

Proposed Property Disposal

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

1. Site	
Site location and description	Didcot Parkway Station, land adjoining car park, being a Great Western Railway Staff Association (GWRSA) club house and another small commercial premises, with an area of 2319 sq m.
Plans attached: (all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)	Plan No 82434, the disposal area is shaded blue Allies & Morrison Masterplan No. 966_07_003_P1
Clearance Ref:	CR/25296
Project No.	151500
Ordnance survey coordinates	452667, 190417
Photographs (as required)	Aerial Photo attached
2. Proposal	
Type of disposal (i.e. lease / freehold sale)	Freehold sale
Proposed party taking disposal	Homes and Communities Agency (HCA)
Proposed use / scheme	Part of a larger residential scheme comprising apartments and a multi storey car park. Allies & Morrison Plan 966_07_003_P1 shows the masterplan submitted with the outline planning application.
Access arrangements to / from the disposal land	Access will be direct from Station Road (as it is at present).

Replacement rail facilities (if appropriate)	No rail facilities are affected.
Anticipated Rail benefits	The disposal area will be incorporated into “Didcot Gateway”, which is how the larger residential scheme is described. This will improve the setting of Didcot Station. Great Western Railway (GWR) has been involved in the masterplanning and will benefit from a new 1800 (approximate) space decked car park.
Anticipated Non-rail benefits	The provision of land for new homes in line with Government policy.
3. Timescales	
Comments on timescales	The transfer to HCA will be completed during 2017. The timing of the development will be determined by HCA and other landowners.
4. Railway Related Issues	
History of railway related use	Part of the site was previously used by the British Rail Staff Association (BRSA).
When last used for railway related purposes	The BRSA premises were transferred to GWRSA in the early 1990's.
Any railway proposals affecting the site since that last relative use	We are not aware of any.
Impact on current railway related proposals	We are not aware of any: this disposal does not impact on the Great Western Route Modernisation strategy nor affect the Western Route Strategy in any other way
Potential for future railway related use	The site would be capable of incorporation into the adjoining station car park. However, passenger demand will be met by the new multi storey car park mentioned above.
Any closure or station change or network change related issues	No other Regulatory consent required.

Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future	We are not aware that this disposal would affect any railway stakeholder with whom we have consulted.
Position as regards safety / operational issues on severance of land from railway	<p>The disposal does not include any requirement for new fencing of the railway boundary, as sufficient fencing already exists.</p> <p>The disposal is on a basis under which Network Rail has had due regard (where applicable) to impact of the disposal on lineside works, including railway troughing, signalling and their maintenance. The disposal is without prejudice to Network Rail's safety obligations, with which Network Rail will continue to comply. Network Rail's network licence requires compliance with Railway Group Standards. These set out requirements for – amongst other things – fencing, access and signal sighting. In addition, the Railways and Other Guided Transport Systems (Safety) Regulations 2006 require Network Rail to have a safety management system and safety authorisation in respect of its mainline railway system and its railway infrastructure. These, in turn, require Network Rail to comply with Railway Group Standards as well as its own internal standards; and also continually to monitor changes to the risks arising from its operations and to introduce new control measures as appropriate.</p>

5. Planning History and Land Contamination

Planning permissions / Local Plan allocation (if applicable)	South Oxfordshire District Council has made an outline planning application that included the disposal site for residential development.
Contamination / Environmental Issues (if applicable)	This is a former railway site which is likely to be contaminated. The new owner will need to deal with this prior to redeveloping the land

6. Consultations

Railway (internal – Network Rail)	Business and Technical clearance has been obtained, CR/25296.
Summary of position as regards external consultations	24 stakeholders were consulted on 7/1/16 and 22 responses were received. Responses were not received from GB Railfreight or Grand Central Railways despite follow up attempts but they are not considered critical to the consultation being open access

	<p>operators with no specific service at this location.</p> <p>The 22 that responded did not object or did not wish to comment save for GWR, the SFO and South Oxfordshire and Vale of White Horse District Council (SODC).</p> <p>GWR said that the land could readily be used for additional premium station car parking and therefore had foreseeable railway use for services relating to railways. GWR therefore could not agree that the disposal would fall within ground (d)(ii) of the General Consent mechanism, but GWR would be supportive of the proposed redevelopment of the Didcot Gateway site as it delivers wider benefits to the railway and that GWR is content for the disposal of the land to the HCA for this purpose, provided that Network Rail make provision for the land to be returned to the railway at the sale price if the Didcot Gateway redevelopment did not proceed so that the site can be used for railway related purposes.</p> <p>HCA said that the request from GWR that NR has the right to buy back if the development does not proceed is not acceptable. Following a telephone conference attended by HCA, GWR and Network Rail on 10/2/17 and further consideration, GWR confirmed that in view of the extra parking spaces provided by new multi-storey car park, it is willing to withdraw its request for the buy back right and it supports the disposal</p> <p>South Oxfordshire and Vale of White House DC said it fully supports the proposed disposal to HCA, as part of the District Council and HCA's efforts to secure land adjacent to the station, to facilitate the proposed Gateway development. This is a strategic development for Didcot and the land transfer is a necessary part of the proposed development scheme</p> <p>Because more than 6 months had elapsed the original stakeholders together with SW Trains, Alliance Rail and Heathrow Express were again consulted on 26/10/16. All responded including GB Railfreight to say that their views had not changed save for Northern Rail, Direct Rail Services, Southern Rail and BT Police. Each of these were sent two reminders. Having made reasonable endeavours to obtain responses and in view of the original responses provided we believe we can proceed on the basis that their views have not changed. Grand Central did not respond to either consultation in spite of the reminders but is not considered a key stakeholder.</p>
Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward	Not applicable
7. Local Authorities	

Names & Email Addresses:	South Oxfordshire and Vale of White Horse District Council	
Local Transport Authorities:	Oxfordshire County Council	
Other Relevant Local Authorities:	None	
8. Internal Approval		
Recommendation:	Based on the above, I recommend that Network Rail proceeds with the disposal.	
Declaration:	I have read and understood Network Rail's Code of Business Ethics and Policy on Interests in Transactions.	
Surveyor Name:	xxxx	
Approved by Property Development Manager	Name: xxxx	Date Approved by PDM: 7 March 2017
