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14 August 2018

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

Network licence condition 7 (land disposal): Great Western Road Yard, Gloucester

Decision

1. On 21 June 2018, Network Rail gave notice of its intention to dispose of land at Great Western Road Yard, Gloucester (the land) in accordance with paragraph 7.2 of condition 7 of its network licence. The land is described in more detail in the notice (copy attached). Network Rail has also provided additional information at Annex B.
2. We have considered the information supplied by Network Rail including the responses received from third parties which Network Rail has consulted. For the purposes of condition 7 of Network Rail's network licence, ORR consents to the disposal of the land in accordance with the particulars set out in its notice.

Reasons for decision

3. We note that:
 - Network Rail has consulted all relevant stakeholders with current information;
 - there is no evidence that the proposed disposal would affect adversely existing or future railway operations or access to and from Gloucester station; and
 - Network Rail has stated it will designate the Gloucester Triangle as a supplementary strategic freight site (SSFS) should the land be disposed.
4. Network Rail's consultation elicited one objection, from West Coast Railway Company Limited (WCR). The objection related to stabling arrangements for WCR's charter trains in the Gloucester area and its desire to ensure sufficient capacity.
5. WCR and Network Rail had discussed the potential re-opening of a Curved Through Siding, next to the nearby area known as the 'Gloucester Triangle'. We note that WCR was not satisfied with Network Rail's statement that the Curved Through Siding must be 'called down' by a freight user; only then would it be commissioned and provide an additional option for WCR.



6. We note that WCR's objection relates to the availability of other nearby land in the area, rather than to the future use of the land proposed for disposal.

7. We have not received any evidence of any clear, feasible or funded plans to acquire the land for future railway use, nor evidence that the land would be needed for the future development of the railway network or for the development of integrated transport facilities.

8. We have seen no evidence to support WCR's view of a lack of stabling capacity in the area, noting that Network Rail's submission provides evidence that WCR trains had been stabled on other sidings in the area in the previous three years.

9. We note Network Rail's statement in its submission that proceeds from the disposal of the land may contribute towards the commissioning of the Curved Through Siding; this is something that Network Rail can consider separately with stakeholders.

10. Based on all the evidence we have received and taking into account all the material facts and views relevant to our consideration under condition 7, we are satisfied that there are no issues for us to address.

11. We have had regard to our decision criteria in *Land disposal by Network Rail: the regulatory arrangements, December 2013*,¹ and balanced our section 4 duties given to us under the Railways Act 1993. In doing so we have given particular weight to our duty to exercise our functions in a manner which we consider best calculated to "protect the interests of users of railway services".

12. We have therefore concluded that the proposed disposal is not against the interests of users of railway services and that our consent should be granted.

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

Les Waters

Duly authorised by the Office of Rail and Road

¹ Available from www.rail-reg.gov.uk/server/show/nav.150

Proposed Property Disposal

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

1. Site	
Site location and description	<p>Land known as Gloucester Great Western Road Yard which is located at Gloucester Great Western Road and Horton Road, GL1 3AN. The site is currently non-operational with redundant sidings and two disused and dilapidated buildings located in-situ. There are five non-rail related commercial lettings.</p> <p>Site area is approximately 3.14 hectares.</p>
<p>Plans and Appendices attached:</p> <p>(all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)</p>	<ol style="list-style-type: none"> 1) Location Plan - named "Location Plans – Great Western Road Yard, Gloucester". 2) Location Plan showing proximity between Gloucester Station, Gloucester Great Western Road Yard and Gloucester Triangle. 3) Site Disposal Plan – Ref “5517422 Gloucester Sale Plan with OTM” with area to be disposed of coloured in blue with retained land within Great Western Road Yard coloured in green. Area edged red was included in the original consultation back in 2015 (not taken forward to ORR) but taken out as it is required for operational use. Area annotated to explain what is and what is not operational. 4) Appendix A – A supplementary document explaining Gloucester Triangle’s designation as a Supplementary Strategic Freight Site for a replacement rail facility following the proposed disposal at Gloucester Great Western Road Yard. This document has three further plans in-situ for reference. 5) Email attachment titled “WCR Confirms GWRY not suitable during 2015 consultation” – WCR confirms back in 2015 that they cannot use the disposal site for their own purposes as the existing rail infrastructure is not suitable.
Clearance Ref:	<p>Business - CR/23982 (Certificate Number 39107) - dated 29 November 2016.</p> <p>Technical - CR/23982 (Certificate Number 42596) – dated 13 November 2017</p>
Project No.	149466

Ordnance survey coordinates	Easting (x) - 384202 Northing (y) - 218310
Details of attached photographs (as required)	Photos are attached - taken on 28 September 2017. They provide a visual in of the site's current condition with photographs taken from the Eastern and Western boundary.
2. Proposal	
Type of disposal	Freehold or long lease
Proposed party taking disposal	It is proposed that the site will be transferred to the Homes and Communities Agency, now Homes England, who will then undertake marketing and disposal of the site to third party developers. Should the disposal to the HE not progress then the site will be offered to the market.
Proposed use / scheme	Network Rail proposes to dispose of the site for residential led development with a potential requirement from Gloucester University for a technical college to be located on the site.
Access arrangements to / from the disposal land	<p>Currently, there are two access routes. One is taken off Horton Road which is currently restricted due to the proximity of the level crossing. It is proposed that this access route is to be closed due to its proximity to the level crossing at the request of the Western Route level crossing manager which has been agreed in advance.</p> <p>The other access route is taken from Great Western Road which is an existing maintenance access point that runs along the Western boundary to the existing sidings that will remain in railway use and is not part of the disposal area. The access itself will be improved as part of the works to de-commission the disposal site (see anticipated rail benefits section below for further information).</p>
Replacement rail facilities (if appropriate)	The redundant sidings at Great Western Road Yard will be replaced by the re-opening of the curved through siding at Gloucester Triangle subject to the Gloucester Triangle site being called down by the Freight Operating Companies – for further details please see Appendix A.

<p>Anticipated rail benefits</p>	<p>The proposed scheme will include and incur the following works which will reduce Network Rail's maintenance costs.</p> <ul style="list-style-type: none"> • Demolition of two buildings in a poor state of repair. • Removal of redundant sidings. • Removal of redundant hand points and all signalling equipment into the old yard including the telephone box. • Removal of old Electricity & Plant cabinet <p>Rail Benefits will include:</p> <ul style="list-style-type: none"> • New boundary fencing and wider access gates (taken from existing Great Western Road access) along the western boundary of the disposal site (not part of the disposal area). • New Road Rail Access Point to allow access between the existing Horton Road depot to the On Track Machine sidings on other side of the tracks. <p>There are further rail benefits at Gloucester Triangle – please see Appendix A for further detail.</p>
<p>Anticipated non-rail benefits</p>	<p>The proposed use of the land will be of benefit to the local environment, community and economy as well as local businesses by the provision of housing on brownfield land. It will support sustainable travel with the station in close proximity with an underpass linking passengers to and from the station to the disposal site located approximately 100 metres away. Plus, temporary construction jobs will be created during the building works. The scheme will contribute to Department for Transport's target to release surplus land for residential use.</p> <p>It is assumed that there will be some site contamination due to previous use and all necessary site clean-up will be undertaken prior to construction.</p>
<p>3. Timescales</p>	
<p>Comments on timescales</p>	<p>Assuming LC7 consent is provided, it is anticipated that transfer to Homes England will take place either during the financial year 2018/19 or 2019/20. Should the disposal to Homes England not progress then it is intended to offer the site on the open market and enter into a conditional contract with a developer by 31 March 2020.</p>

4. Railway Related Issues

<p>History of railway related use</p>	<p>Historic plans show the Great Western Road Yard (disposal site) was previously fully utilised to accommodate locomotive sheds and sidings (National Carriers Ltd depot), likely for locomotive repairs and maintenance. It was part of a larger goods depot and yard complex to the West of the site which closed down in the 1990's and was subsequently sold off for development.</p>
<p>When last used for railway related purposes</p>	<p>It is unknown specifically when the full use of the Great Western Road Yard site ceased but it is believed it closed down in the 1990s. The sidings (now redundant) continued to be used by Cotswold Rail until they went into administration in 2009. Judging by the appearance of the buildings and rail infrastructure at Great Western Road Yard, it appears that they have not been in regular use for over 20 years. For clarity, Cotswold Rail used the sidings thus partially using the site.</p>
<p>Any railway proposals affecting the site since that last relative use</p>	<p>There has been some freight interest in the site but it is blighted by the proximity of the Horton Road level crossing which isn't suitable for Heavy Goods Vehicles to access in and out of Horton Road.</p> <p>Therefore due to this, the replacement facility at Gloucester Triangle has been sought and accepted by the FNPO (Freight and National Passenger Operators) Route team. For further detail on this, please refer to Appendix A.</p>
<p>Impact on current railway related proposals</p>	<p>Any potential Railfreight interest will be realised at Gloucester Triangle subject to a Freight Operating Company calling the site down (see Appendix A). The proposed disposal will not only provide a replacement facility but will also provide funds from the development proceeds to commission a new rail access. The Railfreight industry have supported and unanimously agreed to this.</p>
<p>Potential for future railway related use</p>	<p>As above – any potential Railfreight mitigated by the provision of a new facility at Gloucester Triangle.</p> <p>Based on that, the System Operator and Western Route Strategy Group endorsed the disposal. I am not aware of any other genuine future railway use for the site.</p>

<p>Any closure or station change or network change related issues</p>	<p>Network Change is required to remove the redundant sidings at Gloucester Great Western Road Yard. The existing connection to the passenger line will remain for the OTM sidings.</p> <p>We are currently seeking Network Change approval and it is currently in the process. As a pre-consultation, we have already secured the endorsement of the Western Route Strategy Group on the Network Change application.</p>
<p>Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future</p>	<p>The existing maintenance access point on Great Western Road Yard is to be retained and then improved as part of the de-commissioning works as described above (anticipated rail benefits section). It will then be continued to be used for railway operational purposes.</p>
<p>Position as regards safety / operational issues on severance of land from railway</p>	<p>The disposal includes arrangements under which Network Rail (including Asset Protection and route maintenance colleagues) will install new boundary fencing along the relevant parts of the railway boundary and sufficient fencing already exists for the remaining boundaries. Wider access gates and Road Rail Access Points will also be installed.</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>

5. Planning History and Land Contamination

<p>Planning permissions / Local Plan allocation (if applicable)</p>	<p>The Council's recent Strategic Housing Land Availability Assessment which identifies suitable sites for housing purposes has included the subject site. Current draft masterplan includes a split scheme with houses and an area which could be brought forward for use as a technical college for the University of Gloucester. In the scenario that the requirement for the technical college falls away, the site will be brought forward for housing only.</p> <p>Network Rail Property and Homes England have had informal conversations with Gloucester City Council who support the principle of a residential led mixed use scheme as described above.</p>
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Contamination / Environmental Issues (if applicable)	There is likely to be some contamination issues due to its previous use so a site investigation will take place to ensure any necessary remediation is undertaken.
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6. Local Authorities

Names & Email Addresses:	Gloucester City Council local planning policy – @gloucester.gov.uk
Local Transport Authorities:	Gloucester County Council – regional authority for transport including transport policies and plans – @gloucestershire.gov.uk
Other Relevant Local Authorities:	n/a

7. Internal approval to consult

Recommendation:	Based on the above, I recommend that Network Rail consults on the terms of disposal
Declaration:	I have read and understood Network Rail’s code of Business Ethics and Policy on Interests in Transactions

Proposer’s name:	Proposer’s job title: Senior Surveyor
Signed.	Date.....03/01/2018.....
Authorised by (name):	Authoriser’s job title: Head of Residential Development

8. Consultations

Internal consultation	Network Rail internal land clearance (business and technical) has been secured. Generic conditions apply to ensure the future protection of the operational railway so liaison with Asset Protection will take place prior to construction.
Summary of position as regards external consultations	<p>Consultation went out to 26 stakeholders, 22 have responded confirming they had no comments and/or no objections, 3 provided some general comments but had no objection to the scheme, and 1 objected.</p> <p>Freightliner had made some queries regarding replacement rail facilities at Gloucester Triangle, mainly regarding the vehicle access route and the precise positioning of the rail access. Those queries have now been addressed and they have now approved the scheme.</p> <p>Great Western Railway and British Transport Police have made no objections as long as we have considered matters regarding noise abatement and perimeter fencing respectively. We have covered these matters under the clearance conditions and the forthcoming Asset Protection Agreement to which will be agreed at a later stage with Homes England and/or a developer.</p> <p>West Coast Railways (“WCR”) objected to the scheme on the basis that they require the curved through siding at Gloucester Triangle for stabling which they want to see implemented prior to or immediately following disposal of the Great Western Road Yard site. Further emails and phone calls were exchanged to understand WCR’s requirements better. Following correspondence, WCR then felt there was no requirement for a meeting despite requests to hold one. For that reason, correspondence to try and resolve the objection was concluded.</p>

Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward

WCR has previously communicated with Network Rail (see email attachment provided) under a previous LC7 consultation which was circulated in 2015, to re-open the redundant curved through sidings next to Gloucester Triangle. WCR confirmed then that their requests to stable there have been refused on grounds that the sidings at Great Western Road Yard are not suitable for their charters. That same previous consultation in 2015 was never taken forward due to other objections raised by the Railfreight industry regarding potential freight use which has since been resolved by the provision of a new rail facility at Gloucester Triangle. For completeness, since the previous LC7 consultation in 2015, the disposal area has been reduced (see sale plan attached) to exclude the on track machine sidings which are to remain operational.

