

## Les Waters

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Railway Markets and Economics  
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Company Secretary  
Network Rail Infrastructure Limited  
1 Eversholt Street  
London  
NW1 2DN

9 January 2020

### **Network licence Condition 17 (land disposal): station surface car park, Cardiff Central station**

#### **Decision**

1. On 11 November 2019, Network Rail gave notice of its intention to dispose of land forming part of the surface car park at Cardiff Central station, Wales (“the land”), in accordance with Condition 17 of its network licence. The land is described in more detail in the notice (copy attached), with a supplementary explanation regarding the phasing of the scheme at Annex B.
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 or future railway operations would be affected adversely;
  - the disposal will facilitate the construction of a multi-storey car park of 695 spaces and will re-provide permanently the 50 spaces displaced from the land proposed for disposal; and
  - Network Rail can exercise an option to secure the purchase of other land to protect the current car parking capacity at Cardiff Central station, if an alternative permanent equivalent car park arrangement is not achieved.
5. We also note that Network Rail has yet to complete the station change procedure related to the proposed disposal, 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.

6. Network Rail's submission showed that, at the time of notification to ORR, the majority of its consultation responses had fallen outside the six-month period referred to in our land disposal guidance<sup>1</sup>. However, the responses were not significantly out of date and we note that Network Rail carried out an additional internal clearance which slightly delayed the process. We have concluded that it will not be necessary for Network Rail to reconsult its stakeholders on this occasion.

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, October 2019*,<sup>2</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>1</sup> [https://orr.gov.uk/\\_data/assets/pdf\\_file/0007/1996/land-disposal-regulatory-arrangements.pdf](https://orr.gov.uk/_data/assets/pdf_file/0007/1996/land-disposal-regulatory-arrangements.pdf)

<sup>2</sup> Available from [https://orr.gov.uk/\\_data/assets/pdf\\_file/0007/1996/land-disposal-regulatory-arrangements.pdf](https://orr.gov.uk/_data/assets/pdf_file/0007/1996/land-disposal-regulatory-arrangements.pdf).

# 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/ft<sup>2</sup> 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 Park, 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"> <li>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.</li> <li>2. The attached plan entitled “Plan 2” shows the extent of the adjacent Brains Brewery Land outlined in red.</li> <li>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)</li> <li>4. The attached plan entitled “Temp Car Park &amp; NR land Transfers” shows both the temporary car park on Brains Brewery land and both the station car parks displaced. Legend: <ul style="list-style-type: none"> <li>Red: Saunders Road Car Park (consented disposal ORR ref s/22/361/19/02) which completed on 6<sup>th</sup> September 2019.</li> <li>Blue – Phase 1 of the temporary car park which replaces parking spaces displaced from Saunders Road.</li> <li>Green: the subject “Triangle” site</li> <li>Purple – Phase 2 of the temporary car park which will open when the Triangle site is sold</li> </ul> </li> </ol> <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"> <li>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.</li> </ol>
Ordnance survey coordinates	X: 318268 Y: 175697

### 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 &amp; 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"> <li>• More capacity (trains and station users)</li> <li>• Excellent customer experience</li> <li>• Spatial integration with the bus station and the city centre’s facilities</li> </ul> <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>

<p>Position as regards safety / operational issues on severance of land from railway</p>	<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

<p>Planning permissions / Local Plan allocation (if applicable)</p>	<p>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</p>
<p>Contamination / Environmental Issues (if applicable)</p>	<p>The developer must deal with any contamination as part of the development project.</p>

## 7. Local Authorities

Names & Email Addresses:	
Local Transport Authorities:	<p>Cardiff City Council          Director City Operations          Telephone:          Email:</p>
Other Relevant Local Authorities:	<p>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</p>

## 8. 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>
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## 9. Consultations

### Internal consultation

track and passenger capacity enhancement at the station.

The Route Study states the following in relation to Cardiff Central Station:

“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

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.”

And:

“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:

- More capacity (trains and station users)
- Excellent customer experience
- Spatial integration with the bus station and the city centre’s facilities

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.”

Business Clearance CR/ 32893: 10/10/19

Technical Clearance CR/ 32893: 07/02/18

Clearance is granted subject to the usual clearance conditions. No additional conditions have been imposed.

