

Les Waters
Manager, Licensing
Railway Markets and Economics
E-mail les.waters@orr.gsi.gov.uk
Telephone 020 7282 2106

27 April 2016

Company Secretary
Network Rail Infrastructure Limited
1 Eversholt Street
London
NW1 2DN

Network licence condition 7 (land disposal): Blackfriars Southbank, London

Decision

1. On 2 March 2016, Network Rail gave notice of its intention to dispose of two parcels of land, and air rights at Blackfriars Southbank, London (the land) in accordance with paragraph 7.2 of condition 7 of its network licence. The land is described in more detail in the notice (copy attached). Network Rail has provided additional plans at Annex B.
2. We have considered the information supplied by Network Rail including the responses received from third parties you have consulted. For the purposes of condition 7 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. We are satisfied that Network Rail has consulted all relevant stakeholders with current information. No alternative reasonably foreseeable railway use for Network Rail's land was identified and the issues raised were resolved. We note that:
 - there is no evidence that railway operations will be affected adversely once the development is completed;
 - Network Rail's land ownership covers the viaduct area only - it does not own land either side of it - and the company stated that any future capacity growth at Blackfriars station will focus on longer and more frequent trains. Network Rail confirmed in its submission that the proposed development will not affect the potential to change the internal track layout at Blackfriars station or to provide four through platforms there;
 - Network Rail has stated that it has the discretion to refuse approval to development works in circumstances where they could have a negative impact on the Thameslink project;
 - Network Rail will retain the freehold ownership of the proposed disposal for the leased railway arches and confirmed it will retain control of those structures, their maintenance and repair. General maintenance and repair will lie with the tenant, but substantial works will be prohibited without Network Rail's approval; and
 - in relation to the development's construction phase, Network Rail confirmed that all insurances, including those relating to schedule 8 (the performance regime in track access agreements) will be included in the commercial and Asset Protection Agreements

with the developer. The company also confirmed that the east station entrance at Blackfriars Southbank will remain open during the station's partial closure.

4. Based on all the evidence we have received and taking into account all the material facts and views relevant to our consideration under condition 7, we are satisfied that there are no issues for us to address.

5. We have had regard to our decision criteria in *Land disposal by Network Rail: the regulatory arrangements, December 2013*,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".

6. We have therefore concluded that the proposed disposal is not against the interests of users of railway services and that our consent should be granted.

A handwritten signature in blue ink that reads 'Les Waters'.

Les Waters

Duly authorised by the Office of Rail and Road

¹ Available from www.rail-reg.gov.uk/server/show/nav.150

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

1. Site

<p>Site location and description</p>	<p>The site includes property owned by Network Rail Infrastructure Limited (NRIL) and property controlled by a third party parent company - xxxx, an asset management company.</p> <p>Network Rail Infrastructure Limited property includes:</p> <ul style="list-style-type: none"> • Arches known as 1 to 8 Invicta Plaza reference BFR03601 • Arches known as 9 to 6 Hopton Street reference ZSK06002 • London Blackfriars Southbank and Bankside Station east entrance (leased from xxxx, albeit this lease has yet to complete being part of a wider Thameslink related project). <p>The xxxx and xxxx property includes:</p> <ul style="list-style-type: none"> • Ludgate House, 245 Blackfriars Road, London SE1 9UY (west of the NRIL viaduct) • Sampson House, 64 Hopton Street, London SE1 9JH (east of the NRIL viaduct) • London Blackfriars Southbank and Bankside Station east entrance (freehold) <p>The site is bounded by the Thames river walkway and Blackfriars Southbank and Bankside Station to the north, Hopton Street to the east, Southwark Street to the south and Blackfriars Road to the west.</p> <p>The overall development site area is approximately 2.12 ha.</p> <p>Sampson House is a low employment data and disaster recovery centre.</p> <p>Ludgate House is secondary office space (currently vacant).</p> <p>The rail arches are used for storage and car parking by the previous occupiers of Ludgate House and part sub-let to a nightclub.</p> <p>An annex to the viaduct known as the “spur” is used to support telecoms, signalling equipment and an advertising hoarding.</p> <p>The scheme proposes the demolition of Ludgate and Sampson Houses and the construction of new buildings, arches refurbishment and the creation of new public realm.</p>
<p>Plans attached: (all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)</p>	<p>A) Location Plan: with red arrow highlighting the site and relationship to surrounding London stations.</p> <p>B) NRIL freehold, shaded green, which excludes the east side station entrance.</p> <p>C) 1094-A-PLN-011: masterplan with development boundary.</p> <p>D) 1094-A-PLN-EX-1001: existing site plan.</p> <p>E) 1094-A-PLN-1001: the ground floor development plan showing the location of new buildings and uses. Most of the new buildings will have retail and cultural uses on lower floors with residential above. Building LH-C is an office part of which oversails the viaduct spur (this ground floor plan details the supporting columns).</p> <p>F) 73404: Disposal Plan showing by blue colour the various disposals at below ground level (the undertrack crossing), at ground level (the arches) and above ground level (the air space area where part of building LH-C oversails NRIL’s retained freehold viaduct “spur”).</p>

	<p>G) 1094-A-SEC-3106: cross section detailing building LH-C air rights development</p> <p>H) Plan 1 showing:</p> <ol style="list-style-type: none"> 1. The northern pedestrian and estate service vehicle route through arches (blue colour). 2. Amendment to station emergency exit and column supporting building LH-A (green colour). 3. Where the Demountable annexes to buildings LH-A and LH-B stand on the maintenance strip the viaduct (red verge). 4. High level walkway proposed for relocation from side of viaduct to top of viaduct (pink colour). 5. Area subject to an NRIL option to purchase freehold at a peppercorn (in whole or in part) including the station and adjoining public toilet development (pink colour). 6. Location of a proposed undertrack crossing linking underground car parks either side of the viaduct (red cross-hatch) together with service conduits in the undertrack crossing. 7. Pedestrian route within arches to increase retail frontage (brown colour). 8. Pedestrian right of way onto Southwark Street to improve estate permeability (light blue colour). 9. Amendment of an existing viaduct maintenance route (blue hatch) to a three metre wide strip adjoining the viaduct (except where NRIL may otherwise agree at its absolute discretion) to enable construction of building LH-C. <p>I) Plan 2 shows the proposed viaduct maintenance route referenced at point 9 above highlighted in purple and red. The red highlights areas of unobstructed access rights, whilst the purple indicates where the developer may locate demountable structures that are removable upon demand by NRIL to allow access for viaduct inspection, maintenance and repair.</p>
<p>Clearance Ref:</p>	<p>The various proposals which make up the totality of the scheme have full internal Business Clearance and Technical Clearance approval as listed below, subject to the standard railway protection clauses being inserted into the legal agreements and the requirement for a full Asset Protection Agreement.</p> <p><u>24458 and 25228</u> Oversailing of viaduct spur by building LH-C. Proposal is for a 250 year lease with no break clauses (including no right to break for operational NRIL purposes) to accommodate a building in air space and its supporting columns. The building soffit height will be approx. 18.66 metres AOD, which equates to a clearance from the surface of the viaduct spur of approx. 5.3 metres. The height of the air-rights "box" will be approx. 78 metres AOD, its dimensions are shown on plan 73404 and supporting columns shown on plan 1094-A-PLN-1001.</p> <p><u>17947, 24461 and 24471</u> Under track crossing connecting underground car parks either side of the viaduct. Proposal is for a 250 year lease with no break clauses (including no right to break for operational NRIL purposes) to accommodate estate service media and for the use of residents and estate service vehicles.</p> <p><u>19063 and 24954</u> Demountable unit between building LH-A and viaduct which will touch the viaduct and provide additional rooms for the cultural space in building LH-A. These clearances propose the amendment of the station fire escape subject to satisfactory fire safety strategy and SFO approval. The parties will contract to secure for NRIL viaduct inspection and maintenance rights with special provisions securing emergency access.</p> <p><u>18711</u></p>

Demountable unit between building LH-B and viaduct which will touch the viaduct and provide car parking and a garden deck. The parties will contract to secure for NRIL viaduct inspection and maintenance rights with special provisions securing emergency access.

24473

Amendment of NRIL access rights in the three metre wide viaduct maintenance strip to facilitate the Demountable units between buildings LH-A and LH-B and the viaduct and to enable building LH-C.

The following clearances are for the rights to make purchases as part of the disposal consideration:

22962 and 24470

NRIL will take an option to purchase the freehold of the station, adjoining toilet block and beneath a base facility at a peppercorn. An option rather than immediate purchase is appropriate as this phase of the development may be towards the end of the scheme and provides timing flexibility.

The following clearances regard short term privileges and do not require specific ORR Land Disposal Consent. However, they are included in this consultation to help provide stakeholders with a complete scheme overview:-

23823, 23867, 23870 and 24477

Use of arches by developer during construction and subsequent refurbishment to commercial uses, cultural uses and walkways to accommodate estate permeability. Arch lettings will include the rail industry's standard operational break clauses.

17945

Relocation of a track access walkway from the side of viaduct to the top of the viaduct.

23872

New pedestrian access to Southwark Street.

The following are temporary rights which may become necessary to deliver the proposed development. the appropriate time, they may require Clearance approval and will not require ORR Land Disposal Consent:

- Crane oversailing rights
- Works in proximity to the viaduct (and the right to install an access ramp to access the viaduct spur)
- Use of the viaduct spur as a storage area
- Access rights over the viaduct access road
- Crash decks to protect the railway and public
- Use of the arches for storage/site offices

The following are temporary rights which may become necessary to deliver the proposal, which may not require specific clearances authorities and which will not require ORR Land Disposal Consent:

- Temporary closure of the west side entrance/exit to/from Blackfriars Southbank and Bankside Station whilst a construction deck is built. Purpose is to protect pedestrians during the demolition of Ludgate House and construction of building LHA. Requires SFO approval via Landlord's Consent or other relevant consent process, depending on agreed method of delivery at the time of requirement.
- Change of surfaces on NRIL land up to the station entrances, to marry with the development scheme surface as part of the public realm design. Requires a sweep, clean and maintenance contract with the estate management company.

Project No.	140239
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<p>Ordnance survey coordinates</p>	<p>Map reference: TQ316804 Easting: 531692 Northing: 180403</p>
<p>Photographs (as required)</p>	<p>Appendix J:</p> <p>Photo 1: Google aerial photo of site Photo 2: passage between viaduct and Sampson House</p> <p>Artist impression 1: view towards scheme from the other side of Blackfriars Bridge and River Thames.</p> <p>Artist impression 2: view toward St Paul's Cathedral from the scheme's open plaza showing refurbished arches.</p>

