

Company Secretary
Network Rail Infrastructure Limited
Waterloo General Office
London
SE1 8SW

28 March 2024

Network licence Condition 17 (land disposal): Redhill station, Surrey

Decision

1. On 2 February 2024, Network Rail gave notice of its intention to dispose of land at Redhill station, Surrey (“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 note that there have been prior development plans at Redhill station, to which ORR granted Network Rail land disposal consent in April 2013. However, the planned development did not proceed and Network Rail therefore sought fresh consent for a new proposed disposal.
4. We are satisfied that Network Rail has consulted relevant stakeholders with current information and that no objections were left unresolved.
5. In considering the proposed disposal, we note that:
 - there is no evidence that railway operations would be affected adversely; and
 - no other reasonably foreseeable railway use for the land was identified.
6. 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.

7. We have had regard to our decision criteria in *Land disposal by Network Rail: The regulatory arrangements, October 2019*,¹ 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”.

8. 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.

28/03/2024

X 

Les Waters

Head of Licensing

Signed by: S-1-12-1-966673442-1316586399-15867803-3367161311/6cf3732f-04be-44fd-8530-4edcf25f862

Duly authorised by the Office of Rail and Road

¹ 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	A freehold disposal of land at Redhill Station, Surrey with reciprocal grants of easements and access rights over retained adjoining Network Rail land and the subject site.		
Rationale for disposal	<p>The land for disposal has been identified as suitable for mixed-use residential-led development that will:</p> <ul style="list-style-type: none"> a) provide station benefits (see below) and improvements to connectivity and integration with the wider town centre and public transport provision. b) help generate additional revenue to reinvest in the railway network. c) release land for new homes and support wider town centre economic regeneration. 		
2. Clearance	Type	Reference	Date
Clearance Details	Business – Site A	CR/42446	18 October 2019
	Business – Site B	CR/42448	18 October 2019
	Technical – Site A	CR/42446	17 December 2019
	Technical – Site B	CR/42448	20 December 2019

3. Site

Description of property for disposal

The proposed disposal area fronts Princess Way and is shown shaded blue on the attached Plan ref 0353438 dated 14 September 2023, with green shading showing NR retained freehold areas. This blue shaded land is referred to as Site A.

Note that it is NOT proposed to dispose of all the station, circulation areas or all the station car park within the blue shaded area. The development proposals are subject to planning permission and potential minor amendments (including to boundaries), so the larger blue shaded area allows some flexibility.

The *likely* disposal area is shown on the attached plan RHS-PRP-ZZ-00-DR-A-2025 but we require some flexibility, and the final design is strictly subject to discussions and agreement with the local planning authority, the Station Facilities Owner (SFO – GTR), the Department for Transport (DfT) and the Office of Rail and Road (ORR). Proposals for future station parking and other station benefits are detailed below, and the whole development once finally agreed, is subject to Station Change.

Other plans attached include areas not being sold but are shown to provide context and the proposed station reconfiguration and improvements.

The disposal area is approximately 0.3644 hectare (0.9 acres) and is bounded by Princess Way on the west and Redstone Hill roundabout on the south and form part of the Station Lease to GTR. The station lease area is principally station car parking and forecourt area used for taxi drop-off, ‘kiss-and-ride’ and blue badge parking. There are also 2 retail units adjacent to the Station Concourse which will be removed.

The station lease also includes further land at Redstone Hill / downside (known as Site B) and is shown on the plans below, where there is further commuter parking and an unstaffed station entrance, supported by ticket machines and oyster card readers. This area does not form part of any disposal.

The existing distribution of parking across the two sites (A/B) is as follows:

Existing parking	Site A	Site B
Accessible	4	2
Taxi	8	Nil
Non-Accessible	235	134
Non-Accessible EV	6	nil
Total	253	136
Total combined	389	

Site A also includes a further 20 motorcycle bays and 8 spaces for kiss and ride / drop off. Site B includes a further 6 motorcycle bays, whilst there is no formal kiss and ride provision.

The station forecourt at site A also serves to provide rail replacement bus service capacity when this is required.

Attached plans:

Although this application requests the right to dispose of Site A, (the area coloured blue on Plan 0353438 dated 14 September 2023) the likely disposal

	<p>area (subject to detailed design and further consultation) is shown on Plan RHS-PRP-ZZ-00-DR-A-20025 attached.</p> <p>The Redstone Hill / downside of Redhill Station (Site B) will be retained by Network Rail:-</p> <p>Existing Plan: <i>RHS-PRP-ZZ-00-DR-A-20003 Site B Existing</i> Proposed Plan: <i>RHS-PRP-ZZ-00-DR LA-00201 Site B Proposed</i></p>
<p>Ordnance survey coordinates</p>	<p>X:528098 Y:150608</p>
<p>4. Proposal</p>	
<p>Proposed party taking disposal</p>	<p>The transfer will be to Solum Regeneration (Redhill) LLP or any such other party associated with Solum Regeneration. Solum Regeneration is a joint venture with Network Rail and Kier Property.</p>

Proposed use / scheme

The disposal area is to be developed to provide up to 280 residential units in two apartment blocks, together with new retail spaces, and residents parking.

The project will enable the delivery of a series of station improvements including:

- an expanded, fully accessible station entrance building at Princess Way (Site A).
- Improvements to ticketing, passenger information and cycling facilities.
- A new covered route connecting the station through a landscaped piazza to the adjoining town and bus station.
- The station forecourt and vehicle drop off arrangements will be relocated to an expanded station entrance at Redstone Hill (site B).
- Redstone Hill will be given a new entrance building.
- A new gate line and additional ticketing facilities.
- Upgrades to electrical capacity on the disposal area (site A) will enable 20% of the station parking provision here to be upgraded to provide EV charging.

At Redstone Hill, in addition to the new station forecourt arrangements, station parking facilities will be increased. The retention of a significant proportion of the existing Princess Way surface parking and increases to Redstone Hill passenger car parking mean that the package of station improvements and land release is being delivered with the **loss of 36 station parking spaces** a reduction of less than 10% of existing provision, as set out below. Furthermore, the retained areas of surface parking (on both sites) mean that in the event of future increased parking demand, they could be decked over to provide increased parking capacity.

Proposed parking	Site A	Site B
Accessible Parking	Nil	6
Taxi	Nil	10
Motor Cycle	18	10
Non Accessible	117	184
Non Accessible EV	36	0*
Total	153	200
Total combined	353	

*EV charging facilities at site B will reflect available electrical capacity at this location which is understood to be limited.

The site B station forecourt will also include a drop-off facility for 7 spaces. Site A as proposed will include 18 motorcycle bays. Site B as proposed will include 10 motorcycle bays. There will be no drop off facility at site A. Overall secure cycle space provision at the site will increase by 20% to 204

	<p>The small reduction in parking provision at the station (36 spaces) is balanced by the significant package of improvements delivered in the station, including improvements to cycling and public transport integration proposed by the scheme. Car parking utilisation has fallen following the pandemic whilst there is local capacity in alternative public car parking facilities close to the station.</p>																								
<p>Access arrangements to / from the disposal land</p>	<p>Access to the disposal areas will be from Princess Way, where the site has extensive highway frontage. A new vehicle access will be constructed from Princess Way into the disposal area.</p>																								
<p>Replacement rail facilities (if appropriate)</p>	<p>The principal replacement facilities relate to the redevelopment of the station car park to high intensity residential development. This will displace certain facilities which will be replaced as follows:</p> <table border="1" data-bbox="582 745 1353 1077"> <thead> <tr> <th>Station Facilities</th> <th>Lost</th> <th>Replaced</th> </tr> </thead> <tbody> <tr> <td>Parking Spaces</td> <td>389</td> <td>353</td> </tr> <tr> <td>Retail Units</td> <td>2</td> <td>0</td> </tr> <tr> <td>Taxi Spaces</td> <td>8</td> <td>10</td> </tr> <tr> <td>Accessible Spaces</td> <td>6</td> <td>6</td> </tr> <tr> <td>Motorcycle Bays</td> <td>26</td> <td>28</td> </tr> <tr> <td>Cycle Parking</td> <td>170</td> <td>204</td> </tr> <tr> <td>Folding Cycles</td> <td>0</td> <td>20</td> </tr> </tbody> </table> <p>Overall, there are considerable station improvements for a minimal loss of existing facilities.</p>	Station Facilities	Lost	Replaced	Parking Spaces	389	353	Retail Units	2	0	Taxi Spaces	8	10	Accessible Spaces	6	6	Motorcycle Bays	26	28	Cycle Parking	170	204	Folding Cycles	0	20
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<p>Anticipated rail benefits</p>	<ul style="list-style-type: none"> • New pedestrian, fully accessible access routes into the station at Princess Way, through a landscaped, car-free piazza environment offering significant benefits in passenger experience and amenity. • A 50% increase in the floor area of the Princess Way station entrance with improved internal circulation, removal of conflicting movements around the gate-line and ticket machine areas. • 20% increase in the number of cycle spaces at the station, with qualitative improvements to security of spaces. • 20% of revised car parking provided with Electric Vehicle (EV) charging points. • Revenue benefits through improved Customer Information Screens (CIS) with integrated advertising potential. • Introduction of a ticket gate-line at Redstone Hill (Site B) to close off current revenue leakage issues from this side of the station. • Provision of additional ticketing facilities. • New provision of a formal station plaza / forecourt / drop-off facility at Redstone Hill, suited to contemporary access standards. • Significant increased rail ticket revenue driven by residents of the new apartments using the station. • Electric Vehicle charging points and new advertising panels will provide an additional rail industry income stream. 																								

