

# Property Disposal – Specific Consent

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 disposal, of two plots of land, one of which is presently within the Station Lease Area as part of the Hereford Transport Hub Enhancement Scheme. The Transport Hub proposal also includes acquisition of one parcel of land in The County of Herefordshire District Council (HC) ownership to transfer to Network Rail.		
Rationale for disposal	<p>The proposal concerns support for an interchange regeneration scheme led by the Local Authority, The County of Herefordshire District Council (HC), described as The Transport Hub which following HC funding application successfully received Levelling Up funding for the works at and approaching Hereford Station.</p> <p>The land transfers proposed are required in order to achieve the schemes aim of revising the road access, interchange provisions, landscaping, bus access, drop off parking and overall scheme layout. The maintenance arrangements post works will align to the revised boundaries proposed for the Transport Hub works.</p> <p>The station operator Transport for Wales (TfW) is fully involved in stakeholder discussion and this proposal was subject to Station Change Consultation led by the Authority as the funder/promotor.</p>		
2. Clearance	Type	Reference	Date

Clearance Details	1 Commercial Sale – Land, Maintenance yard Business - Technical -	CR/54346	12/09/22 05/12/22
	2 Commercial Sale Land in forecourt Business - Technical -	CR/54919	09/11/22 20/01/23
	3 Operational Acquisition Land in HCC ownership Business -	CR/54918	07/11/22
	4 Commercial Tenancy - Land in HCC ownership – Business - Technical (For inclusion in the Station lease)	CR/55375	16/12/22 19/01/23
	5. Land in Maintenance yard and adjacent, roadside and part road area. Business - Technical - (Includes the area covered in CR/54346.)	CR/57361	19/06/23 19/09/23

### 3. Site

<p>Description of property for disposal</p>	<p>The site is situated off the A465 upside of Hereford station on the Shrewsbury to Hereford Line (ELR SHL c.51m 4c) being part station forecourt and part fenced secondary maintenance storage yard with building, together with associated roadside and private roadway.</p> <p>The sites combined extend to approximately 4952sqm (3750sqm and 1202sqm) respectively, See Appendix 1 Hereford LC17 Disposal Zone 1 Plan Ref - 0580203-1C and Zone 2 Plan 0580203-2-C respectively annexed with legend ;</p> <p>These comprise ;</p> <p>a) Zone 1 - A yard in Maintenance Section control with store building. Now little used with the main Hereford Maintenance Delivery Unit (MDU) to the North West which however does, and must, use the access road as the means of approach.</p> <p>The access in part to this area is included in a Demarcation Agreement (DA1202) which would be re-provided to align to the new scheme road layout, no longer across the forecourt. See General Arrangement Plan, at Appendix 2.</p> <p>b) Zone 2 - Land in the forecourt presently used for access, part passenger drop off, limited disabled and standard/motorcycle parking, bike stays, vehicular station access, bus interchange and access to the MDU, together with access for the Bowling Centre.</p> <p>Note the overall proposal also includes acquisition of a small plot presently highway, in HC ownership, c.318sqm, shown more specifically on Hereford LC17 Disposal Zone 3 Plan Ref- 0580203-3-C in Appendix 1, that following highway extinguishment would transfer to Network Rail. This would form part of the revised passenger drop off area and intended to be included in the Station Lease for operator management.</p> <p>Note the Bowling Centre has retained access, right to vary the access is reserved to Network Rail however this will require availability of suitable alternate access, prior to change in this route, which the MDU would also then utilise.</p>
<p>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>	<p>Attached plans and photographs:</p> <p>Appendix 1            Plan 1 – Sale Plan Area Coloured Blue – Zone 1 Ref 0580203-1-C            Plan 2 – Sale Plan Area Coloured Blue – Zone 2 Ref 0580203-2-C            Plan 3 – Acquisition Area Coloured Pink – Zone 3 Ref 0580203-3-C</p> <p>Appendix 2 - General Arrangement Drawing with annexed legend – 964 – WWP-BGN-00-DR-A-005001            Appendix 3 - Artists Impression –            Appendix 4 - Site Photos</p> <p>Note - Zone 1 - Plan 0580203-1-C consists of the maintenance area being fenced circa 3750sqm with light industrial building together with outer scrub area and approach road, held within the operational portfolio. The area has clearance for disposal, subject to agreement of terms and suitable permanent alternate revised access for the MDU, with sufficient swept path for large vehicles.</p>

