

10 December 2014

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

Network licence condition 7 (land disposal): Glasgow Queen Street station

Decision

1. On 10 October 2014, Network Rail gave notice of its intention to dispose of land and air rights at three sites at Glasgow Queen Street station (the land) in accordance with paragraph 7.2 of condition 7 of its network licence. The land is described in more detail in annex A.
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. This consent is subject to the condition that the redesign specifications set out in annex B are delivered by Network Rail (and any material change will require ORR further approval).

Reasons for decision

3. We are satisfied that Network Rail has consulted all relevant stakeholders with current information. No alternative reasonably foreseeable railway use for the land was identified and no objections were received that were left unresolved. We note that:
 - there is no evidence that the proposed disposal would affect adversely railway operations at Glasgow Queen Street station. The station facilities within the car park will be relocated during construction;
 - the existing station 92 space car park would be sold as part of the proposed disposal. This will be replaced by a 1600 multi-storey car park within the complex and it will provide separate staff car parking;
 - the scheme is funded jointly by Transport Scotland, Glasgow City Council and the developer and will result in redesigned station facilities;
 - Network Rail has yet to complete the station change procedure but it must do so prior to disposing of the land. This procedure will deal with matters related to the layout of the station facilities and requires the station facility owner and train operators using the station to be consulted on any proposed changes;
 - Network Rail has confirmed the proposed scheme will not have a negative impact on the Edinburgh to Glasgow Improvement Programme; and

- Network Rail has shown due consideration for the Scotland Route Utilisation Strategy by ensuring there is enough land retained for an additional platform which may be required.
4. One substantial objection was raised during Network Rail's consultation. Strathclyde Partnership for Transport (SPT), the Passenger Transport Executive, was concerned over insufficient taxi rank spaces, pick-up and drop-off spaces. This has now been addressed by Network Rail through a re-design of the first level of the station which reduces the capacity of the staff car park but better meets passenger's needs (the redesign is shown in annex B). The displaced station staff will be given free passes for the multi-storey car park in the development.
5. We have had regard to our decision criteria in *Land disposal by Network Rail: the regulatory arrangements, December 2013*,¹ and balanced our section 4 duties under the Railways Act 1993. In doing so, we have given particular weight to our duty to exercise our functions in a manner which we consider best calculated to "*protect the interests of users of railway services*" (section 4(1)(a), referred to in paragraph 3.5(a)(ii) of the decision criteria).
6. Based on all the evidence we have received and taking into account all of the material views and facts relevant to our consideration under condition 7 of Network Rail's network licence, we have concluded that the proposed disposal is not against the interests of users of railway services and that our conditioned consent should be granted.

A handwritten signature in blue ink, reading 'Les Waters', is positioned above the printed name.

Les Waters

Duly authorised by the Office of Rail Regulation

¹ Available from our website [here](#)

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>QUEEN STREET STATION, GLASGOW</p> <p>The proposal is to dispose of land and air rights at Queen Street Station necessary for the extension of the Buchanan Galleries Shopping Centre. In return, Buchanan Partnership will provide new and enhanced station facilities. This will compliment the station redevelopment works proposed by the Edinburgh to Glasgow Improvement Programme (EGIP).</p> <p>The proposal covers three sites:</p> <p>North Hannover Street Car Park The existing Queen Street station car park will be redeveloped to provide a new shopping centre multi-storey car park with station facilities at the lower levels.</p> <p>Cathedral Street Cutting (North Cutting) The existing Buchanan Galleries Shopping Centre will be extended over the railway lines upon a deck structure built within the airspace of Cathedral Street cutting.</p> <p>Dundas Street Cutting (South Cutting) The existing Buchanan Galleries Shopping Centre will be extended over the railway lines upon a deck structure built within the airspace of Cathedral Street cutting.</p>
Plans attached: (all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)	<p>The following plans are attached:</p> <p>Plan 1 – Location plan showing Queen Street Station and the extent of Network Rail's land ownership shaded in green.</p> <p>Plan 2 – Identifies the three disposal sites. These being North Hannover Street Car Park, the Cathedral St Cutting (North Cutting) and the Dundas Street Cutting (South Cutting).</p> <p>Plan 3 – Aerial view of the station identifying the three disposal site. The plan identifies the existing Buchanan Galleries Shopping Centre, the existing multi storey car park and the site of the recently completed shopping centre extension at 185 – 221 Buchanan street.</p> <p>Plan 4 – North to South Section through the development on the Car Park site showing the split between the multi storey car park and the station facilities below.</p> <p>Plan 5 – East to West Section through the development on the Car Park site showing the split between the multi storey car park and the station facilities below.</p> <p>Plan 6 – Indicative Concourse Level plan identifying station development works to be undertaken as part of this disposal and EGIP station development work.</p>

	Plan 7 – Indicative Mezzanine/Food Court level plan.
Clearance Ref:	CR/21738 - Internal Network Rail clearance has been granted.
Project No.	S01803
Ordnance survey	259234, 665607
Photographs (as required)	An aerial photograph annotated to identify the disposal sites is attached as Plan 3.

2. Proposal

type of disposal (i.e. lease / freehold sale)	<p>North Hannover Street Car Park. The disposal of the North Hannover Street Car Park site will be in three stages:</p> <p><u>Stage 1.</u> It is proposed that Glasgow City Council will promote and acquire the North Hannover Street Car Park site via a compulsory purchase order. This is being done to resolve historical title issues with the car park site. Simultaneous with the site vesting with the Council, title and ownership will be transferred back to Network Rail.</p> <p><u>Stage 2.</u> Network Rail will grant a long lease of the car park (up to 175 years) to Glasgow City Council.</p> <p><u>Stage 3.</u> On completion of the new station car parking, station retail, station offices and ancillary station facilities, these areas will be leased back to Network Rail on a similar long lease basis.</p> <p><u>Note:</u> If title issues can be resolved prior to start on site and to the satisfaction of Network Rail and Buchanan Partnership, then Stage 1 (CPO) will not be necessary and the disposal will be via Stages 2 and 3.</p> <p>Cathedral St Cutting (North Cutting) It is proposed that Network Rail grants Glasgow City Council a long lease (up to 175 years) of the airspace above the Cathedral Street Cutting. Glasgow City Council will grant a sub lease to Buchanan Partnership.</p> <p>Dundas Street (South Cutting) It is proposed that Network Rail grants Glasgow City Council a long lease (up to 175 years) of the airspace above the Dundas Street Cutting. Glasgow City Council will grant a sub lease to Buchanan Partnership.</p> <p><u>Note:</u> The reason for granting the lease direct to Glasgow City Council is that this reflects the leasehold structure currently in place for the existing Buchanan Galleries Shopping Centre. In addition the Council's covenant strength provides better security for the imposition of lease maintenance obligations.</p>
Proposed party taking disposal	Grant of long lease or leases to Glasgow City Council then sub lease to Buchanan Partnership.

Proposed use / scheme	<p>Extension of an existing shopping centre on deck structures to be built above the railway line at the Cathedral Street and Dundas Street Cuttings.</p> <p>Construction of a new 1600 space multi storey car park above new station facilities to be constructed on the North Hannover Car Park site. The multi-storey car park will be owned and maintained by Buchanan Partnership but will be available for public use including rail passengers. There are currently 92 car parking spaces available to the public and rail staff within the station car park. There is no distinction between public</p>
Access arrangements to / from the disposal land	<p>Post development access to the disposal land can be taken directly from the public highway and is not required over other Network Rail land.</p> <p>Future access across Network Rail land for the inspection, maintenance and repair of the deck structures will be on terms specified by Network Rail.</p>
Replacement rail facilities (if appropriate)	<p>Development on the car park site will provide the following new permanent facilities:</p> <ul style="list-style-type: none"> • Ninety dedicated station/train driver car parking spaces built over three levels. • New taxi rank and passenger drop off to be built at concourse level. • There will be a station only access to the car park built from North Hannover Street. • An improved double height entrance to the Station from North Hannover Street. • A new entrance to the station off Cathedral Street. This will include escalators to concourse and mezzanine level station facilities. • A relocated entrance to Queen Street Low Level Station including new lifts to platforms. • New passenger toilets. • New traincare, retail catering and train maintenance areas. • New Station Management and British Transport Police offices. • New train driver and conductors crew accommodation. <p>These works to be delivered at the cost of Buchanan Partnership.</p> <p>Temporary station offices, staff car parking and other station facilities will be provided to the satisfaction of First ScotRail during the construction phase.</p> <p>A temporary office for British Transport Police will be provided during the construction phase.</p>
Anticipated Rail benefits	<p>The new station facilities will be complimentary to and integrated with the station concourse improvements proposed under the Edinburgh to Glasgow Improvement Programme. Plan 6 attached illustrates the station development work to be undertaken by the Buchanan Partnership as part of this disposal and also the station development work to be undertaken as part of EGIP.</p>

Anticipated Non-rail benefits	<p>All existing station concourse level retail units within Queen Street Station have to be removed to accommodate the extended platforms and concourse proposed by the Edinburgh to Glasgow Improvement Programme.</p> <p>It is proposed that Network Rail will acquire from Buchanan Partnership the new retail units and food outlets constructed within the station car park site. This investment by Network Rail will ensure that passengers benefit from a significantly enhanced retail and food outlet provision.</p> <p>The Scottish Government has confirmed an £80million Tax Incremental Finance award for public realm improvements around the Buchanan Quarter including the station. This award requires delivery of the extension to the Buchanan Galleries shopping centre.</p>
3. Timescales	
Comments on timescales	<p>It is anticipated that the disposal will be completed by 1st April 2015. Prior to that date all existing station facilities within the car park will be relocated to suitable temporary facilities acceptable to both First ScotRail and British Transport Police.</p> <p>The Buchanan Partnership will be responsible for the cost of providing the temporary accommodation.</p> <p>Buchanan Partnership construction within the car park site will commence from April 2015.</p> <p>The new station facilities built within the North Hannover Street Car Park site will be completed by May 2018.</p> <p>Subsequent EGIP delivered station improvement works including construction of the new station entrance at George Street will begin in January 2017 and will be completed by March 2019.</p>
4. Railway Related Issues	
History of railway related use	The sites have been part of Queen Street Station since it was constructed by the Edinburgh and Glasgow Railway and opened in 1842.
When last used for railway related purposes	<p>The North Hannover Street site is currently a car park available to both rail passengers and staff. There are currently 92 car parking spaces available to the public and rail staff. There is no distinction between public and staff car parking. In addition there are four blue badge spaces, one drop off/pick up point, parking for 10 taxis and a rank that can accommodate approximately four more taxis.</p> <p>The car park site also accommodates the British Transport Police office and various other station facilities.</p> <p>Cathedral Street Cutting site is above platform ends and track heading north out of the station and into Queen Street tunnel.</p> <p>The Dundas Street Cutting is above track leading into Queen Street Low level station.</p>
Any railway proposals affecting the site since that last relative use	<p>The Edinburgh to Glasgow Improvement Programme (EGIP) entails platform extensions, track electrification, consequential redevelopment of the concourse and station entrances at George Street and Dundas Street.</p> <p>Network Rail also proposes to undertake significant repairs to the slab track within the Queen Street tunnel to the north of the station.</p>

