

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

4 June 2024

Network licence Condition 17 (land disposal): Harpenden station, Hertfordshire

Decision

1. On 25 April 2024, Network Rail gave notice of its intention to dispose of land at Harpenden station, Hertfordshire (“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. At the time of notification to ORR, some of the responses to Network Rail’s consultation had fallen outside the six-month period referred to in our land disposal decision criteria.¹ Network Rail explained that two key parties – Govia Thameslink Railway Limited (“GTR”) (the station facility operator) and the highways authority – had confirmed their responses recently. However, none of the information provided by Network Rail was significantly out of date and we have concluded that it is not necessary for the company to reconsult its stakeholders on this occasion. We did though require Network Rail to consult London TravelWatch, who had been inadvertently omitted from the original consultation.
4. We are satisfied that Network Rail consulted relevant stakeholders and no objections to the proposed disposal 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. Network Rail has stated that the proposed disposal would lead to a reduction in station car parking capacity: 101 spaces would be lost out of the 674, as given on the National Rail website. However, a new single-decked (two-level) station car park,

built to modern standards, would be provided and the disposal would lead to the provision of station benefits, including a safer station access road and a formalised drop-off facility. Network Rail confirmed there would be no reduction in the number of accessible parking spaces for people with disabilities.

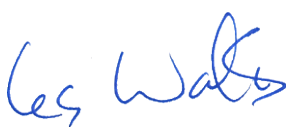
7. We note that GTR withdrew its original objection and supports, in principle, the proposed disposal and development at the station. However, GTR is aware that Network Rail has yet to issue and complete the station change procedure. We note that this procedure will deal with matters related to the station lease area and the layout of station facilities, and it requires the station facility operator and any train operator using the station to be consulted on any proposed changes. Network Rail must complete the station change procedure prior to disposing of the land.

8. 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.

9. 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”.

10. 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.

04/06/2024

X 

Les Waters

Head of Licensing

Signed by: S-1-12-1-966673442-1316586399-15867803-3367161311/6cf3732f-04be-44fd-8530-4edcf25f8629

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	Freehold disposal with grant of access rights over retained station car park.		
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) release land for new homes b) create modern parking facilities for rail users close to the station and c) help generate additional revenue to reinvest in the railway network 		
2. Clearance	Type	Reference	Date
Clearance Details	Business/ Technical	CR/57125	05/07/23 25/07/23.
3. Site			
Description of property for disposal	<p>The land areas shown on the attached plan shaded blue form part of the station car park on the eastern side of the railway at Harpenden station. Plot one on the plan is about 0.28 acres and plot 2 some 0.40 acres. Both areas proposed for disposal are within the station lease area, leased to Govia Thameslink Railway. The proposed disposal areas include a total of 101 station car parking spaces.</p>		
Attached plans and photographs:	Disposal Area Drawing no.0330727-5		
Ordnance survey coordinates	X:513792 Y:214110		

4. Proposal	
Proposed party taking disposal	The Freehold transfer will be to Solum Regeneration (Epsom) LLP or any such other party associated with Solum Regeneration.
Proposed use / scheme	The disposal areas are proposed to be developed to provide about 90 residential units in two apartment blocks, together with a new station parking facility in the form of a single-decked car park (subject to obtaining planning permission). The existing access road into the east station car park will be upgraded to provide a dedicated pedestrian footpath and two-way road access to be shared between the new apartment blocks and station users. A new station forecourt with vehicular 'drop-off' area is also proposed.
Access arrangements to / from the disposal land	Access to the disposal areas will be shared with the station's eastern entrance which connects with the public highway on Station Road.
Replacement rail facilities (if appropriate)	Station car parking at surface level is to be replaced with a new single-decked car park, new station forecourt, drop-off area and improved access road. Cycle parking for station users will be relocated and consolidated in one area. Electric Vehicle charging points will be provided.
Anticipated rail benefits	<ul style="list-style-type: none"> • A new parking facility in the form of a single-decked (2-level) car park. • A better and safer station access road achieved by increasing the width of the road to establish a standard, two-way vehicular access with fully separated pedestrian footpath. Currently the road width is below highway standards with a bollarded pedestrian walking route and narrow carriageway where cars cannot easily pass. • Provision of a formalised station plaza / forecourt / drop-off facility within the east-side station land • Potential additional rail users and fare revenue driven by residents of the new apartments using the station.
Anticipated non-rail benefits	<ul style="list-style-type: none"> • Release of land for development of new homes. • As the site sits within the built-up area boundary of Harpenden this will release pressure for development on less sustainable green-belt locations

5. Timescales	
Comments on timescales	<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 – Sale of land and start of construction • 2026 - Completion June 2026
6. Railway Related Issues	
History of railway related use	The station was originally constructed in c.1860 by Midland Railway as an extension to St. Pancras.
When last used for railway related purposes	Harpenden station remains operational and continues to provide rail services.
Any railway proposals affecting the site since that last relative use	There are currently no railway proposals that affect the sites last relative use.
Impact on current railway related proposals	There are no impacts on current railway related proposals.
Potential for future railway related use	The future use of the site has been considered by Network Rail's System Operator team with reference to the long-term planning process and it is confirmed that the disposal areas have no future railway related use and business and technical clearances have been confirmed.
Any closure or station change or network change related issues	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.
Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future	The disposal will result in improvements to the access to the eastern station car park from Station Road bringing this to a condition which allows cars to pass under normal conditions, and creates a kerb-separated pedestrian route which accords with current highway standards for the benefit of station users and the proposed residential occupiers.

Position as regards safety / operational issues on severance of land from railway	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.
Safety issues identified	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 OLE, and the Network Rail Boundary fence. Road vehicle incursion risk and appropriate mitigation should be considered through the ASPRO process.
7. Planning History and Land Contamination	
Planning permissions / Local Plan allocation (if applicable)	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.
Contamination / Environmental Issues (if applicable)	The party acquiring the land will be responsible for any necessary environmental remediation works required to make the site suitable for redevelopment.
8. Internal Consultation	
Internal consultation	The future use of the site has been considered internally through the formal Clearance process. The disposal is subject to a number of standard conditions contained within the business and technical clearance certificates.

9. Local Authorities	
Names & Email Addresses:	St Albans City & District Council Team lead:
Local Transport Authorities:	Hertfordshire County Council DM Group Manager Highways Environment and Transport Hertfordshire County Council
Other Relevant Local Authorities:	None.
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	
Summary of position as regards external consultations	30 stakeholders were consulted, and 26 replies were received. The 4 non-responders were Grand Central Railway Company, Transport for East Midlands, DB Cargo UK Limited and East West Rail Company. Given the nature and location of the site and the Consultees involved the lack of response is not considered to be material.

<p>Summary of position as regards external consultations (continued)</p>	<p>The majority of responses were either No Objection or No Comment.</p> <p>6 stakeholders included comments within their replies. These are as follows:</p> <p><u>British Transport Police</u> (Consultee 25) raised no objection and included some comments considered to have no material effect on the disposal and these are recorded in the Consultation Report.</p> <p><u>St Albans and District Council</u> (Consultee 29) and <u>Hertfordshire Council</u> (Consultee 28) were inadvertently omitted from the original consultee list, but both ultimately responded with no objections and comments recorded in the Consultation Report. These comments are likewise considered to have no material effect on the disposal. Hertfordshire Council initially registered a holding objection based on the perceived need for scheme design changes. Following the supply of further information and explanations that non-objection to the proposed disposal would not negate the need for appropriate planning and highways consent to be obtained, the objection was withdrawn.</p> <p><u>Transport Focus</u> (Consultee 27) requested information regarding car park peak occupancy, which was provided and on this basis was content to accept the proposed change.</p> <p><u>Govia Thameslink Railway (GTR)</u> (Consultee 7) initially objected due to a perceived lack of consultation, design details and a desire for Station Change to be progressed first. Following further consultation and discussions Network Rail offered a commitment that the scheme would only progress if it was acceptable to both the station lessee and Network Rail, and an acknowledgement this did not affect the requirement to satisfy all necessary regulatory consents (including Station Change). GTR now formally supports the proposal.</p> <p><u>London TravelWatch</u> (Consultee 30) sought confirmation of the proposed level of disabled parking spaces. This was provided and on that basis it had no further comments.</p> <p>Some of the earlier consultation responses are slightly older than 6 months, largely as a result of the outstanding discussions with a number of material consultees. These discussions were successfully concluded recently, as summarised above and detailed in the attached consultation report.</p>
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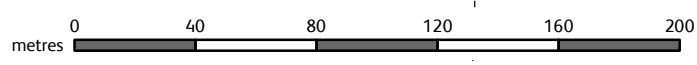
<p>Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward</p>	<p>There are no unresolved objections.</p>
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12. Internal approval to dispose

