

13 April 2015

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

Network licence condition 7 (land disposal): Yatton station, North Somerset

Decision

1. On 19 February 2015, Network Rail gave notice of its intention to dispose of land off Station Approach at Yatton station, North Somerset (the land) in accordance with paragraph 7.2(a) of condition 7 of its network licence. The land is described in more detail in the notice (copy attached).

2. We have considered the information supplied by Network Rail including the responses received from third parties you have consulted. For the purposes of condition 7 of Network Rail's network licence, ORR consents to the disposal of the land in accordance with the particulars set out in Network Rail's notice.

Reasons for decision

3. We are satisfied that Network Rail has consulted all relevant stakeholders¹. We note, however, that Network Rail's consultation evidence fell outside the six month period referred to in our guidance on land disposal by Network Rail². We have therefore considered whether it is necessary for Network Rail to reconsult as a consequence.

4. Having considered the details of the proposed disposal and the responses received to Network Rail's consultation we have concluded that, on this particular occasion, it is not necessary for Network Rail to reconsult its stakeholders. We note that the responses to the consultation were not significantly outside the six month time period and that there were no material changes concerning the proposed disposal since the consultation was carried out. We therefore consider that the information provided to the consultees remains current. Further, we note that all consultees responded to the consultation and that no objections to the proposed disposal were received.

5. In considering the proposed disposal we also note that:

- there is no evidence that railway operations at Yatton station would be affected adversely by the proposed disposal and Network Rail would retain servitude access rights over the land;

¹ In this regard it is noted that the local planning authority was not consulted by Network Rail during the original consultation but that Network Rail did subsequently engage and consult with it on the proposed land disposal. The details are in Annex 2.

² See paragraph 8 below.

- the proposed disposal would facilitate a public realm improvement scheme;
- the land acquired would increase car parking from 99 spaces to 148, with the possibility of further expansion in the future if necessary; and
- no alternative reasonably foreseeable railway use for the land was identified.

6. We further note that 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 any other train operators using the station to be consulted on any proposed changes. Network Rail has stated that no transfer will take place until the station change procedure has been achieved (in addition to some minor modifications to the lease) as these are conditions precedent to the transfer.

7. We also note that planning permission is required to enable the disposal to progress. However, matters relating to town planning are outside our locus and instead are for the local authorities to consider and address.

8. In reaching our conclusion to consent to the proposed disposal, we have had regard to our decision criteria in *Land disposal by Network Rail: the regulatory arrangements, December 2013*³ and our legal duties. We have given consideration to our section 4 duties under the Railways Act 1993 and in doing so we have given particular weight to our duty to exercise our functions in a manner which we consider best calculated to “protect the interests of users of railway services”.

9. We have concluded that the proposed disposal is not against the interests of users of railway services and based on all the information and evidence we have received and taking into account all the material facts and views relevant to our consideration of disposal of land by Network Rail in accordance with condition 7 of the network licence, we are satisfied that there are no issues for us to address and therefore that our consent should be granted.

Yours sincerely

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

Les Waters

Duly authorised by the Office of Rail Regulation

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

Annex A: Notice given by Network Rail to ORR on 19 February 2015

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	Yatton - Land on the South side of Yatton Station Post code: BS49 4AG
Plans attached:(all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)	The attached plan entitled “ Land Ownership at Yatton Station ” shows the extent of Network Rail’s ownership at Yatton Station. Attached plan “70879- Current Lease Plan” Shows the extent of the current Station Lease The attached plan 71794-1 REV C Shows the planned disposal area in blue and rights of access to it hatched and cross hatched brown.
Clearance Ref:	Business Clearance CR/ 19692 dated 20 th February 2013 Technical Clearance CR/19692 dated 28 th November 2013
Project No.	S01472
Ordnance survey coordinates	E:N 342472: 166008 ST424660
Photographs (as required)	 <p>South Side Formal Parking with the Former Allotment Area (Wooded Area) to the Right of the Picture.</p>



South Side Informal Parking with the Former Builders Merchant Site in the Background



Entrance to Maintenance Yard (Gates to the Right) and the Strawberry Line Cycle Path (to the left) and the Former Allotment Area (Wooded area) to the left.



Southern Entrance to Yatton Station to become an intermodal transport interchange.

2. Proposal

Type of disposal (i.e. lease / freehold sale)	Freehold disposal and a permanent grant of access to the disposal area together with all necessary short term licences or leases required to facilitate station enhancement works and development works.
Proposed party taking disposal	Xxxx
Proposed use / scheme	<p>The proposal is for a residential led mixed development (freehold disposal) together with station enhancement works including:</p> <ol style="list-style-type: none"> 1) Incremental formalised station parking of at least 148 spaces overall at Yatton Station. 2) A formal cycle path to carry the Strawberry line cycle route through the station. 3) A possible commercial unit (potentially cycling related). 4) A new transport interchange and approach road resurfacing.. <p>Note: All station enhancements are to be retained within in the station lease.</p>
Access arrangements to / from the disposal	The disposal land will be accessed via the station approach road. The residential development will be required to pay a contribution towards the upkeep of the

