

Property Disposal – Specific Consent

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

1. Disposal			
Type of disposal	A freehold disposal of land at Redhill Station, Surrey with reciprocal grants of easements and access rights over retained adjoining Network Rail land and the subject site.		
Rationale for disposal	<p>The land for disposal has been identified as suitable for mixed-use residential-led development that will:</p> <ul style="list-style-type: none"> a) provide station benefits (see below) and improvements to connectivity and integration with the wider town centre and public transport provision. b) help generate additional revenue to reinvest in the railway network. c) release land for new homes and support wider town centre economic regeneration. 		
2. Clearance	Type	Reference	Date
Clearance Details	Business – Site A	CR/42446	18 October 2019
	Business – Site B	CR/42448	18 October 2019
	Technical – Site A	CR/42446	17 December 2019
	Technical – Site B	CR/42448	20 December 2019

3. Site

Description of property for disposal

The proposed disposal area fronts Princess Way and is shown shaded blue on the attached Plan ref 0353438 dated 14 September 2023, with green shading showing NR retained freehold areas. This blue shaded land is referred to as Site A.

Note that it is NOT proposed to dispose of all the station, circulation areas or all the station car park within the blue shaded area. The development proposals are subject to planning permission and potential minor amendments (including to boundaries), so the larger blue shaded area allows some flexibility.

The *likely* disposal area is shown on the attached plan RHS-PRP-ZZ-00-DR-A-2025 but we require some flexibility, and the final design is strictly subject to discussions and agreement with the local planning authority, the Station Facilities Owner (SFO – GTR), the Department for Transport (DfT) and the Office of Rail and Road (ORR). Proposals for future station parking and other station benefits are detailed below, and the whole development once finally agreed, is subject to Station Change.

Other plans attached include areas not being sold but are shown to provide context and the proposed station reconfiguration and improvements.

The disposal area is approximately 0.3644 hectare (0.9 acres) and is bounded by Princess Way on the west and Redstone Hill roundabout on the south and form part of the Station Lease to GTR. The station lease area is principally station car parking and forecourt area used for taxi drop-off, 'kiss-and-ride' and blue badge parking. There are also 2 retail units adjacent to the Station Concourse which will be removed.

The station lease also includes further land at Redstone Hill / downside (known as Site B) and is shown on the plans below, where there is further commuter parking and an unstaffed station entrance, supported by ticket machines and oyster card readers. This area does not form part of any disposal.

The existing distribution of parking across the two sites (A/B) is as follows:

Existing parking	Site A	Site B
Accessible	4	2
Taxi	8	Nil
Non-Accessible	235	134
Non-Accessible EV	6	nil
Total	253	136
Total combined	389	

Site A also includes a further 20 motorcycle bays and 8 spaces for kiss and ride / drop off. Site B includes a further 6 motorcycle bays, whilst there is no formal kiss and ride provision.

The station forecourt at site A also serves to provide rail replacement bus service capacity when this is required.

Attached plans:

Although this application requests the right to dispose of Site A, (the area coloured blue on Plan 0353438 dated 14 September 2023) the likely disposal

	<p>area (subject to detailed design and further consultation) is shown on Plan RHS-PRP-ZZ-00-DR-A-20025 attached.</p> <p>The Redstone Hill / downside of Redhill Station (Site B) will be retained by Network Rail:-</p> <p>Existing Plan: <i>RHS-PRP-ZZ-00-DR-A-20003 Site B Existing</i> Proposed Plan: <i>RHS-PRP-ZZ-00-DR LA-00201 Site B Proposed</i></p>
Ordnance survey coordinates	X:528098 Y:150608
4. Proposal	
Proposed party taking disposal	<p>The transfer will be to Solum Regeneration (Redhill) LLP or any such other party associated with Solum Regeneration. Solum Regeneration is a joint venture with Network Rail and Kier Property.</p>

