

**Les Waters**  
**Head of Licensing**  
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Company Secretary  
Network Rail Infrastructure Limited  
Waterloo General Office  
London  
SE1 8SW

28 June 2024

## **Network licence Condition 17 (land disposal): Railway viaduct between Camden Gardens and York Way, Greater London**

### **Decision**

1. On 30 May 2024, Network Rail gave notice of its intention to dispose of land at its railway viaduct between Camden Gardens and York Way, Greater London (“the land”), in accordance with Condition 17 of its network licence. The land is described in more detail in the notice (copy attached) and at Annex 1.
2. We have considered the information supplied by Network Rail including the responses received from third parties consulted. For the purposes of Condition 17 of Network Rail’s network licence, ORR consents to the disposal of the land in accordance with the particulars set out in its notice.

### **Reasons for decision**

3. We are satisfied that Network Rail has consulted relevant stakeholders with current information.
4. In considering the information provided by Network Rail, we note that:
  - there is no evidence that railway operations would be affected adversely by the disposal;
  - no other reasonably foreseeable railway use for the land was identified for at least the next 15 years;
  - the proposed disposal would be by way of a lease, up to 25 years in duration, and would include a break option to allow Network Rail to take back the land after 15 years, if required;
  - Network Rail would retain access rights to the land in order to facilitate its provision of network services; and
  - the installation of a community walkway and green space on the land would be of a temporary nature.
5. DB Cargo (UK) Limited (“DBC”), GB Railfreight Limited (“GBRf”), Freightliner Limited (“Freightliner”), the Rail Freight Group (“RFG”) and Transport for London (“TfL”) all raised concerns that the land may be needed to reintroduce railway

infrastructure and thereby facilitate additional capacity to support growth in passenger and freight train services in London.

6. In its objection to Network Rail, GBRf referred to the land's inclusion in [The London Rail Freight Strategy](#) ("the strategy"), produced by Network Rail and cross-industry representatives in 2020 as part of the industry Long-Term Planning Process.

7. We note that the strategy describes a "core intervention" that would "reinststate a third track and platform on the northern side of Camden Road station, utilising part of the former 4-track formation through the station". The strategy says that doing so would provide additional capacity that would "...allow new options for future service provision and bolstering performance resilience. Reinstatement of a third platform would enable platform 2 to be used as a central turnback, with platform 3 becoming the eastbound line for through London Overground services and the majority of freight."

8. We note Network Rail's confirmation that there is currently no funding or programme for such work, for which the strategy gives the timeframe as being "Late 2030s/early 2040s". However, the strategy shows the land has a reasonably foreseeable and important use for the railway.

9. Network Rail has stated that the lease would include a 15-year break option, in Network Rail's favour, should the land need to be returned to railway use. We note that DBC, Freightliner and TfL were satisfied with this approach although GBRf did not lift its objection and RFG's concerns remained.

10. However, given Network Rail's confirmations to us, we are satisfied that the land can be returned to Network Rail in the late 2030s, if required, which accords with the timeframe given in the strategy. We therefore consider that the respondents' concerns have been dealt with and we do not need to uphold the objection received from GBRf.

11. We also consider it prudent that Network Rail takes steps to avoid the presumption of a public right of way being established. Network Rail confirmed to us that the lease will include conditions to give the lessee the responsibility to erect signage to protect Network Rail's position and that Network Rail will require the lessee to sign a statutory declaration.

12. We have considered this proposal in line with our decision criteria in [Land disposal by Network Rail: The regulatory arrangements, October 2019](#).


13. Based on all the evidence we have received and taking into account all the material facts and views relevant to our consideration under Condition 17, we are satisfied that there are no issues for us to address.

14. We have had regard to our decision criteria in *Land disposal by Network Rail: The regulatory arrangements, October 2019*, and balanced our section 4 duties given to us under the Railways Act 1993. In doing so we have given particular weight

to our duty to exercise our functions in a manner which we consider best calculated to “protect the interests of users of railway services”.

15. We have concluded that the proposed disposal is not against the interests of users of railway services. In light of that and our understanding of the transaction as set out above, we grant our consent to the proposed disposal of the land.

28/06/2024

X A handwritten signature in blue ink that reads 'Les Waters'.

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Les Waters

Head of Licensing

Signed by: S-1-12-1-966673442-1316586399-15867803-3367161311/6cf3732f-04be-44fd-8530-4edcf25f8629

**Duly authorised by the Office of Rail and Road**

# Property Disposal – Specific Consent

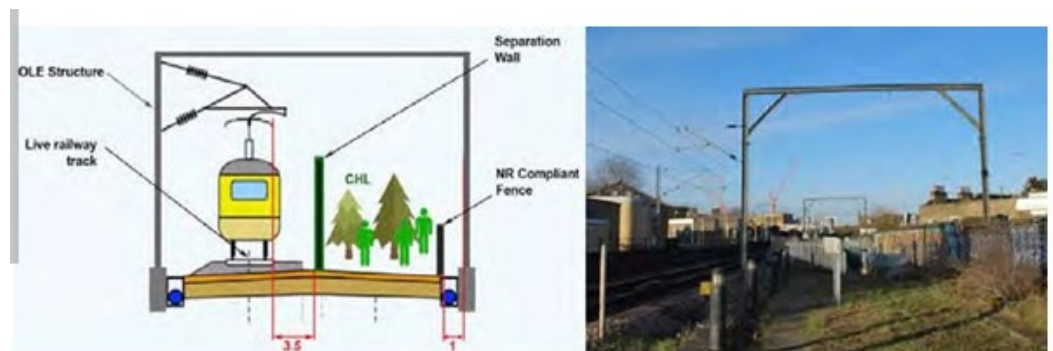
Application by Network Rail Infrastructure Limited to dispose of land in accordance with the Land Disposal Condition of the Network Licence.

1. Disposal			
Type of disposal	25-year lease granted to Camden Highline contracted out of the Landlord and Tenant Act 1954 and subject to a 15-year break option, in favour of Network Rail.		
Rationale for disposal	<p>The Highline scheme offers a range of potential functional roles, incorporating a new east-west transport link from Camden Town to the northern edge of Kings Cross, a green space and community garden asset, alongside the potential for some commercial activities. This is a high-profile case which has the support of Peter, Lord Henty, Sir Keir Starmer (MP for Camden) The Mayor of London and cross-party support.</p> <p>The rail benefits include the utilisation of land not currently required for operational use, positive publicity facilitated non-rail benefits for the community and a direct share of any commercial revenue generated by the Camden Highline whilst in situ. The benefits to Network Rail specifically are all as mentioned as well as raising the profile of the company not only in regard to the railway and what we can offer the public but to developers and investors, showing we are open to be involved in suitable property schemes.</p>		
2. Clearance	Type	Reference	Date
Clearance Details	Business Clearance	CR/31921	22/08/2022
	Technical Clearance	CR/31921	23/05/2023
	Business Clearance	CR/56253	23/03/2023
	Technical Clearance	CR/56253	17/05/2023
3. Site			
Description of property for disposal	<p><b>Site Location</b> Half of a railway viaduct running between Camden Road to York Way in North London. The property is 0.2 miles from Camden Road Train Station. Half the viaduct is utilised for railway services however the remaining half which is subject to this proposal, is currently disused and has no planned operational railway use for the next 15 to 25 years. The lease will give permission to the proposed tenant to use the viaduct for the proposal.</p> <p><b>Proposal Description</b> The Camden Highline is a charity supported by Camden Town Unlimited is the BID (Business Improvement District) for Camden Town. It represents over 300 Camden Town businesses. It has approached Network Rail to utilise a currently unused part of Network Rail's viaduct infrastructure which runs through Camden to create a scheme akin to the New York Highline. This will involve the grant of a 25-year contracted out lease, with a 15-year break option to Camden Highline.</p>		

The Camden Highline is a scheme to transform a disused section of raised rail line into a sustainable green space and transport link. It offers the potential to create a new green link that would connect Camden Market, via Camden Road Station, across to Camley Street, and on to the northern edge of the King's Cross development area.

The overall length of the Highline is around 1.2km offering a 10- or 15-minute walk.