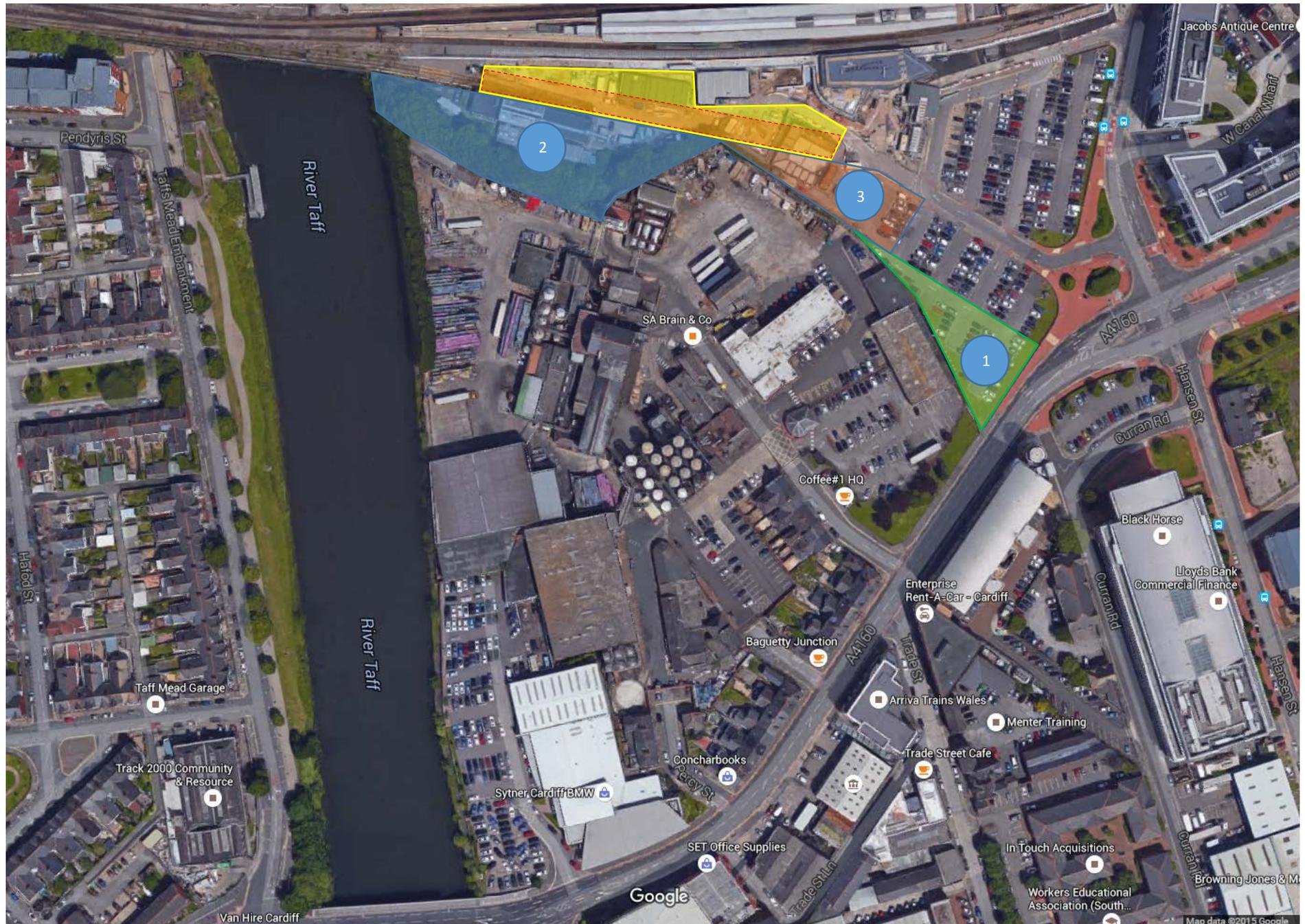
<p>Summary of position as regards external consultations</p>	<p>Summary of position regarding responses:</p> <p>Total number of Consultees: 33</p> <p>Total of responses received: 18 (of which none objected)</p> <p>Total of deemed responses after extended consultation period: 15 (none of which are considered 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**

<p>Recommendation:</p>	<p>Based on the above, I recommend that Network Rail proceeds with the disposal</p>
<p>Declaration:</p>	<p>I have read and understood Network Rail's code of Business Ethics and Policy on Interests in Transactions</p>
<p>Proposer's name:</p>	<p>Proposer's job title: Development Surveyor</p>
<p>Signed</p>	<p>Date 18<sup>th</sup> October 2019</p>
<p>Authorised by :</p>	<p>Authoriser's job title: Principal Development Manager</p>
<p>Signed</p>	<p>Date 22<sup>nd</sup> October 2019</p>

