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26 May 2016

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

Network licence condition 7 (land disposal): Chesterton sidings, Cambridge

Decision

1. On 31 March 2016, Network Rail gave notice of its intention to dispose of land at Chesterton sidings, Cambridge (the land) in accordance with paragraph 7.2 of condition 7 of its network licence. The land is described in more detail in the notice (copy attached).
2. We have considered the information supplied by Network Rail including the responses received from third parties you have consulted. For the purposes of condition 7 of Network Rail's network licence, ORR consents to the disposal of the land in accordance with the particulars set out in its notice subject to the condition that:

Network Rail will not release the land for disposal until it has practically completed and opened both the new station and relocated freight facilities.

Reasons for decision

3. We are satisfied that Network Rail has consulted all relevant stakeholders with current information. No other reasonably foreseeable railway use for the land was identified and there were no concerns that future railway operations would be affected adversely.
4. The proposal would facilitate the construction of a new station (Cambridge North) on the West Anglia mainline. We note that:
 - Network Rail confirmed it has addressed its obligations in relation to its Strategic Freight Site and Supplementary Strategic Freight Site land holdings¹;
 - DB Cargo and Freightliner are satisfied with Network Rail's arrangements to relocate their freight facilities² and the proposed new track layout will avoid the need for freight shunting moves onto the mainline;



¹ 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.

² The new freight terminals for DB Cargo and Freightliner will replace the current DBS let sidings lease (partially sublet to Lafarge by DBS) and Freightliner commercial lease.

- the scheme would provide car parking close to the new station that can be upgraded through a multi storey facility to meet the future demand of station users; and
- the scheme would also provide a new Network Rail maintenance yard facility.

4. Network Rail requested that we consider its application to be on a flexible basis so that it may change boundaries as may be necessary in finalising the planning process. However, it is not appropriate for us to grant consent such that Network Rail can proceed with a disposal that is significantly different to that proposed. It is important for us to protect the outcomes that Network Rail has proposed in its submission. Therefore we are attaching a condition to our consent to ensure that the anticipated passenger and freight benefits are delivered before Network Rail releases its land.

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

6. 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 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”.

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

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

Les Waters

Duly authorised by the Office of Rail and Road

³ Available from www.rail-reg.gov.uk/server/show/nav.150

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

1. Site	
Site location and description	<p>The main body of the site is commonly known as Chesterton Sidings and located on the north eastern fringe of Cambridge city centre (approximately 2 miles away) and south of the A14 – see enclosed Location Plan 1. The site is bounded by the Cambridge to Kings Lynn rail line on the east, a water treatment plant to the north and the St John's Innovation Centre and the Crown Estate's Cambridge Business Park to the west.</p> <p>The site is currently served with vehicular and pedestrian access off Cowley Road to the west connecting directly to the A1309 (Milton Road) and wider highway network. Adjacent to Cowley Road Network Rail owns a further narrow overgrown strip of land running from the main site up to Milton Road, this being a former site access which became largely redundant on the construction of Cowley Road.</p> <p>The disposal application is for land which will form the eventual development site, coloured blue on enclosed Site Plan 2 No 81276 with Network Rail's retained land coloured green. The land coloured green and hatched black forms part of the Cambridge Guided Bus Way which has recently been constructed via Cambridge County Council (to whom the land has transferred) and its contractors.</p> <p>This development site currently consists of vacant land and in part a Freight Terminal for DB Schenker (DBS) and Freightliner (although now temporarily closed). These site occupations are shown edged red and orange respectively on Plan 3 No MMD-318305-C-DR-00-XX-1002. The sites are utilised for open storage and sidings with additional plant and equipment belonging to Lafarge situated at the northern end of the DBS site.</p> <p>The site's topography is generally level with various operational and redundant sidings positioned over the remaining parts of the site.</p> <p>On 23 July 2014 detailed planning permission was granted to Cambridge County Council for the construction of a new station (Chesterton Interchange) on land immediately adjacent to the disposal site with a Station layout as shown on Plan 4. The station has approved DfT funding, is due to be completed for a May 2017 opening and includes an approximate 450 space car park. This reflects a number previously determined by Cambridgeshire County Council and its consultants following detailed analysis of the provision at a range of other stations in the Cambridge sub region as well as reviewing the forecast trips and geographic location in relation accessing the new station.</p> <p>DfT has subsequently requested Network Rail to construct and deliver the new station on its behalf. As part of that delivery it is</p>

	<p>necessary to reprovide and position new track infrastructure to the freight operator terminals which removes any shunting operations on to the main line which would consequently impact adversely on both the freight and passenger operations.</p> <p>As a result the DBS and Freightliner terminals need to be relocated to the sites shown edged/coloured red and blue respectively on Plan 5 No MMD-318305-C-DR-00-XX-1023 to provide more efficient operations. This work will be completed by March 2016. The site demises are already agreed by both freight operators and the detailed layout plans were included in a separate Network Rail Network Change, submitted for consultation on the 21st May 2015. Comments received from operators under the process were considered and agreed with DfT to give and approved Network Change on 26th November 2015.</p> <p>The freight relocation is being partly funded by the station scheme, DBS and the development of the land subject to this land disposal application. In the absence of the development funding the station and freight relocation projects would not be fully funded.</p> <p>As a result of statutory requirements and agreement with DfT and Cambridge CC, Network Rail had to submit a duplicate planning application for the new Station project which the Councils Joint Development Control Committee resolved to approve in August 2015, subject to the completion of a Section 106 Legal Agreement. Network Rail also submitted a further planning application in December 2015 to reflect a revised station car park position – see Revised Station layout Plan 6. This is necessary to improve the overall Interchange layout and provide ease of provision for additional future station car park spaces if deemed necessary by the rail industry via the provision of a multi storey facility. Once constructed the new Station, car park and access will be added to the Anglia Station franchise.</p>
<p>Plans attached:</p> <p>(all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)</p>	<p>The following plans/drawings are attached.</p> <ul style="list-style-type: none"> Plan 1: Location plan Plan 2: Site plan Plan 3: Current Freight location plan Plan 4: Station layout plan Plan 5: Proposed Freight Location plan Plan 6: Revised Station layout plan Plan 7: Indicative Development master plan layout plan. <p>Plan 2 shows the proposed land to be disposed of for development in blue on the basis of the revised Station layout shown in Plan 6. It is imperative to understand however that the approval to dispose now sought will only be in respect of land not required for any future station activity or operational rail purpose such as access roads, maintenance needs, etc.</p> <p>As the Station footprint is still subject to final determination, including planning consent, it is possible the boundaries of this application may change to reflect either the Plan 4 layout demise or an alternative agreed through the planning process. Therefore this application is being made on a flexible basis to enable Network Rail and ORR to determine the final disposal boundaries through the agreed Regulatory processes it must now conduct with industry partners. As a result there will be no need to submit a further land disposal application to cover</p>

	any subsequent agreed boundary changes.
Clearance Ref:	CR/22409 dated 20 November 2014 – main body of disposal site. CR 24483 dated 20 February 2015 – land strip adjacent to Cowley Road.
Project No.	QPD413
Ordnance survey coordinates	Easting 547609 Northing 260870
Photographs (as required)	Aerial photograph of site 

2. Proposal

Type of disposal (i.e. lease / freehold sale)	Freehold, long leasehold or easement (via phased disposals). For the avoidance of any doubt the release of any land for disposal only follows the successful implementation and completion of both the new Station and relocated Freight activities as outlined in Section 1, in accordance with industry standards and a fully approved and deliverable planning consent. To achieve this pre-requisite in the event any of the disposal area shown in the site plan is required for operational purposes it will be wholly excluded from any subsequent commercial disposal.
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<p>Proposed party taking disposal</p>	<p>To be confirmed.</p> <p>For the main body of the site purchasers will ultimately be selected following receipt of a separate planning consent and subsequent marketing exercise by Network Rail's appointed partners xxxx.</p> <p>Land adjoining Cowley Road or forming access roads within the overall site may be transferred to others dependent upon final use and design.</p>
<p>Proposed use / scheme</p>	<p>A mixed Use Development (comprising, hotel, student residential, traditional family residential units/ apartments, offices and retail) in accordance with wider Area Action plans (AAP). The mix of uses is still to be determined through the Local Plan Examination process, the Cambridge Northern Fringe East (CNFE) AAP process, and through subsequent planning applications.</p> <p>An indicative master plan layout is shown in Plan 7.</p> <p>The scheme involves the regeneration of current brownfield land to provide a new area of Cambridge City/ South Cambs DC offering a mixed use development and local employment opportunities and housing.</p> <p>The site is one of the few brownfield sites in South Cambridgeshire District Council on the boundary with the City. With the proposed opening of the Station both Councils see this as a prime opportunity for redevelopment and regeneration.</p> <p>The following proposed CNFE policies are going through the Local Plan examination process and are still to be adopted:</p> <p>Policy 14 of the Cambridge City Local Plan 2104: Proposed Submission July 2013 and Policy SS/4 of The South Cambridgeshire Local Plan Proposed Submission July 2013 apply to the site.</p> <p>The authorities have consulted on the issue and options document of the AAP for the land around the station, the sidings and the wider area including the Anglia Water site.</p> <p>The authorities recognise the need to provide life around the Station with commercial, retail and residential uses. All four options in the draft consultation promote a mixed use development on the land with different quantum's in each option.</p> <p>The consultation started in early December and concluded on 2 February 2015. Complementary representations were prepared and submitted on behalf of Brookgate.</p> <p>The timetable for the CNFE AAP was amended at the South Cambridgeshire District Council Planning Portfolio Holder meeting and Cambridge City Council Development Plan Scrutiny Sub Committee meeting (both on 17th November 2015) and is now as follows:</p> <p>Commencement of AAP - March 2014, (Complete). Issues & Options Consultation - December 2014 to February 2015, (Complete).</p>