In 2015, the cost to re-open the curved through siding was estimated as £75,000. Once the previous objection with the Railfreight industry was resolved with the provision of a new facility at Gloucester Triangle, further investigations into the costs were undertaken with the Western Route Sponsors including a GRIP phased scope and site visits, and unforeseen further work was required to re-open the sidings including signalling implications. Therefore, costs have risen significantly to approximately £440,000.

Due to the significantly higher costs to re-open the curved through siding, it is sensible to ensure it is going to be regularly used to justify spending a high level of monies. Once a Railfreight user has “called down” the site for freight related purposes, the monies will then be spent as it will then be regularly used.

WCR have only stabled a total of 12 charters (see consultation report page 34) in the last three years, both originating and terminating at Gloucester, which is not a regular amount of rail traffic thus it does not seem sensible to spend the monies for it to see little rail traffic, especially where WCR have other options around Gloucester (see next paragraph). For clarity, WCR’s current stabling arrangements around Gloucester do not include the sidings at Great Western Road Yard as their charter requirements are not suitable there.

To try and resolve the objection, Network Rail has researched what other options WCR have to stable around Gloucester. It is apparent from Network Rail’s Customer Relationship Executive for WCR that they already stable on the ‘Parcel Line’ and ‘UGL’ sidings in Gloucester (see map in consultation report page 33). There is another option at Gloucester New Yard sidings which are Network Sidings with run round facilities located close to the curved through siding. This demonstrates that this disposal will not materially affect their ability to stable around Gloucester and the curved through siding is a ‘nice to have’ instead of a necessity. Network Rail’s view is that the proposed disposal of the Great Western Road Yard site does not restrict WCR’s stabling requirements.

WCR’s subsequent response did not address the point above but then went on to challenge the chances of a Railfreight user “calling down” the site for freight purposes so once that happens the monies can be spent to re-open the curved through siding. I have advised WCR that the Railfreight industry have specifically requested that the Gloucester Triangle site was designated as a new Supplementary Strategic Freight Site. The Railfreight industry will also have a maximum of 5 years (during CP6 only for financial reasons) to “call down” the site and to take advantage of the monies available to spend and re-open the curved through sidings otherwise it will then be lost which is a significant incentive to utilise that site. WCR can then utilise the curved through siding for their own purposes as they hold a freight licence.

WCR remain of the view that Network Rail spends the higher level of monies immediately in accordance with the previous LC7 consultation correspondence.

	<p>To summarise, Network Rail does not believe that there is any reasonably foreseeable future railway use at Great Western Road Yard for the following reasons:</p> <ol style="list-style-type: none"> 1. WCR confirmed they cannot stable at Great Western Road Yard as their charter requirements are not suitable and they already have existing options to stable around the Gloucester area and they are better options for their charters. 2. WCR has only stabled in and out of Gloucester twelve times in the last three years at other stabling locations. These locations remain adequate for WCR traffic and the reopening of the curved through siding at Gloucester Triangle is not a necessity for WCR operations. 3. Network Rail is providing a better replacement facility at Gloucester Triangle which is intended to be used by Railfreight users. Gloucester Triangle is better options for rail users as the siding is longer and the site has a better connection (to be re-commissioned) off the main line. 4. The disposal site is blighted by the proximity of the Horton Road level crossing which isn't suitable for Heavy Goods Vehicles to access in and out of Horton Road.
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9. Internal approval to dispose

Recommendation:	Based on the above, I recommend that Network Rail proceeds with the disposal
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Declaration:	I have read and understood Network Rail's code of Business Ethics and Policy on Interests in Transactions
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Proposer's name:	Proposer's job title:
	Senior Surveyor

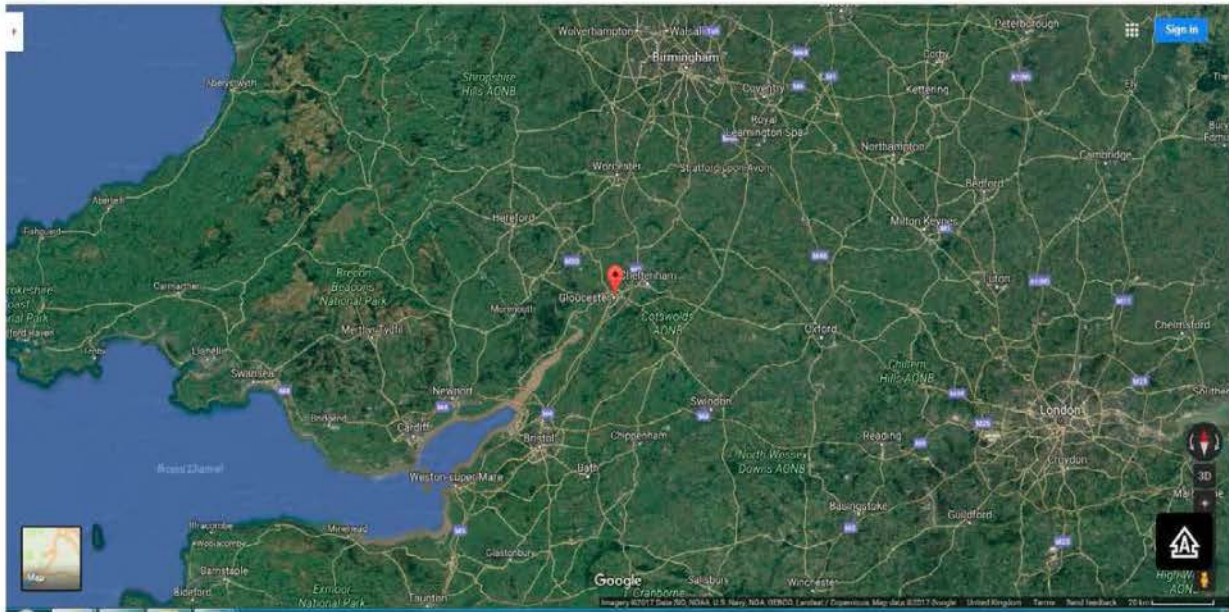
Signed	Date.....
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Authorised by (name):	Authoriser's job title:
	Head of Residential Development

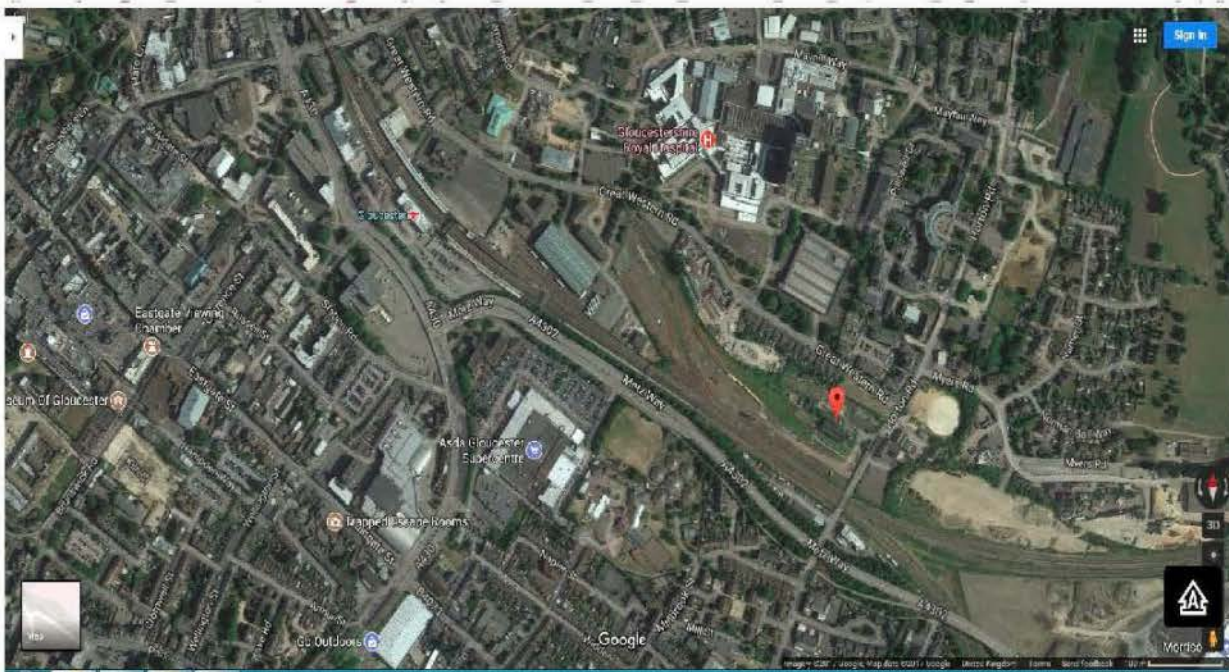
Signed.....	Date.....
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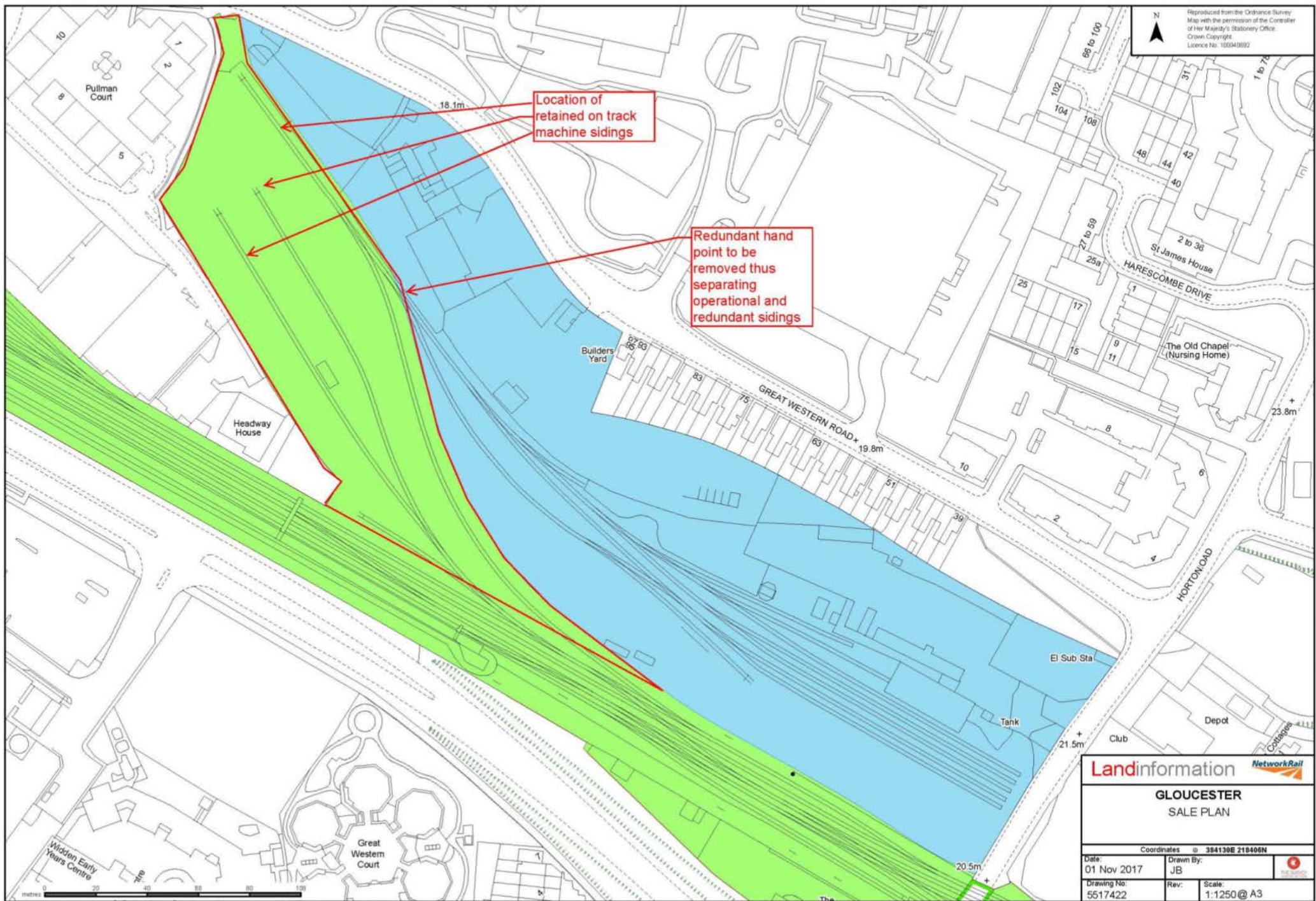
LOCATION PLANS – GLOUCESTER GREAT WESTERN ROAD YARD, GLOUCESTER. GL1 3AN.

