

Les Waters
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Railway Markets and Economics
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Telephone 020 7282 2106



11 November 2016

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

Network licence condition 7 (land disposal): Leeman Road, York

Decision

1. On 12 September 2016, Network Rail gave notice of its intention to dispose of land off Leeman Road, York, North Yorkshire (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 included at Annex B.
2. We have considered the information supplied by Network Rail including the responses received from third parties you have 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 subject to the condition that:

Network Rail may only proceed with the proposed disposal once it has provided ORR with satisfactory evidence that it will meet NRM's reasonable requirements in terms of provision of rail access to the NRM South Yard (which currently includes passage over a level crossing), and that ORR has confirmed in writing that such evidence is satisfactory.

Reasons for decision

3. We are satisfied that Network Rail has consulted all relevant stakeholders with current information. No alternative reasonably foreseeable railway use for the land was identified and there was no evidence that the disposal would affect adversely railway operations.
4. We note from the information provided to us by Network Rail that:
 - the proposed disposal would contribute to the York Central development, a major area for regeneration and part of the City of York Council's wider regeneration developments across York;
 - the proposed disposal reflects Network Rail working in partnership with the City of York Council, the Homes and Communities Agency, the York North Yorkshire and East Riding Local Enterprise Partnership, and the National Railway Museum;



- the proposal would facilitate improvements at York station including a new western station concourse, into which the existing station footbridge would be extended;
- Freightliner's fuelling point would not be lost, with Network Rail confirming its relocation to either York Yard South or York Yard North; Freightliner is closing and relocating its Wagon Repair Depot;
- Network Rail has stated that it can accommodate stabling and servicing requirements for West Coast Railway Company; and
- its proposed Network Change (under Part G of the Network Code) for the removal of all network sidings on the disposal site was agreed in June 2016. National Rail Museum (NRM) was not a party to that process.

5. Network Rail did not include NRM in its land disposal consultation but NRM has subsequently confirmed to us that it has discussed the proposed approach with Network Rail and is content with the proposals, subject to it being content with the final detailed design of the rail siding and access.

6. As a consequence of the proposed disposal, NRM's existing rail siding access to the NRM South Yard is planned to be relocated through the development and across a new public highway (as shown at Annex B). Network Rail has stated that the siding will be privately owned and maintained by NRM and that its occasional use and safe operation of the crossing point is also to be managed by NRM.

7. The siding currently has a level crossing which provides rail access for trains to the museum. We have not received any specific details relating to this level crossing, but we note that rail access to the museum must continue to be provided as part of any disposal of this land, unless agreed otherwise between Network Rail and NRM. The operator of the level crossing must ensure that a suitable and sufficient risk assessment is undertaken to ensure the safety of those using the crossing when the changes to the rail siding occur.

8. Network Rail has stated that the final route for the rail siding will be agreed with NRM and as a consequence of the final Masterplan layout for the proposed York Central development.

9. NRM provides network services through the management of its siding for use by train operators and it is currently not clear how this might be affected by Network Rail's proposed land disposal. It is important that NRM, as a provider of railway services, has continued access to the national rail network and should be able to plan the future of its business with a reasonable degree of assurance. We will therefore protect NRM's interests by placing a condition on our consent so that Network Rail may only proceed with the proposed disposal once it has provided us with satisfactory evidence that it will meet NRM's reasonable requirements in terms of provision of rail access to its south yard, including the provision of any road crossing (or suitable alternative) which is required, and that we have confirmed in writing that such evidence is satisfactory.

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 further 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” and “enable persons providing railway services to plan the future of their businesses with a reasonable degree of assurance”.

12. We have therefore concluded that our consent should be granted subject to our attached condition:

Network Rail may only proceed with the proposed disposal once it has provided ORR with satisfactory evidence that it will meet NRM’s reasonable requirements in terms of provision of rail access to the NRM South Yard (which currently includes passage over a level crossing), and that ORR has confirmed in writing that such evidence is satisfactory.

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

York Central Site: Leeman Road, York, North Yorkshire.

The site forms part of the railway yards and depots within the Network Rail owned land west of York Station that is also contained by the East Coast Mainline (ECML) to the north and the Freight Avoiding Lines (FAL) to the south.

The proposed disposal site is shown by blue colour on attached plan no. 81372-4. Network Rail's retained land is shown by green colour. The area is shown on the attached and annotated aerial photograph.

The site lies approximately 1km west and south west from the centre of York. It has restricted access as the highway serving the site comes under two height restricted bridges that cannot be used by full height HGVs.

It is generally level and adjoins areas of housing to the north and housing and industrial/commercial areas to the south. It also lies to the south of Leeman Road and the site of the National Railway Museum (NRM).

It is currently split into various uses comprising (1) an under-utilised area of former Network sidings in Leeman Yard, (2) land used for short term commercial lettings for vehicle storage, (3) vacant land, (4) Freightliner Wagon Repair Depot (WRD and associated sidings (5) Freightliner fuelling point, (6) Network Rail Maintenance Delivery Unit (MDU) and (7) a rail commuter car park operated by Network Rail.

This is a major brownfield regeneration site of national significance having featured as one of the top 3 sites in the 10th April 2016 announcement from the DCLG, HCA and DfT re regeneration of stations for housing and economic growth. The site was designated as an Enterprise Zone in the Government's Spending Review in November 2015. In March 2015, it was also designated as one of 28 Housing Zones in the UK that are to deliver (in total) up to 45,000 new homes

The proposed disposal site does not include the two existing Network Sidings that adjoin the site's south boundary or the area of private sidings in York Yard South used by Freightliner. It also excludes a corridor of land immediately adjoining the ECML. Retention of these areas of land is intended to meet operator and

	<p>rail-planner requirements for known and aspirational future rail schemes in York.</p> <p>Area 16.7697 hectares (41.4 acres).</p>
<p>Plans attached: (all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)</p>	<p>Plan No. 81372-4 shows the disposal area by blue colour.</p> <p>Annotated plan No. 73295 shows the site in the wider context of Network Rail landholdings with key features referred to in this application.</p>
Clearance Ref:	CR/27395 dated 31/03/16
Project No.	140377 and 152867
Ordnance survey coordinates	459033E 451873N
Photographs (as required)	Annotated site aerial photograph attached.
2. Proposal	
Type of disposal (i.e. lease / freehold sale)	Freehold and/or long leasehold disposals
Proposed party taking disposal	No defined party. Site will be marketed, if consent to disposal is obtained, with a view to forming a long term development arrangement with a development firm or development firms.
Proposed use / scheme	Housing and office development with new highways and public realm areas as part of an integrated scheme to create the York Central development (York Central). Scheme will provide improved road access to the west side of York station with an enhanced station entrance and improvement of the setting for and access to the National Railway Museum (NRM) – an internationally world acclaimed and significant railway museum.
Access arrangements to / from the disposal land	Direct from adjoining highways including a proposed new highway into the site.
Replacement rail facilities (if appropriate)	The redevelopment of York Central has been a long-standing ambition that has failed in the past (latest attempt in c2007) due to the risks surrounding certainty for all existing rail operations on the site. Work has been undertaken by interested rail parties to find and develop alternative off-site locations for all existing rail

