

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 sale with rights of way protected for Network Rail (NR) operations (as stated in this report).		
Rationale for disposal	<p>The Chadwell Heath site which is mostly vacant is positioned as an important strategic 'entrance' to a wider 79-acre regeneration zone. This scheme is being overseen by BeFirst (regeneration arm of Barking and Dagenham Council). BeFirst state that it is one of the largest remaining regeneration opportunities at a Crossrail station and is identified within the London borough of Barking & Dagenham (LBBD) new local plan as a Transformation area. The masterplan is currently going through the stages of adoption as the draft Chadwell Heath Transformation Area Masterplan Supplementary Planning Document (SPD). Because of the site's location (opposite Chadwell Heath railway station) it is considered an important 'entrance' site which will not only be for the immediate areas of regeneration (aesthetics) but also enable pedestrian corridors to the wider area. NR were advised that it could be Compulsorily Purchased (CPO'd) if the site was not made available for the regeneration project. The context of the site location is shown on the attached BeFirst Regeneration Zone plan.</p> <p>We have agreed with BeFirst that NR is open to the disposal/ redevelopment of the site subject to the safe and operational use of the railway and its assets. The site is an old engineering and goods yard which is now mostly vacant apart from a couple of business units (who are relocating). There are assets outside of the sale area that will still require access – this has been communicated to BeFirst and accepted and will be safeguarded.</p>		
2. Clearance	Type	Reference	Date
Clearance Details	Business Clearance	CR/62808	Approved and issued: 28/11/2024 Expires: 27/11/2026
	Technical Clearance	CR/62808	Approved and issued: 17/02/2025 Expires: 16/02/2027

3. Site

Description of property for disposal

Chadwell Heath: yard off Station Road, Greater London, RM6 4BU. The former goods and engineering yard measures about 5.2 acres and is accessed off Station Road. It has a palisade perimeter fence with the ground consisting of a mix of concrete, compacted stone, and old buildings, portacabins, wild vegetation and debris. A lot of the site is in disrepair and is mostly vacant.

The disposal site is shown by blue colour on attached Plan No. 0476080-2 Rev R. It is close to the entrance to Chadwell Heath railway station which is shown by blue outline colour on Plan No 0476080-2 Rev R.

In terms of description the attached plan no. 7855149-O shows different areas of the site as follows:

- Connecting from 'Valence Avenue/ Station Road' (public highway) a gated access road runs along most of the northern edge of the site coloured grey on the plan.
- The first compound coloured blue is used by Works Delivery – Electrical & Plant (E&P). This area consists of portacabins, material storage and small outbuildings. This team, subject to consultation, are due to relocate and a scheme is currently being developed for this in conjunction with the Anglia Route team – see comments in Replacement Rail Facilities. Opposite this compound (other side of the road) are gated and fenced Principal Supply Points (PSP)/ Relocatable Equipment Buildings (REBs). These units will remain, and access will be guaranteed 24/7 365 to E&P team.
- The second compound coloured red is part used by Overhead Conditions Renewals (OCR) and is named GE/SSV OLE Renewal Project. The area consists of a large brick flat roofed structure with ample parking. Most of the OCR team have been displaced following a restructure and no longer use the building. The remainder of the team, subject to consultation, will be relocated. The rest of the area is used by the Electrical Test Team of Route Services. This use will cease in December 2025 when they will relocate to a new depot at New Cross Gate, London.
- On the north side of the PSPs on Network Rail retained land is an access road that allows for inspection of the bridge that carries Station Road across the railway north-west of the site boundary. This access will be guaranteed 24/7 365 for the Network Rail Structures team.
- The next compound coloured yellow is vacant and is a large area of old dilapidated portacabins and some vegetation. This used to be occupied by commercial tenants, including a skip hire company, car sales garage and cash for clothes company.