	<p>Members consider Submission Draft AAP prior to public consultation - November 2016. Publication of Submission Draft AAP & Public Consultation - January 2017 to March 2017 Submission - June 2017 Examination of AAP - June 2017 to November 2017 Adoption and Publication of AAP - December 2017</p> <p>The land adjoining Cowley Road being the former Network Rail Maintenance Track running to the south of Cowley Road is proposed to be used as a cycle route to the station.</p>
<p>Access arrangements to / from the disposal land</p>	<p>Vehicular and pedestrian access will be from Cowley Road and A1309.</p>
<p>Replacement rail facilities (if appropriate)</p>	<p>As a result of Network Rail's Station and Freight projects all required rail facilities will be provided through these, with some funding contribution from the subsequent land disposal project. For the avoidance of doubt these include:</p> <ol style="list-style-type: none"> 1. New freight terminals for DBS and Freightliner to replace the current DBS Let Sidings lease (sublet to Lafarge) and Freightliner commercial lease. <p>These changes have been discussed and endorsed by the Freight Industry via the Strategic Freight Site & Supplementary Strategic Freight Site meeting held on the 23rd January 2015.</p> <ol style="list-style-type: none"> 2. A new Network Rail maintenance yard facility and track access point to be provided on retained Network Rail land.
<p>Anticipated Rail benefits</p>	<p>Rail benefits from the combined projects will include:</p> <ol style="list-style-type: none"> 1. New purpose built rail freight terminal for the two operators operating out of the site. 2. The relocation of the freight tenants enables the new passenger station to operate at maximum capacity. 3. New maintenance compound and track access. 4. Passive provision will be investigated in the future development scheme for a possible new road bridge over the railway to link the site to land on the east of the railway (owned by others). This would facilitate a possible new vehicular access route as replacement for access across the existing Fen Road level crossing to the south of the subject site which is now at capacity and subject to a proposed like for like upgrade by Network Rail around June 2017. 5. Surrounding commercial and residential development and facilities to compliment the new DfT funded station. 6. The wider CNFE AAP vision and objectives as set out on pages 9 and 11 respectively of the CNFE Issues and Options Report – https://www.cambridge.gov.uk/sites/default/files/documents/cnfe-aap-io-issues-and-options-report.pdf 7. Helping to address the wider infrastructure issues through a comprehensive and coordinated delivery and financial approach

Anticipated Non-rail benefits	The regeneration of current brownfield land to provide a new area of Cambridge City offering a mixed use development and local employment opportunities and housing.
3. Timescales	
Comments on timescales	<p>It is envisaged that this project will generate a phased disposal of the subject land over a 5 to 10 year development programme.</p> <p>A physical start to the project can only take place on completion of the freight relocations and provision of the new station however in the interim period it is necessary for the current scheme promoters to submit and obtain detailed planning consent and to complete and enter into any necessary supplemental agreements with the appropriate planning and highway Authorities to enable the project to proceed.</p> <p>Further any land disposal will be subject to all necessary rail regulatory approvals having been secured along with all appropriate legal documentation with Network Rail.</p> <p>Allowing for these approvals it is anticipated that the earliest target start date is late 2017.</p>
4. Railway Related Issues	
History of railway related use	<p>The site originally formed part of the Chesterton Permanent Way Depot which contained numerous sidings covering the entire site and some adjoining land. More latterly and since the 1990's whilst much of the site became unused other parts have remained in railway use for both ballast loading and mineral transportation. These freight uses are served by both rail and road.</p> <p>The land adjacent to Cowley Road was originally used as a vehicular access to the depot and whilst now closed to use remains available to be reopened if required.</p>
When last used for railway related purposes	The existing freight sites are currently in full use and operation for rail freight purposes (subject to temporary cessation of Freightliner activities) and will continue to be used as such until relocated to their new positions under the Station and Freight relocation projects.
Any railway proposals affecting the site since that last relative use	The only known railway proposals affecting the site are the subject proposals set out above which will enhance both passenger and freight activities.
Impact on current railway related proposals	<p>None other than set out above (e.g. contributory funding). The subject proposals are the current railway proposals.</p> <p>The delivery of the proposed development and land disposal will be closely tied in with the delivery of the new station and rail freight terminal. Other than at the point of transfer from one site to another freight activities will remain continuous on site.</p>

<p>Potential for future railway related use</p>	<p>The Local Plan identifies part of the site to be allocated for minerals use in the future and the delivery of the rail freight terminal delivers and safeguards this requirement.</p> <p>The London and South East RUS and the Anglia Route Study Draft for consultation have been reviewed in relation to this specific proposal and neither has revealed any other plans for the land in question in the current 30 year Strategy other than this proposal and as outlined in this report.</p>
<p>Any closure or station change or network change related issues</p>	<p>There are no specific requirements for the subject site.</p> <p>Network Change was however required to deliver both the Station and rail freight terminal and was approved on the 26th November 2015.</p>
<p>Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future</p>	<p>Access rights into the site will be via the existing Cowley Road.</p> <p>A new access road from the end of Cowley Road will be provided by the Station Project to the new Station as shown on Plan 6. This in turn will provide access to the remaining areas of land to be subsequently released and will be subject to prior formal legal agreements being entered into with Network Rail as to use and future maintenance where ownership of the route is to remain with Network Rail.</p> <p>Access to the new Freight areas will remain as provided under the current DBS lease (along north west site boundary).</p>
<p>Position as regards safety / operational issues on severance of land from railway</p>	<p>The disposal includes arrangements under which Network Rail / the other party will install new boundary fencing along the railway boundary.</p> <p>The disposal is on a basis under which Network Rail has had due regard (where applicable) to impact of the disposal on 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>

5. Planning History and Land Contamination

<p>Planning permissions/Local Plan allocation (if applicable)</p>	<p>Network Rail (through the Network Rail Town Planning Team) is currently engaged with the local planning authorities on the draft Local Plan and the Area Action Plan (currently in the early stages of public consultation).</p> <p>The site lies within the Cambridge Northern Fringe East area (CNFE),</p>
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	<p>where both the Cambridge and South_Cambridgeshire Local Plans (submitted in March 2014) propose redevelopment in a comprehensive and coordinated manner for an employment-led mixed-use development. A joint Area Action Plan (AAP) for the CNFE is now also being prepared that will (when adopted) provide a “master plan” for how this area should be developed. This AAP is currently at a very early stage of preparation; the Issues & Options consultation is currently underway with adoption expected only in October 2016.</p> <p>Both Councils envisage that the catalyst for this regeneration will be a new railway station. An application submitted by the County Council for this new station, including station car park and guided bus link/interchange, was granted full planning permission on 23/07/14, although Network Rail and wider rail industry have considered amendments to the approved design to address a number of issues relating to operational and value for money requirements. As a result Network Rail has now obtained a new consent (subject to completion of a S106) with a further application submitted for the relocation of the station car park location.</p>
<p>Contamination/Environmental Issues (if applicable)</p>	<p>None known which are relevant to this application.</p> <p>All necessary geotechnical and contamination site surveys will be undertaken before commencement of any on site works. Any required remediation will be undertaken by the future developer accordingly.</p> <p>More information is available on pages 11-13 of the Cambridge Northern Fringe East Area Action Plan – Supporting Technical Statement. https://www.cambridge.gov.uk/sites/default/files/documents/cnfe-aap-io-supporting-technical-statement.pdf</p>
<p>6. Consultations</p>	
<p>Railway (internal – Network Rail)</p>	<p>Network Rail internal land clearance (Business & Technical) has been secured (CR22409 and 24483). The only site specific conditions relate to:</p> <p>All new buildings to be at least 3 metres from the railway boundary fence and comply with Network Rail and British Standards.</p> <p>Access must be maintained at all times for all type of maintenance vehicles to the new Maintenance compound.</p> <p>Network Rail’s generic conditions to ensure the future protection of the operational railway and infrastructure apply to both consents.</p> <p>The development does not feature in the current 30 year Strategy for the London and South East RUS and the Anglia Route Study Draft for consultation.</p>

<p>Summary of position as regards external consultations</p>	<p>All consultees, bar two, formally responded.</p> <p>Of responding consultees, apart from Greater Anglia (Abellio), East West Rail Consortium, DB Schenker and Cambridge City Council/South Cambridgeshire District Council (joint response), all have done so with “no objections/comments/issues” suggesting an overall industry wide support to the project.</p> <p>In subsequent consultation with Greater Anglia (Abellio) Network Rail has agreed to address their comments and requirements through improved consultation and engagement on the emerging master plan for the land immediately around the new station. Abellio confirmed it was happy for Network Rail to submit the December 2015 station planning application and acknowledged that both parties had to operate within the constraints of the Councils wider planning process. Notwithstanding this both parties have agreed a set of principles to ensure future design has regard to operational rail requirements and Abellios key driver to minimise the separation of the station facility from the car park. In approaching future Council discussions this way Abellio will be fully engaged with and can influence the wider design and statutory planning process and hopefully enable us to secure the further consents we believe are necessary to deliver the preferred rail industry station access, drop off and car park which in turn will deliver up the footprints of adjoining land capable of release and development.</p> <p>In subsequent consultation with Cambridge City Council/South Cambridgeshire District Council (joint response now recorded in Consultation Report) Network Rail has agreed to address their comments through amending the formal Evaluation Form now submitted to ORR for determination.</p> <p>Subsequent consultation with East West Rail Consortium and DB Schenker has now resulted in “No objection” responses.</p> <p>No responses were received from Roadways Container Logistics or Cambridge County Council despite numerous attempts to seek comments. The Network Rail Freight consultation exercise completed in February 2015 plus an approved Network Change is considered to show adequate evidence that the interests of RCL are not affected. The absence of response from the other party is also not considered to be detrimental in this instance especially as Network Rail is in regular contact with the County Council as a key supporter for the delivery of the new Chesterton North Station and associated cycle routes.</p>
<p>Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward</p>	<p>No formal objections were received but from those making comments these have now all been satisfactorily resolved through correspondence.</p> <p>Due to the nature and identity of the 2 parties offering no formal response Network Rail does not consider the omission of a reply to adversely impact the formal ORR submission now being progressed to a conclusion.</p>

