

Proposed Property Disposal

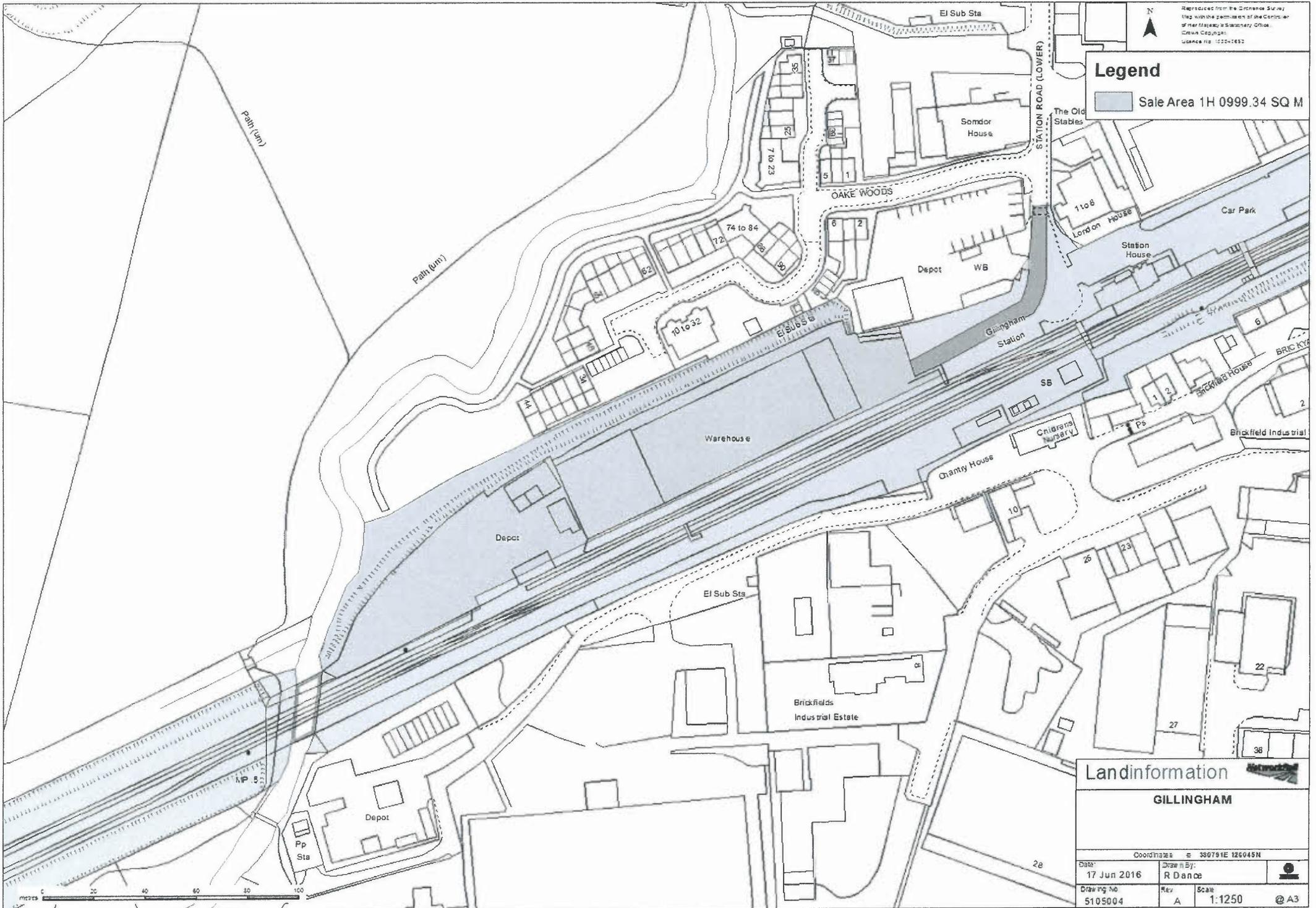
Application by Network Rail Infrastructure Limited to dispose of land in accordance with the Land Disposal Condition of the Network Licence

