

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

2 July 2020

Network licence Condition 17 (land disposal): Potters Bar, Hertfordshire

Decision

1. On 4 May 2020, Network Rail gave notice of its intention to dispose of land adjacent to Potters Bar station, Hertfordshire (“the land”), in accordance with Condition 17 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 information¹ and no objections were received.
4. In considering the proposed disposal, we note:
 - there is no evidence that current or future railway operations would be affected adversely;
 - the current leasehold of the land runs until 2168, with no break or early termination provisions. The proposed purchaser and current leaseholder of the land does not intend to continue to provide temporary car parking for general public use at the disposal site; and
 - Network Rail has confirmed that it will need to complete the station change procedure² to amend the access rights within the station lease area, in

¹ At the time of notification to ORR, some of Network Rail’s consultation responses had fallen outside the six-month period referred to in our land disposal guidance. Network Rail has stated that this was due to Covid-19 related issues within the company and, taking this into account, we concluded that it will not be necessary for Network Rail to reconsume its stakeholders on this occasion.

² 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.



accordance with the relevant Station Access Conditions. Network Rail must do this prior to the disposal of the land.

5. We note that the private provision of temporary car parking for public use is expected to cease. Although Network Rail has stated that the Potters Bar station car park is currently under-utilised, we asked the company for current and future estimates of demand for car parking spaces at the station.

6. Network Rail provided data collected by the current station operator, Govia Thameslink Railway ("GTR"), indicating that standard parking bays were on average 70% occupied when surveyed over five months in 2019-20, with occupancy above 90% several times in that period. Network Rail anticipates potential passenger growth at the station to be between 1% - 1.5% per year, based on London Rail Strategy data.

7. Network Rail has also stated that GTR has not raised concerns over parking provision at the station, but that it would engage with GTR to review station car park capacity in the future if it was necessary to do so.

8. 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.

9. We have had regard to our decision criteria in *Land disposal by Network Rail: The regulatory arrangements, October 2019*,³ 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".

10. 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

³ Available from https://orr.gov.uk/_data/assets/pdf_file/0007/1996/land-disposal-regulatory-arrangements.pdf.

Property Disposal – Specific Consent

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

1. Disposal	
Type of disposal	<p>Freehold sale and terminable Lease of land situated at the southern end of, and adjacent to the entrance to, Potters Bar Station Car Park. With reference to Plan 1 attached, these are as follows: -</p> <ul style="list-style-type: none"> • Freehold sale to W.E. Black of land coloured blue partly for residential development and partly for a continuation of the existing private car parking use. • Terminable Lease for WE Black to use the land verged red for landscaping and bin storage in connection with the proposed development. <p>WE Black is the lessee of Albany Gate apartment block (converted from offices in 2016/17) which is situated above the Station Ticket Office -on the opposite side of the railway line- as shown hatched red on Plan 3.</p> <p>The Sale and Lease areas are excluded from the Potters Bar Station Lease and do not form part of the Station Car Park, because: -</p> <ol style="list-style-type: none"> a) The Albany Gate lease includes the right for WE Black to park 92 cars on the Sale land as well as for a right of access thereto, over part of the Station Car Park access road shaded brown on Plan 1; and b) That lease was originally granted in 1989 prior to the commencement of the Station Lease. <p>WE Black's lease and car parking rights, expire on 25th March 2168 and so have another 148 years still to run. The peppercorn lease has no break or early termination provisions except that it gives Network Rail the right to relocate the spaces elsewhere within the Station Car Park, at its cost.</p> <p>Plan 6 shows the area on which WE Black has rights to park under its lease hatched yellow and by yellow verge, the Station Car Park land on which it has rights to park the same number of spaces in the event that the use of the yellow hatched area is determined.</p> <p>Given all of this, the use of 92 car parking spaces, on the subject land or potentially elsewhere within the Regulated Station Car park, is already out of effective railway control.</p>

	<p>The proposed sale area follows the yellow hatched area on Plan 6, but with the addition of some small areas of land which have been included to retain a rational ownership boundary and which are outlined in section 2. below.</p>
<p>Rationale for disposal</p>	<p>For the reasons outlined above, the land is effectively out of railway control being unavailable until 2168.</p> <p>The lessee is currently using the land for car parking, but the land is untidy and underutilised. As such it represents a poor “gateway” impression for users of Potters Bar Station.</p> <p>Following the conversion of Albany Gate from offices to apartments, WE Black’s car parking requirement reduced from 92 spaces to 42 spaces and for the last few months, the remaining bays have been temporarily used for public car parking while the lessee awaits a decision on its future use.</p> <p>It is apparent that some of this parking is by Station users because the spaces have been priced at less than the Station Car Park and so taken some Station users even though GTR confirms that there is sufficient capacity in the Station Car Park.</p> <p>Both Network Rail and GTR have tried to prevent this temporary car parking use but, unfortunately, the legal advice obtained is that, in doing this, the lessee is not in breach of the terms of the 1989 lease.</p> <p>However, WE Black has now confirmed that it intends to terminate the temporary car parking. Notwithstanding this or whether this proposed transaction proceeds, Network Rail cannot prevent W. E. Black from either, allowing or preventing public car parking which underlines the fact that the land is effectively outside of railway control and use.</p> <p>Senior Strategic Planner for East Coast Main Line and North East of System Operator within Network Rail have confirmed that the proposal does not impact any long-term plans including those within the Continuous Modular Strategic Planning (CMSP) programme. Additionally, discussions with the TOC (GTR) have confirmed that there is spare capacity within the current Potters Bar Station Car Park. Therefore, there is no reasonably foreseeable use of the proposed disposal site for railway use.</p> <p>This proposal provides Network Rail a benefit as it:</p> <ul style="list-style-type: none"> • Generates a capital receipt for Network Rail to reinvest; • Provides residential units contributing to housing supply targets; • Brings under-utilised land into more efficient use; • Enhances the area around the entrance to the Station Car Park which currently presents a poor “gateway” to the Station; and

	<ul style="list-style-type: none"> Properly clarifies the maintenance contributions to the shared access in the existing lease through providing clearer detail as to how this will be collected. 		
2. Clearance	Type	Reference	Date
Clearance Details	Business: For the sale of the land Technical: For the sale of the land	CR/41930 (previously CR/34348)	Achieved: 03-09-2019 04-09-2019
	Business: For the licencing of unused land fronting Darkes Lane Technical: For the licencing of unused land fronting Darkes Lane	CR/41931	03-09-2019 04-09-2019
	Business: For the access Technical: For the access	CR/41932 (previously CR/36972)	03-09-2019 04-09-2019
3. Site			
Description of property for disposal	<p>The proposed sale area is broadly rectangular in shape (Plan 1 Sale Plan - blue shade) and comprises approximately 0.198ha (0.49 acres). It is bounded by residential development towards the south-west and by the Station Car Park and the access thereto, on its other boundaries (Plan 2 Aerial View).</p> <p>It is substantially the yellow hatched land shown on Plan 6, but with the addition of: a) a strip of land along the western boundary that otherwise would be landlocked; and b) the inclusion of the site access off the Station Approach road to clearly demarcate the area primarily used to enter the disposal site, and therefore, appropriate apportionment of liability.</p> <p>The disposal site can only be accessed through the existing shared access for Potters Bar Station Car Park off Darkes Lane.</p> <p>The sale area, and Lease area are outside of the Potters Bar Station Lease (verged blue on Plan 3) held by Govia Thameslink Railway (the TOC). The shared access route is within the Station Lease but the purchaser has existing rights to use it under their 1989 lease.</p> <p>As the site is located on the opposite side of the Station subway leading to the platform entrance and the ticketing hall on the other</p>		

	<p>side of the railway line; it does not impact the operation of the Station.</p> <p>Because the sale area is already outside of the Station Lease, the sale does not impact on the Station Car Park other than a continuation of the existing shared access. It is envisaged that the proposed sale will result in a reduction of the number of vehicles using the access road due to the reductions of bays from 92 to 66.</p> <p>A small triangular area of land fronting Darkes Lane (Plan 1 Sale Plan – verged red) will be Leased to the developer for the purposes of landscaping and refuse storage. This will allow for improvements to the entrance to the car park as it is currently subject to fly-tipping, but in any event, the Lease will be terminable at short notice and Network Rail will retain control.</p>
<p>Attached plans and photographs: (all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)</p>	<p>Attached plans and photographs:</p> <p>Plan 1 Sale Plan – all coloured land being in NR freehold ownership, the sale area shaded blue, the shared access area shaded brown, the Lease area verged red.</p> <p>Plan 2 Aerial view – identifies the main TOC station car park at the centre with residential to the west and the station ticket hall and main entrance to the east.</p> <p>Plan 3 Station Lease – the current station lease boundary verged in navy.</p> <p>Plan 4 Clearance Plan – the three clearance areas</p> <p>Plan 5 Concept development proposal – a 24-unit block of apartments across the southern half of the site with under-croft car parking for residents. 42 surface parking bays span across the northern half of the site serving the existing Albany Gate residents (39) and Retail units (3).</p> <p>Plan 6 Car Parking Relocation Plan – the position of WE Black’s existing car parking rights hatched yellow and the area within which these can be relocated verged yellow.</p> <p>Appendix 1 OLD Potters Bar 09092019 Proposed Land Disposal Evaluation Form – this is the old version of the form originally sent to consultees</p> <p>See attached word document for photographs</p>
<p>Ordnance survey coordinates</p>	<p>ECM1 12.1240 M. Yds. X: 524,970 Y: 201,326</p>
<p>4. Proposal</p>	
<p>Proposed party taking disposal</p>	<p>W.E. Black – the existing lessee of the Albany Gate building and/or any subsequent development vehicle they seek to use for the proposed scheme.</p>

