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11 April 2019

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

## **Network licence Condition 17 (land disposal): Guildford station, Surrey**

### **Decision**

1. On 21 February 2019, Network Rail gave notice of its intention to dispose of land at Guildford station, Surrey (the land), in accordance with Condition 7<sup>1</sup> 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 consulted. For the purposes of Condition 17 of Network Rail's network licence, ORR consents to the disposal of the land in accordance with the particulars set out in its notice.

### **Reasons for decision**

3. We are satisfied that Network Rail has consulted relevant stakeholders with current information and no objections were received.
4. In considering the proposed disposal, we note that:
  - there is no evidence that current railway operations would be affected adversely;
  - Network Rail will retain the access rights it needs;
  - it would facilitate the construction of a multi-storey car park to maintain or increase car parking capacity for rail users; and
  - it will not preclude the creation of an additional platform on the western side of the track to meet additional future capacity requirements.
5. We note that Network Rail has yet to complete the station change procedure, required in accordance with the relevant Station Access Conditions, but it must do so prior to disposal. This procedure deals with matters related to the layout and availability of station facilities and requires the station facility owner and train operators using the station to be consulted on any proposed changes.



<sup>1</sup> From 1 April 2019, Condition 7 became Condition 17 in Network Rail's network licence.

6. Network Rail – the operator of the station – is required through its station licence to ensure that station car parking meets the requirements of the *Design Standards for Accessible Railway Stations*<sup>2</sup>, with regard to designated parking spaces for disabled persons. We note that the previous station operator received a dispensation from the Department for Transport, in April 2015, in respect of its proposed provision of designated spaces at Guildford station and the ability to add more if needed.

7. Based on all the evidence we have received and taking into account all the material facts and views relevant to our consideration under Condition 17, we are satisfied that there are no issues for us to address.

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

9. We have concluded that the proposed disposal is not against the interests of users of railway services. In light of that and our understanding of the transaction as set out above, we grant our consent to the proposed disposal of the land.

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

**Les Waters**

**Duly authorised by the Office of Rail and Road**

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<sup>2</sup> Available at [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/425977/design-standards-accessible-stations.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/425977/design-standards-accessible-stations.pdf)

<sup>3</sup> Available from [www.rail-reg.gov.uk/server/show/nav.150](http://www.rail-reg.gov.uk/server/show/nav.150). In that publication, references to the Condition 7 licence requirements should be read as if they were references to the equivalent Condition 17 licence requirements.

# 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	<p>Land to the east side of <b>Guildford Station, Surrey.</b></p> <p>For site location / identification please see Photo 1.</p> <p>The land currently forms part of the NRIL freehold area and is primarily used as station car parking for passengers and staff, station buildings including booking hall and concourse, station retail, forecourt and an access road to non-railway land to the north. There are also cycle parking facilities and station offices / back of house facilities.</p> <p>A single storey building in the car park currently houses:</p> <ul style="list-style-type: none"> <li>• South Western Railway (SWR) drivers and guards' accommodation. (See Photo 3 – no.6) This will be relocated within the development.</li> <li>• BT Police (See Photo 3 – no.6): This office will be relocated within the development.</li> <li>• A Telecoms Exchange at the north end of the single storey building. This is a rail facility requiring continued operation and it will be retained in place with 24hour / 7-day unfettered access at all times. (See Photo 3 – no.4).</li> </ul> <p>The site includes an area of surface car park which is currently leased on the residue of a 999-year lease to Surrey County Council – The Ranger House car park. This is outside the station lease and will be relocated within the development (into the multi-storey car park (MSCP)). The area of the existing surface car park will form part of the development. The replacement car park area for Ranger House will be on part of one of the floors in the MSCP. A new lease of this area will be granted by Network Rail to the owners of the car park. The remainder of that floor is expected to be occupied by residential car parking spaces and will not be part of the station lease area.</p>
Plans attached:  (all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the	<p>Plan 1 – Plan showing areas within which proposed 250-year leases will be granted</p> <p>Plan 2 – Plan showing areas within which proposed 250-year leases will be granted also showing Network Rail current freehold ownership</p>

railway)	Diagram 1 – Safety and Security Diagram 2 – Pedestrian and Cycle Access Diagram 3 – Overall Access Arrangements
Clearance Ref:	CR/ 38333 – Business Clearance (approved 23/11/2018) CR/ 38333 Technical Clearance (approved 10/12/2018)
Project No.	S00390
Ordnance survey coordinates	(E/N) 499170, 149693
Details of attached photographs (as required)	Photo – 1 Site Location Aerial photograph Photo – 2 Current Station Buildings Photo – 3 Labelled photo to show location of existing uses Photo – 4 CGI of the Proposed Development
<b>2. Proposal</b>	
Type of disposal	Long leasehold disposal of the land shown outlined in blue on the attached plan Nos 1 and 2
Proposed party taking disposal	A 250-year long lease(s) of the areas outlined in blue on the attached plans no. 1 and 2 will be granted to Solum Regeneration (Network Rail's Joint Venture partner).  Solum (or another third-party developer should that become applicable) will subsequently grant sub-leases replicating the terms of the head lease to investors of the individual elements of the scheme. Alternatively, it is possible that an agreement will be signed directly with an investor wishing to purchase the long leasehold.  <b>In relation to the station building upper floors:</b> <ul style="list-style-type: none"> <li>• A 150-year lease to Solum.</li> <li>• A lease of part of one of the upper floors is expected to be granted to British Transport Police.</li> </ul>

<p>Proposed use / scheme</p>	<p>It is proposed that the land will developed for a new mixed-use scheme including new east-side station facilities, a larger ticket hall and concourse, improved forecourt, replacement public toilets, staff and British Transport Police (BTP) accommodation and a new public square.</p> <p>The new station ticket hall will include a wider gate line access. Ticket gates will be replaced with additional room for future expansion.</p> <p>A multi storey car park is to be constructed to provide a high-quality replacement parking facility. Please see below for further explanation.</p> <p>The proposals also include the development of retail and residential accommodation with supporting landscape and infrastructure.</p> <p>Station View Road, which currently runs through the station car park, will be re-aligned to provide new access for the north end residential apartments, continued use for the land owners north of the current station car park and for Network Rail Maintenance.</p>
<p>Access arrangements to / from the disposal land</p>	<p>Network Rail will retain freehold ownership of all the land required for operational requirements.</p> <p>Rights of way will be granted for Solum and the eventual owners to access the residential and commercial areas.</p> <p>Commercial servicing and refuse collection arrangements will be agreed with the Network Rail station management team following consultation with SWR.</p> <p>Railway Access:</p> <ul style="list-style-type: none"> <li>• The re-aligned road will permit Network Rail Maintenance delivery vehicles to continue to use the re-aligned Station View road for deliveries and to turn around using the adjacent site to the north.</li> <li>• Access to the signal box (south of the station) will be retained with security arrangements to be agreed with the relevant Network Rail teams and the SFO.</li> </ul> <p>Rights of way for the telecoms building will be provided giving 24-hour/7-day access without any requirement to request permission.</p> <p>Please also see:</p> <p>Diagram 1 – Safety and Security</p>

	<p>Diagram 2 – Pedestrian and Cycle Access</p> <p>Diagram 3 – Overall Access Arrangements</p>
<p>Replacement rail facilities (if appropriate)</p>	<p>The existing Station entrance / booking hall will be kept open for continued use until the new Station entrance and booking hall are completed and available for operation.</p> <p>The development will provide the following rail facilities:</p> <ul style="list-style-type: none"> <li>• New east side station buildings, forecourt including drop off areas and public spaces</li> <li>• New multi-storey car park (MSCP) providing at least as many dedicated rail parking spaces as existing. This is to be delivered as early in the development phasing as possible to minimise disruption to passengers <ul style="list-style-type: none"> <li>○ The MSCP will house rail car and motorcycle parking on the lower floors</li> <li>○ Replacement car parking for Ranger House will be at the next level above rail user parking and the top levels of the MSCP will be leased for residential car parking. Solum will work with NRIL to put in place a suitable management regime with service / maintenance charge arrangements.</li> <li>○ Replacement and increased passenger cycle storage</li> </ul> </li> <li>• It will be necessary to close the existing east side station facilities and switch operation to the new facilities as part of the development. Details will be agreed with Network Rail's station management team and SWR as part of the Station Change and Minor Modification processes</li> <li>• Relocated station offices and back of house facilities within the development</li> <li>• The BTP office will be relocated within the development</li> <li>• New improved forecourt.</li> </ul> <p><b>Rail car parking provision:</b></p> <p>The proposals for car parking at the station, namely to maintain and not reduce the existing level of provision, have been prepared to be consistent with the vision and the congestion strategy of the Surrey County Council Local Transport Plan.</p> <p><i>In particular the vision of the plan, is 'To help people to meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey; in order to promote economic vibrancy, protect and enhance the environment and improve the quality of life'.</i></p> <p><i>In relation to congestion the aim of the plan is to 'improve the reliability of journeys, reduce delays at congestion hotspots and improve the provision of journey planning information for travel in</i></p>

*Surrey' and this to be achieved through 'Reduce delays for all modes of transport (car, bus and community transport, freight, pedestrians, cyclists) on key routes within Surrey and at congestion hotspots on Surrey's roads', with the major means being by ' Increase the proportion of travel by sustainable modes such as walking and cycling, maintain public transport patronage and increase vehicle occupancy'*

The Guildford Borough Council, Local Plan has five key transport objectives, which seek to encourage journeys by means other than the private car, namely to; *' minimise the impact of traffic on the environment generated by new development; concentrate major new development in locations accessible by means other than the private car; manage the availability of car parking provision to discourage reliance on the car especially for journeys to work; give priority to development which encourages walking, cycling and public transport; encourage improvements to public transport.'*

Therefore, the County Council has been very supportive of the development strategy, which

a) shows minimal car trips from the development on the surrounding road network

b) provides significant interchange improvements to encourage future growth in trips to and from the station to be predominately by sustainable modes, whilst maintaining the existing parking provision and the ability to pick up and drop off at the Station

c) Gives more space (than current) at the station to the greatest user mode (circa 60% of people arrive and depart the station by foot.

d) increases cycle parking from circa 304 to circa 532 spaces and parking for disabled users (50% increase)

e) doubles bus stop provision at the station

<p>Anticipated rail benefits</p>	<ul style="list-style-type: none"> <li>• Station capacity enhancements including passive provision to increase gate line as required in future, larger more efficient ticket hall / concourse, ticket window area separated from passenger flows to the platforms, increased space for ticket vending machines.</li> <li>• 50 percent increase in disabled access car parking (eight current to 12 proposed spaces)</li> <li>• Station operation improvements including consolidated operational accommodation in a single area</li> <li>• Increased cycle storage facilities from 304 to approximately 536</li> <li>• Improved station approach including new high quality public realm fronting the station, providing more space to pedestrians who make up the greatest number of station arrivals and departures</li> <li>• Improved taxi set down and increased area for private car drop off</li> <li>• New covered and multi-storey car park providing reduced average walking distances and level access to the ticket hall</li> <li>• Improved transport interchange including bus stop facilities allowing for two bus stops where there is currently one under-utilised stop shared with car drop-off.</li> <li>• Beneficial setting for station facilitating increased pedestrian flows due to improved retail frontage and residential offer</li> <li>• Improved customer facilities – i.e. increased retail provision</li> <li>• Capital receipt for Network Rail by way of residual land value plus 50 per cent of the profit that the Joint Venture releases.</li> </ul>
<p>Anticipated non-rail benefits</p>	<ul style="list-style-type: none"> <li>• Regeneration of a major town centre site which currently acts as a poor gateway to Guildford</li> <li>• Improved pedestrian connections between the station and other parts of the town and enhanced cycle provision</li> <li>• A new residential quarter providing around 438 homes helping reduce development pressure on greenfield land around the town</li> <li>• The proposed development has been included within the Guildford Borough Council Local Plan, but it has yet to be adopted. However, the Solum scheme proposals have been included within the emerging plan.</li> </ul>

