

**Les Waters**  
**Manager, Licensing**  
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25 September 2015

Company Secretary  
Network Rail Infrastructure Limited  
1 Eversholt Street  
London  
NW1 2DN

**Network licence condition 7 (land disposal): Tanner Street, London SE1**

**Decision**

1. On 3 August 2015, Network Rail gave notice of its intention to dispose of land at 67-71 Tanner Street, London, SE1 (the land) in accordance with paragraph 7.2 of condition 7 of its network licence. The land is described in more detail in the notice (copy attached).
2. We have considered the information supplied by Network Rail including the responses received from third parties you have consulted. For the purposes of condition 7 of Network Rail's network licence, ORR consents to the disposal of the land in accordance with the particulars set out in its notice.

**Reasons for decision**

3. We are satisfied that Network Rail has consulted all relevant stakeholders. We note that Network Rail had originally submitted the details of this scheme to us on 23 April 2015, but subsequently withdrew the application on 11 May 2015<sup>1</sup>. In re-submitting the application for consent most of Network Rail's consultation evidence had fallen outside the six month period referred to in our land disposal guidance<sup>2</sup>.
4. However, having considered the details of the proposed disposal and the responses received to Network Rail's consultation we have concluded that, on this particular occasion, it is not necessary for Network Rail to reconsult its stakeholders. We note that Network Rail's submission of 3 August 2015, is not materially different to the submission dated 23 April 2015. In the absence of any new issues we will accept the responses of Network Rail's original consultation. Further, we note that all consultees responded to Network Rail's original consultation and that no unresolved objections to the proposed disposal remained.
5. We note that concerns had been raised, by passenger train operators who would pass the disposal site, regarding the possibility of glare from the proposed structure. However, Network Rail confirmed that its Asset Protection team would work to ensure

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<sup>1</sup> See <http://goo.gl/TPnsjk>.

<sup>2</sup> See paragraph 8 below.



that this would not interfere with train operations, and the operators withdrew their objections.

6. We also note that no alternative reasonably foreseeable railway use for the land was identified and Network Rail will retain land that will allow unfettered access to the mainline railway via the gantry which forms part of the proposal.

7. Based on all the evidence we have received and taking into account all the material facts and views relevant to our consideration under condition 7, we are satisfied that there are no issues for us to address.

8. We have had regard to our decision criteria in *Land disposal by Network Rail: the regulatory arrangements, December 2013*,<sup>3</sup> and balanced our section 4 duties given to us under the Railways Act 1993. In doing so we have given particular weight to our duty to exercise our functions in a manner which we consider best calculated to “protect the interests of users of railway services”.

9. We have therefore concluded that the proposed disposal is not against the interests of users of railway services and that our consent should be granted.

A handwritten signature in blue ink that reads 'Les Waters'.

**Les Waters**

**Duly authorised by the Office of Rail Regulation**

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<sup>3</sup> Available from [www.rail-reg.gov.uk/server/show/nav.150](http://www.rail-reg.gov.uk/server/show/nav.150)  
Page 2 of 31

**Proposed Property Disposal**

**Application by Network Rail Infrastructure Limited to dispose of land in accordance with the Land Disposal Condition of the Network Licence**

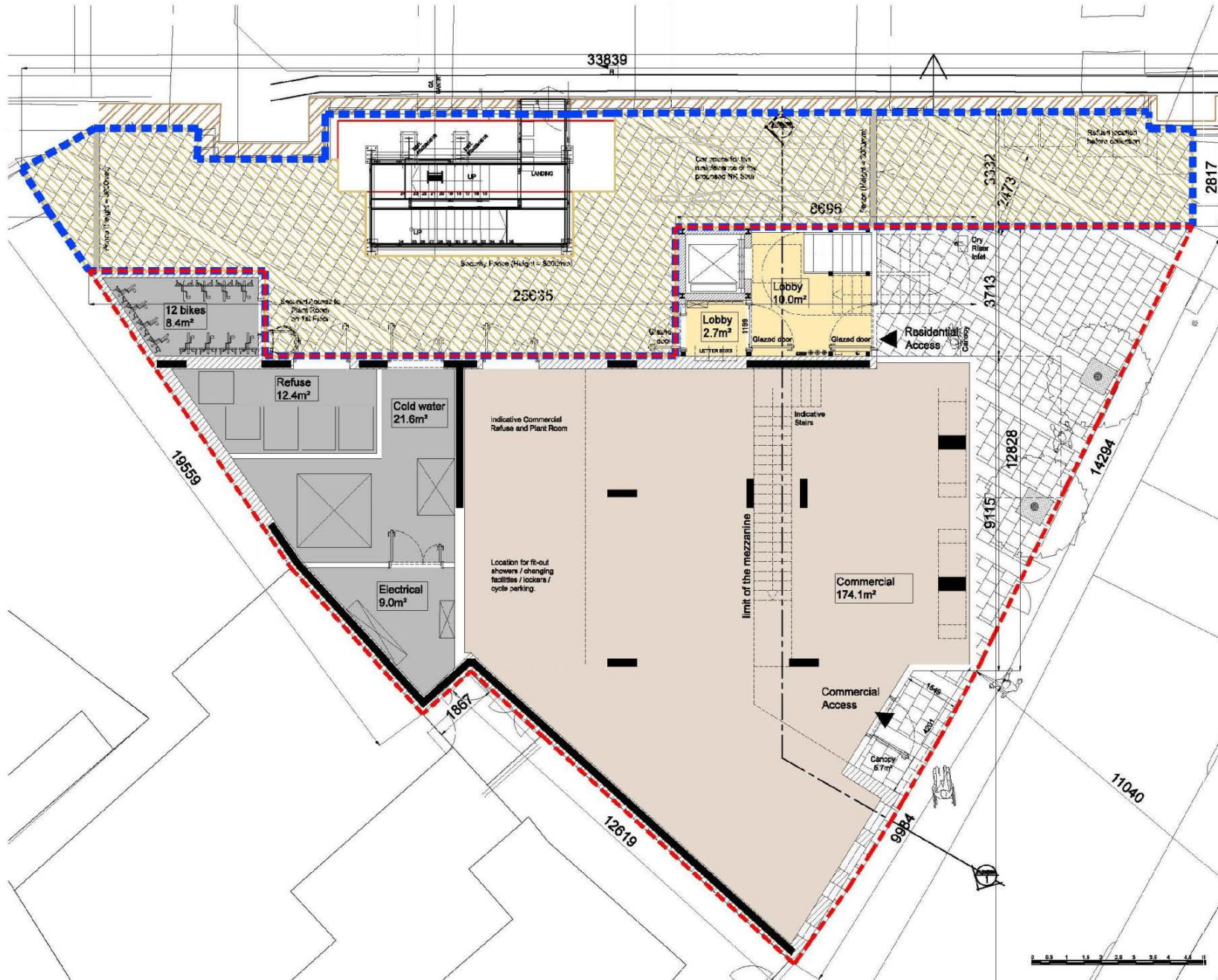
<b>1. Site</b>	
Site location and description	<p>The site is located between Tanner Street and Tower Bridge Road, including 67-71 Tanner Street, London, SE1. It currently consists of a yard and a vacant Commercial Estates building which was previously used as an antiques market but is now vacant.</p> <p>It is proposed that the site be redeveloped, which will involve the demolition of the existing building, replacing it with the erection of a mixed use block with commercial on the lower floor(s) and residential apartments above (c. 8 storey's tall). It is likely that residential will start from floor 2 upwards. Planning approval at committee has now been granted but is subject to the discharging of conditions.</p> <p>This scheme should not have a direct impact on train operators, as it involves the redevelopment of Commercial Estate land which</p>
Plans attached: (all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)	<p>1. Plan 1 Disposal Area - proposed land to be sold outlined in red, right of way over Network Rail retained land shown hatched brown.                  2. Disposal Location Plan. Disposal site shaded blue, Network Rail retained land shaded green.                  3a. Indicative scheme architectural concept**                  3b. Indicative scheme floor plans**                  **Note this design is subject to change through the design process and the document is attached only as an indication of size and scale.</p>
Clearance Ref:	CR/22001
Project No.	N/A
Ordnance survey coordinates	(E/N) 533577, 179644
Photographs (as required)	<p>Attached is an aerial photograph showing the site roughly indicated with a red line.                  Three photographs of the current site taken from Tanner Street are also included.</p>
<b>2. Proposal</b>	
Type of disposal (i.e. lease / freehold sale)	<p>Freehold disposal of the land outlined in red on attached Plan 1 – Disposal Area.</p> <p>Rights to maintain and access the building will be granted over the land hatched brown on Plan 1 but Network Rail will retain the freehold of this land.</p>

