

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>Leeds: land within station Riverside car park.</p> <p>The site is located at Riverside car park which forms part of Leeds Station in central Leeds, West Yorkshire.</p> <p>Leeds Station is a Network Rail managed station.</p> <p>Riverside car park is situated directly to the west of Leeds Station with the River Aire to the north and west and Princes Exchange car park (PXCP) to the east which adjoins an existing station multi-storey car park (MSCP).</p> <p>The proposed disposal is part of the surface level section of the station long-stay car park. It is surfaced and level and includes 32 no. delineated car parking spaces with associated access.</p>
Plans attached: (all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)	<p>Plan 1: Location Plan with proposed disposal site location shown by the red dot.</p> <p>Plan 2: Disposal Plan (Plan number 6520126-2b) showing proposed disposal land shaded blue colour.</p> <p>Plan 3: Disposal Area in relation to PXCP (Plan Number 6520126-4)</p> <p>Plan 4: Land to be used for Platform 0 development where it relates to proposed disposal site and PXCP existing lease.</p>
Clearance Ref:	Clearance CR/37504 dated 16 th October 2018
Project No.	Project:131080
Ordnance survey coordinates	429662 E, 433207 N
Photographs (as required)	<p>The following photos are attached;</p> <ol style="list-style-type: none"> 1. Site Photograph - view looking north east towards Princes Exchange Car Park 2. Aerial photograph (proposed disposal site shaded blue)

2. Proposal	
Type of disposal	<p>Long leasehold interest of land coloured blue on Plan 2 (Plan No. 6520126-4.</p> <p>The proposed lease is to be co-terminus with the existing lease of PXCP which is held by Credit Suisse Asset Management on a long leasehold of 250 years from 28/9/1999</p>
Proposed party taking disposal	Credit Suisse Asset Management who are the owners of the adjacent PXCP.
Proposed use / scheme	<p>The proposed disposal site will be used for parking as part of the PXCP (Credit Suisse car park). Whilst it takes spaces away from the existing station long-stay car park the proposed disposal, on balance, is beneficial to the operation of the railway.</p> <p>The disposal is required as part of the Network Rail scheme to construct a new platform at Leeds Station which is to be known as Platform 0. The benefits of Platform 0 are described in the “Anticipated Rail benefits” section below.</p> <p>The Platform 0 project can only proceed by use of a section of land from the Credit Suisse lease interest that is shown on Plan 4.</p> <p>Platform 0 cannot be constructed without this land and hence the proposed disposal site is being offered to Credit Suisse in exchange for this land.</p> <p>The Credit Suisse land is held on a 250 year lease interest and Network Rail have no powers to acquire this land compulsorily and hence have to do so by agreement. Credit Suisse will only transfer the land to Network Rail if there is replacement land available and this is the proposed disposal site.</p>
Access arrangements to / from the disposal land	<p>Pedestrian and vehicular access to the proposed disposal site will be direct from Credit Suisse’s adjoining 250 year lease interest.</p> <p>No additional access over Network Rail retained land will be granted or implied.</p>
Replacement rail facilities	A total of 32 public car parking spaces will be initially lost at Riverside car park through this disposal.

(if appropriate)	<p>The disposal is part of the Platform 0 project which will include remodeling of the Riverside car park to reduce the total number of available surface-level spaces on a phased basis from 450 (existing) to 263 by 31st May 2021. This reduction has been the subject of a Station Change proposal.</p> <p>The Riverside surface-level will be closed during the whole works period.</p> <p>All spaces at Riverside car park currently allocated to TOC's and FOC's are to be relocated to the adjoining station MSCP during the works period.</p>
Anticipated Rail benefits	<p>This disposal will facilitate the development of the new Platform 0 at Leeds Station.</p> <p>The Platform 0 development is part of a wider programme of improvements at Leeds Station known as Leeds Station Capacity Improvements. These improvements are being undertaken as part of the Trans-pennine Route Upgrade (TRU) Intermediate Interventions programme.</p> <p>TRU will delivery capacity and journey time benefits to passengers between Manchester, Leeds and York. This will result in:</p> <ul style="list-style-type: none"> - improvements in journey time (of up to 15 minutes between Manchester and York via Leeds) - Increased capacity through faster and more frequent services - Improved performance <p>The TRU Intermediate Interventions programme sets out specific improvements to enhance the infrastructure of the rail network to support the broader TRU proposals.</p> <p>More specifically relating to Leeds, the Leeds Station Capacity Improvements are set to increase capacity and services at the Station to address projected growth.</p> <p>The scheme aims to provide capacity for longer trains and additional services in the Leeds Station area to accommodate growth in commuter and inter-urban traffic in line with CP5 HLOS metrics. Capacity improvement will allow longer trains on some services in order to make best use of track capacity and additional trains on other routes.</p> <p>Platform 0 will be developed to accommodate two 4-car 24 metre trains with an operational length of 204 metres. The platform will largely serve north-west Leeds and Harrogate and will free up capacity in the wider station.</p>

