

# 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 Banana Yard and land fronting the multi-storey car park (MSCP) are located at Wolverhampton Station, Railway Drive, Wolverhampton, WV1 1LE (Appendix 1).</p> <p>External consultation concerning the grant of a five-year option and transfer of both areas to The City of Wolverhampton Council was undertaken October 2015 (Appendix 2). This paper proposes that the option be increased to six years, and captures amendments in the land previously intended for transfer:</p> <ul style="list-style-type: none"> <li>• The land at the Banana Yard has been reduced from 2,469m<sup>2</sup> to 2,420m<sup>2</sup></li> <li>• The land fronting the MSCP has increased from 1,116m<sup>2</sup> to 1,404m<sup>2</sup></li> <li>• A transfer of the Steam Mill land located off Corn Hill is no longer required</li> </ul> <p>The land forms part of the £39.4m Wolverhampton Interchange Project (WIP), now being delivered by The City of Wolverhampton Council, in conjunction with Network Rail, The West Midlands Combined Authority and developer, Ion. The project will deliver a multi modal transport facility, consisting of a new station, expanded MSCP, and extension of the Midland Metro. The Banana Yard will be used for commercial development, and land fronting the MSCP new, high quality public realm (formerly considered for use as a hotel). Both will transform what is a major gateway into the City (Appendix 3)</p>
Plans attached: (all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)	<p>6160507- 3 (Revision C) at Appendix 1. The land for transfer at the Banana Yard is shown shaded blue. A right of access only will be granted over the area shaded brown. In doing so, a maintenance access point to the North of the Banana Yard will be preserved</p> <p>6160507- 4 (Revision B) at Appendix 1. The land for transfer fronting the MSCP is shown shaded blue</p>

Clearance Ref:	<p>CR/26620 – Business and Technical Clearance for The Banana Yard renewed and granted 16<sup>th</sup> November 2017</p> <p>CR/26621 – Business Clearance for land fronting the MSCP renewed and granted 24<sup>th</sup> November 2017. Technical Clearance granted 10<sup>th</sup> May 2018</p> <p>CR/35916 – Business Clearance for additional land fronting the MSCP granted 18<sup>th</sup> April 2018. Technical Clearance granted 1<sup>st</sup> June 2018</p>
Project No.	137169
Ordnance survey coordinates	E 391968 N 298876
Details of attached photographs (as required)	Please see Appendix 4
<b>2. Proposal</b>	
Type of disposal	Option Agreement and Freehold Transfer
Proposed party taking disposal	City of Wolverhampton Council
Proposed use / scheme	The Banana Yard will be used for commercial development, and the land fronting the MSCP to provide new, high quality public realm. This is consistent with the masterplan included at Appendix 3, and will significantly improve the profile of Wolverhampton Station as a destination
Access arrangements to / from the disposal land	The Banana Yard and land fronting the MSCP are accessed off Railway Drive, which forms part of the adopted highway
Replacement rail facilities (if appropriate)	Not applicable

Anticipated rail benefits	<ul style="list-style-type: none"> <li>Commercial development of The Banana Yard and provision of new, high quality public realm will support the new station and extended MSCP facilities being delivered by The Wolverhampton Interchange Project</li> <li>Wolverhampton Station will be linked to other modes of public transport</li> <li>There will be an increase in passenger footfall and the experience of passengers using the rail network will improve</li> </ul>
Anticipated non-rail benefits	The grant of the option and transfer of the plots will enable Network Rail to play a major role in the redevelopment of a major gateway into the City of Wolverhampton
<b>3. Timescales</b>	
Comments on timescales	It is anticipated that the option to transfer both plots will be in place (subject to ORR consent) by 31 <sup>st</sup> July 2019. Exercise of the option is conditional upon practical completion of the new station by The City of Wolverhampton Council
<b>4. Railway Related Issues</b>	
History of railway related use	The Banana Yard was recently used by the Station Facility Operator and Train Operating Companies for staff car parking. Replacement facilities have been provided within the extended MSCP. The Banana Yard also provides maintenance access to the North of Wolverhampton Station. This will be excluded from the area for transfer. The land fronting the MSCP is hard surfaced, currently poor quality open space
When last used for railway related purposes	The Banana Yard continues to be used in part for maintenance access to the North of Wolverhampton Station. The land fronting the MSCP continues to be hard surfaced, poor quality open space
Any railway proposals affecting the site since that last relative use	None