Proposed party taking disposal	It is intended that the land will be sold to Solum Regeneration (of which Network Rail is a Joint Venture partner).
Proposed use / scheme	<p>Mixed use circa 8 story redevelopment with improved outside space. It is likely that the ground floor and first floor would be retail or office space, with a proposed 9 residential flats above.</p> <p>The residential and commercial would be accessed from Tanner Street.</p> <p><b>**Note this design is subject to change through the design process and the above is an indication.</b></p>
Access arrangements to / from the disposal land	<p>Network Rail will ensure that operational access to the railway is maintained by retaining the strip of land next to the railway.</p> <p>The disposal area can be accessed directly from Tanner Street.</p>
Replacement rail facilities (if appropriate)	NA
Anticipated Rail benefits	There will be better access to the viaduct for maintenance as the scheme will incorporate Thameslink's requirement to install stairs connecting to a gantry as part of the Thameslink Project.
Anticipated Non-rail benefits	<p>The scheme will result in capital receipts from the sale of the land to Solum Regeneration and from the sale of residential and commercial units.</p> <p>The development will enable Network Rail to comprehensively redevelop a number of the arches beneath the viaduct, replacing industrial uses with higher value business and commerce. It is envisaged this opportunity will be taken forward by the Arch Redevelopment Team. This will result in increased rental income from new commercial units and potential for higher value uses in arches.</p> <p>It will develop a positive perception of Network Rail as a partner for regeneration in Southwark.</p>
Comments on timescales	<p>A planning application was submitted 13<sup>th</sup> February 2015 and was favorably determined at committee on 2<sup>nd</sup> June 2015.</p> <p>Subject to discharging planning condition and obtaining regulatory consents construction is proposed to commence in January 2016.</p>
<b>4. Railway Related Issues</b>	
History of railway related use	<p>In recent times the area has primarily been used as a retail unit selling antiques and was managed by Network Rail.</p> <p>Network Rail currently has control of the site as it will be installing</p>

	stairs connecting to a gantry as part of the Thameslink Project. The appropriate agreements will be in place to ensure that Network Rail can maintain access to the railway as shown on the Disposal plan 1.
When last used for railway related purposes	The site is currently being used by Network Rail Thameslink project as described above.
Any railway proposals affecting the site since that last relative use	Having reviewed the Route Utilisation Strategy we are unaware of any railway proposals which would be unduly affected by this sale.  The Thameslink works to install a staircase to their gantry will have completed in advance of the construction.
Impact on current railway related proposals	There are no foreseen impacts on current railway proposals as access to the railway will be maintained.  The Route Utilisation Strategy does not suggest that there are any current railway proposals which would be unduly affected by this sale.  The Thameslink works to install a staircase to their gantry will have completed in advance of the construction.
Potential for future railway related use	There is no foreseeable potential for future railway related use as the land has been used for Property purposes for a considerable period of time. The land closest to the railway will remain in Network Rail's ownership.
Any closure or station change or network change related issues	No station change will be necessary as the area is not in the vicinity of the station.  There are no closure or network change issues.
Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future	The disposal will not negatively affect access to the railway as Network Rail will maintain a right of access over the land.
Position as regards safety / operational issues on severance of land from railway	1. The disposal includes arrangements under which [Network Rail / the other party] will install new boundary fencing along [parts of] the railway boundary [and sufficient fencing already exists for the rest 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.
<b>5. Planning History and Land Contamination</b>	
Planning permissions / Local Plan allocation (if applicable)	A planning application was submitted 13 <sup>th</sup> February 2015 and was favorably determined at committee on 2 <sup>nd</sup> June 2015.
Contamination / Environmental Issues (if applicable)	Any contamination will be addressed as part of the development planning process.
<b>6. Consultations</b>	
Railway (internal – Network Rail)	Business and Technical Clearance for disposal is granted.  There is nothing in the Rail Utilisation Strategy or long term plan which would be affected by the disposal.
Summary of position as regards external consultations	The consultation was sent to 25 consultees. There were 2 non responses. COLAS Freight and West Coast Railway Company who were all emailed 2 times. 21 responses were either no comment or no objection.  2 comments from Southern Railway and London & South Eastern Railway Limited (Southeastern) contained a more detailed response.  Southern Railway:  Southern Railway were concerned about the effect of glare on the trains, Network Rail confirmed that a glare study would be carried out and the results provided to the Network Rail Asset Protection team so the results could be fed back into design and material choices.  They were also concerned about noise, light and privacy complaints given the location of the new building adjacent to the railway. Network Rail confirmed that the building would have to conform to the regulatory standards for noise protection to achieve a planning compliant building and any necessary noise barriers or protection would be installed by the developer these would be dictated by Southwark Council, Network Rail's Asset Protection team and statutory regulations a planning compliant building and any necessary noise barriers or protection would be installed by the developer these would be dictated by Southwark Council, Network Rail's Asset Protection team and statutory regulations London & South Eastern Railway Limited (Southeastern)  Southeastern questioned the lighting during hours of darkness and the external lighting. Network Rail confirmed that during the detailed design stage the Network Rail Asset Protection team would ensure that the lighting did not interfere with the operation of the railway.

	<p>enquired about the gantry which is located on the site. Network Rail confirmed that the Sale and Purchase Agreement contains a clause that the Thameslink signal gantry staircase works will be completed in advance of the land being transferred out of Network Rail's ownership. They will then be fenced off to protect them from trespassing.</p> <p>Southeastern also had a similar concern about glare to Southern, Network Rail confirmed that a glare study would be carried out and the results provided to the Network Rail Asset Protection team so they could be fed back into design and material choices.</p>	
Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward	There are no unresolved objections.	
Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward	There are no unresolved objections.	
<b>7. Local Authorities</b>		
Names & Email Addresses:	London Borough of Southwark	
Local Transport Authorities:	Transport for London	
Other Relevant Local Authorities:		
<b>8. Internal Approval</b>		
Surveyor Name:		
Approved by Property Development Manager	Name:	Date Approved by PDM: 7 <sup>th</sup> July 2015



**NOTES**

- The Copyright of this drawing is the property of Create and must not be copied, altered, reproduced, or used in any way without the written consent of Create.
- The contractor is responsible for checking dimensions, tolerances and allowances. Any discrepancy is to be notified with the Project before proceeding with the work.
- Do not scale drawings. Figure dimensions to be written to in all cases.

**CDM Regulations 2007**

All current drawings and specifications for this project must be read in conjunction with the Designer's Hazard and Environmental Assessment Report.

All the revised boundary are extrapolated from the topo survey - still to be verified

Approximate Network Rail Retained Land boundary

Approximate disposal area

Rights of way over Network Rail land to maintain and access the disposal area

date	rev	revision/author/checker

client  
**SOLUM REGENERATION**

project  
67-71 Tanner Street  
SE1 3PL

drawing  
Right of Way plan

drawing no  
216 PL(20) P00

drawn PS checked MW

scale @ A3 1:100 date 30.06.15

drawing no  
216 PL(20) P00

drawn PS checked MW

scale @ A3 1:100 date 30.06.15


**CREATE**  
SOLUTION ARCHITECTURE  
100 Tanner Street, London SE1 3PL  
Tel: 020 7417 8000  
www.create-architects.co.uk





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 Network Rail retained land

 Approximate disposal area

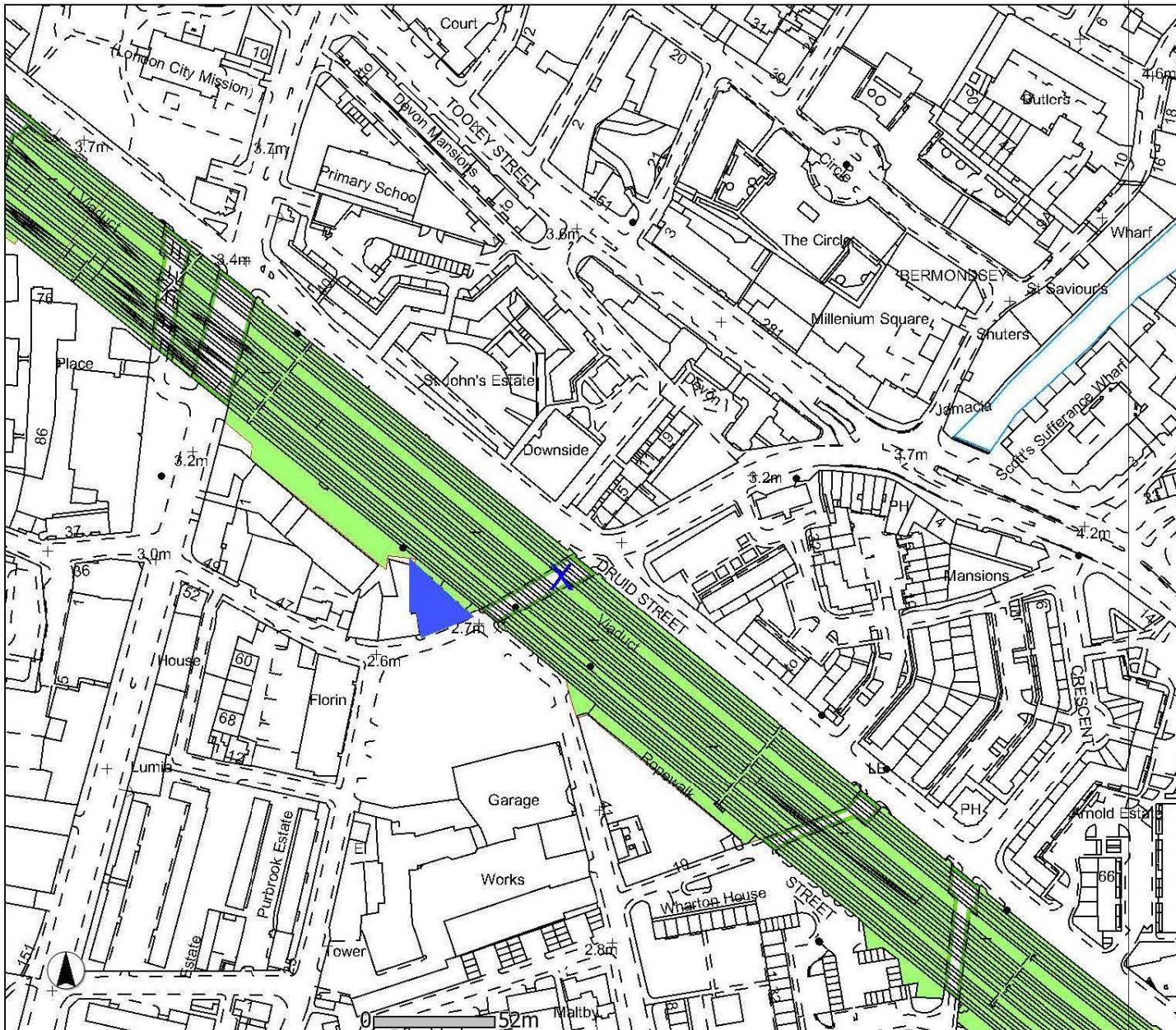
### TANNER STREET DISPOSAL AREA

Plot Scale 1:2500

Plot Date 7/7/2015



Output Created from the GI Portal – A4 Landscape



Centre of Map Window (E,N): 533647 , 179680

**CONCEPT**

This scheme is based on a very simple principle, with a basic form used to articulate the main body of the building and all of the amenities and services plugged onto the outside.

