

# 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	Freehold disposal of the land shaded blue on Plan 0470648-1		
Rationale for disposal	<p>The sale of surface car park land will enable the rationalisation of uses on the land which will result in:</p> <ol style="list-style-type: none"> <li>1. Provision of a new multi-storey car park (MSCP) with better, modern facilities such as electric vehicle charging points, increased accessible disabled car spaces, covered parking and lifts.</li> <li>2. Lift Accessibility: Fund and make accessible a lift to Surbiton Station overbridge from the southern car park.</li> <li>3. Enabling the release of land to create 252 new homes in the area, as encouraged by local and central government policy.</li> <li>4. The development and refurbishment of the station's Grade II listed South Side Ticket Office to provide a new retail unit for customers. The Art Deco ticket office was constructed in 1937 and has been vacant for at least 25 years.</li> <li>5. Release funds to upgrade facilities at Surbiton Station to provide a high-quality public realm, including improved cycle parking, pedestrian access/egress and an enhanced, safer transport interchange by the south Side station entrance.</li> </ol>		
2. Clearance	Type	Reference	Date
Clearance Details	Business	CR/26482	11/05/2021
	Technical	CR/26482	30/09/2021

3. Site	
Description of property for disposal	<p><b>Surbiton Station Car Park, Surbiton Station, Glenbuck Road, London Borough of Kingston, London KT6 4PE</b></p> <p>Located on the south side of the Bournemouth Main Line railway tracks (Engineer's Line Reference: BML1) at Surbiton Station, the disposal area extends to 0.96 hectares (2.37 acres) shaded blue on Drawing No 0470648-1. The land is currently used for the following purposes:</p> <p>A. Parking facilities - A surface level car park situated within the station lease area and operated by the Station Facility Operator, South Western Railway (the SFO). This is the primary use of the site with associated circulation space.</p> <p>The car park comprises:</p> <ul style="list-style-type: none"> <li>• 460 parking spaces including 1 designated accessible space</li> <li>• Space for parking of 20 motorcycles.</li> <li>• Space for storage of 330 cycles (total) on both sides of the station.</li> </ul>
Attached plans and photographs:  (all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)	<ol style="list-style-type: none"> <li>1. Plan 047068-1 shows the proposed disposal area shaded blue and Network Rail's retained land shaded green.</li> <li>2. Plan 047068-1 shows a brown strip that is retained for by Network Rail for operational purposes and access and egress.</li> <li>3. Surbiton Station - Aerial View 047068-3</li> <li>4. Surbiton Station - Location Plan</li> </ol>
Ordnance survey coordinates	<p>X: 518,082 Y: 167,239</p>
4. Proposal	
Proposed party taking disposal	Solum Regeneration (Surbiton) LLP, or other such party or body associated with Solum Regeneration.

