

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	<p>Freehold disposal of the land shaded blue on Drawing No 6017035a and Drawing No 6017035b.</p> <p>Please refer to 11.0 External Consultation, point 2. Following consultation, the above plans were substituted for a reduced sales area as detailed on plan 0025879 D.</p>
Rationale for disposal	<p>The sale of the surface car park land will enable the rationalisation of uses on the land which will result in:</p> <ol style="list-style-type: none"> 1. Generating a capital sum for Network Rail to fund ongoing rail operations. 2. Construction of a multi storey car park which will upgrade existing parking with modern facilities (such as electric vehicle charging points, increased disabled car spaces, covered parking and lifts) whilst replacing existing parking. 3. Make a significant contribution to creating new homes in the area, as encouraged by local and central government policies. 4. The sale will provide 150 to 200 new residential units which will support the local community and the Local Authorities planning policy. 5. Release funds to upgrade facilities at Surbiton Station such as cycle parking, pedestrian access/egress and an improved transport interchange.

2. Clearance	Type	Reference	Date
Clearance Details	Business	CR/26482	11/05/2021
	Technical	CR/26482	30/09/2021
3. Site			
Description of property for disposal	<p>Surbiton Station Car Park, Surbiton Station, Glenbuck Road, London Borough of Kingston, London KT6 4PE</p> <p>The disposal area is located on the south side of the Bournemouth Main Line railway tracks (Engineer's Line Reference: BML1) at Surbiton Station.</p> <p>The disposal area extends to 1.17 hectares (2.891 acres) shown shaded blue on Drawing No 6017035a and Drawing No 6017035b. The land is currently used for the following purposes:</p> <p><u>(A) Parking facilities</u></p> <p>A surface level car park situated within the station lease area and operated by the Station Facility Operator, South Western Railway (the SFO). This is the primary use of the site with associated circulation space.</p> <p>The car park comprises:</p> <ul style="list-style-type: none"> • 460 parking spaces including 1 designated disabled parking space. • Space for the parking of 20 motorcycles. • Space for the storage of 210 cycles. <p>Secondary uses of the disposal area are:</p> <p>B) Network Rail's Maintenance Delivery Unit (MDU) situated on the western portion, which includes a Road Rail Access Point (RRAP).</p> <p>(C) Public and operational access to the Surbiton Station building. The station building itself is excluded from the disposal area.</p>		

<p>Attached plans and photographs:</p> <p>(all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)</p>	<ol style="list-style-type: none"> 1. Drawing No 6017035a shows the proposed disposal area shaded blue and Network Rail's retained land shaded green. 2. Drawing No 6017035b shows the disposal area shaded blue. 3. Surbiton Station - Aerial View 4. Surbiton Station - Location Plan
<p>Ordnance survey coordinates</p>	<p>X: 518,082 Y: 167,239</p>
<p>4. Proposal</p>	
<p>Proposed party taking disposal</p>	<p>Solum Regeneration (Surbiton) LLP, or other such party or body associated with Solum Regeneration.</p>
<p>Proposed use / scheme</p>	<p>A comprehensive redevelopment is proposed to provide, subject to obtaining the necessary planning approvals:</p> <ol style="list-style-type: none"> 1) Circa 150 - 200 residential units comprising both private & affordable. 2) A new multi-storey car park (MSCP) to re-provide the same amount of parking spaces displaced by the development, subject to agreement with the Local Planning Authority, the Station Facilities Owner (SWR) and the DfT. It is proposed that the MSCP would not form part of any disposal and would be retained for use as a station car park within the retained station lease area. 3) Enhanced public realm. 4) Retained access to Surbiton Station and the over rail footbridge for passengers and other station users to be retained as part of the station lease. 5) Retention of the existing MDU. Ongoing discussions with the MDU are likely to result in it not forming part of the transfer. It would only form part of the transfer if suitable alternative premises can be found which meet with the approval of the Infrastructure Maintenance Delivery Manager.
<p>Access arrangements to / from the disposal land</p>	<p>Currently access to the sale area for both passenger parking and for the MDU is via a single access point off Glenbuck Road.</p> <p>The exact future access arrangements to the MDU are to be confirmed as part of the proposed scheme design and will depend on the layout and configuration of any development</p> <p>Network Rail will reserve sufficient access to the station, the proposed MSCP and any other retained assets. It will also ensure that unimpeded 24/7 access and egress is available to the MDU and the RRAP.</p>