<p>Anticipated non-rail benefits</p>	<ul style="list-style-type: none"> • Release of land for development of new homes, with up to 850 jobs created in construction-related employment to deliver the development, and a £30m (Gross Value Added) per annum to the local economy during this phase. • Creation of at least 18 apprentice roles in the delivery of the construction works delivering an equivalent social value contribution of £43,000 per annum, (HACT Organisation social value assessment) and with the potential to connect and support the construction skills training provision at nearby East Surrey College. • As the site sits within the built-up area of Redhill, creation of c.280 new homes on-site will release pressure for development on less sustainable green-belt locations • Economic and regeneration benefit to Redhill town centre with 470 new residents expected to boost the town centre population by 5%, whilst generating approximately £6 million of new household expenditure. • £0.6 million increase in council tax revenue from the residents of the new development representing an increase of 4% on current revenue. • An additional 16 Full Time Equivalent jobs created within the commercial spaces proposed within the development site.
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5. Timescales

<p>Comments on timescales</p>	<p>Subject to obtaining planning permission and satisfactory completion of rail regulatory procedures it is proposed that the indicative timescales would be;</p> <ul style="list-style-type: none"> • 2024 - Planning permission and Station Change consent obtained • 2025 – Completion of station improvements, with sale of land and start of construction • 2027/28 - Completion of residential / commercial development
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6. Railway Related Issues

<p>History of railway related use</p>	<p>The station was originally constructed in c.1840-41 as part of the construction of the line by the London and Brighton Railway.</p>
<p>When last used for railway related purposes</p>	<p>Redhill station remains operational and continues to provide rail services. The land in question primarily contains the car park which provides access to the railway station.</p>
<p>Any railway proposals affecting the site since that last relative use</p>	<p>The site is currently operational.</p>

<p>Impact on current railway related proposals</p>	<p>Redhill station was the subject of investment in Control Period 6 (CP6), with a new platform (platform 0) opened in January 2018. There are no further major projects underway.</p>
<p>Potential for future railway related use</p>	<p>The future use of the site has been considered by Network Rail's Strategic Planning team (this is effectively the System Operator function for the Southern Region) with reference to the long-term planning process. It is confirmed that the disposal areas have no future railway related use and business and technical clearances have been supported. Strategic Planning support the amended proposal which mitigates the impact on the station car park.</p>
<p>Any closure or station change or network change related issues</p>	<p>Station Change consent will need to be obtained for changes to the station lease area and station car park layout needed to enable the development. The station operator, GTR has been extensively engaged in the development of these proposals.</p>
<p>Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future</p>	<p>The disposal will result in the relocation of the station forecourt, vehicle drop off, taxi rank and rail replacement bus facilities at the station from Princess Way to Redstone Hill. The new facilities will provide equivalent or better capacity and operational conditions to those presently found at the station.</p>
<p>Position as regards safety / operational issues on severance of land from railway</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>
<p>Safety issues identified</p>	<p>The disposal documentation shall include Network Rail's usual safety provisions appropriate to this disposal site and type of disposal.</p> <p>The disposal includes a requirement to enter into an Asset Protection Agreement in the Network Rail templated form as applicable at the time of</p>

the disposal and subject to such reasonable modification as appropriate to the disposal site and its intended use.

The Technical Clearance for Site A and Site B referenced in Part 2 above additionally stipulates certain bespoke site-specific conditions related to safety as outlined below. These are extra disposal site specific safety conditions identified in the Clearance Certificates are in addition to those usually referenced for any disposal:

2.1 Access Network Rail reserves the right for unrestricted vehicular or pedestrian access at all times (and free from any cost or liability) over the sale site.

2.2 Railway Operational Requirements; The new Network Rail operational boundary will be located between the points indicated on the submitted Plan. It will also ensure a minimum 5.0 metre clearance between the proposed sale boundary and the nearest running rail (not conductor rail).

2.3 Fencing; The promoter is required to erect suitable fencing along the new Network Rail operational boundary in accordance with NR/L2/TRK/5100. Network Rail will assume ownership and maintenance of the new lineside fence; the former Network Rail boundary fence will be the responsibility of the purchaser.

2.4 Drainage All surface and foul water drainage from the sale area should be directed away from Network Rails retained land/structures into suitable drainage systems details of which are to be approved by Network Rail. The construction of soakaways for storm or surface water drainage should not take place within 20 metres of the Network Rail boundary. Any new drains are to be constructed and maintained so as not to have any adverse affect upon the stability of any Network Rail equipment, structure, cutting or embankment.

2.5 Construction; The Purchaser (and any successor in title) is not to construct any building within 3 metres of the railway boundary fence.

2.6 Overhead Line Electrification Equipment; IF the site is adjacent to the operational railway with overhead electrification at 25kv. Network Rail will accept no responsibility for any electrical interference due to the railway equipment.

2.7 Noise and Vibration; The Purchaser should be made aware of the adjacent railway and take into consideration the associated effects of noise and vibration that may emanate from the passage of trains and the operation of infrastructure equipment. Network Rail reserves the right to alter any aspect of its operational infrastructure. The Purchaser should be aware of the possibility that trains may stop at signals adjacent to the site and that much railway maintenance work is undertaken at night.

2.8 Vegetation; The Purchaser is to maintain all vegetation in the sale area so as to ensure that no vegetation encroaches onto Network Rails retained land. No trees or climbing shrubs should be planted on the sale area such that they could create a nuisance through falling leaves or penetration of roots or provide a means of gaining access to the railway. The Purchaser to ensure lineside planting, etc. does not interfere with sighting lines, clearances, drainage and other services etc.

	<p>2.9 Other Requirements (specific to the site);</p> <p>On behalf of the Route Asset Manager, Electrical and Plant [E&P]:</p> <p>The project will need to ensure that any E&P assets are protected from the works and re-routed in necessary. Please be advised that there is no HV route in this area. Approval subject to:</p> <ul style="list-style-type: none"> • A survey to be carried so to locate any cable routes. • A 2m strip of land on each side of the cables being reserved for future maintenance reparations renewal works. • As long as we retain access rights in perpetuity, and that the sale does not unduly restrict our ability to gain access (eg. needing sufficient space to park vehicles etc). <p>On behalf of Route Asset Manager, Geotechnics, Off Track & Drainage [GDOT]:</p> <p>Approval subject to review and acceptance of the proposed works by ASPRO and endorsed by GDOT RAM team.</p> <p>On behalf of Route Asset Manager [Structures]:</p> <p>Approved subject to any works being approved by RAM Structures and RAM Geotech and all additional costs that result from the development in the operation, maintenance or renewal of the railway being recoverable from the development.</p> <p>On behalf of Asset Protection:</p> <p>The clearance applicant must contact the Asset Protection team and sign up to an Asset Protection Agreement in the form as offered before proceeding with any design or construction work alongside Network Rails Infrastructure.</p> <p>N.B. The safety conditions described above are a requirement of the Technical Clearance Certificate and are relevant at the disposal stage of the transaction. These requirements are subject to change e.g. by development of subsequent detailed designs that may necessitate amended safety requirements subject to consultation and agreement by the railway engineer)The disposal includes a requirement to enter into an Asset Protection Agreement in the Network Rail templated form as applicable at the time of the disposal and subject to such reasonable modification as appropriate to the disposal site and its intended use. The technical clearance sets out specific minimum distances against which any new buildings should be off set from the Network Rail Boundary fence.</p>
<p>7. Planning History and Land Contamination</p>	
<p>Planning permissions / Local Plan allocation (if applicable)</p>	<p>Planning permission will be required as part of any development proposals. The Station land is not subject to any specific allocation in the local plan, but wider planning guidance from Reigate and Banstead Borough Council identifies the importance of the station site, and its potential to accommodate a mixed-use development which contributes to the regeneration of the town centre.</p>

<p>Contamination / Environmental Issues (if applicable)</p>	<p>The party acquiring the land will be responsible for any necessary environmental remediation works required to make the site suitable for redevelopment.</p>
<p>8. Internal Consultation</p>	
<p>Internal consultation</p>	<p>The future use of the site has been considered internally through the formal Clearance processes. The disposal is subject to a number of standard conditions contained within the business and technical clearance certificates.</p>
<p>9. Local Authorities</p>	
<p>Names & Email Addresses:</p>	<p>Reigate and Banstead District Council Head of planning</p>
<p>Local Transport Authorities:</p>	<p>Surrey County Council Senior Transport Development Planning Officer Transport Development Planning.</p>
<p>Other Relevant Local Authorities:</p>	<p>None.</p>

10. Internal approval to consult

Recommendation:

By proceeding to consult I am:

- 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

The consultation began on 7 November 2023 with a proposed end date of 8 December 2023. However, due to the general lack of responses the consultation remained open until 19 January 2024, with a final reminder despatched on 8 January 2024.

