

# 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

The land to be disposed is located on the south side of the tracks at Walthamstow Central Station, at the west end of the station car park, this is shown on Plan A.

It is proposed that the site will be redeveloped for residential uses. The proposed structure is shown on Plans B and C. It will be an 11-12 story building, consisting of circa 79 residential apartments.

The building has been designed to minimise loss of car parking as it has a small core. The majority of the building is held up by columns and starts from 1<sup>st</sup> floor level which allows for parking underneath the structure. Car parking will be retained with 186 spaces remaining, representing a reduction of 45 spaces. This reduction has been tested by Transport Consultant Mayer Brown, who provided a report to show that the car park has excess capacity. The scheme will improve the car parking facility by relaying the surface and providing additional CCTV and landscaping. It will be designed so that it could achieve a Park Mark standard. The current car park is poorly laid out with unmarked gravel so parking is inefficient. The disposal of the land will reduce overall space for parking but efficiency will be increased as the parking will be tarmacked and lined. There will be safety improvements with the addition of lighting, CCTV and passive surveillance by the residents.

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.

Planning permission was recommended at committee on 4 August 2015. Full permission will be subject to the signing of a Section 106 agreement.

### Plans attached:

(all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)

Plan A, No. 79803 – This shows the proposed land to be sold shaded and hatched blue. The blue hatched areas indicate a disposal of an overhanging area at 1<sup>st</sup> and 2<sup>nd</sup> floor level.

In addition, the land hatched black on the plan, which is currently used for station parking, will be included in the

	<p>disposal and designated as four residential disabled parking spaces.</p> <p>The Network Rail retained land is shown in green.</p> <p>The number 1 indicates the pedestrian access to Queens Road Station and 2 indicates the approximate location of the rail road vehicle access point, both of which will remain open during construction and after the development is finished.</p> <p>Plan B, Solum Plan No. T_SK021 – indicative ground floor plan of new scheme.</p> <p>Plan C1 &amp; C2 Solum Plans TC(20) E01 &amp; TC(20)E03 – indicative elevations of new scheme.</p> <p>Plan No. D2027 SK.013 Footpath Dimensions</p>
Clearance Ref:	Business and technical clearances obtained REF: CR/24217
Project No.	S02008
Ordnance survey coordinates	(E/N) 537297, 188943
Photographs (as required)	<p>Photographs attached: Appendix A</p> <p>1: Photograph of the current car park</p> <p>2: Impression of the entrance to the building (south side)</p> <p>3: Impression of the likely form of the residential block</p>
<b>2. Proposal</b>	
Type of disposal (i.e. lease / freehold sale)	Solum will be granted a long leasehold disposal of 250 years of the land coloured blue and hatched blue on attached Plan A – disposal area.
Proposed party taking disposal	It is intended that the 250 year long lease will be granted to Solum (Network Rail's Joint Venture partner) or another third party developer. Solum or the third party developer will subsequently grant sub-leases replicating the terms of the head lease to investors of the individual elements of the scheme.

Proposed use / scheme	Residential redevelopment with improvements to the car park described in the Site Location and Description section above.
Access arrangements to / from the disposal land	<p>Network Rail will retain ownership of all the land required for operational requirements.</p> <p>Access will be maintained from Hoe Street and also the pedestrian access way from Queen Street Station (1 on Plan A). This will be maintained throughout the entire build process.</p> <p>Access to the Rail Road Vehicle track access point will also be maintained for the entire build process (Approximate location marked as 2 on Plan A).</p>
Replacement rail facilities (if appropriate)	N/A
Anticipated Rail benefits	<p>An improved surface level car park, with significant security improvements and the provision of fit for purpose drainage.</p> <p>Under this proposal over £700,000 will be invested in car park improvements with the aim of achieving a Park Mark standard car park through additional lighting, security cameras, landscaping and drainage system.</p> <p>Improved personal safety for users, particularly night-time use, from passive surveillance provided by residents and additional CCTV.</p> <p>Approximately £200,000 will be invested into the new north east entrance of the station by creating an integrated contemporary canopy and newly landscaped entrance.</p> <p>Investment into a new station square.</p> <p>An improved pedestrian link to the Queens Road Station, with way finding signage.</p>
Anticipated Non-rail benefits	<p>Capital receipt for Network Rail by way of residual land value plus 50 per cent of the profit that the Joint Venture releases.</p> <p>Regeneration of a major town centre site in a relatively deprived area.</p>

### 3. Timescales

#### Comments on timescales

The Borough of Waltham Forest granted planning consent at committee on 4 August 2015 which is subject to the signing of a Section 106 agreement between the parties.