REGIONAL



LOCAL





Location of retained on track machine sidings

Redundant hand point to be removed thus separating operational and redundant sidings

Landinformation 	
GLOUCESTER SALE PLAN	
Coordinates @ 384130E 218400N	
Date: 01 Nov 2017	Drawn By: JB
Drawing No: 5517422	Rev: Scale: 1:1250 @ A3

Proposed Property Disposal

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

1. Purpose of Document	
Purpose of document	<p>This is a supplementary document intending to support the proposed disposal of Gloucester Great Western Road Yard by providing a new facility at Gloucester Triangle intending to support the Railfreight industry.</p> <p>This document will provide further information and clarity on Gloucester Triangle’s designation as a Supplementary Strategic Freight Site (“SSFS”) following the proposed disposal at Gloucester Great Western Road Yard.</p>
2. Site	
Site address and description	Gloucester Triangle, off Metz Way, Gloucester. GL1 1DA.
Plans attached: (all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)	<ol style="list-style-type: none"> 1) Location Plan showing proximity between Gloucester Station, Gloucester Great Western Road Yard and Gloucester Triangle. 2) Gloucester Triangle Plan – Ref “81826-2 Gloucester Triangle Freight Sidings and Land Plan”. The area edged red shows the extent of the SSFS, areas edged blue is to be retained by Network Rail for maintenance purposes. The area edged green is a possible temporary requirement by Great Western Railway during Summer 2018 which has been agreed by Network Rail. The brown and yellow areas grant a right of way over Network Rail land for the benefit of the Railfreight user. 3) Gloucester Triangle Revised Plan – Ref “5920983 – Freight Sidings plan (2)” – following consultation with Freightliner, this shows minor changes to the above plan. It shows a revised right of way route from Metz Way into the new SSFS area. For clarity, the extent of the SSFS area on this plan is shown coloured blue with the revised right of way shown coloured brown.

APPENDIX A – GLOUCESTER GREAT WESTERN ROAD YARD

As part of the proposed disposal at Great Western Road Yard, a new replacement facility will be provided at nearby Gloucester Triangle for Railfreight type users. This means that the redundant sidings at the disposal site will be taken out of use and then subsequently replaced at the Gloucester Triangle site. Please see accompanying plans for illustration. Access is provided off Metz Way and will be shared with Network Rail's maintenance team who are currently based at Gloucester Triangle at areas not affected by the new facility. Gloucester Triangle will be designated as a SSFS which is a special status that effectively 'reserves' the site for Railfreight use. The Railfreight industry has approved the designation and only requires formal sign off once this application has been determined. Once the Railfreight industry has a requirement for the site, they will "call down" the site (i.e. requests for a lease from Network Rail) for Railfreight purposes.

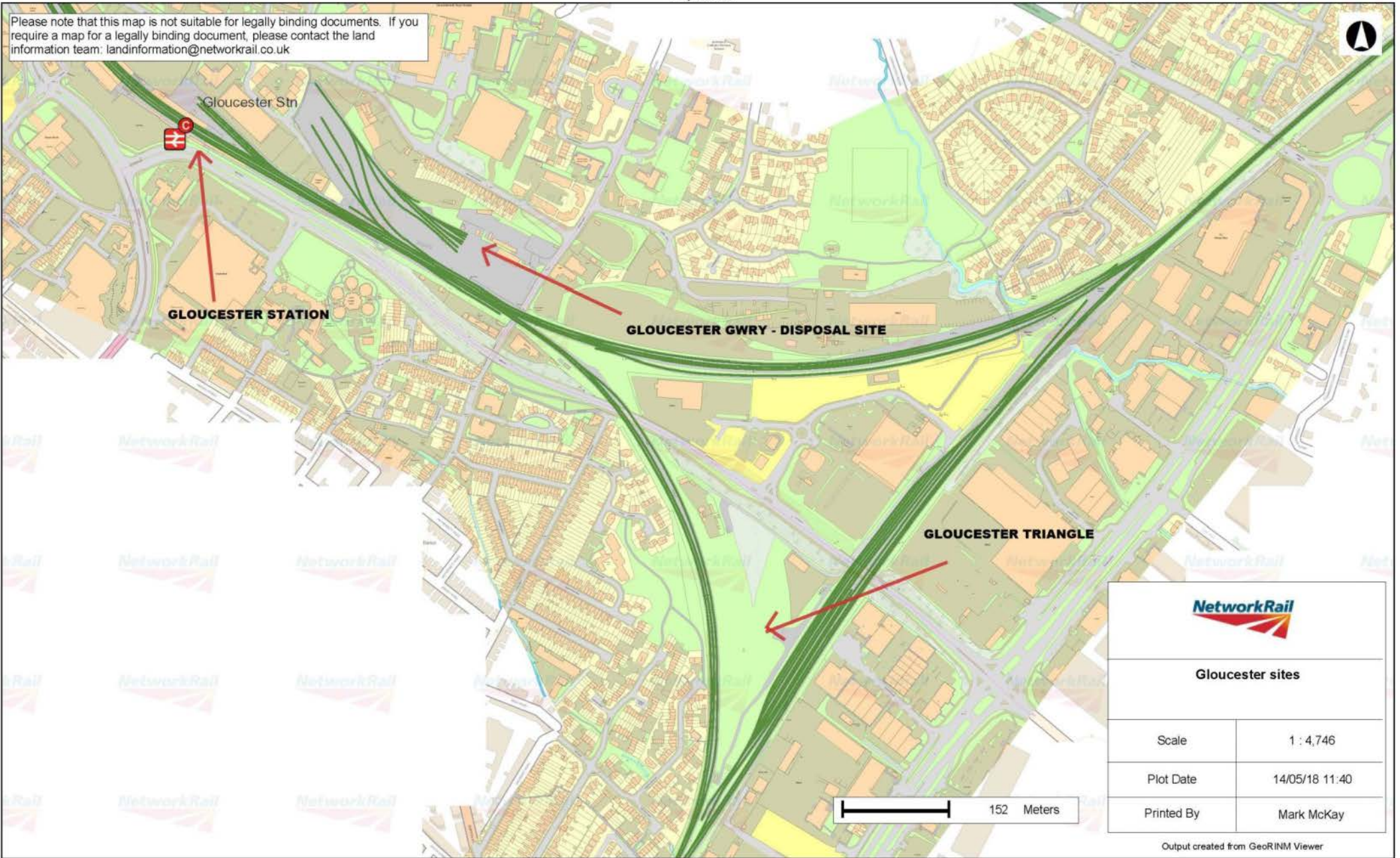
When a Railfreight user "calls down" the site, the arrangement is that the development proceeds at Gloucester Great Western Road Yard will then fund the rail access into Gloucester Triangle by re-opening the curved through sidings. This will then allow Railfreight users to utilise the rail connection and bring the Gloucester Triangle site into use. The fund is restricted for five years (in line with CP6) for accounting purposes and the Railfreight industry are aware of this. For clarity, the curved through siding will not open until a Railfreight user has "called down" the site.

The proposed work to allow rail access into Gloucester Triangle includes new signalling equipment, sleepers, ballast and tracks as advised and quoted by the Western Route operational team.

The replacement facility at Gloucester Triangle has been sought and accepted by the FNPO (Freight and National Passenger Operators) Route team and then approved internally by the Western Route maintenance and operational teams.

The replacement facility is a better option for railway related use than the disposal site as the siding at Gloucester Triangle is longer and has a more flexible connection which will be re-commissioned (assuming a Railfreight user calls it down). The approximate cost to re-commission at c. £440k is significantly lower than a complete remodel of the disposal site to allow longer sidings and a new connection.

Please note that this map is not suitable for legally binding documents. If you require a map for a legally binding document, please contact the land information team: landinformation@networkrail.co.uk



