

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	<p>The site is located between Tanner Street and Tower Bridge Road, including 67-71 Tanner Street, London, SE1. It currently consists of a yard and a vacant Commercial Estates building which was previously used as an antiques market but is now vacant.</p> <p>It is proposed that the site be redeveloped, which will involve the demolition of the existing building, replacing it with the erection of a mixed use block with commercial on the lower floor(s) and residential apartments above (c. 8 storey's tall). As the scheme does not yet have planning permission the split of commercial and residential is not yet confirmed. It is likely that residential will start from floor 2 upwards. Initial planning discussions have been favourable and it is likely that permission will be granted.</p> <p>It is possible that less land may be required to deliver the development and that the eventual area to be sold may be slightly reduced.</p> <p>This scheme should not have a direct impact on train operators, as it involves the redevelopment of Commercial Estate land which previously had a commercial property rather than operational use.</p>
Plans attached: (all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)	<p>1. Proposed land to be sold outlined in red 2. Disposal Location Plan. Disposal site shaded blue, Network Rail retained land shaded green. 3a. Indicative scheme architectural concept** 3b. Indicative scheme floor plans** **Note this scheme has not yet achieved planning permission so this design is subject to change and the document is attached only as an indication of size and scale 4. Right of Way plan</p>
Clearance Ref:	CR/22001
Project No.	N/A
Ordnance survey coordinates	(E/N) 533577, 179644

Photographs (as required)	Attached is an aerial photograph showing the site roughly indicated with a red line Three photographs of the current site taken from Tanner Street are also included.
2. Proposal	
Type of disposal (i.e. lease / freehold sale)	Freehold disposal of the land outlined in red on attached Plan 1 – proposed land to be sold
Proposed party taking disposal	It is intended that the land will be sold to Solum Regeneration (of which Network Rail is a Joint Venture partner) who will subsequently develop the site.
Proposed use / scheme	<p>Mixed use circa 8 story redevelopment with improved outside space. It is likely that the ground floor and first floor would be retail or office space, with a proposed 9 residential flats above.</p> <p>A courtyard style area is proposed to the South side of the building adjacent to 61 Tanner Street which would be used to access the commercial areas. The residential part of the building would be accessed from the north side.</p> <p>As the scheme does not yet have planning permission there are likely to be minor changes to the above, which is only indicative.</p>
Access arrangements to / from the disposal land	<p>Network Rail will ensure that operational access to the railway is maintained, this will be similar to that shown with yellow hatching on the attached Right of Way plan.</p> <p>The disposal area can be accessed directly from Tanner Street.</p>
Replacement rail facilities (if appropriate)	NA
Anticipated Rail benefits	There will be better access to the viaduct for maintenance as the scheme will incorporate Thameslink's requirement to install stairs connecting to a gantry as part of the Thameslink Project.

Anticipated Non-rail benefits	<p>The scheme will result in capital receipts from the sale of the land to Solum Regeneration and from the sale of residential and commercial units.</p> <p>The development will enable Network Rail to comprehensively redevelop a number of the arches beneath the viaduct, replacing industrial uses with higher value business and commerce. It is envisaged this opportunity will be taken forward by the Arch Redevelopment Team. This will result in increased rental income from new commercial units and potential for higher value uses in arches.</p> <p>It will develop a positive perception of Network Rail as a partner for regeneration in Southwark.</p>
Comments on timescales	<p>A planning application was submitted 13th February 2015 and is expected to be favourably determined by May 2015.</p> <p>Subject to obtaining planning and regulatory consents construction is proposed to commence in January 2016.</p>
4. Railway Related Issues	
History of railway related use	<p>In recent times the area has primarily been used as a retail unit selling antiques and was managed by Network Rail.</p> <p>Network Rail currently has control of the site as it will be installing stairs connecting to a gantry as part of the Thameslink Project. The appropriate agreements will be in place to ensure that Network Rail can maintain access to the railway as shown on the Right of Way plan.</p>
When last used for railway related purposes	<p>The site is currently being used by Network Rail Thameslink project as described above.</p>

