

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 of land coloured blue on plan no. 0534584 (appendix 1 & 2).		
Rationale for disposal	<p>The site forms an integral part of the extensive York Central Development. York Central is one of the largest urban brownfield regeneration schemes in the UK. Network Rail is a majority landowner and is working in collaboration with Homes England, National Rail Museum and City of York Council to deliver York Central. The Developer has been selected as York Central Ltd – a joint venture between McLaren Property Holdings LLP and Arlington Real Estate Ltd.</p> <p>The land subject for disposal as shown shaded blue on plan no. 0534584 (appendix 1 & 2) is proposed to be part of the site of a new railway entrance at the western side of York Railway Station (Western Station Entrance). The land is proposed to be sold to the York Central developer as it is a condition for them as part of the development and planning permission for York Central to construct an accessible railway entrance at the western side of the railway station. At present, the entrance is not step-free.</p> <p>The Western Entrance is proposed to be owned and operated by the developer as a high-quality commercial building designed to meet rail operational needs. It will match the quality and aesthetic of the surrounding York Central development.</p>		
2. Clearance	Type	Reference	Date (Expiry)
Clearance Details	Business	CR/55649	09/05/2027
	Technical	CR/55649	09/07/2027
3. Site			
Description of property for disposal	York: land off Cinder Lane, Leeman Road, York, North Yorkshire.		

	<p>The land is to the west of York station and is approximately 1km southwest from the centre of York.</p> <p>It is a tarmacadam surface on the edge of the Unipart car park (station car park) and forms part of the path to the ROC. Access for the ROC will be retained.</p> <p>It is currently used as staff permit parking for the IECC, George Stephenson House and x4 spaces for Transpennine Express.</p> <p>Facilities management have confirmed that 142 personnel have access to this car park, the bulk of which are Mitie support staff, MOMs team, ECRO team and 45 people that work in George Stephenson House. Only one of these people needs accessible parking. The disposal affects 18 out of 41 spaces. Regular drone footage of the development site shows the car parking never at capacity with a maximum of 12 out of the 41 spaces used at one time. Staff can instead use permit parking in the ROC overflow park, and pay and display parking in the Unipart car park. The parking will then eventually be relocated to the front of York Railway Station as part of the York Frontage Scheme where a 636 MSCP is being constructed by December 2026, with some provision for staff parking to be allocated by LNER.</p>
<p>Attached plans and photographs: (all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)</p>	<p>Attached plans and photographs:</p> <ul style="list-style-type: none"> • 0534584 – The disposal land is shown by blue colour with NR retained land in green (appendix 1 & 2). • 0534584-3b (appendix 3) – plan showing what the proposed land for disposal looks like in the wider context of the York Central development site. The plan shows: <ul style="list-style-type: none"> ○ York Central Development site boundary outlined in purple ○ NR's retained land around the site in green. ○ York Railway Station shaded red. ○ Siemen's Depot shaded yellow. ○ Land proposed to be disposed of in blue. • Plan in appendix 7 ('Proposed Platform 12 & 13') showing a compliant platform 12 and 13 with fence line and development boundary.
<p>Ordnance survey coordinates</p>	<p>459254 E, 451648 N</p>
<p>4. Proposal</p>	

Proposed party taking disposal	The land will be transferred to Homes England via a Statutory Transfer. Homes England will then transfer it to the Developer when drawdown is ready in accordance with the Collaboration Agreement signed by Network Rail and Homes England dated 2021 and 2024. York Central Ltd will work collaboratively with NR to deliver the new Western Station Entrance as per the terms of the signed Principal Development Agreement.
Proposed use / scheme	<p>Mixed use development and associated infrastructure as part of the development of York Central commercial district. It is a significant joint public sector regeneration initiative for the region and is one of the largest in the UK.</p> <p>The land in question is proposed to be part of the site for a new railway entrance at the western side of York Railway Station. This will provide step-free access to the station at both sides.</p>
Access arrangements to / from the disposal land	<p>Access will be direct from new highway infrastructure provided as part of the wider York Central development project. NR will preserve all necessary access rights.</p> <p>Additionally, to compliment the new Western Station Entrance, Network Rail will extend the current pedestrian bridge over the platforms in the station to ensure this reaches the new station entrance.</p>
Replacement rail facilities (if appropriate)	<p>None needed as rail facilities not affected by this disposal of land.</p> <p>Parking will still be available at the permit parking in the ROC overflow park, and pay and display parking in the Unipart car park until the new MSCP is built at the front of the station where LNER can allocate more staff permit spaces.</p>
Anticipated rail benefits	Development of the site will form part of the future York Central regeneration development scheme which facilitates a new fully compliant Western Station Entrance as part of its output. The new Western Station Entrance will provide improved access and links between York Central and the Station. It also underpins the wider programme to deliver a new maintenance delivery unit for rail staff at Holgate.
Anticipated non-rail benefits	In addition to the wider York Central project, the creation of office, residential homes and retail/other uses provides economic growth for York and the wider region. It is estimated that the development will grow the local economy by 20%, provide 2,500 new homes, 1 million sqft of commercial space and 6,500 new jobs.