land	approach road.
<p>Replacement rail facilities</p> <p>(if appropriate)</p>	<p>The number of formal station car parking spaces at Yatton Station will be augmented by this scheme.</p> <p>Basis of assessment of car parking growth at Yatton Station: APCOA (the car park managers for the Station Facility Operator (SFO)) are currently contracted for the 99 spaces specified within the Yatton Station Lease. APCOA states that the current average occupancy levels are 76 per cent (75 spaces)</p> <p>Further informal car parking takes place in the un-marked area immediately to the south of the marked bays (up to 20 - 25 vehicles have been noted on occasion in this area).</p> <p>The rate of car parking growth at Yatton Station is stated by the SFO to be between two per cent to four per cent annually. Therefore (and to be prudent) we have adopted the higher four per cent growth rate. The base level of parking spaces from which to calculate growth has been set by taking the average 75 space occupancy level from APCOA and then adding an extra 33 per cent (25) spaces for contingency. This produces a base figure of 100 car parking spaces.</p> <p>Over a 10 year time period, a four per cent annual increment would see the current parking requirement rise from the base of 100 to 148 spaces. This approach to ensuring that car parking growth is addressed by this scheme has been accepted by Western Route Strategy and Western Route Enhancement.</p> <p>The proposed development will provide formally laid out car parking spaces at Yatton Station to meet this level - (36 existing in the North side Car Park and 112 existing and new in the South Car Park) - depending upon final layout achieved.</p> <p>Contractual basis of provision by the developer: The exact number of car parking spaces and other station enhancements will be agreed with the SFO under the Station Change which will form the basis of a Station Enhancements Deliverables Document (SEDD). This will provide the contractual base for station enhancements provision by the developer. The sale contract between Network Rail and xxxx provides that the SEDD must be delivered in full and to the satisfaction of both Network Rail and the SFO before legal transfer of the residential development land takes place. This legal mechanism is intended to ensure delivery of the proposed station enhancements by the developer.</p> <p>Longer term parking: Should there be a future requirement to extend car parking beyond the level to be provided by this scheme, there is potential to extend the car park westwards into the adjacent maintenance yard. Subject to access being maintained to the westernmost end of the yard to accommodate 60 foot plain line and the road rail access point being re-located westward, a re-configuration to accommodate further car parking could be achieved.</p> <p>Other station benefits: The proposed development will also formalise the route of the existing Strawberry Line Cycle Route through the station on a separate cycle path and will provide a well designed, integrated transport interchange outside of the south entrance to the station. The station approach road will also be re-surfaced to “adoptable” standard.</p>

Anticipated Rail benefits	<p>The proposed development will provide rail benefits including:</p> <ol style="list-style-type: none"> 1) Incremental formal car parking to meet the growth in rail traveller demand. 2) A well designed intermodal transport interchange to facilitate links between the station and the wider public transport network and public road and footpath network. 3) The route of the Strawberry Line Cycle Path through the station will be formalised onto a dedicated route. This will reduce the risk of accidents to cyclists, pedestrians and car drivers at the Station. 4) The Strawberry Line Café in the station building will be connected up to mains drainage via the residential development. This will remove the need for frequent emptying of their current septic tank located at the western end of the car park. The café toilets are well used by both railway travellers and café customers as, when the station facilities are closed, the café is the only toilet facility at Yatton Station.
Anticipated Non-rail benefits	<p>The proposed scheme will deliver non-rail benefits including:</p> <ol style="list-style-type: none"> 1) The route of the Strawberry Line cycle path passes through the station car park and will be made clearer and brought more visibly into the main body of the station. It is anticipated that this will bring benefit to Yatton's economy as a tourist attraction 2) The environment around the station will be transformed from semi-waste land and former light industrial to well designed residential development. 3) A well designed car park and public realm will enhance the appearance of the area around the station and compliment the listed status of the station buildings at Yatton. 4) The integrated transport interchange will provide an enhanced gateway to the town.
3. Timescales	
Comments on timescales	The current programme of works indicates that the station enhancements would be completed by Q1 2016 and the residential development by Q4 2017.

4. Railway Related Issues	
History of railway related use	<p>An examination of historic maps and records shows the following regarding railway related use at this site:</p> <p>1885 - The site formed part of Yatton Station with rail sidings present on the site entering from the west, heading west by north west up to the eastern boundary with the longest siding exiting the site on the eastern side. Small structures (the largest measuring approximately 30 metres long which on later maps is marked as a Goods shed) were present around the eastern end of these sidings</p> <p>Another small siding entered the extreme western corner of the site extending into the site for around 30 metres running in the same direction. Adjacent to this small siding was another line which ran parallel to the main line and the boundary of the site for 120 metres up to the station building.</p>

	<p>1903 - The small siding at the far western edge had been expanded to run parallel to the adjacent siding. Two of the small buildings in the east, near the sidings, had been extended and a crane had been installed on the platform for the sidings (about 40 metres in from the Western edge of the site).</p> <p>1931 - Two small buildings had been built to the south eastern corner of the site opposite the goods yard. A weighing machine had been installed at the entrance to the goods yard from the east.</p> <p>1960s - No significant change.</p> <p>1977/1978 - The sidings and goods yard had been demolished and a coal yard occupied the central portion of the site. The coal bays/bunkers occupied the central western portion of the site, extending approximately 80 metres into the site from the Western boundary. The weighing machine remained in the same place. A builder's yard had been constructed on the site towards the north western corner. An electrical substation had been built on the North side of the road close to the entrance to the site from the High Street. Allotment gardens occupied the south west corner of the site.</p> <p>1994 onwards. The allotment gardens in the south west portion of the site had been included within the station lease area but were not in use as part of the station facilities. The middle portion of the site had been included within the station lease and at some point entered use as informal station parking. The builders' merchant remained in operation until approximately 2007 after which it lay vacant for a number of years. It was recently let on a short term basis to a car merchant for storage of vehicles but this use terminated in 2014.</p>
When last used for railway related purposes	<p>The last known use of the site for railway purposes is as follows:</p> <ol style="list-style-type: none"> 1) The builders' yard area was last known to be used for railway purposes before the mid 1970s. 2) The south west corner was last known to be used for railway purposes before the mid 1970s. It is currently part of the station lease although unused. 3) The central portion of the site is currently part of the station lease and is used for some informal parking by users of the station.
Any railway proposals affecting the site since that last relative	We are not aware of any proposals affecting this site
Impact on current railway related proposals	Believed to be none. The SFO is supportive of the proposals.
Potential for future railway related use	<p>The release of the development area will result in enhanced railway facilities being provided at Yatton Station starting in 2015/16.</p> <p>The alternative course of action is for the un-surfaced area and former allotments to remain in the station lease awaiting an unidentified future source of funding for car park enhancement. The location and station category of Yatton Station do not make it very likely that funding would become available in the foreseeable future.</p>