Anticipated Non-rail benefits	<p>The Leeds Station Capacity project will result in benefits to the local economy due to increased rail services bringing more commuters into the centre of Leeds and thus increasing the economic output of the city.</p> <p>Temporary construction jobs will be created during the construction works.</p>
3. Timescales	
Comments on timescales	Assuming consent is granted it is anticipated that the disposal will complete during 2019.
4. Railway Related Issues	
History of railway related use	<p>In 1846 the site formed part of the approach to the former Wellington Station in Leeds city centre which was part of the North Midland Railway providing a service from Leeds to Derby.</p> <p>Wellington Station served the Midland Railway until its amalgamation with the former Leeds New Station in 1939 to form Leeds City Station which is the current station serving the city.</p> <p>The site continued to be part of the Midland Railway until the remodeling of the station in 1967 when the Midland trains were moved to the south of the station. At this time the site appears to have become used as railway sidings.</p> <p>In 1978, British Railways Board gained planning consent to convert former operational land into car parking. The redevelopment to car parking was undertaken in the early 1980's and since this time the land has been used for rail-related car parking.</p> <p>The site is currently a long-stay car park, owned freehold by Network Rail but operated by Apcoa Car Parking Management Company</p> <p>Directly adjacent to the site is the PXCP. This was disposed of via a 250 year long leasehold to Credit Suisse in September 1999 as part of station enhancements at that time. It is part of the lease interests for the Princes Exchange office building which is also held on a long leasehold from Network Rail.</p>
When last used for railway related purposes	Planning consent was granted in 1978 to convert the former operational railway into car parking. The land has continued to be adopted for rail-related car parking use since this time.

Any railway proposals affecting the site since that last relative use	N/A
Impact on current railway related proposals	<p>1. CP5 Capacity project</p> <p>Proposed disposal is supporting current CP5 Capacity project, that includes construction of Platform 0, to accommodate the CP5 train service requirement and contribute to CP5 HLOS capacity metrics. This is part of the works within the Transpennine Route Upgrade. If the proposed disposal does not proceed then the current Capacity Project cannot be implemented as it would mean the required land from the existing Princes Exchange long lease interest is not available for the project.</p> <p>2. Northern Powerhouse Rail (NPR)</p> <p>The location of the proposed disposal site is within the footprint of a wider area of Network Rail land affected by the provision of additional terminal platforms by the NPR project that is scheduled for a 2043 implementation. However, the proposed disposal will not lead to any change in impact on this scheme. The reason for this is that if the proposed disposal does not proceed then the Princes Exchange long lease interest will still be in existence but on a different boundary alignment. NPR has to acquire the whole Princes Exchange lease interest to implement its scheme. If the boundary of part of the lease interest can be altered as a result of this proposed disposal then there is still a requirement for NPR to acquire all of the lease to implement its project – therefore, no change to current position.</p> <p>3. Leeds Integrated Station Masterplan (LISM).</p> <p>The LISM scheme affects the whole Riverside car park area at Leeds Station. The proposals will have to be worked up in detail to integrate the LISM elements relating to station parking and circulation with the Platform 0 Capacity project and future NPR platforms. As with the NPR scheme the proposed disposal alters the boundaries of part of the existing long-term Princes Exchange lease and all of the existing lease interest will need to be acquired to progress the LISM project. Therefore, no change to the current position with the proposed disposal.</p>
Potential for future railway related use	The disposal site has potential for rail related parking and rail related projects as outlined in the section above. It is currently used for rail related car parking.
Any closure or station change or network change related issues	<p>Station Change established under ORR ref GAS/22/26/18/02. Minor Modification established under DfT ref DfT/2018/04.</p> <p>Both established as part of the Platform 0 project to ensure this</p>

