

# 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	Deed of dedication to dedicate land as a public right of way for pedestrian and dismounted cyclist use. The land being dedicated for the right of way is the station platforms and new footbridge at Farnborough North station.		
Rationale for disposal	<p>To improve public safety. Farnborough North currently has a level crossing. This crossing carries a public bridleway for pedestrians and dismounted cyclists. Some of the users are rail passengers, some are not.</p> <p>Private and statutory users use the crossing for vehicles and this use will remain.</p> <p>In order to remove the public bridleway use for pedestrians and cyclists (horse use over the crossing has been removed by a traffic regulation order dated 11/07/2012) from the crossing, a new footbridge and lifts are being constructed. The bridleway over the crossing is to be extinguished. New rights are to be granted for the general public to use the route shown as a new public right of way for the purpose of crossing the railway.</p> <p>A new right of way will need to be granted, by way of a public path creation order This route will be along the station platforms and over the new bridge to allow pedestrians and cyclists (who will have to dismount as they pass through the station) to continue to cross the railway.</p>		
2. Clearance	Type	Reference	Date
Clearance Details	Business Clearance for footbridge and land purchase;	CR/54297	27/06/2023
	Technical Clearance for footbridge and land purchase.	CR/54297	08/12/2023
	Business Clearance for deed of dedication;	CR/62963	17/12/2024
	Technical Clearance for deed of dedication;	CR/62963	04/04/2025
3. Site			

Description of property for disposal	<p>Land within the station lease at Farnborough North station, Farnborough Street, Farnborough, Hampshire GU14 8AQ.</p> <p>Located at ELR line reference and mileage: GTW2 53.0294M.Yds.</p> <p>Tarmac platforms and also footbridge stairs and span. The route runs approximately 20m along platform 2, 12m over the footbridge span and 5m on platform 1.</p>
Attached plans and photographs:	<p>Attached plans and photographs:</p> <p>Plan 1: right of way plan, ref. 0267077 – 1 Rev B.</p> <p>Plan 2: Station lease plan, ref. 0322000-D Rev C.</p> <p>Plan 3: Proposed public right of way shown on footbridge drawing.</p> <p>Photo 1: Visual of bridge where public right of way will cross.</p> <p>Photo 2: Visual of bridge where public right of way will cross.</p> <p>See <b>Appendix A</b>.</p>
Ordnance coordinates survey	X 487732.27130, Y: 156644.41841
<b>4. Proposal</b>	
Proposed party taking disposal	Hampshire County Council (public rights of way team)
Proposed use / scheme	Deed of dedication for public right of way for pedestrians, with the ability to wheel bicycles alongside.
Access arrangements to / from the disposal land	<p>The land is accessed from the public highway on both sides of the railway. From Farnborough Street on the south side and from the public footpath on the north side.</p> <p>Currently there are 'cyclists dismount' signs installed at the level crossing. 'Cyclists dismount' signage is to be installed at entrance to station platforms to request cyclists do not cycle along platforms.</p> <p>There are currently bike racks on both platforms, and so it is not envisaged that there be any change in how the station will operate as it does at present.</p>
Replacement rail facilities (if appropriate)	Some facilities on platform 2 such as bike racks, salt box, telecoms box, electrical cabinet, benches and waiting shelter have been relocated to other locations past (north of) the footbridge to create an uncluttered and thus effectively widened (approximately 4.5m on both platforms) platform walking route to the bridge.
Anticipated rail benefits	The railway benefits from improved safety by removing pedestrians and cyclists from using the level crossing. Platforms are uncluttered along walking routes and are therefore safer.