<p>Any closure or station change or network change related issues</p>	<p>In order to achieve the proposed development and station enhancement both Station Change and Minor Modifications will be required.</p> <p>Station Change will be needed to document the incremental levels of formal car parking spaces and the station enhancements at Yatton.</p> <p>Minor Modifications will be required to remove the residential development area from the station lease and to incorporate some land from the former Builders' Merchant Yard site which is currently outside of the station lease.</p> <p>Note: ORR consent is sought for this disposal subject to the completion of Station Change and Minor Modification. No transfer will take place until Station Change and Minor Modification have been achieved as the contract exchanged with the Developer cites these as conditions precedent.</p>
<p>Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future</p>	<p>The access needs of the Station Operator and Network Rail Maintenance have been taken into consideration including:</p> <ol style="list-style-type: none"> 1) Access to the South Side entrance to the Station will be maintained at all times during construction. Station car parking spaces (in numbers to be agreed with the SFO) will be available at all times during development works. Once the residential development is constructed future owners will be bound by legal covenant not to obstruct access to the station. Provision of parking for residents will be fully accommodated within the disposal area. 2) During development works, access to the maintenance compound at the Western End of the Station Car park will be maintained at all times. The final car park layout will ensure that maintenance deliveries can be accommodated for all specified maintenance vehicles including the longest length of delivery vehicle. 3) The residential development land will not be released to the developer until the Station Enhancement works have been completed to the satisfaction of Network Rail and the Station Facility Owner.
<p>Position as regards safety / operational issues on severance of land from railway</p>	<ol style="list-style-type: none"> 1) The new residential development will be separated from the station car park by the formal route of the Strawberry Line Cycle Path. 2) The new residential development will be separated from the Strawberry line Cycle Path by means of domestic fencing and planting. 3) The transfer document contains covenants from the owners of the disposal land not to obstruct the operation of the adjacent station car park 4) 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.

5. Planning History and Land Contamination

<p>Planning permissions / Local Plan allocation (if applicable)</p>	<p>The Developer has undertaken a full pre-application process with North Somerset Planning Officers who have advised that they are satisfied that a Planning Application can now be made. The Developer intends to submit a Full Planning Application before the end of March 2015. The salient points regarding the North Somerset Planning context are:</p> <p>North Somerset Core Strategy (March 2013) was formally adopted in April 2012. However it was subject to a high court challenge and the final judgement (published in March 2013) declared Policy CS13 unlawful. However, the Judgement also states that although remitted: <i>“the policies can still be accorded appropriate weight in any decision-making and housing can be brought forward through the development control process”</i>.</p> <p>The Yatton Station Development is viewed as supporting the delivery of North Somerset’s Core Strategy. In particular:</p> <p>Vision 6 Service Villages Vision – by 2026 the Service Villages will become thriving rural communities and a focal point for local housing needs, services and community facilities. They will become more self-contained in terms of providing jobs and serving the local and surrounding community for all their day-to-day needs, whilst protecting local character. <i>Yatton is identified as one of nine Service Villages.</i></p> <p>CS10: Transportation and Movement – this states that development proposals that encourage an improved and integrated transport network and allow for a wide choice of modes of transport as a means of access to jobs, homes, services and facilities will be encouraged and supported <i>The development site is located on land adjacent to the Railway Station and cycle network. The proposal provides improvements to the existing station car parking and visibility of the Strawberry Line and bus interchange thereby improving and encouraging access to the established transport network.</i></p> <p>CS1 Climate Change and Carbon reduction – this policy sets out eleven principles, including:</p> <p>Developments of 10 or more dwellings should demonstrate a commitment to maximise the use of sustainable transport solutions.</p> <p>The re-use of previously developed land and existing buildings buildings in preference to the loss of green field sites</p> <p><i>The redevelopment of the land adjacent to Yatton Railway Station would clearly support these principles. They would re-use a brown field site, adjacent to both the railway station and the Strawberry Line cycle path, and providing an intermodal transport interchange thereby fully supporting the maximum use of sustainable transport solutions</i></p> <p>A number of policies have been saved in the Replacement Local Plan 2007. Of particular relevance to the Yatton Station T/2 Development of railway stations – <i>“Development at and around existing passenger railway stations will only be permitted if it would not prejudice the station’s function, including the ability to provide for projected growth in rail traffic”</i></p> <p>Western Route Strategy has confirmed that, in relation to the Route Study, they are content that from a strategic perspective future growth for car parking</p>
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Contamination / Environmental Issues (if applicable)	Due diligence works have highlighted the following contamination and environmental matters to be addressed by the proposed development: 1) The site contains areas of made ground and soft ground which will require ground beams to support the residential development. 2) The site is known to be in an area used by foraging bats and provision of bat boxes will be a requirement. 3) The South West corner of the site is within the EA flood zone 3. This area will be left as public open space and not built upon. 4) The Biddle Street SSSI is located approximately 200 metres to the South West of the Station and all development will be sensitive to its position in proximity to this.
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6. Consultations

