

**Les Waters**  
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Railway Markets and Economics  
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Telephone 020 7282 2106



26 June 2017

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

### **Network licence condition 7 (land disposal): West Croydon station, London**

#### **Decision**

1. On 27 April 2017, Network Rail gave notice of its intention to dispose of land at West Croydon station, London (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 with current information.
4. In considering the proposed disposal we note that:
  - there is no evidence that current or future railway operations would be affected adversely;
  - currently there is no car parking provision in the station lease area, but no objections or concerns over car parking were raised; and
  - the transaction would facilitate Network Rail's acquisition of land close to East Croydon station that would be required for the Brighton mainline upgrade.
5. Network Rail's submission and further statements have shown that the concerns and objections from Arriva Rail London and Transport for London have been addressed. The parties are content that their plans for future stabling can be accommodated by other land in Network Rail's ownership. Additionally, both parties would be consulted as part of the planning application process and/or station change procedure in relation to the points of detail regarding station layout.



6. 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.

7. We have had regard to our decision criteria in *Land disposal by Network Rail: the regulatory arrangements, December 2013*,<sup>1</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”.

8. 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 and Road**

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<sup>1</sup> Available from [www.rail-reg.gov.uk/server/show/nav.150](http://www.rail-reg.gov.uk/server/show/nav.150)

# 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	Freehold disposal of land to the west of the railway adjoining West Croydon Station. Proposed residential development of the land by Wandle Housing Association Ltd (Wandle).
Plans attached: (all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)	Plan number 5525461-2 Rev A, with proposed disposal site coloured blue and Network Rail's retained land coloured green. The boundary of the station lease is shown by blue line.
Clearance Ref:	CR/28475
Project No.	146157
Ordnance survey coordinates	532184E 166224N
Photographs (as required)	
2. Proposal	
Type of disposal (i.e. lease/freehold sale)	Freehold sale
Proposed party taking	Wandle Housing Association Ltd (Wandle)

Proposed use / scheme	<p>Wandle Housing Association (Wandle) want to take an option over land adjacent to West Croydon Station, the disposal site, to give them the ability to work up a suitable planning application for residential development.</p> <p>The land forms part of the West Croydon master plan which supports residential development at this location.</p> <p>This is in connection with Wandle disposing of their freehold interest to Network Rail of their site at Lamberts Place, close to East Croydon Station, which is included in land which has been identified by Network Rail as being required on both a temporary and permanent basis in order to successfully deliver the upgrade scheme on the Brighton Main Line. The majority of the land requirements will be delivered through a Transport and Works Act Order (TWAO) during Control Period 6.</p> <p>Wandle have obtained planning consent for residential development of their site located at Lamberts Place but are happy to sell the freehold of the site on the proviso that Wandle can exercise an option to assess the likelihood of a purchase of a site from Network Rail for residential development, the disposal site.</p>
Access arrangements to / from the disposal land	From the adjoining highway, London Road.
Replacement rail facilities (if appropriate)	Not applicable.
Anticipated Rail benefits	With consent granted to dispose of the West Croydon site Network Rail will be able to purchase the Lamberts Place site at East Croydon from Wandle. This will be a major milestone in securing the necessary land for the Brighton Mainline Upgrade project, which will enable a wider railway on this section of the Brighton Mainline, thus increasing capacity to meet the objectives of the project and Department for Transport.
Anticipated Non-rail benefits	Network Rail has been tasked by government to release land deemed surplus to railway requirements for use as housing land. This particular site had not been previously included for disposal as residential development so will therefore contribute towards Network Rail's target.
<b>3. Timescales</b>	
Comments on timescales	Wandle need to go through the necessary planning procedures to understand what residential scheme can be developed on the site. This could mean disposal of the site will likely not take place until the end 2018/early 2019.