| 1. Site | |
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| Site location and description | Gillingham Station adjoining the car park to the West 1.1 Ha containing a commercially let warehouse, a depot and embankment land |
| Plans attached: (all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway) | Plan No 5105004: coloured blue (Network Rail's retained land coloured green) |
| Clearance Ref: | CR/27056 |
| Project No. | 15139 |
| Ordnance survey coordinates | 380885,126065 |
| Photographs (as required) | Aerial Photo attached |
| 2. Proposal | |
| Type of disposal (i.e. lease / freehold sale) | Freehold sale |
| Proposed party taking disposal | Not known at this stage |
| Proposed use / scheme | Residential development |
| Access arrangements to / from the disposal land | Access would be via the station car park using a route similar to the route coloured brown, which is already used by the commercial tenants |
| Replacement rail facilities | Not required: there are no rail facilities located in the disposal area. If some car parking is displaced because the access to the |

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| (if appropriate) | development site needs to be enhanced, it will be replaced within the disposal area and added to the station lease at no cost to the SFO |
| Anticipated Rail benefits | After the development has been completed, any conflict between HGV's visiting the let premises and private cars using the station car park will be eliminated |
| Anticipated Non-rail benefits | Land will be released for housing development for the benefit of the local community and in line with Government policy |
| 3. Timescales | |
| Comments on timescales | Not known at this stage – the development will commence after a developer has been chosen and planning permission has been granted |
| 4. Railway Related Issues | |
| History of railway related use | We are not aware that the land has ever been used for railway purposes |
| When last used for railway related purposes | See above |
| Any railway proposals affecting the site since that last relative use | We are not aware of any |
| Impact on current railway related proposals | There could be complaints from the residents of the development about railway noise, so the developer will be required to design in satisfactory noise attenuation measures |
| Potential for future railway related use | It might be possible to incorporate the site into the adjoining station car park. There has been no proposal for this. |
| Any closure or station change or network change related issues | Network Change would be required. Depending on planning requirements, a Station Change may be required to enhance the access through the station car park. |
| Whether disposal affects any railway (including train operator) related access | This form in draft is being sent to all the railway stakeholders |

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| needs, and how these are to be addressed in future | |
| Position as regards safety / operational issues on severance of land from railway | <p>The disposal will include arrangements under which Network Rail or the developer will install new boundary fencing along parts of the railway boundary and sufficient fencing already exists for the rest.</p> <p>The disposal is on a basis under which Network Rail has had due regard (where applicable) to impact of the disposal on lineside works, including railway troughing, signalling and their maintenance. The disposal is without prejudice to Network Rail's safety obligations, with which Network Rail will continue to comply. Network Rail's network licence requires compliance with Railway Group Standards. These set out requirements for – amongst other things – fencing, access and signal sighting. In addition, the Railways and Other Guided Transport Systems (Safety) Regulations 2006 require Network Rail to have a safety management system and safety authorisation in respect of its mainline railway system and its railway infrastructure. These, in turn, require Network Rail to comply with Railway Group Standards as well as its own internal standards; and also continually to monitor changes to the risks arising from its operations and to introduce new control measures as appropriate.</p> |
| 5. Planning History and Land Contamination | |
| Planning permissions / Local Plan allocation (if applicable) | <p>The land is currently used for B8 storage. Planning permission would be required to change this to residential.</p> <p>There is no proposal in the RUS that affects this land.</p> |
| Contamination / Environmental Issues (if applicable) | We have not yet undertaken any contamination or environmental surveys |
| 6. Consultations | |
| Railway (internal – Network Rail) | The site has full Network Rail Business and Technical Clearance for the sale |
| Summary of position as regards external consultations | This form in draft is being sent to all the railway stakeholders |
| Analysis of any unresolved | This section will be completed when the consultation responses |