	<ul style="list-style-type: none"> • The next area coloured red was previously used by OCR for storage but is now vacant. • The last area coloured purple used to be occupied by Keltbray (Crossrail contractor) who vacated several years ago. The site is now mostly unoccupied other than an area near the Rail Road Access Point (RRAP) that the Track Maintenance Team (TMT) use. In consultation with TMT, we have designed a new compound for them to utilize on Network Rail retained land verged red on Plan 0476080-2. The remainder of the purple area consists of old brick buildings one of which has a redundant electricity transformer. • There is a Network Rail GSMR telecoms mast on the site which will be retained by Network Rail together with access rights to get to this.
<p>Attached plans and photographs:</p> <p>(all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)</p>	<p>Attached plans and photographs:</p> <ul style="list-style-type: none"> • Plan No 0476080-2 Rev R showing the proposed disposal site by blue colour and Network Rail retained land by green colour. It also shows the Station Lease area for Chadwell Heath station by blue outline colour, NR retained TMT compound by red verge (Site A) and rights of access for Network Rail hatched brown. It also shows the RRAP by orange verge. • The plan also includes an area verged pink that was in the initial consultation but has been removed from the disposal area as a result of the consultation. • The plan also shows an area verged in black outline (Site B) that is part of the disposal site. However, depending on how other proposals go forward Network Rail may decide not to sell this land and use for a site for Network Rail's E&P engineers – see comments in Replacement Rail Facilities. • Plan titled BeFirst regeneration zone plan showing the context of the site to adjoining development planning for the area. • Plan no: 7855149-O: showing existing areas/ compounds. • Photos of site
<p>Ordnance survey coordinates</p>	<p>Eastings: 547725; Northings: 187617</p> <p>ELR: LTN1 10 Miles & 0215 Yards</p>

4. Proposal	
Proposed party taking disposal	The site will be marketed for industrial redevelopment once consent to the proposed disposal has been obtained. A restriction will be placed on the title limiting the use of the site to industrial only.
Proposed use / scheme	<p>The disposal land as shown on plan 0476080-2 Rev R has been requested by BeFirst to be made available for development as per the local plan and SPD. Releasing this site will form an important gateway and arrival destination for the wider 79-acre regeneration zone.</p> <p>The proposed use will be industrial to give a better integration and fit to adjoining rail uses on Network Rail retained land. Any new development will maintain access to existing NR assets (PSPs/ REBs, RRAP, TMT compound, bridge, GSM mast).</p> <p>When the scheme is completed there will also be a green spine (landscaped walkthrough) running through the south perimeter of the site from Station Road to the Freshwater Road to enable pedestrians to access the wider regeneration area.</p>
Access arrangements to / from the disposal land	Access to the disposal site is direct from the adjoining highway.
Replacement rail facilities (if appropriate)	<p>All existing accesses to Network Rail assets will be unaffected.</p> <p>Track Maintenance activities are being provided with their own dedicated space on the site in the area verged red (Site A). The two other Network Rail occupations on the proposed sale site are being dealt with as follows:</p> <ol style="list-style-type: none"> 1. Electrical Test Team – temporary occupation until they relocate to a new facility being provided in Southern Region. 2. E&P team. Proposal is to relocate to Chelmsford, and this is being worked up as a project. However, there is an option for the development of the site – once a developer has been chosen – to provide a purpose-built facility on the proposed disposal site as part of the terms of the disposal. If so, the land verged in black outline (Site B) will be retained by Network Rail.
Anticipated rail benefits	Redevelopment of an under-used site will reduce the threat of fly tipping and trespass risk. The redevelopment will create a safe and secure Track Maintenance compound improving conditions for Network Rail staff.

