

# 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	The proposal is to dispose the freehold and / or grant a long lease for the air rights over land adjacent to and east of Glasgow Queen Street station (“the NHSD Site”).		
Rationale for disposal	Disposal forms part of an agreed departmental strategy for alternative funding to complete the development of Glasgow Queen Street station.		
2. Clearance	Type	Reference	Date
Clearance Details	Business	CR/56233	19 <sup>th</sup> May 2025
	Technical	CR/56233	13 <sup>th</sup> August 2025
3. Site			
Description of property for disposal	<p>The NHSD Site comprises land next to and east of Glasgow Queen Street station.</p> <p>The site is mostly vacant but has temporary portacabin style buildings around the western and northern perimeter that are occupied by Scotrail staff. There is also a building that has passenger access stairs to the low-level station.</p> <p>The southern section of the NHSD Site is currently designated for station servicing and is often used for operational parking.</p> <p>The low-level railway is located beneath the central area of the NHSD Site. In this section, the ground consists of a steel and concrete infill slab.</p> <p>Any disposal of the low-level slab would relate only to the air rights above it and would expressly exclude the low-level railway infrastructure and platforms beneath.</p>		

Attached plans and photographs: (all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)	Attached plans and photographs:  1 - Sale Plan 0597409-1 – Sale area shown shaded blue, and the retained railway shown shaded green.  2 - Location Plan – Scale 1:20000.  3 - Station Lease Plan – plan no. 774209 – Station lease outlined blue.
Ordnance survey coordinates	255968 (E) & 665545 (N)
<b>4. Proposal</b>	
Proposed party taking disposal	Unknown at present. Network Rail is collaborating with a joint venture development partner to realise land value that will contribute to funding the proposed works for Glasgow Queen Street Station. One option is that the partner may acquire or develop the property; however, no decision has been made, and any future course of action will be subject to agreement.
Proposed use / scheme	A mixed-use development comprising offices, station accommodation, retail and lifestyle uses.
Access arrangements to / from the disposal land	Access is taken from North Hanover Street which is an adopted public road.
Replacement rail facilities (if appropriate)	No railway facilities will be lost as part of the proposed disposal. Access to the railway at this location will be retained, together with parking for operational purposes. Proposals may include relocating, (1) Scotrail staff to new / permanent accommodation, and (2) the passenger access stairs to the low-level platforms, subject on-going discussions with stakeholders.
Anticipated rail benefits	New station facilities including permanent train operation company accommodation, additional retail / food & beverage for rail customers, and improved connectivity.
Anticipated non-rail benefits	The intention is to dispose of the site for residential / commercial / mixed type uses which in turn will provide new station facilities. This project will improve passenger experience and attract investment
<b>5. Timescales</b>	
Comments on timescales	Disposal to occur as soon as practically possible.

6. Railway Related Issues	
History of railway related use	<p>The NHSD Site was originally a rail goods yard and sidings with a granary building in the northeastern corner.</p> <p>The NHSD site was later used for parking and station servicing but was recently closed to the public due to the weight loading capacity of the low-level slab.</p>
When last used for railway related purposes	<p>The western and northern parts of the NHSD Site is currently used to house temporary 'portacabin' style buildings which are used by Scotrail.</p> <p>The southern end of the NHSD Site is used for station servicing (deliveries / refuse compactors) and limited operational parking.</p>
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	<p>The Route Utilisation Strategy had been reviewed, and this has not identified any specific plans for the land. Network Rail Strategy Planning team (Strategy &amp; Investment Director – June 2025) have been consulted and have not made any objection to the proposed disposal.</p> <p>There is a Level 1 passive provision for a new platform adjacent to platform 7. Any disposal or development will safeguard this future provision.</p>
Any closure or station change or network change related issues	<p>Station change: Proposals may require relocating the existing passenger stair to the low-level platforms. It is possible to create new stairs adjacent to the existing customer lifts. A Station Change application will be made in due course, and the train operator are part of ongoing discussions. The design of the new access will comply with station capacity modelling to ensure that any changes do not impact passenger flow.</p>

<p>Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future</p>	<p>NR will retain access to the station including carrying out periodic maintenance inspections of the station engine roof.</p> <p>Access to inspect the low-level slab will also be retained and any necessary work/repairs to the slab will be undertaken under the stewardship and agreement with Asset Protection teams once the scheme is firmed up.</p>
<p>Position as regards safety / operational issues on severance of land from railway</p>	<p>The disposal includes arrangements under which the other party will install new boundary fencing or structure along the railway boundary.</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>
<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>There are no site specific safety conditions identified in the Clearance Certificate in addition to those usually referenced above.</p>
<p><b>7. Planning History and Land Contamination</b></p>	
<p>Planning permissions / Local Plan allocation (if applicable)</p>	<p>The planning application 21/01480/PAP, which proposed redeveloping the NHSD Site which included station operational and passenger facilities and additional retail, was submitted on 4th May 2021 and decided by Glasgow City Council on 2nd December 2024. A new planning application covering the entire site is now being prepared and is expected to be submitted by the end of 2025.</p>