	<p>uses and it is considered that the proposals listed below provide solutions for replacement rail facilities which are understood to be agreed with the relevant operators/businesses. Network Rail has retained land adjoining the proposed disposal site for rail use and has also acquired additional sites in York to accommodate some of these uses:</p> <ol style="list-style-type: none"> (1) 4 no. new sidings will be provided on an alternative site to provide the Network Sidings required to replace the under-utilised sidings in Leeman Yard. Sidings are designed for On Track Machine (OTM) stabling requirements. (2) New Network Rail Maintenance Delivery Unit (MDU). (3) Wagon stabling arrangements agreed with Freightliner based on existing use in York Yard South or relocation to York Yard North. Freightliner's fuel point will also be relocated by Network Rail to York Yard North prior to the current facility being removed for the development (4) Freightliner is relocating its wagon maintenance to a new location, which will enable the current Wagon Repair Depot to close to facilitate the development. (5) The existing rail siding access to the NRM South Yard will be relocated as part of the development. (6) The rail commuter car park will be retained as a surface level car park in its existing location or on adjoining land and will eventually be replaced by a new Multi-Storey Car Park.
<p>Anticipated Rail benefits</p>	<p>New sidings provide a bespoke facility rather than relying on use of out of date infrastructure. Scheme will facilitate a new fully compliant western Station entrance. Passenger Journey Time Improvements by faster road times to get to west side of York station. Enhanced access to the station will facilitate and complement the NRM's £48.5m expansion and enhancement plan. New bespoke and modern Maintenance Delivery Unit to replace existing Portacabin and old and patched up Victorian railway buildings accommodation.</p>
<p>Anticipated Non-rail benefits</p>	<p>Delivery of land for housebuilding in line with Government initiatives and policy.</p> <p>Creation of the setting for office development and ancillary retail/ other uses providing economic growth for the City of York. Delivery of a site to enhance the facilities on the edge of the city centre and improve connectivity and access to and from this area.</p>
<p>3. Timescales</p>	
<p>Comments on timescales</p>	<p>Assuming consent is granted it is anticipated that disposals will complete in phases commencing in 2018.</p>

4. Railway Related Issues

History of railway related use	The site has been in use since developed by the Victorians for freight use and stabling, rail engineering workshops, offices and stabling.
When last used for railway related purposes	<p>The land is in existing railway use being either fully or partially utilised for various operational purposes being:</p> <ul style="list-style-type: none"> (1) Network Rail Maintenance Delivery Unit. (2) Freightliner Wagon Repair Depot. (3) Sidings utilised by On-Track Machines. (4) Siding for West Coast carriage servicing. (5) Siding access to National Railway Museum South Yard. <p>In addition, some is vacant.</p>
Any railway proposals affecting the site since that last relative use	<p>Railway proposals are and have been managed on the site with the aim of facilitating York Central. In some cases the uses have continued in temporary or poorly maintained accommodation as investment has not been made due to the proposed redevelopment.</p> <p>The most significant railway proposal in the area was the development of the £38m Network Rail Route Operating Centre and Workforce Development Centre on a triangular site in the site's southeast corner. This opened in 2014 and the design and location were the first phase of the York Central redevelopment. The scheme included provision of a new turntable to enable steam engines visiting York to be turned rather than using the triangle of rail lines located on the building site. The building could have been located in easier locations to develop, or split between different parts of the Network Rail land-holdings in York Central but was designed to ensure the maximum area of land within York Central could eventually be released for development.</p>
Impact on current railway related proposals	<ul style="list-style-type: none"> (1) First Transpennine Express (FTPE) stabling/servicing requirements. FTPE have franchise obligations in the York area and are looking at providing a facility on retained Network Rail land at a separate location. If this proves to be unsuitable then FTPE may use other Network Rail land in York Yard South. This other land to be considered for use is in York Yard South, includes any land for siding connections into this area and has been agreed as acceptable with FTPE. It lies within the land coloured green on Plan 81372-4. (2) Arriva Trains Northern stabling. During the Network Change process Northern requested that certain sidings and

land be retained to ensure future flexibility in the overall configuration of York sidings to ensure capability for electrified stabling sidings for the Northern franchise in conjunction with Transpennine electrification. The boundaries of the rail infrastructure retained by Network Rail have been drawn to suit these requirements and are understood to be acceptable to Arriva. These sidings all lie on retained Network Rail land and are outside of the disposal site.

- (3) **Freightliner wagon stabling.** Site boundaries of the proposed disposal site drawn to ensure these are retained in their current location in York Yard South.
- (4) **Freightliner Wagon Repairs.** Freightliner is relocating this to another location due to the York Central redevelopment proposals. The whole facility will become vacant and the existing short-term lease surrendered to Network Rail. The fuel point will be relocated by Network Rail.
- (5) **Harrogate line improvements.** Boundary drawn to ensure land retained for a potential new Bay Platform to the station. The rail alignment for this will include a new chord running from the Freight Avoiding Lines into the station area which is all on retained Network Rail land.
- (6) **East Coast Main Line (ECML) connectivity project.** The required works to add in a new connecting line running north from Platform 10 in York station affect land within the retained rail corridor next to York station but do not affect the proposed disposal site. A corridor of land between the ECML and Leeman Yard has been retained to allow for any possible ECML third line running north from York station.
- (7) **Future rail capacity through station.** The anticipated longer term strategic plan requirements for track re-alignment affect land north of York station which is separate from the disposal site. An additional platform parallel to Platform 10 may be required and land has been retained for this by Network Rail.
- (8) **Potential rail-served aggregates depot.** Disposal site boundaries drawn to ensure this use can be accommodated offsite from the proposed disposal site
- (9) **Station car-parking.** Land is being retained by Network Rail to develop for station car parking, assuming the proposed disposal proceeds and a new access road is built into the site.
- (10) **West Coast Railway Company stabling and servicing.** Network Rail understands that West Coast requirements for stabling and servicing of rail vehicles can be accommodated in the land retained by Network Rail or on existing Network Sidings in the York area. West Coast's operations will benefit from road vehicle access to these sidings and proposals are in hand to accommodate this.

<p>Potential for future railway related use</p>	<p>The future rail schemes identified in York can be accommodated on land either bought in by Network Rail or by use of retained Network Rail land adjoining the disposal site – including York Yard South site and two Network sidings. Any intensification of other railway use on the proposed disposal site is adversely affected by height restricted access and is within the boundary of York Central which is designated both a ‘Strategic Site’ and an ‘Area of Opportunity’ within the emerging City of York Local Plan, which is a material consideration in regard to intensification of any other railway use on the proposed disposal site.</p> <p>It has been agreed that Network Rail has to resolve with operators where their proposed stabling requirements can be located in York. York Yard South could accommodate some and hence has been excluded from the proposed disposal site. There is also land in York Yard North that could be used. York Yard North could also be used for relocation of Freightliner’s fuel point.</p> <p>A strategy for Network Sidings in York has been produced and circulated around the industry as part of the established Network Change NCG12015LNE057A to show that the Network sidings that will be available for industry use.</p>
<p>Any closure or station change or network change related issues</p>	<p>No Station Change issues on the disposal site.</p> <p>Network Change for removal of all Network sidings on the disposal site was established on 10/06/16.</p>
<p>Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future</p>	<p>Any rail related access needs will be accommodated on retained land and rail infrastructure by agreement with operators.</p>
<p>Position as regards safety / operational issues on severance of land from railway</p>	<p>The disposal includes arrangements under which Network Rail will install new boundary fencing along the railway boundary.</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</p>