#### 4. Railway Related Issues

<p>History of railway related use</p>	<p>Ordnance Survey Mapping data reviewed shows there was railway use of the land in 1961.  Evidence from Google Earth shows there was no railway related use of this land in 2003.  There is no data available for the period 1961 – 2003.  Therefore, it is evident that railway use of the land ceased at some point between 1961 and 2003.</p>
<p>When last used for railway related purposes</p>	<p>Railway use of the land ceased at some point between 1961 and 2003.</p>
<p>Any railway proposals affecting the site since that last relative use</p>	<p>None</p>
<p>Impact on current railway related proposals</p>	<p>None, there are no railway proposals.</p>
<p>Potential for future railway related use</p>	<p>Network Rail’s internal clearance process did not identify any future railway related uses for the disposal site. A further assessment of the Route Utilisation Strategy has been carried out by Network Rail Property and there are no references in the strategy document to the disposal land being required in any way for the adjoining West Croydon Station.</p> <p>Part of the disposal site is leased to London Borough of Croydon and used as a general public car park. It has been confirmed by the Network Rail Station Portfolio Surveyor that the car park was put into the station lease in 1994, however this was in error. The station change procedure was carried out in 2010 to remove the car park from the station lease. Station Change reference GAS/22/241/10/22 applies.</p> <p>There is no reference to the car park in the station appendices and it is not included in the long term charge.  The station franchise operator, Arriva Rail London has not identified any requirement for car parking in the consultation, nor has any other consultee.</p>
<p>Any closure or station change or network change related issues</p>	<p>None.</p>

<p>Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future</p>	<p>With consent granted to this disposal Network Rail will be able to purchase the Lamberts Place site at East Croydon from Wandle. This will be a major milestone in securing the necessary land for the Brighton Mainline Upgrade project, which will enable a wider railway on this section of the Brighton Mainline, thus increasing capacity to meet the objectives of the project and Department for Transport.</p> <p>If Network Rail were not to purchase the Wandle site at Lamberts Place it would import risk to the Brighton Mainline project by:</p> <ul style="list-style-type: none"> <li>• It would lead to increased risk from the residential objectors (built out residential sites) to the TWAO.</li> <li>• Network Rail's compensation liability would likely to be increased with approx. 25 owners/occupiers on a fully developed site.</li> </ul>
<p>Position as regards safety / operational issues on severance of land from railway</p>	<p>The disposal does not include a 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>
<p><b>5. Planning History and Land Contamination</b></p>	
<p>Planning permissions / Local Plan allocation (if applicable)</p>	<p>The land forms part of the West Croydon master plan which supports residential development at this location. A meeting was held between Network Rail, Wandle Housing Association and the planning department of the London Borough of Croydon to talk further about the site. The London Borough of Croydon confirmed the site would be suitable for residential development and welcomed Wandle Housing Association to progress this further through the official pre-application process.</p>

Contamination / Environmental Issues (if applicable)	N/A
<b>6. Consultations</b>	
Railway (internal – Network Rail)	Both internal business and technical clearance has been approved. CR/28475 applies.
Summary of position as regards external consultations	<p>26 stakeholders were consulted and 25 responses were received. Initial objections were received from Arriva Rail London (London Overground) and Transport for London. Their objection can be broadly split into two areas;</p> <ul style="list-style-type: none"> <li>• Future operational requirements of the railway</li> <li>• The current use and operation of West Croydon Station</li> </ul> <p>The operational requirements concern has been dealt with by Network Rail's Brighton Mainline Project Sponsor directly with TFL. Comments received from Stephen Miles at TFL are as follows;</p> <p>"ARL's (Arriva Rail London – London Overground) response to the consultation was down to an out-of-date understanding of Tfl's position on future stabling needs for a larger East London Line fleet. Having now explained what our latest thinking is, I have received written confirmation from Gareth Biggins – Head of Concession Management at ARL – that they are happy the release of the West Croydon site won't impact on Tfl's future plans and to that extent their concerns have been satisfied."</p> <p>In regards to the current operation and management of West Croydon station, no residential scheme will be implemented which will affect those operations. Wandle are fully briefed and completely understand the need not to impact West Croydon station in any detailed scheme they work up. In addition TFL/Arriva Rail London will be a consultee as part of any planning application submitted for the development of the site by Wandle. To add, the London Borough of Croydon will not support a scheme which would adversely affect the operation of West Croydon station. Both Wandle and Network Rail will work closely with the station operator to ensure there is no impact on station operations.</p> <p>There were no other objections to this disposal. No response was received from Grand Central Railways despite endeavours to obtain a response but they do not operate at this location so their lack of response is not regarded as critical.</p>
Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward	There are no unresolved objections.