	<p>Network Rail will reserve sufficient access for all passengers and station users. It will ensure that public access and right of way over rail footbridge, located adjacent to the Station Building, is retained.</p>
<p>Replacement rail facilities (if appropriate)</p>	<p>The disposal will proceed on the basis that there is a re-provision of the existing car parking (460 spaces), motorcycle parking (20 spaces) and cycle storage (210 spaces) on the disposal land. However, this is subject approval by the SFO and the Local Planning Authority.</p> <p>As the site is within the station lease area these are considered replacement rail facilities.</p> <p>The redevelopment of the site would require a temporary reduction of current car parking spaces to enable construction of a new MSCP. The exact period and extent of reduction would need to be agreed as part of the Station Change process with the SFO.</p>
<p>Anticipated rail benefits</p>	<ol style="list-style-type: none"> 1. The MSCP will provide a modern, secure, predominantly covered and well-lit car parking facility. 2. The MSCP will provide electric vehicle charging points designed within its construction for the benefit of rail passengers. 3. The MSCP will deliver a significantly higher number of accessible car parking spaces for passengers using Surbiton Station. 4. Improved areas of public realm, enabling safer pedestrian access and egress to the station. 5. Enhanced and safer transport interchange for buses and taxis. 6. Improved bicycle storage. <p>Station improvements will be subject to separate consultation as part of the Station Change process.</p>
<p>Anticipated non-rail benefits</p>	<p>The disposal will deliver a capital receipt for reinvestment into Network Rail's core business of maintaining and improving the rail infrastructure.</p> <p>It is anticipated that the re-development of the station car park will deliver in the region of approximately 150 to 200 housing units (subject to planning).</p>

5. Timescales	
Comments on timescales	<p>The development proposals have yet to obtain the necessary town planning approvals, however it is estimated that, subject to obtaining these and agreeing Station Change matters with the SFO the estimated timescales are:</p> <ol style="list-style-type: none"> 1. Obtain Planning Permission 2022. 2. Start of development works 2023. 3. Completion of the MSCP 2024. 4. Completion of residential units 2026.
6. Railway Related Issues	
History of railway related use	<p>The land is noted on OS plans as in railway use since at least 1880, with uses including railway sidings and store sheds. Between 1900 and 1956 historic records show a coal yard and goods depot being located on the site. Between 1968 and 1976, the site changed use to station car parking, and this continues today.</p>
When last used for railway related purposes	<p>The site has been in continuous rail related use since 1880 and is within the Surbiton Station lease area.</p>
Any railway proposals affecting the site since that last relative use	<p>The current use is as a station car park and the future proposals are discussed below.</p>

<p>Impact on current railway related proposals</p>	<p>The Crossrail 2 route is planned to run through Surbiton Station.</p> <p>We have consulted Network Rail's Crossrail team who have confirmed that this proposed land disposal is not expected to have a material impact on Crossrail 2 proposals. However, scheme designs will be undertaken in collaboration with the Planning Strategy and Crossrail 2 teams.</p> <p>The latest comment with reference to the resubmitted Technical Clearance CR/26482 at Surbiton on 21 July 2021 was that the Wessex Strategic Planning Team would like to reinforce the previous comments made by Jaime Rockhill on the expired Technical Clearance dated 14/03/2019.</p> <p><i>"As there is currently some uncertainty around what exactly will be delivered, we would appreciate the opportunity to be consulted prior to any design works being progressed to further understand the plans for the areas surrounding the station. This is particularly important as the station is located on the proposed Crossrail 2 network and will form part of the long-term strategy on the Wessex Route".</i></p> <p>The Network Rail CR2 team were previously consulted on 25 September 2018 and the position then regarding the proposed scheme was that CR2 does not have a committed scheme from the Government or safeguarding directions to support the scheme. The current GRIP2 design does not believe that it will require the development site to deliver CR2. However, if CR2 is required to deliver step free access then a small area of land to the front of the southern part of the station may be required for the temporary delivery of works, however this should not prejudice the delivery of the development.</p> <p>The CR2 team is happy to work in collaboration with the Solum team.</p>
<p>Potential for future railway related use</p>	<p>The future use of the site for railway related uses has been considered by Network Rail's System Operator Strategic Planning team, with reference to the relevant long-term plan. The strategic planning team have not identified significant, reasonably foreseeable railway related uses for the disposal area, other than those noted above.</p>
<p>Any closure or station change or network change related issues</p>	<p>The redevelopment of the site will lead to a temporary reduction of current car parking spaces for a period during construction. This will need detailed planning and agreement with the SFO through the Station Change process.</p>
<p>Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future</p>	<p>Exact details of access arrangements are to be confirmed and will depend on the final layout of the proposed development. Sufficient operational access to the MDU will be retained or re-provided.</p> <p>Suitable access for passengers and other station users will be maintained to Surbiton Station and operational access to Network Rail line-side assets will also be maintained.</p>

