

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>65 Holborn Viaduct, London EC1A</p> <p>An existing office building on land leased by British Rail for 999 years in 1958 is to be demolished and the site redeveloped for a Hotel and Offices. This requires (a) revisions to the 1958 lease and (b) the grant of a supplemental lease to enable the lessee to construct additional supporting columns on land outside the demise of the 1958 lease.</p>
Plans attached: (all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)	<p>Network Rail Ownership plan attached – annotated Plan A Disposal site is shaded blue, Network Rail retained land shaded green.</p> <p>Land demised under 1958 lease showing demised land edged Blue – annotated Plan B</p> <p>Developers plan of site showing both new Offices and Hotel</p> <p>Isometric View of tunnel showing location of the 8 new columns (piles)</p>
Clearance Ref:	CR 20775
Project No.	SO 5320
Ordnance survey coordinates	Easting: 531669 Northing: 181503
Photographs (as required)	
2. Proposal	
Type of disposal (i.e. lease / freehold sale)	The existing 999 year lease dating from 12 June 1958 will be varied to accommodate the new development and an additional supplemental lease granted to expire on 12 June 2957 (co-terminus with the original lease) to enable the additional eight supporting columns to be constructed on land outside the original 1958 demise.
Proposed party taking disposal	xxxx
Proposed use / scheme	Part demolition of existing Offices and redevelopment and extension for Hotel and Office use.

Access arrangements to / from the disposal land	Access to Network Rail land to construct and then maintain the new supporting columns has been arranged with Asset Protection. Access to the original site is as present. Hoardings as necessary are being agreed with the Engineer.
Replacement rail facilities (if appropriate)	N/A
Anticipated Rail benefits	N/A
Anticipated Non-rail benefits	The development allows a redundant building to be demolished and replaced with a new hotel and modern offices. This meets stakeholder aspirations and drives regeneration.
3. Timescales	
Comments on timescales	Exchange is expected this financial year. The works have planning permission and are expected to commence in 2014 and take approximately 21 months to complete.
4. Railway Related Issues	
History of railway related use	<p>The existing building is located on land / air space above the Snow Hill tunnel and the lessee enjoys significant existing re-development rights under the terms of the existing 999 year lease granted in 1958.</p> <p>The Developer will enter into an APA and has been in extensive discussions with the Route Engineers to agree the nature of the works.</p>
When last used for railway related purposes	The Snow Hill tunnel remains in operational use for the Thameslink service.
Any railway proposals affecting the site since that last relative use	No
Impact on current railway related proposals	This line of Route is covered by the London and South East RUS. It was brought into use circa 20 years ago to support the Thameslink service. There are no competing works identified in the RUS or elsewhere.
Potential for future railway related use	The works have been designed to avoid the operational railway. The land to be used to accommodate the additional supporting columns is not required for operational purposes.

Any closure or station change or network change related issues	<p>Station Change not required.</p> <p>Stage 1 Business Clearance was issued on 26 July 2013.</p> <p>Stage 2 Technical clearance issued on 16th January 2014.</p> <p>Network Change not required.</p>
Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future	The line is covered by the London and South East RUS. The works are not inconsistent with the current Thameslink upgrade proposals.
Position as regards safety / operational issues on severance of land from railway	The works are under the supervision of the Route Engineer and will be conducted under the terms of an APA.
5. Planning History and Land Contamination	
Planning permissions / Local Plan allocation (if applicable)	The disposal is not conditional on planning permission but the Developer procured planning permission in May 2012.
Contamination / Environmental Issues (if applicable)	None relevant to this application.
6. Consultations	
Railway (internal – Network Rail)	The project has been consulted and approved internally.
Summary of position as regards external consultations	<p>Summary Report attached.</p> <p>Of the 26 organisations consulted replies were received from 24.</p> <p>No consultee has objected to the proposed land disposal.</p> <p>Replies have not been received from either BTP or the City of London (which gave planning permission for the project) despite e-mail and telephone follow up. A final e-mail chaser was sent to these organisations on 10th February 2014 but again there has been no response.</p>

Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward	There are no unresolved objections. The development is subject to Engineers sign off under agreed APA terms.	
7. Local Authorities		
Names & Email Addresses:	City of London	
Local Transport Authorities:	N/A	
Other Relevant Local Authorities:	N/A	
8. Declaration		
Declaration of Surveyor:	I have read and understood Network Rail's Code of Business Ethics and Policy on Interests in Transactions.	
Declaration of Property Development Manager:	I have read and understood Network Rail's Code of Business Ethics and Policy on Interests in Transactions.	
9. Internal Approval		
Surveyor Name:		
Approved by Property Development Manager	Name:	Date Approved by PDM: 13 th February 2014.