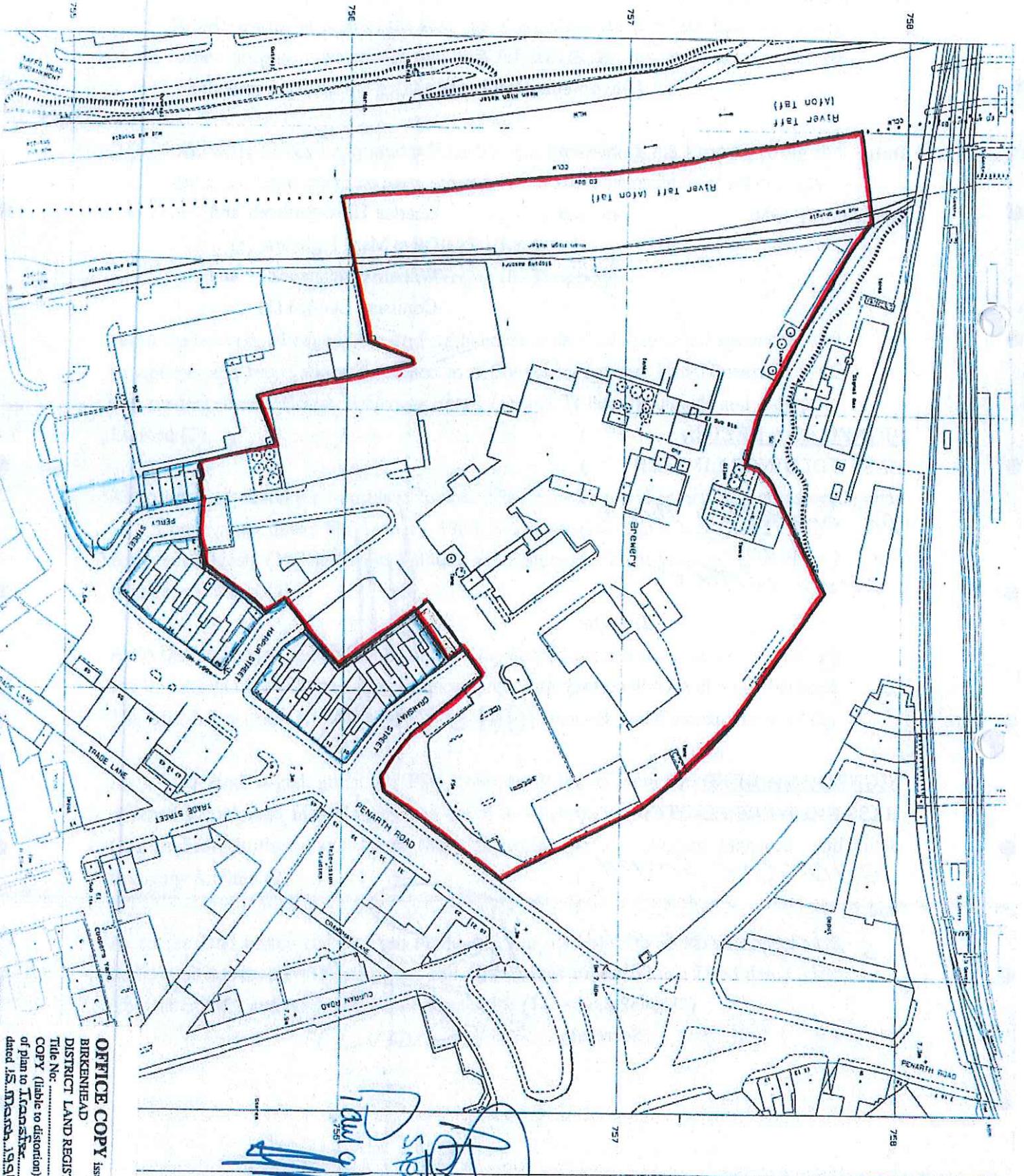


Cardiff Central Station  
Southside Agreement between Network Rail and Rightacres Property Co Ltd  
Sequence of Land Transfers from Network Rail to Rightacres (for identification purposes only)



**Annexure 2**  
**Plan 2**

# PLAN 2



**OFFICE COPY** issued by  
BIRKENHEAD  
DISTRICT LAND REGISTRY  
Title No. ....  
COPY (liable to distortion)  
of plan to Registrar  
dated 15. March. 1996.  
H137(BH)  
(Revised 3/86)

*Handwritten signatures and notes:*  
15/03/96  
Specialist  
[Signature]