Proposed use / scheme	<p>The disposal area is to be developed to provide up to 280 residential units in two apartment blocks, together with new retail spaces, and residents parking.</p> <p>The project will enable the delivery of a series of station improvements including:</p> <ul style="list-style-type: none">• an expanded, fully accessible station entrance building at Princess Way (Site A).• Improvements to ticketing, passenger information and cycling facilities.• A new covered route connecting the station through a landscaped piazza to the adjoining town and bus station.• The station forecourt and vehicle drop off arrangements will be relocated to an expanded station entrance at Redstone Hill (site B).• Redstone Hill will be given a new entrance building.• A new gate line and additional ticketing facilities.• Upgrades to electrical capacity on the disposal area (site A) will enable 20% of the station parking provision here to be upgraded to provide EV charging. <p>At Redstone Hill, in addition to the new station forecourt arrangements, station parking facilities will be increased. The retention of a significant proportion of the existing Princess Way surface parking and increases to Redstone Hill passenger car parking mean that the package of station improvements and land release is being delivered with the loss of 36 station parking spaces a reduction of less than 10% of existing provision, as set out below. Furthermore, the retained areas of surface parking (on both sites) mean that in the event of future increased parking demand, they could be decked over to provide increased parking capacity.</p> <table><tr><th>Proposed parking</th><th>Site A</th><th>Site B</th></tr><tr><td>Accessible Parking</td><td>Nil</td><td>6</td></tr><tr><td>Taxi</td><td>Nil</td><td>10</td></tr><tr><td>Motor Cycle</td><td>18</td><td>10</td></tr><tr><td>Non Accessible</td><td>117</td><td>184</td></tr><tr><td>Non Accessible EV</td><td>36</td><td>0*</td></tr><tr><td>Total</td><td>153</td><td>200</td></tr><tr><td>Total combined</td><td colspan="2">353</td></tr></table> <p>*EV charging facilities at site B will reflect available electrical capacity at this location which is understood to be limited.</p> <p>The site B station forecourt will also include a drop-off facility for 7 spaces. Site A as proposed will include 18 motorcycle bays. Site B as proposed will include 10 motorcycle bays. There will be no drop off facility at site A. Overall secure cycle space provision at the site will increase by 20% to 204</p>	Proposed parking	Site A	Site B	Accessible Parking	Nil	6	Taxi	Nil	10	Motor Cycle	18	10	Non Accessible	117	184	Non Accessible EV	36	0*	Total	153	200	Total combined	353	
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	The small reduction in parking provision at the station (36 spaces) is balanced by the significant package of improvements delivered in the station, including improvements to cycling and public transport integration proposed by the scheme. Car parking utilisation has fallen following the pandemic whilst there is local capacity in alternative public car parking facilities close to the station.																								
Access arrangements to / from the disposal land	Access to the disposal areas will be from Princess Way, where the site has extensive highway frontage. A new vehicle access will be constructed from Princess Way into the disposal area.																								
Replacement rail facilities (if appropriate)	<p>The principal replacement facilities relate to the redevelopment of the station car park to high intensity residential development. This will displace certain facilities which will be replaced as follows:</p> <table><tr><th>Station Facilities</th><th>Lost</th><th>Replaced</th></tr><tr><td>Parking Spaces</td><td>389</td><td>353</td></tr><tr><td>Retail Units</td><td>2</td><td>0</td></tr><tr><td>Taxi Spaces</td><td>8</td><td>10</td></tr><tr><td>Accessible Spaces</td><td>6</td><td>6</td></tr><tr><td>Motorcycle Bays</td><td>26</td><td>28</td></tr><tr><td>Cycle Parking</td><td>170</td><td>204</td></tr><tr><td>Folding Cycles</td><td>0</td><td>20</td></tr></table> <p>Overall, there are considerable station improvements for a minimal loss of existing facilities.</p>	Station Facilities	Lost	Replaced	Parking Spaces	389	353	Retail Units	2	0	Taxi Spaces	8	10	Accessible Spaces	6	6	Motorcycle Bays	26	28	Cycle Parking	170	204	Folding Cycles	0	20
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Anticipated rail benefits	<ul style="list-style-type: none">• New pedestrian, fully accessible access routes into the station at Princess Way, through a landscaped, car-free piazza environment offering significant benefits in passenger experience and amenity.• A 50% increase in the floor area of the Princess Way station entrance with improved internal circulation, removal of conflicting movements around the gate-line and ticket machine areas.• 20% increase in the number of cycle spaces at the station, with qualitative improvements to security of spaces.• 20% of revised car parking provided with Electric Vehicle (EV) charging points.• Revenue benefits through improved Customer Information Screens (CIS) with integrated advertising potential.• Introduction of a ticket gate-line at Redstone Hill (Site B) to close off current revenue leakage issues from this side of the station.• Provision of additional ticketing facilities.• New provision of a formal station plaza / forecourt / drop-off facility at Redstone Hill, suited to contemporary access standards.• Significant increased rail ticket revenue driven by residents of the new apartments using the station.• Electric Vehicle charging points and new advertising panels will provide an additional rail industry income stream.																								