5. Timescales

Comments on timescales	Assuming consent is granted it is anticipated that the disposal will complete by late 2025.
6. Railway Related Issues	
History of railway related use	<p>The original use of part of the site and surrounding areas was for sidings to serve the North Eastern Railway's coal depot located to the north of the property. When this use ceased the land adjoining formed part of an area known as the turning triangle which was a triangular arrangement of sidings used for turning steam engines and the location of the IECC and a Telecoms building.</p> <p>Current rail use of the surrounding site is for a Network Rail staff car park, and x4 spaces for TransPennine Express.</p>
When last used for railway related purposes	<p>The land is used as car parking for the IECC and x4 spaces are used by Transpennine Express. Facilities management have confirmed that 142 personnel have access to this car park, the bulk of which are Mitie support staff, MOMs team, ECRO team and 45 people that work in George Stephenson House. Only one of these people needs accessible parking. The disposal affects 18 out of 41 spaces. Regular drone footage of the development site shows the car parking never at capacity with a maximum of 12 spaces at one time. Staff can instead use permit parking in the ROC overflow park, and pay and display parking in the Unipart car park. The parking will then eventually be relocated to the front of York Railway Station as part of the York Frontage Scheme where a 636 MSCP is being constructed by December 2026, with some provision for staff parking to be allocated by LNER.</p>
Any railway proposals affecting the site since that last relative use	<p>The land required for future Platform 12 at York Railway Station has been excluded from the disposal site with the boundaries set to safeguard this land within Network Rail's retained ownership. The land safeguarded also enables the construction of an island platform 13 if this decides to get funded in the future. However, it is likely this will need a derogation of standards. DfT have approved this strategy (please see appendix 6-7). The plan shows that a compliant platform 12 and 13 would not possible, therefore a derogation is needed which has been acceptable elsewhere in the country.</p> <p>The proposed disposal does not impact the York Third Line scheme either as confirmed by the project team.</p> <p>The York Central development will provide a new Western Station Entrance at York Railway Station, and a new Wilton Rise Footbridge. This proposed disposal helps facilitates the new entrance.</p>

Impact on current railway related proposals	<p>The proposed disposal does not affect the future capacity schemes at the station as identified in the Church Fenton to Newcastle CMSP Strategic Advice document published April 2020.</p> <p>The proposed future platform 12 is to be located on land retained by Network Rail. The land safeguarded for platform 12 also enables the construction of an island platform 13 if this decides to get funded in the future. However, it is likely this will need a derogation of standards. DfT have approved this strategy. (please see appendix 6-7). The plan shows that a compliant platform 12 and 13 would not possible.</p>
Potential for future railway related use	<p>The parcel of land shaded blue is very small and has very limited use. Existing rail staff parking can be allocated by LNER once the new MSCP is complete at the front of the station.</p> <p>The land was originally excluded from the 2016 York Central application to the ORR for specific consent to disposal due to the strategic objective of the Harrogate Chord line. This scheme relates to provision of up to two trains per hour on the York-Harrogate line and is to be delivered by a different solution that does not include the proposed disposal site. Therefore, it is considered that the proposed disposal site does not prejudice future rail related use in York and disposal supports a huge economic regeneration initiative for the city and region.</p> <p>The platform 12 project has also confirmed they do not need the land to complete their project.</p>
Any closure or station change or network change related issues	No parts of the disposal site are affected by Station or Network Change issues.
Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future	Any future railway related access needs will be addressed as part of the future development proposals.
Position as regards safety / operational issues on severance of land from railway	<p>The disposal does not include and 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</p>