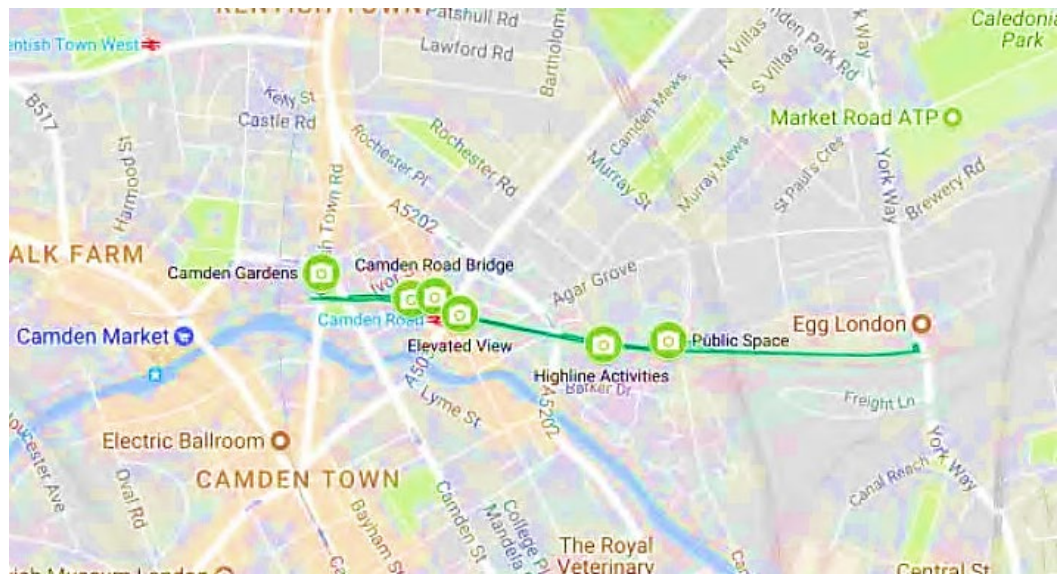
1. The proposal will be entirely third party funded through Camden Highline.
2. Internal Network Rail clearance for the proposed scheme has been granted and a BAPA was entered into to facilitate Camden Town Unlimited's initial feasibility appraisal.
3. Network Rail will retain responsibility for maintaining the viaduct structure and retain rights of access to all its operational equipment. The agreement would also require a payment to cover any ongoing Network Rail management costs which occur as part of its ongoing oversight of the lease agreement. It is possible the Highline will also contain retail offerings to help pay for these running costs.
4. Camden Highline hired Meinhardt in 2018 to investigate whether the proposal was technically feasible. Meinhardt confirmed the project is technically feasible because it will:
  - Comply with BD 29/17 "Design Criteria for Footbridges".
  - Comply with BS EN 50122.
  - Comply with NR standards and DDA regulation.
  - Guarantee Accessibility and Protection to NR assets.
  - Improve the current condition of disused bridges.
  - Does not affect current Overground service operations.





Attached plans and photographs:  
(all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)