We consulted with 37 organisations and received replies from 30. All the key consultees provided a favourable and timely response. The non key organisations that did not reply were:-

1. Transport for the North.
2. Grand Central Railway Company Limited
3. Transport UK
4. London Overground Rail Operations Limited
5. First Trenitalia West Coast Trains Limited (Avanti) and West Coast Partnership Development
6. Transport for East Midlands
7. Association of Community Rail Partnerships

Each organisation was initially consulted and then reminded twice by e mail including after the consultation expiry date.

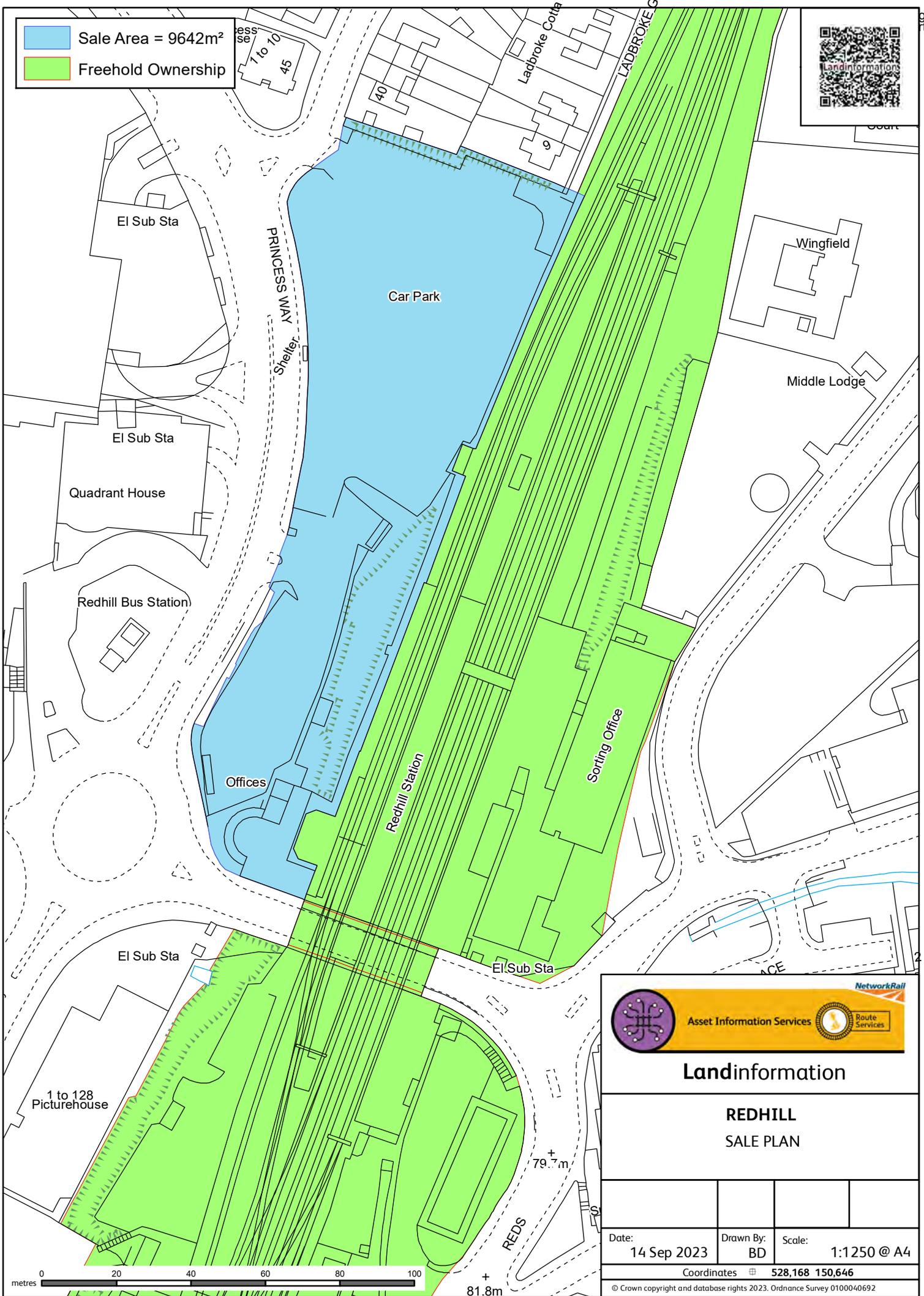
Key Consultee representations were received by;

- 1.0 Department for Transport.
- 2.0 Govia Thameslink Railway (the SFO).
- 3.0 Great Western Railway.
- 4.0 British Transport Police.
- 5.0 London Travelwatch.

	<p>Comments and recommendations for future rail requirements (such as a further bay platform) were received from the Department for Transport and Great Western Railway.</p> <p>These issues were addressed by Network Rail’s Strategic Planning team (see correspondence in Appendix A below) and it was confirmed that the relevant area where future rail requirements may be required were situated in a location where Network Rail’s freehold land was to be retained.</p> <p>British Transport Police specifically requested input to the design at the rail interface and the requirement for a Threat and Vulnerability Risk Assessment. It was confirmed that these will be included as the project progresses through the design stages.</p>
<p>Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward</p>	<p>There were no unresolved responses to the consultation.</p>

12. Internal approval to dispose	
Recommendation:	Based on the above, I recommend that Network Rail proceeds with the disposal.
Declaration:	I have read and understood Network Rail's code of Business Ethics and Policy on Interests in Transactions
Proposer's name:	Proposer's job title: Development Manager, (Solum Joint Venture) Property.
Signed	Date: 23 rd January 2024
Authorised by (name):	Authoriser's job title: Director, Development Property.
Signed	Date 23/1/24

