

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	
Site location and description	Northfleet Rail sidings, land between Thames Way and Northfleet Station, Kent having an area of approximately 8,680 square metres.
Plans attached: (all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)	Plan number 54509B The disposal site is shaded blue, Network Rail's retained land is shaded green.
Clearance Ref:	CR/15601
Project No.	Not applicable
Ordnance survey coordinates	E 561709 , N 174315
Photographs (as required)	
2. Proposal	
Type of disposal (i.e. lease / freehold sale)	125 year long lease
Proposed party taking disposal	Lafarge Cement UK Limited

Proposed use / scheme	<p>Lafarge with its contractor Balfour Beatty Rail have reinstated a formerly disused rail freight link between Northfleet Station and the former Lafarge cement works to the North. The land to be let to Lafarge forms part of the freight sidings in which it has invested substantial capital and now occupy under agreement.</p> <p>The rail sidings are used to distribute aggregates from the Lafarge site to the North and also for the transporting of excavated materials under an agreement with Crossrail.</p> <p>The sidings are subject to a connection contract granted in June 2012 that was approved by the ORR.</p>
Access arrangements to / from the disposal land	Lafarge own the adjacent land to the sidings and Network Rail land is only accessible from the lineside. Existing access will be retained where applicable.
Replacement rail facilities (if appropriate)	N/A. The letting will be part of creating improved rail facilities.
Anticipated Rail benefits	<p>Increased demand to move traffic to and from the site with new freight movements in due course which will include:</p> <ol style="list-style-type: none"> 1. Lafarge Aggregates 2. Lafarge Cement 3. Crossrail tunnelling and other materials. 4. Other third party freight businesses.
Anticipated Non-rail benefits	The 125 year lease is part of a larger scheme by Lafarge to redevelop the Lafarge Northfleet site which will create additional business space and housing in the wider area.
3. Timescales	
Comments on timescales	Lafarge and Network Rail wish to complete as soon as reasonably practicable. The lease has been drafted in anticipation and will not be entered into until regulatory consent has been obtained.
4. Railway Related Issues	
History of railway related use	Lafarge had a private sidings agreement for the connection of the cement works site to the north to the network since 1970. A new connection contract has been agreed and approved by the ORR.

When last used for railway related purposes	The property is currently used for railway related purposes by Lafarge. The sidings are subject to an ORR approved Connection Contract.
Any railway proposals affecting the site since that last relative use	The reinstatement of the sidings is the only proposal for the area.
Impact on current railway related proposals	The reinstatement of the sidings will encourage more freight movements by rail.
Potential for future railway related use	<p>The site will continue to be used for rail freight purposes. Northfleet was identified in the 2010 South East and London RUS as a potential rail freight interchange in south East England. Lafarge have now built the interchange and it is operational.</p> <p>There are no other competing uses identified in the RUS.</p>
Any closure or station change or network change related issues	No station closures or changes.
Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future	Current access rights for the Road Rail Vehicle point are to be retained and an appropriate access clause will be contained in the lease.

Position as regards safety / operational issues on severance of land from railway	<p>The disposal includes arrangements under which 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. 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>
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5. Planning History and Land Contamination

Planning permissions / Local Plan allocation (if applicable)	<p>Technical and Business clearance was obtained after an internal consultation within Network Rail. The Freight team are fully supportive of the disposal and are keen to ensure freight customer confidence in Network Rail.</p> <p>Northfleet was identified in the 2010 South East and London RUS as a potential rail freight interchange in south East England. Lafarge have now built the interchange and it is operational.</p> <p>There are no other competing uses identified in the RUS.</p>
Contamination / Environmental Issues (if applicable)	<p>The land has been used historically for railway purposes and will continue to be used for this purpose. Network Rail will retain the responsibility for contamination prior to the grant of the lease and the tenant responsible for contamination thereafter.</p>

6. Consultations

<p>Railway (internal – Network Rail)</p>	<p>Technical and Business clearance was obtained after internal consultation within Network Rail. The Freight team are fully supportive of the disposal and are keen to ensure freight customer confidence in Network Rail.</p> <p>The scheme was driven by Network Rail in order to promote the development of rail freight.</p>
<p>Summary of position as regards external consultations</p>	<p>The nature of the disposal is such that consultation was restricted to the following stakeholders and their responses are included in the Consultation report.</p> <p>Freightliner</p> <p>GB Railfreight</p> <p>Rail Freight Group</p> <p>British Transport Police</p> <p>Association of Community Rail Partnerships</p> <p>Passenger Focus</p> <p>Department for Transport</p> <p>Colas Rail</p> <p>London & South Eastern Railway Limited</p> <p>Kent County Council</p> <p>Direct Rail Services</p> <p>Gravesham Borough Council</p> <p>DB Schenker</p> <p>Port of London Authority</p> <p>Freight Transport Association</p>
<p>Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward</p>	<p>There were no unresolved objections following the consultation period.</p>

7. Local Authorities

Names & Email Addresses:	Gravesham Borough Council customer.services@gravesham.gov.uk
Local Transport Authorities:	Kent County Council county.hall@kent.gov.uk
Other Relevant Local Authorities:	Port of London Authority

8. Internal Approval

Surveyor Name:		
Approved by Property Development Manager	Name:	Date Approved by PDM: 3 rd April 2014