	Zone 2 Plan 0580203-2-C comprises part outer station forecourt circa.1202sqm.
Ordnance survey coordinates	Easting (X): 351499 Northing (Y): 240542 Post Code: HR1 1
<b>4. Proposal</b>	
Proposed party taking disposal	The County of Herefordshire District Council (HC)
Proposed use / scheme	<p>The proposal relates to the Hereford Transport Hub comprising interchange, road and station approach improvements, bus interchange benefits, landscaping and improved city centre connectivity in Hereford. The scheme proposals have received Level Up Funding and site development is currently proposed from early 2025.</p> <p>The proposed General Arrangement necessitates the disposal of two parcels of land (with acquisition of a third area) with retained operational access and services rights as applicable, together with variation of the Bowling Centre access. The Bowling Centre having been a former railway goods shed property, disposed of with access rights subject to variation.</p> <p>The Scheme aims to develop an interchange proposal that improves city centre connectivity, train / bus interchange with improved passenger / traveler experience and access.</p> <p>To this end HC have undertaken with architect support considerable stakeholder liaison review and planning on potential options for the improvement of the station approach and forecourt, together though not part of the current funding proposal also the listed station building unused space and entrance capacity. The station building having potential for further enhancement discussion if funding and suitable scheme proposals arise.</p> <p>The submission, noting the level of design &amp; liaison in advance, has received Levelling Up Funding. The scheme can only progress with assembly of the land interests required given where the works will take place and be managed long term. Plus variation of the Bowling Centre / MDU access.</p> <p>Note works will require delivery of the alternate access by HC before the existing Bowling Alley access can be varied, this is proposed via Deed of Release of Easement with Option Agreement. This access would also be used by Maintenance and be proposed as the first stage of the programmed works, with a revised new highway access.</p>

<p>Access arrangements to / from the disposal land</p>	<p>Overall pedestrian and vehicular access is to be improved to the station, with minor disruption only during construction.</p> <p>Access rights over Zone 1 and 2 and adjacent land where this forms part access to the MDU and Bowling Centre will be retained until alternate is provided.</p> <p>Maintenance raised issue in discussion and clearance to ensure that large vehicles will be able to turn adequately along the new access. The Local Authority (HC) and its designers were informed and confirmation of the swept path provided to satisfy maintenance vehicle access, the issue resolved in design.</p>
<p>Replacement rail facilities (if appropriate)</p>	<p>The Transport Hub Works will provide an overall improvement, approach and interchange for passengers with a revised drop off arrangement from the highway, though to accommodate the works there will be a need to impact on the present forecourt arrangement.</p> <p>The Transport Hub is intended to be an active multi-modal enhancement enabling passengers to change between rail, bus, taxi or bicycle. This should provide a safer, more intuitive, pedestrian focused connectivity for trains, buses, and al active travel, enhancing the experience at entry / exit from the station.</p> <p>In doing so it is noted the revised drop necessitates change and will overall see 8 standard car parking spaces lost to support the area required for the Transport Hub layout (overall changing from 125 spaces to 117 spaces), however DfT following consultation concluded no minor modification was required, given the overall Transport Hub scheme. Further, the Transport Hub has limited impact on the existing main station car park, which could be reviewed say for decking if a viable funded scheme and acceptable design arose.</p> <p>Further bicycle parking will be enhanced on the overall HC Transport Hub area with extended covered and open spaces with shared surface cycle lane linking the station, interchange and town centre.</p> <p>Station Change was circulated by the promotor HC and submitted to ORR, with ORR amening letter GAS/22/38/24/09 received.</p>
<p>Anticipated rail benefits</p>	<p>Improved passenger experience and better access with an active multi modal transport interchange adjacent to the station.</p>

Anticipated non-rail benefits	<p>Improved passenger experience and better access. The scheme does not directly affect the rail corridor with Zone 1 and 2 set back from the railway fenceline</p> <p>We do not have assessment however it is considered the Improvement works will benefit the station and as such this may see increased passenger journeys as a consequence of the Transport Hub, the extent of local development and improved environment.</p> <ol style="list-style-type: none"> <li>1) Improved forecourt</li> <li>2) Betterment to the overall station approach and environment</li> <li>3) Improved connectivity</li> <li>4) Stakeholder engagement - potential for follow on discussion for the station building / platform access improvements – the present station entrance, albeit a listed building, and ticket gating arrangement being narrow for use and on busy occasions with passenger crowding.</li> <li>5) Some minor reduction in maintenance expenditure with the lessening of the forecourt, used by the station, buses, maintenance and the Bowling Centre access</li> <li>6) Removal of the secondary yard building, otherwise a cost to maintain when not in use or if demolition arises.</li> <li>7) Commercial Return from the land release, subject to agreement of terms.</li> </ol>
<b>5. Timescales</b>	
Comments on timescales	The Scheme is proposed to commence in early 2025.
<b>6. Railway Related Issues</b>	
History of railway related use	<p>The forecourt area has been in railway control for many years, the station building with heritage value is listed.</p> <p>The MDU was subject to works some years ago with improved / extended accommodation, the proposed disposal area comprising the yard and building has been left generally secondary, with local maintenance discussion followed up by clearance indicating no operational objection to release only that any spare materials are allowed to be cleared in advance, which is partially underway.</p>
When last used for railway related purposes	<p>Current rail use arises ;</p> <p>Zone 1 in historic and occasional use only, given the newer MDU compound nearby this area is secondary.</p> <p>Zone 2 currently in rail use within the station lease area, access and part parking</p>

