

Rob Plaskitt
Head of Access and Licensing
Telephone 020 7282 2072
E-mail rob.plaskitt@orr.gsi.gov.uk

20 May 2014

Company Secretary
Network Rail Infrastructure Limited
Kings Place
90 York Way
London
N1 9AG

**Network licence condition 7 (land disposal):
Former oil terminal, Micheldever, Hampshire**

Decision

1. On 21 March 2014, Network Rail gave notice of its intention to dispose of land at Micheldever, Hampshire (the land) in accordance with condition 7.2 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 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 Network Rail's notice but subject to the condition that prior to the disposal of land, Network Rail notifies ORR that the land has been removed from the supplementary list of Strategic Freight Sites¹.

Reasons for decision

3. We are satisfied that Network Rail has consulted all relevant stakeholders with current information. We note that:
 - the proposed disposal would not affect adversely existing or future passenger railway operations;
 - the scheme will provide a rail-served power facility which may benefit the businesses of freight operators and provide a new road into the facility;
 - once DBS relinquishes its 125-year lease to Network Rail, under the Supplemental Agreement, the site will be transferred to the supplementary list of Strategic Freight Sites². Network Rail must de-list the site before it subsequently disposes of it. Should there be disagreement regarding the de-listing an arbitrator can be appointed to resolve the issue.

¹ See Schedule 7 to the *Supplemental Agreement for leases, site demarcations, connection agreements and BRT easements between British Railways Board and Railtrack PLC made 1 April 1994 pursuant to the Railtrack Transfer Scheme (Supplemental Agreement to the Railtrack Transfer Scheme)*.

² Strategic freight sites are sites that were identified during privatisation as important for future freight use by the rail freight business. They are not currently in use and may or may not have rail connections.

4. The Highways Agency stated that the new access road needs to adjoin the local road network to ensure the Strategic Road Network remains safe and efficient. We also note that as of yet planning consent has not been given for this scheme by Hampshire County Council. However, matters relating to town planning are outside our locus and instead are for the local authorities to consider and address.

5. We have had regard to our decision criteria in *Land disposal by Network Rail: the regulatory arrangements, December 2013*,³ and balanced our section 4 duties 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*” (section 4(1)(a), referred to in paragraph 3.5(a)(ii) of the decision criteria).

6. Based on all the evidence we have received and taking into account all of the material views and facts relevant to our consideration under condition 7 of Network Rail’s network licence, we have concluded that the proposed disposal is not against the interests of users of railway services and that our conditioned consent should be granted.

A handwritten signature in black ink that reads 'Robert M Plaskitt'. The signature is written in a cursive style with a large, sweeping initial 'R'.

Rob Plaskitt

³ Available from our website [here](#).

Annex A: Notice given by Network Rail to ORR on 21 March 2014

Proposed Property Disposal

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

1. Site	
Site location and description	<p>Property is known as Micheldever, former oil terminal, Hampshire.</p> <p>The property shown by blue colour is in a rural area, adjacent to the operational railway and is to the north of the station and adjacent to Overton Road just south of the M3 and A303. The property comprises an area of c.6 acres of a larger c.32 acre underutilised railway yard. The north section of the yard is split into two distinct parts, with the land immediately adjacent to the main line (approximately 150 metres in width) at the same level, but the subject site being a raised area enclosed by retaining walls on the western and southern boundaries and houses redundant fuel tanks that are cut into the chalk embankment.</p> <p>There are four disused rail sidings on the site and part of the site at the lower level is flat and made up of hard standing/concrete. Access is currently from the south via New Road, but an alternative access point is being looked at directly from Overton Road.</p>
Plans attached: (all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)	<p>Plan No. 55058-5. The disposal area is shown coloured blue and Network Rail's retained land is shown by green colour.</p> <p>Plan(D2.1), which shows the indicative layout of the proposed facility and the proposed freight terminal facility with 3rd party open access potential as edged blue. The plan also shows the proposed new access road off Overton Road into the main yard.</p>
Clearance Ref:	CR/15499
Project No.	S09190
E - 452002, N - 143582	

Photographs (as required)



2. Proposal

Type of disposal (i.e. lease / freehold sale)

Leasehold disposal, 250 year term

Proposed party taking disposal

xxxx or another nominated company

Proposed use / scheme

The property will be used for a rail served non-incineration renewable energy from waste (EfW) power facility, to comprise 7.6MW EfW plant based on 6MW Advanced Conversion Technology (ACT)/pyrolysis and 1.6MW Anaerobic Digestion (AD) facilities.

Access arrangements to / from the disposal land	The property is proposed to be accessed via a newly created access directly off Overton Road. This newly created access road will also allow direct access in to the main yard, therefore opening up the site for alternative freight use. Limited traffic may also utilise the existing New Road access.
Replacement rail facilities (if appropriate)	Not applicable as no operational facilities are being impacted.
Anticipated Rail benefits	<p>The proposed new access directly off Overton Road into the main yard will open up the site for freight usage, allowing the potential to open up the entire yard for up to five hectares of freight related development, and allowing efficient use of the existing sidings which can currently accept freight trains of up to 600 metres and with future investment increase this capability to 775 metre trains. Use of this new access road to gain access to the main line and station will also significantly improve vehicular movements, allow far greater vehicular movements and access for all rail related maintenance and improvements/enhancements.</p> <p>The proposal will significantly improve the existing freight facility and create an open access rail freight interchange on site comprising nominally 2 x 375 metre length handling sidings and hard surfaced loading/unloading apron, together with arrival/departure sidings, built to the west of the former petrol storage tanks. This will further allow the freight industry an opportunity to handle both bulk products (e.g. construction materials) and/or non bulk products (e.g. fresh produce and fast moving consumer goods).</p> <p>The introduction of a new service for delivering feedstock and the exportation of recyclates and waste products by rail to and from the proposed rail served non-incineration renewable energy facility. Subject to the availability of waste and recyclates and, securing any consents required, it is anticipated that up to 400,000 tonnes per annum of waste/recyclate could theoretically be managed through the new rail freight interchange and associated waste management facility.</p> <p>Considerable capital consideration and future annual income from the acquisition and development of the property will re-invested in the operational railway.</p> <p>Additional commercial opportunities may result for the freight and rail industry if the adjoining railway land and sidings can be utilised for railway related and commercial development and the transport of waste to the site and other indirect uses resulting from the development of the non-incineration EfW Power Facility.</p>