Railway (internal –	CR/19692
Summary of position as regards external consultations	24 Consultees were circulated. 24 Responses were received 23 Responses were either “No Comments” or “No Objection” 1 Response from the SFO stating support for the scheme.
Analysis of any unresolved objections together with recommendation by	There are no objections to the disposal of this site

7. Local Authorities

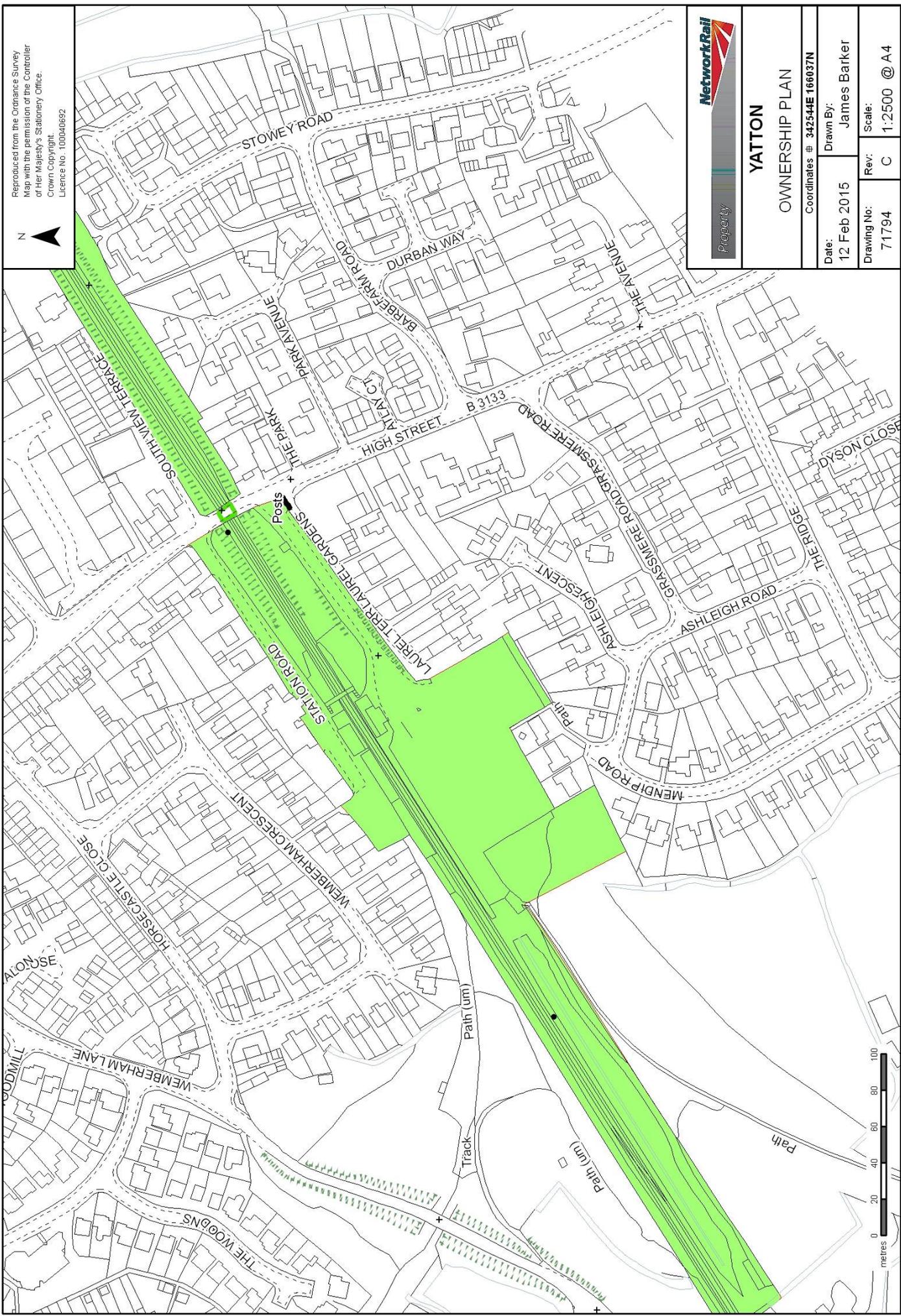
Names & Email	North Somerset Council,
Local Transport	Somerset County Council
Other Relevant Local	None

8. Declaration

Declaration of Surveyor:	I have read and understood Network Rail’s Code of Business Ethics and Policy on Interests in Transactions.
Declaration of Property Development Manager:	I have read and understood Network Rail’s Code of Business Ethics and Policy on Interests in Transactions.

