

Les Waters

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

9 January 2020

Network licence Condition 17 (land disposal): railway embankment and decommissioned signal box, Cardiff Central station

Decision

1. On 11 November 2019, Network Rail gave notice of its intention to dispose of land siting railway embankment land and a decommissioned signal box at Cardiff Central station, Wales (“the land”), in accordance with Condition 17 of its network licence. The land is described in more detail in the notice (copy attached).
2. We have considered the information supplied by Network Rail including the responses received from third parties consulted. For the purposes of Condition 17 of Network Rail’s network licence, ORR consents to the disposal of the land in accordance with the particulars set out in its notice.

Reasons for decision

3. We are satisfied that Network Rail has consulted relevant stakeholders with current information and no objections were received.
4. In considering the proposed disposal, we note that:
 - there is no evidence that current or future railway operations would be affected adversely;
 - Road Rail Access to the track will be retained; and
 - the proposals will lead to the re-profiling of the embankment and the installation of a new retaining wall, to be approved and supervised by Network Rail.
5. Network Rail confirmed subsequently that the disposal would not preclude the proposals to increase train capacity at Cardiff Central station under DfT’s Rail Network Enhancements Pipeline scheme.¹

¹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/840709/rail-network-enhancements-pipeline.pdf

6. At the time of notification to ORR, the majority of Network Rail's consultation responses had fallen outside the six-month period referred to in our land disposal guidance². However, the responses were not significantly out of date and we note that Network Rail carried out an additional internal clearance which slightly delayed the process. We have concluded that it will not be necessary for Network Rail to reconsult its stakeholders on this occasion.

7. Based on all the evidence we have received and taking into account all the material facts and views relevant to our consideration under Condition 17, we are satisfied that there are no issues for us to address.

8. We have had regard to our decision criteria in *Land disposal by Network Rail: The regulatory arrangements, October 2019*,³ 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".

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

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

Les Waters

Duly authorised by the Office of Rail and Road

² https://orr.gov.uk/_data/assets/pdf_file/0007/1996/land-disposal-regulatory-arrangements.pdf

³ Available from https://orr.gov.uk/_data/assets/pdf_file/0007/1996/land-disposal-regulatory-arrangements.pdf.

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. Disposal	
Type of disposal	Freehold Sale
Rationale for disposal	<p>Network Rail has produced a Master Plan for Cardiff Central Station to include track and passenger capacity, passenger experience improvements and a new gateway to the Capital City of Wales. Funding was not available in CP6 to commence delivery however, since consultation DfT has announced £58m being available to Welsh Government (WG) towards station capacity enhancements.</p> <p>Right Acres Property (RAP) is the adjoining developer of the Brains Brewery land and has expanded the Master Plan work done by NR to cover jointly owned land on the South Side of Cardiff Central Station for the delivery of up to 2.5m/ft² of mixed-use development including a new Multi-Storey Station Car Park.</p> <p>Under the Metro Delivery Partnership Group (MDPG), Welsh Government (WG), Cardiff City Council (CCC), RAP and NR are working in collaboration to enhance the station at Cardiff Central including transport interchange enhancements and improved public realm.</p> <p>This LC17 Specific Consent Application:</p> <p>This LC17 Consent Application is for the current area of a redundant signal box and adjoining embankment which sits on the northern border of the Brains Brewery site. The proposal is to include this area of land in the upcoming development of the northern portion of Brains Brewery for either residential led or university led uses.</p> <p>The proposal will also include the provision (by the developer) of an enhanced Road Rail Access route to be retained on Network Rail land. The proposed route of access is shown shaded red with dotted line on the attached plan entitled "Cardiff Central Station" more particularly described below</p>
Clearance Ref No:	CR/32893
Clearance Type:	Business Clearance Technical Clearance

Clearance Date:	Business Clearance dated 10/10/19 Technical Clearance dated 07/02/18
2. Site	
Description of property for disposal	Site of an Old Signal Box and Embankment Land, Cardiff Central Station South Side, shown more particularly coloured blue on attached plan number 6653402-2
Attached plans and photographs: (all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)	<p>1. The attached aerial photograph entitled “Cardiff Central Station” shows the subject land coloured blue and numbered 2. Land which is to be retained by the railway for operational purposes is shown coloured yellow. The proposed track access route is shown red and bounded by a dotted red line. Plot 1 shown on the same plan is the site of part of the footprint of a proposed new MSCP and is the subject of a separate concurrent LC7 consultation. Plot 3 shown on the plan is currently the site of a bin store and depot (part of which is within the station lease area). Plot 3 will come forward separately for consultation as part of delivery of the consolidated master plan in due course.</p> <p>2. The attached plan entitled “Plan 2” shows the extent of the adjacent Brains Brewery Land outlined in red.</p> <p>3. The attached plan number 6653402-2 shows the location of the subject land (coloured blue) relative to the Retained Railway (coloured Green) and the Station Lease area (edged red)</p> <p>4. The attached extract from the amalgamated Metro Delivery Partnership Group (MDCP) master plan entitled “Future” shows the aspiration for development of the area around Cardiff Central Station and how the proposed disposal area will integrate with regeneration and public transport links around the South Side of Cardiff Central Station.</p>
Ordnance survey coordinates	X: 318067 Y: 175794
3. Proposal	
Proposed party taking disposal	Right Acres Property Company (RAP) or Other Approved Party