Anticipated Non-rail benefits	<p>Capital consideration and annual income stream. The generation of electricity will benefit the local and national community and the use of waste products will help national Government sustainability targets by utilising green technology.</p> <p>Employment opportunities will be created and the potential to utilise electricity generated locally may be available.</p>
3. Timescales	
Comments on timescales	Subject to consent disposal is anticipated within the next 6-12 months.
4. Railway Related Issues	
History of railway related use	<p>It is believed that the site was used by the RAF who built the fuel depot in c.1939 and it was used as a fuel/oil terminal during the war. There is potential that the site was used later on by Elf /Shell Oil and Minster Fuel, but the final clean out of the tanks is believed to have taken place in 1995.</p> <p>The site has had little use since then other than for small scale storage, but no known rail use.</p> <p>The site is a DBS 125 year lease. DBS do not actively use this site for freight purposes. Obviously if surrendered by DBS in part or whole it will go to the SFS list, unless all other Freight Operators agree that the proposed use (as a renewable energy plant with potential to be rail served) is the best alternative/future use. The SFS issue will be dealt with by separate consultation.</p>
When last used for railway related purposes	Early to mid-1990's
Any railway proposals affecting the site since that last relative use	There is a proposal for a freight passing loop and siding adjacent to the running line. However the proposed disposal does not affect this proposal. There are no long term planning requirements from a RUS and Network Planning perspective application to the disposal site.
Impact on current railway related proposals	There is no known impact on the current railway related proposals.
Potential for future railway related use	The site has no specific allocation for railway use and the site has been duly cleared other than the above mentioned freight passing loop. This potential is not affected by the proposed disposal.
Any closure or station change or network change related issues	No
Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future	No impact on any railway related needs.

Position as regards safety / operational issues on severance of land from railway	<p>1. The disposal includes arrangements under which the other party will install new boundary fencing along parts of the railway boundary.</p> <p>2. The disposal is on a basis under which Network Rail has had due regard (where applicable) to impact of the disposal on line side works, including railway troughing, signalling and their maintenance. The disposal is without prejudice to Network Rail's safety obligations, with which Network Rail will continue to comply. Network Rail's network licence requires compliance with Railway Group Standards. These set out requirements for – amongst other things – fencing, access and signal sighting. In addition, the Railways and Other Guided Transport Systems (Safety) Regulations 2006 require Network Rail to have a safety management system and safety authorisation in respect of its mainline railway system and its railway infrastructure. These, in turn, require Network Rail to comply with Railway Group Standards as well as its own internal standards; and also continually to monitor changes to the risks arising from its operations and to introduce new control measures as appropriate.</p>
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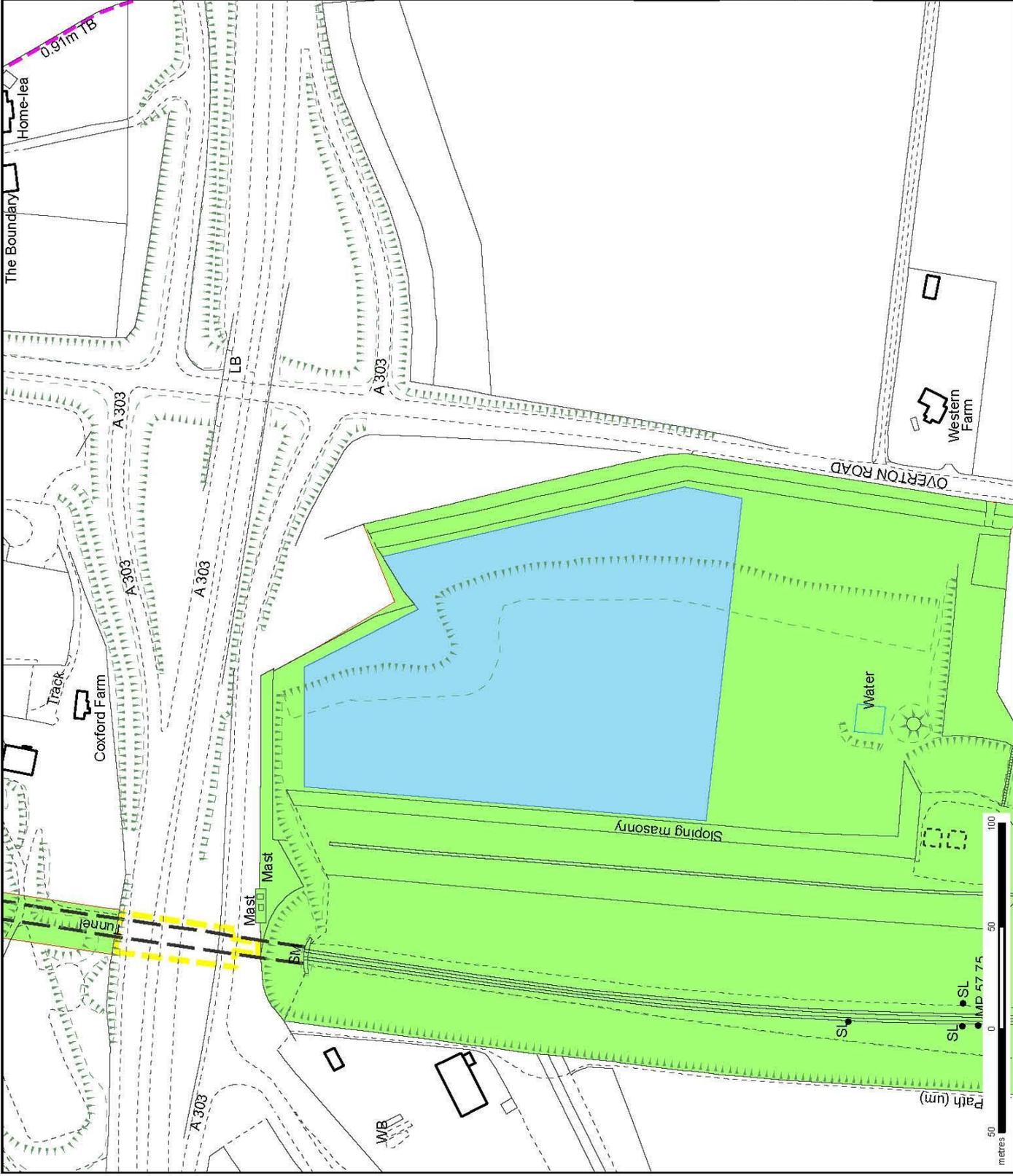
5. Planning History and Land Contamination

