

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. Disposal	
Type of disposal	Freehold Sale
Rationale for disposal	<p>Network Rail has produced a Master Plan for Cardiff Central Station to include track and passenger capacity, passenger experience improvements and a new gateway to the Capital City of Wales. Funding has not been available in CP6 to commence delivery however, since consultation DfT has announced £58m being available to Welsh Government (WG) towards station capacity enhancements.</p> <p>Right Acres Property (RAP) is the adjoining developer of the Brains Brewery land and has expanded the Master Plan work done by NR to cover jointly owned land on the South Side of Cardiff Central Station for the delivery of up to 2.5m/ft² of mixed-use development including a new Multi-Storey Station Car Park.</p> <p>Under the Metro Delivery Partnership Group (MDPG), Welsh Government (WG), Cardiff City Council (CCC), RAP and NR are working in collaboration to enhance the station at Cardiff Central including transport interchange enhancements and improved public realm.</p> <p>This LC17 Specific Consent Application:</p> <p>This LC17 Consent Application is for an area of the current Station Surface Car Park at Cardiff Central Station which sits on the south eastern border of the Brains Brewery site. The proposal is to include this area of land in the upcoming development of the adjacent part of Brains Brewery land for a multi-storey car park intended to accommodate station passenger parking in the future as well as supporting the commercial development.</p>
Clearance Ref No:	CR/32893
Clearance Type:	Business Clearance Technical Clearance
Clearance Date:	Business Clearance dated 10/10/19 Technical Clearance dated 07/02/18

2. Site	
Description of property for disposal	Section of Station Surface Car Pak, adjacent to the former Brains Brewery, Cardiff Central Station South Side shown more particularly coloured blue on attached plan number 6653402-1
Attached plans and photographs: (all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)	<p>Attached plans and photographs:</p> <ol style="list-style-type: none"> 1. The attached plan entitled "Cardiff Central Station" shows the subject land coloured green and numbered 1 The attached plan entitled "Cardiff Central Station" above. 2. The attached plan entitled "Plan 2" shows the extent of the adjacent Brains Brewery Land outlined in red. 3. The attached plan number 6653402-1 shows the location of the subject land (coloured blue) relative to the Retained Railway (coloured Green) and the Station Lease area (edged red) 4. The attached plan entitled "Temp Car Park & NR land Transfers" shows both the temporary car park on Brains Brewery land and both the station car parks displaced. <p>Legend:</p> <p>Red: Saunders Road Car Park (consented disposal ORR ref s/22/361/19/02) which completed on 6th September 2019.</p> <p>Blue – Phase 1 of the temporary car park which replaces parking spaces displaced from Saunders Road.</p> <p>Green: the subject "Triangle" site</p> <p>Purple – Phase 2 of the temporary car park which will open when the Triangle site is sold</p> <p>The parking spaces displaced by the subject disposal and the Saunders Road disposal will be accommodated on the Brains land on a temporary basis until the permanent move into the MSCP that RAP is building is implemented. The temporary car park is immediately adjacent to the subject disposal site, so passengers will not be inconvenienced.</p> <ol style="list-style-type: none"> 5. The attached extract from the amalgamated Metro Delivery Partnership Group (MDPC) master plan entitled "Current" shows the location of the MSCP that RAP will build overlaid on the current land configuration at Cardiff Central Station.
Ordnance survey coordinates	<p>X: 318268</p> <p>Y: 175697</p>

3. Proposal

Proposed party taking disposal	Right Acres Property Company (RAP) or Other Approved Party
Proposed use / scheme	<p>The disposed land is to form part of the footprint of a new Multi-Storey Car Park which will re-provide the 50 station parking spaces displaced by the disposal.</p> <p>It is anticipated that ultimately all station parking for the South Side of Cardiff Central Station will be accommodated within the new MSCP (subject to future station change).</p>
Access arrangements to / from the disposal land	<p>The disposal land is immediately adjacent to the Highway at Penarth Road. Access and egress to the highway from the disposal land will depend upon car park design.</p> <p>Should the design require access or egress from the MSCP to be taken via any part of land retained by the railway and subject to the station lease, a G6 application will be required.</p>
Replacement rail facilities (if appropriate)	<p>The disposal land is currently utilised as part of a surface car park serving the station and sitting within the Station Lease Area.</p> <p>There are 438 station car parking spaces in total at Cardiff Central Station (407 standard, 16 short stay, 8 disabled, 5 BTP and 2 Network Rail) across a number of car parks:</p> <p>Saunders Road Car park (North Side): 46 spaces – these have moved to the South Side of Cardiff Station under a separate agreement to sell this site as part of the location of the new Bus Station and Interchange under development by RAP for Welsh Government and Cardiff City Council. Note: already disposed subject to a 3rd Party Registered Station Change (ORR ref 2/22/361/19/02)</p> <p>Riverside Car park (North Side- also known as Fish-dock): 111 spaces (105 standard, 2 short stay, 2 disabled & 2 Network Rail) - These are not being moved.</p> <p>South Side Station Car Park (Penarth Road): 281 spaces (256 standard, 14 short stay, 6 disabled and 5 BTP) - of which 50 standard spaces are located within the proposed disposal area.</p> <p>The 50 spaces displaced by the proposed disposal, together with the 46 spaces from the Saunders Road Car park (96 in total), will be relocated temporarily to a purpose-built surface car park on land owned by Brains Brewery immediately adjacent to the main South Side Car park, to ensure no net loss of parking (see attachment</p>