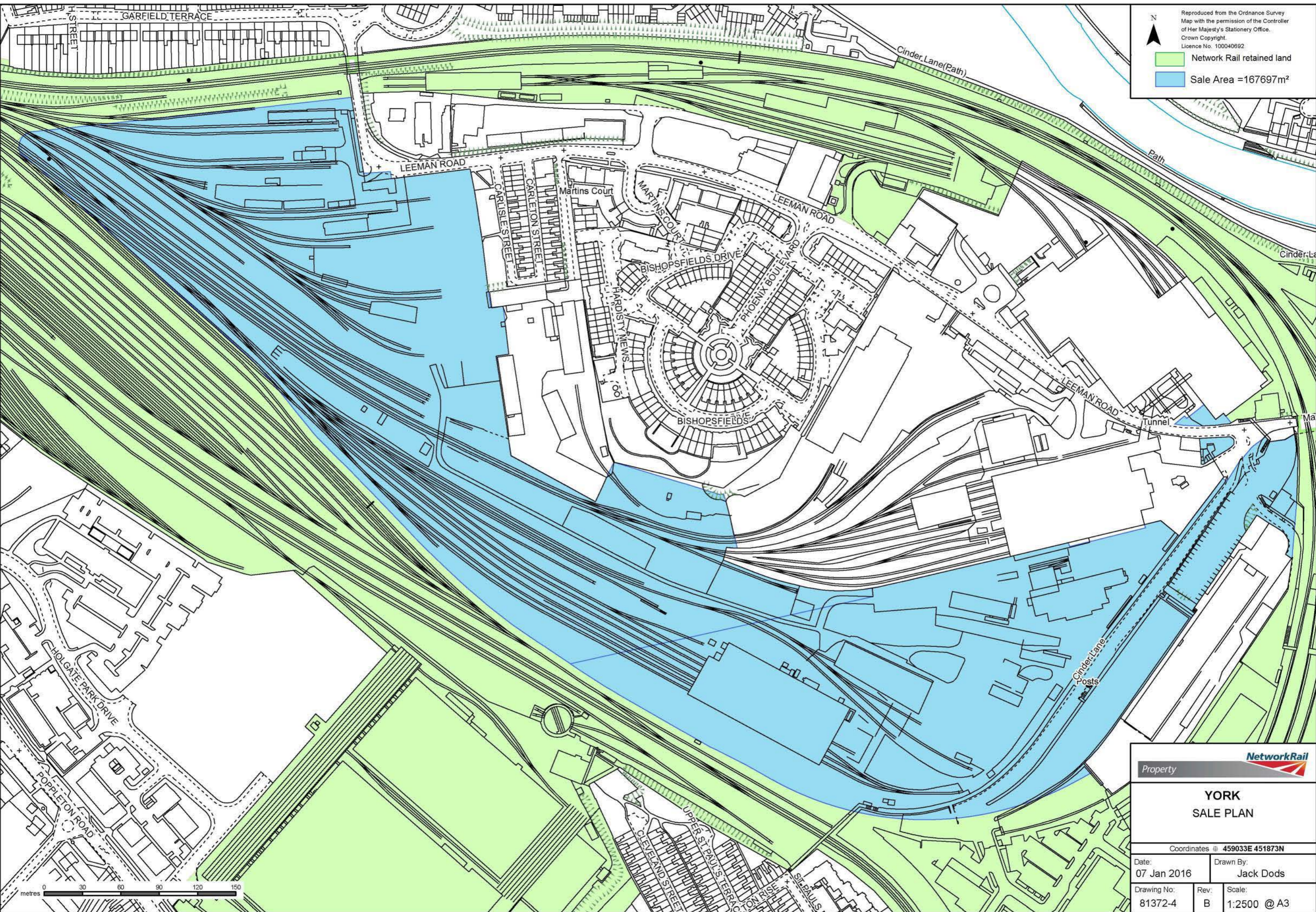
	continually to monitor changes to the risks arising from its operations and to introduce new control measures as appropriate.
5. Planning History and Land Contamination	
Planning permissions / Local Plan allocation (if applicable)	The site is allocated within the area covered by policy ST5 for York Central in the emerging City of York Council Local Plan as a mixed use development site capable of accommodating up to 1500 houses and up to 80,000 sq.m. of office led commercial space (use Class B1a).
Contamination / Environmental Issues (if applicable)	All necessary geotechnical and contamination site surveys will be undertaken before commencement of any on site works. Any required remediation will be undertaken by the future developer accordingly.
6. Consultations	
Railway (internal – Network Rail)	Full clearance for the scheme has been obtained – 31/03/16. The disposal proposals have been developed in conjunction with Network Rail’s Group Strategy Planners to ensure it accommodates all planned schemes for the York area.
Summary of position as regards external consultations	<p>Summary of position regarding responses: 32 stakeholders consulted and 31 replied.</p> <p>The non-reply is from Grand Central. Given the nature and location of the site and the Consultee involved it is considered that the lack of response is not considered to be material.</p> <p>The responses were either No Objection, No Comment or supportive to the scheme. West Coast Trains, VTEC, British Transport Police (BTP), Department for Transport (DfT) and City of York Council raised some comments that are considered to have no material effect on the disposal.</p> <p>West Coast had no objection to the disposal but suggested disposal by long leasehold. Long leasehold would still be a disposal requiring Specific Consent and may be considered if for a particular part of the scheme if it is the appropriate form of tenure for development on the site. However, for the majority of the site, and in order to ensure maximum land value and certainty of title for developers, freehold is commercially considered to be the most appropriate route. The comment re leasehold disposal in order to “protect the general railway interest” is not substantiated in any way.</p> <p>Virgin Trains East Coast (VTEC) asked for clarity re station</p>


	<p>issues and are satisfied with Network Rail's responses.</p> <p>DfT raised an issue re rail access to the National Rail Museum and are satisfied with Network Rail's responses.</p> <p>BTP have asked to be kept advised of development as it proceeds.</p> <p>City of York Council have suggested a number of text amendments to the application and all of these have been incorporated into the final submission apart from their comment re Section 4 Railway Related Issues, Impact on current railway related proposals, sub section (7) as the wording in this section reflects what Network Rail's Route Strategy Planners wish to have stated re rail capacity schemes affecting the station.</p> <p>In some cases the consultation process with key rail stakeholders has been extensive and over a long period of time and, in Network Rail's opinion, there does not appear to be anything in the responses that should prevent consent to the disposal being granted.</p>	
Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward	None.	
7. Local Authorities		
Names & Email Addresses:	email: @york.gov.uk	
Local Transport Authorities:	email: @york.gov.uk	
Other Relevant Local Authorities:	N/A	
8. Internal Approval		
Recommendation:	Based on the above, I recommend / authorise that Network Rail proceeds with the disposal.	
Declaration:	I have read and understood Network Rail's Code of Business Ethics and Policy on Interests in Transactions.	
Surveyor Name:		
Approved by Property	Name:	Date Approved by PDM:

Development Manager		01/09/2016
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Network Rail retained land
 Sale Area = 167697m²



	
Property	
YORK SALE PLAN	
Coordinates # 459033E 451873N	
Date: 07 Jan 2016	Drawn By: Jack Dods
Drawing No: 81372-4	Rev: B
Scale: 1:2500 @ A3	

LEEMAN YARD NETWORK SIDINGS
Sidings to be removed following Network Change.
4 new sidings for On Track Machines to be built in Skelton Yard to the west.

LEEMAN YARD
Short term commercial lettings for vehicle storage

NRM existing rail connection

YORK YARD SOUTH SIDINGS
Retain in current use for wagon stabling. Site retained in op use for short term whilst remaining rail requirements in York accommodated.