<p>Impact on current railway related proposals</p>	<p>Although the works programmes for the EGIP works at Queen Street overlap with the works proposed by Buchanan Partnership, it is not anticipated that the Partnership's scheme will have a negative impact on the EGIP works.</p> <p>Network Rail has for some time been working closely with Buchanan Partnership to ensure a collaborative approach to working that will ensure all schemes are delivered to programme.</p> <p>Scottish Government wrote to Buchanan Partnership on 17th July 2014 and advised "we intend to manage the EGIP project in a way that will allow Network Rail to provide Land Securities with the access to the station and north cutting from March 2015 to 31st March 2016 as requested..."</p> <p>As a consequence the programmes for delivering both the EGIP and slab track works are being adjusted to reflect the Scottish Government's position.</p> <p>Notwithstanding the fact that Buchanan Partnership will on site ahead of EGIP, the terms of the Asset Protection Agreement that they will be required to enter into will ensure that It is an essential and non-negotiable requirement of the Network Rail is provided with safe and satisfactory access to undertake EGIP and renewal work to programme.</p>
<p>Potential for future railway related use</p>	<p>The lease and leaseback structure proposed on the North Hannover Street Car Park site ensures that Network Rail remains in long term control of the station facilities constructed below the multi storey car park. The deck structures constructed over the Cathedral Street Cutting and the Dundas Street Cutting are to be single span structures that do not require any columns, either temporary or permanent, to be located within the track bed or on station platforms. Therefore there will be no impediment to future track or platform re-alignment.</p> <p>Network Rail will be retaining the right to attach services including signalling equipment on the underside of the deck structures.</p> <p>The Scotland Route Utilisation Strategy (RUS) (Generation Two) makes reference to an additional platform 8 at Queen Street Station. The current scope of works proposed under EGIP addresses capacity improvements through extended platforms and longer trains. The envelope of space necessary for the provision of an additional Platform 8 has however been incorporated into designs for development of the car park site and will be retained if a requirement for this additional platform is identified in the future.</p> <p>The RUS also notes a concern about the available concourse space at Queen Street Station as passenger numbers grow. Specific reference is made to options to provide additional concourse space utilising the car park in co-operation with the private sector is mentioned.</p>
<p>Any closure or station change or network change related issues</p>	<p>Station change will be required.</p> <p>Network Rail is currently in discussion with Transport Scotland about Queen Street Station becoming a Network Rail managed station. Transport Scotland has already confirmed that in principle they would support the proposal. Further information is to be supplied to Transport Scotland within the next few weeks to allow a final decision to be made in October. In which case this would take effect from 1st April 2015.</p> <p>The nature of the station change proposal will be determined by the outcome of these discussions.</p>

Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future	<p>During the construction phase station access for the public will not be possible from the existing North Hannover Street entrance. Access to the station will however still be possible from the George Street and Dundas Street Station entrances.</p> <p>It will be a condition of the disposal that Buchanan Partnership ensures that the station operator has access for maintenance and servicing at all times.</p> <p>During the construction phase the North Hannover Street Access to Queen Street Low Level Station will be closed.</p> <p>Access to the Low Level Station will still be possible from the west side of the station and from existing lifts located on Platform 7. It will be a condition of the disposal that Buchanan Partnerships ensures two routes of access to the low level station are available at all times.</p> <p>The completed development within the car park site will provide:</p> <ul style="list-style-type: none"> • A station only access to the car park built from North Hannover Street. • An improved double height entrance to the Station from North Hannover Street. • A new entrance to the station off Cathedral Street. This will include escalators to concourse and mezzanine level station facilities. • A relocated entrance to Queen Street Low Level Station including new lifts to platforms.
Position as regards safety / operational issues on severance of land from railway	<p>The disposal is on a basis under which Network Rail has had due regard (where applicable) to impact of the disposal on lineside works, including railway troughing, signalling and their maintenance. The disposal is without prejudice to Network Rail's safety obligations, with which Network Rail will continue to comply. Network Rail's network licence requires compliance with Railway Group Standards. These set out requirements for – amongst other things – fencing, access and signal sighting. In addition, the Railways and Other Guided Transport Systems (Safety) Regulations 2006 require Network Rail to have a safety management system and safety authorisation in respect of its mainline railway system and its railway infrastructure. These, in turn, require Network Rail to comply with Railway Group Standards as well as its own internal standards; and also 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

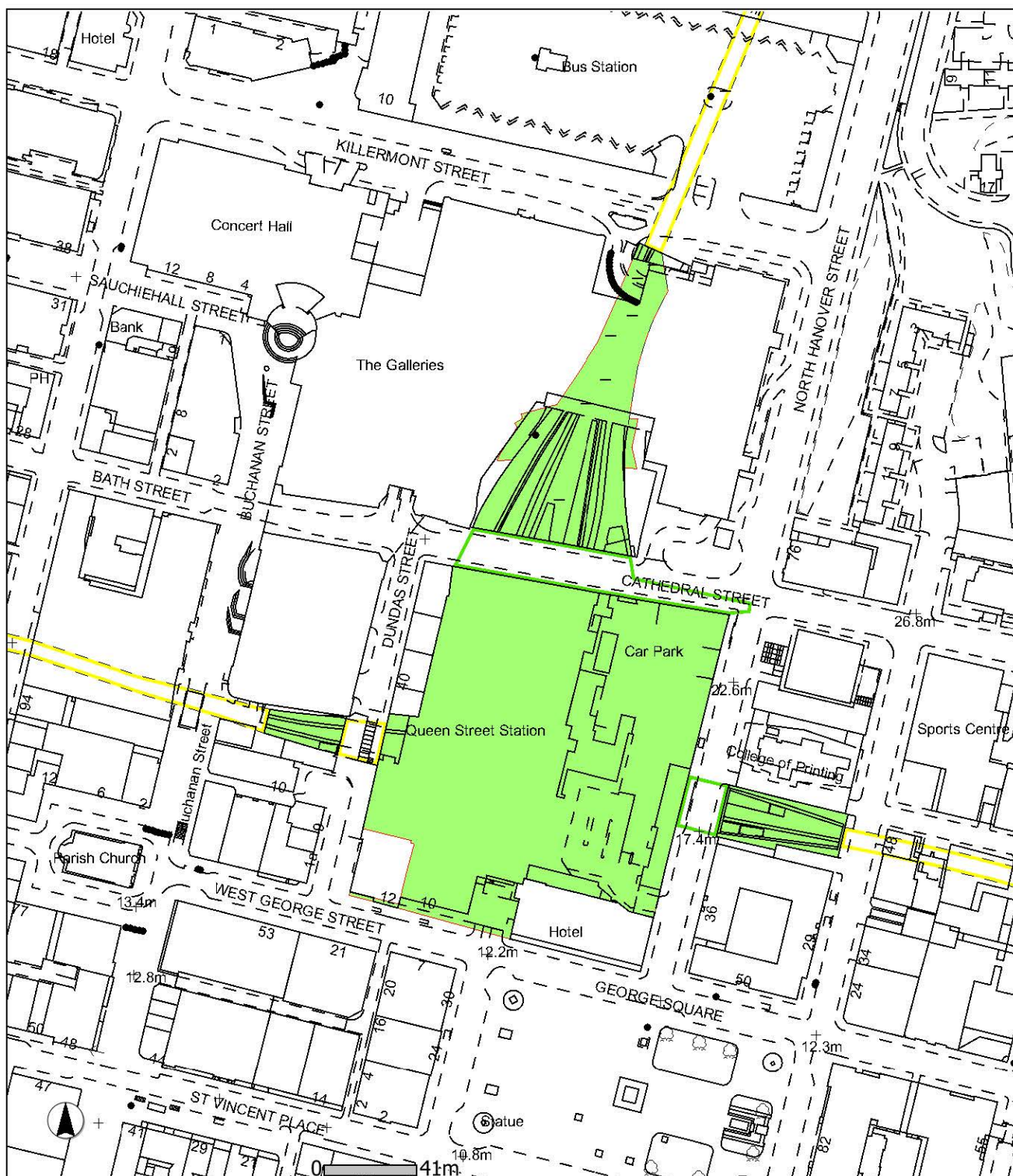
Planning permissions / Local Plan allocation (if applicable)	<p>Planning Permission in Principle for the Buchanan Partner's scheme was granted in April 2013.</p> <p>The Partnership advise that they anticipate reserved matters to be concluded by April 2015.</p>
Contamination / Environmental Issues (if applicable)	<p>Responsibility for contamination issues will be that of the Buchanan Partnership.</p>

6. Consultations

Railway (internal – Network Rail)	<p>Internal Network Rail clearance has been granted.</p>
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Summary of position as regards external consultations	<p>On 13th March 2014 Network Rail consulted with twenty seven organisations about the proposed disposal. Responses have been received from all organisations consulted with.</p> <p>The majority of responses were on the basis of “no objection” or “no comment”.</p> <p>Three objections were received.</p> <p>West Coast Railways objected due to concerns that the development would restrict steam trains from using the station. Network Rail has provided assurance that it will be a condition within the disposal to Buchanan partnership that the works are designed so as not to prohibit steam trains using the station. As a consequence West Coast has withdrawn its objection.</p> <p>Objections were also received from First ScotRail and Strathclyde Passenger Transport (SPT).</p> <p>The First ScotRail objection was focused on concerns about provision of temporary station facilities during the construction phase of the development as well as concerns about the proposed location and scope of some station facilities within the completed scheme. The majority of First ScotRail concerns have now been addressed and First ScotRail has confirmed the withdrawal of their objection to the disposal.</p> <p>SPT share the concerns of First ScotRail about the temporary station facilities during the construction phase. Although we have managed to resolve some of the SPT concerns they remain concerned about temporary and permanent taxi stances, blue badge parking spaces pick up and drop off facilities and the permanent proposal for public parking. The SPT objection remains the only objection still outstanding.</p> <p>The attached Disposal Consultation Report contains further detail on the consultation process and contains copies of consultee responses and correspondence from Network Rail.</p>
Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward	<p>The only unresolved objection is from Strathclyde Passenger Transport. SPT have suggested the proposed number of rail staff parking spaces be reduced to allow the provision of additional taxis stances, blue badge parking and passenger pick up and drop off expenses.</p> <p>Network Rail believes that there is adequate taxi provision both temporary and permanent. In addition to the station taxis proposed the City Council also have a licences taxi rank opposite the station on George Street.</p> <p>The number of blue badge spaces proposed is an increase on the existing number of blue badge spaces.</p> <p>There will be direct lift and stair access from the new multi storey car park and the station.</p> <p>Although it is appreciated that not all of SPT's concerns have been addressed Network Rail believes that the overall package of station enhancements represents a significant improvement and offers substantial benefit to rail passengers. Network Rail believes that the package of enhancements represents the best that is likely to be achievable without jeopardising project viability and deliverability of the project.</p>
7. Local Authorities	
Names & Email Addresses:	Glasgow City Council
Local Transport Authorities:	Transport Scotland, Strathclyde Passenger Transport

Other Relevant Local Authorities:	The attached Disposal Consultation Report contains a full list of consultees, copies of their responses and correspondence from Network Rail.	
8. Internal Approval		
Surveyor Name:		
Approved by Property Development Manager	Name:	Date Approved by PDM: 24/9/2014