Gloucester sites

Scale	1 : 4,746
Plot Date	14/05/18 11:40
Printed By	Mark McKay

Output created from GeoRINM Viewer

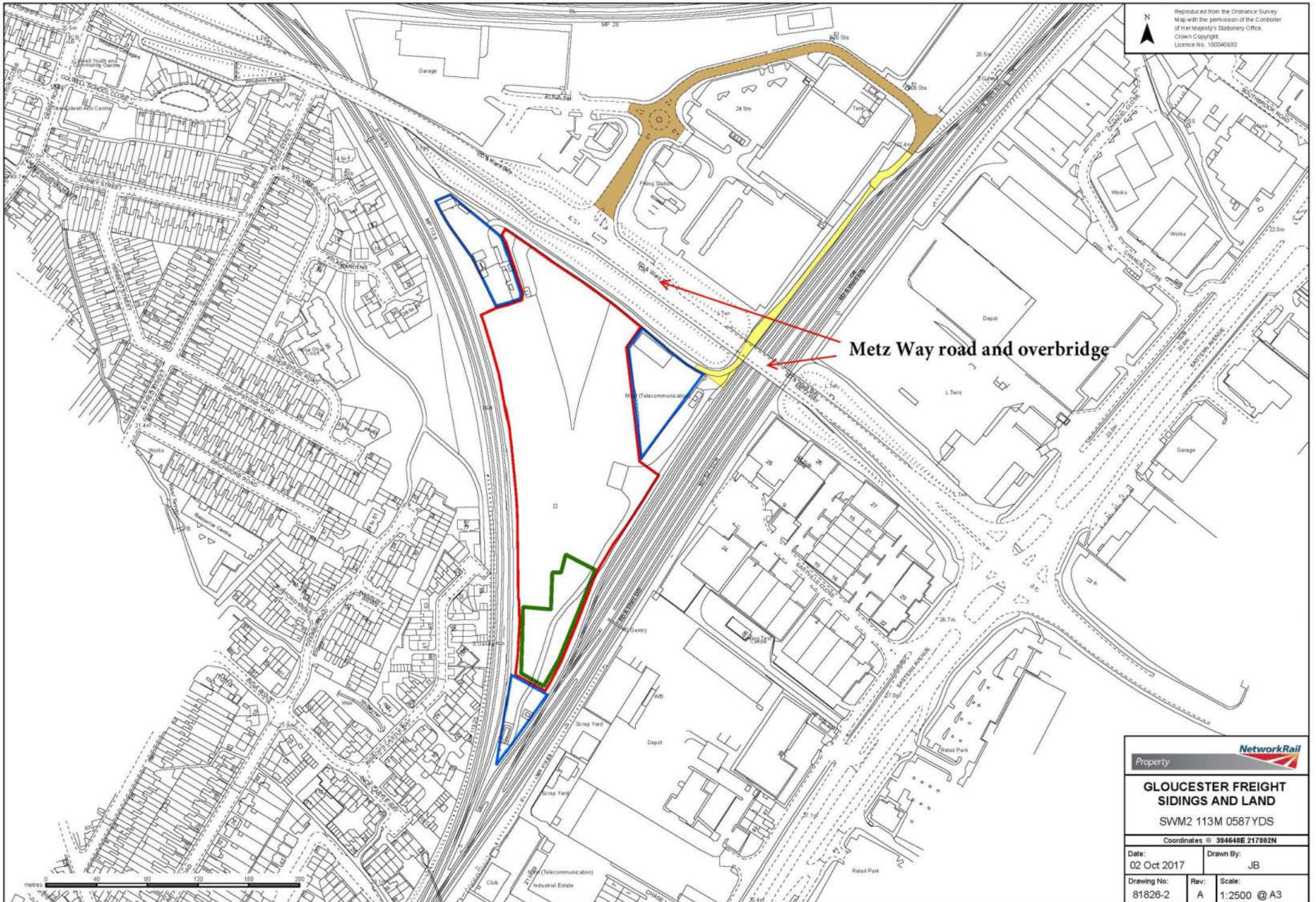
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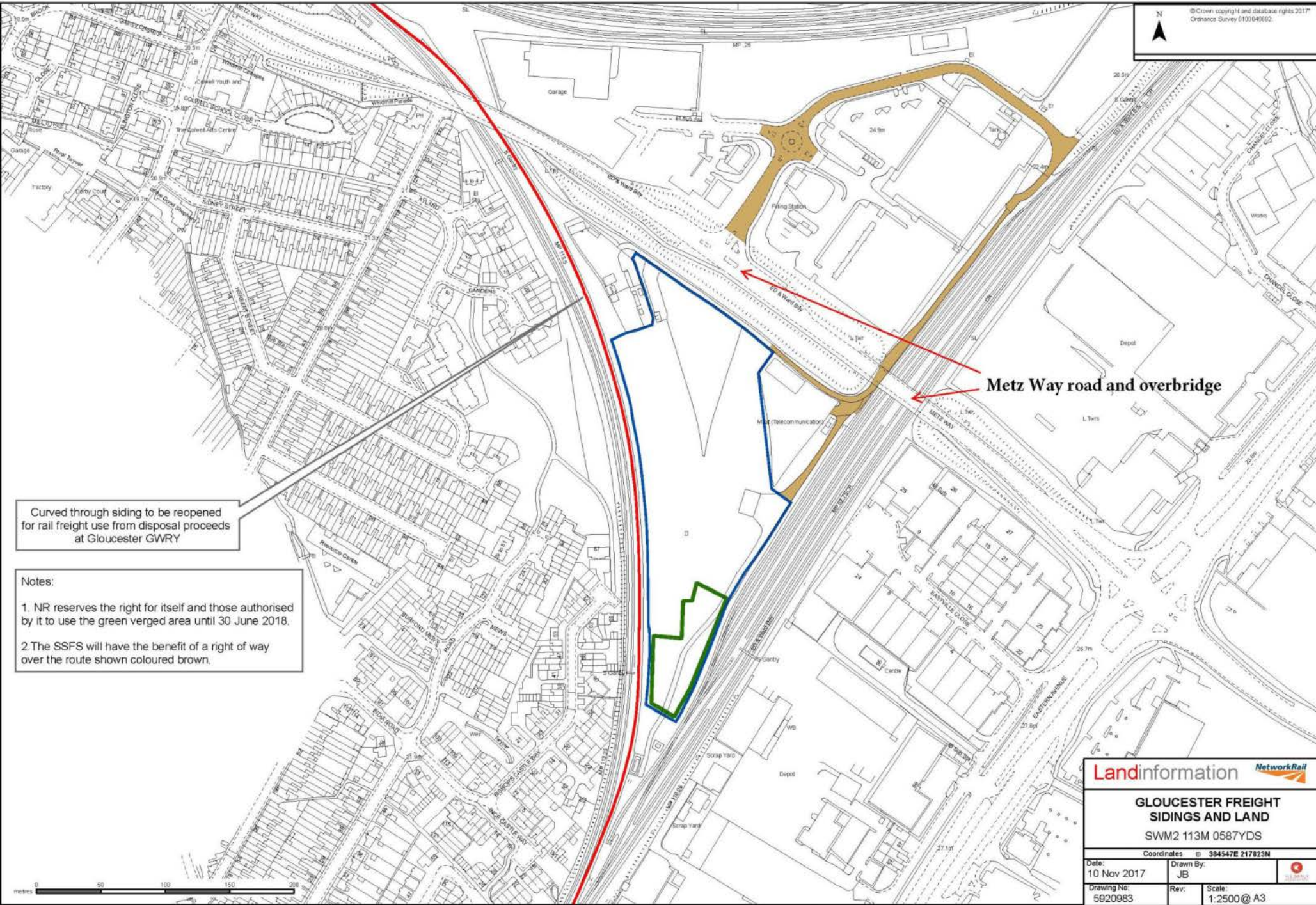
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Metz Way road and overbridge

	
Property GLoucester Freight SIDINGS AND LAND SWM2 113M 0587YDS	
Coordinates: 384648E 217802N	
Date: 02 Oct 2017	Drawn By: JB
Drawing No: 81826-2	Rev: A
Scale: 1:2500 @ A3	



Curved through siding to be reopened for rail freight use from disposal proceeds at Gloucester GWRY

- Notes:
1. NR reserves the right for itself and those authorised by it to use the green verged area until 30 June 2018.
 2. The SSFS will have the benefit of a right of way over the route shown coloured brown.

Metz Way road and overbridge

GLOUCESTER FREIGHT SIDINGS AND LAND
SWM2 113M 0587YDS

Coordinates \square 384547E 217823N

Date: 10 Nov 2017	Drawn By: JB	
Drawing No: 5920983	Rev:	Scale: 1:2500 @ A3

Subject:

WCR Confirms GWRY not suitable during 2015 consultation

From:**Sent:** 06 March 2015 17:45**To:****Subject:** Re: Consultation on proposed land disposal: Gloucester Horton Road and Old Ya...

WCR have objected to the earlier Network Change Notice (as below) and now object to this disposal:

There is little enough spare infrastructure in the the Gloucester area, as it is, especially for our particular needs of charter ecs stabling, which we need on a regular basis. Indeed, a request to stable here, for a forthcoming charter, has been rejected, on the grounds that it is too long and will prevent access to this very depot.

As general principle, we would also object to the disposal, particularly, for non-railway use, of the former Horton Rd depot site, as it has been used within the last few years, by a FOC as a small maintenance depot.

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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: Land known as Gloucester Great Western Road Yard located at Gloucester Great Western Road and Horton Road, Gloucester, Gloucestershire. GL1 3AN.

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

Summary of position regarding responses:

Consultation went out to 26 stakeholders, 22 have responded confirming they had no comments and/or no objections, 3 provided some general comments but had no objection to the scheme and 1 objected.

For avoidance of doubt, the 3 stakeholder's comments which were made by Freightliner, Great Western Railway and British Transport Police have now been clarified and/or their comments have been noted – i.e fencing and noise abatement.

West Coast Railways have objected to the scheme on the basis that they require additional charter stabling facilities at Gloucester Triangle site. See below correspondence for further details.

Land disposal consultation report

V 1.1

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	25/01/2018	No Comment See Annex 1	
2	Arriva Trains Cross Country		Y	05/01/2018	No Comment See Annex 1	
3	Arriva Trains Wales				No comment See Annex 1	
4	c2c Rail Ltd		Y	04/01/2018	No Objection See Annex 1	
5	Chiltern Railway Company Ltd		Y	30/01/2018	No Comment See Annex 1	
6	Eurostar International Ltd		Y	04/01/2018	No Comment	

Land disposal consultation report

V 1.1

					See Annex 1	
7	Great Western Railway		Y	22/01/2018	No Objection but see comments in Annex 1	
8	Grand Central Railway Company Ltd		Y	01/02/2018	No Comment See Annex 1	
9	London & South Eastern Railway Limited (Southeastern)		Y	05/01/2018	No Comment See Annex 1	
10	Merseyrail Electrics 2002 Ltd		Y	05/01/2018	No Objection See Annex 1	
11	Northern Rail Ltd		Y	05/01/2018	No Objection See Annex 1	
12	COLAS Freight		Y	09/01/2018	No Comment See Annex 1	
13	Direct Rail Services Limited		Y	12/01/2018	No Comment See Annex 1	
14	DB Cargo UK Ltd		Y	02/02/2018	No Objection See Annex 1	
15	Freight Transport Association		Y	18/01/2018	No Comment See Annex 1	

Land disposal consultation report

V 1.1

16	Freightliner Limited		Y	04/01/2018	See Comments in Annex 1	
17	GB Railfreight Limited		Y	17/01/2018	No Issues See Annex 1	
18	Rail Freight Group		Y	04/01/2018	No Comment See Annex 1	
19	West Coast Railway Company		Y	30/01/2018	See Comments in Annex 1	
20	W.H. Malcolm		Y	05/01/2018	No Objection See Annex 1	
21	Association of Community Rail Partnerships		Y	23/01/2018	No Comment See Annex 1	
22	British Transport Police		Y	12/01/2018	See Comments in Annex 1	
23	Transport Focus		Y	11/01/2018	No Objection See Annex 1	
24	Network Rail Media Relations		Y	30/01/2018	No Comment See Annex 1	
25	Gloucester County Council		Y	30/01/2018	No Comment See Annex 1	
26	Gloucester City Council		Y	25/01/2018	No Objection	

					See Comments in Annex 1	
--	--	--	--	--	-------------------------	--

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

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

Annex 1

1 Department for Transport

From: @dft.gsi.gov.uk

Sent: 25 January 2018 16:17

To:

Cc:

Subject: FW: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

Hi

The Department has no comment to make on this matter.

Kind regards

Rail Planning & Investment Manager, Network Services West, Department for Transport
4/28

2 Arriva Trains Cross Country

From: @crosscountrytrains.co.uk

Sent: 05 January 2018 12:07

To:

Subject: RE: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

XC Trains Ltd has no comment on this proposed disposal.

Regards

Land disposal consultation report

V 1.1

Station Contracts Manager CrossCountry

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

Buy train tickets online at crosscountrytrains.co.uk | Get our Train Tickets app for free from your app store or via our website



3 Arriva Trains Wales

From:@arrivatw.co.uk

Sent:21May201809:24

To:

Subject: RE: URGENT - Gloucester Great Western Road Yard - Proposed Sale Consultation

Apologies for not replying originally. Arriva Trains Wales has no comments on this proposal.

