

# Proposed Property Disposal

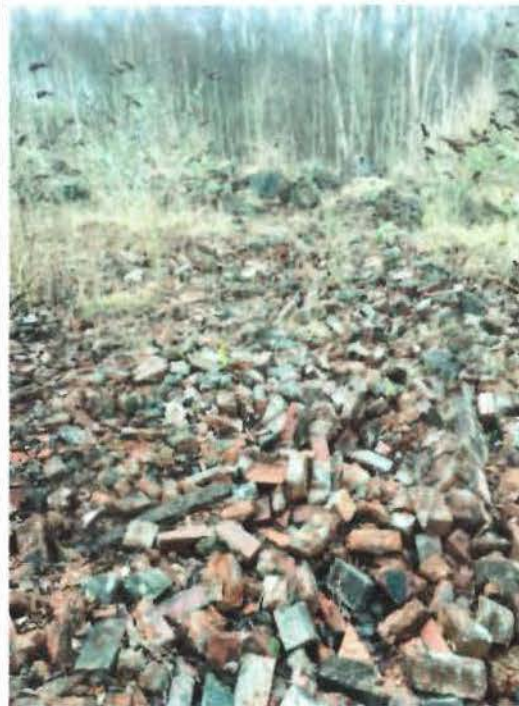
Application by Network Rail Infrastructure Limited to dispose of land in accordance with the Land Disposal Condition of the Network Licence

1. Site	
Site location and description	Land off Doncaster Road, Belle Vue, Wakefield, WF1 5DA Site area is 5.87 Ha, relatively level in topography and covered in self set birch trees.
Plans attached: (all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)	Plan no. 5453551 – Sale plan showing the proposed sales area coloured blue.  Plan no. 5453551 – Survey plan showing the extent of Network Rail's ownership coloured green.
Clearance Ref:	CR/29891 – Business clearance approved 19-08-2016  CR/29891 – Technical clearance approved 11-10-2016
Project No.	153477
Ordnance survey coordinates	E434820, N419587

Details of attached photographs (as required)



Aerial photo of local area with site shown verged red.



Former depot demolished and rubble left on site (central area).





Existing lineside access track. The disposal site to the east is securely fenced.

## 2. Proposal

Type of disposal	Freehold or long leasehold disposal
Proposed party taking disposal	Currently being considered by the Homes and Communities Agency (HCA), who will seek a forward sale to a residential developer after a proper marketing period. Should the HCA decide not to take the site forward then Network Rail will consider disposal to an adjoining land owner or offer the site to the market. <b><u>Note – Since the consultation was undertaken HCA has confirmed that it will not acquire the site. NR is in discussions with the adjoining owner.</u></b>
Proposed use /	Residential Development
Access arrangements to / from the disposal land	<p>The existing access via Doncaster Road under the disused former rail over road bridge shall remain. A minimum 8m corridor between the nearest running rail and new boundary fence has been provided.</p> <p>A laydown and turning area has been accommodated in the North Western corner of the site, adjacent the railway.</p> <p>There will also be opportunities to provide a secondary access point through the proposed residential development.</p>

Replacement rail facilities (if appropriate)	Not applicable
Anticipated rail benefits	<p>The site has remained unused for in excess of 30 years and has been subject to vandalism and fly tipping. The disposal will therefore reduce the maintenance liability to Network Rail.</p> <p>Network Rail will receive a capital receipt which will be used for investment in the railway.</p>
Anticipated non-rail benefits	The disposal for residential development will go towards reducing the DFT's challenging target of providing housing on surplus railway land.
<b>3. Timescales</b>	
Comments on timescales	Disposal is anticipated in the next 12 – 18 months.
<b>4. Railway Related Issues</b>	
History of railway related use	<p>Belle Vue sidings are on the site of a former steam motive power depot (closed around 1968). It also lies adjacent to the site of the former Wakefield Power Station.</p> <p>Following closure of the depot the site was used for limited wagon and material storage. The rail connections were removed in the late 1980's and the site has since been left open, with significant re-vegetation by standing birch trees. A maintenance access remains alongside the running lines; the remainder of the site is protected behind palisade fencing. The site is generally level save for a severe drop in levels down to the Doncaster Road, which provides a very narrow existing access to the site to the rear of 266/267 Doncaster Road. Part of the original rail formation (now redundant) into the power station site also remains including a substantial steel bridge over the A638.</p>
When last used for railway related purposes	The site was last used for limited wagon and material storage in the 1970's early 1980's when all uses ceased the site and rail connections were removed.