Proposed use / scheme	University led mixed use development (academic and student accommodation together with associated leisure and commercial) and/ or Residential Led mixed-use development.
Access arrangements to / from the disposal land	<p>Access to and from the public highway to the disposal land will be primarily from the current Brains Brewery land. The RAP Master Plan envisages a future link into the station (via plot 3 on the attached identification plan – public realm).</p> <p>The RAP Master Plan does not have specific planning status but is acknowledged by Cardiff City Planning Department to “set out the principles for the area including integrated transport modes to the south side of the station” (RAP Full Planning Permission 18/00735/MJR - July 2018 in respect of a new MSCP and Ledger Office Building which is phase 1 of development on the south side of Cardiff Central Station).</p> <p>Pedestrian access between the Station and the new development is envisaged.</p>
Replacement rail facilities (if appropriate)	<p>The redundant signal box is already de-commissioned and the building will be demolished by the purchaser.</p> <p>The following live operational assets have been identified within the proposed disposal area:</p> <ul style="list-style-type: none"> - WPD 11kv supply and cabinet - Distribution cable - DNO cables - Points heating supply <p>A programme for the decommissioning and re-location of these railway assets prior to disposal is in process.</p> <p>The existing adjacent bin stores and simulator are not included within the footprint of this proposed disposal. NR and RAP, who were the appointed development partner for the Brains Brewery site, have agreed heads of terms for a development agreement to jointly develop their land holdings south of the station. Since Consultation RAP are now the owners of the brewery site and the brewery operation has been re-located so the site is now vacant.</p> <p>Station change will be required for the proposed future joint development and it will also be subject to a separate LC17 Consent</p>

	<p>Application.</p> <p>Prior to completion of the Triangle site disposal (for which a current LC17 Consent Application is also in process along-side this Signal Box site application) 50 car spaces are to be made available to the SFO in the temporary car park which is already constructed by RAP on the adjacent Brains Brewery site shown as Phase 2 on the attached plan entitled “Indicative Car Park Phase Plan.”</p> <p>The temporary car park is constructed to a design which meets Railway Standards and under the supervision of Network Rail’s Asset Protection Team to ensure that it is capable of adoption into the Regulated Asset Base, in the event this becomes necessary for continuity of railway parking provision.</p> <p>The 50 affected car parking spaces from the Triangle site will continue to be provided on the Brain’s Brewery site until or unless they are re-provided permanently either within the MSCP which Right Acres will construct or at another location in the immediate vicinity of Cardiff Central Station at a location and on terms which are agreeable to both Network Rail and the SFO and documented under a future Station Change.</p>
Anticipated rail benefits	This disposal forms part of a wider station master plan which will deliver replaced and enhanced rail facilities (Parking, Passenger and Track capacity increments, customer experience enhancements).
Anticipated non-rail benefits	This disposal forms part of a wider station master plan which will provide a new gateway to the Capital City of Wales, together with improved pedestrian and public transport connectivity (buses/ trams under the Metro Proposals for the regeneration of Cardiff City as supported by WG and CCC).
4. Timescales	
Comments on timescales	Disposal would be anticipated by Summer 2020.

5. Railway Related Issues

<p>History of railway related use</p>	<p>Part of the site was historically used as a signal box. However, the box is now decommissioned.</p> <p>Part of the site is embankment and retaining wall supporting the railway. The embankment will be re-profiled by the developer and a new retaining wall will be installed along the boundary with the railway.</p>
<p>When last used for railway related purposes</p>	<p>There are current railway related uses which need to be moved and re-provided as detailed above.</p>
<p>Any railway proposals affecting the site since that last relative use</p>	<p>This proposal supports delivery of the Wales Route Master Plan</p>

<p>Impact on current railway related proposals</p>	<p>No impacts to railway related proposals were raised at either Business Clearance (strategic review) or Technical Clearance (operational review). System Operator funded masterplan work in CP5 and continue to support development of masterplan to enable track and passenger capacity enhancement at the station.</p> <p>The Route Study states the following in relation to Cardiff Central Station:</p> <p>“Cardiff Central station is the largest and busiest station in Wales. Based on 2012/13 information, there are 13 million journeys starting, finishing or interchanging at the station. It serves as a key destination for long distance and inter-urban services from various locations within the country, also as an entry point to the capital city for local commuters. WG and CCC are investing in the Enterprise Zone surrounding Cardiff Central station.</p> <p>that Cardiff Central station will be the focal point for connectivity to the Enterprise Zone, and we have started development plans to create a station that is fit for a capital city. NR is working closely with CCC and developers to align our plans with the already committed investment plans for the Enterprise Zone.”</p> <p>And:</p> <p>“As railway stations are the primary interface with customers, NR is developing plans for creating a station that is fit for a capital city. The plans focus on achieving three outputs:</p> <ul style="list-style-type: none"> • More capacity (trains and station users) • Excellent customer experience • Spatial integration with the bus station and the city centre’s facilities <p>These plans are in the early stages of the development process and NR will develop choices to funders as part of the Initial Industry Plan (IIP) and High Level Output Specification (HLOS) processes. There is close collaboration with Cardiff Council to align these investment plans with the already committed investment in the Enterprise Zone.”</p>
<p>Potential for future railway related use</p>	<p>No future railway related uses have been raised through completion of the clearance process.</p>

<p>Any closure or station change or network change related issues</p>	<p>The proposed disposal area sits outside of the Station Lease Area for Cardiff Central Station and no Station Change will be required in connection with it.</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 subject disposal forms part of the first phase of delivering redevelopment of the South Side of Cardiff Central Station under a wider master plan.</p> <p>In consultation with NR's Area Maintenance Team, a suitable width of roadway, parking and turning has been retained out of the disposal area to ensure Road Rail Access to the track at this location. The route of access is delineated on the attached identification plan entitled Cardiff Central Station and shown coloured red and edged with a dotted red line. Train Crew accommodation is unaffected and should benefit from the improved access.</p>