7. Local Authorities			
Names & Email Addresses:	London Borough of Croydon		
Local Transport Authorities:			
Other Relevant Local Authorities:			
8. Internal Approval			
Surveyor Name:	xxxx		
Approved by Property Services Manager	<table border="1"> <tr> <td>Name: xxxx</td> <td>Date Approved by PSM: 5 April 2017</td> </tr> </table>	Name: xxxx	Date Approved by PSM: 5 April 2017
Name: xxxx	Date Approved by PSM: 5 April 2017		





**Legend**

- Disposal site
- Network Rail retained land
- Station lease boundary



<b>Landinformation</b>	
<b>West Croydon</b>	
Sale Plan Including NR Ownership	
Coordinates $\oplus$ 532193E 166212N	
Date: 10 Apr 2017	Drawn By: Dan Faulkner
Drawing No: 5525461-2	Rev: A
Scale: 1:1250	@ A3



# CONSULTATION REPORT

relating to

## PROPOSED LAND DISPOSAL

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

Site location and description: Land adjacent to West Croydon Station, London

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

Summary of position regarding responses: 26 stakeholders were consulted and 25 responses were received. Initial objections were received from Arriva Rail London (London Overground) and Transport for London.

The initial objections can be broadly split into two areas;

- Future operational requirements of the railway
- The current use and operation of West Croydon station

The operational requirements concern has been dealt with by Network Rail's Brighton Mainline Project Sponsor directly with TFL. Comments

received from Stephen Miles at TFL are as follows;

“ARL’s (Arriva Rail London – London Overground) response to the consultation was down to an out-of-date understanding of TfL’s position on future stabling needs for a larger East London Line fleet. Having now explained what our latest thinking is, I have received written confirmation from xxxx at ARL – that they are happy the release of the West Croydon site won’t impact on TfL’s future plans and to that extent their concerns have been satisfied.”

In regards to the current operation and management of West Croydon station, no residential scheme will be implemented which will affect those operations. Wandle are fully briefed and completely understand the need not to impact West Croydon station in any detailed scheme they work up. In addition TFL/Arriva Rail London will be a consultee as part of any planning application submitted for the development of the site by Wandle. To add, the London Borough of Croydon will not support a scheme which would adversely affect the operation of West Croydon station. Both Wandle and Network Rail will work closely with the station operator to ensure there is no impact on station operations.

There were no other objections to this disposal. No response was received from Grand Central Railways despite endeavours to obtain a response but they do not operate at this location so their lack of response is not regarded as critical.

The full list of external consultees is set out below:

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No.	External party (name)	Contact name, email address and telephone	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	Cross Country Trains Ltd		Y	18/10/16	No comment	
2	GB Railfreight		Y	18/10/16	No objection	
3	c2c National Express Group		Y	18/10/16	On behalf of National Express Group and NXET Trains Ltd, I confirm that we have no objection to the proposed disposal.	
4	Great Western Railway		Y	18/10/16	No objection .	
5	W H Malcolm Ltd		Y	18/10/16	No objections.	
6	West Coast Railway		Y	18/10/16	No comments	
7	Rail Freight Group		Y	18/10/16	Looks ok	
8	Northern Railway		Y	18/10/16	No objection	
9	Merseyrail		Y	18/10/16	No comments	
10	Southeastern Railway		Y	18/10/16	No comment	
11	Chiltern Railways		Y	18/10/16	No comment	

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12	<b>Freightliner</b>		Y	18/10/16	No comment	
13	<b>COLAS Rail</b>		Y	28/10/16	No comment	
14	<b>Association of Community Rail Partnerships</b>		Y	28/10/16	No objection .	
15	<b>Eurostar International Limited</b>		Y	24/10/16	No issue for EIL	
16	<b>Department for Transport</b>		Y	07/11/16	No comment.	
17	<b>Arriva Rail London (formerly London Overground)</b>		Y	16/11/2016	Initial reservations resolved. See correspondence in Appendix 1	
18	<b>Transport for London</b>		Y	16/11/2016	Initial reservations resolved. See correspondence in Appendix 1	
19	<b>Freight Transport Association</b>		Y	16/11/2016	No comment.	
20	<b>Direct Rail Services</b>		Y	18/11/2016	No comment	
21	<b>London Travel Watch</b>		Y	18/11/2016	London TravelWatch has no objection to the aforementioned proposal, providing, it does not affect future railway related developments.	
22	<b>British Transport Police</b>		Y	21/11/2016	No objections	
23	<b>DB Cargo (UK) Limited</b>		Y	22/11/2016	No objection	

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24	<b>London Borough of Croydon</b>		Y	09/02/2017	See comment in Appendix 1	
25	<b>Govia Thameslink Railway</b>		Y	19/04/2017	No objection	
26	<b>Grand Central Railway</b>		N			<p>In addition to original consultation email of 18<sup>th</sup> October 2016, emails also sent 16<sup>th</sup> November 2016 and 21<sup>st</sup> February 2017.</p> <p>No response has been received and as the train operator does not run services within this route it is reasonably assumed they have no interest in this land disposal. No further chasing has been carried out.</p>

Copies of responses are given in 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. Cross Country Trains**

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

**Sent:** 18 October 2016 11:11

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

**Subject:** RE: Consultation on proposed land disposal: Land adjacent West Croydon Station London

XC Trains Ltd has no comment on this proposed disposal.