Anticipated non-rail benefits	<p>By releasing the site for redevelopment and working with BeFirst this will help regenerate the wider 79-acre zone, which BeFirst state is one of the largest remaining regeneration opportunities at a Crossrail/ Elizabeth Line station. NR's site will act as an important and strategic entrance/ arrival destination to the wider area and help realise this opportunity for the local area. The new wider regeneration area will have 3,500 residential units, 146,499m² of employment land, 2 primary and 1 secondary school, community spaces, retail/ leisure, an energy centre and open spaces (public and private).</p> <p>The site is quite isolated and dysfunctional in layout and with security issues. There are known safety issues with Chadwell Heath, including previous assault and thefts from the site with some colleagues feeling vulnerable. Redevelopment helps the site and the wider area.</p>
5. Timescales	
Comments on timescales	The site will be marketed in 2025 with a view to completing sale to a developer in 2026.
6. Railway Related Issues	
History of railway related use	From limited available records the site appears to have been used for importing coal (rail fed), but this reduced and ceased in the 1960s/ 1970s and no sidings remain. In more recent years (1990s and 2000s onwards) the site was designated into different areas and occupied by E&P Works Delivery, OCR, Keltbray (Crossrail contractor) and various commercial tenants including LRA Estates, which comprised of skip hire company, and car sales and cash for clothes. The operational occupations are either subject to planned moves away from the site or will be ceasing.
When last used for railway related purposes	Parts of the site including the RRAP access, Track Maintenance Team compound, REBs/PSP, GSMR Mast, bridge access are all used currently for railway related purposes and these uses will be maintained following the proposed disposal on retained Network Rail land.
Any railway proposals affecting the site since that last relative use	None.

Impact on current railway related proposals	None. (Senior Strategic Planner, Network Services) has confirmed there is no current impact, and none projected.
Potential for future railway related use	<p>There are no proposals affecting this site in the West Anglia Main Line Study of 2021 which as superseded the Anglia Route Study March 2016. I have consulted with Senior Strategic Planner (Strategic Planning) for Anglia Route and on Friday 21st February 2025 via email stated: "Thanks for your email. I can confirm strategic planning has no issue with the proposed disposal."</p> <p>The site is to the East of Chadwell Heath railway station, and there is a site proposed to the West of Chadwell Heath station which has been identified for Transport for London stabling. We originally consulted with appropriate sponsors who confirmed the subject site (i.e. this site) is not affected. However, the consultation process revealed that the stabling project does affect the site and hence the disposal site boundaries have been adjusted so that the section of land verged pink on Plan No 0476080-2 Rev R is retained by Network Rail for use by this project.</p>
Any closure or station change or network change related issues	None affect the site as no rail infrastructure, and it is not in a Station Lease.
Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future	<p>The disposal has been designed to allow all access to NR assets to remain and access 24/7 365 days to be maintained.</p> <p>Access to the RRAP, compound for Track Maintenance Team, REB/ PSP's, GSM/ Mast, bridge will all be maintained, during and post construction.</p>

<p>Position as regards safety / operational issues on severance of land from railway</p>	<p>The disposal includes arrangements under which the prospective developer will where this is insufficient or in disrepair install new boundary fencing along the railway boundary. The prospective developer will also supply and construct a new compound / mini depot for the Track Maintenance Team, this will also house the entrance to the Rail Road Access Point. Access will be via Right of Way. Additional Rights of way will also be legally protected to ensure teams can access and maintain assets at the Principal Supply Points (PSPs)/ Relocatable Equipment Buildings (REBs), Station Road Bridge and GSMR Telecom mast.</p> <p>The prospective developer will be required to engage and enter into an Asset Protection Agreement and property agreements to ensure the new compound is built to NR specification and all rights of way are protected and conditions stipulated in the Land Clearance are complied with.</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. 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>
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Safety issues identified	<p>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 the disposal and subject to such reasonable modification as appropriate to the disposal site and its intended use. 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 are as follows:</p> <ul style="list-style-type: none"> • NR reserves the right for unrestricted vehicular or pedestrian access to NR maintenance (TMT) compound, for maintenance of boundary fences, and inspections of NR assets. The developer will provide a vehicle incursion system to prevent any vehicle crashing into boundary fence. • The developer of this land will be required to seek professional assessment on signal sighting to ensure that the development will not affect railway operations. • A section of the road runs in parallel to the railway where there are signal L420 on up electric line and signal L936 on turnback line. In terms of drivers' visual blindness and distraction, any street lighting to the road connecting to the new development adjacent to the railway infrastructure shall require signal assessment. • In addition to the signals named above, the L391 and L416 banner repeater and the line pass this site is likely to also sit within the required reading distance for other signals slightly further afield shall be considered in the signal sighting assessment. • There are Signal power cables that originate from the PSP's that then run trackside in all directions. Detailed buried survey of the cables shall be carried out. The OP shall check and confirm no buried cables on the sale land. <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)	The site is within the London Borough of Barking & Dagenham (LBBD) new local plan as a Transformation area. The masterplan is currently going through the stages of adoption as the draft Chadwell Heath Transformation Area Masterplan Supplementary Planning Document (SPD). The SPD is allocating it as industrial land.
Contamination / Environmental Issues (if applicable)	Not so far as we are aware at this stage. Presence of contamination will be picked up as part of the planning application process (conditions requiring surveys and remediation etc. as appropriate). We are aware of bunds on the site in addition debris, old, dilapidated structures and rubbish and appropriate surveys will be carried out.