	<p>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>The site forms part of the York Central development site. This received outline planning consent on the 24/12/2019 for a mixed-use office and housing development, provision of open space, western entrance to station and additional connections by highway, path and cycle path to adjoining areas.</p>
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<p>Contamination / Environmental Issues (if applicable)</p>	<p>Any site contamination or environmental issues will be addressed as part of the future development proposals when they come to fruition as wider plans are agreed.</p>
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8. Internal Consultation

<p>Internal consultation</p>	<p>The relevant document is the Church Fenton to Newcastle CMSP Strategic Advice document published April 2020. Section F.02.04 identifies the new track infrastructure required in the York area and this does not include the land within this proposal. It does include Platforms 12 and a new third line running north from York Station, however this proposal does not affect these schemes.</p> <p>The Strategic Planners (██████████, Head of Strategic Planning and ██████████, Lead Programme Development Manager) were approached for comment. ██████████ delegated the response to ██████████, Programme Development Manager and confirmed they had no objection.</p> <p>██████████ delegated the response to ██████████, Senior Strategic Planner. ██████████ stated Northern Train’s had got in touch with ██████████ about the disposal and their view was that they wanted to ensure an island platform 12 and 13 is safeguarded which mirrored the Church Fenton to Newcastle Strategic Advice. It was stated that the platform 13 was not funded and not needed as part of the long-term planning currently undertaken, but safeguarding a platform 13 would be supported as a platform 13 could be delivered at a reduced cost if platform 12 is delivered as an island platform. On 14th August 2025 ██████████ stated that Strategic Planning have no objections.</p>
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Discussions between the NPR team and DfT have occurred and a strategy has been agreed that enables a compliant platform 12 and if a platform 13 is needed, a derogation of standards would be needed (see appendix 6-7).

The site is cleared for disposal. The key issue on the site was:

1. agreement on the boundary with the retained NR land to the west of the station to ensure sufficient land retained by NR and safeguarded for future platform 12. This has been done and the rail industry has confirmed platform 13 is unfunded and not currently believed to be necessary under longer-term planning work currently underway.

Details of any material comments made during clearance process:

- 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.
- The Purchaser (and any successor in title) is not to construct any building within 3 metres of the railway boundary fence.
- 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.
- [REDACTED] of Network Operations: On behalf of track; any works on or affecting track should follow compliance of all appropriate Network Rail Planning, Design and Renewal standards
- [REDACTED] of Network Operations: On behalf of [REDACTED]; For information- the area shown is currently part of the ROC car park, and there is likely 11kV cables run under it.
- [REDACTED] of Network Operations: On Behalf of [REDACTED] (Signalling); there are no immediate concerns as long as the boundary does not impinge on existing physical training equipment (welding shed, level crossing, TSC).
- [REDACTED] of Network Operations: On Behalf of telecoms; PAN61 surveys undertaken to ensure there is no impact on our GSM-r Radio System during both the residential and building periods.
- [REDACTED] of Network Operations: On Behalf of [REDACTED]; The surface water proposals for the developments will all need to comply with planning which reduce risks to ourselves.
- [REDACTED] of Network Operations: On behalf of [REDACTED]; We have no objections with the work subject to access and storage for operation and maintenance of the railway is maintained. All changes temporary or permanent will need to be reviewed by maintenance.

- **██████████, Head of Operations North:** My concerns, listed below, are issues to be taken account of and complied with should the development go ahead rather than an objection:
 1. I require a firm understanding of the relocated car parking for the York ROC/WDC. This has been done and will be replicated on the development site.
 2. I need confirmation of the number of car parking spaces that will be made available and where that will be, together with (this has been done).
 - a. An understanding of the walking route from the relocated car park to the ROC/WDC. This is work in progress when the developer partner is on board.
 - b. I require a firm understanding of the vehicle and pedestrian access rights that will be retained to York ROC/WDC, including
 - c. delineation of existing walking routes to York Station and York Delivery Unit.
 3. The close proximity of the proposed development compromises the integrity of the security of the ROC. An evacuation of the ROC because of an incident would considerably impact on the operation of the network. Incidents such as fires, gas bottle fires on the proposed development, would put the ROC into any exclusion zone mandated by the fire. As we migrate signalling into the ROC, that risk increases. The current exclusion zone around the ROC protects the ROC from such risks.
- Access for 70ft wagon HGVs for rail and switch deliveries must be retained.
- Full 24/7 access must be retained or provided by the scheme in order to operate and maintain the sidings.
- The promoter to discuss ongoing access requirements direct with the Maintenance Delivery Unit and to take account of and incorporate site specific conditions to facilitate their needs.
- The new Network Rail operational boundary will be located between the points indicated on the Plan submitted with this clearance. It must also ensure a minimum 5.0 metre clearance between the proposed sale boundary and the nearest running rail (not conductor rail) and take account of any OLE infrastructure.
- The Purchaser (and any successor in title) is not to construct any building within 3 metres of the railway Boundary fence.
- There is GSMR coverage over this location; the coverage can be affected by line of sight structures, bridges etc.; the project must follow PAN61 and make any alterations necessary, as part of the project, to maintain this GSMR coverage both during and on completion of the scheme.
- The promoter to note that the geotechnical risks include but are not necessarily limited to the following:
 - Contaminated soil and groundwater.