1. Location in London



2. Photos and Graphics



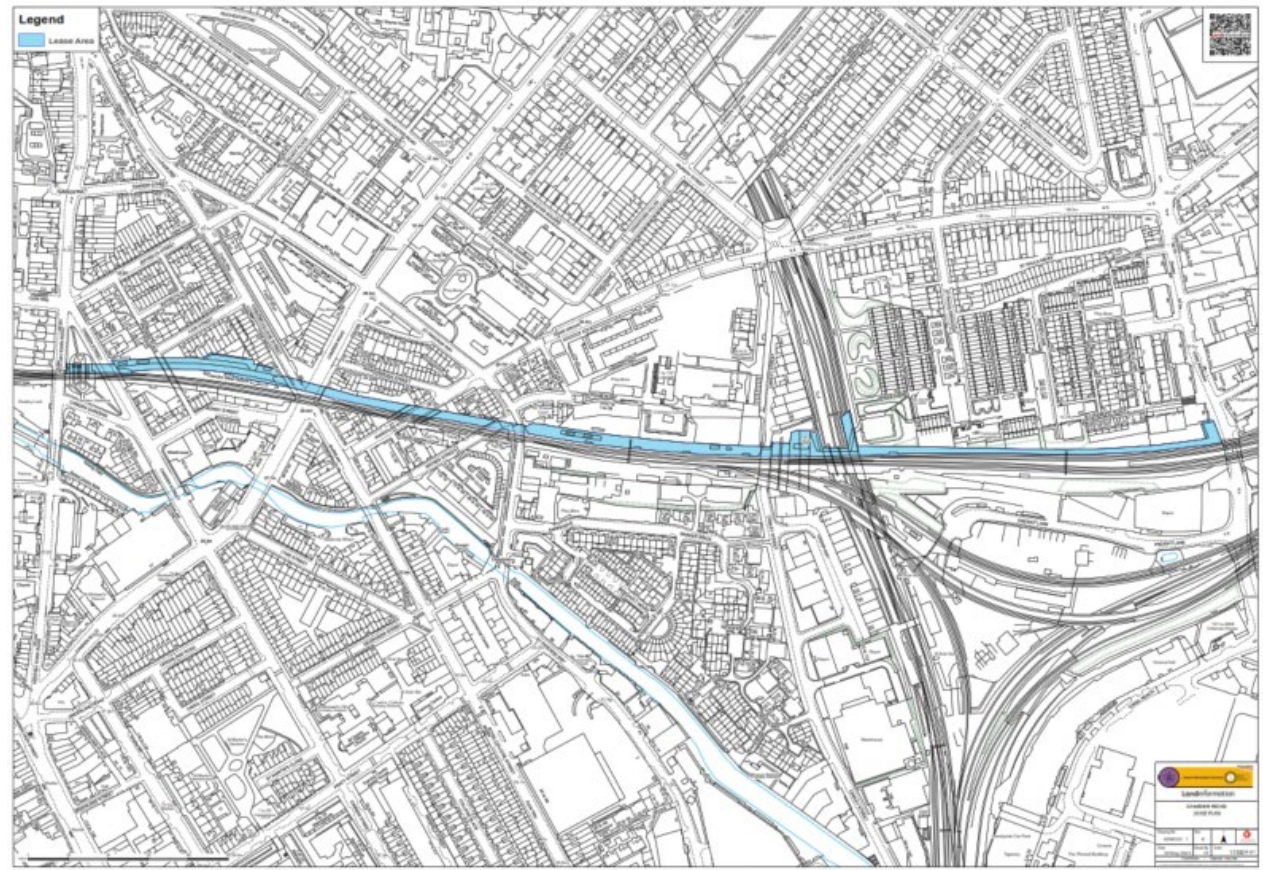




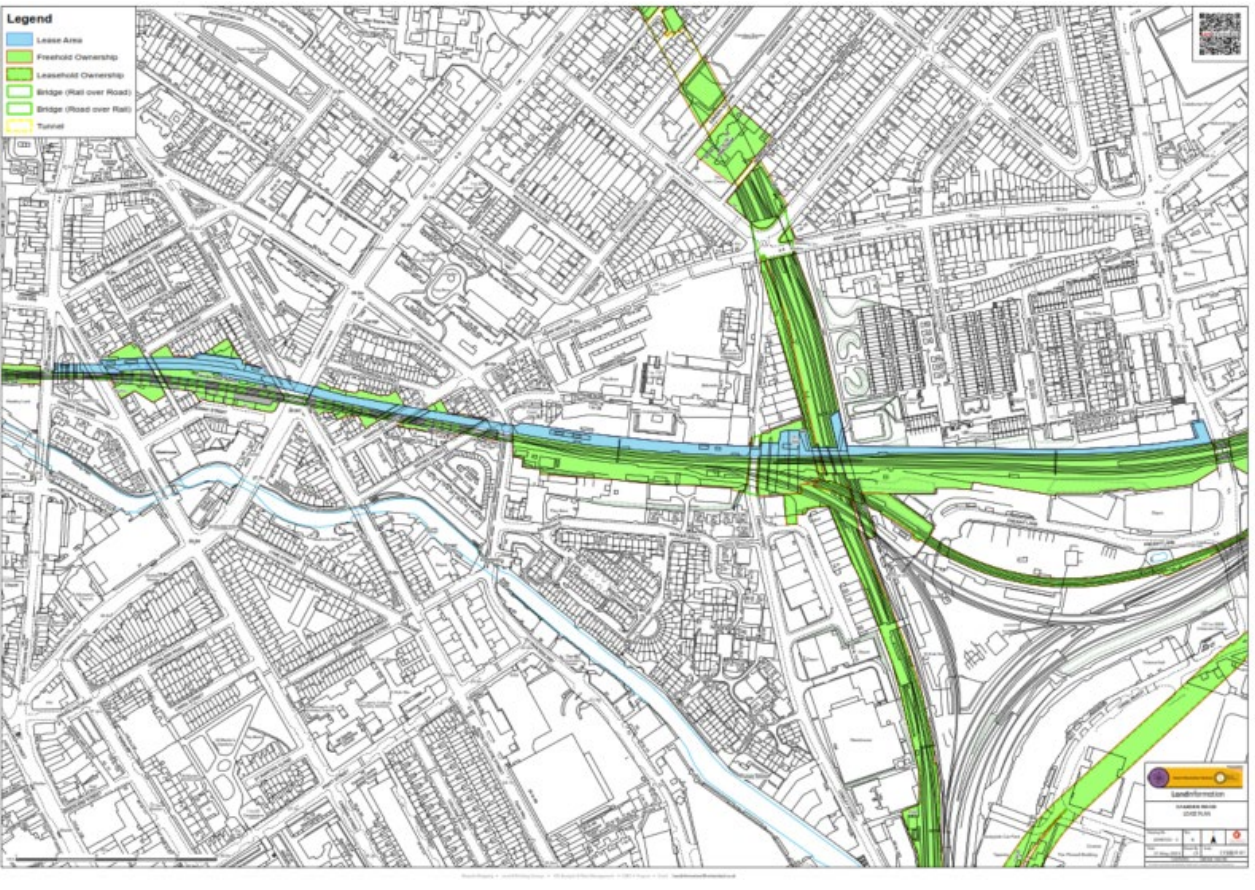




### 3. Lease Plan



### 4. Lease Plan with Operational Ownership





5. Ariel Photo



Ordnance survey coordinates	National Grid Reference: 529457 , 184174 ELR Mileage: BOK1 4.1377
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**4. Proposal**

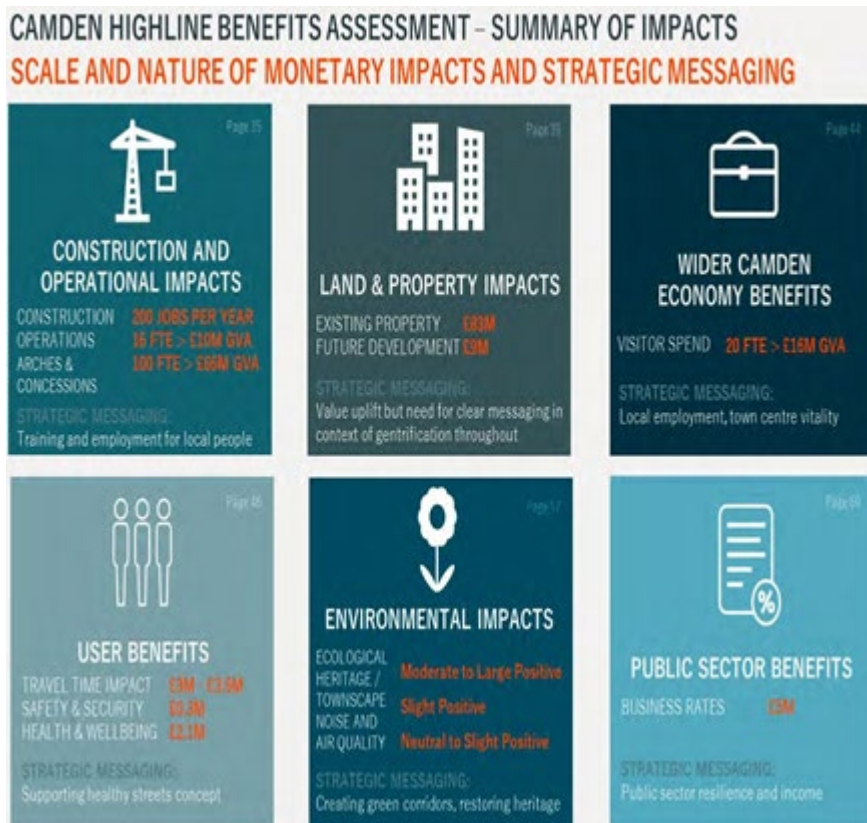
Proposed party taking disposal	Camden Highline (Charity No. 1191150)
Proposed use / scheme	The Camden Highline's primary purpose is to transform a disused railway viaduct running from Camden Town to King's Cross into a new elevated park and garden walk, which will serve as the foundation for new community activity in the area.
Access arrangements to / from the disposal land	Network Rail is to reserve the full right and liberty to enter upon the property (within reasonable notice except in an emergency), with or without workmen, agents and contractors for the purposes of examining, maintaining, repairing, renewing or reinstating any structures or infrastructure on their adjoining or neighboring land which cannot be reasonably undertaken from within Network Rails retained land. This includes a right to establish (where required) temporary site compounds for project

	<p>works and to require temporary removal of any of the licensee's assets from the site to enable these works to take place.</p> <p>Subject to consultation with the licensee, Network Rail shall retain the right to install (free of cost) equipment that is required for the operation of the infrastructure on the lease areas.</p> <p>Any operational railway costs incurred by Network Rail as a direct result of a failure to gain access may result in a claim against the tenant.</p>
<p>Replacement rail facilities (if appropriate)</p>	<p>The Anglia Route Strategy &amp; Planning Group on 10 April 2019 agreed that the side of the viaduct in question would not be required operationally for rail related uses for at least 15 years, and potentially not for 25 years. As all existing assets will remain in their current locations and be accessible for Network Rail no replacement rail facilities are needed. Future aspiration and plan for rail use of the infrastructure is set out in the London Rail Freight Strategy, a published output of the industry Long-Term Planning Process.</p> <p>The Eastern Region and System Operator strategic planning team have identified that the rail infrastructure associated with the Camden High Line proposal is likely to be required, to accommodate future freight and passenger improvements on the North London Line; the most recent industry strategy work outlining these requirements is the London Rail Freight Strategy (2021), which is published on Network Rail's website. At this time though, it is unlikely funding will be available to develop the scale of enhancement required to bring the legacy infrastructure corridor back into operational railway use, and it is unknown when the funding position might change. The strategy teams in Eastern Region and the System Operator have been working with Property throughout the developer's engagement, and are supportive of the inclusion and, whenever necessary in future, triggering of the break clauses provided for the protection of the future strategic needs of the North London Line.</p>
<p>Anticipated rail benefits</p>	<p>There are a number of anticipated rail benefits for the rail industry, including, but not limited to:</p> <ul style="list-style-type: none"> <li>• Efficient Land Utilisation of part of a currently non-operationally required viaduct.</li> <li>• Positive publicity from being able to facilitate the non-rail benefits detailed below.</li> <li>• A direct share of the commercial revenue generated by the Camden Highline scheme.</li> </ul> <p>The benefits to Network Rail are the same as above but also:</p> <ul style="list-style-type: none"> <li>• Increasing public interest in the railway and what we have to offer communities.</li> <li>• Raising Network Rail's profile not only in regard to rail but to developers and investors for property schemes.</li> <li>• Creating a safer area of a disused part of the network which will be occupied and monitored rather than derelict.</li> </ul>
<p>Anticipated non-rail benefits</p>	<p>The Impact Framework</p> <p>Camden Town Unlimited have undertaken a comprehensive process to establish the range of potential direct, catalytic, and wider strategic benefits that could be engendered by the Highline scheme. This has applied the baseline evidence base gathered from</p>

stakeholders and knowledge of the potential functional roles of the Highline to develop an overarching impact framework.

A total of six 'Impact Topics' have been identified covering the direct and catalytic impacts:

- Construction and operational impacts: direct employment and business benefits
- Development and property impacts: uplift in existing residential and commercial properties and future development values
- Benefits to Camden's economy: expenditure impacts from additional visitors
- Benefits for users: travel and safety benefits, health and wellbeing impacts
- Environmental impacts: ecological, heritage & townscape, and noise & air quality impacts engendered by the scheme
- Public sector benefits: changes to business rates and council tax returns and health service expenditure.



**Central Case' Benefits**

Camden Town Unlimited's Central Case is based on a set of assumptions drawn from the literature regarding the types of impacts and benefits which might be expected to be unlocked by a scheme of the size and nature of the Camden Highline.