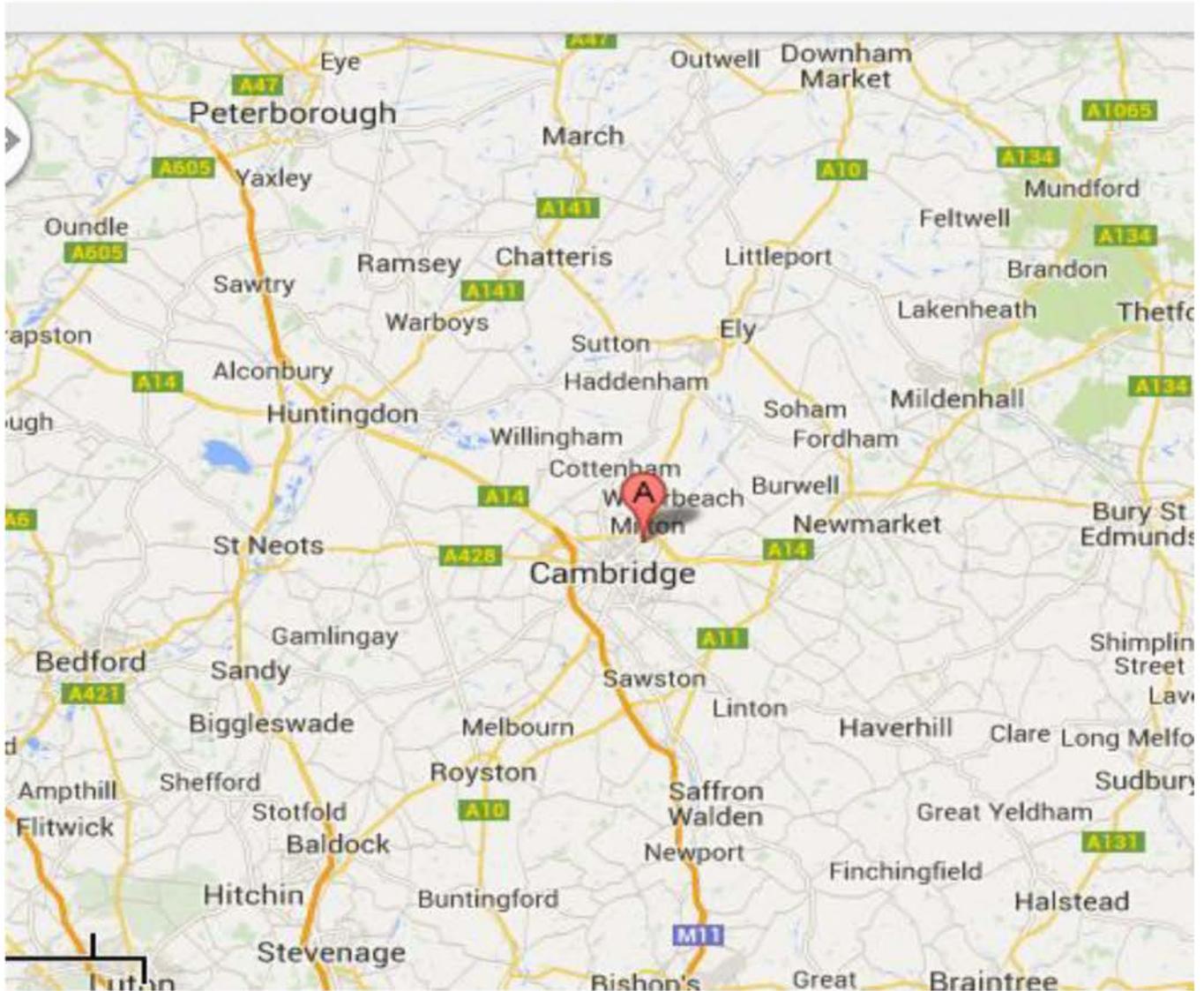
7. Local Authorities

Names & Email Addresses:	<p>Cambridge City Council The Guildhall CAMBRIDGE CB2 3QJ @cambridge.gov.uk</p> <p>South Cambridgeshire County Council South Cambridgeshire Hall Cambourne Business Park Cambourne Cambridge CB23 6EA @scambs.gov.uk</p>
Local Transport Authorities:	<p>Cambridge County Council Castle Court Shire Hall Castle Hill Cambridge CB3 0AP @cambridgeshire.gov.uk</p>
Other Relevant Local Authorities:	

8. Internal Approval

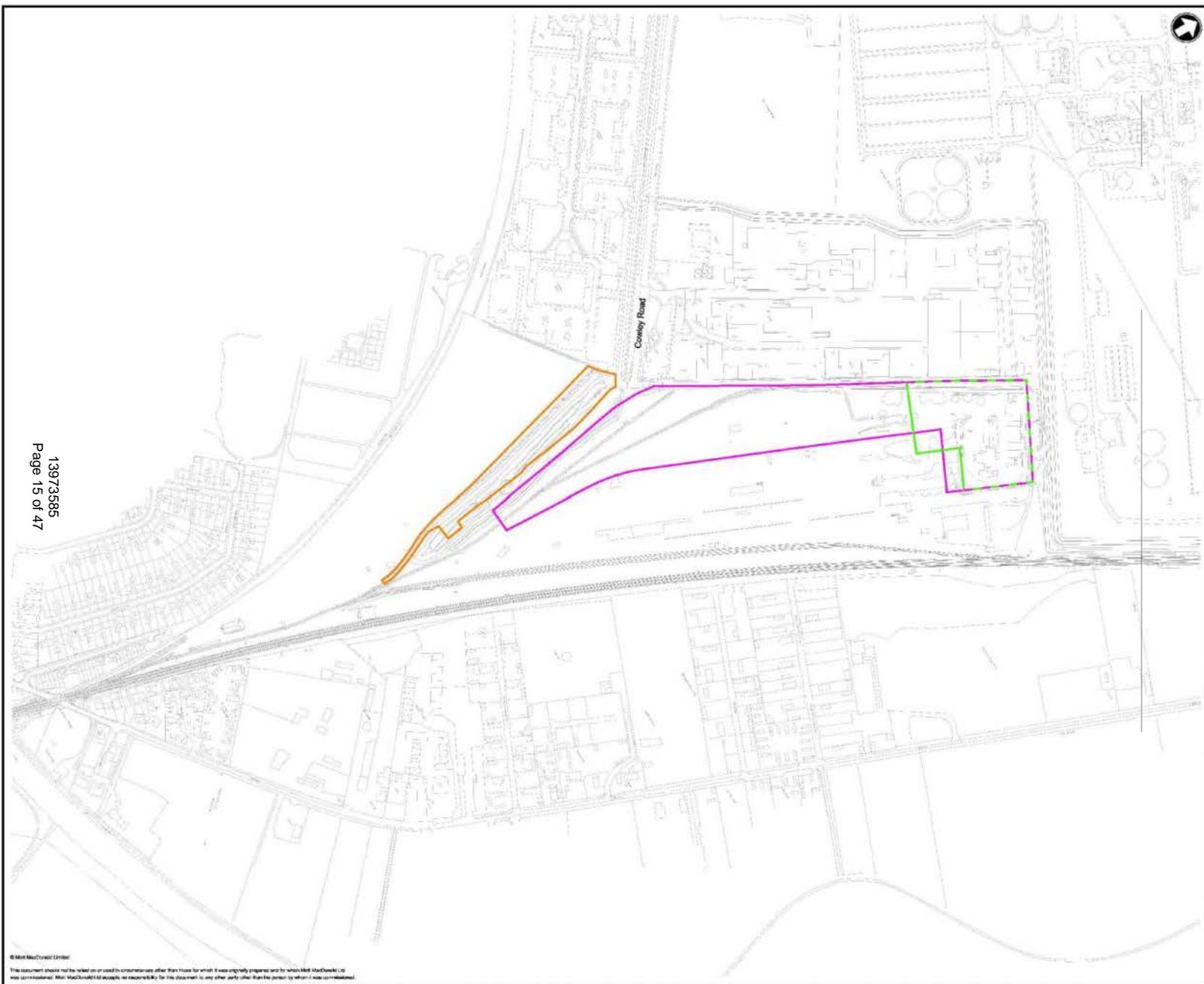
Recommendation:	Based on the above, I recommend/authorise that Network Rail proceeds with the disposal.	
Declaration:	I have read and understood Network Rail's Code of Business Ethics and Policy on Interests in Transactions.	
Surveyor Name:	xxxx	
Approved by Principle Development Manager	Name: xxxx	Date Approved by PDM: 16 th March 2016.

Plan 1 - Location plan



Plan 2 - Site plan





- Notes**
1. Do not scale from this drawing.
 2. All dimensions are in metres unless otherwise shown. All levels are in metres above Ordnance Datum (AOD). All dimensions & levels should be checked on site.
 3. Any drawing errors or discrepancies should be brought to the attention of Muz MacDonnell at the address shown in the title block.

Key to symbols

—	DBS Site (Existing)
—	Lafarge Site (Existing)
—	Freightliner Site (Existing)

Reference drawings

Rev	Date	Drawn	Description	AMR	AMR
P1	24.12.14	LWR	Proposed information removed.		
P2	01.10.15	LWR	Proposed information removed.		

Mott MacDonald

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Client
 Brookgate Ltd
BROOKGATE

Title
 Chesterton Sidings
 Freightliner, Lafarge & DBS Sites
 Existing Site Areas

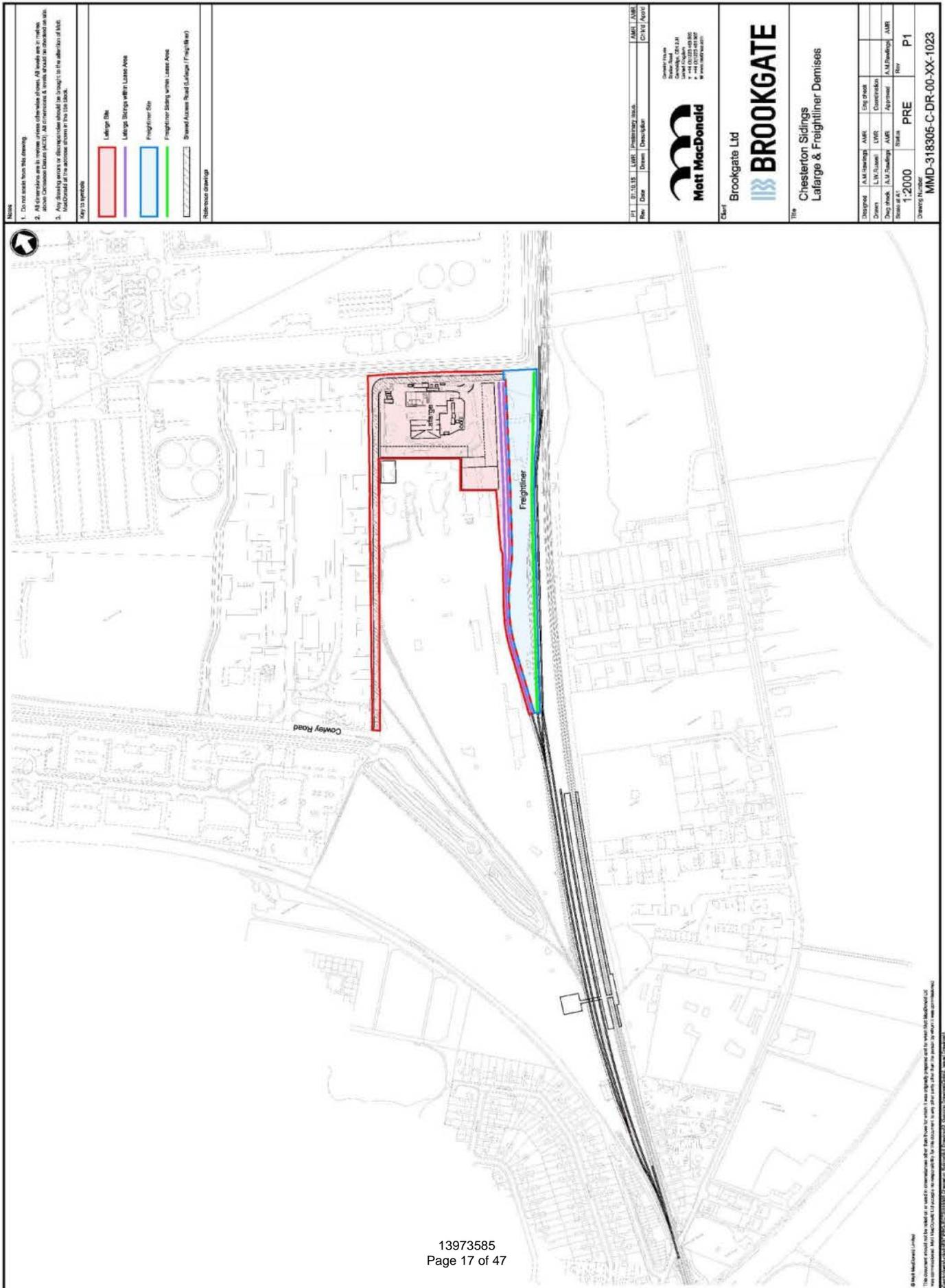
Designed	A.M.Hawings	AMR	Eng check		
Drawn	L.W.Russell	LWR	Coordination		
Drawn check	A.M.Hawings	AMR	Approved	A.M.Hawings	AMR
Scale at A1	1:2000	Status	PRE	Rev	P1
Drawing Number MMD-318305-C-DR-00-XX-1002					