Planning permissions / Local Plan allocation (if applicable)	<p>The site has a draft allocation for waste disposal and this also fits National Policy on bringing forward redundant brown field sites. Hampshire County Council produced a summary document titled "planning for Hampshire's Minerals and Waste" dated March 2011 renewable energy proposals. This document is updating the existing 2007 Waste & Minerals Core Strategy Document produced by the County Council. This site is one of only 4 sites to be nominated as suitable. This is also in line with the report "Assessment of Sites and Areas for Waste Management Facilities in Hampshire" – produced by the County Council, currently in draft format and has been in consultation since February 2011. Network Rail identified the site in 2005 for potential future minerals and waste related uses.</p>
Contamination / Environmental Issues (if applicable)	<p>The site may have contamination issues that need addressing due to the former use of the site as an oil terminal and the existence of the fuel tanks. However this will have limited if any impact on the proposed use and disposal.</p>

6. Consultations

Railway (internal – Network Rail)	<p>Internal clearance has been completed and approved, with no comments/objections raised in respect of the disposal.</p>
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Summary of position as regards external consultations	In addition to the normal consultees, the additional stakeholders from Freight have been consulted from a commercial freight perspective:			
	Organisation	Contact	Position	Email Address
	DB Schenker Rail (UK)			
	DB Schenker Rail (UK)			
	DB Schenker Rail (UK)			
	DB Schenker Rail (UK)			
	Freightliner Group Ltd			
	Freightliner Group Ltd			
	Colas Rail			
	Colas Rail			
	DRS			
	GB Railfreight			
	GB Railfreight			
Rail Freight Group				
Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward	Not applicable			
7. Local Authorities				
Names & Email Addresses:	(with name and telephone numbers for any personal contact at authorities)			
Local Transport Authorities:	@hants.gov.uk @highways.gsi.gov.uk			
Other Relevant Local Authorities:	Hampshire County Council Minerals and Waste and County Council Development Planning Applications and Appeals			
8. Internal Approval				
Surveyor Name:				
Approved by Property Development Manager	Name:	Date Approved by PDM: 13.3.14		



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- Disposal Site
- Network Rail retained land

MICHELDEVER	
Coordinates #	452002, 143562
Scale @ A4	1:2500
Sheet No.	1 of 1
Date	02 Jul 2012
Prepared By	C.C.Hilton
Plan No.	55058-5