Regards  
CrossCountry

Phone: Mobile: Fax:

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

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**2. GB Railfreight**

**From:** EXTL:

**Sent:** 18 October 2016 11:18

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

**Subject:** RE: Consultation on proposed land disposal: Land adjacent West Croydon Station London

No objections from GBRf.

Regards

GB Railfreight Ltd.,

3rd Floor,  
55 Old Broad Street,  
London, EC2M 1RX.

Tel:  
Mobile:

---

### 3. C2c Rail (National Express)

**From:** EXTL:  
**Sent:** 18 October 2016 11:24  
**To:** @networkrail.co.uk  
**Subject:** Re: Consultation on proposed land disposal: Land adjacent West Croydon Station London

On behalf of National Express Group and NXET Trains Ltd, I confirm that we have no objection to the proposed disposal.

Rgds

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### 4. Great Western Railway

**From:** [mailto:@gwr.com]  
**Sent:** 18 October 2016 11:25  
**To:** @networkrail.co.uk  
**Subject:** RE: Consultation on proposed land disposal: Land adjacent West Croydon Station London

Good morning

We have no objection thank you.

Great Western Railway

1 Milford Street | Swindon | SN1 1HL

@GWR.com |

---



**5. W. H. Malcolm Ltd.**

**From:** [mailto:@whm.co.uk]  
**Sent:** 18 October 2016 11:10  
**To:** @networkrail.co.uk  
**Subject:** RE: Consultation on proposed land disposal: Land adjacent West Croydon Station London

No objections.

Regards.  
W H Malcolm Ltd

---

**6. West Coast Railway**

**From:** [mailto:@aol.com]  
**Sent:** 18 October 2016 11:39  
**To:** @networkrail.co.uk  
**Subject:** Re: Consultation on proposed land disposal: Land adjacent West Croydon Statio...

no comments

WCR

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**7. Rail Freight Group**

**From:** [mailto:@rfg.org.uk]  
**Sent:** 18 October 2016 12:02  
**To:** @networkrail.co.uk  
**Subject:** RE: Consultation on proposed land disposal: Land adjacent West Croydon Station London

Looks ok

Thanks

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## 8. Northern Rail

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

**Sent:** 18 October 2016 12:03

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

**Subject:** RE: Consultation on proposed land disposal: Land adjacent West Croydon Station London

Hello

Northern has no objection to the land disposal at West Croydon, London

Kind regards

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## 9. Merseyrail

**From:** [mailto:@merseyrail.org]

**Sent:** 18 October 2016 13:09

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

**Subject:** RE: Consultation on proposed land disposal: Land adjacent West Croydon Station London

I can confirm that Merseyrail have no comments on this proposal.

Regards,

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## 10. London & Southeastern Railway

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

**Sent:** 18 October 2016 14:48

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

**Subject:** RE: Consultation on proposed land disposal: Land adjacent West Croydon Station London

Good Afternoon

Thank you for the opportunity to review the below.

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Southeastern has no comment on this proposal.

Kind Regards

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### 11. Chiltern Railways

**From:** EXTL:

**Sent:** 18 October 2016 15:16

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

**Subject:** RE: Consultation on proposed land disposal: Land adjacent West Croydon Station London

Hi

There are no comments from Chiltern Railways.

All the best,

---

### 12. Freightliner

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

**Sent:** 18 October 2016 15:22

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

**Subject:** RE: Consultation on proposed land disposal: Land adjacent West Croydon Station London

No comments from Freightliner

Regards

---

### 13. COLAS Rail

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

**Sent:** 28 October 2016 15:32

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

**Subject:** RE: Consultation on proposed land disposal: Land adjacent West Croydon Station London

No comment on the proposal

#### 14. Association of Community Rail Partnerships

**From:** [<mailto:@btconnect.com>]

**Sent:** 26 October 2016 10:33

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

**Subject:** Re: Consultation on proposed land disposal: Land adjacent West Croydon Station London

Hello

I appreciate this is a late response but in case it still has validity, I can confirm that ACoRP have no objection to this disposal.

