

Property Disposal – Specific Consent

Application by Network Rail Infrastructure Limited to dispose of land in accordance with the Land Disposal Condition of the Network Licence.

1. Disposal			
Type of disposal	Freehold or long leasehold disposal.		
Rationale for disposal	This offers an opportunity for Network Rail to dispose of land not required by the railway for residential, commercial or mixed use development.		
2. Clearance	Type	Reference	Date
Clearance Details	Business Clearance Technical Clearance	CR/41830 CR/41830	18/10/2023 22/04/2024
3. Site			
Description of property for disposal	<p>Land off Browndedge Road, Bamber Bridge, PR5 6UU</p> <p>This is a disused site of circa 2 hectares situated approximately 3 miles South West of Preston City centre. It is physically separated from the adjacent railway line by existing palisade fencing. Land is currently unsurfaced mainly self-seeded with vegetation. See plans in Appendix 1 and 2.</p> <p>The site is shown coloured blue on the attached site plan ref 62212100. Network Rail's retained land is shown coloured green, as shown in Appendix 3.</p>		
<p>Attached plans and photographs:</p> <p>(all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)</p>	<p>The following plans/drawings are attached:</p> <ol style="list-style-type: none"> 1. Location Plan – file name "Location Map Bamber Bridge" 2. Aerial view – file name "Bamber Bridge Aerial View" <i>Plan No. 6221210-3</i> 3. Site plan – file name "Bamber Bridge site plan" <i>Plan No 0124113- 1b</i> 4. Vehicle access point location <i>Plan No. 0656830</i> 		

	Photos from 16 th January 2025 when it was last inspected are taken of the site.
Ordnance survey coordinates	Easting (x) – 355930E Northing (y) - 425922N
4. Proposal	
Proposed party taking disposal	Proposed disposal to a developer, joint venture partner or similar arrangement that will be selected following marketing of the site.
Proposed use / scheme	Network Rail proposes to dispose of the site for residential, commercial or mixed use development. The proposed disposal will contribute towards Network Rail's corporate target to release underutilised land for development opportunities.
Access arrangements to / from the disposal land	<p>It is expected that the site will be accessed directly from Browndge Road local highway using the existing vehicular access. This will be subject to a highways assessment and full planning permission.</p> <p>Access to an existing rail access point marked on the plan in Appendix 4 for vehicles and on foot from the local highway will be retained. This will be via estate roads which will be agreed once we have a developer on board and approved development scheme.</p>
Replacement rail facilities (if appropriate)	Not applicable as there are no anticipated direct replacement rail facilities being provided.
Anticipated rail benefits	There will be no direct rail benefits created by the disposal although disposal proceeds may be invested in the local operational railway subject to agreement with operational teams.

Anticipated non-rail benefits	<p>The development will be of benefit to the local environment, community and economy.</p> <p>Temporary construction jobs will be created during the building works and there will be benefit to the local supply chain for materials needed for construction.</p> <p>Environmental improvements will result from the development of this underutilised area of land. The site itself is currently overgrown so development will improve the visual amenity of the local area.</p>
5. Timescales	
Comments on timescales	<p>It is expected that the site will be advertised on the open market in Autumn 2025, once the regulatory approvals for the disposal have been secured.</p> <p>It is anticipated that a purchaser will be selected by January/February 2026. Once Network Rail is in contract with the Developer, a planning application can be made to the Local Planning Authority for a scheme as the site is already allocated for residential within the South Ribble Local Plan. Land transfer is likely to be achieved by December 2030.</p>
6. Railway Related Issues	
History of railway related use	<p>Historically, this site at Bamber Bridge accommodated sidings and was used for the repair and storage of trains. For the last 30 years the site has been unused for railway related use and is heavily overgrown with vegetation and tree cover.</p> <p>Part of the site was recently used on a temporary basis by the neighbouring landowner for the storage of reclaimed timber.</p> <p>The site was de-listed from being a Strategic Freight Site in 2018.</p>
When last used for railway related purposes	It is understood that the site was used for the repair and storage of trains circa 30 years ago.
Any railway proposals affecting the site since that last relative use	There are no existing railway proposals affecting the site.
Impact on current railway related proposals	There are no existing railway proposals affecting the site.

Potential for future railway related use	<p>Business and technical clearance have been secured and in doing so no future railway related uses have been raised for the disposal site.</p> <p>The site is allocated for residential development in the Local Plan.</p> <p>Lead Strategic Planner (North West) confirmed on 14th April 2025 that there are no issues with this disposal.</p>
Any closure or station change or network change related issues	<p>Network Change has been secured subject to signalling works and works being done to the access point, as part of the removal of the disused sidings at the Bamber Bridge site off the network.</p> <p>The disposal property is physically separated from the adjoining railway by palisade fencing and the proposal does not affect any Station facilities so there are no station change related issues.</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 affect any existing railway related access needs.</p>
Position as regards safety / operational issues on severance of land from railway	<p>There is existing palisade fencing that separates the disposal site and the adjoining railway. Following disposal of the site, palisade fencing will be retained to separate the disposal land from the adjoining railway. The purchaser will also be responsible for all other boundaries to the sale area.</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.</p> <p>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> <p>The developer will be required to submit details of the proposed works for the prior approval of Network Rail's local Asset Protection team.</p>