<p>Recommendation:</p>	<p>Based on the above, I recommend that Network Rail proceeds with the disposal.</p>	
<p>Declaration:</p>	<p>I have read and understood Network Rail’s code of Business Ethics and Policy on Interests in Transactions</p>	
<p>Proposed by (name):</p>	<p>Authoriser’s job title: Development Manager (Solum JV)</p>	
<p>Signed</p>	<p>Date 28 May 2024</p>	
<p>Authorised by (name):</p>	<p>Authoriser’s job title: Development Director</p>	
<p>Signed</p>	<p>Date 28 May 2024</p>	

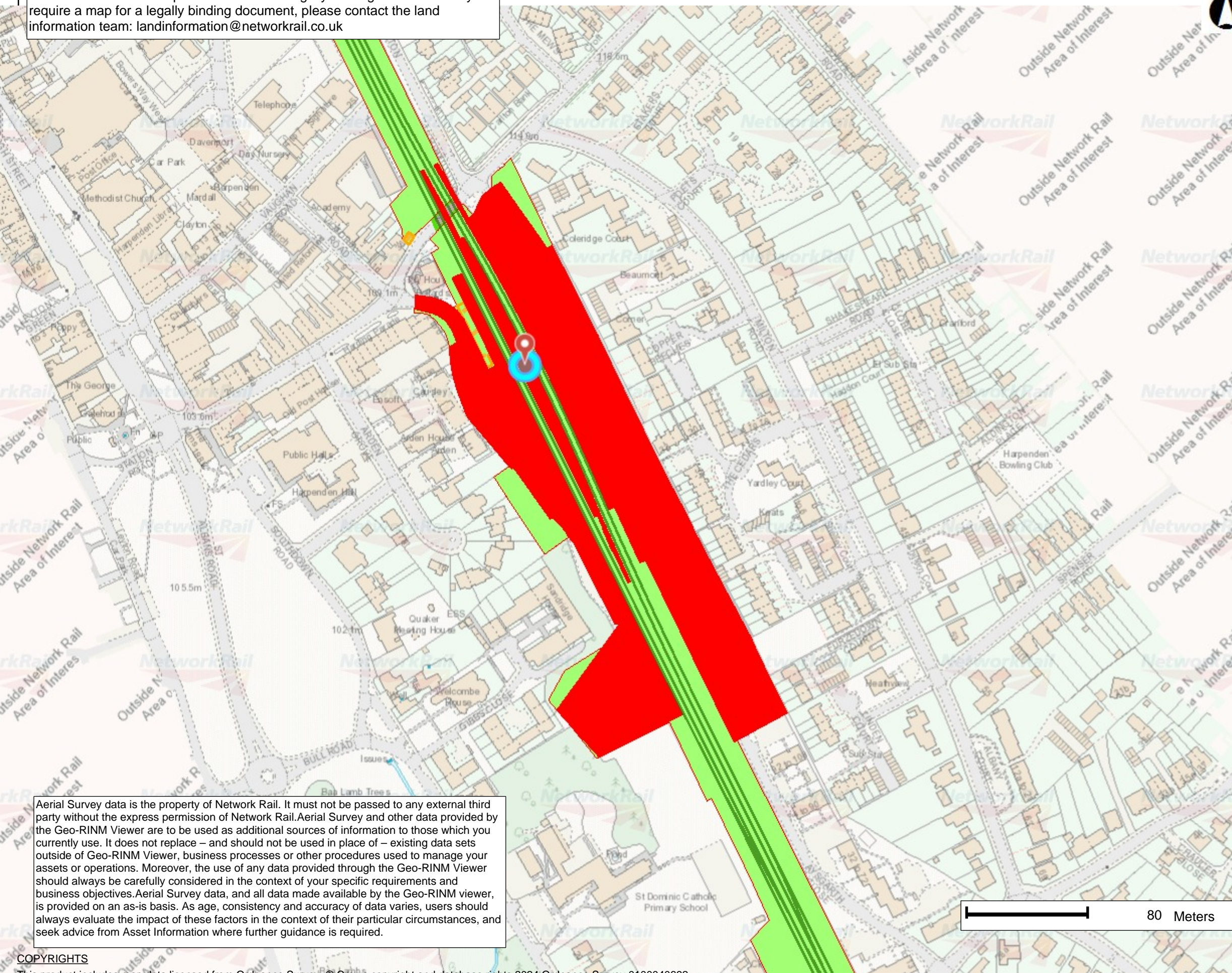
Legend

- Sale Area $\approx 2787\text{m}^2$
- Freehold Ownership
- Bridge (Rail over Road)



<h2 style="margin: 0;">Landinformation</h2> <h3 style="margin: 0;">HARPENDEN</h3> <h4 style="margin: 0;">SALE PLAN</h4>			
Drawing No: 0330727 - 5	Rev: 	N 	
Date: 29 Aug 2023	Drawn By: CF	Scale: 1:2500 @ A3	
Coordinates \square 513,806 214,089			
© Crown copyright and database rights 2023. Ordnance Survey 0100040692			

Please note that this map is not suitable for legally binding documents. If you require a map for a legally binding document, please contact the land information team: landinformation@networkrail.co.uk



Legend

- Track Link
- Operational Land Usage
- Maintenance Depot
- Station Lease
- Light Maintenance Depot
- BRIS Core
- Freight
- NDS Depots
- Managed Station Management Boundary
- Freight Commercial Let
- Company Ownership
- Freehold Ownership
- Perimeter Sale
- Leasehold Ownership
- Bridge (Rail over Rail)
- Bridge (Rail over River)
- Bridge (Rail over Road)
- Bridge (Road over Rail)
- Level Crossing
- Tunnel

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Harpenden Station
Land Ownership

Scale	1 : 2,500
Plot Date	04/06/24 12:40
Printed By	

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: Land at Harpenden Station, Hertfordshire, AL5

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

Summary of position regarding responses: 29 stakeholders were consulted and 25 replies were received. The 4 non-responders were Grand Central Railway Company, Transport for East Midlands, DB Cargo UK Limited and East West Rail Company. Given the nature and location of the site and the Consultees involved the lack of response is not considered to be material. The majority of responses were either No Objection or No Comment. 5 stakeholders included comments within their replies, as detailed in the report and emails below.

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	05/02/2024	No Objection See Annex 1	
2	Transport for London Engineering		Y	14/11/23	No Comment See Annex 1	
3	Chiltern Railway Company Limited		Y	23/10/2023	No Comments See Annex 1	
4	Arriva Trains Cross Country		Y	02/02/2024	No Comment See Annex 1	
5	C2c Rail Limited		Y	18/10/2023	No Objection See Annex 1	

6	Eurostar International Limited		Y	13/11/2023	No Comment See Annex 1	
7	Govia Thameslink Railway		Y	18/04/2024	Approval but see comments in Annex1	
8	Great Western Railway		Y	01/01/2024	No Objection See Annex 1	
9	Grand Central Railway Company Limited		N			e-mails sent 17/10/23;3/11/23;2/2/24;17/4/24
10	London & South Eastern Railway Limited (Southeastern)		Y	19/10/2023	No Comments See Annex 1	
11	Mersetrail Electrics 2002 Limited		Y	18/10/2023	No Objections See Annex 1	
12	MTR Crossrail		Y	18/10/2023	No Comments See Annex 1	
13	Northern Rail Limited		Y	14/11/23	No comment See Annex 1	
14	Avanti Trains First Trenitalia West Coast Trains Limited (Avanti) and West Coast Partnership Development		Y	28/03/2024	No Objection See Annex 1	

15	Transport for East Midlands		N			e-mails sent 17/10/23;3/11/23;2/2/24;17/4/24
16	COLAS Rail Limited		Y	05/02/2024	No Comment See Annex 1	
17	Nuclear Transport Solutions (Formerly Direct Rail Services Limited)		Y	31/10/2023	No Comments See Annex 1	
18	DB Cargo UK Limited (Formerly DB Schenker)		N			e-mails sent 17/10/23;3/11/23;2/2/24;17/4/24
19	Logistics UK (Formerly Freight Transport Association)		Y	13/11/2023	No Objection See Annex 1	
20	Freightliner Limited		Y	18/10/2023	No Comment See Annex 1	
21	GB Railfreight Limited		Y	13/11/2023	No Issues See Annex 1	
22	Rail Freight Group		Y	17/10/2023	Ok with RFG See Annex 1	
23	West Coast Railway Company		Y	13/11/2023	No Comments See Annex 1	
24	Association of Community Rail Partnerships		Y	17/04/2024	No Objections See Annex 1	

25	British Transport Police		Y	02/11/2023	No Objections but see Comments in Annex 1	
26	East West Rail Company		N			e-mails sent 17/10/23;3/11/23;2/2/24;17/4/24
27	Transport Focus		Y	16/02/2024	Content to accept the change. See comments and emails in Annex 1	
28	Hertfordshire Council		Y	16/04/24	No Objection but see comments in Annex 1	
29	St Albans District Council		Y	16/02/2024	No Objection but see Comments in Annex 1	
30	London TravelWatch		Y	28/5/24	No Objection but see Comments in Annex 1	

Copies of responses are given in the annexes to this report, as indicated above.