2. Proposal

<p>Type of disposal (i.e. lease / freehold sale)</p>	<p>NRIL and the parties taking the disposal intend to complete an Option Agreement (“OA”) governing the below disposals. The OA may complete during the course of this consultation and therefore the OA is subject to this consultation.</p> <p>The disposal will comprise the following series of long leases for disposal of air rights and an undertrack crossing together with permanent access and service media rights.</p> <ul style="list-style-type: none"> • 250 year leases with no break clauses for: <ol style="list-style-type: none"> 1. the airspace and columns to enable building LH-C. 2. the undertrack crossing (including service media). • Permanent amendment of NRIL viaduct maintenance access rights to enable: <ol style="list-style-type: none"> 1. the demountable unit between building LH-A and the viaduct. 2. the demountable unit between building LH-B and the viaduct. 3. the construction of building LH-C. • Permanent variation of a right of way to the east of the viaduct to maintain a three metre wide viaduct maintenance zone except where NRIL may approve a narrowing to facilitate buildings SH-D and SH-B at NRIL’s absolute discretion. • Grant of overriding leases permitting the developer to obtain vacant possession of the arches for a term of years that will expire on 28 August 2114 (consistent with existing lease terms), but prohibiting development. These leases contain standard NRIL operational break clauses. • Grant of development leases permitting the developer to carry out the refurbishment and underletting of the arches. The developer will serve option notices confirming the extent of the area to be drawn down under each lease. Each lease will be for a term of years that will expire 28 August 2114. These leases will contain standard NRIL operational break clauses. NRIL will either receive: <ol style="list-style-type: none"> 1. 100 per cent of the rents from the undertenant where NRIL has funded the works to refurbish the arches, or 2. 50 per cent of the rents where NRIL has not funded the arch investment. • Grant of permanent rights to use the following for access and to lay service media beneath ground level (subject to NRIL operational suspension rights and break clauses): <ol style="list-style-type: none"> 1. the arch coloured purple (numbered “1” on plan 1),. 2. the undertrack crossing hatched red (numbered “6”) 3. the pedestrian route coloured brown (numbered 7). • Beyond the above and to recognise the complexities of delivering this major scheme, the right to
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	<p>seek from NRIL additional privileges where these are required to facilitate the scheme. These new rights will remain subject to obtaining all railway consents including for permanent disposals further stakeholder consultations and ORR Land Disposal consents.</p> <p>In addition, NRIL will have options to purchase the freehold of:</p> <ul style="list-style-type: none"> • The station; and • The adjoining toilet block (and retail units to be constructed on the site of the toilet block as part of the development).
Proposed party taking disposal	<p>xxxx</p> <p>These companies are the “special purpose vehicles” established by parent company xxxx to deliver the scheme.</p>
Proposed use / scheme	<p>The arches in the railway viaduct will convert to retail, cultural space and gym. Walkways through the arches will be open to improve pedestrian permeability for local residents and tourists (they will not become public rights of way). Services conduits will run under the walkways.</p> <p>On land adjoining the station and viaduct, the development will include 9 new buildings rising up from 5 storeys to 48 storeys in height.</p> <p>The development will comprise approximately 144,570 m2 of floor space. Excluding basement car parking and other residential related facilities the areas for each use are:</p> <ul style="list-style-type: none"> • Residential accommodation 93,236 m2; • Office 45,372 m2; • Retail 2,581 m2; • Cultural space 1,969 m2; • Gym 1,014 m2. <p>Building LH-C will be used for office purposes (includes the NRIL air space over the viaduct spur).</p> <p>Beside the station the existing toilet block is proposed to become a smaller toilet facility with retail units either side (the NRIL option to purchase includes this area).</p>
Access arrangements to / from the disposal land	<p>Rights to access for maintenance will be reciprocal between the parties.</p>
Replacement rail facilities (if appropriate)	<p>N/A</p>
Anticipated Rail benefits	<p>Should a future requirement arise to reconfigure the station then NRIL, if it enacts the option, will own the freehold necessary to enable this improvement.</p> <p>Increased use of the station by the new community moving into the new estate including workers, residents and tourists.</p> <p>Increased sustainable revenue from retail opportunities and capital from the sale of the air-rights and other permanent service media rights for reinvestment into the rail industry.</p>
Anticipated Non-rail benefits	<p>The demolition of existing tired buildings and the construction of a mixed use development represent a significant regeneration opportunity. The planning consent includes:</p> <ul style="list-style-type: none"> • 489 flats, offices, retail and community uses.

	<ul style="list-style-type: none"> New open space, two new east-west routes, new public square, reconfigured vehicular and pedestrian access, works to the public highway and landscaping.
3. Timescales	
Comments on timescales	<p>xxxx advise that:</p> <p>Phase 1 of the scheme is west of the viaduct and forecast to last five years. Ludgate House is vacant and there is a commercial imperative to commence demolition meaning Phase 1 commencing in 2016 and completing in 2020.</p> <p>Phase 2 is east of the viaduct and also forecast to last 5 years. The earliest Sampson House becomes vacant is 2018 meaning Phase 2 might commence in 2018 and complete in 2023.</p>
4. Railway Related Issues	
History of railway related use	<p>The railway viaduct was built towards the end of the 19th century in time for the opening of Blackfriars Station (originally called St Paul's) by the London Chatham and Dover Railway company in 1886. Following significant investment to facilitate Thameslink, in 2011 a new station entrance on the south side of the Thames opened, called Blackfriars Southbank and Bankside station.</p> <p>The viaduct spur has historically been used as an access to the railway and storage of electrical equipment. The arches have historically been let for storage purposes.</p>
When last used for railway related purposes	<p>The viaduct remains in use and carries Southeastern and Thameslink national rail services.</p> <p>The viaduct spur remains in railway use and is used for track access, storage of electrical equipment and a railway communications mast which if necessary the developer will relocate at its own cost.</p>
Any railway proposals affecting the site since that last relative use	No – the proposed development scheme is either side of the viaduct and above the viaduct spur.
Impact on current railway related proposals	There is no impact on current railway proposals.
Potential for future railway related use	<p>There is no reasonably foreseeable potential for future railway use in the air space above the viaduct spur proposed for office use.</p> <p>There is no reasonably foreseeable potential for future railway use under the viaduct, proposed for the under-track crossing use.</p> <p>There is no specific reference to the Ludgate House or Sampson House sites in the current Kent Route Utilisation Study or London South East Route Utilisation Study.</p> <p>NRIL will shortly commence consultation on a new Kent Route Study intended to update and replace the Kent and London South East RUS documents. Stakeholders wanting to consider this Land Disposal proposal together with the draft Kent Route Study should contact xxxx (xxxx@networkrail.co.uk) to ensure that they are included in the Kent Route Study consultation.</p>
Any closure or	There are no requirements for Network Change.

<p>station change or network change related issues</p>	<p>The proposed temporary closure of the station's west entrance to facilitate the safe demolition of the adjacent Ludgate House requires operation of the rail industry Landlord's Consent or other process to be agreed with the SFO.</p> <p>The east station entrance will remain open.</p>
<p>Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future</p>	<p>The proposal does not permanently affect any railway related access. For the period of works the access to the viaduct spur and the surface level of the viaduct spur may be shared between the developer and Network Rail.</p>
<p>Position as regards safety / operational issues on severance of land from railway</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.</p> <p>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.</p> <p>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>This proposal will increase the area over which NRIL may influence development. Currently NRIL benefits are restricted to having maintenance strips either side of the viaduct and the proposal makes the whole scheme subject to railway asset protection measures governed by Asset Protection Agreements.</p>

5. Planning History and Land Contamination

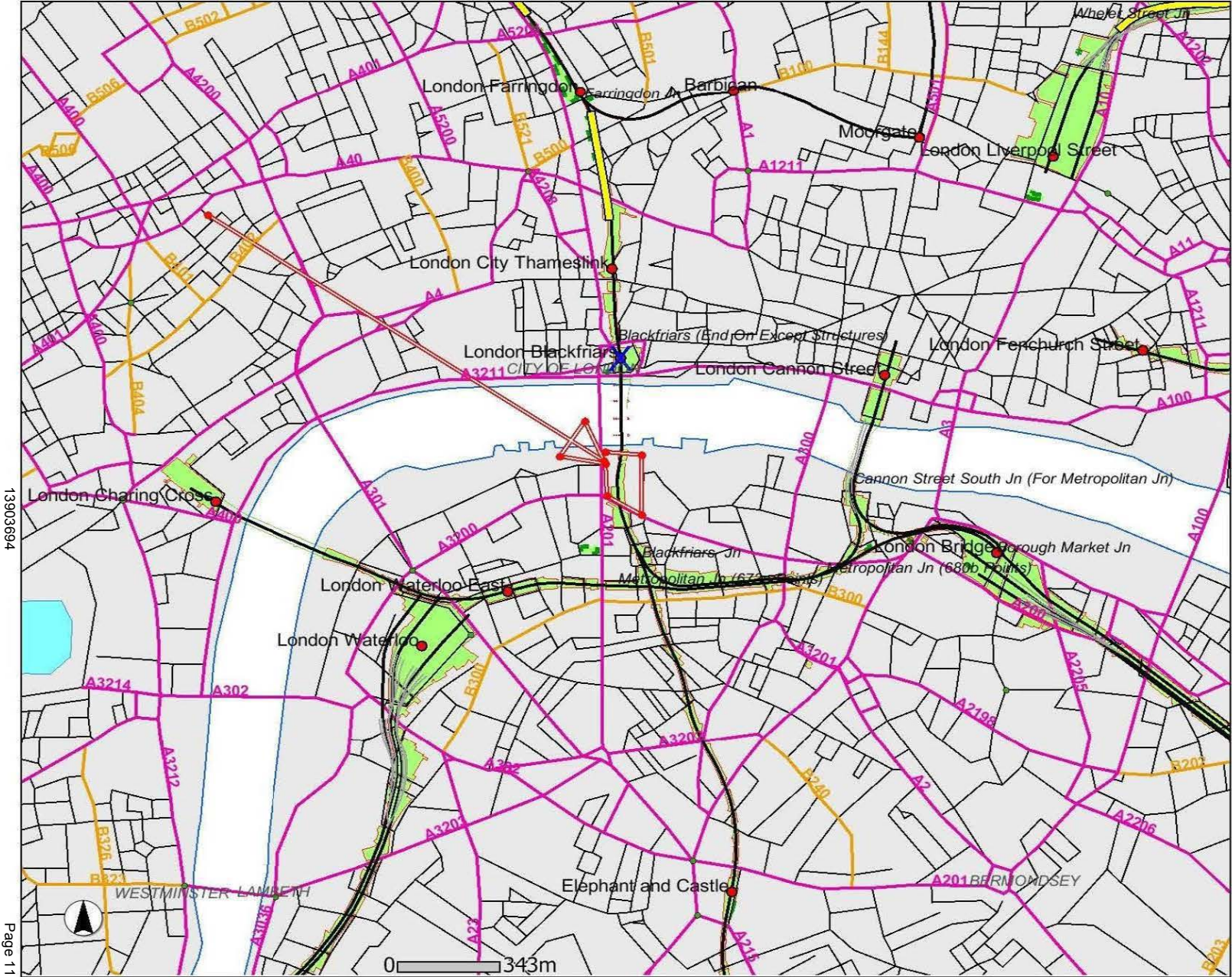
<p>Planning permissions / Local Plan allocation (if applicable)</p>	<p>Southwark Council planning application ref: 12/AP/3940 Planning permission confirmed on 28th March 2014 upon completion of the s.106 agreement.</p>
<p>Contamination / Environmental Issues (if applicable)</p>	<p>N/A</p>

6. Consultations

<p>Railway (internal – Network Rail)</p>	<p>The various proposals which make up the totality of the scheme have full internal Business Clearance and Technical Clearance authorities to</p>
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	proceed to this next level of consultation, subject to the standard railway protection clauses being inserted into the legal agreements and the requirement for a full Asset Protection Agreement.	
Summary of position as regards external consultations	<p>NRIL consulted with 26 industry stakeholders with no objections and five seeking clarifications as follows:</p> <ul style="list-style-type: none"> • Govia Thameslink Railway: sought commercial and operational assurances. • London & South Eastern Railway: sought assurances that the works will have no detrimental effect on train services • DB Schenker: sought to understand the future operation of freight vehicles and related assets. • British Transport Police: sought to understand measures to manage security and anti-social behaviour. • London Travel Watch sought to secure passive provision for future grade separation. 	
Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward	No unresolved objections	
7. Local Authorities		
Names & Email Addresses:	Southwark Council xxxx@SOUTHWARK.GOV.UK	
Local Transport Authorities:	Transport for London xxxx@tfl.gov.uk	
Other Relevant Local Authorities:	N/A	
8. Internal Approval		
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.	
Surveyor Name:	xxxx	
Approved by Property Development Manager [To be approved following this consultation]	xxxx	Date approved by PDM: 25 th January 2016

