

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

Land to the east side of **Guildford Station, Surrey.**

For site location / identification please see [Photo 1](#)

The land currently forms part of the Station Lease area and is primarily used as station car parking for passengers and staff, station buildings including booking hall and concourse, station retail, forecourt and an access road to non-railway land to the north. There are also cycle parking facilities and station offices / back of house facilities.

A single storey building in the car park currently houses:

- South West Trains (SWT) drivers and guards' accommodation. (See Photo 3 – Area No.6) This will be relocated within the development
- BT Police (See Photo 3 – Area No.6): This office will be relocated within the development
- A Telecoms Exchange at the north end of the single storey building. This is a rail facility requiring continued operation and it will be retained in place with 24hour / 7 day unfettered access at all times. (See Photo 3 – Area No.6)

The site includes an area which is currently leased on the residue of a 999 year lease to Surrey County Council – The Ranger House car park (Photo No.3 Area No.4). This is outside the station lease and will be relocated within the development (into the multi-storey car park (MSCP)). The area of the existing surface car park will form part of the development. The replacement car park area for Ranger House will be on part of one of the floors in the MSCP. A new lease of this area will be granted by Network Rail to the owners of the car park. The remainder of that floor is expected to be occupied by residential car parking spaces and will not be part of the station lease area.

Plans attached:

(all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)

Plan 1 – Plan showing areas within which proposed 250 year leases will be granted

Plan 2 – Plan showing areas within which proposed 250 year leases will be granted also showing Network Rail current freehold ownership shaded green.

Diagram 1 – Safety and Security

Diagram 2 – Pedestrian and Cycle Access

Diagram 3 – Overall Access Arrangements

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Clearance Certificates:	<p>CR/3717 – original Territory Clearance from which the relevant conditions are being worked to. As it is an old style Clearance and therefore not visible on the Network Rail system, a new one has been completed as below.</p> <p>CR/22503 Updated Territory Clearance indicating East side development proposals – the subject of this application.</p>
Project No.	S00390
Ordnance survey co-ordinates	(E/N) 499170 , 149693
Photographs (as required)	<p>Photo -1 Site Location Aerial photograph</p> <p>Photo – 2 Current Station Buildings</p> <p>Photo - 3 Labelled photo to show location of existing uses</p> <p>Photo – 4 CGI of the Proposed Development</p>
2. Proposal	
Type of disposal (ie: lease/freehold sale)	Long leasehold disposal of the land shown outlined in blue on the attached plans No's 1 and 2
Proposed party taking disposal	<p>A 250 year long lease(s) of the areas outlined in blue on the attached plans No's. 1 and 2 will be granted to Solum Regeneration (Network Rail's Joint Venture partner).</p> <p>Solum (or another third party developer should that become applicable) will subsequently grant sub-leases of the individual elements of the scheme. Alternatively It is possible that an agreement will be signed directly with an investor wishing to purchase the long leasehold.</p> <p>In relation to the station building upper floors:</p> <ul style="list-style-type: none"> • A lease of part of one of the upper floors is expected to be granted to British Transport Police. • A commercial lease is expected to be made to a non-railway party for the areas not required for station use.

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Proposed use/scheme	<p>It is proposed that the land will be developed for a new mixed use scheme which includes new east side station facilities with a larger ticket hall and concourse area, improved forecourt, replacement public toilets, staff and BTP accommodation and a new public square.</p> <p>The new station ticket hall will include a wider gate line access. Ticket gates will be replaced like for like in number but with space to install additional gates in future should they be required.</p> <p>A multi storey car park is to be constructed to provide a high quality replacement parking facility. Please see below for further explanation.</p> <p>The proposals also include the development of retail and residential accommodation with supporting landscape and infrastructure.</p> <p>Station View Road which currently runs through the car park will be re-aligned to provide new access for the north end residential apartments, continued use for the land owners north of the current station car park and for Network Rail Maintenance.</p>
Access arrangements to/from the disposal land	<p>Network Rail will retain freehold ownership of all the land.</p> <p>Rights of way will be granted for Solum and the eventual owners to access the residential and commercial areas.</p> <p>Commercial servicing and refuse collection arrangements will be agreed with South West Trains (SWT) the Station Facility Owner (SFO).</p> <p>Railway Access:</p> <ul style="list-style-type: none"> • The re-aligned road will permit Network Rail Maintenance delivery vehicles to continue to use the re-aligned Station View road for deliveries and to turn around as the current turning arrangements are no longer possible with Taylor Wimpey developing the adjacent site to the north • The railway pedestrian access gates on site will be retained or replaced within reasonably close proximity • Access to the signal box will be retained with security arrangements to be agreed with the relevant Network Rail teams and the SFO • Rights of way for the telecoms building will be provided giving 24hour / 7 day access without any requirement to request permission. <p>Please also see Diagram 1 – Safety and Security Diagram 2 – Pedestrian and Cycle Access Diagram 3 – Overall Access Arrangements</p>