3. Timescales	
Comments on timescales	<p>Detailed planning permission was secured on the 27<sup>th</sup> February 2018.</p> <p>The main development works are anticipated to start on-site in Winter 2019.</p>
4. Railway Related Issues	
History of railway related use	<p>A detailed history of the site is not known. Redevelopment took place in the 1980s including the construction of the current station buildings.</p> <p>Land to the north of the car park was previously part of the railway and sold to external parties. The Ranger House site to the south of the station buildings is constructed on land that was formerly part of the railway.</p> <p>A 999-year lease of an area of land adjacent to the station car parking areas was granted to Surrey County Council, the owners of Ranger House. Its exact former rail use is not known.</p>
When last used for railway related purposes	<p>The land is currently used for station purposes including ticket hall, retail station operations and car parking.</p> <p>There is road access to the south of the site to the signal box (adjacent to Ranger House) and there is track access for maintenance purposes to the north of the site adjacent to the site boundary, both of which will be maintained.</p> <p>Railway operations are re-located within the development</p>
Any railway proposals affecting the site since that last relative use	<p>Platform 1 was extended by Network Rail as part of the Suburban 10-car Programme. A previous application for specific land disposal consent under Licence condition 7 was withdrawn in August 2015 following consultation with the System Operator Wessex team. At that time, based on best information, it was thought that an additional terminating platform would be required at Guildford to enable additional through capacity, with the most logical place for it likely to be on the eastern site of the tracks (known as "Platform 0"). Following the withdrawal of the previous LC7 application, the System Operator Wessex team and Solum worked together to resolve conflicts between the schemes and identify potential options to accommodate both Solum and the additional platform.</p>

	<p>In 2017 Guildford Borough Council funded a <a href="#">study</a> to look at the overall strategy for Guildford Station that included analysis of future platform and timetabling requirements. This study concluded that the proposed “freeing up” of Platform 2 to allow through trains would not provide the additional capacity initially envisaged as the way future train services would be operated would not be through Platform 2. It did, however, demonstrate that the best location for an additional platform, enabling the biggest increase in capacity and the best operational robustness, was the creation of an additional through platform on the Western side of the track, and that it is not required until approximately CP8 (2029-34) when additional Main Line services that are enabled by Crossrail 2 are released.</p>
<p>Impact on current railway related proposals</p>	<p>There are no foreseen impacts on the current railway (track and signalling). The proposals include passive provision for the Wessex Route Study option to connect a re-constructed footbridge through the new east side buildings in the future. The Network Rail System Operator Wessex and Property/Solum teams are in discussion on the interface of the respective proposals.</p> <p>The projects are independent of each other and will run on separate unrelated timescales.</p> <p>By providing the improved east-side station facilities ahead of the platform works, the railway will not have to fund additional works to this area which it might otherwise have considered.</p>
<p>Potential for future railway related use</p>	<p>Station operations will continue on the site but in a more efficient and compact way.</p> <p>Clearance for the development has been granted.</p> <p>The works proposed, and consequent land disposal is subject to receiving Station Change.</p>
<p>Any closure or station change, or network change related issues</p>	<p>The alteration of the station lease as a result of the redevelopment of the station facility will be the subject of a separate Station Change and Minor Modifications application (if necessary) to follow.</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 disposal does not negatively impact on railway access needs. Access for maintenance purposes to the track and signal room to the rear of the site will be retained via a new access road and gates in the locations specified by the Project Requirement Specification produced by Network Rail.</p>

	<p>Telecoms access will be provided for a Ford Transit type vehicle with associated car parking on a 24/7 basis as requested by the Network Rail Telecoms Engineer.</p> <p>Train services will not be changed by the development.</p> <p>Access to the station platforms will be maintained throughout the construction process. The ticket office will remain in operation until the new ticket office is available for use.</p> <p>Transitional arrangements including those for car parking will be dealt with through the Station Change process.</p>
<p>Position as regards safety / operational issues on severance of land from railway</p>	<p>The disposal will be subject to ensuring all safety and operational issues are protected, such as provision of suitable fencing.</p> <p>The development is subject to an Asset Protection Agreement which will govern operations protection measures during construction.</p> <p>The disposal is on a basis under which Network Rail has had due regard (where applicable) to the impact of the disposal on line side 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>
<b>5. Planning History and Land Contamination</b>	
<p>Planning permissions / Local Plan allocation (if applicable)</p>	<p>A detailed planning permission for the current development scheme, following a planning appeal, was secured on the 27<sup>th</sup> February 2018. The Judicial Review period following the appeal decision expired on the 10<sup>th</sup> April 2018 with no challenges received.</p>

	<p>Proposals for major redevelopment of Guildford Train Station were approved (appeal allowed) in 1988 for the demolition of the (then) existing station and ancillary buildings to allow for a “<i>new station, platform buildings &amp; refurbishment of footbridge and associated works; new 4 storey office buildings, new forecourt car park, office car park, and long term car park to replace existing facilities</i>” (REF: 86/P/01712).</p> <p>The principle of the station redevelopment was accepted at the application stage. The appeal (REF: APP/Y3615/A/88/097585) centred on the merits of a restrictive user condition applicable to the Ranger House office building – i.e. condition 8 of the original planning permission (86/P/1712).</p> <p>A Section 52 Planning Agreement is in force which allows members of the public to pass over the station footbridge. The development does not materially change this but may vary the routes of access on the east side, particularly during construction.</p> <p>Subsequent applications related to minor works to the operation of the station, such as building extensions, changes of use, shop fronts and advertisements.</p>
<p>Contamination / Environmental Issues (if applicable)</p>	<p>Any contamination will be addressed as part of the development planning process.</p>
<b>6. Local Authorities</b>	
<p>Names &amp; Email Addresses:</p>	<p>Senior Planner <b>Guildford Borough Council</b> Millmead House Millmead Guildford Surrey GU2 4BB  [REDACTED]</p>

Local Transport Authorities:	Principal Transport Development Planning Officer
	Planning & Development, <b>Surrey County Council</b> EMAIL: [REDACTED]
Other Relevant Local Authorities:	n/a
<b>7. Internal approval to consult</b>	
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 Form.</li> </ul>

## 8. Consultations

Internal consultation	<p>Network Rail Business and Territory Clearance for disposal have been granted.</p> <p>A Project Requirement Specification has been prepared and signed off by the Route Asset Managers and an Asset Protection Agreement is in place.</p> <p>Network Rail (Property) and Solum have worked with the Network Rail Wessex Route planners to co-ordinate the engineering proposals within the Wessex Route Study, as more fully described earlier.</p> <p>With the transferring of the station facility from South Western Railways, back to NR upon receipt of the planning consent, NR Property and Solum have worked with the Station Management Team to ensure that the scheme provides the required accommodation to meet their needs.</p>
Summary of position as regards external consultations	The proposal has been consulted with stakeholders as summaries on the Consultation Report.
Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward	

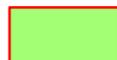
## 9. Internal approval to dispose

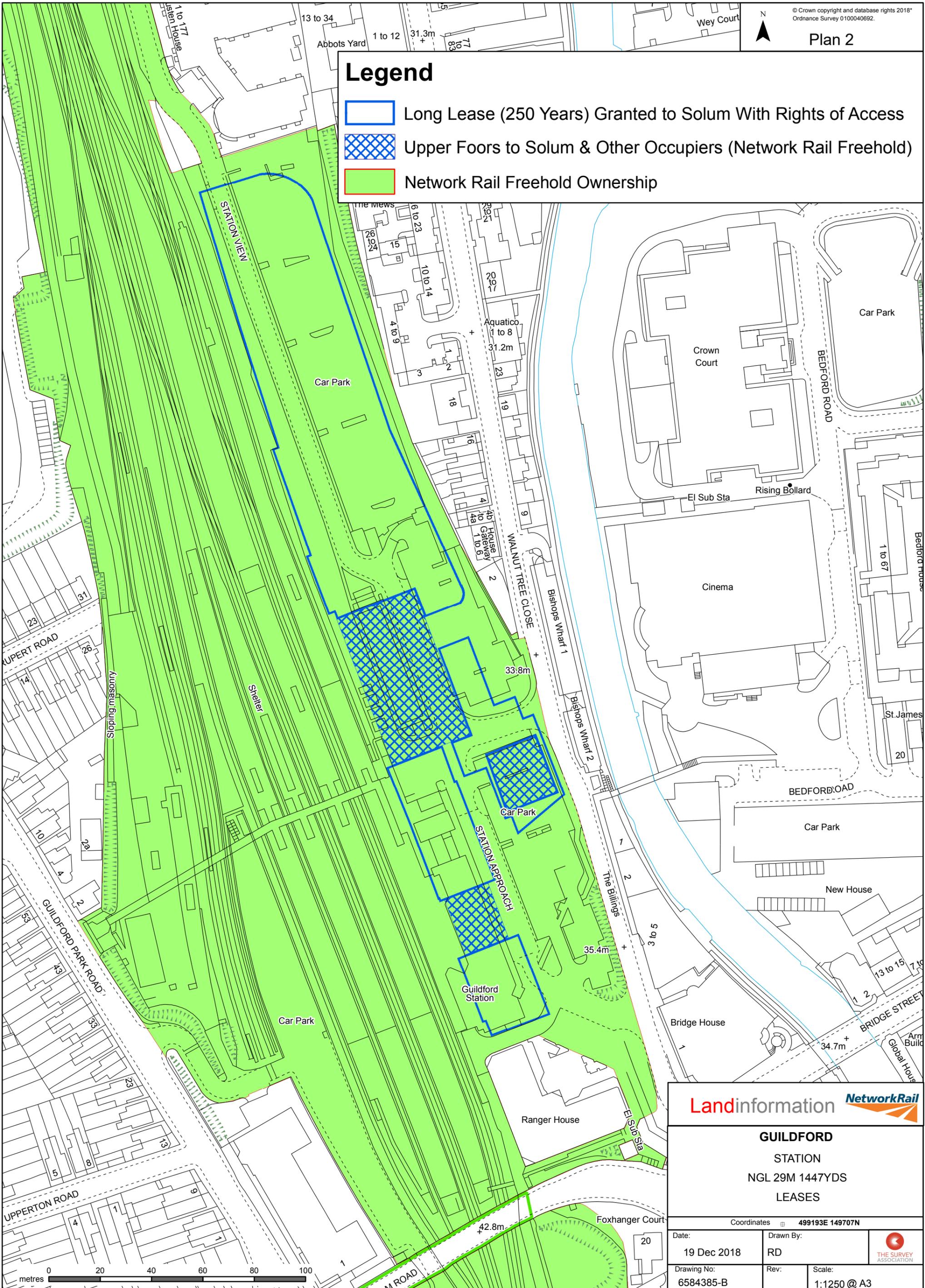
Recommendation:	Based on the above, I recommend that Network Rail proceeds with the disposal
Declaration:	I have read and understood Network Rail's code of Business Ethics and Policy on Interests in Transactions

Proposer's :	Proposer's job title: Development Surveyor
Signed.....	Date 07/02/19
Authorised by :	Authoriser's job title: Director, Development
Signed.....	Date 07/02/19



# Legend

-  Long Lease (250 Years) Granted to Solum With Rights of Access
-  Upper Floors to Solum & Other Occupiers (Network Rail Freehold)
-  Network Rail Freehold Ownership



**Landinformation** 

**GUILDFORD**  
STATION  
NGL 29M 1447YDS  
LEASES

Coordinates  $\square$  499193E 149707N

Date: 19 Dec 2018	Drawn By: RD	
Drawing No: 6584385-B	Rev:	
Scale: 1:1250 @ A3		

# E1 Public Realm / Concept Development

## Safe and Robust Landscape

Many users will pass through the station square daily. Important to their safety is a safe and robust design of the Public Realm elements.

