

# Proposed Property Disposal

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

1. Site	
Site location and description	<p>Land and Arches at Gorton Street, Salford, M3 7NL shown coloured blue on plan No 5822184.</p> <p>The land comprises circa 0.17 ha (0.42 acres) and the arches 2,342 sq. m. The arches support the Manchester to Bolton railway line. The land is level with access off the public adopted highway of Gorton Street. There are 8 arches which are currently utilised for private city centre commuter car parking (not rail related) and a garage premises. The site is bounded to the west by a new residential apartment block development and Gorton Street, to the south and east by the Manchester to Bolton railway line viaduct structure and to the north by the River Irwell (running beneath New Bridge Street). The disposal will exclude the operational railway above the arches and rights will be retained for access for any inspections and works required in the future.</p>
Plans attached: (all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)	<p>The following documents are attached.</p> <ol style="list-style-type: none"> <li>1. Disposal Plan (Plan Number 5822184)</li> <li>2. Aerial View</li> <li>3. Location Plan</li> <li>4. CGI of potential scheme</li> </ol>
Clearance Ref:	CR/31901 (24 <sup>th</sup> July 2017) Business and Technical
Project No.	155140
Ordnance survey coordinates	Easting (X) – 383732 Northing (Y) – 398899
Details of attached photographs (as required)	Not Applicable
2. Proposal	
Type of disposal	Long leasehold in excess of 125-years for land and arches shown coloured blue on Plan No. 5822184 with Network Rail's retained land shown coloured green.

Proposed party taking disposal	To be confirmed following an open market competitive process.
Proposed use / scheme	Scheme to develop a residential tower on the land element with ancillary uses within the arches. The development will include open space on the land at the junction of Dawson Street and Greengate, Salford. A CGI of a potential scheme is attached. The proposed residential tower will not over sail the operational railway nor will any adverse impact on the operation of the network be permitted.
Access arrangements to / from the disposal land	Access is obtained direct from the publically adopted Gorton Street, Salford.
Replacement rail facilities (if appropriate)	Not required as the site has not been used for railway use since December 1999.
Anticipated rail benefits	Release of the site will contribute directly to investment in the rail network through the capital receipts received.
Anticipated non-rail benefits	The proposed development could provide up to 180 residential units subject to planning approval. Residential units provided will contribute to Network Rail's, the Governments and Local Authorities strategic objectives and targets and encourage redevelopment of brownfield sites.
<b>3. Timescales</b>	
Comments on timescales	Proposed to market the development opportunity in Q1 2018, with selection of a preferred development partner in Q3. Thereafter Planning, all necessary Statutory consents and appropriate property legal documentation will be obtained and concluded prior to any construction commencing on site.
<b>4. Railway Related Issues</b>	
History of railway related use	The site has been let for private car parking since 1999 and has not been used for operational use since then. Before 1999 it is not clear what the site may have been used for other than access to the arches with the overlying viaduct carrying the Manchester to Bolton railway services amongst others.

When last used for railway related purposes	The site (excluding the operational infrastructure above the railway arches) has not been used for operational use since before 1999.
Any railway proposals affecting the site since that last relative use	Not aware of any such proposals other than operational use upon the overlying railway structure.
Impact on current railway related proposals	None. The proposed disposal will not have an adverse impact on the operational railway as no current railway schemes have been identified and the scheme does not involve the operational railway above the arches.
Potential for future railway related use	Network Rail internal Business and Technical clearance has been concluded without any objection to the proposed disposal or any alternative rail use being identified. Investigations have revealed nothing in the relevant long-term planning process strategies including LNW Network Specification, LNW Route Specification, Freight Network Study, Freight Market study, Long Distance Market study, Long Term Planning Process and the Regional Urban Market study which would affect the proposed development scheme.
Any closure or station change or network change related issues	There will be no requirement for any closures, Network Change related issues or Station Change.
Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future	<p>No. There are no Station Change related issues and additionally there are no physical connections to the operational rail network requiring Network Change.</p> <p>Access to the arches will be maintained through appropriate legal documentation for inspections and any works required. Appropriate legal rights over a 3 m access strip in front of the arches will be retained by Network Rail to allow external inspections and maintenance works.</p>