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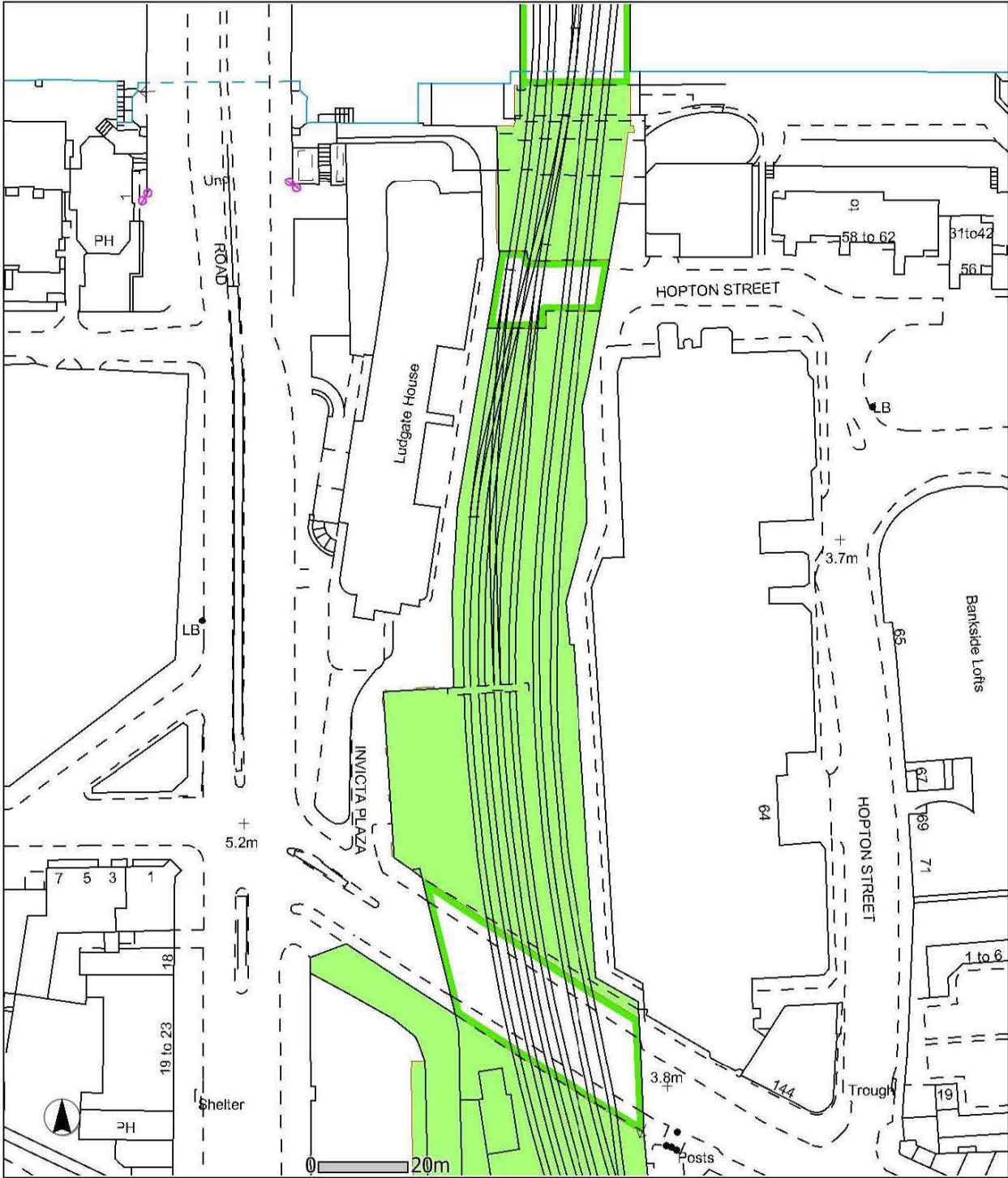
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Centre of Map Window (E,N): 531731 , 180417

LUDGATE AND SAMPSON HOUSES Location Plan	
Plot Scale	1:20000
Plot Date	4/3/2015

Output Created from the GI Portal – A4 Landscape



**NR FREEHOLD
Blackfriars Southbank And
Bankside**

Plot Scale 1:1250

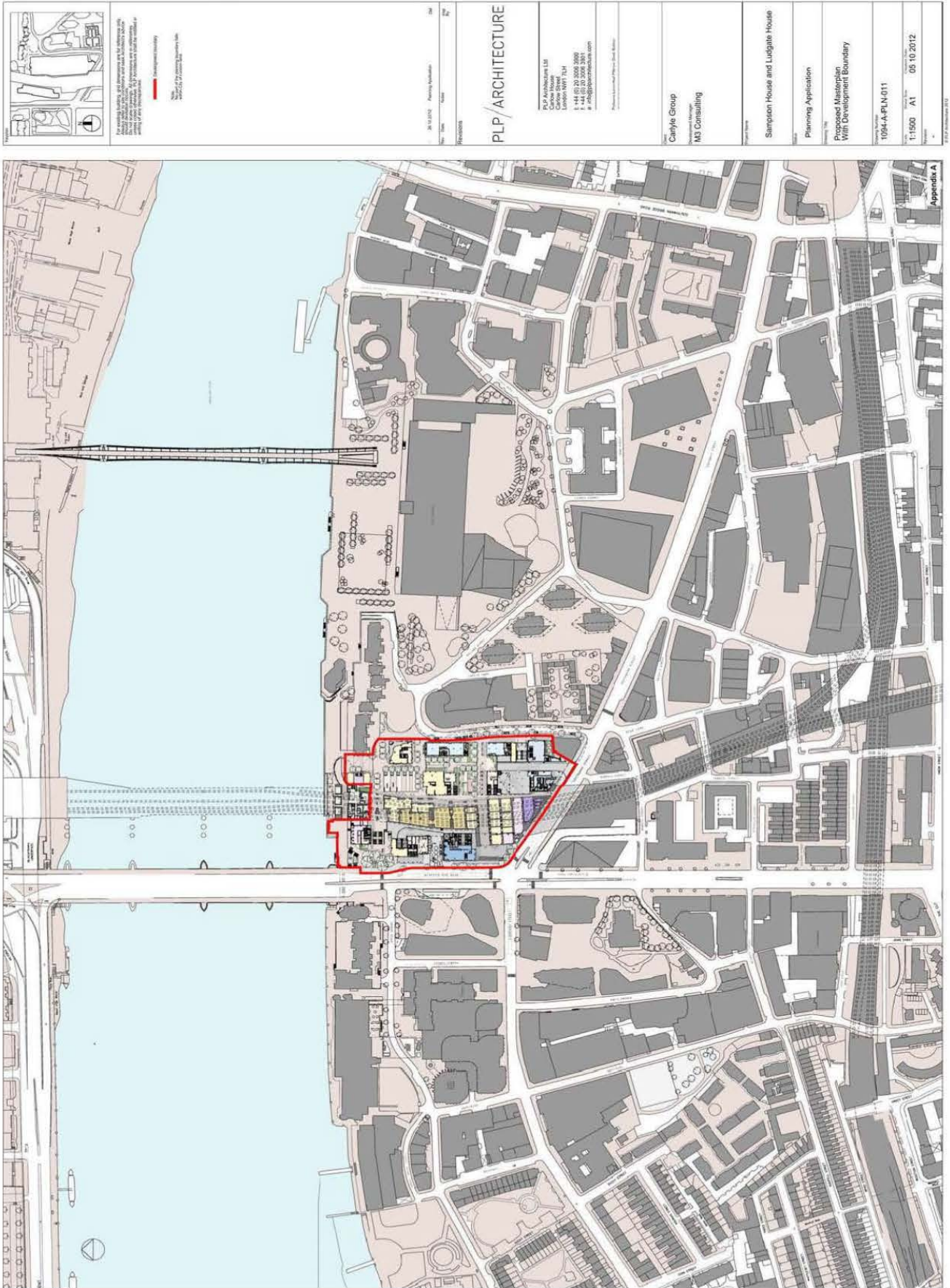
Plot Date 5/6/2015



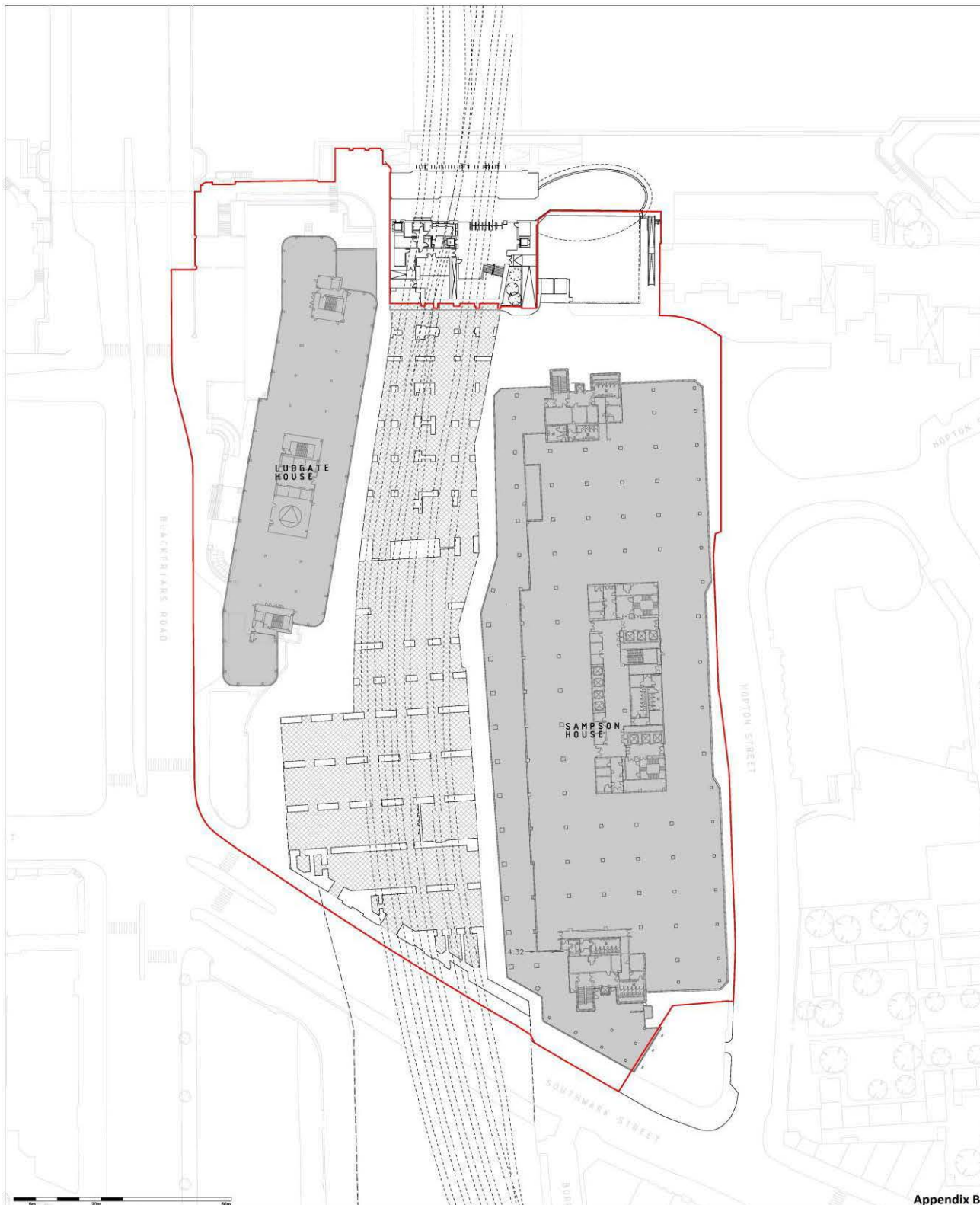
Output Created from the GI Portal - A4 Portrait

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Centre of map window (E,N): 531709, 180446

