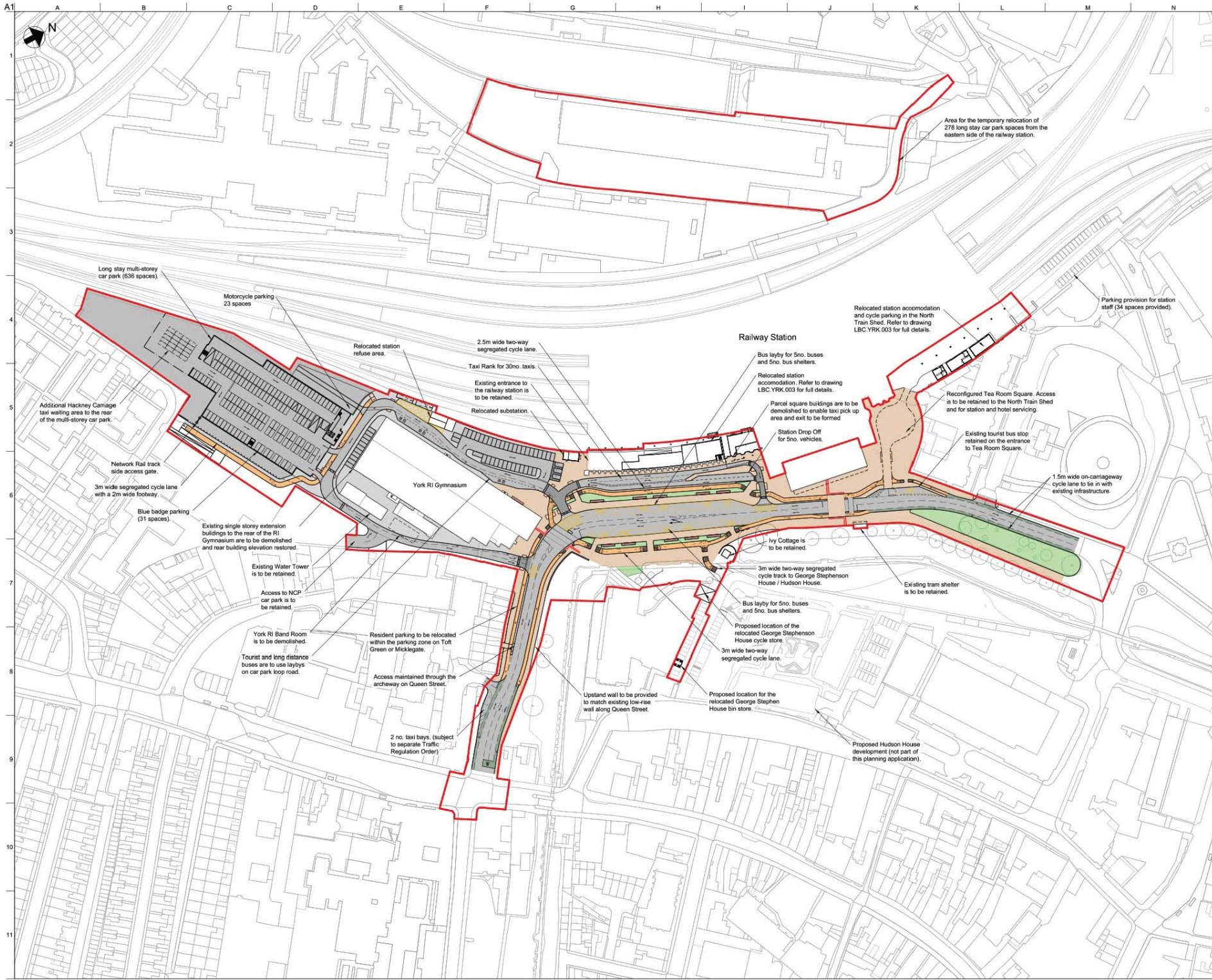


ARUP plan referred to in Report

Key to plan colours

1. Light blue colour = proposed disposal site subject to first consultation report.
2. Dark blue colour = proposed minor additions to original disposal site.
3. Green colour = Network Rail retained land.
4. Dark green colour = land in original disposal consultation to be retained by NR.
5. Red verge = land to be leased to Council
6. Red colour = future land to be considered for inclusion as part of highway.
7. Orange and pink colour = future land to be considered for use as part of future highway.
8. Orange cross-hatch = access area to proposed station bin store area.





Notes:  
 1. This drawing forms part of a sequence of phasing drawings as follows:  
 Phase 1 - YSF-ARP-00-XX-DR-CH-1100  
 Phase 2 - YSF-ARP-00-XX-DR-CH-1101  
 Phase 3 - YSF-ARP-00-XX-DR-CH-1005

Key:  
 — Planning Boundary

H	11/12/20	JB	CW	CW
G	20/10/20	JB	CW	RB
F	17/04/20	JB	CW	RB
E	29/07/19	CG	EP	CW
D	18/04/19	JT	CW	CW
C	11/03/19	JT	CW	RB
B	01/02/19	JB	CW	RB
A	17/07/19	CG	JB	CW

Planning

Rev	Date	By	Chd	Appd

**ARUP**  
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 Tel: +44(0)113 232 9595 Fax: +44(0)113 242 8873  
 www.arup.com

Client:  
 City of York Council

Project Title:  
 York Station Frontage

Drawing Title:  
 General Arrangement  
 Phase 3  
 Final Scheme

Scale of A1: 1:1000  
 Role: Civil - Highways  
 Suitability: - S2 - Fit for information  
 Arup Job No: 257903  
 Name: YSF-ARP-00-XX-DR-CH-1005  
 Rev: H

**YORK: STATION FRONTAGE IMPROVEMENT PROJECT**

**SITE PHOTOGRAPHS**



Part of car park – Phase 1 and 2 disposal areas



Part of car park forming land for loop road around York RI Gymnasium building



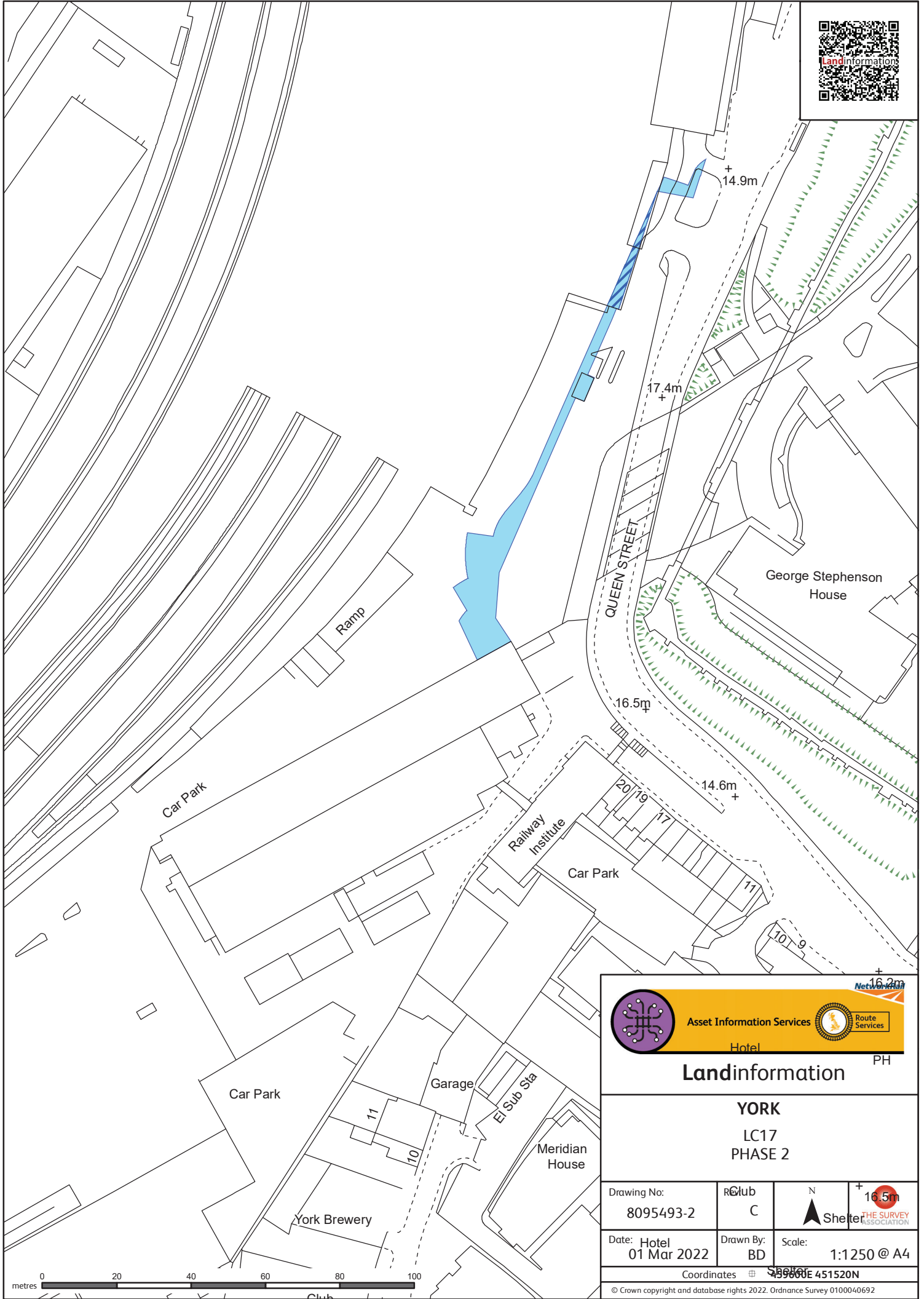
Vehicle parking areas for Network Rail tenants and Transpennine Express.





Road alongside York RI Gymnasium building within Queen St estate



Land to rear of York RI Gymnasium building.




 Asset Information Services
 
 Route Services

Hotel PH

# Landinformation

**YORK**  
 LC17  
 PHASE 2

Drawing No: 8095493-2	Club C	N Shelter	+16.5m THE SURVEY ASSOCIATION
Date: Hotel 01 Mar 2022	Drawn By: BD	Scale: 1:1250 @ A4	
Coordinates 5960E 451520N			

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# 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:

York: land forming part of station car park and land off Queen St.

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

Summary of position regarding responses:

31 Consultees of which 29 positive responses and 2 non-responses. The two consultees who did not respond are DB Cargo and Grand Central and the lack of response from these two stakeholders is not considered to be material to this application.

The main issue to deal with has been to satisfy Transpennine Express, Northern and LNER that the land will only be sold if certain conditions have been met. Therefore, the application is being progressed on the basis that it is conditional on these three conditions being:

1. Prior to disposal of any of the land, completion of an Agreement between City of York Council and TPE guaranteeing a walking route at all times to the station to and from George Stephenson House/Queen St area for TPE train-crew. Such walking route shall not be further or longer than TPE's existing walking route. Any change to TPE's existing walking route requires the prior written approval of TPE (not to be unreasonably withheld or delay provided however that TPE shall not be required to approve any change if it results in the walking route being longer or further than the existing route). Such Agreement to include an obligation on the Council to pay to TPE all costs expenses losses and damages arising from any change to TPE's existing walking route including without prejudice to the foregoing generality any penalties or losses arising from train performance delays or cancellations.
2. Sale of Phase 2 land (plan No. 8095493-2c) within the proposed disposal site only proceeding if LNER/Northern/TPE/NR agreed on the treatment of the train-crew space affected by the proposed disposal. Therefore, the existing train-crew space on the proposed disposal site

shown by blue colour and blue hatch can't be demolished until such agreement is reached.

3. Agreed and funded scheme for permanent re-provision of any displaced long-stay parking spaces from the LNER long-stay station car-park. Condition to apply to the three plots of land shown in the three phases (plan nos 8095493-1b, 8095493-2c, 8095493-3b) so a single phase of land can be sold if the spaces applicable to that phase have been replaced.



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	Department for Transport		Y	18/11/21	No issues	
2	West Yorkshire Passenger Transport Executive (Metro)		Y	16/11/21	Happy to offer support subject to confirmation that TfN, DfT, NR have not identified this parcel of land as necessary for future railway usage. Confirmation sent 22/11/21	
			Y	16/11/21	Supports the proposal	

3	Transport for North		Y	17/11/21	Nothing to comment on	
4	Arriva Trains Cross Country		Y	19/11/21	No comment	
5	c2c Rail Limited		Y	21/10/21	No objection	
6	Chiltern Railway Company Limited		Y	21/10/21	No objection	
7	East Midlands Trains Limited		Y	08/11/21	No comment	
8	Eurostar International Limited		Y	21/10/21	No comment	
9	Great Western Railway		Y	16/11/21	No objection	
10	Grand Central Railway Company Limited		N			Chasing emails sent 8 <sup>th</sup> November and 16 <sup>th</sup> November – deemed sufficient given Grand Central usual level of response and nature of site
11	Hull Trains Limited		Y	19/11/21	No objections	
12	London & South Eastern Railway Limited (Southeastern)		Y	25/10/21	No objections	
13	Merseyrail Electrics 2002 Limited		Y	21/10/21	No objections	
14	Northern Rail Limited		Y	26/04/22	In agreement subject to the	

					conditions suggested. Nb. For clarity, only the email confirming agreement included in responses below. Full exchange of emails with Northern to get to this point added to Annex 2	
15	Transpennine Express		Y	08/06/22	The alternative wording and land highlighted dark blue is acceptable  Nb. For clarity, only the email confirming agreement included in responses below. Full exchange of emails with Transpennine to get to this point added to Annex 2	
16	LNER (London North Eastern Railway) (Virgin Trains East		Y	28/03/22	No objections	

	Coast)					
17	Avanti Trains formally Virgin Trains		Y	25/10/21	No objections	
18	COLAS Rail Limited		Y	21/10/21	No Comments	
19	Nuclear Transpot Solutions (Formally Direct Rail Services Limited		Y	16/11/21	No comments	
20	DB Cargo UK Ltd.  (Formerly DB Schenker)		N			Chasing emails sent 8 <sup>th</sup> November and 16 <sup>th</sup> November – deemed sufficient given nature of site relative to any railfreight interest
21	Logistics UK (Formally Freight Transport Association)		N			Chasing emails sent 8 <sup>th</sup> November and 16 <sup>th</sup> November – deemed sufficient given nature of site relative to any railfreight interest. In addition, stakeholder responded on subsequent minor amendment email consultation.
22	Freightliner		Y	11/11/21	No objections	

	Limited					
23	GB Railfreight Limited		Y	21/10/21	No issues	
24	Rail Freight Group		Y	21/10/22	Ok with RFG	
25	West Coast Railway Company		Y	16/11/21	No comments	
26	W. H. Malcolm		Y	21/10/21	No comments	
27	Association of Community Rail Partnerships		Y	21/10/21	No comment	
28	British Transport Police		Y	25/10/21	Support	
29	High Speed Two (HS2) Ltd.		Y	25/10/21	No comments	
30	Transport Focus (formerly Passenger Focus)		Y	04/11/21	Supports this proposal	
31	City of York Council		Y	16/11/21	City of York Council wish to ensure that the necessary land to deliver the scheme as outlined with the Planning Permission is available to progress scheme.	