Regards  
ACoRP

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#### 15. Eurostar International

**From:** [<mailto:@eurostar.com>]

**Sent:** 24 October 2016 15:21

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

**Subject:** RE: Consultation on proposed land disposal: Land adjacent West Croydon Station London

No issue for EIL,

Thanks

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**16. Department for Transport**

**From:** [mailto: @dft.gsi.gov.uk]  
**Sent:** 07 November 2016 11:49  
**To:** @networkrail.co.uk  
**Subject:** RE: Consultation on proposed land disposal: Land adjacent West Croydon Station London

The Department has no comments on this proposal.

Kind regards

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**17. Arriva Rail London (London Overground)**

**From:** @networkrail.co.uk  
**Sent:** 19 April 2017 11:23  
**To:** [mailto: @arrivarl.co.uk]  
**Cc:** ; <mailto:@TfL.gov.uk>  
**Subject:** RE: Consultation on proposed land disposal: Land adjacent West Croydon Station London

You will recall our conversation detailed below on the potential disposal of land adjacent to West Croydon station.

Network Rail is about to send the submission to the ORR for consideration for the potential disposal of the land. To close the loop prior to the ORR submission, I can confirm that the points you make below will be dealt with at any planning application stage and there will be no impact on the operation and management of West Croydon station, should the land in question be sold for residential development.

For the avoidance of doubt the above paragraph does not relate to the second bullet point below, as this objection has now been addressed.

Thanks.

Regards



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1 Eversholt Street  
London, NW1 2DN

M +44 (0)

E [@networkrail.co.uk](mailto:@networkrail.co.uk)

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

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

**Sent:** 16 November 2016 12:06

**To:** [@networkrail.co.uk](mailto:@networkrail.co.uk); [@TfL.gov.uk](mailto:@TfL.gov.uk)

**Cc:**

Subject: RE: Consultation on proposed land disposal: Land adjacent West Croydon Station London

As promised, the verbatim concerns regarding the West Croydon disposal proposal, italicised:

- We must seek to secure appropriate access for maintenance vehicles (and emergency), specifically a minimum of two parking spaces for transit style vans.
- Big red flag on this one. I believe that TfL have identified this as a potential site for additional stabling

Level access to platform 3 is from this side and access should protected for our operation and station users.

- LOROL have a storage area adjacent to this car park and this also contains waste bins, access for vehicles needs to be protected for LOROL/ARL.
- Escape routes from the station building to be protected.
- Access/egress to the staff areas to be protected.
- The attached plans for development include the car park adjacent to West Croydon station, which currently houses our step-free access to platforms 1/3 and is one of the stations' fire assembly points; as this area is part of the development, we would have to rethink the emergency and accessibility plans for the station.
- Some stations on the South have received noise related complaints from local residents about the trains, announcements made at the station, beeps from oyster cards etc. A recommendation for the developers would be to include details of potential noise related issues in contracts provided to home buyers.
- There may be disruption to the station when building works commence with waste, dust and noise, also with builders wanting to access the station which may affect ticketless travel scores.

If you can identify who from NR will lead in dealing with us on this matter, I will do the same for ARL (& possibly TfL), then all of the experts can gather to discuss the proposal and the concerns expressed, with a view to overcoming ARL's objection to this disposal.

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### 18. Transport for London

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

**Sent:** 19 April 2017 11:23

**To:** [mailto: @arrivarl.co.uk]

**Cc:** (ARL); (TfL);

**Subject:** RE: Consultation on proposed land disposal: Land adjacent West Croydon Station London

You will recall our conversation detailed below on the potential disposal of land adjacent to West Croydon station.

Network Rail is about to send the submission to the ORR for consideration for the potential disposal of the land. To close the loop prior to the ORR submission, I can confirm that the points you make below will be dealt with at any planning application stage and there will be no impact on the operation and management of West Croydon station, should the land in question be sold for residential development.

For the avoidance of doubt the above paragraph does not relate to the second bullet point below, as this objection has now been addressed.

Thanks.

Regards



1 Eversholt Street  
London, NW1 2DN

M +44

E [@networkrail.co.uk](mailto:@networkrail.co.uk)

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

## Land disposal consultation report

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

**Sent:** 16 February 2017 16:26

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

**Cc:** @networkrail.co.uk

**Subject:** FW: Discussions on land disposal at West Croydon/London Overground stabling

Hi

Statement from TfL below. You will see that they have agreement in writing from ARL (London Overground) that they don't need stabling at West Croydon, with TfL communicating this to NR via the email below. The other issues are considered resolvable by TfL. Is this sufficient for you to start to progress the sale?