Anticipated non-rail benefits	<ul style="list-style-type: none"> • Release of land for development of new homes, with up to 850 jobs created in construction-related employment to deliver the development, and a £30m (Gross Value Added) per annum to the local economy during this phase. • Creation of at least 18 apprentice roles in the delivery of the construction works delivering an equivalent social value contribution of £43,000 per annum, (HACT Organisation social value assessment) and with the potential to connect and support the construction skills training provision at nearby East Surrey College. • As the site sits within the built-up area of Redhill, creation of c.280 new homes on-site will release pressure for development on less sustainable green-belt locations • Economic and regeneration benefit to Redhill town centre with 470 new residents expected to boost the town centre population by 5%, whilst generating approximately £6 million of new household expenditure. • £0.6 million increase in council tax revenue from the residents of the new development representing an increase of 4% on current revenue. • An additional 16 Full Time Equivalent jobs created within the commercial spaces proposed within the development site.
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5. Timescales

Comments on timescales	<p>Subject to obtaining planning permission and satisfactory completion of rail regulatory procedures it is proposed that the indicative timescales would be;</p> <ul style="list-style-type: none"> • 2024 - Planning permission and Station Change consent obtained • 2025 – Completion of station improvements, with sale of land and start of construction • 2027/28 - Completion of residential / commercial development
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6. Railway Related Issues

History of railway related use	The station was originally constructed in c.1840-41 as part of the construction of the line by the London and Brighton Railway.
When last used for railway related purposes	Redhill station remains operational and continues to provide rail services. The land in question primarily contains the car park which provides access to the railway station.
Any railway proposals affecting the site since that last relative use	The site is currently operational.

Impact on current railway related proposals	Redhill station was the subject of investment in Control Period 6 (CP6), with a new platform (platform 0) opened in January 2018. There are no further major projects underway.
Potential for future railway related use	The future use of the site has been considered by Network Rail's Strategic Planning team (this is effectively the System Operator function for the Southern Region) with reference to the long-term planning process. It is confirmed that the disposal areas have no future railway related use and business and technical clearances have been supported. Strategic Planning support the amended proposal which mitigates the impact on the station car park.
Any closure or station change or network change related issues	Station Change consent will need to be obtained for changes to the station lease area and station car park layout needed to enable the development. The station operator, GTR has been extensively engaged in the development of these proposals.
Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future	The disposal will result in the relocation of the station forecourt, vehicle drop off, taxi rank and rail replacement bus facilities at the station from Princess Way to Redstone Hill. The new facilities will provide equivalent or better capacity and operational conditions to those presently found at the station.
Position as regards safety / operational issues on severance of land from railway	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.
Safety issues identified	The disposal documentation shall include Network Rail's usual safety provisions appropriate to this disposal site and type of disposal. The disposal includes a requirement to enter into an Asset Protection Agreement in the Network Rail templated form as applicable at the time of