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

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

## Annex 1

### 1 Department for Transport

**From:**

**Sent:** 18 November 2021 13:32

**To:**

**Cc:**

**Subject:** SUBJECT: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Hi

I hope this finds you well.

Thanks for your email on the proposed land disposal at York Station. After gauging opinions from my colleagues within Rail Infrastructure Group- North, there no comments on this from our side but thanks for making us aware.

Many thanks,

**Programme Support Manager, Rail Infrastructure North, Department for Transport**  
2/16

---

### 2 West Yorkshire Passenger transport Executive (Metro)

**From:**

**Sent:** 22 November 2021 09:20

**To:**

**Subject:** RE: SUBJECT: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

OFFICIAL

See responses from TfN and DfT confirming no comment on the proposed disposal.

The disposal and boundaries have been agreed with NR Strategic Planning before the circulation of this consultation.

Therefore, please can you confirm you have no objection. I also attach a copy of an email from at WYCA confirming no objection.

Regards

Principal Development Manager (Eastern), Network Rail

**From:**

**Sent:** 16 November 2021 14:21

**To:**

**Subject:** RE: SUBJECT: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Dear

I have not been able to study the proposed disposal in detail, my apologies. Subject to confirmation of the following, I would be happy to offer support:

1. TfN, DfT, Network Rail strategic planning have not identified this parcel of land as necessary for future railway usage to enable future freight, local, regional and national/high speed rail services.

Thanks

**From:**

**Sent:** 16 November 2021 10:52

**To:**

**Subject:** RE: SUBJECT: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Hi

To confirm WYCA supports the proposed land disposal as this is part of a WYCA funded project.

Regards

**Programme Manager (Transport Partnerships)**

**West Yorkshire Combined Authority | Leeds City Region Enterprise Partnership (the LEP)**

Wellington House | 40-50 Wellington Street | Leeds | LS1 2DE

[www.westyorks-ca.gov.uk](http://www.westyorks-ca.gov.uk) | [www.the-lep.com](http://www.the-lep.com)

Follow the West Yorkshire Combined Authority on [Twitter](#) | Follow the LEP on [Twitter](#) or on [LinkedIn](#)

Metro is the transport network of the West Yorkshire Combined Authority. Find local travel information at [www.wymetro.com](http://www.wymetro.com), [Twitter](#) and [Facebook](#)





### 3 Transport for North

**From:**

**Sent:** 17 November 2021 16:31

**To:**

**Subject:** RE: SUBJECT: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

I have looked at this proposal, and cannot see anything which Transport for the North would wish to comment upon.

Regards,

Head of Rail Specification & Delivery



Ground Floor, West Gate, 6 Grace Street, Leeds, LS1 2RP  
[www.transportforthenorth.com](http://www.transportforthenorth.com)

---

---

#### 4 Arriva Trains Cross Country

**From:**

**Sent:** 19 November 2021 09:47

**To:**

**Subject:** RE: SUBJECT: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

XC Trains Ltd has no comment on this proposed disposal.

Regards

Stations Contract Manager, CrossCountry

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



---

#### 5 c2c Rail Limited

**From:**

**Sent:** 21 October 2021 09:42

**To:**

**Subject:** Re: SUBJECT: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Good morning

No objection from c2c for this proposal.

**Regards**

**Facilities Management Manager**

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



W: [www.c2c-online.co.uk](http://www.c2c-online.co.uk)



---

**6 Chiltern Railway Company Limited**

**From:**

**Sent:** 21 October 2021 13:30

**To:**

**Subject:** RE: SUBJECT: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Dear

Chiltern has no objection to this proposal.

Regards

---

## 7 East Midlands Trains Limited

**From:**

**Sent:** 08 November 2021 09:14

**To:**

**Subject:** Re: SUBJECT: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Good Morning

No comment required by EMR.

Kind Regards

Head of Procurement

1 Prospect Place, Millennium Way, Pride Park, Derby, DE24 8HG

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

**From:**

**Sent:** 21 October 2021 12:29

**To:**

**Subject:** RE: SUBJECT: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

No comment from EIL,

Thanks

**PA to Chairman, Strategy Director & People Director**

**Eurostar International Limited**

6th Floor, Kings Place, 90 York Way, London N1 9AG

[eurostar.com](http://eurostar.com)



---

**9 Great Western Railway**

**From:**

**Sent:** 16 November 2021 10:45

**To:**

**Subject:** Re: SUBJECT: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Thank you

We have no objection.

**Network Access Manager | Great Western Railway**

1 Milford Street | Swindon | SN1 1HL

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

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

---

**10 Grand Central Railway Company Limited also (Alliance Rail Holdings)**

**NO RESPONSE**

---

**11 Hull Trains Limited**

**From:**

**Sent:** 19 November 2021 12:32

**To:**

**Subject:** RE: SUBJECT: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Hi

I have circulated this information around our business and received no comments back, as such on behalf of Hull Trains we have no objections to raise to this proposal

Kind regards

**Head of Safety and Environment**

**'Think Safe, Act Safe, Be Safe!'**

Hull Trains,

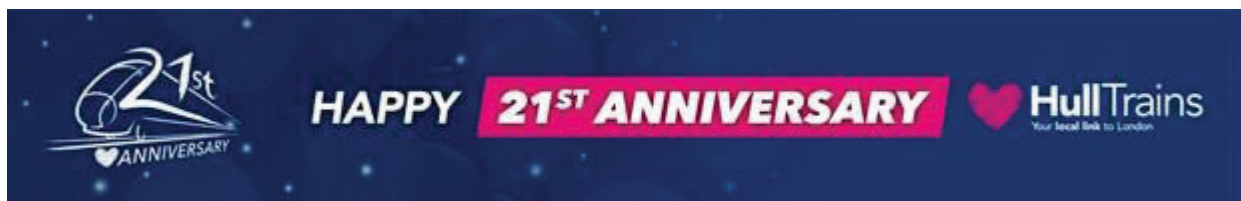
Ground Floor, South Wing,

Cherry Court,

36 Ferensway,

Hull,

HU2 8NH



Hull Trains Company Limited. Registered Office, 8th Floor, The Point, 37 North Wharf Road, London, W2 1AF.  
Registered in England No. 3715410

---

## 12 London & South Eastern Railway Limited (Southeastern)

**From:**

**Sent:** 25 October 2021 09:27

**To:**

**Subject:** RE: SUBJECT: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Hi

Thanks for sending this consultation through – no comments from Southeastern.

Kind regards,

[Major Contracts Commercial Manager](#)

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

**southeastern**

[4 More London Riverside](#)

[London](#)

SE1 2AU

---

**13 Merseyrail Electrics 2002 Limited**

**From:**

**Sent:** 21 October 2021 09:05

**To:**

**Subject:** RE: SUBJECT: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Morning We have no objections

Thanks

Legal & Contract Assistant

---

**14 Northern Rail Limited**

**From:**

**Sent:** 26 April 2022 09:16

**To:**

**Subject:** RE: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Morning

I can confirm that Northern are in agreement with this proposal subject to the conditions that you have suggested.

Best Regards



Station Development Manager

---

**15 Transpennine Express**

**From:**  
**Sent:** 08 June 2022 13:00  
**To:**  
**Cc:**  
**Subject:** RE: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

OFFICIAL

Thanks – that’s a big help.

The train-crew building is covered by the condition that:

2. Sale of Phase 2 land (plan No. 8095493-2c) within the proposed disposal site only proceeding if LNER/Northern/TPE/NR are agreed on the treatment of the train-crew space affected by the proposed disposal. Therefore, the existing train-crew space on the proposed disposal site shown by blue colour and blue hatch can’t be demolished until such agreement is reached.

Noted re the Station Change

Principal Development Manager (Eastern), Network Rail

**From:**  
**Sent:** 08 June 2022 12:46  
**To:**  
**Cc:**  
**Subject:** RE: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Hello

The alternative wording and land highlighted dark blue is acceptable. Can you confirm that it is still your intention to exclude the traincrew depot building at this stage. I also want to highlight the comments in the attached e-mail that relate the station change being promoted by LNER that although being separately consulted are linked to the land disposal.

Kind regards,

Head of Property

tpexpress.co.uk

TransPennine Express | 7th Floor Bridgewater House | 60 Whitworth Street | Manchester | M1 6LT

**From:**

**Sent:** 08 June 2022 12:12

**To:**

**Cc:**

**Subject:** RE: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

**Importance:** High

OFFICIAL

I would be grateful for a response back from you on this one so I can get the LC17 resolved for the Project.

Thanks

Principal Development Manager (Eastern), Network Rail

---

**16 LNER (London North Eastern Railway) (Virgin Trains East Coast)**

**From:**

**Sent:** 28 March 2022 18:17

**To:**

**Subject:** RE: SUBJECT: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Hi

I can confirm LNER has no objection to the inclusion of the dark blue areas on the plan below being included within the highway adoption as part of the wider scheme.

On the main proposal as you have noted that we need an agreed plan for the re-provision of the 'lost' long stay car parking and agreement from all parties for the replacement of Parcel Square I can confirm I have no objection or further points to raise at this point.

Happy for you to proceed with the submission.

Many thanks,



Commercial Development Manager

East Coast House, 25 Skeldergate, York, YO1 6DH

---

**17 Avanti West Coast**

**From:**

**Sent:** 25 October 2021 09:16

**To: Subject:** RE: SUBJECT: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Good morning

*We have no objections to this proposed land disposal as this is off route. This response represents the views of both First Trenitalia West Coast Rail Limited and West Coast Partnership Development.*

Many thanks,

**AVANTI**  
WEST COAST



Fleet Contracts Manager | Avanti West Coast

Victoria Square House, Victoria Square,

Birmingham, B2 4DN

---

**18 COLAS Rail Limited**

**From:**

**Sent:** 21 October 2021 10:29

**To:**

**Subject:** RE: SUBJECT: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Thanks – no comments.

KR,



Property Manager

---

**COLAS RAIL LTD**  
3<sup>rd</sup> Floor, 25 Victoria Street, London, SW1H 0EX United Kingdom  
[www.colasrail.co.uk](http://www.colasrail.co.uk)

---

## 19 Nuclear Transport Solutions

**From:**

**Sent:** 16 November 2021 15:34

**To:**

**Subject:** RE: SUBJECT: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Hi,

DRS have no comments.

Many thanks,

---

**20 DB Cargo UK Ltd (Formerly DB Schenker)**

**NO RESPONSE**

---

**21 Logistics UK**

**NO RESPONSE TO ORIGINAL CONSULTATION BUT RESPONDED AS PER BELOW ON AMENDMENT**

**From:**

**Sent:** 06 January 2022 13:57

**To:**

**Subject:** RE: Consultation on proposed land disposal: confirmation of no objection to minor land addition: YORK: land forming part of station car park and land off Queen St

Hi – yes agree that’s a sensible approach, no problem our side

**Deputy Director- Public Policy  
Logistics UK**

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

**LOGISTICS UK**

## 22 Freightliner Limited

**From:**  
**Sent:** 11 November 2021 16:56  
**To:**  
**Subject:** RE: SUBJECT: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Hi

Freightliner has no objections to this proposed disposal however I would note that we have an ongoing operational requirement for the sidings we occupy at York so please speak to us about reprovion as soon as you are able and in any case well in advance of any LC7's relating to or adversely affecting operational freight land.

Kind regards

Group Property Manager  
Freightliner Group Limited

Web: [www.gwrr.co.uk](http://www.gwrr.co.uk)  
Freightliner® is a registered trademark

*Please consider the environment before printing this email*

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## 23 GB Railfreight Limited

**From:**  
**Sent:** 21 October 2021 12:23  
**To:**  
**Subject:** RE: SUBJECT: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

No issues from GBRf.

Regards,

Head of Strategic Access Planning,  
GB Railfreight Ltd.,

3<sup>rd</sup> Floor,

55 Old Broad Street,

London, EC2M 1RX.

GB Railfreight Ltd. Registered in England & Wales No. 03707899.  
Registered Office: 3<sup>rd</sup> Floor, 55 Old Broad Street, London, EC2M 1RX.

---

# GB Railfreight

---





**From:**  
**Sent:** 21 October 2021 08:24  
**To:**  
**Subject:** RE: SUBJECT: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Ok with RFG

Director General

Please note I do not work on Fridays.



*This email and any files transmitted with it are confidential and may be protected by legal privilege. If you are not the intended recipient, please do not disclose, copy or use any part of this email/attachment - instead please notify the sender and delete this email from your system. Rail Freight Group (RFG) cannot accept any liability for the integrity of this message or its attachments.*

*Rail Freight Group*

*7 Bury Place*

*London*

*WC1A 2LA*

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

*Twitter @railfreightUK*

*Rail Freight (Users and Suppliers) Group*

*Registered No. 332 4439*

---

**25 West Coast Railway Company**

**From:**

**Sent:** 16 November 2021 11:39

**To:**

**Subject:** Re: SUBJECT: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

No comments

---

**26 W. H. Malcolm**

**From:**

**Sent:** 21 October 2021 07:35

**To:**

**Subject:** RE: SUBJECT: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

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

---

**27 Association of Community Rail Partnerships**

**From:**

**Sent:** 21 October 2021 09:03

**To:**

**Subject:** RE: SUBJECT: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

No Comment

Head of support & development, and deputy chief executive



**Mobile:**

**Web:** [communityrail.org.uk](http://communityrail.org.uk)

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



Community Rail Network supports a growing movement of **70 community rail partnerships** and **1,000 volunteer groups** across Britain: engaging local people with their railways and stations, enabling sustainable and inclusive mobility, and bringing rail into the heart of communities.



find  
out  
more

---

## 28 British Transport Police

**From:**

**Sent:** 25 October 2021 14:27

**To:**

**Subject:** Land Disposal. York Railway Station and Queen Street, York.

OFFICIAL

I write to you in line with my role as a British Transport Police (BTP) Designing out Crime Officer (DOCO) and in connection with your recent communication relating to the above. Your reference is: CR/50016, 50017, 50018 dated 22.07.2021. Plan Drawing 8095493-16 refers.

The disposal of the area of land in question by way of a Freehold sale would allow for the development and transformation of the York Railway Station frontage and form part of a large scale £29M development of the area. There will be no impact to the operation of the railway.