The findings of the assessment demonstrate that over its lifetime the project has the potential to deliver:

Around to £92m worth of aggregable GVA benefits to the local (Camden) economy



	<p>Total quantified benefits of around £225m (while presented here as a single figure for indicative purposes, some of these benefits are ‘non-aggregable’, comprising a mix of impacts providing benefits to a range of audiences and beneficiaries).</p> <p><b>Wider Strategic Impacts</b></p> <p>Supporting Camden’s local growth &amp; regeneration aspirations: By enhancing the image and overall quality of the area, while also providing a more direct pedestrian link to Camden town for developments in the immediate vicinity of the route, the Highline could play an important role in supporting local growth aspirations and in helping the Borough to meet its strategic growth targets.</p> <p><b>Supporting local and regional travel and movement aspirations:</b> Whilst not at street level, the Highline embodies nearly all the principles of the Healthy Street Approach and will create a high quality and unique pedestrian walkway linking Camden Town to King’s Cross. It provides a community asset that will encourage walk trips and help to deliver the Mayor’s aspiration for active travel.</p> <p><b>Supporting the Mayor’s aspirations for Good Growth:</b> The Highline aligns strongly with the Mayor’s Good Growth aspirations and narrative. It is a bottom up scheme driven by the local community and rooted in an aspiration to make Camden a better place for the full spectrum of communities who visit, live and work in the area.</p> <p><b>Strengthening and diversifying London’s visitor offer and promoting the city on the global stage:</b> The Highline has the potential to deliver a significant visitor economy boost: not just for Camden, but also for London as a whole, with business plan forecasts of ~1.3 million tourists, of which ~0.8 million would be international visitors. The attention and exposure, both nationally and globally, would help further strengthen London’s standing as one of the world’s leading visitor destinations.</p>
<b>5. Timescales</b>	
Comments on timescales	<p>Heads of Terms have been negotiated with Camden Highline. Planning approval has been granted for the first section of the Camden Highline, running from Camden Gardens to Royal College Street.</p> <p>Following LC17 approval the lease will be completed.</p>

6. Railway Related Issues

History of railway related use

The East & West India Docks & Birmingham Junction Railway was incorporated by Act of Parliament on 26 August 1846. It was empowered to construct a railway from the district of Poplar and the docks to Camden Town in north London. The railway's headquarters and locomotive works were initially located in Bow.

At first, it ran trains from Bow Junction on the London and Blackwall Railway (L&BR) to Islington, commencing on 26 September 1850. The line was extended to Camden Town railway station from 7 December 1850 and to Hampstead Road railway station (later renamed Primrose Hill) from 9 June 1851. Another extension via the L&BR was inaugurated on 1 January 1852, extending from Bow Junction to Poplar railway station, and from there to Blackwall and the East India Docks.

Passenger services from Dalston Junction to Victoria Park Junction resumed from 12 May 1980 during the gradual run-down of the line from Dalston Junction to Broad Street, which finally closed on 30 June 1986. The line from Victoria Park Junction to Poplar Docks via Bow Junction closed on 3 October 1983.

The line between Willesden Junction and Camden via Primrose Hill is now primarily used (in 2014) for empty coaching stock movements between the North London Line and Willesden Depot, freight trains and, during engineering work, diverted passenger services to and from the Watford DC Line. Primrose Hill station has been closed.

Since 31 August 1987, Docklands Light Railway has followed the path of the North London Railway from Bow Church to Poplar. The northern section of the East Cross Route (A12) built in the late 1960s ran parallel to the rail line between Old Ford and Victoria Park stations, both of which were demolished for the road's construction.

The East London Line Extension took over the abandoned stretch between Dalston Junction and Shoreditch from April 2010, incorporating it into the London Overground network.

When last used for railway related purposes

Historic satellite imagery from 1999 show the bridges having had their decks removed which is evidence the part of the viaduct in question has been unused for at least 20 years.



Any railway proposals affecting the site since that last relative use	None – The site has not been used for any significant railway related schemes since 1999.
Impact on current railway related proposals	None – No scheme is currently identified which requires use of this part of the viaduct.
Potential for future railway related use	<p>There is a potential that the site could be used for a rail freight loop in the future. No scheme is currently identified but it is possible this location may be required to address the needs of increasing demand for rail freight in the longer term as well as supporting increased passenger services. There is no requirement identified for such a rail freight loop in at least the next 15 years. Any freight capacity scheme is in the long term, and in combination with other enhancements (as set out in the London Rail Freight Strategy). There is no scheme currently and no foreseeable funding prospects at this time.</p> <p>In addition, Transport for London as part of their North London Line capacity study did <u>not</u> note the requirement for use of the track bed in the Camden Road area.</p> <p>The proposed disposal would allow Network Rail to recover the site through the exercise of a break clause in the lease, if it was post 15 years from now.</p> <p>On the basis of the above, the Anglia Route Strategy &amp; Planning Group on October 2020 agreed on behalf of the Anglia Route that the side of the viaduct in question would not be required operationally for rail related uses for at least 15 years, and that as such it was acceptable for the side of the viaduct in question to be utilised for other purposes, such as the Camden Highline, for a minimum of 15 years, and potentially longer so long as it could be recovered after 15 years or onwards, which the lease permits.</p> <p>Transport for London have also confirmed they are happy with this approach.</p>
Any closure or station change or network change related issues	Camden Road station may be impacted by the scheme if Transport for London and London Overground would like to facilitate an entrance and exit onto the Highline from the existing station. Discussions between Camden Town Unlimited and Transport for London and London Overground are ongoing.
Whether disposal affects any railway (including train operator) related access	It is understood, from the internal consultation carried out with stakeholders, that this disposal will not impact any railway access needs over the next 15 and possibly 25 years.

<p>Position as regards safety / operational issues on severance of land from railway</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>
<p>Safety issues identified</p>	<p><b>1. SAFETY RELATED ITEMS</b></p> <p>The disposal documentation shall include Network Rail's usual safety provisions appropriate to this disposal site and type of disposal.</p> <p>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.</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><b>2. SITE SPECIFIC CONDITIONS FOR INCLUSION IN THE LEGAL DOCUMENTATION</b></p> <p><b>2.1 Access</b></p> <p>The Licensee shall have the right to enter the land for the purposes of installing, repairing, renewing, or reinstating the artwork or art moral display, provided reasonable notice is given.</p> <p>This clause also includes a right to temporarily remove any of the Licensee's assets from Network Rail Assets to enable Network Rail to undertake any works or inspections. Any abortive costs incurred by Network Rail as a direct result of a failure to gain access may result in a claim against the Licensee.</p> <p><b>2.2 Drawings</b></p> <p>The Licensee shall provide fully detailed drawings (three copies) of any physical alterations or fixing of the artworks within the Licence site for the written acceptance of the Senior Asset Protection Engineer's prior to any work commencing. All costs incurred by Network Rail in giving such approvals and for any required site safety supervision are to be reimbursed by the Licensee.</p> <p><b>2.3 Construction</b></p> <p>The Licensee (and any successor in title) shall not construct or install or fix any structure within 1.5 metres of the nearest railway operation line or infrastructure, without prior written approval from the Network Rail Senior Asset Protection Engineer and Asset Engineer. This clearance is to ensure that construction can proceed without affecting the operation of the railway.</p> <p>Any permanent or temporary lighting schemes shall be submitted for Network Rail's prior acceptance. Lighting schemes must not conflict with Network Rail's operations or sighting of railway signalling and therefore Network Rail reserves the right to have any lights screened.</p>



Electrical supply to be separately metered and totally independent of Network Rail. Details of cable routes to be submitted to Network Rail for acceptance. Where electrical supply is to be fixed to brickwork, the electrical supply shall be via armoured cable within steel conduit. Steel conduit to be secured by steel straps to the brickwork. Conduit straps and junction boxes to be fixed to the brickwork or bridge members using stainless steel clamps and 'rawl' plugs in brickwork to support the cables and boxes. All cables shall be laid in a manner which ensures that any person excavating the ground or lifting the cover/layer receives warning of its presence by providing marker tape, boards, or tiles. All alterations to Network Rail infrastructure must comply with all relevant standards. This should not be limited to Network Rail Standards and British Standards. Any cranes or other plant used within the site are to be positioned and work such that in the event of failure, they will not move or fall within 4 metres of any Network Rail infrastructure. All proposals must comply with all relevant standards. This should not be limited to Network Rail Standards and British Standards.

#### **2.4 Railway Boundary Requirements**

The Network Rail operational boundary shall be maintained as indicated on the submitted plan.

#### **2.5 Fencing**

The Network Rail boundary fence located with the licence area shall be the responsibility of the Licensee. The Licensee shall erect suitable fencing along the Network Rail operational boundary in accordance with Network Rail Standards - NR/L2/TRK/5100. The Licensee shall also ensure the licence area and any potential access from the licence area to retained Network Rail land, is kept secure against unauthorised access.