<p>Position as regards safety / operational issues on severance of land from railway</p>	<p>The disposal includes arrangements under which Network Rail or the other party 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.</p> <p>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>
<p>Safety issues identified</p>	<p>The disposal documentation shall include Network Rail's usual safety provisions appropriate to this disposal site and type of disposal.</p> <p>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.</p> <p>The Technical clearance referenced in Part 2 above additionally stipulates certain bespoke site-specific conditions related to safety as outlined below.</p> <p>Additional disposal site specific safety conditions identified in the Clearance Certificate in addition to those usually referenced for any disposal:</p> <p><i>There should be no sale of the MDU nor land with operational equipment for the railway.</i></p> <p><i>The development must be designed to enable access and egress for a 40 ft articulated lorry to the MDU. Unimpeded access and egress is required 24/7.</i></p>

	<p><i>Close liaison would be required during construction to ensure access and egress is not impeded or delayed as the Mobile Operations Manager (who manages operational rail emergencies) utilises the RRAP here.</i></p> <p><i>Vehicles and delivery plant using the RRV access may be over-height and may be required to perform lifting operations, so no height restrictions can be imposed. Additionally, there must be sufficient space left so that MDU plant, vehicles and deliveries can take place in an un-restricted manner, and sufficient turning and off-loading areas are maintained.</i></p> <p><i>The access road to the MDU must be constructed of a standard sufficient to cope with very heavy vehicles delivering rails and ballast.</i></p> <p><i>The MDU will be undertaking regular night working and consequently the residential leases granted should document and recognise the fact that they are living by an operational railway with consequent potentially noisy operational maintenance during the night. The NR Community Relations Team to have a copy of the relevant lease clause.</i></p> <p><i>Once completed management systems for the road access to the MDU should be designed and or implemented to prevent vehicles from parking and blocking access to the MDU.</i></p> <p><i>Strategic Planner: As there is currently some uncertainty around what exactly will be delivered (constructed), we would appreciate the opportunity to be consulted prior to any design works being progressed to further understand the plans for the areas surrounding the station. This is particularly important as the station is located on the proposed Crossrail 2 network and will form part of the long-term strategy on the Wessex Route.</i></p> <p><i>System Operator would like consideration to be given to the potential for a new right of way bridge and that the scheme should be mindful of the congestion relief scheme and other potential enhancements at the station that the development could impact or necessitate. So to be consulted prior the commencement of the design works.</i></p> <p><i>The station footbridge facilitates a public right of way as well as platform-to-platform access. Despite it not appearing as a public footpath on Kingston Councils online map, Network rail has always considered it to carry public rights due to the wording of the act authorising its construction. We must therefore ensure that the proposal continues to facilitate access for the public across the site unless a stopping up order/diversion is obtained from the council.</i></p> <p>(N.B. The safety conditions described above are a requirement of the Technical Clearance Certificate and are relevant at the disposal stage of the transaction. These requirements are subject to change e.g. by development of subsequent detailed designs that may necessitate amended safety requirements subject to consultation and agreement by the railway engineer)</p>
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7. Planning History and Land Contamination	
Planning permissions / Local Plan allocation (if applicable)	<p>“Policy S1: Surbiton Neighbourhood” allocates the land for housing in <i>The Royal Borough of Kingston Upon Thames Core Strategy Development Plan (Adopted 2012)</i> - the site is earmarked to provide 200 residential units.</p>
Contamination / Environmental Issues (if applicable)	<p>There are a number of trees within the disposal area which are subject to Tree Preservation Orders. The removal of any trees will be discussed with the Local Planning Authority and a compromise and / or replacement strategy will be agreed as part of the planning process.</p> <p>Surbiton Station is a Grade II listed building (List entry Number: 1185071). Although the station building is not within the disposal area, the purchaser is aware that it will be required to comply with all relevant legislation and regulations relating to listed buildings insofar as the development may impact the listed station building.</p> <p>The purchaser will be responsible for any necessary environmental remediation works required to make the site suitable for redevelopment.</p>
8. Internal Consultation	
Internal consultation	<p>The future use of the site for railway related uses has been considered by Network Rail’s System Operator Strategic Planning team, with reference to the relevant long term plan. The strategic planning team have not identified significant, reasonably foreseeable railway related uses for the disposal area, except as discussed above.</p> <p>Access to the Maintenance Delivery Unit is required to be available 24/7 and in particular for night maintenance. Within the MDU is a road rail access point (RRAP) and this is utilised by (amongst others) the maintenance teams and Network Rail’s Mobile Operations Manager to deal with trackside emergencies. Consequently, it is critical that access remains unimpeded at all times. Any subsequent purchaser / developer will be made aware of this and suitable management / contractual solutions will be put in place.</p> <p>The access road to the MDU is required to be built to a standard capable of managing heavy load deliveries of operational rail related materials such as rails and ballast deliveries.</p>