BTP staff are aware of long term project and have already engaged with our Home Office Police Force counterparts and partners in the project.

Having reviewed the documentation I support the proposal of the land disposal and have nothing further to add. My office reference is: DOCU-2021-1561.

DOCO 7448

British Transport Police.

C Div. Pennine Sector.

1<sup>st</sup> Floor. West Gate House.

Grace Street.

Leeds

---

**29 High Speed Two (HS2) Ltd**

**From:**

**Sent:** 25 October 2021 10:21

**To:**

**Subject:** RE: SUBJECT: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Dear

Thank you for consulting HS2 Ltd on the above matter, we have no comments to make on the proposed disposal.

Kind regards,

**Safeguarding Planning Manager, Technical Services Directorate | HS2 Ltd**

[Facebook](#) | [Twitter](#) | [LinkedIn](#)

High Speed Two (HS2) Limited, Two Snowhill, Snow Hill Queensway, Birmingham, B4  
6GA | [www.gov.uk/hs2](http://www.gov.uk/hs2)

---

**30 Transport Focus (formerly Passenger Focus)**

**From:**

**Sent:** 04 November 2021 12:17

**To:**

**Subject:** Re: SUBJECT: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Hi

Thanks for this information about the proposed land disposal as part of the redevelopment/enhancements to the front of York station. Transport Focus supports this proposal.

Best regards

Rail technical advisor

Transport Focus

---

## 31 City of York

**From:**

**Sent:** 16 November 2021 15:46

**To:**

**Cc:**

**Subject:** RE: SUBJECT: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Hi

Thank you for your email and the opportunity to provide comments City of York on the land disposal. We have reviewed the proposals and for ease attach plans highlighting areas within the proposals which will form part of the York Station Gateway Scheme and our comments on them. City of York Council wish to ensure that the necessary land to deliver the scheme as outlined with the Planning Permission is available to progress scheme.

1. Land to be included within the land take due to the proposed Highway Adoption Boundary (coloured blue)
2. Land to be removed from land take due to not being adopted (coloured Green)
3. Land to be transferred to a lease once MSCP is constructed (coloured red)
4. Land to be transferred to land take once the MSCP is constructed (coloured amber)
5. Land to have public right of way to be agreed with CYC once MSCP is constructed.(coloured pink)

I trust this is of assistance, if you require clarification of any issues please do not hesitate to contact me

Kind regards,

Major Transport Projects Manager

**City of York Council** | Directorate of Economy & Place

West Offices | Station Rise | York | YO1 6GA



## Annex 2

### 1. Full exchange of correspondence with Northern Rail to get to an agreed position with no objection to the disposal.

**From:**

**Sent:** 21 April 2022 15:41

**To:**

**Subject:** RE: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

**Importance:** High

**CAUTION:** This email originated from outside the Northern email system. **DO NOT** click links or open attachments unless you recognise the sender and know the content is safe.

OFFICIAL

Hi

Please could I get a response that you have no objection subject to compliance with the suggested conditions.

Thanks

Principal Development Manager (Eastern), Network Rail

**From:**  
**Sent:** 05 April 2022 14:17  
**To:**  
**Subject:** RE: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)  
**Importance:** High

OFFICIAL

Thanks

Therefore, please could you confirm that, subject to the conditions I've specified, Northern has no objection to the sale of the land coloured blue plus the additional minor areas of land referred to in my 3<sup>rd</sup> Feb email and coloured dark blue on the plan in that email.

Regards

Principal Development Manager (Eastern), Network Rail

**From:**  
**Sent:** 23 March 2022 16:03  
**To:**  
**Cc:**  
**Subject:** RE: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Hi

Apologies for the delay & thanks for your help on this, we are comfortable with your proposal that the disposal of any part of the section verged red will be conditional on NTL & other beneficiaries confirming agreement to the design for the replacement space to be provided to accommodate all of our operational needs for the future. It will be good to get more detail on the plans so would be grateful for Network Rail support on us all getting a rail focussed plan together

Best Regards

Station Development Manager

**From:**  
**Sent:** 23 March 2022 11:26  
**To:**  
**Cc:**  
**Subject:** RE: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)  
**Importance:** High

OFFICIAL

Hi just chasing again for a response to my suggested course of action on this Land Consultation.

Thanks

Principal Development Manager (Eastern), Network Rail

**From:**  
**Sent:** 14 March 2022 08:54  
**To:**  
**Cc:**  
**Subject:** RE: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)  
**Importance:** High

OFFICIAL

Hi I'd be grateful for a response on the suggested approach outlined below so I can seek to get this transaction progressed on a conditional basis.

Many thanks.

Principal Development Manager (Eastern), Network Rail

**From:**

**Sent:** 24 February 2022 11:42

**To:**

**Cc:**

**Subject:** RE: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

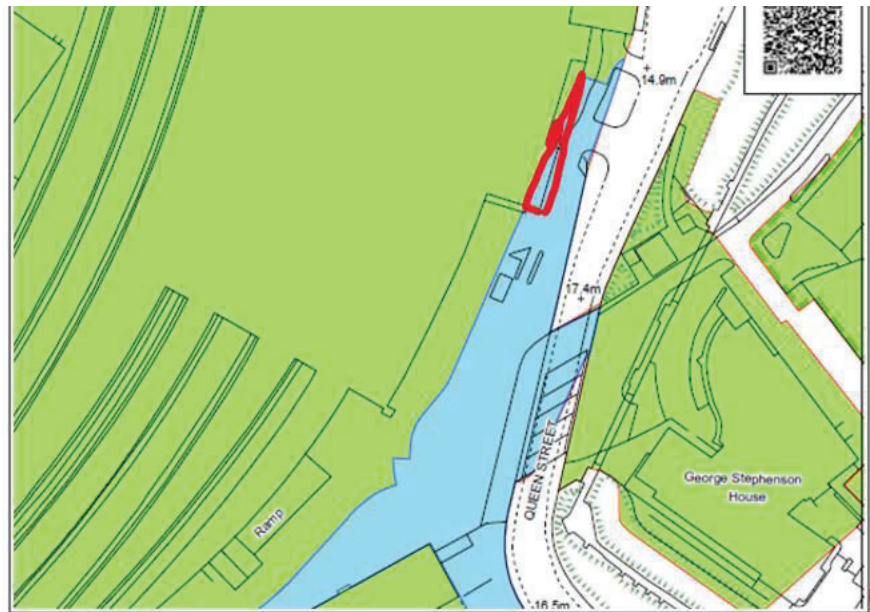
**Importance:** High

OFFICIAL

Thanks for the response.

The actual disposal which is the subject of this consultation has a minimal effect on your actual facilities. We need to get the disposal consent in place so that the Council have the certainty that provided certain other measures are in place – Station Change, agreed scheme for the re-provided operational accommodation – that consent is in place to dispose of the land they require. If we wait until the full detail is agreed before we can complete the disposal of the land then this will create a phasing issue for works to the highway

Therefore, what I propose to ensure we can make progress (as I don't believe there is an objection to the disposal of the land) is that the disposal of any part of the section verged red to be conditional on Northern confirming their agreement to the design for the replacement space being provided within the south train-shed or such other alternative facility as may be agreed. In effect, we can't demolish the existing train-crew space to enable the third phase of works on the project to go ahead until there is an agreement – LNER/TPE/Northern/NR - on the space being provided to replace this building.



Therefore, please can you confirm Northern have no objection to the proposed disposal of the land coloured blue provided this condition is satisfied?

In addition, when responding , please could you also confirm you have no objection to the inclusion of the additional minor areas of dark blue land to the disposal site. These are shown on the attached plan.

Regards

Principal Development Manager (Eastern), Network Rail

**From:**  
**Sent:** 23 February 2022 17:51  
**To:**  
**Cc:**  
**Subject:** FW: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Hi

has asked me to forward on Northern's response to the land disposal which is as follows:

Thanks for the detail on the proposed scheme for York station & I can confirm that Northern Trains Ltd (NTL) are supportive of the scheme targeted at improving the experience for all station users. This said, NTL remains concerned that the overall scheme for the development of York station lacks enough detail at this time to give us the comfort that the operational needs of NTL (& other TOC's) during & after the planned works will be accommodated. On this basis, before we can offer our full support & approval to the land disposal we require more detail to give us the confidence that the overall council funded Masterplan for the station on areas such as:

**Future facilities for TOC staff** – We have no real detail of future facilities for operational accommodation for our operation for areas such as signing on points, briefing space, mess & locker facilities and also other shared common facilities. We understand that the scheme proposes a like for like replacement but we are keen that the station development is targeted with delivering a better station for all & accommodates the needs of a 21<sup>st</sup> century station and its operation.

**Delivery plans & program** – at the moment we have no certainty that changes will not significantly impact the operation of the station for our customers & employees, it would be great to have more detail on a delivery plan so that we can give key stakeholders (particularly Unions and H&S reps) more detail on the plans in a consultative way.

**Allocated Resource** – It is key that the planned design & delivery of changes to the station will require a degree of informed decision making and communication with our internal stakeholders. It would be good if the scheme could support & fund this to be given the focus it deserves through the funding of our own resource to be allocated to the project on a time based basis.

I hope you see these points in the constructive way that they are intended & I look forward to hearing from you.

Best regards

Head of Property

Northern Trains Ltd.

**From:**

**Sent:** 03 February 2022 13:56

**To:**

**Subject:** RE: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

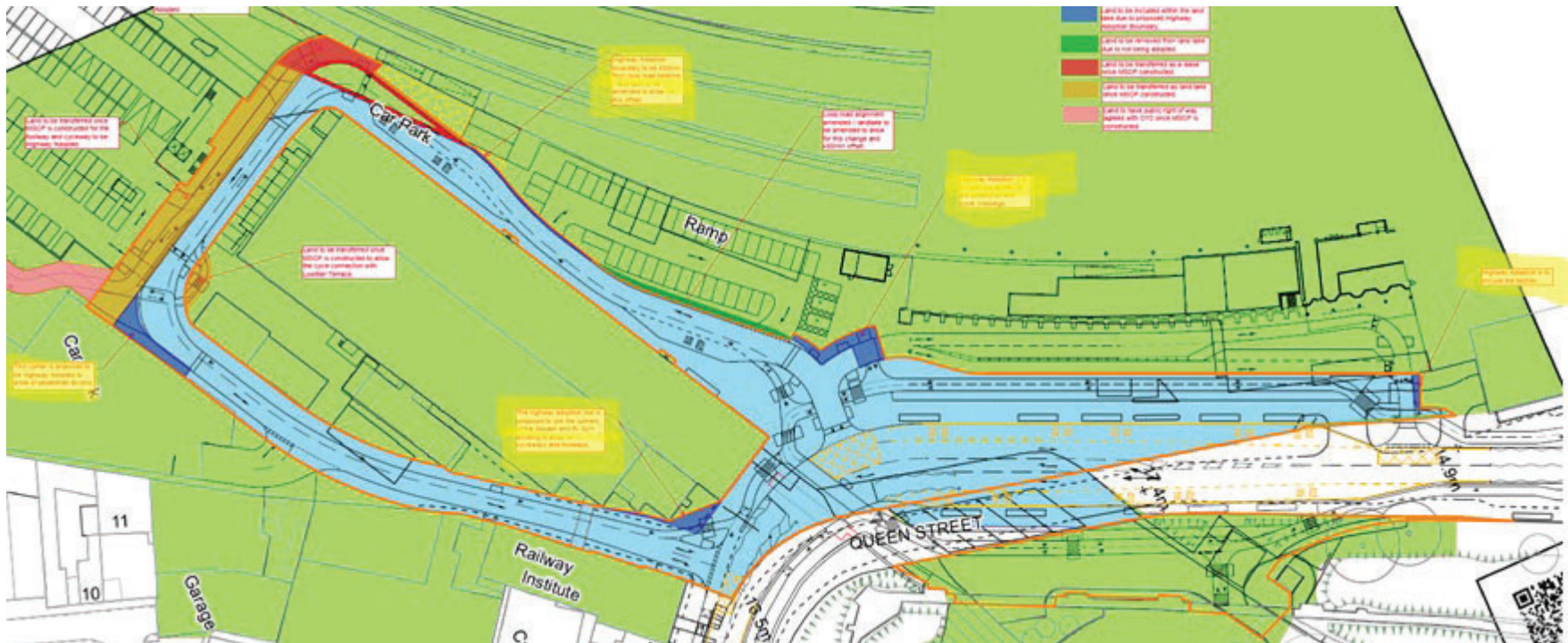
OFFICIAL

Hi

I'm just following up on this email to see if Northern can respond on the consultation re the proposed disposal of the land coloured blue on the plan below.

At the same time, please can you also respond on the inclusion of the additional small areas of land coloured a darker blue

Since the consultation commenced the Council have advised me that detailed design work on the highway has meant they require 5 small additional areas of land shown by dark blue colour on the extract plan below (full copy of plan attached for reference – “NR Land Adoption Line Arup Response”).



Apart from Northern and Transpennine Express I have not received any objections to the proposed disposal of the light blue land. In Network Rail’s view the small areas of additional land should be added to the disposal site but do not have a material on the disposal and hence I do not propose to issue a full and revised consultation including these minor changes to the proposed disposal site boundary. Therefore, I am simply seeking confirmation that Consultees have no objection to the addition of the land and to this method of dealing with this and hence would be grateful if you can confirm you agree to this approach.



Regards

Principal Development Manager (Eastern), Network Rail

**From:**

**Sent:** 17 January 2022 16:33

**To:**

**Subject:** RE: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

OFFICIAL

We had a meeting between LNER, TPE and Northern about accommodation in and around the station. David Byrne attended from Northern. It was on the 16<sup>th</sup> December.

Regards

Principal Development Manager (Eastern), Network Rail

**From:**

**Sent:** 17 January 2022 16:30

**To:**

**Subject:** RE: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Hi

Thank you for your email. Can I just confirm what meeting has taken place and who from Northern attended.

I wasn't included on the invites so not sure who you have consulted with.

Thanks

Property Team Organiser & Compliance

Bradford Interchange Railway Station, Bridge Street  
Bradford

BD1 1TU

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



**From:**

**Sent:** 17 January 2022 09:27

**To:**

**Subject:** Re: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Can you feed back, Paul needs to attend to.

Best regards

Sent from my Samsung Galaxy smartphone.

----- Original message -----

From:

Date: 17/01/2022 09:03 (GMT+00:00)

To:

Cc:

Subject: RE: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

I refer to my email below and would be grateful to hear back from you.

Regards

Principal Development Manager (Eastern), Network Rail

**From:**

**Sent:** 17 December 2021 16:24

**To:**

**Cc:**

**Subject:** RE: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

OFFICIAL

we have now had a meeting to discuss overall plans for the station.