Subject to obtaining any regulatory consent that may be required construction is proposed to commence in the Summer of 2016.

The construction programme will take approximately 18 months. Consultation will be ongoing with the Station Facility Owner to ensure that disruption to the public is kept to a minimum.

### 4. Railway Related Issues

#### History of railway related use

The Station has been in use since the 19<sup>th</sup> Century.

The disposal area has been previously been used as a station car park.

There are currently 231 spaces on-site, this proposal will reduce the number of car parking to no less than 186 spaces. These will be re-provided within a newly surfaced, lined and properly lit parking area.

The reduction in parking is supported by a detailed transport study demonstrating that the car park has excess capacity. Of the 231 spaces an average only 108 spaces were occupied, with the highest occupancy reaching 146 (61 per cent of current capacity). The study confirms that the new proposed provision will be able to cope with any increased future parking requirement.

The disposal of the land will reduce overall space for parking but efficiency will be increased as the parking will be tarmacked and lined. There will be safety improvements with the addition of lighting, CCTV and passive surveillance by the residents.

#### When last used for railway related purposes

The land is currently used for a station car park which has spare capacity.

The development will retain a large proportion of the station car park and will allow for parking underneath the overhanging sections of the new residential building.

Any railway proposals affecting the site since that last relative use	Having reviewed the Route Utilisation Strategy we are unaware of any railway proposals which would be unduly affected by this sale.
Impact on current railway related proposals	<p>There are no foreseen impacts on current railway proposals.</p> <p>A glare study will be conducted as part of the design process to ensure there is no negative effect of glare on passing trains.</p> <p>The Proposer has been in regular contact with the SFO regarding the proposal.</p>
Potential for future railway related use	Having reviewed the Route Utilisation Strategy we are unaware of any railway proposals which would be unduly affected by this sale.
Any closure or station change or network change related issues	<p>The land required for the building was removed from the Station lease to Rail for London when it was granted on 31<sup>st</sup> May 2015.</p> <p>No Closure is needed.</p>
Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future	<p>The disposal does not negatively impact on railway access needs.</p> <p>Access from Queens Road Station will be maintained at all times (see Plan A, 1)</p> <p>Discussions with the SFO are ongoing to ensure that disruption to the travelling public is kept to a minimum during construction.</p>
Position as regards safety / operational issues on severance of land from railway	<p>The disposal does not include a requirement for new fencing of the railway boundary, as sufficient fencing already exists.</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</p>

	changes to the risks arising from its operations and to introduce new control measures as appropriate.
<b>5. Planning History and Land Contamination</b>	
Planning permissions / Local Plan allocation (if applicable)	The Borough of Waltham Forest granted planning consent at committee on 4 <sup>th</sup> August which is subject to the signing of a Section 106 agreement between the parties.
Contamination / Environmental Issues (if applicable)	Any contamination will be addressed as part of the development planning process.
<b>6. Consultations</b>	
Railway (internal – Network Rail)	Business and technical clearances obtained REF: CR/24247.
Summary of position as regards external consultations	<p>The consultation was sent to 25 consultees. 22 consultees responded with either no comment or no objection. There were 3 non responses, Grand Central Railway Company Limited and West Coast Railway Company which were emailed 2 times. London Borough of Waltham Forest also did not respond, they were emailed 5 times and contacted verbally once.</p> <p>3 comments from Transport for London, British Transport Police and London Overground Rail Operations Limited contained a more detailed response.</p> <p>Network Rail and the Developer met with British Transport Police and they later confirmed that they had no concerns about the disposal of the land.</p> <p>Transport for London had a query about the path linking to Queens Road station which was resolved with further information. TfL and London Overground Rail Operations Limited also requested that London Underground were consulted again about the proximity of the scheme to their tunnels. It was confirmed that the Developer would reconsult London Underground and this could be managed through the Asset Protection process.</p>
Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward	There were no unresolved objections

## 7. Local Authorities

Names & Email Addresses:	London Borough of Waltham Forest @walthamforest.gov.uk
Local Transport Authorities:	Highways Authority, Transport for London
Other Relevant Local Authorities:	N/A

## 8. Internal Approval

<b>Recommendation:</b>	Based on the above, I recommend / authorise that Network Rail proceeds with the disposal.	
<b>Declaration:</b>	I have read and understood Network Rail's Code of Business Ethics and Policy on Interests in Transactions.	
Surveyor Name:		
Approved by Property Development Manager	Name:	Date Approved by PDM: 5 <sup>th</sup> November 2015