

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	Development of land at Hampton Court Station
Plans attached: (all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)	Plan 84783 Rev.B: Disposal areas are coloured blue, Network Rail retained land is coloured green. Allies & Morrison General Arrangement Plans 451_01_06_098 to 451_01_06_104 Allies & Morrison Plan No.451_01_00_005, Access & Parking
Clearance Ref:	CR/10989
Project No.	S00264
Ordnance survey coordinates	515395,168310
Photographs (as required)	Aerial Photograph of disposal site
2. Proposal	
Type of disposal (i.e. lease / freehold sale)	Freehold Sale
Proposed party taking disposal	Alexpo or its nominee
Proposed use / scheme	Subject to obtaining planning permission it is proposed that the Eastern plot is developed with four storey apartment blocks with two layers of basement car parking and the Western plot with a hotel and shops.
Access arrangements to / from the disposal land	Access to the Eastern plot will be over Alexpo's land to the North. Access to the Western plot is direct from Hampton Court Way

Replacement rail facilities (if appropriate)	<p>A new station forecourt will be constructed on Network Rail's retained frontage to Hampton Court Way. Circa 194 parking spaces will be subject to a long term peppercorn lease back to Network Rail and included in the franchised station lease to replace existing station car park.</p> <p>During the construction period, a temporary car park of about 110 spaces as shown on the plan 'Access & Parking' will be available to station users.</p>
Anticipated Rail benefits	Funds will be provided by the Project to the Station Facility Owner (SFO) for the enhancement of Hampton Court Station to make it a "gateway station" that will enhance the passenger experience.
Anticipated Non-rail benefits	<p>The provision of 66 apartments will help reduce the housing shortage.</p> <p>The hotel and shops will contribute towards economic regeneration.</p>
3. Timescales	
Comments on timescales	The timescale is dependent on the developer obtaining planning permission and funding as well as Station Change and Minor Modification consents.
4. Railway Related Issues	
History of railway related use	The land has been used in conjunction with the station since the 19 th century, currently for car and coach parking. A taxi order office on the site closed in 2014.
When last used for railway related purposes	Most of the disposal area is used for railway purposes. The remainder is let to a commercial garage.
Any railway proposals affecting the site since that last relative use	There are none.
Impact on current railway related proposals	There is no impact on current railway proposals. Sufficient land is retained to accommodate facilities for Crossrail 2 if required.
Potential for future railway related use	There are no proposals affecting the land in the Wessex Route Utilisation Strategy.
Any closure or station	Minor Modification Consent and Station Change consents will

change or network change related issues	be required. It is not anticipated that Network Change consent will be required.
Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future	There will be no loss of access for the SFO.
Position as regards safety / operational issues on severance of land from railway	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.

5. Planning History and Land Contamination

Planning permissions / Local Plan allocation (if applicable)	A similar development was approved by the Council subject to a S106 Agreement in 2008. It did not proceed because it was not financially viable at the time.
Contamination / Environmental Issues (if applicable)	The site has been in railway use and there are likely to be contaminants present. The purchaser will buy in the knowledge of that and will assume responsibility for all necessary remediation.

6. Consultations

Railway (internal – Network Rail)	The disposal has Network Rail Business and Technical Clearance.
Summary of position as	ORR consent was granted after due consultation in 2009.

regards external consultations	Because more than five years have passed a fresh consultation has been carried out with the current railway stakeholders.
Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward	<p>Initially emails were sent to thirty three consultees, but on checking it was established that GoviaThameslink Railway, Transport Advisory Service and Roadways Container Logistics do not require to be consulted on disposal in this area. The remaining 30 consultees all responded:</p> <p>Stagecoach / South West Trains which is the Station Facility Owner, pointed out that the disposal depends on the satisfactory resolution of issues that were not resolved in the Station Change application submitted on 26th April 2012 on behalf of the previous developer, Gladedale. Network Rail confirmed that this disposal will not proceed until a revised Station Change consent which addresses the SWT concerns has been approved by ORR.</p> <p>Elmbridge Council noted that planning permission would be required.</p> <p>Surrey County Council made its approval conditional on the provision of the 194 space basement car park.</p> <p>Transport Focus said that the scheme should provide attractive surroundings for passengers.</p> <p>COLAS hopes the buildings would be sympathetic to the local environment and British Transport Police wish to be involved in the design consultation stages.</p> <p>All the other consultees responded that they did not object or that they did not wish to comment.</p>
7. Local Authorities	
Names & Email Addresses:	Elmbridge Borough Council
Local Transport Authorities:	Surrey County Council
Other Relevant Local Authorities:	
8. Internal Approval	
Recommendation:	Based on the above, I recommend / authorise that Network Rail proceeds with the disposal.
Declaration:	I have read and understood Network Rail's Code of Business Ethics and Policy on Interests in Transactions.
Surveyor Name:	xxxx

Approved by Property Development Manager	Name: xxxx	Date Approved by PDM: 18 th November 2016
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