FREIGHTLINER WAGON REPAIR DEPOT
Freightliner in process of relocating operation





YORK CENTRAL AERIAL PHOTO

Scale	1 : 2,500
Plot Date	12/05/16 14:33
Printed By	

80 Meters

Output generated from GeoRIM Viewer

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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 Central Site: Leeman Road, York N Yorkshire

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

Summary of position regarding responses: 31 stakeholders consulted and 30 replied. The non-reply is from Grand Central. Given the nature and location of the site and the Consultee involved it is considered that the lack of response is not considered to be material. The responses were either No Objection, VTEC, BTP, DfT and City of York Council raised some comments that are considered to have no material effect on the West Coast Trains, VTEC, BTP, DfT and City of York Council raised some comments that are considered to have no material effect on the disposal. West Coast had no objection to disposal but suggested disposal by long leasehold. Long leasehold would still be a disposal requiring Specific Consent and may be considered if for a particular part of the scheme if it is the appropriate form of tenure for development on the site. However, for the majority of the site, and in order to ensure maximum land value and certainty of title for developers, freehold is commercially considered to be the most appropriate route. The comment re leasehold disposal in order to “protect the general railway interest” is not substantiated in any way. VTEC asked for clarity re station issues and are satisfied with Network Rail’s responses. DfT raised an issue re rail access to the NRM and are satisfied with Network Rail’s responses. BTP have asked to be kept advised of development as it proceeds. City of York Council have suggested a number of text amendments to the application and all of these have been incorporated into the final submission apart from their comment re Section 4 Railway Related Issues, Impact on current railway related proposals, sub section (7) as the wording in this section reflects what Network Rail’s Route Strategy Planners wish to have stated re rail capacity schemes affecting the station. In some cases the consultation process with key rail stakeholders has been extensive and over a long period of time and, in Network Rail’s opinion, there does not appear to be anything in the responses that should prevent consent to the disposal being granted.

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	19/07/2016	No Comment See Annex 1	
2	West Yorkshire Passenger transport Executive (Metro)		Y	14/07/2016	Supportive of this proposal See Annex 1	
3	Arriva Trains Cross Country		Y	15/07/2016	No Comment See Annex 1	
4	c2c Rail Limited		Y	01/08/2016	No Objection See Annex 1	
5	Chiltern Railway Company Limited		Y	11/07/2016	No Comment See Annex 1	
6	East Midlands Trains Limited		Y	29/07/2016	No Comment See Annex 1	
7	Eurostar International Limited		Y	04/07/2016	No Issue for EIL See Annex 1	

8	Great Western Railway		Y	05/07/2016	No Objection See Annex 1	
9	Grand Central Railway Company Limited		N			Emails sent on 04/07/2016 18/07/2016 25/07/2016 and 01/08/2016. Telephoned land line at 14:30. Phone just ringing out. Message left on mobile phone.
10	Hull Trains Limited		Y	09/08/2016	No Objections See Annex 1	
11	London & South Eastern Railway Limited (Southeastern)		Y	05/07/2016	No Comment See Annex 1	
12	Merseyrail Electrics 2002 Limited		Y	05/07/2016	No Comments See Annex 1	
13	Northern Rail Limited		Y	18/07/2016	No Objection See Annex 1	
14	Transpennine Express		Y	15/07/2016	No Objection See Annex 1	
15	Virgin Trains East Coast		Y	04/08/2016	No Objection See Annex 1	
16	Alliance Rail Holdings		Y	18/07/2016	No Comment See Annex 1	
17	COLAS Freight		Y	19/07/2016	No Comment See Annex 1	
18	Direct Rail Services Limited		Y	15/07/2016	No Comment See Annex 1	
19	DB Cargo UK Ltd (Formerly DB Schenker)		Y	03/08/2016	No Objection See Annex 1	

20	Freight Transport Association		Y	18/07/2016	No Comment See Annex 1	
21	Freightliner Limited		Y	05/07/2016	No Objection See Annex 1	
22	GB Railfreight Limited		Y	02/08/2016	No Issue See Annex 1	
23	Rail Freight Group		Y	06/07/2016	Ok with RFG See Annex 1	
24	West Coast Railway Company		Y	01/08/2016	See comments in Annex 1	
25	W. H. Malcolm		Y	12/07/2016	No Objection See Annex 1	
26	Association of Community Rail Partnerships		Y	19/07/2016	No Objection See Annex 1	
27	British Transport Police		Y	28/07/2016	No Objection See Annex 1	
28	High Speed Two (HS2) Ltd		Y	22/07/2016	No Comments See Annex 1	
29	Transport Focus (formerly Passenger Focus)		Y	11/07/2016	No Objection See Annex 1	
30	North Yorkshire County Council		Y	01/08/2016	See Comments in Annex 1	
31	City of York Council		Y	29/07/2016	See Comments in Annex 1	

Copies of responses are given in Annexe 2 to this report, as indicated above.

A copy of the consultation request (before customisation for any individuals or to reflect comments made) is given in Annex 1 below:

Dear Consultee,

Property: York Central site, Leeman Road, York

We seek to consult you as regards your views, please, on our proposed disposal by way of freehold 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 **2nd August 2016** (including any "no comment" response). It would be helpful if your response is provided by email. Should no response be received by **2nd August 2016** 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 xxxx, , @networkrail.co.uk . 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,

Annex 2 – Stakeholder Responses

1 Department for Transport

From: @networkrail.co.uk

Sent: 19 July 2016 14:33

To:

Cc:

Subject: RE: Consultation on proposed land disposal: York, N Yorkshire: York Central site, Leeman Road - final response date 2nd August 2016

Thanks

Regards

M

E@networkrail.co.uk

From: [mailto:df.t.gsi.gov.uk]

Sent: 19 July 2016 14:32

To:

Cc:

Subject: RE: Consultation on proposed land disposal: York, N Yorkshire: York Central site, Leeman Road - final response date 2nd August 2016

– on the basis of your e-mail, the Department has no comment on this proposal.

Regards,

Department for Transport

4/28, GMH | 020

From: [mailto:df.t.gsi.gov.uk]

Sent: 19 July 2016 10:25

To:

Cc:

Subject: RE: Consultation on proposed land disposal: York, N Yorkshire: York Central site, Leeman Road - final response date 2nd August 2016

– I will need to check with the colleague who raised the query in the first instance.

Will get back to you as soon as I have clarified matters – hopefully before 2nd August.

Regards,

Department for Transport
4/28, GMH | 020

From: @networkrail.co.uk

Sent: 19 July 2016 09:47

To: @dft.gsi.gov.uk

Cc:

Subject: FW: Consultation on proposed land disposal: York, N Yorkshire: York Central site, Leeman Road - final response date 2nd August 2016

I am responsible for the proposed disposal at York.

I note your comment re the NRM.

The development of York Central is a scheme being taken forward in conjunction with HCA, NRM and City of York Council. Some form of collaboration agreement will be completed that will enable each partner to achieve its respective aims – NWR housing, revenue and station enhancements, HCA housing, CYC housing and economic growth and NRM's plans for a £48.5m enhancement of the museum are an integral part of the project.

The disposals will be phased over time and as stated in the consultation report the NRM rail access will be relocated. However, this cannot be done before any disposals take place due to phasing arrangements.

Therefore, I would be grateful if you could confirm that you have no objection to the disposal provided that the disposal arrangements always ensure that NRM has rail access to its south yard.

Regards

M

E @networkrail.co.uk

From: @networkrail.co.uk

Sent: 19 July 2016 09:40

To: @networkrail.co.uk

Subject: FW: Consultation on proposed land disposal: York, N Yorkshire: York Central site, Leeman Road - final response date 2nd August 2016

See comments below.