A courtyard style area is proposed to the South side of the building adjacent to 61 Tanner Street.

**HEIGHT**

This option is 8 storeys tall overall with the top floor set back so that it is barely visible from street level.

**AMENITY SPACE**

Each proposed residential dwelling has either one or two external amenity spaces provided in the form of winter gardens or balconies.

**USE**

The ground floor provides an active frontage to the building and would be either A1 or A3. This could provide a shop unit or a restaurant / cafe that would utilise the external courtyard area.

The first and second floors would be B1 / D1 / D2, providing an office premise, gym or similar.

The third floor and above is all residential.

**DAYLIGHT**

All of the residential accommodation is above the height of the railway arches and benefits from views out and good levels of daylighting.

The courtyard area allows daylight to penetrate into the lower commercial levels.

**3.0 Option 1 Introduction**



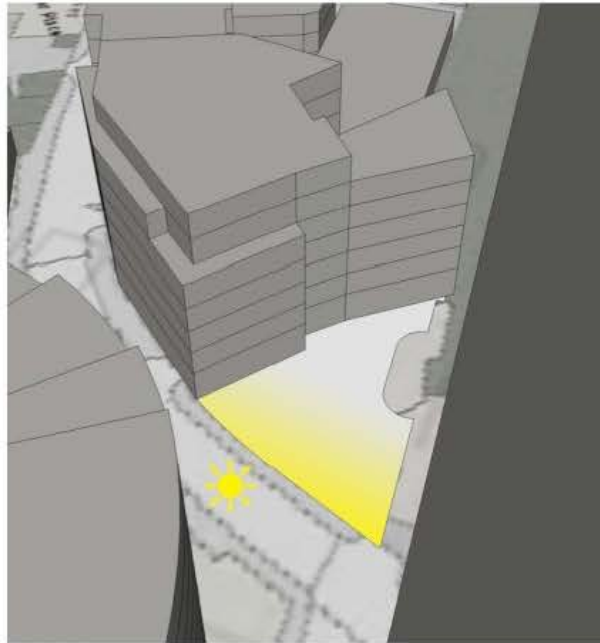
View from Maltby Street

This scheme is based on a very simple principle, with a basic form used to articulate the main body of the building and all of the amenities and services plugged onto the outside.

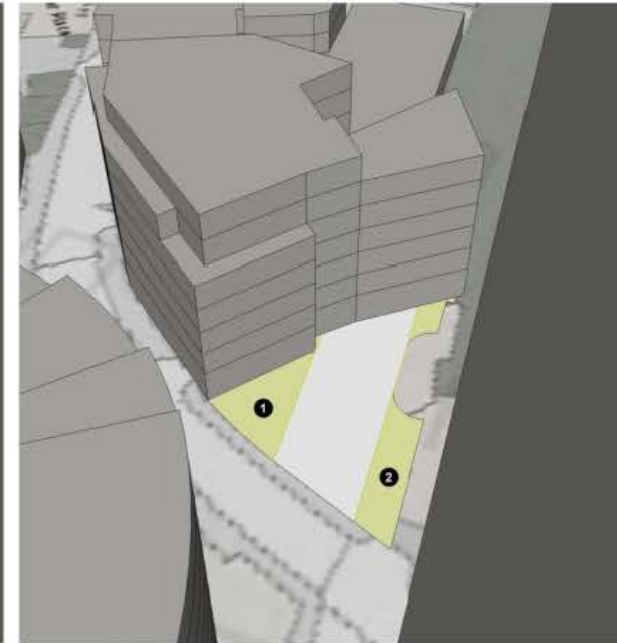
Initially the South East boundary of the site was identified as benefiting most from the path of the sun and natural daylighting.

The basic plan was established by creating a courtyard space to the South of the site (1) and a space at the North side of the site, bounded by the railway embankment for winter gardens and entrance cores (2).

## 3.0 Option 1 Development



South East Boundary benefits the most from sun light

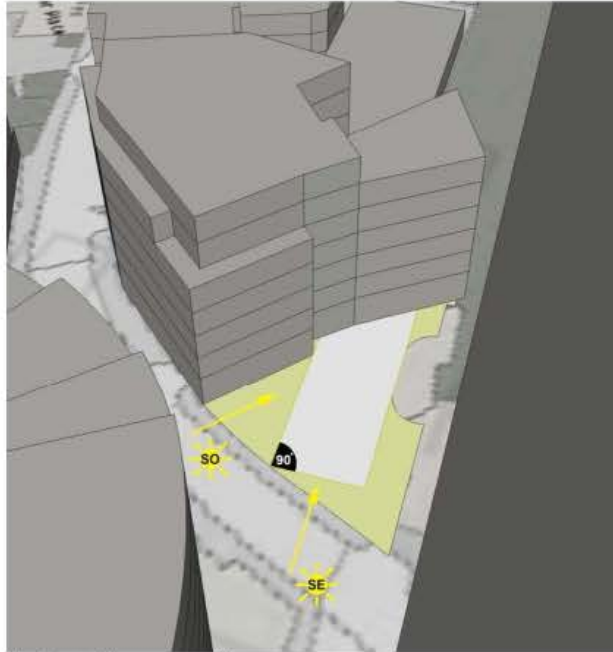


Basic plan form established

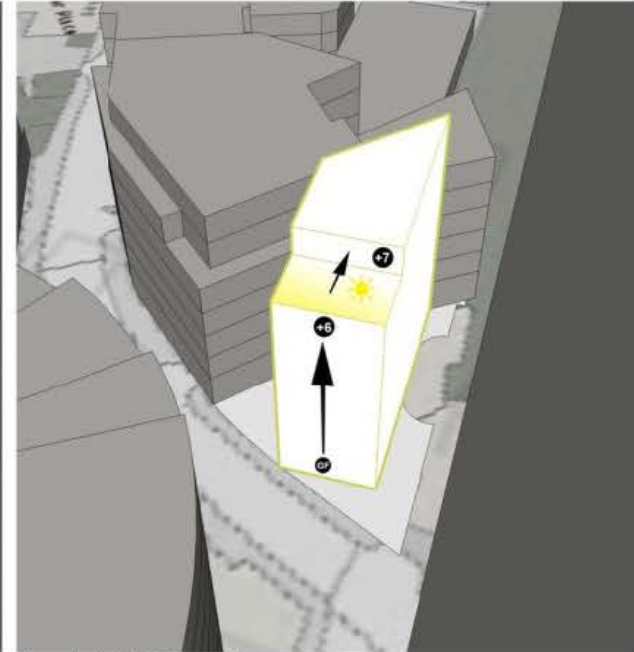
The simple plan form addresses the South East sun in the morning and the Southern sun in the afternoon.

This plan form is extruded to 8 storeys in height with the uppermost floor set back from the rest to reduce its impact at street level and to create important amenity space for the penthouse flat.

### 3.0 Option 1 Development



Plan form addresses sun path



Plan extruded to 8 storeys tall

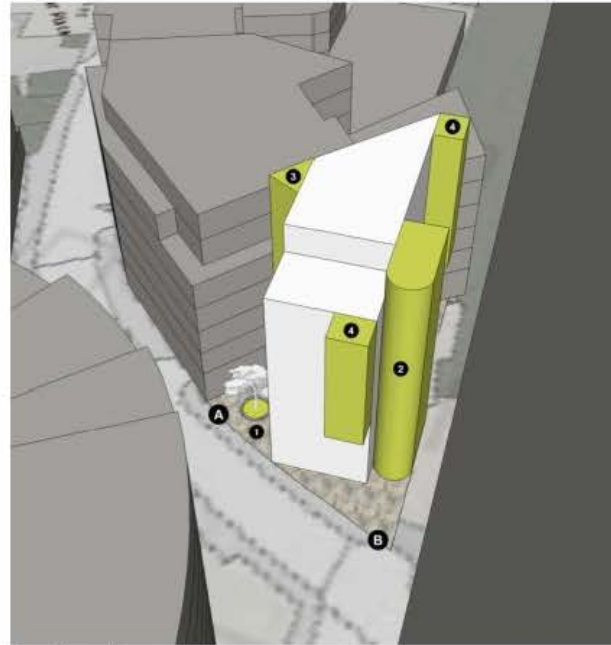
All of the external amenity space and cores are plugged on to the side of the building.

The entrance to the commercial space at first and second floors (A) is at the South side of the building through the courtyard space (1).

The residential entrance (B) is at the North side of the building by the viaduct. The stairwell (2) reaches all the way up to the top floor.

Winter gardens (4) are provided on the viaduct side of the building and balconies (3) are provided at the junction between the site and 61 Tanner Street.