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

1 Department for Transport

From:

Sent: Monday, February 5, 2024 12:17 PM

To:

Cc:

Subject: RE: CONSULTATION ON PROPOSED LAND DISPOSAL - Land at Harpenden Station, Hertfordshire, AL5

Hi

I can confirm a Nil return from DfT. Please proceed.

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

2 Transport for London Engineering

From:

Sent: Tuesday, November 14, 2023 8:09 AM

To:

Subject: RE: LC17 Land Disposal - Land at Harpenden Station

If not already responded, I have no comment on this.

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.

3 Chiltern Railway Company Limited

From:

Sent: Monday, October 23, 2023 1:52 PM

To:

Subject: RE: LC17 Land Disposal - Land at Harpenden Station

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



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.

4 Arriva Trains Cross Country

From:

Sent: Friday, February 2, 2024 3:38 PM

To:

Subject: RE: CONSULTATION ON PROPOSED LAND DISPOSAL - Land at Harpenden Station, Hertfordshire, AL5

Hi

I can confirm no comment from XC Trains.

Kind regards

Stations Contract Manager, CrossCountry

Mobile:

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



5 C2c Rail Limited

From:

Sent: Wednesday, October 18, 2023 10:22 AM

To:

Subject: Re: LC17 Land Disposal - Land at Harpenden Station

Good morning

No objection from c2c for this proposal.

Asset Admin Support Manager

Floor 7, Centennium House,

100 Lower Thames Street,

EC3R 6DL

c2c

Part of  **TRENITALIA UK**
FERROVIE DELLO STATO ITALIANE GROUP

6 Eurostar International Limited

From:

Sent: Tuesday, October 17, 2023 3:51 PM

To:

Subject: RE: RE: LC17 Land Disposal - Land at Harpenden Station

No comment from Eurostar.

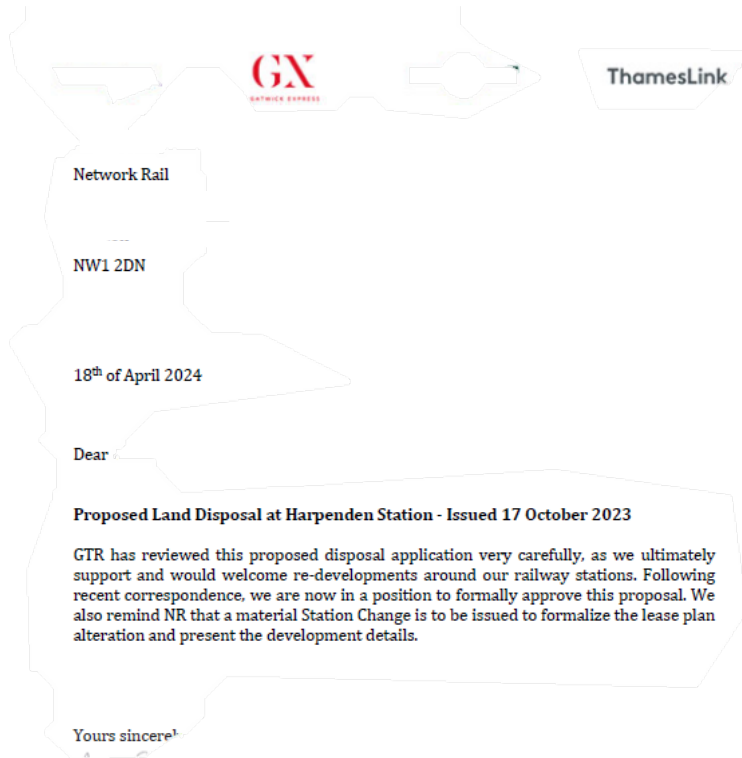
Thanks

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.

7 Govia Thameslink Railway



OFFICIAL



Infrastructure Director
Govia Thameslink Railway Ltd

Route Director, East Midlands
Network Rail
East Midlands Control Centre
Bateman Street
[Derby DE23 8JQ](#)

By Email

5th April 2024

Dear

We have jointly supported the creation of a concept scheme to inform the development proposal for Harpenden Station, which is an opportunity that the Network Rail and Kier joint venture, Solum, is looking to pursue.

The aim of this development proposal is to deliver station improvements whilst meeting key government targets to provide housing and generate investment return, some of which will be reinvested into improving station facilities for passengers. The draft scheme reflects the intention to pursue a development of the eastern station area that includes the current station access, drop off and car parking. The base assumption is that all spaces within the eastern car park will be brought up to modern day standards, including a new decked car park. Overall, the total station parking capacity will reduce by a maximum of 15%. It is expected though that the development will generate additional journey opportunities and fare box revenue, through its residents and better transport links, that would exceed any car parking revenue losses. The development will also promote active and sustainable travel to the station, something Network Rail and GTR jointly wish to promote.

In order to justify committing further development expenditure, the joint venture team requires confidence that there is a potential commercially viable proposal. To secure the first step of that viability, Solum requires confidence that, from a regulatory perspective, the relevant railway owned land could be included within the proposal boundary.

This process requires the completion and support of an LC17 land disposal request. I recognise that support of this request by GTR is a significant step, and one that can be perceived as a key control point. To enable Solum to invest in design activity with a degree of confidence we need to be able to conclude the LC17 process as soon as possible, and generally it will need to be while significant design details are outstanding.

OFFICIAL

To address the impasse that can result from this requirement, I would like to offer Network Rail's commitment that after LC17 approval has been secured, progressing the scheme further would only be considered if the station lessee, currently GTR, and Network Rail Eastern Region jointly agree that the Solum development proposal is in line with the brief, and acceptable to both parties.

This commitment does not affect the requirement to also satisfy our other regulatory industry obligations, such as Station Change, which in itself constitutes a key control point.

Yours sincerely



Network Rail

8th November 2023

Dear

Proposed Land Disposal at Harpenden Station - Issued 17 October 2023

GTR has looked at this proposed disposal application very carefully, as we ultimately support and would welcome re-developments around our railway stations. We believe this application has been issued prematurely as there is no visibility on the actual re-developing plan at this location or any impact on GTR. We are being requested to approve a land disposal which might impact us in two possible ways:

1. Unknown reduction in size of the leased area.
2. Unknown impact on the railway station forecourt and the station carpark due to the new development.

GTR is not in favor of approving or supporting a Land Disposal which impacts on the existing Station Lease Area as this one does without sight of a Station Change Proposal or a proposal that has been worked and agreed by GTR to re-develop the area. We are concerned once we agree to a disposal without a supporting station change or a scheme we agree with, we are vulnerable to losing this area without any comeback for GTR which will be to the detriment of our customers. We note your comments in an email re the car parking situation where we are already oversubscribed in terms of demand for spaces. Plans to remove parking spaces in order to erect properties are going to come up against resistance from some of our customers. GTR needs to be sure that any proposal put forward also works for our customers requiring car parking and without any clear plans available at this time, we cannot assess whether or not that is the case.

We very much hope this will give the "spur" to all parties to come up with a development scheme for this location which meets our customers' needs and those of the industry, including GTR. We are happy to engage proactively in any discussions and hope we will be able to withdraw our objection to the proposed disposal at a later date and we look forward to working with Network Rail to reach a position where we can approve this Land Disposal Proposal.

Yours sincerely

Access Contracts Manager (Stations)

From:
Sent: Wednesday, November 8, 2023 6:51 PM
To:
Cc:
Subject: RE: LC17 Land Disposal - Land at Harpenden Station

Hi

Thank you for your email, we understand a station change will be submitted but following a further internal discussion and as mentioned before the decision has been made to not be in favour of this proposed disposal without having a clear understanding of the impact at this location.