Sale Area = 9642m²
 Freehold Ownership



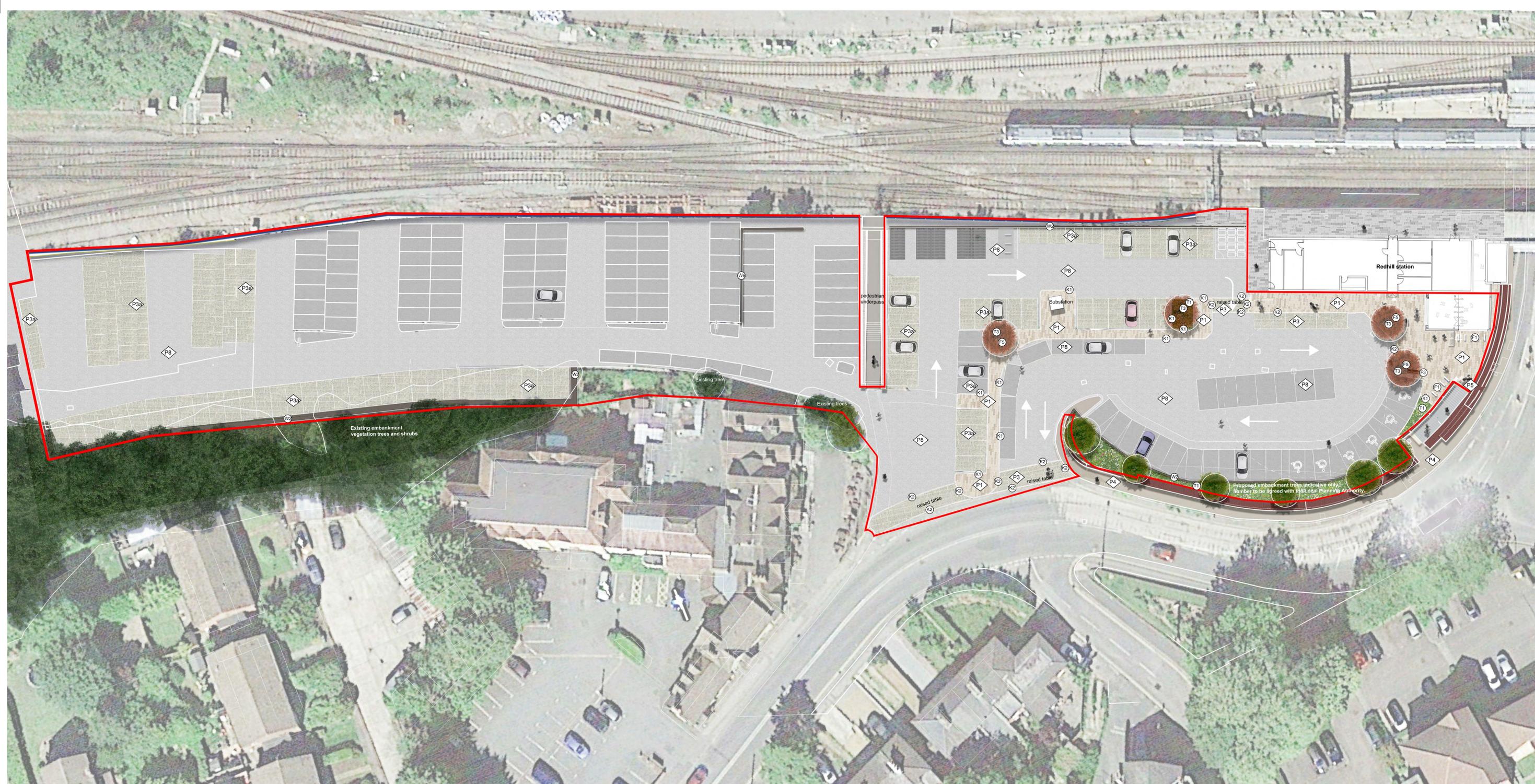
Landinformation

**REDHILL
SALE PLAN**

Date: 14 Sep 2023	Drawn By: BD	Scale: 1:1250 @ A4
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Coordinates **528,168 150,646**

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- Key**
- Site boundary
 - Hard landscape
 - P1 **P1 Concrete Block Paving**
Material: concrete
Bond: asphalt
Size: 100/200/300mm (l) x 100/200mm (w) x 80mm (d)
Colour/ Finish: Natural buff
 - P3 **P3 Block Paving (parking area)**
Material: concrete
Bond: herringbone 90°
Size: 200mm (l) x 100mm (w) x 80mm (d)
Colour/ Finish: buff
 - P3a **P3a Permeable Block Paving (parking area)**
Material: concrete
Bond: herringbone 90°
Size: 200mm (l) x 100mm (w) x 80mm (d)
Colour/ Finish: buff
 - P4 **P4 Paving**
to Surrey County Council Highways specification

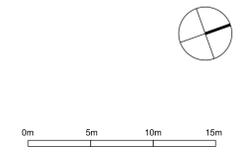
- P5 **P5 Tactile paving (corduroy)**
Material: concrete
Size: 400mm (l) x 400mm (w) x 65mm (d)
Colour/ Finish: Charcoal
- P6 **P6 Line markings (parking bays demarcation)**
Material: waterproof polyaspartic floor coating or equal approved
Colour/ Finish: white
- P7 **P7 Existing Tactile Paving**
- P8 **P8 Macadam paving**
To Engineers specification
- K1 **K1 Raised concrete kerb**
Material: concrete
Size: 914mm (l) x 145mm (w) x 255mm (d)
Colour/ Finish: Silver grey
- K2 **K2 Flush concrete kerb**
Material: concrete
Size: 914mm (l) x 145mm (w) x 145mm (d)
Colour/ Finish: Silver grey

- Street furniture
- F1 **F1 Cycle Stand**
Sheffield style cycle stand with base plate
Material: stainless steel
Size: 750mm (l) x 750mm (w) x 750mm (h)
 - F3 **F3 Timber bench**
Metal frame bench with timber slats
Colour/Finish: natural/powder coated Anthracite Grey
RAL 7016 frame
 - F5 **F5 Recessed tree grilles (with associated aeration and irrigation system)**
Material: steel
Colour/ Finish: powder coated Anthracite grey RAL 7016

- Walls
- W2 **W2 Concrete retaining wall**
to Structure Engineers design and specification
 - W3 **W3 Existing retaining wall**
to Structure Engineers design and specification

- Soft landscape
- T1 **T1 Ornamental planting**
 - T2 **T2 Hedge planting**
 - T3 **T3 Proposed trees**

- Note:**
- This Site Plan produced by PRP includes parking layout designed by Fatkin Architects and station building by Landolt and Brown Architects.
 - For information on existing trees refer to Tree survey and Tree Protection Plan site B by Wardell Armstrong



The contractor is responsible for checking dimensions, tolerance and references. Any discrepancy to be verified with the architect before proceeding with the works. Where an item is covered by drawings to different scales the larger scale drawing is to be worked to.
Do not scale drawing. Figured dimensions to be worked to in all cases.

Where products have been specified, PRP have reviewed applicable products available in the UK at the time of writing the specification. For the avoidance of doubt, product manufacturers and suppliers must confirm that each product is fit for its intended use and provide such evidence as may reasonably be requested to confirm performance, including, but not limited to, product test classification and interfaces with adjacent products.
Where the contractor wishes to propose alternative products, representative samples and a full technical appraisal should be submitted by the contractor to the employer demonstrating that their proposed alternative has equal or better performance. Any alternative products are subject to design team, building control, warranty provider and employer acceptance.
All intellectual property rights reserved.

CDM REGULATIONS 2015. All current drawings and specifications for the project must be used in conjunction with the Designer's Hazard and Environment Assessment Record.
All intellectual property rights reserved.

Rev	Date	Description	Drawn	Clk	Drawn	LP
A	08/03/2023	For Information	LP	BS	Checked	BS
B	23/03/2023	For Information	LP	BS	LP	BS
C	27/03/2023	Minor design amendment	LP	BS	Date	17.01.2023
D	02/09/2023	Minor trees layout amendment	LP	BS	Scale @ A0	1:200

CONSULTATION REPORT

relating to

PROPOSED LAND DISPOSAL

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

Site location and description: Redhill Station Car Park

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

Summary of position regarding responses:

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	20/11/2023	I've discussed with my main contacts at NR who have confirmed that are aware of the proposals and had reviewed them with Town Planning colleagues. Overall, they are comfortable that the site A land will not be required or serve a railway purpose in the future. Site B will be remaining a car park; there could be an option in the future for a bay platform on that side of station for services from Tonbridge. If it became an active proposition, hopefully the car park layout could be adjusted to incorporate it.	Network Rail Strategy Clearance Team has assessed and provided a view. The same issues were raised by GWR and were addressed. All the correspondence is at 8.0 Annex A below rather than duplicating.

2	Transport for North		N		No response received	
3	Transport for London Engineering		Y	09/01/2024	I have no record of any TfL assets at this location that would be impacted by this disposal, and therefore no comment.	
4	Arriva Trains Cross Country		Y	01/12/2023	XC Trains Ltd has no comment on this proposed disposal.	
5	c2c Rail Limited		Y	08/11/2023	No objection from c2c for this proposal.	
6	Chiltern Railway Company Limited		Y	08/11/2023	No objection from c2c for this proposal.	
7	Eurostar International Limited		Y	07/11/2023	No comment from Eurostar.	