Proposed use / scheme	<p>A comprehensive development will provide (subject to obtaining the necessary planning approvals):</p> <ol style="list-style-type: none"> <li>1) A residential scheme comprising 252 apartments in a mix of sizes.</li> <li>2) A new multi-storey station car park (MSCP) with a lesser number (250) of parking spaces than currently exist (460). This is subject to agreement with the Local Planning Authority, the Royal Borough of Kingston Upon Thames as part of the town planning process. The new MSCP will be retained for use as a station car park within the retained station lease area.</li> <li>3) A new MSCP with improved accessible parking spaces, an accessible lift, electric vehicle charging facilities and motorcycle parking.</li> <li>4) Enhanced Accessibility: Permanent, refurbished access to the south side passenger lift to the station overbridge.</li> <li>5) Improved public realm areas on the south side including enhanced cycle parking facility and vehicle drop-off area together with landscaping improvements.</li> <li>6) The refurbishment of the station's Grade II listed South Side Ticket Office to provide a retail unit for customers.</li> <li>7) Retention of access to the over-rail footbridge for passengers and other station users (within the station lease area).</li> <li>8) Retention of the existing Maintenance Delivery Unit. The MDU will not form part of the sale. Access / egress to it will be available 24/7 with provision for HGV's.</li> </ol> <p>On the north side of Surbiton Station:</p> <ol style="list-style-type: none"> <li>9) Reconfiguration of the taxi, bus and station drop-off area and interchange to make pedestrian walking routes safer for station users.</li> <li>10) Improvement and enlargement of existing cycle storage facilities.</li> <li>11) General hard and soft landscaping improvements around the station lease area.</li> </ol>
Access arrangements to / from the disposal land	<p>Currently access to the sale area for both passenger parking and for the Maintenance Delivery Unit is via a single access point off Glenbuck Road.</p> <p>Network Rail will reserve sufficient access to the station, the proposed MSCP and any other retained assets.</p> <p>Access from the public highway (Glenbuck Road) to the retained MDU will be across the disposal area. The exact future access route to the MDU will be determined as part of the proposed scheme design and will depend on the layout and configuration of development. The protected access rights will ensure that unimpeded 24/7 access and egress is available to the MDU (for vehicles, including HGV's) and to the road rail access point (RRAP).</p>

Access (cont)	Network Rail will reserve sufficient access for all passengers and station users. It will ensure that public access and right of way is retained over the rail footbridge, located adjacent to the Station Building
Replacement rail facilities (if appropriate)	<p>The disposal will proceed on the basis that there is a provision of 250 vehicle parking spaces on the south side of the station, not less than 20 motorcycle parking spaces, and increased and improved cycle storage for rail users. However, this is subject approval by the Local Planning Authority.</p> <p>As the site is within the station lease area these are considered replacement rail facilities.</p>
Anticipated rail benefits	<ol style="list-style-type: none"> <li>1 The MSCP will provide a modern, secure, predominantly covered, well laid out and well-lit station parking facility with: <ul style="list-style-type: none"> <li>• electric vehicle charging points</li> <li>• a significantly higher number of accessible parking spaces</li> </ul> </li> <li>2 Improved bicycle storage – increased from 330.</li> <li>3 Improved areas of public realm, enabling safer pedestrian access and egress to the station.</li> <li>4 An accessible lift will enable improved access to the station from the south side.</li> <li>5 The listed south side ticket hall will be refurbished to provide a retail facility for the benefit of passengers.</li> <li>6 Enhanced and safer transport interchange for buses and taxis.</li> <li>7 The development of 252 homes at the station will encourage additional rail usage, generating additional ticket revenue.</li> </ol> <p>Station improvements will be subject to separate consultation as part of the Station Change process.</p>
Anticipated non-rail benefits	<p>The disposal will deliver a capital receipt for reinvestment into Network Rail's core business of maintaining and improving the rail infrastructure.</p> <p>Provision of electric vehicle charging points in the MSCP would enable an income stream to the rail industry.</p> <p>It is anticipated that (subject to planning) the re-development of the station car park will deliver an estimated 252 homes, which complies with central and local government policies.</p>

5. Timescales	
Comments on timescales	<p>The development proposals have yet to obtain the necessary planning approvals, however it is estimated that, subject to obtaining these and agreeing Station Change matters with the SFO the estimated timescales (subject to change) are:</p> <ol style="list-style-type: none"> <li>1. Obtain Planning Permission - March 2025.</li> <li>2. Disposal of land – March 2026</li> <li>3. Start of development works - April 2026.</li> <li>4. Completion of the MSCP - April 2027.</li> <li>5. Completion of residential units - January 2028.</li> </ol>
6. Railway Related Issues	
History of railway related use	<p>The original station was built in 1838 and known as ‘Kingston by Rail’ because Kingston upon Thames initially refused to allow a railway line and station.</p> <p>The current Grade II listed station was constructed in 1937 to the designs of architect James Robb Scott in an Art Deco style.</p> <p>The subject land is noted on OS plans as in railway use since at least 1880, with uses including railway sidings and store sheds. Between 1900 and 1956 historic records show a coal yard and goods depot being located on the site. Between 1968 and 1976, the site changed use to station car parking, and this continues today.</p>
When last used for railway related purposes	The site has been in continuous rail related use since 1880 and is within the Surbiton Station lease area.
Any railway proposals affecting the site since that last relative use	The current use is as a station car park and the future proposals are discussed below