## 3.0 Option 1 Development

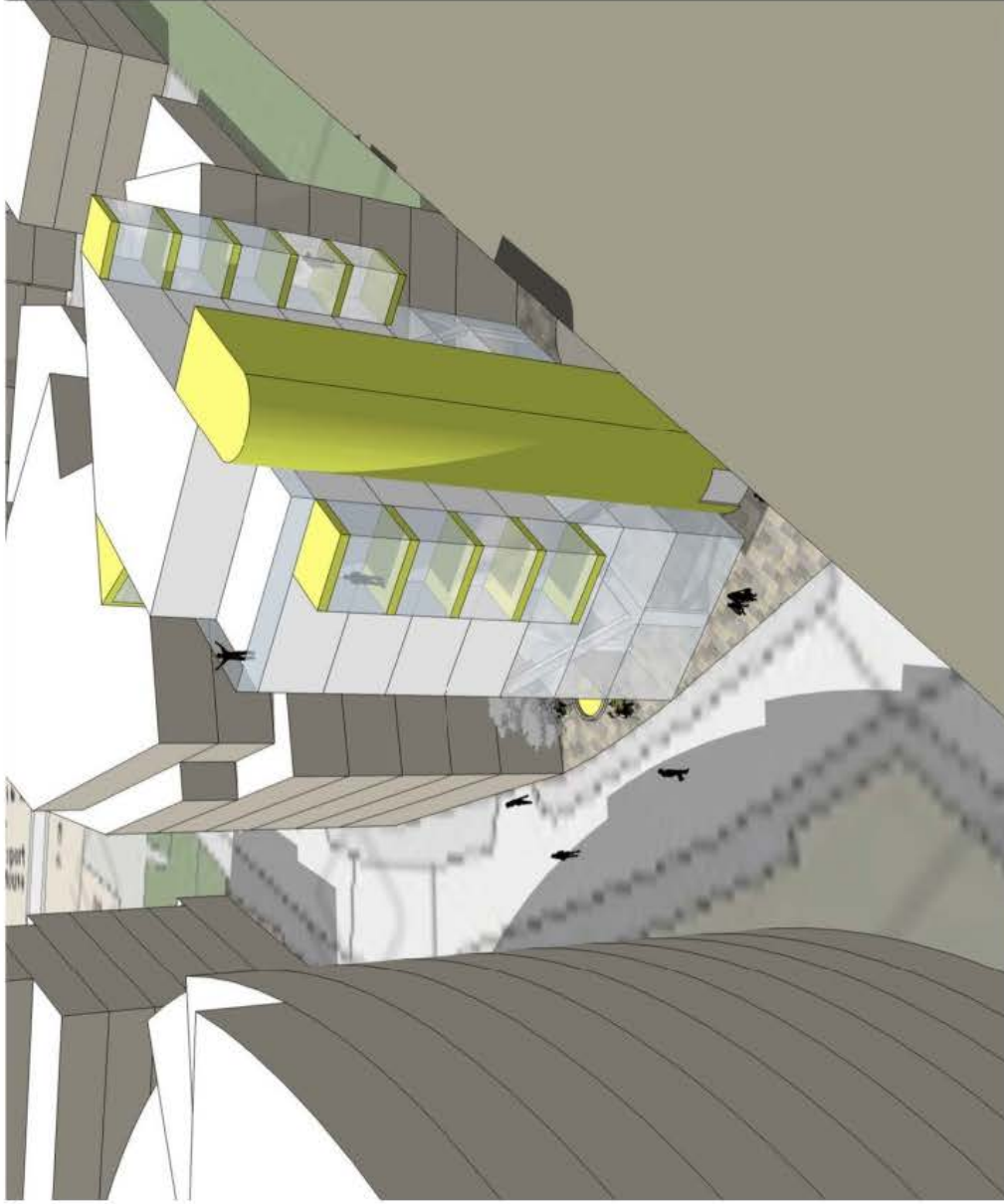


Amenities and core added



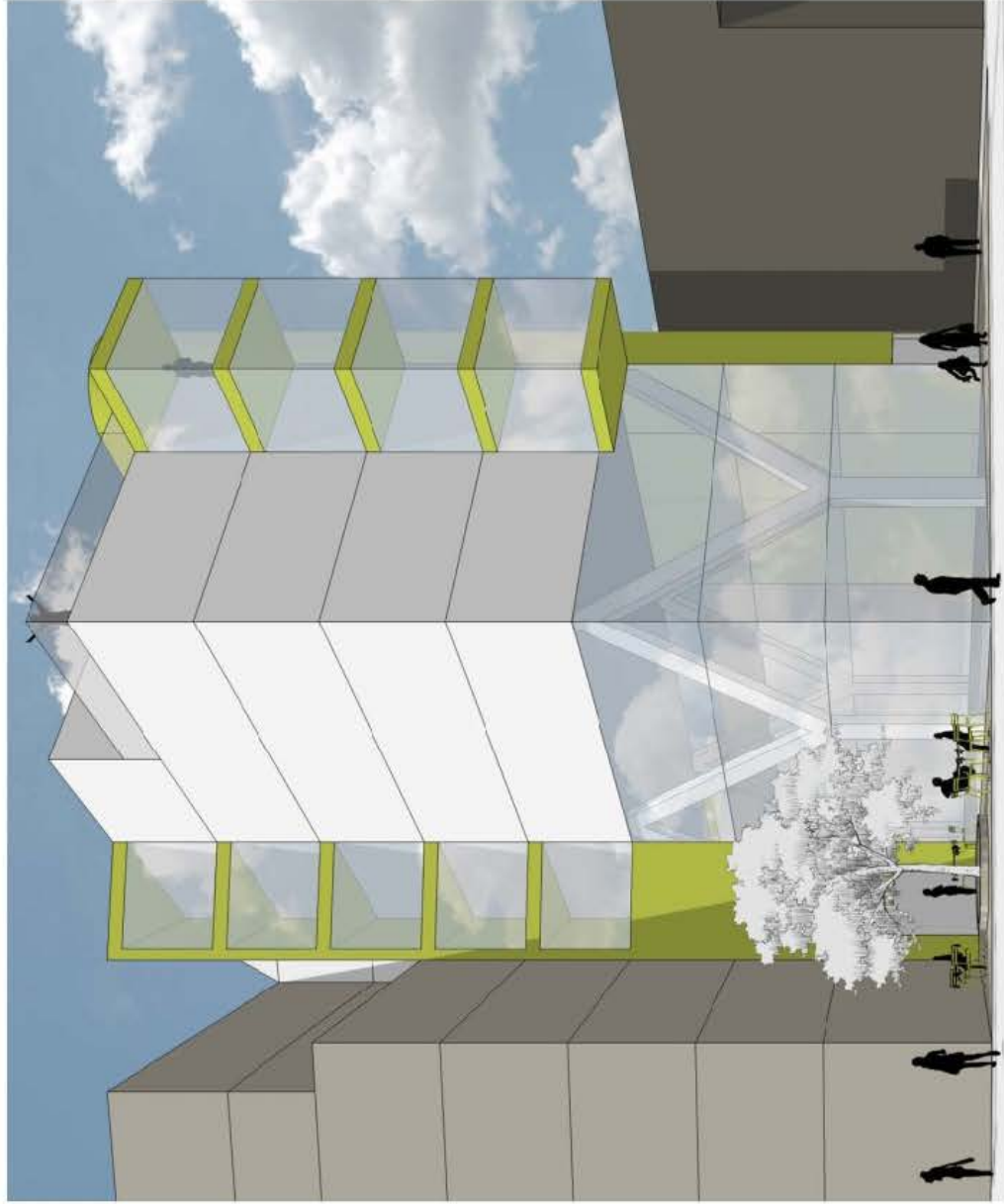
Current design

3.0 Option 1 Views

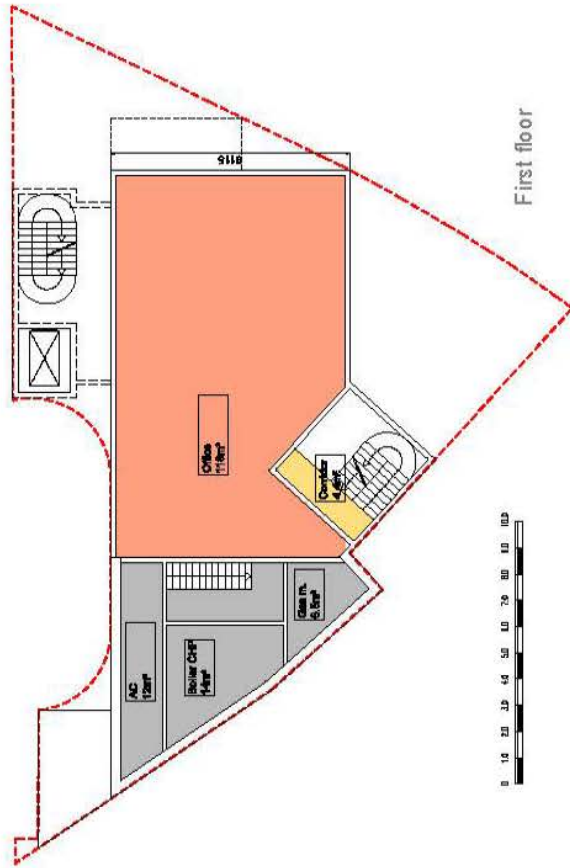


View from above the railway arches