NetworkRail

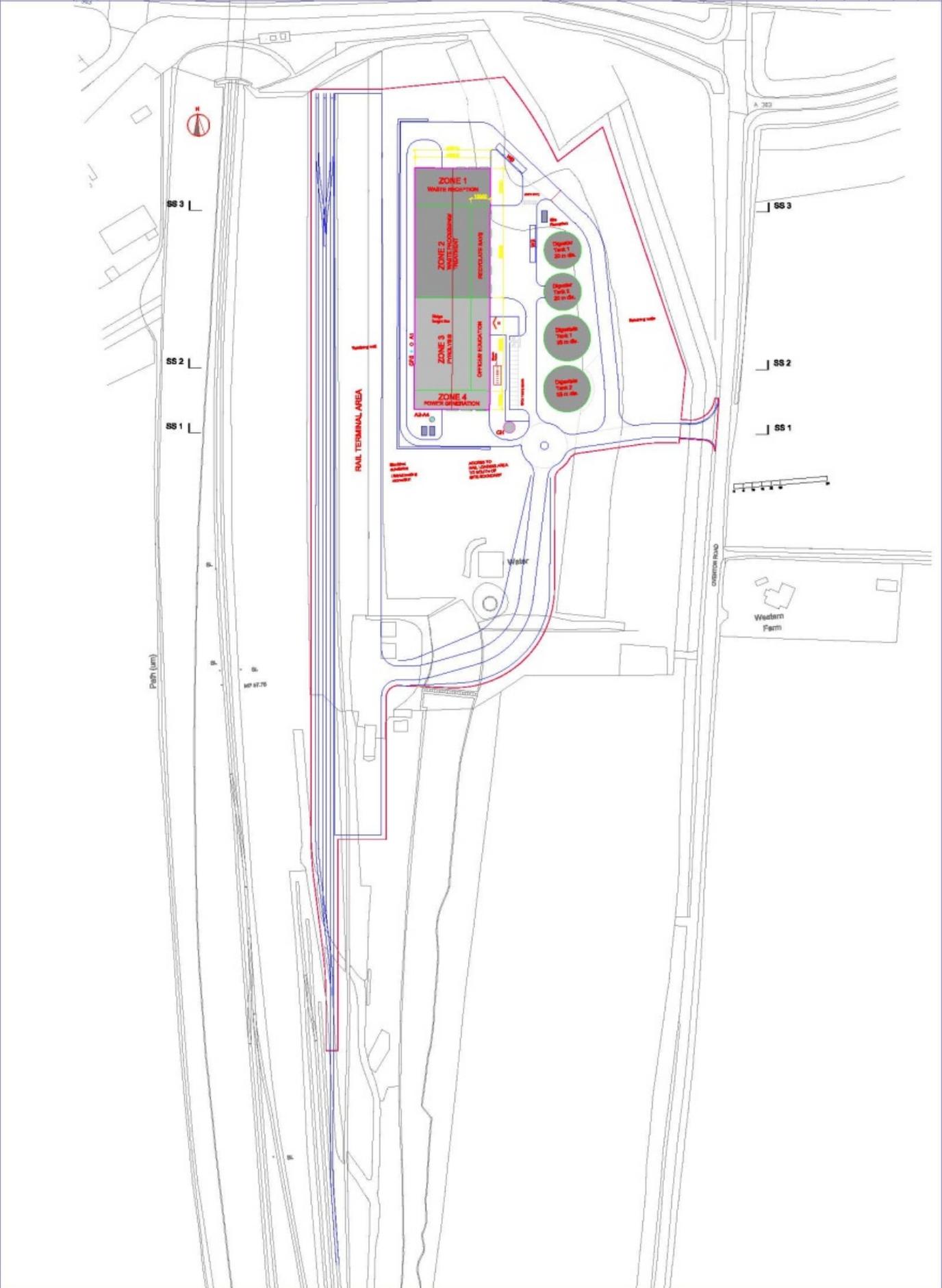
Mapping & Surveying Services
 Property
 1st Floor, Square One
 4 Trevel Street
 MANCHESTER M1 2NY
 mapping@surveing@networkrail.co.uk

The drawing, the various and corrected drawings, and the various and corrected drawings shall be the responsibility of the engineer. Do not scale of this drawing. All heights, widths, areas and dimensions are subject to field verification.

REVISIONS

1. Rail terminal moved closer to existing water retaining wall at station 47+00.

intermodality transport strategy & delivery	
Project CPPI - Microhub	
Drawing title Plant & Open-Access Rail Terminal	
Project Number MT-2017	Drawing Number 021
Date 17/01/13	Scale Not to scale



PROPOSED LAND DISPOSAL CONSULTATION REPORT
relating to

**APPLICATION BY NETWORK RAIL INFRASTRUCTURE LIMITED FOR REGULATORY
CONSENT UNDER THE LAND DISPOSAL CONDITION OF ITS NETWORK LICENCE**

This report is provided as a supplement to our forms for the proposed disposal of land at:

Property: Land at Micheldever - Hampshire
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We have consulted in relation to this evaluation, and summarise the results of this as follows:

Summary of position regarding responses:

No objections in respect of the consultation, however, there are a few conditional agreements to the disposal – namely from DBS & Freightliner – these comments will be actioned at the appropriate time and it is acknowledged a disposal cannot take place until these have been confirmed.

There are a number of consultees who have not responded – and it is demonstrated on the consultation report that every effort has been made to elicit a response from them – without satisfaction. These consultees being:

- GB Railfreight
- DRSL
- BTP on reconsultation

The Local Planning Authority and Highways Authority have made references to requirements in respect of ongoing planning matters, however, they should not be taken as material considerations when forming a view in respect of the LC7 consultation process.

The full list of external consultees is set out below:

No.	External party (name)	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	16.9.13	no comment	Responded
2	Cross Country Trains	Y	13.9.13	no objection	Responded
3	C2c Rail	y	21.5.13 & 20.1.14	no objection – re-consultation same comments	Responded
4	Chiltern Railways	y	20.5.13 & 23.1.14	no comment – re-consultation same comments	Responded
5	Eurostar	y	7.6.13 & 20.1.14	no issues – re-consultation same comments	Responded
6	First Great Western	y	20.5.13 & 24.1.14	no comment – re-consultation same	Responded