The design development and continued detail design development will follow the guidelines produced by TFL in partnership with the Department of Transport and Network Rail on the design of public spaces and transport interchanges.

## Security

Security within the station forecourt has been developed in consultation with BTP, Guildford Constabulary and SECTU who have advised Guildford Station is a Category B threat to terrorist attack. The diagram opposite outlines the general access security and counter-terrorist measures to be incorporated in the station square.

In addition the Station Square will be required to have full CCTV coverage supported by an appropriate external lighting design as detailed in Appendix section E1.6.

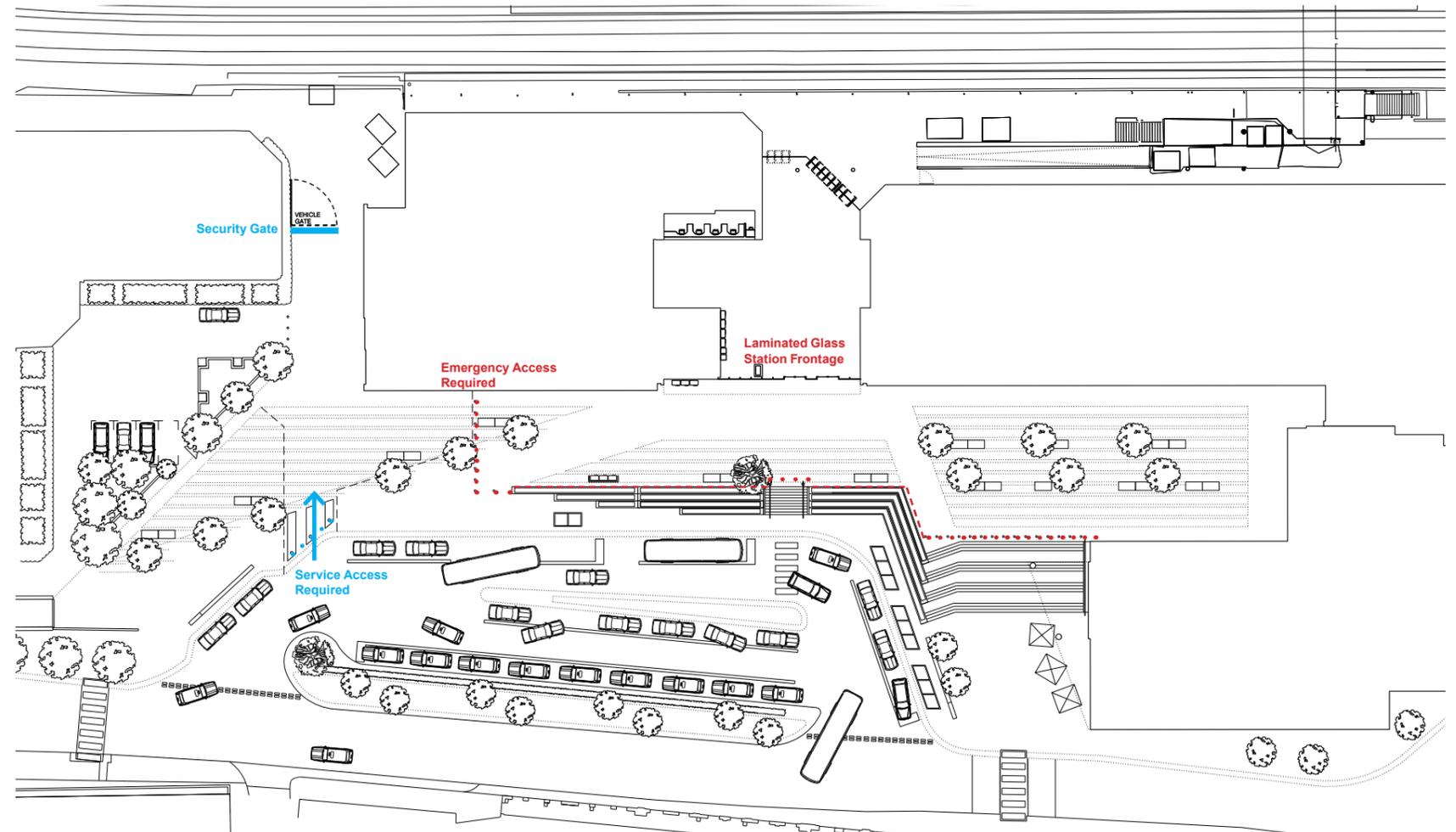


Diagram of security and access control

- Vehicle Ram Prevention Bollard
- Operable Access Prevantaion Bollard
- Vehicle Ram Prevention Wall or Upstand

# E2 Pedestrian and Cycle Access

## Pedestrian Access

The principal pedestrian approach routes to the station and across the square are

- From the Town Centre and High Street entering the square at the southern end
- Over the footbridge across the River Wey entering the site mid way along its frontage to Walnut Tree Close
- From the new multi-storey car park, accessed from the northern end of the site

Within the square pedestrian access is required to a number of private residential properties and office premises.

The pedestrian approaches in the new development have been configured as direct desire lines from arrival points to the site and away from the primary vehicular access routes mitigating any need for cross flow with interchange traffic as currently experienced in the existing station.