#### **2.6 Drainage**

The Licensee shall not undertake any works which shall prevent, exclude or hinder Network Rail or its successor from gaining access to and undertaking any physical works associated with the management of drainage, including but not limited to maintenance, refurbishment and renewal works for whatsoever reason as it considers necessary.

#### **2.7 Overhead Line Electrification Equipment**

As the site is adjacent to the operational railway with Overhead Line Electrification (OLE) at 25kV and within proximity of the lease land, Network Rail accept no responsibility for any electrical interference or emissions of electromagnetic fields (EMF) due to any railway equipment. The Licensee shall consider the effects of EMFs on any development proposals for the site.

The Licensee shall allow minimum of 2.75 metres from the nearest railway OLE infrastructures, excluding minimum 1.0 metre construction zone, to undertake construction works and ensure that the effect of the overhead line electrification equipment is considered in the construction planning, design and the scaffold design required for the works.

#### **2.8 Noise and Vibration**

The Licensee shall be aware of the adjacent operational railway and take into consideration the associated effects of noise and vibration that may emanate from the passage of trains and the operation of infrastructure equipment.

Network Rail reserves the right to alter any aspect of its operational infrastructure without providing notice to the neighbouring Landowners and Tenants. The Licensee shall be aware of the possibility that trains may stop at signals adjacent to the licence site or development and that majority of railway maintenance works are undertaken at night.

### **2.9 Vegetation**

Maintenance and management of all vegetation in the licence area shall be the responsibility of the Licensee. Any plants introduced within the licence area shall comply with Network Rail preferred plants. The list of Network Rail approved plants is available on request.

### **2.10 Termination**

On termination of the Licence, the Licensee shall remove all equipment, fixtures, and assets; and shall reinstate the Network Rail structure to the satisfaction of the Maintenance Delivery Unit Manager. Responsibility for the licence area shall remain with the Licensee until the formal hand back is agreed and implemented with the Maintenance Delivery Unit.

### **2.11 Costing**

All costs for removing and reinstating display unit for the purpose of structure examination, maintenance work and in giving approvals shall be reimbursed by the Licensee. All costs incurred by Network Rail for works including but not limited to safety supervision (protection of the railway infrastructure), track possessions and current isolations shall be borne by the Licensee.

## **3. OTHER SITE-SPECIFIC REQUIREMENTS**

The Promoter should seek guidance from Legal Services, for confirmation of wording, on the basis that such requirements may need to be incorporated into the legal document. Conditions as advised specifically by the Stage 2 (Technical) Consultee(s):

### **3.1 On behalf of Senior Asset Protection Engineer, ASPRO:**

- a) The licence agreement shall include the maintenance responsibility of the bridge decks/structure within the licence area by the Licensee. This will ensure the adequacy of their conditions and the safe use of the structures.
- b) Any graffiti to be removed as soon as identified within 7 days by the Applicant.
- c) As metallic fixtures fixed to or proximity of Network Rail structures can make examining the structures difficult, the type of fixtures must permit a reasonable level of visual inspection, or any fixing types must be easily removable. Where this is impossible, then Network Rail Route Engineer shall be consulted and agree a solution.
- d) Where any identified defects that could worsen over time leading to a decreased asset capacity and are likely to be hidden because of the works and the fixtures installed by the Licensee, Network Rail shall be notified and be consulted prior to the commencement of these works.
- e) Where work is required to be undertaken on the brickwork, Network Rail will not be responsible for reinstating the artwork. This will remain at the cost of the Applicant.
- f) Network Rail shall not be responsible for managing the condition of the artwork or fixtures going forward or removing them for Network Rail asset principal or structural inspections.
- g) The pipes/cable routes shall be solely owned and maintained by the Licensee.
- h) Marker Boards for the cables shall be provided and visible to read and comply with Network Rail Standards.

**3.2 On behalf of Asset Engineer, Structures Renewals:**

- a) The current access arrangements to these bridges for Network Rail structure management activities shall not be hindered, delayed or prevented by this proposal.
- b) Further additional security measures shall be required to prevent public access to these disused spans, but still allow access to Network Rail.
- c) As multiple structures will be affected by the proposal, the Licensee shall ensure that the structures are able to carry the intended loadings or are strengthened to meet the capacity.
- d) With the disused section of the viaduct now being put to use, this will mean the asset management team will incur further costs to monitor and maintain these assets. The Applicant shall ensure that costs incurred to the asset management team are funded and covered by the Camden Collective/Licensee.
- e) The list of the structures that may be affected by the proposal can be provided by Network Rail Structures Team if required.
- f) The bridge structures have been assessed for railway loading, however the disused section will need to be checked for pedestrian loading in accordance to CIS 454. Prior to undertaking any works, the Applicant shall liaise with the structures assessments team to determine this.
- g) Based on the architectural proposal, it would appear that sections of this abandoned track will be used as a public green space. As such, it is assumed that separate access OFFICIAL point and stairs will be built to allow the public into these areas. It is assumed that any newly built access points will be independent and become the responsibility of the Applicant/Licensee.
- h) Agreement for the reuse of the viaduct/new structural elements needs to be specific and clarified prior to any works starting on this project; this will be needed to avoid any disputes as the project progresses.
- i) Further advice to be sought with the NR Liabilities team and a copy of the agreement provided to ALL impacted NR asset owners/NR teams.

**3.3 On behalf of Asset Engineer, E&P:**

- a) There are concerns that the railway as whole and in particular electrification and other similar assets in the area will be at increased risk of vandalism.
- b) Approval of this clearance is subject to relevant designs for segregating and securing all relevant assets being reviewed by the ASPRO team and endorsed / approved by the E&P Engineer.
- c) Proposals are also expected to consider ease of access for inspection, maintenance and renewal.

**3.4 On behalf of Telecom:**

- a) This proposed Commercial - Licensee must not indirectly or directly affect track access for maintenance, renewals activities or rapid response.
- b) Full access will be required for all cable routes along with equipment rooms and buildings. The licensee must ensure that any permanent developments do not have any adverse impact on radio coverage in the area.
- c) Any potential works from the Licensee should be subject to a full Telecoms survey to safeguard any potential damage to any Cables/Fibre which may be in the path of the proposal.

**3.5 On behalf of IMPC:**

- a) Depot Managers & project Interface Co-ordinator to be notified/consulted through the AMP process prior to project commencing along with our Route Structures Engineers
- b) AMP T-22 Walkouts to take place & any issues to be addressed prior to project

	<p>commencing.</p> <p>c) All Documentation to be handed over to the depot within the AMP timescales &amp; all databases/files to be updated according to NR Maintenance Standards before T+4 weeks.</p> <p>d) All Lineside neighbours to be notified in accordance with Community Relations/Maintenance Processes prior to project commencing.</p> <p>e) All materials etc. to be secure at all times whilst on site - in accordance with maintenance standards &amp; good practice guides.</p> <p>f) All rubbish to be removed from site immediately.</p> <p>g) All arising Community Relations Complaints to be resolved immediately upon notification by project, to the satisfaction of Maintenance Protection Coordinator/Community Relations team.</p> <p>h) All Complaints from NR must be dealt with within 48 hours of notification including, drainage, pests, fly tipping, graffiti, crime, litter, vegetation, invasive weeds etc.</p> <p>i) No additional water/drainage to enter onto NR drainage system.</p> <p>j) Adequate site security to be installed to prevent risk of T&amp;V to the railway.</p> <p>k) Access to be retained 24/7 to allow for Structure inspections etc.</p> <p>l) Litter bins to be installed &amp; regularly emptied at the Collectives expense.</p> <p><b>3.6 On behalf of the Liabilities Negotiations Advisor:</b> Network Rail has a right of access. This right of access must not be blocked or adversely affected by these works.</p> <p><b>(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.</b></p>
<p><b>7. Planning History and Land Contamination</b></p>	
<p>Planning permissions / Local Plan allocation (if applicable)</p>	<p>The Camden Highline has prepared a masterplan for the park, and detailed design for the first section, running from Camden Gardens to Royal College Street. This secured planning consent on the 19<sup>th</sup> January 2023, planning application no: 2022/2019/P</p>
<p>Contamination / Environmental Issues (if applicable)</p>	<p>An initial soil contamination report suggests that contaminants in excess of applied regulations include PAHs and metals, which are a result of the site's history as a rail line. The presence of contaminants has guided the Camden Highline toward a soil capping concept, which will break any linkages between contaminants and the end-users.</p>