Please see attached response letter.

Many thanks and I hope you understand our position.

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

From:
Sent: 08 November 2023 08:34
To:
Cc:
Subject: RE: LC17 Land Disposal - Land at Harpenden Station

Hi

Thanks for the below.

NR will be submitting a full station change proposal when a detailed scheme has been worked up in consultation with GTR.

It might also be worthwhile noting that a development proposal for Harpenden was suggested by following the Solum scheme at Redhill where a planning application has now been submitted.

Regards,



From:
Sent: 07 November 2023 12:21
To:
Cc:
Subject: RE: LC17 Land Disposal - Land at Harpenden Station

Hi

Thank you for the below, the main issue here is the lack of detail around the proposed development which would have been resolved through the station change.

Please provide us with your full address so we can formulate our response letter.

Many thanks,

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

From:

Sent: 05 November 2023 20:39

To:

Cc:

Subject: RE: LC17 Land Disposal - Land at Harpenden Station

Thanks

Please see comments below in red.

I hope this provides enough clarity to provide a formal response.

Please do not hesitate to contact me should you have any queries.

Regards,



From:
Sent: 25 October 2023 11:37
To:
Cc:
Subject: RE: LC17 Land Disposal - Land at Harpenden Station

Hi

We write well in advance of the time limit offering a preview of what our formal position might be on this proposal and raising our preliminary concerns.

It has happened before where we have been presented with a proposal which brings changes to our stations/local infrastructure without having a clear understanding of the future plans/proposed work there.

There are several potential issues raised internally:

1. Parking at the station is oversubscribed. A reduction in parking is not something we can support in this. **High level discussions have taken place with (cc'd) and Solum continue to engage with GTR on parking numbers as concept designs evolve. Any proposed reduction in parking numbers will need to be discussed and formally agreed as part of the Station Change process at the relevant time.**
2. The proposed areas incorporate our Premier Parking, EVCP, Disabled Parking and Short Stay location. Relocation and future marketability of these spaces would need to be agreed and issues cleared. **Noted**
3. The document refers to the access road and improvements to this which is a 'must' including pedestrian access from the main road to the station and impact on accessibility. **Noted**
4. The station car park is regularly used by NR for rail access and other contractors with large vehicles. With the potential for a decked car park, the ability for the station to be used for rail access etc would be difficult or compromised. **This has been discussed with the relevant NR maintenance team and both business and technical clearance has been obtained. Any designs proposal will need to be signed off by NR as part of the PACE process. Solum will engage with the Network Rail Asset Protection team throughout the project.**
5. The usual concerns about developments and residential properties being built near railway stations should apply again such as indemnification on noise abatement complaints (PA announcements, Platform lighting etc). **Noted and will be considered as part of the design**

To clarify here, this is not our formal response, but we cannot be in favour of this proposal until above concerns are clarified, and we have sight of the relevant documents. GTR must see a station change issued with all the relevant details around the overall railway passenger benefits which includes parking, impact on station forecourt and road access to the station, lease plan impact etc.

Many thanks.

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

8 Great Western Railway

From:

Sent: Monday, January 1, 2024 7:39 AM

To:

Subject: Re: LC17 Land Disposal - Land at Harpenden Station

We have no objection thank you

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.

9 Grand Central Railway Company Limited

No response received from Grand Central Railway Company Limited to the consultation

10 London & South Eastern Railway Limited (Southeastern)

From:
Sent: Thursday, October 19, 2023 11:13 AM
To:
Subject: RE: LC17 Land Disposal - Land at Harpenden Station

Hi

No comments on the proposed land disposal.

Thank you!

Kind regards,

Major Contracts Commercial Manager

[Southeastern](#)

[Southeasternrailway.co.uk](https://southeasternrailway.co.uk)

[4 More London Riverside](#)

[London](#)

[SE1 2AU](#)

11 Merseyrail Electrics 2002 Limited

From:

Sent: Wednesday, October 18, 2023 9:33 AM

To:

Subject: RE: LC17 Land Disposal - Land at Harpenden Station

Good morning

We have no objections

Thanks

Legal & Compliance Officer



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12 MTR

From:

Sent: Wednesday, October 18, 2023 9:02 AM

To:

Subject: RE: LC17 Land Disposal - Land at Harpenden Station

Hi

We have no comments

Thanks

Head of Industry Coordination

MTR Elizabeth line

63 St Mary Axe, London, EC3A 8NH



13 Northern Rail Limited

From:

Sent: Tuesday, November 14, 2023 8:46 AM

To:

Cc:

Subject: RE: LC17 Land Disposal - Land at Harpenden Station

Good Morning

Thank you for your email and the notification. On this occasion NTL has no comment to make on this application because this area is not on Northern's network.

If you have any queries please don't hesitate to contact me.

Many thanks

Franchise Compliance Manager

George Stephenson House, Toft Green
York

YO1 6JT

14 Avanti Trains First Trenitalia West Coast Trains Limited (Avanti) and West Coast Partnership Development

From:

Sent: Thursday, March 28, 2024 10:19 AM

To:

Subject: RE: CONSULTATION ON PROPOSED LAND DISPOSAL - Land at Harpenden Station, Hertfordshire, AL5

Good morning,

I am happy to confirm that Avanti West Coast have no objections to this land disposal at Land at Harpenden Station, Hertfordshire, AL5 as this is off route on the midland mainline.

This response represents the views of both First Trenitalia West Coast Rail Limited and West Coast Partnership Development.

Many thanks

AVANTI
WEST COAST



Network Planner & Track Access

Victoria Square House, Victoria Square, Birmingham, B2 4DN

15 Transport for East Midlands

No response received from Transport for East Midlands to the consultation

16 COLAS Rail Limited

From:

Sent: Monday, February 5, 2024 11:30 AM

To:

Subject: RE: CONSULTATION ON PROPOSED LAND DISPOSAL - Land at Harpenden Station, Hertfordshire, AL5

– no comment.

KR,



MIWFM AssocRICS

Head of Property

Mob.

A handwritten signature in black ink, appearing to be "KR", written over a horizontal line.

COLAS RAIL LTD

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

www.colasrail.co.uk

17 Nuclear Transport Solutions (Formerly Direct Rail Services Limited)

From:

Sent: Tuesday, October 31, 2023 1:14 PM

To:

Subject: RE: LC17 Land Disposal - Land at Harpenden Station

Good Afternoon,

NTS have no comments.

Kind regards,

Procurement Manager

Property & Infrastructure

Nuclear Transport Solutions



www.nucleartransportsolutions.com

www.directrailservices.com

18 DB Cargo UK Limited (Formerly DB Schenker)

No response received from DB Cargo UK Limited to the consultation

19 Logistics UK (Formerly Freight Transport Association)

From:

Sent: Monday, November 13, 2023 4:06 PM

To:

Subject: RE: LC17 Land Disposal - Land at Harpenden Station

Hi

Logistics UK has no objection to the proposed disposal.

Kind Regards,

**Policy Advisor
Logistics UK**

www.logistics.org.uk

LOGISTICS UK

20 Freightliner Limited

From:
Sent: Wednesday, October 18, 2023 9:30 AM
To:
Subject: RE: LC17 Land Disposal - Land at Harpenden Station

No comment from FL.

Thanks.

21 GB Railfreight Limited

From:
Sent: Monday, November 13, 2023 3:12 PM
To:
Subject: RE: LC17 Land Disposal - Land at Harpenden Station

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.

22 Rail Freight Group

From:
Sent: Tuesday, October 17, 2023 4:26 PM
To:
Subject: RE: LC17 Land Disposal - Land at Harpenden Station

Ok with RFG

Sent from my Galaxy

www.rfg.org.uk

Twitter @railfreightUK

Rail Freight (Users and Suppliers) Group

Registered No. 332 4439

23 West Coast Railway Company

From:
Sent: Monday, November 13, 2023 5:19 PM
To:
Subject: Re: LC17 Land Disposal - Land at Harpenden Station

no comments

WCR

24 Association of Community Rail Partnerships

From:

Sent: Wednesday, April 17, 2024 7:19 PM

To:

Cc:

Subject: Re: LC17 Consultation on proposed disposal of land at Harpenden Station, Herts, AL5

Hello

Yes, there have been a few changes in the team and responsibilities over the last couple of months.

Can you add me as your main point of contact for your LC17 requests in the future.