9. Local Authorities	
Names & Email Addresses:	
Local Transport Authorities:	<p>Transport for London Director of City Planning Head of Borough Engagement Borough Engagement Manager (South)</p>
Other Relevant Local Authorities:	<p>Lead Planning Officer (Strategic Major Developments/ Planning Delivery) The Royal Borough of Kingston upon Thames Guildhall 2, High Street, Kingston Upon Thames, KT1 1EU Mobile:</p>
10. Internal approval to consult	
Recommendation:	<p>By proceeding to consult I am:</p> <ul style="list-style-type: none"> • recommending that Network Rail consults on the terms of disposal • confirming that I have read and understood Network Rail's Code of Business Ethics and policy on Interests in Transactions • confirming that I have secured internal written approval to consult in accordance with Network Rail's policy on Authorising Application Forms.

11. External Consultation	
<p>Summary of position as regards external consultations</p>	<p>A total of 37 parties were consulted with 35 consultees responding. Of the responses there were 30 'No comment' or 'No objections'. No queries or objections are now outstanding.</p> <p>Comments and queries were raised by 5 parties as follows;</p> <ol style="list-style-type: none"> 1. <u>British Transport Police</u> stated that this area was prone to trespass and vandalism and a specified fence should be provided. This was accepted and will be made a condition of sale. 2. <u>Crossrail 2</u> objected to the original sale area which has now been reduced and agreed with Network Rail's Strategic Planner, Transport for London and Crossrail 2. This change has led to a reduction in the proposed sales area from 1.17 hectare (2.891 acres) to 0.9605 hectares (2.37 acres) and amendments to the final plans, substituting the original plans 6017035a and 6017035b to 0025879 D. 3. <u>London Travel Watch (LTW)</u> commented that it doesn't object provided there is no negative impact on passengers using Surbiton Station, or accessing the station via public transport. Following further exchanges LTW accepted that it would manage its input to the proposed station improvements by being a consultee during the planning application process. 4. <u>Royal Borough of Kingston Upon Thames</u> did not object to the sale and commented on the planning use allocation within the Local Plan. They subsequently agreed to manage the use allocation of the site as part of the planning application process. 5. <u>South Western Railway</u>: SWR's confirmation of agreement to the proposed disposal was conditional on; <ol style="list-style-type: none"> (1) A Memorandum of Understanding of Design Principles at Surbiton Station between Network Rail and South Western Railway (this document has been agreed with SWR and is attached to consultation report).and (2) Station Change – a station change proposal will be prepared by Network Rail and submitted for consultation once detailed development proposals at the station have been designed and planning permission has been obtained.
<p>Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward</p>	<p>No objections remain unresolved</p>

12. Internal approval to dispose	
Recommendation:	Based on the above, I recommend that Network Rail proceeds with the disposal.
Declaration:	I have read and understood Network Rail's code of Business Ethics and Policy on Interests in Transactions
Proposer's name:	Proposer's job title: Surveyor
Signed	Date 21 January 2022
Authorised by (name):	Authoriser's job title: Development Manager (Solum Joint Venture)
Signed	Date 21 January 2022