Regards,

4 c2c Rail Ltd

From: @c2crail.net

Sent: 04 January 2018 13:04

To:

Subject: Re: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

Hi

No objection from c2c for this proposal

Rgds

5 Chiltern Railway Company Ltd

From: @chilternrailways.co.uk

Sent: 30 January 2018 12:28

To:

Subject: RE: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

Chiltern have no comment

Regulatory Contracts Manager
Chiltern Railways

Great Central House, Marylebone Station, Melcombe Place, London, NW1 6JJ

@chilternrailways.co.uk

www.chilternrailways.co.uk



Please consider the environment before printing this email

6 Eurostar International Ltd

From: @eurostar.com

Sent: 04 January 2018 12:20

To:

Subject: RE: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

No comment from EIL,
Thanks

PA to Chairman and to Company Secretary

Eurostar International Limited

Times House | Bravingtons Walk | London N1 9AW

eurostar.com



7 Great Western Railway

From: @gwr.com

Sent: 22 January 2018 11:29

To:

Subject: RE: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

Good morning

Land disposal consultation report

V 1.1

We have no objection thank you but advise Network Rail that noise abatement issues have arisen at Oxford (as an example) from new residential areas near existing railway.

Many thanks.

Network Access Manager | Great Western Railway

1 Milford Street | Swindon | SN1 1HL

[@GWR.com](mailto:GWR.com)

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

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

8 Grand Central Railway Company Ltd

From: @grandcentralrail.com

Sent: 01 February 2018 17:19

To:

Subject: Re: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

Apologies, GC has no comment on this proposal.

Regards

Get [Outlook for iOS](#)

9 London & South Eastern Railway Limited (Southeastern)

From: @southeasternrailway.co.uk

Sent: 05 January 2018 08:55

To:

Subject: RE: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

Good Morning

Thank you for the opportunity to review the below.

Southeastern have no comment on this proposal.

Kind Regards

[Access Contracts Business Partner](#)

southeasternrailway.co.uk

southeastern

Friars Bridge Court

41-45 Blackfriars Road

London, SE1 8NZ



10 Merseyrail Electrics 2002 Ltd

From: @merseyrail.org

Sent: 05 January 2018 09:08

To:

Subject: RE: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

We have no objections

thanks

**Legal & Contract Assistant
Merseyrail**

Web www.merseyrail.org



11 Northern Rail Ltd

From: @northernrailway.co.uk

Sent: 05 January 2018 13:30

To:

Subject: RE: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

Northern have no objections to the below land disposal.

Thanks,

12 COLAS Freight

From: @colasrail.co.uk

Sent: 09 January 2018 11:18

To:

Subject: RE: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

No comment on proposal



COLAS RAIL

Property & Estate Manager

[@colasrail.co.uk](https://twitter.com/colasrail)

COLAS RAIL LTD

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

www.colasrail.co.uk



13 Direct Rail Services Limited

From: @drsl.co.uk

Sent: 12 January 2018 09:09

To:

Cc:

Subject: RE: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

Good Morning

DRS have no comments.

Best Regards,

Procurement Apprentice

Direct Rail Services Ltd

Regents Court

Baron Way

Carlisle

CA6 4SJ



safe secure reliable

Protect our environment - print only when you need to.

14 DB Cargo UK Ltd

From: @deutschebahn.com

Sent: 02 February 2018 16:08

To:

Subject: Re: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

I can confirm that DB Cargo (UK) Limited has no objection to the proposed land disposal as described, on the understanding of the linkage between this disposal and the making available of the Metz Way site for future freight use.

Yours,

Rail Network Manager
DB Cargo (UK) Limited
310 Goswell Road
London EC1V 7LW

From December 2016 my e-mail address will be @deutschebahn.com and all previous addresses will cease to function.

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

15 Freight Transport Association

From: @fta.co.uk

Sent: 18 January 2018 12:51

To:

Subject: RE: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

Apologies we have no comment.

Sent from my Windows 10 phone

16 Freightliner Limited

Hi

Just to let you know that our Ops team are now happy with your proposals, based on your comments below

Regards

From: @networkrail.co.uk

Sent: 05 March 2018 12:34

To:

Subject: RE: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

Hi

Could you kindly confirm the response date for your commercial team on this? Just so I can update on this internally.

Thanks.

Senior Surveyor

Residential Development

Network Rail Property

From: @Freightliner.co.uk

Sent: 27 February 2018 08:59

To:

Subject: RE: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

Land disposal consultation report

V 1.1

Thanks

I have forwarded to our Commercial team for comments, and have asked them for a response by return

Regards

From: @networkrail.co.uk

Sent: 26 February 2018 14:42

To: Subject: RE: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

Importance: High

Hi

Firstly, please accept my apologies for the delay in responding to you on this. I have been investigating your queries below which involves getting numerous colleagues together to discuss, including a site visit which happened last week.

I have answered your queries below in red. Hopefully it clarifies for FL to be able to confirm support for the disposal of the Gloucester GWR site.

Updated plan along with accompanying photos are attached, I have referred to these below in my response for clarity.

Thanks.

Senior Surveyor

Residential Development

Network Rail Property

From:

Sent: 05 January 2018 10:28

To:

Subject: FW: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

Hi

Land disposal consultation report

V 1.1

See below comments and attachment.

Regards

From: @Freightliner.co.uk

Sent: 04 January 2018 16:48

To:

Subject: RE: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

Hi

I have compared notes with previous discussions that we had with on this proposal, back in 2015. I can comment as follows (refer to attached plan) -

Road Access

We were given to understand previously that the road access to the yard would be improved. I am not aware that there were plans to improve the road access beyond the access gates behind Morrisons and has not mentioned this. However, my operational colleagues have been out on site and commented that this access road is currently being used by RRVs, HGV vehicles, Articulate lorries, larger NR vehicles such as flatbeds and transit vans. Plus, Trombone Trailers which are extendable to 60ft, and low loaders with chippings that are 42ft in length also access through this gate. The access gate is a standard width of 12ft (see first photo attached). This road has a grass verge where it can be widened (see both first and second photos attached) and if necessary (worst case), a risk assessment and traffic management plan can be agreed.

Whilst the brown section is now of acceptable standard, following construction of the Morrisons store, the yellow section is only single file and really not suitable for HGV access as we had requested, nor does it lead right up to the boundary of the proposed Freight site. See above. Apologies for the inaccurate plan previously provided and thanks for pointing that out, I have now attached a revised plan that shows the ROW in brown leading up to the boundary. **[PLEASE NOTE THAT THE REVISED PLAN HAS BEEN ADDED ONTO THE EVALUATION FORM AS ATTACHMENT NUMBER 4]**

What is the headroom clearance height under the Metz Way bridge ? My colleagues have confirmed it is 20ft and is suitable for HGV's to pass under. See third photo attached. As described above, HGV's already utilise that access road travelling under the bridge.

Curved through siding - safe working distance, loading frontage

NR previously advised that it would be 'permissible' to load and unload trains direct from this siding on to the adjacent proposed Freight site.

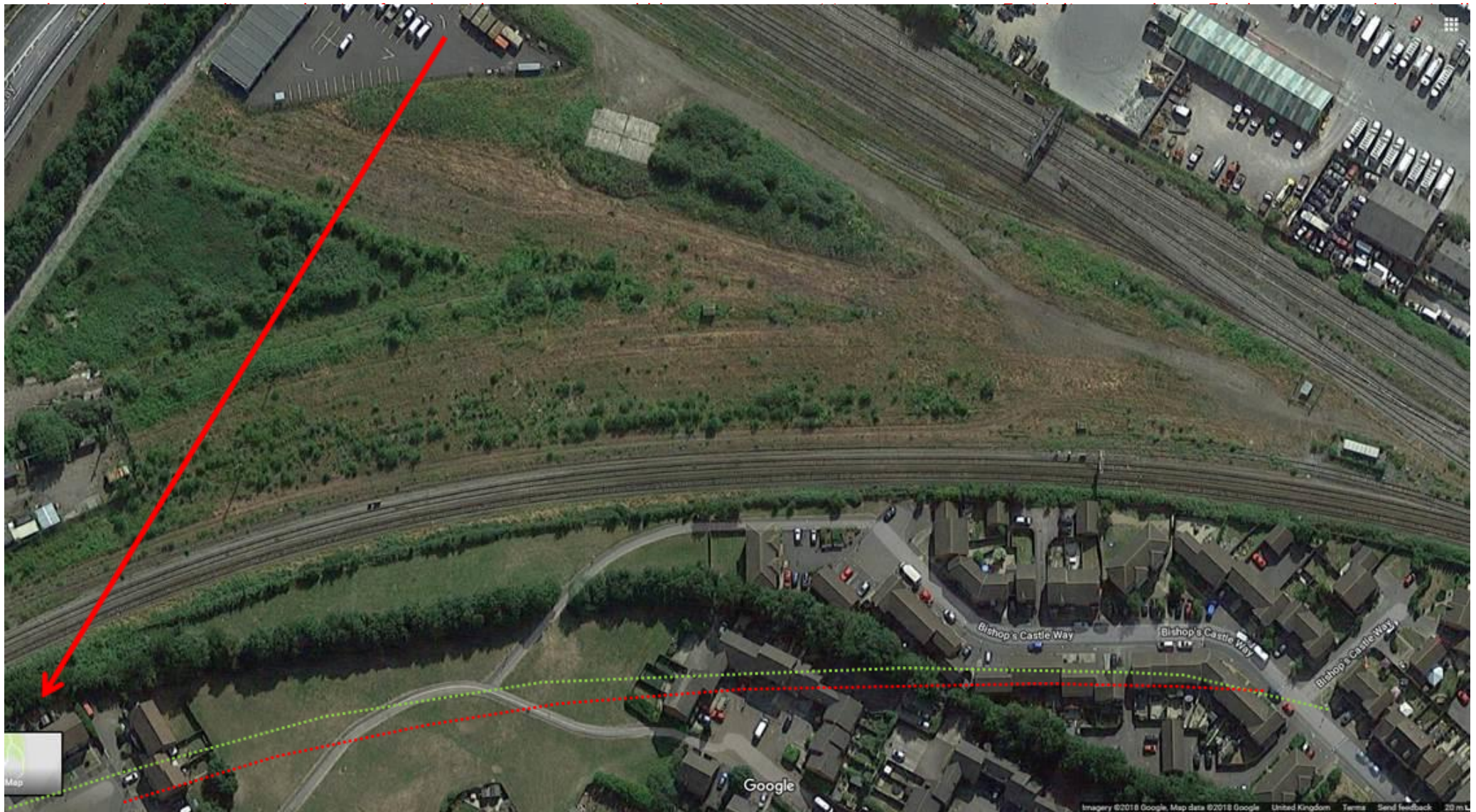
Land disposal consultation report

V 1.1

We've taken a closer look at this - I've shown the section of siding which adjoins the proposed freight site in red below, and you'll see that it is quite close to the adjacent main running line.

We would not be comfortable to load/unload at this distance (and I'm sure NR would not permit it on safety grounds, risk of fouling adjacent line).

We would request that NR slew the curved siding over when they refurbish/re-open it to traffic, so that it is positioned at a safe loading distance from the main running line - approximately to the position shown in green below. **The cost to re-open the curved through siding does not include slewing the siding further away and to do so will cost significantly more than £441k quoted as it would need a completely new formation, and junctions and signals would need to be moved. Unfortunately, any increase in cost will render the whole scheme unviable as cost to sales revenue of the development is borderline. Ed Wilson has confirmed that the loading distance is**



I look forward to hearing from you

Regards

From: @Freightliner.co.uk

Sent: 04 January 2018 16:48

To:

Subject: RE: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

Hi

I have compared notes with previous discussions that we had with on this proposal, back in 2015. I can comment as follows (refer to attached plan) -

Road Access

We were given to understand previously that the road access to the yard would be improved.

Whilst the brown section is now of acceptable standard, following construction of the Morrisons store, the yellow section is only single file and really not suitable for HGV access as we had requested, nor does it lead right up to the boundary of the proposed Freight site.

What is the headroom clearance height under the Metz Way bridge ?

