

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 | |
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| Site location and description | <p>The disposal site has an area of 44,430 sq. m. and comprises an unused former railway yard and part of the former North Shore branch line. The site is fenced off from the adjoining railway and has frontage to a footpath adjoining Norton Road but does not have a useable independent road access.</p> <p>The land immediately adjoining the site to the east is subject to redevelopment proposals, but beyond that the adjoining land uses are primarily residential with an area of commercial use to the south.</p> <p>The A177 is located to the west of the site and Norton Road to the east. The site is adjacent to another derelict site where works on the site have commenced for the development of housing (primarily dealing with contamination).</p> <p>The site is close to Stockton Town Centre which is to the south of the site. Stockton on Tees is a town located on the River Tees approximately 4 miles west of Middlesbrough.</p> <p>ELR: LEN3 60 miles 0796 yards</p> |
| Plans attached: (all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway) | <p>Plan No. 5390509 showing the proposed sale area coloured blue and the railway coloured green. The proposed maintenance/railway access route is not defined on the plan.</p> <p>The sales conveyance will obligate the developer to gain asset protection approval to define the access route when the housing layout is being designed.</p> |
| Clearance Ref: | <p>Business clearance CR/29906 approved 04 Aug 2016</p> <p>Technical clearance CR/29906 approved 31 Aug 2016</p> |
| Project No. | 153480 |
| Ordnance survey coordinates | <p>Easting 444348</p> <p>Northing 520218</p> |

Photographs (as required)





2. Proposal

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| Type of disposal (i.e. lease / freehold sale) | Freehold or long leasehold |
| Proposed party taking disposal | TBC |
| Proposed use / scheme | Residential development |
| Access arrangements to / from the disposal land | Access to the Operational Railway is constrained and currently access from the adopted highway is over a dirt track which is owned by a third party. |

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| Replacement rail facilities (if appropriate) | n/a |
| Anticipated Rail benefits | The rail access is a dirt track over third party land. It is intended that a new access will be created through the new development that will also be adopted by the local authority. The design of the new development will provide a direct access to the operational corridor. |
| Anticipated Non-rail benefits | The disposal will contribute to the challenging target set by the Government for the release of underutilised Network Rail land for residential use. |
| 3. Timescales | |
| Comments on timescales | It is anticipated that the disposal will take place within 3 years from the date of LC7 consent. Government have tasked Network Rail with disposing of surplus land within the current parliamentary period. |
| 4. Railway Related Issues | |
| History of railway related use | The site is a former railway yard and sidings which ceased use in excess 30 years ago. The coal drops remain on site. The site is adjacent to a former iron foundry which closed in 1979 and was most likely served by rail in some form. The land to the south west of the land coloured blue on the sales plan was previously occupied by the Stockton corporation |
| When last used for railway related purposes | The site is a former railway yard and sidings which ceased use in excess 30 years ago. |
| Any railway proposals affecting the site since that last relative use | None known. The site appears to have mothballed for many years. |
| Impact on current railway related proposals | None |
| Potential for future railway related use | The site has recently been subjected to a Freight industry consultation which concluded that the site had no foreseeable Freight potential. The Strategic Freight designation has been surrendered and the site returned to operational status. |

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| | Having consulted Network Strategy & Planning team and the relevant RUS it has been confirmed that the site has no strategic value nor has been identified as playing a future role in meeting demand between now and 2043. |
| Any closure or station change or network change related issues | The site wasn't rail connected post 1994 so no Network Change is required. |
| Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future | The site was designated as a Strategic Freight Site however this has been surrendered following a stakeholder consultation. (attached) |
| Position as regards safety / operational issues on severance of land from railway | <p>The disposal does not include any significant requirement for new fencing of the railway boundary, as sufficient fencing already exists.</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> |

5. Planning History and Land Contamination

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| Planning permissions / Local Plan allocation (if applicable) | <p>a. Approved Planning permission 07/1265/FUL includes the site as part of a 552 dwelling scheme with access provide from Norton Road from the vacant adjacent site which forms part of the approved permission.</p> <p>b. Permission in October 2010 (10/1814/RNW) to extend the time limit for the site was approved for 3 years.</p> <p>c. In May 2011 Barrett's, the developer of the adjacent site, screened for a reduction in the number of houses on the site (11/1294/SCO) , which removed the NR land from the housing</p> |
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| | <p>scheme.</p> <p>The site is allocated within the local plan as having an existing residential consent.</p> |
| Contamination / Environmental Issues (if applicable) | <p>The history of rail related use and proximity to the iron foundry will no doubt have left some contamination issues on the site.</p> <p>There are known areas containing asbestos which have been fenced off to prevent further spread and access.</p> |
| 6. Consultations | |
| Railway (internal – Network Rail) | <p>CR/29906 – Technical clearance was approved on 28-09-2016 with conditions.</p> <p>The sale boundary is to be established a minimum 2 metres from the operational railway service route.</p> <p>Prior to any development/construction or alterations to the site by an external body, further site specific safety requirements, engineering technical approval and detailed conditions will need to be sought from Network Rails Asset Protection Projection Manager</p> <p>Access Maintenance have an active access point at this location (North Shore UP side LEN3 60m 0687y) served by double gates, accessed over the scrubland; any sale and subsequent development of this land would need to absorb/cater for formal access from and to this access point.</p> <p>Railway Operational Requirements The new Network Rail operational boundary indicated on the submitted Plan may need adjusting; it must ensure a minimum 5.0 metre clearance between the proposed sale boundary and the nearest running rail.</p> <p>Drainage Standard drainage conditions preventing any storm drains or soakaways within 20m of the rail boundary. The construction of surface water retention ponds/tanks, SuDS or flow control systems should not take place within 30m of the Network Rail boundary.</p> <p>The Purchaser (and any successor in title) is not to construct any building within 3 metres of the railway boundary fence.</p> <p>Full access to undertake any inspections and maintenance /renewal works to the following structures assets must be retained:</p> |

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| | Bridge over the railway ref LEN3-158A at 60 miles 616 yards. Bridge under the railway ref LEN3-159, Lustrum Beck at 60 miles 858 yards. Bridge under the railway ref LEN3-159A, Mount Pleasant at 60 miles 1056 yards. | |
| Summary of position as regards external consultations | 27 stakeholders were consulted and responses were received from all except Transport for North and Grand Central Railways. They were chased by email and telephone calls, their lack of response is not considered critical, Grand Central not being the franchise operator. The 25 respondents stated 'no objection' or 'no comment'. | |
| Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward | There were no unresolved objections. | |
| 7. Local Authorities | | |
| Names & Email Addresses: | @stockton.gov.uk | |
| Local Transport Authorities: | Stockton Council | |
| Other Relevant Local Authorities: | | |
| 8. Internal Approval | | |
| 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. | |
| Surveyor Name: | xxxx | |
| Approved by Property Development Manager | Name: xxxx | Date Approved by PDM: 2 nd March 2017 |