8	Great Western Railway		Y	11/01/2024	<p>This has some benefit to the present day railway (although car park spaces are reduced in number). GWR supports this proposal given that the land is retained as Network Rail's. It is possible (there are potential drivers in rail demand growth and in rail connectivity development) that in future the land is required for an additional platform. The arrangement should provide a process to enable this potential eventuality please see attached and all agreed following discussions and subject to conditionality</p>	<p>Network Rail Strategy Clearance Team has assessed and provided a view. See correspondence at 8.0 Annex A below.</p>
9	Govia Thameslink Railway		Y	04/12/2023	<p>The proposal appears in-line with the ongoing conversations between SOLUM, Network Rail and GTR on the latest scheme plans. Note the Site A area where the proposed land disposal has been applied is subject to minor change based on discussions with the local planning department. -The proposal is a scaled down version from previous SOLUM</p>	

				<p>proposals which included a supermarket and three residential blocks, is now for two residential blocks leaving an area to the north end of Site A as station parking, owned by NR and leased to GTR. This facility is annexed from the main station building/entrance but similar to other stations on the network. Desire lines and pedestrian access to the station should be well defined and is part of ongoing discussions with GTR/NR and local planning department. We should expect the routine protection on new housing development and interface with station operations from a construction and future occupancy perspectives, particularly around disruption, noise abatement issues etc.-</p> <p>It is noted that the outline proposals are still subject to a Station Change approval which we are expecting to see early in the new year. The Station Change will see an impact on station car parking loss of c. 36 spaces,</p>	
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				<p>loss of retail provision, reorientation of station forecourt facilities to Site B and changes to rail replacement plans. The station however will also benefit from new and improved cycle parking and security measures, a gated second entrance to capture and protect farebox revenue, improved customer environment at both entrances, provision for EVCPs and passive provision for more, new journey opportunities created from the new residential block, improve space for advertising. It is also noted in the proposals that supplemental lease changes will be required for the formal removal of land but also addition of space (formally) to include new areas of station car parking which we would expect to be processed as part of the suite of regulatory approvals. Future enabling works are expected to include delivery support from GTR such as ticket retailing facilities (Oyster, Gate-lines, TVM relocations, temporary</p>	
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					staffing) and as such we expect to be a continuous fixture throughout the delivery of the scheme. Based on the above, GTR is supportive of this land disposal, now is just the planning application to be cleared.	
10	Grand Central Railway Company Limited		N		No response received	
11	Transport UK		N		No response received	
12	London Overground Rail Operations Limited		N		No response received	
13	London & South Eastern Railway Limited (Southeastern)		Y	10/11//2023	No comments on the proposed land disposal.	

14	Merseyrail Electrics 2002 Limited		Y	07/11/2023	We have no objections	
15	MTR Crossrail		Y	07/11/2023	No comments	
16	Northern Rail Limited		Y	07/11/2023	Thank you for your email. This application / proposal does not fall on Northern's network and therefore we have no comment to make on this occasion.	
17	Avanti Trains		N		No response received	
18	First Trenitalia West Coast Trains Limited (Avanti) and West Cost Partnership Development		N		No response received	
19	Abellio		Y	30/11/2023	We do not have any comments on this proposal.	
20	Transport for East		N		No response received	

	Midlands					
21	COLAS Rail Limited		N	01/12/2023	No comments.	
22	Nuclear Transpot Solutions (Formally Direct Rail Services Limited)		Y	09/11/2023	NTS have no comments.	
23	DB Cargo UK Ltd. (Formerly DB Schenker)		Y	22/12/2023	I can confirm that DB Cargo have no objection to the proposed land disposal as described.	
24	Logistics UK (Formally Freight Transport)		Y	01/12/2023	Logistics UK has no comment on the proposed land disposal.	

	Association)					
25	Freightliner Limited		Y	08/01/2024	No comment from FL.	
26	GB Railfreight Limited		Y	07/11/2023	No issues from GBRf.	
27	Rail Freight Group		Y	09/11/2023	Ok with RFG	
28	West Coast Railway Company		Y	08/01/2024	no comments	
29	W. H. Malcolm		Y	30/11/2023	No comments.	

30	Association of Community Rail Partnerships		N		No response received	
31	British Transport Police		Y	13/11/2023	I have reviewed the plans and forms attached to your original email below and at this point BTP has no objections to the disposal of the land for the proposed development. However, as the project moves forward with the development design and introduction of new residential dwellings, this department should be involved, as projects such as this can if not assessed correctly, provide a crime generator(s) for the railway e.g. trespass through poor boundary treatment, incidents at the interface with public realm and the railway; therefore, any detailed plans by the developers should be communicated to this department to ensure all local	See correspondence attached at 31.0 in Annex A below.

					<p>circumstances are taken into account.</p> <p>I trust - Threat and Vulnerability Risk Assessments (TVRA) for significant rail projects and Local Risk & Vulnerability Reviews (LRVR) as mandated within the NRSP – will be decided at some stage.</p>	
32	London Travelwatch		Y	08/12/2023	COMMENTS	See attached correspondence attached at 32.0 Annex A below.
33	Transport Focus (formerly Passenger Focus)		Y	19/11/2023	Thanks, happy to accept, no comments from us at this stage.	
34	Surrey County Council		Y	11/12/2023	I have no objection to the transfer of land, as outlined in the attached documents, from Network Rail to the private sector.	
35	Reigate and Banstead District Council		Y	01/12/2023	As the local planning authority responsible for this site, we are currently assessing the planning application to which this consultation relates. We have no other comments or	

					observations at this time and will pick up matters through the planning application as appropriate.	
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Copies of responses are given in the annexes to this report, as indicated above in Annex A below.

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

Annexe A

1. Department for Transport

From:

Sent: 20 November 2023 12:54

To:

Cc:

Subject: FYI: Licence Condition 17 Consultation: Proposed Land Disposal: REDHILL STATION: Car Park. PLEASE REPLY BY 8 DECEMBER 2023.

OFFICIAL

Good afternoon

Colleagues in DFT have discussed with NR contacts and confirm that DfT have no objections for reasons set out below:

I've discussed with my main contacts at NR who have confirmed that are aware of the proposals and had reviewed them with Town Planning colleagues. Overall they are comfortable that the site A land would will not be required or serve a railway purpose in the future.

Site B will be remaining a car park; there could be an option in the future for a bay platform on that side of station for services from Tonbridge. If it became an active proposition, hopefully the car park layout could be adjusted to incorporate it.

Cheers

Briefing and Correspondence Manager, Communications and Briefing Team, Operations, Rail Infrastructure Group, Department for Transport, Department for Transport

Second Floor

Post to: Great Minster Hse, 33 Horseferry Rd, London, SW1P 4DR

From:

Sent: 24 January 2024 18:24

To:

Subject: RE: Licence Condition 17 Consultation: Proposed Land Disposal: REDHILL STATION: Car Park. PLEASE REPLY BY 8 DECEMBER 2023.

Hi

You kindly replied to the Redhill Station LC17 in November last year and although I believe you were aware that the potential for future rail expansion on site B was allowed for, for the sake of fullness I attach below e mail correspondence from NR's Strategic Planners which the position.

I am finally closing out the consultation now which will shortly go to the ORR for registration.

Kind regards

Development Surveyor

Solum Regeneration / Network Rail Liaison

From:

Sent: 22 January 2024 16:31

To:

Cc:
Subject: RE: Redhill Station - Proposed LC17 Consultation.

OFFICIAL

Thanks – was just drafting this as you messaged!

FYI from GWR did get in touch with us directly – I've attached the correspondence for your records too.

Good to see both GWR and DfT support the sale. Your summary below reflects my thoughts:

☐ Site A: it is very unlikely that the land to the west of the station would be required in any future scenario. The principal capacity constraint at Redhill is the trackwork to the south of the existing station, with multiple single-lead junctions. The long term solution to this would be to move the whole station northwards, but crucially not westwards into Site A. It is also notable that the railway is on an embankment through this area with the 2018 Platform 0 scheme utilising a disused part of the structure, any further widening of the railway corridor to the west would require a new structure.

☐ Site B: retention of the land as freehold means the option to expand the station on the east side, for example to provide a bay platform for Tonbridge services, will remain possible. Such a project would be a major intervention and as you say would need a further densification of the car park. Indeed it would require that change today so in that respect, in my view, the proposal for Site B does not materially change the challenges that such a project would need to overcome.

Best,

Lead Strategic Planner [Kent & Sussex]
Floor 2S | Puddle Dock | London | EC4V 3DS

From:

Sent: 18 January 2024 16:56

To:

Cc:

Subject: RE: Redhill Station - Proposed LC17 Consultation.

OFFICIAL

Hi

You will undoubtedly recall adding comments (in Sept last year – see below) to the attached LC17 Consultation, that I am now drawing to a close.

The reason to contact you is that we received a couple of comments (the emails will be sent separately (they wouldn't attach) - from the DfT and Great Western Railway) stating that they would like to see room for future rail expansion at Redhill.

I think it would be appropriate for us to go back to DfT and GWR to close out these comments – as I believe we have the issue covered. Nevertheless, although I have an explanation, I am not really qualified to comment on future rail expansion issues and I wondered if would be able to review the comments and provide your views?

I enclose plans of the proposed development at Redhill. Whilst we are developing the current station side site (site A), the other site (site B) remains as a Network Rail freehold. Consequently (as the DfT point out) the car park could be adjusted to enable a bay platform at some future point. In other words we could realign the car park and put a future deck or multi storey car park here if so required. The plan of site B shows the current track layout and it is here (I understand that a future platform may be required for the Tonbridge service) and as you can see it would be a possibility but would require car park rejigging.

