

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>Land off New Moss Road, Glazebrook, Salford, Greater Manchester. M44 5JR.</p> <p>The site is currently a woodland and mainly vacant. There is a small section adjacent to the road that is used as an engineer's access point. DB Cargo (UK) has a small leasehold area to the rear which is unused.</p>
<p>Plans attached:</p> <p>(all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)</p>	<p>1) Location Plan - file named "Glazebrook Location Plans (2)".</p> <p>2) Site Disposal Plan - file named "5522576 revC" with area to be disposed of coloured in blue.</p> <p>3) Site Disposal Plan – filed named “5522576(6) revC” showing the area to be disposed of coloured in blue, NR retained ownership coloured green, the retained NR ownership area in green and the existing DB Cargo (UK) Ltd lease area which is proposed to be surrendered in black hatching.</p> <p>The plan also shows the existing engineering access point as a red line and the safeguarded Partington branch line in brown hatching.</p> <p>4) Photographs of the site taken on 28 April 2017.</p> <p>5) Photograph plan illustrating where the photographs of the site were taken on 28 April 2017.</p> <p>6) Plan ref “20171108 dimensions extract for MR” provided by TfGM - shows the proposed chord line that connects the disused Partington branch line with the Liverpool-Manchester line as part of the consultation. Also shows the current width of the safeguarded disused Partington branch line.</p>
Clearance Ref:	<p>Business - CR/31948 (Certificate Number 40318) – issued on 04/04/2017</p> <p>Technical - CR/31948 (Certificate Number 40465) – issued on 21/04/2017</p>
Project No.	155032

Ordnance survey coordinates	Easting (x) - 370456 Northing (y) - 392807
Details of attached photographs (as required)	Photos are attached on the email - taken on 28 April 2017. Photo plan provided to illustrate where each were taken.
2. Proposal	
Type of disposal	Freehold or long lease - disposal for residential development as per DfT's corporate target to release surplus land for residential.
Proposed party taking disposal	To be confirmed on completion of marketing.
Proposed use / scheme	Network Rail proposes to dispose of the site for residential. It is likely that it will be traditional family housing type subject to a full planning application.
Access arrangements to / from the disposal land	Sole access will be taken off the existing entrance from New Moss Road. There is an existing bridleway under the Local Authority's ownership where a new access road can be built on it as long as a new bridleway is designed into the scheme.
Replacement rail facilities (if appropriate)	N/A
Anticipated rail benefits	The proposed scheme will provide a new highway entrance road from New Moss Road to which the existing engineer's access point will have a new entrance. The same engineer's access point will have a better means of access for vehicles to enter and exit as well as a new set of gates and fencing.

Anticipated non-rail benefits	<p>The development will be of benefit to the local environment, community and economy as well as local businesses. It will support sustainable travel with the site straddling two stations - Glazebrook and Irlam, both are circa one mile away. Plus, temporary construction jobs will be created during the building works. The scheme will contribute to DfT's corporate target to release surplus land for residential.</p> <p>It is assumed that there will be some site contamination due to previous use and all necessary site clean up will be undertaken prior to construction.</p>
3. Timescales	
Comments on timescales	Assuming LC7 formal consent is provided, it is anticipated that disposal will take place during the financial year 2019/2020.
4. Railway Related Issues	
History of railway related use	I have searched the historic deeds and the plan shows the site previously used to accommodate sidings, likely for stabling. The sidings have since been stripped out.
When last used for railway related purposes	According to the deeds and historic plans, the site was previously used to accommodate a network of sidings. It is unknown when the same use ceased, however the sidings have since been stripped out.
Any railway proposals affecting the site since that last relative use	Part of the site was leased to DB Cargo (UK) Ltd at privatisation but they have never used the site and it is currently woodland with the sidings buried in-situ. The remainder of the site has remained vacant except from the maintenance access point located adjacent to the road which will be retained and improved.

Impact on current railway related proposals	None known - the down loop siding will be retained for engineer's access and railway related storage/RRV's as requested by NR's Maintenance Team. Plus, the land to the South which is the disused Partington branch line will also be retained as it is a safeguarded route for TfGM.
Potential for future railway related use	Having reviewed the RUS and discussed with the Network Strategy & Capacity Planning team, there are no known future railway use for this site. TfGM have safeguarded a possible future tram route across the immediate South boundary, it is confirmed that this scheme will have no impact on the safeguarded route.
Any closure or station change or network change related issues	Network Change required taking off the Former Glazebrook Exchange Sidings which is redundant and unused since at least 1994. To be carried out in parallel.
Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future	Both NR Route Freight Team and DB Cargo both agree there is no potential for freight there and have no objections to disposal of this site.

