

# 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                     | Long leasehold or freehold sale  |                      |                      |
| Rationale for disposal               | Release disused land for residential development.  |                      |                      |
| 2. Clearance                         | Type   | Reference            | Date                 |
| Clearance Details                    | Business Clearance<br>Technical Clearance  | CR/63655<br>CR/63655 | 07/03/25<br>23/06/25 |
| 3. Site                              |  |                      |                      |
| Description of property for disposal | <p>Approximately 4.3 ha of disused land North of Brent Cross West Station accessed via Brent Terrace. The land is the remaining part of the old Cricklewood freight depot following the transfer of the Northern section under CPO to The London Borough of Barnet in 2020. The site has planning permission for residential development as part of the approved Brent Cross Cricklewood Regeneration Area masterplan and was until recently subject to a CPO enacted option for purchase held by London Borough of Barnet Council.</p> <p>The site proposed for disposal lies approximately 0.75km from Brent Cross West station and comprises one parcel of land bounded to the west by railway sidings and the railway, to the east by residential cottages along Brent Terrace, to the north by the previously disposed land, and to the south by a site which is designated for residential development. Also within the boundary is two commercial units on the corner of Brent Terrace occupied by A.D Food and Wine &amp; Splash 2 Car Wash.</p> |                      |                      |
| Attached plans and photographs:      | <p>Attached plans and photographs:</p> <p>Attached to the rear of this report, Plan 1, Drawing 0773162 – Blue highlighted area is land to be released for the provision of residential housing.</p>  |                      |                      |
| Ordnance survey coordinates          | <p>X: 523591.24506<br/>Y: 186563.17856</p>   |                      |                      |

| 4. Proposal                                     |   |
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| Proposed party taking disposal                  | No defined party.   |
| Proposed use / scheme                           | Disposal for residential / mixed use development.   |
| Access arrangements to / from the disposal land | Direct vehicular access onto the site from Brent Terrace.   |
| Replacement rail facilities (if appropriate)    | Not applicable.   |
| Anticipated rail benefits                       | <p>Capital receipts for reinvestment into the railway. Development of disused land currently attracting anti-social behaviour</p> <p>The wider Brent Cross Masterplan has delivered major road and public transport improvements, new cycling, walking and bus routes and a new station on the Thameslink line. As well as this, new railway sidings have been delivered as part of the scheme.</p> |
| Anticipated non-rail benefits                   | Delivery of land for residential use in line with Government initiatives and policy, contributing to public sector housing targets.   |
| 5. Timescales                                   |   |
| Comments on timescales                          | Disposal is anticipated to be completed in 2026/2027.   |
| 6. Railway Related Issues                       |   |
| History of railway related use                  | Historically used as a freight depot. Most recent use was for the undertaking of a signalling upgrade project by a Network Rail Contractor. During this project, the land was mainly used for open storage and temporary contractor accommodation. Contractors have since vacated the disposal site.  |

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| When last used for railway related purposes   | Autumn 2024.  |
| Any railway proposals affecting the site since that last relative use   | There have been no railway proposals affecting the disposal site since last relative use.   |
| Impact on current railway related proposals   | None identified.  |
| Potential for future railway related use  | <p>No known planned use. Internal consultation with railway stakeholders has revealed no objections.</p> <p>Having consulted the Eastern Regional Strategic Plan, East Midlands Route Study, no future railway use has been identified on this site.</p> <p>Although in close proximity, the sale boundary does not include any LMD's and this has been confirmed with the respective operating companies and the route franchise and access manager.</p>   |
| Any closure or station change or network change related issues  | No closure, station change, or network change related to the disposal site.   |
| Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future | There is no access to the railway from the site and no known need.  |
| Position as regards safety / operational issues on severance of land from railway   | <p>The disposal includes arrangements under which Network Rail will install new boundary fencing along parts of the railway boundary.</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</p> |

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|  | <p>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>  |
| Safety issues identified                                     | <p>The disposal documentation shall include Network Rail's usual safety provisions appropriate to this disposal site and type of disposal.</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>All standard clearance conditions related to access for NR, operational boundary distances, fencing, drainage, construction and noise are to be included in the sale documentation (Details can be found within CR/63655 certificate).</p> <p>.</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> |
| <b>7. Planning History and Land Contamination</b>            |   |
| Planning permissions / Local Plan allocation (if applicable) | <p>The Brent Cross Cricklewood regeneration masterplan originally received planning consent in 2010 (Reference C/17559/08) and was later the subject of material amendments in 2014 (F/0468/13) under a Section 73 Permission.</p> <p>The masterplan has since been progressed by the Council and its development partner pursuant to the Section 73 permission.</p>  |
| Contamination / Environmental Issues (if applicable)         | <p>Network Rail conducted bat survey reports in July 2017 and found the site is partially within a bat flight path with several species. However, planning permission granted under the masterplan reflects this.</p> <p>All necessary contamination and environmental site surveys will have to be undertaken by the party taking the disposal.</p>  |

## 8. Internal Consultation

Internal consultation

The proposed disposal has been through Network Rail's Land Clearance Consultation. This consists of Business and Technical stages and providing there are no issues normally takes between 8-12 weeks. This process allows Network Rail stakeholders to view and if necessary, comment or object to the proposal. As stated in section 2 (Clearance) these proposals have received both Business and Technical approvals. The approvals are in the form of Certificates, and these specify conditions (where stakeholders have commented) that will be contained in any forthcoming legal agreements.

### Strategic Planning Team

"I'm not aware of any future plans for this site, so have no objections to the disposal from a strategic planning point of view". – (Senior Strategic Planner, Eastern Region) 14/02/2025.

## 9. Local Authorities

Names & Email Addresses: London Borough of Barnet Council

Local Transport Authorities: Transport for London

Other Relevant Local Authorities: London Borough of Brent Council

## 10. Internal approval to consult

Recommendation:

By proceeding to consult I am:

- 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

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| <p>Summary of position as regards external consultations</p>   | <p>There were 28 consultees approached for comment, with 28 of these returning a no comment/no objection response. There were 3 further comments received. Out of the comments received, none of these were objections. These included regarding access, depot operations, drainage and noise restrictions. All comments can be seen in the Land Disposal Consultation Report appended to this LC17.</p> <p>Barnet Council acknowledged the site's planning constraints. We explained that this was not the appropriate channel to address such matters and requested that the contact forward the issue to a transport representative within the council. No further response was received, as reflected in the consultation briefing.</p> |
| <p>Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward</p> | <p>Not applicable as we received no objections during consultation.</p>   |
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| 12. Internal approval to dispose |   |
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| 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:<br><br>Graduate Surveyor  |
| <u>Signed</u>                    | Date 08/08/2025   |
| Authorised by (name):            | Authoriser's job title:   |
| Signed...                        | Date.....22/08/2025   |
| Proposer's name:                 | Proposer's job title:<br><br>Head of Interface  |
| Signed .....                     | Date ...12/02/2026.....   |