	<p>entitled “Indicative Car Park Phases”).</p> <p>A lease of the temporary parking area on Brains Land has been granted to Network Rail together with an option to acquire the phase 1 Brains car park land (46 spaces from Saunders Road). The intention is to relocate all South Side station car parking within CP6 into a new MSCP built on the subject land and Brains Brewery land (as described within the attached Master Plan detailed above).</p> <p>In the event the full MSCP solution is not delivered, NR will exercise its option to purchase the Brains land to ensure that the 46 Spaces from Saunders Road are maintained. NR and RAP, the Developer of the Brains Brewery site, have agreed heads of terms for a development agreement to jointly develop their land holdings south of the station to include the permanent re-provision of the 50 spaces associated with the disposal of the Triangle Site. Station change is required for this and will be subject to a separate process.</p> <p>Prior to completion of the triangle disposal, the 50 car parking spaces are to be made available to the SFO on phase 2 of the temporary car park which is already constructed by RAP on the adjacent Brains Brewery site shown as Phase 2 on the attached plan entitled “Indicative Car Park Phase Plan.”</p> <p>The temporary car park on Brains Land has been constructed to a design which meets Railway Standards and under the supervision of Network Rail’s Asset Protection Team to ensure that it is capable of adoption into the RAB, in the event this becomes necessary for permanent continuity of railway parking provision.</p> <p>The 50 station car parking spaces affected by the Triangle disposal will continue to be provided on the Brain’s Brewery site until or unless they are re-provided permanently either within the MSCP which RAP will construct or at another location in the immediate vicinity of Cardiff Central Station at a location and on terms which are agreeable to both NR and the SFO and documented under a future Station Change.</p>
Anticipated rail benefits	<p>This disposal forms part of a wider station master plan which will deliver replaced and enhanced rail facilities (Parking, Passenger and Track capacity increments, customer experience enhancements).</p>
Anticipated non-rail benefits	<p>This disposal forms part of a wider station master plan which will provide a new gateway to the Capital City of Wales, together with improved pedestrian and public transport connectivity (buses/ trams under the Metro Proposals for the regeneration of Cardiff City as supported by WG and CCC).</p>

4. Timescales

Comments on timescales

Disposal would be anticipated by Summer 2020.

5. Railway Related Issues

History of railway related use

The disposal area is in current use as station car parking within the Station Lease which will be re-provided as described above.

When last used for railway related purposes

There are current railway related uses which need to be moved and re-provided as detailed above. The first re-provision will be temporary on the Brains Brewery Land, followed within 5 years with permanent re-location to the MSCP that RAP is to build.

Any railway proposals affecting the site since that last relative use

This proposal supports delivery of the Wales Route Master Plan

<p>Impact on current railway related proposals</p>	<p>No impacts to railway related proposals were raised at either Business Clearance (strategic review) or Technical Clearance (operational review). System Operator funded masterplan work in CP5 and continue to support development of masterplan to enable track and passenger capacity enhancement at the station.</p> <p>The Route Study states the following in relation to Cardiff Central Station:</p> <p>“Cardiff Central station is the largest and busiest station in Wales. Based on 2012/13 information, there are 13 million journeys starting, finishing or interchanging at the station. It serves as a key destination for long distance and inter-urban services from various locations within the country, also as an entry point to the capital city for local commuters. The Welsh Government and Cardiff Council are investing in the Enterprise Zone surrounding Cardiff Central station. This means</p> <p>that Cardiff Central station will be the focal point for connectivity to the Enterprise Zone, and we have started development plans to create a station that is fit for a capital city. NR is working closely with CCC and developers to align our plans with the already committed investment plans for the Enterprise Zone.”</p> <p>And:</p> <p>“As railway stations are the primary interface with customers, NR is developing plans for creating a station that is fit for a capital city. The plans focus on achieving three outputs:</p> <ul style="list-style-type: none"> • More capacity (trains and station users) • Excellent customer experience • Spatial integration with the bus station and the city centre’s facilities <p>These plans are in the early stages of the development process and NR will develop choices to funders as part of the Initial Industry Plan (IIP) and High-Level Output Specification (HLOS) processes. There is close collaboration with CCC to align these investment plans with the already committed investment in the Enterprise Zone.”</p>
<p>Potential for future railway related use</p>	<p>The existing Railway use is being re-provided and enhanced within new MSCP. Welsh Route and TOC are in support of the planned development of the South Side of Cardiff Central Station under the joint MCDP master plan.</p> <p>There are no other future railway requirements identified in the Route Strategy that do not align with joint MCDP masterplan.</p>