9. Internal Approval

Surveyor Name:	
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YATTON	
OWNERSHIP PLAN	
Coordinates # 342544E 166037N	
Date:	12 Feb 2015
Drawn By:	James Barker
Drawing No:	71794
Rev:	C
Scale:	1:2500 @ A4

Bespoke Mapping - GPS - Land Surveys - Boundary Surveys - Measured Building Surveys - CAD - GIS Data Management - Contact Us At: LandInformation@Networkrail.co.uk

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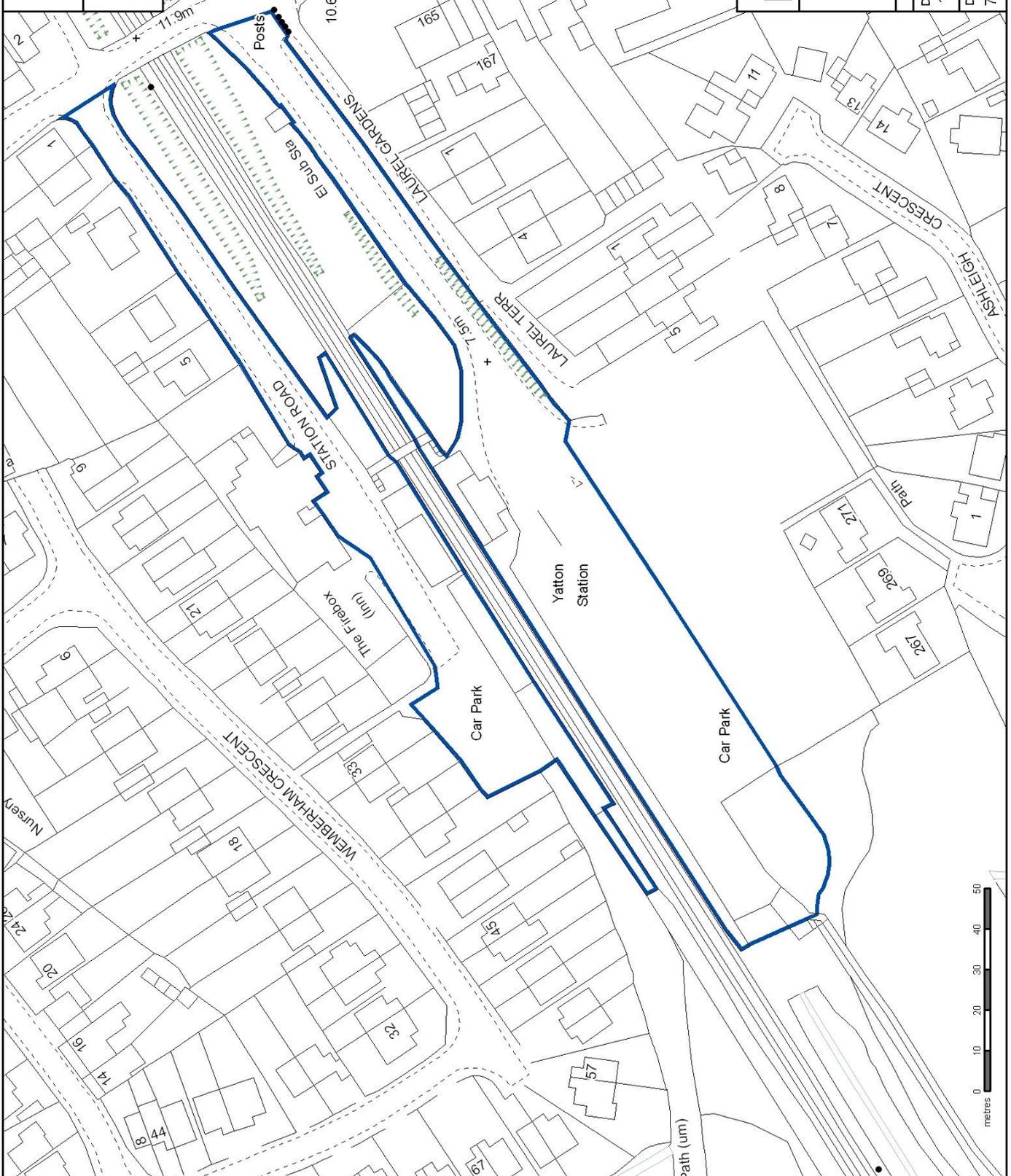


ELR: MLN1 130M 131YDS



YATTON
PROPOSED LEASE PLAN
 YAT 02802

Coordinates # 342525E 166073N	
Date: 12 Feb 2015	Drawn By: James Barker
Drawing No: 70879	Rev: A
Scale: 1:1250 @ A4	

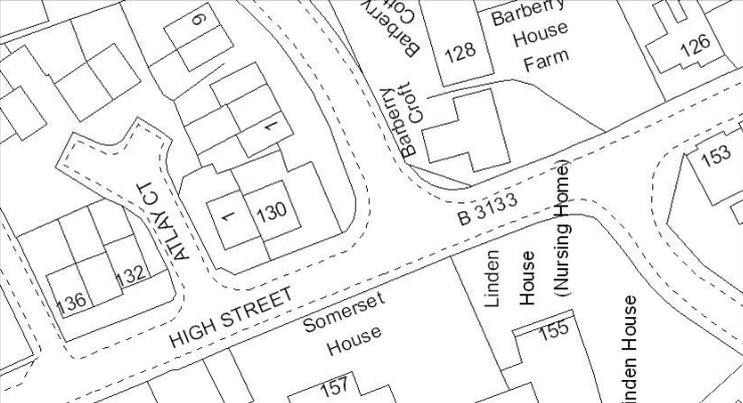


Bespoke Mapping - GPS - Land Surveys - Boundary Surveys - Measured Building Surveys - CAD - GIS Data Management - Contact Us At: LandInformation@Networkrail.co.uk

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Legend

- Sale Area - 6400m²
- Pedestrian ROW Reserved
- ROW reserved



NetworkRail

Property

YATTON

ACCESS & SALE PLAN

Coordinates # 342544E 166037N

Date: 12 Feb 2015
Drawn By: Andy Oakes

Drawing No: 71794-1
Rev: C
Scale: 1:1250 @ A4



Bespoke Mapping - GPS - Land Surveys - Boundary Surveys - Measured Building Surveys - CAD - GIS Data Management - Contact Us At: LandInformation@Networkrail.co.uk

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: Land at Yatton Station in North Somerset

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

Summary of position regarding responses:
 24 Consultees were circulated and 24 responses were received.
 23 Responses were either “No Comments” or “No Objection”.
1 Response from the SFO stating support for the scheme.