<p>Position as regards safety / operational issues on severance of land from railway</p>	<p>The disposal does not include any requirement for new fencing of the boundary, because its location or the nature of the disposal is such that the boundary demarcation is not needed.</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>The Purchaser (and any successor in title) is not to construct any building within 3 metres of the railway boundary.</p>
--	---

## 5. Planning History and Land Contamination

<p>Planning permissions / Local Plan allocation (if applicable)</p>	<p>The land is allocated in the Salford City Council Local Plan as mixed use including residential. A pre-planning application meeting during May 2017 has been held with Salford City Council who support the principle of residential development on the site.</p>
<p>Contamination / Environmental Issues (if applicable)</p>	<p>As far as Network Rail is aware there are no contamination issues specific to this application but surveys will be undertaken on the site before any development works commence.</p>

## 6. Local Authorities

<p>Names &amp; Email Addresses:</p>	<p>@tfgm.com, Tel –  @urbanvision.org.uk, Tel -  @urbanvision.org.uk</p>
-------------------------------------	--

Local Transport Authorities:	Transport for Greater Manchester
Other Relevant Local Authorities:	Salford City Council (c/o Urban Vision)
<b>7. Internal approval to consult</b>	
Recommendation:	Based on the above, I recommend that Network Rail consults on the terms of disposal.
Declaration:	I have read and understood Network Rail's code of Business Ethics and Policy on Interests in Transactions.
Proposer's name:	Proposer's job title: Surveyor
Signed.....	Date.....
Authorised by (name):	Authoriser's job title: Principal Development Manager
<b>8. Consultations</b>	
Internal consultation	<p>Network Rail internal clearance (Business and Technical) has been obtained (CR/31901) for the disposal of the land.</p> <p>Investigations have revealed nothing in the relevant long-term planning process strategies including LNW network Specification, LNW Route Specification, Freight Network Study, Freight Market study, Long Distance Market study, Long Term Planning Process and the Regional Urban Market study which would affect the proposed development scheme.</p>

<p>Summary of position as regards external consultations</p>	<p>27 stakeholders were consulted and 26 responses were received. One TOC (Chiltern Railway Company Ltd) did not respond but the lack of response is not considered material as the TOC does not use this route.</p> <p>Three objections were received to the proposal but Northern Rail Limited and Transport for Greater Manchester removed their objections following further dialogue with Network Rail. However, Transport for North objected to the proposal and despite Network Rail responding to their objection clarifying the situation, no further communication was received - see comments below and within the Consultation Report.</p>
<p>Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward</p>	<p>Three objections were received by Network Rail to the proposed disposal from Northern Rail Limited, Transport for Greater Manchester and Transport for North. All three objections had a similar theme which centred around the potential restrictions on future rail development if the arches were no longer available.</p> <p>Northern Rail Limited and Transport for Greater Manchester subsequently removed their objections following further dialogue with Network Rail (please see correspondence annex 1 in the Consultation Report).</p> <p>The remaining Transport for North objection is outlined below with Network Rail's response following below that.</p> <p><i>This is a sensitive area due to its close proximity to Manchester Victoria station. Station capacity in Manchester is already very intensively used, and with traffic growing and plans being developed for both HS2 and NPR, both of which will significantly increase usage of local rail lines, it is probable that there will be a need to expand the capacity of Manchester Victoria before too long.</i></p> <p><i>Whilst we have no objection to the disposal of the area next to the viaduct we are concerned that the loss of the area underneath the arches may affect any future development of railway infrastructure at Victoria, in particular if measures were taken to construct the two west facing bay platforms for which contingency was provided when Manchester Arena was constructed during the mid-1990's.</i></p> <p><i>We know that Network Rail is currently considering enhancement of the bay platforms at the other (eastern) end of Manchester Victoria. Whilst we note that 'The disposal above the arches will exclude the operational railways above the arches and rights will be retained for access for any inspection and works required in the future', that would not prevent all possible complications for future schemes. Railway land is at a premium in Manchester City Centre and many past land disposals in big city centres, including Manchester, have come to be regretted as they have constrained the ability to meet</i></p>

*modern requirements.*

*Rail North would therefore like to notify our objection to this scheme as currently proposed.*

Following further internal discussions with Network Rail's Strategic Planning team Transport for North were provided with the following response by e-mail on the 16<sup>th</sup> February 2018.