No.	External party (name)	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)
				comments	
7	First Capital Connect	Y	20.5.13 & 30.1.14	no objection – re-consultation same comments	Responded
8	Grand Central	y	3.2.14	No comment	Responded
9	British Airports Authority	y	20.5.13 & 20.1.14	no comment – re-consultation same comments	Responded
10	London and South Eastern Railways	y	23.5.13 & 24.1.14	no comment– re-consultation same comments	Responded
11	Merseyrail	y	11.9.13	no comment	Responded
12	Southern Railway	y	6.6.13 & 20.1.14	no comment 2 nd email – no issues	Responded
13	Northern Rail	y	30.5.13 & 20.1.14	no objection – re-consultation same comments	Responded
14	South West Trains	y	31.5.13 & 8.2.14	no comment – re-consultation same comments	Responded
15	Colas Rail	y	7.2.14	No comments	Responded
16	Direct Rail Services	N			Various emails sent to chase – as shown in Annex 1
17	DB Schenker	Y	20.6.13 & 19.2.14	in principle no objection - subject to further discussions	Responded
18	Captrain UK	y	3.2.14	No comments	Responded
19	Freight Transport Association	Y	11.9.13	no comment	Responded
20	Freightliner	Y	19.9.13	no objections in principle - however comments – overarching email on all sites	Responded
21	GB Railfreight	N			Various emails sent to chase – as shown in Annex 1
22	Rail Freight Group	y	21.5.13 & 20.1.14	no comment – re-consultation same comments	Responded
23	West Coast Railway Co.	Y	3.2.14	No comment	Responded

No.	External party (name)	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)
24	WH Malcolm	Y	20.5.13 & 20.1.14	No objections – re-consultation same comments	Responded
25	Association of Community Rail Partnerships	Y	14.6.13 & 20.1.14	no objection – re-consultation same comments	Responded
26	British Transport Polioce	Y	28.5.13	no comments	Chased for re-consultation but no response received
27	DP World	Y	28.5.13	no comments	Does not want to be part of LC7 consultation going forward
28	Passenger Focus	Y	3.6.13 & 20.1.14	no objection – re-consultation same comments	Responded
29	LPA	Y	20.6.13 & 27.1.14	no comments – re-consultation same comments	Responded
30	LPA – Highways	Y	20.6.12 & 24.1.14	No comment – re-consultation same comments	Responded
31	Highways Agency	Y	3.6.13 & 3.2.14	Comments on road usage etc – re-consultation comments still apply	Responded

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

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

Annex 1 - Stakeholder responses

1. Department for Transport

From: @dft.gsi.gov.uk]

Sent: 16 September 2013 14:15

To:

Subject: Property: - Land at Micheldever - Hampshire

Hello

Please accept my apologies for this late notice, this detail has only been sent to me today. I can confirm the Department for Transport has no comment regarding this proposed disposal.

Regards

2. Cross Country Trains

From: @crosscountrytrains.co.uk]

Sent: 13 September 2013 10:19

To:

Subject: FW: ORR LC7 Consultation - Land at Micheldever - Hampshire

XC Trains has no objection to this proposal.

Regards

CrossCountry

Phone: Mobile: Fax:

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

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

3. c2c Rail

From: @nationalexpress.com]

Sent: 20 January 2014 14:41

To:

Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire

On behalf of National Express Group plc, I confirm that we have no objections to the proposed disposal

Rgds

From: @nationalexpress.com]

Sent: 21 May 2013 20:01

To:

Cc:

Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire

On behalf of c2c Rail Limited, I confirm that we have no objection to this proposed disposal.

4. Chiltern Railways

From: EXTL: (@chilternrailways.co.uk)

Sent: 23 January 2014 16:02

To:

Subject: FW: ORR LC7 Consultation - Land at Micheldever - Hampshire

Hi

I have succeeded xxx as Business Development Manager at Chiltern Railways.

I can confirm that our response of no comment still stands.

Regards,

From: EXTL: (@chilternrailways.co.uk)

Sent: 20 May 2013 15:39

To:

Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire

I have no comment to make on behalf of Chiltern Railways concerning this proposal.

Regards

CONFIDENTIAL

5. Eurostar International

From: @eurostar.com]

Sent: 20 January 2014 14:55

To:

Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire
Still fine for EIL

Thanks

From: @eurostar.com]

Sent: 07 June 2013 11:41

To:

Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire

Dear

No Issue for EIL.

Eurostar International Limited

Times House | Bravingtons Walk | London N1 9AW

T +44 (0)

M +44 (0)

eurostar.com

6. First Great Western

From: @firstgroup.com]

Sent: 24 January 2014 11:42

To:

Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire

Hello

Still no comment thank you.

First Great Western

3rd Floor | Milford House | 1 Milford St | Swindon SN1 1HL

e: @firstgroup.com | m:

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

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

From: @firstgroup.com]

Sent: 20 May 2013 14:58

To:

Subject: Re: ORR LC7 Consultation - Land at Micheldever - Hampshire

Good afternoon

We have no comment thank you.

First Great Western

3rd Floor | Milford House | 1 Milford St | Swindon SN1 1HL

e: @firstgroup.com | m:

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

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

7. First Capital Connect

From: @firstgroup.com]

Sent: 30 January 2014 11:04

To:

Subject: RE: ORR LC7 Consultation - Land at Micheldever – Hampshire

I confirm we still have no objection

Regards

Mob:

From: @firstgroup.com]

Sent: 20 May 2013 15:03

To:

Cc: @firstgroup.com

Subject: Re: ORR LC7 Consultation - Land at Micheldever - Hampshire

Just a note to confirm that FCC has no objection to this disposal
Regards

8. Grand Central Railways

From: (@grandcentralrail.com)

Sent: 03 February 2014 15:18

To:

Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire

Dear

Thank you for your email.

GC has no comment to make on this proposal.

Regards

9. British Airports Authority

From: @heathrowexpress.com]

Sent: 20 January 2014 15:24

To:

Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire

Yes, still the same, thanks

From: @heathrowexpress.com]

Sent: 20 May 2013 17:41

To:

Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire

Good afternoon

No comment please.