Is any more information required before you can respond on this consultation?

Regards

Principal Development Manager (Eastern), Network Rail

**From:**

**Sent:** 24 November 2021 14:38

**To:**

**Cc:**

**Subject:** FW: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Good afternoon,

Further to my email below have you managed to look into a stakeholder meeting to discuss the changes.

Our Area Director has also requested that a meeting be arranged which he would like to be involved with along with any other senior managers involved in this project.

If you can let me know as I need to keep him updated. I can help with availability from my Northern colleagues.

Thanks

Property Team Organiser & Compliance

Bradford Interchange Railway Station, Bridge Street  
Bradford

BD1 1TU

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



**From:**

**Sent:** 17 November 2021 16:34

**To:**

**Subject:** RE: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Hi

Thank you for your email and responses which I have circulated to the team. After some local discussions within Northern the team have asked that a stakeholder meeting be set up with LNER for them to take everyone through the proposals before we agree to any changes.

Is this something you can help arrange?

Regards

Property Team Organiser & Compliance

Bradford Interchange Railway Station, Bridge Street  
Bradford

BD1 1TU

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



**From:**  
**Sent:** 16 November 2021 10:42  
**To:**  
**Subject:** RE: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

OFFICIAL

Hi and thank you for your response.

I don't believe it will affect your parking. I understand Northern have a number of permits for use in the LNER long-stay car park. Is this correct? These may need to be relocated to the west side of the station but spaces will still be available.

The Station Frontage scheme requires demolition of the existing train-crew facilities. The Council will fund re-provision on a like for like basis in terms of the size of the units. The various heritage and conservation bodies have been reticent to support the proposed new buildings under the train-shed roof and would not support bigger buildings under the current scheme even if funding could be provided to enlarge them. Therefore, the current scheme does not create the opportunity to expand and enhance on existing facilities.

The detailed design on the replacement buildings has not started yet but will be done by LNER and hence there is the opportunity to see how the facilities needed can be incorporated into the floor layout in terms of lockers, messing etc. The aim will be to create flexibility so that the replacement space funded from the Council scheme could be re-purposed for station uses if say train-crew relocated to a newer bespoke facility – see comment below.

Separately, there is a wider piece of work to take forward with LNER/TPE/Northern on what the station and facilities need to look like and where the opportunities for new space are located. It has been difficult due to heritage/planning issues to get support for new buildings as are proposed under the train-shed roof. However, the answer to the rail industry need for more operating accommodation may be a further Listed Building application for new buildings under the train-shed roof. Alternatives are better utilisation of existing rooms or new space to the west of the station. We need to take forward the work to form a plan for this.

The office requirement you refer to is new to me. We can include future planning for this in the discussions referred to above.

In addition, have Northern explored any options to provide more staff space and if so, what options have you considered?

Regards

Principal Development Manager (Eastern), Network Rail

**From:**

**Sent:** 10 November 2021 11:32

**To:**

**Subject:** FW: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Good morning

Hope you are well. I have been forwarded the attached consultation papers for proposed land disposal at York and have a few queries from traincrew colleagues below in Northern;

Firstly please can we have confirmation this scheme will not affect any car parking facilities for Northern staff? The documents refer only to Network Rail, LNER and Transpennine so the assumption is this will not affect us.

Secondly we have concerns around replacement of the traincrew accommodation that is proposed to be provided.

*“The existing train-crew and station storage facilities located in buildings partially built on the proposed disposal site will be replaced inside the station train-shed and made available for use before the existing facilities are demolished. This is on a like for like basis and, whilst it will be improved accommodation compared to the current accommodation, it does not cater for growth which will have to be accommodated elsewhere within the station”.*

Over the last few years Northern's traincrew numbers have grown along with other operators and we have outgrown the existing facility to a point where we cannot provide the basics of an individual locker for each employee and the current messroom was at capacity pre-Covid. We feel an opportunity is being missed here replacing it on a like for like basis and that the scheme should not only enhance the current facilities but provide some capacity for future growth. We are concerned that future growth will be accommodated elsewhere on the station (this document does not state where this will be) and it will be quite dis-jointed which is something we are trying to move away from at other locations. We believe this is an opportunity to create a first class traincrew facility in one location and disappointed this is not the case.

In order for us to consider this fully please can we understand where the future additional traincrew facilities would be provided on the station in relation to this replacement facility?

Please can you clarify what like for like is – is this in terms of floor space or number of lockers, tables and chairs etc?

Finally we have long had an aspiration to provide an office as part of the traincrew accommodation for our Driver & Conductor team managers not only so they are closer to the staff improving engagement but also provide a facility to undertake chain of care and interviews post incident rather than have to trek across to Northern House. Please can you advise if this has been included in these plans?

We look forward to your response so we can consider this further.

Regards



Property Team Organiser & Compliance

Bradford Interchange Railway Station, Bridge Street  
Bradford

BD1 1TU

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



**2. Full exchange of correspondence with Transpennine Express to get to an agreed position with no objection to the disposal.**

**From:**

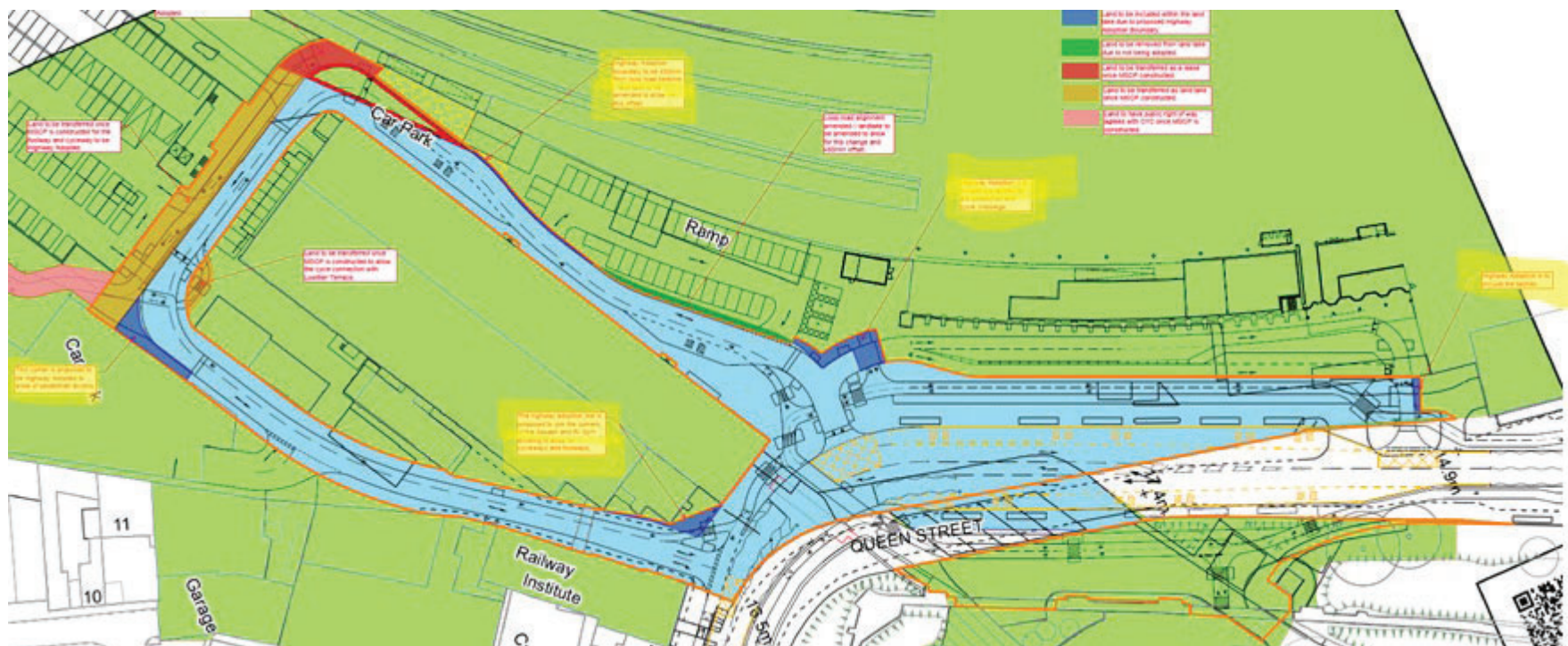
**Sent:** 01 June 2022 14:59

**To:**

**Cc:**

**Subject:** RE: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

when responding, could you also confirm no objection to the inclusion of the three minor areas of land coloured dark blue on the plan below that I consulted on in January.



Thanks

Principal Development Manager (Eastern), Network Rail

**From:**

**Sent:** 01 June 2022 12:54

**To:**

**Cc: Su**

**Subject:** RE: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

All, apologies for the delay in replying. I've taken advice and will accept the wording below with deletion of the section highlighted in yellow as suggested by Therefore, please can you confirm that the condition as proposed is accepted and I'll make the application for consent to the ORR.  
Thanks

Prior to disposal of any of the land, completion of an Agreement between City of York Council and TPE guaranteeing a ~~24-hour~~ walking route at all times to the station to and from George Stephenson House/Queen St area for TPE train-crew. Such walking route shall not be further or longer than TPE's existing walking route. ~~This is before during and after the works on the proposed disposal site.~~ Any change to TPE's existing walking route requires the prior written approval of TPE (not to be unreasonably withheld or delay provided however that TPE shall not be required to approve any change if it results in the walking route being longer or further than the existing route). Such Agreement to include an obligation on the Council to pay to TPE all costs expenses losses and damages arising from any change to TPE's existing walking route including without prejudice to the foregoing generality any penalties or losses arising from train performance delays or cancellations

Principal Development Manager (Eastern), Network Rail

**From:**  
**Sent:** 28 April 2022 09:39  
**To:**  
**Cc:**  
**Subject:** RE: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Hi

I had referred to "before " and "after" the works because you had in your previous amendment limited the right of access to only "during" the works whereas we need to be sure that TPE will continue to have a right of access of no longer / further than existing. Would it assist if we just deleted the sentence "This is before during and after the works on the proposed disposal site."

Kind regards

Group Solicitor – Property

FirstGroup plc

8<sup>th</sup> floor, The Point, 37 North Wharf Road, London W2 1AF

[www.firstgroupplc.com](http://www.firstgroupplc.com)

**PLEASE NOTE CHANGE OF EMAIL ADDRESS TO**

**From:**

**Sent:** 28 April 2022 08:59

**To:**

**Cc:**

**Subject:** RE: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Thanks

I'll have to take advice from our Regulatory team as I think the wording as proposed is unnecessarily onerous given the facts of the situation.

I'll respond again when I've heard back from them.

Regards

Principal Development Manager (Eastern), Network Rail

**From:**  
**Sent:** 26 April 2022 16:02  
**To:**  
**Cc:**  
**Subject:** RE: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

I am sorry, I don't accept the inclusion of the word "Unreasonably." You know that any changes to agreed walking times have to be reviewed and consulted to understand the impact on the timetable and performance. Whilst the public realm proposal will remove some of the current obstacles, including the Before and After shouldn't be an issue to the Council unless the design changes hence the request for an agreement with the Council as a condition of the disposal.

Kind regards,

Head of Property

tpexpress.co.uk

TransPennine Express | 7th Floor Bridgewater House | 60 Whitworth Street | Manchester | M1 6LT

**From:**  
**Sent:** 26 April 2022 11:13  
**To:**  
**Subject:** RE: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Thanks. My initial impression is there needs to be an "Unreasonably" before "further and longer". In the absence of any works the route you use crosses a public highway and NR have little control over what may happen on that public highway. For instance, the timing on the crossing could change so train-crew have to wait longer for a green light in order to cross. The pavement may get obstructed by works for a few metres but in that case is such a minor extension of walking route going to have the delay effect you are seeking to mitigate.

Also, I don't accept Before and After. You can see what the route is After the works have completed – they are either acceptable or not as drawn.

Regards

Principal Development Manager (Eastern), Network Rail

**From:**  
**Sent:** 26 April 2022 10:12  
**To:**  
**Subject:** FW: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Our Group Solicitor has suggested alternative wording below.

Kind regards,

Head of Property

tpexpress.co.uk

TransPennine Express | 7th Floor Bridgewater House | 60 Whitworth Street | Manchester | M1 6LT

**From:**  
**Sent:** 25 April 2022 14:38  
**To:**  
**Cc:**  
**Subject:** RE: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

HI

I agree with you that proposal below does not go far enough to cover TPE's position since it needs to be clear that any walking route will be as existing or if an alternative is proposed it is not further /longer and the indemnity also needs to be widened. I have made some amends to his wording below.

Kind regards

Group Solicitor – Property

FirstGroup plc

8<sup>th</sup> floor, The Point, 37 North Wharf Road, London W2 1AF

**From:**

**Sent:** 22 April 2022 09:18

**To:**

**Cc:**

**Subject:** RE: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

**Importance:** High

Thanks

I've amended Condition 1 as shown below. Is this acceptable?

Principal Development Manager (Eastern), Network Rail

**From:**  
**Sent:** 21 April 2022 17:46  
**To:**  
**Cc:**  
**Subject:** RE: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

I don't believe the conditions below capture the requirements previously requested in our e-mail dated 15<sup>th</sup> March (attached for reference) regarding walking routes and the potential performance impact.

Kind regards,

Head of Property

tpexpress.co.uk

TransPennine Express | 7th Floor Bridgewater House | 60 Whitworth Street | Manchester | M1 6LT

**From:**  
**Sent:** 21 April 2022 16:27  
**To:**  
**Cc:**  
**Subject:** RE: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Hi and apologies for the delay in getting back to you on this.

I would be grateful if you could confirm that TPE have no objection to the disposal of the land and to the additional small areas of land coloured dark blue provided that 3 conditions are incorporated in the Application for ORR Consent. The total area of land is shown on the attached plan 8095493-1b.



The conditions will be:

1. Prior to disposal of any of the land, completion of an Agreement between City of York Council and TPE guaranteeing a ~~24-hour~~ walking route **at all times to the station to and from George Stephenson House/Queen St area for TPE train-crew. Such walking route shall not be further or longer than TPE's existing walking route.** This is **before during and after** the works on the proposed disposal site. **Any change to TPE's existing walking route required the prior written approval of TPE (not to be unreasonably withheld or delay provided however that TPE shall not be required to approve any change if it results in the walking route being longer or further than the existing route).** Such Agreement to include an obligation on the Council to pay to TPE **all costs expenses losses and damages arising from any change to TPE's existing walking route including without prejudice to the foregoing generality any penalties or losses** arising from train performance delays or cancellations ~~for the period that the route provided, or an alternative, cannot be used.~~
2. Sale of Phase 2 land (plan No. 8095493-2c) within the proposed disposal site only proceeding if LNER/Northern/TPE/NR agreed on the treatment of the train-crew space affected by the proposed disposal. Therefore, the existing train-crew space on the proposed disposal site shown by blue colour and blue hatch can't be demolished until such agreement is reached.
3. Agreed and funded scheme for permanent re-provision of any displaced long-stay parking spaces from the LNER long-stay station car-park. Condition to apply to the three plots of land shown in the three phases (plan nos 8095493-1b, 8095493-2c, 8095493-3b) so a single phase of land can be sold if the spaces applicable to that phase have been replaced.