| | | |
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| objections together with recommendation by Network Rail as regards a way forward | have been received | |
| 7. Local Authorities | | |
| Names & Email Addresses: | Gillingham Town Council GTC@gillinghamdorset-tc.gov.uk North Dorset District Council customerservices@North-Dorset.gov.uk | |
| Local Transport Authorities: | Dorset County Council trafficteam@dorsetcc.gov.uk | |
| Other Relevant Local Authorities: | | |
| 8. Internal Approval | | |
| Recommendation: | This section will be completed when the consultation responses have been received | |
| Declaration: | | |
| Surveyor Name: | Peter Goodhart | |
| Approved by Property Development Manager | Name: Kirsten Durie | Date Approved by PDM: |



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Legend

■ Sale Area 1H 0999.34 SQ M

Landinformation 

GILLINGHAM

Coordinates: E 330791E 126045N

| | | |
|---------------------|-------------------|---|
| Date: 17 Jun 2016 | Drawn By: R Dance |  |
| Drawing No: 5105004 | Rev: A | |
| Scale: 1:1250 | | @ A3 |



GILLINGHAM TOWN COUNCIL

The Town Hall, School Road, Gillingham, Dorset SP8 4QR

Tel: 01747 823588 Email: c.a.ratcliffe@gillinghamdorset-tc.gov.uk

1st July 2016

Sent via email: peter.goodhart@networkrail.co.uk

Clearance Ref; CR/27056

Project No: 15139

Dear Mr Goodhart

I refer to Network Rail's proposal for property disposal for 1.1 hectare of land adjoining Gillingham Station, Dorset.

Members of the Town Council considered this proposal at Full Council on 27th June 2016. Members would not support the proposal for the following reasons:

- The proposal would possibly see the demise of three well-established and highly regarded local businesses who would find it difficult to relocate locally.
- The land would be too costly to purchase.
- The amount of housing specified in the proposal is in addition to the allocated number of houses within the North Dorset Local Plan - Part 1.
- Extra housing, especially in this location, would cause a strain on the existing road infrastructure.
- The anticipated rail and non-rail benefits mentioned in the proposal do not add up. Housing is not needed on this site at this time.
- The station is very busy with commuters, school children, buses, taxis and business traffic.
- Gillingham is the fastest growing town in the south west; railway users are likely to increase and the need for substantially more car parking facilities is well recognised. The neighbouring town of Shaftesbury is also increasing in size.
- It does not appear that the current train operator (South West Trains) has been consulted, especially with regards to the additional car parking and their efforts to promote the railway line in association with a newly formed Community Rail Partnership.
- Network Rail would still require space for their vehicles to maintain the track.
- It is likely that the area of land is contaminated; it was previously used to store coal and fertilizers.
- The movement of railway stock, especially those used to maintain the track would cause nearby housing to shake.

It would be appreciated if you would forward the outcome of your consultation in due course.

Yours sincerely ,

Mrs Clare Ratcliffe
Assistant Town Clerk

cc: North Dorset District Council
Dorset County Council

CURRENT - 3



Mrs Clare Ratcliffe
Office Manager/Deputy Clerk
Gillingham Town Council, The Town Hall,
School Road,
Gillingham, Dorset
SP8 4QR

Network Rail
3rd Floor Temple Point
Redcliffe Way
Bristol
BS1 6NL

5th July 2016

Dear Mrs Ratcliffe

Gillingham Station: Proposed land disposal

Many thanks for your letter of 1st July.

You are right that Network Rail is hoping to dispose of the land for residential development. We need to consider doing so in order to meet a challenging Government target for the release of residential development land and to make good a cash shortfall. It is sensible for the Council to air its concerns about the suitability of the site for that use at this stage and I will pass them on if the decision is taken to proceed with the sale of the land.

At present the consultation is about the disposal of the land by Network Rail rather than its suitability for residential development. That will need to be addressed by any developer before he obtains planning consent.