Impact on current railway related proposals	<p>Surbiton station is served by both Main Suburban services that stop at all stations and Main Line long distance services. Since the Covid pandemic there has been a reduction in services that call at Surbiton, however, passenger numbers continue to increase so it is likely that services will be re-introduced as demand increases.</p> <p>A new staircase on platforms 3 and 4 was opened in 2023 to deal with passenger congestion experienced in the evening peak. This was a key concern of Network Rail's Wessex Strategic Planning team when considering the development of the station car park for residential, but with the opening of the new staircase this concern has been somewhat mitigated (it will need to be monitored over the coming months/year).</p> <p>(See next page for continuation)</p>
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<p>Impact on current railway related proposals (continued)</p>	<p>The Wessex Strategic Planning team published the SWML Phase 1 strategic study in 2021 although this study did not identify anything specific that was required at Surbiton to accommodate future demand, the strategy does still include Crossrail 2 as a future requirement to enable the operation of additional trains into London Waterloo. Crossrail 2 may not be required until beyond 2050.</p> <p>The Crossrail 2 route is planned to run through Surbiton Station. However, other than ongoing discussions about possible land safeguarding the scheme is no longer being actively progressed, therefore previous comments from the Network Rail Crossrail and Wessex Strategic Planning teams hold true in relation to Crossrail 2:</p> <p>We have consulted Network Rail's Crossrail team who have confirmed that this proposed land disposal is not expected to have a material impact on Crossrail 2 proposals. However, scheme designs will be undertaken in collaboration with the Planning Strategy and Crossrail 2 teams.</p> <p>The latest comment with reference to the resubmitted Technical Clearance CR/26482 at Surbiton on 21 July 2021 was that the Wessex Strategic Planning Team would like to reinforce the previous comments made by xxx on the expired Technical Clearance dated 14/03/2019.</p> <p><i>"As there is currently some uncertainty around what exactly will be delivered, we would appreciate the opportunity to be consulted prior to any design works being progressed to further understand the plans for the areas surrounding the station. This is particularly important as the station is located on the proposed Crossrail 2 network and will form part of the long-term strategy on the Wessex Route".</i></p> <p>The Network Rail CR2 team was previously consulted on 25 September 2018 and the position then regarding the proposed scheme was that CR2 does not have a committed scheme from the Government or safeguarding directions to support the scheme. The current GRIP2 design does not believe that it will require the development site to deliver CR2. However, if CR2 is required to deliver step free access then a small area of land to the front of the southern part of the station may be required for the temporary delivery of works, however this should not prejudice the delivery of the development.</p> <p>The CR2 team is happy to work in collaboration with the Solum team.</p> <p>From a strategic planning point of view it is not believed that the development of the site will have a detrimental impact on the station in terms of congestion or pedestrian capacity, but improved access to the station from the south side should be considered.</p>
<p>Potential for future railway related use</p>	<p>The future use of the site for railway related uses has been considered by Network Rail's Wessex Strategic Planning team, with reference to the relevant long-term plan. Through the SWML Phase 1 strategic study in 2021 the Wessex Strategic Planning team have not identified significant, reasonably foreseeable railway related uses for the disposal area, other than those noted above.</p>