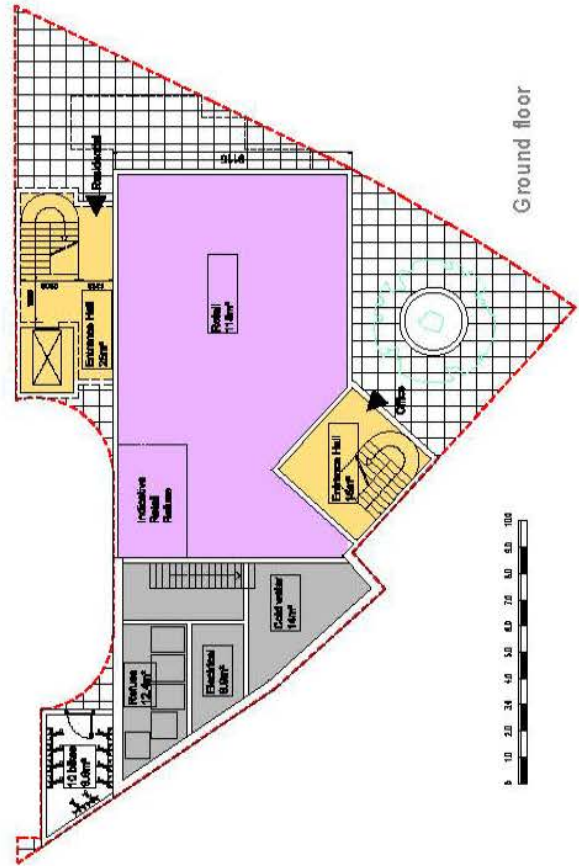
3.0 Option 1 Views



View from The Arc

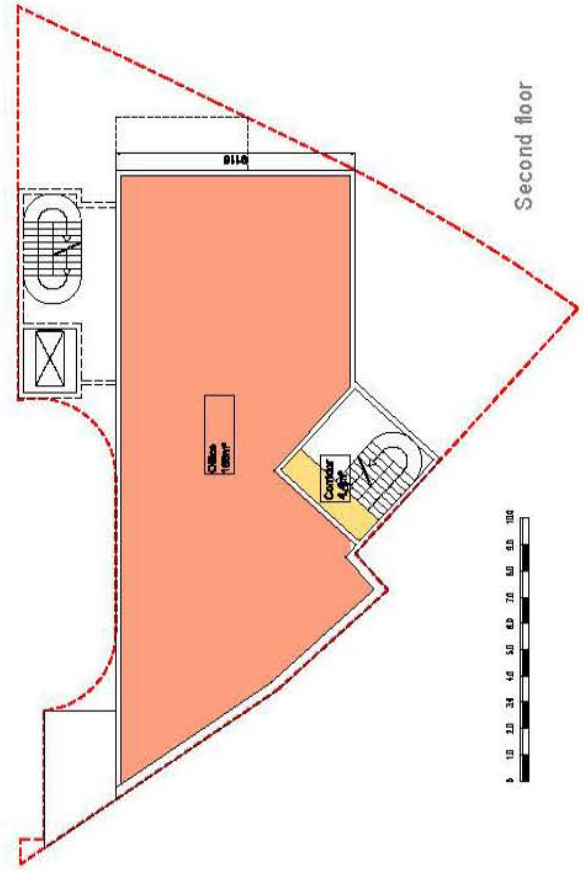
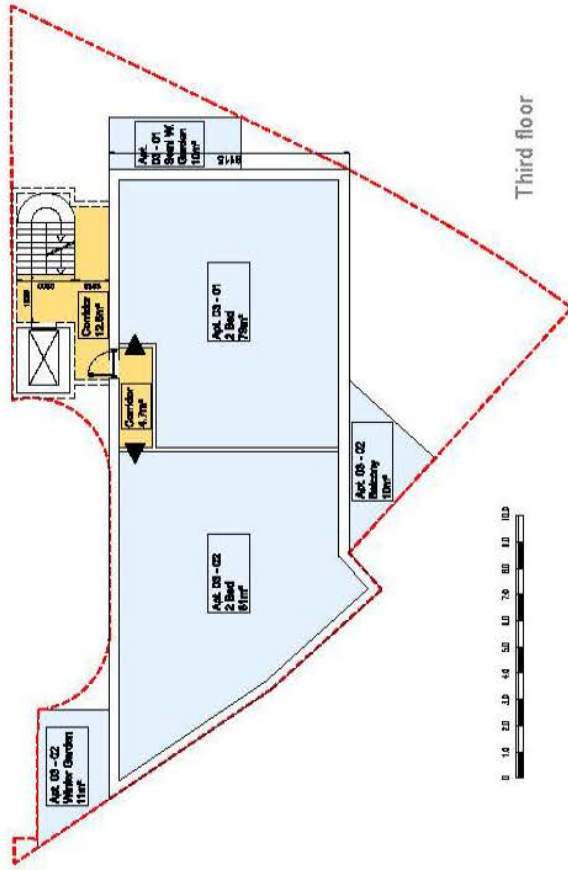


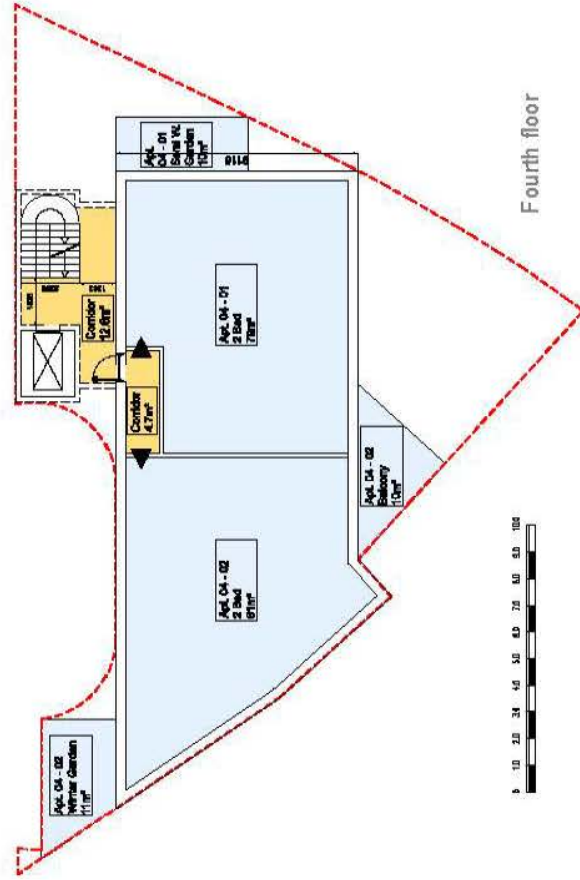
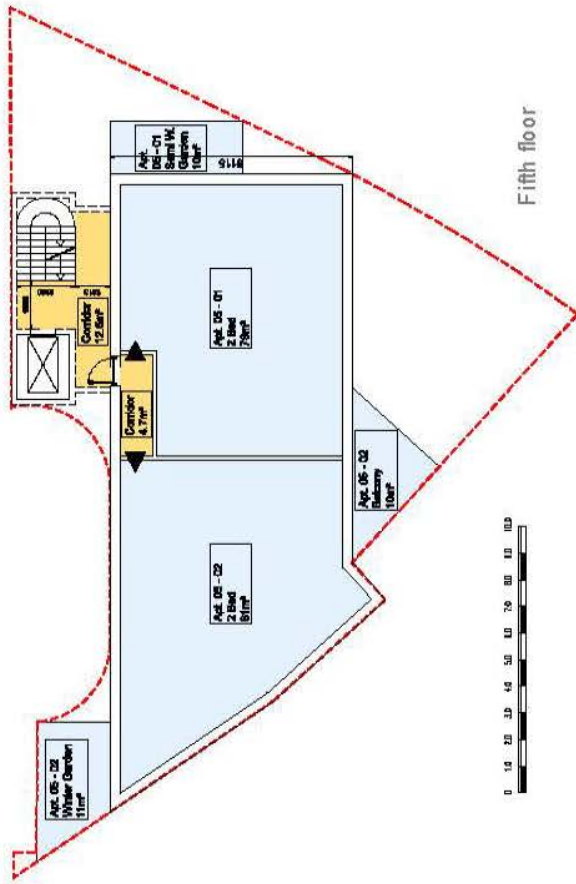
First floor