Any railway proposals affecting the site since that last relative use	<p>Having reviewed the Route Utilisation Strategy we are unaware of any railway proposals which would be unduly affected by this sale.</p> <p>The Thameslink works to install a staircase to their gantry will have completed in advance of the construction.</p>
Impact on current railway related proposals	<p>There are no foreseen impacts on current railway proposals as access to the railway will be maintained.</p> <p>The Route Utilisation Strategy does not suggest that there are any current railway proposals which would be unduly affected by this sale.</p> <p>The Thameslink works to install a staircase to their gantry will have completed in advance of the construction.</p>
Potential for future railway related use	<p>There is no foreseeable potential for future railway related use as the land has been used for Property purposes for a considerable period of time. The land closest to the railway will remain in Network Rail's ownership, see the Right of Way plan.</p>
Any closure or station change or network change related issues	<p>No station change will be necessary as the area is not in the vicinity of the station.</p> <p>There are no closure or network change issues.</p>
Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future	<p>The disposal will not negatively affect access to the railway as Network Rail will maintain a right of access over the land.</p>

Position as regards safety / operational issues on severance of land from railway	<p>1. The disposal includes arrangements under which [Network Rail / the other party] will install new boundary fencing along [parts of] the railway boundary [and sufficient fencing already exists for the rest</p> <p>2. 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>
---	--

5. Planning History and Land Contamination

Planning permissions / Local Plan allocation (if applicable)	Planning permission was submitted on 13 th February 2015 and has not yet been granted, the scheme has been designed following advice from Southwark's planning department and a favorable determination is likely.
Contamination / Environmental Issues (if applicable)	Any contamination will be addressed as part of the development planning process.

6. Consultations

Railway (internal – Network Rail)	<p>Business and Technical Clearance for disposal granted.</p> <p>There is nothing in the Rail Utilisation Strategy or long term plan which would be affected by the disposal.</p>
-----------------------------------	---

<p>Summary of position as regards external consultations</p>	<p>The consultation was sent to 24 consultees. There were 3 non responses. COLAS Freight, West Coast Railway Company and British Transport Police, who were all emailed 2 times.</p> <p>21 responses were either no comment or no objection</p> <p>2 comments from Southern Railway and London & South Eastern Railway Limited (Southeastern) contained a more detailed response.</p> <p>Southern Railway:</p> <p>Southern Railway were concerned about the effect of glare on the trains, Network Rail confirmed that a glare study would be carried out and the results provided to the Network Rail Asset Protection team so the results could be fed back into design and material choices.</p> <p>They were also concerned about noise, light and privacy complaints given the location of the new building adjacent to the railway. Network Rail confirmed that the building would have to conform to the regulatory standards for noise protection to achieve a planning compliant building and any necessary noise barriers or protection would be installed by the developer these would be dictated by Southwark Council, Network Rail's Asset Protection team and statutory regulations.</p> <p>London & South Eastern Railway Limited (Southeastern)</p> <p>Southeastern questioned the lighting during hours of darkness and the external lighting. Network Rail confirmed that during the detailed design stage the Network Rail Asset Protection team would ensure that the lighting did not interfere with the operation of the railway. That the external courtyard lighting will sit below the railway which is circa 9m above ground level. The lighting will be downwards facing so will have very little impact on the railway.</p> <p>Southeastern enquired about the gantry which is located on the site. Network Rail confirmed that the Sale and Purchase Agreement contains a clause that the Thameslink signal gantry staircase works will be completed in advance of the land being transferred out of Network Rail's ownership. They will then be fenced off to protect them from trespassing.</p> <p>Southeastern also had a similar concern about glare to Southern, Network Rail confirmed that a glare study would be carried out and the results provided to the Network Rail Asset Protection team so they could be fed back into design and material choices.</p>
--	---

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:	London Borough of Southwark	
Local Transport Authorities:	Transport for London	
Other Relevant Local Authorities:		
8. Internal Approval		
Surveyor Name:		
Approved by Property Development Manager	Name:	Date Approved by PDM: 20 th March 2015