Curved through siding - safe working distance, loading frontage

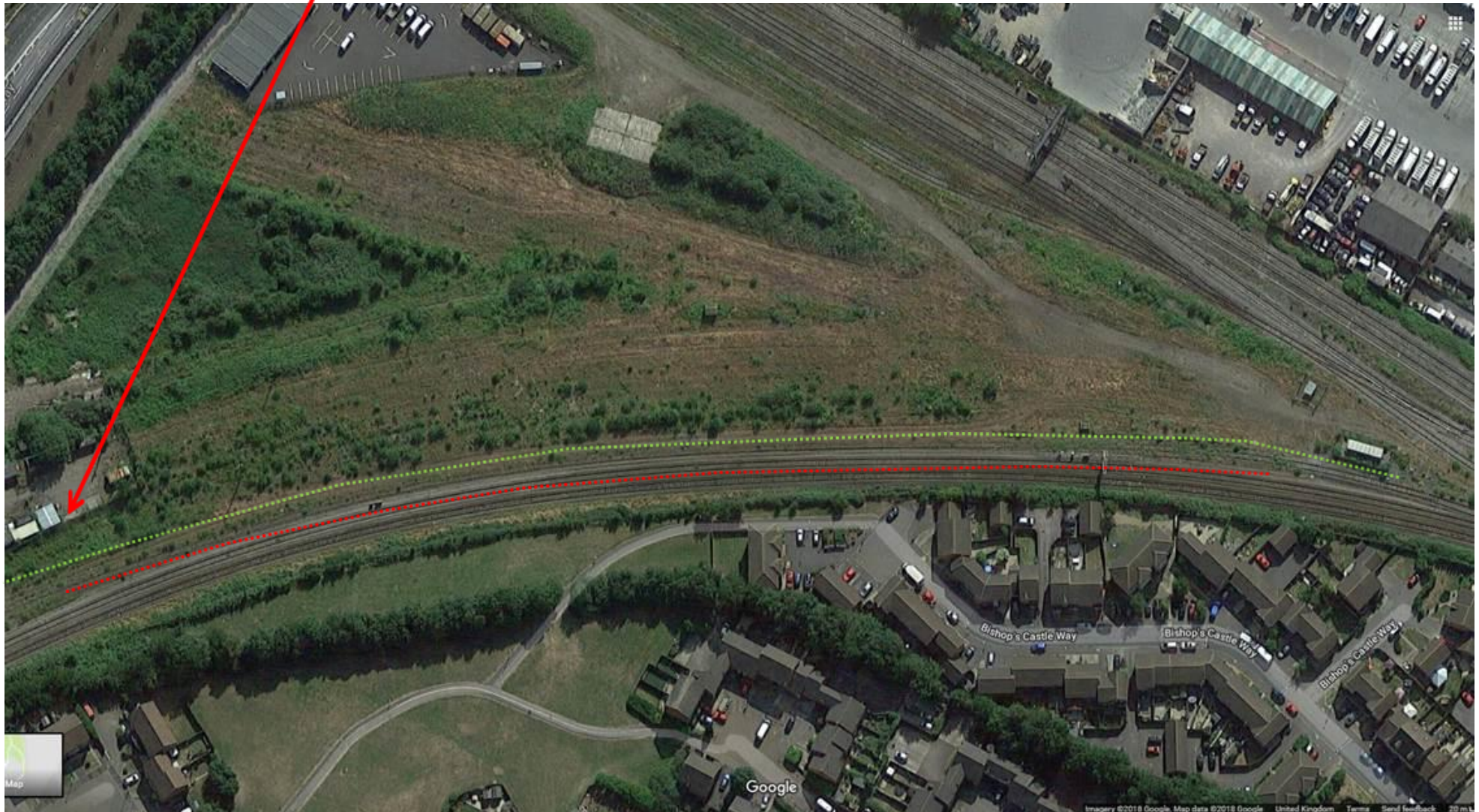
NR previously advised that it would be 'permissible' to load and unload trains direct from this siding on to the adjacent proposed Freight site.

We've taken a closer look at this - I've shown the section of siding which adjoins the proposed freight site in red below, and you'll see that it is quite close to the adjacent main running line.

We would not be comfortable to load/unload at this distance (and I'm sure NR would not permit it on safety grounds, risk of fouling adjacent line).

We would request that NR slew the curved siding over when they refurbish/re-open it to traffic, so that it is positioned at a safe loading distance from the main running line - approximately to the position shown in green below.

Previously advised me that this maintenance depot was little used and could be removed/relocated, which would give a somewhat longer loading frontage to the siding (350+ metres, rather than the 280 metres which your proposal currently allows).



I look forward to hearing from you

Regards

17 GB Railfreight Limited

From: @gbrailfreight.com

Sent: 17 January 2018 15:54

To:

Subject: RE: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

No issues from GB Railfreight.

Regards,

.

National Access Manager,
GB Railfreight Ltd.,
3rd Floor,
55 Old Broad Street,
London, EC2M 1RX.

Tel:

Mobile:

E-mail: @gbrailfreight.com.

GB Railfreight Ltd. Registered in England & Wales No. 03707899.

Registered Office: 3rd Floor, 55 Old Broad Street, London, EC2M 1RX.

18 Rail Freight Group

Land disposal consultation report

V 1.1

From: @rfg.org.uk

Sent: 05 January 2018 10:32

To:

Cc:

Subject: RE: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

Perfect, thanks for clarifying.

No further comments,

Executive Director

Rail Freight Group

7 Bury Place

London

WC1A 2LA

Mobile

@rfg.org.uk

Rail Freight (Users and Suppliers) Group

Registered No. 332 4439

www.rfg.org.uk

Twitter @railfreightUK

From:

Sent: 05 January 2018 10:25

To: @rfg.org.uk

Cc:

Subject: FW: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

Hi

Land disposal consultation report

V 1.1

Thanks for your quick response to the above LC7 consultation. Just to clarify, it isn't a SFS swap. Network Rail have agreed to create a new SSFS in Gloucester in light of a previous LC7 application where the FOC's raised concerns about the loss of a site that could potentially accommodate freight.

The creation of a new SSFS at Gloucester Triangle has been agreed at the last FOC meeting subject to formal letters being signed by each of the FOC's.

Thanks, any queries do not hesitate to let me know.

Senior Surveyor
Residential Development
Network Rail Property

Square One, 4 Travis Street,
Manchester, M1 2NY.
DX 716950 Manchester 27

www.networkrail.co.uk/property

PLEASE NOTE THIS EMAIL DOES NOT GIVE OR IMPLY ANY FORMAL CONSENT UNTIL LICENCE OR ANY OTHER LEGAL DOCUMENT IS EXECUTED AS A DEED AND COMPLETED.

From:

Sent: 05 January 2018 10:19

To:

Subject: FW: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

Hi

See comments below from

Regards

From: @rfg.org.uk

Sent: 04 January 2018 13:16

To:

Subject: RE: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

I assume the FOC clearance necessary for the SFS swap has been secured ?– if so then no comment from RFG

Thanks,

Executive Director

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

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

19 West Coast Railway Company

I see no purpose in a meeting. My sole point was that a satisfactory result was obtained in the previous consultation, ie. completion of re-instatement of the Through Curve, and see no reason why that should be any different now.

Best

E@[aol.com](mailto:E@aol.com)

Land disposal consultation report

V 1.1

-----Original Message-----

From: @networkrail.co.uk

To: @aol.com

CC: @networkrail.co.uk

Sent: Thu, 15 Mar 2018 15:35

Subject: RE: Proposed Disposal of Gloucester Great Western Road Yard

Hello

I note that you haven't responded to my chasers below with regards to the above matter and your last response on this was on 01 March 2018. Please be fully aware that ORR regulations allow two months from the expiry date of the original consultation period which was on 01 February 2018 to try and resolve any objections. Of course, if we are making progress towards an amicable solution, I would be happy to extend that time period within reason to close it out.

I must inform you that if WCR do not respond or we don't make any progress towards a solution by COB 03 April 2018, as a last resort measure, I will have no choice but to make an application to the ORR recommending that the land in question is disposed of irrespective of WCR's reservations.

Thanks and I hope to hear from you on this to reach an amicable conclusion.

Senior Surveyor

Residential Development

Network Rail Property

From:

Sent: 09 March 2018 09:47

To:

Cc:

Subject: RE: Proposed Disposal of Gloucester Great Western Road Yard

Importance: High

Hello

Please can you respond to my email below? Keen to have a meeting about this. I have cc'ed in.

Land disposal consultation report

V 1.1

See chain of emails below. Any queries, please let myself and James know.

Thanks.

Senior Surveyor

Residential Development

Network Rail Property

From:

Sent: 05 March 2018 12:33

To: '

Subject: RE: Proposed Disposal of Gloucester Great Western Road Yard

Hello

Further to my email below, could we arrange a meeting in person to discuss this to try and find an amicable solution to this? Plus, I hope the confusion below has been cleared up?

Thank you.

Senior Surveyor

Residential Development

Network Rail Property

From:

Sent: 01 March 2018 16:44

To:

Subject: RE: Proposed Disposal of Gloucester Great Western Road Yard

Land disposal consultation report

V 1.1

Hi

Apologies if I have confused you. What I meant to say was the FOC's have specifically asked for the Gloucester Triangle site to be designated as a new Supplementary Strategic Freight site where the curved through siding comes along with it for rail access and they have confirmed there is strong demand for freight traffic in the Gloucester area hence the request. Network Rail's freight business team who oversee freight traffic and future forecasted freight traffic support this.

This LC7 application has superseded the previous LC7. I understand you wish to go back to the previous arrangement but unfortunately circumstances have changed and I hope I have justified the change in circumstances. I was delighted to learn that WCR already have stabling arrangements in the Gloucester area so you are not adversely affected by this proposal in the meantime until the curved through siding is commissioned.

If you are still not satisfied, may I suggest we hold a meeting to discuss this in person and see if we can reach an agreement? Happy to travel to Carnforth at a date suitable to you. I would suggest I bring Ian Stone, as the customer relationship executive, along to the meeting as well.

Thanks, look forward to hearing from you.

Senior Surveyor

Residential Development

Network Rail Property

From: @aol.com

Sent: 01 March 2018 15:52

To:

Subject: Re: Proposed Disposal of Gloucester Great Western Road Yard

Now you are confusing matters!

Your last reply appears to say that this (a request from a FOC to open) has actually taken place. Is that what you meant to say?

That notwithstanding, as we had an agreement last time round, I see no reason for change on our part.

E @aol.com

Land disposal consultation report

V 1.1

-----Original Message-----

From: @networkrail.co.uk

To: @aol.com

Sent: Thu, 1 Mar 2018 15:44

Subject: RE: Proposed Disposal of Gloucester Great Western Road Yard

Hi

Thank you for clarifying.

On the contrary, the FOC's have actually specifically requested that the curved through siding is re-commissioned/re-opened to be able to use the Gloucester triangle site for freight purposes.

I hope I have clarified your queries, are you able to remove your objection on this matter?

Thanks.

Senior Surveyor

Residential Development

Network Rail Property

From: @aol.com

Sent: 01 March 2018 15:06

To:

Subject: Re: Proposed Disposal of Gloucester Great Western Road Yard

What I meant was the chances of a FOC specifically requesting the re-instatement of a single sdg (effectively a loop) is remote, so there is likely likely benefit accruing to us, following that route. You should therefore honour what was previously agreed.

E @aol.com

Land disposal consultation report

V 1.1

-----Original Message-----

From: @networkrail.co.uk

To: @aol.com

Sent: Thu, 1 Mar 2018 14:59

Subject: RE: Proposed Disposal of Gloucester Great Western Road Yard

Hi

With regards to the first line below – yes that is correct. I am fully aware that a different understanding was reached previously but unfortunately the matter of escalating costs has changed the game.

I am not quite sure what you mean on the second line – would you kindly clarify?

Thank you.

Senior Surveyor

Residential Development

Network Rail Property

From: @aol.com

Sent: 01 March 2018 14:42

To:

Subject: Re: Proposed Disposal of Gloucester Great Western Road Yard

In essence, what you are now saying is that, despite what was said before and no costs actually mentioned, nothing will now happen, unless a designated user 'claims' it?

I'm not sure how you expect that to happen in respect of a Through Sdg.