<p>Position as regards safety / operational issues on severance of land from railway</p>	<p>There is a signal box which sits within the disposal area, but it is redundant and has been decommissioned.</p> <p>There is also a retaining wall within the embankment on the disposal area. The embankment is to be re-profiled and retained by the developer. Works will be approved and supervised by Network Rail under an Asset Protection Agreement.</p> <p>Once disposed, the area will be physically separated from the operational railway with fencing of a design and specification to be approved by Network Rail and installed under an Asset Protection Agreement prior to the commencement of works within the disposal area.</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.</p> <p>The disposal is without prejudice to Network Rail's safety obligations, with which Network Rail will continue to comply.</p> <p>Network Rail's network licence requires compliance with Railway Group Standards. These set out requirements for – amongst other things – fencing, access and signal sighting.</p> <p>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>
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6. Planning History and Land Contamination

<p>Planning permissions / Local Plan allocation (if applicable)</p>	<p>Planning permission for change of use from Network Rail Operational land to part of a University or Residential Development will be required.</p> <p>The developer will be responsible for obtaining this.</p>
<p>Contamination / Environmental Issues (if applicable)</p>	<p>The developer must deal with any contamination as part of the development project.</p>

7. Local Authorities

Names & Email Addresses:	
Local Transport Authorities:	<p>Cardiff City Council Director City Operations Telephone: Email:</p>
Other Relevant Local Authorities:	<p>Transport for Wales Noddwr Prosiectau Rheilffyrdd (y De) / Rail Project Sponsor (South) Trafnidiaeth Cymru / Transport for Wales T: Ty South Gate, Stryd Wood, Caerdydd, CF10 1EW South Gate House, Wood Street, Cardiff, CF10 1EW</p>

8. Internal approval to consult

Recommendation:	<p>By proceeding to consult I am:</p> <ul style="list-style-type: none"> • recommending that Network Rail consults on the terms of disposal • confirming that I have read and understood Network Rail's Code of Business Ethics and policy on Interests in Transactions • confirming that I have secured internal written approval to consult in accordance with Network Rail's policy on Authorising Application Forms.
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9. Consultations

Internal consultation

Track and passenger capacity enhancement at the station.

The Route Study states the following in relation to Cardiff Central Station:

“Cardiff Central station is the largest and busiest station in Wales. Based on 2012/13 information, there are 13 million journeys starting, finishing or interchanging at the station. It serves as a key destination for long distance and inter-urban services from various locations within the country, also as an entry point to the capital city for local commuters. WG and CCC are investing in the Enterprise Zone surrounding Cardiff Central station. This means that Cardiff Central station will be the focal point for connectivity to the Enterprise Zone, and we have started development plans to create a station that is fit for a capital city. NR is working closely with CCC and developers to align our plans with the already committed investment plans for the Enterprise Zone.”

And:

“As railway stations are the primary interface with customers, NR is developing plans for creating a station that is fit for a capital city. The plans focus on achieving three outputs:

- More capacity (trains and station users)
- Excellent customer experience
- Spatial integration with the bus station and the city centre’s facilities

These plans are in the early stages of the development process and NR will develop choices to funders as part of the Initial Industry Plan (IIP) and High-Level Output Specification (HLOS) processes. There is close collaboration with CCC to align these investment plans with the already committed investment in the Enterprise Zone.”

Business Clearance CR/ 37292 granted: 10/10/19

Technical Clearance CR/ 37292 granted: 07/02/18

Clearance is granted subject to the usual clearance conditions.

No additional conditions have been imposed

<p>Summary of position as regards external consultations</p>	<p>Total number of Consultees: 33</p> <p>Total number of responses received: 19 (of which none objected)</p> <p>Total number of deemed responses after extended consultation period: 14 (none of which are considered key consultees for this matter) as their operations are geographically remote from the subject site.</p> <p>Number of Objections: None</p> <p>Key Consultee Comments:</p> <p>Cardiff City Council wished TfW to review for impact to a future Cardiff Metro Scheme. TfW were consulted and their response supplied back to Cardiff City Council. The response from TfW is recored in the appendix and states that they have no objection.</p> <p>TfW Rail (the SFO) do not object</p> <p>GWR (the other main Train operator for the Station) supports the disposal subject to agreement of Station Change</p>
<p>Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward</p>	<p>There are no un-resolved objections to report.</p>

10. Internal approval to dispose

Recommendation:	Based on the above, I recommend that Network Rail proceeds with the disposal
Declaration:	I have read and understood Network Rail's code of Business Ethics and Policy on Interests in Transactions
Proposer's name:	Proposer's job title: Development Surveyor
Signed	Date 18 th October 2019
Authorised by (name):	Authoriser's job title: Principal Development Manager
Signed	Date 22 nd October 2019

Legend

- Station Lease
- Sale/Transfer/Stat Dec.
- NR Ownership

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Ordnance Survey 0100040692.