Master plan and development boundary



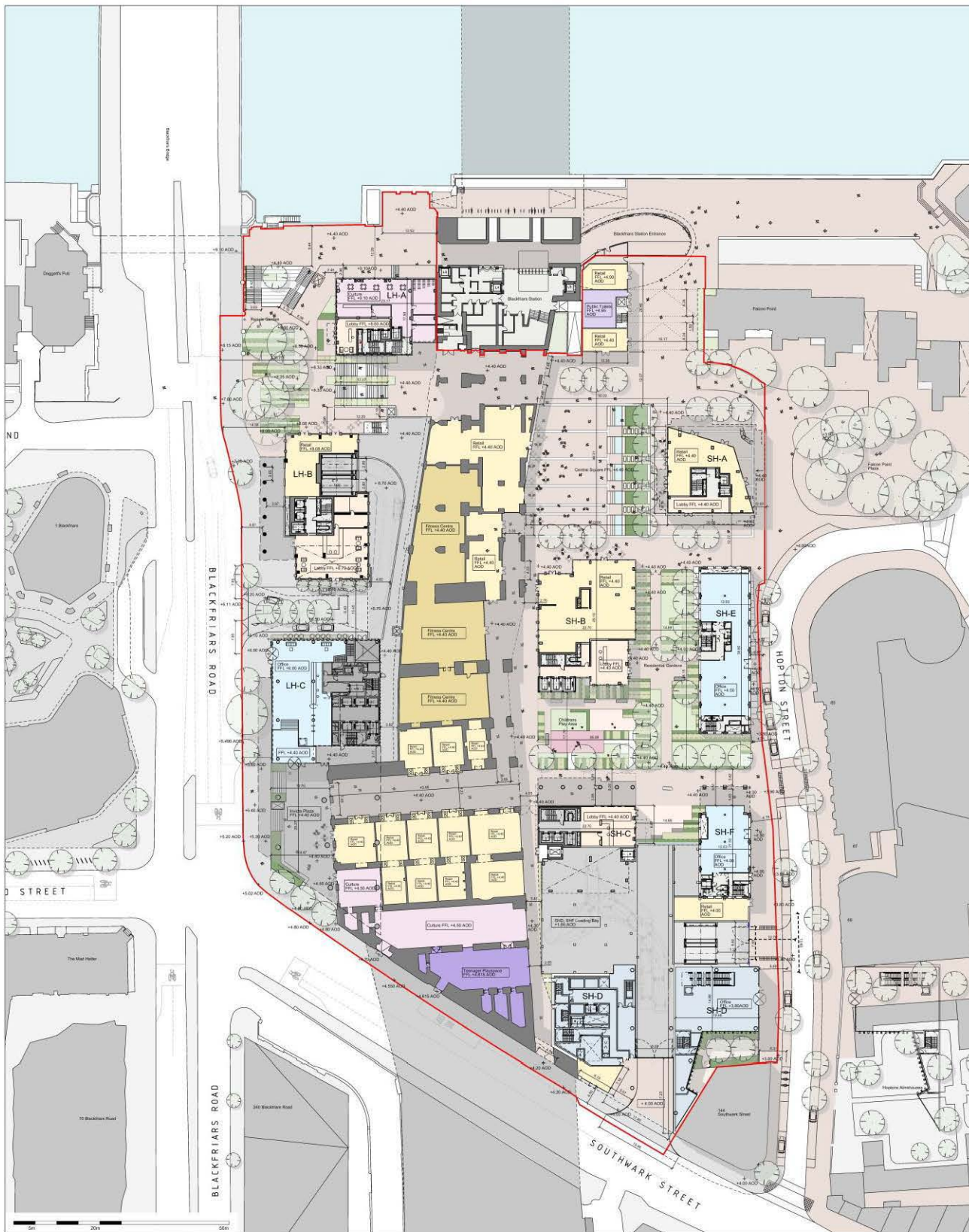
Existing site plan



Appendix B

<p>For existing buildings, grid dimensions are for external walls. Areas with a diagonal hatching are to be demolished. All dimensions are in millimetres unless otherwise stated.</p>	<p>PLP/ARCHITECTURE PLP Architects Ltd Carfax House London WC1A 1UL T +44 (0) 20 2000 3000 F +44 (0) 20 2000 3001 E info@plparchitects.com</p> <p>Client: Carlyle Group Development Manager: M3 Consulting</p>	<table border="1"> <tr> <td>1</td> <td>28 Nov 2012</td> <td>Amendments for Application Validation</td> <td>DM</td> </tr> <tr> <td>2</td> <td>28 Oct 2012</td> <td>Planning Application</td> <td>DM</td> </tr> </table> <p>Revisions</p>	1	28 Nov 2012	Amendments for Application Validation	DM	2	28 Oct 2012	Planning Application	DM	<p>Project Name: Sampson House and Ludgate House</p> <p>Topic: Planning Application</p> <p>Drawing Title: Existing Site Level 01 Plan</p> <p>Drawing Number: 1094-A-PLN-EX-1001</p> <p>Scale: 1:400</p> <p>Sheet Size: A1</p> <p>Creation Date: 21.08.2012</p> <p>Number: 1</p> <p>© PLP Architecture 2012</p>
	1	28 Nov 2012	Amendments for Application Validation	DM							
2	28 Oct 2012	Planning Application	DM								

Ground floor development plan



PLP ARCHITECTURE
 PLP Architecture Ltd
 Central House
 Cannon Street
 London EC6A 3TJ
 T +44 (0) 20 7330 2600
 F +44 (0) 20 7330 2601
 E info@plparchitecture.com

Client
Carlyle Group

Development Manager
M3 Consulting

Note: Coloured schemes shown on proposed drawings.

Rev	Date	Notes	App. By	Rev. Date	Notes	App. By
2	05 Apr 2012	Final Planning Application Submission	DM			
1	26 Nov 2012	Amendments for Application Validation	DM			
	26 Oct 2012	Planning Application	DM			

Revisors

Project Name
Sampson House and Ludgate House

Station Change Zone - Edged Blue

Drawing Number
1094-A-PLN-1000

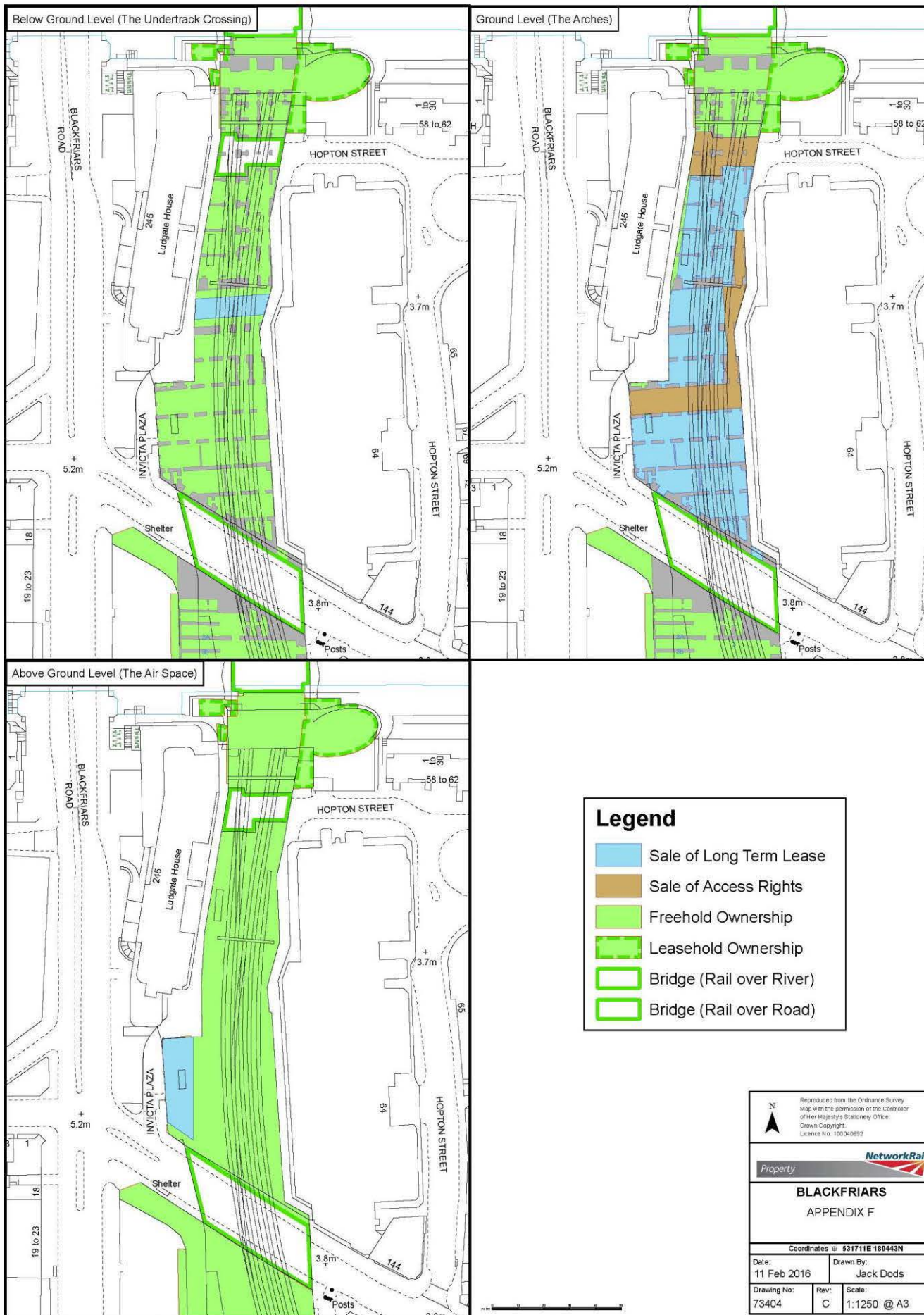
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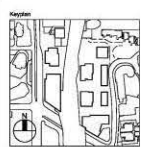
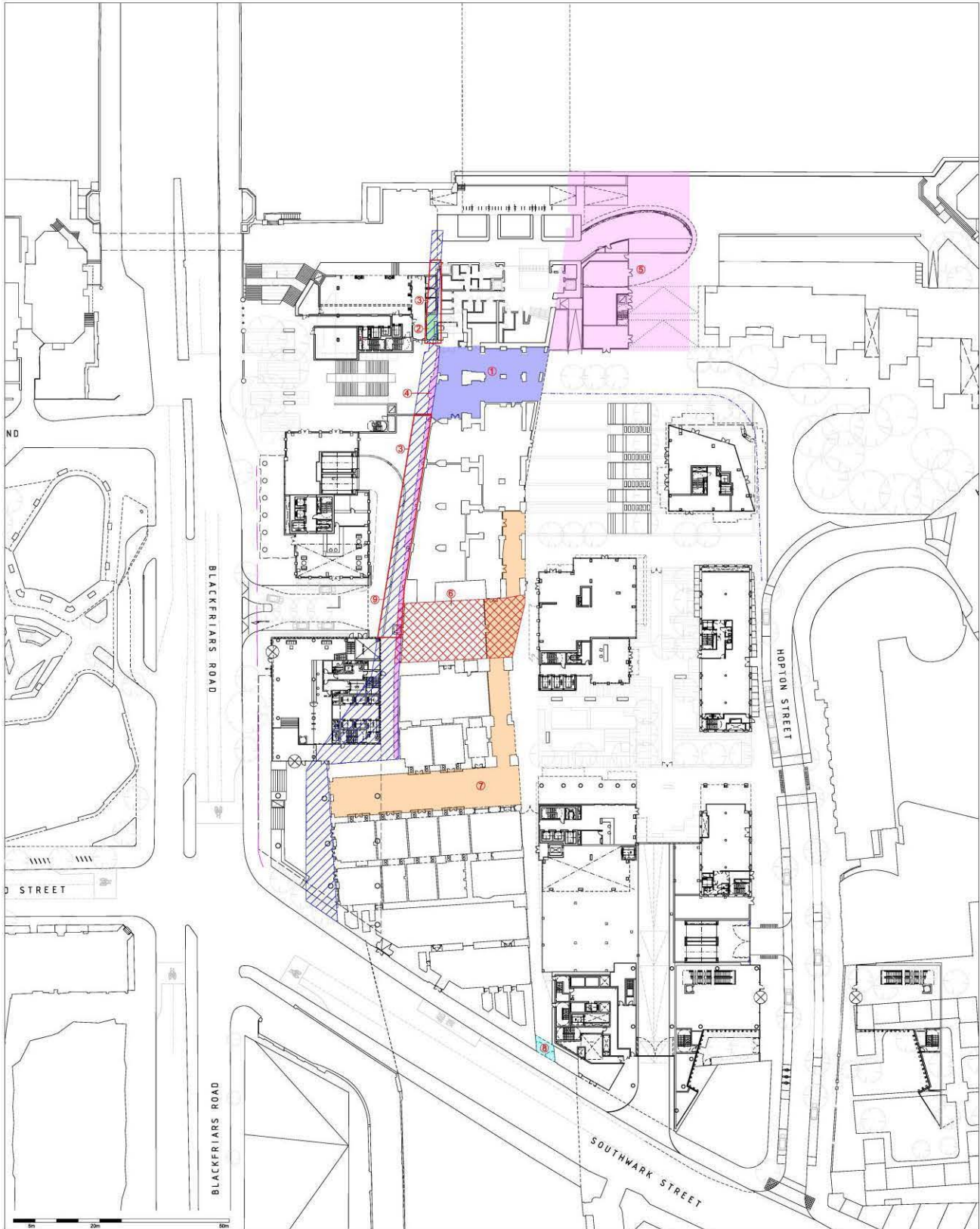
Creation Date
05 10 2012

Revision
2

Disposal plan



Plan 1



PLP/ARCHITECTURE

PLP Architecture Ltd
 Office Space
 Carfax Street
 London EC4A 3DF
 t +44 (0) 20 3662 3600
 e +44 (0) 20 3662 3600
 www.plp-architecture.com