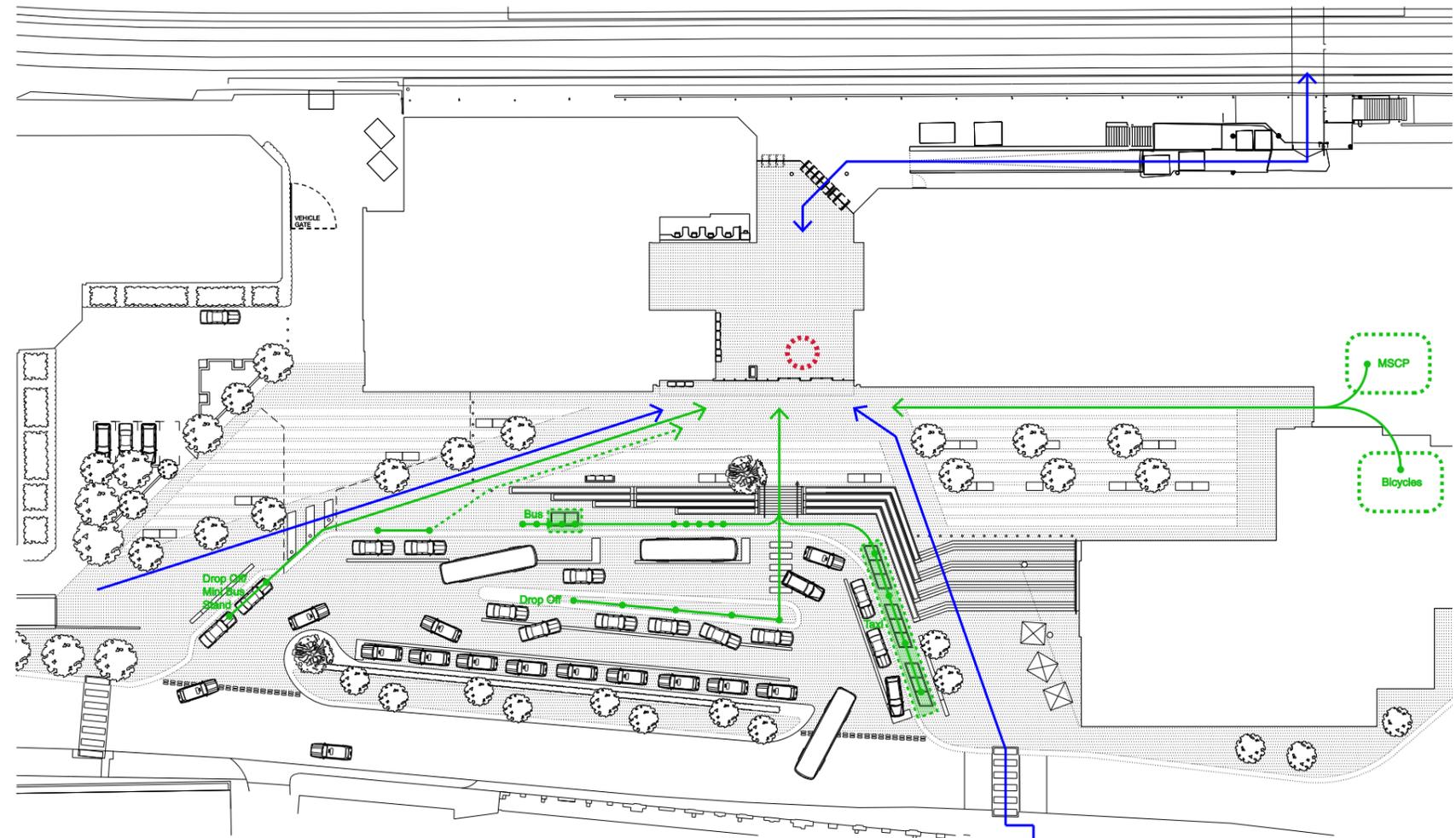


Diagram of Pedestrian and Vehicular Connections

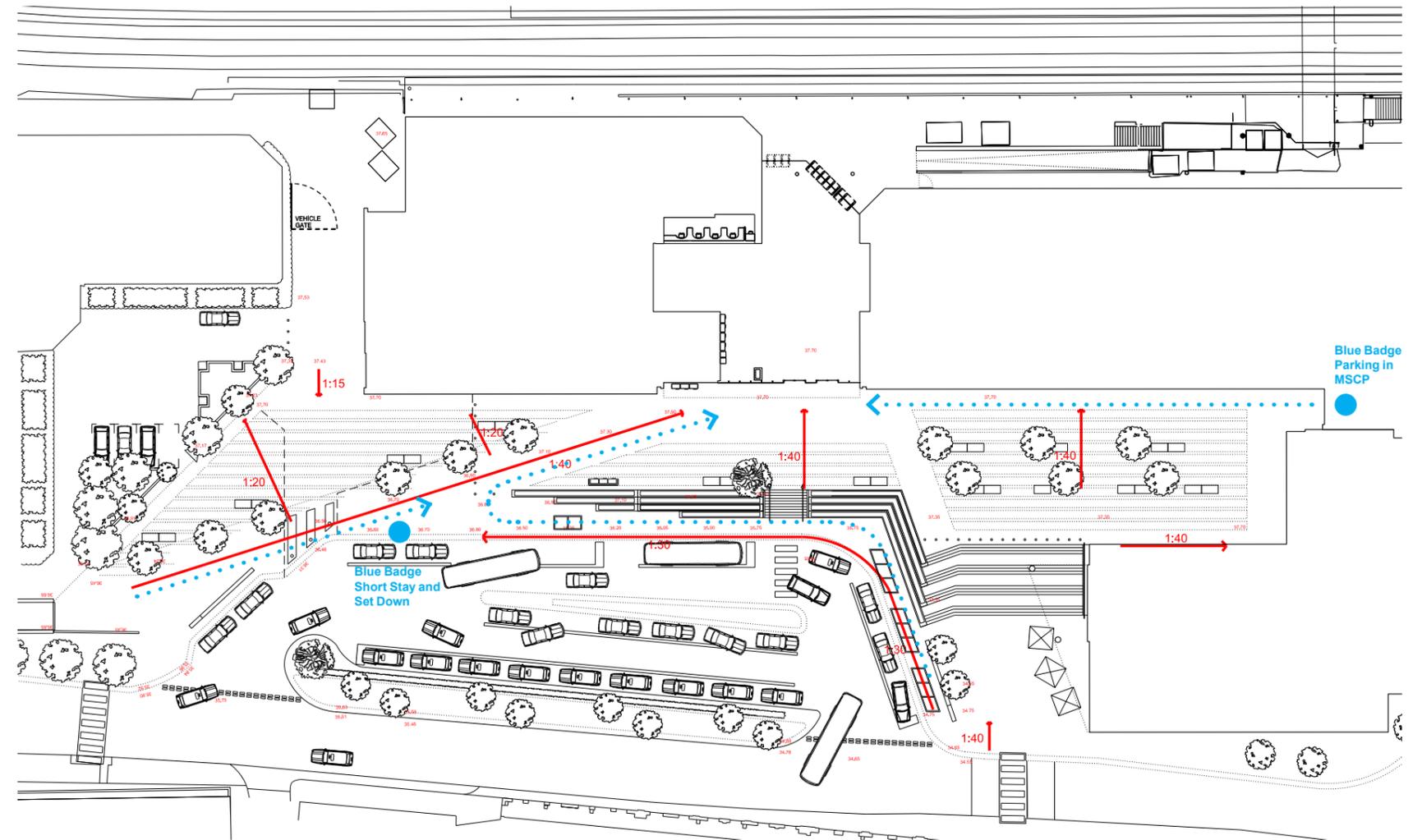
# E2 Pedestrian and Cycle Access

## Typography and Gradients

There is approximately 2.5m level difference between station entrance level and the pedestrian highway kerb line.

Approach from the southern end of the square will be up a steady gradient of 1:40 to the station entrance. Approach from the Canal Bridge will up a series of steps with a minimum rise of 150mm. Approach from the vehicular interchange is either via a series of steps or a ramped incline of 1:30.

The arrangement of gradients across the square and along access routes is considered the most efficient in providing comfortable access for all users and will provide full access for the mobility impaired.



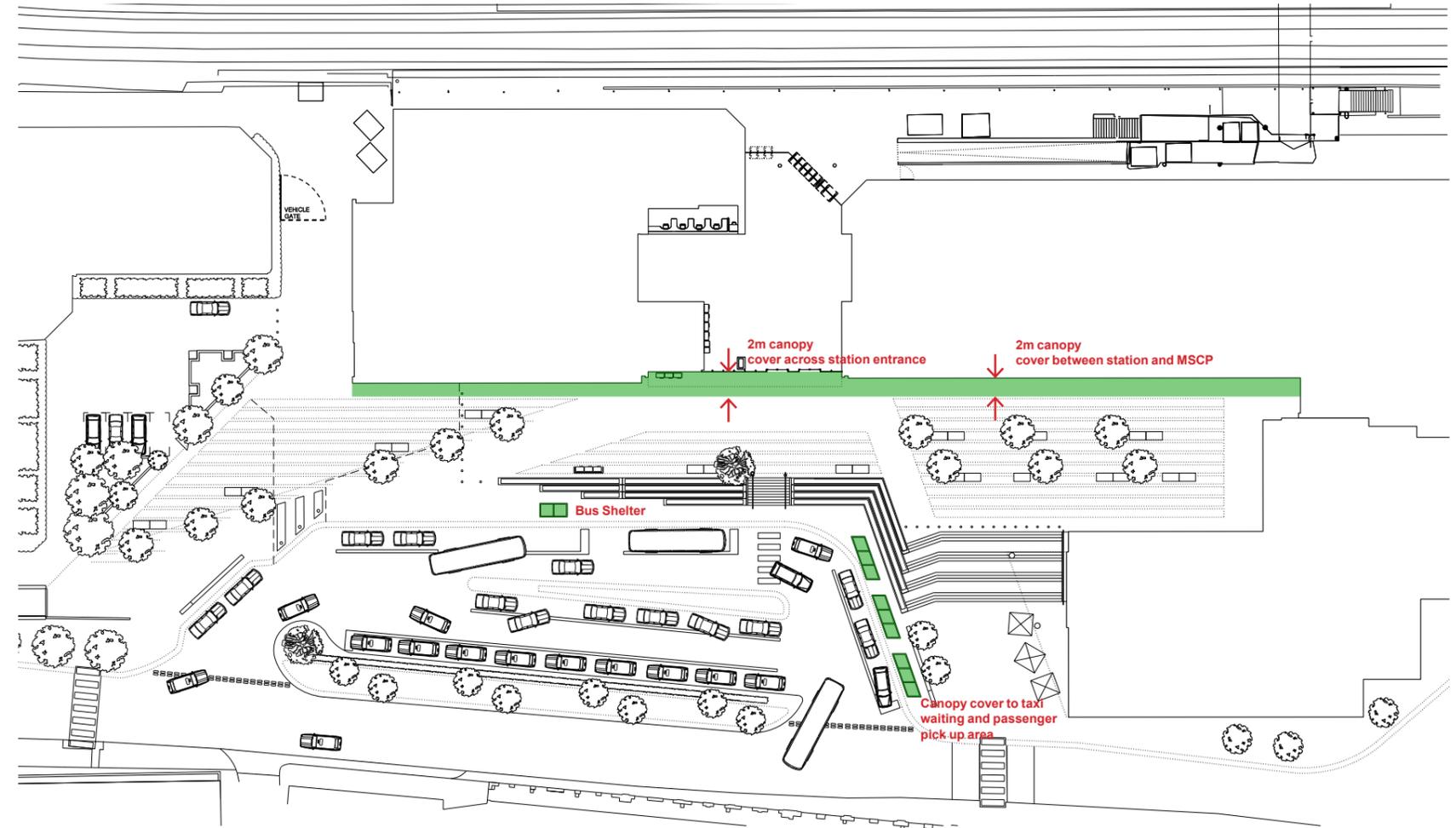
Forecourt gradients and MIP access

# E2 Pedestrian and Cycle Access

## Weather Protection

A number of covered areas have been provided within the Station Square to provide weather protection to daily passengers approaching and leaving the station, these are illustrated in diagram opposite and include:

1. Canopy structure across entire western edge of Forecourt to provide covered access from the Station MSCP and cycle storage areas.
2. Canopy structures adjacent to Taxi Pick up point.
3. Bus stop canopy adjacent to proposed Bus Stops.



Proposed covered areas

# E3 Vehicular Access

## Vehicular Access Requirements

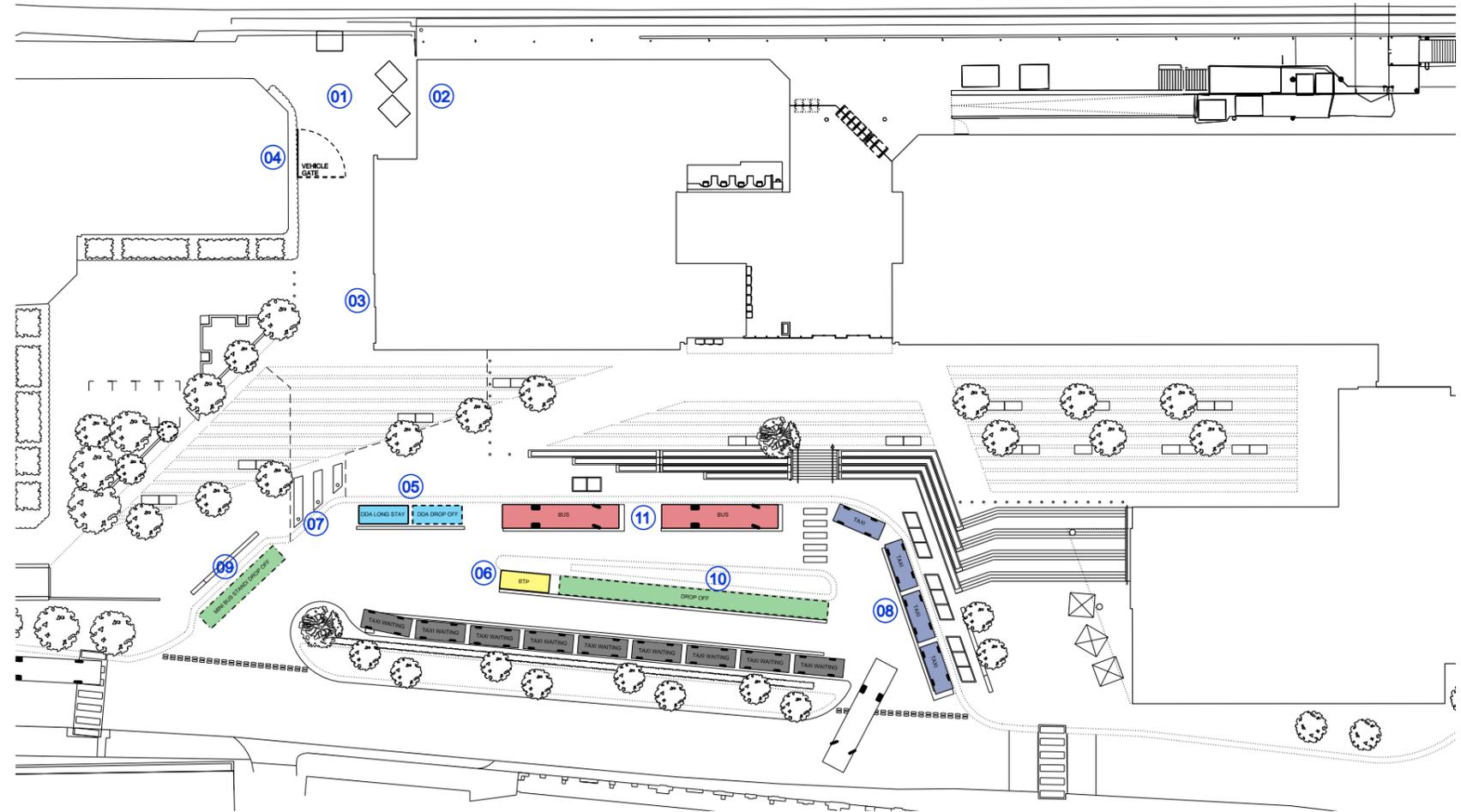
The station Square will act as an important vehicular interchange facility to providing connections to both local public transport, Buses and Taxis, and private vehicles.

The Station Square is also the centre of the proposed masterplan and will be the single point of access for a number of residential and commercial properties as well as the new Station.

## Schedule of Vehicular Operations

The design and arrangement of the square and interchange will accommodate and/or provide access for the following:

1. Requirement to provide 24hr access to NR signal box.
2. Station refuse pick up & set down area.
3. Dedicated area for delivery vehicle parking for residential & retail servicing to block A north (note: no delivery to block A south to cross station frontage).
4. Lockable gate to prevent fly tipping within TOC refuse set down area.
5. Proposed location for DDA short stay parking - space suit able for high top vehicles.
6. Proposed location for BTP high vehicle.
7. Controlled Access point provided to NR, TOC, Residential General delivery & Ranger House office parking.
8. A shelter Taxi Stand for departing passengers.
9. Private mini-bus waiting.
10. A dedicated zone for passenger pick up and drop off.
11. Provision of two Bus Stops.
12. Provision of Taxi overflow standing area
13. Provision of short stay parking spaces located within the new Multi-storey car park.



