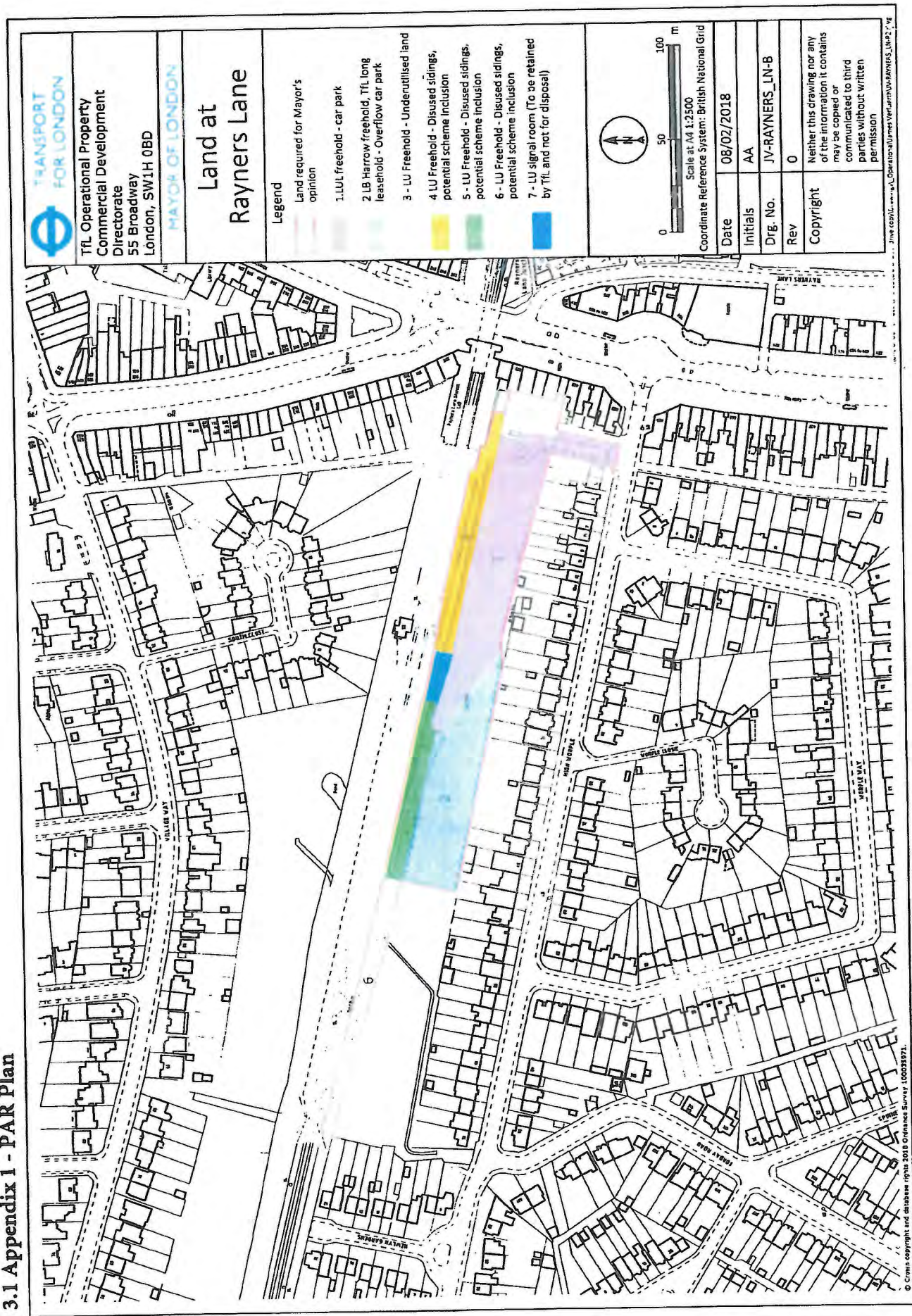


Asset Name	1. Rayners Lane car park, disused sidings area and the staff car park (please see plans for more information)		Date	09.02.2018
Information about proposed disposal	<p>Land and 'air rights' development of three NCP car parks in the London Borough of Harrow: Canons Park, Rayners Lane and Stanmore. This request is in relation to Rayners Lane. An amount of car parking, to be agreed with the Council, in line with usage and the Mayors Transport Strategy, will be removed in order to enable development.</p> <p>At Rayners Lane TfL land adjacent to the car park is to be included, comprising the disused sidings, which we believe is no longer required operationally. The staff car park is to be included – there are no plans to reduce staff car parking, and this land is included in case a temporary use, relocation or reconfiguration is required in order to enable development. Further, part of Rayners Lane car park is owned by LB Harrow and leased to TfL – we are proposing to acquire this land and/or alter it in order to enable development.</p> <p>Engineering constraints plans are provided with this request, which will also be provided to bidding developers and will be reflected in legal agreements in order to protect TfL.</p>			
Property Name & Address	1. Rayners Lane car park and adjoining land, Alexandra Avenue, Harrow HA5 5EG	TfL Asset Owner	TfL (Commercial) – car parks LUL – operational land	
Unique Ref (PAR)	Rayners Lane: 9747; 9972	CD Team	Property Development	
Borough	London Borough of Harrow	CD Sponsor	David Wakeford	
Zone (TfL)	5	Project Manager	David Wakeford	
Site Area	Rayners Lane - Car park (TfL freehold only), 1.2 acres - Other areas, up to 0.5 acres	TfL Legal Contact	David Jenkins	
Details of disposal	Long leasehold (250 years currently proposed) of spare land and air rights over retained car parking. TfL will retain the freehold to its land, as well as the retained car parking. The disposal will be subject to planning for a residential development.			
PAR plan	Appended			

3.1 Appendix 1 - PAR Plan





1.1 Author of the request

David Wakeford, Senior Development Manager
Commercial Development

Date

Jonathan Cornelius, Head of Property Development
Commercial Development

13/2/18

Date

Authority Approval Signatures Sheet – Surface Transport

Site name:

1.2 Consultee

Surface Transport confirms that we ☒ do not have any operational need or other requirements for, or existing operational interest in the asset(s).

Surface Transport

9/3/18

Date

**Authority Approval Signatures Sheet – London Underground****Site name:****1.3 Consultee**

London Underground confirms that we ~~do~~/do not have any operational need or other requirements for, or existing operational interest in the asset(s).