	<ul style="list-style-type: none"> ○ Variable and increased thickness of Made Ground with potential for buried concrete and other obstructions. ○ Soft Superficial Deposits, 10 to 40kPa, to a depth of 15m. ○ Poor bearing capacity for any proposed structures heavier than a car park.
9. Local Authorities	
Names & Email Addresses:	Please see below.
Local Transport Authorities:	<u>North Yorkshire Council</u>
Other Relevant Local Authorities:	<u>North Yorkshire County Council</u> ██████████@northyorks.gov.uk <u>City of York Council</u> ██████████, Traffic & Highway Development Manager ██████████@york.gov.uk
10. Internal approval to consult	
Recommendation:	By proceeding to consult I am: <ul style="list-style-type: none"> • recommending that Network Rail consults on the terms of disposal • confirming that I have read and understood Network Rail's Code of Business Ethics and policy on Interests in Transactions • confirming that I have secured internal written approval to consult in accordance with Network Rail's policy on Authorising Application Forms.
11. External Consultation	

<p>Summary of position as regards external consultations</p>	<p>This LC17 was originally circulated in 2024 and has been recirculated to confirm responses due to the passage of time. Within the re-consultation, 36 consultees were asked to re-confirm their comments, with 31 of these returning a no comment/no objection response.</p> <p>There were 2 consultees who did not reply. One of the consultees was Mersey Rail Electrics 2002 Limited – in the original consultation they had no objections, and they are not a key consultee so we are assuming a no comment response. Another was Network Rail Media Relations, and this is not considered to be material.</p> <p>There were 2 further comments received, and 1 of these was an objection from West Coast Railway, and still remains. The comments were as follows:</p> <ul style="list-style-type: none"> • Norther Trains Limited approve the land disposal but would like to note the following concerns: <ul style="list-style-type: none"> ○ NTL would like to see a parking strategy/document that takes into consideration the operators needs. ○ On the point about vehicle access/traffic delays we want to note that our specific concern is not around traffic congestion due to roadworks. Rather it is about more public traffic being attracted to the area around the ROC facility which may provide additional challenge in accessing future parking arrangements. We would ask that this concern/ risk is recorded and addressed as part of any future design works. • Please see box below for West Coast Railways objection.
<p>Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward</p>	<p>There is 1 remaining objection from West Coast Railway.</p> <p>The objection is regarding concerns of passive provision being lost to a chord line from the freight avoiders (Harrogate line improvements).</p> <p>NR does not think this objection is material because the chord line has been discounted by the rail industry as not a viable option and instead the Third Line Scheme which is currently being progressed is the option selected to improve the Harrogate services. Plans were also given to West Coast Railway to show the chord mentioned would have been, which does not concern the land proposed for disposal – this is on different land owned by NR.</p> <p>Due to this objection not relating to land within this LC17, and the fact that land has been safeguarded for platforms 12 & 13 working with the Sponsor's, NR does not believe this objection to be material. It is NR's opinion that the disposal should proceed.</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: [REDACTED]	Proposer's job title: Senior Surveyor – Platform4
Signed..... [REDACTED]	Date..... 17 th November 2025
Endorsed by (name): [REDACTED]	Authoriser's job title: Principal Development Manager – Platform4
Signed..... [REDACTED]	Date.....17 th November
Endorsed by (name): [REDACTED]	Authoriser's job title: Development Director – Platform4
Signed [REDACTED]	Date 1 st December 2025
Approved by (name): REGION [REDACTED]	Authoriser's job title: Principal Development Manager (Eastern)

Signed.....		Date.....13/01/2026
Approved by: Regional Director 		Authorisers job title: Regional Property Director (Eastern)
Signed.....		Date 9 th February 2026.....