QUEEN STREET, GLASGOW **Plan 1 - Land Ownership**

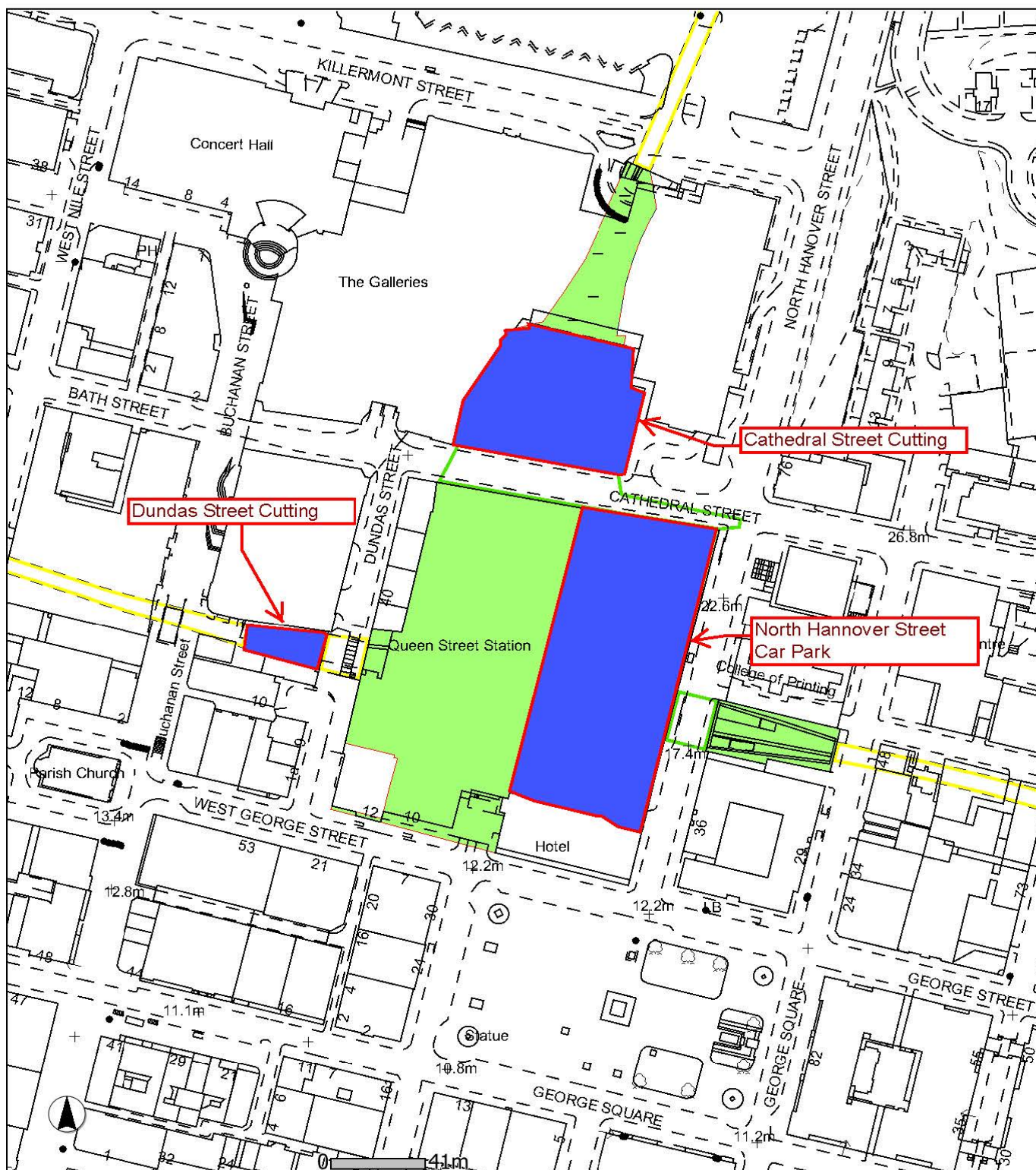
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QUEEN STREET STATION, GLASGOW Plan 2

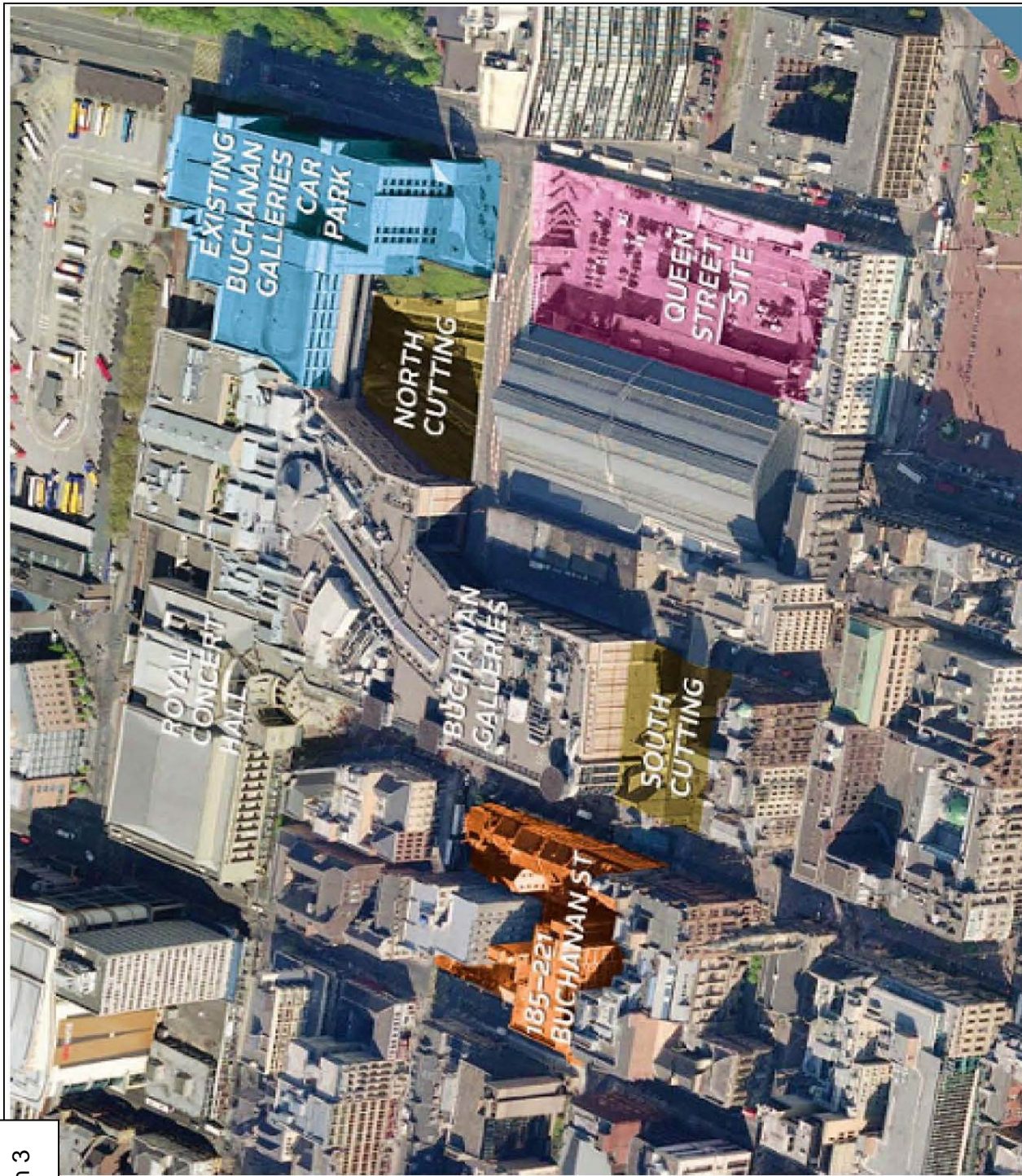
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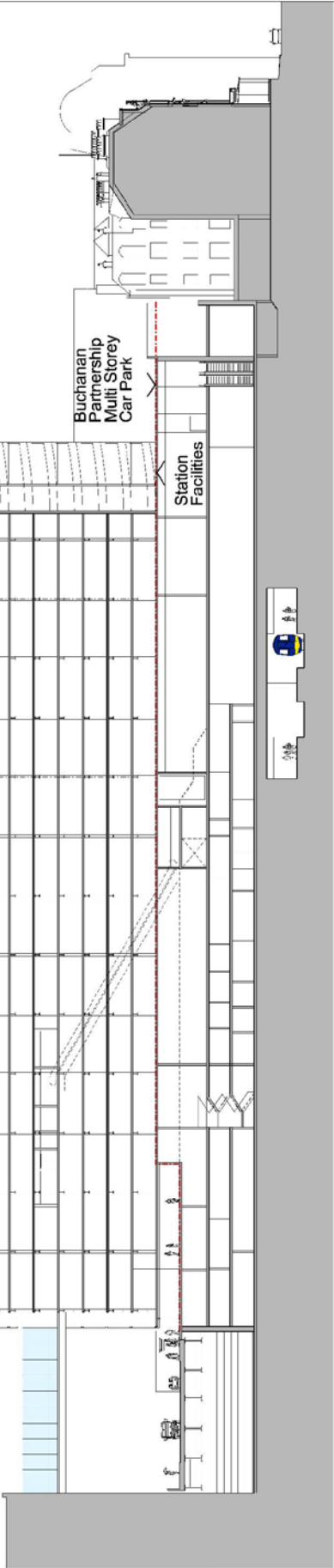


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QUEEN STREET STATION, GLASGOW

Plot Scale	1:1250
Plot Date	11/3/2014





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Queen Street Station Redevelopment

Project Ref: **QSR02926**

Location: **Queen Street Station**
Platform 1
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Job Ref: QSR02926

Job Title: Queen Street Station Redevelopment

Job Description: Queen Street Station Redevelopment

Job Location: Queen Street Station

Job Start Date: 15/05/2014

Job End Date: 31/05/2014

Job Status: In Progress

Job Manager: [Name]

Job Contact: [Name]

Job Email: [Email]

Job Phone: [Phone]

Job Fax: [Fax]

Job Website: [Website]

Job Address: [Address]

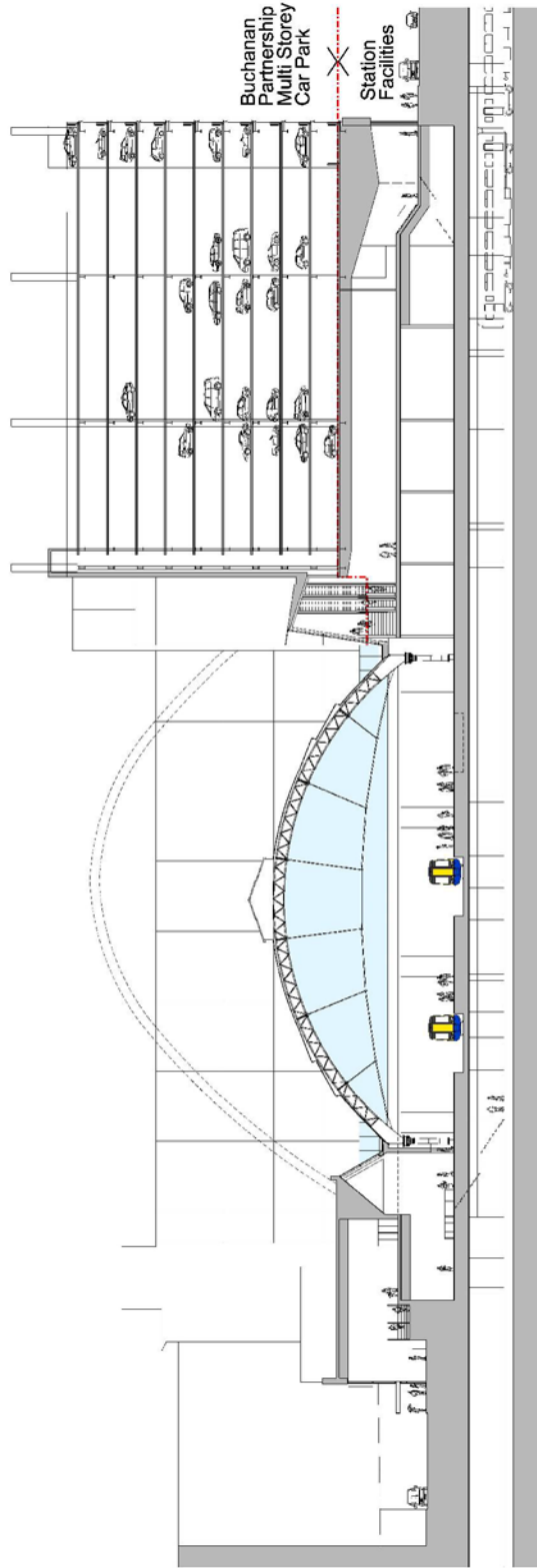
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Job Country: [Country]

Job Zip: [Zip]

Job Notes: [Notes]



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DATE: 11.03.14

BY: [Signature]

FOR: [Signature]

NO: 11030204

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DATE: 01/11/14

BY: [Signature]

FOR: [Signature]