<p>Proposed use / scheme</p>	<p>Residential apartment development with associated car parking for the new flats and for existing Albany Gate residents.</p> <p>While the proposal is subject to planning and ongoing Regulatory consultations (i.e. the current LC17 and the upcoming Station Change consultation) we expect that it will comprise between 24 units and 36 residential units.</p> <p>It is planned that the scheme will provide approximately 66 car parking spaces which represents a reduction from the existing permitted 92 spaces. As a consequence, the usage of the car park access road will reduce.</p> <p>In initial consultations with the TOC, it has been agreed that all construction traffic will access the site outside of peak hours and that the works will be controlled by appropriate Asset Protection and TOC supervision. The costs of this will be paid by the purchaser.</p> <p>To this end, the purchaser will enter into the necessary Asset Protection Agreement and agreed Method Statements and Licences as appropriate with Network Rail and the TOC. In addition, the purchaser will be required to: -</p> <ol style="list-style-type: none"> 1. Secure detailed approvals to all works and pay all of Network Rail's and the TOC's supervision and approval costs; and, 2. Similarly, agree arrangements for future maintenance and renewal of the Car park access road, to be approved by Network Rail and the Station Lessee.
<p>Access arrangements to / from the disposal land</p>	<p>As outlined, access will be over the stretch of the Station Car Park access shaded brown on Plan 1 with the benefit of the purchaser's existing rights under the 1989 lease.</p> <p>However, these access rights and the associated maintenance arrangements need to be regularised. The temporary access arrangements also need to be formalised.</p> <p>It is therefore, proposed that the permanent and temporary access arrangements will be covered by two separate Station Change G6 agreements.</p> <p>The TOC (GTR) has agreed to this proposal in principle subject to approval of the detailed proposals through the Station Change consultations.</p>
<p>Replacement rail facilities (if appropriate)</p>	<p>The proposal provides no replacement rail facilities. The development will be constructed within its boundary and construction deliveries will be limited to outside of peak hours as already agreed in principle by the TOC (GTR) subject to Station Change consultations. Furthermore, GTR are in discussions with the developer in agreeing a temporary works site at the rear of the</p>

	car park through a temporary licence during construction, although this is yet to be agreed and is private matter between the developer and GTR.
Anticipated rail benefits	<p>Rail benefits include the following:</p> <ul style="list-style-type: none"> - Regularisation of the existing access and maintenance arrangements for the Station car park access road. - The scheme will improve what is at present a fairly unattractive parcel of land at the “gateway” to Potters Bar Station. - Existing fly-tipping around the Lease area will be removed and risk of re-occurrence unlikely due to residential properties within the vicinity. <p>This improved security and safety is also applicable to the wider area of the car park site and surroundings.</p>
Anticipated non-rail benefits	<p>The developer has proposed between 24 and 36 residential units, and is therefore, in keeping with NRs obligation to the DfT and Government to accelerate housing delivery on NR land. Additional units over the northern area of the disposal site may also be unlocked in the future.</p> <p>The development will generate a capital receipt for NR to reinvest into the railway (i.e. it will assist Government/Treasury in its funding requirements of NR).</p> <p>Finally, additional residents will help regenerate the local area of Potters Bar.</p>
5. Timescales	
Comments on timescales	<p>The developer will enter a conditional contract to purchase the land, conditional upon the receipt of a satisfactory planning consent and completion of the Asset Protection Agreement, Method Statements and Licences as appropriate. The exchange of the conditional contract will provide the developer with exclusivity to design an acceptable scheme and submit a planning application following completion of the current LC17 consultation process and completed Station Change G6(s), in that Network Rail will not be marketing elsewhere, and upon completion, the right to buy the freehold ownership. They envisage submitting a planning application approximately 6 months after the completion of this LC17 consultation process.</p>

6. Railway Related Issues

<p>History of railway related use</p>	<p>The right for the occupier of the Albany Gate building to use the disposal site for car parking was included in the 1989 lease and this use has continued since that time.</p> <p>Prior to this, we believe -from old plans likely drawn in 1960s- that the disposal area was used as the main station approach before the Station was reconfigured.</p>
<p>When last used for railway related purposes</p>	<p>Pre 1989 – prior to the sale of the leasehold interest, albeit, informally, members of the public who may pay to use the private car park may be station passengers, nevertheless, the leaseholder intends to terminate this public use of the car park.</p>
<p>Any railway proposals affecting the site since that last relative use</p>	<p>None that we are aware of. The Senior Strategic Planner, from the Systems Operator team, has also confirmed that there is no impact of this proposal upon any other railway related proposals</p>
<p>Impact on current railway related proposals</p>	<p>None that we are aware of - the proposal was granted Technical Clearance reference CR/34348 (sale area) and CR/36972 (access area) where any proposals would have been flagged up by NRs engineers/strategic planners at that stage.</p>
<p>Potential for future railway related use</p>	<p>The site is in the London North East Route. The Long Term Plan (LTP) for this route are made up of the following documents: the LNE & EM Route Specification (2019) and the LNE & EM Network Specification (2019). Potters Bar is mentioned in two documents below;</p> <p><u>Route Specifications 2019 London North Eastern and East Midlands:</u></p> <ul style="list-style-type: none"> - SRS G01–King’s Cross - Peterborough <p>The SRS route carries suburban services from King’s Cross, Moorgate, and locations south of the Thames via Farringdon, to various destinations in Hertfordshire, Bedfordshire, Cambridgeshire and Norfolk, and long-distance high speed (LDHS) services from to destinations in Yorkshire, the North East and Scotland. This Strategic Route Section (SRS) is characterised by its large number of tunnels, including at Potters Bar and their existence forms a significant factor influencing any proposal for changes in station location or track layout.</p>

	<p>This highlights that any changes to the station and track are restricted by the location of the tunnels, and therefore are unable to be relocated without significant plans to accommodate the tunnels.</p> <p><u>Long Term Planning Process: London and South East Market Study (2013):</u></p> <ul style="list-style-type: none"> - Long term conditional outputs – aspirations for 2043 <p>Case Study - Potters Bar to Central London</p> <p>It takes about 20 minutes to cover the 20 miles between Potters Bar in Hertfordshire and Central London by train. Outside the peak, there are two opportunities each hour. During the peak, to provide sufficient capacity there are four opportunities to travel, although, these are slower because the peak trains stop more frequently to pick up commuters at intermediate stations.</p> <p>This illustrates the practical trade-offs between calling pattern, speed, frequency and passenger capacity common in this market.</p> <p>The close proximity to London places the c.100,000 people in the Hertsmere area very near to the jobs and other opportunities in Central London. Small improvements in journey time will further develop economic interaction and development.</p> <p>In the context of Potters Bar to Central London the conditional output should therefore be to deliver adequate peak capacity as well as a minimum frequency of three trains per hour throughout the day.</p> <p>Whilst additional peak capacity may increase car parking demand, as previously discussed the car park is currently underused and discussions with the TOC (GTR) have confirmed that there is spare capacity within the current Potters Bar Station Car Park.</p> <p><u>System Operator</u></p> <p>The NR Senior Strategic Planner for this Route has confirmed that the disposal will not impact on any railway proposals. Furthermore, Potters Bar is not considered as a potential site for Depots and Stabling facilities.</p> <p><u>Conclusion</u></p> <p>Consultation to date has, therefore, indicated that there is no reasonably foreseeable railway use for the disposal site.</p>
<p>Any closure or station change or network change related issues</p>	<p><u>Station Change</u></p> <p>Govia Thameslink Railway (TOC) are aware of the proposals due to meetings held between the operator and with NR. They have verbally approved of the proposal in principle subject to completion of the necessary Station Change consultations.</p> <p>Station Change will be needed for the temporary use of the shared access area during construction under a G6. A further G6 will be required for the foreseeable use of the shared access area for the new residents and allocated parking bays.</p>

	<p>Subject to approval of the current LC17 consultation, discussions will be taken forward with GTR regarding preparations for the Station Change application and any related work to ensure that the detailed specification and management regime related to the new development and parking facilities are suitable and compliant with the relevant Station Access Conditions, any other regulatory requirements and to GTR's satisfaction.</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 proposal will have a minimal effect upon the station access; as discussed previously, there will be fewer private parking bays on the disposal site (which is not part of the TOC lease area) and so it is anticipated there will be less use of the Station Access road, particularly at peak times.</p> <p>The construction programme will also impact the use of the shared access road; however, deliveries will be restricted to non-peak hours. These factors have been accepted by the TOC in principle and details will be addressed in the Station Change.</p>
<p>Position as regards safety / operational issues on severance of land from railway</p>	<p>The disposal includes arrangements under which the other party will install new boundary fencing along parts of the car park boundary and sufficient fencing already exists for the rest. There is already metal railing separating the two sites, however, further detail on the proposed fencing to secure the residential properties will be consulted; via the local authority planning process considering aesthetics, safety, and security; which will follow Network Rail's safety guidelines; and consider any comments from BTP and the TOC.</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 lineside works, including railway troughing, signalling and their maintenance.</p> <p>The developer will enter into an Asset Protection Agreement.</p> <p>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>

7. Planning History and Land Contamination	
Planning permissions / Local Plan allocation (if applicable)	<p>The site is allocated within the Local Authorities Policies Map as the following;</p> <ul style="list-style-type: none"> - Policy SADM42 Town and District Centres - Policy SADM13 The Water Environment: National Flood zone 2 and 3 (along the south-western edge of the site only where the access adjoins Darkes Lane) - Policy CS25 and SADM39 Transport Development Areas (meaning that “major trip generating development should be focused principally on town centres and on the Transport Development Areas at Borehamwood and Potters Bar which are shown on the Policies Map.”) <p>The Local Authority’s Planning for Growth Infrastructure Delivery Plan (2018) states that the “Vision 2050 includes potential bus priority network route running through Shenley Borehamwood, and Potters Bar. HCC indicated at a SW Herts Infrastructure Provider meeting that there will be changes to bus routes to reduce mileage and deductions will be made to in and out London services, but they will be consulting on these proposals”.</p> <p>The Local Authority’s Housing and Economic Land Availability Assessment (HELAA) identifies the site as HEL216 in its draft 2018 publication as suitable for the proposed used for residential.</p>
Contamination / Environmental Issues (if applicable)	<p>Due to the location adjacent to the railway and past use as entrance to the railway station it is accepted that there could be potential for contamination; this issue will be fully assessed through the planning application process, including potential need for EIA (via screening and scoping process), desk-top and/or site investigations and use of planning conditions to ensure an appropriate level of mitigation/remediation if required.</p>
8. Internal Consultation	
Internal consultation	<p>The Long-Term Plan has been addressed in Section 5 above.</p> <p>Consultation to date has indicated that there is no reasonably foreseeable railway use for this site.</p> <p>The proposal was granted Clearance as discussed above where any impact upon operational proposals would have been flagged up by NRs Engineers/ and System Operators at that stage.</p>
9. Local Authorities	
Names & Email Addresses:	Head of Planning and Economic Development Planning

Local Transport Authorities:	Planning Strategy Manager Policy and Transport Team
Other Relevant Local Authorities:	Hertsmere Borough Council Civic Offices Elstree Way Borehamwood Herts WD6 1WA
10. Internal approval to consult	
Recommendation:	By proceeding to consult I am: <ul style="list-style-type: none"> • recommending that Network Rail consults on the terms of disposal • confirming that I have read and understood Network Rail's Code of Business Ethics and policy on Interests in Transactions • confirming that I have secured internal written approval to consult in accordance with Network Rail's policy on Authorising Application Forms.