Anticipated non-rail benefits	The public right of way becomes safer as it will no longer cross the railway at track level.
<b>5. Timescales</b>	
Comments on timescales	The disposal expected to be completed in 2025.
<b>6. Railway Related Issues</b>	
History of railway related use	The platforms have been used as platforms since the station was constructed in 1849.
When last used for railway related purposes	The platforms are currently and will continue to be in use.
Any railway proposals affecting the site since that last relative use	There are no proposals affecting use of the land in question. Upon consultation the Lead Strategic Planner [Wessex] stated by email 'I can confirm that from a strategic planning perspective there is no objection to the deed of dedication over Farnborough North station's platforms and footbridge'.
Impact on current railway related proposals	<p>No impacts to railway related proposals were raised at either Business Clearance (strategic review) or Technical Clearance (operational review).</p> <p>Lead Strategic Planner [Wessex] stated by email on 28<sup>th</sup> November 2024 'I can confirm that from a strategic planning perspective there is no objection to the deed of dedication over Farnborough North station's platforms and footbridge'.</p>
Potential for future railway related use	There are no proposals for future railway use of the land in question. Upon consultation the Lead Strategic Planner [Wessex] stated on 28 <sup>th</sup> November 2024 'I can confirm that from a strategic planning perspective there is no objection to the deed of dedication over Farnborough North station's platforms and footbridge'.

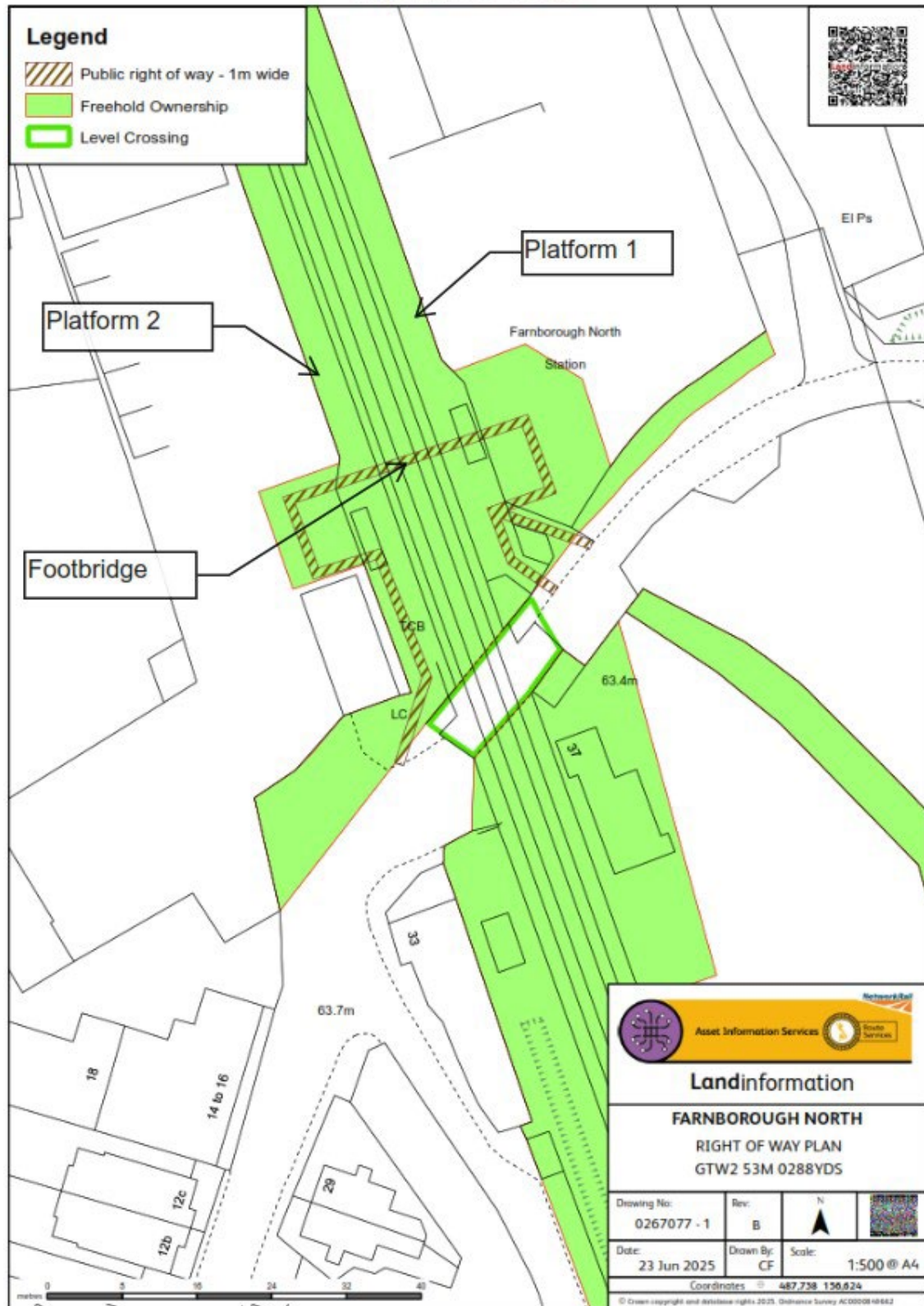
Any closure or station change or network change related issues	<p>A Material Station Change was consulted, approved and registered with the ORR and placed on ORR's public register under reference number: S/22/216/24/02 on 5/4/2024.</p> <p>It included a Special Condition in relation to the right of way – "Condition D2 of the Station Annexes is to be disapplied in relation to the right of way from the road on one side of the station over the station footbridge to the road on the other side of the station." This was in relation to closing part of the station to carry out maintenance/repair works. However, this may not need to be disapplied dependent on the detail within the proposed deed of dedication.</p>
Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future	The disposal is part of the scheme to provide safe, level access at the station by the construction of a new footbridge with lifts.
Position as regards safety / operational issues on severance of land from railway	<p>The disposal includes arrangements under which Network Rail will install new boundary fencing along parts of the railway boundary around the level crossing and sufficient fencing already exists for the rest.</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>
Safety issues identified	<p>The disposal documentation shall include Network Rail's usual safety provisions appropriate to this disposal site and type of disposal.</p> <p><b>Additional disposal site specific safety conditions identified in the Clearance Certificate in addition to those usually referenced for any disposal:</b></p> <ul style="list-style-type: none"> <li>• Appropriate agreement to be in place with the council to identify maintenance and liability responsibilities: It has been agreed the TOC (GWR) and NRIL will manage the bridge and public right of way in line with the station lease provisions.</li> </ul>