PLAN  
NUMBER  
1

## Temp Car Park & NR land Transfers

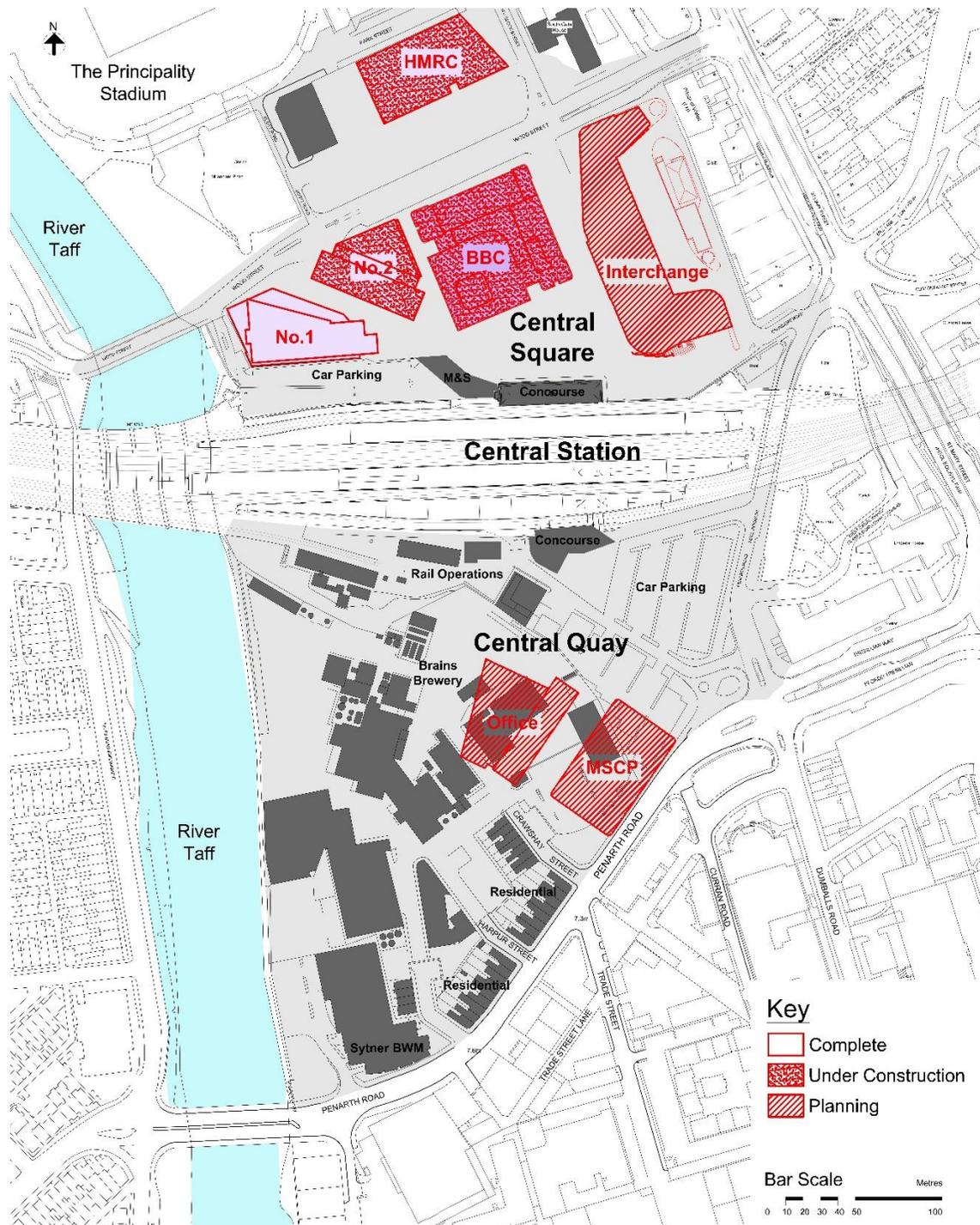
Temporary replacement car park on SA Brain Ltd land (Phase 1 outlined in blue and Phase 2 outlined in purple)

Land to be acquired from NR at Saunders Road (outlined in red)

Land to be acquired from NR as part of proposed MSCP (outlined in green)



Current



# Indicative car park phase plan



- NOTES.**
1. THE DRAWING IS FOR INFORMATION ONLY. IT IS NOT TO BE USED FOR CONSTRUCTION OR AS A BASIS FOR ANY DECISIONS.
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  3. THE DRAWING IS FOR INFORMATION ONLY. IT IS NOT TO BE USED FOR CONSTRUCTION OR AS A BASIS FOR ANY DECISIONS.
  4. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
  5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND CONSENTS FROM THE LOCAL AUTHORITY AND OTHER RELEVANT AGENCIES.
  6. ALL WORKS SHALL BE IN ACCORDANCE WITH THE CURRENT BUILDING REGULATIONS AND ALL APPLICABLE STANDARDS.
  7. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND CONSENTS FROM THE LOCAL AUTHORITY AND OTHER RELEVANT AGENCIES.
  8. A PROFESSIONAL SEAL IS REQUIRED.

## LEGEND

- PHASE 1 CAR PARK
- PHASE 2 CAR PARK
- EXISTING CAR PARK

ALL WORK TO COMPLY WITH DOT HIGHWAY SPEC.

PROJECT TITLE	TEMPORARY CAR PARK CENTRAL QUAY CARLIFF
DOCUMENT REF. NO.	6644-BHP-00-XX-DR-S-60001
DATE	15/07/2018
SCALE	1:1000
DESIGNER	BRIDGES ARCHITECTS
CHECKED	BRIDGES ARCHITECTS
DATE	15/07/2018

**Bingham Hall**  
PARTNERSHIP LTD

15/07/2018

TEMPORARY CAR PARK CENTRAL QUAY CARLIFF.

EXISTING TOPOGRAPHICAL SURVEY

BRIDGES ARCHITECTS

RIGHTS ACRES PROPERTY

DESIGN FOR APPROVAL

1250

6644 - BHP - 00 - XX - DR - S - (60)001

A

PLAN OF EXISTING SITE WITH FUTURE PHASES DOTTED ON.

NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS RESERVED BY BRIDGES ARCHITECTS. NO PART OF THIS DRAWING IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS WITHOUT THE WRITTEN PERMISSION OF BRIDGES ARCHITECTS.

# CONSULTATION REPORT

relating to

## PROPOSED LAND DISPOSAL

This report is provided as a supplement to our forms for the proposed disposal of land at:

Site location and description: Section of Station Surface Car Park, Immediately adjacent to the former Brains Brewery, Cardiff Central Station South Side

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

Summary of position regarding responses:

Total number of Consultees: 33

Total number of responses received: 18 (of which none objected)

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Total number of deemed responses after extended consultation period: 15 (none of which are considered key consultees for this matter)

Number of Objections: None

Key Comments:

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 appendix and states that they have no objection.

TfW Rail (the SFO) do not object

GWR (the other main Train operator for the Station) supports subject to agreement of Station Change.

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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	DfT		Yes	10/12/19	No Comments	
2	Welsh Government		Yes	30/05/19	Support	
3	Transport for the North		No			Chased with extended response period 20/05/19
4	Transport for London		Yes	13/04/19	No Issues	
5	Cross Country Trains		No			Chased with extended response period 20/05/19
6	C2C		Yes	14/04/19	No Objection	
7	Chiltern Railways		No			Chased with extended response period 20/05/19

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8	Euro Star		Yes	23/04/19	No Comments	
9	Great Western Railway		Yes	13/04/19	Support	
10	Grand Central Railway		No			Chased with extended response period 20/05/19
11	South Eastern Railway		Yes	15/04/19	No Comments	
12	Merseyrail		Yes	16/04/19	No Objection	
13	MTR/ CrossRail		No			Chased with extended response period 20/05/19  Note that response was given on sister consultation on Signal Box site which was circulated at the same time
14	Northern Railway		Yes	15/04/19	No Objections	
15	Virgin Trains		No			Chased with extended response period 20/05/19
16	Abellio		No			Chased with extended response period 20/05/19
17	Colas Rail		No			Chased with extended response

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						period 20/05/19
18	DRSL		Yes	23/04/19	No Comments	
19	DB Cargo		No			Chased with extended response period 20/05/19
20	FTA		No			Chased with extended response period 20/05/19
21	Freightliner		Yes	20/05/19	No Comments or Objections	
22	GB Railfreight		Yes	13/04/19	No Issues	
23	RFG		Yes	13/04/19	Ok	
24	West Coast		No			Chased with extended response period 20/05/19
25	WH Malcolm		Yes	15/04/19	No Objection	
26	AB Ports		Yes	15/04/19	No Comments	
27	ACORP		Yes	31/05/19	No Comments	
28	British Transport Police		No			Chased with extended response period 20/05/19
29	Transport Focus		Yes	23/04/19	No Objection	
30	NR Media Relations		No			Chased with extended response

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						period 20/05/19
31	Transport for Wales Rail		Yes	24/06/19	No Comments or Objections	
32	Transport for Wales		Yes	24/06/19	No Comments or Objections	
33	Cardiff City Council		No			Chased on two separate occasions 20 <sup>th</sup> May 2019 and 29 <sup>th</sup> May 2019 individually  Response was received in respect of Signal Box site

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 [ 1 ].]

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## **Annex 1**

**From:**

**Sent:** 12 April 2019 17:04

**To:**

**Cc:**

**Subject:** RE: LC7 CONSULTATION - Section of Station Surface Car Park, Immediately adjacent to the former Brains Brewery, Cardiff Central Station South Side - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May 2019

Dear Rail Industry Colleagues,

Property: Section of Station Surface Car Pak, Immediately adjacent to the former Brains Brewery, Cardiff Central Station South Side

We seek to consult you as regards your views, please, on our proposed disposal by way of Freehold Sale.

We attach a draft application form to the Office of Rail and Road which, with the related plan(s), explains the proposal in detail. Subject to the outcome of our consultation, we may make a formal application to ORR for consent to the disposal, as required under the terms of our network licence land disposal condition. We would expect to make an application based on this form, updated in the light of consultation responses. It is therefore important that we have your views, so that these may be considered in ORR's decision.

Alternatively, if in the light of the consultation responses, the proposed disposal would qualify to be made under ORR's general consent, we may complete it accordingly.

We request your comments, please, by 17<sup>th</sup> May 2019 (including any "no comment" response). It would be helpful if your response is provided by email. Should no response be received by 17<sup>th</sup> May 2019 and, having made reasonable endeavours to obtain a response, we will proceed with our application to ORR or General Consent form on the basis that there is no objection.

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We will make reasonable endeavours to resolve any objections raised within two months of the consultation closing date. Should resolution not be achieved within this period or should a response to our request for supporting justification or a meeting not be received within one month of the request, we will proceed with the application to ORR seeking consent should we still believe that it is appropriate to pursue the land disposal. In seeking that consent, we will describe what we have done to seek to resolve any concerns and why we believe that the land disposal should proceed. We will inform you when we proceed with the application to ORR.

