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 Sites.\(^1\)

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 Sites.\(^2\) 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*, 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.

*Robert Plaskitt*

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

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

<table>
<thead>
<tr>
<th>1. Site</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Site location and description</strong></td>
</tr>
<tr>
<td>Property is known as Micheldever, former oil terminal, Hampshire.</td>
</tr>
<tr>
<td>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.</td>
</tr>
<tr>
<td>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.</td>
</tr>
</tbody>
</table>

**Plans attached:**
(all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)

- Plan No. 55058-5. The disposal area is shown coloured blue and Network Rail’s retained land is shown by green colour.

- 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.

**Clearance Ref:** CR/15499

**Project No.** S09190

**E - 452002, N - 143582**
## 2. Proposal

<table>
<thead>
<tr>
<th>Type of disposal (i.e. lease / freehold sale)</th>
<th>Leasehold disposal, 250 year term</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed party taking disposal</td>
<td>xxxx or another nominated company</td>
</tr>
<tr>
<td>Proposed use / scheme</td>
<td>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.</td>
</tr>
<tr>
<td>Access arrangements to / from the disposal land</td>
<td>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.</td>
</tr>
<tr>
<td>Replacement rail facilities (if appropriate)</td>
<td>Not applicable as no operational facilities are being impacted.</td>
</tr>
</tbody>
</table>
| Anticipated Rail benefits | 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.  

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).  

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/recylcate could theoretically be managed through the new rail freight interchange and associated waste management facility.  

Considerable capital consideration and future annual income from the acquisition and development of the property will re-invested in the operational railway.  

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. |
| Anticipated Non-rail benefits | 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. Employment opportunities will be created and the potential to utilise electricity generated locally may be available. |

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 | 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. The site has had little use since then other than for small scale storage, but no known rail use. 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. |

| 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 | 1. The disposal includes arrangements under which the other party will install new boundary fencing along parts of the railway boundary.  
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. |
<table>
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<tr>
<th></th>
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</tr>
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<tbody>
<tr>
<td>5. Planning History and Land Contamination</td>
<td>Planning permissions / Local Plan allocation (if applicable)</td>
</tr>
<tr>
<td></td>
<td>Contamination / Environmental Issues (if applicable)</td>
</tr>
<tr>
<td>6. Consultations</td>
<td>Railway (internal – Network Rail)</td>
</tr>
</tbody>
</table>
In addition to the normal consultees, the additional stakeholders from Freight have been consulted from a commercial freight perspective:

<table>
<thead>
<tr>
<th>Organisation</th>
<th>Contact</th>
<th>Position</th>
<th>Email Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>DB Schenker Rail (UK)</td>
<td></td>
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<td></td>
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<td>DB Schenker Rail (UK)</td>
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<tr>
<td>DB Schenker Rail (UK)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Freightliner Group Ltd</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Freightliner Group Ltd</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Colas Rail</td>
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<tr>
<td>Colas Rail</td>
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<td></td>
<td></td>
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<tr>
<td>DRS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GB Railfreight</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GB Railfreight</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rail Freight Group</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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
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

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:

<table>
<thead>
<tr>
<th>No.</th>
<th>External party (name)</th>
<th>Whether response received (y/n)</th>
<th>Date of response</th>
<th>Details of response (e.g. &quot;no comment&quot;), with reference to any accompanying copy representation in annexes to this report</th>
<th>Comments (e.g. as regards endeavours to obtain response where none given)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Department for Transport</td>
<td>y</td>
<td>16.9.13</td>
<td>no comment</td>
<td>Responded</td>
</tr>
<tr>
<td>2</td>
<td>Cross Country Trains</td>
<td>Y</td>
<td>13.9.13</td>
<td>no objection</td>
<td>Responded</td>
</tr>
<tr>
<td>3</td>
<td>C2c Rail</td>
<td>y</td>
<td>21.5.13 &amp; 20.1.14</td>
<td>no objection – re-consultation same comments</td>
<td>Responded</td>
</tr>
<tr>
<td>4</td>
<td>Chiltern Railways</td>
<td>y</td>
<td>20.5.13 &amp; 23.1.14</td>
<td>no comment – re-consultation same comments</td>
<td>Responded</td>
</tr>
<tr>
<td>5</td>
<td>Eurostar</td>
<td>y</td>
<td>7.6.13 &amp; 20.1.14</td>
<td>no issues – re-consultation same comments</td>
<td>Responded</td>
</tr>
<tr>
<td>6</td>
<td>First Great Western</td>
<td>y</td>
<td>20.5.13 &amp; 24.1.14</td>
<td>no comment – re-consultation same comments</td>
<td>Responded</td>
</tr>
<tr>
<td>No.</td>
<td>External party (name)</td>
<td>Whether response received (y/n)</td>
<td>Date of response</td>
<td>Details of response (e.g. “no comment”), with reference to any accompanying copy representation in annexes to this report</td>
<td>Comments (e.g. as regards endeavours to obtain response where none given)</td>
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<td>----------------------------------------------------------------------</td>
</tr>
<tr>
<td>7</td>
<td>First Capital Connect</td>
<td>Y</td>
<td>20.5.13 &amp; 30.1.14</td>
<td>no objection – re-consultation same comments</td>
<td>Responded</td>
</tr>
<tr>
<td>8</td>
<td>Grand Central</td>
<td>y</td>
<td>3.2.14</td>
<td>No comment</td>
<td>Responded</td>
</tr>
<tr>
<td>9</td>
<td>British Airports Authority</td>
<td>y</td>
<td>20.5.13 &amp; 20.1.14</td>
<td>no comment – re-consultation same comments</td>
<td>Responded</td>
</tr>
<tr>
<td>10</td>
<td>London and South Eastern Railways</td>
<td>y</td>
<td>23.5.13 &amp; 24.1.14</td>
<td>no comment – re-consultation same comments</td>
<td>Responded</td>
</tr>
<tr>
<td>11</td>
<td>Merseyrail</td>
<td>y</td>
<td>11.9.13</td>
<td>no comment</td>
<td>Responded</td>
</tr>
<tr>
<td>12</td>
<td>Southern Railway</td>
<td>y</td>
<td>6.6.13 &amp; 20.1.14</td>
<td>no comment 2nd email – no issues</td>
<td>Responded</td>
</tr>
<tr>
<td>13</td>
<td>Northern Rail</td>
<td>y</td>
<td>30.5.13 &amp; 20.1.14</td>
<td>no objection – re-consultation same comments</td>
<td>Responded</td>
</tr>
<tr>
<td>14</td>
<td>South West Trains</td>
<td>y</td>
<td>31.5.13 &amp; 8.2.14</td>
<td>no comment – re-consultation same comments</td>
<td>Responded</td>
</tr>
<tr>
<td>15</td>
<td>Colas Rail</td>
<td>y</td>
<td>7.2.14</td>
<td>No comments</td>
<td>Responded</td>
</tr>
<tr>
<td>16</td>
<td>Direct Rail Services</td>
<td>N</td>
<td></td>
<td>No comments</td>
<td>Various emails sent to chase – as shown in Annex 1</td>
</tr>
<tr>
<td>17</td>
<td>DB Schenker</td>
<td>Y</td>
<td>20.6.13 &amp; 19.2.14</td>
<td>in principle no objection - subject to further discussions</td>
<td>Responded</td>
</tr>
<tr>
<td>18</td>
<td>Captrain UK</td>
<td>y</td>
<td>3.2.14</td>
<td>No comments</td>
<td>Responded</td>
</tr>
<tr>
<td>19</td>
<td>Freight Transport Association</td>
<td>Y</td>
<td>11.9.13</td>
<td>no comment</td>
<td>Responded</td>
</tr>
<tr>
<td>20</td>
<td>Freightliner</td>
<td>Y</td>
<td>19.9.13</td>
<td>no objections in principle - however comments – overarching email on all sites</td>
<td>Responded</td>
</tr>
<tr>
<td>21</td>
<td>GB Railfreight</td>
<td>N</td>
<td></td>
<td>No comments</td>
<td>Various emails sent to chase – as shown in Annex 1</td>
</tr>
<tr>
<td>22</td>
<td>Rail Freight Group</td>
<td>Y</td>
<td>21.5.13 &amp; 20.1.14</td>
<td>no comment – re-consultation same comments</td>
<td>Responded</td>
</tr>
<tr>
<td>23</td>
<td>West Coast Railway Co.</td>
<td>Y</td>
<td>3.2.14</td>
<td>No comment</td>
<td>Responded</td>
</tr>
<tr>
<td>No.</td>
<td>External party (name)</td>
<td>Whether response received (y/n)</td>
<td>Date of response</td>
<td>Details of response (e.g. “no comment”), with reference to any accompanying copy representation in annexes to this report</td>
<td>Comments (e.g. as regards endeavours to obtain response where none given)</td>
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</tr>
<tr>
<td>24</td>
<td>WH Malcolm</td>
<td>Y</td>
<td>20.5.13 &amp; 20.1.14</td>
<td>No objections – re-consultation same comments</td>
<td>Responded</td>
</tr>
<tr>
<td>25</td>
<td>Association of Community Rail Partnerships</td>
<td>Y</td>
<td>14.6.13 &amp; 20.1.14</td>
<td>no objection – re-consultation same comments</td>
<td>Responded</td>
</tr>
<tr>
<td>26</td>
<td>British Transport Police</td>
<td>Y</td>
<td>28.5.13</td>
<td>no comments</td>
<td>Chased for re-consultation but no response received</td>
</tr>
<tr>
<td>27</td>
<td>DP World</td>
<td>Y</td>
<td>28.5.13</td>
<td>no comments</td>
<td>Does not want to be part of LC7 consultation going forward</td>
</tr>
<tr>
<td>28</td>
<td>Passenger Focus</td>
<td>Y</td>
<td>3.6.13 &amp; 20.1.14</td>
<td>no objection – re-consultation same comments</td>
<td>Responded</td>
</tr>
<tr>
<td>29</td>
<td>LPA</td>
<td>Y</td>
<td>20.6.13 &amp; 27.1.14</td>
<td>no comments – re-consultation same comments</td>
<td>Responded</td>
</tr>
<tr>
<td>30</td>
<td>LPA – Highways</td>
<td>Y</td>
<td>20.6.12 &amp; 24.1.14</td>
<td>No comment – re-consultation same comments</td>
<td>Responded</td>
</tr>
<tr>
<td>31</td>
<td>Highways Agency</td>
<td>Y</td>
<td>3.6.13 &amp; 3.2.14</td>
<td>Comments on road usage etc – re-consultation comments still apply</td>
<td>Responded</td>
</tr>
</tbody>
</table>

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 xxxx 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 commence 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: EXT:
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: networkrail.co.uk
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: networkrail.co.uk
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: Freightliner.co.uk
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: Freightliner.co.uk
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
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
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 out 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
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

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