Client
Carlyle Group

Development Manager
M3 Consulting

Project Name
Sampson House and Ludgate House

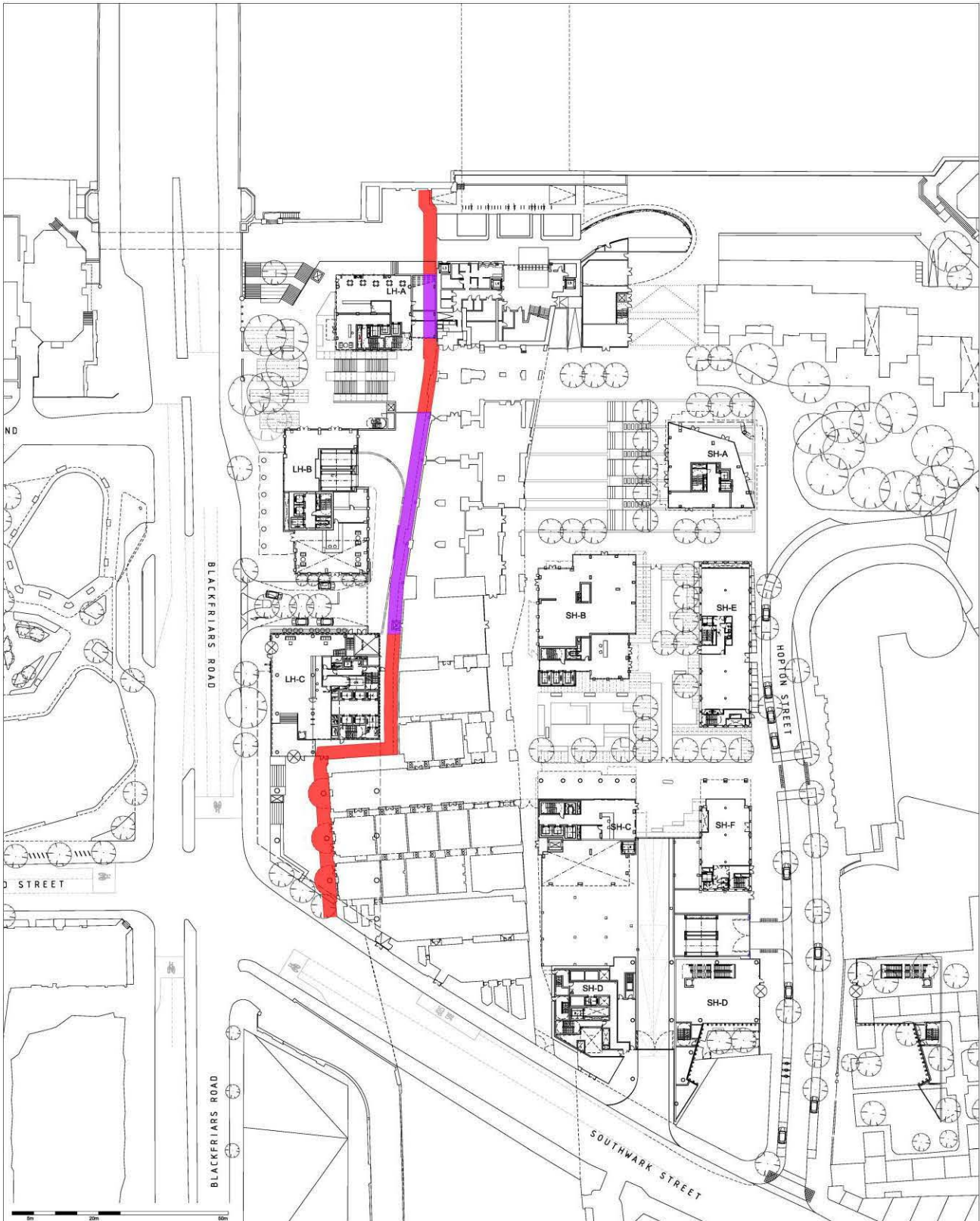
Drawing Title
Ground Floor Plan

Drawing Number
PLAN NO. 1

Scale 1:400 Sheet Size A1 Creation Date 04/11/2014

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Plan 2



<p>0m 20m 50m</p>	<p>PLP/ARCHITECTURE PLP Architecture Ltd Cannon House Cannon Street London EC6A 3AF T +44 (0) 20 7600 1000 F +44 (0) 20 7600 1007 e info@plp-arch.com www.plp-arch.com</p> <p>Client Carlyle Group</p> <p>Development Manager M3 Consulting</p>	<p>Plan 2</p>	<p>Project Name Sampson House and Ludgate House</p> <p>Scale 1:400</p> <p>Sheet Size A1</p> <p>Check Date 01 02 2014</p> <p>Drawing Number</p> <p>Revision</p> <p>© PLP Architecture 2012</p>
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Photo 1 – Aerial View

Photo 1

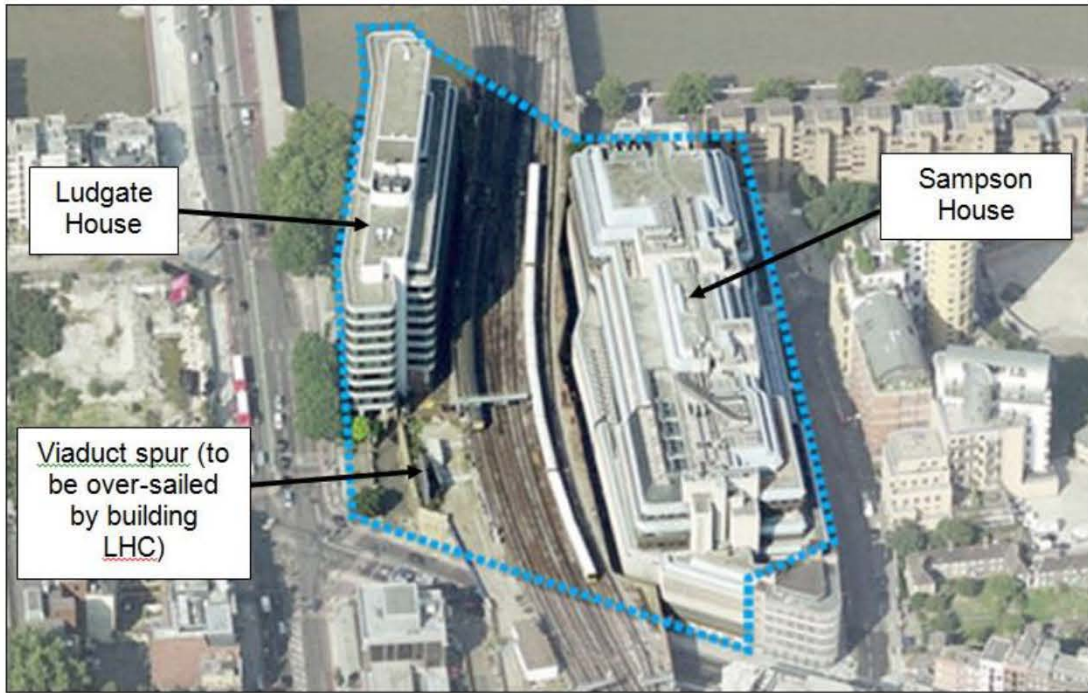


Photo 2 – Passage between Viaduct and Sampson House



Impression 1 – View from North, from other side of Blackfriars Bridge

Artist impression 1



Impression 2 – View from South through plaza

Artist impression 2



**PROPOSED PROPERTY DISPOSAL CONSULTATION REPORT
relating to**

**APPLICATION BY NETWORK RAIL INFRASTRUCTURE LIMITED FOR REGULATORY CONSENT UNDER
THE LAND DISPOSAL CONDITION OF ITS NETWORK LICENCE**

This report is provided as a supplement to our forms for the proposed disposal of land at:

The site includes property owned by Network Rail Infrastructure Limited and property controlled by a third party parent company xxxx, just south of Blackfriars Southbank and Bankside Station.

Network Rail Infrastructure Limited property:-

- Arches known as 1 to 8 Invicta Plaza reference BFR03601
- Arches known as 9 to 6 Hopton Street reference ZSK06002
- London Blackfriars Southbank and Bankside Station east entrance (leasehold)

The xxxx controlled property is:-

- Ludgate House, 245 Blackfriars Road, London SE1 9UY (west of the NRIL viaduct)
- Sampson House, 64 Hopton Street, London SE1 9JH (east of the NRIL viaduct)
- London Blackfriars Southbank and Bankside Station east entrance (freehold)

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

All stakeholders are satisfied with the proposal with a number seeking reassurances which NRIL has provided:-

Stakeholder 7 Govia Thameslink Railway: sought commercial and operational assurances.

Stakeholder 9 London & South Eastern Railway: sought assurances that the works will have no detrimental effect on train services

Stakeholder 15 DB Schenker: sought to understand the future operation of freight vehicles and related assets.

Stakeholder 23 British Transport Police: sought to understand measures to manage security and anti-social behaviour.

Stakeholder 24 London Travel Watch sought to secure passive provision for future grade separation.

The full list of external consultees is set out below:

No.	External party (name)	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	Yes	22/09/2015 07:16	"...no comment..."	
2	Arriva Trains Cross Country	Yes	02/09/2015 11:05	"...no comment..."	
3	c2c Rail Limited	Yes	01/09/2015 17:46	"...no objection..."	
4	Chiltern Railway Company Limited	Yes	02/09/2015 09:01	"...no comments..."	
5	Eurostar International Limited	Yes	01/09/2015 16:57	"No issue..."	
6	First Great Western Limited	Yes	03/09/2015 09:43	"...no objection..."	
7	Govia Thameslink Railway	Yes	19/01/16 10:21	"...no objection..." following communications set out in Annex 1 Stakeholder 7 correspondence	
8	Grand Central Railway Company Limited	Yes	02/10/2015 09:12	"...no comments..."	
9	London & South Eastern Railway Limited (Southeastern)	Yes	12/11/2015 16:38	"...no comment..." following communications set out in Annex 1 Stakeholder 9 correspondence	
10	Merseyrail Electrics 2002 Limited	Yes	02/09/2015 10:12	"...no comments..."	
11	New Southern Railway Limited (Southern)	No	n/a	n/a	Confirmed in a telephone conversation on 6 th October 2015 between xxxx of NRIL and xxxx of GTR that GTR's 30/09/2015 09:32 response is also on behalf this consultee.
12	Northern Rail Limited	Yes	02/09/2015 13:11	"...no objection..."	
13	COLAS Freight	Yes	02/09/2015 17:36	"...no comment..."	
14	Direct Rail Services Limited	Yes	22/09/2015 12:12	"...no comments..."	
15	DB Schenker (Formerly EWS)	Yes	27/11/2015 11:43	"...no objections..." following communications set out in Annex 1 Stakeholder 15 correspondence	
16	Freight Transport Association	Yes	09/09/2015 13:58	"...no comment..."	
17	Freightliner Limited	Yes	04/09/2015 09:11	"No comment..."	
18	GB Railfreight Limited	Yes	09/09/2015 12:45	"No comment"	
19	Rail Freight Group	Yes	01/09/2015 18:17	"Ok..."	
20	West Coast Railway Company	Yes	09/09/2015 14:15	"...no comments..."	

21	W. H. Malcolm	Yes	11/09/2015 08:37	"...no objections..."	
22	Association of Community Rail Partnerships	Yes	03/09/2015 10:56	"...no comment..."	
23	British Transport Police	Yes	23/11/2015 14:11	Following correspondence regarding policing concerns BTP comments "happy for you to proceed"	
24	London Travelwatch	Yes	20/11/2015 10:39	LTW confirms it is "happy for the project to proceed" NRIL having confirmed that the proposal does not unduly influence the passive provision for any future grade separation – see below correspondence for detail.	
25	Transport for London	Yes	Mon 28/09/2015 11:59	"...no comment..."	
26	Local Authority Southwark Council	Yes	29/09/2015 16:14	"...no objection."	

Copies of responses are given in Annex 1 to this report, as indicated above.

A copy of the consultation request (before customisation for any individuals) is given in Annex 2.

Annex 1 – Stakeholder Responses

1. Department for Transport

From: @dft.gsi.gov.uk

Sent: 22 September 2015 07:16

To: @networkrail.co.uk

Subject: RE: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

– the Department has no comment on this proposal.

Regards,

Department for Transport
3/23, GMH |

2. Arriva Trains Cross Country

From: [mailto: @crosscountrytrains.co.uk]

Sent: 02 September 2015 11:05

To: @networkrail.co.uk

Subject: RE: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

I can confirm that XC Trains Ltd has no comment on this Disposal.

Kind regards
CrossCountry

Phone: Mobile: Fax:

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

3. c2c Rail Limited

From: [mailto: @nationalexpress.com]

Sent: 01 September 2015 17:46

To: @networkrail.co.uk

Cc:

Subject: RE: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

On behalf of National Express Group and NXET Trains Ltd, I confirm that we have no objection to the proposed disposal.

Rgds

4. Chiltern Railway Company Limited

From: EXTL: @chilternrailways.co.uk

Sent: 02 September 2015 09:01

To: @networkrail.co.uk

Subject: RE: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

Hello

There are no comments from Chiltern Railways.

All the best,

5. Eurostar International Limited

From: [mailto:@eurostar.com]

Sent: 01 September 2015 16:57

To: @networkrail.co.uk

Subject: RE: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

No issue for EIL,

Kind regards,

Eurostar International Limited

Times House | Bravingtons Walk | London N1 9AW

T +44 (0)20

M +44 (0)

eurostar.com

6. First Great Western Limited

From: [mailto:@firstgroup.com]

Sent: 03 September 2015 09:43

To: @networkrail.co.uk

Subject: RE: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

Good morning

We have no objection thank you.

First Great Western

3rd Floor | Milford House | 1 Milford St | Swindon SN1 1HL

e: @firstgroup.com | m:

First Greater Western Limited | Registered in England and Wales number 05113733

Registered office: Milford House, 1 Milford Street, Swindon SN1 1HL.