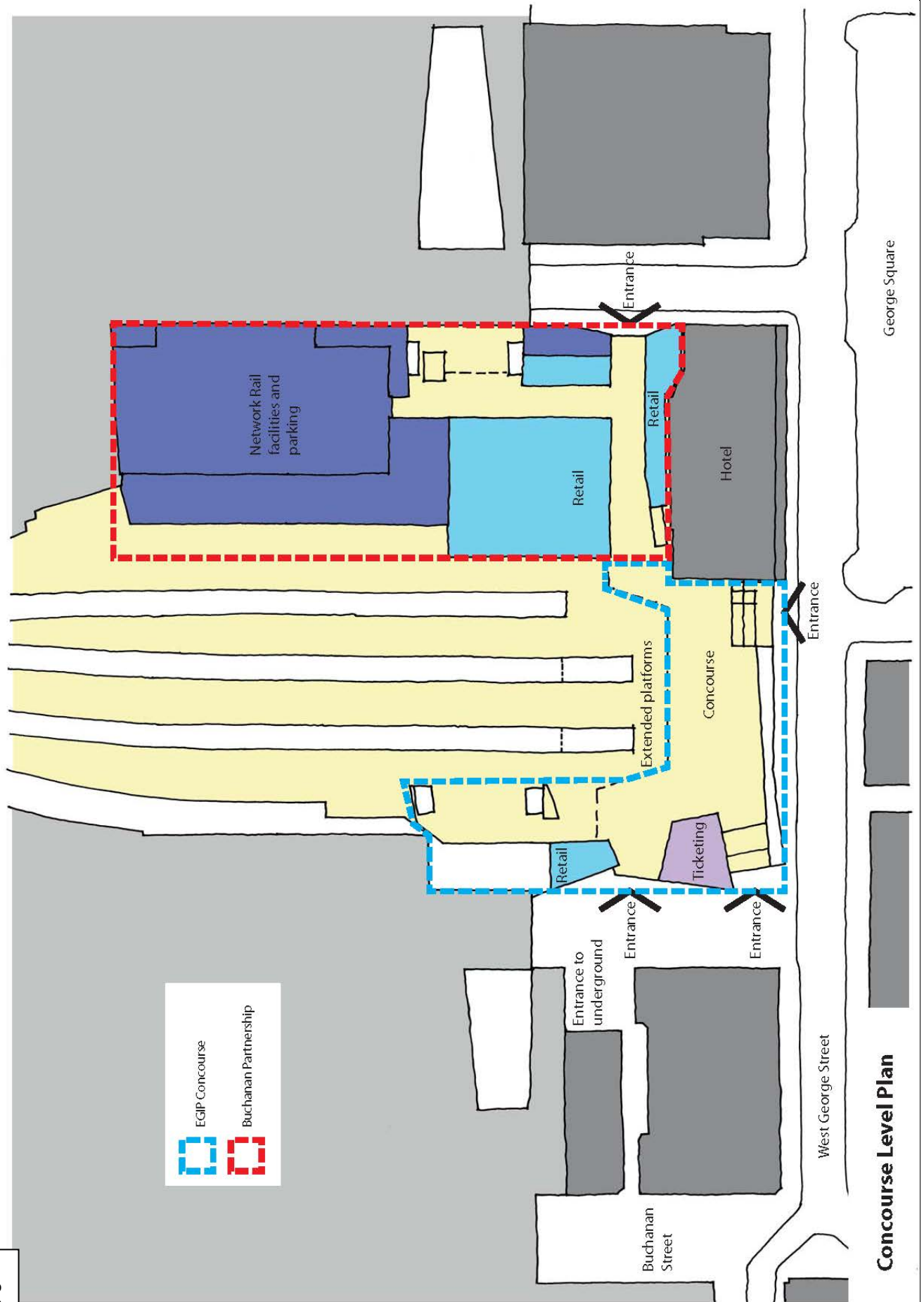
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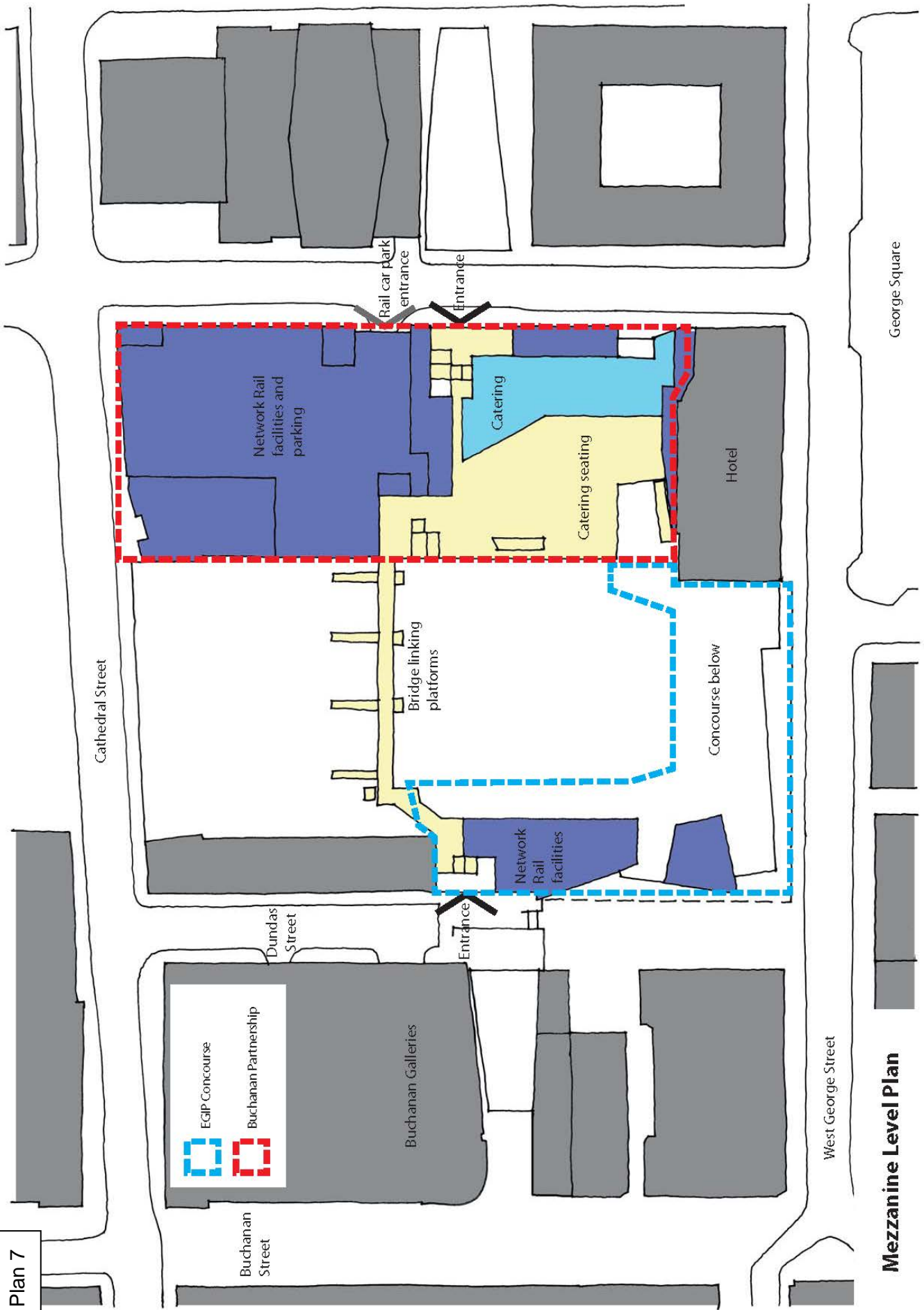
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QUEEN STREET STATION REDEVELOPMENT			
Project Name	Queen Street Station	Client	Network Rail
Project No	11030204	Project Manager	11030204
Drawn By	11030204	Drawn Date	11/03/2014
Checked By	11030204	Checked Date	11/03/2014
Approved By	11030204	Approved Date	11/03/2014



Concourse Level Plan



Mezzanine Level Plan

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:

Site location and description: **QUEEN STREET STATION, GLASGOW**

Proposed disposal of three sites at Queen Street Station, Glasgow to Glasgow City Council. The Council will sub-let to Buchanan Partnership who propose to extend their existing Buchanan Galleries Shopping Centre across the railway and integrate it with Queen Street Station. New and enhanced station facilities will be provided.

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

Summary of position regarding responses:

On 13th March 2014 Network Rail consulted with twenty seven organisations concerning the proposed disposal. Responses have been received from all organisations consulted with.

The majority of responses were on the basis of “no objection” or “no comment”.

Three objections were received.

West Coast Railways objected due to concerns that the development would restrict steam trains from using the station. The objection was removed subject to Network Rail providing assurance that it will be a condition within the disposal that the development works are designed so as not to prohibit steam trains using the station.

Significant objections were received from First ScotRail and Strathclyde Passenger Executive.

The First ScotRail objection was focused on concerns about provision of temporary station facilities during the construction phase of the development as well as concerns about the proposed location and scope of some station facilities within the completed scheme. The majority of First ScotRail concerns have now been addressed and First ScotRail has confirmed the withdrawal of their objection to the disposal.

The only unresolved objection is from Strathclyde Passenger Transport. SPT have suggested the proposed number of rail staff parking spaces be reduced to allow the provision of additional taxis stances, blue badge parking and passenger pick up and drop off expenses.

Network Rail believes that there is adequate taxi provision both temporary and permanent. In addition to the station taxis proposed the City Council also have a licences taxi rank opposite the station on George Street.

The number of blue badge spaces proposed is an increase on the existing number of blue badge spaces.

There will be direct lift and stair access from the new multi storey car park and the station.

Although it is appreciated that not all of SPT's concerns have been addressed Network Rail believes that the overall package of station enhancements will be a massive improvement and benefit to rail passengers. They represent the best that can be achieved without jeopardising project viability and delivery.

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	Transport Scotland	Y	30/5/2014	“broadly content with the proposed disposal”	
2	Strathclyde Partnership for Transport	N – See response below	-		
	SPT	Y	10/4/2014	Objection. See correspondence between SPT and NR in Annex 1 below.	
3	Arriva Trains Cross Country	Y	31/3/2014	“no objection”	
4	C2c Rail Ltd	Y	13/3/14	“no objections”	
	C2c Rail Ltd	N - See response from of C2C above.	-	-	
5	Chiltern Railway Company Ltd	Y	18/3/14	“no comments”	
6	Eurostar International Ltd	Y	13/3/14	“no issues for EIL”	
7	First Great Western Ltd	Y	14/3/14	“FGW has no comment”	
8	First ScotRail Ltd	Y	10/4/2014 22/9/2014	Initial response: “we cannot support the disposal” Following further consultation: “First ScotRail Ltd is able to consent to the disposal subject to the following conditions...” See copies of correspondence between NR and First ScotRail in Annex 1 below.	
9	Grand Central Railway Company Ltd	Y	2/4/2014	“no comment”	
10	London & South Eastern Railway Ltd	Y	25/4/2014	“no comment”	
11	Merseyrail Electrics 2002 Limited	Y	13/3/2014	“no comments”	
12	Northern Rail Ltd	Y	14/5/2014	“no objections”	
13	COLAS	Y	14/5/2014	“no comment”	

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)
	Freight				
14	Direct Rail Services Ltd	Y	24/3/2014	"no objections"	
15	DB Schenker	Y	28/5/2014	"no objection"	
16	Freight Transport Association	Y	31/3/2014	"no comment"	
17	Freightliner Ltd	Y	31/3/2014	"no comment"	
18	GB Railfreight Ltd	Y	20/3/2014	"no objection"	
19	Rail Freight Group	Y	13/3/2014	"Ok with RFG thanks"	
20	West Coast Railway Company	Y	31/3/14	Objected but subsequently withdrew their objection.	West Coast confirmed on 20/8/14 that they would withdraw their objection. See correspondence below for details of conditions for withdrawal.
21	W.H.Malcolm	Y	17/3/2014	"no objections"	
22	Association of Community Rail Partnerships	Y	30/3/14	"no objection"	
23	British Transport Police	Y	2/4/2014	"no views to express at this time"	
24	High Speed Two (HS2) Ltd.	Y	17/3/14	Suggested that NR speak to Transport Scotland.	
25	Passenger Focus	Y	21/3/2014	"Passenger Focus supports the proposal"	
26	Scottish Council for Development and Industry	Y	25/8/2014	"SCDI supports the proposed land disposal"	
27	Glasgow City Council	Y	14/5/14	"I can confirm that the Council supports the disposal of this land..."	