From: [mailto:@dft.gsi.gov.uk]

Sent: 19 July 2016 07:12

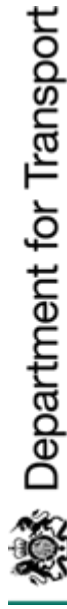
To:

Subject: RE: Consultation on proposed land disposal: York, N Yorkshire: York Central site, Leeman Road - final response date 2nd August 2016

– the Department notes that this proposal will affect the National Railway Museum and would not wish to see it implemented until an alternative access has been created.

Otherwise, the Department has no other comments on the proposal.

Regards,



428, GMH, Great Minster House
33 Horseferry Road, London, SW1P 4DR
020

[Follow us on twitter @transportgovuk](#)

2 West Yorkshire Passenger Transport Executive (Metro)

From: [mailto:@westyorks-ca.gov.uk]

Sent: 14 July 2016 15:55

To:

Cc:

Subject: RE: Consultation on proposed land disposal: York, N Yorkshire: York Central site, Leeman Road - final response date 2nd August 2016

Thank you for consulting WYCA on this proposed land disposal.

I confirm that we are supportive of this proposal.

Best wishes

West Yorkshire Combined Authority | tel: +44 (0) mob: +44
www.westyorks-ca.gov.uk | www.wymetro.com | www.rainorth.org
Wellington House | 40-50 Wellington Street | Leeds | LS1 2DE
Follow Metro on [Twitter](#) or on [Facebook](#)

3 Arriva Trains Cross Country

From: [mailto:@crosscountrytrains.co.uk]
Sent: 15 July 2016 11:30
To:
Subject: RE: Consultation on proposed land disposal: York, N Yorkshire: York Central site, Leeman Road - final response date 2nd August 2016

XC Trains Ltd has no comment on this proposed disposal.

Regards

CrossCountry

Phone: 0121 Mobile: Fax: 0121
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



4 c2c Rail Limited

From: EXTL:
Sent: 01 August 2016 09:32
To: [@networkrail.co.uk](https://twitter.com/networkrail)
Subject: Re: Consultation on proposed land disposal: York, N Yorkshire: York Central site, Leeman Road - final response date 2nd August 2016

Apologies for the tardy reply but been on leave
On behalf of National Express Group and NXET Trains Limited, I confirm that we have no objection to the proposed disposal

Rgds

5 Chiltern Railway Company Limited

From: EXTL:

Sent: 11 July 2016 09:39

To: @networkrail.co.uk

Subject: RE: Consultation on proposed land disposal: York, N Yorkshire: York Central site, Leeman Road - final response date 2nd August 2016

Hi,

There are no comments from Chiltern Railways.

All the best,

6 East Midlands Trains Limited

From: (SWT)

Sent: 29 July 2016 12:55

To:

Subject: Re: Consultation on proposed land disposal: York, N Yorkshire: York Central site, Leeman Road - final response date 2nd August 2016

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

Stagecoach South Western Trains / East Midlands Trains

Tel - 020

Mob -

Head Office:

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

EMT, Prospect House, 1 Prospect Place, Millennium Way, Pride Park, Derby DE24 8HG. Tel: 01332 867000

Stagecoach Rail: 10 Dunkeld Road, Perth PH1 5TW

7 Eurostar International Limited

From: [mailto:@eurostar.com]

Sent: 04 July 2016 16:50

To:

Subject: RE: Consultation on proposed land disposal: York, N Yorkshire: York Central site, Leeman Road - final response date 2nd August 2016

No issue for EIL,

Thanks

Eurostar International Limited

Times House | Bravingtons Walk | London N1 9AW

T +44 (0)20

M +44 (0)

eurostar.com



8 Great Western Railway

From: [<mailto:r@gwr.com>]

Sent: 05 July 2016 09:29

To:

Subject: RE: Consultation on proposed land disposal: York, N Yorkshire: York Central site, Leeman Road - final response date 2nd August 2016

Thank you

We have no objection.

Great Western Railway

1 Milford Street | Swindon | SN1 1HL

[@GWR.com](mailto:r@gwr.com) |

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

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

9 Grand Central Railway Company Limited

NO RESPONSE

10 Hull Trains Limited

From: EXTL:

Sent: 09 August 2016 16:54

To: @networkrail.co.uk

Subject: Re: Consultation on proposed land disposal: York, N Yorkshire: York Central site, Leeman Road - final response date 2nd August 2016

Sorry for the delay - we have no objections.



First Hull Trains, 4th Floor, Europa House, 184 Ferensway, Hull, HU1 3UT
Hull Trains Company Limited. Registered Office as above. Registered in England No. 3715410

11 London & South Eastern Railway Limited (Southeastern)

From: [mailto:@southeasternrailway.co.uk]
Sent: 05 July 2016 13:20
To:
Subject: RE: Consultation on proposed land disposal: York, N Yorkshire: York Central site, Leeman Road - final response date 2nd August 2016

Good Afternoon

Thank you for the opportunity to review the below.

Southeastern has no comment on this proposal.

Kind Regards
southeasternrailway.co.uk

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



12 Merseyrail Electrics 2002 Limited

From: [mailto:@merseyrail.org]
Sent: 05 July 2016 06:20
To:
Subject: Re: Consultation on proposed land disposal: York, N Yorkshire: York Central site, Leeman Road - final response date 2nd August 2016

Merseyrail have no comments on the above proposal.

Regards

Merseyrail

Tel	
Mob	
Email	@merseyrail.org
Web	www.merseyrail.org



Excellence **600**
2015

RAILWEEK
27 JUNE - 3 JULY

13 Northern Rail Limited

From: [mailto:@northernrailway.co.uk]

Sent: 18 July 2016 13:16

To:

Subject: RE: Consultation on proposed land disposal: York, N Yorkshire: York Central site, Leeman Road - final response date 2nd August 2016

Hi

All our previous comments, particularly around stabling, access via freight lines for future Harrogate line services and potential additional platforms adjacent to platform 10/11, have been reflected. We therefore have no objections to this land disposal.

Kind regards

Telephone:

Mobile:

Northern House
York

YO1 6HZ

@northernrail.org
www.northernrailway.co.uk



Proud to be Northern

14 Transpennine Express

From: [mailto:@firstgroup.com]

Sent: 15 July 2016 14:12

To:

Subject: Re: Consultation on proposed land disposal: York, N Yorkshire: York Central site, Leeman Road - final response date 2nd August 2016

Dear

Thank you for your email. I confirm this land disposal meets our understanding following discussions with xxxx, and we have no objection or further comments to make.

Kind regards

TransPennine Express
8th Floor Bridgewater House
Manchester M1 6LT

0161

@firstgroup.com

15 Virgin Trains East Coast

From: EXTL:

Sent: 04 August 2016 13:24

To: @networkrail.co.uk

Subject: Re: Consultation on proposed land disposal: York, N Yorkshire: York Central site, Leeman Road - final response date 2nd August 2016

We have no objection.

Sent from my iPad

On 4 Aug 2016, at 11:41, <@networkrail.co.uk> wrote:

Please could we get a response stating you have no objection to the proposed disposal.