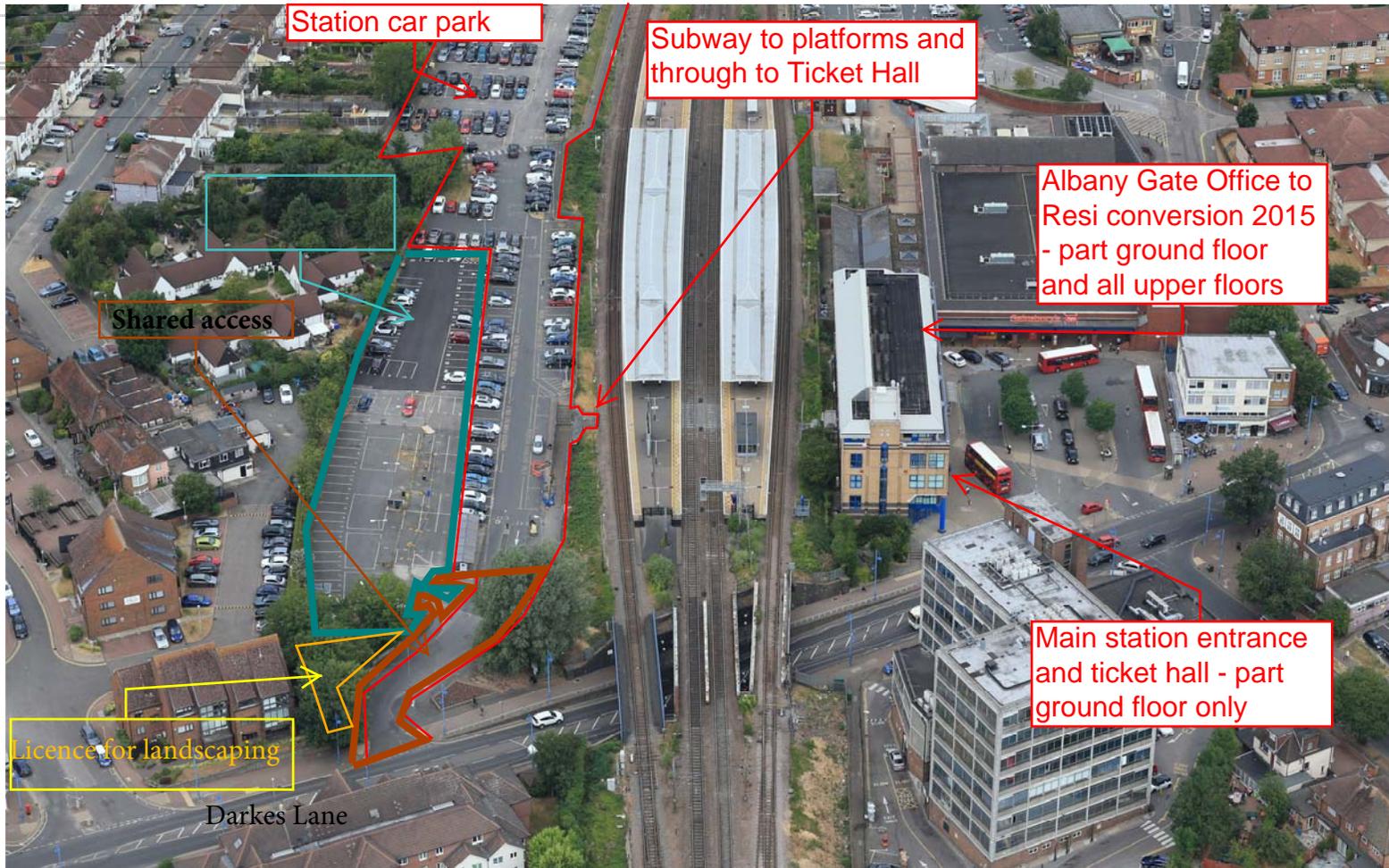
11. External Consultation

<p>Summary of position as regards external consultations</p>	<p>29 consultees were consulted and none of whom had objections.</p> <p>Virgin Trains (now Avanti) commented with concern regarding the potential for depots and stabling (D&S). This query has been investigated with Senior Strategic Planners of System Operator who have confirmed that Potters Bar is not being considered as part of the D&S strategy. This information has been added to Section 5 of this form.</p> <p>Additional approval from GTR has been sought on 31st March 2020 to ensure support as a result of a change in their internal personnel that deals with this regulatory process.</p> <p>No other changes have been made to this evaluation form as a result of the consultation, however, additional detail has been added to the form to clarify queries anticipated from the ORR following further senior review and this updated version will be forwarded to all the consultees.</p>
<p>Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward</p>	<p>No unresolved issues</p>

12. 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: Planning and Development Surveyor</p>	
<p>Signed.....</p>	<p>Date.....01/04/2020.....</p>	
<p>Authorised by (name):</p>	<p>Authoriser's job title: Principal Development Manager</p>	
<p>Signed:</p>	<p>Date.....01/04/2020.....</p>	

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Station car park

Subway to platforms and through to Ticket Hall

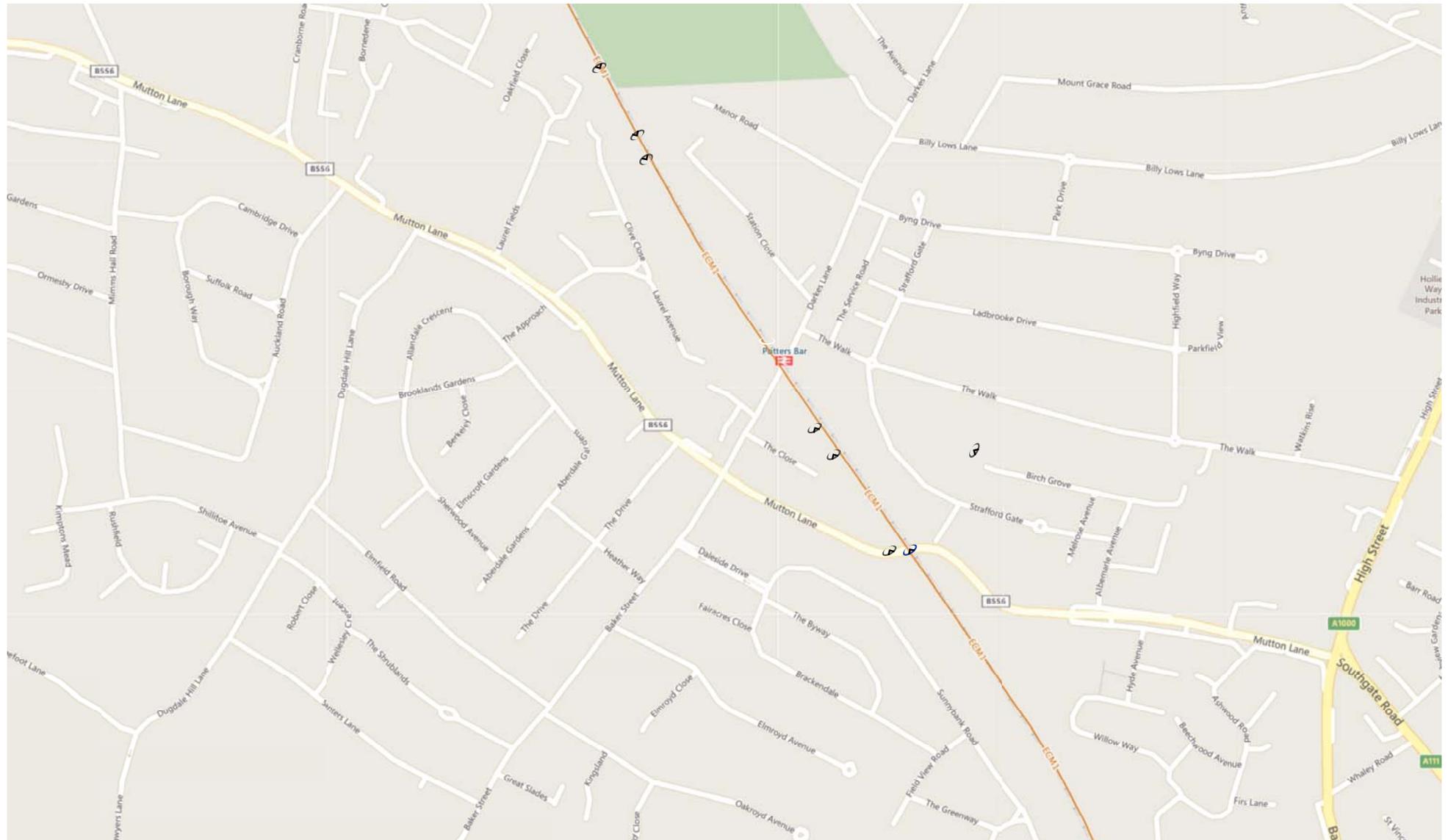
Albany Gate Office to Resi conversion 2015 - part ground floor and all upper floors

Shared access

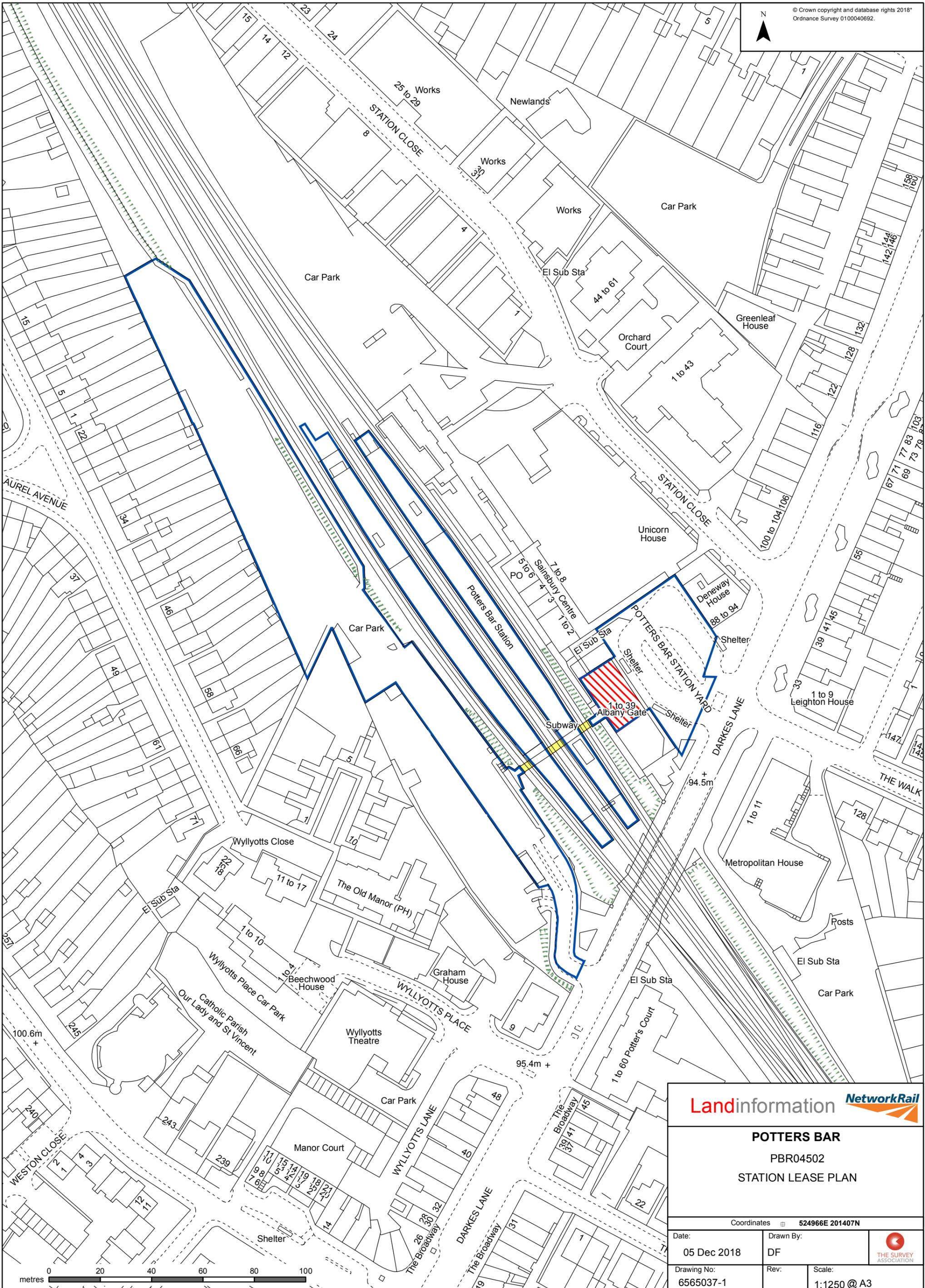
Main station entrance and ticket hall - part ground floor only

Licence for landscaping

Darkes Lane



 [View Thumbnails](#)