	(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)
<b>7. Planning History and Land Contamination</b>	
Planning permissions / Local Plan allocation (if applicable)	Planning permission for the bridge and lifts obtained 22 June 2023 under application 23/00338/FULPP and application to discharge outstanding conditions 24/00096/REVPP.
Contamination Environmental Issues (if applicable)	/ Not applicable in relation to right of way.
<b>8. Internal Consultation</b>	
Internal consultation	<p>Lead Strategic Planner (Wessex) stated 'I can confirm that from a strategic planning perspective there is no objection to the deed of dedication over Farnborough North station's platforms and footbridge'.</p> <p>The Station Portfolio Surveyor has stated that Network Rail have to consult the train operating company (TOC) for Farnborough North Station, Great Western Railway (GWR), in terms of the Deed of Dedication agreement, as the footbridge and Station with the public right of way through it will be managed by GWR.</p> <p>Once the Deed of Dedication is agreed, a Station Change will be completed to add this to the Station Annexes.</p> <p>This disposal is for a footpath not a cycleway or byway.</p> <p>This easement will not allow utility companies statutory undertaker rights for installation of utilities.</p> <p>Appropriate agreement to be in place with the council to identify maintenance and liability responsibilities.</p> <p>This easement is for a footpath not a cycleway or byway.</p>
<b>9. Local Authorities</b>	

Names & Email Addresses:	Hampshire County Council Definitive Map Officer.
Local Transport Authorities:	Hampshire County Council, Transport Planner,
Other Relevant Local Authorities:	N/A
<b>10. Internal approval to consult</b>	
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>
<b>11. External Consultation</b>	
Summary of position as regards external consultations	<p>Summary of position regarding responses from consultees:</p> <p>27 responses out of 28 consultees have been received without any objections. The only consultee not to provide a response, was not deemed to be a key stakeholder. The no response from Transport for the North was deemed acceptable given this is an organisation (sub-national transport body) based off route and well away from the subject location, only going as far south as Crewe and Sheffield areas.</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 objections to resolve.