Regards

E @networkrail.co.uk

From: @networkrail.co.uk

Sent: 26 July 2016 13:46

To: EXTL:

Cc:

Subject: RE: Consultation on proposed land disposal: York, N Yorkshire: York Central site, Leeman Road - final response date 2nd August 2016

Thanks for your comments on the proposed disposal site. In terms of the three points you have made:

- (1) I can confirm that we won't prevent access from Leeman Road through to the station. Any disposal proposals will ensure this is maintained. The route may vary over time and during construction works but changes to this will be covered by any Station Change proposal.
- (2) The section on Replacement Rail facilities contains the comment that
“(6) The rail commuter car park will be retained as a surface level car park in its existing location or on adjoining land and will eventually be replaced by a new Multi-Storey Car-Park”
The car park will be maintained on the site for rail commuter use in some form or other and surface level parking will be shifted around as necessary to accommodate phases of infrastructure and building construction. The long term solution for this side of the station is a new MSCP and we have retained land within our ownership for this. A car park strategy for the station as a whole needs to evolve between our two organisations so we can then address in planning terms. There is no intention to put ourselves in a position through land disposal that reduces the car parking capacity. A figure from VTEC re total numbers to work towards for the station would be useful.
- (3) The indicative bay platform alignment is shown on the attached. The site boundaries have been drafted to fully accommodate this on the basis that at some point we will take ownership of the relevant parts of the white land within the Unipart site. There is a more worked up scheme to meet our track engineer requirements if you wish to see this but the detail around it is less. The additional platform parallel to Platform 11 is a requirement from our Strategic Route Planning team. There isn't a worked up drawing as yet but the aim is a new line parallel to the Platform 11 line and then a 3m wide platform. This can all be accommodated within our retained land ownership.

I trust this deals with your three areas requiring clarity. If there is anything else please email or ring me.

Thanks

Network Rail Property
M
E @networkrail.co.uk

From: EXTL:

Sent:

To:

Subject: RE: Consultation on proposed land disposal: York, N Yorkshire: York Central site, Leeman Road - final response date 2nd August 2016

Dear

Thanks very much for circulating this draft application for disposal of the York Central site as a freehold sale. Virgin Trains East Coast is supportive of the overall aims of the scheme and its objective of redeveloping a key site in York's city centre. We consider the proximity of the railway station to the site to be a critical factor in its future development and we strongly believe that the two areas of the site should not be de-coupled.

There are three areas where VTEC would welcome greater clarity in relation to a proposed disposal before we could give our unequivocal support:

1. The site plan shows that the public path from the footbridge over to the site from the station is part of the area that is to be disposed; while the aspiration of all parties is for this side of the station to be redeveloped, this is surely put at risk if the right of way is sold as a freehold piece of land; while it is unlikely that a developer would seek to prevent access from the station, our rights as the station operator are severely weakened if we do not continue to control that access to Leeman Rd from the station;
2. In the section – Impact on current railway related proposals – section (9) regarding station car-parking states that “land is being retained by Network Rail to develop for station car-parking, assuming the proposed disposal proceeds and a new access road is built into the site”; however, the land occupied by that car-parking is included in the blue area to be sold as freehold. These two facts clearly contradict each other. As you may know, the position of City of York Council appears to be to oppose increased car parking capacity at the station or rationalising car parking at the station through either decking or a MSCP. Unless this position changes the disposal puts at risk overall station car parking capacity. VTEC feels that this issue needs to be resolved with CYC before a full disposal takes place; and
3. We support the retention of land suitable for a new bay platform for Harrogate services, and there is mention of a potential need for a platform parallel to platform 10 (I assume you actually mean Platform 11 and that this is a reference to potential changes needed to accommodate HS2 services); I don't think I have seen a plan which includes both these requirements. Does such a plan exist and is Network Rail confident that both these future enhancements can be accommodated within the white area of land retained - the site of the Unipart facility)?

VTEC does not see the above issues as show stoppers but we would welcome discussion of them before a formal disposal is issued by Network Rail. We would ideally like to see York Station benefit from any investment in the York Central Enterprise Area (of which the station is part), and would welcome any comments from the DfT or ORR (not cc-ed to this email, shouldn't they be included?) on how this could be facilitated. York Station has been severely disbenefited from future investment through the ICEC refranchising process and all railway industry parties, particularly those that provide funding, should look to ensure that the benefits from sales of railway assets are reinvested in the railway and not lost elsewhere.

Best wishes



Virgin Trains East Coast East Coast House, 25 Skeldergate, York YO1 6DH
t: 3141 m: [e: @virgintrainseastcoast.com](mailto:@virgintrainseastcoast.com)



From: EXTL:
Sent: 19 July 2016 14:11
To:
Subject: RE: Consultation on proposed land disposal: York, N Yorkshire: York Central site, Leeman Road - final response date 2nd August 2016

I've not forgotten about this. I've got comments back from colleagues and will get back to you shortly.

Regards



Virgin Trains East Coast East Coast House, 25 Skeldergate, York YO1 6DH
t: m: [e: @virgintrainseastcoast.com](mailto:@virgintrainseastcoast.com)



16 Alliance Rail Holdings

From: [mailto:@alliancerail.co.uk]
Sent: 18 July 2016 15:48
To:
Subject: RE: Consultation on proposed land disposal: York, N Yorkshire: York Central site, Leeman Road - final response date 2nd August 2016

Alliance has no comment

Regards

17 Colas Freight

From: <mailto:@colastrail.co.uk>

Sent: 19 July 2016 11:59

To:

Subject: RE: Consultation on proposed land disposal: York, N Yorkshire: York Central site, Leeman Road - final response date 2nd August 2016

Colas Rail has no comment on the proposals



COLAS RAIL

Tel. - Mob.

@colastrail.co.uk

COLAS RAIL LTD

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

www.colastrail.co.uk



18 Direct Rail Services Limited

From: <mailto:l@drsl.co.uk>

Sent: 15 July 2016 12:26

To:

Subject: RE: Consultation on proposed land disposal: York, N Yorkshire: York Central site, Leeman Road - final response date 2nd August 2016

Hi

Direct Rail Services have no comments on the attached

Thanks

19 DB Cargo UK Limited (Formerly DB Schenker)

From: EXTL;
Sent: 03 August 2016 17:20
To:
Subject: RE: Consultation on proposed land disposal: York, N Yorkshire: York Central site, Leeman Road - final response date 2nd August 2016

I can confirm that DB Cargo (UK) Limited has no objection to the proposed land disposal as described.

Yours,

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

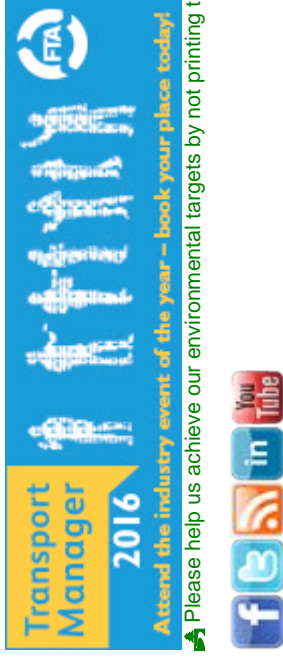
20 Freight Transport Association

From: [mailto:@fta.co.uk]
Sent: 18 July 2016 18:03
To:
Subject: RE: Consultation on proposed land disposal: York, N Yorkshire: York Central site, Leeman Road - final response date 2nd August 2016

Apologies we had no comment.

Freight Transport Association

Mobile :



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21 Freightliner Limited

From: [mailto:@Freightliner.co.uk]

Sent: 05 July 2016 12:49

To:

Subject: RE: Consultation on proposed land disposal: York, N Yorkshire: York Central site, Leeman Road - final response date 2nd August 2016

Dear

Freightliner has no objections to the proposals

This is on the basis that the various replacement facilities listed in the proposal will be provided by Network Rail as and when necessary (with the exception of the replacement wagon maintenance facility, which Freightliner is constructing).

