


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	Land north of Windmill Lane, Cheshunt, Herts EN8 9AJ, forming part of the visitor car park and access road adjoining the River Lee Valley Regional Park and the Windmill Lane/Cheshunt Station level crossing (the Property).
Plans attached: (all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)	Plan No. 53542A – Subject land coloured blue, other Network Rail owned land coloured green. Overview plan showing both Cadmore Lane Crossing, Windmill Lane location, the Property and Cheshunt Station.
Clearance Ref:	CR/16158
Project No.	N/A
Ordnance survey coordinates	E 536661, N 202358 TL366023
Photographs (as required)	 Cadmore Lane UWC_DSCA_08-05-2013.jpg



The Property, view from Windmill Lane, forms part of the LVRPA's car park.

2. Proposal

Type of disposal (i.e.
lease / freehold sale)

Freehold

Proposed party taking
disposal

Lee Valley Regional Park Authority

Proposed use / scheme	<p>The full scheme is to close the level crossing at Cadmore Lane. The Lee Valley Regional Park Authority (LVRPA) currently has 'occupational' rights at Cadmore Lane Occupation Level Crossing (c 520m north of Cheshunt Station/Windmill Lane). It is a private road with a right of way for LVRPA, however it is rarely used due to an area of land LVRPA leases from NR (located at Windmill Lane and described as the Property below) which provides access to the full extent of LVRPA's land. There is also a footpath over Cadmore Lane Level Crossing which is also used by cyclists (who trespass on the public footpath as it is not a dedicated cycle route). LVRPA has agreed to the release of their crossing rights at Cadmore Lane in return for the Freehold transfer of the Property to LVRPA. The LVRPA is the main authorized user of the Cadmore Lane occupation crossing but is also used by the general public as pedestrians and cyclists. The planned and funded installation of a footbridge will ensure the route remains available as a public footpath and due to the high volume of cyclists using the pedestrian route; the local authority is contributing to the cost of the footbridge to provide an enhanced facility that can accommodate cyclists.</p> <p>LVRPA currently leases property from Network Rail (NR) (as shown in blue on Plan 53542A – the 'Property') which provides for vehicular access to LVRPA's land beyond the Property. With the proposed closure of the level crossing at Cadmore Lane, vehicular access to LVRPA's land will necessitate passing over the Property. LVRPA therefore require permanent ownership of the land to be able to ensure their access in order for them to be agreeable to the release of crossing rights. In addition, the agreement LVRPA currently holds on the Property is terminable upon 6 months notice and therefore does not offer permanent security of always being able to access their land.</p>
Access arrangements to / from the disposal land	The land immediately adjoins the public highway at Windmill Lane with vehicular access being obtained from it.
Replacement rail facilities (if appropriate)	N/A

Anticipated Rail benefits	The Cadmore Lane crossing (c 520m north of Cheshunt Station/ Windmill Lane) has been identified as high risk for public footpath users. It has an ALCRM score of B1, with an estimated usage of 297 pedestrians and cyclists per day, and 448 trains per day. It is on a busy route into Lee Valley Park, and is also used extensively by cyclists trespassing on the public footpath. The level crossing gives LVRPA occupation rights including vehicular use, which due to LVRPA using NR's land at Windmill Lane, LVRPA do not use their rights very often at Cadmore Lane but can, if required, use with vehicles. However, use with vehicles would resume if ever Lee Valley's license over the Property were terminated. Construction of the proposed footbridge at Cadmore Lane crossing depends upon closure of the vehicular level crossing so that (1) the overhead electrification wires may be lowered, to reduce the height of the bridge, and (2) a gate that can be easily climbed by those wishing to take a short cut and avoid the bridge can be securely fenced. The release of the private crossing rights to LVRPA will enable the closure of the Cadmore Lane crossing in accordance with Asset Policy and Safety Strategy.
Anticipated Non-rail benefits	Safer access to Lee Valley Regional Park. Users will no longer have to wait for trains to pass, and the new bridge will be wide enough that 2 cyclists can pass one another, rather than waiting for each to go through the wicket gates.
3. Timescales	
Comments on timescales	The disposal is expected to be completed within 3-4 months following grant of specific consent from the ORR.
4. Railway Related Issues	
History of railway related use	<p>Cadmore Lane crossing has been assessed as a high level priority in the Level Crossing Closure programme. It has been identified as high risk for public footpath users. It has an ALCRM score of B1, with an estimated usage of 297 pedestrians and cyclists per day, and 448 trains per day.</p> <p>There is no historic rail related use of the Property to be transferred and currently forms part of the LVRPA's car park.</p>
When last used for railway related purposes	The Property has not been used for rail related purposes.
Any railway proposals affecting the site since that last relative use	N/A
Impact on current railway related proposals	There are no current railway related proposals for the Property to have an impact on.

Potential for future railway related use	There is potential for the future four-tracking of the West Anglia route adjacent to this site at some stage in the future. This has been discussed but there is no date for this to take place and it is not within the current RUS (Greater Anglia December 2007). In the event that a four-tracking were to occur, it is anticipated that Powers would have to be sought to enable compulsory purchase of lands and closure of all level crossings on the affected line. Such powers would provide compulsory purchase powers to enable Lee Valley Regional Park's access to be reconfigured as part of closure of Windmill Lane level crossing (possibly with a road bridge).
Any closure or station change or network change related issues	None from the Property transfer.
Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future	No. NR will retain access rights over the Property.
Position as regards safety / operational issues on severance of land from railway	<ol style="list-style-type: none"> 1. The disposal does not include any requirement for new fencing of the railway boundary, as sufficient fencing already exists. 2. 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.
5. Planning History and Land Contamination	
Planning permissions / Local Plan allocation (if applicable)	<p>No changes of planning use are proposed or required.</p> <p>Internal Clearance has been undertaken and obtained.</p> <p>Current RUS (Greater Anglia December 2007) has been consulted and no reference to this location.</p>

Contamination / Environmental Issues (if applicable)	None anticipated as existing car park use is to continue.	
6. Consultations		
Railway (internal – Network Rail)	Internal Clearance CR/16158 (Technical and Business have been issued)	
Summary of position as regards external consultations	No objections have been received. See attached Consultation Report	
Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward	N/A No objections have been received	
7. Local Authorities		
Names & Email Addresses:	No consultations with local or transport authorities have been undertaken as no changes to existing uses or the public highway network are proposed.	
Local Transport Authorities:	No consultations with local or transport authorities have been undertaken as no changes to existing uses or the public highway network are proposed.	
Other Relevant Local Authorities:	Lee Valley Regional Park Authority	
8. Declaration		
Declaration of Surveyor:	I have read and understood Network Rail's Code of Business Ethics and Policy on Interests in Transactions.	
Declaration of Property Development Manager:	I have read and understood Network Rail's Code of Business Ethics and Policy on Interests in Transactions.	
9. Internal Approval		
Surveyor Name:		
Approved by Property Services Manager	Name:	Date Approved by PSM: 27/09/2013