<p>Any closure or station change or network change related issues</p>	<p>The redevelopment of the site will lead to a temporary reduction of car parking spaces for a period during construction. This will need detailed planning and agreement with the SFO through the Station Change process.</p>
<p>Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future</p>	<p>Exact details of access arrangements are to be confirmed and will depend on the final layout of the proposed development. Sufficient operational access to Network Rail's Maintenance Delivery Unit (at the western end of the station car park) will be retained or re-provided.</p> <p>Suitable access for passengers and other station users will be maintained to Surbiton Station. Operational access to Network Rail line-side assets will also be maintained.</p>
<p>Position as regards safety / operational issues on severance of land from railway</p>	<p>The disposal includes arrangements under which Network Rail, or the other party will install new boundary fencing along parts of the railway boundary and sufficient fencing already exists for the rest.</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.</p> <p>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>Safety issues identified</p>	<p>The disposal documentation shall include Network Rail's usual safety provisions appropriate to this disposal site and type of disposal.</p> <p>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.</p> <p>The Technical clearance referenced in Part 2 above additionally stipulates certain bespoke site-specific conditions related to safety as outlined below.</p> <p>Additional disposal site specific safety conditions identified in the Clearance Certificate in addition to those usually referenced for any disposal:</p> <p><i>There should be no sale of the MDU nor land with operational equipment for the railway.</i></p> <p><i>The development must be designed to enable access and egress for a 40 ft articulated lorry to the MDU. Unimpeded access and egress is required 24/7.</i></p> <p><i>Close liaison would be required during construction to ensure access and egress is not impeded or delayed as the Mobile Operations Manager (who manages operational rail emergencies) utilises the RRAP here.</i></p> <p><i>Vehicles and delivery plant using the RRV access may be over-height and may be required to perform lifting operations, so no height restrictions can be imposed. Additionally, there must be sufficient space left so that MDU plant, vehicles and deliveries can take place in an un-restricted manner, and sufficient turning and off-loading areas are maintained.</i></p> <p><i>The access road to the MDU must be constructed of a standard sufficient to cope with very heavy vehicles delivering rails and ballast.</i></p> <p><i>The MDU will be undertaking regular night working and consequently the residential leases granted should document and recognise the fact that they are living by an operational railway with consequent potentially noisy operational maintenance during the night. The NR Community Relations Team to have a copy of the relevant lease clause.</i></p> <p><i>Once completed management systems for the road access to the MDU should be designed and or implemented to prevent vehicles from parking and blocking access to the MDU.</i></p> <p><i>Strategic Planner: As there is currently some uncertainty around what exactly will be delivered (constructed), we would appreciate the opportunity to be consulted prior to any design works being progressed to further understand the plans for the areas surrounding the station. This is particularly important as the station is located on the proposed Crossrail 2 network and will form part of the long-term strategy on the Wessex Route.</i></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)</p>
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7. Planning History and Land Contamination	
Planning permissions / Local Plan allocation (if applicable)	<p>“Policy S1: Surbiton Neighbourhood” allocates the land for housing in <i>The Royal Borough of Kingston Upon Thames Core Strategy Development Plan (Adopted 2012)</i> - the site is earmarked to provide 200 residential units.</p>
Contamination / Environmental Issues (if applicable)	<p>There are a number of trees within the disposal area subject to Tree Preservation Orders. The removal of any trees will be discussed with the Local Planning Authority and a compromise and / or replacement strategy will be agreed as part of the planning process.</p> <p>Surbiton Station is a Grade II listed building (List entry Number: 1185071). Although the station building is not within the disposal area, the purchaser is aware that it will be required to comply with all relevant legislation and regulations relating to listed buildings insofar as the development may impact the listed station building.</p> <p>The purchaser will be responsible for any necessary environmental remediation works required to make the site suitable for redevelopment</p>
8. Internal Consultation	
Internal consultation	<p>The future use of the site for railway related uses has been considered by Network Rail’s Wessex Strategic Planning team, with reference to the relevant long term plan. The strategic planning team have not identified significant, reasonably foreseeable railway related uses for the disposal area, except as discussed above.</p> <p>Access to the Maintenance Delivery Unit is required to be available 24/7 and in particular for night maintenance. Within the MDU is a road rail access point (RRAP) and this is utilised by (amongst others) the maintenance teams and Network Rail’s Mobile Operations Manager to deal with trackside emergencies. Consequently, it is critical that access remains unimpeded at all times. Any subsequent purchaser / developer will be made aware of this, and suitable management / contractual solutions will be put in place.</p> <p>The access road to the MDU is required to be built to a standard capable of managing heavy load deliveries of operational rail related materials such as rails and ballast deliveries.</p>