Regards

10. London & South Eastern Railway

From: @southeasternrailway.co.uk]

Sent: 24 January 2014 15:33

To:

Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire

I can confirm our original comments still stand

Regards

From: @southeasternrailway.co.uk]

Sent: 23 May 2013 09:57

To:

Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire

Southeastern have no comment on this proposal

Regards

11. Merseyrail

From: @merseyrail.org]

Sent: 11 September 2013 13:00

To:

Subject: Re: ORR LC7 Consultation - Land at Micheldever - Hampshire

Merseyrail have no comments or objectives on this proposal.

Regards

12. Southern Railway

From: @southernrailway.com]

Sent: 20 January 2014 14:49

To:

Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire

Afternoon

We can confirm we have no comments to make in respect of the above.

Regards

From: @southernrailway.com]

Sent: 06 June 2013 11:12

To:
Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire
Morning
We have no comments to make in respect of the above.
Regards.

13. Northern Rail

From: @northernrail.org]
Sent: 20 January 2014 14:40
To:
Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire
Dear Sir
With reference to your email dated 20th January 2014. Northern Rail Ltd have no objections to the proposals laid out in your email dated 20th May 2013.
Yours faithfully

From: @northernrail.org]
Sent: 30 May 2013 15:15
To:
Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire
Dear Sir
With reference to your email dated 20th May.. Northern Rail Ltd have no objections to the proposal disposal of land at Micheldever, Hampshire.
Yours faithfully

14. South West Trains

From: @swtrains.co.uk]
Sent: 18 February 2014 08:21
To:
Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire
With reference to the above land consultation my original comments from 2013 are still valid.

Stagecoach South Western Trains / East Midlands Trains

Tel -

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:

Stagecoach Rail: 10 Dunkeld Road, Perth PH1 5TW

From: EXTL: @swtrains.co.uk

Sent: 31 May 2013 16:21

To:

Subject: Re: ORR LC7 Consultation - Land at Micheldever - Hampshire

In respect of the above Land Disposal consultation, I can confirm on behalf of Stagecoach South Western Trains Ltd & East Midlands Trains Ltd, 'No Comment'

Stagecoach South Western Trains / East Midlands Trains

Tel -

Mob -

15. COLAS Rail

From: @colasrail.co.uk]
Sent: 07 February 2014 11:24
To:
Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire
No Comment

16. Direct Rail Services

From: @networkrail.co.uk
Sent: 17 February 2014 11:11
To: @drsl.co.uk
Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire
Dear consultee

With reference to the below and consultation, I would be grateful for any comments you may have
Regards

From: @networkrail.co.uk
Sent: 07 February 2014 11:23
To: ' @drsl.co.uk
Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire

Dear Consultee

I would be grateful for your comments in respect of the consultation below and whether your original comments still stand, we will be compiling responses on Monday with a view to submitting to the ORR shortly
Regards,

From: @networkrail.co.uk
Sent: 03 February 2014 10:22
To: @drsl.co.uk
Subject: FW: ORR LC7 Consultation - Land at Micheldever - Hampshire

Dear Consultee

With reference to the consultation below, I note I've not had a response from you – I would be grateful for your reply
Regards,

From: @networkrail.co.uk
Sent: 11 September 2013 12:45
To: @drsl.co.uk
Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire

Dear All

With reference to the site and emails below, I would be grateful for your response on this matter originally emailed to you on 30 May 2013

Dear Consultee

I would be grateful for your comments in respect of the consultation below and whether your original comments still stand, we will be compiling responses on Monday with a view to submitting to the ORR shortly

Regards,

17. DB Schenker

From: @networkrail.co.uk]
Sent: 21 February 2014 16:01
To: EXTL:
Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire

Further to your email 20 June 2013 with reference to the 775m freight siding/facility. For clarity, this area of land is located outside of the LC7 subject site and is not impacted by the disposal, but we do agree that it is a potential facility which should be explored separately with our freight team.

Regards

From: @dbschenker.com]
Sent: 19 February 2014 16:24
To:
Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire
I can confirm that our comments still stand.
Yours,

From: @networkrail.co.uk]
Sent: 18 February 2014 17:20
To:
Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire

Hi

I was wondering if you were able to confirm whether your comments per below still stand.

Regards

From: @dbschenker.com]

Sent: 20 June 2013 08:21

To:

Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire

DB Schenker has no objection in principle to the proposal, but considers that there is a need for greater clarity as to the way in which the difference of levels on the site will be overcome (illustrative cross-sections?) and there would be an advantage if the plan for a freight loop to accommodate the longest envisaged freight train (775 metres) were also progressed.

Yours,

18. Captrain UK

From: @captrain.co.uk]

Sent: 03 February 2014 13:43

To:

Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire

We have no comments.

Regards.

Captrain UK Ltd

2nd Floor, Asra House

1 Long Lane

LONDON SE1 4PG

Tel: + 44 (0)

Mobile: + 44 (0)

Email: @captrain.co.uk

Web: www.captrain.co.uk

19. Freight Transport Association

From: @fta.co.uk]

Sent: 11 September 2013 16:23

To:

Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire

Apologies, we have no comment.

Freight Transport Association

Direct Line:

Mobile:

Fax:

www.fta.co.uk

20. Freightliner

From: @Freightliner.co.uk]

Sent: Monday, February 24, 2014 03:20 PM

To:

Subject: RE: ORR LC7 Consultation - Land at Willesden Junction - London

I'll agree to you progressing all of the LC7s whilst tonnages are being firmed up.

Just to be clear, there needs to be a guaranteed tonnage for each site, not just an 'aggregate' rail tonnage rolled up across all of the proposed CPP sites.