Landinformation 

POTTERS BAR
PBR04502
STATION LEASE PLAN

Coordinates \pm 524966E 201407N

Date:
05 Dec 2018

Drawn By:
DF



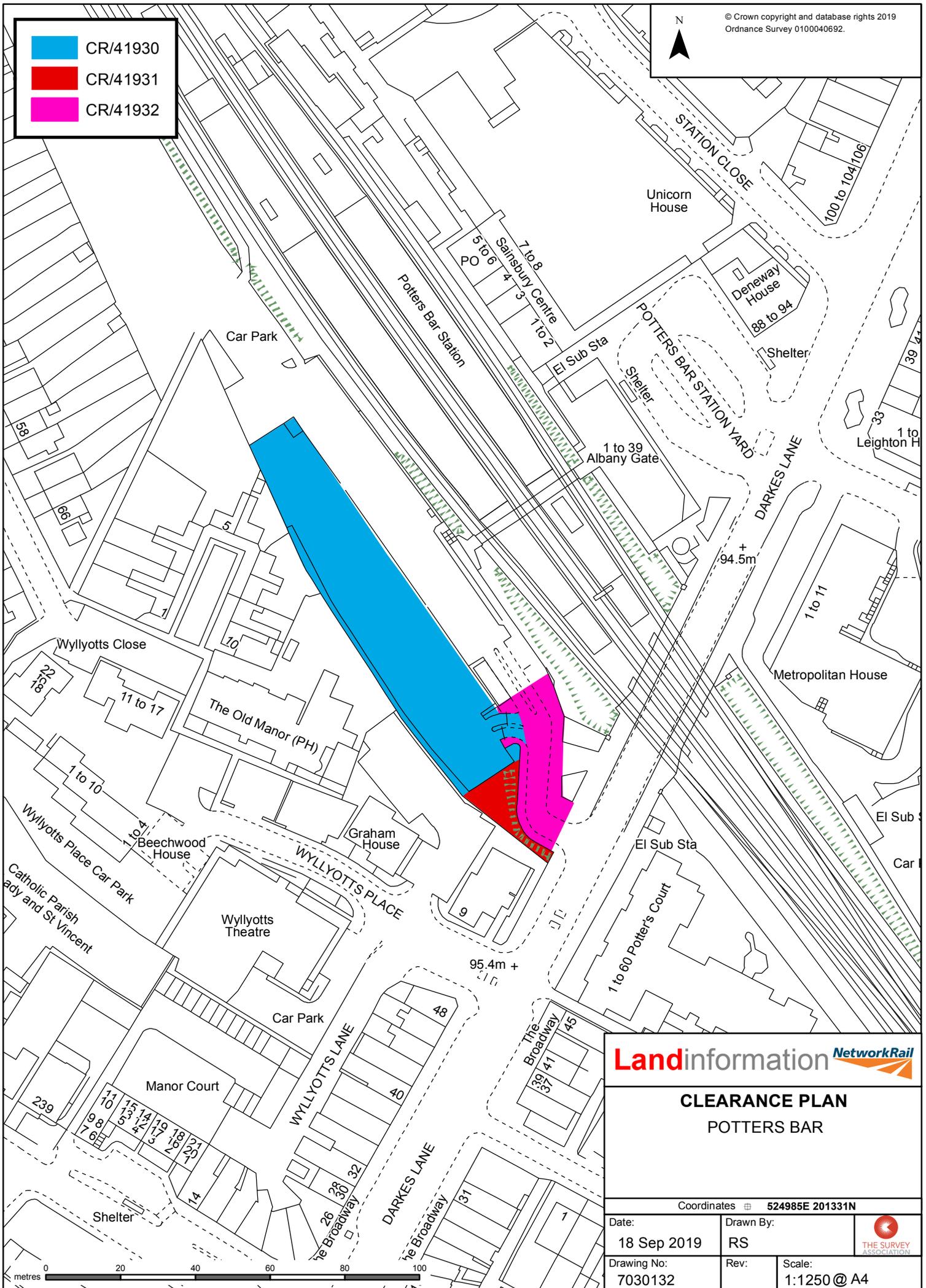
Drawing No:
6565037-1

Rev:
Scale:
1:1250 @ A3

N



	CR/41930
	CR/41931
	CR/41932



Landinformation 

CLEARANCE PLAN
POTTERS BAR

Coordinates \square 524985E 201331N

Date:
18 Sep 2019

Drawn By:
RS

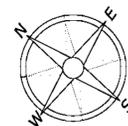


Drawing No:
7030132

Rev:

Scale:
1:1250 @ A4





POTTERS BAR STATION PLATFORMS

SUBWAY TO STATION

STATION CAR PARK

DARKES LANE

4.8m access road

42 SPACES FOR ALBANY GATE DEVELOPMENT

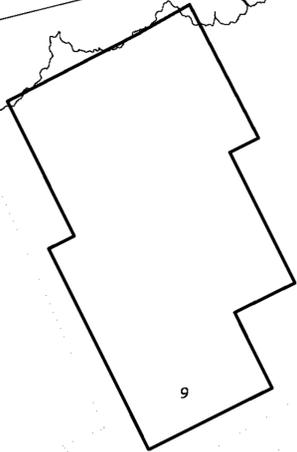
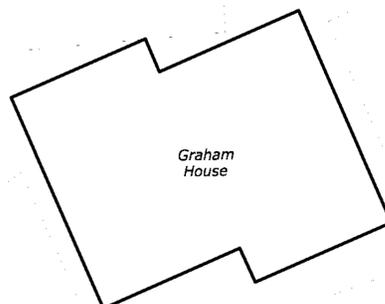
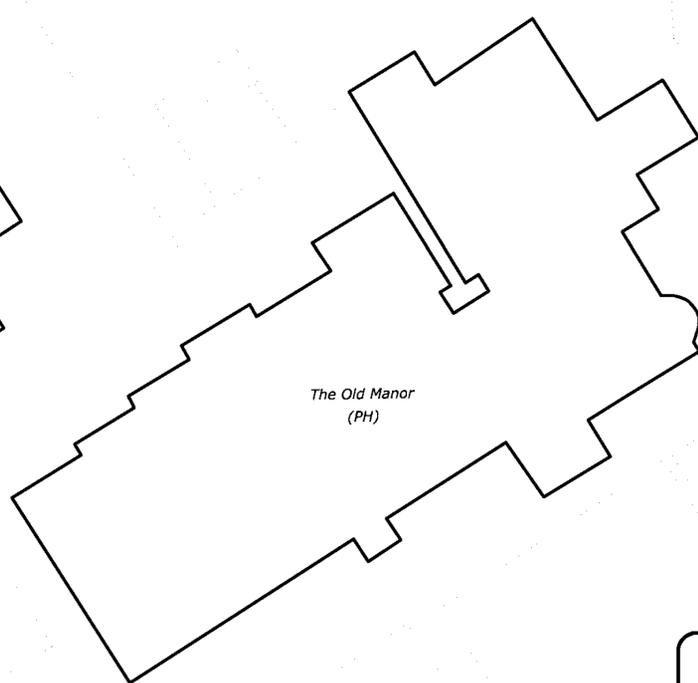
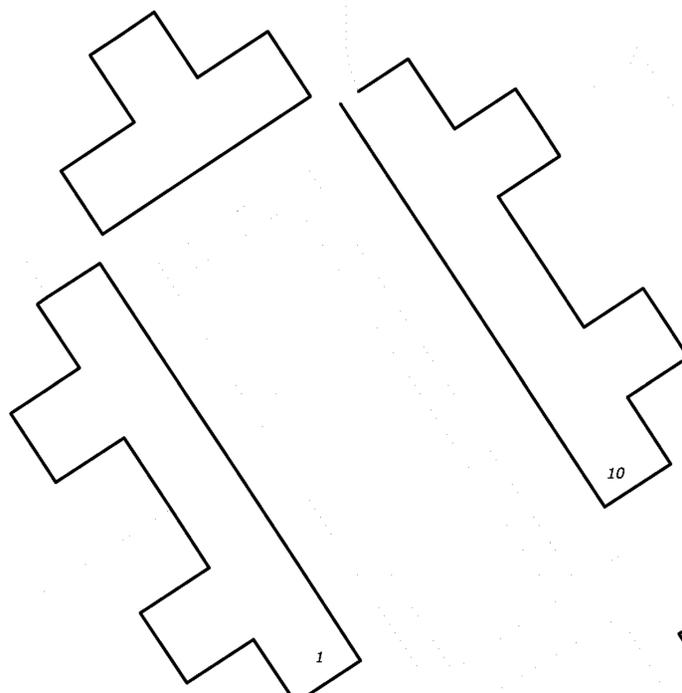
Entrance

1.8m footpath

Entrance

Car Parking

Entrance



WYLLYOTTS PLACE



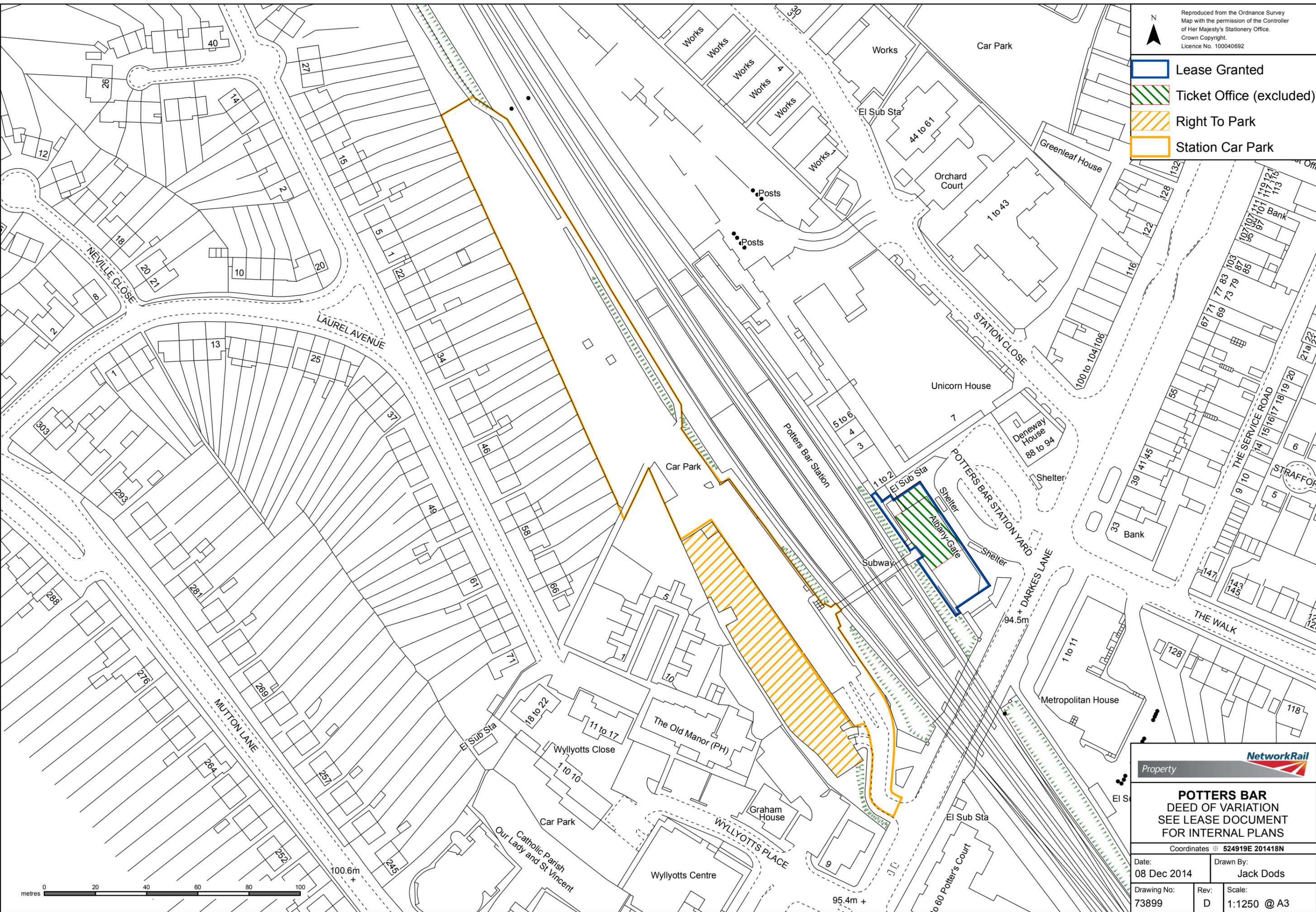
LAND AT DARKES LANE, POTTERS BAR.