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Plan 4 - Station layout



Plan 5 - Proposed freight location



- Notes**
- Do not scale from this drawing
 - All dimensions are to centre unless otherwise shown. All roads are to centre unless otherwise shown.
 - Any existing works or structures should be brought to the attention of the client.

Key to symbols

[Red outline]	Lateral Site
[Purple outline]	Lateral Site with Lateral Area
[Blue outline]	Freightliner Site
[Green outline]	Freightliner Site with Lateral Area
[Yellow outline]	Shared Access Road (Lateral / Freightliner)

Railroad drawings

Rev	Date	Drawn	Description	Checked	Approved
1	21/10/23	JMR	Initial issue	JMR	JMR
2	21/10/23	JMR	Revised	JMR	JMR

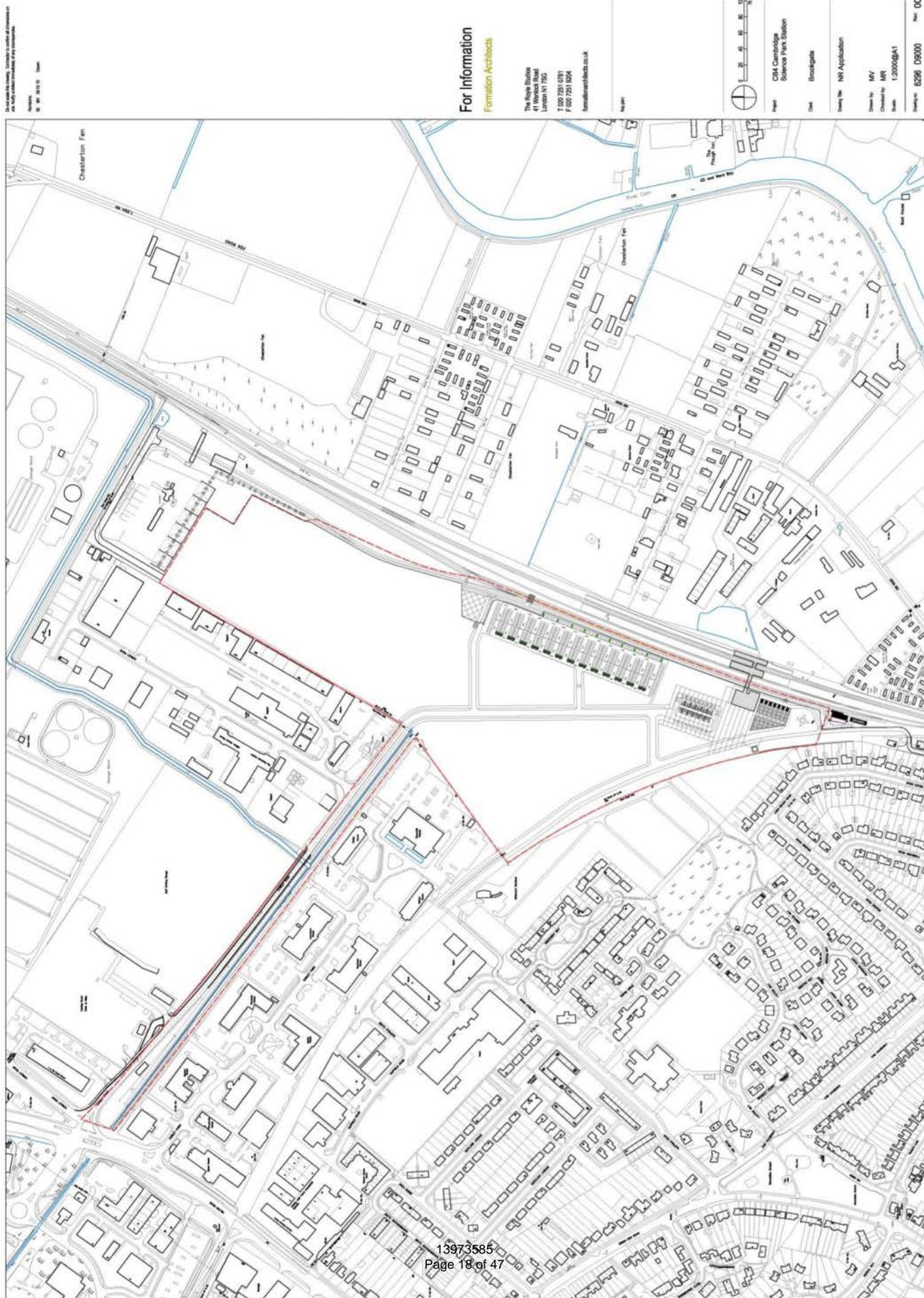
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Client
Brookgate Ltd
BROOKGATE
 The
 Chesterton Sidings
 Lateral & Freightliner Demises

Designed	J.M. Gossings	AMR	Eng. check
Drawn	L.V. Paine	LWR	Construction
Check sheet	A.L. Bowdler	AMR	Approval
Scale at A1	1:2000	PRE	Rev
Drawing Number	MMD-318305-C-DR-00-XX-1023		P1

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Plan 6 - Revised station layout



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Client
CBM Cambridge
Science Park Station

Drawn by
M/V

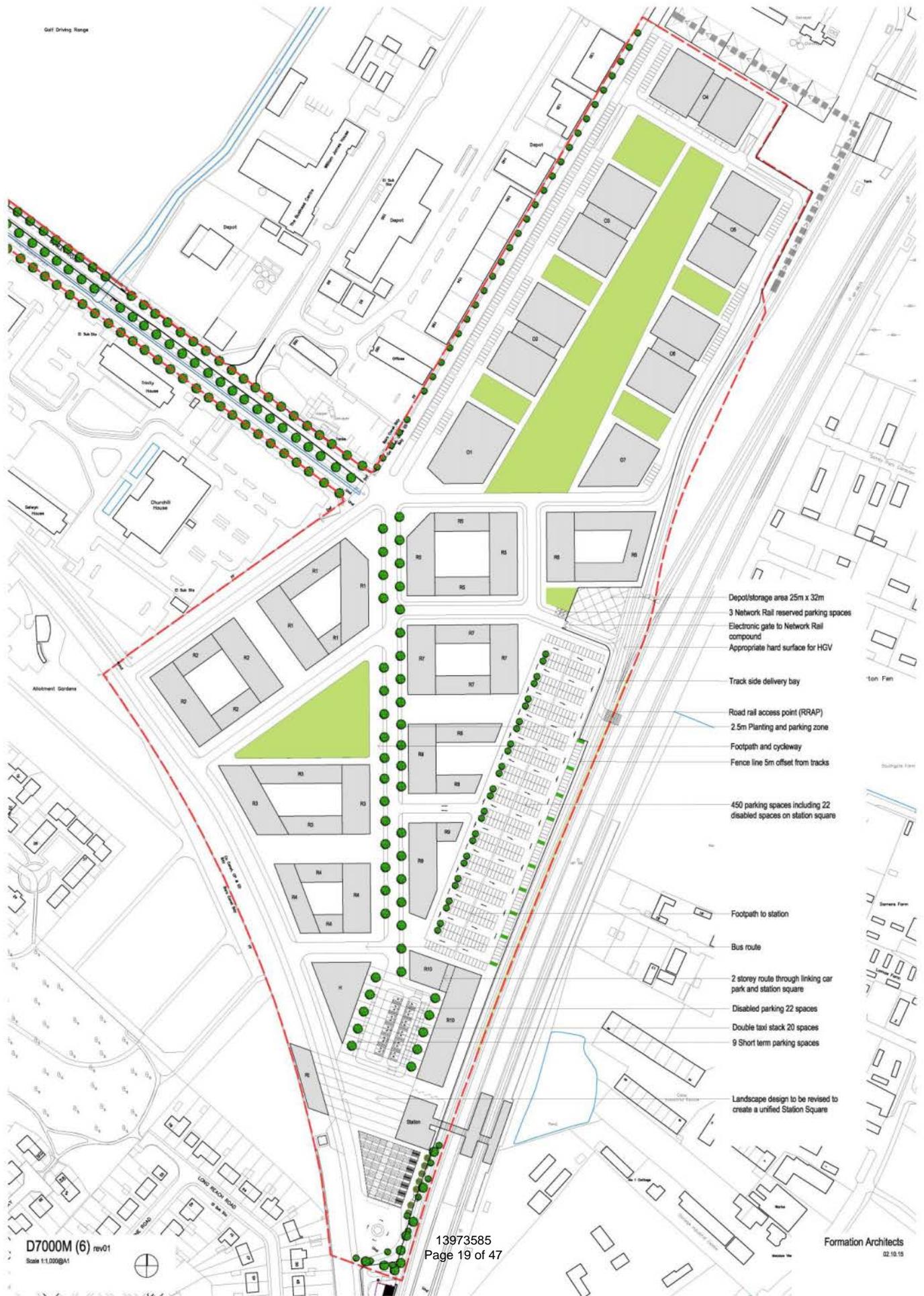
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Scale
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Drawn on
6296 D9000

Rev: 00

Plan 7 – Indicative development master plan layout



- Depot/storage area 25m x 32m
- 3 Network Rail reserved parking spaces
- Electronic gate to Network Rail compound
- Appropriate hard surface for HGV
- Track side delivery bay
- Road rail access point (RRAP)
- 2.5m Planting and parking zone
- Footpath and cycleway
- Fence line 5m offset from tracks
- 450 parking spaces including 22 disabled spaces on station square
- Footpath to station
- Bus route
- 2 storey route through linking car park and station square
- Disabled parking 22 spaces
- Double taxi stack 20 spaces
- 9 Short term parking spaces
- Landscape design to be revised to create a unified Station Square

**PROPOSED PROPERTY 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:

Chesterton – Land known as Chesterton Sidings off Cowley Road, to the west of the railway between Cambridge and Ely.