7. Govia Thameslink Railway

From: @networkrail.co.uk

Sent: 22 January 2016 09:09

To: @gtrailway.com

Subject: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

Thank you.

I confirm that NRIL will keep GTR fully informed of scheme design and progression and in particular note the need to discuss aspects which may influence Blackfriars Station and the successful delivery of the Thameslink Programme.

Regards,

From: @gtrailway.com

Sent: 19 January 2016 10:21

To: @networkrail.co.uk

Subject: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

Hi

I do apologise for the delay in confirming our view.

I can confirm that we have no objection to the Land Disposal, with the following comments:

- GTR to be fully informed of scheme design and progression;

- This work is scheduled to run from 2018 - 2023. The Thameslink Programme milestones are both in 2018 (delivery of the 20 TPH in May and 24 TPH in Dec). Both milestones provide significant benefits and are already going to be very challenging to achieve. Any adverse effect on BFR during this time would make it impossible for The Thameslink Programme to achieve the franchise deliverables. Clear understanding of the works Phasing & methodology need to be shared with GTR to ensure confidence that any impact are mitigated.

Regards
Govia Thameslink Railway Ltd

From: @networkrail.co.uk
Sent: 18 January 2016 12:16
To: @gtrailway.com
Subject: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

Thank you for meeting with the developer's agent and your voicemail message confirming that GTR has no objection to the Land Disposal whilst seeking ongoing consultation as the scheme progresses. I have in turn left you a voicemail confirming that it is important NRIL keeps GTR fully informed of scheme progression. I understand the particular interest is to ensure the delivery of the Thameslink programme and more widely any influence upon customer service at the station.

I look forward to your confirmatory email please.

Regards,

From: @networkrail.co.uk
Sent: 17 December 2015 14:17
To: @gtrailway.com
Subject: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

I understand that you have been in correspondence with the developer's agent and that you have commented "that the concerns are grouped as follows:

- Commercial arrangements / terms
- Operational impact during construction"

As you know, the commercial arrangements between NRIL and the developer are not relevant to the purpose of the land disposal consultation which also does not require a payment to be made to GTR. I think you are referring to insurances and I confirm that all insurances, including Schedule 8, will be included in the commercial and APA agreements between NRIL and the developer, as is normal. I am not familiar with NRIL previously having to set out the actual terms of these insurances as part of the Land Disposal consultation process but is this what you are looking for?

Your comment that GTR's "concerns are grouped" suggests that you do have a list of concerns prepared. Please therefore share these concerns and confirm what GTR seeks to discuss as follows:-

- What are the precise commercial arrangements / terms GTR seeks to understand?
- What within the operational explanations given to you needs further clarity?
- How these concerns relate to the purpose of the regulated land disposal consultation?

With this information NRIL will be able to attend a meeting with the GTR team properly prepared and we will be able to have a productive discussion.

Without clarity surrounding GTR's objection I am not sure what option I have but to propose the scheme to the ORR, together with GTR's objection and all the correspondence. I do hope to avoid this position and therefore look forward to hearing from you in writing by 8th January with a view towards a meeting by 15th January.

I am in meetings for the remainder of the week then return in the New Year. In the meantime the developer's agent is eager to assist you, leaving me to wish you all the very best for the Christmas season.

With kind regards,

Network Rail Property

From: @gtrailway.com

Sent: 11 December 2015 13:36

To: @networkrail.co.uk

Subject: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

Can add that the concerns are grouped as follows:

- Commercial arrangements / terms
- Operational impact during construction.

Regards

From: @gtrailway.com

Sent: 11 December 2015 07:11

To: @networkrail.co.uk

Cc:

Subject: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

I am keen to also move this to a close.

As is the colleagues who have operational responsibility for GTR, and report direct to xxxx.

I will ensure that they brief xxxx on this today.

The meeting is to ensure all interested parties discuss and consider proposal together, a preferred approach by GTR. As I have indicated in previous email, it is our view that the information provided do not address the concerns raised originally.

I will give you or xxxx a call later today.

Regards

Govia Thameslink Railway

From: @networkrail.co.uk

Sent: 10/12/2015 19:18

To: @gtrailway.com

Cc:

Subject: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

I have sought to answer the concerns raised by Govia and feel you need to be more explicit if we are to bring clarity to the matter.

We may be able to satisfy the Govia concern without a meeting if we know what it is and who we need to be speaking to. If we do need a meeting then it would help to know in advance what the meeting is about.

In the absence of your clarification it seems to me that I have answered all Govia's concerns.

Please confirm the explicit reasons for continuing to object to the proposal and whom in Govia we need to speak to.

The Developer knows xxxx and I understand intends to speak to xxxx in the circumstance of Govia not clarifying its reasons for objecting to the proposal.

I return to the office on Wednesday and in the meantime xxxx, the developer's agent, will contact you.

I thank you for your help,

Regards,

From: @gtrailway.com

Sent: 10 December 2015 11:25

To:

Cc: @networkrail.co.uk

Subject: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

Hi

The view from my colleagues that the response from xxxx on the 12th November has not changed their view , hence my suggestion for a meeting as a collective group, rather than progressing this with them on an individual basis

The original concerns raised are still relevant.

On the dates early January – this was the date/times that I could get my colleagues together. Now looking at their availability for w/c 11th and will send them through once I have their response.

Regards

From: @networkrail.co.uk

Sent: 10 December 2015 10:05

To: @gtrailway.com

Cc:

Subject: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

Thank you – unfortunately I cannot make those dates but I am free all day Wednesday 6th, Thursday 7th AM to 15:00 and Friday AM. Let me know if any of these work for your team and I will invite the developer.

Please let me know who in Govia is objecting so I may speak to them and the specific reasons given to you. Is there anything in my email of 12 November 2015 17:36 which needs clarification? Are there any other concerns not previously discussed?

I feel somewhat in the dark as I do not fully understand the basis of the Govia objection and look forward to hearing from you please.

Regards,
Network Rail Property

From: @gtrailway.com

Sent: 10 December 2015 09:36

To: @networkrail.co.uk

Cc:

Subject: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

A further update on response from colleagues in GTR.

At this stage the objection will remain in place.

However we are keen to meet with you for further discussion on the proposals as there are still significant unease around possible operational impacts.

Unfortunately very difficult to get the GTR team together this side of Christmas and I would suggest that a meeting is set up for early January to progress this.

As a starter can you please advise on availability for (2 hour session?):
Monday 4th between 10:00 – 13:00, or
Tuesday 5th between 12:30 -16:30.

I will then confirm with the GTR colleagues.

Regards

From: @networkrail.co.uk
Sent: 30 November 2015 10:48
To: @gtrailway.com
Cc:
Subject: RE: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

Dear

Thank you for circulating my 12 November email – are you now happy to confirm that GTR has no objections to the proposal?

I am happy to meet at your convenience if this helps?

Regards,
Network Rail Property

From: @gtrailway.com
Sent: 23 November 2015 09:50
To:
Cc:
Subject: RE: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

Hi

I do apologise for the delay in responding.
I have circulated your feedback to the relevant areas in the business for a decision and will follow up on this today.

Regards

From: @networkrail.co.uk
Sent: 23/11/2015 09:43
To: @gtrailway.com
Cc:
Subject: RE: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

Dear

Apologies but may I chase your response to my 12th November email?
Is GTR satisfied with the proposal?

Regards,
Network Rail Property

From: @networkrail.co.uk
Sent: 12 November 2015 17:36
To: @gtrailway.com
Cc: '@gtrailway.com'

Subject: RE: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

Thank you for your 20th September 09:31 email. We have briefly spoken and I attach plan number N221-NRT-DRG-PP-000157-000-P01.

The plan shows:-

1. The proposed development either side of the railway viaduct;
2. By blue hatch the proposed air-space development over the viaduct spur;
3. By broken black lines the paths of the old and removed tracks;
4. By various colours the paths of the new tracks;
5. The minimum 10 metre measurement between the zone of air-space development over the viaduct spur (blue hatch) and the closest track (and other measurements).
6. That the distance between the viaduct east and west edges and the new track is greater than it was to the old track.

The plan shows that the majority of the property development is on land either side of the NRIL owned viaduct and the proposed development in NRIL's air-space is set back some 10m from the nearest rail and well away from the station.

Proposals in and to support property development in NRIL's airspace will be subject to an Asset Protection Agreement supported by the property development agreement. The developer may seek to discuss a proposal which may give rise to a railway concern and offer the opportunity to co-ordinate works with the rail industry including Govia Thameslink. Within the development agreement there is a clause confirming that where NRIL identifies a railway concern NRIL may refuse to permission to develop and this is at NRIL's discretion. Thus the risk to Govia Thameslink's ability to achieve franchise deliverables is managed and within railway industry control.

The plan shows that the gap between the viaduct edges (NRIL's boundary) and the new tracks is wider today than it used to be. The air-space lease is not beside the station. Hence there is no impact on the ability to change the internal track layout of the station or to provide 4 through platforms.

I confirm that NRIL met FCC with the developer and we agreed that there would be compensation in the event of a financial loss due to Station Change or other event and I agree this will need to be part of an ongoing Govia Thameslink process. I would like to meet and follow up on discussions with FCC particularly now that we have detailed planning permission and thoughts turn to safely demolishing Ludgate House beside the station.

In light of the above I ask that you withdraw the objection and confirm consent to the Land Disposal.

Regards,
Network Rail Property

From: @gtrailway.com

Sent: 30 September 2015 09:32

To: @networkrail.co.uk

Subject: RE: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

Importance: High

Hi

Following the internal review of the proposed land disposal a number of comments in this respect:

1. This work is scheduled to run from 2018 - 2023. The Thameslink Programme milestones are both in 2018 (delivery of the 20 TPH in May and 24 TPH in Dec). Both milestones provide significant benefits and are already going to be very challenging to achieve. Any adverse affect on BFR during this time would make it impossible for The Thameslink Programme to achieve the franchise deliverables. Given the proposed timescales, we will not have time to assess our ability to deliver 24tph before this construction begins.
2. Secondly, and more importantly, this scheme would make it impossible to change the internal track layout of the station for the next 250 years. There have always been concerns with the availability of turn back points as well as 'passing loops' on the Thameslink Route and this will be critical to managing a 24 TPH service in the London Core.

3. If it does emerge that 4 through platforms are needed at Blackfriars in order to effectively manage the flow of trains in to the core we will be unable to do anything about it. This lack of flexibility could render the entire programme undeliverable.

Given the concern raised on restriction on future expansion of the rail services and also the risk to operation of services as a result of the works that have to be undertaken as well as the 24 TPH aspirations, we now formally object to this Land Disposal.

On a separate note - I understand that Network Rail also approached FCC in the last 18 months, with discussions including financial agreements around impacts to TOC operational areas etc, to facilitate a Station Change process? This will need to be part of any process in the future.

Kind regards

Govia Thameslink Railway (GTR) Ltd
Go-Ahead House| 26-28 Addiscombe Road| Croydon | Surrey | CR9 5GA
email: @gtrailway.com | mob:

8. Grand Central Railway Company Limited

From: EXTL: (@grandcentralrail.com)
Sent: 02 October 2015 08:39
To: @networkrail.co.uk
Subject: RE: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

Dear

I am sorry that we haven't responded before now.

GC has no comment to make on this particular proposal.

Regards

T:
F:
M:
E: @grandcentralrail.com
W: grandcentralrail.com

9. London & South Eastern Railway Limited (Southeastern)

From: [mailto: @southeasternrailway.co.uk]
Sent: 12 November 2015 16:38
To: @networkrail.co.uk
Cc:
Subject: RE: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

Hi

My apologies, I thought I had responded to this one.

I can confirm that Southeastern have no further comment on this proposal.

Many thanks for taking the time to address our concerns.

Kind Regards
southeasternrailway.co.uk

From: @networkrail.co.uk
Sent: 12 November 2015 12:21
To: '@southeasternrailway.co.uk'
Cc: '@southeasternrailway.co.uk'
Subject: RE: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

Further to the confirmation in my 19th October 11:22 email below, are you satisfied and may I proceed?

Regards,
Network Rail Property

From: @networkrail.co.uk
Sent: 19 October 2015 11:22
To: '@southeasternrailway.co.uk'
Cc: '@southeasternrailway.co.uk'
Subject: RE: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

I am not aware of the proposal influencing day-to-day train performance but in the event of either a planned requirement for track possessions or a site accident during construction then the normal insurances to cover loss will be available.

Does this satisfy your concern?

Regards,
Network Rail Property

From: [mailto:@southeasternrailway.co.uk]
Sent: 28 September 2015 14:41
To: @networkrail.co.uk
Cc:
Subject: RE: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

Good Afternoon

Thank you for the opportunity to review the below.