W J Macleod
ARCHITECT
70b High Street Northwood Middlesex HA6 1BL
phone 01923 840600

Drawing Number	Prelim 1	Revision
Date	8 / 3 / 17	
Scale	1:200 @ A1	



- Lease Granted
- Ticket Office (excluded)
- Right To Park
- Station Car Park



Property	
POTTERS BAR DEED OF VARIATION SEE LEASE DOCUMENT FOR INTERNAL PLANS	
Coordinates \square 524919E 201418N	
Date: 08 Dec 2014	Drawn By: Jack Dods
Drawing No: 73899	Rev: D
Scale: 1:1250 @ A3	

Appendix 1

Old Potters Bar evaluation form

Proposed Property Disposal

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

<i>1. Disposal</i>	
<i>Type of disposal</i>	<p><i>Freehold sale of the land coloured blue on Plan 1 attached. The land is situated at the southern end of, and adjacent to the entrance to, Potters Bar Station Car Park.</i></p> <p><i>The proposed sale is to W. E. Black, the lessee of the Albany Gate building, which is a former office block converted to apartments in 2016/17. Albany Gate is situated above the Potters Bar Station Ticket Office -on the opposite side of the railway line- shown in Plan 3 and striped red.</i></p> <p><i>Under a long lease granted in 1989, the purchaser already has the right to use the subject land for the parking of 92 cars together with rights of access over the Station Car Park access road shaded brown on Plan 1.</i></p> <p><i>This peppercorn lease has 149 years still to run -expiring on 25th March 2168- and so, the land is already out of effective railway control.</i></p> <p><i>It is also proposed that the purchaser will be granted a terminable License to use the land verged red on Plan 1, for landscaping and bin storage.</i></p>
<i>Rationale for disposal</i>	<p><i>As a result of the 1989 lease, this land is out of railway use and this freehold disposal will: -</i></p> <ul style="list-style-type: none"><i>• Generate a capital receipt for Network Rail;</i><i>• Provide new residential units which will contribute to housing supply targets;</i><i>• Bring this underutilised land into more efficient use;</i><i>• Enhance the area around the entrance to the Station Car Park which currently presents a poor “gateway” to the Station; and</i><i>• Facilitate the rationalisation of the usage and future maintenance of the Station Car Park.</i>

Clearance Ref No:	CR/41930 (previously CR/34348) for the sale of the land CR/41931 for the licencing of unused land fronting Darkes Lane CR/41932 (previously CR/36972) for the access
Clearance Type:	Business and Technical achieved
Clearance Date:	Achieved dates: <u>CR/41930</u> Business: 03-09-2019 Technical: 04-09-2019 <u>CR/41931</u> Business: 03-09-2019 Technical: 04-09-2019 <u>CR/41932</u> Business: 03-09-2019 Technical: 04-09-2019

2. Site

Description of property for disposal	<p>The proposed sale area is broadly, rectangular in shape (Plan 1 Sale area - blue shade) and comprises approximately 0.198ha (0.49 acres). It is bounded by residential development towards the south-west and by the Station Car Park and the access thereto, on its other boundaries (Plan 2 Aerial view).</p> <p>The site can only be accessed by the shared access for Potters Bar Station Car Park off Darkes Lane.</p> <p>The sale area, and Licence area are outside of the Potters Bar Station Lease (verged blue on Plan 3) held by Govia Thameslink Railway (the TOC). The shared access route is within the Station Lease but the purchaser has existing rights to use it under the 1989 lease.</p> <p>As the site is located on the opposite side of the Station subway; - which leads to the platform entrance and the ticketing hall on the other side of the railway line- it does not impact the operation of the Station.</p> <p>Similarly, because the sale area is already out of railway control, the sale does not impact on the Station Car Park other than a continuation of the existing shared access. It is envisaged that the proposed sale will result in a reduction of the number of vehicles using the access road as well as a clarification of future shared maintenance arrangements and contributions.</p> <p>A small triangular area of land fronting Darkes Lane (Plan 1 Sale area – verged red) will be licensed to the developer for the purposes of landscaping and refuse storage. This will allow for improvements to the entrance to the car park as it is currently subject to fly-tipping, but in any event, the License will be terminable at short notice and Network Rail will retain control.</p>
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<p><i>Attached plans and photographs:</i></p> <p><i>(all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)</i></p>	<p><i>Attached plans and photographs:</i></p> <p><i>Plan 1 Sale area PBar – all coloured land being in NR freehold ownership, the sale area shaded blue, the shared access area shaded brown, the licence area verged red.</i></p> <p><i>Plan 2 Aerial view PBar – identifies the main TOC station car park at the centre with residential to the west and the station ticket hall and main entrance to the east.</i></p> <p><i>Plan 3 Station lease PBar – Current station lease boundary verged in navy.</i></p> <p><i>Plan 4 Clearance boundary Pbar – the three clearance areas</i></p> <p><i>Plan 5 Concept development proposal Pbar – a 24-unit block of apartments across the southern half of the site with under-croft car parking for residents. 42 surface parking bays span across the northern half of the site serving the existing Albany Gate residents (39) and Retail units (3).</i></p> <p><i>See attached word document for photographs</i></p>
<p><i>Ordnance survey coordinates</i></p>	<p><i>ECM1 12.1240 M. Yds. X: 524,970 Y: 201,326</i></p>
<p>3. Proposal</p>	
<p><i>Proposed party taking disposal</i></p>	<p><i>W.E. Black – the existing lessee of the Albany Gate building.</i></p>

<p><i>Proposed use / scheme</i></p>	<p><i>Residential apartment development with associated car parking for the new flats and for existing Albany Gate residents.</i></p> <p><i>The precise extent of the scheme is subject to planning and ongoing Regulatory consultations and approvals but at this stage, we expect that it will comprise between 24 units and 36 residential units.</i></p> <p><i>It is anticipated that the scheme will provide approximately 66 car parking spaces which represents a reduction from the existing permitted 92 spaces.</i></p> <p><i>As a consequence, the usage of the car park access road will reduce once the initial construction works have been completed.</i></p> <p><i>In initial consultations with the TOC, it has been agreed that all construction traffic will access the site outside of peak hours and that the works will be controlled by appropriate Asset Protection and TOC supervision. The costs of this will be paid by the purchaser.</i></p> <p><i>To this end, the purchaser will enter into the necessary Asset Protection Agreement and agree Method Statements and Licences as appropriate with Network Rail and the TOC.</i></p> <p><i>In addition, the purchaser will be required to: -</i></p> <ol style="list-style-type: none"> <i>1. Secure detailed approvals to all works and pay all of Network Rail's and the TOC's supervision and approval costs;</i> <i>2. Similarly, agree arrangements for future maintenance and renewal of the Car park access road, to be approved by Network Rail and the Station Lessee.</i>
<p><i>Access arrangements to / from the disposal land</i></p>	<p><i>As outlined, access will be over the stretch of the Station Car Park access shaded brown on Plan 1 with the benefit of the purchaser's existing rights under the 1989 lease.</i></p> <p><i>However, these access rights and the associated maintenance arrangements need to be regularised. The temporary access arrangements also need to be formalised.</i></p> <p><i>It is therefore, proposed that the permanent and temporary access arrangements will be covered by two separate Station Change G6 agreements.</i></p> <p><i>The TOC (GTR) has agreed to this proposal in principle subject to approval of the detailed proposals through the Station Change consultations.</i></p>

<p><i>Replacement rail facilities (if appropriate)</i></p>	<p><i>The proposal provides no replacements to rail facilities. The development will be constructed within its boundary and construction deliveries will be limited to outside of peak hours as already agreed in principle by the TOC (GTR) subject to Station Change consultations. Furthermore, the TOC (GTR) have also agreed in principle for a temporary works site at the rear of the car park through a temporary licence during construction.</i></p>
<p><i>Anticipated rail benefits</i></p>	<p><i>Rail benefits include the following:</i></p> <ul style="list-style-type: none"> - <i>Regularisation of the existing access and maintenance arrangements for the Station car park access road.</i> - <i>The scheme will improve what is at present a fairly unattractive parcel of land at the “gateway” to Potters Bar Station.</i> - <i>Existing fly-tipping around the Licence area will be removed and risk of re-occurrence unlikely due to residential properties within the vicinity.</i> - <i>This improved security and safety is also applicable to the wider area of the car park site and surroundings.</i>
<p><i>Anticipated non-rail benefits</i></p>	<p><i>The developer has proposed between 24 and 36 residential units, and is therefore, in keeping with NRs obligation to the DfT and Government to accelerate housing delivery on NR land. Additional units over the northern area of the site may also be unlocked in the future.</i></p> <p><i>The development will generate a capital receipt for NR to reinvest into the railway (i.e. it will assist Government/Treasury in its funding requirements of NR).</i></p> <p><i>Finally, additional residents by the station will help regenerate the local area of Potters Bar.</i></p>
<p>4. Timescales</p>	
<p><i>Comments on timescales</i></p>	<p><i>The developer will enter a Conditional contract to purchase the land conditional on the receipt of a satisfactory planning consent. The contract will provide the developer with exclusivity to design an acceptable scheme and submit a planning application following completion of the current LC17 consultation process. They envisage submitting a planning application approximately 6 months after.</i></p>

5. Railway Related Issues

<p><i>History of railway related use</i></p>	<p><i>The right for the occupier of the Albany Gate building to use the disposal site for car parking was included in the 1989 lease and this use has continued since that time.</i></p> <p><i>Prior to this, we believe -from old plans likely drawn in 1960s- that the disposal area was used as the main station approach before the Station was reconfigured.</i></p>
<p><i>When last used for railway related purposes</i></p>	<p><i>Pre 1989.</i></p>
<p><i>Any railway proposals affecting the site since that last relative use</i></p>	<p><i>None so far as we are aware.</i></p>