I will offer the relevant meeting to ARL. I think you need to be there as some of the other issues relate to the interaction between the station and Wandle's proposals so will need action by Wandle.

**From:** [<mailto:@TfL.gov.uk>]

**Sent:** 16 February 2017 15:27

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

**Cc:**

**Subject:** RE: Discussions on land disposal at West Croydon/London Overground stabling

Hi

I've been in touch with ARL over the last couple of days, and he thinks it would be useful to meet up with you to run through Arriva Rail London's concerns. He also mentioned that he met xxxx at the SE RIRG earlier in the week who offered to come over to ARL to present on the BML / Croydon area works and requirements.

ARL's response to the consultation was down to an out-of-date understanding of TfL's position on future stabling needs for a larger East London Line fleet. Having now explained what our latest thinking is, I have received written confirmation from xxxx at ARL – that they are happy the release of the West Croydon site won't impact on TfL's future plans and to that extent their concerns have been satisfied.

I believe that eliminates the critical objection, and would hope the remainder of ARL's issues listed below can start to be resolved when we meet. Can I suggest you contact xxxx and suggest a couple of times / locations for a meeting? Please do copy me in as well and I'll attend if I can, although the remainder of the concerns are mostly only of relevance to ARL.

xxxx email address is: [@arrivarl.co.uk](mailto:@arrivarl.co.uk)

Hopefully that moves us forward a little! Don't hesitate to get back to me should you have any further questions.

Kind regards



## Land disposal consultation report

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

**Sent:** 09 February 2017 10:25

**To:** <mailto:@TfL.gov.uk>

**Cc:**

**Subject:** RE: Discussions on land disposal at West Croydon/London Overground stabling

Hi

Thanks for your response. Your support with this is very helpful.

I can confirm that the sidings at Norwood continue to form part of our core proposals as they have been identified as a key requirement to deliver the outputs of the BML Upgrade Programme. They also form a vital part in making 24tph on the East London Line work so should this turn into a funded scheme then the sidings would form part of associated infrastructure requirements as well.

The ability to implement your proposal for a scheme to stable three trains at West Croydon which you've attached would not be impacted on by the land release as it is consistent with the proposed future land boundary. The sidings you've proposed may not be consistent with a future three through platform station but any decision at a time in the future on whether to implement one or the other would be wholly independent from the currently proposed release of land.

We also regard future station capacity enhancement works as not impacted on, as the released site has no interaction with the current front and side entrance of the station or any passenger walkways. Further details may be discussed throughout the planning process for any housing development that Wandle would propose, however NR have got no case or funding available to support any further development work in relation to West Croydon station at this stage (instead, we have identified Wallington turnback as a more affordable option to improve train services to West Croydon). Opportunities may arise as part of further redevelopment of the area in line with LB Croydon's West Croydon Masterplan but we're not aware of any confirmed scope or timeline for this.

Many thanks for getting in touch with ARL. I look forward to hear the outcome of your discussion.

In the meantime, please let me know in case you have any further questions.

Best regards,

**Network Strategy & Capacity Planning**

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**Network Rail** | Cottons Centre

Hays Lane | London SE1 2QG

### *Making the Brighton Main Line fit for the future*

**From:** [<mailto:@TfL.gov.uk>]  
**Sent:** 08 February 2017 18:23  
**To:** @networkrail.co.uk  
**Cc:**  
**Subject:** RE: Discussions on land disposal at West Croydon/London Overground stabling

Hi

Thanks for your email.

My understanding of the work we've collaboratively undertaken to date regarding use of the land adjacent to West Croydon station is the same as yours at the end of paragraph three, namely that TfL would not require that specific site at West Croydon for stabling as long as sufficient capacity could be provided elsewhere. We understand the critical nature of this piece of land in terms of enabling the Brighton Main Line upgrade and would not object to its release, as this could delay the programme.

Through our previous discussions, you're aware that we have an interest in stabling Overground trains overnight in the proposed new sidings to the south of Norwood Junction, so we would be keen to see this scheme progress. Certainly in order to increase frequencies on the East London Line, additional units will be required, and thus more overnight stabling will be needed, so it's important that this capability is made available in a suitable location following completion of the works in this area.