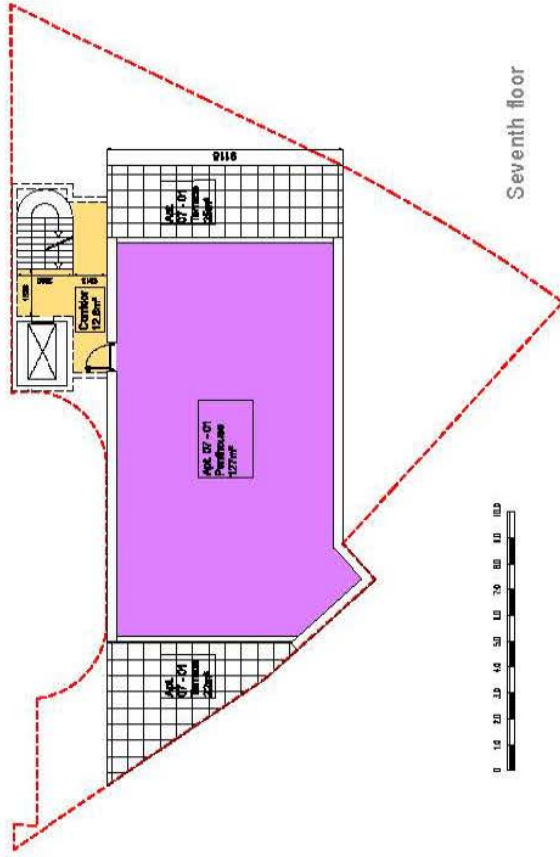


Ground floor

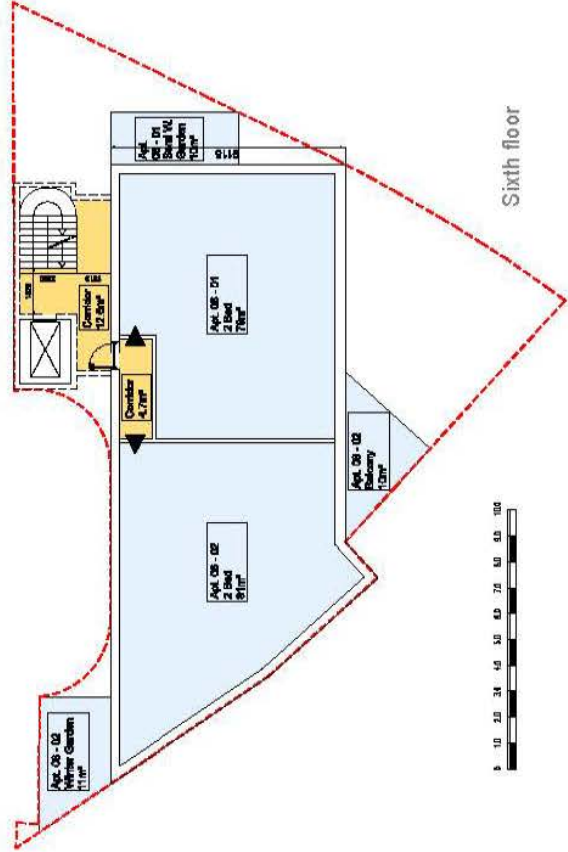








Seventh floor



Sixth floor

PROPOSED LAND DISPOSAL CONSULTATION REPORT

relating to

**APPLICATION BY NETWORK RAIL INFRASTRUCTURE LIMITED FOR REGULATORY CONSENT UNDER THE LAND DISPOSAL CONDITION OF ITS NETWORK LICENCE**

This report is provided as a supplement to our forms for the proposed disposal of land at  
This report is provided as a supplement to our forms for the proposed disposal of land at:

Site location and description: Site location and description: Consultation on proposed land disposal: 67-71 Tanner Street, London, SE1

We have consulted in relation to this evaluation, and summarise the results of this as follows:

Summary of position regarding responses: The consultation was sent to 25 consultees. There were 2 non responses. COLAS Freight and West Coast Railway Company who were emailed 2 times.

21 responses were either no comment or no objection

2 comments from Southern Railway and London & South Eastern Railway Limited (Southeastern) contained a more detailed response. This in detailed in Annex 1.

The full list of external consultees is set out below:

No.	External party (name)	Whether response received (y/n)	Date of response	Details of response (e.g. "no comment"), with reference to any accompanying copy representation in annexes to this report	Comments (e.g. as regards endeavours to obtain response where none given)
1	<b>Department for Transport</b>	Y	09 February 2015	no comment nor objection to the above proposed land disposal.	
2	<b>Arriva Trains Cross Country</b>	Y	22 December 2014	No objection	
3	<b>c2c Rail Limited</b>	Y	18 December 2014	No objection	
4	<b>Chiltern Railway Company Limited</b>	Y	18 December 2014	No comments	
5	<b>Eurostar International Limited</b>	Y	18 December 2014	No issue for EIL	
6	<b>First Great Western Limited</b>	Y	15 January 2015	No objection	
7	<b>Govia Thameslink Railway</b>	Y	18 December 2014	no objection to the proposal provided the sale contains a covenant requiring the purchaser to comply with NR Terms and Conditions for developing adjacent to	

				the railway	
8	<b>London &amp; South Eastern Railway Limited (Southeastern)</b>	Y	24 February 2015	Southeastern is satisfied with the proposal therefore has no further comment. - subject to a number of details from emails detailed in Appendix 1	
9	<b>Merseyrail Electrics 2002 Limited</b>	Y	18 December 2014	No comments	
10	<b>New Southern Railway Limited (Southern)</b>	Y	12 March 2015	No further comments	
11	<b>South West Trains Limited (including Island Line)</b>	Y	18 December 2014	No comment	
12	<b>COLAS Freight</b>	N	None	None	Emailed Thu 18/12/2014 followed up on Mon 09/02/2015 giving until 16 February 2015 for a response
13	<b>Direct Rail Services Limited</b>	Y	07 January 2015	No objections	
14	<b>DB Schenker (Formerly EWS)</b>	Y	09 February 2015	No objections	
15	<b>Freight Transport Association</b>	Y	09 February 2015	No comment	
16	<b>Freightliner Limited</b>	Y	18 December 2014	No comment	
17	<b>GB Railfreight Limited</b>	Y	18 December 2014	No issues	
18	<b>Rail Freight Group</b>	Y	18 December 2014	OK with RFG	
19	<b>West Coast Railway Company</b>	N			Emailed Thu 18/12/2014 followed up on Mon 09/02/2015 giving until 16 February 2015 for a response
20	<b>W. H. Malcolm</b>	Y	18 December 2014	No objections	
21	<b>Association of Community Rail Partnerships</b>	Y	05 January 2015	No objection	
22	<b>British Transport Police</b>	Y	14 April 2015	No comments	
23	<b>London</b>	Y	14 January	No comments	

	<b>Travelwatch</b>		2015		
24	<b>Transport for London</b>	Y	26 January 2015	No comment	
25	<b>London Borough of Southwark</b>	Y	18 June 2015	No Comment	

Copies of responses are given in the Annexe 1 to this report, as indicated above.

A copy of the consultation request (before customisation for any individuals) is given in Annex 2.

## Annex 1 – Stakeholder responses

### 1. Department for Transport

**From:** [@railexecutive.gsi.gov.uk]

**Sent:** 09 February 2015 14:11

**To:**

**Cc:**

**Subject:** RE: Consultation on proposed land disposal: 67-71 Tanner Street, London, SE1

Hi

I can confirm that DfT has no comment nor objection to the above proposed land disposal.

Thanks and regards

| Department for Transport | 3rd Floor - Great Minster House | 33 Horseferry Road | London | SW1P 4DR |

@railexecutive.gsi.gov.uk

Leading a world-class railway that creates opportunity for people and businesses

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### 2. Arriva Trains Cross Country

**From:** @crosscountrytrains.co.uk]

**Sent:** 22 December 2014 11:09

**To:**

**Subject:** FW: Consultation on proposed land disposal: 67-71 Tanner Street, London, SE1

XC Trains has no objection to this proposal.

Regards

CrossCountry

Phone: 0121 Mobile: Fax: 0121

Address: 5th Floor, Cannon House, 18 The Priory Queensway, Birmingham, B4 6BS

Buy train tickets online at [crosscountrytrains.co.uk](http://crosscountrytrains.co.uk) | Get our Train Tickets app for free from your app store or via our website

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### 3. c2c Rail Limited

**From:** @nationalexpress.com]

**Sent:** 18 December 2014 14:10

**To:**

**Subject:** RE: Consultation on proposed land disposal: 67-71 Tanner Street, London, SE1

On behalf of National Express Group, I confirm that we have no objections to the proposed disposal

Rgds

**From:** [@nationalexpress.com]

**Sent:** 19 December 2014 09:28

**To:**

**Cc:**

**Subject:** FW: FW: Consultation on proposed land disposal: 67-71 Tanner Street, London, SE1

My comments in my email on behalf of National Express Group apply here to NXET Trains Limited too

Rgds

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### 4. Chiltern Railway Company Limited

**From:** EXTL:

**Sent:** 18 December 2014 16:02

**To:**

**Subject:** RE: Consultation on proposed land disposal: 67-71 Tanner Street, London, SE1

Hello

There are no comments from Chiltern Railways.

Best,

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### 5. Eurostar International Limited

**From:** [@eurostar.com]

**Sent:** 18 December 2014 14:54

**To:**

**Subject:** RE: Consultation on proposed land disposal: 67-71 Tanner Street, London, SE1

No issue for EIL

Thanks

Eurostar International Limited  
Times House | Bravingtons Walk | London N1 9AW  
T +44 (0)20  
M +44 (0)  
eurostar.com

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#### 6. First Great Western Limited

**From:** @firstgroup.com

**Sent:** 15 January 2015 10:25

**To:**

**Subject:** Re: Consultation on proposed land disposal: 67-71 Tanner Street, London, SE1

Hello

Thank you for sight. We have no objection.

| First Great Western

3rd Floor | Milford House | 1 Milford St | Swindon SN1 1HL

e:@firstgroup.com

First Greater Western Limited | Registered in England and Wales number 05113733

Registered office: Milford House, 1 Milford Street, Swindon SN1 1HL.

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#### 7. Govia Thameslink Railway

**From:** [mailto:@GTRailway.com]

**Sent:** 18 December 2014 17:10

**To:**

**Subject:** Re: Consultation on proposed land disposal: 67-71 Tanner Street, London, SE1

Just a note to confirm that GTR has no objection to the proposal provided the sale contains a covenant requiring the purchaser to comply with NR Terms and Conditions for developing adjacent to the railway

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#### 8. London & South Eastern Railway Limited (Southeastern)

**From:** [mailto:@southeasternrailway.co.uk]

**Sent:** 24 February 2015 08:59

**To:**

**Subject:** FW: Consultation on proposed land disposal: 67-71 Tanner Street, London, SE1

Hi

I'm sending this email as I am uncertain if I sent a final response, if not, please accept my apologies.

Thank you for all the assurances received – Southeastern is satisfied with the proposal therefore has no further comment.

Regards

**Subject:** RE: Consultation on proposed land disposal: 67-71 Tanner Street, London, SE1

No further comments on my part, required assurances having been received.