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	First Greater Western Ltd	Yes	01/07/2014	“FGW supports this scheme”	FGW is the S.F.O.
2	South Eastern Railway	Yes	01/07/2014	no comments	
3	Chiltern Railways	Yes	03/07/2014	no comments	
4	DfT	Yes	08/07/2014	no comments	
5	Association of Community Rail Partnerships	Yes	16/07/2014	no objection	
6	Eurostar International	Yes	16/07/2014	No objection	
7	Southern Railway	Yes	16/07/2014	no comments	
8	Alliance Rail	Yes	26/06/2014	No comments	
9	C2C Railway	Yes	26/06/2014	no objection	
10	Freightliner	Yes	26/07/2014	no comments	
11	MerseyRail	Yes	26/07/2014	no comments	
12	National Express	Yes	26/07/2014	no objection	
13	Rail Freight Group	Yes	26/07/2014	No objection	
14	W. H. Malcolm Group	Yes	26/07/2014	no objections	
15	Cross Country Trains	Yes	27/06/2014	no objection	
16	GB Railfreight	Yes	30/06/2014	no objection	
17	Passenger Focus	Yes	30/06/2014	no objection	

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)
18	Grand Central Rail	yes	28/07/2014	No Comments	
19	Northern Rail	yes	28/07/2014	No objection	
20	West Coast Railway	yes	28/07/2014	No comments	
21	Colas Rail	Yes	18/07/2014	No commnets	
22	Direct Rail Services Ltd	Yes	30/07/2014	no objections	
23	DB Schenker	Yes	31 ^{10/7/s014}	No Objections	
24	British Transport Police	Yes	29/07/2014	no issues or concerns	

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

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

Annex 1 - Copies of Consultee Responses

1. First Great Western Limited

From: @firstgroup.com

Sent: 01 July 2014 17:06

To:

Subject: Re: Consultation on proposed land disposal: Yatton Station in North Somerset
RESPONSE DATE 25th JULY 2014

Good afternoon

Many thanks for this. FGW supports this scheme.

First Greater Western Ltd.

2. South Eastern Railway

From: @southeasternrailway.co.uk]

Sent: 01 July 2014 08:23

To:

Subject: RE: Consultation on proposed land disposal: Yatton Station in North Somerset
RESPONSE DATE 25th JULY 2014

Good Morning

Southeastern has no comment regarding this proposal.

Kind Regards

3. Chiltern Railway

From: EXTL:

Sent: 03 July 2014 12:02

To:

Subject: RE: Consultation on proposed land disposal: Yatton Station in North Somerset
RESPONSE DATE 25th JULY 2014

Hi

There are no comments from Chiltern Railways.

Kind regards,

4. The Department for Transport

From: @dft.gsi.gov.uk]

Sent: 08 July 2014 14:38

To:

Subject: RE: Consultation on proposed land disposal: Yatton Station in North Somerset
RESPONSE DATE 25th JULY 2014

Attachments: image001.png

Dear

I confirm that we have no comments on this proposal.

Kind regards,

5. Association of Community Rail Partnerships

From: @btconnect.com]

Sent: 16 July 2014 17:06

To:

Subject: RE: Consultation on proposed land disposal: Yatton Station in North Somerset
RESPONSE DATE 25th JULY 2014

Thanks for your email

ACoRP have no objection to this disposal.

Regards

6. Eurostar International Ltd

From: @eurostar.com]

Sent: 16 July 2014 15:26

To:

Subject: RE: Consultation on proposed land disposal: Yatton Station in North Somerset
RESPONSE DATE 25th JULY 2014

No issue for EIL

Regards,

Eurostar International Limited

Times House | Bravingtons Walk | London N1 9AW

T +44 (0)

M +44 (0)

eurostar.com

7. Southern Railway

From: @southernrailway.com]

Sent: 16 July 2014 16:24

To:

Subject: RE: Consultation on proposed land disposal: Yatton Station in North Somerset
RESPONSE DATE 25th JULY 2014

Afternoon

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

Regards

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

e: @southernrailway.com | t: external | internal

8. Alliance Rail

From: @alliancerail.co.uk]

Sent: 26 June 2014 14:06

To:

Subject: RE: Consultation on proposed land disposal: Yatton Station in North Somerset
RESPONSE DATE 25th JULY 2014

Alliance has no comment

Regards

9. C2C Rail

From: @c2crail.net]

Sent: 26 June 2014 13:59

To:

Subject: Re: Consultation on proposed land disposal: Yatton Station in North Somerset
RESPONSE DATE 25th JULY 2014

Dear

I confirm on behalf of c2c Rail Ltd that we have no objection to the proposed land disposal.