	<p>the disposal and subject to such reasonable modification as appropriate to the disposal site and its intended use.</p> <p>The Technical Clearance for Site A and Site B referenced in Part 2 above additionally stipulates certain bespoke site-specific conditions related to safety as outlined below. These are extra disposal site specific safety conditions identified in the Clearance Certificates are in addition to those usually referenced for any disposal:</p> <p>2.1 Access Network Rail reserves the right for unrestricted vehicular or pedestrian access at all times (and free from any cost or liability) over the sale site.</p> <p>2.2 Railway Operational Requirements; The new Network Rail operational boundary will be located between the points indicated on the submitted Plan. It will also ensure a minimum 5.0 metre clearance between the proposed sale boundary and the nearest running rail (not conductor rail).</p> <p>2.3 Fencing; The promoter is required to erect suitable fencing along the new Network Rail operational boundary in accordance with NR/L2/TRK/5100. Network Rail will assume ownership and maintenance of the new lineside fence; the former Network Rail boundary fence will be the responsibility of the purchaser.</p> <p>2.4 Drainage All surface and foul water drainage from the sale area should be directed away from Network Rails retained land/structures into suitable drainage systems details of which are to be approved by Network Rail. The construction of soakaways for storm or surface water drainage should not take place within 20 metres of the Network Rail boundary. Any new drains are to be constructed and maintained so as not to have any adverse affect upon the stability of any Network Rail equipment, structure, cutting or embankment.</p> <p>2.5 Construction; The Purchaser (and any successor in title) is not to construct any building within 3 metres of the railway boundary fence.</p> <p>2.6 Overhead Line Electrification Equipment; IF the site is adjacent to the operational railway with overhead electrification at 25kv. Network Rail will accept no responsibility for any electrical interference due to the railway equipment.</p> <p>2.7 Noise and Vibration; The Purchaser should be made aware of the adjacent railway and take into consideration the associated effects of noise and vibration that may emanate from the passage of trains and the operation of infrastructure equipment. Network Rail reserves the right to alter any aspect of its operational infrastructure. The Purchaser should be aware of the possibility that trains may stop at signals adjacent to the site and that much railway maintenance work is undertaken at night.</p> <p>2.8 Vegetation; The Purchaser is to maintain all vegetation in the sale area so as to ensure that no vegetation encroaches onto Network Rails retained land. No trees or climbing shrubs should be planted on the sale area such that they could create a nuisance through falling leaves or penetration of roots or provide a means of gaining access to the railway. The Purchaser to ensure lineside planting, etc. does not interfere with sighting lines, clearances, drainage and other services etc.</p>
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	<p>2.9 Other Requirements (specific to the site);</p> <p>On behalf of the Route Asset Manager, Electrical and Plant [E&P]:</p> <p>The project will need to ensure that any E&P assets are protected from the works and re-routed in necessary. Please be advised that there is no HV route in this area. Approval subject to:</p> <ul style="list-style-type: none"> • A survey to be carried so to locate any cable routes. • A 2m strip of land on each side of the cables being reserved for future maintenance reparations renewal works. • As long as we retain access rights in perpetuity, and that the sale does not unduly restrict our ability to gain access (eg. needing sufficient space to park vehicles etc). <p>On behalf of Route Asset Manager, Geotechnics, Off Track & Drainage [GDOT]:</p> <p>Approval subject to review and acceptance of the proposed works by ASPRO and endorsed by GDOT RAM team.</p> <p>On behalf of Route Asset Manager [Structures]:</p> <p>Approved subject to any works being approved by RAM Structures and RAM Geotech and all additional costs that result from the development in the operation, maintenance or renewal of the railway being recoverable from the development.</p> <p>On behalf of Asset Protection:</p> <p>The clearance applicant must contact the Asset Protection team and sign up to an Asset Protection Agreement in the form as offered before proceeding with any design or construction work alongside Network Rails Infrastructure.</p> <p>N.B. The safety conditions described above are a requirement of the Technical Clearance Certificate and are relevant at the disposal stage of the transaction. These requirements are subject to change e.g. by development of subsequent detailed designs that may necessitate amended safety requirements subject to consultation and agreement by the railway engineer)The disposal includes a requirement to enter into an Asset Protection Agreement in the Network Rail templated form as applicable at the time of the disposal and subject to such reasonable modification as appropriate to the disposal site and its intended use. The technical clearance sets out specific minimum distances against which any new buildings should be off set from the Network Rail Boundary fence.</p>
7. Planning History and Land Contamination	
<p>Planning permissions / Local Plan allocation (if applicable)</p>	<p>Planning permission will be required as part of any development proposals. The Station land is not subject to any specific allocation in the local plan, but wider planning guidance from Reigate and Banstead Borough Council identifies the importance of the station site, and its potential to accommodate a mixed-use development which contributes to the regeneration of the town centre.</p>