	rail capacity project can proceed.
Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future	Not Applicable
Position as regards safety / operational issues on severance of land from railway	<p>The disposal will include arrangements under which Network Rail contractors will install the replacement car park and fencing to the disposal land comprising the new car park. All works will be undertaken with the appropriate engineering/asset protection measures in place.</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 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)	<p>Station enhancements and increased capacity at Leeds Station are supported through the Leeds Local Plan (adopted in November 2014) and the West Yorkshire Combined Authority (WYCA) Transport Strategy (adopted in August 2017)</p> <p>As part of the Leeds Local Plan, the Leeds Core Strategy sets out the strategic planning policy framework for the district up to 2028. The Leeds Core Strategy Selective Review (submitted to the Planning Inspectorate- August 2018) provides an update to the Local Plan due to changing circumstances since the original inception.</p> <p>Within the Leeds Local Plan, Spatial Policy 11 (i) refers to, <i>'Public transport improvements for the bus and rail networks (including supporting the role of Leeds City</i> </p>
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	<p>Station...)'</p> <p>The West Yorkshire Combined Authority (WYCA) is the Local Transport Authority for West Yorkshire. WYCA adopted the Transport Strategy 2040 in August 2017 to bring together economic development and transport functions across West Yorkshire in a strategic way.</p> <p>The Transport Strategy 2040 supports plans to increase the efficiency and long-term capacity of Leeds Station. Referring specifically at section 42;</p> <p>'We will work with Government, HS2, TfN, the rail industry and partners to develop and implement a phased plan for Leeds Station.</p> <p>We will look to increase the efficiency and long-term capacity of Leeds Station by running more local, cross-city rail services through the station rather than terminating.'</p> <p>Network Rail Planning has confirmed that no planning consent is required relating to the proposed disposal.</p>
Contamination / Environmental Issues (if applicable)	All necessary geotechnical and contamination site surveys will be undertaken before commencement of any on site works. Any required remediation will be undertaken by the Network Rail contractor accordingly.
6. Local Authorities	
Names & Email Addresses:	
Local Transport Authorities:	West Yorkshire Combined Authority XXXX
Other Relevant Local Authorities:	<p>Director of City Development, Leeds Council XXXX</p> <p>Chief Officer, Highways & Transportation, Leeds Council XXXX</p>
7. Internal Approval to consult	
Recommendation:	Based on the above, I recommend that Network Rail consults on the terms of 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: Surveyor
Signed XXXX	Date 13/12/2018
Authorised by: XXXX	Authoriser's job title:
Signed XXXX	Date Approval Provided: 17/12/2018
8. Consultations	
Internal consultation	<p>Network Rail internal land clearance (Business & Technical) has been secured (reference numbers detailed in Section 1 of this consultation above).</p> <p>As referred to in section 4, investigations have revealed that while there are future strategic plans for the Riverside Car Park area, the proposed disposal would not be prejudicial to these plans due to the proposed disposal being a re-arrangement of an existing long lease interest affecting the site.</p>

<p>Summary of position as regards external consultations</p>	<p>Summary position regarding responses: 34 stakeholders contacted and 32 replied.</p> <p>The non-replies were from Alliance Rail Holdings and Roadway Container Logistics.</p> <p>Roadway Container Logistics- Given the nature and location of the site the lack of reply from Roadway Container Logistics is not considered to be material.</p> <p>Alliance Rail Holdings- We are not aware of any on-going or future projects that Alliance Rail Holdings have relating to Leeds Station therefore their non-response is not considered material.</p> <p>The responses are either No Objection or No Comment.</p> <p>Leeds Council and WYCA initially objected to the proposal raising comments relating to how the proposal would affect future station schemes. However, having discussed this further they are now satisfied with Network Rail's responses and have released their objections.</p> <p>There have been comments raised by the TOCs relating to car parking allocations but these have been addressed and are not deemed to be material to this LC7.</p>
<p>Analysis of any Network Rail resolved objections together with recommendation by Network Rail as regards a way forward</p>	<p>None</p>
<p>9. Internal approval to dispose</p>	
<p>Recommendation:</p>	<p>Based on the above, I recommend that Network Rail proceeds with the disposal</p>
<p>Declaration:</p>	<p>I have read and understood Network Rail's code of Business Ethics and Policy on Interests in Transactions</p>
<p>Proposer's name: XXXX</p>	<p>Proposer's job title: Surveyor</p>

Signed XXXX	Date: 07/02/2019
Authorised by:	Authoriser's job title:
Signed XXXX	Date