I look forward to hearing from you as soon as possible.

Regards

Principal Development Manager (Eastern), Network Rail

**From:**  
**Sent:** 15 March 2022 12:21  
**To:**  
**Cc:**  
**Subject:** RE: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

OFFICIAL

Thanks Just what I needed to progress this.

I'm going to finalise my submission to ORR for the necessary consent to dispose. Can I run the proposed conditions by you before I submit so that I can assure ORR that all agreed.?

Appreciate your help.

Regards

Principal Development Manager (Eastern), Network Rail

**From:**  
**Sent:** 15 March 2022 11:42  
**To:**  
**Cc:**  
**Subject:** RE: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Hello

In relation to your queries below;

If TPE cannot use the Existing Access Route or an alternative route approved in writing by TPE then [ Network Rail / City of York Council ] shall pay to TPE damages equivalent to the cost of any additional resources and/ training required by TPE or penalties arising from train performance delays or cancellations for the period that TPE are unable to use the Existing Access Route or such alternative route. We will need a contractual commitment from Network Rail or the Council to ensure these costs are recoverable.

Yes, the alternative location for the 4 vehicle spaces is acceptable.

Kind regards,

Head of Property

tpexpress.co.uk

TransPennine Express | 7th Floor Bridgewater House | 60 Whitworth Street | Manchester | M1 6LT

**From:**

**Sent:** 14 March 2022 08:54

**To:**

**Cc:**

**Subject:** RE: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

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OFFICIAL

Thanks

I'll condition the consent so that the accesses are maintained,. However, in order to get some form of document in place, could you answer the questions of:

1. what your expectations are in the event that something causes the walking route to be blocked/unavailable? We will of course seek to ensure CYC commit to providing this but I need to know what the implications are if unforeseen circumstances cause a blockage.
2. is the new location for the 4 supervisor spaces acceptable.

Regards

Principal Development Manager (Eastern), Network Rail

**From:**

**Sent:** 08 March 2022 13:40

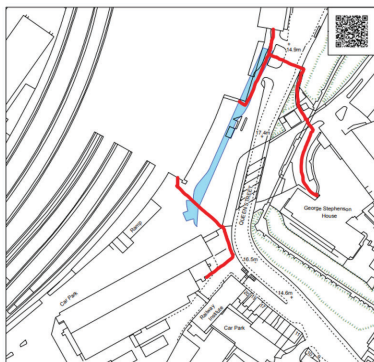
**To:**

**Cc:**

**Subject:** RE: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Hello

Following further consideration on the forecourt land disposal consultation we must insist that 24/7 access is provided and maintained to our accommodations as outlined in the plan below. In order to facilitate the construction process we agree that an alternate route can be provided, but only with TPE's consent with no requirement for us to act reasonably in agreeing any alternate route.



Please feel free to give me a call should you wish to discuss this further.

Kind regards,

Head of Property

tpexpress.co.uk

TransPennine Express | 7th Floor Bridgewater House | 60 Whitworth Street | Manchester |  
M1 6LT

**From:**

**Sent:** 24 February 2022 14:21

**To:**

**Cc:**

**Subject:** RE: Consultation on proposed land disposal: YORK: land forming part of station  
car park and land off Queen St (Station Frontage Improvement Scheme)

**Importance:** High

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OFFICIAL

Thanks

This really helps in moving this forward.

In order to deal with the walking routes I propose a second condition be added to any disposal consent. This will be that a suitable document is in place covering the legal assurances you seek before we conclude the sale to CYC of the Phase 1 land containing Queen St bridge. I'll raise this with CYC. The issue for this document is what your expectations are in the event that something causes the walking route to be blocked/unavailable?

Apologies, I'd missed the walking route comment across the station car park. It will be in place once the first phase of temporary works are complete. I suspect it may be difficult to create this during these initial works – see area coloured red on the attached document showing where the temporary road is to be built along with footpath (blue colour road and yellow footpath on pages 2 and 3) . However, again, I will raise with CYC to see if feasible to create a route – there would then be an obligation on TPE users to keep it secure.

Finally, is the new location for the 4 supervisor spaces acceptable. This is what I proposed in my document and is the area verged red below.



I look forward to hearing from you further.

Regards

Principal Development Manager (Eastern), Network Rail

**From:**  
**Sent:** 24 February 2022 12:42  
**To:**  
**Cc:**  
**Subject:** RE: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Hello

Apologies for the delay. I have added a column with our further comments. Given the business critical nature of Point 1, we would like sight of the legal undertaking relating to this matter.

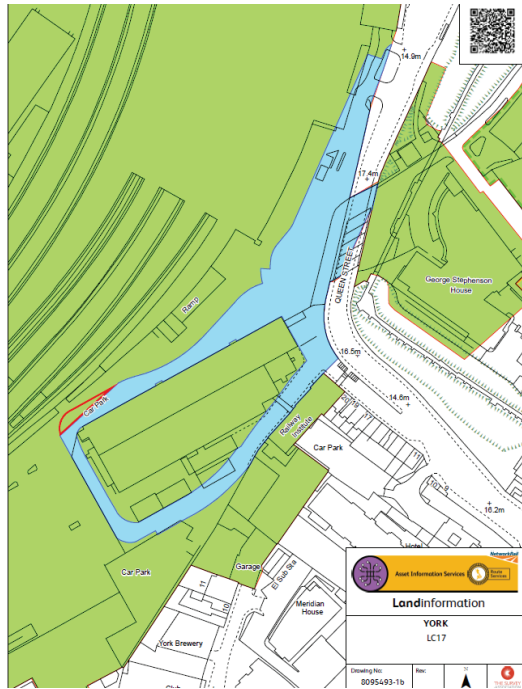
Kind regards,

Head of Property

tpexpress.co.uk

TransPennine Express | 7th Floor Bridgewater House | 60 Whitworth Street | Manchester | M1 6LT

York: TPE issues with proposed disposal of land coloured blue on plan below.



TPE object to the disposal in its current form unless Network Rail provides a written undertaking to TPE that following further consultation, the issues raised in the email dated 11<sup>th</sup> November will be resolved by Network Rail to TPE's satisfaction. The 9 items are listed below.

	Issue	Proposed solution	Action	Comments	TPE Comments 24.2.22	Date resolved
1	Safeguarding rights of access and walking routes to Queen Street, Toft Green	NR to seek to ensure CYC provide	CYC Contract for a	CYC have confirmed a permanent access route will be maintained. There	CYC would be legally bound to maintain these rights of access during the works. Bearing in mind	



	<p>and Hudson Quarter – NR has confirmed that TPE will have unrestricted 24/7 access through the gate and along the footpath leading to George Stephenson House and Toft Green. Given that we are likely to have rostered train crew using this walking route, we will need assurances that the route will be maintained throughout any redevelopment works. Similarly, the TPE accommodation at Queen Street will be circled by the development works and again, the walking times must be protected or improved upon. (Would you consider reinstating a walking route over the station car park to Queen Street to ensure these objectives are achieved?)</p>	<p>pedestrian right of access at all times from George Stephenson house to station during works on Highway between GSH and station.</p>	<p>implementation of works needs to maintain such routes or provide alternative s. CYC to provide confirmation of their approach.</p>	<p>will be a period when a protected route through a construction site will be created as Queen St bridge and the embankment leading up to it will have to be removed and some re-surfacing works done on the highway section crossed by this walking route.</p>	<p>the business-criticality and impact on traincrew diagrams, any alternative walking routes must not increase the walking times from and to the station. NR have not responded to a request for a walking route over the station car park to Queen Street and GSH?</p>	
<p>2.</p>	<p>Car parking for staff and on-call vehicles – We believe you have included the requirements for alternative vehicle parking in the proposal but would you confirm the temporary and permanent locations for any alternative car parking?</p>	<p>New location to be use of spaces within land verged red on Plan 1 below this table.  Temp location during ducting work to be</p>	<p>TPE to confirm if permanent location agreed</p>		<p>NR have confirmed on the 18<sup>th</sup> February that there is no longer any requirement for a temporary move of car park spaces</p>	

		determined.			
3.	<p>Alternative facilities for staff – We appreciate that this item relates more to station change rather than the land disposal but they are intrinsically linked. The current proposals issued by LNER for alternative temporary accommodation are quite vague at this stage other than to identify a location and a block diagram under the south shed. TPE has a networked Signing on Point, Exclusive messroom, Locker rooms and shared common amenities with Northern Rail. The land disposal proposal is quite explicit in stating the alternative accommodation will be like for like but with a level of collaboration it is hoped that efficiencies can be introduced to maximise the space available. We cannot afford any disruption to service delivery and performance during this transition. We will also have to consult with the Unions and H&amp;S reps on any proposals put forward and</p>	<p>If we wait until the full detail is agreed before we can complete the disposal of the land then this will create a phasing issue for works to the highway. Can we agree that disposals of such parts of the blue land can go ahead apart from the section containing the existing train-crew facilities – section verged red on Plan 2 below.</p> <p>Disposal of this section verged red to be conditional on TPE confirming their agreement to the design for the new space being provided</p>	<p>TPE to confirm if this approach is agreed</p>		<p>This approach is acceptable subject to design approval associated with any alternative accommodation and a relocation programme acceptable to both Northern and TPE. These alterations will be subject to Station Change.</p>

	whilst we will work with LNER, NR and the Council, the outcome of these consultations are a project risk. The sooner the plans can be consulted the better	within the south train-shed. Outline of new accommodation shown on Plan 3 below.				
4.	Proposed mitigations to minimise the impact to TPE during demolition and construction – This is summarised above and relates to maintaining safe and unrestricted access to our various locations without increasing walking times or disrupting service delivery.	CYC to be asked to provide information on how this will be dealt with		<p>1. route maintained from GSH. Walking</p> <p>2. Walking route maintained from Queen St premises.</p> <p>Both may be through a construction site at times during the programme but this is unavoidable as TPE stating they cannot be re-directed.</p> <p>Queen St premises will sit next to a highway construction site so inevitable there will be noise issues during working day for construction works.</p> <p>Is there anything else?</p>	As item 1 above	
5.	Impact on bus drop off and Rail Replacement Services, as well as instances of severe disruption – The	CYC to be asked to provide information on how this will be		The current rail replacement procedures will be maintained as existing – i.e. rail	Accepted	

	<p>identification of a suitable space within the development for Rail Replacement during disruption will need to be confirmed</p>	<p>dealt with</p>		<p>replacement buses will continue to initially use the existing bus stops outside the station. Once the new bus stops are constructed and city buses moved over, rail replacement buses will then use these new stops. Once the final scheme is completed including the loop road and short stay car park, rail replacement can use either a) bus stops on the loop road or b) if there are lots of buses, use the whole of the new short stay car park</p>		
6.	<p>Safe guarding for future expansion of railway employment/operational requirement.</p>	<p>Network Rail will ensure that land isn't sold that could be used for future railway operational requirements. The subject disposal site can't, in Network Rail's opinion, be used for such purposes as detailed in the</p>	<p>Please confirm this is resolved.</p>		<p>Accepted</p>	

		Consultation document.				
7.	Assessment on increased walking times for customers both during and after the redevelopment works.	<p>Please can you specify what is under consideration here so we can seek to address this. The proposed disposal is of land required for a scheme to provide a better pedestrian environment for station users and better inter-modal interchange. Walking routes to/from facilities will alter and hence some routes will be shortened and some lengthened compared to current circumstances. However, the overall aim is a better and safer passenger experience.</p>		Need information on this to provide a meaningful response.	No further action needed. Issues addressed elsewhere	

		General experience is that if customers know about disruption, how long for and the future benefits then they are accepting of the short-term effects				
8.	We also have some concerns with regards to the proposed closure of Leeman Road and the impact of the traincrew walking route between the Siemens depot and the Station. The requirement to establish an alternative safe trackside walking route between the two may be needed to mitigate any increases in walking times.	This is not part of this Land Disposal consultation. If you do continue to offer this as a reason to be resolved before the TPE consent becomes unconditional then NR will submit its application to ORR stating it is an unresolved objection but one that is not material to the disposal.	Please confirm this is resolved.		This is still an issue to be resolved but accept it is not material to this disposal	
9.	Post disposal, the Queen Street site will be landlocked in terms of NR v CYC ownership. Can you confirm	The Queen St site will have full access direct from the new	Please confirm this is		Whilst walk up access will be improved, parking for on-call vehicles will be required during and	

	that access rights will be reserved please?	public highway being built under this scheme. Plans showing this have been supplied.	resolved.		post completion of the works	
--	---	--	-----------	--	------------------------------	--