If you have any queries as regards this proposal, please direct them to, telephone:, email: If future consultations of this nature should be directed differently to your organisation, please advise us of the appropriate contact details, so we may amend our records.

Yours faithfully,

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**ANNEX 2**

1. DfT

From:

Sent: 10 December 2019 15:44

To:

Subject: FYI: LC7 CONSULTATION - Section of Station Surface Car Pak, Immediately adjacent to the former Brains Brewery, Cardiff Central Station South Side

Hi

I can confirm that we have no comment other than the lead official disputing the comments about funding in the opening paragraph of the form, as we have provided £58m for the wider project. The original form appears to have been completed back in April however, before this funding was agreed and announced.

Cheers

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2. Welsh Government

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**From:**

**Sent:** 30 May 2019 13:32

**To:**

**Cc:**

**Subject:** RE: LC7 CONSULTATION - Section of Station Surface Car Pak, Immediately adjacent to the former Brains Brewery, Cardiff Central Station South Side - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May 2019

Thanks for giving us the opportunity to comment on these two disposals. Taking each separately I would offer the following observations:

#### Car Park

Welsh Government are very supportive of this disposal as this is one of the key components needed to enable the proposed MSCP, the consequence of which will be to release the existing surface car park for station related development and to release value from commercial development that can be re-invested in the planned upgrade of Cardiff station. Welsh Government and Transport for Wales are working with Rightacres and the TOC to enable this release of value.

#### Old Signal Box and Embankment

Welsh Government has no objection to this proposed sale, though we do have a concern that the potential future link for a tram to connect to the heavy rail lines should be preserved as this is part of the long-term ambition. In this regard I note that it is intended that NR will retain the land coloured yellow on the plan for operational purposes is shown. The proposed track access route being shown red and bounded by a dotted red line on the plan. On this basis Welsh Government has no objection to the proposed disposal.

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Thanks

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3. Transport for the North

No Response

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4. Transport for London

From:

Sent: 12 April 2019 17:34

To:

Subject: Re: LC7 CONSULTATION - Section of Station Surface Car Pak, Immediately adjacent to the former Brains Brewery, Cardiff Central Station South Side - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May 2019

- no issues from me on this one.

Sent from my iPhone

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5. Cross Country

No Response

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6. C2C

**From:**

**Sent:** 14 April 2019 20:22

**To:**

**Subject:** Re: LC7 CONSULTATION - Section of Station Surface Car Pak, Immediately adjacent to the former Brains Brewery, Cardiff Central Station South Side - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May 2019

Good evening

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No objection from c2c on this proposal.

**Regards**

**Reactive Works Manager**

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

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7. Chiltern Railways

No Response

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8. Euro Star

From:

Sent: 23 April 2019 14:45

To:

Subject: RE: LC7 CONSULTATION - Section of Station Surface Car Pak, Immediately adjacent to the former Brains Brewery, Cardiff Central Station South Side - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May 2019

No comment from EIL,

Thanks

PA to Chairman and to Company Secretary

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9. Great Western Railway

From:

Sent: 15 April 2019 15:46

To:

Subject: RE: LC7 CONSULTATION - Section of Station Surface Car Pak, Immediately adjacent to the former Brains Brewery, Cardiff Central Station South Side - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May 2019

Good afternoon

GWR supports this change, subject to associated Station Change being closed out.

Many thanks.

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10. Grand Central

No Response

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11. South Eastern Railway

From:

Sent: 15 April 2019 09:25

To:

Subject: RE: LC7 CONSULTATION - Section of Station Surface Car Pak, Immediately adjacent to the former Brains Brewery, Cardiff Central Station South Side - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May 2019

Good morning

Thank you for the opportunity to review the below.

Southeastern has no comments on this proposal.

Kind regards,

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12. Mersey Rail

From:

Sent: 16 April 2019 09:08

To:

Subject: RE: LC7 CONSULTATION - Section of Station Surface Car Pak, Immediately adjacent to the former Brains Brewery, Cardiff Central Station South Side - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May 2019

We have no objections, thank you

Legal & Contract Assistant

Merseyrail

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13. MRT/ Crossrail

No Response

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14. Northern Rail

From:  
Sent: 15 April 2019 09:03  
To:  
Subject: RE: LC7 CONSULTATION - Section of Station Surface Car Pak, Immediately adjacent to the former Brains Brewery, Cardiff Central Station South Side - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May 2019

Northern have no objection to the below proposal.

Thanks,

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15. Virgin Railways

No Response

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16. Abellio

No Response

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17. Colas Rail

No Response

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18. DRSL

From:  
Sent: 23 April 2019 08:56  
To:  
Cc:  
Subject: RE: LC7 CONSULTATION - Section of Station Surface Car Pak, Immediately adjacent to the former Brains Brewery, Cardiff Central Station South Side - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May 2019

Good morning

DRS have no comments.