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

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

Annex 1 - Consultee Responses

1) Transport Scotland

Response date: 30/5/2014

Hi

Transport Scotland are broadly content with the proposed disposal of the land. However, we understand the finer detail of the proposed development will be considered via planning process which will be taken forward by Buchanan Partnership.

Hope this is helpful and apologies again for the delay in replying.

2) Strathclyde Partnership for Transport

Xxxx no longer works for SPT.

See response from xxxx of SPT.

Srtathclyde Partnership for Transport

Response date: 10/4/2014



10 April 2014

Network Rail
Buchanan House
58 Port Dundas Road
Glasgow
G4 0LQ

Our ref:
Your ref:
Direct Dial
Email:

Dear

Proposed disposal of land at Queen Street Station, Glasgow

I refer to your e-mail seeking Strathclyde Partnership for Transport's (SPT) view on Network Rail's proposed disposal of land at Queen Street Station. SPT will be providing a separate, detailed response to the Network Rail consultation on the redevelopment of Queen Street Station. However, it is our view that as this land disposal is integral to proposals to redevelop a significant proportion of Glasgow City centre, and this consultation is being undertaken concurrently with Network Rail consultation on the proposed redevelopment of Queen Street Station, this consultation cannot be considered in isolation. We would therefore reserve our right to add to our comments below once we have been able to fully review the Queen Street Station consultation proposals which must be submitted to Network Rail by the end of May 2014.

SPT, as the Regional Transport Partnership for the west of Scotland, has considered this proposed disposal of land in line with the Regional Transport Strategy (RTS) towards achieving: Improved Connectivity; Access for All; Reduced Emissions; and Attractive, Seamless, Reliable Travel. While these sites are not specifically identified within the RTS; they are key in facilitating the delivery of the strategy. In addition, we have considered the impact on our property interests in the area.

We would wish to reiterate at the outset that SPT support the principles of the electrification programme for Scotland's railways and also support the principle of making substantial improvements of Queen Street Station to cater for current and future demands. SPT recognise that the proposed redevelopment of Queen Street Station and the adjacent and associated development of the Buchanan Galleries is a complex undertaking and that the proposed land disposal by Network Rail forms part of the strategy to achieve this.

We therefore believe it is fundamental that a holistic view is taken to all proposed facilities not only in the proposed Queen Street Station redevelopment and Buchanan Galleries development but also in achieving integration within the wider city and regional transport network. It is fundamental that integration of all transport is achieved with this once in a generation redevelopment of Queen Street Station and surrounding retail development by Buchanan Galleries and a substantial focus of our comments below are related to these aspects.

North Hanover Street Car Park

The disposal of North Hanover Street Car Park will have a detrimental impact on the access to the station and connectivity between transport modes, both in the short term as the site is being developed and in the longer term once the site has been redeveloped. The disposal of this land has the greatest impact on railway users and station operations. Of particular concern to SPT is the impact on passenger facilities, namely access for the inter-station bus link, passenger pick-up and drop-off facilities, the provision of passenger parking, specifically blue badge parking and taxi rank provision. The *'proposed land disposal application form'* identifies the replacement facilities to be provided and the temporary staff facilities to be provided during construction (page 4), but no reference is made to the temporary passenger facilities. The passenger facilities currently provided within this site are vital in ensuring the accessibility of the station and providing equality of opportunity for station users.

Whilst we are aware that the Buchanan Galleries development of the proposed disposal site is subject to a separate planning application process, we wish to highlight that the proposed disposal and its subsequent use as a multi storey car park will place major pressure on the junction at Hanover Street/Killermont Street which in turn affects the operation of Buchanan Bus Station and hence the entire bus network across Glasgow and the wider region. We are currently awaiting the detailed traffic modelling results for this junction and hence at this stage are unable to confirm or otherwise, whether this disposal may have a detrimental impact to the operation of Buchanan Bus Station and the surrounding bus network.

Inter-station bus service

There is currently a bus stop immediately adjacent to the North Hanover Street entrance to Queen Street Station concourse within the area of land proposed for disposal. This bus stop is used for the inter-station bus service that provides a vital direct service between Buchanan Bus Station, Queen Street Station and Central Station. No reference is made within *'proposed land disposal application form'* for provision for this stop to be provided as part of the redevelopment of rail facilities. This service provides connectivity between Queen Street Station, Central Station and Buchanan Bus Station and therefore it is vital that provision is made for the interstation bus service, both in terms of temporary arrangements during construction of replacement facilities and as part of the completed replacement facilities. Bus stop provision for this service must provide direct and level access to the station concourse. It is essential that the construction of the proposed decked structure for the multi-story car park above the new station facilities does not result in a height restriction that prohibits access to the station facilities by the inter-station bus service. Should the inter station bus not be located in this area, then it must be located in at least a similarly convenient location, particularly for people with mobility challenges.

Passenger parking and Blue Badge Parking

There is currently three blue badge parking spaces adjacent to the North Hanover Street entrance to Queen Street station concourse within the area of land proposed for disposal. These spaces enable mobility impaired people to park close to the station entrance to make it as easy as possible for mobility impaired people to continue their journey on the rail network. No reference is made within *'proposed land disposal application form'* for provision of blue badge parking, both in terms of temporary arrangements during the construction of replacement facilities and as part of the completed replacement facilities.

It is also not clear what provision will be made for passenger parking following the disposal of this site.

Passenger pick-up and drop-off facilities

There is currently a passenger drop off area immediately adjacent to the North Hanover Street entrance to Queen Street station concourse, within the area of land proposed for disposal and the short-stay car parking arrangements allow for passenger pick-up. No reference is made within 'proposed land disposal application form' regarding temporary arrangements for the provision of passenger pick-up and drop-off facilities and while reference is made to the provision for pick-up and drop-off within the redeveloped facilities, there is no indication on the Concourse Level Plan of how and where these are to be provided.

Taxi facilities

The provision of a taxi rank within the redevelopment is vital; however it is noted that there is no indication on the Concourse Level Plan of how and where this rank is to be provided. In identifying the location and capacity of the station taxi rank, consideration must be given to the level of demand that is likely to be generated as a result of the relocation of the Dundas Street rank from immediately adjacent to the station, to the south side of West George Street as well the implications of the introduction of a bus gate at Nelson Mandela Place, limiting private vehicle access to West George Street and George Square, potentially increasing the necessity of taxi travel to and from the station. In a modern redeveloped station, sufficient taxi ranking provision is essential.

Low Level Station Entrance

The disposal of this land provides an opportunity to improve connections between Queen Street Station high and low level platforms. We welcome mention of the relocation of entrance to the Low Level Station and introduction of new lifts.

In summary, the information supplied with this consultation does not provide sufficient detailed information for SPT to ascertain the full impact of the disposal of land on the provision of the inter-station bus services, pick-up and drop-off points, taxi provision and passenger parking, (especially blue badge parking), both in terms of the temporary arrangements and permanent arrangements as a result of the redevelopment of the car park.

Separately to this land disposal consultation, we have, however, been provided a confidential copy of working draft drawings by Network Rail that show potential layouts for the replacement facilities in this area. From our initial review of these drawings we are of the view that the replacement facilities provide inadequate provision for taxis, mobility impaired parking, pick up/drop off and inter station bus.

In the absence of more detailed information, we would raise an objection to this element until such plans are available that demonstrate a more suitable provision for these facilities. We have suggested through other forums that this could be achieved by reconfiguring some of the proposed retail and station staff car parking facilities at ground floor level and hence creating more adequate provision for taxis, pick up/drop off, station parking and the inter station bus.

Cathedral Street Cutting

The disposal of this site to enable the extension of the existing shopping centre provides the opportunity to enhance access to the station concourse from Cathedral Street, and integrate the station directly with the shopping centre, providing the opportunity to provide integration between Buchanan Bus Station and Queen Street Station, and Buchanan Subway Station.

Whilst recognising that there would be more electric and less diesel services in the future operation of the station, we wish to highlight concerns regarding air quality in the station and seek assurance that the disposal and resultant plans accommodate sufficient ventilation for the remaining diesel services in the station.

Dundas Street Cutting

We note that SPT has a property interest adjacent to this site and that the conditions of disposal of this site must protect SPT's interests in respect of this adjacent property (travelator, Subway station and gap site). We would also note that we are currently in discussion with Buchanan Partnership regarding these matters.

Additionally, while not directly linked to the land disposal, we have worked closely with the council on the removal of the taxi rank from Dundas Street and we note the council's proposals to accommodate some taxi ranking on the south side of West George Street. This will put additional pressure on the taxi rank at the North Hanover Street entrance, as discussed above, and for a period of construction estimated to be at least 3 years, will mean that the West George Street taxi rank will be the only one directly serving the station. We have raised this matter in other forums and would urge Network Rail to work closely with the city council to seek a resolution to this matter, particularly for mobility users.

Timescales and integration of proposals

It is noted that the timescale for the redevelopment to the North Hanover Car Park by the Buchanan Partnership will overlap with the wider redevelopment of Queen Street Station as part of the EGIP proposals and that both proposals must be developed and programmed having cognisance of the wider works proposed in the City Centre to ensure minimum inconvenience and maximum benefit to the public.

Conclusion

SPT welcomes the opportunity to comment on this land disposal. SPT will continue to work closely with Network Rail, Glasgow City Council, Transport Scotland, ScotRail, bus operators and other partners to maximise the benefits sustainable transport provides for the travelling public and to improve access to the station and promote economic growth for Glasgow, the wider conurbation and Scotland as a whole.

We are happy to discuss this response and expand on the significant implications that your proposed disposal will lead to.

Yours sincerely

NR Response to SPT 4th August 2014:

I refer to your letter of 10th April that outlined the concerns of SPT to the proposed disposal of land at Queen Street Station, Glasgow.

Your response raises specific concerns about access and accessibility at the station both during construction and within the completed scheme. Since receipt of your letter a number of workshops have been held, attended by SPT, to consider solutions to the particular issues raised in your letter. The attached JMP drawing number SCT3739/GL/001 was an output from these workshops and illustrates the proposed temporary solution to the accessibility concerns you raise. I have also attached the BDP design freeze drawings for the new station facilities that will be built on the site by the Buchanan Partnership. These detail the permanent solution and layout of new station facilities to be constructed by and at the expense of the Buchanan Partnership within the station car park site.

Inter station bus

The proposed temporary location of the inter station bus will be on West George Street outside Queen Street Station as indicated on the attached JMP drawing number SCT3739/GL/001.

This will also be the permanent location for the inter station bus.

Station taxis

The temporary location for the station taxis will be on a rank created outside the Millennium Copthorne Hotel on George Square.

The permanent solution is to provide six taxi bays within the new car park. This will be at concourse level. Although the Glasgow City Council administered taxi rank has now been relocated

Passenger pick up and drop off

A new passenger pick up and drop off will be provided at concourse level within the new car park.

Blue Badge Parking

Glasgow City Council have agreed to designate six existing car parking bays on George Square as blue badge spaces. Although these will not be reserved for the exclusive use of rail passengers this is no different from the existing situation where there is nothing to restrict public use of the station car park spaces. Within the permanent car park there will be six wheelchair accessible spaces at concourse level. There are three at present.

North Hanover St and Killermont St junction

Please would you confirm whether you have yet received and analysed the results of the traffic modelling study mentioned in your letter.

Direct and Level Station Access

It will be a condition of the disposal to Buchanan partnership that they provide a lift from pavement level to concourse level at the George Street entrance to the station. This will supplement the existing ramp access at this station entrance.