8. Internal Consultation	
Internal consultation	<p>Internal clearance completed under reference numbers CR/31921 and CR/56253 with site specific conditions which will be included in the lease.</p> <p>The 25 year lease proposed will include a 15 year break option. Therefore, this will not have an effect on the future aspirations within the London Rail Freight Strategy as the lease can be ended for future aspirations. This has been confirmed with the Senior Strategic Planner, Freight and National Passenger Operators.</p>
9. Local Authorities	
Names & Email Addresses:	<p>[Camden Council]</p> <p>Strategic Lead Regeneration and Place.</p> <p>5 Pancras Square</p> <p>London N1C 4AG</p>
Local Transport Authorities:	See Annex A for a complete list
Other Relevant Local Authorities:	<p>Camden Highline</p> <p>Top Container</p> <p>5-7 Buck Street</p> <p>London NW1 8NJ</p>
10. Internal approval to consult	
Recommendation:	<p>By proceeding to consult I am:</p> <ul style="list-style-type: none"> <li>• recommending that Network Rail consults on the terms of disposal</li> <li>• confirming that I have read and understood Network Rail's Code of Business Ethics and policy on Interests in Transactions</li> <li>• confirming that I have secured internal written approval to consult in accordance with Network Rail's policy on Authorising Application Forms.</li> </ul>

## 11. External Consultation

<p>Summary of position as regards external consultations</p>	<p>Summary position regarding responses; 28 stakeholders consulted, and 20 replies received.</p> <p>The non replies are from;</p> <ul style="list-style-type: none"> <li>• DFT</li> <li>• Grand Central Railway Company Ltd</li> <li>• Colas Rail Ltd</li> <li>• Logistics UK</li> <li>• West Coast Railway Company</li> <li>• East West Rail Consortium</li> <li>• Network Rail Media Relations</li> <li>• West Midlands Trains Ltd</li> </ul> <p>All of these stakeholders were contacted multiple times to enable them to comment. The frequency and amount of times contact was attempted can be seen in the consultation report.</p> <p>Fifteen of the replies are no comments or no objection. The remaining five consultees where comments have been made are summarised below:</p> <ul style="list-style-type: none"> <li>• DB Cargo, supports as long as aligns with future requirements.</li> <li>• Freightliner – No objection as long as there is a 15 year break clause.</li> <li>• GB Railfreight – Has concerns for future schemes but is aware the funding is not in place yet.</li> <li>• Rail Freight Group – Has concerns that this will hamper future rail freight growth (the details of the break clause have been shared).</li> <li>• Transport for London – Initial concern but now supportive following communication regarding the temporary nature of the installation and the break clause provision within the lease.</li> </ul>
<p>Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward</p>	<p>GB Rail Freight and Rail Freight Group have concerns over the ability for the railway to progress the future schemes around the Camden area which will enable growth in passenger and freight movements. It has been explained to them that the installation has been designed to be removed when the railway requires the land. It has also been explained that the 15-year break clause has been specifically negotiated to give the railway the ability to take the land back from the 15-year period onwards for the future scheme as detailed in the London Rail Freight Strategy, a published output of the industry Long-Term Planning Process.</p> <p>Extensive negotiations have taken place with these two stakeholders.</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 Surveyor
Signed	Date 17 <sup>th</sup> May 2024
Authorised by (name):	Authoriser’s job title: Property Services Manager Eastern (Anglia and East Midlands)
Signed.....	Date.....

## CONSULTATION REPORT

relating to

**PROPOSED LAND DISPOSAL CAMDEN HIGHLINE (for 15 year term certain)**

This report is provided as a supplement to our forms for the proposed disposal of land at:

Railway viaduct running between Camden Road to York Way in North London.

We have consulted in relation to this evaluation, and summarise the results of this as follows:

Summary of position regarding responses:

Initial consultation was sent out via e-mail on 31<sup>st</sup> May 2023. A further message was sent out on 15<sup>th</sup> June 2023. A message asking for confirmation of responses following consultation with stakeholders was then sent out on **22 April 2024**.

Responses received were predominantly “no objections” or “no comments” and supportive of the proposal to utilise the disused railway line for the Highline Proposal for a 15-year term until the break date within the lease. Many commented that as long as Network Rail had the ability to take the line back at the 15-year period, this would protect the future interests of the passengers and freight users.

Concerns have been raised by two of the Freight stakeholders who are worried once the Highline is in situ, it would be difficult to remove due to public opinion. During the consultation it was stressed that the 15-year break clause within the lease was specifically included so that the area could be brought back into operational use after that time. There is currently no funding or programme for the future use of the line and 3<sup>rd</sup> platform at Camden Road and this is at this stage a future aspiration and plan. Future aspiration and plan for rail use of the infrastructure is set out in the London Rail Freight Strategy, a published output of the industry Long-Term Planning Process.

Camden Highline have themselves confirmed they are aware of the future schemes and know that this is a temporary installation. They have presented to stakeholders within the railway community showing the installation will be easily dismantled when Network Rail require the line back for any operational purposes and the future schemes.



The full list of external consultees is set out below:

No.	External party (name)	Contact name, email address and telephone	Whether response received (y/n)	Date of response	Details of response (e.g. "no comment"), with reference to any accompanying copy representation in annexes to this report	Comments (e.g. as regards endeavours to obtain response where none given)
1	Department for Transport		N			No response to email sent 31 <sup>st</sup> May 2023 and delivery receipt received. Request confirmation e-mail sent 22 <sup>nd</sup> April 2024.
2	Transport for London Engineering		Y	15/06/23 & 1.05.24	No Comment – See Annex  Arriva Rail London –  See annex	
3	Arriva Trains Cross Country		Y	1/06/23 & 22/04/24	No Comment – See Annex	

4	c2c Rail Limited		Y	1/6/2023	No Objection – See Annex	Sent e-mail to xxxx 30.4.24 – non deliverable  Messaged NR TOC Surveyor 1.5.24  Messaged C2C 1.5.24  Message C2C 13.5.24 to xxxx and xxxx and to other contacts in c2c
5	Chiltern Railway Company Limited		Y	6/06/23	No Comment – See Annex	Sent 22/04/24 & Sent e-mail to direct to xxxx 1.5.24 & 13/5/24
6	Eurostar International Limited		Y	6/06/23 & 1/05/24	No Comment – See Annex	
7	Great Western Railway		Y	15/06/23 & 23/04/24	No Objection – See Annex	
8	Grand Central Railway Company Limited		N			E-mails sent 31/05/23, 15/06/23, 22/04/2024

9	COLAS Rail Limited		N			E-mails sent 31/05/23, 15/06/23, 22/04/2024  Read Receipt on 1 <sup>st</sup> June 2023
10	Nuclear Transport Solutions		Y	15/06/23 & 22/04/24	No Comment – See Annex	
11	DB Cargo UK Ltd.		Y	28/06/23 & 24/04/24	DB Cargo (UK) supports the inclusion of the mid-2030's break clause in this disposal, which aligns with a review of capacity utilisation and future requirements in the next Control Period.  See Annex	

12	Logistics UK		N			<p>E-mails sent 31/05/23, 15/06/23, 22/04/2024</p> <p>Out of offices received – 31/5/23 xxxx 22/4/24 - xxxx – Now left</p> <p>Sent e-mail to xxxx who is on out of office of xxxx 13/05/24</p>
13	Freightliner Limited		Y	12/6/23 & 1/05/24	<p>Freightliner has no objection in respect of this proposed disposal provided there is a break clause on the 15<sup>th</sup> anniversary as proposed and the lease is contracted out of the security of tenure provisions of the Landlord and Tenant Act 1954 as described.</p> <p>See Annex</p>	

14	GB Railfreight Limited		Y	27/06/23 & 26/04/24	GB Railfreight has concerns to the disposal of the land, as in the attached proposed plans, as it believes there is a specified foreseeable use for the land for increased railway activity although the plans or funding is not agreed at this time. – See Annex	
15	Rail Freight Group		Y	05/06/23 & 23/04/24	Concerns raised - concerned that this disposal will hamper rail freight growth.	
16	West Coast Railway Company		N			E-mailed sent: 31/05/23 15/06/23 22/04/24



17	W. H. Malcolm		Y	05/06/23 & 22/04/24	No Comment – See annex	
18	Association of Community Rail Partnerships		Y	25/04/24	No response previously then;  No Objection – See annex	
19	British Transport Police		Y	06/06/23 & 07/05/2024	No Objections  See Annex	
20	East West Railway Company		Y	07/06/23	No bearing on the route or operations of EWR – See annex	
21	East West Rail Consortium		N			3 e-mails to this contact with no response.
22	London Travelwatch		Y	15/06/23 & 28/04/24	No Comment – See annex	

23	Transport Focus (formerly Passenger Focus)		Y	02/06/23 & 25/04/24	No Comment – See Annex	
24	Network Rail Media Relations		N			E-mails sent 3 times and delivery receipts received.
25	Transport for London		Y	28/06/23 & 10/01/24  03/05/24	Initial concern but now in agreement – See annex  Arriva Rail London – In agreement see attached	
26	Local Authorities - District and County Councils		Y	19/06/23 & 30/04/24	[Camden Council:]No Objection given following planning permision given by council – See annex	
27	Avanti Trains First Trenitalia West Coast Trains Limited (Avanti) and West Coast Partnership Development		Y	2/05/24	No Objection	

28	West Midlands Trains Limited (formerly London Midland Limited) London North western Railway		N		The response is not mandatory	E-mail sent 02/05/24
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Copies of responses are given in the annexes to this report, as indicated above.