Plan of Vehicular Operations



# E3 Vehicular Access

## Servicing and Emergency Access

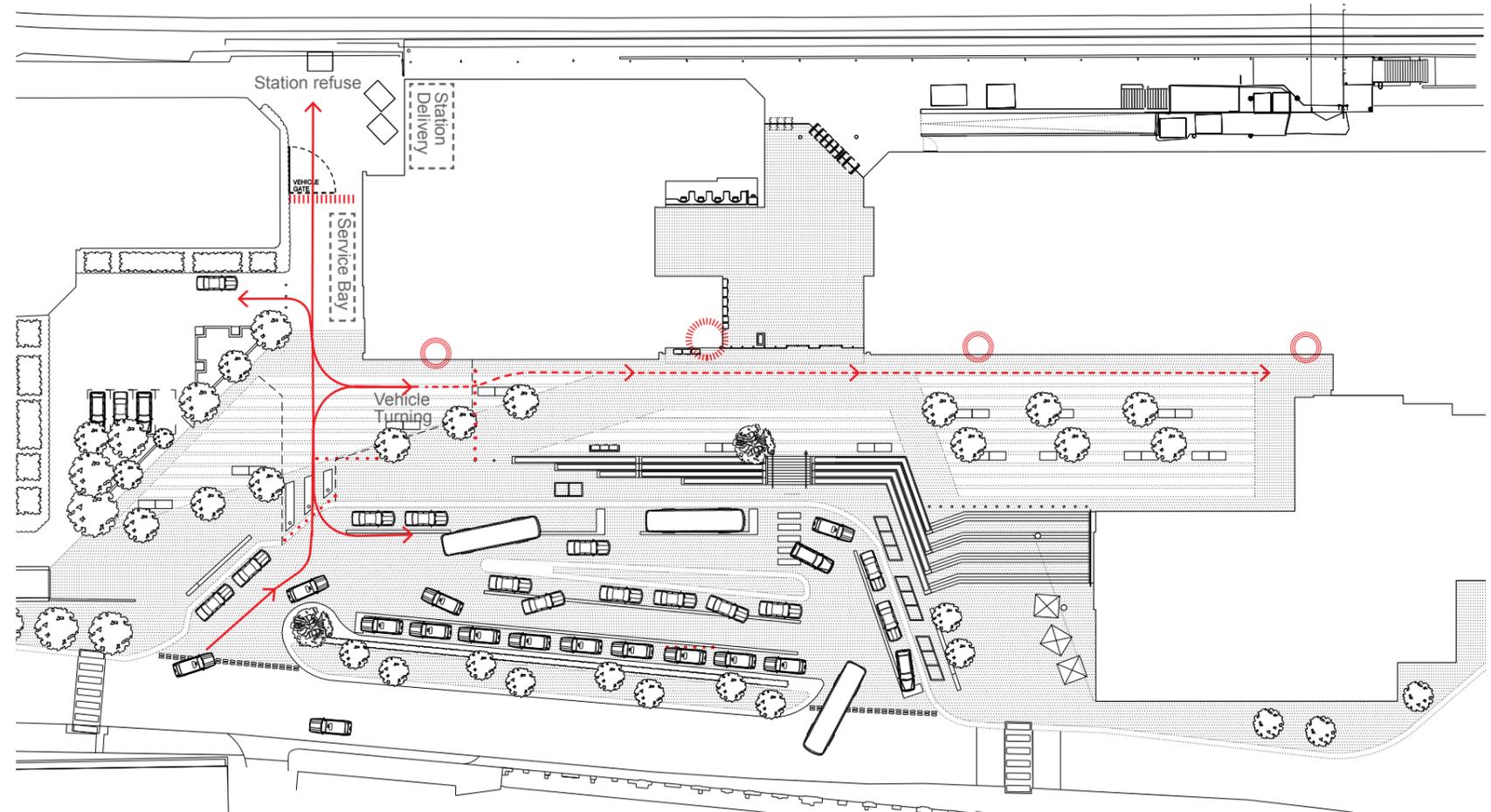
Access for servicing the station and for emergency vehicles is provided via a dedicated managed route accessed from the vehicle drop off area.

Drop bollards are located at the point of access from the roadway which will be managed by the station operators. A shared surface area is defined within the forecourt that is design to allow for vehicle traffic which allows for refuse, delivery and emergency vehicle access.

Vehicle access for station operations is provided to the south of the forecourt via a vehicle gate managed by the station operators.

A servicing drop off bay is provided for office and station deliveries.

The principle station servicing and emergency vehicle access routes are described in the adjacent illustration.



Plan of service and emergency access provisions

- Station Servicing Vehicle Access Routes
- - - - - Emergency Vehicle Access Routes
- ..... Bollards to Manage Access
- ||||| Vehicle Gate Managed by Station Operators
- ☼ Office Emergency Access
- Residential Emergency Access

# Diagram 2 - Pedestrian and Cycle Access

## Pedestrian Access

The principal pedestrian approach routes to the station and across the square are:

- a) From the Town Centre and High Street entering the square at the southern end
- b) Over the canal footbridge entering the site mid way along its frontage to Walnut Tree Close
- c) From the new multi-storey car park, accessed from the northern end of the site

Within the square pedestrian access is required to a number of private residential properties and office premises.

The pedestrian approaches in the new development have been configured as direct desire lines from arrival points to the site and away from the primary vehicular access routes mitigating any need for cross flow with interchange traffic as currently experienced in the existing station.

## Cycle Access

The station's cycle parking facilities are located and accessed from the northern end of the square. Cycle access to these facilities will follow and share the principal pedestrian routes. Cyclists will be expected to dismount when entering and crossing the square, no dedicated or separate cycle paths are proposed within the square owing to the complications of resolving cross flows and conflicts between the two principal pedestrian access routes to the station entrance.

Cycle wheel ramps integrated within the public realm finishes will be provided at the perimeter of the main access stairs on the approach from the canal crossing.

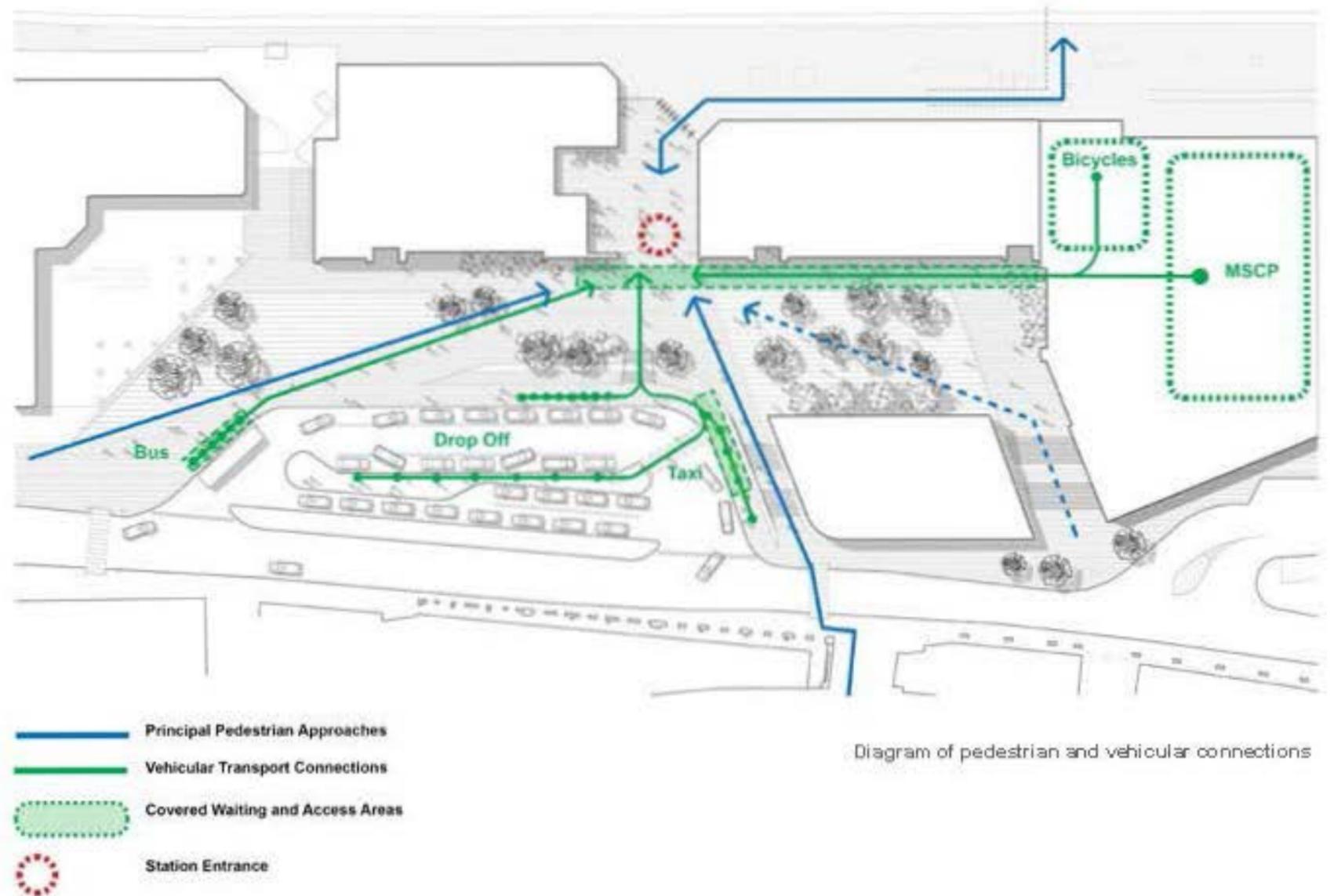
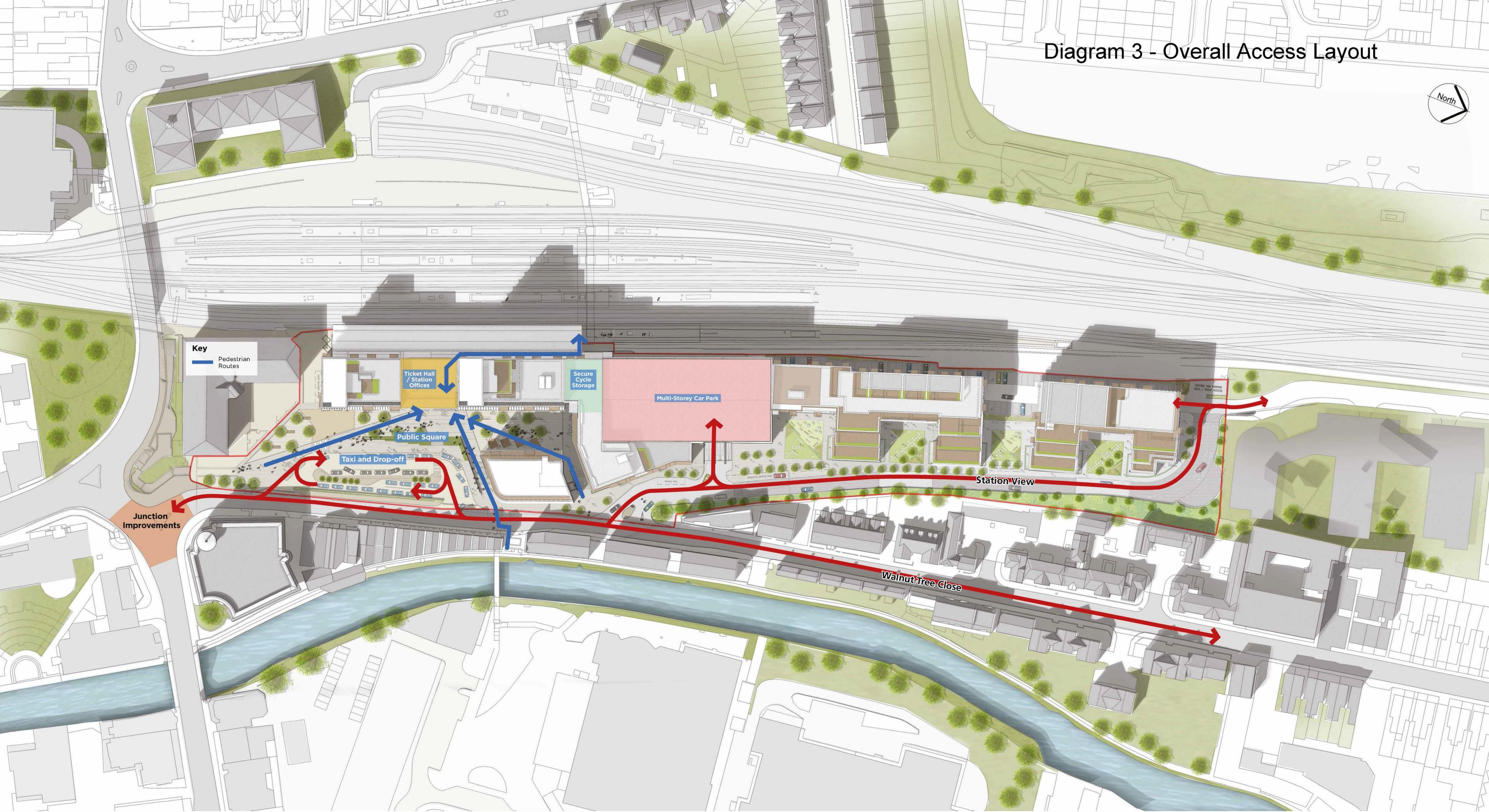


