

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 Browndge Road, Bamber Bridge, PR5 6UU</p> <p>This is a disused site of circa 2Ha situated approximately 3 miles South West of Preston City centre. It is physically separated from the adjacent railway line by existing palisade fencing.</p> <p>The site is shown coloured blue on the attached site plan ref 62212100. Network Rail's retained land is shown coloured green.</p>
Plans attached: (all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)	<p>The following plans/drawings are attached:</p> <ol style="list-style-type: none"> 1. Location Plan – file name "Location Map_Bamber Bridge" 2. Aerial view – file name "Bamber Bridge Aerial View" 3. Site plan – file name "Bamber Bridge site plan"
Clearance Ref:	<p>CR/31462</p> <p>Business Clearance – Date 17.02.17 – Certificate no: 39800 Technical Clearance - Date 03.03.17 - Certificate no: 39973</p>
Project No.	153656
Ordnance survey coordinates	<p>Easting (x) – 355930E Northing (y) - 425922N</p>
Details of attached photographs (as required)	<p>Photos from 18 September 2018 when it was last inspected are taken of the site. A site plan showing an aerial image of the site is also attached.</p>
2. Proposal	
Type of disposal	Freehold or long lease disposal.
Proposed party taking disposal	Proposed disposal to a developer that will be selected following marketing of the site.

Proposed use / scheme	Network Rail proposes to dispose of the site for residential or mixed use development as part of the wider residential development programme. The disposal will contribute towards Network Rail's target to release land for residential development.
Access arrangements to / from the disposal land	It is expected that the site will be accessed directly from Browndge Road using the existing vehicular access. This will be subject to a highways assessment and full planning permission.
Replacement rail facilities (if appropriate)	Not applicable.
Anticipated rail benefits	There will be no direct rail benefits created by the disposal although disposal proceeds will be invested in the operational railway
Anticipated non-rail benefits	The development will be of benefit to the local environment, community and economy. Temporary construction jobs will be created during the building works and there will be benefit to the local supply chain for materials needed to construct the houses. Environmental improvements will result from the development of this under-utilised area of land. The site itself is currently overgrown so development will improve the visual amenity of the local area. Network Rail currently has a target to bring forward unused and underutilised sites for residential development and this disposal will contribute towards the company target.

3. Timescales

Comments on timescales	Disposal of the site is expected to commence once the necessary regulatory approvals required for the disposal have been secured. The site has an existing allocation for housing in the Local Plan, however it is anticipated that the disposal will complete once the purchaser has secured planning permission. As a result, the disposal of the site to a residential developer is forecast to take place in 2019/20.
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4. Railway Related Issues

History of railway related use	<p>Historically, this site at Bamber Bridge accommodated sidings and was used for the repair and storage of trains.</p> <p>For the last 30 years the site has been unused for railway related use and is heavily overgrown with vegetation and tree cover.</p> <p>Part of the site was recently used on a temporary basis by the neighbouring landowner for the storage of reclaimed timber. This use has now ceased.</p> <p>I have obtained a historic map of the site which shows it being used for this purpose.</p> <p>The site is currently allocated as a Strategic Freight Site and is therefore subject to being de-listed. This has been agreed in principle by the FOC's and formal de-listing is being progressed.</p>
When last used for railway related purposes	It is understood that the site was used for the repair and storage of trains circa 30 years ago.
Any railway proposals affecting the site since that last relative use	There are no existing railway proposals affecting the site.
Impact on current railway related proposals	There are no existing railway proposals affecting the site.

Potential for future railway related use	<p>Business and technical clearance have been secured and in doing so no future railway related uses have been raised for the disposal site. In addition, we have asked the LNW System Operator if there are any proposals in the LNW RUS and have not been advised about any.</p> <p>The site is allocated for residential development in the Local Plan.</p>
Any closure or station change or network change related issues	<p>Yes. There are disused sidings on the site as a result of which Network Change may be required if there are any physical connections to the operational railway.</p> <p>The disposal property is physically separated from the adjoining railway by palisade fencing and the proposal does not affect any Station facilities so there are no station change related issues.</p> <p>Disposal of the site is also conditional on formal de-listing from its Strategic Freight site designation as referred to above.</p>
Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future	<p>No. The disposal does not affect any existing railway related access needs.</p>

<p>Position as regards safety / operational issues on severance of land from railway</p>	<ol style="list-style-type: none"> 1. There is existing palisade fencing that separates the disposal site and the adjoining railway. Following disposal of the site, palisade fencing will be retained to separate the disposal land from the adjoining railway. The purchaser will also be responsible for all other boundaries to the sale area. 2. 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. 3. The developer will be required to submit details of the proposed works for the prior approval of Network Rail's local Asset Protection team.
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5. Planning History and Land Contamination

<p>Planning permissions / Local Plan allocation (if applicable)</p>	<p>South Ribble Borough Council has been notified of Network Rail's aspirations to develop this site for housing.</p> <p>The site is allocated for housing in the Local Plan and has been so for circa 4 years. As a result, the Local Authority has confirmed that they support residential development at the site.</p> <p>A pre-application meeting will take place with the Local Authority in due course to discuss the Network Rail proposals in more detail.</p>
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Contamination / Environmental Issues (if applicable)	<p>None known at this stage.</p> <p>An intrusive site investigation will be completed to identify any contamination and subsequent remediation measures that may be required. As a result of the historic railway use of the site there is expected to be some degree of contamination.</p> <p>All necessary geotechnical, contamination and buried site surveys will be undertaken prior to commencement of any on site construction works.</p>
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6. Local Authorities

Names & Email Addresses:	<p>South Ribble Borough Council: -</p> <p>@southribble.gov.uk</p>
Local Transport Authorities:	Lancashire County Council
Other Relevant Local Authorities:	Not applicable

7. Internal approval to consult

Recommendation:	<p>By proceeding to consult I am:</p> <ul style="list-style-type: none"> • recommending that Network Rail consults on the terms of disposal • confirming that I have read and understood Network Rail's Code of Business Ethics and policy on Interests in Transactions • confirming that I have secured internal written approval to consult in accordance with Network Rail's policy on Authorising Application Forms.
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8. Consultations

Internal consultation	<p>Network Rail internal land clearance (both business and technical) has been secured (CR/31462).</p> <p>Network Rail's generic conditions to ensure the future protection of the operational railway and infrastructure will apply.</p>
Summary of position as regards external consultations	<ul style="list-style-type: none"> • 33 stakeholders were consulted and 31 responses were received. A total of 1 objection and 1 comment were received. The objection has now been withdrawn. • The 2 stakeholders that did not respond were the Freight Transport Association (FTA) and High Speed 2 (HS2). These are not considered to be key stakeholders. As detailed in the table below, the FTA were emailed 6 times and called once. HS2 were emailed 5 times. The site proposed for disposal is not part of the HS2 route. • The objection was received from Freightliner Limited (FL) and the comment was from the Rail Freight Group (RFG) • Freightliner Ltd's objection related to the Bamber Bridge site currently having a designation as a Supplementary Strategic Freight Site (SSFS). Following consultation, Freightliner withdrew their objection on condition that the site can be sold once it has been de-listed from its SSFS designation. • The Rail Freight Group commented that once de-listing of the site is complete they have no further comments.

Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward	<p>Based on the consultations and exchanges with consultees that made comments, there are no unresolved objections to the proposed disposal.</p> <p>Therefore, the disposal of the site will progress once LC7 consent has been obtained and the site has been de-listed from its SSFS status.</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 Development Surveyor
Signed.....		Date.....
Authorised by (name):		Authoriser's job title: Head of Residential
Signed.....		Date.....