Any railway proposals affecting the site since that last relative use	None known.  There are no other known railway proposals affecting the disposal property.
Impact on current railway related proposals	There are no known impacts on current railway related proposals.
Potential for future railway related use	The proposals will not affect the operational railway corridor, the proposals are much about interchange, movement, approaches plus landscaping within the city centre.  The proposal had been presented to Route Planning and Strategy Group (RPG) in May 2022 when supported and indeed further clarification received in October 2024 by Wales & Borders Lead Strategic Planner as not requiring return to Wales Strategic Project Review Group (WSPRG) after progressing further.
Any closure or station change or network change related issues	Station change circulated by HC as the funder/promotor and ORR response obtained with reference GAS/22/381/24/09.  DfT confirmed no minor modification requirements arise.  No Network Change Implications arise.
Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future	The works will affect the current forecourt arrangement and MDU / Bowling Centre access.  1) Current forecourt is open not particularly well signed, with passengers sometimes walking across part of the area as a shorter route towards the town. The new arrangement will see the area improved for passengers inc safer access, bus interchange, bus provision and lighting.  2) The MDU access is presently across the forecourt, this proposal will separate the two areas, again safety improvement and maintenance cost benefit.  3) Zone 1 and 2 disposal areas are both set back 10m plus metres from the operational railway fenceline.

<p>Position as regards safety / operational issues on severance of land from railway</p>	<p>The works are all within a high street environment and would progress under Asset Protection Management.</p> <p>The new access road to the front of the station access would have bollard protection managed via the operator, for emergency and delivery requirements. Services will be split between Network Rail and HC along the revised boundary alignment and the new scheme drainage would drain away from the station. The forecourt area for disposal is proposed as part of interchange area so fencing off the forecourt area for disposal is not practical or appropriate and will fall to Herefordshire Council management.</p> <p>The MDU and Bowling Centre will have a revised access provided off the highway, this is required to be delivered as the first stage of the works enabling the current route via the station forecourt to then be closed and the alternate provided.</p> <p>Station access will be maintained during works for passengers and staff with detailed arrangement during works subject to review under Asset Protection Agreement / operator liaison as detailed planning arises plus on appointment, contractor site planning.</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 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>
<p>Safety issues identified</p>	<p>The disposal documentation shall include Network Rail's usual safety provisions appropriate to this disposal site and type of disposal.</p> <p>The disposal includes a requirement to enter into an Asset Protection Agreement in the Network Rail templated form as applicable at the time of the disposal and subject to such reasonable modification as appropriate to the disposal site and its intended use.</p> <p>Additional disposal site specific safety conditions identified in the Clearance Certificates in addition to those usually referenced for any disposal are as outlined in Section 8.</p> <p>The safety conditions described above are a requirement of the Technical Clearance Certificate and are relevant at the disposal stage of the transaction. These requirements are subject to change e.g. by development of subsequent detailed designs that may necessitate amended safety requirements subject to consultation and agreement by the railway engineer via Asset Protection and Strategy Clearance.</p> <p>Note the Transport Hub will improve pedestrian access to the station and where conflicts of traffic could arise at present further the disposal sites are both substantially</p>



	<p>set back from the operational railway corridor. Works would all be managed in high street environment under Asset Protection agreement.</p>
<p><b>7. Planning History and Land Contamination</b></p>	
<p>Planning permissions / Local Plan allocation (if applicable)</p>	<p>The site area affected represents land in historic railway ownership including land used for maintenance purposes. HC have undertaken stakeholder liaison and public consultation on the proposals arising. Planning Permission for the Transport Hub has been secured, P233009/F May 2024.</p>
<p>Contamination / Environmental Issues (if applicable)</p>	<p>No specific issues raised. HC have undertaken Services Assessment and some Ground Investigations.</p>
<p><b>8. Internal Consultation</b></p>	