A copy of the consultation request (before customisation for any individuals) is given in Annex A below.

### 1. Department for Transport

No response.

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### 2. Transport for London Engineering

**From:**

**Sent:** Thursday, June 15, 2023 1:50 PM

**To:**

**Cc:**

**Subject:** Re: Camden Highline & Network Rail LC17 process

No, you can respond with a “no comment” as far as I am concerned.

**From:**

**Sent:** Wednesday, May 1, 2024 10:10 AM

**To:**  
**Subject:** RE: Confirmation - Camden

OFFICIAL

Confirmed!

**Principal Engineer Infrastructure Protection Strategy**  
**Transport for London Engineering - 7th Floor Zone R3, 5 Endeavour Square, Stratford, E20 1JN**  
**Tel: *Please use email at present.***

---

### 3. Arriva Trains Cross Country

**From:**  
**Sent:** Thursday, June 1, 2023 3:42 PM  
**To:**  
**Subject:** RE: LC17 - Consultation on proposed land disposal: Camden Highline

XC Trains Ltd has no comment on this proposed disposal.

Regards

Stations Contract Manager, CrossCountry

Mobile:

Address: 5th Floor, Cannon House, 18 The Priory Queensway, Birmingham, B4 6BS

**From:**

**Sent:** Monday, April 22, 2024 3:47 PM

**To:**

**Subject:** RE: LC17 - Consultation on proposed land disposal: Camden Highline - Confirmation Please

Hi

Happy to confirm no change to our original response.

Regards

Stations Contract Manager, CrossCountry

Mobile:

Address: 5th Floor, Cannon House, 18 The Priory Queensway, Birmingham, B4 6BS

---

#### 4. **C2C Rail Limited**

**From:**

**Sent:** Thursday, June 1, 2023 9:41 AM

**To:**

**Subject:** Re: LC17 - Consultation on proposed land disposal: Camden Highline

Good morning

No objection from c2c for this proposal.



**Regards**

**Facilities Management Manager**

Floor 7, Centennium House,  
100 Lower Thames Street,  
EC3R 6DL

---

## 5. Chiltern Railway Company Limited

**From:**

**Sent:** Tuesday, June 6, 2023 2:01 PM

**To:**

**Subject:** Re: LC17 - Consultation on proposed land disposal: Camden Highline

OFFICIAL

Hi

No comments from Chiltern.

Kind Regards,

Client Relations & Strategic Delivery Manager  
Chiltern Railways

Great Central House, Marylebone Station, Melcombe Place, London, NW1 6JJ

## 6. Eurostar International Limited

**From:**

**Sent:** Monday, June 5, 2023 11:58 AM

**To:**

**Subject:** RE: LC17 - Consultation on proposed land disposal: Camden Highline

OFFICIAL

No comment from EIL,

Thanks

PA to Chairman, Strategy  
Director & People Director

---

**From:**

**Sent:** Wednesday, May 1, 2024 8:16 AM

**To:**

**Subject:** RE: LC17 - Consultation on proposed land disposal: Camden Highline

OFFICIAL

Hi Nothing has changed on our side.

Thanks

PA to Chairman, Strategy Director & Director of People

---

## 7. Great Western Railway

**From:**

**Sent:** Thursday, June 8, 2023 3:27 PM

**To:**

**Subject:** Re: LC17 - Consultation on proposed land disposal: Camden Highline

OFFICIAL

Hello

thank you for this.

Does this remove any scope for the fitting of a freight loop on the North London line please?

I should be very grateful if you would let me know please as GWR requires to divert from 2024 to 2030 in connection with the building of Old Oak Common new GWML station and to facilitate this there may be need to hold freights to provide paths for GWR from Acton via Willesden to Kensington reverse for North Pole Depot, to Euston and to Waterloo.

Many thanks.

**Network Access Manager | Great Western Railway**

1 Milford Street | Swindon | SN1 1HL

**From:**

**Sent:** Thursday, June 15, 2023 9:39 AM

**To:**

**Subject:** Re: LC17 - Consultation on proposed land disposal: Camden Highline

OFFICIAL

Many thanks

GWR has no objection to the proposal.

Thank you for coming back.

**Network Access Manager | Great Western Railway**

1 Milford Street | Swindon | SN1 1HL

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**8. Grand Central Railway Company Limited**

No response.

---

## 9. COLAS Rail Limited

No response.

---

## 10. Nuclear Transport Solutions

**From:**

**Sent:** Thursday, June 15, 2023 8:42 AM

**To:**

**Subject:** RE: LC17 - Consultation on proposed land disposal: Camden Highline

OFFICIAL

Good Morning,

NTS have no comments.

Kind regards,

Procurement Manager

Property & Infrastructure

Nuclear Transport Solutions

**From:**  
**Sent:** Monday, April 22, 2024 3:52 PM  
**To:**  
**Subject:** RE: LC17 - Consultation on proposed land disposal: Camden Highline - Confirmation Please

OFFICIAL

Good Afternoon,

I can confirm there is no change to our original response.

Kind regards,

Procurement Manager

Property & Infrastructure

Nuclear Transport Solutions

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## 11. DB Cargo UK Ltd.

**From:**  
**Sent:** Wednesday, June 28, 2023 4:14 PM  
**To:**  
**Subject:** RE: LC17 - Consultation on proposed land disposal: Camden Highline

OFFICIAL

Good afternoon,



Thank you for the opportunity to respond to this consultation.

DB Cargo (UK) supports the inclusion of the mid-2030's break clause in this disposal, which aligns with a review of capacity utilisation and future requirements in the next Control Period.

Best regards

**Regulatory Specialist**

**Legal & Regulatory Affairs**

DB Cargo (UK) Limited  
Lakeside Business Park

From:

Sent: Wednesday, April 24, 2024 4:22 PM

To:

Subject: RE: LC17 - Consultation on proposed land disposal: Camden Highline

OFFICIAL

Hi

I'm content that my response of last June is still valid, without further comment.

Many thanks

Regulatory Specialist

Legal & Regulatory Affairs

DB Cargo (UK) Limited  
Lakeside Business Park  
Carolina Way  
Doncaster  
DN4 5PN

---

## 12. Logistics UK

No response.

---

## 13. Freightliner Limited

From:  
Sent: Monday, June 12, 2023 5:19 PM  
To:  
Subject: RE: LC17 - Consultation on proposed land disposal: Camden Highline

OFFICIAL

Hi

Freightliner has no objection in respect of this proposed disposal provided there is a break clause on the 15<sup>th</sup> anniversary as proposed and the lease is contracted out of the security of tenure provisions of the Landlord and Tenant Act 1954 as described.

The strategic value of this land is more around provision of an additional running line to increase capacity (which will benefit passenger and freight services) however we agree with the Anglia route panel that it will not be required in the next 15 years.

Kind regards

Group Property Manager  
Freightliner Group Limited

From:  
Sent: Wednesday, May 1, 2024 11:37 AM  
To:  
Subject: RE: LC17 - Consultation on proposed land disposal: Camden Highline

OFFICIAL

Hi

Hope you are well.

Confirming - no changes to our previous response.

Kind regards

Group Property Manager  
Freightliner Group Limited

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## 14. GB Railfreight Limited

**From:**

**Sent:** Tuesday, June 27, 2023 12:04 PM

**To:**

**Cc:**

**Subject:** Re: LC17 - Consultation on proposed land disposal: Camden Highline - GB Railfreight Response

**Importance:** High

OFFICIAL

Dear

GB Railfreight objects to the disposal of the land, as in the attached proposed plans, as it believes there is a specified foreseeable use for the land for increased railway activity.