E @aol.com

-----Original Message-----

From: @networkrail.co.uk

To: @aol.com

Sent: Thu, 1 Mar 2018 13:08

Subject: RE: Proposed Disposal of Gloucester Great Western Road Yard

Land disposal consultation report

V 1.1

Hello

Hope the weather hasn't hit you too hard!

Please can I trouble you for a response to my email below?

Thanks.

Senior Surveyor

Residential Development

Network Rail Property

From:

Sent: 22 February 2018 14:50

To:

Subject: FW: Proposed Disposal of Gloucester Great Western Road Yard

Importance: High

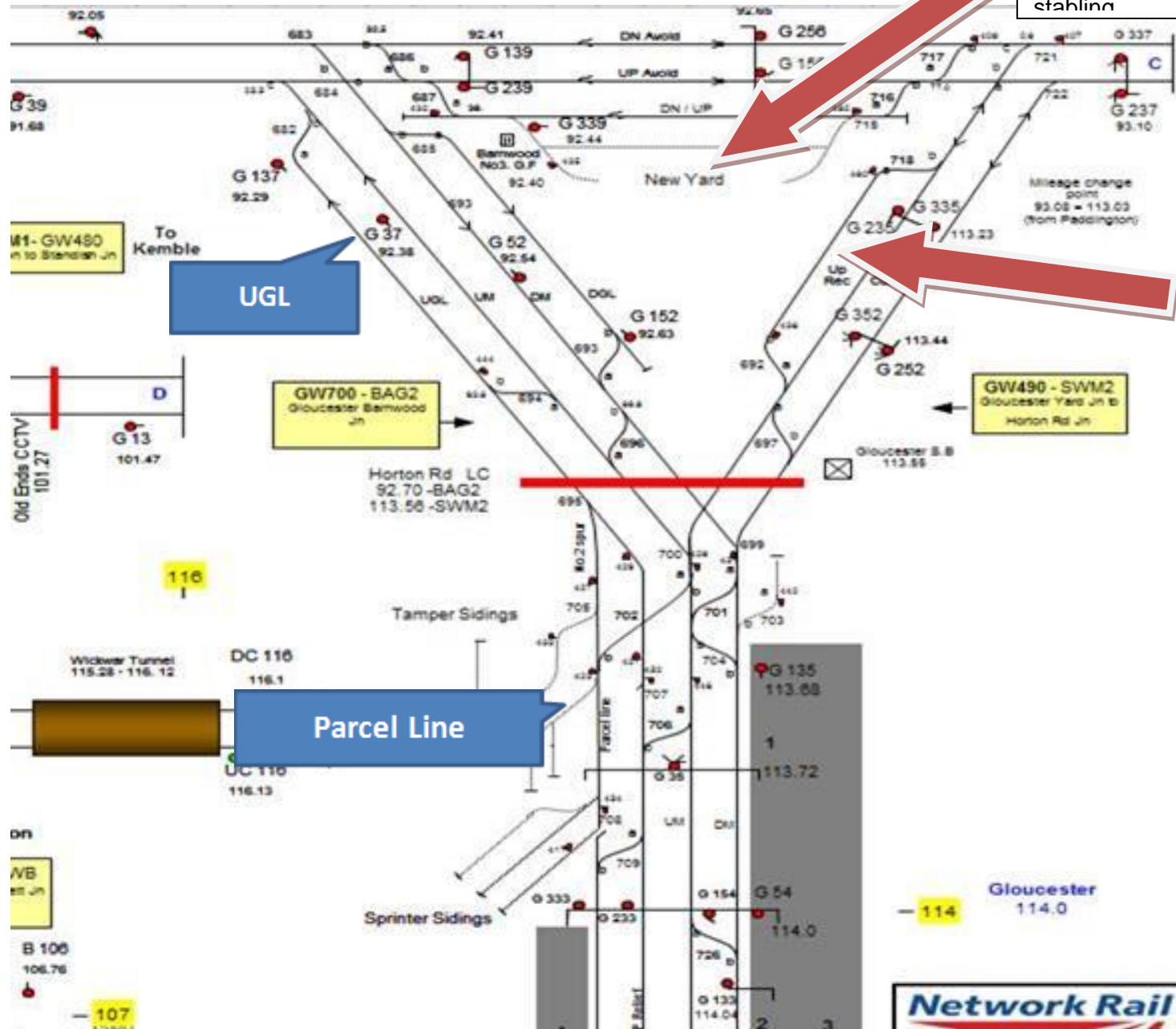
Hi

Apologies for the delay, I have been investigating with my colleagues at Network Rail to understand WCR's presence in Gloucester better. Firstly, I attach email **{PASTED BELOW MAP FOR BENEFIT OF THE READER}** confirming the number of charters in Gloucester by WCR in 2015, 2016 and 2017. During those years, charters in the Gloucester area were stabled either on the UGL and/or Parcels Line (I have pasted a quail map showing these below).

Land disposal consultation report

Gloucester New Yard Network Sidings
– Additional option for WCR to use as stabling

V 1.1



Location of the Curved Through Siding at Gloucester Triangle which is to be commissioned as part of a SSFS call down by the Freight Industry.

Land disposal consultation report

V 1.1

Mon 12/02/2018 13:36 – to (is WCR's Customer Relationship Executive)

Thanks for the email, with regard to charters at Gloucester in last few years (sorry I don't have 5 years data), see below:

2017

- Originating Gloucester = 1 (DBC Charter)
- Terminating Gloucester = 3 (All WCR)
 - All terminating trains showing stabling in the UGL

2016

- Originating Gloucester = 2 (1 DRS, 1 GBRf)
- Terminating Gloucester = 4 (2 WCR, 2 DBC)
 - 1 Cancelled before planned
 - Stabled on Parcels Line

2015

- Originating Gloucester = 1 (WCR)
- Terminating Gloucester = 1 (WCR)

With regard to the new yard/OTM site – the stabling needs to be long enough for a charter train to recess in (15/14 coach lengths min) and be able to run round. **It has been confirmed that the New Yard has the facility to run round, stable and shunt.**

I assume as part of the commissioning of the siding the plan is to remove the ground frame and replace it with points controlled from the sigbox?

Never heard of the LC7 process – good luck!

Hope this helps

-

Furthermore, I have attached a plan of Gloucester New Yard (shaded purple – **SHOWN ABOVE ON THE MAP**) which is located opposite the curved through siding at Gloucester Triangle and they are network sidings available to use. Could this also be utilised by WCR in meantime too as another option?

I hope the existing stabling arrangements will continue to provide WCR with suitable stabling requirements in the Gloucester area for now until the curved through siding is re-opened? I appreciate that this may not be the answer you had hoped for but having investigated I am satisfied that the proposal to disposal of Gloucester GWR and the delay in re-opening the curved through siding will not have a material impact on WCR's options to stable charters in the Gloucester area as there are alternatives available shown above.

Having reviewed the past LC7 application by my colleague , I appreciate that re-opening of the curved through siding was discussed however having investigated that further it is apparent that the costs to do so has increased significantly since. As a public sector body, NR are under more scrutiny on spending tax payers money and the risk here is too great to spend that money to re-open the curved through siding without the comfort that the siding will be used regularly rather than one-off charters to demonstrate value for money. The proposal to designate the site as a new SSFS for freight purposes will demonstrate that a FOC or FOC end user will use it regularly. Once it is up and running, no doubt WCR can look to use it as well.

On that basis, would you be prepared to remove your objection?

Thank you.

Senior Surveyor

Residential Development

Network Rail Property

It was also my understanding that the sidings would be commissioned as Network sidings, ie. for the use of any train operator, pending a specific claim by a FOC for its own use.

I might add that, although it uses it infrequently, WCR also holds a freight licence.

E [@aol.com](mailto: @aol.com)

Land disposal consultation report

V 1.1

-----Original Message-----

From: @networkrail.co.uk

To: @aol.com

Sent: Thu, 8 Feb 2018 15:24

Subject: RE: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

Hi

Thanks and understood. However, the proposed development at GWRY needs to go ahead first so we can actually raise the funds from the development to commission the sidings. If WCR are not prepared to release the land then the work will never get done anyway and the siding will not get commissioned.

In the shorter term, the sidings directly adjacent to the West of the GWRY site is being retained as operational/network sidings and I assume they can accommodate charter requests so that is an option until the site is "called in" by as FOC and funds released to commission the siding. For avoidance of doubt, the site is a Supplementary Strategic Freight Site so you (and I) will have to liaise with the FOC's in the usual way up and down the country as it is at their discretion.

If you are still not satisfied, please can you advise what level of commitment WCR are looking for?

Thanks. Give me a ring if you are not sure about any of this.

Senior Surveyor

Residential Development

Network Rail Property

From: @aol.com

Sent: 08 February 2018 12:33

To:

Subject: Re: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

The point I was making was that we need the work commissioning, so that we can use the siding; however, as charters run on an *ad hoc* short-notice (ie. weeks, rather than months or years) basis, I cannot say precisely when we would need it, other than we would need it, as Gloucester is often used by charters.

Land disposal consultation report

V 1.1

If we waited until we had a confirmed charter request, the work would never be carried out in time, so we need a more definite commitment.

Best

E [@aol.com](#)

-----Original Message-----

From: [@networkrail.co.uk](#)

To: [@aol.com](#)

Sent: Thu, 8 Feb 2018 8:27

Subject: RE: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

Of course, no problem. Look forward to hearing from you today.

Senior Surveyor

Residential Development

Network Rail Property

From: [@aol.com](#)

Sent: 07 February 2018 16:57

To:

Subject: Re: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

You will have to wait until I'm back in the office, tomorrow.

Sent from my iPhone

On 7 Feb 2018, at 15:49, @networkrail.co.uk wrote:

Hello

Please can you respond to the email below

Thank you.

Senior Surveyor

Residential Development

Network Rail Property

From:

Sent: 05 February 2018 11:57

To:

Cc: @wcr.co.uk

Subject: RE: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

Hello

Thank you for your email below.

As the evaluation form states, the Gloucester Triangle site has been designated as a SSFS (Supplementary Strategic Freight site) therefore is “reserved” for freight type use. It is a bit of a catch-22 situation here, the flip side to your comment below is that if the GWRY site is not released for development then there will be no funding made available to commission the curved through siding anyway.

What level of commitment were you looking for exactly?

Land disposal consultation report

V 1.1

In case you weren't aware, there are network sidings adjacent to the West of the GWR disposal site which is being retained for railway purposes. This may be able to cater for any shorter term charters until the FOC's bring the Gloucester Triangle site back into full economic use.

Thanks.

Senior Surveyor
Residential Development
Network Rail Property

From: @aol.com

Sent: 02 February 2018 10:55

To:

Cc: @wrc.co.uk

Subject: Re: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

Appreciate the need for a sign-off; however, your earlier was slightly vague. As charters are one-offs and planned on a short-term basis (ie. c. 3 months' notice), I'd suspect that would not be in line with NR's typical commissioning timescale and theoretically, therefore, it could *never* get commissioned!

We have a number of outline plans for trains to Gloucester, from charter customers, so I think a rather more definite commitment is required - then we'll go quietly.

Best

E @aol.com

From:

Sent: 02 February 2018 09:35

To:

Cc:

Subject: RE: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

Hi

Land disposal consultation report

V 1.1

I am just conscious that the above consultation ended yesterday, hence the very quick chaser (apologies). Please can you let me know you are content with the below and have no objection so it is clear?

Thanks.

Senior Surveyor
Residential Development
Network Rail Property

From:

Sent: 01 February 2018 09:14

To:

Cc:

Subject: RE: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

Hi

The work to commission the curved through siding at Gloucester Triangle site has been quoted. The proposed scheme at Great Western Road Yard will effectively fund the commissioning of the siding and will be kept in a separate pot held as of when it is required. I do not see the point of commissioning a siding if no one is going to use it which effectively will be a waste of money.

The arrangement is that, when it is required, it will be commissioned by “dipping into the pot”.

Thanks, hope that clarifies.