The site is currently served with vehicular and pedestrian access off Cowley Road to the west connecting directly to the A1309 (Milton Road) and wider highway network. Adjacent to Cowley Road Network Rail owns a narrow overgrown strip of land running from the main site up to Milton Road, this being a former site access which became largely redundant on the construction of Cowley Road.

The disposal land which will form the eventual development site is coloured blue on enclosed Site Plan 2 No 81276 with Network Rail's retained land coloured green. The land coloured green and hatched black forms part of the Cambridge Guided Bus Way which has recently been constructed via Cambridge County Council (to whom the land has transferred) and its contractors.

The development site currently consists of vacant land and in part a Freight Terminal for DB Schenker (DBS) and Freightliner (although now temporarily closed). The sites topography is generally level with various operational and redundant sidings positioned over the remaining parts of the site.

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

Summary of position regarding responses:

All consultees, bar two, have formally responded. Of responding consultees, apart from Greater Anglia (Abellio), East West Rail Consortium, DB Schenker and Cambridge City Council/South Cambridgeshire District Council (joint response), all have done so with "no objections/comments/issues" suggesting an overall industry wide support to the project.

In subsequent consultation with Greater Anglia (Abellio) Network Rail has agreed to address their comments and requirements through improved consultation and engagement on the emerging master plan for the land immediately around the new station. Abellio confirmed it was happy for Network Rail to submit the December 2015 station planning application and acknowledged that both parties had to operate within the constraints of the Councils wider planning process. Notwithstanding this both parties have agreed a set of principles to ensure future design has regard to operational rail requirements and Abellios key driver to minimise the separation of the station facility from the car park. In approaching future Council discussions this way Abellio will be fully engaged with and can influence the wider design and statutory planning process and hopefully enable us to secure the further consents we believe are necessary to deliver the preferred rail industry station access, drop off and car park which in turn will deliver up the footprints of adjoining land capable of release and development.

In subsequent consultation with Cambridge City Council/South Cambridgeshire District Council (joint response) Network Rail has agreed to address their comments through amending the formal Evaluation Form now submitted to ORR for determination.

Subsequent consultation with East West Rail Consortium and DB Schenker has now resulted in "No objection" responses.

No responses were received from Roadways Container Logistics or Cambridge County Council despite numerous attempts to seek comments. The Network Rail Freight consultation exercise completed in February 2015 plus an approved Network Change is considered to show adequate evidence that the interests of RCL are not affected. The absence of response from the other party also not considered to be detrimental in this instance especially as Network Rail is in regular contact with the County Council as a key supporter for the delivery of the new Chesterton North Station and associated cycle routes.

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	11/11/2015	No Comment	
2	Arriva Trains Cross Country	Y	28/10/2015	No Comment	
3	c2c Rail Limited	Y	23/10/2015	No Objection	
4	Chiltern Railway Company Limited	Y	28/10/2015	No Comment	
5	East Midlands Trains Limited	Y	26/10/2015	No Comment	
6	Eurostar International Limited	Y	23/10/2015	No issues	
7	First Great Western Limited	Y	23/10/2015	No Objection	
8	Govia Thameslink Railway	Y	11/02/2016	No objection or comments.	
9	Grand Central Railway Company Limited	Y	26/11/2015	No Comment	
10	Greater Anglia (Abellio)	Y	27/11/2015	Comments received from xxxx in attached letter.	
11	London & South Eastern Railway Limited (Southeastern)	Y	26/10/2015	No Comment	
12	Merseyrail Electrics 2002 Limited	Y	23/10/2015	No Comments or Objection	
13	Northern Rail Limited	Y	26/10/2015	No Objection	
14	COLAS Freight	Y	27/11/2015 11/12/2015	No Comments No Comments/ Objections	
15	Direct Rail Services Limited	Y	04/11/2015	No Comment	
16	DB Schenker (Formerly EWS)	Y	27/11/2015	No Objection	
17	Freight Transport Association	Y	11/11/2015	No Comment	

18	Freightliner Limited	Y	01/12/2015	Ok with proposals	
19	GB Railfreight Limited	Y	05/11/2015	No Comment	
20	Rail Freight Group	Y	25/10/2015	No Objection	
21	West Coast Railway Company	Y	26/11/2015	No Comment	
22	W. H. Malcolm	Y	04/11/2015	No Objection	
23	Association of Community Rail Partnerships	Y	04/11/2015	No Comment	
24	British Transport Police	Y	30/11/2015	No Comment	
25	East West Rail Consortium	Y	09/11/2015	Comments Raised See Annex 1	
26	Hutchinson Ports UK	Y	11/11/2015	No Comment	
27	Transport Focus (formerly Passenger Focus)	Y	26/10/2015	No Objection	
28	Roadways Container Logistics	N	N/A	N/A	Email chasers sent: 11/11/15 @ 10:23 23/11/15 @ 15:12 26/11/15 @ 09:25
29	Cambridge City Council	Y	27/11/2015	See Attachment for comments.	
30	Cambridge County Council	N	N/A	N/A	Email chasers sent: 11/11/15 @ 10:23 23/11/15 @ 15:12 26/11/15 @ 09:25
31	South Cambridgeshire District Council	Y	27/11/2015	See Attachment for comments as per Consultee 31 – joint response	

Copies of responses are given in the Annex 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: [mailto:@railexecutive.gsi.gov.uk]

Sent: 11 November 2015 10:48

To: @networkrail.co.uk

Subject: RE: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

– the Department has no comment on this proposal.

Regards,



3/23, GMH, Great Minster House
33 Horseferry Road, London, SW1P 4DR

2. Arriva Trains Cross Country

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

Sent: 28 October 2015 12:10

To: @networkrail.co.uk

Subject: RE: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

I can confirm that XC Trains Ltd has no comment on this proposed disposal.

Kind regards
CrossCountry

Phone: Mobile: Fax:

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

3. C2C Rail Limited

From: [mailto:@nationalexpress.com]

Sent: 23 October 2015 13:53

To: @networkrail.co.uk

Subject: Re: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

On behalf of National Express Group and NXET Trains Ltd, I confirm that we have no objection to the proposed disposal.

Rgds

4. Chiltern Railway Company Limited

From: EXTL:

Sent: 28 October 2015 12:09

To: @networkrail.co.uk

Subject: RE: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

Hi

There are no comments from Chiltern Railways.

Kind regards,

5. East Midlands Trains Limited

From: (SWT)

Sent: 26 October 2015 08:34

To: @networkrail.co.uk

Subject: Re: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

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

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

6. Eurostar International Limited

From: [mailto:@eurostar.com]

Sent: 23 October 2015 13:50

To: @networkrail.co.uk

Subject: RE: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

No issue for EIL,

Thanks

Eurostar International Limited

Times House | Bravingtons Walk | London N1 9AW

T +44 (0)20

M +44 (0)7

eurostar.com

7. First Great Western Limited

From: [mailto:@gwr.com]

Sent: 23 October 2015 14:18

To: @networkrail.co.uk

Subject: Re: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

Good afternoon

Thank you for this. We have no objection.

Great Western Railway

1 Milford Street | Swindon | SN1 1HL

@GWR.com

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

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

8. Govia Thameslink Railway

From [<mailto:@gtrailway.com>]

Sent: 11 February 2016 13:32

To: @networkrail.co.uk

Subject: RE: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

Hi

Apology for not getting back to you.
No objection or comments from GTR.

Regards

Govia Thameslink Railway Ltd

Go-Ahead House | 26-28 Addiscombe Road | Croydon | Surrey | CR9 5GA

email: @gtrailway.com | mob:

9. Grand Central Railway Company Limited

From: EXTL: (@grandcentralrail.com)

Sent: 26 November 2015 15:33

To: @networkrail.co.uk

Subject: RE: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

Hi

Apologies for not getting back to you.
Grand Central has no comment on this particular proposal.

Regards

T:
F:

M:

E: @grandcentralrail.com

W: grandcentralrail.com

Follow us on Twitter [@GC_Rail](https://twitter.com/GC_Rail)



Part of Arriva – a  company

Grand Central Railway Company Limited, 3rd Floor, Northern House, 9 Rougier Street, York , YO1 6HZ

e: customer.services@grandcentralrail.com w: grandcentralrail.com

Registered Office: 1 Admiral Way, Doxford International Business Park, Sunderland SR3 3XP

Registered in England No. 03979826

10. Great Anglia (Abellio)

From: @networkrail.co.uk

Sent: 14 March 2016 14:24

To: @abelliogreateranglia.co.uk;

Cc:

Subject: RE: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

Thank you for your email of the 10th March (attached for ease) confirming that the minute of our 15th February meeting properly reflects our discussion subject only to adding to point 3b that AGA's key driver in any consultation is to minimise the separation of the station facility from the car park within the constraints of the planning process.

As we agreed this minute would demonstrate we had properly considered and addressed the issues raised by AGA in response to our initial Land Disposal consultation exercise letter, NR will now submit a full formal submission to ORR for Land Disposal consent.

Thank you for your help in bringing our consultation to a conclusion.

Regards,

1st Floor, Square One,
4 Travis Street
Manchester M1 2NY

T (Internal)

M

E @networkrail.co.uk

www.networkrail.co.uk/property

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

Sent: 10 March 2016 15:32

To: @networkrail.co.uk

Cc: Subject: RE: Chesterton - Cambridge North meeting 15th February.

Apologies for the delay in replying. I confirm that these minutes do reflect our discussions, I would only like to add to 3b that AGA's key driver in any consultation is to minimise the separation of the station facility from the car park within the constraints of the planning process.