Internal consultation	<p>The disposal documentation shall include Network Rail's usual safety provisions appropriate to this disposal site and type of disposal.</p> <p>The disposal includes a requirement to enter into an Asset Protection Agreement in the Network Rail templated form as applicable at the time of the disposal and subject to such reasonable modification as appropriate to the disposal site and its intended use.</p> <p>Additional disposal site specific safety conditions identified in the Clearance Certificates in addition to those usually referenced for any disposal are as outlined in Section 6.</p> <p>NB The safety conditions described above are a requirement of the Technical Clearance Certificate and are relevant at the disposal stage of the transaction. These requirements are subject to change e.g. by development of subsequent detailed designs that may necessitate amended safety requirements subject to consultation and agreement by the railway engineer via Asset Protection and Strategy Clearance.</p> <p><b>CR/54346</b>  3. Assistant Asset Protection Engineer  Any works on this land will need to be undertaken following engagement with Asset Protection to determine the interface with Network Rail assets, buried or otherwise and by entering into a BAPA agreement, if required, with a minimum of 3months notice before works start.  assetprotectionwales@networkrail.co.uk</p> <p>4. Liability Negotiations Manager  No specific comment at this location although Liability Team request sight of any agreed Contract, Licence, Lease and other final document following Clearance approval.  <b>CR/54919 (Rejected – see below issue resolved and clearance approved.)</b>  1. REJECTED, Track Maintenance Engineer  what this shows is our access road potentially being removed. This is the part I would like to understand, i.e. simply is something like this (in red) the intention and will it be constructed before we loose the other road?  <b>CR/54919 (Approved)</b>  4. Hereford Track Maintenance Engineer  Refers to plan sent by promoter, This shows that our access has been considered so I m happy with that, assuming this stage of the design happens at the same time as the previous drawings of the forecourt remodelling, not months or years in the future!</p> <p>5. Liability Negotiations W&amp;W  No additional comment at this location although Liability Team request sight of any agreed Contract, Licence, Lease and other final document following Clearance approval</p> <p>6. Senior Fire Safety Engineer  In principal I have no objection  The scheme must provide fire-fighting access and facilities in accordance with the Building Regulations , and  Approved Document B Fire Safety Volume 2 Part B5</p> <p>7. Assistant Asset Protection Engineer Physical works on this land must be supervised by a NR project team and/or Asset Protection. If there is no NR Project Team, the promoter is to contact AssetProtectionWales@networkrail.co.uk with a minimum of 3months notice before works start.  <b>CR/55375</b>  4. Senior Asset Engineer - Signalling  My only observation is that the area marked up in RED seems to restrict access to platform 4 signal, plus the access to the platforms to maintain the signals and also access to the signalbox at the Southend of the station, as we require access at all times to the station platform signals.</p> <p>5. Liability Negotiations W&amp;W  No additional comment at this location although Liability Team request sight of any agreed Contract, Licence, Lease and other final document following Clearance approval.  <b>CR/57361</b>  3. Signal Sighting, - No issues so long as we can still get access to the Network Rail depot, plus the signals on platform 3/ 4 (north) which we currently use the access gate.  4. Engineering : In accordance with the Property Clearance Process NR/L2/PRO/001: The Promoter IS responsible for making sure that the conditions are complied with for both Business and/or Technical Clearances.</p>
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9. Local Authorities	
Names & Email Addresses:	<p>The County of Herefordshire District Council</p> <p>Service Director Highways, Environment and Waste</p> <p>Planning Officer</p> <p>responded on the consultation.</p>
Local Transport Authorities:	As above.
Other Relevant Local Authorities:	None.
10. Internal approval to consult	
Recommendation:	<p>By proceeding to consult I am:</p> <ul style="list-style-type: none"> <li>• recommending that Network Rail consults on the terms of disposal</li> <li>• confirming that I have read and understood Network Rail's Code of Business Ethics and policy on Interests in Transactions</li> <li>• confirming that I have secured internal written approval to consult in accordance with Network Rail's policy on Authorising Application Forms.</li> </ul>
11. External Consultation	
Summary of position as regards external consultations	<p>29 external stakeholder consultations were issued, as per consultation report summary. There were no objections and whilst responses were not received from 13 stakeholders, none of which are deemed key consultees.</p> <p>Welsh Government have not responded allowing for several circulations. Note Hereford Station whilst part of the Wales &amp; Marches Route, the Transport Hub scheme is Nationally funded and the Station located within an English County. As such response is not deemed key in this instance.</p>

Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward	Not applicable, no unresolved objections.  Note it is Network Rail's opinion that land disposal consent should be granted.
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**12. Internal approval to dispose**

Recommendation:	Based on the above, I recommend that Network Rail proceeds with the disposal.
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Declaration:	I have read and understood Network Rail's code of Business Ethics and Policy on Interests in Transactions
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Proposer's name:	Proposer's job title:  Senior Surveyor
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Signed.....	Date.....
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Authorised by (name):	Authoriser's job title:
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Signed.....	Date.....
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Authorised by (name):	Authoriser's job title:
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Signed.....	Date.....
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