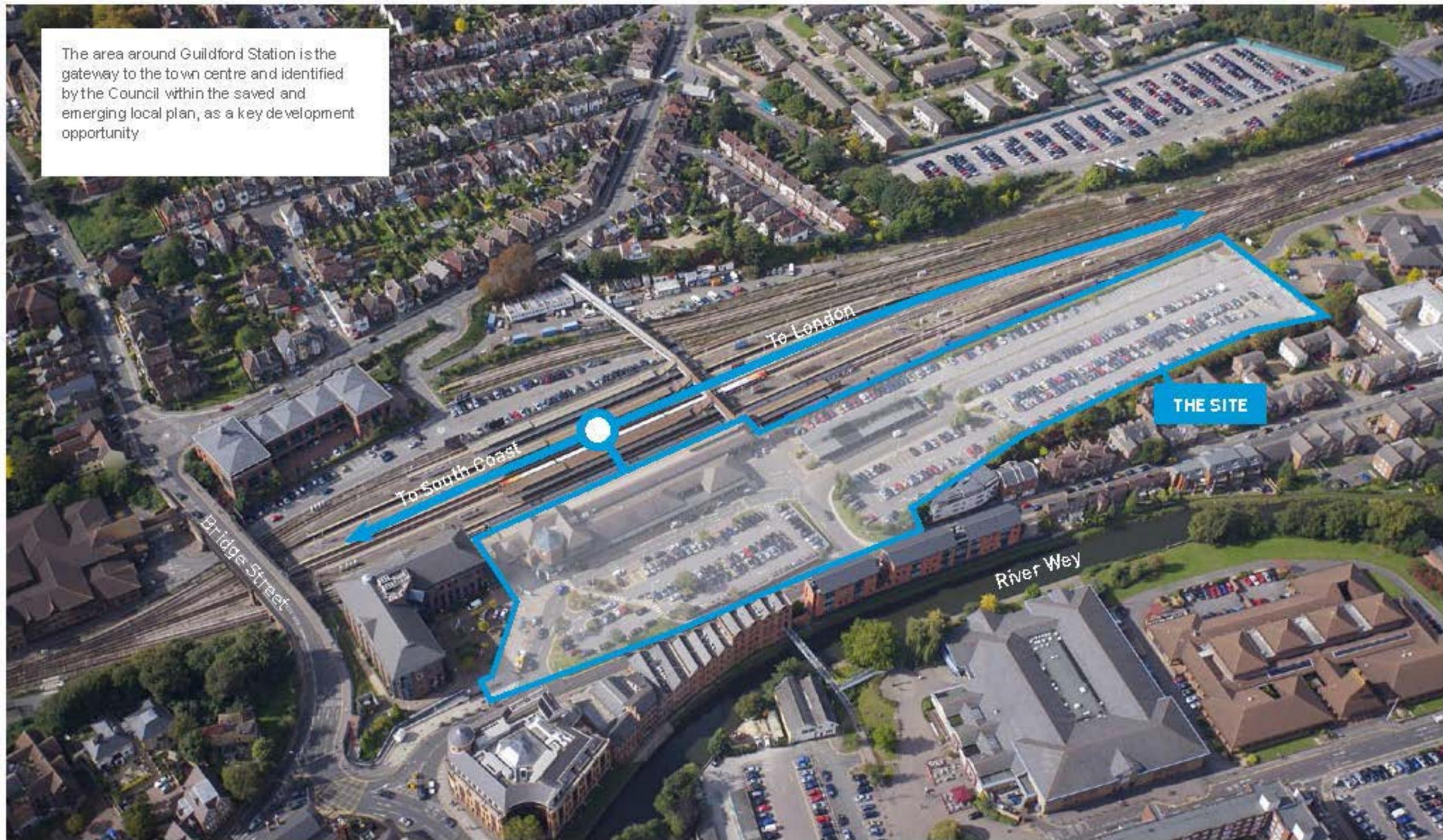
Diagram of pedestrian and vehicular connections

Diagram 3 - Overall Access Layout



# Photo 1 - Site Location

The area around Guildford Station is the gateway to the town centre and identified by the Council within the saved and emerging local plan, as a key development opportunity.



22

# Photo 2 - Existing Station images



## Existing Site

The site is located at the edge of Guildford town centre and sits within Surrey County Council under the planning authority of Guildford Borough Council.

The 2.2ha site is currently occupied by the main Guildford station buildings, station car park, British Transport Police and Train Operator offices, a Network Rail telecoms exchange and the Ranger House car park.

Photos of the existing station site are included in Fig.01. A bird's-eye photo of the existing station site is illustrated on Fig.02 adjacent with the principle station elements identified and noted as follows:

- 1 Main Station Entrance and Ticket Hall
- 2 Vehicular Approach and drop off
- 3 Station Car Park
- 4 Third Party Car Park (Ranger House)
- 5 Station Retail and Ancillary Accommodation
- 6 Train Operator / BTP Office and Telecoms Exchange
- 7 Platforms 1 & 2 adjacent to site boundary
- 8 Overbridge for passenger and public use
- 9 Guildford Park Road Station Entrance and Drop Off

## Photo 3 - Existing Site Uses

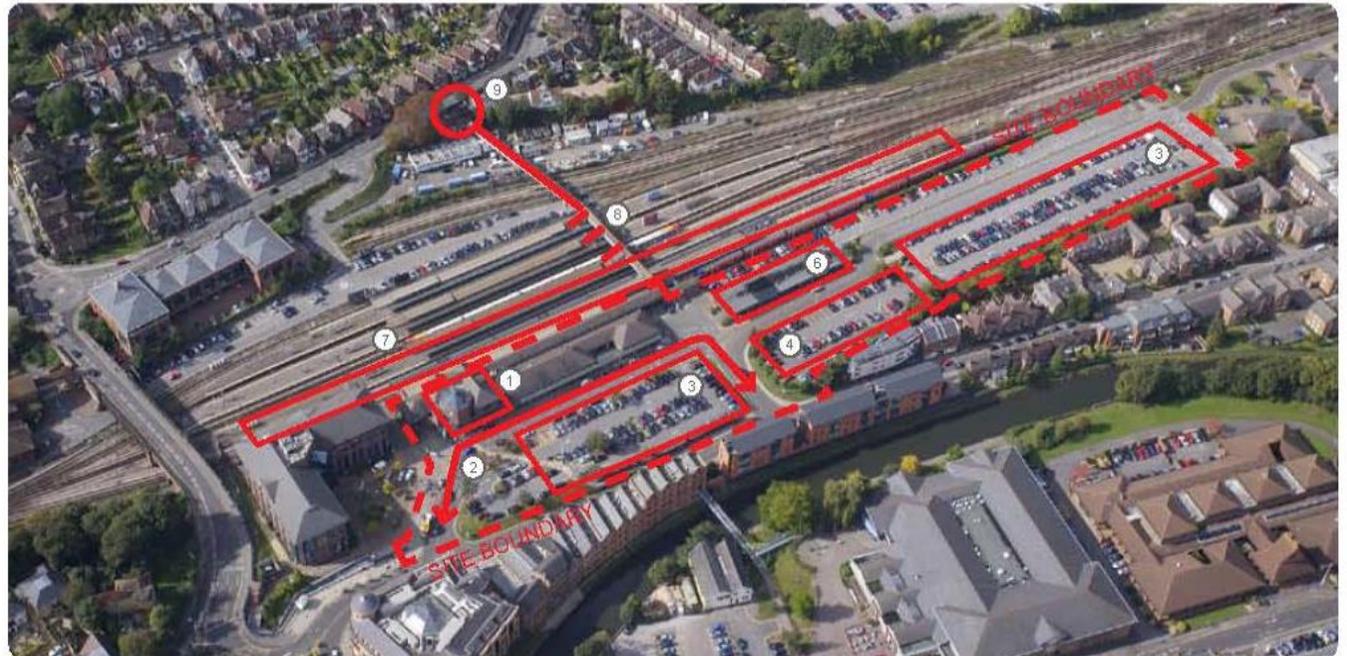


Fig. 2 - Existing station principle elements

Photo 4



# CONSULTATION REPORT

relating to

## PROPOSED LAND DISPOSAL

This report is provided as a supplement to our forms for the proposed disposal of land to the east of Guildford station.