<p>Any closure or station change or network change related issues</p>	<p>The proposed disposal area sits within the Station Lease Area for Cardiff Central Station and Station Change will be required in connection with it to temporarily re-locate the parking spaces to Brains Brewery Car Park. Minor Modification to remove the area from the Station Lease and G6 if access to and from the proposed new Multi Storey Car park is required to be taken across any retained area of Station Lease.</p> <p>A further station change will be required in future to move the displaced parking spaces to their permanent location.</p> <p>Both Station Changes will be promoted by RAP.</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 subject disposal forms part of the first phase of delivering redevelopment of the South Side of Cardiff Central Station under a wider master plan.</p> <p>The MSCP to be built will be designed to enhance the number of spaces available to station users and new track access to the South Side of Cardiff Station under a related separate land disposal also in consultation will form part of this phase of delivery.</p>

Position as regards safety / operational issues on severance of land from railway	<p>The disposal does not include any requirement for new fencing of the boundary, because its location or the nature of the disposal is such that the boundary demarcation is not needed.</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.</p> <p>The disposal is without prejudice to Network Rail's safety obligations, with which Network Rail will continue to comply.</p> <p>Network Rail's network licence requires compliance with Railway Group Standards. These set out requirements for – amongst other things – fencing, access and signal sighting.</p> <p>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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6. Planning History and Land Contamination

Planning permissions / Local Plan allocation (if applicable)	Right Acres Property Limited (the Developer) has received planning permission for the construction of a 695-space multi-storey car park under planning permission reference 18/00735/ MJR dated 11th July 2018
Contamination / Environmental Issues (if applicable)	The developer must deal with any contamination as part of the development project.

7. Local Authorities

Names & Email Addresses:	
Local Transport Authorities:	Cardiff City Council Director City Operations Telephone: Email:
Other Relevant Local Authorities:	Transport for Wales Noddwr Prosiectau Rheilffyrdd (y De) / Rail Project Sponsor (South) Trafnidiaeth Cymru / Transport for Wales T: Ty South Gate, Stryd Wood, Caerdydd, CF10 1EW South Gate House, Wood Street, Cardiff, CF10 1EW

8. Internal approval to consult

Recommendation:	By proceeding to consult I am: <ul style="list-style-type: none">• recommending that Network Rail consults on the terms of disposal• confirming that I have read and understood Network Rail's Code of Business Ethics and policy on Interests in Transactions• confirming that I have secured internal written approval to consult in accordance with Network Rail's policy on Authorising Application Forms.
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9. Consultations

Internal consultation	<p>track and passenger capacity enhancement at the station.</p> <p>The Route Study states the following in relation to Cardiff Central Station:</p> <p>“Cardiff Central station is the largest and busiest station in Wales. Based on 2012/13 information, there are 13 million journeys starting, finishing or interchanging at the station. It serves as a key destination for long distance and inter-urban services from various locations within the country, also as an entry point to the capital city for local commuters. The Welsh Government and Cardiff Council are investing in the Enterprise Zone surrounding Cardiff Central station. This means</p> <p>that Cardiff Central station will be the focal point for connectivity to the Enterprise Zone, and we have started development plans to create a station that is fit for a capital city. Network Rail is working closely with Cardiff Council and developers to align our plans with the already committed investment plans for the Enterprise Zone.”</p> <p>And:</p> <p>“As railway stations are the primary interface with customers, Network Rail is developing plans for creating a station that is fit for a capital city. The plans focus on achieving three outputs:</p> <ul style="list-style-type: none"> • More capacity (trains and station users) • Excellent customer experience • Spatial integration with the bus station and the city centre's facilities <p>These plans are in the early stages of the development process and Network Rail will develop choices to funders as part of the Initial Industry Plan (IIP) and High Level Output Specification (HLOS) processes. There is close collaboration with Cardiff Council to align these investment plans with the already committed investment in the Enterprise Zone.”</p> <p>Business Clearance CR/ 32893: 10/10/19</p> <p>Technical Clearance CR/ 32893: 07/02/18</p> <p>Clearance is granted subject to the usual clearance conditions. No additional conditions have been imposed.</p>
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<p>Summary of position as regards external consultations</p>	<p>Summary of position regarding responses:</p> <p>Total number of Consultees: 33</p> <p>Total of responses received: 18 (of which none objected)</p> <p>Total of deemed responses after extended consultation period: 15 (none of which are considered key consultees for this matter as their operations are geographically remote from the subject site.)</p> <p>Number of Objections: None</p> <p>Key Consultee Comments:</p> <p>Cardiff City Council wished TfW to review for impact to a future Cardiff Metro Scheme. TfW were consulted and their response supplied back to Cardiff City Council. The response from TfW is recored in the appended Consultation Report and states that they have no objection.</p> <p>TfW Rail (the SFO) do not object.</p> <p>GWR (the other main Train operator for the Station) supports the disposal subject to the agreement of Station Change</p>
<p>Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward</p>	<p>There are no un-resolved objections to report.</p>

10. Internal approval to dispose

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:	Proposer's job title: Development Surveyor	
Signed	Date 18 th October 2019	
Authorised by :	Authoriser's job title: Principal Development Manager	
Signed	Date 22 nd October 2019	