Regarding this transfer - we have no objections from a community rail view point.

Thanks

Regions Support Manager



Mobile:

Web: communityrail.org.uk

The Old Water Tower, St Georges Square, Huddersfield, HD1 1JF



Community Rail Network supports a growing movement of **70 community rail partnerships** and **1,000 volunteer groups** across Britain: engaging local people with their railways and stations, enabling sustainable and inclusive mobility, and bringing rail into the heart of communities.

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out
more



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25 British Transport Police

From:

Sent: Thursday, November 2, 2023 9:01 AM

To:

Subject: RE: LC17 Land Disposal - Land at Harpenden Station

OUR REF: DOCU 2023 1742

Dear

The below Land Disposal has been passed to me to review. At this stage there are no objections to the disposal, however due to the proposed changes to the parking and layout it is important that designing out crime is considered within the project going forward. Therefore, it is vital that this unit, and indeed Hertfordshire Police Designing Out Crime Unit, have involvement in the redevelopment process going forward as this will aid the development of a safe and secure environment for rail passengers and residents alike. Any future contact re the project from a BTP perspective should be via design-outcrime@btp.police.uk

Many thanks,

Designing Out Crime Manager (1233)

Designing Out Crime Unit

Force Headquarters

25 Camden Road

London

NW1 9LN

Department email: Design-OutCrime@btp.police.uk

www.btp.police.uk

**FOCUSED ON
YOUR SAFETY**



26 East West Rail Company

No response received from East West Rail Company to the consultation apart from a generic acknowledgement. Example shown below.

27 Transport Focus

From:

Sent: Friday, February 16, 2024 1:18 PM

To:

Subject: Re: LC17 Consultation on proposed disposal of land at Harpenden Station, Herts, AL5

Thanks, that's helpful. I'm content to accept the change based on this information.

Best regards

From:

Sent: 14 February 2024 13:12

To:

Subject: LC17 Consultation on proposed disposal of land at Harpenden Station, Herts, AL5

Hi

You were in communication towards the end of last year with my colleague, about the above mentioned matter. has moved on to deal with other issues and I have very recently picked up responsibility for the consultation workstream.

Having gone through the various responses I see you raised a queries about car parking peak occupancy and extending the consultation period. In view of the delay in responding I am happy to continue discussions for a while longer, which I hope is helpful. I confirm that no application has yet been made to the ORR - although it is hoped to do that in the near future.

For information, car park surveys were carried out over a two week period in November last year. This period was chosen as being a likely maximum for car park occupancy. The maximum weekday peak occupancy during this time was 96%, although it should be noted that this was for one day only (a Thursday) out of the fourteen day survey period - and indeed for the following Thursday occupancy was significantly lower being only 78%. The average overall weekday occupancy was 80%.

Weekend occupancy was considerably lower still being 46% for Saturdays and 37% for Sundays.

You may recall the current proposal envisages a reduction of overall car parking spaces of no more than a maximum of 15%. This means the average weekday occupancy would still be more than adequately catered for.

Further, the proposed scheme will include improvements which it is anticipated should lead to an overall reduction in car park demand - as well addressing a number of issues for which recent rail passenger surveys at Harpenden show a strong level of dissatisfaction.

For example there is growing evidence across the country that more and more rail passengers are being dropped off at stations rather than parking at them all day. As part of the current proposal it is intended to increase pick up and drop off spaces and to improve the areas around them making this a more attractive and viable option for passengers using the station; further new disabled parking spaces will be provided; and it is proposed to create a new eastern entrance to address the existing problems of pedestrian and vehicle conflict, including the provision of a new two metre wide pedestrian and cycle footpath. This should also make other modes of transport easier and more attractive to people travelling to the station. These scheme improvements to the overall station experience could not occur without the proposed relatively small reduction in parking.

I look forward to hearing from you when you have had a chance to consider the above. All the best.

Development Surveyor (Solum JV)

Mobile -

Email –

Please note my working hours are flexible and so I cannot always immediately respond to e-mails. If a matter requires an urgent response please call or text in the first instance and I will get back to you ASAP. Thank you.

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Network Rail Infrastructure Limited registered in England and Wales No. 2904587, registered office Network Rail, Waterloo General Office, London, SE1 8SW.

From:
Sent: Friday, November 3, 2023 9:20 PM
To:
Subject: Re: LC17 Land Disposal - Land at Harpenden Station

Hi

Thanks, I'd be keen that we consider that data as part of this proposal before it's accepted, so that we're confident that the reduction in parking space isn't going to cause issues for passengers. Can the consultation period be extended so you can include it and we can respond with that in mind?

Best regards

From:
Sent: 31 October 2023 08:57
To:
Subject: RE: LC17 Land Disposal - Land at Harpenden Station

Hi

The project team are currently procuring parking surveys and data. I will come back you asap but this might not be until after the LC17 consultation period

Is this ok? Any queries give me a call.

Regards,



From:
Sent: Friday, October 20, 2023 1:26 PM
To:
Subject: Re: LC17 Land Disposal - Land at Harpenden Station

Hi

Thanks for this. Noting the overall reduction in car parking capacity as a result of this proposal, do you have figures relating to the current peak occupancy of the car park?

Cheers

28 Hertfordshire County Council

From:
Sent: Tuesday, April 16, 2024 7:02 PM
To:
Cc:
Subject: Consultation on Proposed Land Sale at HARPENDEN STATION, HERTFORDSHIRE AL5

Dear

In principle, Herts Highways does not object to the sale and/or transfer of this site. However, we would advise that detailed proposals of any redevelopment scheme have not yet been agreed by Hertfordshire County Council, and therefore, we are unable to comment at this stage as to whether the 'sale area' as set out in the plans provided would be likely to obtain our support in response to any planning application(s) or change of use.

Kind regards,

Herts DM Manager

From:
Sent: Tuesday, April 16, 2024 2:03 PM
To:
Subject: FW: CONSULTATION ON PROPOSED LAND DISPOSAL AT HARPENDEN STATION, HERTFORDSHIRE AL5
Importance: High

I left a voice-mail for you yesterday, and I appreciate and have spoken to you today regarding the LC17 consultation also.

If it helps please find attached a copy of a response from St Albans Council. You will note they have not objected to the principle of a disposal but have reserved their position so far as planning consent. You could perhaps use a similar form of words in a response?

Development Surveyor (Solum JV)

Mobile -

Email –

Please note my working hours are flexible and so I cannot always immediately respond to e-mails. If a matter requires an urgent response please call or text in the first instance and I will get back to you ASAP. Thank you.

St Albans Council's response

From:

Sent: Friday, February 16, 2024 4:43 PM

To:

Subject: RE: CONSULTATION ON PROPOSED LAND DISPOSAL AT HARPENDEN STATION, HERTFORDSHIRE AL5

Dear

In principle, St Albans City and District Council does not object to the redevelopment of this site. However, we would advise that detailed proposals of any redevelopment scheme have not yet been agreed by the Council, and therefore we are unable to comment at this stage as to whether the 'sale area' as set out in the plans provided would be likely to obtain planning permission.

Kind regards

Deputy Planning Team Leader
Development Management
Community and Place Delivery
St Albans City & District Council

From:**Sent:** Sunday, April 14, 2024 5:22 PM**To:****Cc:****Subject:** Re: CONSULTATION ON PROPOSED LAND DISPOSAL AT HARPENDEN STATION, HERTFORDSHIRE AL5

Thank you for your email. In terms of that question this was a matter we confirmed at the pre- application meeting to address. In particular;

- a) to provide full details of the operational constraints that define the width available for an active travel route and two way station access;
- b) to look in the round at the active travel proposals noting that the scheme can deliver the HCC LCWIP objective to provide a southern access to the station.

So my understanding is that we confirmed that we would have a meaningful dialogue through the pre-app process re the active travel offer, noting that the proposed development probably provides the only opportunity in the short term to deliver your LCWIP objective.

I hope this allows you to respond to noting as references the consultation is to confirm just the principal of development coming forward.

Thanks

Sent from my iPhone



Director, Strategic Projects Section, Mayer Brown Limited

A: 10 Fitzroy Square, London, W1T 5HP



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On 14 Apr 2024, at 14:28, wrote:

Hi

I have had a look in the document from **XX** on Thursday, and cannot find the answer to my 1st question below.

Have I missed a separate e-mail that attempts to answer HCC's questions below please?