Southeastern have no comment on the scope of works covered within this proposal however we would like assurances that the planned works will have no detrimental effect on the day to day running of our train services to and from London Blackfriars.

We look forward to your response.

Kind Regards
Southeastern
Friars Bridge Court
41-45 Blackfriars Road
London
SE1 8PG

M:

10. Merseyrail Electrics 2002 Limited

From: [mailto:@merseyrail.org]
Sent: 02 September 2015 10:12
To: @networkrail.co.uk
Subject: RE: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

Merseyrail have no comments or objections to the above proposal.

Regards

Merseyrail

Tel

Mob

Email @merseyrail.org

Web www.merseyrail.org

11. New Southern Railway Limited (Southern)

Confirmed in a telephone conversation on 6th October 2015 between xxxx of NRIL and xxxx of GTR that GTR's 30/09/2015 09:32 response is also on behalf this consultee.

12. Northern Rail Limited

From: [mailto:@northernrail.org]

Sent: 02 September 2015 13:11

To: @networkrail.co.uk

Subject: RE: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

Hello

Northern has no objection to the land disposal at Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

Kind regards,

Northern Rail Ltd
Northern House
York
YO1 6HZ

T:

M:

E: @northernrail.org

W: <http://www.northernrail.org>

13. COLAS Freight

From: [mailto:@colasrail.co.uk]

Sent: 02 September 2015 17:36

To: @networkrail.co.uk

Subject: RE: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

Dear

I have no comment.

Thanks

Regards

Tel. - Mob.

@colasrail.co.uk

COLAS RAIL LTD

Dacre House - Floor 2, 19 Dacre Street, London, SW1H 0DJ, United Kingdom

www.colasrail.co.uk

14. Direct Rail Services Limited

From: [mailto:@drsl.co.uk]

Sent: 22 September 2015 12:12

To: @networkrail.co.uk

Subject: RE: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

DRS have no comments.

Kind regards,

15. DB Schenker (Formerly EWS)

From: EXTL: @dbschenker.com

Sent: 27 November 2015 11:43

To: @networkrail.co.uk

Subject: RE: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

Dear

Apologies for a delayed reply, partly caused by IT difficulties finally resolved last night. The response is satisfactory and DB Schenker has no objections to the proposal.

Yours,

DB Schenker Rail (UK) Ltd.

310 Goswell Road

London EC1V 7LW

Tel:

Fax:

Mobile:

From: [mailto:@networkrail.co.uk]

Sent: 23 November 2015 09:33

To: @dbschenker.com

Subject: RE: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

Dear

Apologies but may I chase your response to my 11th November email?

Is DBS satisfied with the proposal?

Regards,

Network Rail Property

From: @networkrail.co.uk

Sent: 11 November 2015 18:34

To: EXTL: @dbschenker.com

Subject: RE: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

Thank you for your 23rd September 12:56 email, confirming that DBS has no objection in principle to the proposal whilst seeking confirmation regarding future operation of freight vehicles and related assets.

We spoke a few weeks ago - I attach plan I mentioned I was seeking and which shows:-

1. The proposed development either side of the railway viaduct;
2. By blue hatch the proposed air-space development over the viaduct spur;
3. By broken black lines the path of the removed tracks;

4. By various colours the path of the new tracks;
5. The minimum 10 metre measurement between the zone of air-space development over the viaduct spur (blue hatch) and the closest track (and other measurements).
6. That the distance between the viaduct east and west edges and the new track is greater than it was to the old track.

There are no bridgeworks proposed and the viaduct modifications will be:-

1. Columns which will travel through the viaduct spur to support the air-space development over the viaduct spur; and
2. An undertrack crossing which although not a viaduct modification needs to be of secure design and construction to avoid viaduct risk.

I can therefore confirm that the proposal does not unduly influence the operation of freight vehicles or the possibility of overhead electrification and that Network Rail standards will govern development concerning railway assets.

On this basis, are you satisfied with the project proceeding?

Regards,
Network Rail Property

From: EXTL: @dbschenker.com

Sent: 23 September 2015 12:56

To: @networkrail.co.uk

Subject: RE: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

I can confirm that DB Schenker has no objection in principle to the proposed land disposal as described.

The only comments on issues associated with the proposal is that any new bridgeworks or viaduct modifications should not prevent future operation of RA 10 freight vehicles (and any locomotive accepted for general Network Rail access) over the affected railway and likewise that the headroom and over track clearance should be fit for W12 loading gauge and the theoretical possibility of overhead electrification if it ever were to come about. This should apply irrespective of the condition of adjacent and nearby structures on the same line(s) of route, so that the longer term nature of the ownership transfer does not prevent conceivable future rail developments at a time when other structures have been modified and improved. All this would normally be covered by Network Rail's standards on new structures.

You quite prudently glossed over some of the complex history of previous railway use, which included a 4-track southern approach to the separate earlier upstream LCDR bridge covering the land between the surviving viaduct and Blackfriars Road and the original Blackfriars goods and passenger stations which the line passed through on the south bank of the river. Of the old river bridge only the piers and southern pair of LCDR coats of arms survive - it carried a single track for freight and empty coaching stock use until the late 1970s and the first stage of closing Holborn Viaduct and reopening the connection to Farringdon.

Yours,

DB Schenker Rail (UK) Ltd.

310 Goswell Road

London EC1V 7LW

Tel:

Fax:

Mobile:

16. Freight Transport Association

From: [mailto: @fta.co.uk]

Sent: 09 September 2015 13:58

To: @networkrail.co.uk

Subject: RE: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

FTA has no comment on this one.

FreightTransport Association
Mobile :
www.fta.co.uk

17. Freightliner Limited

From: [mailto: @Freightliner.co.uk]
Sent: 04 September 2015 09:11
To: @networkrail.co.uk
Subject: RE: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

No comments from Freightliner

Regards

18. GB Railfreight Limited

From: [mailto: @gbrailfreight.com]
Sent: 09 September 2015 12:45
To: @networkrail.co.uk
Subject: RE: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

No comment.

Rgds,
GB Railfreight

Phone:
Email: @gbrailfreight.com
Post: Unit 4, Blenheim Court, Peppercorn Close, Peterborough, PE1 2DU

19. Rail Freight Group

From: RFG [mailto: @rfg.org.uk]
Sent: 01 September 2015 18:17
To: @networkrail.co.uk
Subject: Re: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

Ok with RFG

Rail Freight Group

@rfg.org.uk

20. West Coast Railway Company

From: [mailto: @aol.com]
Sent: 09 September 2015 14:15
To: @networkrail.co.uk
Subject: Re: Consultation on proposed land disposal: Ludgate and Sampson Houses, viad...

no comments

WCR
T
M
E @aol.com

21. W. H. Malcolm

From: [mailto: @whm.co.uk]
Sent: 11 September 2015 08:37
To: @networkrail.co.uk
Subject: RE: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

I confirm WH Malcolm has no objections to the proposal.

Regards.

Malcolm Group, Block 20, Newhouse Industrial Estate, Old Edinburgh Road, Newhouse, North Lanarkshire, ML1 5RY

Tel: | Int: Mobile:

Email: @whm.co.uk Web: <http://www.malcolmgroup.co.uk>

22. Association of Community Rail Partnerships

From: [mailto: @btconnect.com]
Sent: 03 September 2015 10:56
To: @networkrail.co.uk
Subject: RE: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

Hello

I think this disposal is outside the ACoRP's scope of experience so we will have to lodge a „No Comment“ response.

Regards

ACoRP

T:

M:

23. British Transport Police

From: [mailto: @btp.pnn.police.uk]
Sent: 23 November 2015 14:11
To: @networkrail.co.uk
Subject: RE: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

Hello

I would like to send you my apologies; this got lost in my inbox of many emails and had overlooked the question at the end.

Thank you for your email addressing my specific comments and the link to the Design and Access Statement. Following on from this I am more than happy for you to proceed with the Land Disposal.

Apologies again.

Kind regards

Crime Reduction Unit.

British Transport Police, Force Headquarters, 25 Camden Road, London, NW1 9LN.

Office:

Internal:

Mobile:

email: @btp.pnn.police.uk

From: [mailto: @networkrail.co.uk]

Sent: 23 November 2015 09:26

To:

Cc:

Subject: RE: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

Dear

Apologies but may a chase your response to my 4th November email?
Is BTP satisfied with the proposal?

Regards,
Network Rail Property

From: @networkrail.co.uk

Sent: 04 November 2015 17:33

To: @btp.pnn.police.uk

Cc: @btp.pnn.police.uk

Subject: RE: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

Thank you for your 30 September 2015 13:15 email below. We have briefly spoken and I am now pleased to confirm the following.

Planning permission was obtained on 28th March 2014 upon completion of the s.106 agreement. During the planning application process, I understand that the Developer engaged with the Met Police crime prevention team (@met.police.uk) whilst generating the design proposals. Chapter 10 of the Design & Access Statement (part of the planning application) summarises feedback from the crime prevention officer and sets out key issues in crime prevention for the scheme. This is the link to the Design & Access Statement publicly accessible on the Southwark Council website:

<http://planbuild.southwark.gov.uk/documents/?GetDocument=%7b%7b%7b!LEhjl3d895Qda%2bf7RK8khg%3d%3d!%7d%7d%7d>.

Turning to your specific concerns:-

1. The planning permission includes the under-track crossing which is required to link the car park beneath buildings west of the viaduct with the car park beneath buildings on the east side which is the location of the car park entrance. The basement car parks and hence under-track crossing will be used by residents and service vehicles with access controlled by full height gates or roller shutters. The proposal is for:-
 - The basement space to be under CCTV surveillance by the estate management team;
 - Only vehicles authorised by the estate management team will be allowed access to the undertrack crossing; and
 - The security line controlling access to the under-track crossing will be manned.
2. The teenage play space is a flexible leisure facility to be managed by the estate management team. It is primarily for use by teenagers living in the development but will be made available to community groups on a basis controlled by the estate management team. The involvement of the estate management team and suitable community groups is intended to reduce the risk of ASB.
3. The structures at the side of the viaduct will be designed to prevent scaling, which is equally in the interest of the Developer to prevent both railway access and also unauthorised access into its own buildings.

In addition to the commitments given by the developer to Southwark Council in the planning permission there will be contractual obligations to NRIL.

In light of these proposed mitigations to the risks you highlight, are you happy for me to proceed with the Land Disposal?

Regards,
Network Rail Property
Mob:

From: [mailto: @btp.pnn.police.uk]
Sent: 30 September 2015 13:15
To: @networkrail.co.uk
Cc: @btp.pnn.police.uk
Subject: RE: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

Good Afternoon

Your below email was forwarded to me as the Crime Prevention Design Advisor for the British Transport Police who covers the area of Blackfriars. I would be very much interested if you could include me in the consultation process of this project. Having a look at the proposed plans this is a very interesting development. Do you know if the Designing out Crime Advisor for the Metropolitan Police who covers the land around the area (non-NWR land) has been forwarded these details too? I am happy to forward them on if required.

Having a look at the plans and proposals I do not have any major concerns or comments to make at this time. However I do have some queries / questions to put forward for possible consideration at a later stage: In terms of the proposed under track crossing connecting the underground car parks – Is there an absolute requirement for this? Access control will need to be very carefully considered if the crossing can't be avoided. Who will have access and what measures will be in place to control / monitor access? The teenager Playspace – What does this actually entail? And who will have access to this? Is there a consideration that this could bring an amount of ASB to the complex? Consideration to ensure there will be no structures at the side of the viaduct or vulnerable access points which would allow easy scaling up onto the viaduct and railway tracks.

If there is anything you require from me at any time then please do not hesitate to make contact with me.

Kind regards
Crime Reduction Unit.

British Transport Police, Force Headquarters, 25 Camden Road, London, NW1 9LN.
Office:
Internal:
Mobile:
email: @btp.pnn.police.uk
www.btp.police.uk

24. London Travelwatch

From: [mailto: @londontravelwatch.org.uk]
Sent: 20 November 2015 10:39
To: @networkrail.co.uk
Subject: RE: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

Dear
Based on the aforementioned, London TravelWatch is happy for the project to proceed.

Regards

From: @networkrail.co.uk
Sent: 12 November 2015 12:49
To: @londontravelwatch.org.uk
Subject: RE: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

Thank you for confirming London TravelWatch has no objection to the proposal, provided steps are taken to ensure there is passive provision for any future grade separation.

We spoke a few weeks ago and I attach the plan I mentioned I was seeking: plan number N221-NRT-DRG-PP-000157-000-P01.

The plan shows:-

1. The proposed development either side of the railway viaduct;
2. By blue hatch the proposed air-space development over the viaduct spur;
3. By broken black lines the path of the removed tracks;
4. By various colours the path of the new tracks;
5. The minimum 10 metre measurement between the zone of air-space development over the viaduct spur (blue hatch) and the closest track (and other measurements).
6. That the distance between the viaduct east and west edges and the new track is greater than it was to the old track.