Regards

M: +44
Abellio Greater Anglia
11th Floor
One Stratford Place,
Montfitchet Road,
London
E20 1EJ

abelliogreateranglia.co.uk

From: @networkrail.co.uk>

To: @abelliogreateranglia.co.uk>,

Date: 17/02/2016 14:53

Subject: RE: Chesterton - Cambridge North meeting 15th February.

Thank you for your time on Monday and as promised here are my notes of points discussed and agreed actions (in red).

Agenda.

1. Addendum planning application update – provided by SW
 - a. Council currently concerned over completion of S106, grant of full planning consent and ongoing NR site works. Action – **RF/CL**
 - b. A number of points have arisen over detailed design issues including the following (amongst others):
 - i. Working arrangements within Station Square, width of roads, landscaping, trees, ecology, drainage, acoustic barriers, cycle link to Crown Estate land and NR Maintenance yard.
 - ii. JM mentioned the specific need to accommodate rail replacement buses within any agreed design solution. Action - **CL**.
 - iii. The NR Project team will continue to engage with the Council to resolve all issues and to complete this. CL agreed to regularly update and liaise with JM/RT on all specific issue over which AGA will have an interest and therefore input to design solutions.
2. AGA response to January planning Workshop meeting.
 - a. RT reported that AGA had considered issues internally, including the option to formally object to the planning application, however on reflection considered this counter-productive so had not done so. RT would rather work together with NR and Brookgate and input into the joint discussion over both the specific design issues (Point 1 above) and any future development around the Station Square (Point 3 below). Action - **ALL**
 - b. JM mentioned that GTR appear not to have been involved in any discussions. JM agreed to provide CL with the relevant contact details.
3. Station design – Station Square/future development review and update.
 - a. SW tabled Formation drawings showing how views from the northern end of the new station car park looking southwards at the new station might look, both with and without trees and buildings. Fly through videos will also be made available and circulated (now done). RT/JM agreed to review these and comment. SW agreed to further develop the plans and visuals with Formation as they did not currently fully align with all Brookgate intentions.
 - b. For the area currently described as the “white L shaped land” RT confirmed AGA did not intend to appoint a consultant planner to advise on this however AGA’s key issues remain the visibility and ease of access from the station to the car park, and vice versa, in the event of new buildings being constructed on this land between the car park and Station Square. Key points include the width of any walkway corridor, its width and height dimensions, signage, security and servicing needs.
 - c. The material in 3a above helps to inform this discussion but needs more design development before agreement can be reached. SW agreed to develop the plans further and engage with AGA on an ongoing basis.
4. Land Disposal consultation (LC7) update.
 - a. JT confirmed that all other consultees were now content with NR’s proposals so a submission to ORR can now be made if AGA issues can be closed out. RT agreed that provided the actions highlighted from this meeting were progressed and implemented AGA would be happy to confirm their approval too so JT agreed to circulate a formal minute/action meeting note whereupon ALL would confirm their agreement. This will then form the detail for JT to write to AGA and close out the LC7 consultation correspondence.

I hope I have picked up everything but if not please let me know and I will amend and reissue. Could everyone please confirm acceptance or otherwise to this email as soon as possible to allow Item 4a to proceed.

Regards

1st Floor, Square One,
4 Travis Street
Manchester M1 2NY

T
M

E @networkrail.co.uk

www.networkrail.co.uk/property

From: @networkrail.co.uk

Sent: 19 January 2016 11:08

To: @abelliogreateranglia.co.uk

Cc:

Subject: RE: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

I'm not sure if you are aware but there was a Workshop meeting last Wednesday with both Cambridge City and South Cams District Councils to discuss urban design issues around the immediate station area. Xxxx and xxxx attended on behalf of AGA.

The main purpose of this meeting was to look at and understand your concerns as highlighted in the separate ORR land consultation exercise but also and equally important as part of the ongoing Station planning application process. Along with xxxx from xxxx I think xxxx and I now need a further discussion to agree next steps and how we move forward collaboratively. However as we have held this Workshop are you able to confirm AGA's position so that our ORR submission can move forward or would you prefer to wait for the output of our next discussion with xxxx and xxxx. If so could xxxx please confirm when it would be convenient for that call/discussion?

Many thanks.

1st Floor, Square One,
4 Travis Street
Manchester M1 2NY

T M

E @networkrail.co.uk

www.networkrail.co.uk/property

From: @networkrail.co.uk

Sent: 21 December 2015 12:04

To: '@abelliogreateranglia.co.uk'

Cc:

Subject: FW: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

Thank you for your letter of the 27th November giving Abellio's support to the principle of the land disposal subject to the prior satisfaction of your further detailed observations.

Since your letter we have met with your colleagues xxxx, xxxx and xxxx to better understand your concerns and to guide you through in greater detail the emerging master plan for the land around the new station. As a result of this meeting and subsequent correspondence Abellio confirmed it was happy for Network Rail and xxxx to submit a further planning application on the 11th December to address further station related issues but in doing so Network Rail acknowledged it would only proceed in this way under the principles set out in the attached email of 10th December 2015. This records Network Rail and Brookgate's commitment to address Abellio's concerns that the future design and planning process, to which we are both subject, must have full regard to future operational rail requirements.

In approaching the next stage of discussions with the Councils in this way Abellio will be fully engaged with and can influence the wider design and statutory planning process. In doing so this will hopefully enable us both to secure the further consents we believe are necessary to deliver the preferred rail industry station access, drop off and car park which in turn will deliver up the footprints of adjoining land capable of release and development.

For Network Rail to continue with the Land Disposal process we need to demonstrate to ORR that we have considered and addressed consultees comments so if you agree that our response above achieves this I would be grateful if you could confirm that then I can submit to ORR on this basis.

If you need anything further from me then please ask.

Regards

1st Floor, Square One,
4 Travis Street
Manchester M1 2NY

T M

E @networkrail.co.uk

www.networkrail.co.uk/property

From: @networkrail.co.uk
Sent: 27 November 2015 14:20
To: @networkrail.co.uk
Subject: FW: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

See attached comments from Abellio.

Regards

From: [mailto: @abelliogreateranglia.co.uk]
Sent: 27 November 2015 12:50
To: @networkrail.co.uk
Cc:
Subject: Re: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

Hi

Please find AGAs comments in the letter attached.

Kind regards

Mobile: +44 (0)

Email: @abelliogreateranglia.co.uk

Abellio Greater Anglia
11th Floor, One Stratford Place
Montfitchet Road
London E20 1EJ

Abellio Greater Anglia
11th Floor
One Stratford Place
Montfichet Road
London

1st Floor, Square One
4 Travis Street
Manchester M1 2NY

27/11/2015

Dear

Property: Chesterton – Land known as Chesterton Sidings off Cowley Road, to the west of the railway between Cambridge and Ely. Due Date – 27th November 2015.

Thank you for the Chesterton Disposal land evaluation form submitted to AGA for our comments. We have now had an opportunity to review the form and have the comments detail below.

AGA support the principle for the land disposal scheme that facilitates the construction of a new station at Cambridge North. There have been lengthy consultations upon the scheme based on Plan 4 as submitted and to this extent we supported the scheme. The most recent layout which this disposal application has been based was only submitted to AGA for consultation in the last 4 weeks. We have a number of concerns with the proposal from an operational point of view most notably the access to the car park and the need for car park users to be able to see the station. We note that the approval to dispose is only sought in respect of land not required for any future station or operational rail activity and that the final station footprint will be determined via the planning process. The planning process will not have full regard to operational rail requirements. We are concerned that an approval for disposal on such loose terms will give Network Rail the ability to sign up to development agreements without returning for consent to the final scheme and as such there is a risk the terms agreed may not be in the best interests of the rail operators affected by the consultation.

AGA does not support the split of the station car park from the station it goes against the fundamental principles of the Rail Delivery Groups Vision for Stations (October 2015). It is unusual given that the parties have a blank canvas on which to design a customer focused facility the proposed layout should separate the car park from the station. It does not comply with Principle 3 (seamless journey experience) and Principle 5 (places where users can feel safe and secure) of the vision for the future of stations. It has a negative impact upon customer experience and ease to access the station and most importantly security. The separation will also affect the operators ability to manage the car park. Access to the scheme has not been agreed. We do not have an understanding of the end use for the proposed development adjacent to the station. We understand a hotel is under consideration however the end use would fundamentally affect our comments upon the scheme and how it may affect the operation of the station.

AGA support the principle of the land disposal but would seek to ensure that the disposal is not approved until the scheme has been more clearly defined to ensure the rail operation of the site is fully protected.

Registered office: Abellio Greater Anglia Ltd
5 Fleet Place, London EC4M 7RD
Registered in England No: 06428369

An Abellio company

11. London & South Eastern Railway Limited (Southeastern)

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

Sent: 26 October 2015 09:11

To: @networkrail.co.uk

Cc: Subject: Re: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

Hi

Thank you for the opportunity to review the above

I can confirm that Southeastern has no comment to make on this proposal

Kind regards

southeastern

Floor 3 Friars Bridge Court

41-45 Blackfriars Road

London

SE1 8PG

@southeasternrailway.co.uk Tel:

12. Merseyrail Electrics 2002 Limited

From: [mailto:@merseyrail.org]

Sent: 23 October 2015 14:33

To: @networkrail.co.uk

Subject: RE: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

Merseyrail have no comments or objections to the above proposal.

RegardsEmail @merseyrail.org

Web www.merseyrail.org

Merseyrail



13. Northern Rail Limited

From: [mailto:@northernrail.org]

Sent: 26 October 2015 08:44

To: @networkrail.co.uk

Subject: RE: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

Hi

Northern have no objection to the land disposal at Chesterton Sidings, Cowley Road

Kind regards

Northern Rail Ltd

Northern House

York

YO1 6HZ

T: M:

E: @northernrail.org

W: <http://www.northernrail.org>

14. COLAS Freight

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

Sent: 11 December 2015 16:48

To: @networkrail.co.uk

Subject: RE: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

Colas Rail has no comment / objection(s)

Tel. - Mob.

@colasrail.co.uk

COLAS RAIL LTD

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

www.colasrail.co.uk    

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

Sent: 27 November 2015 12:15

To: @networkrail.co.uk

Subject: RE: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

I have no comments.

Thanks

Regards

Tel. - Mob.

@colasrail.co.uk

COLAS RAIL LTD

Dacre House - Floor 2, 19 Dacre Street, London, SW1H 0DJ, United Kingdom

www.colasrail.co.uk



15. Direct Rail Services Limited

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

Sent: 04 November 2015 19:50

To: @networkrail.co.uk

Subject: RE: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

Hello ,

DRS have no comments.