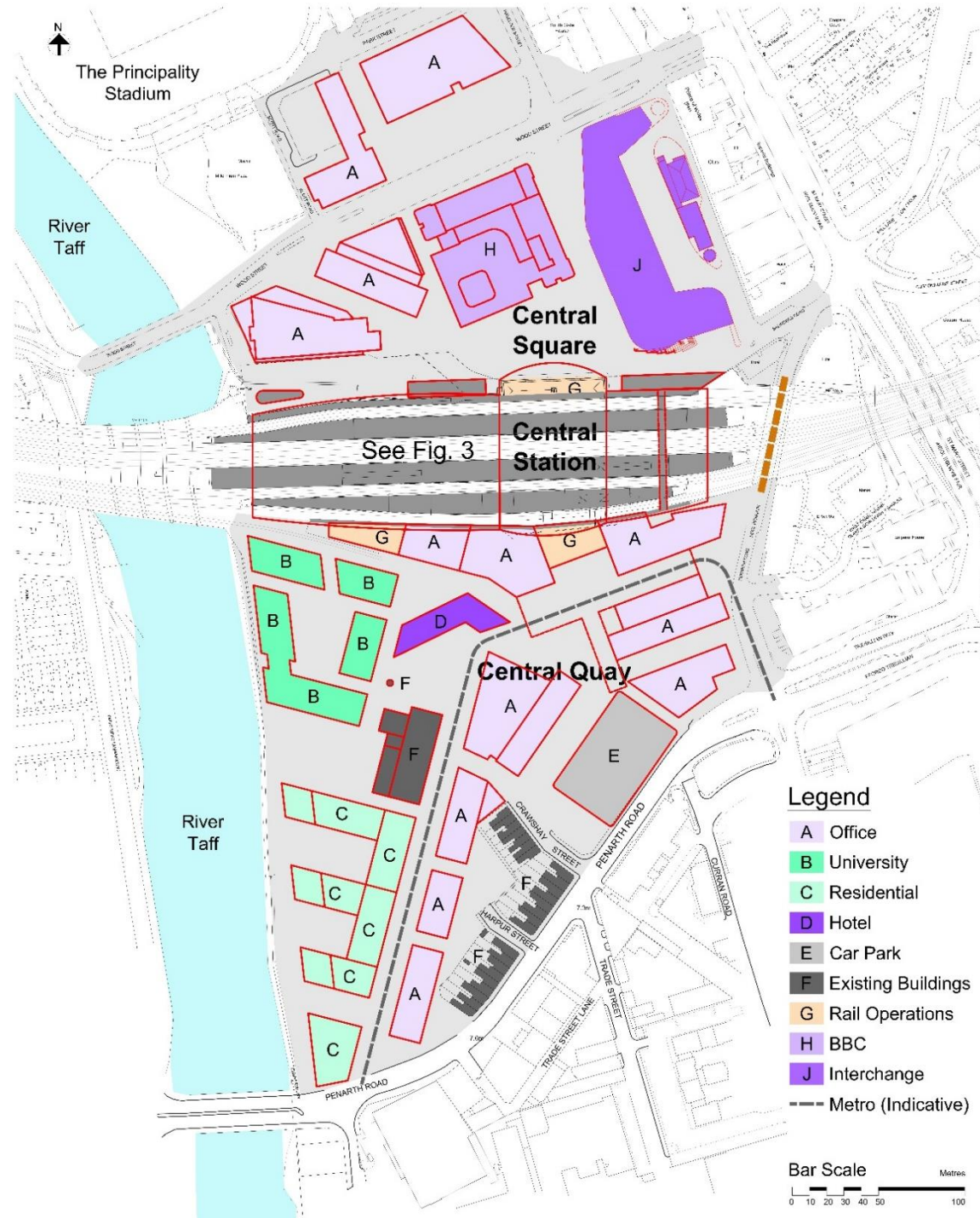


Landinformation	
CARDIFF CENTRAL SALE PLAN PLOT 2	
Coordinates \square 318165E 175746N	
Date: 11 Feb 2019	Drawn By: JJ
Drawing No: 6653402-2	Rev: Scale: 1:1250 @ A3

Cardiff Central Station
Southside Agreement between Network Rail and Rightacres Property Co Ltd
Sequence of Land Transfers from Network Rail to Rightacres (for identification purposes only)



Annexure 2
Plan 2



Future

Indicative car park phase plan

NOTE: THE PROPERTY OF THE DOWNSIDE CENTRAL QUAY DEVELOPMENT LIMITED HAS NOT YET BEEN CONVEYED TO THE DEVELOPER WITHOUT THE NECESSARY CONSENTS OF THE LOCAL AUTHORITY.



PLAN OF EXISTING SITE WITH FUTURE PHASES DOTTED ON.

- ### NOTES.
1. THE DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DETAILED DRAWINGS.
 2. THE DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DETAILED DRAWINGS.
 3. THE DRAWING IS TO BE READ IN CONJUNCTION WITH THE SITE VISUAL IMPACT STATEMENT.
 4. ALL ROAD SURFACES FORMERS TO BE PROVIDED FOR TESTING AS REQUIRED BY DPH.
 5. THE CONTRACTOR IS TO ADDRESS TO ALL RELEVANT HEALTH AND SAFETY REQUIREMENTS AND CURRENT REGULATIONS AT ALL TIMES.
 6. ALL WORKS TO BE COVERED WITH ROADWORK AND PROPOSED CLADDED MANHOLE TO BE HEAVY DUTY DASH CONCRETE.
 7. THE DEVELOPMENT SHALL BE SUBJECT TO THE REQUIREMENTS OF THE LOCAL AUTHORITY AND BE CONSIDERED OUT WITHIN THE LAND OWNERSHIP AND NOT A PUBLIC OPEN SPACE.
 8. # INDICATED PLEASE ASK.

LEGEND

PHASE 1 CAR PARK	-----
PHASE 2 CAR PARK	-----
EXISTING CAR PARK	-----

ALL WORK TO COMPLY WITH DOT HIGHWAY SPEC.

PROJECT TITLE	TEMPORARY CAR PARK, CENTRAL QUAY, CARDIFF
PROJECT NUMBER	6644-BHP-00-XX-DR-S-(60)001
LOCATION	CENTRAL QUAY, CARDIFF
DATE	16/07/16
DESIGNER	RIGHTACRES PROPERTY
CHECKED BY	DR S. J. JONES
APPROVED BY	DR S. J. JONES

Scale	1:250
Revision	1

Bingham Hall
PARTNERSHIP LTD

100, The Quadrant, Cardiff, CF10 1AT
Tel: 01495 343434
Fax: 01495 343434

TEMPORARY CAR PARK, CENTRAL QUAY, CARDIFF.