My colleague xxxx, who I think you've met, also proposed a scheme to stable three trains in the vicinity of West Croydon station, albeit not on the site in question here. The attached diagram shows how this could potentially be achieved. Could you confirm whether this could still be viable within the remaining railway land?

You note that release of the land at West Croydon would not prevent future station enhancement works, which is important, particularly given the various large scale developments due to take place in Croydon. We would not support any proposal that would prevent future passenger capacity and access improvement schemes at West Croydon, nor the ability to reconfigure the station to three through platforms if required.

xxxx's other points don't seem to be show-stoppers from my perspective (nor yours). I haven't met xxxx before but I'll drop him and line and update him on our current thinking and then if further discussions between the three parties are necessary then we can proceed from there.

Kind regards

**From:** [<mailto:@networkrail.co.uk>]  
**Sent:** 07 February 2017 12:13  
**To:** <mailto:@TfL.gov.uk>  
**Subject:** Discussions on land disposal at West Croydon/London Overground stabling

Hi

Hope you're well.

As I'm sure you're aware, in order to be able to purchase critical land required for the BML Upgrade Programme at Lamberts Place (near East Croydon), we propose to release land adjacent to West Croydon station for development of housing.

We've undertaken some high level feasibility work to understand whether a potential future enhancement to West Croydon station would still be possible which is the case. We held further discussion with yourselves and at Client Board regarding future stabling opportunities for London Overground at Norwood Junction, in the context of potential future operation of 24 tph on the East London Line. My understanding of our conclusions is that the site at West Croydon would not be required for stabling as long as sufficient capacity could be provided elsewhere (e.g. Norwood Junction).

Last October, a consultation was launched by NR with regards to the disposal of the West Croydon site to which Arrival Rail London in person of xxxx have raised a number of concerns (shown in *italic* from the original email):

- *We must seek to secure appropriate access for maintenance vehicles (and emergency), specifically a minimum of two parking spaces for transit style vans.*
- *Big red flag on this one. I believe that TfL have identified this as a potential site for additional stabling.*
- *Level access to platform 3 is from this side and access should be protected for our operation and station users.*
- *LOROL have a storage area adjacent to this car park and this also contains waste bins, access for vehicles needs to be protected for LOROL/ARL.*
- *Escape routes from the station building to be protected.*
- *Access/egress to the staff areas to be protected.*
- *The attached plans for development include the car park adjacent to West Croydon station, which currently houses our step-free access to platforms 1/3 and is one of the stations' fire assembly points; as this area is part of the development, we would have to rethink the emergency and accessibility plans for the station.*
- *Some stations on the South have received noise related complaints from local residents about the trains, announcements made at the station, beeps from oyster cards etc. A recommendation for the developers would be to include details of potential noise related issues in contracts provided to home buyers.*
- *There may be disruption to the station when building works commence with waste, dust and noise, also with builders wanting to access the station which may affect ticketless travel scores.*

My understanding is that this hasn't been taken any further yet but our view is that all of these concerns are resolvable and we would like to work with yourselves and possibly ARL if appropriate to discuss these so we can proceed with the clearance.

In particular on the second point, it would be great if you could confirm TfL's views with regards to the requirements for sidings. The site at Norwood Junction would present an opportunity to stable up to 12 x 5-car London Overground trains overnight albeit they would be envisaged for use by GTR during daytime between morning and afternoon peak. Our understanding is that this would be sufficient to meet any requirements by LO for the foreseeable future.

I must stress that the release of this land is critical at this stage to progress with the BML Upgrade as envisaged at present.

Could you please let me know your views on this and let me know whether any further discussions are required with yourselves and ARL which we of course would be happy to facilitate.

Best regards,

### Network Strategy & Capacity Planning

Network Rail | Cottons Centre

Hays Lane | London SE1 2QG

**From:** [mailto:@tfl.gov.uk]  
**Sent:** 16 November 2016 13:45  
**To:** @networkrail.co.uk  
**Cc:**

Subject: RE: Consultation on proposed land disposal: Land adjacent West Croydon Station London

Hi

Apologies for the delay in responding.

Whilst TfL understand the importance of the land swap in question with regard to the Brighton Main Line upgrades, TfL does still have reservations regarding the impact of this land disposal on West Croydon station and Overground operations. TfL therefore object to this disposal at this time until guarantees on the below points can be provided:

- Step Free Access to platforms 1 & 3 is currently provided via a gate that adjoins the land disposal in question. TfL would want Step Free Access to be maintained or provided elsewhere if the current facility were to be changed in anyway.
- Access for maintenance and emergency vehicles is currently provided in the car park that is part of the land to be disposed. TfL would like access for maintenance vehicles to be maintained and designated parking spaces for these to be included in any development proposals.