Whilst writing, to confirm HCC's consideration of a 2m wide shared-use facility being too narrow, I would refer you to this table within LTN 1/20:

-

6.5.7 Recommended minimum widths of shared use routes carrying up to 300 pedestrians per hour are given in Table 6-3. Wherever possible, and where pedestrian flows are higher, greater widths should be used to reduce conflict.

Table 6-3: Recommended minimum widths for shared use routes carrying up to 300 pedestrians per hour

Cycle flows	Minimum width
Up to 300 cyclists per hour	3.0m
Over 300 cyclists per hour	4.5m

These 2 tables from LTN 1/20 are also relevant to your design: -

Table 5-8: Maximum length for gradients

Gradient %	Desirable maximum length of gradient (m)
2.0	150
2.5	100
3.0	80
3.5	60
4.0	50
4.5	40
5.0	30

Table 5-7: Minimum horizontal radii

Design speed (kph)	Minimum horizontal radius (m)
40	40
30	25
20	15
10	4

Kind regards,

From:
Sent: Thursday, April 11, 2024 1:41 PM
To:
Cc:
Subject: RE: Solum Harpenden - LC17 Consultation

Afternoon

I am just following up on **XX** note to you of earlier today (see below).

I hope the information provided is helpful, and as **XX** says it would be really helpful if you could confirm Herts have no objection to the principle of the disposal outlined in the earlier LC17 consultation, and ideally by no later than 16 April.

This date is important as to go beyond it, may mean NR is required to undertake the consultation again with all parties. I am not so concerned about what this means for NR but am conscious it will cause additional and unnecessary work for the numerous consultees who have already responded and who will need to be reconsulted.

By way of re-assurance I would just like to re-iterate the comments made in my previous mails to you that Herts agreeing - or not objecting - to the disposal will **not** mean the scheme can proceed unless - as with any development - it has first obtained all necessary statutory consents and permissions (e.g. planning and highways etc) and all relevant regulatory permissions (e.g. Station Change; Minor Modification etc).

In my personal experience of dealing with numerous disposal consultations over many years for NR, detailed discussions regarding designs and consents have always taken place once the acceptability of the principle of a disposal has been established through the consultation, for the reasons I previously outlined, and summarised again below in **XX** note.

Do please feel free to contact me by phone - or email - if you or your colleagues want to discuss, and in any event I will aim to give you a call within the next day or two to see if you have any remaining worries or concerns about any removing your LC17 holding objection. Many thanks.

All the best.

Development Surveyor (Solum JV)

Mobile -

Email –

From:

Sent: Thursday, April 11, 2024 10:06 AM

To:

Cc:

Subject: Solum Harpenden

I hope you are well. I enclose with this email a letter and appendix providing further information and clarification in relation to the LC17 Consultation for which your response is gratefully sought by the 16th April 2024.

As of Network Rail explained to you in his email of the 22nd February 2024, the consultation confirms that the general principle of a disposal is accepted and therefore it allows the Rail Industry (a public body) to commit time, resources and money to working up designs in the detail required for a planning application.

Nevertheless my letter provides the evidence base that the proposals require a small transfer of trips away from the private car to active travel and non-car modes and as discussed at our pre-application meeting on the 29th February 2024, Solum are committed to working with you to finalise an agreed set of proposals that would support a planning application.

I am writing to and yourself under sperate cover in relation to the matters we agreed to take forward to support a planning application at our meeting on the 29th February 2024, but if you could further to digesting my letter advise for the **16th April 2024**, that you have no objection in principal to the disposal of land, as per the NR consultation, we would be grateful.

of NR will formally write/email you.

Many Thanks



Director, Strategic Projects Section, Mayer Brown Limited

W: www.mayerbrown.co.uk

A: 10 Fitzroy Square, London, W1T 5HP



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The Building Safety Group

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mayer brown
TRANSPORT PLANNING INFRASTRUCTURE DESIGN ENVIRONMENTAL & WATER ENGINEERING



10th April 2024

Letter sent via email only

Our Ref solumharpenden.1
Your Ref

Development Management Group Manager
Hertfordshire County Council

Dear

Harpenden LC17

I am writing in relation to the LC17 consultation you have received from Network Rail.

As we have discussed the LC17 consultation is an internal rail industry process to allow for the disposal of railway land for other purposes. As you are aware any proposal could only be implemented subject to the grant of planning permission.

In this instance, what has been sought from HCC is that there are no in principal objections to the release of part of the station parking on the east side of the station which includes a total of 101 spaces. There are a total of 676 existing parking spaces on the eastern and western sides of the station (226 to the west and 450 to the east) and this disposal represents a reduction of 15% of the station parking provision.

Mayer Brown Limited
Web: www.mayerbrown.co.uk

Working (Head Office)
Tel: 01463 790 208
e: wokingoffice@mayerbrown.co.uk
Aldershot Office
Tel: 01252 239 9548
e: aldershotoffice@mayerbrown.co.uk
Bristol Office
Tel: 0117 525 1027
e: bristoloffice@mayerbrown.co.uk

AS of Network Rail advised you in his email of the 22nd February 2024 that without knowing that the general principle of a disposal is accepted it becomes problematic for the Rail Industry (a public body) to commit time, resources and money to working up designs in the detail required for a planning application, as there is no certainty that a consultee will not block the overall principle of a disposal irrespective of whatever detailed design is brought forward.

Transport Justification for the Proposals

Christchurch Office
Tel: 01782 523397
e: christchurchoffice@mayerbrown.co.uk

We have commenced as you are aware pre-application discussions with you in relation to the proposals and this will lead to a formal application response from you. What is sought at this stage is confirmation that you have no objections in principal to the LC17 disposal, which be subject to the grant of planning permission.

Isle of Wight Office
Tel: 01483 886 234
e: lowisoffice@mayerbrown.co.uk

Leeds Office
Tel: 0113 355 4897
e: leedsoffice@mayerbrown.co.uk

The rationale for this is;

London Office
Tel: 0207 874 1574
e: londonoffice@mayerbrown.co.uk

- Your LTP4 Polices, which seek to encourage journeys by active travel and non-car means as opposed to journeys made by private car;
- The proposals we discussed at the meeting held on the 29th February 2024 to substantially improve active travel accessibility to the station in particular (i) a new active travel entrance from Aysgarth Close and (ii) the provision of a shared surface route from Station Road;

Yeovil Office
Tel: 01925 207 883
e: yeoviloffice@mayerbrown.co.uk



Page 2



- c) The Travel Plan/Smarter Choices proposals which will support any future consent, including Wayfinding at the station and on the immediate network;
- d) The Travel Plan incentive package which formed part of our submission discussed at the meeting on the 29th February 2024, which includes for an incentive package to encourage journeys to be made by bus. (You would be aware that the proposals allow for both access from the existing stops on Station Road a 3 minute walk, but also opens up the use of the stops on Milton Road within 5 minutes of the stn entrance using the new Active Travel Route)
- e) Any permission would include for a parking management plan, in order to monitor and manage if required any changes in parking within the local area. This as you are aware is common practice for any reduced car provision development.

Current Evidence Base in support of the proposals

As explained in our discussions and at the pre-application meeting, what is sought at present is an in principal response to a disposal of land, which will be the subject of planning consent. However, we have been preparing the evidence base, which demonstrate the consistency of the proposals with your LTP4 objectives.

I append to this letter a report prepared by Richard Talbot Consultancy on behalf of Solum in relation to movements to and from the station. This provides analysis of rail car parking demand at Harpenden railway station, derived from several data sources, including passenger surveys and automatic traffic count equipment.

The report contains details of the origin of journeys where a passenger parks at Harpenden Station and Table 1 below shows the origin of these journeys by postcode and what proportion of these journeys originate within a 20 minute active travel journey from the station.



Postcode	Percentage of Trips parking at or near the station	Is postcode within a 20 minute active travel journey from the station
AL5 3	22.7%	Yes
AL4 8	15.6%	Yes
AL5 5	10.4%	Yes
AL3 7	9.7%	Yes
AL5 2	9.7%	Yes
AL5 4	8.4%	Yes
AL3 8	5.8%	No
AL5 1	4.5%	No
SG4 8	3.9%	No
LU1 4	21.9%	No
HP2 6	1.3%	No
LU6 3	1.3%	No
AL1 3	0.6%	No
HP2 7	0.6%	No
HP4 1	0.6%	No
LU1 4	0.6%	No
LU5 6	0.6%	No
LU6 2	0.6%	No
SG4 8	0.6%	No
Total within 20 minute active travel distance of the station		65%

Table 1: Proportion of Passengers who park at or near the station who travel from within a 20 minute active travel distance from the station

In total this survey work demonstrates that 65% of journeys to and from the station originate within a 20 minute active travel journey of the station. An increased proportion of journeys are within a bus journey from the station.