Kind regards,

2nd Floor, Cutlers Court, 115 Houndsditch, London EC3A 7BR

10. Freightliner

From: @Freightliner.co.uk]

Sent: 26 June 2014 14:54

To:

Subject: RE: Consultation on proposed land disposal: Yatton Station in North Somerset
RESPONSE DATE 25th JULY 2014

Freightliner has no comment to make on this proposal

Regards

11. Mersey Rail

From: @merseyrail.org]

Sent: 26 June 2014 15:18

To:

Subject: RE: Consultation on proposed land disposal: Yatton Station in North Somerset
RESPONSE DATE 25th JULY 2014

Hi

I can confirm Merseyrail have no comments on the above proposal.

Regards

Merseyrail

Tel

Mob

Email @merseyrail.org

Web www.merseyrail.org

12. National Express

From: @nationalexpress.com]

Sent: 26 June 2014 13:58

To:

Subject: RE: Consultation on proposed land disposal: Yatton Station in North Somerset
RESPONSE DATE 25th JULY 2014

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

13. Rail Freight Group

From: @rfg.org.uk]

Sent: 26 June 2014 20:20

To:

Subject: RE: Consultation on proposed land disposal: Yatton Station in North Somerset
RESPONSE DATE 25th JULY 2014

Ok with RFG

Executive Director

Rail Freight Group

7 Bury Place

London

WC1A 2LA

Tel

Fax

Mobile

@rfg.org.uk

Rail Freight (Users and Suppliers) Group

Registered No. 332 4439

14. W. H. Malcolm Group

From: @whm.co.uk]

Sent: 26 June 2014 14:10

To:

Subject: RE: Consultation on proposed land disposal: Yatton Station in North Somerset
RESPONSE DATE 25th JULY 2014

WH Malcolm has no objections to the proposal.

Malcolm Group, Tillyflats, Laurieston Road, Grangemouth, UK, FK3 8XT

Tel: | Fax: Mobile:

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

15. Cross Country Trains

From: @crosscountrytrains.co.uk]

Sent: 27 June 2014 10:21

To:

Subject: FW: Consultation on proposed land disposal: Yatton Station in North Somerset
RESPONSE DATE 25th JULY 2014

Attachments: image001.jpg; Land Ownership at Yatton Station.pdf; 70879 - Yatton Current Station Lease Plan.pdf; 706-04-Yatton Station-Proposed Layout Plan - RFS.pdf; 70879 - Yatton Proposed Lease Plan.pdf; Proposed Land Disposal Evaluation Form 23rd June 2014.doc; Consultation Letter For Land Disposal at Yatton Station - 25th June 2014.doc

XC Trains has no objection to this proposal.

Regards

CrossCountry

Phone: Mobile: Fax:

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

16. GB Rail Freight

From: @gbrailfreight.com]

Sent: 30 June 2014 08:49

To:

Subject: RE: Consultation on proposed land disposal: Yatton Station in North Somerset
RESPONSE DATE 25th JULY 2014

I can confirm that GB Railfreight Ltd has no objection to the proposed land disposal at Yatton Station as detailed in your email and attachments of 26/06/14.

Regards

GBRf Sevenoaks

17. Passenger Focus

From: @passengerfocus.org.uk]

Sent: 30 June 2014 09:56

To:

Subject: RE: Consultation on proposed land disposal: Yatton Station in North Somerset
RESPONSE DATE 25th JULY 2014 2506d15

Thank you for sending Passenger Focus details of the proposed land disposal at Yatton. They note that: the land is part of the old goods yard;

the sale will be freehold to Newland Homes Limited, who plan to develop the site for housing and "mixed" use;

a new car park, with 114 spaces, a dedicated link to the "Strawberry Line" cycleway, and a new transport interchange will be provided;

the approach road will be resurfaced, and the station cafe will be linked to mains drainage;

the development is expected to be complete in the spring of 2016.

Passenger Focus also notes that:

current car park capacity is contracted to be 99 spaces;

growth in demand is 2-4%, so parking capacity will be sufficient for c. 10 years;

the new car park will be built before any commercial development begins;

during development works access to Network Rail's maintenance compound will be available, as will all parking spaces.

The change and minor modification that are to be issued for the railway works should include details of how car parking capacity can be increased when required.

Passenger Focus has no objection to the proposed sale.

Regards,

Tel.

18. Grand Central Railway**From:** EXTL: @grandcentralrail.com)**Sent:** 28 July 2014 13:42**To:****Subject:** Re: Consultation on proposed land disposal: Yatton Station in North Somerset
RESPONSE DATE 25th JULY 2014

Dear

Apologies for not getting back to you sooner.

GC has no comment on this proposal.

Regards

Sent from my iPad

19. Northern Rail**From:** @northernrail.org]**Sent:** 28 July 2014 15:44**To:****Subject:** RE: Consultation on proposed land disposal: Yatton Station in North Somerset
RESPONSE DATE 25th JULY 2014

Dear

With reference to your initial email of 26TH June and follow up email of 16th July. Northern Rail Ltd have no objections to the proposed disposal of land at Yatton Station, North Somerset.

Please accept my sincere apologies for the delay in responding.

Going forward would you please direct any land disposal queries to xxxx.

Many thanks

Yours faithfully

20. West Coast Railway Co.**From:** @aol.com**Sent:** 28 July 2014 10:31**To:****Subject:** Re: FW: FW: Consultation on proposed land disposal: Yatton Station in North S...
no comments

WCR

T

M

E @aol.com

21. Colas Rail**From:** @colasrail.co.uk]**Sent:** 18 July 2014 10:20**To:****Cc:****Subject:** RE: Consultation on proposed land disposal: Yatton Station in North Somerset
RESPONSE DATE 25th JULY 2014

Apologies for the delay in response. We have no comment.