EXISTING TOPOGRAPHICAL SURVEY

RIGHTACRES PROPERTY

DESIGN FOR APPROVAL

Scale	1:250	Drawing No	A1	Drawn	LRJ	Date	JUL 16	Checked	DTH
Project No.	6644 - BHP - 00 - XX - DR - S - (60)001	Drawn		Drawn		Drawn		Drawn	

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: Site of an Old Signal Box and Embankment Land, Cardiff
Central Station South Side Redevelopment

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

Summary of position regarding responses:

Total number of Consultees: 33

Total number of responses received: 19 (of which none objected)

Total number of deemed responses after extended consultation period: 14 (none of which are considered key consultees for this matter)

Number of Objections: None

Key Comments:

Cardiff City Council wished TfW to review for impact to a future Cardiff Metro Scheme. TfW were consulted and their response supplied back to Cardiff City Council. The response from TfW is recored in the appendix and states that they have no objection.

TfW Rail (the SFO) do not object

GWR (the other main Train operator for the Station) supports subject to agreement of Station Change.

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	DfT		No		No comment	11/12/19
2	Welsh Government		Yes	30/05/19	No Objection	
3	Transport for the North		No			20/05/19 Chased with additional deadline
4	Transport for London		Yes	12/04/19	No Issues	
5	Cross Country Trains		No			20/05/19 Chased with additional deadline
6	C2C		Yes	14/04/19	No Objection	
7	Chiltern Railways		No			20/05/19 Chased with additional deadline

8	Euro Star		Yes	23/04/19	No Comment	
9	Great Western Railway		Yes	15/04/19	Support	
10	Grand Central Railway		No			20/05/19 Chased with additional deadline
11	South Eastern Railway		Yes	15/04/19	No Comment	
12	Merseyrail		Yes	16/05/19	No Objection	
13	MTR/ CrossRail		Yes	20/05/19	No Concerns	
14	Northern Railway		Yes	15/04/19	No Objection	
15	Virgin Trains		No			20/05/19 Chased with additional deadline
16	Abellio		No			20/05/19 Chased with additional deadline
17	Colas Rail		No			20/05/19 Chased with additional deadline
18	DRSL		Yes	23/04/19	No Comment	
19	DB Cargo		No			20/05/19 Chased with additional deadline
20	FTA		No			20/05/19 Chased with additional deadline
21	Freightliner		Yes	15/04/19	No Objection	

22	GB Railfreight		Yes	13/04/19	No Issues	
23	RFG		Yes	13/04/19	Ok	
24	West Coast		No			20/05/19 Chased with additional deadline
25	WH Malcolm		Yes	15/04/19	No Objection	
26	AB Ports		No			20/05/19 Chased with additional deadline Note that ABP did respond to the sister consultation on the Car Park Triangle that went out at the same time.
27	ACORP		Yes	31/05/19	No Comment	
28	British Transport Police		No			20/05/19 Chased with additional deadline
29	Transport Focus		Yes	23/04/19	No Objection	
30	NR Media Relations		No			20/05/19 Chased with additional deadline
31	Transport for Wales Rail		Yes	24/06/19	No Objection	
32	Transport for Wales		Yes	24/06/19	No Objection	
33	Cardiff City Council		Yes	29/05/19	Clarification on Plans	Clarification Provided Response from TFW/ TFW Wales also provided

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

Annex 1

1. DfT

From:

Sent: 11 December 2019 11:16

To:

Subject: FYI: LC7 CONSULTATION - Old Signal Box and Embankment Land
Cardiff Central Station

Hi

I can confirm that DfT have no comments on the Old Signal Box LC7 consultation.

Manty thanks.

2. Welsh Government

From:

Sent: 12 April 2019 17:01

To:

Subject: Automatic reply: LC7 CONSULTATION - Old Signal Box and Embankment
Land Cardiff Central Station - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th
May 2019

I am not in the office until 17 April - if your matter is urgent please contact or
(general rail issues).

Ni fyddaf yn y swyddfa tan 17 Ebrill. Os yw'r mater yn frys, cysylltwch a Dave
Thomas neu (materion cyffredinol rheilffyrdd)

Sganiwyd y neges hon am bob feirws hysbys wrth iddi adael Llywodraeth Cymru.
Mae Llywodraeth Cymru yn cymryd o ddifrif yr angen i ddiogelu eich data. Os
cysylltwch â Llywodraeth Cymru, mae ein hysbysiad preifatrwydd yn esbonio sut
rydym yn defnyddio eich gwybodaeth a sut rydym yn diogelu eich preifatrwydd.
Rydym yn croesawu gohebiaeth yn Gymraeg. Byddwn yn anfon ateb yn Gymraeg i
ohebiaeth a dderbynnir yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at
oedi. On leaving the Welsh Government this email was scanned for all known
viruses. The Welsh Government takes the protection of your data seriously. If you
contact the Welsh Government then our Privacy Notice explains how we use your
information and the ways in which we protect your privacy. We welcome receiving
correspondence in Welsh. Any correspondence received in Welsh will be answered
in Welsh and corresponding in Welsh will not lead to a delay in responding.

From:
Sent: 20 May 2019 15:08

To:

Subject: Automatic reply: LC7 CONSULTATION - Old Signal Box and Embankment
Land Cardiff Central Station - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th
May 2019

I am not in the office until 23 May - if your matter is urgent please contact or (general rail issues).