I can confirm that South West Trains was sent the consultation document at the same time as you were (Maymon Graham (SWT) on the list) and that they will have the opportunity to ask for the land to be retained to provide extra parking. Can you confirm that your Council does not object to the disposal of the land and buildings by Network Rail on any other ground?

Kind regards,

A handwritten signature in blue ink that reads "Peter Goodhart".

Peter Goodhart

Development Surveyor

Response from DDC to Network Rail

Copy correspondence between DCC to Network Rail:

From: Richard C Dodson [<mailto:r.c.dodson@dorsetcc.gov.uk>]

Sent: 05 July 2016 16:15

To: Goodhart Peter

Cc: Laura Russ; Kelly A Rand; Steve K Savage; Mark Osborne; GTC; customerservices@North-Dorset.gov.uk; Nicola Laszlo; TrafficTeam

Subject: RE: Consultation on proposed land disposal: Gillingham Commercial Premises adjoining the Station Car Park

Dear Mr Goodhart

Thank you for consulting the County Council on the above land disposal opportunity. Can I offer the following comments for consideration?

It appears that you may not have consulted the current rail operators GWR / SWT. We concur with GTC that this is essential as it may form part of their franchise / bid etc and therefore their interests.

Regeneration of the Station Road (south) Station area is in line with both the adopted North Dorset Local Plan (Jan 16) Policy 17 and the emerging Gillingham Neighbourhood Plan currently being consulted upon.

It would appear however that the parcel of an in question, although contiguous to these policy areas, is not identified for development; its exclusion is a matter for the LPA. (NDDC). It is interesting that on the accompanying LC7 form you observe history of railway related use. We are not aware that the land has ever been used for railway purposes. I would query this - it is clearly apparent that this land formed railway sidings until the 1960s as indicated on the OS maps from the time. This would also support the Town Council's point about contamination notwithstanding more recent uses.

Nevertheless, irrespective of whether the land is disposed of, or not, Dorset County Council has no objection in principle to potential redevelopment / regeneration proposals in the area. It obviously previously developed land and could be seen in the context of the Network Rail / HCA 'railway station development' strategy. If this land is deemed suitable for development the critical considerations relate more to the nature and mix of development.

The land is adjacent to the railway station. Various policies seek to develop this as a key transport node which will require access for buses, cycles, car parking etc. as part of the transport strategy. There is pre-existing issue with station car parking with commensurate knock on effects on other parking in the town and elsewhere. Redevelopment or development in the area will need to address these issues and other issues ensuring that any development can be accommodated.

Dorset County Council would obviously wish to be engaged in any future scenario development / planning as the development will likely have transport accessibility or other Dorset County Council interests and relationship with adjoining areas as part of the wider growth strategy in the area. I trust this is of assistance.

If you have any further queries please contact me as below

Kind regards

Richard Dodson MA, IEng, FIHE, MRTPI, DipMgt.
Planning Obligations Manager

Response from Network Rail to DCC

Copy correspondence between Network Rail and DCC

From: Goodhart Peter [<mailto:Peter.GOODHART@networkrail.co.uk>]

Sent: 06 July 2016 09:13

To: Richard C Dodson

Cc: Laura Russ; Kelly A Rand; Steve K Savage; Mark Osborne; GTC; customerservices@North-Dorset.gov.uk; Nicola Laszlo; TrafficTeam

Subject: RE: Consultation on proposed land disposal: Gillingham Commercial Premises adjoining the Station Car Park

Richard

Many thanks that is helpful. I would respond as follows

1. SWR and SWT were both included in the initial consultation on 20th June and are highlighted yellow in the chain below. I agree that their replies will be crucial.
2. I note what you say about the history of railway use and will amend the draft document accordingly, if it is decided to seek consent to proceed with the disposal. I agree that planning consent for residential development would be a matter for the LPA, but in this case I decided to establish the principle as to whether Network Rail can be allowed to release the land before addressing the planning issues.
3. I note that the Council has no object to the disposal and that you see it as an opportunity to develop the station as a transport node. I will pass these comments on to the masterplanner if we appoint one.

