

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>Land and airspace at Guild Street, Aberdeen.</p> <p>Land and airspace that is currently occupied by a 1970s office building known as Atholl House. This building is built upon a deck structure that bridges over the main Aberdeen to Inverness railway line and station platforms. The railway and platforms are excluded from the existing lease and will continue to be excluded from the new lease proposed.</p> <p>Included within the disposal area is the airspace above a head shunt for Clayhills LMD. Disused platforms 8 and 9 are either side of this line.</p> <p>Subject to planning and listed building consent the former booking office, currently let to a hairdressers trading as 'Tiffanys', will be included within the disposal. (Building shaded pink on the attached plan).</p>
Plans attached: (all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)	Disposal plan – Disposal site shaded blue (Atholl House) and pink (Tiffanys) on the attached plan.
Clearance Ref:	CR/26757 (Tiffany site), CR/26603 (Atholl House)
Project No.	151229
Ordnance survey coordinates	394039, 805953
Photographs (as required)	None
2. Proposal	
Type of disposal (i.e.)	Grant of a long (175 year) lease of land and airspace to Aberdeen

lease / freehold sale)	<p>City Council.</p> <p>The Council will sub-let to the developer, xxxx</p>
Proposed party taking disposal	Aberdeen City Council with sub-lease to the developer,xxxx
Proposed use / scheme	<p>The new deck structure will form a new civic space improving pedestrian linkage between Guild St, Bridge St and Union Street.</p> <p>The deck will also be a platform for the construction of a mixed use development including student housing, retail and possible hotel.</p>
Access arrangements to / from the disposal land	<p>Access to the disposal area will be off public highway and will not require the grant of access rights over any other Network Rail land.</p> <p>Network Rail will reserve rights of access across the disposal site at platform/concourse level to provide a new service access to the station. This would complement station concourse improvements proposed by ScotRail within the taxi rank/drop off area of the station.</p>
Replacement rail facilities (if appropriate)	No rail facilities will be lost by this disposal.
Anticipated Rail benefits	<p>The new civic space created at Guild St bridge level will help to create a clear pedestrian route between Aberdeen Guild Street Station, Union Street and the rest of the city centre. .</p> <p>Linkages to the station will also be improved below Guild Street road bridge. Specifically a service route will be reserved that will assist in providing service access into the station. The existing pedestrian route beneath Guild Street bridge could also be improved, unless it is determined that an enhanced pedestrian crossing at Guild Street bridge road level is preferred.</p> <p>The new deck structure will replace a deck structure that is circa forty years old and will be built to modern design and standards.</p> <p>Removal of existing deck support columns is an opportunity for the new deck columns to be better positioned for signal sighting and other rail improvements such as bringing platforms 8 and 9 back into passenger usage.</p>
Anticipated Non-rail benefits	The Atholl House site is identified within the Aberdeen City Centre Masterplan as a key element of the Station Gateway intervention area. It is also identified as such within the Station Gateway

	development Brief that was approved as planning advice at the Council's Community Housing and Infrastructure Committee on 17 th May 2016.
3. Timescales	
Comments on timescales	<p>Submit for detailed planning consent: June 2016</p> <p>Anticipated consent granted: October 2016</p> <p>Start on site: Jan 2017</p> <p>Practical completion of work: August 2018</p>
4. Railway Related Issues	
History of railway related use	<p>Of the land and airspace subject to this proposal, only the building that houses Tiffanys has historically been in railway use. Tiffanys was the booking office and waiting rooms for the former suburban railway network that closed in 1937.</p> <p>The main Aberdeen to Inverness railway line runs below Atholl House.</p> <p>A head shunt serving Clayhills LMD is below airspace that will be included within the long lease and below the new deck.</p> <p>Station platforms are located below Atholl House.</p> <p>Platforms 8 and 9 have not been in use since the 1970s.</p>
When last used for railway related purposes	<p>The main line to Inverness and the head shunt remain in operation.</p> <p>All platforms except platforms 8 and 9 remain operational.</p> <p>The former suburban line booking office (Tiffanys) has not been in use for railway purposes for many years.</p>
Any railway proposals affecting the site since that last relative use	<p>There are no proposals to utilise the areas to be disposed of for railway purposes.</p>
Impact on current railway related proposals	<p>It is not considered that this proposal will have any adverse impact on current railway related proposals. Network Rail will ensure that the development does not impact on the current or future usage of platforms 7, 8 & 9 when placing deck support columns. No columns will be permitted in the track bed area between platform 8 & 9 or in a position that would affect future services departing north or south from these platforms</p> <p>The proposal is complimentary to aspirations shared by Network Rail and ScotRail to improve rail passenger facilities within the</p>