Ni fyddaf yn y swyddfa tan 23 Mai. Os yw'r mater yn frys, cysylltwch a neu (materion cyffredinol rheilffyrdd)

Sganiwyd y neges hon am bob feirws hysbys wrth iddi adael Llywodraeth Cymru. Mae Llywodraeth Cymru yn cymryd o ddifrif yr angen i ddiogelu eich data. Os cysylltwch â Llywodraeth Cymru, mae ein hysbysiad preifatrwydd yn esbonio sut rydym yn defnyddio eich gwybodaeth a sut rydym yn diogelu eich preifatrwydd. Rydym yn croesawu gohebiaeth yn Gymraeg. Byddwn yn anfon ateb yn Gymraeg i ohebiaeth a dderbynnir yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi. On leaving the Welsh Government this email was scanned for all known viruses. The Welsh Government takes the protection of your data seriously. If you contact the Welsh Government then our Privacy Notice explains how we use your information and the ways in which we protect your privacy. We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

From:

Sent: 12 April 2019 17:01

To:

Subject: Automatic reply: LC7 CONSULTATION - Old Signal Box and Embankment Land Cardiff Central Station - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May 2019

Out of office until 15/04/2019. If urgent, please contact:

o'r swyddfa tan 15/04/2019. Os oes angen ateb arnoch ar frys, cysylltwch:

-
- on or on
 - Roads Planning: or
 - Roads Operations:
 - Bus Operations:

Sganiwyd y neges hon am bob feirws hysbys wrth iddi adael Llywodraeth Cymru. Mae Llywodraeth Cymru yn cymryd o ddifrif yr angen i ddiogelu eich data. Os cysylltwch â Llywodraeth Cymru, mae ein hysbysiad preifatrwydd yn esbonio sut rydym yn defnyddio eich gwybodaeth a sut rydym yn diogelu eich preifatrwydd. Rydym yn croesawu gohebiaeth yn Gymraeg. Byddwn yn anfon ateb yn Gymraeg i ohebiaeth a dderbynnir yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi. On leaving the Welsh Government this email was scanned for all known viruses. The Welsh Government takes the protection of your data seriously. If you contact the Welsh Government then our Privacy Notice explains how we use your information and the ways in which we protect your privacy. We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

From:

Sent: 22 May 2019 15:36

To:

Subject: FW: LC7 CONSULTATION - Old Signal Box and Embankment Land
Cardiff Central Station - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May
2019

Dear

suggested that I send this LC7 consultation through to you as I have not received a response from the usual named consultees within Welsh Government. We would very much like to ensure that we get the Welsh Government view.

I will send separately another set of documents in respect of the other element of land on the South Side of Cardiff Central Station for a consultation of the same date which we have also not had a response on.

I look forward to hearing back either from you or your colleagues.

Kind regards,

From:

Sent: 29 May 2019 09:46

To:

Subject: RE: LC7 CONSULTATION - Old Signal Box and Embankment Land
Cardiff Central Station - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May
2019

Hi

This is just a gentle reminder that responses to this consultation are due by Friday this week. As a key consultee we are very keen have Welsh Government's view.

Thanks and kind regards,

From:

Sent: 30 May 2019 13:32

To:

Cc:

Subject: RE: LC7 CONSULTATION - Section of Station Surface Car Park,
Immediately adjacent to the former Brains Brewery, Cardiff Central Station South
Side - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May 2019

Thanks for giving us the opportunity to comment on these two disposals. Taking each separately I would offer the following observations:

Car Park

Welsh Government are very supportive of this disposal as this is one of the key components needed to enable the proposed MSCP, the consequence of which will be to release the existing surface car park for station related development and to release value from commercial development that can be re-invested in the planned upgrade of Cardiff station. Welsh Government and Transport for Wales are working with Rightacres and the TOC to enable this release of value.

Old Signal Box and Embankment

Welsh Government has no objection to this proposed sale, though we do have a concern that the potential future link for a tram to connect to the heavy rail lines should be preserved as this is part of the long-term ambition. In this regard I note that it is intended that NR will retain the land coloured yellow on the plan for operational purposes is shown. The proposed track access route being shown red and bounded by a dotted red line on the plan. On this basis Welsh Government has no objection to the proposed disposal.

Thanks

3. Transport for the North

No Response

4. Transport for London

From:

Sent: 12 April 2019 17:36

To:

Subject: Re: LC7 CONSULTATION - Old Signal Box and Embankment Land
Cardiff Central Station - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May
2019

No issues for me on this one either.

5. Cross Country

No Response

6. C2C

From:

Sent: 14 April 2019 20:22

To:

Subject: Re: FW: LC7 CONSULTATION - Old Signal Box and Embankment Land
Cardiff Central Station - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May
2019

Good evening

No objection from c2c on this proposal.

Regards

7. Chiltern Railways

No Response

8. Euro Star

From:

Sent: 23 April 2019 14:45

To:

Subject: RE: LC7 CONSULTATION - Old Signal Box and Embankment Land
Cardiff Central Station - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May
2019

No comment from EIL,

Thanks

9. Great Western Railway

From:

Sent: 15 April 2019 15:46

To:

Subject: RE: LC7 CONSULTATION - Old Signal Box and Embankment Land
Cardiff Central Station - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May
2019

Hello again ,

GWR supports this change too, subject to associated Station Change being closed
out.

Many thanks.

10. Grand Central

No Response

11. South Eastern Railway

From:

Sent: 15 April 2019 09:22

To:

Subject: RE: LC7 CONSULTATION - Old Signal Box and Embankment Land
Cardiff Central Station - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May
2019

Good morning,

Thank you for the opportunity to review the below.