Regards

22 GB Railfreight Limited

From: EXTL:

Sent: 02 August 2016 18:56

To:

Cc:

Subject: RE: Consultation on proposed land disposal: York, N Yorkshire: York Central site, Leeman Road - final response date 2nd August 2016

Dear

This is to confirm that GB Railfreight has no issues with the proposals as described in this proposed property disposal.

Regards,

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

Tel: 020

Mobile:

E-mail: @gbraillfreight.com.

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

23 Rail Freight Group

From: [mailto: @rfg.org.uk]

Sent: 06 July 2016 11:36

To:

Subject: RE: Consultation on proposed land disposal: York, N Yorkshire: York Central site, Leeman Road - final response date 2nd August 2016

OK with RFG

Thanks

Rail Freight Group
7 Bury Place
London

WC1A 2LA

Tel 020

Fax 020

Mobile

@rfg.org.uk

Rail Freight (Users and Suppliers) Group

Registered No. 332 4439

www.rfg.org.uk

24 West Coast Railway Company

From: [mailto:@aol.com]
Sent: 01 August 2016 16:08
To:
Subject: Re: Consultation on proposed land disposal: York, N Yorkshire: York Central ...

We have no specific objection to the disposal, the rationale for which is understood. However, we might suggest that a disposal by way of long-lease, rather than freehold, might be more appropriate, in order to protect the general railway interest, given that all the surrounding land is to remain in long-term railway use or ownership.

Best

WCR

T
M
E @aol.com

From: @networkrail.co.uk
Sent: 01 August 2016 15:33
To: @networkrail.co.uk
Subject: FW: Consultation on proposed land disposal: York, N Yorkshire: York Central...

should have cc'd you on this back in July. I assume nothing further from West Coast yet?

Regards
Network Rail Property
M
E @networkrail.co.uk

From: @networkrail.co.uk
Sent: 07 July 2016 10:31
To: '@aol.com'
Subject: RE: Consultation on proposed land disposal: York, N Yorkshire: York Central...

I've simply stated in "Replacement Rail Facilities" that it will be relocated as part of the development. The siding is private and will continue to be a private siding running from the South Yard to the Network through the development site. This will be relocated in consultation with NRM at the appropriate point.

The exact route and details are part of the technical design work for the development site that we are about to commission in conjunction with NRM, Homes & Communities Agency and CYC. The indicative design shown on the attached plan 140377-TRK-DRG-GA-010 P01 gives one possible idea.

Regards

Network Rail Property

M

E @networkrail.co.uk

From: [<mailto:malito@aol.com>]

Sent: 07 July 2016 10:08

To:

Subject: Fwd: Consultation on proposed land disposal: York, N Yorkshire: York Central...

You will recall we discussed the NRM access line but I can't see any details, as it is included within the disposal area. Can you elaborate?

Best

T

M

E @aol.com

25 W H Malcolm

From: [<mailto:@whm.co.uk>]

Sent: 12 July 2016 14:02

To:

Subject: RE: Consultation on proposed land disposal: York, N Yorkshire: York Central site, Leeman Road - final response date 2nd August 2016

No objections.

Regards.

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

Tel: | Int: Mobile:

Email: @whm.co.uk Web: <http://www.malcolmgroupp.co.uk>



26 Association of Community Rail Partnerships

From: [mailto:@btconnect.com]

Sent: 19 July 2016 07:55

To:

Subject: Re: Consultation on proposed land disposal: York, N Yorkshire: York Central site, Leeman Road - final response date 2nd August 2016

Hello

ACoRP have no objection to this disposal

Regards

ACoRP

Sent from my iPhone

27 British Transport Police

From: [mailto:@btp.pnn.police.uk]

Sent: 28 July 2016 10:18

To:

Cc:

Subject: RE: Consultation on proposed land disposal: York, N Yorkshire: York Central site, Leeman Road - final response date 2nd August 2016

Hi

BTP has no objection to the proposed land disposal at Leeman Road in York.

Obviously at this stage we do not yet know exactly what is to be built on the land in question but a combination of housing / office /possibly retail space is expected.

Should anything like a school or children's home emerge in the final plans BTP will take that up separately with the planning authorities and look to NWR for advice and support if concerns arise.

Also, given that rolling stock and materials stored on the site do have a significant history of theft any railway material left on the remaining railway land will still be vulnerable to criminal activity and will require protection as access to it will become even easier when the new development takes place. As a result of this BTP requests that we be kept informed of any planned new fencing in the vicinity while the area goes through these huge changes. This will help local officers in their patrols.

Regards

Crime Reduction Unit

British Transport Police, 1st Floor West Gate House, Grace St, Leeds, LS1 2RP
Internal Number
Mobile

Email @btp.pnn.police.uk

www.btp.police.uk

28 High Speed Two (HS2) Ltd

From: [mailto:@hs2.org.uk]

Sent: 22 July 2016 15:46

To:

Subject: RE: Consultation on proposed land disposal: York, N Yorkshire: York Central site, Leeman Road - final response date 2nd August 2016

Dear

No implications from an HS2 perspective therefore we have no comments to make on this.

Kind regards,

| HS2 Ltd

Tel: | | [@hs2.org.uk](https://www.hs2.org.uk) | [Facebook](https://www.facebook.com/hs2) | [Twitter](https://twitter.com/hs2) | [LinkedIn](https://www.linkedin.com/company/hs2)

High Speed Two (HS2) Limited, 25th Floor, One Canada Square, Canary Wharf, London E14 5AB | www.hs2.gov.uk/hs2

29 Transport Focus (Formerly Passenger Focus)

From: [mailto:@transportfocus.org.uk]

Sent: 11 July 2016 15:35

To:

Subject: Re: Consultation on proposed land disposal: York, N Yorkshire: York Central site, Leeman Road - final response date 2nd August 2016 0407h17

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

it is 41.4 acres in extent, part of the "York Central" development area, and enclosed within the ECML and the York freight avoiding line; Network Rail has retained, and also bought, land in the area to allow various rail facilities to be relocated from the proposed sale area: sidings for stabling track machines, a new Network Rail maintenance delivery unit, wagon maintenance, stabling and locomotive fuelling facilities for Freightliner, rail access to the National Railway Museum's South Yard; the rail car park will be retained either in its existing location or on adjoining land until replaced by a new Multi-Storey Car Park; network change for the removal of sidings was granted on 10/6/16;

disposal will be in phases, probably starting in 2018.

Transport Focus also notes the results of consultation on, and the extent of, the York Central redevelopment scheme, which will include: an enlarged west entrance to York station,

housing,
offices,
new roads and "public realm".

Transport Focus has no objection to the proposed disposal.

Regards,

Tel.

This email has been scanned by the Symantec Email Security.cloud service.
For more information please visit <http://www.symanteccloud.com>

30 North Yorkshire County Council

From: [mailto:@northyorks.gov.uk]

Sent: 01 August 2016 15:56

To:

Subject: RE: Consultation on proposed land disposal: York, N Yorkshire: York Central site, Leeman Road - final response date 2nd August 2016

I have not responded as NYCC as not relevant to me in this role, HOWEVER, I am also the Rail Officer for City of York Council and I believe they have responded or are about to respond to this consultation.