<p>Position as regards safety / operational issues on severance of land from railway</p>	<p>The disposal includes arrangements under which Network Rail will install new boundary fencing along parts of the railway boundary 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> <p>The scheme will require completion of fencing with the guidance of the local ASPRO team and MPC.</p>
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5. Planning History and Land Contamination

<p>Planning permissions / Local Plan allocation (if applicable)</p>	<p>Currently allocated as a wildlife corridor so any development will be subject to an ecology and tree survey. It should also be noted that the site abuts (to the South West) safeguarded transport land for possible re-opening of the disused Partington branch line. That is excluded from the disposal area.</p> <p>A meeting with the Local Planning Authority "LPA" (Salford City Council) was held for pre-application advice. The LPA advised that it would broadly support residential development on the site subject to surveys.</p>
<p>Contamination / Environmental Issues (if applicable)</p>	<p>There is likely to be some contamination issues due to its previous use so a site investigation will take place to ensure any necessary remediation is undertaken.</p>

6. Local Authorities

<p>Names & Email Addresses:</p>	<p>Planning Officer at Salford City Council. @urbanvision.org.uk www.salford.gov.uk.</p>
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Local Transport Authorities:	Transport for Greater Manchester. @tfgm.com
Other Relevant Local Authorities:	n/a
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:	Proposer's job title: Senior Surveyor
Signed.....	Date.....01/09/2017.....
Authorised by (name):	Authoriser's job title: Head of Residential Development
8. Consultations	
Internal consultation	<p>Network Rail internal land clearance (business and technical) has been secured. Generic conditions apply to ensure the future protection of the operational railway so liaison with Asset Protection will take place prior to construction.</p> <p>It has been raised and then subsequently agreed internally to retain the existing maintenance access point on site and also to exclude the safeguarded area (disused Partington branch line running along the Western boundary of the site) for a future transport route at the request of the Network Strategy & Capacity Planning team on behalf of TfGM.</p>

<p>Summary of position as regards external consultations</p>	<p>Consultation went out to 36 stakeholders. 30 responded, 29 confirming that they had no comments and/or no objection, 6 gave no response and 1 objected.</p> <p>As per below, reasonable efforts were made to contact consultees who hadn't given a response by follow up emails and telephone calls. Arriva Train Wales, Grand Central Railways, Mary Bonar Transport Advisory, Maritime Transport and Nexus (Tyne and Wear Transport) are all considered not to be a key stakeholder to this proposal. Urban Vision (part of Salford City Council) provided no response but they will be able to consult as part of a planning application.</p> <p>Transport for Greater Manchester objected to the proposal on the basis that they require further clarification that the safeguarded area will not impact on any re-opening of the disused Partington Branch plus they wish to promote a scheme outside the safeguarded area for a chord to link the branch line with the adjacent Manchester-Liverpool line. A meeting has been held along with further investigational work as per email correspondence shown on the Consultation Report.</p>
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<p>Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward</p>	<p>Since the objection was raised by TfGM, NR has corresponded with TfGM including a meeting on 24th October 2017 to understand the objection in more detail to see if an amicable solution can be agreed.</p> <p>TfGM's original objection was based on two elements:</p> <ul style="list-style-type: none"> • To understand better that the land disposal will not affect the safeguarded Partington branch line future transport development. • To bring forward a proposed chord line to connect the same branch line with the adjacent Manchester/Liverpool line. <p>With regards to the first element, Network Rail confirmed to TfGM that the safeguarded area was indeed excluded from disposal site and also confirmed that the width of the safeguarded area measured approximately 40-45 metres, as shown in green that travels across the bottom of the plan ref "5522576 bdy revD" and also shown on plan ref "20171108 dimensions extract for MR" which can accommodate a range of transport modes – whether that is to serve a new rail/tram track as well as potential cycle and walking routes. Any acoustic measures to separate the development from the branch line will be undertaken on the development site.</p> <p>The second element remains unresolved. Part of TfGM's objection is to retain the whole of the site to accommodate a chord line linking the disused branch line with the adjacent Manchester-Liverpool line. This is shown on plan ref "20171108 dimensions extract for MR". Having met with TfGM and corresponded with them via email going into more depth (see Consultation Report), it is clear from discussions that:</p> <ul style="list-style-type: none"> • The proposed chord line is neither an existing nor a funded scheme that will happen in the foreseeable future. Currently, it is not in the RUS, not part of the safeguarded disused Partington branch line area, not funded and will not happen until the decade 2030 at the earliest. • The proposed chord is one of a number of options TfGM are considering. It is at 'Outline Strategic Business Case' Level where prior approval is required to be able to proceed to look at a range of options. • The proposed chord is not in their own 'Greater Manchester Transport Policy 2040' policy nor is it in the Salford City Council Local Plan. Despite TfGM confirming that the chord could be built during the decade 2030 at the earliest, the policy aims to produce strategies up to 2040 as per the name and despite the slightly overlap in time, it remains not referred to in the policy. <p>Due to the above reasons, Network Rail does not believe that the objections provide evidence of a realistic foreseeable railway use for the land. It is therefore recommended that this site is approved for disposal.</p>
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9. 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.....10/01/2018.....
Authorised by (name):		Authoriser's job title: Head of Residential Development
Signed.....		Date...10/01/2018.....