Regards

**From:** <mailto:@southeasternrailway.co.uk>

**Sent:** 09 February 2015 12:14

**To:** <mailto:@southeasternrailway.co.uk>

**Cc:**

**Subject:** FW: Consultation on proposed land disposal: 67-71 Tanner Street, London, SE1

Good Afternoon

I've just received this update below regarding the proposed land development at Southwark.

Any further thoughts and comments, please could you let me know.

Regards

**From:** [mailto:@networkrail.co.uk]

**Sent:** 09 February 2015 12:05

**To:**

**Subject:** RE: Consultation on proposed land disposal: 67-71 Tanner Street, London, SE1

Thank you for your further comments. I have spoken to the project team about the possibility of glare and they have reassured me that they will carry out glare study to assess the potential affects from the building. They will supply this information to Network Rail's Asset Protection team and ensure that the results are fed back in to the design and choice of materials.



The gantry stairs will be fenced off from the development preventing access to the railway, the exact specification of this fencing is currently being discussed between Thameslink and the project team. There will also be a further gate on Tanner Street blocking public access between the building and the railway. This area will be used for parking for a Thameslink vehicle and for residential access to the bin stores, there will be no other vehicular access adjacent to the gantry staircase. The requirement for suitable fencing alongside the Network Rail operational boundary has also been specified as a necessity by the Network Rail internal Clearance procedure.

Regards,

Network Rail/ Solum Regeneration  
Floor 5, 1 Eversholt Street  
London, NW1 2DN

M

E @networkrail.co.uk

[www.networkrail.co.uk/property](http://www.networkrail.co.uk/property)

**From:** [mailto:@southeasternrailway.co.uk]

**Sent:** 30 January 2015 10:03

**To:** @networkrail.co.uk

**Subject:** FW: Consultation on proposed land disposal: 67-71 Tanner Street, London, SE1

Good Morning

Please find below further issues raised by our Ops team. It would appear further clarification is required in order for us to be satisfied with this proposal. Given the fact we have had many instances of 'glare' in the area I'm sure you will appreciate our concerns.

Kind Regards

**From:** <mailto:@southeasternrailway.co.uk>

**Sent:** 09 February 2015 12:14

**To:** <mailto:@southeasternrailway.co.uk>

I note from the reply below that the question regarding the glass has not been addressed, I would be concerned that we could have a mini shard on our hands.

I would be looking for assurance that this has been considered in the design.

With regards the gantry, this will sit in what will become a public courtyard at the entrance to the residential part of the development, how will the gantry be protected from potential impact from vehicles and from being used as a means of unlawful access to the railway? The artists impression does not take the presence of the gantry into consideration and it appears as if it will occupy a substantial portion of what is to become said courtyard.

**From:** <mailto:@southeasternrailway.co.uk>

**Sent:** 30 January 2015 08:31

**To:** <mailto:@southeasternrailway.co.uk>

**Cc:**

**Subject:** FW: Consultation on proposed land disposal: 67-71 Tanner Street, London, SE1

Morning

I've received this response from NWR regarding that land development at Southwark and the questions that you raised regarding the proposal.

Before I deliver a response today, could you please have a look and see if this satisfies our concerns? I will naturally include any further comments you come up with in my response.

Kind Regards

**From:** [mailto:@networkrail.co.uk]

**Sent:** 09 February 2015 12:05

**To:**

**Subject:** RE: Consultation on proposed land disposal: 67-71 Tanner Street, London, SE1

Thank you for your comments which I have addressed below:

Lighting

a) The development is still in the pre planning stages so the exact light specification cannot be confirmed. However, the developer Solum Regeneration will be entering into an Asset Protection agreement to ensure that the new building will not interfere with the operation of the railway.

b) Yes, there will be balconies and terraces on the development, as above the lighting on these will need to be reviewed by Network Rail's Asset Protection team. The balconies on the trackside are winter gardens so will be enclosed areas.

c) The external courtyard lighting will sit below the railway which is circa 9m above ground level. The lighting will be downwards facing so will have very little impact on the railway. The lighting specification will have to be reviewed and signed off by Network Rail's Asset Protection team before installation of the lighting can commence. The transfer of the land will have the standard legal wording to ensure that external illuminations cannot be affixed without Network Rail's authorisation.

## 2) Signal Gantry

The signal gantry has been installed by the Thameslink team who are completing their works alongside Solum Regeneration's scheme. We are liaising with the Project Manager at Thameslink to ensure that both schemes can be completed in tandem. The Sale and Purchase Agreement contains assurances that Thameslink's works must be completed to Network Rail's satisfaction before the land transfers over to Solum Regeneration's ownership. The scheme is still in the pre-planning phase and materials are still to be finalised. Asset Protection will review all submissions with regard to the installation of this gantry.

We have noted your comments and have forwarded them to the team for consideration in the design process. Please let me know if you have any further queries. If not, please confirm that you have no further comments.

Regards,

Network Rail/ Solum Regeneration

Floor 5, 1 Eversholt Street

London, NW1 2DN

M

E @networkrail.co.uk

www.networkrail.co.uk/property

**From:** [mailto:@southeasternrailway.co.uk]

**Sent:** 15 January 2015 10:23

**To:**

**Subject:** FW: Consultation on proposed land disposal: 67-71 Tanner Street, London, SE1

Good Morning

Thanks for sending me through this consultation.

As this proposal is close to our railway operations I have informed our Operational Standards team for their input. They have assessed the proposal and have visited the site and have requested the following concerns be addressed before we can make a final judgement;

The proposal details that the development will be made of glass. We have concerns over the effect this may have so close to the railway line. Can you confirm the following please?

-What type of glass is planned to be used? Is it of the type that as the sun increases, the glass will reflect more sun back to keep residents of the building cooler.

-Looking at the artist impressions, there appear to be observation platforms on both faces of the building. What type of lighting will be used on these during the hours of darkness? Fluorescent, colours etc.

-Will there be any external lighting on the building? For example, spotlights to light courtyards, PIR security lights.

You will see from the attached photo that there is a signal gantry on the land, this does not appear within your proposal so we would appreciate some clarity on this as this may have a severe impact on the development.

With regards to the signal gantry that is in close proximity, which way will the signals be positioned? Will they be for trains coming in to London Bridge or leaving? These could be affected by sun glare on to the lenses, washing out the aspects being displayed or giving a spurious aspect. Has it been taken into account the sun tracking across that particular section of line East to West?

Many thanks for your cooperation in this matter

Kind Regards

Southeastern

Friars Bridge Court

41-45 Blackfriars Road

London SE1 8PG

Mobile:

**9. Merseyrail Electrics 2002 Limited****From:** [mailto:@merseyrail.org]**Sent:** 18 December 2014 15:07**To:****Subject:** RE: Consultation on proposed land disposal: 67-71 Tanner Street, London, SE1

Merseyrail have no comments on the above proposal.

Regards

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**10. New Southern Railway Limited (Southern)****From:** [mailto:@southernrailway.com]**Sent:** 12 March 2015 09:39**To:****Subject:** RE: Consultation on proposed land disposal: 67-71 Tanner Street, London, SE1

Morning

We can confirm we have no further comments to make in respect of the above.

Regards

FACILITIES

Go-Ahead House | 26-28 Addiscombe Road | Croydon | Surrey | CR9 5GA

e: @southernrailway.com | t: external 020 | internal |

P Save a tree ... please don't print this e-mail unless you really need to

**From:** @networkrail.co.uk**Sent:** 06 March 2015 14:39**To:** @southernrailway.com**Subject:** RE: Consultation on proposed land disposal: 67-71 Tanner Street, London, SE1

Hi

Have you had an opportunity to consider my email of 17th February?

I would like to answer any of Southern's remaining queries ASAP so that I can submit the LC7 application.

Regards,

Network Rail/ Solum Regeneration

1 Eversholt Street

London, NW1 2DN

M

E @networkrail.co.uk

[www.networkrail.co.uk/property](http://www.networkrail.co.uk/property)**From:** [mailto:@networkrail.co.uk]**Sent:** 17 February 2015 09:53**To:****Subject:** RE: Consultation on proposed land disposal: 67-71 Tanner Street, London, SE1

I have spoken to the project team about the possibility of glare and they have confirmed that they will carry out a study to assess the potential affects of glare from the building. They will supply this information to Network Rail's Asset Protection team and ensure that the results are fed back in to the design and choice of materials. As a result, Network Rail can give assurances that this will be picked up in the internal authorisation process.

The planning application has now been submitted, the building will have to confirm to the regulatory standards for noise protection to achieve a planning compliant building. Any necessary noise barriers or protection would be installed by the developer Solum Regeneration. These would be designed in to the scheme as part of the design process and dictated by Southwark Council, Network Rail's Asset Protection team and statutory regulations. I am uncertain how financial burden could be placed on the TOC when this scheme would have been built with necessary noise protection for the adjacent railway line, could you provide me with a bit more detail on this point?

You have requested that Southern are directly consulted on the plans, at what stage and in what format do you envisage this consultation to occur?

The scheme is designed so that commercial accommodation is on the ground and first floor and residential on the upper floors.

Regards,

Network Rail/ Solum Regeneration

Floor 5, 1 Eversholt Street

London, NW1 2DN

M

E @networkrail.co.uk  
[www.networkrail.co.uk/property](http://www.networkrail.co.uk/property)

**From:** [mailto:@southernrailway.com]

**Sent:** 03 February 2015 12:04

**To:**

**Subject:** RE: Consultation on proposed land disposal: 67-71 Tanner Street, London, SE1  
Afternoon

Reference is made to the above and we list our comments in this respect:-

Based on the indicative artists impression of the new development, and noting that final planning permission has not yet been submitted, we have concerns of a further re-development scheme close to the railway line whereby potentially a significant amount of glass on the structure end will be facing east and parallel to the railway line. There have been a number of issues in the London Bridge area over the last few years of reflective sunlight glare caused by glass structures facing approaching trains on the east; west solar path axis. Drivers have registered a number of concerns on how this has affected their visibility of signals at certain times of the year.

