## 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 |  |  |  |
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| Type of disposal | Deed of Easement without Network Rails Standard termination provisions |  |  |
| Rationale for disposal | To allow the sale of a block of new build flats by a local developer and to prevent a negative perception of Network Rail as impeding the sale of the flats by the building developer. |  |  |
| 2. Clearance | Type | Reference | Date |
| Clearance Details | Business Clearance (Utilities) Technical Clearance (Utilities) <br> Business Clearance (Access) Technical Clearance (Access) | CR/52995 <br> CR/52995 <br> CR/54314 <br> CR/54314 | $\begin{aligned} & 26 / 04 / 2022 \\ & 25 / 05 / 2022 \\ & 09 / 09 / 2022 \\ & 13 / 10 / 2022 \end{aligned}$ |
| 3. Site |  |  |  |
| Description of property for disposal | The land to be disposed of is on the western edge of Knebworth station. The land to be disposed of is the footpath outside of $1+2$ Park Lane on Station Approach Road. This land is used as a pedestrian footbath to and from Knebworth Station and to the other parts of the Town. |  |  |
| Attached plans and photographs: <br> (all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway) | Attached plans and photographs: <br> 0261884-1, 0261884-2 and 0261884-3 <br> Photos are included in the Appendix below the land required shown in orange and the land in relation to its position to Knebworth Station using an arrow to show its location. <br> In regards to the plans provided the Network Rail retained land is shown in green, the blue lines are showing the utilities and the disposal site is in blue hatchings. |  |  |
| Ordnance survey coordinates | $\begin{aligned} & \text { 524869, } 220251 \\ & \text { ECM1 } 25.0065 \end{aligned}$ |  |  |

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| 4. Proposal |  |
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| Proposed party taking disposal | 1 \& 2 PARK LANE LIMITED Company Number (10973552) registered office is at 1st Floor Sackville House, 143-149 Fenchurch Street, London, England, EC3M 6BL |
| Proposed use / scheme | Land to allow access to the newly built flats at 1+2 Park Lane, Knebworth by either foot or vehicle and the installation of utilities. The party is seeking a permanent easement without the standard Network Rail termination provisions. |
| Access arrangements to / from the disposal land | The land is accessed by either foot traffic or vehicle access via Station Approach Road. |
| Replacement rail facilities (if appropriate) | No rail replacement is required for this application as it relates to approximately 7 metres of footpath |
| Anticipated rail benefits | No direct railway benefits |
| Anticipated non-rail benefits | This will allow for the sale of the residential property in close proximity to the station by permitting pedestrian and vehicular access. |
| 5. Timescales |  |
| Comments on timescales | The flats currently on the market for sale and access will be required to allow homeowners to use their vehicles in crossing Network Rail land to access their new property. |
| 6. Railway Related Issues |  |
| History of railway related use | The land in question has been shown as part of the boundary on the deeds since the earliest deed dated in 1882. |
| When last used for railway related purposes | The land required is used as a footpath so there will be daily traffic crossing it to get to and from the station by pedestrians. |


| Any railway proposals <br> affecting the site since that <br> last relative use | There are no proposals for this site affecting the railway. |
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| Impact on current railway <br> related proposals | This right to cross will have no impact on the railway |
| Potential for future railway <br> related use | I have spoken to the Network Rail Station Portfolio Surveyor who <br> has confirmed there are no plans regarding this area of land to be <br> developed now or in the future. |
| Any closure or station <br> change or network change <br> related issues | All necessary work has already been completed for the utilities and <br> access work to the site. |
| Whether disposal affects <br> any railway (including train <br> operator) related access <br> needs, and how these are <br> to be addressed in future | This would not affect the access needs to the station as the work <br> has already been completed and not impacted on access to and <br> from the station. |


