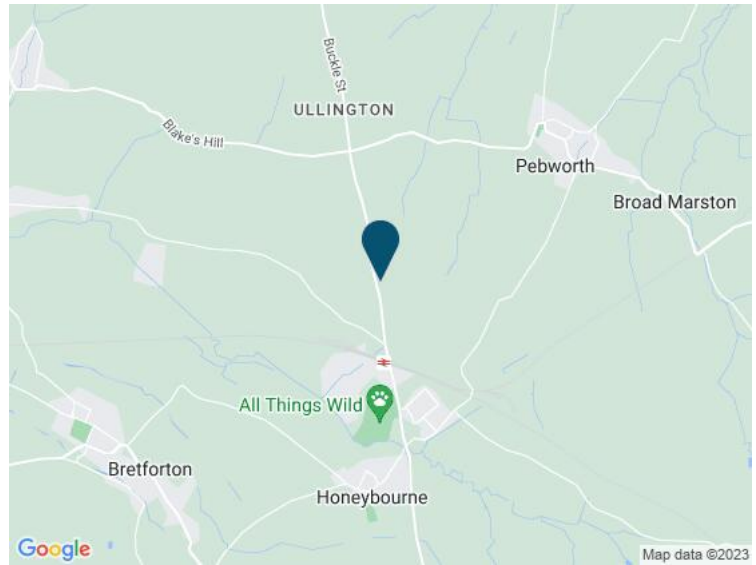









Honeybourne Sidings - WR11 8QQ

Reference number: HYB12345



-  Size: 100,000 sq ft (9,290.3) sq m
-  Location: Honeybourne, Evesham
-  Rent: Subject to loading licence usage
-  Type: Rail Freight Sites
-  Available From: Immediately
-  Local Authority: Wychavon District Council
-  Deposit:

Property Description:

The property comprises approximately 2 acres of a level rail served yard that is suited to a variety of freight related uses under permitted development rights. The site includes three Network sidings, with the longest measuring 300 metres. Use of the sidings is available under a loading licence which may be accompanied by a lease on additional yard space

Key Details:

- Three sidings - the longest measuring 300m
- Loading licence available
- Over an acre of yard space available

Location Description:

The yard is accessed via a single track off Sheenhill Road, which is to the north-west of Honeybourne Train Station. Evesham is just 10 minutes to the west of the site, where the A46 provides links to Birmingham to the north.

Other Description:

The following contains previously proposed operational details, specifics may vary subject to type of operation and destinations. Trains would come in from the Worcester direction via the Up Cotswold line, driving onto the Long Marston branch, but not beyond the token section commencement board. It is then propelled back into road 3 in the yard to load six wagons at a time with associated shunts in between. The exit would be affected by a return to the commencement board, followed by a propelling move back out, and then finally a reversal to head on the Up towards Oxford. All of the moves mentioned are signalled, however, the railway geography does not permit a train to return to Worcester. Instead, it would have to proceed on the Up to Oxford, where the train could then run around if a Midlands/North destination was required. Therefore, no running round at Honeybourne would be required. Please note that signalling is Absolute Block – albeit using colour light signals controlled by Evesham signal box. The exiting propelling move for a loaded train would need to cross User Worked Sheen Hill Crossing – where groundstaff would have to position themselves to control the move in the knowledge no MoP was crossing.

Contact:

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Disclaimer:

Network Rail give notice that these particulars do not constitute any part of an offer or contract, that all statements contained in these particulars as to this property are made without responsibility and are not to be relied upon as statements of fact, and that they do not make any representation or warranty whatsoever in relation to this property.

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