Kind regards,

Direct Rail Services, Kingmoor Depot,
Etterby Road, Carlisle CA3 9NZ

Tel:

Mob:

Protect our environment – Print only if you need to.

16. DB Schenker (formerly EWS)

From: EXTL:

Sent: 21 December 2015 10:49

To: @networkrail.co.uk

Cc:

Subject: RE: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

I can now confirm that we are satisfied that the proposed agreement will look after our own and our customers' interests as far as costs and losses connected with the relocation and any business interruption are concerned, so have no further concerns as to the principle of the land disposal as described.

Yours,

From: Tym Jon [<mailto:@networkrail.co.uk>]

Sent: 21 December 2015 08:43

To:

Cc:

Subject: FW: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

Thank you for your email confirming no objection to the proposed land disposal.

Concerning the specific request over compensation I have now agreed a provision for this with your colleague xxxx and this is contained in a separate Relocation Agreement document shortly to be completed between us. As such I would be grateful if you could confirm this satisfies your requirement so that I can demonstrate to ORR the issue has been fully closed out.

Regards,

1st Floor, Square One,
4 Travis Street
Manchester M1 2NY

T

M

E @networkrail.co.uk

www.networkrail.co.uk/property

From: EXTL:

Sent: 27 November 2015 11:32

To: @networkrail.co.uk

Cc:

Subject: RE: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

I can confirm that DB Schenker has no objection to the proposed land disposal as described, provided that satisfactory compensation terms are entered into with DB Schenker to cover any additional costs and losses occasioned by the inability to serve its freight customer(s) by rail during the period when the siding and adjacent land is unavailable for use by road and rail vehicles in accordance with the existing Method of Working.

Yours,

DB Schenker Rail (UK) Ltd.

310 Goswell Road

London EC1V 7LW

Tel:

Fax:

Mobile:

17. Freight Transport Association

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

Sent: 11 November 2015 19:27

To: @networkrail.co.uk

Subject: RE: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

We have no comment, thanks.

Freight Transport Association

Mobile :

www.fta.co.uk

 Please help us achieve our environmental targets by not printing this e-mail



18. Freightliner Limited

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

Sent: 01 December 2015 09:06

To: @networkrail.co.uk

Cc:

Subject: RE: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

My apologies for the delay in responding - I was awaiting comments from our Ops team.
I can confirm that Freightliner is happy with the proposals

Regards

19. GB Railfreight Limited

From: [mailto:@gbrailfreight.com]

Sent: 05 November 2015 15:38

To: @networkrail.co.uk

Cc: EXTL:

Subject: RE: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

No comment.

Rgds,

GB Railfreight

Phone:

Email: @gbrailfreight.com

Post: Unit 4, Blenheim Court, Peppercorn Close, Peterborough, PE1 2DU

20. Rail Freight Group

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

Sent: 25 October 2015 08:30

To: @networkrail.co.uk

Cc:

Subject: Re: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

assuming the FOCs are content with these proposals then we have no objections,

Thanks

Rail Freight Group

maggie@rfg.org.uk

Sent from my iPad

21. West Coast Railway Company

From: [mailto:@aol.com]

Sent: 26 November 2015 09:45

To: @networkrail.co.uk

Subject: Re: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Roa...

no comments

WCR

T

M

E @aol.com

22. W H Malcolm

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

Sent: 04 November 2015 14:13

To: @networkrail.co.uk

Cc:

Subject: RE: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

I've been supplied by further information and accordingly confirm WH Malcolm has no objections to the proposal.

Regards

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

Sent: 30 October 2015 15:40

To: @networkrail.co.uk

Cc:

Subject: RE: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

This is the first application I've seen since Network Rail's decision that leases of rail freight facilities must include absolute termination rights linked to level of rail use and no compensation provisions even if multi million pound capital investment occurs. It is not known why this approach is being followed, but presumably it in part relates to a lack of suitable sites. I had expected whenever a freight facility was reduced in this new environment that details of alternative **available** facilities in the 'general geographic area' would be provided to demonstrate there was no adverse impact on rail freight.

I would be grateful if you would provide details of alternative facilities available in the general area. I interpret 'general area' quite widely and it does not have to be restricted to Cambridgeshire.

Once you do so I will confirm there are no objections to the proposal.

Regards

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

Tel: | **Int:** **Mobile:**

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

23. Association of Community Rail Partnerships

From: [mailto:@btconnect.com]

Sent: 04 November 2015 17:51

To: @networkrail.co.uk

Subject: RE: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

Hello

ACoRP have no comment

Regards

ACoRP

T:

M:

24. British Transport Police

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

Sent: 30 November 2015 14:16

To: @networkrail.co.uk

Subject: RE: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

No further comments from BTP

Strategy & Performance Department

British Transport Police

25 Camden Road

Camden

London NW1 9LN

Tel:

25. East West Rail Consortium

From:

Sent: 19 November 2015 14:42

To: @networkrail.co.uk

Subject: RE: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

Thank you for your email. After further consideration and discussions with colleagues I can now confirm that we have no objection to the proposed disposal of land at Chesterton Freight Sidings, Cowley Road, Cambridge.

Regards
East West Rail Phase 2 Project

From: @networkrail.co.uk
Sent: 19 November 2015 12:17
To:
Cc:
Subject: FW: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

Thank you for your comments below dated 9th November which having noted I've subsequently discussed with xxxx so as to better understand the possible issues and interfaces with the potential future East West Rail project.

As a result of those discussions xxxx has separately confirmed to me that this objection to the proposed disposal can now be lifted and as such I would be grateful if you could respond in similar fashion to close this out. Understandably you may wish to speak to xxxx first before doing so but if you could reply before the 27th November which is our consultation closing date that would be much appreciated.

Regards.



1st Floor, Square One,
4 Travis Street
Manchester M1 2NY
T
M
E @networkrail.co.uk

www.networkrail.co.uk/property

From:
Sent: 09 November 2015 16:50
To: @networkrail.co.uk
Subject: FW: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

You recently copied me in to an email concerning property disposal near Cambridge. The email trail below is self-explanatory but please give me a call if you need further details. In summary, we would rather that the land was not disposed of at this time. There is a possibility that the Central Section of East West Rail will be given the go ahead within the next 12-36 months and then this land may be required.

Regards

East West Rail Phase 2 Project

From: [mailto: @Milton-keynes.gov.uk]

Sent: 02 November 2015 12:11

To:

Cc:

Subject: FW: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

Please note; we do not want this land to be disposed of at this stage.

Thanks

East West Rail Consortium

2nd Floor Civic Offices

1, Saxon Gate East

Milton Keynes MK9 3EJ

Tel:01908252481 (O)

Tel:07990576503 (M)

www.eastwestrail.org.uk

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

Sent: 02 November 2015 10:19

To:

Subject: RE: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

Our view is that yes it probably would be sensible at this stage – at such an early stage of development we have still got a lot of work to do until we could confirm one way or the other but equally as the land is near the station it could provide opportunity for depot/stabling facilities which we have still yet to confirm in terms of requirements and whilst it may not be the only piece of available land it certainly would be one we may need to consider and do not want to limit our options at this stage.

Regards

Network Strategy & Planning LNE/EM

Network Rail

 Floor 4A, George Stephenson House, Toft Green, York YO1 6JT

  @networkrail.co.uk

 *Help to save paper - do you need to print this email?*

From: [mailto: @Milton-keynes.gov.uk]

Sent: 28 October 2015 20:29

To: @networkrail.co.uk

Cc:

Subject: FW: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

Does it make sense to block disposal of these plots at least at this stage?

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

Sent: 28 October 2015 15:05

To:

Subject: FW: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

I am the point of contact within the project for NR's land disposals in or around the general area of the project. This notification concerns land outside Cambridge which we are planning to dispose of and normally my reply for land so far away from our project boundary would be "no comment". I thought, before doing this, it would be worth just asking if the Central Section got the go ahead would this land be of use.

There have been several properties on the current scheme where we are told that NR used to own the land and we, in the project, are left asking, why was it ever sold! Just trying to avoid a similar occurrence.

Regards

26. Hutchinson Ports UK

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

Sent: 11 November 2015 16:12

To: @networkrail.co.uk

Subject: RE: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

Dear @networkrail.co.uk

Please be advised that Hutchison Ports UK (HPUK) has no comment to make in respect of this disposal.

Regards

Strategic Rail Network Development

Hutchison Ports (UK) Limited

Tel: +44 Mob: +44

Fax: +44 (0)

Email: @hpuk.co.uk

Website: www.hpuk.co.uk

27. Transport Focus (formerly Passenger Focus)

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

Sent: 26 October 2015 19:12

To: @networkrail.co.uk

Subject: Re: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015 2110f16

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

the land concerned is at Chesterton, a little over two miles north of Cambridge station, and is an area that includes DBS and Freightliner freight terminals and some vacant land;
it was once the Chesterton permanent way depot;
work to move the DBS and Freightliner terminals to the north and east of the site is planned for completion by January 2016;

the disposal will be phased, and is likely to be by freehold sale or long leasehold;
the land will be developed for residential and commercial uses, and work is likely to start in 2017 and be spread over 5 to 10 years.

Transport Focus also notes that:

the disposal site excludes an area that will be used for a new station, with c. 450 parking spaces, on the line between Cambridge and Ely;

the layout of the station and car parking is not yet firm, hence the boundary of the disposal area could be changed;
the move of the freight terminals is partly funded by the station scheme, DBS, and the development of the disposal land;

funds from the land disposal are a necessary part of the funding for the station and freight relocation projects;

the station has approved DfT funding, and is due to be completed by winter 2016.

Transport Focus has no objection to the proposed land disposal.

Regards,

28. Roadways Container Logistics

No response received.

29. Cambridge City Council

From: @networkrail.co.uk

Sent: 10 February 2016 17:18

To: 'Cc:

Subject: RE: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

Thank you for your email.

The Land Disposal consultation process is primarily an exercise to establish if land has any foreseeable railway use so consultation with Local Authorities etc is usually undertaken to look at any wider transport initiatives they may have. That said we are of course working with you closely at Chesterton on a number of issues so there is added reason to seek your views.

In light of your comments below when I formally send our submission to ORR I will incorporate the points highlighted in my last email and on that basis will state that we believe we have addressed your observations. The submission has not yet gone to ORR as there are still outstanding issues to be resolved with another rail industry party.

Regards.