Plan 1

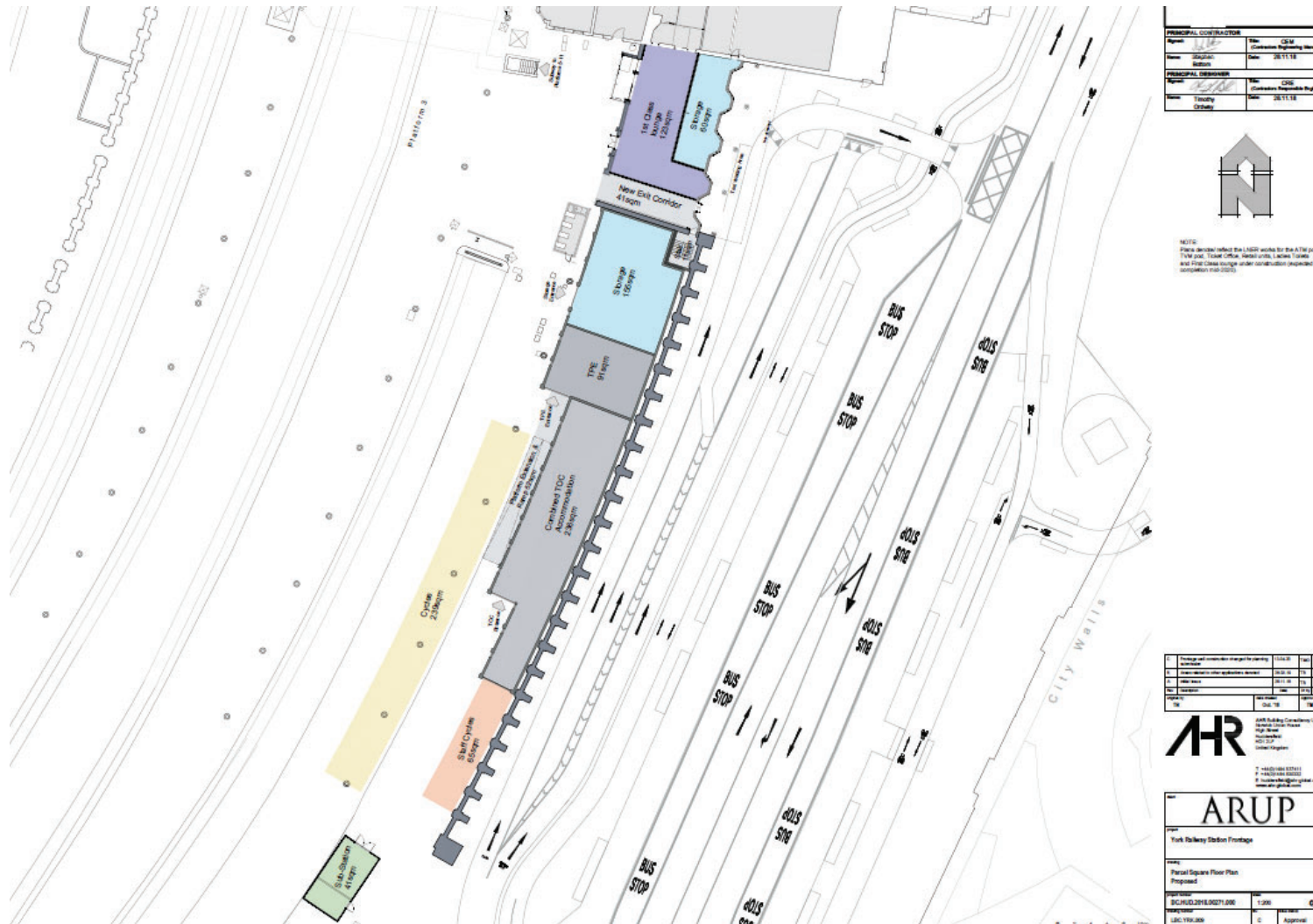


Plan 2





Plan 3



**From:**  
**Sent:** 16 February 2022 09:04  
**To:**  
**Subject:** Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)  
**Importance:** High

---

OFFICIAL

I attach an updated document with responses to the 9 points you wanted satisfying before giving consent to the disposal of the land for the York Station Frontage scheme.

I would be grateful for a response from you.

We are under pressure to get on with this as CYC have finally started with the enabling work son the project.

Thanks



Principal Development Manager

(Eastern Region)

3a George Stephenson House, Toft Green, York, YO1 6JT

[www.networkrail.co.uk/property](http://www.networkrail.co.uk/property)

\*\*\*\*\*  
\*\*\*\*\*

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Network Rail Infrastructure Limited registered in England and Wales No. 2904587, registered office Network Rail, 2nd Floor, One Eversholt Street, London, NW1 2DN.

\*\*\*\*\*  
\*\*\*\*\*



**From:**  
**Sent:** 17 January 2022 09:04  
**To:**  
**Cc:**  
**Subject:** RE: SUBJECT: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)  
**Importance:** High

OFFICIAL

I have further detail from CYC on some of the issues you have raised and hence have updated the attached table.

I would be grateful to hear back from you on this as soon as practicable so we can progress the land arrangements with CYC for the project.

Regards

Principal Development Manager (Eastern), Network Rail

**From:**  
**Sent:** 23 December 2021 10:33  
**To:**  
**Cc:**  
**Subject:** RE: SUBJECT: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

OFFICIAL

Hope all good with you and hope you have a great festive break.

I've waited until we at least had the initial discussion on issues at the station before responding on this.

I've put the 9 points you want resolving into a table with some commentary next to them and suggested approaches.

I would be grateful if you could comment/provide confirmation where requested so we can make progress with this.

Thanks

Principal Development Manager (Eastern), Network Rail

**From:**

**Sent:** 16 November 2021 18:03

**To:**

**Cc:**

**Subject:** RE: SUBJECT: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Hello

Please accept this e-mail of confirmation that TPE are supportive of the proposed scheme but object to the disposal in its current form unless Network Rail provides a written undertaking to TPE that following further consultation, the issues raised in the email dated 11<sup>th</sup> November (attached for reference) will be resolved by Network Rail to TPE's satisfaction.

Kind regards,

Head of Property

tpexpress.co.uk

TransPennine Express | 7th Floor Bridgewater House | 60 Whitworth Street | Manchester | M1 6LT

**From:**  
**Sent:** 16 November 2021 10:28  
**To:**  
**Cc:**  
**Subject:** RE: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

OFFICIAL

David, thank you for the response. I've attempted to answer your queries below.

Regards

Principal Development Manager (Eastern), Network Rail

**From:**  
**Sent:** 11 November 2021 17:11  
**To:**  
**Cc:**  
**Subject:** Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Dear

We have now received feedback for internal consultees in relation to the proposed land disposal that will facilitate the City of York forecourt and public realm scheme. In advance of making a formal response there are a number of concerns relating to the disposal and proposed works that in order for us to approve, we will need more information and if necessary included as a condition of the disposal. The impact of this scheme probably affects TPE more than any other Train Operator given our presence on the Station, Queen Street and at Toft Green. Also our aspirations to expand our traincrew accommodation could intersect much of these areas and impact on our current walking routes. Some key points that have already been highlighted below and your response to each bullet point would be appreciated.

- Safeguarding rights of access and walking routes to Queen Street, Toft Green and Hudson Quarter – NR has confirmed that TPE will have unrestricted 24/7 access through the gate and along the footpath leading to George Stephenson House and Toft Green. Given that we are likely to have rostered train crew using this walking route, we will need assurances that the route will be maintained throughout any redevelopment works. Similarly, the TPE accommodation at Queen Street will be circled by the development works and again, the walking times must be protected or improved upon. (Would you consider reinstating a walking route over the station car park to Queen Street to ensure these objectives are achieved?) (1) We will need to agree a plan with CYC re the walking route during the works to excavate out the Queen St bridge embankment. I had a look on Friday and it may be possible to create a temporary walking route between the cottage and the base of the embankment to the town side of the picket fence. If not, we will have to explore temp relocation of the train crew facilities. (2) Queen St accommodation. There will be highway works outside the premises but I don't see a problem in maintaining a walking route through to the station. (3) On completion of the works, the Queen St accommodation will have frontage onto a public footpath giving direct access to the station. The Queen St footpath near GSH will be the boundary on the station side of the city walls with a crossing over to the station.
- Car parking for staff and on-call vehicles – We believe you have included the requirements for alternative vehicle parking in the proposal but would you confirm the temporary and permanent locations for any alternative car parking? The 4 parking spaces for the Queen St accommodation will be removed by the works. My suggested new location is the triangle of land at the base of the footbridge on the west side of the station that is currently occupied by Northern cabins. The temporary relocation position during the ducting works has still to be agreed.
- Alternative facilities for staff – We appreciate that this item relates more to station change rather than the land disposal but they are intrinsically linked. The current proposals issued by LNER for alternative temporary accommodation are quite vague at this stage other than to identify a location and a block diagram under the south shed. TPE has a networked Signing on Point, Exclusive messroom, Locker rooms and shared common amenities with Northern Rail. The land disposal proposal is quite explicit in stating the alternative accommodation will be like for like but with a level of collaboration it is hoped that efficiencies can be introduced to maximise the space available. We cannot afford any disruption to service delivery

and performance during this transition. We will also have to consult with the Unions and H&S reps on any proposals put forward and whilst we will work with LNER, NR and the Council, the outcome of these consultations are a project risk. The sooner the plans can be consulted the better. LNER will be responsible for the detailed design of the replacement facilities. They have not yet been funded by the Council to commence these works. There will be consultation once they are in a position to do so. I know they are aware of the network point as it has been mentioned that various services need to be diverted etc as part of the works. The like for like comment was made to state that the space available now will be replicated. If we can improve on this through the design process then we will do so. However, the Council scheme and Planning situation mean we can't increase the size of the accommodation.

- Proposed mitigations to minimise the impact to TPE during demolition and construction – This is summarised above and relates to maintaining safe and unrestricted access to our various locations without increasing walking times or disrupting service delivery. Noted. I will feed these requirements in to the Council so they can tender their highway works with the required constraints known about.
- Impact on bus drop off and Rail Replacement Services, as well as instances of severe disruption – The identification of a suitable space within the development for Rail Replacement during disruption will need to be confirmed. Noted. I will feed these requirements in to the Council so they can tender their highway works with the required constraints known about.
- Safe guarding for future expansion of railway employment/operational requirement. The land within this consultation is largely car park land so not an area on which future buildings for occupation would be provided. There is a wider piece of work to take forward with LNER/TPE/Northern on what the station and facilities need to look like and where the opportunities for new space are located. It has been difficult due to heritage/planning issues to get support for new buildings as are proposed under the train-shed roof. However, the answer to the rail industry need for more operating accommodation may be a further Listed Building application for new buildings under the train-shed roof. Alternatives are better utilisation of existing rooms or new space to the west of the station.
- Assessment on increased walking times for customers both during and after the redevelopment works. This is an issue to be reflected in Station Change and



communication to customers. General experience is that if customers know about disruption, how long for and the future benefits then they are accepting of the short term effects.

- We also have some concerns with regards to the proposed closure of Leeman Road and the impact of the traincrew walking route between the Siemens depot and the Station. The requirement to establish an alternative safe trackside walking route between the two may be needed to mitigate any increases in walking times. This isn't associated with this proposed disposal of the Station Frontage project. Did TPE raise this as an issue in use of what is a public highway when the Enquiry re the stopping up was run? The route will only be closed once the alternative is in place and the alternative route being provided is only marginally longer.
- Post disposal, the Queen Street site will be landlocked in terms of NR v CYC ownership. Can you confirm that access rights will be reserved please. It will be encircled by a new public highway so the properties will have direct access onto the highway and associated footpaths.

Given the deadline of the 18<sup>th</sup> November for responses, your early response would be appreciated.

Kind regards,

**From:**

**Sent:** 11 November 2021 17:11

**To:**

**Cc:**

**Subject:** Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Dear

We have now received feedback for internal consultees in relation to the proposed land disposal that will facilitate the City of York forecourt and public realm scheme. In advance of making a formal response there are a number of concerns relating to the disposal and proposed works that in order for us to approve, we will need more information and if necessary included as a condition of the disposal. The impact of this scheme probably affects TPE more than any other Train Operator given our presence on the Station, Queen Street and at Toft Green. Also our aspirations to expand our traincrew accommodation could intersect much of these areas and impact on our current walking routes. Some key points that have already been highlighted below and your response to each bullet point would be appreciated.

- Safeguarding rights of access and walking routes to Queen Street, Toft Green and Hudson Quarter – NR has confirmed that TPE will have unrestricted 24/7 access through the gate and along the footpath leading to George Stephenson House and Toft Green. Given that we are likely to have rostered train crew using this walking route, we will need assurances that the route will be maintained throughout any redevelopment works. Similarly, the TPE accommodation at Queen Street will be circled by the development works and again, the walking times must be protected or improved upon. (Would you consider reinstating a walking route over the station car park to Queen Street to ensure these objectives are achieved?)
- Car parking for staff and on-call vehicles – We believe you have included the requirements for alternative vehicle parking in the proposal but would you confirm the temporary and permanent locations for any alternative car parking?
- Alternative facilities for staff – We appreciate that this item relates more to station change rather than the land disposal but they are intrinsically linked. The current proposals issued by LNER for alternative temporary accommodation are quite vague at this stage other than to identify a location and a block diagram under the south shed. TPE has a networked Signing on Point, Exclusive messroom, Locker rooms and shared common amenities with Northern Rail. The land disposal proposal is quite explicit in stating the alternative accommodation will be like for like but with a level of collaboration it is hoped that efficiencies can be introduced to maximise the space available. We cannot afford any disruption to service delivery and performance during this transition. We will also have to consult with the Unions

and H&S reps on any proposals put forward and whilst we will work with LNER, NR and the Council, the outcome of these consultations are a project risk. The sooner the plans can be consulted the better.

- Proposed mitigations to minimise the impact to TPE during demolition and construction – This is summarised above and relates to maintaining safe and unrestricted access to our various locations without increasing walking times or disrupting service delivery.
- Impact on bus drop off and Rail Replacement Services, as well as instances of severe disruption – The identification of a suitable space within the development for Rail Replacement during disruption will need to be confirmed.
- Safe guarding for future expansion of railway employment/operational requirement.
- Assessment on increased walking times for customers both during and after the redevelopment works.
- We also have some concerns with regards to the proposed closure of Leeman Road and the impact of the traincrew walking route between the Siemens depot and the Station. The requirement to establish an alternative safe trackside walking route between the two may be needed to mitigate any increases in walking times.
- Post disposal, the Queen Street site will be landlocked in terms of NR v CYC ownership. Can you confirm that access rights will be reserved please.

Given the deadline of the 18<sup>th</sup> November for responses, your early response would be appreciated.

Kind regards,

Head of Property

tpexpress.co.uk

TransPennine Express | 7th Floor Bridgewater House | 60 Whitworth Street | Manchester | M1 6LT



**ANNEX 2**

Dear Consultee

**We are currently seeking views of relevant parties on our proposed land disposal at YORK: land forming part of station car park and land off Queen St by way of 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 **18<sup>th</sup> November 2021**.

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

**NetworkRail** |

Principal Development Manager

(Eastern Region)

3a George Stephenson House, Toft Green, York, YO1 6JT

[www.networkrail.co.uk/property](http://www.networkrail.co.uk/property)

# 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:

York: land forming part of station car park and land off Queen St. – additional minor areas of land coloured dark blue added to initial consultation site.

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

Summary of position regarding responses:

31 Consultees of which 27 positive responses and 4 non-responses. The four consultees who did not respond are DB Cargo, Freightliner, West Coast Railways and Grand Central and the lack of response from these stakeholders is not considered to be material to this application. In addition, Freightliner and West Coast Railways have already given a positive response to the main land consultation – this consultation is of rminor areas of land supplemental to the main, and separate, consultation.