<p>Safety issues identified</p>	<p>The disposal documentation shall include Network Rail's usual safety provisions appropriate to this disposal site and type of disposal.</p> <p>The disposal includes a requirement to enter into an Asset Protection Agreement in the Network Rail templated form as applicable at the time of the disposal and subject to such reasonable modification as appropriate to the disposal site and its intended use.</p> <p>The Technical clearance referenced in Part 2 above additionally stipulates certain bespoke site-specific conditions related to safety as outlined below.</p> <p>Additional disposal site specific safety conditions identified in the Clearance Certificate in addition to those usually referenced for any disposal:</p> <ul style="list-style-type: none"> • Bamber Bridge D.C.E ground frame needs confirming that it has been fully recovered including all the associated trackside equipment. • There is a buried electric cable nearby, the location of which should be confirmed to make sure it doesn't encroach on the land for sale. • NR has two earthworks adjacent to the parcel; 1.1650 1760 Dn Embankment with leaning palisade at toe and marshy ground at / around the toe. No drainage from the development to fall toward the boundary, bunds and other diversionary measures to be in place during construction to control run off. • At mileage BBS 2.0110 2.0220 (down) the palisade appears to be within 3m of RR so would need additional fencing on parcel side to maintain 3m from RR. • New land owner to ensure an operational boundary is in place along the new NR boundary, which is compliant to the Network Rail OTK 5100 Standards. I.e. Single pronged palisade fence at least 1.8m in height, and 3m from the nearest running rail. If one does not exist already. Any future development must be agreed with Network Rail, particularly the Flood Risk Assessment and drainage strategy. All new or changed surface water drainage systems must have formal approval from NR Drainage Engineer. Network Rail to retain the right to utilise existing drainage systems through the land to be disposed. <p>(N.B. The safety conditions described above are a requirement of the Technical Clearance Certificate and are relevant at the disposal stage of the transaction. These requirements are subject to change e.g. by development of subsequent detailed designs that may necessitate amended safety requirements subject to consultation and agreement by the railway engineer)</p>
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7. Planning History and Land Contamination

Planning permissions / Local Plan allocation (if applicable)	<p>The site is allocated for housing in the Local Plan and has been so for circa 8 years. As a result, the Local Authority has confirmed that they support residential development at the site.</p> <p>A pre-application meeting will take place with the Local Authority in due course to discuss the Network Rail proposals in more detail.</p>
Contamination / Environmental Issues (if applicable)	<p>None confirmed at this stage. An intrusive site investigation will be completed to identify any contamination and subsequent remediation measures that may be required. As a result of the historic railway use of the site there is expected to be some degree of contamination.</p> <p>All necessary geotechnical, contamination and buried site surveys will be undertaken prior to commencement of any on site construction works.</p>

8. Internal Consultation

Internal consultation	<p>Network Rail internal land clearance (both business and technical) has been secured (CR/41830). Prior to this, business and technical clearance has been acquired since March 2017.</p> <p>Network Rail's generic conditions to ensure the future protection of the operational railway and infrastructure will apply.</p>
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9. Local Authorities

Names & Email Addresses:	<p>South Ribble Borough Council: -</p> <p>Lancashire County Council</p>
Local Transport Authorities:	Lancashire County Council
Other Relevant Local Authorities:	Not applicable

10. Internal approval to consult

Recommendation:	<p>By proceeding to consult I am:</p> <ul style="list-style-type: none"> recommending that Network Rail consults on the terms of disposal confirming that I have read and understood Network Rail's Code of Business Ethics and policy on Interests in Transactions confirming that I have secured internal written approval to consult in accordance with Network Rail's policy on Authorising Application Forms.
11. External Consultation	
Summary of position as regards external consultations	<p>Summary of position regarding responses: 33 stakeholders consulted and 32 replies.</p> <p>The non reply was from Network Rail Media Relations. Given the nature and location of this disposal, the lack of response is not considered to be material.</p>
	<p>Northern Rail originally lodged an objection citing that this land could potentially be suitable for the future stabling of trains. On the basis that the site has been through a Network Change to disconnect the sidings from the network and previous rail related schemes have been unsuccessful on this site, Northern agreed to remove their objection.</p> <p>In Network Rail's opinion, there does not appear to be anything in the responses that should prevent consent to the disposal being granted.</p>
Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward	There are no unresolved objections.

12. Internal approval to dispose

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:	Proposer's job title: Senior Surveyor	
Signed.....	Date.....12/06/2025.....	
Authorised by (name):	Authoriser's job title: Principal Development Manager, NW&C and Scotland	
Signed.....	Date.....12/06/2025.....	