Best Regards,

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19. DB Cargo

No Response

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20. Freight Transport Association

No Response

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21. Freightliner

**From:**

**Sent:** 03 June 2019 12:02

**To:**

**Subject:** RE: LC7 CONSULTATION – Section of Station Surface Car Park, Immediately adjacent to the former Brains Brewery, Cardiff Central Station South Side – ELR: BRY 0.0270 – RESPONSE NEEDED BY 17<sup>th</sup> May 2019

No comment

From:

Sent: 03 June 2019 12:02

To:

Subject: RE: LC7 CONSULTATION - Section of Station Surface Car Pak, Immediately adjacent to the former Brains Brewery, Cardiff Central Station South Side - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May 2019

No comment.

From:

Sent: 20 May 2019 15:25

To:

Subject: RE: LC7 CONSULTATION - Section of Station Surface Car Pak, Immediately adjacent to the former Brains Brewery, Cardiff Central Station South Side - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May 2019

Hi

I have no comments or objections.

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Regards

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22. GB Railfreight

From:

Sent: 13 April 2019 15:43

To:

Subject: Re: LC7 CONSULTATION - Section of Station Surface Car Pak, Immediately adjacent to the former Brains Brewery, Cardiff Central Station South Side - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May 2019

No issues from GBRf.

Regards,

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23. Rail Freight Group

From:

Sent: 13 April 2019 10:09

To:

Subject: RE: LC7 CONSULTATION - Section of Station Surface Car Pak, Immediately adjacent to the former Brains Brewery, Cardiff Central Station South Side - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May 2019

Ok with RFG

Director General

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24. West Coast Railway

No Response

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25. WH Malcolm

From:

Sent: 15 April 2019 08:04

To:

Subject: RE: LC7 CONSULTATION - Section of Station Surface Car Pak, Immediately adjacent to the former Brains Brewery, Cardiff Central Station South Side - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May 2019

No objections.

Regards

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26. AB Ports

From:  
Sent: 15 April 2019 10:52  
To:

Subject: RE: LC7 CONSULTATION - Section of Station Surface Car Pak, Immediately adjacent to the former Brains Brewery, Cardiff Central Station South Side - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May 2019

Thankyou

no comments.

Kind regards

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27. ACORP

From:  
Sent: 31 May 2019 12:14  
To:

Subject: RE: LC7 CONSULTATION - Section of Station Surface Car Pak, Immediately adjacent to the former Brains Brewery, Cardiff Central Station South Side - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May 2019

No comment

Senior Operations Manager

28. British Transport Police

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No Response

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29. Transport Focus

From:

Sent: 23 April 2019 12:38

To:

Subject: Re: LC7 CONSULTATION - Section of Station Surface Car Park, Immediately adjacent to the former Brains Brewery, Cardiff Central South Side RESPONSE NEEDED BY 17th May 2019 1504a20

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

the land concerned is in the station lease area, part of the station car park on the south side of Cardiff Central station;

it is next to the site of former brewery, now part of a redevelopment area;

it is to be sold, freehold, to (currently leading with the redevelopment proposals), or another;

it will form part of the area on which a 695-space multi-storey car park will be built, replacing the existing car parks on the south side of the station;

a station change and minor modification will be required;

completion is expected in the Autumn of 2019.

Transport Focus also notes that:

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the 50 parking spaces lost will be replaced in a temporary car park on land owned by & Company;

that car park will be leased to Network Rail, who, if the new MSCP is not built, will have an option to acquire the land to ensure car parking continues to be available.

Transport Focus has received various other consultations relating to the redevelopment around Cardiff Central station, including that for another area of land on the south side of the station, o/r 1104a20.

The redevelopment proposals appear to offer major improvements to the area around Cardiff Central; Transport Focus has no objection to the proposed disposal.

Regards,

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30. NR Media Relations

No response

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31. TFW Rail

See Response below from TFW which covers TFW Rail too.

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32. Transport for Wales

From:

Sent: 24 June 2019 10:14

To:

Cc:

Subject: RE: LC7 CONSULTATION - Section of Station Surface Car Pak, Immediately adjacent to the former Brains Brewery, Cardiff Central Station South Side - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May 2019

Good Morning

Just to confirm we have shared this information with our colleagues in Rail Services and their Property Department.

Neither TfW or TfW Rail Services have any concerns or further comments to make on the consultation.

Should you require anything further, please do not hesitate to contact me.

Kindest Regards

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33. Cardiff City Council

From:

Sent: 29 May 2019 15:13

To:

Subject: RE: LC7 CONSULTATION - Section of Station Surface Car Pak, Immediately adjacent to the former Brains Brewery, Cardiff Central Station South Side - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May 2019

Thankyou, I will pass them on to colleagues to help inform their feedback.