I hope this is clear and if possible I would appreciate your comments so I can go back to both parties to reassure them that the issue is covered.

I do have some time constraints here so would appreciate your help.

Kind Regards

Development Surveyor
Solum Regeneration / Network Rail Liaison

2.Transport for North – No response received.

3.Transport for London Engineering

From:

Sent: 09 January 2024 09:55

To:

Subject: RE: Licence Condition 17 Consultation: Proposed Land Disposal: REDHILL STATION: Car Park. PLEASE REPLY BY 8 DECEMBER 2023.

OFFICIAL

Thank you

I have no record of any TfL assets at this location that would be impacted by this disposal, and therefore no comment.

Principal Engineer Infrastructure Protection Strategy

Transport for London Engineering - 7th Floor Zone R3, 5 Endeavour Square, Stratford, E20 1JN

Tel: *Please use email at present.*

Find out more about Infrastructure Protection - <https://youtu.be/0hGoJMTBOEg>



Mitigating risk - while helping London develop.

4. Arriva Trains Cross Country

From:

Sent: 01 December 2023 13:10

To:

Subject: RE: Licence Condition 17 Consultation: Proposed Land Disposal: REDHILL STATION: Car Park. PLEASE REPLY BY 8 DECEMBER 2023.

OFFICIAL

XC Trains Ltd has no comment on this proposed disposal.

Regards

Stations Contract Manager, CrossCountry

Mobile:

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



5.c2c Rail Limited

From:

Sent: 08 November 2023 11:14

To: Subject: Re: Licence Condition 17 Consultation: Proposed Land Disposal: REDHILL STATION: Car Park. PLEASE REPLY BY 8 DECEMBER 2023.

OFFICIAL

Good morning

No objection from c2c for this proposal.

Asset Admin Support Manager
Floor 7, Centennium House,
100 Lower Thames Street,
EC3R 6DL

Please note my change of role and working times.
On 3 day working week from 27/08/2023.
Normal working days - Mon/Wed/Fri only.

W: www.c2c-online.co.uk

6. Chiltern Railway Company Limited

From:

Sent: 09 November 2023 09:38

To:

Subject: RE: Licence Condition 17 Consultation: Proposed Land Disposal: REDHILL STATION: Car Park. PLEASE REPLY BY 8 DECEMBER 2023. OFFICIAL

Hi

Hope you are well.

There are no comments from Chiltern Railways.

Kind regards

Contract Delivery Lead
Chiltern Railways

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



Please consider the environment before printing this email

CONFIDENTIAL

The information contained in this email and any attachment is confidential. It is intended only for the named addressee(s). If you are not the named addressee please notify the sender immediately and do not disclose, copy or distribute the contents to any other person other than the intended addressee(s) without the prior written consent of Chiltern Railways.

Chiltern Railways is the trading name of The Chiltern Railway Company Limited. Registered office: 1 Admiral Way, Doxford International Business Park, Sunderland, SR3 3XP. Company No: 3007939.

7. Eurostar International Limited

From:

Sent: 07 November 2023 16:08

To:

Subject: RE: Licence Condition 17 Consultation: Proposed Land Disposal: REDHILL STATION: Car Park. PLEASE REPLY BY 8 DECEMBER 2023.

OFFICIAL

No comment from Eurostar,

Thank you

PA to Chairman, Strategy Director & Director of People



My workday (and hours) may differ from yours, so please do not feel obligated to reply to this email outside your regular working hours. / Ma journée de travail (et mes heures) peuvent différer des vôtres, alors ne vous sentez pas obligé de répondre à cet e-mail en dehors de vos heures de travail habituelles. / Mijn werkdag (en uren) kunnen afwijken van de jouwe, voel je dus niet verplicht om deze e-mail te beantwoorden buiten je normale werkuren.

8. Great Western Railway

From:

Sent: 11 January 2024 14:29

To:

Subject: Re: Licence Condition 17 Consultation: Proposed Land Disposal: REDHILL STATION: Car Park. PLEASE REPLY BY 8 DECEMBER 2023.

OFFICIAL

Hello

Thank you very much for the reminder on this and for holding it open.

This has some benefit to the present day railway (although car park spaces are reduced in number). GWR supports this proposal given that the land is retained as Network Rail's. It is possible (there are potential drivers in rail demand growth and in rail connectivity development) that in future the land is required for an additional platform. The arrangement should provide a process to enable this potential eventuality please.

Many thanks.

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.

From:**Sent:** 11 January 2024 13:13**To:****Cc:****Subject:** RE: Licence Condition 17 Consultation: Proposed Land Disposal: REDHILL STATION: Car Park. PLEASE REPLY BY 8 DECEMBER 2023.

OFFICIAL

Hi

Thanks for the email – happy new year!

To respond to your query, provided Strategic input/clarification when this clearance was sent to our team in September last year. I've just discussed this with in the office now and to summarise, the key considerations for us from an NR Strategic Planning perspective (which I think you allude to these in your email) related to the impact of the scheme on:

- Car parking and using the land for potential future platform(s) and/or potential future Redhill upgrades or some kind of new track layout – the latest scheme will result in the reconfiguration of the southern car park, but ultimately the car park will remain as railway land meaning that should one day we want to pursue a bay platform on the eastern side of the station, land purchase would not be a barrier. Worth noting as well that the curve geometry on the Guildford lines is already too tight for the land in question to be that much use for new track alignment or similar.
- The need to for any prospective development to be consistent with the (aspirational) idea to move Redhill station northwards– again, the scheme as proposed would not block us from moving the station northwards if the priority/funding for this transpired. Our indicative analysis concluded that moving the station northwards would end up requiring land take to the north and therefore developing the car park to the west wouldn't materially limit what we could do in the future.

Additionally (and with a urban planning/ stations precinct enhancement hat on), the railway benefits of the proposed scheme (outlined below) read well and make it something we support, especially given the passenger/revenue growth benefits of having more people living within easy reach of the railway:

<p>Anticipated rail benefits</p>	<ul style="list-style-type: none"> • New pedestrian, fully accessible access routes into the station at Princess Way, through a landscaped, car-free piazza environment offering significant benefits in passenger experience and amenity. • A 50% increase in the floor area of the Princess Way station entrance with improved internal circulation, removal of conflicting movements around the gate-line and ticket machine areas. • 20% increase in the number of cycle spaces at the station, with qualitative improvements to security of spaces. • 20% of revised car parking provided with Electric Vehicle (EV) charging points. • Revenue benefits through improved Customer Information Screens (CIS) with integrated advertising potential. • Introduction of a ticket gate-line at Redstone Hill (Site B) to close off current revenue leakage issues from this side of the station. • Provision of additional ticketing facilities. • New provision of a formal station plaza / forecourt / drop-off facility at Redstone Hill, suited to contemporary access standards. • Significant increased rail ticket revenue driven by residents of the new apartments using the station. • Electric Vehicle charging points and new advertising panels will provide an additional rail industry income stream.
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Therefore, our ultimate conclusion was the development as proposed does not fetter station enhancements/relocation that may become necessary/a priority future.

Trust that makes sense, but happy to clarify anything.

Thanks and best regards,

Strategic Planner

Southern Region (Kent & Sussex)

9. Govia Thameslink Railway

From:

Sent: 04 December 2023 11:25

To:

Cc:

Subject: RE: Licence Condition 17 Consultation: Proposed Land Disposal: REDHILL STATION: Car Park. PLEASE REPLY BY 8 DECEMBER 2023.

OFFICIAL

Good morning

- The proposal appears in-line with the ongoing conversations between SOLUM, Network Rail and GTR on the latest scheme plans. Note the Site A area where the proposed land disposal has been applied is subject to minor change based on discussions with the local planning department.

- The proposal is a scaled down version from previous SOLUM proposals which included a supermarket and three residential blocks, is now for two residential blocks leaving an area to the north end of Site A as station parking, owned by NR and leased to GTR. This facility is annexed from the main station building/entrance but similar to other stations on the network. Desire lines and pedestrian access to the station should be well defined and is part of ongoing discussions with GTR/NR and local planning department.
- We should expect the routine protection on new housing development and interface with station operations from a construction and future occupancy perspectives, particularly around disruption, noise abatement issues etc.
- It is noted that the outline proposals are still subject to a Station Change approval which we are expecting to see early in the new year. The Station Change will see an impact on station car parking loss of c. 36 spaces, loss of retail provision, reorientation of station forecourt facilities to Site B and changes to rail replacement plans. The station however will also benefit from new and improved cycle parking and security measures, a gated second entrance to capture and protect farebox revenue, improved customer environment at both entrances, provision for EVCPs and passive provision for more, new journey opportunities created from the new residential block, improve space for advertising. It is also noted in the proposals that supplemental lease changes will be required for the formal removal of land but also addition of space (formally) to include new areas of station car parking which we would expect to be processed as part of the suite of regulatory approvals.
- Future enabling works are expected to include delivery support from GTR such as ticket retailing facilities (Oyster, Gate-lines, TVM relocations, temporary staffing) and as such we expect to be a continuous fixture throughout the delivery of the scheme.