9. Local Authorities	
Names & Email Addresses:	
Local Transport Authorities:	<p>Transport for London            Director of City Planning            Head of Borough Engagement            Borough Engagement Manager (South)</p>
Other Relevant Local Authorities:	<p>Lead Planning Officer (Strategic Major Developments/ Planning Delivery)            Royal Borough of Kingston Upon Thames.</p>
10. Internal approval to consult	
Recommendation:	<p>By proceeding to consult I am:</p> <ul style="list-style-type: none"> <li>• recommending that Network Rail consults on the terms of disposal</li> <li>• confirming that I have read and understood Network Rail's Code of Business Ethics and policy on Interests in Transactions</li> <li>• confirming that I have secured internal written approval to consult in accordance with Network Rail's policy on Authorising Application Forms.</li> </ul>
11. External Consultation	
Summary of position as regards external consultations	<p>Consultation began on 29 August 2023 with an end date of 30 September 2023. However, due to a lack of response by the Station Facilities Owner, the consultation remained open until December 2023 when we finally managed to engage with the SFO.</p> <p>We consulted with 33 organisations and received replies from 30. The organisations that did not reply were Grand Central Railway Ltd, COLAS Rail Ltd and the Association of Community Rail Partnerships. Each organisation was chased at least four times by e mail over a period of three months post the consultation expiry date. However, the three organisations were not considered to be Key Consultees. Representations were received by;</p> <ol style="list-style-type: none"> <li>1.0 First Group MTR South Western Railway (the SFO).</li> <li>2.0 British Transport Police.</li> <li>3.0 Royal Borough of Kingston Upon Thames (the LPA).</li> <li>4.0 Transport for London.</li> </ol>

	<p>Representations are detailed in the attached Consultation Report at Annexe A.</p>
<p>Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward</p>	<p>There remains a single unresolved objection from the Station Facility Operator, SWR.</p> <p>This relates to Solum’s proposal to make the southern entrance station lift a publicly accessible lift, to enhance the existing public right of way (via stairs and overbridge) through the station to Surbiton town centre. SWR wishes it to be utilised by station customers only.</p> <p>As the existing station platform lifts (accessible from the public overbridge) are not subject to ticket gate-line control, resulting in revenue leakage, Solum has offered to supply ticket barriers on the station platforms at the lift egress points, as a scheme benefit. The discussions between the parties are appended as part of the attached consultation report.</p> <p>SWR is already planning improvements to the southern entrance lift and so these will not be a scheme improvement by Solum (the writer was unaware of this when completing the consultation document). Solum has offered to work with SWR to add to these improvements if SWR agrees, and this can be discussed and agreed during the Station Change process.</p> <p>Network Rail’s view is that the principle of land disposal and development has been accepted and agreed by SWR. Furthermore, as the station lift is within the station building (outside the proposed disposal area) lift accessibility should be agreed as part of the Station Change process and separate from LC17 considerations.</p> <p>It is therefore proposed that the matter of accessibility to the southern access lift is disregarded for LC17 purposes.</p> <p>Network Rail and Solum are committed to continue working together with SWR to agree the final design, phasing of the development and station improvements, all to be documented through the Station Change process.</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.....09/02/2024.....
Authorised by (name):	Authoriser's job title: Development Director, Property
Signed.....	Date.....12/2/2024.....