Contamination / Environmental Issues (if applicable)	The party acquiring the land will be responsible for any necessary environmental remediation works required to make the site suitable for redevelopment.
8. Internal Consultation	
Internal consultation	The future use of the site has been considered internally through the formal Clearance processes. The disposal is subject to a number of standard conditions contained within the business and technical clearance certificates.
9. Local Authorities	
Names & Email Addresses:	Reigate and Banstead District Council Head of planning
Local Transport Authorities:	Surrey County Council Senior Transport Development Planning Officer Transport Development Planning.
Other Relevant Local Authorities:	None.

10. Internal approval to consult

Recommendation:

By proceeding to consult I am:

- recommending that Network Rail consults on the terms of disposal
- confirming that I have read and understood Network Rail's Code of Business Ethics and policy on Interests in Transactions
- confirming that I have secured internal written approval to consult in accordance with Network Rail's policy on Authorising Application Forms.

11. External Consultation

Summary of position as regards external consultations

The consultation began on 7 November 2023 with a proposed end date of 8 December 2023. However, due to the general lack of responses the consultation remained open until 19 January 2024, with a final reminder despatched on 8 January 2024.

We consulted with 37 organisations and received replies from 30. All the key consultees provided a favourable and timely response. The non key organisations that did not reply were:-

1. Transport for the North.
2. Grand Central Railway Company Limited
3. Transport UK
4. London Overground Rail Operations Limited
5. First Trenitalia West Coast Trains Limited (Avanti) and West Coast Partnership Development
6. Transport for East Midlands
7. Association of Community Rail Partnerships

Each organisation was initially consulted and then reminded twice by e mail including after the consultation expiry date.

Key Consultee representations were received by;

- 1.0 Department for Transport.
- 2.0 Govia Thameslink Railway (the SFO).
- 3.0 Great Western Railway.
- 4.0 British Transport Police.
- 5.0 London Travelwatch.

	<p>Comments and recommendations for future rail requirements (such as a further bay platform) were received from the Department for Transport and Great Western Railway.</p> <p>These issues were addressed by Network Rail's Strategic Planning team (see correspondence in Appendix A below) and it was confirmed that the relevant area where future rail requirements may be required were situated in a location where Network Rail's freehold land was to be retained.</p> <p>British Transport Police specifically requested input to the design at the rail interface and the requirement for a Threat and Vulnerability Risk Assessment. It was confirmed that these will be included as the project progresses through the design stages.</p>
<p>Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward</p>	<p>There were no unresolved responses to the consultation.</p>

12. 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: Development Manager, (Solum Joint Venture) Property.
Signed		Date: 23 rd January 2024
Authorised by (name):		Authoriser's job title: Director, Development Property.
Signed		Date 23/1/24