<p><i>Impact on current railway related proposals</i></p>	<p><i>None that we are aware of - the proposal was granted Technical Clearance reference CR/34348 (sale area) and CR/36972 (access area) where any proposals would have been flagged up by NRs engineers/strategic planners at that stage.</i></p>
<p><i>Potential for future railway related use</i></p>	<p><i>The site is in the London North East Route. The Long Term Plan (LTP) for this route are made up of the following documents: the LNE & EM Route Specification (2019) and the LNE & EM Network Specification (2019). Potters Bar is mentioned in two documents below;</i></p> <p><u><i>Route Specifications 2019 London North Eastern and East Midlands:</i></u></p> <ul style="list-style-type: none"> - <i>SRS G01–King’s Cross - Peterborough</i> <p><i>The SRS route carries suburban services from King’s Cross, Moorgate, and locations south of the Thames via Farringdon, to various destinations in Hertfordshire, Bedfordshire, Cambridgeshire and Norfolk, and long distance high speed (LDHS) services from to destinations in Yorkshire, the North East and Scotland. This Strategic Route Section (SRS) is characterised by its large number of tunnels, including at Potters Bar and their existence forms a significant factor influencing any proposal for changes in station location or track layout.</i></p> <p><u><i>Long Term Planning Process: London and South East Market Study (2013):</i></u></p> <ul style="list-style-type: none"> - <i>Long term conditional outputs – aspirations for 2043</i> <p><i>Case Study - Potters Bar to Central London</i></p> <p><i>It takes about 20 minutes to cover the 20 miles between Potters Bar in Hertfordshire and Central London by train. Outside the peak, there are two opportunities each hour. During the peak, to provide sufficient capacity, there are four opportunities to travel although these are slower because the peak trains stop more frequently to pick up commuters at intermediate stations.</i></p> <p><i>This illustrates the practical trade-offs between calling pattern, speed, frequency and passenger capacity common in this market.</i></p> <p><i>The close proximity to London places the c.100,000 people in the Hertsmere area very near to the jobs and other opportunities in Central London. Small improvements in journey time will further develop economic interaction and development.</i></p> <p><i>In the context of Potters Bar to Central London the conditional output should therefore be to deliver adequate peak capacity as</i></p>

	<p>well as a minimum frequency of three trains per hour throughout the day.</p> <p><u>Conclusion</u></p> <p>Consultation to date has therefore indicated that there is no reasonably foreseeable railway use for the disposal site.</p>
<p>Any closure or station change or network change related issues</p>	<p><u>Station Change</u></p> <p>Govia Thameslink Railway (TOC) and are aware of the proposals due to meetings held between the operator and with NR. They have verbally approved of the proposal in principle subject to completion of the necessary Station Change consultations.</p> <p>Station Change will be needed for the temporary use of the shared access area during construction under a G6. A further G6 will be required for the foreseeable use of the shared access area for the new residents and allocated parking bays.</p> <p>Subject to approval of the current LC17 consultation, discussions will be taken forward with GTR regarding preparations for the Station Change application and any related work to ensure that the detailed specification and management regime related to the new development and parking facilities are suitable and compliant with the relevant Station Access Conditions and any other regulatory requirements.</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 proposal will have a minimal effect upon the station access; as discussed previously, there will be fewer parking bays and so, it is anticipated, less usage of the Station Access road, particularly at peak times.</p> <p>The construction programme will also impact the access; however, deliveries will be restricted to non-peak hours. These factors have been accepted by the TOC in principle and details will be addressed in the Station Change.</p>

<p><i>Position as regards safety / operational issues on severance of land from railway</i></p>	<p><i>The disposal includes arrangements under which the other party will install new boundary fencing along parts of the car park boundary and sufficient fencing already exists for the rest. There is already metal railing separating the two sites, however, further detail on the proposed fencing to secure the residential properties will be consulted; via the local authority planning process considering aesthetics, safety, and security; which will follow Network Rail's safety guidelines; and consider any comments from BTP and the TOC.</i></p> <p><i>The disposal is on a basis under which Network Rail has had due regard (where applicable) to the impact of the disposal on lineside works, including railway troughing, signalling and their maintenance.</i></p> <p><i>The developer will enter into an Asset Protection Agreement.</i></p> <p><i>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</i></p>
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6. Planning History and Land Contamination

<p><i>Planning permissions / Local Plan allocation (if applicable)</i></p>	<p><i>The site is allocated within the Local Authorities Policies Map as the following;</i></p> <ul style="list-style-type: none"> - <i>Policy SADM42 Town and District Centres</i> - <i>Policy SADM13 The Water Environment: National Flood zone 2 and 3 (along the south-western edge of the site only where the access adjoins Darkes Lane)</i> - <i>Policy CS25 and SADM39 Transport Development Areas (meaning that “major trip generating development should be focused principally on town centres and on the Transport Development Areas at Borehamwood and Potters Bar which are shown on the Policies Map.”)</i> <p><i>The Local Authority’s Planning for Growth Infrastructure Delivery Plan (2018) states that the “Vision 2050 includes potential bus priority network route running through Shenley Borehamwood, and Potters Bar. HCC indicated at a SW Herts Infrastructure Provider meeting that there will be changes to bus routes to reduce mileage and deductions will be made to in and out London services, but they will be consulting on these proposals”.</i></p> <p><i>The Local Authority’s Housing and Economic Land Availability Assessment (HELAA) identifies the site as HEL216 in its draft 2018 publication as suitable for the proposed used for residential.</i></p>
<p><i>Contamination / Environmental Issues (if applicable)</i></p>	<p><i>Due to the location adjacent to the railway and past use as entrance to the railway station it is accepted that there could be potential for contamination; this issue will be fully assessed through the planning application process, including potential need for EIA (via screening and scoping process), desk-top and/or site investigations and use of planning conditions to ensure an appropriate level of mitigation/remediation if required.</i></p>

7. Local Authorities

<p><i>Names & Email Addresses:</i></p>	<p>XXXX <i>Head of Planning and Economic Development Planning</i></p>
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<p><i>Local Transport Authorities:</i></p>	<p>XXXX <i>Planning Strategy Manager Policy and Transport Team</i></p>
<p><i>Other Relevant Local Authorities:</i></p>	<p><i>Hertsmere Borough Council Civic Offices Elstree Way Borehamwood Herts WD6 1WA</i></p>
<p>8. Internal approval to consult</p>	
<p><i>Recommendation:</i></p>	<p><i>By proceeding to consult I am:</i></p> <ul style="list-style-type: none"> • <i>recommending that Network Rail consults on the terms of disposal</i> • <i>confirming that I have read and understood Network Rail's Code of Business Ethics and policy on Interests in Transactions</i> • <i>confirming that I have secured internal written approval to consult in accordance with Network Rail's policy on Authorising Application Forms.</i>
<p>9. Consultations</p>	
<p><i>Internal consultation</i></p>	<p><i>The Long Term Plan have been addressed in Section 5 above. Consultation to date has indicated that there is no reasonably foreseeable railway use for this site. The proposal was granted Clearance as discussed above where any impact upon operational proposals would have been flagged up by NRs Engineers/ and System Operators at that stage.</i></p>

<p><i>Summary of position as regards external consultations</i></p>	<p><i>TBC following completion of the current stakeholder consultation process.</i></p>
<p><i>Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward</i></p>	<p><i>TBC following completion of the current stakeholder consultation process.</i></p>

10. Internal approval to dispose

<p><i>Recommendation:</i></p>	<p><i>Based on the above, I recommend that Network Rail proceeds with the disposal</i></p>
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<p><i>Declaration:</i></p>	<p><i>I have read and understood Network Rail's code of Business Ethics and Policy on Interests in Transactions</i></p>
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<p><i>Proposer's name:</i> XXXX</p>	<p><i>Proposer's job title:</i> Planning and Development Surveyor</p>
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<p><i>Signed.....</i></p>	<p><i>Date.....</i></p>
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<i>Authorised by (name):</i> <i>XXXX</i>	<i>Authoriser's job title:</i> <i>Principle Development Manager</i>
<i>Signed.....</i>	<i>Date.....</i>

CONSULTATION REPORT

relating to

PROPOSED LAND DISPOSAL - Completed 6th January 2020

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

Site location and description: Land adjacent to Potters Bar Station Car Park

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

Summary of position regarding responses:

29 Consultees were consulted and all 29 have responded with no objection.

Virgin Trains (now Avanti) commented to query Network Rail's stabling strategy. Senior Strategic Planners of System Operator have been consulted in regards to this and have confirmed that the disposal does not impact any plans and that Potters Bar is not being considered for the Depots and Stabling strategy.

The full list of external consultees is set out below:

No.	External party (name)	Contact name, email address and telephone	Whether response received (y/n)	Date of response	Details of response (e.g. “no comment”), with reference to any accompanying copy representation in annexes to this report	Comments (e.g. as regards endeavours to obtain response where none given)
1	Department for Transport		Y	06/11/2019	See Comments in Annex 1	
2	Arriva Trains Cross Country		Y	04/10/2019	No Comment See Annex 1	
3	Caledonian Sleeper		Y	11/11/2019	No Objection See Annex 1	
4	c2c Rail Ltd		Y	16/10/2019	No Objection See Annex 1	
5	Chiltern Railway Company Ltd		Y	23/10/2019	No Comment See Annex 1	
6	East Midlands Trains Limited		Y	07/11/2019	No Comment	

					See Annex 1	
7	Eurostar International Ltd		Y	27/09/2019	No Comment See Annex 1	
8	Great Western Railway		Y	27/09/2019	No Objection See Annex 1	
9	Govia Thameslink Railway		Y	23/10/2019	No Comment See Annex 1	
10	Grand Central Railway Company Ltd		Y	24/10/2019	No Comment See Annex 1	
11	London & South Eastern Railway Limited (Southeastern)		Y	01/10/2019	No Comments See Annex 1	
12	Merseyrail Electrics 2002 Ltd		Y	27/09/2019	No Objections See Annex 1	
13	Northern Rail Limited		Y	16/10/2019	No Objection See Annex 1	
14	LNER (London North Eastern Railway) (Virgin Trains East Coast)		Y	27/09/2019	No Comment See Annex 1	
15	Virgin Trains		Y	06/01/2020	No Objections but	

					see comments in Annex 1	
16	COLAS Freight		Y	16/10/2019	No Comment See Annex 1	
17	Direct Rail Services Limited		Y	14/10/2019	No Comments See Annex 1	
18	DB Cargo UK Ltd		Y	31/10/2019	No Objection See Annex 1	
19	Freight Transport Association		Y	18/10/2019	No Comment See Annex 1	
20	Freightliner Limited		Y	27/09/2019	No Comment See Annex 1	
21	GB Railfreight Limited		Y	27/09/2019	No Issues from GBRf See Annex 1	
22	Rail Freight Group		Y	27/09/2019	Ok with RFG See Annex 1	
23	West Coast Railway Company		Y	28/10/2019	No Comment See Annex 1	
24	W.H. Malcolm		Y	27/09/2019	No Objections	

					See Annex 1	
25	Association of Community Rail Partnerships		Y	23/10/2019	No Comment See Annex 1	
26	British Transport Police		Y	02/10/2019	No Issues See Annex 1	
27	London Travelwatch		Y	22/10/2019	No Objection See Annex 1	
28	Hertsmere Borough Council		Y	16/10/2019	No Objection See Anex 1	
29	Hertsmere Borough Council		Y	08/11/2019	See comments in Annex 1	

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 [2].]

Annex 1

1 Department for Transport

From:

Sent: 05 November 2019 16:30

To:

Cc:

Subject: RE: URGENT - Land Disposal Consultation - Land adjacent to Potters Bar Station Car Park - Closing Date WAS - 28th October 2019

Good afternoon

DfT are not aware of any proposals that would benefit from the land in question being retained by Network Rail. Please proceed.