Senior Surveyor
Residential Development
Network Rail Property

Square One, 4 Travis Street,

Land disposal consultation report

V 1.1

Manchester, M1 2NY.
DX 716950 Manchester 27
Mobile -
E-mail @networkrail.co.uk

From: @aol.com

Sent: 31 January 2018 17:02

To:

Cc:

Subject: Re: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

Can you indicate when it will be commissioned?

E @aol.com

-----Original Message-----

From: @networkrail.co.uk

To: @aol.com

CC: @networkrail.co.uk

Sent: Wed, 31 Jan 2018 16:51

Subject: FW: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

Hello

Firstly thank you for commenting on the above proposal. If you refer to the evaluation form provided, it confirms the curved through siding will be commissioned (assuming it is required as of when by the industry) as part of the wider scheme.

Please can you confirm you are happy with this and WCR have no objection?

Thanks in advance.

Land disposal consultation report

V 1.1

Senior Surveyor
Residential Development
Network Rail Property

Square One, 4 Travis Street,
Manchester, M1 2NY.
DX 716950 Manchester 27

E-mail @networkrail.co.uk
www.networkrail.co.uk/property

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From:

Sent: 30 January 2018 15:20

To:

Subject: FW: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

Hi

See below comments from James.

Regards

Land disposal consultation report

V 1.1

From: @aol.com

Sent: 30 January 2018 14:51

To:

Cc: @wcr.co.uk

Subject: Re: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

We made representations about this, when it was previously issued, in respect of charter stabling provision in the Gloucester area. From memory, it was agreed that provision would be made on the Curve Through Sdg, between Barnwood Junct and Gloucester Yd Junct, but it has never been commissioned.

We expect this still to be the case, before accepting the NC; (cc'd) will concur.

Best

WCR

E @aol.com

20 W.H. Malcolm

From: @whm.co.uk

Sent: 05 January 2018 12:15

To:

Subject: RE: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

No objections.

Regards

Contracts, Rail & Estate Management | W H Malcolm Ltd

Malcolm Group, Brookfield House, 2 Burnbrae Drive, Linwood, Renfrewshire PA3 3BU

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

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21 Association of Community Rail Partnerships

From: @acorp.uk.com

Sent: 23 January 2018 11:51

To:

Subject: RE: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

No comment

Senior Operations Manager



Mobile Web: acorp.uk.com

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



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22 British Transport Police

From: @btp.pnn.police.uk

Sent: 12 January 2018 09:04

To:

Subject: RE: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

Hi

Please see the attached email in response to Gloucester Great Western.

Regards

Senior Personal Assistant to
Head of Strategy & Performance Department
British Transport Police;
FHQ, 25 Camden Road, London, NW1 9LN
Email: @btp.pnn.police.uk
www.btp.police.uk

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From: @btp.pnn.police.uk

Sent: 12 January 2018 08:52

To:

Subject: Gloucester

Good morning I have reviewed the plans submitted for the land sale at Gloucester. The sale will release redundant land next to the operational railway at the station and area, and will benefit future change to layout of freight sidings and NWR depot in the area of Metz way. In any planning of this land sale, future perimeter fencing should be ensured.

CRU-2018-0052

Ymgynghorwr Lleihau Troseddau
Crime Reduction Advisor

Heddlu Trafnidiaeth Prydeinig, Adran 'C', Is-adran Cymru, 3 Sgŵar Callaghan, Caerdydd CF10 5BT
British Transport Police, 'C' Division, Wales Sub-Division, 3 Callaghan Square, Cardiff CF10 5BT
email @btp.pnn.police.uk
www.btp.police.uk

23 Transport Focus

From: @transportfocus.org.uk

Sent: 11 January 2018 10:36

To:

Subject: Re: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester 0301d18

Thank you for sending Transport Focus details of the proposed disposal of land in Gloucester. They note that:

The disposal is of 3.14 hectares of land to the north of the railway at the east end of Gloucester station, part of the Great Western Road railway yard;
siding capacity removed will be replaced by bringing into use a siding laid in 2004 in the Gloucester Triangle area, and not yet brought into use;
that site will be designated a Supplementary Strategic Freight Site;
the land to be disposed of will be sold freehold or on a long lease to the Homes & Communities Agency;
it is likely to be used for a residential or educational development;
the transaction is expected to be made in the 2018/19 financial year.

Transport Focus has no objection to the proposed disposal.

Regards,

This email has been scanned by the Symantec Email Security.cloud service.
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24 Network Rail Media Relations

From:

Sent: 30 January 2018 12:26

To:

Subject: RE: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

No comment

Senior Media Relations Manager

Network Rail | One Eversholt Street | London | NW1 2DN

Mobile: | Press Office: | Email: @networkrail.co.uk

25 Gloucester County Council

From: @gloucestershire.gov.uk

Sent: 30 January 2018 12:15

To:

Cc:

Subject: RE: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

Hi

Apologies for the late response but I can confirm that Gloucestershire County Council have no comments to make on this consultation.

Thank you

Planning Officer

26 Gloucester City Council

From:

Sent: 01 February 2018 12:46

To:

Subject: FW: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

Importance: High

FYI – can you include on the consultation report?

Senior Surveyor
Residential Development
Network Rail Property

Square One, 4 Travis Street,
Manchester, M1 2NY.
DX 716950 Manchester 27
E-mail @networkrail.co.uk
www.networkrail.co.uk/property

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Land disposal consultation report

V 1.1

From: [@gloucester.gov.uk](https://twitter.com/gloucester.gov.uk)

Sent: 31 January 2018 18:37

To:

Subject: RE: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

Importance: High

Hi

I confirm we have no objection and support the intended disposal.

Kind regard,

Regeneration Consultant

Regeneration &
Economic Development
Gloucester City Council
Herbert Warehouse
The Docks
Gloucester, GL1 2EQ

[@gloucester.gov.uk](https://twitter.com/gloucester.gov.uk)

www.gloucester.gov.uk



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Land disposal consultation report

V 1.1

From:

Sent: 31 January 2018 16:52

To: @gloucester.gov.uk

Cc: @gloucester.gov.uk;

Subject: RE: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

Hello

Please can you respond to my email below? The deadline for comments is COB tomorrow.

Thanks in advance.

Senior Surveyor
Residential Development
Network Rail Property

Square One, 4 Travis Street,
Manchester, M1 2NY.
DX 716950 Manchester 27

E-mail @networkrail.co.uk
www.networkrail.co.uk/property

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From:

Sent: 26 January 2018 10:12

To: @gloucester.gov.uk

Cc: @gloucester.gov.uk;

Subject: FW: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

Importance: High

Hi

Thank you very much for providing a response below regarding the above consultation at Gloucester GWR site.

If I may, can I ask for a little bit of clarity here? For your information, the scheme is subject to planning by Gloucester CC anyway and the consultation itself is not intended for Gloucester CC to comment from a planning perspective. It is to ask Gloucester CC if they have any other valid objections to the scheme. If not, it would be helpful if you would confirm “no comments” or “no objection” so Gloucester CC’s response is unequivocal.

Your email below kindly confirms that Gloucester CC wholly support the proposed scheme from a planning perspective (i.e. is consistent with your adopted regeneration strategy). However, the email goes on to say that from a landowners perspective Gloucester CC do not endorse any intended use of the land. It seems a little conflictive.

Thanks.

Senior Surveyor
Residential Development
Network Rail Property

Square One, 4 Travis Street,
Manchester, M1 2NY.
DX 716950 Manchester 27

E-mail @networkrail.co.uk
www.networkrail.co.uk/property

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From:

Sent: 25 January 2018 16:09

To:

Subject: FW: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

Importance: High

Hi

See below comments.

From: @gloucester.gov.uk

Sent: 25 January 2018 16:03

To:

Cc:

Subject: RE: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

Importance: High

Dear

I am replying to your email to my colleague, concerning your intended disposal of the land in Great Western Road.

I have been in discussions with Homes England (HCA) for some while as we also own land and buildings in Great Western Road. Therefore I can confirm that we are aware of the intention to dispose of this land with the aim of a residential led development. In principle we are wholly supportive of your proposed disposal which would be consistent with our adopted regeneration strategy.

Our comments are made as neighbouring landowners and must not be construed as endorsing any intended use of this land.

Regards,

Regeneration Consultant

Regeneration &

Economic Development

Gloucester City Council

Herbert Warehouse

The Docks

Gloucester, GL1 2EQ

[@gloucester.gov.uk](https://twitter.com/gloucester.gov.uk)

www.gloucester.gov.uk





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ANNEX 2

From: @networkrail.co.uk

Sent: 04 January 2018 12:15

To: @dft.gsi.gov.uk; @crosscountrytrains.co.uk; @c2crail.net; @chilternrailways.co.uk; @eurostar.com; @gwr.com; @grandcentralrail.com; @southeasternrailway.co.uk; @merseyrail.org; @northernrailway.co.uk; @colasrail.co.uk; @drsl.co.uk; @deutschebahn.com; @fta.co.uk; @Freightliner.co.uk; @rfg.org.uk; @aol.com; @whm.co.uk; @acorp.uk.com; @btp.pnn.police.uk; @Transportfocus.org.uk; @gloucestershire.gov.uk; @gloucester.gov.uk

Subject: Land Consultation Disposal - Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN - Closing Date 1st February 2018

Dear Consultee,

Property: Land known as Gloucester Great Western Road Yard, Gloucester, Gloucestershire. GL1 3AN.

We seek to consult you as regards your views, please, on our proposed disposal by way of freehold or long leasehold sale.

We attach a draft application form to the Office of Rail and Road which, with the related plan(s), explains the proposal in detail. Subject to the outcome of our consultation, we may make a formal application to ORR for consent to the disposal, as required under the terms of our network licence land disposal condition. We would expect to make an application based on this form, updated in the light of consultation responses. It is therefore important that we have your views, so that these may be considered in ORR's decision.

Alternatively, if in the light of the consultation responses, the proposed disposal would qualify to be made under ORR's general consent, we may complete it accordingly.

We request your comments please, by close of business on **Thursday 1st February 2018** (including any “no comment” response). It would be helpful if your response is provided by email. Should no response be received by **Thursday 1st February 2018** and having made reasonable endeavours to obtain a response, we will proceed with our application to ORR or General Consent form on the basis that there is no objection.

We will make reasonable endeavours to resolve any objections raised within two months of the consultation closing date. Should resolution not be achieved within this period, or should a response to our request for supporting justification or a meeting not be received within one month of the request, we will proceed with the application to ORR seeking consent should we still believe that it is appropriate to pursue the land disposal. In seeking that consent, we will describe what we have done to seek to resolve any concerns and why we believe that the land disposal should proceed. We will inform you when we proceed with the application to ORR.

If you have any queries as regards this proposal, please direct them to (details set out below). If future consultations of this nature should be directed differently to your organisation, please advise us of the appropriate contact details, so we may amend our records.

Yours faithfully,



Technical Support Assistant, Property
Square One, 1st Floor
4 Travis Street, Manchester M1 2NY

www.networkrail.co.uk/property



Figure 1 - 28 September 2017 01:45pm



Figure 2 - 28 September 2017 01:46pm



Figure 3 - 28 September 2017 01:46pm



Figure 4 - 28 September 2017 01:47pm



Figure 5 - 28 September 2017 01:48pm



Figure 6 - 28 September 2017 01:48pm



Figure 7 - 28 September 2017 01:48pm



Figure 8 - 28 September 2017 02:51pm



Figure 9 - 28 September 2017 02:51pm



Figure 10 - 28 September 2017 02:52pm



Figure 11 - 28 September 2017 02:52pm



Figure 12 - 28 September 2017 02:53pm



Figure 13 - 28 September 2017 02:55pm



Figure 14 - 28 September 2017 02:55pm



Figure 15 - 28 September 2017 02:55pm



Figure 16 - 28 September 2017 02:57pm



Figure 17 - 28 September 2017 02:58pm



Figure 18 - 28 September 2017 03:00pm



Figure 19 - 28 September 2017 03:00pm



Figure 20 - 28 September 2017 03:01pm