Thanks

From: @networkrail.co.uk]

Sent: 24 February 2014 15:17

To:

Subject: Re: ORR LC7 Consultation - Land at Willesden Junction - London

Can you confirm that you agree to the progression of all the LC7s in the system whilst tonnages are being firmed up

Regards,

From: @Freightliner.co.uk]

Sent: 24 February 2014 08:50

To:

Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire

I can confirm that approval is conditional upon provision of the road at the developer's cost.

Thanks

From: @networkrail.co.uk]

Sent: 21 February 2014 14:05

To:

Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire

Importance: High

Can I just confirm that your approval to the LC7 is conditional (as stated below), upon CPP procuring and delivering the road at their cost – I can confirm this point

Grateful if you could confirm the same

From: @Freightliner.co.uk]

Sent: 22 January 2014 17:44

To:

Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire

Comments still stand

Road access needs to work for articulated HGVs

Regards

From: @Freightliner.co.uk]

Sent: 24 June 2013 10:30

To:

Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire

Hi

I am not sure if I ever let you have a formal response on this ?

Freightliner has NO OBJECTION to the proposal, subject to the provision of a new serviceable road access down to the sidings area

Regards

21. GB Railfreight

From: @networkrail.co.uk

Sent: 17 February 2014 11:11

To: '(GB RailFreight);'

Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire

Dear consultee

With reference to the below and consultation, I would be grateful for any comments you may have

Regards

From: @networkrail.co.uk

Sent: 07 February 2014 11:23

To: '(GB RailFreight);'

Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire

Dear Consultee

I would be grateful for your comments in respect of the consultation below and whether your original comments still stand, we will be compiling responses on Monday with a view to submitting to the ORR shortly

Regards,

From: @networkrail.co.uk

Sent: 03 February 2014 10:22

To: '(GB RailFreight)

Subject: FW: ORR LC7 Consultation - Land at Micheldever - Hampshire

Dear Consultee

With reference to the consultation below, I note I've not had a response from you – I would be grateful for your reply

Regards,

From: @networkrail.co.uk
Sent: 11 September 2013 12:45
To: GB RailFreight);
Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire

Dear All

With reference to the site and emails below, I would be grateful for your response on this matter originally emailed to you on 30 May 2013

22. Rail Freight Group

From: @rfg.org.uk]
Sent: 20 January 2014 14:38
To:
Subject: Re: ORR LC7 Consultation - Land at Micheldever - Hampshire
No change
Rail Freight Group
@rfg.org

From: @rfg.org.uk]
Sent: 21 May 2013 09:06
To:
Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire
NRFG is content with this proposal.
Thanks
Rail Freight Group
7 Bury Place
London
WC1A 2LA
Tel
Mobile
@rfg.org.uk

23. West Coast Railway Company

From: @aol.com]
Sent: 03 February 2014 12:32
To:
Subject: Re: ORR LC7 Consultation - Land at Micheldever - Hampshire
no comments
WCR
T
M
E wotho@aol.com

24. WH Malcolm

From: @whm.co.uk]
Sent: 20 January 2014 15:30
To:
Subject: Re: ORR LC7 Consultation - Land at Micheldever - Hampshire
I confirm WH Malcolm has no objections to the proposal.

From: @whm.co.uk]
Sent: 20 May 2013 14:57
To:
Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire
I can confirm WH Malcolm has no objections to the proposal.

25. Association of Community Rail Partnerships

From: @btconnect.com]
Sent: 20 January 2014 18:05
To:
Subject: Re: ORR LC7 Consultation - Land at Micheldever - Hampshire

If nothing substantial has changed, ACoRP's comment still stands.
ACoRP

From: @btconnect.com]
Sent: 14 June 2013 15:17
To:
Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire
Hello
ACoRP have no objection to this disposal
Regards

26. British Transport Police

From: @networkrail.co.uk
Sent: 17 February 2014 11:11
To: '@btp.pnn.police.uk';
Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire
Dear consultee
With reference to the below and consultation, I would be grateful for any comments you may have
Regards

From: @networkrail.co.uk
Sent: 07 February 2014 11:23
To: '@btp.pnn.police.uk'
Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire
Dear Consultee
I would be grateful for your comments in respect of the consultation below and whether your original comments still stand, we will be compiling responses on Monday with a view to submitting to the ORR shortly
Regards,

From: @networkrail.co.uk
Sent: 20 January 2014 14:34
To:
Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire
Dear Consultee,
With regards to the consultation document sent out to yourselves, I would be grateful if you could confirm that your comments still stand, I can confirm nothing has changed in respect of the body of the original consultation document sent out.
I would be grateful for your response by return
Regards

From: @btp.pnn.police.uk]
Sent: 28 May 2013 11:49
To:
Subject: FW: ORR LC7 Consultation - Land at Micheldever - Hampshire
Hi
Please see comments below.
Many Thanks

From: @btp.pnn.police.uk
Sent: 24 May 2013 15:47
To: @btp.pnn.police.uk
Subject: FW: ORR LC7 Consultation - Land at Micheldever - Hampshire
Hi
These plans will have no impact on BTP policing within the area specified. The location is currently virtually crime free and I don't anticipate that this will change.

27. DP World

From: @dpworld.com]
Sent: 28 May 2013 09:39
To:
Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire
No comment.
DP World - London Gateway

Tel:
Mobile:
email address - @dpworld.com
"Safety begins with teamwork"

28. Passenger Focus

From: @passengerfocus.org.uk]

Sent: 20 January 2014 14:51

To:

Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire 2405c14

Passenger Focus's reply on 3/6/13, ref. 2405c14, is still valid. SWT has not responded to an e-mail suggesting the eastern foot access to the station should be improved.