--

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	Department for Transport		Y	24/01/22	No issues	
2	West Yorkshire Passenger Transport Executive (Metro)		Y	31/01/22	No objection	
3	Transport for North		Y	19/01/22	Happy to support	
4	Arriva Trains Cross Country		Y	06/01/22	No objection	
5	Arriva Trains Cross Country		Y	19/01/22	Happy to support	
5	c2c Rail Limited		Y	04/01/22	No objection	
6	Chiltern Railway Company Limited		Y	04/01/22	No objection	
7	East Midlands Trains Limited		Y	05/01/22	No comment	
8	Eurostar International		Y	04/01/22	Fine for EIL	



	Limited					
9	Great Western Railway		Y	04/01/22	No objection	
10	Grand Central Railway Company Limited		N			Reminder email sent 19 <sup>th</sup> January. Deemed sufficient given minor nature of amendment and no response from Grand Central on main consultation
11	Hull Trains Limited		Y	10/01/22	No objections	
12	London & South Eastern Railway Limited (Southeastern)		Y	04/01/22	No objections	
13	Merseyrail Electrics 2002 Limited		Y	04/01/22	No objections	
14	Northern Rail Limited		Y	26/04/22	In agreement subject to the conditions suggested	
15	Transpennine Express		Y	08/06/22	The alternative wording and land highlighted dark blue is acceptable	
16	LNER (London North Eastern Railway) (Virgin Trains East Coast)		Y	28/03/22	No objections	
17	Avanti Trains formally Virgin Trains		Y	04/01/22	No objections	

18	COLAS Rail Limited		Y	20/01/22	No Comments	
19	Nuclear Transpot Solutions (Formally Direct Rail Services Limited)		Y	25/01/22	No comments	
20	DB Cargo UK Ltd.  (Formerly DB Schenker)		N			Reminder email sent 19 <sup>th</sup> January. Deemed sufficient given minor nature of amendment and no response from DB Cargo on main consultation. DB are a railfreight company and land is not an interest that appeals to the railfreight market
21	Logistics UK (Formally Freight Transport Association)		Y	06/01/22	No problem our side	
22	Freightliner Limited		N			Reminder email sent 19 <sup>th</sup> January. Deemed sufficient given minor nature of amendment, positive repsons on main consultation. FL are a railfreight company and land is not an interest

						that appeals to the railfreight market
23	GB Railfreight Limited		Y	04/01/22	No objections	
24	Rail Freight Group		Y	04/01/22	Ok with RFG	
25	West Coast Railway Company					Reminder email sent 19 <sup>th</sup> January. Deemed sufficient given minor nature of amendment and positive response on main consultation.
26	W. H. Malcolm		Y	05/01/22	No comments	
27	Association of Community Rail Partnerships		Y	07/01/22	Still no comment	
28	British Transport Police		Y	04/01/22	I support this proposal	
29	High Speed Two (HS2) Ltd.		Y	07/01/22	No issue and no further comment	
30	Transport Focus (formerly Passenger Focus)		Y	05/01/22	Fine for us	
31	City of York Council		Y	19/01/22	No issues	

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

## Annex 1

### 1 Department for Transport

**From:**

**Sent:** 24 January 2022 14:28

**To:**

**Subject:** RE: Consultation on proposed land disposal: confirmation of no objection to minor land addition: YORK: land forming part of station car park and land off Queen St

Hi

Apologies in my delay in getting back to you. There are no issues on this from our side.

Kind regards,

**Programme Support Manager, Rail Infrastructure North, Department for Transport**  
2/16

---

### 2 West Yorkshire Passenger Transport Executive (Metro)

**From:**

**Sent:** 31 January 2022 08:10

**To:**

**Subject:** FW: Consultation on proposed land disposal: confirmation of no objection to minor land addition: YORK: land forming part of station car park and land off Queen St

You don't often get email from [helen.ford@westyorks-ca.gov.uk](mailto:helen.ford@westyorks-ca.gov.uk). [Learn why this is important](#)

Hi,

I apologise for the delay in replying.

West Yorkshire Combined Authority has no objection to the proposal.

Regards

**Rail Policy Coordinator**

**West Yorkshire Combined Authority | Leeds City Region Enterprise Partnership (the LEP)**

Wellington House | 40-50 Wellington Street | Leeds | LS1 2DE

[www.westyorks-ca.gov.uk](http://www.westyorks-ca.gov.uk) | [www.the-lep.com](http://www.the-lep.com)

**From:**

**Sent:** 19 January 2022 16:07

**To:**

**Subject:** RE: Consultation on proposed land disposal: confirmation of no objection to minor land addition: YORK: land forming part of station car park and land off Queen St

Hi

WYCA is happy to support this proposal as it is to achieve the aims of schemes we are supporting financially.

Regards

**Programme Development Manager (Economic Implementation)**

**West Yorkshire Combined Authority | Leeds City Region Enterprise Partnership (the LEP)**

Wellington House | 40-50 Wellington Street | Leeds | LS1 2DE

[www.westyorks-ca.gov.uk](http://www.westyorks-ca.gov.uk) | [www.the-lep.com](http://www.the-lep.com)

Follow the West Yorkshire Combined Authority on [Twitter](#) | Follow the LEP on [Twitter](#) or on [LinkedIn](#)

Metro is the transport network of the West Yorkshire Combined Authority. Find local travel information at [www.wymetro.com](http://www.wymetro.com), [Twitter](#) and [Facebook](#)

---

### 3 Transport for North

**From:**

**Sent:** 06 January 2022 15:36

**To:**

**Subject:** RE: Consultation on proposed land disposal: confirmation of no objection to minor land addition: YORK: land forming part of station car park and land off Queen St

I can confirm that TfN has no objection to the addition of these small plots to the disposal.

Regards,

Head of Rail Specification & Delivery

---



Ground Floor, West Gate, 6 Grace Street, Leeds, LS1 2RP  
[www.transportfornorth.com](http://www.transportfornorth.com)

---

#### 4 Arriva Trains Cross Country

**From:**

**Sent:** 19 January 2022 16:20

**To:**

**Subject:** RE: Consultation on proposed land disposal: confirmation of no objection to minor land addition: YORK: land forming part of station car park and land off Queen St

No further comment from XC Trains Ltd in regard to these further minor amendments.

Kind regards

Stations Contract Manager, CrossCountry

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



---

**5 c2c Rail Limited**

**From:**

**Sent:** 04 January 2022 15:35

**To:**

**Subject:** Re: Consultation on proposed land disposal: confirmation of no objection to minor land addition: YORK: land forming part of station car park and land off Queen St

Good afternoon

Still no objection from c2c for this proposal.

**Regards**

**Facilities Management Manager**

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



W: [www.c2c-online.co.uk](http://www.c2c-online.co.uk)



## 6 Chiltern Railway Company Limited

**From:**

**Sent:** 04 January 2022 15:15

**To:**

**Subject:** RE: Consultation on proposed land disposal: confirmation of no objection to minor land addition: YORK: land forming part of station car park and land off Queen St

Dear

Chiltern has no objection to this proposal.

Regards

Sarah

---

## 7 East Midlands Trains Limited

**From:**

**Sent:** 05 January 2022 12:10

**To:**

**Subject:** Re: Consultation on proposed land disposal: confirmation of no objection to minor land addition: YORK: land forming part of station car park and land off Queen St

You don't often get email from [simon.kelly@eastmidlandsrailway.co.uk](mailto:simon.kelly@eastmidlandsrailway.co.uk). [Learn why this is important](#)

No comment required from EMR.

Thank you

Head of Procurement

1 Prospect Place, Millennium Way, Pride Park, Derby, DE24 8HG

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

---

**8 Eurostar International Limited**

**From:**

**Sent:** 13 September 2019 15:31

**To:**

**Subject:** RE: Land Disposal Consultation - York - Former Yorkshire Rail Academy Building & Land Leeman Road - Closing Date 18th October 2019

No comment from EIL,  
Thanks

**PA to Chairman and to Company Secretary**

**Eurostar International Limited**

Times House | Bravingtons Walk | London N1 9AW

**eurostar.com**



## 9 Great Western Railway

**From:** R

**Sent:** 04 January 2022 15:55

**To:**

**Subject:** Re: Consultation on proposed land disposal: confirmation of no objection to minor land addition: YORK: land forming part of station car park and land off Queen St

Hello

We have no objection to this thank you.

**Network Access Manager | Great Western Railway**

1 Milford Street | Swindon | SN1 1HL

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

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

---

## 10 Grand Central Railway Company Limited also (Alliance Rail Holdings)

**NO RESPONSE**

---

## 11 Hull Trains Limited

**From:**

**Sent:** 10 January 2022 09:52

**To:**

**Subject:** RE: Consultation on proposed land disposal: confirmation of no objection to minor land addition: YORK: land forming part of station car park and land off Queen St

Hi

No objections from Hull Trains for this proposed amendment

Kind regards

---

**12 London & South Eastern Railway Limited (Southeastern)**

**From:**

**Sent:** 04 January 2022 15:26

**To:**

**Subject:** RE: Consultation on proposed land disposal: confirmation of no objection to minor land addition: YORK: land forming part of station car park and land off Queen St

Hi

No objections from Southeastern.

Kind regards,

[Major Contracts Commercial Manager](#)

[southeasternrailway.co.uk](mailto:southeasternrailway.co.uk)

**southeastern**

[4 More London Riverside](#)

[London](#)

[SE1 2AU](#)

**13 Merseyrail Electrics 2002 Limited**

**From:**

**Sent:** 13 September 2019 15:28

**To:**

**Subject:** RE: Land Disposal Consultation - York - Former Yorkshire Rail Academy Building & Land Leeman Road - Closing Date 18th October 2019

Good afternoon

We have no objections

Thanks

**Legal & Contract Assistant  
Merseyrail**

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



**14 Northern Rail Limited**

**From:**

**Sent:** 26 April 2022 09:16

**To:**

**Subject:** RE: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Morning

I can confirm that Northern are in agreement with this proposal subject to the conditions that you have suggested.

Best Regards

Station Development Manager

**From:**

**Sent:** 21 April 2022 15:41

**To:**

**Subject:** RE: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

**Importance:** High

Hi

Please could I get a response that you have no objection subject to compliance with the suggested conditions.

Thanks

Principal Development Manager (Eastern), Network Rail

**From:**  
**Sent:** 05 April 2022 14:17  
**To:**  
**Subject:** RE: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)  
**Importance:** High

OFFICIAL

Thanks

Therefore, please could you confirm that , subject to the conditions I've specified, Northern has no objection to the sale of the land coloured blue plus the additional minor areas of land referred to in my 3<sup>rd</sup> Feb email and coloured dark blue on the plan in that email.

Regards

Principal Development Manager (Eastern), Network Rail

---

## 15 Transpennine Express

**From:**  
**Sent:** 08 June 2022 12:46  
**To:**  
**Cc:**  
**Subject:** RE: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Hello

The alternative wording and land highlighted dark blue is acceptable. Can you confirm that it is still your intention to exclude the traincrew depot building at this stage. I also want to highlight the comments in the attached e-mail that relate the station change being promoted by LNER that although being separately consulted are linked to the land disposal.

Kind regards,

Head of Property

---

**16 LNER (London North Eastern Railway) (Virgin Trains East Coast)**

**From:**

**Sent:** 28 March 2022 18:17

**To:**

**Subject:** RE: SUBJECT: Consultation on proposed land disposal: YORK: land forming part of station car park and land off Queen St (Station Frontage Improvement Scheme)

Hi

I can confirm LNER has no objection to the inclusion of the dark blue areas on the plan below being included within the highway adoption as part of the wider scheme.

On the main proposal as you have noted that we need an agreed plan for the re-provision of the 'lost' long stay car parking and agreement from all parties for the replacement of Parcel Square I can confirm I have no objection or further points to raise at this point.

Happy for you to proceed with the submission.

Many thanks,



Commercial Development Manager

East Coast House, 25 Skeldergate, York, YO1 6DH



**17 Avanti West Coast**

**From:**

**Sent:** 04 January 2022 15:27

**To:**

**Subject:** RE: Consultation on proposed land disposal: confirmation of no objection to minor land addition: YORK: land forming part of station car park and land off Queen St

Hi

I hope you are well and had an enjoyable Christmas and New Year.

I am happy to confirm that we continue to have no objections to this proposed land disposal. This response represents the views of both First Trenitalia West Coast Rail Limited and West Coast Partnership Development.

Many thanks,

**AVANTI**  
WEST COAST



Fleet Supplier Manager | Avanti West Coast

Victoria Square House, Victoria Square, Birmingham, B2 4DN

**18 COLAS Rail Limited**

**From:**

**Sent:** 20 January 2022 08:11

**To:**

**Subject:** RE: Consultation on proposed land disposal: confirmation of no objection to minor land addition: YORK: land forming part of station car park and land off Queen St

– no comments.

KR,



Property Manager

---

**COLAS RAIL LTD**

3<sup>rd</sup> Floor, 25 Victoria Street, London, SW1H 0EX United Kingdom

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

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**19 Nuclear Transport Solutions**

**From:**

**Sent:** 25 January 2022 16:16

**To:**

**Subject:** RE: Consultation on proposed land disposal: confirmation of no objection to minor land addition: YORK: land forming part of station car park and land off Queen St

DRS have no comments.

Many thanks,



**Rebecca Armiger**

Transformation Project Support Officer

Nuclear Transport Solutions

[www.nucleartransportsolutions.com](http://www.nucleartransportsolutions.com)

---

**20 DB Cargo UK Ltd (Formerly DB Schenker)**

**NO RESPONSE**

---

**21 Logistics UK Ltd**

**From:**

**Sent:** 06 January 2022 13:57

**To:**

**Subject:** RE: Consultation on proposed land disposal: confirmation of no objection to minor land addition: YORK: land forming part of station car park and land off Queen St

Hi – yes agree that’s a sensible approach, no problem our side

**Deputy Director- Public Policy  
Logistics UK**

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

**LOGISTICS UK**

---

**22 Freightliner Limited**

**NO RESPONSE. However, no objection to main land disposal consultation.**

---

**23 GB Railfreight Limited**

**From:**

**Sent:** 04 January 2022 15:34

**To:**

**Subject:** RE: Consultation on proposed land disposal: confirmation of no objection to minor land addition: YORK: land forming part of station car park and land off Queen St

No objections from GBRf.

Regards,

Head of Strategic Access Planning,  
GB Railfreight Ltd.,

3<sup>rd</sup> Floor,

55 Old Broad Street,

London, EC2M 1RX..

GB Railfreight Ltd. Registered in England & Wales No. 03707899.  
Registered Office: 3<sup>rd</sup> Floor, 55 Old Broad Street, London, EC2M 1RX.

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**GB Railfreight**

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**24 Rail Freight Group**

**From:**

**Sent:** 04 January 2022 15:31

**To:**

**Subject:** RE: Consultation on proposed land disposal: confirmation of no objection to minor land addition: YORK: land forming part of station car park and land off Queen St

Ok with RFG

Director General

Please note I do not work on Fridays.