Passenger Car Parking

The current station car park provides for 143 spaces. These are used by the public albeit there is no restriction on their use by rail passengers only. They are also used by railway staff including train drivers, British Transport Police, and Level 3 who manage the railway telecoms facility. The new car park will be built over three levels with an

access off North Hannover Street. This car park will include 96 spaces in total dedicated for rail staff. First ScotRail will be allocated 90 spaces for their staff and particularly train drivers. Two spaces will be allocated to British Transport Police and four will be allocated to Level 3 who manage the telecoms facility within the car park. Apart from blue badge holders there will be no public car parking on these three levels. Buchanan Partnership will be building a new 1600 space multi storey car park above the three levels of station staff parking. It will have a separate entrance from the station staff car park. This will be available for public use including rail passengers.

Cathedral Street & Dundas Street Cuttings

I can confirm that Buchanan Partnership will be required to provide adequate ventilation within their design for the deck structures to be constructed across the Cathedral St and Dundas Street cuttings.

I hope the above addresses the concerns raised by SPT. Please confirm that SPT can now support the proposed disposal.

Regards



11 September 2014

Network Rail
Buchanan House
58 Port Dundas Road
Glasgow
G4 0LQ

Our ref:
Your ref:
Direct Dial
Email:

Dear

Proposed disposal of land at Queen Street Station, Glasgow

Following our discussions regarding Strathclyde Partnership for Transport's (SPT's) objections on the disposal of land at Glasgow Queen Street Station, as raised in my letter of 10 April 2014 (ref PRJ_3307/7085LEM), we would like to update you on SPT's position regarding the proposed disposal by Network Rail of the North Hanover Street Car Park, Dundas Street Cutting and Cathedral Street Cutting.

We would reiterate that SPT supports the principle of making substantial improvements to Queen Street Station to cater for current and future demands recognising that the proposed redevelopment of Queen Street Station and the adjacent and associated development of the Buchanan Galleries is a complex undertaking and that the proposed land disposal by Network Rail forms part of the strategy. It has been beneficial to participate in the Queen Street Station Stakeholder Group and Queen Street Area Passenger Forum to discuss matters generally and identify solutions to potential problems, where possible, for the benefit of passengers and station users. Through these discussions solutions have been identified to some of our objections but a number remain. Our comments are focused around the resolved and outstanding objections.

Resolved objections

Inter-station bus service

The identification in JMP drawing number SCT3739/GL/001 of the proposed temporary and permanent location for the inter-station bus service 398 at bus stop number 609087 on West George Street is satisfactory. This location is close to the existing Dundas Street entrance to the station during phase one of the redevelopment and it is also immediately adjacent to the proposed level access to the station concourse identified in the permanent proposals.

Some concern remains over the identification of an additional bus stop on West George Street, adjacent to the Carlton George Hotel. We would consider this unnecessary and potentially detrimental to the wider operation of the traffic flow on West George Street. The detailed allocation of bus services to bus stops can be resolved at a later date. Subject to detailed discussions around the allocation of bus services to appropriate bus stops and the wider functioning of West George Street as a key bus corridor, we are satisfied that SPT's objection on this matter has been addressed.

Page 1 of 3

Strathclyde Partnership for Transport, Consort House, 12 West George Street, Glasgow G2 1HN, spt.co.uk

Direct and Level Access

We welcome your indication that as both a temporary and permanent measure, the Buchanan Partnership are to provide a lift from pavement level to concourse level at the George Street entrance to the station. This will supplement the existing ramp access at this station entrance and provide access from the temporary Blue Badge parking spaces on George Square. This is satisfactory.

Dundas Street and Cathedral Street Cuttings

We welcome the acknowledgement that Buchanan Partnership will be required to provide adequate ventilation within their design for the deck structures to be constructed across the Cathedral Street and Dundas Street cuttings. Subject to SPT's interests in the property adjacent to the Dundas Street cutting being protected through conditions of disposal, SPT has no objections to the disposal of these sites.

Outstanding objections

Station Taxis

The identification of temporary taxi rank facilities on the north side of West George Street outside the Millennium Hotel is noted. We are concerned that this is an inadequate replacement for the 14 formal (and substantially more informal) taxi rank spaces at the North Hanover Street entrance to the station. Our concern is that inadequate taxi provision at this location is not only detrimental to station users but may also have a significant impact on traffic flow on West George Street.

We note the proposal for taxi rank spaces at concourse level within the permanent proposals. However, the level of provision and the visibility of this rank, both from the main station concourse and the street is of concern. As stated previously, there are 14 formal taxi rank spaces within the North Hanover Street car park and we do not consider six spaces to be an adequate replacement for a 21st century station development. This, coupled with the lack of suitable space on street to provide overflow, is likely to result in taxis queuing back onto the access ramps, creating conflict with drivers attempting to use the drop off point and the Blue Badge parking. In addition we are concerned that the additional exhaust fumes resulting from taxis idling on the access ramps will be detrimental to the air quality within this part of the station. A condition requiring adequate ventilation to counter vehicle idling fumes must be applied.

Passenger Pick-up and Drop-off

While proposals tabled to date identify a location at concourse level for station drop-off there is no pick-up point identified. We are concerned that the proposed drop-off facility of two car spaces is inadequate for a station of this scale.

Passenger pick up location is not considered at all and pick up will undoubtedly occur within the drop-off location causing congestion.

Blue Badge Parking

We note the agreement by Glasgow City Council to designate six car parking spaces on the North Side of George Square as Blue Badge spaces for the duration of phase one of the redevelopment of Queen Street Station. However, we are concerned that the visibility of these spaces is likely to result in their occupation by Blue Badge holders for the duration of the working day, limiting their availability for station users.

We note the additional Blue Badge parking that is proposed in the permanent development, however the distance of these spaces from the platforms and ticket office remains a concern along with the potential vehicular access issues arising from conflict with taxis and station staff

parked cars on level 1, as outlined previously. Due to the relative isolation of the Blue Badge parking spaces from the platforms and main station concourse we cannot remove the objection on this matter.

Passenger Car Parking

We acknowledge that the Buchanan Partnership will be building a new 1600 space multi-storey car park above the three levels of station staff parking on the current North Hanover Street Car Park site and that these will be available for rail passenger use. We are concerned that the access between this and the station concourse is likely to prove unattractive to station users with heavy baggage. In addition, as stated previously, we believe a lack of short-stay parking is likely to result in congestion and conflict in level 1 of the car park and potentially the surrounding road network. As such we cannot remove the objection on this matter.

Opportunity for resolution of SPT's objections

It is our view that reconfiguration of the level 1 development proposals could provide additional passenger access facilities and place a stronger focus on the needs of the passenger. This would potentially address our remaining concerns.

In discussions a discrepancy has emerged with regard to the number of car parking spaces currently provided. While Network Rail quote 143 car parking spaces as being available on site, albeit that these are predominately used by rail staff, information published by First ScotRail in April 2014 and counts on site indicate that there are 76 spaces. We consider that the provision of 95 station staff parking spaces in the redeveloped car park to be excessive. It is our belief that by reconfiguring level 1 of the development there is scope for significant improvement. The removal of 23 station staff parking spaces from Level 1 would provide the opportunity for additional pick-up and drop-off space, limited short stay pay-to-park car parking and additional taxi rank space.

However, these changes alone will not be sufficient to provide an integrated user-friendly facility and therefore further reconfiguration of level 1 is required to create a more proportionate balance between passenger access and commercial uses within the station.

North Hanover Street and Killermont Street junction

We can confirm that we have received results of the review of the modelling work undertaken by JMP on behalf of the Buchanan Partnership. This confirms that JMP's model and scenario testing indicated an acceptable position. However this is within a tightly constrained remit and therefore a number of concerns remain to be discussed with Glasgow City Council.

Conclusion

As suggested through our discussions, we believe reconfiguring the proposed retail and station staff car parking facilities on level 1 would create more appropriate provision for passengers and station users, taxis, pick-up/drop-off and short-stay station parking and could potentially address our remaining concerns.

Please do not hesitate to contact me if you require any additional information or clarification.

Yours sincerely



Page 3 of 3

3) Arriva Trains Cross Country

Response date: 31/3/2014

XC Trains has no objection to this proposal.

Regards

CrossCountry

Phone: Mobile: Fax:

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

4) C2C Rail Ltd

Response date: 13/3/2014

On behalf of National Express Group, I confirm that we have no objections to this disposal
Rgds

5) Chiltern Railway Company Ltd

Response date: 18/3/14

Dear

Chiltern Railways have no comments.

Kind regards,

6) Eurostar International Ltd

Response date: 13/3/14

No issue for EIL, thanksEurostar International Limited

Times House | Bravingtons Walk | London N1 9AW

T +44 (0)

M +44 (0)

7) First Great Western Ltd

Response date: 14/3/2014

Good morning

Thank you for this.

FGW has no comment.

First Great Western

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

e: @firstgroup.com | m: 07515 331596

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

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

8) First ScotRail Ltd

Response date: 10/4/2014

Unfortunately we cannot support the disposal of land at the above due to the following and attached

We are not happy with the level of information we have received about the move which is our main issue. We are happy with Network rails INTENTIONS but they are not commitments and we cannot agree to the disposal of the land until we are convinced that Network rail have the alternative arrangements covered.
(See attached file: Queen Street Land disposal response final 090414.docx)
regards

First ScotRail file referred to in the above email reads:

Queen Street Redevelopment – Disposal of Land Response

Following on from the option design work that is being progressed for both the Buchanan Partnership project, to which this land disposal document relates, and the EGIP project at Queen Street ScotRail has a number of concerns with regard to the operation of the station from a Train Operating Companies managed station perspective.

The pedestrian modelling exercise has not been provided to ScotRail and remains to be reviewed for the development options under consideration. As such the concerns raised below remain valid in the absence of any such review being carried out by ScotRail.

However, based on experience of operating this station for the last ten years along with the projected timetable and passenger growth assumptions we consider the following concerns with the proposed disposal of the car park area to be valid. There are possible solutions to the issues and these to be need visible, at least in principle, prior to us being able to support the proposed property disposal which will have a profound effect on the station operation.

Option 7, 8 and 9 are variants of the proposal which really revolve around the solutions to demolish, rebuild or retain the Adjoining hotel. At present it is our understanding that the Transport Scotland brief is to pursue the option that retains the hotel (without the hotel extension) which is option number 8.

The observations below are based on the plan option 8 dated 31 January 2014.

BUCHANAN GALLERIES DEVELOPMENT

1 Passenger circulation

The proposed operation of the low level station, surface station and their interface with the redeveloped Buchanan Galleries car park area cannot be properly assessed until option 8 has been properly modelled and the results analysed by ScotRail. Current concerns around option 8 are focused on the gateline positions as a result of the extended platforms. With the current proposed layout there are unacceptable pinch points on both the paid and unpaid side at both the west and east sides of the extended concourse. The positioning of the ticket barriers is crucial to the overall flows within the station and a more curved flowing arrangement is required to eliminate the angular layout currently indicated in which a lot of available space is not utilised fully. Specific gate modelling will be required in GRIP 4 to ensure the optimum layout is delivered. Any impact on these issues as a result of the relocated facilities from the area of land to be disposed of would have a very detrimental effect on the station operations.

The vertical circulation on the west side of the station from surface to low level and the ways in which passengers enter and exit the stairs is very congested at peak times. The eastern access to the low level platforms is required to cope with the passenger numbers. Additionally, it is not known that the fire strategy for the evacuation of the low level station can be completed without the eastern access stairs which would be taken out under this proposal.

The aspiration must be to make the customer journey between the low level platforms and the surface platforms as well as the adjacent subway as seamless, direct and obvious as possible and this is not delivered or achieved in the proposed layout without both the west and east entry points remaining in service.