Regards,

From: @passengerfocus.org.uk

Sent: 03 June 2013 09:12

To:

Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire 2405c14

Thank you for sending Passenger Focus details of the proposed lease of land at Micheldever. They note that:

the disposal will be by means of a 250 year lease;

approximately six acres will be leased as the site of a power station generating energy from waste;

an open access freight terminal is also proposed;

disposal could be within 6 – 12 months;

no known proposal for its use for passenger facilities has been identified;

a route for passengers to access the station from the east crosses the line into the terminal on the level;

use of that entrance is low, and use of the line is projected to be only one or two trains daily.

Passenger Focus has suggested to South West Trains that that station access should be improved, but has no objection to the disposal.

Regards,

Tel.

29. Hampshire County Council - Planning

From: @hants.gov.uk]

Sent: 27 January 2014 10:12

To:

Cc:

Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire

No change in position for me. Planning application at Micheldever is still pending.

Kind regards,

From: @hants.gov.uk

Sent: 20 June 2013 11:34

To: @networkrail.co.uk'

Cc:

Subject: FW: ORR LC7 Consultation - Land at Micheldever - Hampshire

Dear

County Planning in HCC have no comments to make on this due to our involvement with determining the planning application.

I believe the Highway Authority may be commenting directly, they have been made aware of the consultation.

Kind regards

30. Hampshire County Council – Highways

From: @hants.gov.uk]

Sent: 24 January 2014 14:25

To:

Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire

Dear

I can confirm my comments still apply.

Regards

Strategic Transport
Economy, Transport & Environment
Hampshire County Council
Elizabeth II Court West
The Castle
Winchester SO23 8UD
@hants.gov.uk

From: @hants.gov.uk]

Sent: 20 June 2013 15:28

To:

Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire
Dear

I have no comments to raise from the Highway Authority, although I note the reference to the potential to develop the site for up to 5 ha of freight handling, enabled by the proposed vehicular access and the potential for the site in combination with the digester plant to process 400,000 tonnes of material. This increase in activity would require a suitable transport assessment to ensure that the impacts on the highway are acceptable.

Regards

31. Highways Agency

From: @highways.gsi.gov.uk]

Sent: 03 February 2014 11:43

To:

Subject: FW: ORR LC7 Consultation - Land at Micheldever – Hampshire

Dear

Thank you for your e-mails regarding the above site, which my colleague xxxx forwarded to me to respond as I am currently Assistant Asset Manager covering this part of network.

I can confirm that our position remains the same; the Highways Agency will be concerned with proposals that have the potential to impact the safe and efficient operation of the Strategic Road Network. In this case, we would be concerned with proposals to build direct access to the SRN(A303) from the land; access to the land will be from the local road network only.

I trust this helps.

Highways Agency | Federated House | London Road | Dorking | RH4 1SZ

Tel: +44 (0)

Web: <http://www.highways.gov.uk>

GTN:

Safe roads, reliable journeys, informed travellers

Highways Agency, an executive agency of the Department for Transport.

From: @highways.gsi.gov.uk]

Sent: 06 June 2013 12:30

To:

Cc:

Subject: ORR LC7 Consultation - Land at Micheldever - Hampshire

Dear

Thank you for your email on 23 May 2013 inviting comments from the Highways Agency (HA) regarding Network Rail's proposed disposal of land at Micheldever.

The HA is an executive agency of the Department for Transport (DfT). We are responsible for operating, maintaining and improving England's strategic road network (SRN) on behalf of the Secretary of State for Transport. In this case it relates to the A303.

The HA will be concerned with proposals that have the potential to impact the safe and efficient operation of the SRN. The only comment we have on the proposal at this stage is that it should be clear that there will not be any direct access to the SRN (A303) from the land. Access to the land will be from the local road network only.

I hope this is helpful.

Kind Regards

Highways Agency | Federated House | London Road | Dorking | RH4 1SZ

Tel: +44 (0) | **Mobile:** + 44 (0)

Web: <http://www.highways.gov.uk>

GTN:

Annex 2 – Network Rail's consultation emails

From: @networkrail.co.uk

Sent: 20 January 2014 13:36

To: Subject: RE: ORR LC7 Consultation - Land at Micheldever - Hampshire

Dear Consultee,

With regards to the consultation document sent out to yourselves, I would be grateful if you could confirm that your comments still stand, I can confirm nothing has changed in respect of the body of the original consultation document sent out.

I would be grateful for your response by return

Regards

From: @networkrail.co.uk

Sent: 20 May 2013 14:40

To:

Subject: ORR LC7 Consultation - Land at Micheldever - Hampshire

Dear Consultee,

Property: - Land at Micheldever - Hampshire

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

We attach a draft application form to the Office of Rail Regulation which, with its 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 make the disposal 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. 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.

ORR reviewed our land disposal arrangements so that from 1 April 2008, ORR will no longer launch any separate consultations when we apply for consent to dispose of land. The arrangements are that we will consult and report the results to ORR in conjunction with our application. It is therefore important that we have your views, so that these may be considered in ORR's decision.

We request your comments, please, by **19 June 2013**, being 4 weeks from issue of email (including any "no comment" response). It would be helpful if your response is provided by email.

If you have any queries as regards this proposal, please direct them to xxxx on xxxx or

@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,

1 Eversholt Street

London

NW1 2DN

T +44 (0)

M +44 (0)

E @networkrail.co.uk

www.networkrail.co.uk/property