Regards

From:

Sent: 29 May 2019 15:12

To:

Subject: FW: LC7 CONSULTATION - Section of Station Surface Car Pak, Immediately adjacent to the former Brains Brewery, Cardiff Central Station South Side - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May 2019

Here is a copy of the second consultation, together with all associated attachments.

Kind regards,

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Non- Responders:

From:

Sent: 20 May 2019 15:08

To:

Subject: FW: LC7 CONSULTATION - Section of Station Surface Car Pak, Immediately adjacent to the former Brains Brewery, Cardiff Central Station South Side - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May 2019

Dear Rail Industry Consultees,

The attached LC7 consultation had a response due by date of 17th May 2019. I note that I have not heard from you and would like to give you a further chance to respond.

Accordingly, we shall keep the consultation open for a further 14 days until Friday 31st May.

If we have not received a response from you by Friday 31st May, Network Rail will assume that you do not have any comments or objection to make and will proceed accordingly.

Yours sincerely,

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## **Annex B**

### **The scheme and car park phases explained**

**From:** @networkrail.co.uk

**Sent:** Tuesday, 10 December, 2019 3:11 PM

**To:** Land Disposal <Land.Disposal@orr.gov.uk>

**Subject:** LC7 CONSULTATION - Section of Station Surface Car Pak, Immediately adjacent to the former Brains Brewery, Cardiff Central Station South Side - ELR: BRY 0.0270 - RESPONSE NEEDED BY 17th May 2019

Dear

In summary, this consultation relates to Phase 2 of a 3 phase approach to delivering re-development on Network Rail land in and around Cardiff Central Station.

#### **Phase 1 – Saunders Road Car Park (Complete)**

The Saunders Road Station Car Park on the North Side of Cardiff Central Station was sold in September 2019 to be incorporated into the site which is becoming the Cardiff Central Bus Station. The 46 spaces displaced from Saunders Road have been accommodated on a purpose built surface car park on former Brains Brewery land. This car park is shown edged red on the plan entitled "Indicative Car Park Phase Plan". NR has a lease for this area which is sub-let to the SFO. The car park has been constructed to railway standards and after 3 years NR has the option to buy the freehold of the site if an alternative permanent equivalent car park arrangement (which could be within an adjacent Multi-Storey Car Park if constructed) has not been achieved.

#### **Phase 2 – Car Park Triangle site is Incorporated into Footprint of a new build Multi-Storey Car Park (This Transaction)**

The Car Park Triangle site forms part of the footprint of land which has received planning permission for a 695 space car park to be constructed on former Brains Brewery Land and the Triangle Site. In order to release the Triangle for construction of the MSCP, the parking spaces currently located on it must be re-provided. The proposal is for these to be accommodated again on the former Brains Brewery land within the area shown edged green on the attached plan entitled "Indicative Car Park Phase Plan" until a new MSCP has been built.

Once the MSCP has been built, the spaces displaced from the Triangle site (together with the spaces displaced from Saunders Road) will transfer into the new MSCP. The legal agreement in respect of the transfer of NR Triangle land will document a covenant for these spaces to remain available to station passengers and there will be lease-back arrangements to the Railway Industry to implement this which will be agreed through the Station Change Process which the Developer will promote.

#### **Phase 3 – The Remainder of Penarth Road Car Park (Future Transaction)**

The original intention was to bring forward a single phase 2 deal in respect of all current South Side Parking (i.e. Spaces from Saunders Road, Spaces from the Triangle Site, and Spaces from the remainder of the Main Penarth Road Car Park). However, the transactions (whilst clearly linked) have had to be separately phased as there is a timing difference between development progress on the former Brains Brewery site and development progress on the Penarth Road Main car park site.

There are a number of un-known factors to the Main Car Park site including:

1. The potential tram route which may affect it. There is further master planning work ongoing to address this and other matters; and

2. Whether car parking spaces at Cardiff Central remain within the current Franchise or whether they could come out of the Franchise by agreement with the SFO, TfW and Welsh Government.

As this work will take some time and the development of the former Brains Brewery site needs to proceed in a timely fashion, we are looking to implement Phase 2 in order to get the MSCP built and not lose the opportunity to take further space in it later to support delivery of Phase 3. It may be that Phase 3 work can catch up with the proposed Phase 2 transaction, but in the meantime Phase 2 will secure the opportunity to get a MSCP actually built. The proposed size of MSCP is 695 spaces which is double the current surface car parking at the station. This may offer scope to negotiate incremental parking availability to passengers (subject to commercial arrangements) once built.

As with Phase 2, Phase 3 will require implementation of both Station Change and appropriate legal arrangements between the Rail Industry and the Owner/ Operator of the new MSCP to secure the like for like replacement station parking numbers required to release the footprint of the main car park in future.

Kind regards,



Development  
1st Floor, Temple Point, Redcliffe Way, Bristol, BS1 6NL  
T  
E\_  
[www.networkrail.co.uk/property](http://www.networkrail.co.uk/property)