

Property Disposal – Specific Consent

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

1. Disposal			
Type of disposal	Freehold Sale		
Rationale for disposal	Land currently leased to a rail freight user. User wishes to buy land to support investment in their business. User request supported by NR Freight who are looking to support their customer.		
2. Clearance	Type	Reference	Date
Clearance Details	Business Technical	CR/53571	23/06/22
		CR/53571	15/09/22
3. Site			
Description of property for disposal	<p>Rossington, Doncaster: former Rossington Colliery branch-line.</p> <p>The land is a linear strip of land between the River Tome and an area of green space on the north side of the settlement of New Rossington. It is just south of Doncaster. Part is used for a private rail siding and part is unused land next to the siding.</p> <p>It adjoins a small industrial area with the majority of the use being for a waste recycling facility.</p> <p>The private rail siding on the proposed disposal site connects into two private rail exchange sidings next to the East Coast Main Line. The exchange sidings are used to transfer the operational status of wagon sets from a private operation on the siding to National Rail Network operational use under the control of a Freight operating Company. Wagons are taken on to the Network at a Connection Point to the north. The private rail connection into the private rail exchange sidings is at Point X shown on Plan No. 0152703b</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)	Plan No. 0152703b showing site by blue colour. Network Rail retained land shown by green colour.
Ordnance survey coordinates	461313, 399161
4. Proposal	
Proposed party taking disposal	Existing tenant of the site or such successors as may occupy the land.
Proposed use / scheme	Rail siding and associated land serving a waste recycling facility
Access arrangements to / from the disposal land	Direct from proposed purchaser's adjoining land
Replacement rail facilities (if appropriate)	No rail facilities affected. Sale is of land let for use as a private siding and this will continue post sale.
Anticipated rail benefits	Removal of liabilities for land and structures from Network Rail and hence public ownership. In particular, Bridge FWR2/1a shown at point M on Plan no. 0152703b will be transferred to the purchaser.
Anticipated non-rail benefits	Proposed sale supports development of existing rail-served recycling business.
5. Timescales	
Comments on timescales	The proposed disposal is likely to complete in early 2023 provided disposal consent is granted.

6. Railway Related Issues	
History of railway related use	<p>The land forms the remaining section of the Rossington Colliery branch. The branch-line opened in 1913. It served Rossington Colliery that closed in 2007. The railway line ceased in use as part of the National Rail Network in 2019 when a Network Change altered its status to a private siding.</p> <p>It is still in use as a private siding</p>
When last used for railway related purposes	Land will continue in use as a private rail siding.
Any railway proposals affecting the site since that last relative use	Rail use continues. No other railway proposals or projects affect the site.
Impact on current railway related proposals	<p>No current railway proposals affected by the proposed sale.</p> <p>Disposal has no effect on use and operation of the nearby Doncaster IPort (inter-modal terminal) which is rail served by a different section of the rail network and which is physically separated from the site by a road, housing and a river</p>
Potential for future railway related use	Use as a private rail siding will continue. No other potential rail use is possible due to the nature of the land and its location. Any rail operation will rely on an operator of the siding on the proposed disposal site making commercial arrangements with a Freight Operator to then run the Freight services on the Network.
Any closure or station change or network change related issues	A Network Change dated 15/03/2019 - NC/G1/2019/LNE/011 - was established to change the siding status from Network to a private siding.
Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future	No

<p>Position as regards safety / operational issues on severance of land from railway</p>	<p>The disposal includes arrangements under which Network Rail will install new boundary fencing along parts of the railway boundary B-C-D-E-F as shown on Plan No. 0152703b</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. 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>
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7. Planning History and Land Contamination

<p>Planning permissions / Local Plan allocation (if applicable)</p>	<p>These are not applicable to the proposed disposal</p>
<p>Contamination / Environmental Issues (if applicable)</p>	<p>The site is existing rail siding and former sidings land that served a colliery and hence the usual level of railway land contamination is applicable</p>

8. Internal Consultation

<p>Internal consultation</p>	<p>Clearance has been obtained through the Network Rail internal consultation process. This includes consultation with Network Rail's Strategic Planners (successor to System Operator) who have raised no objection through clearance to disposal.</p> <p>The site is not mentioned in the 2017 Freight Network Study or the East Coast Main Line Route Study.</p>
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9. Local Authorities	
Names & Email Addresses:	
Local Transport Authorities:	South Yorkshire PTE
Other Relevant Local Authorities:	Sheffield City Region
10. Internal approval to consult	
Recommendation:	<p>By proceeding to consult I am:</p> <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	
Summary of position as regards external consultations	<p>Of the 29 consultees, 20 responses were received of no comment or no objection.</p> <p>Of the positive comments the response from Freightliner was conditional on the disposal being completed with a covenant in place to restrict use of the disposal site to just railfreight purposes.</p> <p>Of the remaining 9 consultees, no responses were received despite chasing emails. Given the location of the site in South Yorkshire, the lack of response from 3 is not considered material as they are Train Companies who don't operate on the rail network next to the site (Avanti, Chiltern and East Midlands Trains). Grand Central, Colas Rail and DB Cargo rarely, if ever, respond. Nuclear Transport Solutions have not replied but this is not considered material given the location and nature of the site. West Coast Rail have not responded but this is not considered to be material given the location and nature of the site. The enquiry to Sheffield City Region did not result in a response but a no objection one has been received from the South Yorkshire Mayor Combined Authority that has overall control for Local Transport issues in the region so the lack of response from this consultee is not considered to be material.</p>

<p>Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward</p>	<p>No unresolved objections. The one comment from Freightliner will be dealt with by including a suitable covenant in the proposed transfer restricting use of the land to railfreight purposes.</p>
<p>12. Internal approval to dispose</p>	
<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: Principal Development Manager (Eastern)</p>
<p>Signed.....</p>	<p>Date.....</p>
<p>Authorised by (name):</p>	<p>Authoriser’s job title: Property Services Manager North & East Midlands</p>
<p>Signed.....</p>	<p>Date.....</p>