	station taxi rank and passenger drop off area.
Potential for future railway related use	<p>Network Rail has undertaken its own internal clearance process and no future railway use for the disposal area has been identified.</p> <p>Network Rail does not consider there is any future railway use for the disposal area.</p>
Any closure or station change or network change related issues	Station change will be required.
Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future	<p>The developer has already commenced design discussions with Network Rail's Asset Protection team to ensure that the design of the development and method of construction will have no adverse impact on railway access needs.</p> <p>Prior to construction commencing, the developer will be required to enter into an Asset Protection Agreement that will manage the construction process and ensure that there is no impact on railway related access needs during construction.</p> <p>Redevelopment of Atholl House offers an opportunity to create a concourse level service route into the station. This is complimentary to the ScotRail aspirations to improve passenger concourse facilities within the site currently occupied by the station taxis and passenger drop off.</p>
Position as regards safety / operational issues on severance of land from railway	<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>
5. Planning History and Land Contamination	
Planning permissions / Local Plan allocation	<p>The site is covered by the Aberdeen City Council Local Development Plan which was adopted on 29th February 2012. Under the LDP the site is covered by the City Centre Business</p>

(if applicable)	<p>Zone Policy (C2) that identifies the area for major retail developments. Proposals to use the upper levels for residential and other uses will be encouraged in principle.</p> <p>The development of the site is a key component of Aberdeen City Council's City Centre Masterplan. A Station Gateway Development Brief was also approved as planning advice by the Council's Communities Housing and Infrastructure Committee on 17th May 2016.</p> <p>The Development Brief states:</p> <table border="1" data-bbox="539 600 1382 1189"> <tr> <td data-bbox="539 600 667 1189">Atholl House</td> <td data-bbox="667 600 836 1189">Included in CM10</td> <td data-bbox="836 600 1382 1189"> <ul style="list-style-type: none"> • Wayfinding focal point, public space and sense of arrival • Improve pedestrian access and flows from Union Square, the railway station, under Guild Street, up through the new development leading thereon to Bridge Street and to the Trinity Centre and then to Union Street • Provide a modern mixed use scheme with a central plaza – removing Atholl House, with a much higher visual quality. • Enabling project within the Intervention Area providing the catalyst for other projects </td> </tr> </table> <p>Atholl Square Developments Ltd intend to make a submission for planning consent in June 2016 and have targeted October 2016 for obtaining planning approval.</p>	Atholl House	Included in CM10	<ul style="list-style-type: none"> • Wayfinding focal point, public space and sense of arrival • Improve pedestrian access and flows from Union Square, the railway station, under Guild Street, up through the new development leading thereon to Bridge Street and to the Trinity Centre and then to Union Street • Provide a modern mixed use scheme with a central plaza – removing Atholl House, with a much higher visual quality. • Enabling project within the Intervention Area providing the catalyst for other projects
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Contamination / Environmental Issues (if applicable)	There are no contamination or environmental issues.			
6. Consultations				
Railway (internal – Network Rail)	NR internal clearance has been granted. Clearance reference CR/26757, CR/26603.			
Summary of position as regards external consultations	Disposal consultation commenced on 29 th February 2016 and consultees were asked to respond by Friday 25 th March 2016. The draft disposal consent application was sent to twenty eight consultees. Responses were received from all twenty eight			

	<p>consultees. No objections were received.</p> <p>The Consultation Report details all responses.</p>	
Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward	<p>There are no unresolved objections.</p>	
7. Local Authorities		
Names & Email Addresses:	<p>Aberdeen City Council:</p> <p>@aberdeencity.gov.uk</p>	
Local Transport Authorities:	<p>Transport Scotland:</p> <p>@transportscotland.gsi.gov.uk</p> <p>NESTRANS:</p> <p>@nestrans.org.uk</p>	
Other Relevant Local Authorities:		
8. Internal Approval		
Recommendation:	<p>Based on the above, I recommend / authorise that Network Rail proceeds with the disposal.</p>	
Declaration:	<p>I have read and understood Network Rail's Code of Business Ethics and Policy on Interests in Transactions.</p>	
Surveyor Name:	xxxx	
Approved by Property Development Manager	xxxx	Date Approved by PDM: 6 th June 2016