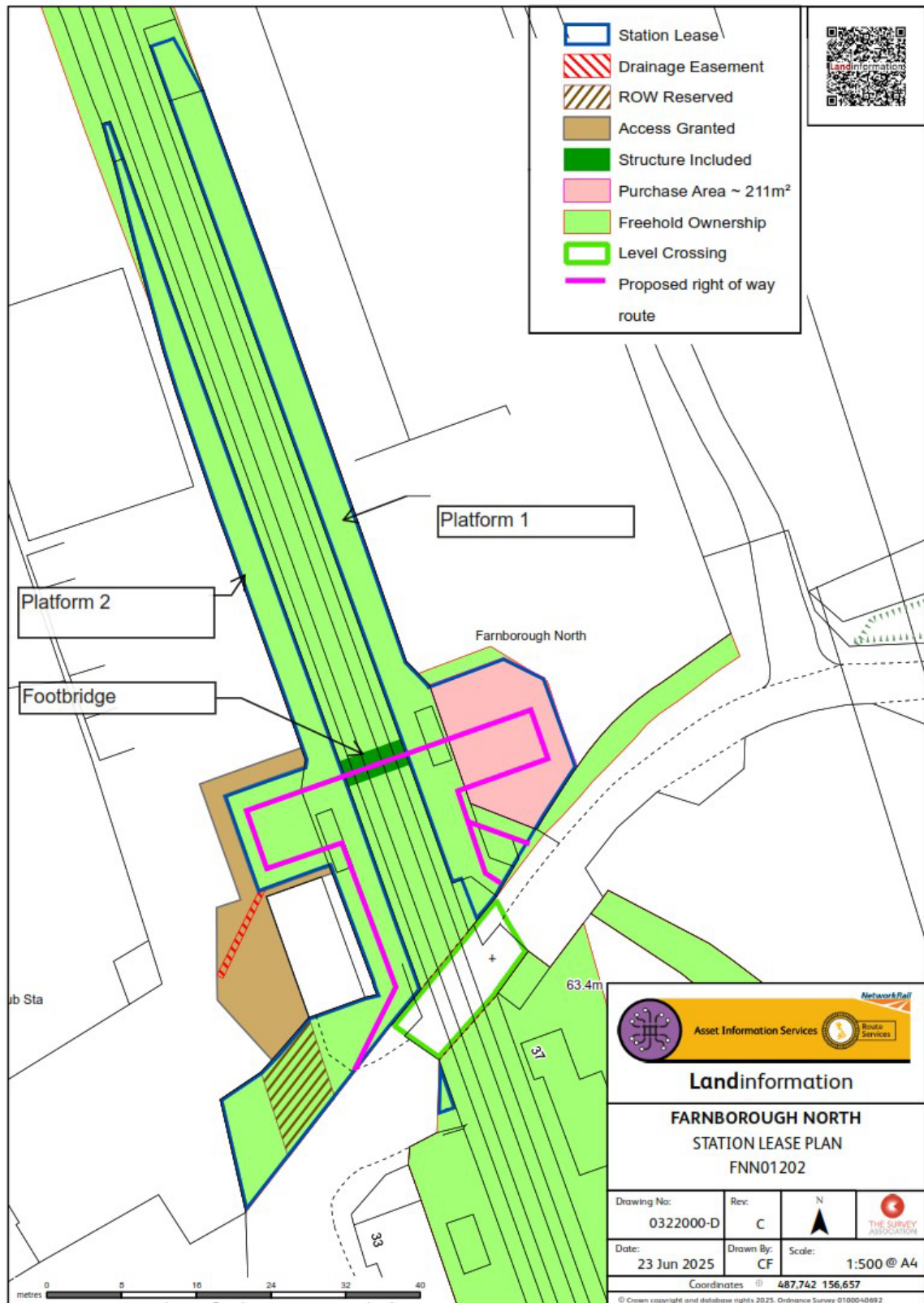
12. Internal approval to dispose	
Recommendation:	Based on the above, I recommend that Network Rail proceeds with the disposal.
Declaration:	I have read and understood Network Rail's code of Business Ethics and Policy on Interests in Transactions
Proposer's name:	Proposer's job title:  Senior Surveyor
Signed.....	Date.....23/05/2025.....
Authorised by (name):	Authoriser's job title: Property Services Manager (Southern)
Signed.....	Date.....
Authorised by (name):	Authoriser's job title: Property Director
Signed.....	Date.....