Other issues identified can be resolved via the planning application process. However the two points identified above are key concerns of TfL's for maintaining step free access and for our ability to maintain and access our services. TfL would request these conditions are included into the terms of the disposal.

If you have any questions or would like any of the above clarifying in more detail please let me know.

Kind regards,

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### 19. Freight Transport Association

**From:** [mailto:@fta.co.uk]  
**Sent:** 16 November 2016 15:45  
**To:** @networkrail.co.uk  
**Subject:** RE: Consultation on proposed land disposal: Land adjacent West Croydon Station London

Apologies we have no comment.

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### 20. Direct Rail Services

**From:** [mailto:@drsl.co.uk]  
**Sent:** 18 November 2016 09:24  
**To:** @networkrail.co.uk  
**Subject:** FW: Consultation on proposed land disposal: Land adjacent West Croydon Station London

Hi

DRS have no comments

Regards

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### 21. London Travelwatch

**From:** [mailto:@londontravelwatch.org.uk]  
**Sent:** 18 November 2016 15:16  
**To:** @networkrail.co.uk  
**Subject:** RE: Consultation on proposed land disposal: Land adjacent West Croydon Station London

Dear

London TravelWatch has no objection to the aforementioned proposal, providing, it does not affect future railway related developments.

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## 22. British Transport Police

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

**Sent:** 21 November 2016 11:57

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

**Cc:**

**Subject:** FW: Consultation on proposed land disposal: Land adjacent West Croydon Station London

Good afternoon,

Please note that BTP have no objections to the above.

Regards

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## 23. DB Cargo (UK) Ltd

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

**Sent:** 22 November 2016 15:27

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

**Subject:** Re: FW: Consultation on proposed land disposal: Land adjacent West Croydon Station London

I can confirm that DB Cargo has no objection to the proposed land disposal as described,

Yours,

DB Cargo (UK) Limited

310 Goswell Road

London EC1V 7LW

Tel.

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## 24. London Borough of Croydon

Network Rail, Wandle Housing Association and the London Borough of Croydon held a meeting on the 09<sup>th</sup> February 2017. xxxx and planning colleagues from LB Croydon at the meeting stated that residential development was looked at favourably at this location and they welcomed a formal pre – application submission from Wandle to begin the formal planning process for the site.

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## 25. Govia Thameslink Railway/Southern Rail

**From:** [<mailto:@GTRailway.com>]  
**Sent:** 19 April 2017 10:45  
**To:** @networkrail.co.uk  
**Cc:** <mailto:@GTRailway.com>  
**Subject:** Re: Consultation on proposed land disposal: Land adjacent West Croydon Station London

hi

Having reviewed and consulted internally on this application, I can confirm GTR has no objections.

Regards

**Govia Thameslink Railway (GTR)**  
**Telephone:**

**From:** [<mailto:@GTRailway.com>]  
**Sent:** 10 April 2017 09:44  
**To:** @networkrail.co.uk  
**Cc:** <mailto:@GTRailway.com>  
**Subject:** Re: Consultation on proposed land disposal: Land adjacent West Croydon Station London

Hi

Thanks a Station Change was issued by previous operator taking out the 'railway' car park of the station lease last year. I do pass through West Croydon station occasionally, so just wanted to check where those cars are coming from thanks.

## Land disposal consultation report

V 1.1

Not too worried about risk of impacting on running of the station as alternative entrance is other side. My only concern would be if any future application for work started to 'eat' into the station lease area.

Regards

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### 26. Grand Central Railway

No response

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**Annex 2 – Network Rail’s Consultation email**

**From:** @networkrail.co.uk  
**Sent:** 18 October 2016 10:51  
**To:**  
**Subject:** Consultation on proposed land disposal: Land adjacent West Croydon Station London

Dear Consultee,

Property: Land adjacent West Croydon Station, London

We seek to consult you as regards your views, please, on our proposed disposal by way of freehold sale.

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 the 15<sup>th</sup> November 2016, (including any “no comment” response). It would be helpful if your response is provided by email.

If you have any queries as regards this proposal, please direct them to xxxx, contact number below.

If future consultations of this nature should be directed differently to your organisation, please advise us of the appropriate contact details, so we may amend our records.

Yours faithfully,



1 Eversholt Street

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