Southeastern has no comments on this proposal.

12. Mersey Rail

From:

Sent: 16 April 2019 09:08

To:

Subject: RE: LC7 CONSULTATION - Old Signal Box and Embankment Land
Cardiff Central Station - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May
2019

We have no objections thanks

Legal & Contract Assistant

Merseyrail

13. MRT/ Crossrail

From:

Sent: 20 May 2019 15:26

To:

Subject: RE: LC7 CONSULTATION - Old Signal Box and Embankment Land
Cardiff Central Station - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May
2019

Hi

No concerns from MTR Crossrail.

Thanks

Head of Contract Management

14. Northern Rail

From:

Sent: 15 April 2019 09:03

To:

Subject: RE: LC7 CONSULTATION - Old Signal Box and Embankment Land
Cardiff Central Station - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May
2019

Northern have no objection to the below proposal.

Thanks,

15. Virgin Railways

No Response

16. Abellio

No Response

17. Colas Rail

From:

Sent: 12 April 2019 17:02

To:

Subject: Automatic reply: LC7 CONSULTATION - Old Signal Box and Embankment
Land Cardiff Central Station - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th
May 2019

I will be taking annual leave from Friday 12th April returning back to work on
Tuesday 16th April. I will endeavour to check my emails when possible but for
anything urgent, please text my mobile, which I will be checking on occasion.

18. DRSL

From:

Sent: 23 April 2019 08:55

To:

Cc:

Subject: RE: LC7 CONSULTATION - Old Signal Box and Embankment Land
Cardiff Central Station - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May
2019

Good morning

DRS have no comments.

Best Regards,

19. DB Cargo

No Response

20. Freight Transport Association

No Response

21. Freightliner

From:

Sent: 15 April 2019 13:39

To:

Subject: RE: LC7 CONSULTATION - Old Signal Box and Embankment Land
Cardiff Central Station - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May
2019

Hi

No objections from Freightliner.

Kind regards

22. GB Railfreight

From:

Sent: 13 April 2019 15:43

To:

Subject: Re: LC7 CONSULTATION - Old Signal Box and Embankment Land
Cardiff Central Station - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May
2019

No issues from GBRf.

Regards,

23. Rail Freight Group

From:

Sent: 13 April 2019 10:09

To:

Subject: RE: LC7 CONSULTATION - Old Signal Box and Embankment Land
Cardiff Central Station - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May
2019

Ok with RFG

24. West Coast Railway

No Response

25. WH Malcolm

From:

Sent: 15 April 2019 08:03

To:

Subject: RE: LC7 CONSULTATION - Old Signal Box and Embankment Land
Cardiff Central Station - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May
2019

No objections.

Regards

26. AB Ports

No Response

27. ACORP

From:

Sent: 31 May 2019 12:17

To:

Subject: RE: LC7 CONSULTATION - Old Signal Box and Embankment Land
Cardiff Central Station - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May
2019

No comment

Senior Operations Manager

28. British Transport Police

No Response

29. Transport Focus

From:

Sent: 23 April 2019 12:38

To:

Subject: Re: LC7 CONSULTATION - Old Signal Box and Embankment Land
Cardiff Central Station - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May
2019 1104c20

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

the land is an area on the south side of the station, on the River Taff's left bank;

it comprises embankment and the site of the former signal box;

it is adjacent to the "Central Quay" redevelopment site;

it is to be sold, freehold, to Rightacres Property (currently leading with Brains the redevelopment proposals), or another;

various railway equipment will be re-sited, and a new retaining wall built by the developer;

a much better railway access route will be provided by the purchaser;

the wider development proposes improved railway facilities, including a multi-storey car park on the station's south side;

the area is outside the station lease area;

completion is expected in the Autumn of 2019.

Transport Focus has received various other consultations relating to the redevelopment around Cardiff Central station, including that for another area of land on the south side of the station, o/r 1504a20.

The redevelopment proposals appear to offer major improvements to the area around Cardiff Central; Transport Focus has no objection to the proposed disposal.

Regards,

30. NR Media Relations

From:

Sent: 12 April 2019 17:04

To:

Subject: Automatic Reply

Thank you for emailing Network Rail's media relations team.

We always recommend that journalists call us if they need a prompt response to their enquiry - our number is or click here for local press office contacts.

If you're a member of the public with an enquiry about Network Rail, you can contact our 24-hour helpline on or go to

If you're seeking to use a railway location as part of a non-news filming or radio broadcast, please go to www.networkrail.co.uk/filming

31. TFW Rail

See Response below from TFW which covers TFW Rail too.

32. Transport for Wales

From:

Sent: 02 July 2019 13:08

To:

Cc:

Subject: RE: LC7 CONSULTATION - Section of Station Surface Car Park,
Immediately adjacent to the former Brains Brewery, Cardiff Central Station South
Side - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May 2019

Importance: High

Apologies

I drafted a response but have just realised it had not been sent.

This response covered both sites.

Many Thanks

From:

Sent: 24 June 2019 10:14

To:

Cc:

Subject: RE: LC7 CONSULTATION - Section of Station Surface Car Park,
Immediately adjacent to the former Brains Brewery, Cardiff Central Station South
Side - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May 2019

Good Morning

Just to confirm we have shared this information with our colleagues in Rail Services
and their Property Department.

Neither TfW or TfW Rail Services have any concerns or further comments to make
on the consultation.

Should you require anything further, please do not hesitate to contact me.

Kindest Regards

From:

Sent: 13 June 2019 09:35

To:

Cc:

Subject: FW: LC7 CONSULTATION - Old Signal Box and Embankment Land
Cardiff Central Station - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May
2019

Dear,

It was good to meet you yesterday.