I can therefore confirm that the proposal does not unduly influence the passive provision for any future grade separation.

On this basis, are you satisfied with the project proceeding?

Regards,
Network Rail Property

From: [mailto: @londontravelwatch.org.uk]
Sent: 25 September 2015 10:29
To: @networkrail.co.uk
Subject: RE: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

Dear
London TravelWatch has no objection to the aforementioned proposal, provided steps are taken to ensure there is passive provision for any future grade separation.

Kind regards

25. Transport for London

From: [mailto: @tfl.gov.uk]
Sent: 28 September 2015 11:59
To: @networkrail.co.uk
Cc:
Subject: RE: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

Hi

TfL has no comment on this consultation.

Kind regards,

Rail Development Team | Rail & Underground Transport Planning | Transport for London
Zone 5Y7, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ
Tel: | Mobile: | Auto: | Email: [@tfl.gov.uk](mailto: @tfl.gov.uk)

26. Local Authority Southwark Council

From: [mailto: @SOUTHWARK.GOV.UK]

Sent: 29 September 2015 16:14

To: @networkrail.co.uk

Cc:

Subject: RE: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

Dear

Southwark Council has no objection.

With good wishes

Chief Executive's Department

Floor 5, Hub 2

Southwark Council

PO Box 64529, London SE1P 5LX

160 Tooley Street, London SE1 2QH

t.

e. @Southwark.gov.uk

www.southwark.gov.uk

Annex 2 – Network Rail’s Consultation Request

From: @networkrail.co.uk

Sent: 01 September 2015 16:46

To:

Cc:

Subject: RE: Consultation on proposed land disposal: Ludgate and Sampson Houses, viaduct south of Blackfriars Southbank and Bankside Station

Dear Consultee,

Property: viaduct south of Blackfriars Southbank and Bankside Station

Development name: Ludgate and Sampson Houses

We seek to consult you as regards your views, please, on our proposed disposal by way of long leases and permanent rights.

We attach a draft application form to the Office of Rail Regulation which, with its related plans, explains the proposal in detail. Subject to the outcome of our consultation, we may make a formal application to ORR for consent to make the disposal under the terms of our network licence land disposal condition. We would expect to make an application based on this form, updated in the light of consultation responses.

Alternatively, if in the light of the consultation responses, the proposed disposal would qualify to be made under ORR’s general consent, we may complete it accordingly.

ORR reviewed our land disposal arrangements so that from 1 April 2008, ORR will no longer launch any separate consultations when we apply for consent to dispose of land. The arrangements are that we will consult and report the results to ORR in conjunction with our application. It is therefore important that we have your views, so that these may be considered in ORR’s decision.

We request your comments, please, by Friday 2nd October 2015 (including any “no comment” response). It would be helpful if your response is provided by email.

If you have any queries as regards this proposal, please direct them to xxxx, tel. , xxxx@networkrail.co.uk. If future consultations of this nature should be directed differently to your organisation, please advise us of the appropriate contact details, so we may amend our records.

This is email 1 of 4 including attachment consultation and appendices A and B.

Regards,



1 Eversholt Street
London, NW1 2DN

Tel:

Int:

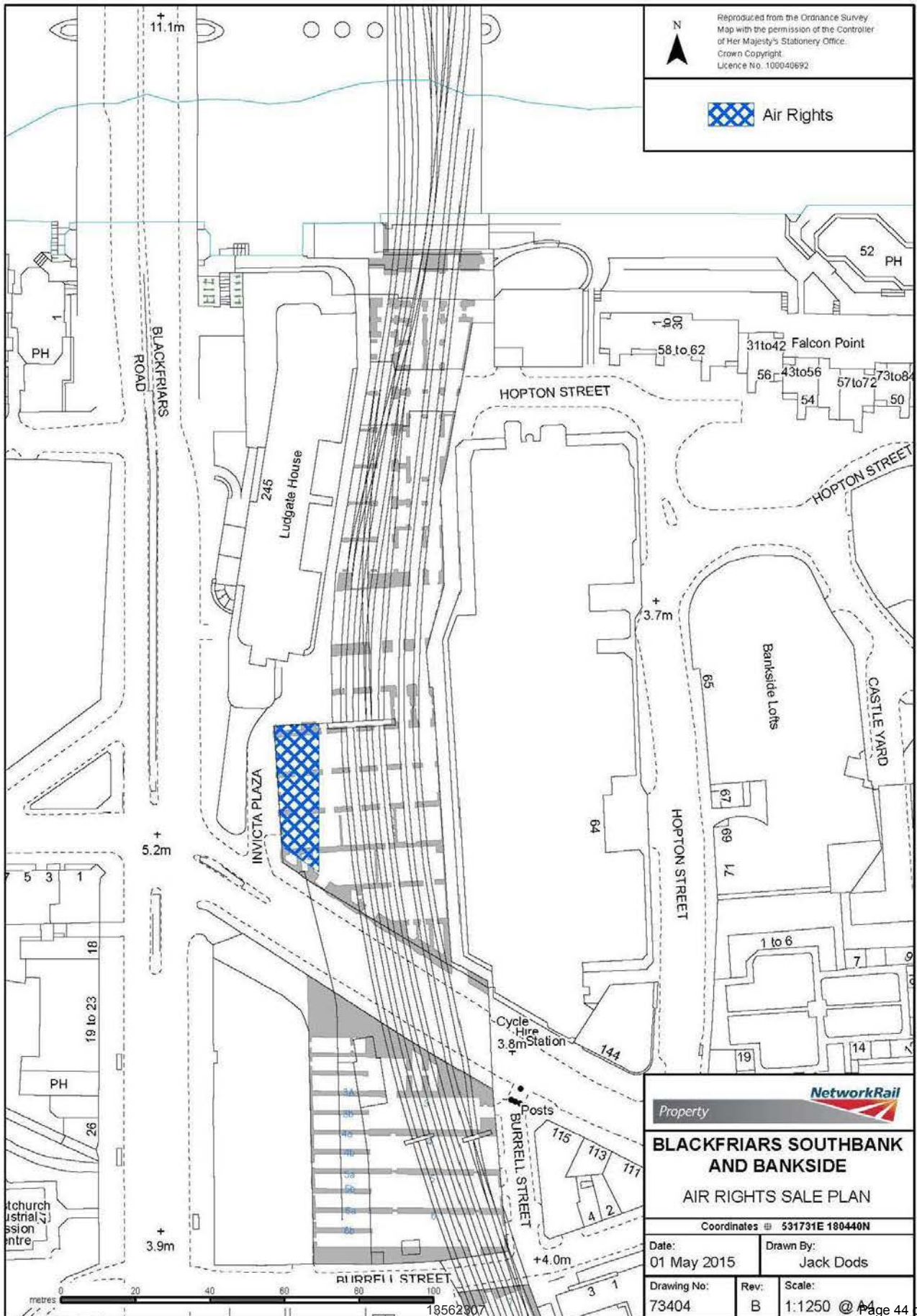
Mob:

Email: @networkrail.co.uk

Web: www.networkrail.co.uk

Annex B - Additional plans

Air rights sale plan



Property development plan

DO NOT SCALE

Prepared for the Thameslink Programme by the contractor of the works of the Network Rail Infrastructure Limited. This drawing is the property of Network Rail Infrastructure Limited. It is not to be used for any other purpose without the prior written consent of Network Rail Infrastructure Limited.

LEGEND

- NETWORK RAIL OWNERSHIP
- PROPOSED BUILDINGS OVERSAIL OVER VIADUCT / AIR RIGHTS

MEASUREMENTS MAY NOT BE EXACT DUE TO ROUNDING OFF. DIMENSIONS ARE PROPOSED PLANNING DIMENSIONS AND DIFFERING MAPPING PROJECTIONS

The plan shows:

- Proposed development either side of the railway viaduct.
- Blue hatch - proposed air-space development over the viaduct spur.
- Broken black lines - the paths of the old and removed tracks.
- Various colours - paths of the new tracks.
- The minimum 10 metre measurement between the zone of air-space development.

REV	DATE	DESCRIPTION OF REVISION	BY	CHK	APP
01	15/10/2018	INITIAL ISSUE			
02	15/10/2018	FOR INFORMATION ONLY			

FOR INFORMATION ONLY

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Thameslink Programme
27 Great South Street
London EC4A 3DF
Tel: 020 7000 2000

Project No: THAMESLINK PROGRAMME

Drawing No: N221-NRT-DRG-PP-000166

Scale: 1:1000 @ A1

Date: 15/10/2018

Author: [Name]

Checker: [Name]

Drawn: [Name]

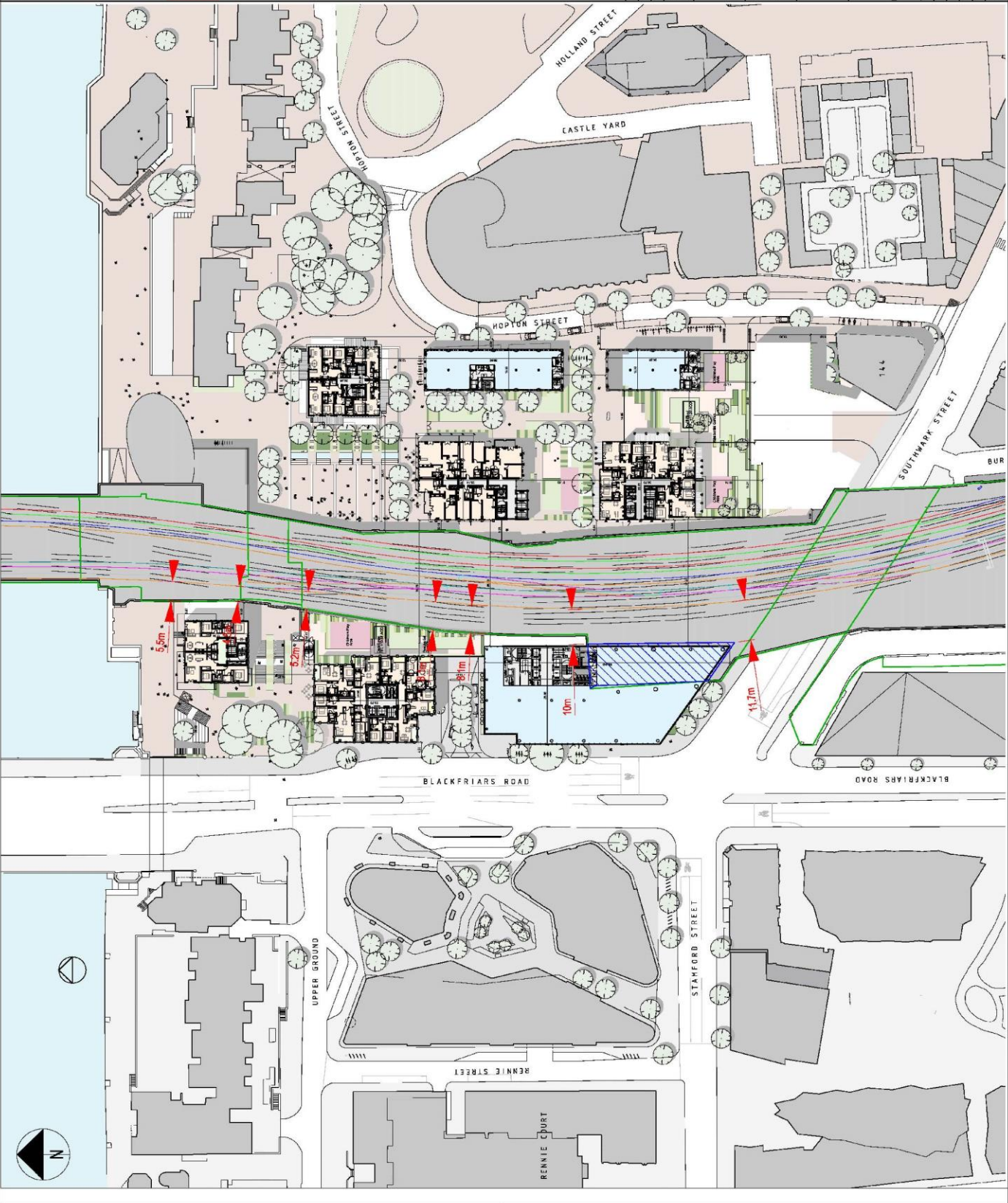
Scale: 1:1000 @ A1

Sheet: 1 of 1

Project: N221-NRT-DRG-PP-000166

Rev: P01

Size: A1



All changes to this CAD generated drawing MUST be made via the master CAD file.