*Following on from the consultation Network Rail can confirm that recent remodelling of the track has already taken place as part of the Northern Programme of works. This remodelling was taken as part of the longer term view of improving services across Manchester and the wider network.*

*Additionally the sale of the land should not make any more infrastructure challenges for increasing platform capacity given the location of the arches in relation to the station platforms at present.*

*As part of the long term planning process we are ensuring we allow for future growth and ensure we identify options to address capacity constraints. This lease should not impact on this process. The area within the arches is currently leased to a tenant and this has not prevented Network Rail accessing to undertake inspections and any required works. The proposed long leasehold interest would contain the same provisions as the current lease to the commercial tenant and no structural works would be allowed within the arches themselves, only cosmetic works approved by Network Rail Asset Protection team.*

Following the above response Network Rail was unable to obtain any further response from Transport for North despite e-mail reminders being sent on 22<sup>nd</sup> February 2018 and 5<sup>th</sup> March 2018.

After receiving no response to the e-mails Network Rail telephoned Transport for North on the 12<sup>th</sup> March 2018 and a voicemail message was left on the mobile number requesting a response to the e-mail of the 16<sup>th</sup> February 2018. Network Rail has still not received responses to either the voicemail message or e-mails sent.

In view of the lack of response from Transport for North and that both Northern Rail Limited and Transport for Greater Manchester agreed to remove their objections after further dialogue with Network Rail, Network Rail considers that as the Transport for North objection effectively mirrors those of both Northern Rail and Transport for Greater Manchester it is now reasonable to assume that Network Rail comments provided and accepted by both of these consultees are now equally appropriate to Transport for North.

In consequence of the above Network Rail believes that all reasonable endeavours have been undertaken to obtain a

	response from Transport for North.
--	------------------------------------

**9. Internal approval to dispose**

Recommendation:	Based on the above, I recommend that Network Rail proceeds with the disposal.
-----------------	---

Declaration:	I have read and understood Network Rail's code of Business Ethics and Policy on Interests in Transactions.
--------------	--

Proposer's name:	Proposer's job title: Surveyor
------------------	--------------------------------

Signed.....	Date.....
-------------	-----------

Authorised by (name):	Authoriser's job title: Principal Development Manager
-----------------------	---

Signed.....	Date.....
-------------	-----------



Disposal Plan



Bespoke Mapping • Land & Building Surveys • GIS Analysis & Data Management • CAD • Projects • Email: [LandInformation@Networkrail.co.uk](mailto:LandInformation@Networkrail.co.uk)  
 Request a Service @ <http://connect/delivery/CommercialProperty/Land-Information.aspx>

Aerial View



**COPYRIGHTS**

This product includes map data licensed from Ordnance Survey. © Crown copyright and database rights 2017 Ordnance Survey 0100040692.

© Local Government Information House Limited copyright and database rights 2017 Ordnance Survey 0100040692.

Contains British Geological Survey materials © NERC 2015

The Five Mile Line diagrams are copyright of Waterman CIVILS and must not be passed to any third party.