Highways and Transportation, North Yorkshire County Council,
County Hall, Northallerton, North Yorkshire. DL7 8AD
Tel:

northyorks.gov.uk

31 City of York Council

From: [mailto:@york.gov.uk]

Sent: 29 July 2016 15:34

To:

Subject: Consultation on proposed land disposal: York, N Yorkshire: York Central site, Leeman Road

Dear

Thank you for providing the opportunity for City of York Council to offer comment on Network Rail's Consultation on proposed land disposal: York, N Yorkshire: York Central site, Leeman Road. On behalf of the council, I offer the following general comments on the consultation overall, and more detailed comments in relation to the draft application form for Proposed Property Disposal:

General Comments

The Council supports the principle of release of operational rail land for redevelopment purposes at the York Central site and has no objection to the disposal of the site as described in the consultation document.

York Central is a strategic development priority for the Local Authority and regional partners, and has a key role to play in terms of meeting the City's strategic housing and B1a employment need over the Local Plan period. The site was designated as an enterprise zone in the government's Spending Review in November 2015. In March 2015, it was also designated as one of 28 Housing Zones in the UK that are to deliver (in total) up to 45,000 new homes. The site also has an important role in terms of allowing the National Railway Museum to realise its growth aspirations and providing ancillary leisure and retail uses.

Release from operational use is essential to realise shared ambitions for development of this important site. It is hoped that, where feasible, every effort will be made to relocate any displaced operational functions within the York Local Authority area, thus supporting local communities and maintaining the critical mass of rail related employment which is a cornerstone of the York economy. Safeguarding for future expansion related to the station is also key (as recognised in the current proposal), and the opportunities offered by high speed rail are of particular importance for the Local Authority.

It is noted that there is additional operational land within the York Central planning boundary that is not within the current LC7 application. It is understood that, following further work to accurately assess the potential future rail uses requiring land in York identified in the application, that additional applications for LC7 consent for other land within the site planning allocation boundary may be made.

Detailed Comments

Page 1, Section 1 Site, Paragraph 5 - at the end of the existing paragraph insert 'The site was designated as an enterprise zone in the Government's Spending Review in November 2015. In March 2015, it was also designated as one of 28 Housing Zones in the UK that are to deliver (in total) up to 45,000 new homes.'

Page 3, Section 2 Proposal, Anticipated Non-rail benefits, line 3 – after 'development' insert 'and ancillary retail / other uses.'

Page 5, Section 4 Railway Related Issues, Impact on current railway related proposals, sub section (7) Future rail capacity through station - this subsection should take due account of the proposals for HS2 running through / calling at York as the first station on the classic rail network north of where the eastern extension of HS2 joins the East Coast Main line.

Page 5, Section 4 Railway Related Issues, Potential for future railway use, Paragraph 1, line 6 – The term 'Planning Policy' is somewhat vague. The following replacement paragraph is suggested:

The future rail schemes identified in York can be accommodated on land bought by Network Rail or on land adjoining the site retained by Network Rail – York Yard South site and two Network sidings. The intensification of any other railway use on the proposed disposal site is adversely affected by height restricted access and it also within the boundary for the York Central site that is both a ‘Strategic Site’ and an ‘Area of Opportunity within the emerging City of York Local Plan, which is a material consideration in regard to intensification of any other railway use on the proposed disposal site.

Starting on page 6 Section 5 Planning Permissions / Local Plan allocation, line 4 – delete ‘new commercial buildings’ and insert ‘office led commercial space (use Class B1a)’

Page 7, Section 7 Local Authorities, Names & Email Addresses - in box to right delete existing text and insert ‘: @york.gov.uk’

Page 7, Section 7 Local Transport Authorities - in box to right insert ‘ email: @york.gov.uk

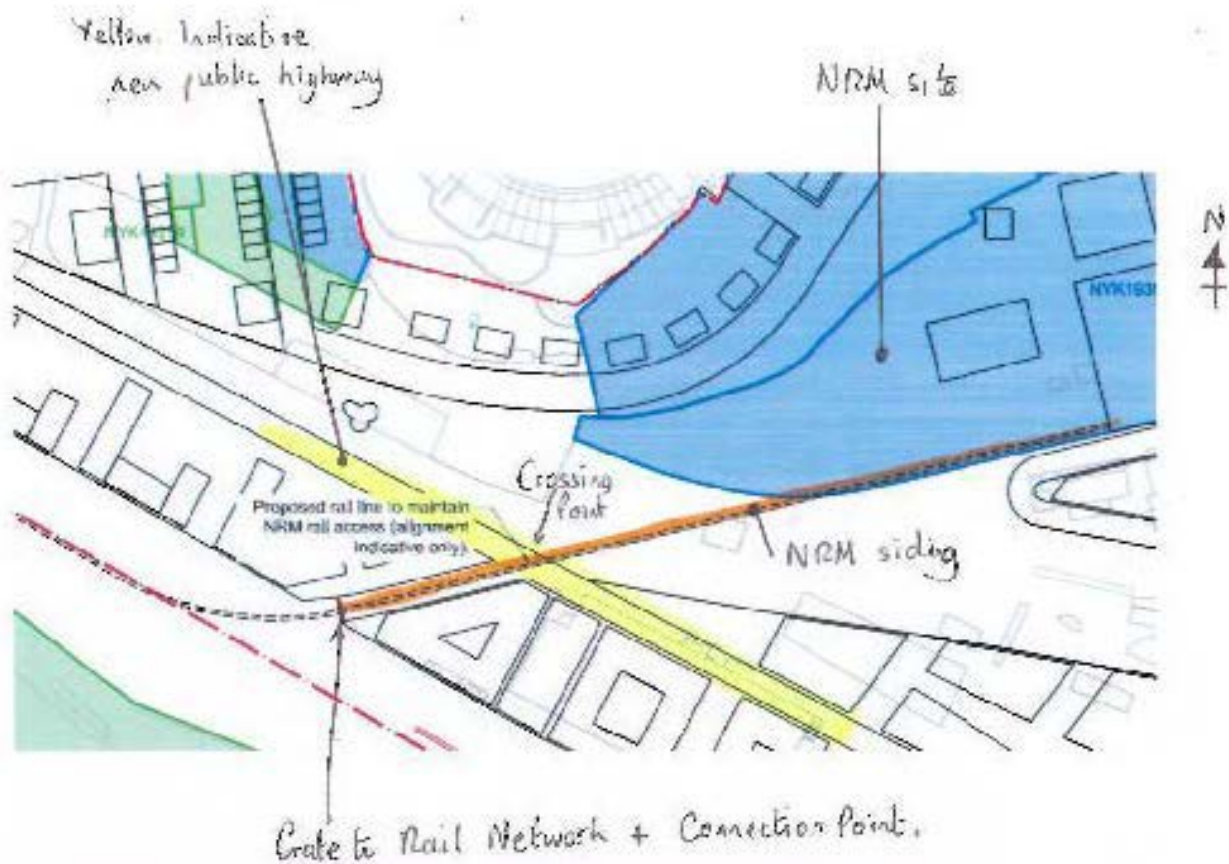
I trust you will find these comments of use as you continue with the process for disposing of land at York Central in York.

Yours sincerely,

t: | e: @york.gov.uk

City of York Council | Planning & Environmental Management |
Directorate of City and Environmental Services
West Offices | Station Rise | York | YO1 6GA
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Annex B: Additional information supplied by Network Rail





This plan shows one possible option for relocation of the National Railway Museum rail connection. The final route will be as agreed with the National Railway Museum and as a consequence of the final Masterplan layout for the proposed York Central development.