## Appendix A – Plans

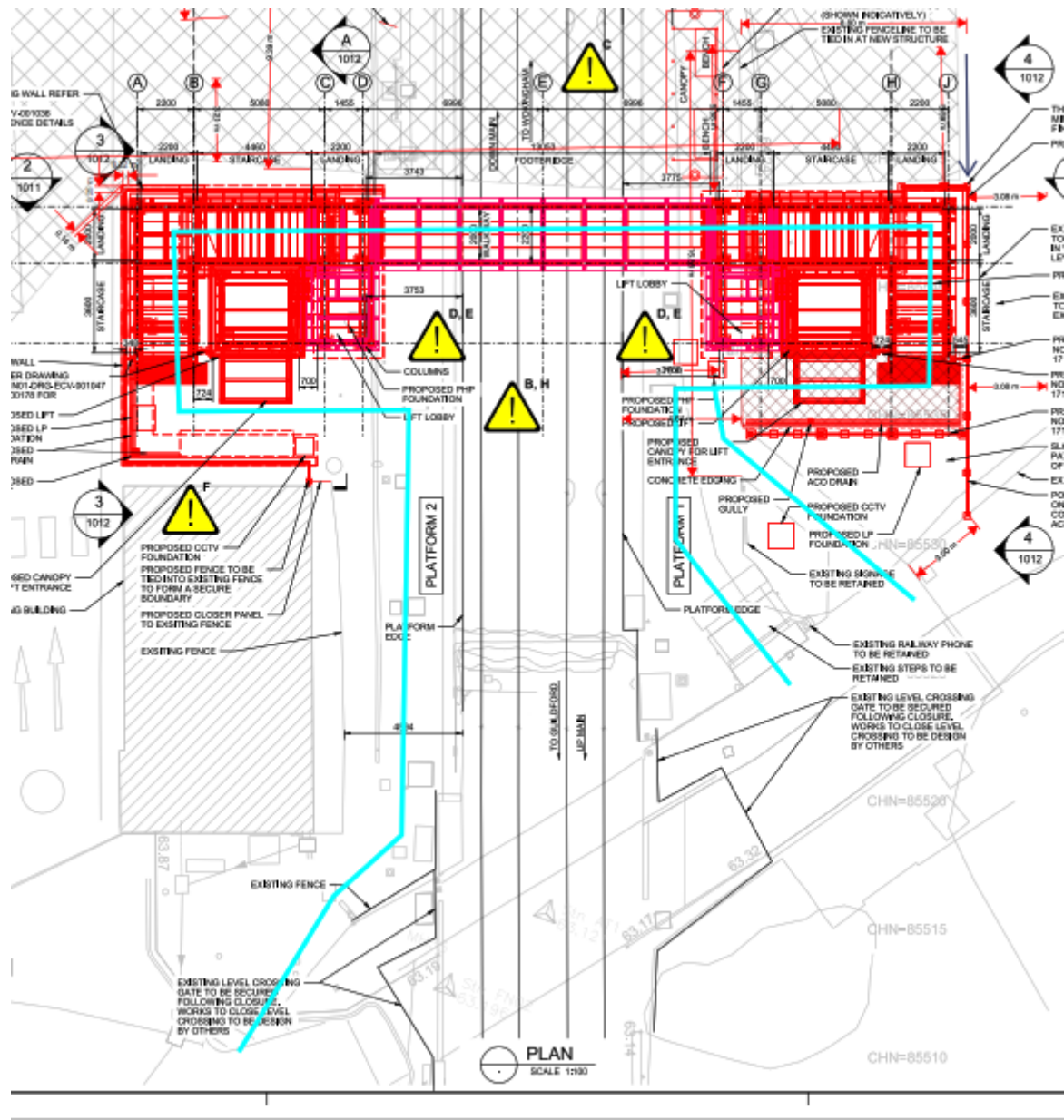


Above: public right of way for pedestrians to run along platform, over footbridge and along opposite platform. Cyclists can push bikes along route using cycle gutters up the bridge stairs.





Above: Station lease plan – station lease demarcation outlined in blue. Proposed right of way route shown by purple line.



Above: Proposed public right of way shown by turquoise line on footbridge drawing. Platform 2 width 5.594m and Platform 1 width 4.64m.





Above: visual of bridge where public right of way will cross.



Above: Public right of way to start at edge of brick paving and lead onto station platform, progressing along to cross over footbridge.