As the re-development is a Solum project, of which Network Rail is a joint venture partner, we would expect Network Rail to evaluate the risk and where necessary, alter the design/materials of the development to reduce or avoid sunlight glare onto the adjacent railway line. We therefore seek NR assurances in this respect.

We are concerned that the documents state there is no impact on TOCs, however the designs presented and a key element of the scheme suggests that the residential properties proposed are elevated and some will be level with the railway.

Given the increasing issues with noise, light and privacy complaints, we are seeing as an industry we are of the opinion that this project is likely to give rise to future issues and could lead to requirements for mitigations such as noise barriers. We would appreciate assurances that both Southern and GTR would be directly consulted on plans (i.e. not simply through the Council planning process) and would suggest that consideration be given to ensuring that commercial accommodation be placed at track level. Alternatively, suitable barriers or other mitigations would be installed by Network Rail as the joint beneficiaries of the project, ensuring no financial burden on the TOCs operating through this area.

We now await hearing from you further.

Thanks and regards.

---

#### **11. South West Trains Limited (including Island Line)**

**From:** (SWT)

**Sent:** 18 December 2014 14:05

**To:**

**Subject:** Re: Consultation on proposed land disposal: 67-71 Tanner Street, London, SE1

With respect to the above proposed Land Disposal, on behalf of Stagecoach South Western Trains Ltd and East Midlands Trains Ltd, 'No Comment'

Stagecoach South Western Trains / East Midlands Trains

Tel - 020

Mob -

Head Office:

SSWT, Friars Bridge Court, 41-45 Blackfriars Road, London SE1 8NZ

EMT, Prospect House, 1 Prospect Place, Millennium Way, Pride Park, Derby DE24 8HG. Tel:

Stagecoach Rail: 10 Dunkeld Road, Perth PH1 5TW

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#### **12. COLAS Rail**

**No response**

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#### **13. Direct Rail Services Limited**

**From:** [mailto:@drsl.co.uk]

**Sent:** 07 January 2015 10:51

**To:**

**Subject:** RE: Consultation on proposed land disposal: 67-71 Tanner Street, London, SE1

Direct Rail Services have no objections to the proposed land disposal at Tanner St. London.

Regards

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#### **14. DB Schenker (Formerly EWS)**

**From:** EXTL:

**Sent:** 09 February 2015 15:18

**To:**

**Subject:** RE: Consultation on proposed land disposal: 67-71 Tanner Street, London, SE1

I can confirm that DB Schenker has no objection to the proposed land disposal as described.

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**15. Freight Transport Association**

**From:** [mailto:@fta.co.uk]

**Sent:** 09 February 2015 14:30

**To:**

**Subject:** RE: Consultation on proposed land disposal: 67-71 Tanner Street, London, SE1

Apologies we have no comment.

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Freight Transport Association

Mobile :

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**16. Freightliner Limited**

**From:** [mailto:@Freightliner.co.uk]

**Sent:** 18 December 2014 14:12

**To:**

**Subject:** RE: Consultation on proposed land disposal: 67-71 Tanner Street, London, SE1

Freightliner has no comments to make on this proposal

Regards

---

**17. GB Railfreight Limited**

**From:** EXTL:

**Sent:** 18 December 2014 18:58

**To:**

**Subject:** Re: Consultation on proposed land disposal: 67-71 Tanner Street, London, SE1

No issues from GB Railfreight.

Regards

GB Railfreight Ltd.,

3rd Floor,

55 Old Broad Street,

London, EC2M 1RX.

Tel: 020

---

**18. Rail Freight Group**

**From:** [mailto:@rfg.org.uk]

**Sent:** 18 December 2014 14:02

**To:** Western

**Subject:** Re: Consultation on proposed land disposal: 67-71 Tanner Street, London, SE1

Ok with RFG,

Thanks,

Rail Freight Group

@rfg.org.uk

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**19. West Coast Railway Company**

**No response**

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**20. W. H. Malcolm**

**From:** [mailto:@whm.co.uk]

**Sent:** 18 December 2014 13:51

**To:**

**Subject:** RE: Consultation on proposed land disposal: 67-71 Tanner Street, London, SE1

WH Malcolm has no objections to the proposal.

Malcolm Group, Tillyflats, Laurieston Road, Grangemouth, UK, FK3 8XT

Tel: | Fax: Mobile:

**21. Association of Community Rail Partnerships**

**Sent:** 05 January 2015 15:47

**To:**

**Subject:** RE: Consultation on proposed land disposal: 67-71 Tanner Street, London, SE1

Hello

ACoRP have no objection to this disposal

Kind regards

ACoRP

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**22. British Transport Police**

**From:** @btp.pnn.police.uk]

**On Behalf Of:**

**Sent:** 14 April 2015 15:40

**To:**

**Subject:** RE: Consultation on proposed land disposal: 67-71 Tanner Street, London, SE1

Apologies for the delay BTP have no further comments to make.

Thank you ,

---

**23. London Travelwatch**

**From:** [mailto:@londontravelwatch.org.uk]

**Sent:** 14 January 2015 10:14

**To:**

**Subject:** RE: Consultation on proposed land disposal: 67-71 Tanner Street, London, SE1

Dear

London TravelWatch has no comments to make regarding the aforementioned proposal.

Regards

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**24. Transport for London**

**From:** [mailto:@tfl.gov.uk]

**Sent:** 26 January 2015 10:53

**To:**

**Subject:** RE: Consultation on proposed land disposal: 67-71 Tanner Street, London, SE1

TfL has no comment on this proposed property disposal.

Regards,

---

**25. London Borough of Southwark**

**From:** [mailto:@southwark.gov.uk]

**Sent:** 23 June 2015 11:03

**To:**

**Cc:** (@solumregeneration.co.uk)

**Subject:** RE: Consultation on proposed land disposal: 67-71 Tanner Street, London, SE1

I have no comments.

Regards

**From:** [mailto:@networkrail.co.uk]

**Sent:** Thursday, June 18, 2015 4:44 PM

**To:**

**Cc:** (@solumregeneration.co.uk)

**Subject:** FW: Consultation on proposed land disposal: 67-71 Tanner Street, London, SE1

Hi

I work for Network Rail with the Solum Regeneration team working on the Tanner Street development site. In order to transfer the land at 67-71 Tanner Street to Solum I need to consult stakeholders on the proposed sale. The Office of Rail and Road (ORR) regulates how Network Rail Infrastructure Limited disposes of its land through condition 7 of its network licence. The objective being to protect land that may be required for future development of the network and to prevent the disposal of land against public interest. If you are not familiar with the process and have any questions please let me know.

I have consulted industry stakeholders shown in the emails below, however, I inadvertently left you off the consultation list. The attached detail is what I sent in December, I am aware that the scheme has now had approval at committee and some of the dates have shifted out, but the attached contains the principle of the development for licence condition 7 purposes. I need to collect all comments on the attached, even if they are just 'no comment'. I will then collect all the responses with the Evaluation Form and send them to the ORR for approval. Please could you send me any comments you have about the sites potential for future railway use, or 'no comment' if you do not have any.

I look forward to hearing from you.

Regards,

## **Appendix 2. Network Rail's Consultation emails**

**Sent:** 09 February 2015 13:22

**To:**

**Subject:** FW: Consultation on proposed land disposal: 67-71 Tanner Street, London, SE1

Dear consultee,

Property: 67-71 Tanner Street, London, SE1

I wrote to you on 18th December to seek your comments in relation to a proposed land disposal at the above location and have received no response.

I request any comments, please, by 16th February 2015 (including any "no comment" response). If I do not receive any comments by this time I will presume that you have no objections to the application.

Regards,

Network Rail/ Solum Regeneration

Floor 5, 1 Eversholt Street

London, NW1 2DN

M

E @networkrail.co.uk

[www.networkrail.co.uk/property](http://www.networkrail.co.uk/property)

**From:** @networkrail.co.uk

**Sent:** 18 December 2014 13:48

**To:**

**Subject:** Consultation on proposed land disposal: 67-71 Tanner Street, London, SE1

Dear consultee,

Property: 67-71 Tanner Street, London, SE1

We seek to consult you as regards your views, please, on our proposed disposal by way of a freehold sale at 67-71 Tanner Street, London.

We attach a draft application form to the Office of Rail Regulation which, with its related plan(s), explains the proposal in detail. Subject to the outcome of our consultation, we may make a formal application to ORR for consent to make the disposal under the terms of our network licence land disposal condition. We would expect to make an application based on this form, updated in the light of consultation responses.

Alternatively, if in the light of the consultation responses, the proposed disposal would qualify to be made under ORR's general consent, we may complete it accordingly.

ORR reviewed our land disposal arrangements so that from 1 April 2008, ORR will no longer launch any separate consultations when we apply for consent to dispose of land. The arrangements are that we will consult and report the results to ORR in conjunction with our application. It is therefore important that we have your views, so that these may be considered in ORR's decision.

We request your comments, please, by 30th January 2015 (including any "no comment" response). It would be helpful if your response is provided by email.

Kind regards,

Network Rail/ Solum Regeneration

Floor 5, 1 Eversholt Street

London, NW1 2DN

M

E @networkrail.co.uk

[www.networkrail.co.uk/property](http://www.networkrail.co.uk/property)