<p>Any railway proposals affecting the site since that last relative use</p>	<p>None, the site has been left vacant and is now overgrown with self-set vegetation.</p>
<p>Potential for future railway related use</p>	<p>There is no mention of the site in the Northern RUS.</p> <p>The site was disconnected from the network and all rail infrastructure was removed from the site in the late 1980's.</p> <p>Following a Strategic Freight Sites review meeting held on 02 March 2017 and the disposal site was officially delisted on 08 September 2017.</p> <p>The Strategic Freight Sites review meeting included the following key stakeholders;</p> <ul style="list-style-type: none"> <li>• Direct Rail Services Limited.</li> <li>• Colas Rail Limited</li> <li>• DB Cargo Limited</li> <li>• GB Railfreight Limited</li> <li>• Devon and Cornwall Railways Limited</li> <li>• Freightliner Limited</li> </ul> <p>A sample letter from DB Cargo, confirming delisting the disposal site from SFS status is attached. If required, the letters provided by all key stakeholders can be provided on request.</p>
<p>Any closure or station change or network change related issues</p>	<p>No, it is believed the sidings were disconnected prior to privatisation.</p>
<p>Whether disposal affects any railway (including train operator) related access needs, and</p>	<p>The existing maintenance access will be maintained and there will be an opportunity to create a secondary access in to the site through the proposed development.</p>
<p>Position as regards safety / operational issues on severance of land from railway</p>	<p>The disposal includes arrangements under which the other party will install new boundary fencing as required along the railway boundary.</p> <p>The disposal is on a basis under which Network Rail has had due regard (where applicable) to impact of the disposal on lineside works, including railway troughing, signalling and their maintenance. The disposal is without prejudice to Network Rail's safety obligations, with which Network</p>

	<p>Rail will continue to comply. Network Rail's network licence requires compliance with Railway Group Standards. These set out requirements for – amongst other things – fencing, access and signal sighting. In addition, the Railways and Other Guided Transport Systems (Safety) Regulations 2006 require Network Rail to have a safety management system and safety authorisation in respect of its mainline railway system and its railway infrastructure. These, in turn, require Network Rail to comply with Railway Group Standards as well as its own internal standards; and also continually to monitor changes to the risks arising from its operations and to introduce new control measures as appropriate.</p>
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### 5. Planning History and Land Contamination


<p>Planning permissions / Local Plan allocation (if applicable)</p>	<p>The adjacent former power station site was granted planning permission for 334 new dwellings in February 2017.</p> <p>Network Rail's property was allocated for residential development in the City Fields Masterplan adopted in June 2017.</p>
<p>Contamination / Environmental Issues (if applicable)</p>	<p>A site survey/inspection (attached) has highlighted that there are some areas of the site that have been subject to fly tipping and may contain some asbestos sheeting.</p> <p>The former railway buildings have been demolished and left in situ on site. This will require further investigations once the trees have been cleared.</p> <p>Japanese knotweed was present on a very small area of the site. This has been reported to the local maintenance protection coordinator to be cleared.</p> <p>Any future development will be required to undertake a full ground and ecology survey as part of any planning submission.</p>


### 6. Local Authorities

<p>Names &amp; Email Addresses:</p>	<p>@wakefield.gov.uk</p>
<p>Local Transport Authorities:</p>	<p>Wakefield MDC</p>
<p>Other Relevant Local Authorities:</p>	<p>Not applicable.</p>

### 7. Internal approval to consult



Recommendation:	Based on the above, I recommend that Network Rail consults on the terms of disposal	
Declaration:	I have read and understood Network Rail's code of Business Ethics and Policy on Interests in Transactions	
Proposer's name:		Proposer's job title: Development Surveyor
Signed		Date 22/06/2017
Authorised by (		Authoriser's job title: Head of Residential
<b>8. Consultations</b>		
Internal consultation	CR/29891 – Business clearance approved 19-08-2016 CR/29891 – Technical clearance approved 11-10-2016 Site not referred to in the RUS	
Summary of position as regards external consultations	There were 29 consultees of which 3 did not respond despite numerous attempts to contact. There was an initial holding response made by DB Cargo which was subject to the site being formally delisted from the SFS list. This was confirmed as 'no objection' on 07 August 2017. Comments were also made by Wakefield MDC however these were not an objection and did not relate to the foreseeable railway use of the site. There are no objections to the disposal of the site.	
Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward	Not applicable.	
<b>9. Internal approval to dispose</b>		
Recommendation:	Based on the above, I recommend that Network Rail proceeds with the disposal	

Declaration:	I have read and understood Network Rail's code of Business Ethics and Policy on Interests in Transactions	
Proposer's name: C		Proposer's job title: Development Surveyor
Signed		Date
Authorised by (Tim Dickinson):		Authoriser's job title: Head of Residential
Signed...		Date... 24/10/2017

24/10/2017