Regards

**Briefing and Correspondence Manager, Rail Infrastructure South Directorate, Southeast, Anglia and Enhancements Portfolio, Department for Transport
3/23**

From:

Sent: 05 November 2019 11:02

To:

Cc:

Subject: RE: URGENT - Land Disposal Consultation - Land adjacent to Potters Bar Station Car Park - Closing Date WAS - 28th October 2019

Hi

I will check with colleagues and we will get back to you.

Cheers

**Briefing and Correspondence Manager, Rail Infrastructure South Directorate, Southeast, Anglia and Enhancements Portfolio, Department for Transport
3/23**

2 Arriva Trains Cross Country

From:

Sent: 04 October 2019 13:01

To:

Subject: RE: Land Disposal Consultation - Land adjacent to Potters Bar Station Car Park - Closing Date - 28th October 2019

XC Trains Ltd has no comment on this proposed disposal.

Kind regards

Station Contracts Manager CrossCountry

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

Buy train tickets online at crosscountrytrains.co.uk | Get our Train Tickets app for free from your app store or via our website



3 Caledonian Sleeper

From:

Sent: 11 November 2019 11:55

To:

Subject: FW: [EXTERNAL] FW: Land Disposal Consultation - Land adjacent to Potters Bar Station Car Park - Closing Date - 28th October 2019

Morning

Serco Caledonian Sleeper have reviewed the attached and have no objections or comment to the proposal.

Regards,



Operations | C&G Systems Ltd
site: cngsystems.co.uk



Delivering smarter solutions for the railway of tomorrow

4 c2c Rail Ltd

From:

Sent: 16 October 2019 14:23

To:

Subject: Re: Land Disposal Consultation - Land adjacent to Potters Bar Station Car Park - Closing Date - 28th October 2019

Hi

No objection from c2c on this proposal.

Regards

Reactive Works Manager

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

c2c

W: www.c2c-online.co.uk



5 Chiltern Railway Company Ltd

From:

Sent: 23 October 2019 10:31

To:

Subject: RE: Land Disposal Consultation - Land adjacent to Potters Bar Station Car Park - Closing Date - 28th October 2019

Hi

No comment.

Thanks

Regulatory Contracts Manager
Chiltern Railways

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

www.chilternrailways.co.uk



Please consider the environment before printing this email



6 East Midlands Trains Limited

From:

Sent: 07 November 2019 09:40

To:

Subject: Re: URGENT - Land Disposal Consultation - Land adjacent to Potters Bar Station Car Park - Closing Date WAS - 28th October 2019

No comment required from EMR on this one

Head of Procurement



1 Prospect Place, Millennium Way, Pride Park, Derby, DE24 8HG
www.eastmidlandsrailway.co.uk

7 Eurostar International Ltd

From:

Sent: 27 September 2019 16:04

To:

Subject: RE: Land Disposal Consultation - Land adjacent to Potters Bar Station Car Park - Closing Date - 28th October 2019

No comment from EIL,
Thanks

PA to Chairman and to Company Secretary

Eurostar International Limited

Times House | Bravingtons Walk | London N1 9AW



8 Great Western Railway

From:

Sent: 27 September 2019 13:28

To:

Subject: RE: Land Disposal Consultation - Land adjacent to Potters Bar Station Car Park - Closing Date - 28th October 2019

Hello

We have no objection thank you.

Network Access Manager | Great Western Railway

1 Milford Street | Swindon | SN1 1HL

First Greater Western Limited | Registered in England and Wales number 05113733

Registered office: Milford House, 1 Milford Street, Swindon SN1 1HL.

9 Govia Thameslink Railway

From:

Sent: 23 October 2019 08:18

To:

Cc:

Subject: RE: Land Disposal Consultation - Land adjacent to Potters Bar Station Car Park - Closing Date - 28th October 2019

Good morning

Hope this email finds you well.

We can confirm that GTR has no further queries/questions in relation to the below.

Please accept this email as GTR's approval of this land disposal proposal.

Regards,

Assistant Access Contracts Manager (Stations)

Govia Thameslink Railway (GTR) Ltd | 2nd Floor | Monument Place | 24 Monument Street | London | EC3R 8AJ



Registered in England under number: 7934306. Registered office: 3rd Floor, 41-51 Grey Street, Newcastle upon Tyne, NE1 6EE

10 Grand Central Railway Company Ltd

From:

Sent: 24 October 2019 07:35

To:

Subject: RE: Land Disposal Consultation - Land adjacent to Potters Bar Station Car Park - Closing Date - 28th October 2019

Dear

Apologies for the delay. GC has no comment.

Regards,

Chief Operating Officer | **Grand Central Rail**

Grand Central Railway Company Limited, Ground Floor, Wakefield Railway Station, Monk Street,
Wakefield, WF1 4EL

W: grandcentralrail.com | **Twitter:** [@gc_rail](https://twitter.com/@gc_rail) | **Facebook:** facebook.com/grandcentralrail



11 London & South Eastern Railway Limited (Southeastern)

From:

Sent: 01 October 2019 09:34

To:

Subject: RE: Land Disposal Consultation - Land adjacent to Potters Bar Station Car Park - Closing Date - 28th October 2019

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

southeastern

Floor 2

Four More London Riverside

London, SE1 2AU



12 Merseyrail Electrics 2002 Ltd

From:

Sent: 27 September 2019 12:49

To:

Subject: RE: Land Disposal Consultation - Land adjacent to Potters Bar Station Car Park - Closing Date - 28th October 2019

Afternoon,

We have no objections

Thanks

**Legal & Contract Assistant
Merseyrail**

Tel	
Mob	
Email	
Web	www.merseyrail.org



13 Northern Rail Limited

From:

Sent: 16 October 2019 14:22

To:

Subject: RE: Land Disposal Consultation - Land adjacent to Potters Bar Station Car Park - Closing Date - 28th October 2019

Northern have no objection to the below proposal.

Thanks,

14 LNER (London North Eastern Railway) (Virgin Trains East Coast)

From

Sent: 27 September 2019 14:26

To:

Subject: RE: Land Disposal Consultation - Land adjacent to Potters Bar Station Car Park - Closing Date - 28th October 2019

Dear

LNER has no comments to make regarding this disposal.

Regards



Head Of Property
LNER East Coast House, 25 Skeldergate, York, YO1 6DH

15 Virgin Trains

From:

Sent: 06 January 2020 09:21

To:

Cc:

Subject: RE: Land Disposal Consultation - Land adjacent to Potters Bar Station Car Park - Closing Date - 28th October 2019

Good morning XXXX and Happy new year all!

Thank you for confirming that you are not objecting to the Potters Bar disposal proposed and I shall proceed with the LC17 on this basis.

I have investigated your concerns further with our internal Strategic Planners of System Operator. a Senior Strategic Planner who covers railway plans for the East Coast Main Line and North East which covers the Potters Bar area confirmed that there are no plans that would be impacted by the proposed disposal described within the subject LC17.

further introduced me to, another Senior Strategic Planner, who is working on Depots and Stabling of the CMSP. CMSP is Continuous Modular Strategic Planning (CMSP) programme and this is our long-term planning process which identified a need to develop a strategy for depots and stabling and discussions with Operation colleagues have begun. confirmed that Potters Bar is not actively being considered as a site for any new D&S facilities within the D&S workstream he is leading. If you have any further questions for him on D&S please email him on

I trust that this fully addresses the concerns you have raised.

Thanks,

Surveyor | Development | Property
Network Rail | 1 Eversholt Street | London | NW1 2DN
www.networkrail.co.uk/property

From:

Sent: 23 December 2019 11:48

To:

Cc:

Subject: RE: Land Disposal Consultation - Land adjacent to Potters Bar Station Car Park - Closing Date - 28th October 2019

Hi

As per my earlier email, we do not wish to raise a formal objection in terms of this particular proposal as it is off route for us. Our comments today do not reflect a change to this, purely clarification of our original points, but we would hope that NR considers these points going forward more widely for future land disposal plans.

Kind regards

AVANTI
WEST COAST



Fleet Supplier Manager | Avanti West Coast
Victoria Square House, Victoria Square, Birmingham, B2 4DN

From:

Sent: 23 December 2019 11:40

To:

Cc:

Subject: RE: Land Disposal Consultation - Land adjacent to Potters Bar Station Car Park - Closing Date - 28th October 2019

Thank you for your email

I will investigate your concerns further with my colleagues in Freight, System Operator and Economics Department.

However, you previously stated no objection to the land disposal at Potters Bar and your email now has changed that position; in that you consider the land at Potters Bar to be appropriate for fleet stabling and other operational facilities you have mentioned below. Despite being off route for Virgin Trains (now Avanti), can you confirm what existing work you have carried out so far in assessing the suitability of Potters Bar Station as relevant to the subject Land Disposal Consultation? This will help me direct our Strategic Planners and Economic Analysts. If no work has been carried out for this land, do you have specific proposals for any other land(s) in particular?

Thanks,

Surveyor | Development | Property

Network Rail | 1 Eversholt Street | London | NW1 2DN

www.networkrail.co.uk/property

Advance Leave Notice:

24th Dec PM – 2nd Jan

From:

Sent: 23 December 2019 10:10

To:

Cc:

Subject: RE: Land Disposal Consultation - Land adjacent to Potters Bar Station Car Park - Closing Date - 28th October 2019

Hi

To clarify:

- Please clarify what you mean by new trains and appropriate facilities. [By new trains any new trains added to the UK fleet by new build or movement from other routes. Appropriate facilities is anything from an place to stable up to full maintenance. Stable, cleaning and CET are the most pressing issues for a TOC.](#)
- Please confirm whether you consider that there is not an appropriate programme in place to ensure that there is appropriate land for new trains and facilities. [If there is I am not sighted to a co-ordinated approach for our routes or for UK.](#)
- Please explain whether you have a proposal and what it is. [That no land is sold that is big enough to stable one train \(or more\) or would prevent access to an area of land where trains could be stabled until all new fleets are introduced. This would be 2023 for us.](#)
- Please confirm whether you consider the subject land for the land disposal consultation is appropriate for the new trains and appropriate facilities that you have raised on concern for. [Yes although this is off route for us, NR needs to have a co-ordinated approach.](#)

Thanks

AVANTI
WEST COAST



Fleet Supplier Manager | Avanti West Coast
Victoria Square House, Victoria Square, Birmingham, B2 4DN

From:

Sent: 18 December 2019 16:46

To:

Cc:

Subject: RE: Land Disposal Consultation - Land adjacent to Potters Bar Station Car Park - Closing Date - 28th October 2019

Good afternoon

I have raised your comment to senior colleagues, and I am now looking to understand more detail about your comment. Please may you look to answer my below queries in order for me to establish how I can address your comment;

-
- Please clarify what you mean by new trains and appropriate facilities.
 - Please confirm whether you consider that there is not an appropriate programme in place to ensure that there is appropriate land for new trains and facilities.
 - Please explain whether you have a proposal and what it is.
 - Please confirm whether you consider the subject land for the land disposal consultation is appropriate for the new trains and appropriate facilities that you have raised on concern for.