The main concourse, extended southwards towards George Square becomes narrow as a result of the track extensions to accommodate longer trains. The dwell space for customers is served by four main access points, two in the west, one in the south and one into the Buchanan Galleries shopping and retailing area. The cross flows into this area combined with customers dwelling in the space waiting for train departures are a major concern. This interaction will determine whether there is a requirement for the concourse overbridge or not and if required how it would work to alleviate the congestion at peak times of the day. It is our position that this extremely important aspect of the design needs to be determined and agreed prior to GRIP4 and a station change being concluded. This design solution requires to be modelled and the results analysed to confirm the assumptions being made.

2 Station facilities

At present option 8 locates lost property, public toilets and left luggage facilities mid way up the concourse level of the redeveloped car park area which is beyond the new retailing and low level station access. These facilities are not currently contiguous with the main station concourse nor are they at all visible from that area and are therefore considered to be too remote from the main station area to properly serve train customers. These facilities must be located and easily found by customers from the main station concourse to best serve station needs.

The station ticket office facility does reflect the briefing provided by ScotRail in the early stages of the project. Given the constraints now evident in the concourse space it is considered that the ticket office facility could be reduced in footprint with the "back of house facilities" provided in a less strategic location. The reduction in ticket desks can be considered as more and more smartcard ticketing solutions are developed in future years.

The vertical circulation area from the west, south and east of the station onto the main concourse all appear to be of sufficient width to accommodate the projected passenger flows until 2030 however this would need to be confirmed by analysis of the passenger modelling work. The west entry point can be further rationalised with the ticket desk and retail units being moved to allow the creation of one entry, this would free internal space to allow pinch points to be removed and aid the gateline relocation. (the Slope of Dundas lane is a factor in how much can be achieved)

The overdecking of the North cutting will have a dramatic effect on the ventilation throughout the station area and the consequences of this will need to be designed into the eventual scheme for both air quality and fire evacuation purposes. The proposed construction of the multi storey car park will also result in reduced ventilation to the main station shed area and the effects of this are not known at this time

3 Car Parking and station servicing facilities

The present car park provides 143 spaces used by station staff, operational duty vehicles, season ticket holders and car park users. The car park is controlled by a pay on foot system, installed in 2013. The car park also provides for a taxi rank, bus stance, disabled parking and all deliveries and waste removal activities are managed in the car park area at present. The perimeter areas provide cycle shelter facilities, retail storage areas and police vehicle parking. All of these activities require to be provided in the completed development in the same or greater quantities as exist today if the station is to operate efficiently for its customers. The proposal only intends to replace 90 of the car park spaces and this is inadequate as the requirement is for a minimum of 143. A new taxi rank needs to provide for 14 taxi spaces to replace the existing rank. The clear height entrance into the car park requires to be a minimum of 4.5M to facilitate service vehicles and waste container trucks. Dedicated goods delivery and dedicated waste out points have to be maintained throughout the development of the site and on completion; new facilities have to be provided. The proposal contains no details of how these facilities will be provided both in the short term and the eventual solution.

4 Operational offices

A number of operational offices are proposed to be relocated during the construction work. A location suitable for this relocation has not been proposed at this time. The office activities require to be relocated back into the station on completion of the work and proposals for this need to be proposed for agreement.

5 Hours of Operation

The station must remain in operation 24 hours a day and 364 days of the year (closed Christmas Day) Passenger access is restricted between 0045 and 0500 although station staff are still working during this period.

Access for maintenance equipment through the existing car park and onto the platforms needs to be maintained throughout the construction period and to date no details of how this is to be achieved have been provided.

6 Security

The security and anti terrorist measures required at the station must be fulfilled and managed by ScotRail throughout any new construction works. Full compliance with any recommended security improvements to the eventual scheme will be expected. There are no details of how this is to be achieved in the proposal for disposal of the land.

7 Decant of facilities by 1 October 2014

The disposal of the land in question requires the current activities within the boundary to be relocated by 1 October 2014. At present ScotRail have no plans or proposals to review and agree as to where the relocated station facilities are to be provided. Until such information is available it is not possible to agree to give up any of the existing operational areas and activities referred to in the proposed disposal of the land.

NR response: 23/7/2014

Thank you for your email of 10th April. In response to the particular issues raised I can now respond as follows:

1. Pedestrian modelling information obtained during the Grip 3 design stage has been provided to First ScotRail. Furthermore, First ScotRail have been involved in workshops and meetings where the pedestrian modelling has been discussed. In particular it has been demonstrated that there are no pinch points within the design. At our meeting on 9th July, Stewart confirmed that First ScotRail are now satisfied on the issue of pedestrian modelling albeit it was recognised that this work would be ongoing through the detailed design stage.
2. NR can confirm that the BDP drawings Z0(20)BP100 3, Z0(20)BP102 07(2), Z0(20)BP103 07, Z0(20)BP104 07, Z0(20)BP105 05, (copies attached) represent the design freeze. I can confirm that the original part of the Millennium

Copthorne Hotel will be retained. Demolition of the modern hotel extension will be required to achieve the extended platforms and expanded concourse area as illustrated in these drawings.

3. I can confirm that it will be a condition of the disposal to Buchanan Partnership that they ensure two access routes to the Low Level Station are maintained at all times. The Partnership has agreed that this will be achieved and will work with both First ScotRail and Network Rail to ensure that the fire strategy for the Low Level Station is not compromised.
4. The attached layout drawings show the revised location of station facilities including lost property, public toilets and left luggage. The location of these facilities has been discussed with First ScotRail and it is understood that the proposed location is acceptable.
5. Discussions on the design of the new ticket office are ongoing and it is understood that current sketch development drawings reflect the First ScotRail requirements.
6. Ventilation design has is ongoing. Network Rail will ensure that adequate and appropriate ventilation is provided.
7. The current car park provides for 143 spaces. These are used by the public, railway staff, British Transport Police, and Level 3 who manage the railway telecoms facility. None of these spaces are specifically allocated to First ScotRail and usage is on a first come basis. It is proposed that the new car park will include 96 spaces in total. These will not be for public use but will be provided specifically for railway staff. ScotRail/train drivers will be allocated 90 spaces. British Transport Police will be allocated two spaces. Level 3 will be allocated four spaces. Buchanan Partnership will be building a new 1600 space multi storey car park above the station facilities. It will have a separate entrance from the station staff car park. This will be available for public use including rail passengers.
8. The new station car park will accommodate six taxi spaces only. The car park layout could be reconfigured and more could be provided if required but this would be at the expense of staff car parking bays.
9. It will be a condition of the disposal to Buchanan Partnership that they ensure dedicated goods delivery and waste removal facilities and routes are maintained throughout the construction phase. Access for maintenance equipment will also be maintained. Buchanan Partnership has confirmed their willingness to work with First ScotRail to ensure this is achieved.
10. Access to the station car park will be designed with a clear height of 4.5m to permit access by service vehicles and waste container trucks.
11. Temporary office facilities will be provided and two options are currently being considered. First ScotRail is aware of these options and it is understood that in principle either would suffice. Buchanan Partnership will be responsible for arranging this temporary accommodation and it will be a condition of the disposal that this accommodation and the relocation should be to the satisfaction of First ScotRail.
12. The redevelopment of the car park site by Buchanan Partnership will not affect the operating hours of the station.
13. Network Rail can confirm that security and anti terrorist measures will be maintained to the satisfaction of First ScotRail throughout the development.
14. First ScotRail have been involved in discussions on the temporary location of other station facilities during the development. The attached JMP drawing shows the temporary location of the inter station bus, station taxis and blue badge parking bays.

Please can you confirm that First ScotRail are now satisfied that all their concerns have been or are being addressed and that they would no longer object to the disposal of the car park site.

Regards

NR additional response: 18/8/2014

I refer to this morning's meeting when we discussed my email of 23rd July and the points that require further clarification.

Using the numbering from the email of 23rd July I can advise:

5. Design of the new ticket office will be further progressed through Grip 5 design stage for the EGIP station concourse works.

6. It will be an obligation on Buchanan Partnership to ensure that appropriate ventilation is provided to serve the existing engine shed. The approval of the ventilation will be covered through Network Rail's design approval process.

7. The new car park will have 90 spaces allocated for First ScotRail staff. There will be no provision for expansion and it should be presumed that any additional future requirement will have to be provided from elsewhere outside the station.

9. As previously stated it will be an enforceable condition of the disposal to Buchanan Partnership that they ensure dedicated goods delivery and waste removal routes for First ScotRail throughout the construction phase.

14. Temporary location of station operational facilities will include the provision of dedicated train crew car parking within the Concert Square car park.

I hope this now addresses all the First ScotRail concerns and will allow you to confirm that you would support the proposed disposal.

Regards



First ScotRail response . 22/9/2014

Mr [redacted]
Network Rail Ltd
Buchanan House
58 Port Dundas Street
Glasgow
G4 0LQ

22 September 2014

Dear [redacted]

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

With regard to your proposal reference S01803 referring to the disposal of land at Queen Street Station Glasgow First ScotRail Limited is able to consent to the disposal subject to the following conditions:

- 1 In order to allow all commercial and operational consequences of the disposal to be properly addressed, the disposal should be made conditional upon completion of the Station Change process in accordance with the National Station Access Conditions.
- 2 The disposal will result in the loss of public car parking facilities at Queen Street Station. The statutory closure of the car park facilities is a matter for approval by Transport Scotland and the ORR and our consent to the disposal is on the assumption that all necessary approvals and permissions will be provided by these parties to the car park closure.
- 3 During the course of the discussions on this issue a number of commitments were made by Network Rail to facilitate the station operations during the construction period of the new proposed development for the site. These commitments are noted below and to ensure the continued effective operation of the station, will require to be acted upon and in place prior to the proposed decant date for the site of 31 March 2015. First ScotRail's ScotRail franchise ends on 31st March 2015 and accordingly references below to First ScotRail include the successor ScotRail franchisee to whom Network Rail will require to honour these undertakings after that date.

ScotRail is operated by



12072053

Specific undertakings associated with the Disposal and reprovision of station facilities as a result of the Buchanan Partnership redevelopment at Queen Street Station:

1. Pedestrian modelling information obtained during the Grip 3 design stage has been provided to First ScotRail. Furthermore, First ScotRail have been involved in workshops and meetings where the pedestrian modelling has been discussed. In particular it has been demonstrated that there are no pinch points within the design. At a meeting on 9th July, First ScotRail confirmed they are now satisfied on the issue of pedestrian modelling albeit it was recognised that this work would be ongoing through the detailed design stage. Network Rail has committed to ensure that First ScotRail is involved in subsequent detailed design work to ensure it reflects the principles already agreed.
2. NR confirm that the BDP drawings Z0(20)BP100 3, Z0(20)BP102 07(2), Z0(20)BP103 07, Z0(20)BP104 07, Z0(20)BP105 05, represent the design freeze. Network Rail also confirm that the original part of the Millennium Copthorne Hotel will be retained. Demolition of the modern hotel extension will be required to achieve the extended platforms and expanded concourse area as illustrated in these drawings.
3. Network Rail confirm that it will be a condition of the disposal to Buchanan Partnership that they ensure two access routes to the Low Level Station are maintained at all times. Buchanan Partnership has agreed that this will be achieved and will work with both First ScotRail and Network Rail to ensure that the fire strategy for the Low Level Station is not compromised.
4. Revised locations for station facilities including lost property and left luggage have been agreed for the duration of the decant and these will be reprovided by Buchanan Partnership under their decant strategy
5. Discussions on the design of the new ticket office are ongoing and it is understood that current sketch development drawings reflect the First ScotRail requirements. The final design of the new ticket office will be further progressed



through Grip 5 design stage for the EGIP station concourse works in collaboration with First ScotRail.