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<p>Replacement rail facilities (if appropriate)</p>	<p>The existing Station entrance / booking hall will be kept open for continued use until the new Station entrance / booking hall are completed and available for operation.</p> <p>The development will provide the following rail facilities:</p> <ul style="list-style-type: none"> • New east side station buildings, forecourt including drop off areas and public spaces • New multi-storey car park (MSCP), providing approximately like for like replacement of rail parking spaces (see below). This is to be delivered as early in the development phasing as possible to minimise disruption to passengers <ul style="list-style-type: none"> ○ The MSCP will house car and motorcycle parking for rail use on the lower floors ○ The upper 3 floors of the MSCP will be leased to non-railway parties: the owners of Ranger House and for the residential units. <p>Network Rail will work with South West Trains and Solum to put in place a suitable management regime with service / maintenance charge arrangements.</p> • It will be necessary to close the existing east side station facilities and switch operation to the new facilities as part of the development. Details will be agreed with the SFO as part of the Station Change and Minor Modification processes • Relocated station offices and back of house facilities within the development • The BTP office will be relocated within the development • New improved forecourt. <p>Note re-rail car parking provision:</p> <p>The proposals for car parking at the station, namely to maintain and not materially change the existing provision have been prepared to be consistent with the vision and the congestion strategy of the Surrey County Council Local Transport Plan.</p> <p>In particular the vision of the plan, is <i>‘To help people to meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey; in order to promote economic vibrancy, protect and enhance the environment and improve the quality of life’.</i></p> <p><i>In relation to congestion the aim of the plan is to ‘improve the reliability of journeys, reduce delays at congestion hotspots and improve the provision of journey planning information for travel in Surrey’ and this to be achieved through ‘Reduce delays for all modes of transport (car, bus and community transport, freight, pedestrians, cyclists) on key routes within Surrey and at congestion hotspots on Surrey’s roads’, with the major means being by ‘Increase the proportion of travel by sustainable modes such as walking and cycling, maintain public transport patronage and increase vehicle occupancy’</i></p> <p>The Guildford Borough Council, Local Plan has five key transport objectives, which seek to encourage journeys by means other than the private car, namely to; <i>‘minimise the impact of traffic on the environment generated by new development; concentrate major new development in locations accessible by means other than the private car; manage the availability of car parking provision to discourage reliance on the car especially for journeys to work; give priority to development which</i></p>
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Proposed land disposal evaluation form

	<p><i>encourages walking, cycling and public transport; encourage improvements to public transport.'</i></p> <p>Therefore the County has been very supportive of the development strategy, which</p> <p>a) shows minimal increase in car trips from the development on the surrounding road network</p> <p>b) provides significant interchange improvements to encourage future growth in trips to and from the station to be predominately by sustainable modes, whilst maintaining the existing parking provision and the ability to pick up and drop off at the Station</p> <p>c) Gives more space (than current) at the station to the greatest user mode (circa 60% of people arrive and depart the station by foot.</p> <p>d) increases cycle parking from circa 304 to circa 532 spaces and parking for disabled users (50% increase)</p> <p>e) doubles bus stop provision at the station</p> <p>f) provides covered motorcycle parking within the MSCP</p>
Anticipated Rail benefits	<ul style="list-style-type: none"> • Station capacity enhancements including passive provision to increase gate line as required in future, larger more efficient ticket hall / concourse, ticket window area separated from passenger flows to the platforms, increased space for ticket vending machines. • 50 percent increase in disabled access car parking (eight current to 12 proposed spaces) • Station operation improvements including consolidated operational accommodation in a single area • Increased cycle storage facilities from 304 to approximately 536 • Improved station approach including new high quality public realm fronting the station, providing more space to pedestrian who make up the greatest number of station arrivals and departures • Improved taxi set down and increased area for private car drop off • New multi-storey car park providing covered railway parking and reduced average walking distances with level access from ground floor to the ticket hall • Improved interchange including bus stop facilities allowing for two bus stops where there is currently one under-utilised stop shared with car drop-off. • Beneficial setting for station facilitating increased pedestrian flows due to improved retail frontage and residential offer • Improved customer facilities – i.e. increased retail provision • Capital receipt for Network Rail by way of residual land value plus 50 per cent of the profit that the Joint Venture releases.
Anticipated Non-rail benefits	<ul style="list-style-type: none"> • Regeneration of a major town centre site which currently acts as a poor gateway to Guildford • Improved pedestrian connections between the station and other parts of the town and enhanced cycle provision • A new residential quarter providing around 445 homes helping reduce development pressure on greenfield land around the town • The development accords with the principles of the changes for the site that Guildford Borough Council's emerging town centre masterplan seeks for Guildford.

