

# *“The Network Rail perspective on working with community rail groups to transfer a building”*



- Where to start
- Inside Network Rail – challenges we face
- Issues we can address together
- Process Case Study
- What can we do better



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# Where to Start



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Land Registry



## Where to Start



Route Communities Lead + Building Asset Owner + Commercial Property + Asset Protection + Train Operator

Route Sponsor / Maintenance Delivery Unit / Station Portfolio Surveyor / Arch Co Interface

- **Dedicated resources**
- **Funding & Budgets**
- **Competing Demands**
- **Stakeholders & Silos**
- **Reporting & Targets**
- **Asset knowledge**



**= Inconsistency!**



The good news



# Considerations for us before we start



## The Physical Asset

Time/effort to make safe for third party use

Existing services & how to annexe

Who is going to repair the roof? Is it safe to entrust a liability to individuals?

What's the long term plan for the area?

Is this use going to drive the maximum public/ railway benefit?

Structural condition

## The Legal & commercial

Break rights (lc17) and Term

Breach of Terms & yielding up

Rent and costs?

Who are we 'giving' an asset to? Could the business evolve?

What's the legal status of the entity?

Are other groups disadvantaged from off-market lettings?

## The Practical Responsibilities

Local Details: parking, access, refuse?

Station lease area?

Is the proposal commercially sustainable?

Repair

Who's portfolio? Can they manage additional assets effectively?

Can we keep people safe if tenant defaults?

## Practical tips to help you help us

1. Make sure you're talking to:
  - i. Asset Owner & Train Operating Company
  - ii. Community Lead & Station Property Surveyor or Regional Commercial Property
  - iii. Asset Protection
2. Proposed Use
  - Multi-uses: Planning permission – change of use?
  - Revenue (subletting or licencing)
3. Expect Structural & Safety concerns
  - Structural & condition survey required – inform costs & ability to proceed
  - How will it be competently maintained & paid for
4. Practicalities
  - Detail parking, access, servicing, hours of use. A clearly marked Plan
  - Utilities survey – submetering or direct supply
5. Funding
  - Pre-feasibility budgets
  - Funders minimum lease terms & landlord break provisions
6. Legal constitution
  - Clarity is key, formalised structure better
  - Financial control & liability if it goes wrong in the future



Project  
Manager



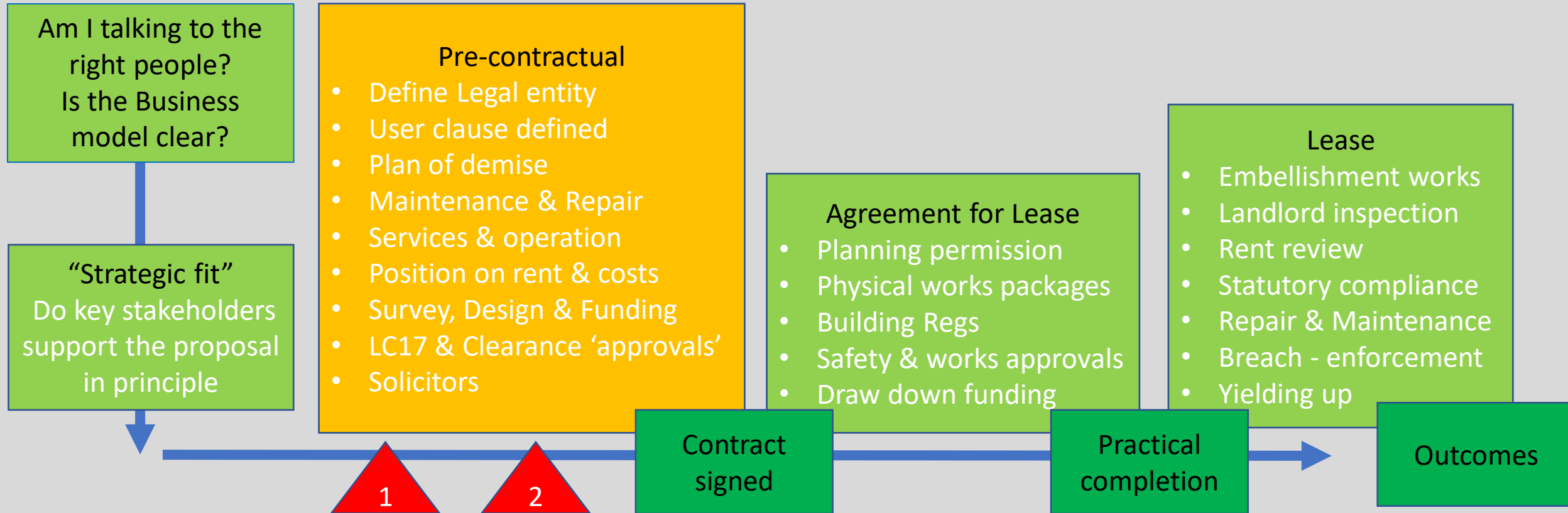
# Brickettwood



Learning



## A rough roadmap



1: “Clearance” (internal approval for change of use in principle) ... 2 stages

2: “LC17” (ORR Licence Condition 17) ... regulated ability to dispose of a legal interest



## What could we do better

*(personal thoughts  
for the North West  
Region)*

- Clear **First Point of Contact** (Route-based Communities lead) & support behind them
- **Asset Knowledge** of redundant assets
- **Process maps** specific to Community & Active travel refined and shared
- **Decision in Principle** gateway stage endorsed by key stakeholders
- Agreed **position on costs** (time & legal)
- Policy / **Decision Framework** on lease treatment of Groups & Uses by type
- A **template lease** agreement for buildings / room with guidance on rent
- **Consistency** with Train Operators in each Region
- **Resource provision** for Active Travel & Community Rail uses
- Acknowledgement / **targets** in our day jobs
- **Strategic & unified approach** to redundant assets & positive impact of Community groups
- Investigate other **delivery models** with partners to upscale