- 6.. Network Rail will ensure that adequate and appropriate ventilation is provided throughout the station concourse canopy area below which trains operate. It will be an obligation on Buchanan Partnership to ensure that appropriate ventilation is provided to serve the existing engine shed. The approval of the ventilation solution will be covered through Network Rail's design approval process
7. The current car park provides for a total of 143 spaces. These are used by the public, railway staff, British Transport Police, taxis, bus services and Level 3 who manage the railway telecoms facility. None of these spaces are specifically allocated to First ScotRail and usage is on a first come basis. It is proposed that the new car park will include 96 spaces in total. These will not be for public use but will be provided specifically for railway staff. ScotRail/train drivers will be allocated 90 spaces. British Transport Police will be allocated two spaces. Level 3 will be allocated four spaces. Buchanan Partnership will build a new 1600 space multi storey car park above the station facilities. It will have a separate entrance from the station staff car park. This will be available for public use including rail passengers. There will be no provision for expansion and it should be presumed that any additional future requirement will have to be provided from elsewhere outside the station.
8. The new station car park will accommodate six taxi spaces only. The car park layout could be reconfigured and more could be provided if required but this would be at the expense of staff car parking bays.
9. Access for maintenance equipment will also be maintained. Buchanan Partnership has confirmed their willingness to work with First ScotRail to ensure this is achieved. It will be an enforceable condition of the disposal to Buchanan Partnership that they ensure dedicated goods delivery and waste removal routes for First ScotRail throughout the construction phase.

ScotRail is operated by



10. Access to the station car park from North Hanover Street will be designed with a clear height of 4.5m to permit access by service vehicles and waste container trucks.
11. Temporary office facilities will be provided and two options are currently being considered. First ScotRail is aware of these options and it is understood that in principle either would suffice. Buchanan Partnership will be responsible for arranging this temporary accommodation and it will be a condition of the disposal that this accommodation and the relocation should be to the satisfaction of First ScotRail.
12. The redevelopment of the car park site by Buchanan Partnership will not affect the operating hours of the station.
13. Network Rail confirm that security and anti terrorist measures will be maintained to the satisfaction of First ScotRail throughout the development.
14. First ScotRail have been involved in discussions on the temporary location of other station facilities during the development. The temporary location of the inter station bus, station taxis and blue badge parking bays will be relocated onto West George Street by the Local Authority. The temporary relocation of station operational car parking facilities will include the provision of a minimum of 90 spaces. dedicated train crew car parking within the Concert Square car park managed by Glasgow city Council. The car park provision must include a separate access for Train crew to access the car park during peak times when the public access is blocked by queues.

Yours sincerely,

First ScotRail Ltd

9) Grand Central Railway Company

Response date: 2/4/2014

Apologies for not being in a position to get back to you sooner.

GC has no comment to make on this proposal.

Regards

Grand Central Railway Company Ltd

T:

F:

M:

10) London & South Eastern Railway Ltd

Response date: 25/4/2013

Please accept my apologies for the late response. As this is not within the Southeastern area of operation, we have no comment on this proposal.

11) Mersey Rail Electrics 2002 Ltd

Response date: 13/3/2014

Merseyrail have no comments on the above proposal.

Regards

Merseyrail

12) Northern Rail Ltd

Response date: 14/5/2013

Dear Sir

Thank you for your emails. Northern Rail Ltd have no objections to the proposed land disposal at Queen Street Station Glasgow.

Please accept my apologies for delay in responding.

Yours faithfully

13) COLAS Freight

Response date: 14/5/2014

No Comment.

Regard

14) Direct Rail Services Ltd

Response date: 24/3/2014

Direct Rail Services have no objections to the proposed land disposal at Glasgow Queen st. station.

Regards

15) DB Schenker

Response date: 28/5/2014

I can confirm that DB Schenker has no objection to the proposed land disposal as described.

Yours,

DB Schenker Rail (UK) Ltd.
2nd Floor, 310 Goswell Road
London EC1V 7LW

Tel:

Fax:

16) Freight Transport Association

Response date: 31/3/2014

Apologies, FTA has no comment.

Freight Transport Association

Mobile :

17) Freightliner Ltd

Response date: 31/3/2014

Hi

Freightliner has no comment to make on this proposal

Regards

18) GB Railfreight Ltd

Response date: 20/3/2014

I can confirm that GB Railfreight Ltd has no objection to the proposed land disposals at Glasgow Queen Street Station as detailed in your email and attachments of 13/03/14.

19) Rail Freight Group

Response date: 13/3/2014

Ok with RFG thanks.

By co-incidence I went to Queen Street for the first time ever this week!

Rail Freight Group

7 Bury Place

London

WC1A 2LA

Tel

Fax

Mobile

@rfg.org.uk

20) West Coast Railway Company

Response date: 31/3/2014

Does this proposal effectively mean the Queen St station would become totally enclosed or under ground?

If so, WCR would object to this proposal, as it would effectively prohibit steam operations (part of our core business) from Glasgow.

I would welcome your clarification.

T

M

E @aol.com

NR response date: 20/8/2014

Very sorry about the lengthy delay in responding to your email of 31st March.

The developer has now confirmed that due to the relatively onerous fire size considered in the CFD simulations, the flexibility needed to accommodate steam trains will not have significant implications.

Furthermore Network Rail will make it a condition of the design approvals that the developer satisfies NR that the development will not prohibit the running of steam trains into Queen Street.

On this basis can you please confirm that West Coast Railways would not object to the disposal.

Regards

West Coast response date: 20/8/2014

Provided that we have categoric assurance that steam operations will NOT be compromised (or worse, merely 'over-looked', by which time it would be too late), we would not object. We would need to see such condition clearly added to the disposal.

Best

NR Response date: 21/8/2014

Today I met with the developer and our respective legal teams and advised that this will be a condition of the disposal.

Regards

West Coast response date: 21/8/2014

Thanks. Keep me posted; they'll need to realise what it might entail.

Best

21) WH Malcolm

Response date: 17/3/14

Please accept my apologies for failure to respond earlier. This needed careful reading.

WH Malcolm has no objections to the proposal.

Email: @whm.co.uk

Tel: + 44 (0)

Mobile: + 44 (0)

22) Association of Community Rail Partnerships

Response date: 30/3/14

I replied on 30th March but in case the email has been mislaid I can confirm that ACoRP have no objections.

Regards

ACoRp

23) British Transport Police

Response date: 2/4/2014

I have made enquiries in relation to your email and have been advised that BTP have no views to express in relation to this at this time.

Kind regards,

British Transport Police,

25 Camden Road, London NW1 9LN

24) High Speed Two (HS2) Ltd

Response date: 17/3/14

Dear

Thank you for consulting HS2 Ltd on this matter.

As we are not yet at the stage of determining station views in Scotland we would suggest that the people best placed to speak with are Transport For Scotland who will have a wider strategy view.

Kind regards,

HS2 Ltd

Tel: 020 || Zone: H10 (2nd Floor) | @hs2.org.uk | [Facebook](#) | [Twitter](#) | [LinkedIn](#)

High Speed Two (HS2) Limited, 2nd Floor, Eland House, Bressenden Place, London SW1E 5DU | www.hs2.org.uk

25) Passenger Focus

Response date: 21/3/2014

Thank you for sending Passenger Focus details of the proposed land disposal at Glasgow Queen Street station. They note that:

it covers North Hannover Street car park, the cutting between the station and Queen Street HL Tunnel, and the cutting of the low-level lines west of Dundas Street; [note: the first page of the disposal paper has both cuttings as Cathedral Street]

if necessary, the Hannover Street car park, to resolve title issues, will be bought by Glasgow City Council, using compulsory purchase powers;

whether or not a CPO is required, it will be transferred back to Network Rail's title and ownership;

NR will then grant a long lease of up to 125 years to Glasgow City Council;

after all the station and other works are complete, the site will be leased back to NR;

new station facilities will be built on the North Hannover car park site, below a new MSCP;

the airspace above the two cuttings will be granted to Glasgow City Council on a long lease of up to 125 years, then sub-let to the Buchanan Partnership;

the decks over the cuttings will not require any supports on platforms or railway rights of way, and will carry extensions of the shopping centre;

Network Rail has the necessary rights of access for the Edinburgh to Glasgow Improvement Programme works planned, and for the maintenance of the decks over the cuttings;

a future platform 8 will still be possible, as will be additional concourse space;

the disposal is expected to be complete by October, 2014, when construction works are due to begin on the North Hannover Street site..

Passenger Focus also notes the new station facilities and access, for which a station change will be required.

The major renewal of Queen Street station will bring passengers plenty of benefits; Passenger Focus supports the proposal.

Regards,

Tel.

26) Scottish Council for Development and Industry

Response date: 25/8/2014

SCDI supports the proposed land disposal and subsequent development of Queen Street Station, provided that Network Rail retains the rights of access necessary for undertaking proposed work, including work necessary to complete Edinburgh to Glasgow Improvement Programme (EGIP), and any potential future improvements which will need to be made to the railway over the long-term. It will also be necessary to implement contingency plans to minimise disruption to passengers and surrounding road networks.

Regards,

Scottish Council for Development and Industry

1 Cadogan Square, Cadogan Street, Glasgow G2 7HF

NR Response date: 25/8/2014

Thank you very much for your reply.

I can confirm that Network Rail is retaining rights of access across the development site during the construction phase to ensure that the station will remain in operation. Temporary passenger facilities will be provided where appropriate.

Delivery of the EGIP work will be managed in such a way as to allow the Buchanan Partnership to start work within the car park site in March 2015. They will hand back to NR the concourse level of the car park site on 31st March 2016 in order for Network Rail to utilise it as site compound and access route for EGIP construction works. The Partnership will by 31st March 2016 have built a podium level within the car park that will allow them to continue construction above podium level whilst Network Rail utilises the site below. Once Network Rail has finished its work, The Partnership will one more be permitted access beneath the podium level in order to complete the development, including constructing the new station facilities, for opening in Easter 2018.

I hope this addresses your concerns.

Regards

27) Glasgow City Council

Response date: 3/4/2014



Executive Director
Richard Brown

**Development & Regeneration
Services**
Glasgow City Council
231 George Street
Glasgow G1 1RX
Phone 0141 287 8555
Fax 0141 287 8444

Network Rail
Property Scotland

07 APR 2014

Mr

Buchanan House
58 Port Dundas Road
Glasgow
G4 0LQ

Our ref **FB/MT**
Your ref **Queen Street Station,
Glasgow - Consultation on
Proposed Land Disposal**

Ask for
Phone Direct
Fax Direct
Email
@drs.glasgow.gov.uk
Date **3 April 2014**

Dear Sir

QUEEN STREET STATION, GLASGOW - CONSULTATION ON PROPOSED LAND DISPOSAL

I refer to your correspondence regarding the above received on 13 March 2014, which relates to Network Rail's intention to dispose of land at three sites in and around Queen Street Station on a long lease to Glasgow City Council.

These sites are located within the Council's Buchanan Quarter Tax Increment Financing (TIF) scheme. The TIF was approved by Scottish Ministers in October 2012 and is capable of delivering an immediate £310m of private sector investment, together with a further £80m investment into public infrastructure. The land is required by Buchanan Partnership in order to implement their planning permission in principle (reference 13/00103/DC) to extend Buchanan Galleries Shopping Centre and construct a multi storey car park. This development is a key part of the (TIF) scheme.

In order to enable the development and assist in completing the scheme the Council will be promoting a Compulsory Purchase Order and entering into a Developer Agreement with Buchanan Partnership.

Therefore I can confirm that the Council supports the disposal of this land as it is crucial to the delivery of the Council's Buchanan Quarter TIF and the ongoing regeneration of this part of the City Centre.

I trust the above is of assistance to you.

Yours faithfully

Head of Planning and Building Control

Glasgow - Proud Host City of the 2014 Commonwealth Games

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2 – Network Rail's Consultation email

From: @networkrail.co.uk

Sent: Thu 13/03/2014 14:08

To:

Subject: Queen Street Station, Glasgow - Consultation on proposed land disposal

Dear consultee,

Queen Street Station, Glasgow

We seek to consult you as regards your views, please, on our proposed disposal at Queen Street Station, Glasgow.

We attach a draft application form to the Office of Rail Regulation which, with its related plans, 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 **10th April 2014** (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 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,

Property

Buchanan House

58 Port Dundas Road

Glasgow, G4 0LQ

T

M

E @networkrail.co.uk

www.networkrail.co.uk/property

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