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3. Timescales

Comments on timescales	<p>A planning application has been submitted to Guildford Borough Council</p> <p>Potential timetable depending on the planning process:</p> <ul style="list-style-type: none"> • Full planning permission for the scheme expected to be received between October and December 2015 • Enabling works programmed to start on site Autumn 2016 • Main development works programmed to start beginning 2017 to spring 2017 (dependant on Planning Consent timing) • Station switch-over expected between June 2019 and December 2019 <p>Please note the dates have been updated since first consultation on this document to reflect the latest planning position. The dates will become more certain when planning consent is granted.</p>
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4. Railway Related Issues

History of railway related use	<p>A detailed history of the site is not known. Redevelopment took place in the 1980s including the construction of the current station buildings.</p> <p>Land to the north of the car park was previously part of the railway and sold to external parties. The Ranger House site to the south of the station buildings is constructed on land that was formerly part of the railway.</p> <p>A 999 year lease of an area of land adjacent to the station car parking areas was granted to Surrey County Council, the owners of Ranger House. Its exact former rail use is not known.</p>
When last used for railway related purposes	<p>The land is currently used for station purposes including ticket hall, retail station operations and car parking.</p> <p>There is road access to the south of the site to the signal box (adjacent to Ranger House) and there is track access for maintenance purposes to the north of the site adjacent to the site boundary, both which will be maintained.</p> <p>Railway operations are re-located within the development</p>
Any railway proposals affecting the site since that last relative use	<p>Platform 1 was extended by Network Rail.</p> <p>Separate to this proposal, Network Rail's Route Planners are looking at the west side of the station and giving consideration to future track, platform and station access requirements.</p> <p>There are proposals in the Wessex Route Study to construct additional platforms on the west side of the station along with re-building the footbridge across the railway. This may be taken forward in Control Period 6 or 7.</p>

Proposed land disposal evaluation form

Impact on current railway related proposals	<p>There are no foreseen impacts on the current railway (track and signalling). The proposals include passive provision for the Wessex Route Study option to connect a re-constructed footbridge through the new east side buildings in the future. The Route Planning Team and Network Rail Property team with Solum are in discussion on the interface of the respective proposals.</p> <p>The projects are independent of each other and will run on separate unrelated timescales. The development proposed here of the east side of the station will make passive provision for the later works, should they be taken forward.</p> <p>By providing the improved east side station facilities ahead of the platform works, the railway will not have to fund additional works to this area which it might otherwise have considered.</p>
Potential for future railway related use	<p>Station operations will continue on the site but in a more efficient and compact way.</p> <p>Clearance for the development has been granted.</p> <p>The works proposed and consequent land disposal is subject to receiving Station Change.</p>
Any closure or station change or network change related issues	<p>The alteration of the station lease as a result of the redevelopment of the station facility will be the subject of a separate Station Change and Minor Modifications application to follow.</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 negatively impact on railway access needs. Access for maintenance purposes to the track and signal room to the rear of the site will be retained via a new access road and gates in the locations specified by the Project Requirement Specification produced by Network Rail.</p> <p>Telecoms access will be provided for a Ford Transit type vehicle with associated car parking on a 24/7 basis as requested by the Network Rail Telecoms Engineer.</p> <p>Train services will not be changed by the development.</p> <p>Access to the station platforms will be maintained throughout the construction process. The ticket office will remain in operation until the new ticket office is available for use.</p> <p>Transitional arrangements including those for car parking will be dealt with through the Station Change process.</p>