# Celebrating our 150th issue



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Rail Freight Group

7 Bury Place

London

WC1A 2LA

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

Twitter @railfreightUK

Rail Freight (Users and Suppliers) Group

Registered No. 332 4439

**25 West Coast Railway Company**

**NO RESPONSE – HOWEVER, NO OBEJCTION TO MAIN DISPSOAL CONSULTATION.**

---

**26 W. H. Malcolm**

**From:**

**Sent:** 05 January 2022 09:32

**To:**

**Subject:** RE: Consultation on proposed land disposal: confirmation of no objection to minor land addition: YORK: land forming part of station car park and land off Queen St

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

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**27 Association of Community Rail Partnerships**

**From:**

**Sent:** 07 January 2022 09:33

**To:**

**Subject:** RE: Consultation on proposed land disposal: confirmation of no objection to minor land addition: YORK: land forming part of station car park and land off Queen St

Still no comment

Head of support & development, and deputy chief executive



**Mobile:**

**Web:** [communityrail.org.uk](http://communityrail.org.uk)

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

---

**28 British Transport Police**

**From:**

**Sent:** 04 January 2022 15:21

**To:**

**Subject:** RE: Consultation on proposed land disposal: confirmation of no objection to minor land addition: YORK: land forming part of station car park and land off Queen St

Att of

I reply to your below email dated 04.01.22 and in relation to the disposal of five small additional areas of land as part of the York Station Frontage development. I support this proposal and have nothing further to add.

Regards



DOCO 7448

British Transport Police.

C Div. Pennine Sector.

1<sup>st</sup> Floor. West Gate House.

Grace Street.

Leeds

DX151960 CAMDEN 4

Email:

Web: [www.btp.police.uk](http://www.btp.police.uk)

**From:**

---

**29 High Speed Two (HS2) Ltd**

**From:**

**Sent:** 07 January 2022 10:56

**To:**

**Subject:** RE: Consultation on proposed land disposal: confirmation of no objection to minor land addition: YORK: land forming part of station car park and land off Queen St

Good morning

I can confirm that HS2 Ltd have no issue with the proposed approach and we have no further comment to make on this consultation.

Kind regards

**Town Planning Advisor – Phase Two | Technical Services Directorate | HS2 Ltd**

[Facebook](#) | [Twitter](#) | [LinkedIn](#)

High Speed Two (HS2) Limited, Two Snow Hill, Queensway, Birmingham B4 6GA | [www.gov.uk/hs2](http://www.gov.uk/hs2)

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**30 Transport Focus (formerly Passenger Focus)**

**From:**

**Sent:** 05 January 2022 08:51

**To:**

**Subject:** Re: Consultation on proposed land disposal: confirmation of no objection to minor land addition: YORK: land forming part of station car park and land off Queen St

Fine for us - thanks.

---

**31 City of York**

**From:**

**Sent:** 19 January 2022 16:34

**To:**

**Subject:** RE: Consultation on proposed land disposal: confirmation of no objection to minor land addition: YORK: land forming part of station car park and land off Queen St

Hi

City of York Council have no issues to raise at this time based on your email below

Regards

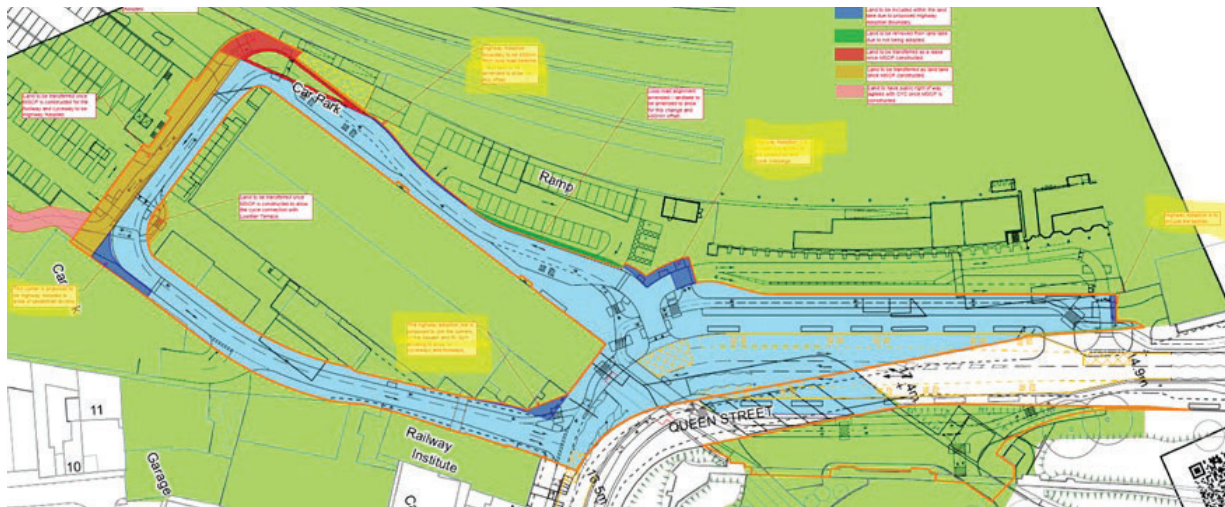
**33** **Logistics UK**

**Subject:** Consultation on proposed land disposal: confirmation of no objection to minor land addition: YORK: land forming part of station car park and land off Queen St

Dear Consultee,

On 20<sup>th</sup> October, I consulted on the disposal of the land coloured blue on the attached plan no. 8095493-1b at York Station. The land is to be used for public highway as part of the York Station Frontage Improvement scheme and is shown on the extract plan below.

Since the consultation commenced the Council have advised me that detailed design work on the highway has meant they require 5 small additional areas of land shown by dark blue colour on the extract plan below (full copy of plan attached for reference – “NR Land Adoption Line Arup Response”).



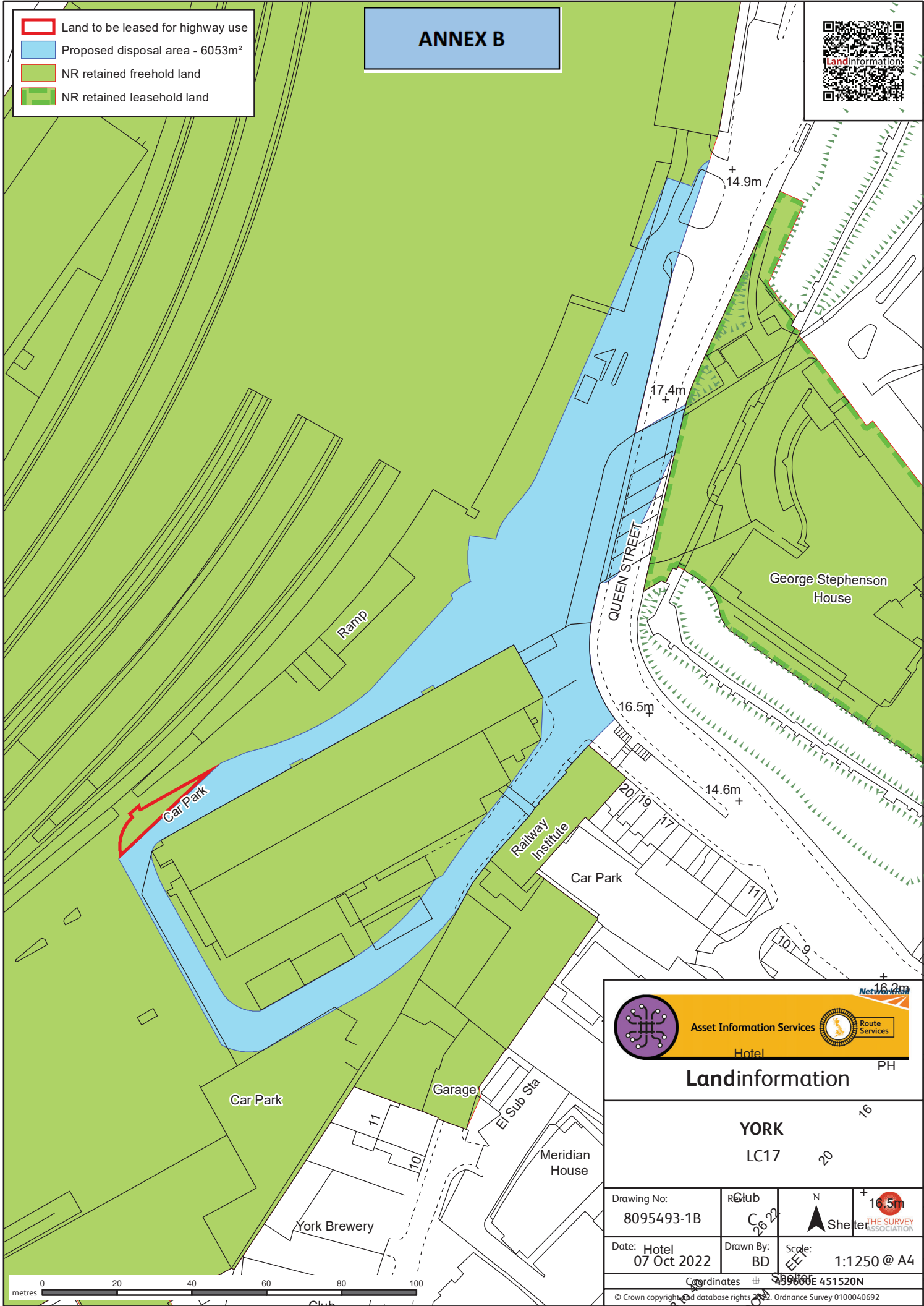
Apart from some issues being dealt with for Northern and Transpennine Express I have not received any objections to the proposed disposal of the blue land. In Network Rail's view the small areas of additional land should be added to the disposal site but do not have a material on the disposal and hence I do not propose to issue a full and revised consultation including these minor changes to the proposed disposal site boundary. I am simply seeking confirmation that Consultees have no objection to the addition of the land and to this method of dealing with this.

Therefore, I would be grateful if you can confirm you agree to this approach.

Regards

- Land to be leased for highway use
- Proposed disposal area - 6053m<sup>2</sup>
- NR retained freehold land
- NR retained leasehold land

**ANNEX B**



Network Rail

Asset Information Services Route Services

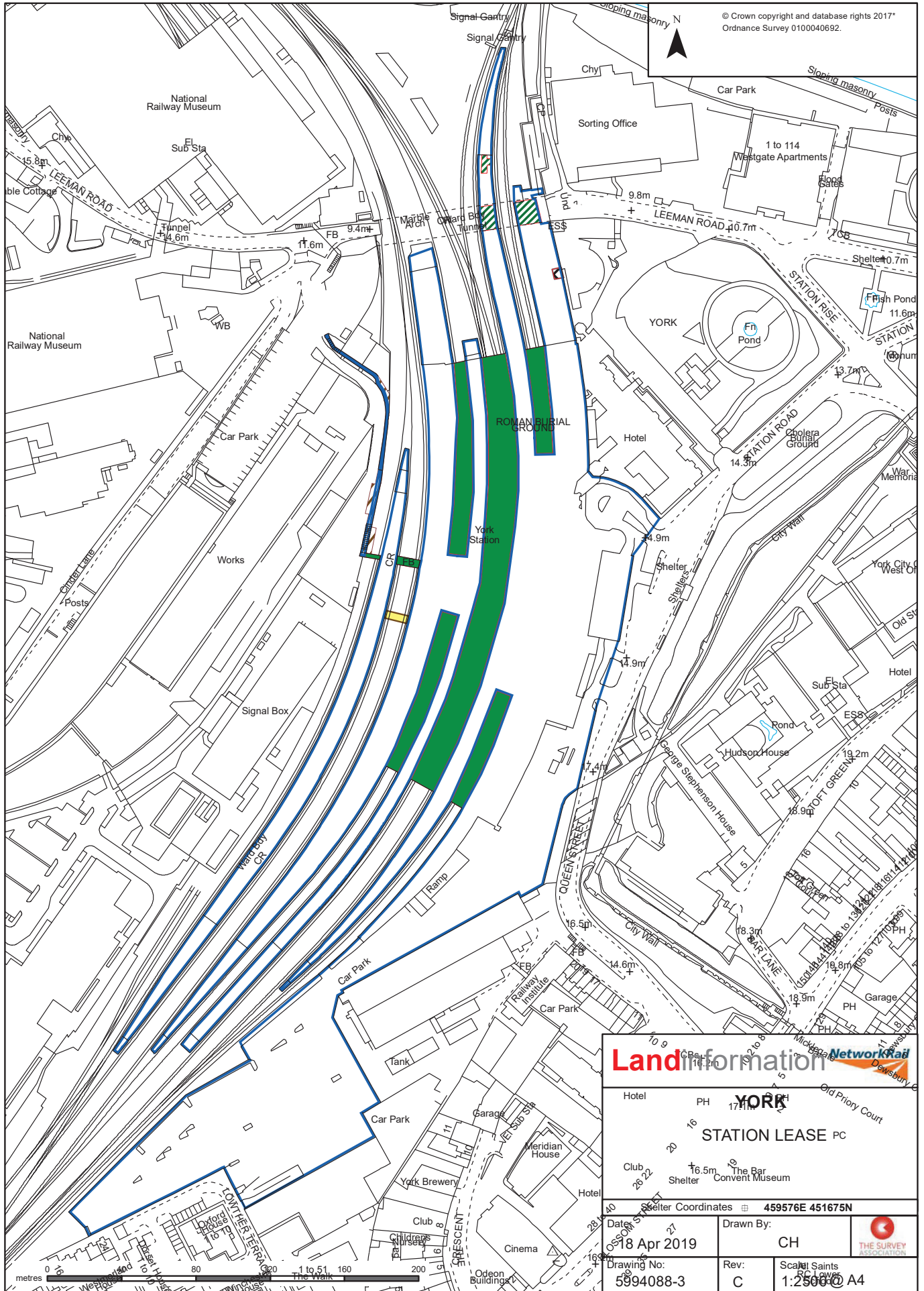
Hotel PH

**Landinformation**

**YORK**  
LC17

Drawing No: 8095493-1B	R Club C 20	N Shelter	+ 16.5m THE SURVEY ASSOCIATION
Date: Hotel 07 Oct 2022	Drawn By: BD	Scale: 1:1250 @ A4	
Coordinates 59660E 451520N			
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Ordnance Survey 0100040692.

<b>YORK</b> STATION LEASE PC	
Seller Coordinates <b>459576E 451675N</b>	
Date: <b>18 Apr 2019</b>	Drawn By: <b>CH</b>
Drawing No: <b>5994088-3</b>	Rev: <b>C</b>
Scale: <b>Saints RC Lower 1:2500 @ A4</b>	