Contamination / Environmental Issues (if applicable)	The site has been the subject of past land usage with the potential to result in contamination. There is no evidence of invasive plants. Site investigations and any necessary remediation will be undertaken prior to development.
<b>8. Internal Consultation</b>	
Internal consultation	A project Steering Group and several Working Groups have been established, consisting of both internal and external members. NR Regional Asset Managers, along with the Strategy & Investment teams, are regularly consulted and kept informed about the proposed development.
<b>9. Local Authorities</b>	
Names & Email Addresses:	Glasgow City Council
Local Transport Authorities:	Strathclyde Passenger of Transport
Other Relevant Local Authorities:	None.
<b>10. Internal approval to consult</b>	
Recommendation:	By proceeding to consult I am: <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>	

<p>Summary of position as regards external consultations</p>	<p>Responses were received from 30 of the 31 consultees. Network Rail Media did not provide a response, but the promoter is working closely with NR Communications team. Of the 30 responses received, none objected to the proposed disposal of all or part of the site. Twenty-six consultees offered no comments, while four provided feedback: (1) Transport Scotland, (2) Strathclyde Partnership for Transport, (3) First ScotRail Limited, and (4) Scottish Council for Development and Industry.</p> <p>(1) TRANSPORT SCOTLAND requested assurance that the structural design will include provisions for derailment loading associated with a future Platform 8/7b, including supports located outside the area directly occupied by the platform (i.e. no supports within with the hazard zone and buffer overrun zone), and that the development proposals will ensure there is sufficient space allocated to construct and thereafter operate and maintain all railway infrastructure that would be necessary for a new platform. NETWORK RAIL will provide these assurances.</p> <p>(2) STRATHCLYDE PARTNERSHIP FOR TRANSPORT seek assurance that access to the railway at this location will be retained, and the anticipated rail and non-rail benefits (new station facilities, additional retail for rail customers and improved connectivity) are committed to before the right to the disposal of the land is achieved. It is agreed that NETWORK RAIL will (1) retain access and, (2) commit to delivering the station facilities in a later phase of the site development, as initial phases must be completed first to generate the funding required for these works.</p> <p>(3) FIRST SCOTRAIL LIMITED provided the following comments: (i) If the disposal involves the North Hanover Street entrance to the low-level platforms, or prevents access from this entrance, alternative access must be provided in advance. The design of the new access should comply with station capacity modelling, (ii) The southern part of the disposal site accommodates station bins, supports station servicing, and provides parking for station operational staff (duty manager &amp; engineers). An alternative permanent location for these functions must be provided at the station or incorporated within any planned redevelopment of the site, (iii) The northern and northeastern sections of the disposal site currently contain temporary 'porta-cabin' style buildings used by ScotRail staff, including train drivers, conductors, train presentation, engineering, and hospitality teams. A permanent alternative location for these functions must be provided within the station or incorporated within any planned redevelopment of the site, (iv) The eastern section of the disposal site has existing station buildings used by ScotRail staff, including sundries, train presentation, engineering, and hospitality teams. A permanent alternative location for these functions must be provided within the station or incorporated within any planned redevelopment of the site, and (v) First Scotrail Limited also wish to reserve the right to add further requirements or objections at the Station Change the process. NETWORK RAIL acknowledges that if the North Hanover Street station entrance is closed, removed or altered, alternative access to</p>
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	<p>the low-level platforms will be provided, and the design will be subject to station capacity assessment. Station servicing will remain within the site, although temporary relocation may be required during development. If the disposal displaces ScotRail staff from temporary or permanent buildings, or materially affects their use, Network Rail will, at its own cost (or require the purchaser or developer), provide permanent relocation either within new premises on the site or refurbished space within the station. Any changes to servicing and Scotrail staff accommodation will be agreed through the Station Change process.</p> <p>(4) Scottish Council for Development and Industry (now known as Prosper) welcomed the proposed land disposal as a means to fund improved station facilities and initially raised concerns about safeguarding future Clyde Metro infrastructure, including a potential city-centre tunnel and underground platforms. Following Network Rail’s clarification that the development will deliver new station facilities, operator accommodation, retail, and enhanced connectivity—supported by key stakeholders such as Transport Scotland and Glasgow City Council—SCDI /Prosper confirmed its support and withdrew its earlier reservations.</p>
<p>Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward</p>	<p>There are no unresolved objections.</p>

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 Development Surveyor, Platform4
Signed.....	Date 4 <sup>th</sup> December 2025
Endorsed by (name):	Endorser's job title: Head of Interface Management Team, Network Rail
Signed.....	Date 4 <sup>th</sup> December 2025
Authorised by (name):	Authoriser's job title: Property Director (Scotland), Network Rail
Signed.....	Date 6 <sup>th</sup> of February 2025