Regards

22. Direct Rail Services Ltd.**From:** @drsl.co.uk]**Sent:** 30 July 2014 12:20**To:****Subject:** RE: Consultation on proposed land disposal: Yatton Station in North Somerset
RESPONSE DATE 25th JULY 2014

Direct Rail Services have no objections to the proposed land disposal at Yatton station, North Somerset.

Regards

23. DB Schenker

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

Yours,

DB Schenker Rail (UK) Ltd.

310 Goswell Road

London EC1V 7LW

Tel:

Fax:

Mobile:

24. British Transport Police

From: @btp.pnn.police.uk]

Sent: 29 July 2014 15:32

To:

Subject: Re: Consultation on proposed land disposal: Yatton Station in North Somerset

RESPONSE DATE 25th JULY 2014

further to your recent message, please be advised that BTP have no issues or concerns in relation to this matter.

Kind regards,

British Transport Police,

25 Camden Road,

London NW1 9LN

Tel:

(Internal:

Email: @btp.pnn.police.uk

Annex 2 – Consultation response from North Somerset Council

From: @networkrail.co.uk]
Sent: 03 March 2015 8:49 AM
To: '@orr.gsi.gov.uk'
Cc:
Subject: FW: Yatton Station Enhancements and Land Sale

Dear,

As per your request in the attached email of 24th February 2015, I have sought and obtained comment from North Somerset Council with regard to the proposed disposal of land at Yatton Station. Please see the email chain below.

Kind regards,



Surveyor (Property Development)
3rd Floor, Temple Point, Redcliffe Way, Bristol, BS1 6NL
T (Internal)
E @networkrail.co.uk
www.networkrail.co.uk/property

From:
Sent: 02 March 2015 09:31
To:
Subject: FW: Yatton Station Enhancements and Land Sale
Dear

Network Rail Western Route Strategy Team is happy that we have demonstrated adequate future parking provision to meet incremental rail passenger demand at Yatton Station as set out in the ORR Consultation Document:

The basis of calculation is:

Basis of assessment of car parking growth at Yatton Station: APCOA (the car park managers for the Station Facility Operator (SFO)) are currently contracted for the 99 spaces specified within the Yatton Station Lease. APCOA states that the current average occupancy levels are 76 per cent (75 spaces)

Further informal car parking takes place in the un-marked area immediately to the south of the marked bays (up to 20 - 25 vehicles have been noted on occasion in this area).

The rate of car parking growth at Yatton Station is stated by the SFO to be between two per cent to four per cent annually. Therefore (and to be prudent) we have adopted the higher four per cent growth rate. The base level of parking spaces from which to calculate growth has been set by taking the average 75 space occupancy level from APCOA and then adding an extra 33 per cent (25) spaces for contingency. This produces a base figure of 100 car parking spaces.

Over a 10 year time period, a four per cent annual increment would see the current parking requirement rise from the base of 100 to 148 spaces. This approach to ensuring that car parking growth is addressed by this scheme has been accepted by Western Route Strategy and Western Route Enhancement.

The proposed development will provide formally laid out car parking spaces at Yatton Station to meet this level - (36 existing in the North side Car Park and 112 existing and new in the South Car Park) - depending upon final layout achieved.

Kind regards



Surveyor (Property Development)
3rd Floor, Temple Point, Redcliffe Way, Bristol, BS1 6NL
T (Internal)
E ._@networkrail.co.uk
www.networkrail.co.uk/property

From:
Sent: 02 March 2015 09:01
To:
Subject: RE: Yatton Station Enhancements and Land Sale
Hi.

I refer to your e-mail regarding the above site.

So long as it can be demonstrated that there is sufficient space for future station parking provision resulting from the expansion of the village, North Somerset Council have no comments with regard to the principle of NR disposing of this piece of land.

Regards

Principal Planning Officer
North Somerset Council

Tel:

Web: www.n-somerset.gov.uk

From:
Sent: Wednesday, February 25, 2015 9:28 AM
To:
Subject: Yatton Station Enhancements and Land Sale
Importance: High

Hello

I hope that you will be able to help me please. In order to comply with Network Rail's Regulatory regime I am in the process of making an application to the Office of Rail Regulation(ORR) for formal consent to dispose of the proposed residential development area at Yatton Station.

The ORR have requested that I obtain a comment from you on behalf of North Somerset Council with regard to the principle of NR disposing of this piece of land. This is not a request to comment on the upcoming planning application that the Developer has been working on. Rather it is a request regarding the general principle of what NR is looking to achieve by using the release of the land value of the residential development to provide enhancements to Yatton Station.

In order to comply with the ORR request all I need is a short (even one line) email stating that North Somerset has "No Comment" or "No Objection" to the land disposal in the context of what we are trying to achieve. If you are able to go further and state "support" for the principle then that would be great but I understand if you consider that this would not be appropriate.

Thanks and kind regards,



Surveyor (Property Development)
3rd Floor, Temple Point, Redcliffe Way, Bristol, BS1 6NL
T (Internal)
E ._@networkrail.co.uk
www.networkrail.co.uk/property

Annex 3 – Network Rail's Consultation Request

From: @networkrail.co.uk>

To:

Date: 26/06/2014 13:53

Subject: Consultation on proposed land disposal: Yatton Station in North Somerset RESPONSE DATE 25th JULY 2014

Dear Consultees,

Please find attached information concerning a proposed land disposal at Yatton Station in North Somerset. I would be grateful to receive your comments by 25th July 2014.

Yours faithfully,