Thanks,

Surveyor | Development | Property
Network Rail | 1 Eversholt Street | London | NW1 2DN
www.networkrail.co.uk/property

From:

Sent: 13 December 2019 12:23

To:

Cc:

Subject: RE: Land Disposal Consultation - Land adjacent to Potters Bar Station Car Park - Closing Date - 28th October 2019

Good afternoon

Thank you for your response. It has been recorded that there are no objections from Virgin Trains in regard to the consultation for Potters Bar. Your additional comments are also noted.

Thanks,

Surveyor | Development | Property
Network Rail | 1 Eversholt Street | London | NW1 2DN
www.networkrail.co.uk/property

From:

Sent: 03 December 2019 14:27

To:

Subject: FW: Land Disposal Consultation - Land adjacent to Potters Bar Station Car Park - Closing Date - 28th October 2019

Hi

See below response from .

Regards

From:

Sent: 03 December 2019 10:05

To:

Subject: RE: Land Disposal Consultation - Land adjacent to Potters Bar Station Car Park - Closing Date - 28th October 2019

Hi

Apologies I thought I had responded to this one. There are no objections from us, but please can it be noted that more widely we do not believe railway land should be sold off until homes have been found for all new trains with appropriate facilities.

Thanks



Fleet Supplier Manager
Virgin Trains, Victoria Square House, Victoria Square, Birmingham, B2 4DN

16 COLAS Freight

From:

Sent: 16 October 2019 18:48

To:

Subject: RE: Land Disposal Consultation - Land adjacent to Potters Bar Station Car Park - Closing Date - 28th October 2019

– no comment.

KR,



Property Manager

COLAS RAIL LTD
Dacre House - Floor 4, 19 Dacre Street, London, SW1H 0DJ, United
Kingdom
www.colasrail.co.uk

17 Direct Rail Services Limited

From:

Sent: 14 October 2019 08:52

To:

Subject: RE: Land Disposal Consultation - Land adjacent to Potters Bar Station Car Park - Closing Date - 28th October 2019

Hi

DRS have no comments.

Best Regards,

Procurement Assistant

Direct Rail Services Ltd

Regents Court
Baron Way
Carlisle
CA6 4SJ

Protect our environment - print only when you need to.

18 DB Cargo UK Ltd

From:

Sent: 31 October 2019 16:13

To:

Subject: RE: Land Disposal Consultation - Land adjacent to Potters Bar Station Car Park - Closing Date - 28th October 2019

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
310 Goswell Road
London EC1V 7LW

From December 2016 my e-mail address will be and all previous addresses will cease to function.

Network Change and other consultations, e.g. land disposals, should be e-mailed to:

19 Freight Transport Association

From:

Sent: 18 October 2019 15:45

To:

Subject: RE: Land Disposal Consultation - Land adjacent to Potters Bar Station Car Park - Closing Date - 28th October 2019

Dear

FTA does not have a comment on this proposal.

Best wishes

Director of UK Policy
Freight Transport Association

www.fta.co.uk

20 Freightliner Limited

From:

Sent: 27 September 2019 13:31

To:

Subject: RE: Land Disposal Consultation - Land adjacent to Potters Bar Station Car Park - Closing Date - 28th October 2019

No comment from FL

21 GB Railfreight Limited

From:

Sent: 27 September 2019 13:26

To:

Subject: Re: Land Disposal Consultation - Land adjacent to Potters Bar Station Car Park - Closing Date - 28th October 2019

No issues from GBRf.

Regards,

Head of Capacity Planning,
GB Railfreight Ltd.,
3rd Floor,
55 Old Broad Street,
London, EC2M 1RX.

22 Rail Freight Group

From:

Sent: 27 September 2019 13:16

To:

Subject: RE: Land Disposal Consultation - Land adjacent to Potters Bar Station Car Park - Closing Date - 28th October 2019

Ok with RFG

Director General



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Rail Freight Group
7 Bury Place
London
WC1A 2LA
www.rfg.org.uk
Twitter @railfreightUK
Rail Freight (Users and Suppliers) Group
Registered No. 332 4439

23 West Coast Railway Company

From:

Sent: 28 October 2019 14:35

To:

Subject: Re: URGENT - Land Disposal Consultation - Land adjacent to Potters Bar Station Car Park - Closing Date TODAY - 28th October 2019

no comments

WCR

24 W.H. Malcolm

From:

Sent: 27 September 2019 13:26

To:

Subject: RE: Land Disposal Consultation - Land adjacent to Potters Bar Station Car Park - Closing Date - 28th October 2019

No objections.

Regards

Business & Estate Manager | W H Malcolm Ltd

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

Web: www.malcolmgroup.co.uk | [Malcolm Group on LinkedIn](#)

25 Association of Community Rail Partnerships

From:

Sent: 23 October 2019 16:36

To:

Subject: RE: Land Disposal Consultation - Land adjacent to Potters Bar Station Car Park - Closing Date - 28th October 2019

Hi

No comment from ACoRP

Thanks

Senior Operations Manager



Web: acorp.uk.com

The Old Water Tower, Huddersfield Railway Station, St Georges Square, Huddersfield HD1 1JF

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26 British Transport Police

From:

Sent: 02 October 2019 12:03

To:

Cc:

Subject: RE: Land Disposal Consultation - Land adjacent to Potters Bar Station Car Park - Closing Date - 28th October 2019

O/R - DOCU-2019-1659

Dear

I have reviewed your email below and the documents which are attached and see no issues with its disposal as you have proposed below.

Best regards

Designing Out Crime Officer (1233)

Designing Out Crime Unit
Force Headquarters
25 Camden Road
London
NW1 9LN

27 London Travelwatch

From:

Sent: 22 October 2019 16:21

To:

Cc:

Subject: RE: Land Disposal Consultation - Land adjacent to Potters Bar Station Car Park - Closing Date - 28th October 2019

Dear

London TravelWatch has no objection to this disposal.

Yours sincerely

Director, Policy and Investigation

Follow us on [Twitter](#) and [You Tube](#).



London TravelWatch, Europoint 5-11 Lavington Street London SE1 0NZ

www.londontravelwatch.org.uk

London TravelWatch issues an e-newsletter, keeping you updated on our activities. If you would like to receive this on a regular basis, please register at <http://newsletter.londontravelwatch.org.uk/em-signup>

London TravelWatch is the operating name for the London Transport Users Committee

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28 Hertsmere Borough Council

From:

Sent: 16 October 2019 15:39

To:

Subject: RE: Land Disposal Consultation - Land adjacent to Potters Bar Station Car Park - Closing Date - 28th October 2019

Dear

Thank you for consulting Hertsmere Borough Council's planning department on this matter.

I can confirm that we have no objection to your disposal of this site.

We are aware that the land has been put forward by Network rail as a potential brownfield site suitable for future development. The Council's initial assessment of its development potential is set out in our Housing and Employment Land Availability Assessment (HELAA) – see site HEL216 on page 320-322 in the following document:

<https://www.hertsmere.gov.uk/Documents/09-Planning--Building-Control/Planning-Policy/Local-Plan/HELAA-Report-2019-for-publication-v2.pdf>

Please note that this email does not indicate the Council's approval for any specific scheme that any future purchaser of the site may wish to pursue. I would advise that due to the site constraints outlined in the HELAA that you advise potential purchasers to seek pre-application advice from the Council's Development Management team before submitting a planning application. Information on this process is on our website:

<https://www.hertsmere.gov.uk/Planning--Building-Control/Planning-Advice/Pre-application-advice.aspx>

Kind regards

Planning Strategy Manager

Hertsmere Borough Council | Civic Offices | Elstree Way | Borehamwood | Herts | WD6 1WA

CHANGES TO THE DUTY PLANNER AND GENERAL ENQUIRIES SERVICE

With effect from 15th July 2019 the Duty Planning Officer will only be available for pre-booked 15 minute appointments on Mondays and Fridays between 9am and 1pm.

Appointments will be available over a rolling 2 week period (booking starts 1st July 2019, these appointments can be booked by contacting our Customer Services Centre on

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[HertsmereBC](#)

29 Hertsmere Borough Council

From:

Sent: 08 November 2019 09:39

To:

Subject: RE: URGENT - Land Disposal Consultation - Land adjacent to Potters Bar Station Car Park - Closing Date TODAY - 28th October 2019

My response is made on behalf of the Council's Planning department. As a district authority we do not have a formal transport function, but my team covers transport issues in a broad sense. The team is no longer called Transport and Policy and has not been for some time. I manage 2 teams – planning policy and infrastructure and delivery. My manager is aware of my previous reply and so I do not expect him to respond separately.

We do not use the Core Strategy email address any longer. Please can you change your records to_for future correspondence?

Many thanks

Planning Strategy Manager

Hertsmere Borough Council | Civic Offices | Elstree Way | Borehamwood | Herts | WD6 1WA

CHANGES TO THE DUTY PLANNER AND GENERAL ENQUIRIES SERVICE

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Appointments will be available over a rolling 2 week period (booking starts 1st July 2019, these appointments can be booked by contacting our Customer Services Centre on

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[HertsmereBC](#)

From:

Sent: 06 November 2019 17:09

To:

Subject: FW: URGENT - Land Disposal Consultation - Land adjacent to Potters Bar Station Car Park - Closing Date TODAY - 28th October 2019

Hi

We had expected your colleague XXXX to respond as Head of Planning & Economic Development and Planning via the email address however you responded.

We had expected yourself to reply from which you can see below has a bounceback.

Can you confirm that your response is representative of the Council and no other consultee is considered appropriate? I was hoping that as I was given your title to be Planning Strategy Manager, Policy and Transport Team, that you would be providing comment from a Transport angle and from Planning, which are generally the two areas we seek to cover in these consultations.

Thanks,

Surveyor |Development | Property

Network Rail | 1 Eversholt Street | London | NW1 2DN

www.networkrail.co.uk/property

ANNEX 2

Dear Consultee

We are currently seeking views of relevant parties on our proposed land disposal at Land adjacent to Potters Bar Station Car Park by way of freehold sale.

We attach a draft application form which together with the related plans, explains the proposed land disposal in detail. To date Network Rail has not identified any reasonably foreseeable railway related use for the site for the following reasons:

- The freehold sale is for land that is already outside of Network Rail control as it is leased to a third party for 180 years from 1989.
- The scheme has minimal and temporary impact to the existing operational use of the railway car park. The car park entrance will be shared with the development during construction, but deliveries will be restricted to outside of peak hours.
- The current use of the land is car parking for members of the public and Albany Gate residents above Potters Bar Station ticket hall.
- The sale area does not fall within the TOC Station Lease; however, the station entrance will continue to be shared with the car park users from Albany Gate, and in addition, it will also be shared with the new residents of the proposal development.
- Internal clearance consultations and discussions with GTR (the TOC) have not indicated that the disposal site is required for operational purposes.

Network Rail is currently minded to treat this disposal as one that falls within ground (d)(ii) of the general consent mechanism, in that the land has no reasonably foreseeable railway use:

- for, or in connection with, services relating to railways; or
- for any other public transport use, which would provide benefit for rail passengers, through better integration of public transport modes.

It is therefore important that we have your views as to whether you believed that the proposed disposal site has any foreseeable railway, or other public transport, use which may mean that ground (d)(ii) should not apply.

Please could any comments be provided to me via email by **28th October 2019**.

Following this consultation and having considered any comments that are received a decision will be made whether to proceed with this proposal. As previously stated we are currently minded to treat this disposal as one falling within the general consent mechanism. Subject to stakeholder responses we may instead decide to submit a formal application to ORR for consent to dispose under the terms of our network licence. 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 faithfully