Based on the above, GTR is supportive of this land disposal, now is just the planning application to be cleared.

Regards,

Access Contracts Assistant Manager (Stations)

Govia Thameslink Railway (GTR) Ltd | 1st 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

Please note my work week is Monday to Thursday. I am away from the business every Friday with no access to emails

Should you require urgent assistance, please contact

10. Grand Central Railway Company Limited – No Response received

11. Transport UK – No response received.

12. London Overground Rail Operations Ltd – No response received.

13. London & South Eastern Railway Limited (Southeastern)

From:

Sent: 10 November 2023 16:46

To:

Subject: RE: Licence Condition 17 Consultation: Proposed Land Disposal: REDHILL STATION: Car Park. PLEASE REPLY BY 8 DECEMBER 2023.

OFFICIAL

Hi

No comments on the proposed land disposal.

Thank you.

Major Contracts Commercial Manager

Southeastern

Southeasternrailway.co.uk

[4 More London Riverside](#)

[London](#)

[SE1 2AU](#)

14. Merseyrail Electrics 2002 Limited

From:

Sent: 07 November 2023 16:03

To:

Subject: RE: Licence Condition 17 Consultation: Proposed Land Disposal: REDHILL STATION: Car Park. PLEASE REPLY BY 8 DECEMBER 2023.

OFFICIAL

Hi, we have no objections!

Thanks

Legal & Compliance Officer

Mobile:

Phone:



Disclaimer – Merseyrail Electrics 2002 Limited. The contents of this email (and any attachments) are confidential and may be privileged and protected by law and are intended solely for the use of the person to whom they are addressed. If you are not the intended recipient of this message please notify the sender immediately and delete without reading, copying and disseminating it. Disclosure of its content to any other person is prohibited and may be unlawful.

15. MTR Crossrail

From:

Sent: 07 November 2023 19:11

To:

Subject: RE: Licence Condition 17 Consultation: Proposed Land Disposal: REDHILL STATION: Car Park. PLEASE REPLY BY 8 DECEMBER 2023.

OFFICIAL

Hi

No comments

Thanks

Head of Industry Coordination

MTR Elizabeth line

63 St Mary Axe, London, EC3A 8NH



16. Northern Rail Limited

From:

Sent: 07 November 2023 16:44

To:

Subject: RE: Licence Condition 17 Consultation: Proposed Land Disposal: REDHILL STATION: Car Park. PLEASE REPLY BY 8 DECEMBER 2023.

OFFICIAL

Hi

Thank you for your email. This application / proposal does not fall on Northern's network and therefore we have no comment to make on this occasion.

If you have any queries please do not hesitate to contact me.

Many thanks

Franchise Compliance Manager

George Stephenson House, Toft Green
York
YO1 6JT

17. AVANTI Trains - No response received.

18. Avanti Trains / First Trenitalia West Coast Trains Limited (Avanti) and West Cost Partnership Development – No response received.

19. Abellio

From:

Sent: 30 November 2023 15:12

To:

Subject: RE: Licence Condition 17 Consultation: Proposed Land Disposal: REDHILL STATION: Car Park. PLEASE REPLY BY 8 DECEMBER 2023.

OFFICIAL

Hi

We do not have any comments on this proposal.

Transport UK

20. Transport for East Midlands – No Response received

21. COLAS Rail Limited

From:

Sent: 01 December 2023 09:02

To:

Subject: RE: Licence Condition 17 Consultation: Proposed Land Disposal: REDHILL STATION: Car Park. PLEASE REPLY BY 8 DECEMBER 2023.

OFFICIAL

– no comments.

KR,



Head of Property



COLAS RAIL LTD

3rd Floor, 25 Victoria Street, London, SW1H 0EX United Kingdom

www.colasrail.co.uk

22. Nuclear Transpot Solutions

From:

Sent: 09 November 2023 16:04

To:

Subject: RE: Licence Condition 17 Consultation: Proposed Land Disposal: REDHILL STATION: Car Park. PLEASE REPLY BY 8 DECEMBER 2023.

OFFICIAL

Good Afternoon,

NTS have no comments.

Kind regards,

Procurement Manager
Property & Infrastructure

Nuclear Transport Solutions



www.nucleartransportsolutions.com

www.directrailservices.com

23. DB Cargo UK Ltd.

From:

Sent: 22 December 2023 16:28

To:

Subject: RE: Licence Condition 17 Consultation: Proposed Land Disposal: REDHILL STATION: Car Park. PLEASE REPLY BY 8 DECEMBER 2023.

OFFICIAL

Hi

I can confirm that DB Cargo have no objection to the proposed land disposal as described.

Rail Network Advisor

Legal & Regulatory Affairs

DB Cargo (UK) Limited
Hither Green Depot

Manor Lane
London SE12 0UA

(w): www.uk.dbcargo.com



Cargo

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

Confidentiality

This email, including any attachments, is intended for the above named addressee(s) only and may be confidential and/or legally privileged. If this message has come to you in error you are strictly prohibited from using, copying or disseminating its contents; please reply to highlight the error.

24. Logistics UK (Formally Freight Transport Association)

From:

Sent: 01 December 2023 10:19

To:

Subject: RE: Licence Condition 17 Consultation: Proposed Land Disposal: REDHILL STATION: Car Park. PLEASE REPLY BY 8 DECEMBER 2023.

OFFICIAL

Hi

Logistics UK has no comment on the proposed land disposal.

Kind Regards,

**Policy Advisor
Logistics UK**

www.logistics.org.uk

LOGISTICS UK

25. Freightliner Limited

From:

Sent: 08 January 2024 17:13

To:

Subject: RE: Licence Condition 17 Consultation: Proposed Land Disposal: REDHILL STATION: Car Park. PLEASE REPLY BY 8 DECEMBER 2023.

OFFICIAL

No comment from FL.

26. GB Railfreight Limited

From:
Sent: 07 November 2023 16:05
To
Subject: RE: Licence Condition 17 Consultation: Proposed Land Disposal: REDHILL STATION: Car Park. PLEASE REPLY BY 8 DECEMBER 2023.

OFFICIAL

No issues from GBRf.

Regards,

GB Railfreight

3rd Floor, 55 Old Broad Street | London | EC2M 1RX

GB Railfreight Limited | Registered in England number 03707899

Registered Office: 3rd Floor, 55 Old Broad Street, London, EC2M 1RX.

27. Rail Freight Group

From:
Sent: 09 November 2023 11:49
To:
Subject: RE: Licence Condition 17 Consultation: Proposed Land Disposal: REDHILL STATION: Car Park. PLEASE REPLY BY 8 DECEMBER 2023.

OFFICIAL

Ok with RFG

Director General
Rail Freight Group

Please note I do not work on Fridays.

28. West Coast Railway Company

From:

Sent: 08 January 2024 17:07

To:

Subject: Re: Licence Condition 17 Consultation: Proposed Land Disposal: REDHILL STATION: Car Park. PLEASE REPLY BY 8 DECEMBER 2023.

no comments

Best
WCR

29. W. H. Malcolm

From:

Sent: 30 November 2023 16:03

To:

Subject: RE: Licence Condition 17 Consultation: Proposed Land Disposal: REDHILL STATION: Car Park. PLEASE REPLY BY 8 DECEMBER 2023.

OFFICIAL

No comments.

Regards

Business & Estate Manager | W H Malcolm Ltd

Malcolm Group, Block 20, Edinburgh Road, Newhouse Industrial Estate, Newhouse,
Lanarkshire ML1 5RY

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

30. Association of Community Rail Partnerships – No Response received

31. British Transport Police

From:

Sent: 13 November 2023 12:26

To:

Cc:

Subject: RE: Licence Condition 17 Consultation: Proposed Land Disposal: REDHILL STATION: Car
Park. PLEASE REPLY BY 8 DECEMBER 2023.

OFFICIAL

Dear

Our ref: DOCU-2023-1933

I have reviewed the plans and forms attached to your original email below and at this point BTP has no objections to the disposal of the land for the proposed development. However, as the project moves forward with the development design and introduction of new residential dwellings, this department should be involved, as projects such as this can if not assessed correctly, provide a crime generator(s) for the railway e.g. trespass through poor boundary treatment, incidents at the interface with public realm and the railway; therefore, any detailed plans by the developers should be communicated to this department to ensure all local circumstances are taken into account.