Herewith the first of two LC7 consultations in respect of plots of land at Cardiff South Side which Network Rail would like to get TfW's response to.

The second will be sent under separate cover.

Kind regards,

33. Cardiff City Council

From:

Sent: 02 May 2019 13:20

To:

Subject: FW: LC7 CONSULTATION - Old Signal Box and Embankment Land
Cardiff Central Station - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May
2019

My apologies that the attached did not appear to go through to you when originally sent.

Kind regards,

From:

Sent: 29 May 2019 15:13

To:

Subject: RE: LC7 CONSULTATION - Section of Station Surface Car Park,
Immediately adjacent to the former Brains Brewery, Cardiff Central Station South
Side - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May 2019

Thank you , I will pass them on to colleagues to help inform their feedback.

Regards

From:

Sent: 29 May 2019 15:10

To:

Subject: RE: LC7 CONSULTATION- Old Signal Box and Embankment Land Cardiff Central Station-
ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May 2019

Hi,

There were 4 plans total associated with this consultation. Number 3 & number 4 are attached.

There were a number of plans associated with the second consultation (for the Car Park Triangle)
that was sent at the same date. I will forward those under separate cover to ensure that you have
the full suite for the two consultations.

Kind regards,

From:

Sent: 29 May 2019 15:12

To:

Subject: FW: LC7 CONSULTATION - Section of Station Surface Car Park,
Immediately adjacent to the former Brains Brewery, Cardiff Central Station South
Side - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May 2019

Here is a copy of the second consultation, together with all associated attachments.

Kind regards,

From:

Sent: 29 May 2019 14:50

To:

Subject: FW: LC7 CONSULTATION - Old Signal Box and Embankment Land
Cardiff Central Station - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May
2019

Further to the request below, the plans we received only included items 1 and 2
listed on page 2 of the 'Proposed Property Disposal' document. Do you also have
the plans mentioned in items 3 to 5 that you can send us?

Regards

From:

Sent: 30 May 2019 09:12

To:

Cc:

Subject: RE: LC7 CONSULTATION - Old Signal Box and Embankment Land
Cardiff Central Station - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May
2019

Dear xxx

It was agreed at the last MCDP Steering group meeting that NR would circulate the LC7 consultation notifying consultees of its intention to dispose of land. You previously received a similar consultation for the land at Saunders Road. This consultation is to enable the construction of the consented MSCP on the southside of Cardiff Station and to dispose of a slither of land with the former signal box for comprehensive development with the brewery site. Please could you confirm that you have no objections to these disposals which are all consistent with the consented Rightacres development proposals.

Please don't hesitate to call if you wish to discuss.

Regards,

From:

Sent: 22 May 2019 15:40

To:

Subject: FW: LC7 CONSULTATION - Old Signal Box and Embankment Land
Cardiff Central Station - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May
2019

Dear

suggested that I send this LC7 consultation through to you as I have not received a response from the usual named consultees within Cardiff City Council. We would very much like to ensure that we get the Cardiff City Council view.

I will send separately another set of documents in respect of the other element of land on the South Side of Cardiff Central Station for a consultation of the same date which we have also not had a response on.

I look forward to hearing back either from your or your colleagues.

Kind regards,

From:

Sent: 29 May 2019 09:45

To:

Subject: RE: LC7 CONSULTATION - Old Signal Box and Embankment Land
Cardiff Central Station - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May
2019

Hi

This is just a gentle reminder that responses to this consultation are due by Friday this week. As a key consultee we are very keen have Cardiff City Council's view.

Thanks and kind regards,

From:

Sent: 30 May 2019 12:12

To:

Subject: FW: LC7 CONSULTATION - Old Signal Box and Embankment Land
Cardiff Central Station - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May
2019

Good Morning

Regarding the future masterplan prepared by Arup, consideration needs to be given to Policy T9 of the Cardiff Adopted Local Development Plan 2006 – 2026 and the associated Constraints Plan to ensure that the future development of the Metro routes are not prejudiced (see <https://www.cardiff.gov.uk/ENG/resident/Planning/Local-Development-Plan/Pages/default.aspx>). The attached document includes a copy of the T9 Policy, a section of the Constraints Map near Central Station and a suggested annotation to the future masterplan map.

Transport for Wales are currently studying future route alignments including a study with Cardiff Council for the route between Cardiff Central and Cardiff Bay that will also consider the feasibility of extending routes in the future. Therefore, it is recommended that Network Rail include Transport for Wales in the consultation. The suggested contact is xxxxxx

From:

Sent: 04 July 2019 17:11

To:

Subject: RE: LC7 CONSULTATION - Old Signal Box and Embankment Land
Cardiff Central Station - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May
2019

Dear

Please see attached the response received from TfW which confirms that neither TfW or TfW Rail Services have any concerns or further comments to make on the consultation.

NR has complied with your request and, as there are no comments or objections raised from either TfW or TfW Rail we now consider that your written comments have been addressed.

Thanks and kind regards,

Non- Responders:

From:

Sent: 20 May 2019 15:06

To:

Subject: FW: LC7 CONSULTATION - Old Signal Box and Embankment Land
Cardiff Central Station - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May
2019

Dear Rail Industry Consultees,

The attached LC7 consultation had a response due by date of 17th May 2019. I note that I have not heard from you and would like to give you a further chance to respond.

Accordingly, we shall keep the consultation open for a further 14 days until Friday 31st May.

If we have not received a response from you by Friday 31st May, Network Rail will assume that you do not have any comments or objection to make and will proceed accordingly.

Yours sincerely,