Site location and description:

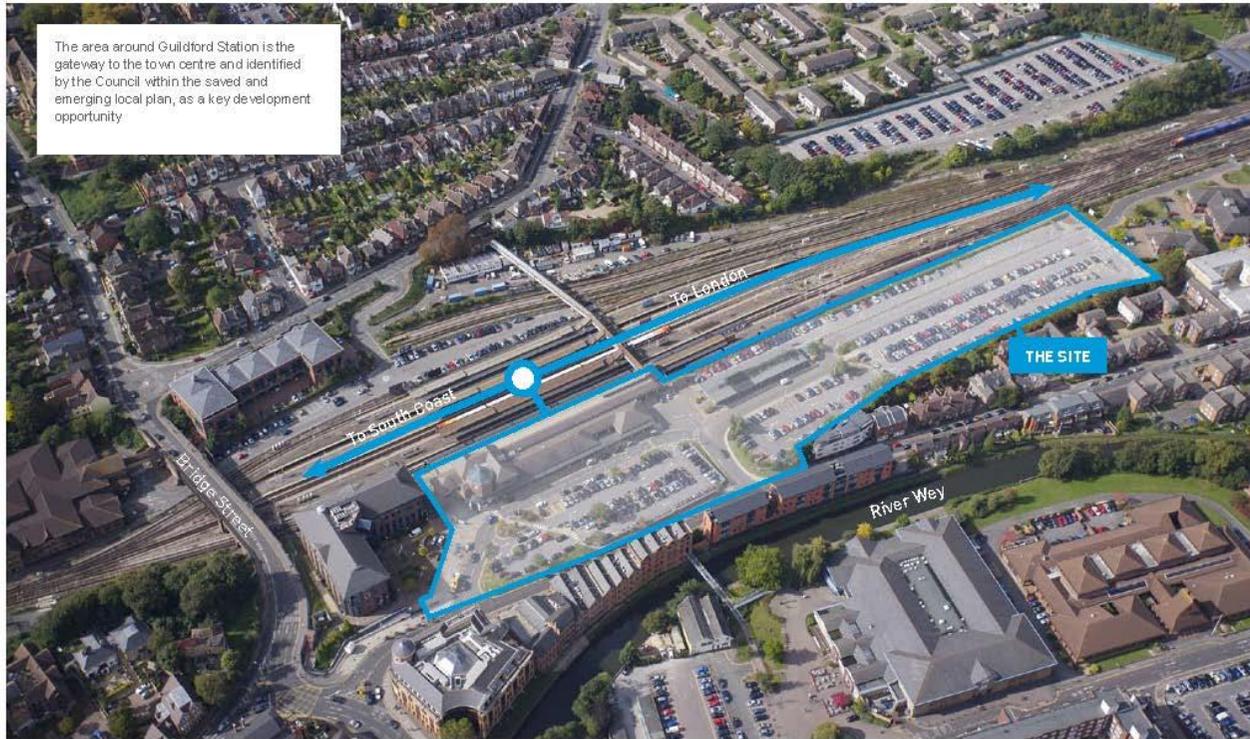
**Land East of Guildford Railway Station, Station Approach, Guildford, GU1 4UT.**

Site location and description: **Guildford Station, Surrey:** The land on the east side currently part of the Station Lease area. It is primarily used as station car parking for passenger and staff together with office accommodation for the TOC and BTP. Part of the land is on a long lease (999 years) to the owners of Ranger House (adjacent office building currently owned by Surrey County Council).

The car parking will be consolidated into a multi storey car park. Station functions will be consolidated into an efficient layout primarily located in a new station building with car parking in the multi storey car park. Improved forecourt and public realm in front of the station.

The property proposed for disposal is identified on the plan referred to below :-

## Photo 1 - Site Location



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

Summary of position regarding responses: All consultees have responded and no objections were received.

The full list of external consultees is set out below:

<b>No.</b>	<b>External party (name)</b>	<b>Contact name, email address and telephone</b>	<b>Whether response received (y/n)</b>	<b>Date of response</b>	<b>Details of response (e.g. “no comment”), with reference to any accompanying copy representation in annexes to this report</b>	<b>Comments (e.g. as regards endeavours to obtain response where none given)</b>
1	Transport for London		Y	25/01/19	No comment.	
2	Arriva Trains Cross Country		Y	18/01/2019	No comment	
3	c2c Rail Limited		Y	19/12/2018	No objection	
4	Chiltern Railway Company Limited		Y	18/01/2019	No comment	
5	Eurostar International Limited		Y	24/12/2018	No comment	

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6	Great Western Limited		Y	25/01/2019	No objection	
7	Govia Thameslink Railway		Y	30/01/2019	No objection	
8	Grand Central Railway Company Limited		Y	17/01/2019	No comment	
9	London & South Eastern Railway Limited (Southeastern)		Y	20/12/2018	No comment	
10	Merseyrail Electrics 2002 Limited		Y	20/12/2018	No objection	
11	Northern Railway		Y	18/10/2019	No objection	
12	COLAS Freight		Y	04/01/2019	No comment	
13	Direct Rail Services Limited		Y	20/7/2015	No comments	
14	DB Schenker (Formerly EWS)		Y	28/01/2019	No objection	
15	Freight Transport Association		Y	17/01/2019	No comment	
16	GB Railfreight Limited		Y	19/12/2018	No comment	

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17	Rail Freight Group		Y	19/12/2018	Ok with RFG	
18	West Coast Railway Company		Y	25/01/2019	No comments	
19	WH.Malcolm		Y	24/12/2018	No objection	
20	Association of Community Rail Partnerships		Y	28/01/2019	No objection	
21	Freightliner		Y	17/01/2019	No objection	
22	South Western Railway		Y	20/12/2019	All references to SWR and SWT in the Land Disposal Evaluation Form are to be replaced by 'TOC' and amended wording in relation to dedicated car parking provisions to confirm that approximately a like for like replacement of rail parking spaces will be provided (see email below). No other comments or outstanding matters.	
23	Guildford Borough Council		Y	28/01/2019	No objection	
24	Surrey County Council			06/02/19	No objection	
25	Department for Transport		Y	28/01/2019	No comment	

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26	Transport for the North		Y	19/12/2018	No comment	
27	Design out Crime		Y		No concerns and gives consent.	

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28	Transport Focus		Y	19/12/2018	No objection	
29	Transport for Engineering		Y	19/12/2018	No Comment	

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

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

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## Annex A

### Responses to Consultations

1	Transport for London
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**From:** @tfl.gov.uk  
**Sent:** 25 January 2019 14:49  
**To:** @networkrail.co.uk  
**Cc:** @tfl.gov.uk  
**Subject:** RE: Guildford- Disposal of Land to the east of station

Hi

No comments or objection from TfL.

Have a good weekend!

2	Arriva Trains Cross Country
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**From:** @crosscountrytrains.co.uk  
**Sent:** 18 January 2019 10:34  
**To:** @networkrail.co.uk  
**Subject:** RE: Guildford LC7 - Land to east of station

XC Trains Ltd has no comment on this proposed disposal.

Regards

Station Contracts Manager CrossCountry

Phone: Mobile: Fax:

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

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3 c2c Rail Limited

**From:** @c2crail.net  
**Sent:** 19 December 2018 16:46  
**To:** networkrail.co.uk  
**Subject:** Re: Guildford LC7 - Land to east of station

Good afternoon

No objection to the below proposal/

**Regards**

**Reactive Works Manager**  
2nd Floor, Cutlers Court, 115 Houndsditch, London EC3A 7BR

4 Chiltern Railway Company Limited

**From:** @chilternrailways.co.uk  
**Sent:** 18 January 2019 08:53  
**To:** networkrail.co.uk  
**Subject:** RE: Guildford LC7 - Land to east of Station.

Chiltern have no comments

Regulatory Contracts Manager

Chiltern Railways

Great Central House, Marylebone Station, Melcombe Place, London, NW1 6JJ

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5 Eurostar International Limited

**From:** @eurostar.com  
**Sent:** 24 December 2018 12:42  
**To:** @networkrail.co.uk  
**Subject:** RE: Guildford LC7 - Land to east of station

No comment from EIL,

Thanks

**PA to Chairman and to Company Secretary**

**Eurostar International Limited**  
Times House | Bravingtons Walk | London N1 9AW

[eurostar.com](http://eurostar.com)

6 Great Western Railway

**From:** @gwr.com  
**Sent:** 25 January 2019 14:48  
**To:** @networkrail.co.uk  
**Subject:** RE: Guildford LC7 - Land to east of station

Hello

Thank you very much for calling.

This was discussed a few months ago at the Wessex Route Investment Review Group. I understand that this is land identified as being not required for any anticipated railway Network enhancement.

As such there is no objection to the proposal.

Many thanks for consulting us.

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**| Network Access Manager | Great Western Railway**

1 Milford Street | Swindon | SN1 1HL

7 Govia Thameslink Railway (formerly operated by New Southern Railway Ltd (Southern))

**From:** @GTRailway.com

**Sent:** 30 January 2019 10:30

**To:** @networkrail.co.uk

**Subject:** Re: Guildford- Disposal of Land to the east of station

Hi

no objections from GTR.

regards

**Access Contracts Manager (Stations)**

8 Grand Central Rail

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**From:** @grandcentralrail.com

**Sent:** 17 January 2019 21:09

**To:** @networkrail.co.uk

**Subject:** Re: Guildford LC7 - Land to east of Station.

Dear

Thank you for your email.

GC has no comment.

Regards

Chief Operating Officer

Grand Central Railway

Mobile :

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9 London & South Eastern Railway Limited (Southeastern)

**From:** @southeasternrailway.co.uk  
**Sent:** 20 December 2018 08:07  
**To:** networkrail.co.uk  
**Subject:** RE: Guildford LC7 - Land to east of station

Good morning. Thank you for the opportunity to review the below.

Southeastern has no comments on this proposal.

Kind regards,

[Commercial Manager](#)

southeasternrailway.co.uk

10 Merseyrail Electrics 2002 Limited

**From:** @merseyrail.org  
**Sent:** 20 December 2018 09:02  
**To:** @networkrail.co.uk  
**Subject:** RE: Guildford LC7 - Land to east of station

We have no objections, thanks

**Legal & Contract Assistant**  
**Merseyrail**

Tel	
Mob	
Email	██████████
Web	<a href="http://www.merseyrail.org">www.merseyrail.org</a>

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11 Northern Rail Limited

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**From:** @northernrailway.co.uk  
**Sent:** 18 January 2019 11:04  
**To:** @networkrail.co.uk  
**Subject:** RE: Guildford LC7 - Land to east of Station.

Northern have no objections to the below proposal.

Thanks

12 COLAS Freight

**From:** @colasrail.com  
**Sent:** 04 January 2019 11:27  
**To:** @networkrail.co.uk  
**Subject:** RE: Guildford LC7 - Land to east of station

– no comment.



Property Manager

██████████

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**COLAS RAIL LTD**  
Dacre House - Floor 4, 19 Dacre Street, London, SW1H 0DJ, United Kingdom  
[www.colasrail.co.uk](http://www.colasrail.co.uk)

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13 Direct Rail Services Limited

**From:** @drsl.co.uk  
**Sent:** 18 January 2019 10:15  
**To:** @networkrail.co.uk  
**Cc:** @drsl.co.uk; @drsl.co.uk  
**Subject:** RE: Guildford LC7 - Land to east of Station.

Hi

DRS have no comments.

Best Regards,

**Procurement Apprentice**

**Direct Rail Services Ltd**

Regents Court

Carlisle

CA6 4SJ

E: [REDACTED]

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14 DB Schenker (Formerly EWS)

**From:** @deutschebahn.com  
**Sent:** 28 January 2019 16:59  
**To:** networkrail.co.uk  
**Subject:** Re: LC7 Disposal -Land to east of Guildford station

I can confirm that DB Cargo (UK) Limited has no objection to the proposed land disposal as described.

Yours,

Rail Network Manager  
DB Cargo (UK) Limited

15 Freight Transport Association

**From:** @fta.co.uk  
**Sent:** 17 January 2019 22:49  
**To:** @networkrail.co.uk  
**Subject:** RE: Guildford LC7 - Land to east of station

Dear

FTA does not have a comment on this proposal.

With regards

---

**Director of UK Policy**  
**Freight Transport Association**

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16 GB Railfreight Limited

**From:** @gbrailfreight.com  
**Sent:** 19 December 2018 16:17  
**To:** @networkrail.co.uk  
**Subject:** RE: Guildford LC7 - Land to east of station

No issues from GBRf.

