



**SLC Property**

# Rail Regulation

With all station redevelopment projects and new station builds, there are a number of key regulatory consents and processes that must be undertaken prior to entry into service. These consents can bring many challenges to a project, with negotiations required between numerous parties all with vested interests in the project. SLC Property has a large array of experience in this field, gained from working on many different projects.

## Why you need us

We're able to guide you through what is required and ensure that all consents are in place in a timely manner. We have over 40 years' collective experience as a team in dealing with stations and rail regulation and have all the expertise needed to guide you through the complex world of rail regulation.



# SLC Property

## How we can help you



**Station Change** – The regulatory consent with the biggest impact on station redevelopments is Station Change. This involves the promoter of the scheme issuing a Material Change Proposal to all station beneficiaries to gain approval for the scheme. The station change process begins at outline design, with acceptance of the proposal required ahead of any construction works. A further purpose for the station change is to offer indemnity to all parties affected by the scheme.



**Minor Modification** – A Minor Modification is required when any facility or asset is being removed from a station, reduced in size or relocated within the station. We will work closely with industry bodies in drafting the documents and, if requested, can manage the process on behalf of the relevant promoter.



**Business & Technical Clearance**– Network Rail will need to see the location of the works with a brief description and Network Rail will then carry out an internal consultation, following which Business & Technical Clearance Certificates are issued. These certificates are usually conditional, and we will review the conditions and ensure that the scheme complies with their requirements.



**Licence Condition 17 (LC17)** – Network Rail needs consent from the Office of Rail & Road before disposing of any of their land, whether by way of freehold transfer or leasehold. This involves Network Rail consulting with the wider rail industry before applying to the Office of Rail & Road for consent for the disposal. We can help you with this and show that there will be no negative impact on the rail industry because of implementation of the scheme.



**Station Annexes and Lease Plans** – Where a new station is being created, regulatory documents need to be produced and land transfers or leases agreed with the Infrastructure Manager (usually Network Rail). The required regulatory documentation takes the form of Station Access Conditions (which may or may not be bespoke depending on the station) and Station Specific Annexes. We have extensive experience in producing these documents, whether from templates or as bespoke documents, as well as negotiating land transfers and station leases helping to prevent delays and additional costs to projects.

### Our experience

1. **Worcestershire Parkway** – Created a new set of Station Specific Annexes for the station approved by the Office of Road & Rail and supported the Entry into Service Process, ensuring the station was added to the GWR Station Licence.
2. **Third Party Material Changes** – Responsible for Third Party Material Changes for local and combined authorities as well as private sector clients.
3. **New stations in the West Midlands and Northumberland** – Agreeing station lease areas and land transfers to Network Rail, as well as drafting new Station Specific Annexes.
4. **Undertaking Due Diligence Activity on behalf of DfT (Asset Management)** – Working with train operators to deliver all aspects of Rail Regulation Work, including Station and Depot Changes.

## Get in touch

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