Proposed land disposal evaluation form

<p>Position as regards safety/operational issues on severance of land from railway</p>	<p>The disposal will be subject to ensuring all safety and operational issues are protected, such as provision of suitable fencing.</p> <p>The development is subject to an Asset Protection Agreement which will govern operations protection measures during construction.</p> <p>The disposal is on a basis under which Network Rail has had due regard (where applicable) to the impact of the disposal on line side 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>
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Proposed land disposal evaluation form

5. Planning History and Land Contamination

Planning permissions/Local Plan allocation (if applicable)

A planning application has been submitted, and it is anticipated that planning permission will be granted in circa late September 2015.

Planning History: A review of the Guildford Borough Council's online planning history of the site has been undertaken:

Proposals for major redevelopment of Guildford Train Station were approved (appeal allowed) in 1988 for the demolition of the (then) existing station and ancillary buildings to allow for a "*new station, platform buildings & refurbishment of footbridge and associated works; new 4 storey office buildings, new forecourt car park, office car park, and long term car park to replace existing facilities*" (REF: 86/P/01712).

The principle of the station redevelopment was accepted at the application stage. The appeal (REF: APP/Y3615/A/88/097585) centred on the merits of a restrictive user condition applicable to the Ranger House office building – i.e. condition 8 of the original planning permission (86/P/1712).

A Section 52 Planning Agreement is in force which allows members of the public to pass over the station footbridge. The development does not materially change this but may vary the routes of access on the east side, particularly during construction.

Subsequent applications related to minor works to the operation of the station, such as building extensions, changes of use, shop fronts and advertisements.

Contamination/Environmental Issues (if applicable)

Any contamination will be addressed as part of the development planning process.

6. Consultations

Proposed land disposal evaluation form

<p>Railway (internal – Network Rail)</p>	<p>Network Rail Business and Territory Clearance for disposal have been granted.</p> <p>A Project Requirement Specification has been prepared and signed off by the Route Asset Managers and an Asset Protection Agreement is in place.</p> <p>The station facilities and proposed layout have been developed in consultation with the Wessex Route Alliance.</p> <p>Network Rail (Property) and Solum have worked with the Network Rail Route Planners to coordinate with emerging proposals in the Wessex Route Study. Solum has slightly modified its proposals at the request of the Route Planners to allow for additional future flexibility should it be required. The development boundary has been amended to accommodate an option for future platform works and provision has been made for Network Rail to connect the footbridge over the railway (if and when re-built) through the development. Coordination discussions will continue as respective schemes are progressed.</p>
<p>Summary of position as regards external consultations</p>	<p>The proposal has been consulted with stakeholders as summaries on the Consultation Report.</p>
<p>Analysis of any unresolved objections</p>	<p>SWT: SWT confirmed it supports the principle or the development and has given conditional approval (on Station Change and commercial arrangements).</p> <p>Analysis: Network Rail accepts that the development cannot proceed without Station Change. Commercial arrangements will be governed by the Station Change guidance and process. The parties recognise the progression of the scheme is subject to Station Change in any event.</p> <p>Surrey County Council: Concerns over forecourt operation:</p> <p>Analysis: Network Rail with the developer, Solum, continues to work with SCC (and SWT) to refine the forecourt layout so that it is better for station operations and meets the future aspirations of the highway authority. This will be formalised in the Planning Process as part of an addendum to the Planning Application and in the Station Change.</p> <p>British Transport Police: Requested further follow-up meetings as the layout is progressed. Network Rail and Solum will be meeting BTP again shortly in the preparation for submitting Station Change and the addendum to the Planning Application.</p> <p>Analysis: Network Rail continuing as proposed would be satisfactory to both parties.</p>

7. Local Authorities

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Names & E-Mail Addresses:	Guildford Borough Council Millmead House Millmead Guildford Surrey GU2 4BB @guildford.gov.uk	
Local Transport Authorities:	Planning & Development, Surrey County Council EMAIL: @surreycc.gov.uk	
Other Relevant Local Authorities:	N/A	
8 Internal Approval		
Surveyor Name:	Network Rail 1 Eversholt Street, London, NW1 2DN Ph 020 @networkrail.co.uk	
Approved by Director, Development	Name:	Date Approved by Director: 23/06/2015