Peter Goodhart

Development Surveyor, Property

1st Floor, Temple Point, Redcliffe Way, Bristol, BS1 6NL

M 07880 503284

E peter.goodhart@networkrail.co.uk

Response from NDDC to Network Rail

Copy correspondence between NDDC to Network Rail:

From: Nicola Laszlo

Sent: 14 July 2016 16:12

To: 'Peter.GOODHART@networkrail.co.uk'

Subject: FW: Consultation on proposed land disposal: Gillingham Commercial Premises adjoining the Station Car Park

Dear Peter

Thank you for consulting North Dorset District Council Planning Policy on the disposal of land adjacent to Gillingham Station.

I have read the LC7 consultation form and make the following comments:

The draft text that relates to the proposed use / scheme and anticipated non-rail benefits are proposed on an incorrect premise. Any proposed use on the site will be assessed against the Development Plan, which has already been found to conform with Government Policy. The Development Plan allocates the use of the site as that of employment land with the intention of mixed-use regeneration. Policy GH13 applies to the allocation and sets out:

Land west of Station Road South may be redeveloped for a mixture of retail/commercial/housing or community uses. Mixed use development on this site will be important for the successful economic regeneration of the town and applications which are wholly or predominately for residential use will not be permitted.

This is clearly not reflected in the consultation as it is mistakenly promoting the land with a hope value that is not Development Plan compliant. However, if there is specific Government Policy which pertains directly to surplus railway land that I am not currently aware of, I would appreciate it if you could direct me accordingly.

I concur with colleagues from Dorset County Council and Gillingham Town Council and their comments with respect to the needs of infrastructure arising from the increasing use of Gillingham Station. As I understand it, parking provision for users of the rail network is currently under provided at the station and results in a dispersal of parking close by. Plans for Gillingham, as set out in the Development Plan, are for at least 2,200 new dwellings and the development of approx. 16ha of employment land at Gillingham over the next 15 years. This could result in considerable strain on the existing transport infrastructure for which some mitigation measures are in the process of being clarified. However, car parking at or adjacent to the station should form a part of that package of mitigation measures. We urge you to discuss these issues with the relevant rail franchise to ensure future infrastructure capacity is planned for.

To conclude, we have no objection in principle to the disposal of this site, but would request that any discussions or promotion of the land reflect the use as set out within the Development Plan and that discussions are had with the relevant rail franchise regarding use of the site to increase car parking capacity within the context of both existing use and future growth plans.

Kind regards

Nicola Laszlo BA (Hons), MPlan, MRTPI
Senior Planning Policy Officer
Dorset Councils Partnership

Response to Network Rail Proposals for Redevelopment

Copy correspondence between Charles Rickards and Network Rail

19th July 2016

Dear Mr Goodhart

I understand from your recent communications with Gillingham Town Council that you are looking to dispose of the site referred to as Project 15139 a site to the west of the station car park in Gillingham.

I am the Finance and Marketing Director of a company called Leap New Co a company which owns several removals businesses including Thomas Firbank Limited the owners of Johnsons of Shaftesbury based on the site in Gillingham which we have a lease until 2020.

I understand and appreciate the position you are in as a tax payer owned business and the need to turn assets into cash. We may be interested in acquiring some or all of the site from you at a sensible but commercial price. Indeed there may be some latitude to expand the size of the station car park which I know is already under pressure in terms of capacity as the town has significantly grown over the last few years. On this basis I have copied in Clare Radcliffe from NDDC whom is dealing with this issue on behalf of the council.

It would be good get your thoughts and see if there is some sensible common ground where all three parties can meet their independent requirements.

I look forward to hearing from you.

Kind regards

Charles
Charles Rickards
Director
Ward Thomas Removals Limited
141 Acton Lane
London NW10 7PB
Tel: 0208 267 6000

Anthony Ward Thomas
MASTER REMOVERS