So whilst at least 65% of journeys are within an active travel or bus journey from the station, what the proposals do is to seek just a 15% reduction in the number of people who park at the station. In terms of passenger numbers, pre Covid the daily use of the station was around 5400 passengers entries per day, so we discussing approximately 2% of rail passengers changing their travel patterns.

In Conclusion

As discussed the LC17 consultation is seeking your agreement to the principal of the proposal which will be subject to planning consent. The change in parking provision relates to a 15% reduction in the provision of parking at the station, whilst at least 65% of journeys involving parking at or near the station are within a distance where the journey could be made by active travel and non-car means.

Page 4



In quantitative terms this represents a change in travel patterns of around 2% of station users and in accordance with your LTP4 objectives we will address in the application how this pragmatic change in travel behaviour can take place, through;

- a) The creation of a new active travel route from the south in accordance with your LCWIP;
- b) An improved active travel route from Station Road;
- c) Increased Cycle Parking;
- d) A comprehensive Wayfinding Strategy;
- e) A Smarter Choices campaign to encourage greater use of the Bus as an access mode to the station, noting the stops within 3 minute walk of the station on Station Road and the stops within 5 minute walk of the station, which will become accessible through the New Active Travel Route from the south.

We would be grateful therefore for your formal response to Network Rail by return advising that you have no in principal objections to the proposed dispersal which will be subject of planning approval. [The closing date for the consultation is the 16th April 2024.](#)

Yours sincerely

Director Strategic Projects

mobile
email

enclosure

cc. Solum
Network Rail

From:**Sent:** Friday, March 22, 2024 2:09 PM**To:****Subject:** Re: CONSULTATION ON PROPOSED LAND DISPOSAL AT HARPENDEN STATION, HERTFORDSHIRE AL5

Afternoon

Apologies for the delay whilst we make our checks that the principle is acceptable to HCC.

These are some of the questions I have received from colleagues that I need to answer before I can retract my holding objection: -

- How many car parking, and motorcycle, spaces are there in total?
- Are there sufficient active travel proposals to drive mode-shift (at least to match car park reduction)?
- What about bus services, there isn't much in the report on buses? Some have a particular bugbear on the location of bus stops at rail station hubs, as to find the Bishop's Stortford Bus Stop you have to do a left and walk 50m, whereas the taxi rank is immediately in front of the station, which does not encourage sustainable modes;
- Is there any data on people's likelihood to drive all or more of their journey if they cannot park at Harpenden Rail Station?

If you, or your team, could help answer these questions, we shall get to a decision quicker.

Kind regards,

From:**Sent:** Wednesday, March 20, 2024 1:38 PM**To:****Cc:****Subject:** RE: CONSULTATION ON PROPOSED LAND DISPOSAL AT HARPENDEN STATION, HERTFORDSHIRE AL5

Afternoon. I hope you are well.

Sorry to hassle but I can't trace any reply from you, or your colleagues, to my email of 6 March (please see below).

It is important this matter is resolved as quickly as possible, as it is currently intended to submit an application to the ORR in the very near future and at that time NR is required to submit copies of all responses received as well as any relevant subsequent email exchanges.

Accordingly please could you and/or your colleagues look again at the email below and revert.

As stated in that note, if Herts CC still have any issues relating to the principle of a disposal I would like to try to resolve these if possible. I would also re-iterate that agreeing to the LC17 would not mean the proposed scheme could be effected unless and until all necessary statutory (including highways and planning) and regulatory consents were obtained.

As before, I'm very happy to arrange a Teams call - or to meet in person with you or your colleagues - if that might assist.

I look forward to hopefully hearing from you soon. Many thanks in anticipation of your attention to this matter.

Kind regards.

Development Surveyor (Solum JV)

Mobile -

Email –

Please note my working hours are flexible and so I cannot always immediately respond to e-mails. If a matter requires an urgent response please call or text in the first instance and I will get back to you ASAP. Thank you.

From:**Sent:** Wednesday, March 6, 2024 10:36 AM**To:****Cc:****Subject:** RE: CONSULTATION ON PROPOSED LAND DISPOSAL AT HARPENDEN STATION, HERTFORDSHIRE AL5

Morning

Following on from my earlier email I wondered if you or your colleagues were now able to respond further to the LC17 consultation please?

If this is not possible would you mind letting me know why this is the case please - as the ORR expects NR to make reasonable endeavours to resolve objections – and so I would like to try to understand and resolve if Herts still have issues relating to the principle of a disposal. As outlined in my earlier note agreeing to the principle of a disposal would not mean the scheme could be effected unless all necessary statutory and regulatory consents (including highways and planning) were obtained.

I am happy to call you to discuss further at a mutually convenient time if that might assist?

All the best.

Development Surveyor (Solum JV)

Mobile -

Email –

Please note my working hours are flexible and so I cannot always immediately respond to e-mails. If a matter requires an urgent response please call or text in the first instance and I will get back to you ASAP. Thank you.

From:**Sent:** Thursday, February 22, 2024 2:38 PM**To:****Cc:****Subject:** CONSULTATION ON PROPOSED LAND DISPOSAL AT HARPENDEN STATION, HERTFORDSHIRE AL5

Hi

Many thanks for yesterday's email.

I do completely understand that Herts would want any development that comes forward to accord with reasonable highways and transport requirements. However, agreeing to the principle of a disposal would not prejudice that position as the proposed scheme can only be brought forward with the benefit of relevant planning and highways consents as are required.

The difficulty with a holding objection to the LC17 consultation is that without knowing that the general principle of a disposal is accepted it becomes problematic to commit time, resources and money to working up designs in detail as there is no certainty that a consultee will not block the overall principle of a disposal irrespective of whatever detailed design is brought forward.

Regarding your specific comment on the loss of parking, car park surveys were carried out over a two week period in November last year. This period was chosen as being a likely maximum for car park occupancy. The maximum weekday peak occupancy during this time was 96%, although it should be noted that this was for one day only (a Thursday) out of the fourteen day survey period - and indeed for the following Thursday occupancy was significantly lower being only 78%. The average overall weekday occupancy was 80%. Weekend occupancy was considerably lower still at 46% for Saturdays and 37% for Sundays.

The current proposal envisages a reduction of overall car parking spaces of no more than a maximum of 15%. This means the average weekday occupancy would still be more than adequately catered for. Further, the proposed scheme includes improvements which it is anticipated should lead to an overall reduction in car parking demand by making walking and cycling to the station more attractive - as well addressing a number of issues for which recent rail passenger surveys at Harpenden show a strong level of dissatisfaction.

There is growing evidence across the country that more and more rail passengers are being dropped off at stations rather than parking at them all day, and as part of the current proposal it is intended to increase "kiss and ride" spaces and to improve the areas around them making this a more attractive and viable option for passengers using the station; further new disabled parking spaces will be provided. Other improvements proposed should also make other modes of more sustainable transport such as walking and cycling easier and more attractive to people travelling to the station. The proposed scheme improvements to the overall station experience could

not occur without the relatively small reduction in parking. It is worth noting that based on the above, the independent watchdog, Transport Focus, which has the avowed aim of putting “the interest of transport users first and aim(s) to get the best deal for passengers and road users” was content to agree to the LC17 consultation.

Accordingly, might it be possible please for Herts not object to the principle of the disposal, secure in the knowledge it will only be possible for the scheme to be brought forward if the necessary statutory, regulatory and highways and planning consents are obtained.

Please do not hesitate to contact me if you want to discuss further.

Development Surveyor (Solum JV)

Mobile -

Email

Please note my working hours are flexible and so I cannot always immediately respond to e-mails. If a matter requires an urgent response please call or text in the first instance and I will get back to you ASAP. Thank you.

From:

Sent: 21 February 2024 10:10

To:

Cc:

Subject: Re: CONSULTATION ON PROPOSED LAND DISPOSAL AT HARPENDEN STATION, HERTFORDSHIRE AL5

Morning

Thank you for your e-mails of yesterday afternoon and the 2nd.

I have heard this proposal discussed, and it does sound like colleagues, namely & copied-in, have had more sight of your plans than I have had to date. For example, a sub-standard 2m wide cycle facility has been mentioned, that HCC cannot support.

However, I understand there is a meeting today between 3pm and 4pm where a potential Pre-app on your site disposal will be discussed.