Regards,

Head of Capacity Planning,  
GB Railfreight Ltd, 3<sup>rd</sup> Floor, 55 Old Broad Street, London, EC2M 1RX.  
Tel:  
Mobile:

17 Rail Freight Group

**From:** @rfg.org.uk  
**Sent:** 19 December 2018 21:13  
**To:** @networkrail.co.uk  
**Subject:** Re: Guildford LC7 - Land to east of station

Ok with RFG

18 West Coast Railway Company

**From:** @aol.com  
**Sent:** 25 January 2019 14:12  
**To:** networkrail.co.uk  
**Subject:** Re: Guildford- Disposal of Land to the east of station

no comments

WCR

E

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19 WH.Malcolm

**From:** @whm.co.uk  
**Sent:** 24 December 2018 08:41  
**To:** @networkrail.co.uk  
**Subject:** RE: Guildford LC7 - Land to east of station

No objections.

Regards

**Business & Estate Manager | W H Malcolm Ltd**

Malcolm Group, Brookfield House, 2 Burnbrae Drive, Linwood, Renfrewshire PA3 3BU

**DD: | Mobile:**

**Email:** [REDACTED] **Web:** [www.malcolmgroup.co.uk](http://www.malcolmgroup.co.uk) | [Malcolm Group on LinkedIn](#)

20 Association of Community Rail Partnerships

**From:** @acorp.uk.com  
**Sent:** 28 January 2019 09:04  
**To:** @networkrail.co.uk  
**Subject:** RE: Guildford- Disposal of Land to the east of station

Hi

Thanks for your call on Friday

ACoRP has no comet on this one

Best

Senior Operations Manager

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21 Freightliner

From: @freightliner.co.uk  
Sent: 17 January 2019 18:00  
To: @networkrail.co.uk  
Subject: Re: Guildford LC7 - Land to east of Station.

No comment from freightliner  
Cheers

22 Southwestern Rail

**From:** @swrailway.com  
**Sent:** 31 January 2019 17:36  
**To:** @networkrail.co.uk  
**Cc:** @networkrail.co.uk  
**Subject:** RE: Guildford LC7 - Land to east of station

OK but the following statement is made a few paragraphs previously in the document: -

- New multi-storey car park (MSCP), ***providing approximately like for like replacement of rail parking spaces*** (see below).

If you amend the words in bold italics to state "providing at least as many dedicated rail parking spaces as existing", we would accept the LC7 wording.

Best Regards,

Head of Station Property

South Western Railway

Address: Basingstoke Campus, Gresley Road, Basingstoke RG21 4JX

Mobile: Email: @swrailway.com

[www.southwesternrailway.com](http://www.southwesternrailway.com)

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**From:**  
**Sent:** 31 January 2019 16:01  
**To:** @swrailway.com  
**Cc:** @networkrail.co.uk  
**Subject:** RE: Guildford LC7 - Land to east of station

Afternoon

Hope you are well. Thanks for your response regarding the above. We will amend any references to SWR and SWT and replace with TOC within the LC7 as you have requested.

In regards to point 2, under the sub-heading of '**rail car parking provision**' within the LC7 we have specifically stated the following;

*The proposals for car parking at the station, namely to maintain and not reduce the existing level of provision, have been prepared to be consistent with the vision and the congestion strategy of the Surrey County Council Local Transport Plan.*

I have attached the LC7 form for ease of reference. Please can you let me know if this covers off your query and are satisfied with this statement?

Any queries please give me a call.

Kind regards,

**From:** [REDACTED]  
**Sent:** 20 December 2018 10:44  
**To:** [REDACTED]  
**Subject:** RE: Guildford LC7 - Land to east of station

From a cursory examination of the attached documents, I would note that the LC7 needs alteration in order for us to agree to it: -

1. There are references to SWT, SWR and TOC throughout the document, which is not acceptable. I suggest all references to SWR and SWT are replaced by TOC.
  2. The document is very vague on the number of station car park spaces to be provided in the new multistorey CP. We have always been very clear that the number of spaces should be at least as many as there are at present. We will not accept the LC7 unless this is specifically stated in it.
-

---

I have passed the documents to others in SWR, so there may be more comments to come, although I have recommended that apart from the two points above we should accept it. I look forward to an amended LC7 form that resolves the above matters in due course.

Best Regards,

Head of Station Property

South Western Railway

Address: Basingstoke Campus, Gresley Road, Basingstoke RG21 4JX

Mobile: Email: [REDACTED]

[www.southwesternrailway.com](http://www.southwesternrailway.com)

23 Guildford Borough Council
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**From:** @guildford.gov.uk

**Sent:** 28 January 2019 15:50

**To:** @networkrail.co.uk

**Subject:** RE:LC7 Disposal- Land to east of Guildford station. [UNC]

Thanks

As you are probably aware the development the subject of this land was refused by the Local Planning Authority but was allowed on appeal by an Inspector appointed by the Secretary of State. Given the planning permission has been granted I do not think the LPA can reasonably object to the disposal.

I trust this is helpful.

Kind regards

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**Development Management Team Leader (Majors)**

**Planning Services**

24	Surrey County Council
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**From:** @surreycc.gov.uk

**Sent:** 06 February 2019 16:00

**To:** @networkrail.co.uk

**Subject:** RE: LC7 Disposal- Land to east of Guildford station.

Dear

Apologies for the delay in coming back to you on this, I had been waiting on a further colleague to confirm his position.

The land release clearly relates to the redevelopment proposals and the changes to the station that they will bring. I am also aware that the land disposal is associated with the delivery of that development.

I note that you state *"the site includes an area of surface car park which is currently leased on the residue of a 999-year lease to Surrey County Council – The Ranger House car park. This is outside the station lease and will be relocated within the development (into the multi-storey car park (MSCP))."* With this being the case, it is assumed that discussions have taken place and matters have been agreed with my County Council Property colleagues in this regard.

In summary and based upon the above, I can confirm that the County Council have no objections to your proposed land disposal.

Once again, I apologise for the delay in coming back to you.

Regards

**West Team Manager Transport Development Planning Planning Group**

**E:** [REDACTED] **W:** [www.surreycc.gov.uk/tdp](http://www.surreycc.gov.uk/tdp)

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25 Department for Transport

**From:** @dft.gov.uk  
**Sent:** 28 January 2019 09:33  
**To:** @networkrail.co.uk  
**Subject:** RE: Guildford- Disposal of Land to the east of station

Hi

DfT (Rail Infrastructure South) has no comment to make on this proposal.

Regards,

**Briefing and Correspondence Manager, Great Western and Wessex, Rail Infrastructure South,  
Department for Transport  
4/27**

26 Transport for the North

**From:** @transportfornorth.com  
**Sent:** 19 December 2018 22:24  
**To:** networkrail.co.uk  
**Subject:** RE: Guildford LC7 - Land to east of station

Transportfornorth has no comment to make on this proposed land disposal as it does not affect any services within, to or from North of England

Head of Investment Planning TfN Strategic Rail

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27 British Transport Police

**From:** @btp.pnn.police.uk

**Sent:** 03 February 2019 19:14

**To:** networkrail.co.uk; @networkrail.co.uk

**Subject:** Re: Guildford LC7 - Land to east of station - CRU 2018 2247

Hi

Apologies. Had to use you as a 'way in' in order to ensure the planners and architects 'played by the rules'.

As with the majority of Land Disposals, and as discussed, BTP has no concerns over the land East of the Station PROVIDING the Safety & Security of the railway environment is not compromised and indeed improved upon.

Therefore, I am happy to give consent to the disposal on the basis of what has been agreed previously in that access to the railway will be minimised and the chances of breaching railway perimeters mitigated.

Thank you for providing the consultation opportunity for this project.

Kind Regards.

Designing Out Crime Officer.

British Transport Police.

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28 Transport Focus

**From:** @transportfocus.org.uk  
**Sent:** 02 January 2019 13:31  
**To:** @networkrail.co.uk  
**Subject:** Re: Guildford LC7 - Land to east of station 1912b19

Thank you for sending Transport Focus details of the proposed land disposal at Guildford. They note that:

the area, to be leased for 250 years to Solum Regeneration, is east of the railway and includes:

various buildings, including the main station building, and car parking;

an application for the area was made in February, 2015, but then withdrawn in August that year;

the System Operator Wessex team had objections based on the need for an additional through platform;

it is now thought that such is best located on the station's west side;

it is proposed that the area will be redeveloped to provide:

a new main station building with improved access to the platforms, relocated railway offices, including BTP's,

a new forecourt and public space providing better access to the station, a multi-storey car park,

approximately 438 homes as part of a mixed-use scheme;

planning permission was granted by the Planning Inspectorate on 27/2/18;

the changes to the railway accommodation and car parking will be progressed through the station change and minor modification processes;

the main works are expected to start in the winter of 2019.

Transport Focus (then Passenger Focus) replied on 3/3/15 to the previous the application (o/r 0302f15):

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*Considering only the land disposal, Passenger Focus has no objection.*

It is clear that the proposals will have impacts on passengers as the works progress. It is vital that passengers have the minimum of inconvenience from, and the maximum of information about, the works. Transport Focus looks forward to working with the Railway on this scheme as it has on others, such as Reading and Derby.

As in 2015, Transport Focus has no objection to the proposed land disposal.

Regards,

29 Transport For Engineering

**From:** @tube.tfl.gov.uk>

**Sent:** 19 December 2018 16:22

**To:** @networkrail.co.uk>

**Subject:** RE: Guildford LC7 - Land to east of station

How it has changed since my student days here 1977-81!

No issues from a TfL engineering perspective thank you.

**Professional Head of Infrastructure Protection**

**Transport for London Engineering - 7th Floor Zone B5, 5 Endeavour Square, Stratford, E20 1JN**

**Tel:**

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**ANNEX B**

**From:**

**Sent:** 19 December 2018 16:09

**To:** @guildford.gov.uk' @surreycc.gov.uk'; '@dft.gsi.gov.uk'; @transportforthenorth.com'  
@tube.tfl.gov.uk; @crosscountrytrains.co.uk' @c2craail.net'; @chilternrailways.co.uk';  
@eurostar.com'; @gwr.com'; @grandcentralrail.com; @southeasternrailway.co.uk';  
@merseyrail.org'; @mtrcrossrail.co.uk'; @GTRailway.com'; @northernrailway.co.uk';  
@swrailway.com'; @colasrail.com'; @drsl.co.uk'; @deutschebahn.com'; @fta.co.uk';  
@fta.co.uk'; @freightliner.co.uk'; [REDACTED]; @rfg.org.uk'; @aol.com';  
@whm.co.uk'; @acorp.uk.com'; @btp.pnn.police.uk'; @Transportfocus.org.uk';  
[REDACTED]; '@tfl.gov.uk'; '@tfl.gov.uk'

**Subject:** Guildford LC7 - Land to east of station

**SUBJECT: LC7 – Land to the east of Guildford Station**

Dear Consultee,

Property: Guildford Station, GU1 4UT

We write to you to seek your comments in relation to a proposed land disposal at the above location. A previous application for specific land disposal consent under Licence condition 7 was submitted and subsequently withdrawn in August 2015 following consultation with the System Operator Wessex team. The reasons for the withdrawal have now been resolved as explained in the attached land disposal evaluation form and other attachments.

Planning permission was secured on the 27<sup>th</sup> February 2018 for the redevelopment of 2.2 hectares to provide a mix of uses to include office, retail and residential together with new station facilities and a multi-storey car park.

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We request your comments by **28/01/19** (including any “no comment” response). It would be helpful if your response is provided by email. Should no response be received by **28/01/19**, and having made reasonable endeavours to obtain a response, we will proceed with our.

If a formal application to ORR is made we will, in accordance with ORR’s regulatory arrangements for land disposal, send you a notification of our application in due course.

If you have any queries regarding our proposal do not hesitate to contact me. If future consultations of the nature should be directed elsewhere within your organisation please advise us of the appropriate contacts details so that we may amend our records.

Yours sincerely,