Impact on current railway related proposals	None
Potential for future railway related use	RUS documents for the route have been checked and The System Operator consulted. No plans for future railway related uses have been revealed
Any closure or station change or network change related issues	Station change is being undertaken as part of the Wolverhampton Interchange Project
Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future	Access to a maintenance point north of Wolverhampton Station via The Banana Yard will be excluded from the transfer and remain available for use by Road Rail Vehicles and vans. Heavier plant, machinery and traffic will use an access point to the south of the station, following the re-opening of Corn Hill to vehicular traffic
Position as regards safety / operational issues on severance of land from railway	<p>The transfers do not include a requirement for new fencing of the railway boundary, as sufficient fencing already exists.</p> <p>Network Rail has had due regard (where applicable) to the impact of the disposal on lineside works, including railway troughing, signalling and their maintenance. The transfers are 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)	The land for transfer is identified within Policies CA3A and CC3 of Wolverhampton's City Centre Area Action Plan as having potential for commercial, retail and leisure uses
Contamination / Environmental Issues (if applicable)	None that we are aware of. Surveys will be undertaken as part of the due diligence process, and it shall fall upon the Purchaser to resolve should any issues be identified

## 6. Local Authorities

Names & Email Addresses:	XXXX – Head of City Development XXXX
Local Transport Authorities:	XXXX – Head of Projects XXXX
Other Relevant Local Authorities:	None

## 7. Internal approval to consult

Recommendation:	<p>By proceeding to consult I am:</p> <ul style="list-style-type: none"><li>• recommending that Network Rail consults on the terms of disposal</li><li>• confirming that I have read and understood Network Rail's Code of Business Ethics and policy on Interests in Transactions</li><li>• confirming that I have secured internal written approval to consult in accordance with Network Rail's policy on Authorising Application Forms.</li></ul>
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## 8. Consultations

Internal consultation	Internal clearances have been obtained. Concerns regarding the preservation of maintenance access through the Banana Yard and minimum distance between any new structures fronting the MSCP have been resolved. The access has been excluded from the transfer of The Banana Yard, and a five-metre stand-off included in the land transfer for the land fronting the MSCP. RUS documents for the route have been checked and the LNW System Operator consulted. No plans for future railway related uses have been revealed
Summary of position as regards external consultations	Of the 30 stakeholders consulted, 26 responded and 4 did not. The nature of this proposal is such that it is unlikely to impact of those that did not respond, namely, Caledonian Sleeper, Abellio, Alliance Rail Holdings Limited and The Freight Transport Association. The responses received offered 'no comment' or expressed support. General observations were received. The first from Virgin West Coast Trains concerned the timing of the sale of the Banana Yard land. An assurance was provided that the land would not be sold until construction of the new station had been completed. The second query raised by West Midlands Trains highlighted the need to relocate a cycle shelter currently placed within the land fronting the multi-storey car park. Confirmation that Wolverhampton City Council had been made aware and will undertake this work was provided. The final query from The British Transport Police concerned whether its temporary office could remain at the Banana Yard, and that the land would not be sold until the new station had been completed. BTP were advised that its temporary office could remain until construction of the new station, and the completion of the new station was a pre-condition of the Banana Yard being sold
Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward	Not applicable. The issues raised have been responded to, and no objections received
<b>9. Internal approval to dispose</b>	
Recommendation:	Based on the above, I recommend 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

Proposer's name: XXXX	Proposer's job title: Senior Surveyor
Signed.....	Date.....
Authorised by (name): XXXX	Authoriser's job title: Property Services Manager
Signed.....	Date.....