I trust - Threat and Vulnerability Risk Assessments (TVRA) for significant rail projects and Local Risk & Vulnerability Reviews (LRVR) as mandated within the NRSP – will be decided at some stage.

Regards

Design Out Crime Officer
Designing Out Crime Unit (DOCU)
British Transport Police
9th Floor Palestra House
197 Blackfriars Road
London SE1 8NJ

From:

Sent: 22 January 2024 16:07

To:

Cc:

Subject: FW: Licence Condition 17 Consultation: Proposed Land Disposal: REDHILL STATION: Car Park. PLEASE REPLY BY 8 DECEMBER 2023.

Hi

You commented previously on the development proposal at Redhill (see below) and apologies for not coming back to you sooner.

I have passed your comments to the development manager and project manager responsible for the proposed development. They agree with your points, and we will revert back to you in respect of the residential design and its interface with the railway and boundary risk and assessment.

A TVRA will also be undertaken.

I will make a diary note to come back to you as the scheme moves through its approval process.

Thanks for your input.

Kind regards

Development Surveyor
Solum Regeneration / Network Rail Liaison

32. London Travelwatch

From:

Sent: 22 December 2023 11:00

To:

Cc:

Subject: RE: Licence Condition 17 Consultation: Proposed Land Disposal: REDHILL STATION: Car Park. PLEASE REPLY BY 8 DECEMBER 2023.

OFFICIAL

Hi

Thank you for your e-mail.

The responses are very helpful and answer the points London TravelWatch raised, so we won't need to take up your kind offer to discuss further on a call.

Kind regards

Policy and Advocacy Officer

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London TravelWatch, Europoint, 5-11 Lavington Street, London, SE1 ONZ
www.londontravelwatch.org.uk



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

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From:**Sent:** Thursday, December 21, 2023 11:40 AM**To:****Cc:****Subject:** RE: Licence Condition 17 Consultation: Proposed Land Disposal: REDHILL STATION: Car Park. PLEASE REPLY BY 8 DECEMBER 2023.

OFFICIAL

Hi

Apologies for the delayed response. Comments below.

- In terms of works within the station, it would be disappointing if the opportunity was not taken to, for instance, review whether the toilet facilities (including the accessible toilets) needed any improvements. The scope of the project has been developed in conjunction with the station operator and network rail and has been subject to extensive subsequent public consultation. The station improvement works are being privately funded and to this end the ability of the associated enabling development to fund station improvements is finite. The review and potential improvement of the station toilet facilities has never been presented amongst the scope requirements and unfortunately cannot be added to the scope, without sacrificing other benefits.
- Whilst we note that site B will in future become the preferred accessible entrance, it appears that passengers arriving by car or taxi who require the ticket office and/or platform 0 will require a longer journey through the station to reach it. Site B will only become the preferred access for car based users. We expect the majority of trips through the station will still be via site A. Improved ticket facilities will be delivered at site B and whilst we accept it remains that a passenger may still need to access the ticket office, the

route between both station entrances and ticketing locations is fully accessible. In terms of a longer route for passengers to platform zero inevitably some passengers heading London bound may incur a longer route to this location but with a number of returning journeys arriving at platform 3 the impact of this change on overall lengths of journeys through the station should be largely equalised.

Perhaps we can discuss on a call post the Xmas break? I will not close down the consultation until we have considered all your comments and any subsequent points.

Kind regards

From:

Sent: 11 December 2023 13:07

To:

Subject: FW: Licence Condition 17 Consultation: Proposed Land Disposal: REDHILL STATION: Car Park. PLEASE REPLY BY 8 DECEMBER 2023.

Hi

Please see below – highlighted in yellow – responses to your questions.

Would you mind coming back to me once you have had the opportunity to consider them.

Kind regards

Development Surveyor

Solum Regeneration / Network Rail Liaison

From:

Sent: 08 December 2023 16:18

To:

Cc:

Subject: RE: Licence Condition 17 Consultation: Proposed Land Disposal: REDHILL STATION: Car Park. PLEASE REPLY BY 8 DECEMBER 2023.

OFFICIAL

Hi – responses added below to the Travelwatch questions in yellow highlight

Regards

Development Director



Solum | 6 Cavendish Place, London W1G 0QA
Solum.co.uk

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From:
Sent: 08 December 2023 12:35
To:

Subject: RE: Licence Condition 17 Consultation: Proposed Land Disposal: REDHILL STATION: Car Park. PLEASE REPLY BY 8 DECEMBER 2023.

OFFICIAL

Dear

Thank you for your e-mail.

London TravelWatch has some questions and comments about the proposal at this stage:

- Will the new fully accessible station entrance building at Site A make access to the platforms easier than using existing Site B? No whilst site A entrance will become fully accessible, the improvements at site B including the provision of an improved drop off will mean this entrance is preferable, particularly for those arriving at the station by private car or taxi.
- If we have read the proposal correctly, the plan is to remove the 4 accessible parking spaces at Site A and add those spaces to the 2 already at Site B. We presume therefore that the station entrance at Site B is already fully accessible? This change also appears to mean that the station would in future have a fully accessible station entrance building at Princess Way but no accessible parking by this entrance. The improvements at site A could not be delivered if vehicle access and accessible parking spaces were retained at that entrance
- In addition to the station improvements listed, will there be any general refurbishment of the station? There will be some cosmetic improvements, and potentially localised changes to items such as signage where required, but otherwise no formal specific changes are planned in the operational areas of the station at platform level for example.
- During the times when work will take place, we trust that any disruption to passengers will be kept to a minimum during the installation works. In particular, we trust that passengers with accessibility needs will still be able to use the station. This is absolutely our objective and intent

Many thanks

Kind regards

Policy and Advocacy Officer

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33. Transport Focus (formerly Passenger Focus)

From:

Sent: 19 November 2023 10:31

To:

Subject: Re: Licence Condition 17 Consultation: Proposed Land Disposal: REDHILL STATION: Car Park. PLEASE REPLY BY 8 DECEMBER 2023.

OFFICIAL

Hi

Thanks, happy to accept, no comments from us at this stage.

Cheers

34. Surrey County Council.

From:

Sent: 11 December 2023 12:32

To:

Cc:

Subject: RE: Licence Condition 17 Consultation: Proposed Land Disposal: REDHILL STATION: Car Park. PLEASE REPLY BY 8 DECEMBER 2023.

OFFICIAL

Hi

I have no objection to the transfer of land, as outlined in the attached documents, from Network Rail to the private sector.

Regards

Senior Transport Development Planning Officer

Transport Development Planning,
Environment, Infrastructure & Growth
Third Floor,
Quadrant Court,
35, Guildford Road,
Woking,
Surrey GU22 7QQ



35. Reigate and Banstead Council

From:

Sent: 01 December 2023 09:26

To:

Subject: RE: Licence Condition 17 Consultation: Proposed Land Disposal: REDHILL STATION: Car Park. PLEASE REPLY BY 8 DECEMBER 2023.

OFFICIAL

Dear

As the local planning authority responsible for this site, we are currently assessing the planning application to which this consultation relates. We have no other comments or observations at this time and will pick up matters through the planning application as appropriate.

Best regards

Head of Planning

Follow the council on [Twitter](#) / [Facebook](#) / [LinkedIn](#).

Annexe B.**From:****Sent:** 07 November 2023 16:01**To:****Cc:****Subject:** Licence Condition 17 Consultation: Proposed Land Disposal: REDHILL STATION: Car Park.
PLEASE REPLY BY 8 DECEMBER 2023.

Dear Consultee,

We are currently seeking views of relevant parties on our proposed land disposal at Redhill Station - Car Park on the upside - Princess Way, Redhill, Surrey RH1 1RB.

This is a freehold sale and we attach a draft application form which together with the related plans, explains the proposed land disposal in detail.

Following this consultation and having considered any comments that are received, a decision will be made whether to submit a formal application to ORR for consent to dispose under the terms of our network licence. It is therefore important that we have your views as to whether you believe that the proposed disposal site has any foreseeable railway, or other public transport, use which may lead us to consider that it is inappropriate to dispose of the site. Any application made will be based on our draft application form, updated in light of consultation responses.

Please be aware that any comments relating to Station Change, Network Change or Planning processes will be dealt with separately as part of their respective consultations.

Please could any comments be provided to me via email by Friday 8 December 2023.

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

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

Yours sincerely

Development Surveyor
Solum Regeneration / Network Rail Liaison