Until we have considered this further, I do feel Herts Highways has to put in a holding objection, as transport hubs allowing easy change of mode to facilitate commutes by train is really important to HCC. At a time when we are all encouraging residents to get back on sustainable public transport, I cannot see how we can support to loss of 101 parking spaces (15%) at Harpenden Station.

DM Group Manager | Highways | Growth & Environment

Hertfordshire County Council

Address: County Hall, Pegs Lane, Hertford, SG13 8DE. Postal Point: CH0242.

Please report all highway faults via: <https://www.hertfordshire.gov.uk/faultreporting>.



[Our vision](#) is to create a cleaner, greener and healthier

Hertfordshire, guided by our RISE values



From:**Sent:** Tuesday, February 20, 2024 2:19 PM**To:****Subject:** FW: CONSULTATION ON PROPOSED LAND DISPOSAL AT HARPENDEN STATION, HERTFORDSHIRE AL5**Importance:** High

Afternoon

Hope you are well. Further to my email below, and voicemail of last week I was wondering if you might be in a position to respond please?

Even if you have no comment as such it would be helpful if you could put that into an email as ORR expects NR to use reasonable endeavours to get a formal response from consultees - even if it's a "no comment". What we are looking to do is establish if consultees have views on whether or not they agree with the principle of a disposal of the land in question.

Sorry to hassle you, and please do e-mail or call if you want to discuss or require any further information.

All the best.

Development Surveyor (Solum JV)

Mobile -

Email –

Please note my working hours are flexible and so I cannot always immediately respond to e-mails. If a matter requires an urgent response please call or text in the first instance and I will get back to you ASAP. Thank you.

From:**Sent:** 02 February 2024 15:52**To: Subject:** CONSULTATION ON PROPOSED LAND DISPOSAL AT HARPENDEN STATION, HERTFORDSHIRE AL5

I am writing to you in connection with a consultation which my colleague, undertook in October of last year. I have very recently picked up this matter from and have attached a copy of his email of 17 October and its attachments

On reviewing this matter, it appears that through an inadvertent error you were not included on the original consultation list, and I do apologise for this, and any inconvenience caused.

Accordingly, please could I ask you to review the consultation documents and revert to me, if at all possible by the 19 February. I can confirm no application has yet been made to ORR.

Please note I am on leave from close of business today for all of next week, but please do not hesitate to contact me by phone or email either later or today or in w/c 12 February if you have queries.

Apologies again for the earlier mistake, and thanks in anticipation of your assistance.

Kind regards.

Development Surveyor (Solum JV)

Mobile -

Email –

29 St Albans City & District Council

From:**Sent:** Friday, February 16, 2024 4:43 PM**To:****Subject:** RE: CONSULTATION ON PROPOSED LAND DISPOSAL AT HARPENDEN STATION, HERTFORDSHIRE AL5

Dear

In principle, St Albans City and District Council does not object to the redevelopment of this site. However, we would advise that detailed proposals of any redevelopment scheme have not yet been agreed by the Council, and therefore we are unable to comment at this stage as to whether the 'sale area' as set out in the plans provided would be likely to obtain planning permission.

Kind regards

Deputy Planning Team Leader

Development Management

Community and Place Delivery

St Albans City & District Council

Telephone:

Council general home page: www.stalbans.gov.ukCouncil contact details and address: www.stalbans.gov.uk/contact-us

From:

Sent: Friday, February 16, 2024 4:44 PM

To:

Cc:

Subject: RE: Network Rail LC17 - Harpenden

Dear

Thank you for your email – I have just responded to your consultation email under separate cover.

I trust this is helpful.

Kind regards

Deputy Planning Team Leader
Development Management
Community and Place Delivery
St Albans City & District Council

Telephone:

Council general home page: www.stalbans.gov.uk

Council contact details and address: www.stalbans.gov.uk/contact-us

From:
Sent: 16 February 2024 13:44
To:
Cc:
Subject: RE: Network Rail LC17 - Harpenden

Afternoon

Further to note below. Please find attached a copy of the email and its attachment which I sent a couple of weeks ago.

ORR expects NR to use reasonable endeavours to get a formal response from consultees - even if it's a "no comment" - so I look forward to hopefully hearing from you shortly, when you have had a chance to consider.

Please do e-mail or call if you want to discuss or require any further information.

All the best. Good weekend.

Development Surveyor (Solum JV)

Mobile -

Email –

Please note my working hours are flexible and so I cannot always immediately respond to e-mails. If a matter requires an urgent response please call or text in the first instance and I will get back to you ASAP. Thank you.

From:
Sent: 16 February 2024 13:03
To:
Cc:
Subject: Network Rail LC17 - Harpenden

Hi

Following on from our meeting on Wednesday, I caught up with Network Rail who advised you would have been contacted as part of the LC17 consultation.

Please could I introduce you to (cc'd) who is managing this particular LC17 and will follow up shortly with further information.

Many thanks



Development Manager, Solum Joint Venture

Kier Property

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Network Rail Development Limited I Registered in England No. 06569617 I Registered Office: 1 Eversholt Street, London, NW1 2DN

30 London Travelwatch

From:

Sent: Thursday, May 30, 2024 3:34 PM

To: Cc:

Subject: RE: CONSULTATION ON PROPOSED DISPOSAL OF LAND AT HARPENDEN STATION, HERTS ALS

Hi

Thanks for confirming, that's helpful.

We have no further comments on the proposal.

Kind regards

Policy and Advocacy Officer

London TravelWatch, Europoint, 5-11 Lavington Street, London, SE1 ONZ

www.londontravelwatch.org.uk

From:**Sent:** Thursday, May 30, 2024 2:15 PM**To:****Cc: Subject:** RE: CONSULTATION ON PROPOSED DISPOSAL OF LAND AT HARPENDEN STATION, HERTS AL5

Afternoon

I can confirm that the existing number of disabled parking spaces will remain.

All the best.

Development Surveyor (Solum JV)

Mobile

Email

From:**Sent:** Thursday, May 30, 2024 1:28 PM**To: Cc: Subject:** RE: CONSULTATION ON PROPOSED DISPOSAL OF LAND AT HARPENDEN STATION, HERTS AL5

Hi

I've now had an opportunity to review this consultation on behalf of London TravelWatch.

Our only comment is regarding the reduction in parking spaces as a result of this proposal. We would just ask if the number of disabled parking bays will be at least maintained at the current level if this proposal goes ahead.

Many thanks

Kind regards

Policy and Advocacy Officer

London TravelWatch, Europoint, 5-11 Lavington Street, London, SE1 ONZ

www.londontravelwatch.org.uk

From: >
Sent: Friday, May 24, 2024 2:04 PM
To: >
Cc: >
Subject: RE: CONSULTATION ON PROPOSED DISPOSAL OF LAND AT HARPENDEN STATION, HERTS AL5

Hello
Thank you for your e-mail.
I'll review the consultation with colleagues and will ensure that I submit London TravelWatch's response to you and by 5 June.
Kind regards

Policy and Advocacy Officer
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: Friday, May 24, 2024 10:40 AM
To: >
Cc: >
Subject: CONSULTATION ON PROPOSED DISPOSAL OF LAND AT HARPENDEN STATION, HERTS AL5
Importance: High

Good morning

Network Rail undertook a consultation regarding a proposed disposal of land at Harpenden station, but it has emerged today that Transport Focus, rather than London Travel Watch, was mistakenly consulted.

I do sincerely apologise for this error and attach to this mail the original consultation documents. It would be gratefully appreciated if you could, if at all possible, advise by 5 June whether or not you have any objections to the proposal. When you do respond please could you also cc . For information there are no outstanding stakeholder objections to the principle of the disposal (which is supported by the train operator, Govia Thameslink).

Please do contact me by phone or email if you want to discuss.

Thank you in anticipation of your attention to this matter, and once again I am sorry for the initial error which meant you were not included on the original consultation list.

Kind regards.
Development Surveyor (Solum JV)
Mobile
Email –

Annex A

Dear Consultee,

Land at Harpenden Station, Hertfordshire, AL5

We write to you to seek your comments in relation to a proposed land disposal at the above location. Further details are contained within the attached LC17 Evaluation form and disposal site plan 0330727.

We request your comments by **20/11/2023** (including any “no comment” response). It would be helpful if your response is provided by email. Should no response be received by **20/11/2023**, and having made reasonable endeavours to obtain a response, we will proceed with our application.

If a formal application to the 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.

Yours sincerely ,