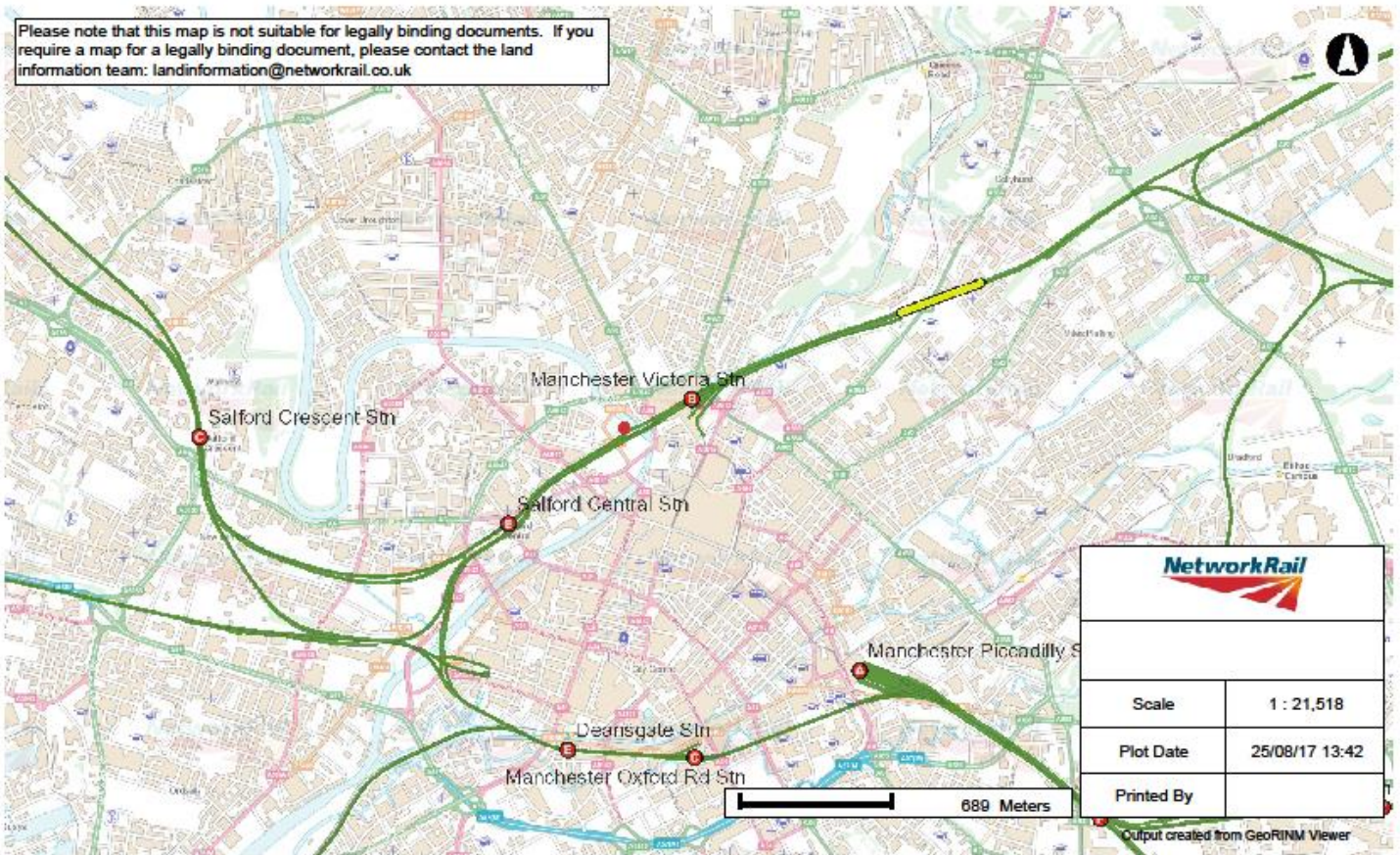
Please note that this map is not suitable for legally binding documents. If you require a map for a legally binding document, please contact the land information team: [landinformation@networkrail.co.uk](mailto:landinformation@networkrail.co.uk)



Scale	1 : 1,250
Plot Date	12/09/17 13:36
Printed By	

Output created from GeoRINM Viewer

# Location Plan



### COPYRIGHTS

This product includes map data licensed from Ordnance Survey. © Crown copyright and database rights 2017 Ordnance Survey 0100040692.

© Local Government Information House Limited copyright and database rights 2017 Ordnance Survey 0100040692.

Contains British Geological Survey materials © NERC 2015

The Five Mile Line diagrams are copyright of Waterman Civils and must not be passed to any third party.

CGI of Potential Scheme

**CGI of Potential Scheme**