London Underground14/03/18
Date

Please see attached observations.

2 Approval

Authority Approval: The Director of Commercial Development considers that TfL does/does not require the above asset(s) for the purpose of the discharge of any of its functions.



Graeme Craig, Director of Commercial Development22/3/18
Date**3 Appendixes –PAR & Site Constraints Plans**

Rayners Lane

Step Free Access

S&ND have met with the Property Development (PD) team to flag up the current position on Rayners Lane so they are aware of our plans and stakeholder concerns.

S&ND were reassured that in not objecting to this request, we are not foregoing the opportunity to engage. PD agreed to make our requirements/constraints clear to any potential buyer/delivery partner and will be meeting with the Accessibility Sponsorship team to that end.

There are no objections to this request but S&ND would like to set out that:

- there is a requirement to provide step-free access improvements at Rayners Lane, this should be made clear during negotiations, should be actively considered in any development proposals and, as a minimum, safeguarded.
- in reconfiguring car parking, the provision of 'blue badge' parking spaces is safeguarded in an appropriate location.

Track

Rayners Lane car park was essential in delivering new points and crossings last year. The area was used to set up and transfer critical plant which were delivered by lorry to the car park and lifted over by tall crane.

Access to deliver excavation plant (up to 10 diggers) and bespoke lifting plant from the car park to the track, as well as room for tall cranes to work is essential for future points renewals in the area.

4LM

The proposed area for disposal includes the allocated space for a 4LM Signalling Equipment Room (SER) which is shortly to be installed.

The proposal also includes the disposal of the staff and public car park. This land includes Low Voltage AC cabling and the primary Cable Route Management System to serve the SER.

The local DNO (Electrical supply) cubicle and cable route to the SER are all within this plot. The LU power supply route is also through the sidings to the SER.

A further SER is to be installed in the early 2020s as part of the DTUP Piccadilly line Upgrade. This is planned to be sited adjacent to the 4LM SER building since the two signalling systems will be overlaid and hence closely integrated.

Temporary footbridges are also required to be installed from the car park area for safe access over the cable runs to the SER for installation, commissioning and maintenance.