| Position as regards safety / <br> operational issues on <br> severance of land from <br> railway | The disposal does not include any requirement for new fencing of <br> the boundary, because its location or the nature of the disposal is <br> such that the boundary demarcation is not needed. <br> The disposal is on a basis under which Network Rail has had due <br> regard (where applicable) to impact of the disposal on lineside <br> works, including railway troughing, signalling and their maintenance. <br> The disposal is without prejudice to Network Rail's safety <br> obligations, with which Network Rail will continue to comply. <br> Network Rail's network licence requires compliance with Railway <br> Group Standards. These set out requirements for - amongst other <br> things - fencing, access and signal sighting. In addition, the <br> Railways and Other Guided Transport Systems (Safety) <br> Regulations 2006 require Network Rail to have a safety <br> management system and safety authorisation in respect of its <br> mainline railway system and its railway infrastructure. These, in <br> turn, require Network Rail to comply with Railway Group Standards <br> as well as its own internal standards; and also, continually to <br> monitor changes to the risks arising from its operations and to <br> introduce new control measures as appropriate. |
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| Safety issues identified | The disposal documentation shall include Network Rail's usual <br> safety provisions appropriate to this disposal site and type of <br> disposal. <br> The Technical clearance referenced in Part 2 above additionally <br> stipulates certain bespoke site-specific conditions related to safety <br> as outlined below <br> Additional disposal site specific safety conditions identified in <br> the Clearance Certificate in addition to those usually <br> referenced for any disposal: <br> No site-specific conditions identified in clearance. |
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7. Planning History and Land Contamination

| Planning permissions / <br> Local Plan allocation <br> (if applicable) | Planning permission has been granted for the new builds <br> construction by North Herts Council. |
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| Contamination / <br> Environmental Issues <br> (if applicable) | There are no concerns in regard to this application as this is for an <br> area of approx. 28 square meters which will be used for vehicles to <br> cross this land and pedestrians to pass over the footpath. |

8. Internal Consultation

| Internal consultation | The comments received in Business and Technical Clearances are attached in the Appendix. <br> G6 consultation completed on 07/12/2022 between Network Rail and the Train operating company, Govia ThamesLink Railway the only feedback was in regard to any work to have the relevant WPP. This is not necessary as all the utilities and access works have already been completed. <br> I can confirm that as part of the Business Clearance process the route have stated the following. <br> For 52995 - the MPC, Drainage, E\&P and Liabilities were consulted For 54314 - the MPC, Drainage and Liabilities were consulted. <br> The system operator has been consulted and have no objections to this application. |
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| 9. Local Authorities |  |
| Names \& Email Addresses: | North Hertfordshire District Council |
| Local Transport Authorities: | Govia Thameslink Railway Ltd |
| Other Relevant Local Authorities: | None |
| 10. Internal approval to consult |  |
| Recommendation: | By proceeding to consult I am: <br> - recommending that Network Rail consults on the terms of disposal <br> - confirming that I have read and understood Network Rail's Code of Business Ethics and policy on Interests in Transactions <br> - confirming that I have secured internal written approval to consult in accordance with Network Rail's policy on Authorising Application Forms. |
| 11. External Consultation |  |
| Summary of position as regards external consultations | Summary of the position regarding responses: 36 stakeholders consulted and 36 replies. <br> The are 0 non replies from the consultees. |

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|  | The majority of responses were either No Comment or No <br> Objections or No Issues. <br> Govia noted that Part B station change to be issued to update the <br> lease plan. <br> Eastern Region Strategic Planning have no objection to this <br> application. |
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| Analysis of any unresolved <br> objections together with <br> recommendation by <br> Network Rail as regards a <br> way forward | No objections were received from the consultees. A copy of the <br> consultee's replies on a separate spreadsheet. |

12. Internal approval to dispose

| Recommendation: | Based on the above, I recommend that Network Rail proceeds with <br> the disposal. |
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| Declaration: | I have read and understood Network Rail's code of Business Ethics <br> and Policy on Interests in Transactions |
| Proposer's name: | Proposer's job title: |
| Technical Surveyor |  |



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Station Lease - KBW04702
Underlying Structure Included
Rights of Way - A150Q/2
Freehold Ownership
Bridge (Rail over Road)
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Underlying Structure Included
Rights of Way - A150Q/2
Freehold Ownership
Bridge (Rail over Road)
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Rights of Way - A150Q/2
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