1st Floor, Square One,
4 Travis Street, Manchester M1 2NY
T M E @networkrail.co.uk
www.networkrail.co.uk/property

From: [<mailto:@scamb.gov.uk>]

Sent: 09 February 2016 09:31

To: @networkrail.co.uk

Cc:

Subject: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

Dear

Further to your email of 21 December 2015.

Thank you for your response. We appreciate that you want to be able to say that you have addressed any comments received as part of the ORR process. It is difficult for us to say whether the comments have been addressed or not given that you are indicating that comments will be addressed in the updated ORR application, or that for the purposes of the application are not a critical issue – at this stage we would have to take your word for that. We are content that the Councils have commented in good faith and that it is for you to decide how those comments should be incorporated into the ORR process, but we need to stop short of confirming that all of our comments have been considered and addressed, we think this is for you to judge.

We recognise that this email comes to you later than you had requested – could you give us an update on progress with the ORR process please?

Yours sincerely,

(South Cambridgeshire District Council), (Cambridge City Council)

South Cambridgeshire Hall | Cambourne Business Park | Cambourne | Cambridge | CB23 6EA
t: | m: e: @scambs.gov.uk
www.scambs.gov.uk | facebook.com/south-cambridgeshire | twitter.com/SouthCambs

Planning Policy & New Neighbourhoods Teams Planning Division Environment Cambridge City Council

@cambridge.gov.uk

From: @networkrail.co.uk

Sent: 21 December 2015 11:35

To: @cambridge.gov.uk; @scambs.gov.uk

Subject: RE: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

Dear Sirs,

Thank you for your letter of the 27th November on behalf of both Cambridge City and South Cambridgeshire District Council. Your observations on the draft application form are noted and in response please see below as referenced in the right side margin of your re-attached letter:

NR response Note 1 - Noted and to be addressed in updated ORR application.

NR response Note 2 - This will be determined by the NR Project team but for the purposes of our application is not a critical issue.

NR response Note 3 - Noted but this is not a specific issue for the purposes of our ORR application.

NR response Note 4 - Noted but this is not a specific issue for the purposes of our ORR application which is to assess whether the land has foreseeable railway use.

For Network Rail to continue with the Land Disposal process we need to demonstrate to ORR that we have considered and addressed any comments received so if you agree that our response above achieves this I would be grateful if you could confirm that then I can submit to ORR on this basis.

Regards

1st Floor, Square One,

4 Travis Street

Manchester M1 2NY

T M

E @networkrail.co.uk

www.networkrail.co.uk/property

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

Sent: 27 November 2015 16:58

To: @networkrail.co.uk

Subject: RE: Chesterton Sidings - Land known as Chesterton Freight Sidings, Cowley Road and including land to south of Cowley Road. Due Date 27th November 2015

Dear

I'm forwarding the joint response of Cambridge City Council and South Cambridgeshire District Council to your consultation on the application to dispose of Network Rail infrastructure Ltd land at Chesterton Sidings in Cambridge.

With respect to future consultations, I believe you have the correct names for South Cambridgeshire District Council, but for Cambridge City Council request that you replace xxxx email (xxxx has left the Council) with;

@cambridge.gov.uk and @cambridge.gov.uk

For future correspondence on the Chesterton Sidings site I suggest you contact;

- Myself (@cambridge.gov.uk) for Cambridge City Council, and
- xxxx (@scambs.gov.uk) for South Cambridgeshire District Council.

Thank you for consulting us.

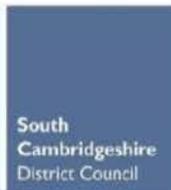
Kind regards,

Planning Policy & New Neighbourhoods Teams Planning Division Environment Cambridge City Council

@cambridge.gov.uk

Entries for the Cambridge Design and Construction Awards 2015 are now being accepted until the 31st December 2015. For more information follow this link <https://www.cambridge.gov.uk/cambridge-design-and-construction-awards>

Contact: Cambridge City Council
e: [@cambridge.gov.uk](mailto:info@cambridge.gov.uk)
t: 01223 353831
or South Cambridgeshire District Council
e: [@scambs.gov.uk](mailto:info@scambs.gov.uk)
t: 01223 353831



NETWORK RAIL
1st Floor, Square One,
4 Travis Street
Manchester
M1 2NY

Cambridge City Council
PO Box 700
Cambridge
CB1 0JH

South Cambridgeshire District Council
South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridgeshire
CB23 6EA

27 November 2015

Dear [redacted]

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

Thank you for consulting Cambridge City Council and South Cambridgeshire District Council on this application. This is a joint response from the two Councils.

The application area lies within an area identified for the creation of a revitalised, employment focused development referred to as the Cambridge Northern Fringe East (CNFE), offering positive opportunities to help meet future development needs of the Cambridge area. The new station is a vital catalyst for the delivery of the Cambridge Northern Fringe East area, as well as being an important new transport interchange for the city and beyond.

Cambridge Northern Fringe East is identified by the South Cambridgeshire Submission Local Plan (July 2013) (Policy SS/4) and the Cambridge Proposed Submission Local Plan (July 2013) (Policy 14). The proposed policies jointly promote area through the preparation of a Joint Area Action Plan (AAP), which has commenced preparation.

The following more detailed comments relate to the specific sections of the application form:

Site Location and Description:

Page 1

In the last paragraph on the page it would be more accurate to say that 'The JDCC resolved to approve the application in August 2015, subject to the completion of a Section 106 Legal Agreement.'

NR response -
Note 1.

The last paragraph also indicates that the new station will be opened by winter 2016. Does this remain realistic given there will be a new application for the station, access road and car park?

NR response -
Note 2.

Page 2

The provision of additional multi-storey car parking will require a further planning application which will need to consider issues such as transport and visual impact.

Proposed use / scheme:

Page 4

1st Para: The mix of uses is still to be determined through the Local Plan Examination process, the CNFE AAP process, and through subsequent planning applications.

The following proposed Cambridge Northern Fringe East policies are going through the Local Plan examination process and are still to be adopted:

- Policy 14 of the Cambridge City Local Plan 2104: Proposed Submission July 2013, and
- Policy SS/4 of The South Cambridgeshire Local Plan Proposed Submission July 2013 applies to the site.

The timetable for the CNFE AAP was amended at the South Cambridgeshire District Council Planning Portfolio Holder meeting and Cambridge City Council Development Plan Scrutiny Sub Committee meeting (both on 17th November 2015) and is now as follows:

NR response
Note 1 -

Key Milestone	Date	Progress
Commencement of AAP	March 2014	Complete
Issues & Options Consultation	December 2014 to February 2015	Complete
Members consider Submission Draft AAP prior to public consultation	November 2016	
Publication of Submission Draft AAP & Public Consultation	January 2017 to March 2017	
Submission	June 2017	
Examination of AAP	June 2017 to November 2017	
Adoption and Publication of AAP	December 2017	

Does the last sentence of Page 4 refer to the Network Rail Maintenance Track? If so I suggest for purpose of clarity that this sentence could be better worded as; '*The former Network Rail Maintenance Track running to the south of Cowley Road is proposed to be used as a cycle route to the station*'.

NR response
Note 1 -

Page 5

Anticipated Rail benefits:

Point (2) - indicates the new passenger station will operate at maximum capacity. It has been suggested previously that omissions to the proposed operational track changes means the station will operate at a lower capacity than was once the case.

Point (4) – contrary to this statement, there are no current plans as part of the CNFE Area Action Plan to investigate further the future development potential of a new road bridge over the railway line from the Chesterton Sidings.

NR response -
Note 3.

Point (4) – it is also noted that the Fen Road level crossing is now at capacity. This is presumably why there are current proposals to upgrade this level crossing. It is therefore suggested that reference is made to these live proposals on the form.

NR response
Note 1 -

Anticipated Non-rail benefits:

The section on anticipated non rail benefits could be expanded to include the wider CNFE AAP vision and objectives as set out on pages 9 and 11 respectively of the CNFE Issues and Options Report.
<https://www.cambridge.gov.uk/sites/default/files/documents/cnfe-aap-io-issues-and-options-report.pdf>

NR response
Note 1 -

It could also refer to the further benefits of helping to address the wider infrastructure issues through a comprehensive and coordinated delivery and financial approach.

Pages 5 and 6

Timescales:

Other comments in the form refer to the AAP as being the relevant planning approach but this section then suggests the possibility of a planning application being submitted prior to the conclusion of the AAP which would seem to be contrary to that.

NR response -
Note 4.

Page 7

Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future:

The form states that access rights to the site will be via Cowley Road with emergency vehicular rights being available along the Network Rail track adjoining Cowley Road. However under the current draft of the Section 106 Legal Agreement for the Station application this maintenance track is proposed to be transferred to Cambridgeshire County Council and converted to a pedestrian / cycle way for public access to the Station.

NR response -
Note 1.

Furthermore, the new station access road from the end of Cowley Road (as shown on plan 6) is subject to the grant of planning permission – an application has not been submitted for this currently.

Page 8

Planning permissions / Local Plan allocation (if applicable):

As outlined above the AAP is now due for Adoption in December 2017.

Again it is important to clarify that whilst there is a resolution to approve the Decision Notices have not been issued for the Network Rail application from August JDCC.

Contamination / Environmental Issues:

More information is available and I suggest you refer to pages 11-13 in the Cambridge Northern Fringe East Area Action Plan – Supporting Technical Statement.
<https://www.cambridge.gov.uk/sites/default/files/documents/cnfe-aap-io-supporting-technical-statement.pdf>

NR response -
Note 1.

Page 17

Appendix 1: Indicative Development Master Plan layout:

The movement and block structure only of the southern half of the proposed layout on the Chesterton Sidings site is broadly acceptable, but not the northern half which is still be planned through the AAP process.

Thank you again for consulting us on this process.

Yours faithfully

South Cambridgeshire District Council

Cambridge City Council

30. Cambridge County Council

No response received

31. South Cambridgeshire District Council

Joint response with Cambridge City Council – see consultee 29 above.

Annex 2 – Network Rail’s Consultation Email

Dear Consultee

**Property: Chesterton – Land known as Chesterton Sidings off Cowley Road, to the west of the railway between Cambridge and Ely.
Due Date – 27th November 2015.**

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

We attach a draft application form to the Office of Rail Regulation which, with its related plans, explains the proposal in details. 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. If you require further separate copies of any of the various plans included in this application please let us know and we will forward.

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 27th November 2015 (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 (details set out below). If future consultations of this nature should be directed differently to your organisation, please advise us of the appropriate contact details, so we may amend our records.

Yours faithfully

Sent on behalf of:

1st Floor, Square One,
4 Travis Street
Manchester M1 2NY

T

M

E @networkrail.co.uk

www.networkrail.co.uk/property