8. Internal Consultation

Internal consultation	<p>The proposed land sale and new Track Maintenance compound proposal (and protected Rights of Way for access) has been through Network Rail's Land Clearance Consultation and approved. The relocation proposals for the Route's E&P team have been worked up by collaboration with Anglia Route so that there is certainty re a location for this team.</p> <p>After consulting the West Anglia Main Line Study of 2021 which has superseded the Anglia Route Study March 2016 and also with Senior Strategic Planner (Strategic Planning) for Anglia Route and Business Development. stated via email on Friday 21st February 2025: "I can confirm there is nothing currently planned or planned for the future."</p>
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9. Local Authorities

Names & Email Addresses:	See other Relevant Local Authorities.
Local Transport Authorities:	Transport for London (TFL)

Other Relevant Local Authorities:	Principal Planning Manager (Policy), Place and Design. BeFirst, part of Barking & Dagenham local authority. 5 th Floor, 15 Linton Road, Barking, London, IG11 8HE
10. Internal approval to consult	
Recommendation:	<p>By proceeding to consult I am:</p> <ul style="list-style-type: none"> • 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

<p>Summary of position as regards external consultations</p>	<p>A total of 30 consultees were identified and consulted with 25 not raising any objections. Consultee No 26: British Transport Police also did not raise any objections but did comment about there having been cable thefts in the area and need to secure the site. The site is currently secure. The following Consultees: No 2: of Transport for London Engineering, No: 13 of MTR Crossrail, No 27: of Crossrail and No 29: and of Transport for London all raised initial objections. These were centered around the Goodmayes Stabling Project which is being led by Network Rail and TFL/MTR.</p> <p>Network Rail owns, and is maintaining, the Elizabeth (Crossrail) line and we had consulted with sponsor colleagues earlier in the year which confirmed that the sale site at Chadwell Heath did not affect an Elizabeth Line project known as Goodmayes Stabling Project. However, objections from TFL/MTR showed that the proposed disposal did affect this project. Therefore, as a result of these objections we re-consulted with colleagues including Programme Engineering Manager for the project.</p> <p>The requirements of the project have recently changed and additional land for the turnouts leading into the stabling sidings is now required. This land was in the original consultation plan. Therefore, we agreed to remove the land required from the disposal site and hence the land verged pink on Plan No. 0476080-2 Rev R is retained by Network Rail consulted with the affected parties, who are also now in agreement and have now removed their objections and stated no objection to the sale provided it is just the land coloured blue on Plan No 0476080-2 Rev R. As a result, all 30 consultees have no objections/ comments to the sale at Chadwell Heath.</p>
<p>Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward</p>	<p>All consultees have now responded with no objection/ comment.</p> <p>There were some initial objections raised by TFL/MTR about Goodmayes Stabling project and potential additional land requirements that may be needed at the Chadwell Heath sale site.</p> <p>As stated above these were resolved following additional consultation with Programme Engineering manager. We agreed that land adjacent to the railway tracks would not be sold and retained for future use with the project. All affected parties removed their objections.</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: Senior Development Surveyor	
Signed.....	Date 18 07 2025	
Authorised by:	Authoriser's job title: Principal Development Manager, Eastern	
Signed.....	Date.....21/07/2025.....	
Endorsed by due to proximity to a railway station :	Job title: Property Director Eastern	
Signed.....	Date.....21/07/2025.....	