The land in question is needed for re-introduced rail infrastructure to cater for passenger and freight growth on the North London Line and there are meetings going on, from today, that will discuss these proposals, once again. The expectation is that another platform will be needed at Camden Road as the main eastbound running line, for platform 2 to become the centre turnback siding. This is critical in ensuring there is enough capacity along the core North London Line (Stratford-Willesden) to cater for the growing freight market including long-distance UK-strategic Intermodal services, the growing London aggregates and other freight markets, and also such plans as the newly-launched Bow Freight Campus.

The use of this proposed removed piece of land will help London Overground meet its long-term growth target and also Network Rail in reaching what will become a new Freight Growth Target for CP7 onwards. It will be a critical piece of re-opened rail infrastructure and has been specifically listed as a “core North London Line intervention” in the industry-wide produced 2021 London Rail Freight Strategy.

GB Railfreight cannot support this disposal for the above reasons.

Regards,

---

## **GB Railfreight**

**Head of Strategic Access Planning**

3<sup>rd</sup> Floor, 55 Old Broad Street | London | EC2M 1RX

**From:**

**Sent:** Friday, April 26, 2024 10:18 AM

**To:**

**Subject:** RE: LC17 - Consultation on proposed land disposal: Camden Highline - Confirmation Please

OFFICIAL

Good morning,

This is to confirm that GB Railfreight's response has not changed since our last correspondence.

Regards,

---

## **GB Railfreight**

**Head of Strategic Access Planning**

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## 15. Rail Freight Group

**From:**

**Sent:** Monday, June 5, 2023 3:34 PM

**To:**

**Subject:** RE: LC17 - Consultation on proposed land disposal: Camden Highline

OFFICIAL

many thanks for this,

you can see the concerns below relating to the long term need for additional infrastructure on the corridor and the potential impact of this disposal on that,

I'll leave NR colleagues to follow up internally, for the LC7 tho I have to lodge the concern based on this,

Many thanks

Director General

Rail Freight Group

Mobile

**From:**

**Sent:** Tuesday, April 23, 2024 11:12 AM

**To:**

**Cc:**

**Subject:** RE: LC17 - Consultation on proposed land disposal: Camden Highline - Confirmation Please

OFFICIAL

thanks, our response is unchanged, we remain concerned that this disposal will hamper rail freight growth.

Director General  
Rail Freight Group  
Mobile

---

#### 16. West Coast Railway Company

No response.

---

#### 17. W. H. Malcolm

**From:**  
**Sent:** Monday, June 5, 2023 9:46 AM  
**To:**  
**Subject:** RE: LC17 - Consultation on proposed land disposal: Camden Highline

OFFICIAL

No comments.

Regards

**Business & Estate Manager | W H Malcolm Ltd**

Malcolm Group, Block 20, Edinburgh Road, Newhouse Industrial Estate, Newhouse, Lanarkshire ML1 5RY

**From:**

**Sent:** Monday, April 22, 2024 3:03 PM

**To:**

**Subject:** RE: LC17 - Consultation on proposed land disposal: Camden Highline - Confirmation Please

OFFICIAL

No comments.

Regards

**Business & Estate Manager | W H Malcolm Ltd**

Malcolm Group, Block 20, Edinburgh Road, Newhouse Industrial Estate, Newhouse, Lanarkshire ML1 5RY

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**18. Association of Community Rail Partnerships**

**From:**

**Sent:** Thursday, April 25, 2024 8:12 PM

**To:**

**Cc:**

**Subject:** Re: LC17 - Consultation on proposed land disposal: Camden Highline - Confirmation Please  
(Community Rail)

Hello

Regarding this proposal we have no objections from a community rail perspective. This scheme should actually be of benefit to the local communities.

As has noted, happy for any future LC17s to be sent to me.

Thanks

Regions Support Manager

---

## 19. British Transport Police

**From:**

**Sent:** Tuesday, June 6, 2023 1:19 PM

**To:**

**Subject:** RE: LC17 - Consultation on proposed land disposal: Camden Highline

OFFICIAL

OUR REF: DOCU-2022-1361

Dear

At this stage there are no comments or objections to be made in relation to the above land disposal.

Just for your information, BTP were consulted and made comment on the planning application (along with other stakeholders) in 2022 and will hopefully continually to be consulted going forward with regards the development.

Best regards

**Designing Out Crime Officer (1233)**

**From:**  
**Sent:** Tuesday, May 7, 2024 9:50 AM  
**To:**  
**Subject:** RE: LC17 - Consultation on proposed land disposal: Camden Highline

OFFICIAL

OUR REF: DOCU-2022-1361

Hi

Many apologies for the delay in responding. I am pleased to report our position hasn't changed and there are no objections to make.

Best regards

**Designing Out Crime Manager (1233)**

---

## 20. East West Railway Company

**From:**  
**Sent:** Wednesday, June 7, 2023 9:00 AM  
**To:**  
**Subject:** RE: LC17 - Consultation on proposed land disposal: Camden Highline

Hi

Thank you for the opportunity to respond to this consultation as a railway industry stakeholder but in this case the location in question does not impact or have any bearing on the route or operations of EWR as planned.

Kind regards,

EWR Co Team

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## 21. East West Rail Consortium

No response.

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## 22. London Travelwatch

**From:**

**Sent:** Thursday, June 15, 2023 4:26 PM

**To:**

**Subject:** RE: LC17 - Consultation on proposed land disposal: Camden Highline - Gentle Reminder

OFFICIAL

Hi

Thanks for your e-mail.



London TravelWatch has no comments to make on this proposal.

Kind regards

Policy and Advocacy Officer

**From:**

**Sent:** Friday, April 26, 2024 11:28 AM

**To:**

**Subject:** RE: LC17 - Consultation on proposed land disposal: Camden Highline - Confirmation Please

OFFICIAL

Dear

Thank you for your e-mail.

As I'm unclear if London TravelWatch previously responded to this proposal last year, this is just to confirm that we have no comments to make on the consultation.

Kind regards

Policy and Advocacy Officer

---

### 23. Transport Focus (formerly Passenger Focus)

**From:**

**Sent:** Friday, June 2, 2023 12:55 PM

**To:**

**Subject:** Re: LC17 - Consultation on proposed land disposal: Camden Highline

OFFICIAL

Hi

Thanks - personally I think this is a really interesting project and I'm looking forward to see it come to fruition, but I have no comments from Transport Focus's perspective.

Best regards

**From:**

**Sent:** Thursday, April 25, 2024 2:34 PM

**To:**

**Subject:** Re: LC17 - Consultation on proposed land disposal: Camden Highline - Confirmation Please

No change at our end. Thanks!

---

## 24. Network Rail Media Relations

No response.

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## 25. Transport for London

Text from two letters received below.

28 June 2023

Dear Sir / Madam,

### **Consultation on proposed land disposal: Camden Highline**

Thank you for providing Transport for London (TfL) with the opportunity to comment on Network Rail's proposed land disposal in Camden to be known as the Camden Highline.

As we set out in our 11 February 2022 letter to the promoters of the Camden Highline scheme, TfL remains broadly supportive of the project, subject to two conditions being met, namely:

- That the project would not adversely affect existing London

Overground services

- That the project would not adversely affect service development opportunities in the area concerned

Across the country, there are countless examples of disused rail infrastructure being repurposed for other uses such as cycle paths or countryside trails. Where a need for this rail infrastructure to be reinstated has been identified, there is often vocal public opposition to the loss of these

amenities, and while in rural areas alternative solutions can usually be found, this is not the case in the densely populated and built-up part of North London where the Highline will be located. It is therefore right that we, and wider rail industry stakeholders, take this opportunity to carefully review the disposal documentation and ensure the above conditions are still fit for purpose. We address each in turn as follows:

That the project would not adversely affect existing London Overground services

At Camden Road station, appropriate fencing / screening should be incorporated into the design of the Highline which allows for maintenance and inspection of the station fence line. Station staff would be required to have a clear view of the station fence line for security purposes and to eliminate the risk of ticketless travel. Designs should also incorporate means to prevent anti-social behaviour (ASB) more generally and an ASB plan should consider risk and potential mitigations in the vicinity of the station.

We note from page 12 of the consultation document reference to a possible direct entrance / exit between Camden Road station and the Highline. While we would in principle be supportive of a direct gate line protected link between the two to enable London Overground customers with valid tickets to access the walkway, there is no funding available for this from our side.

Our planning teams, including those of our operator Arriva Rail London, should be invited to review any expected increase in pedestrian footfall at Camden Road or other nearby stations following opening of the Highline in order to identify potential capacity issues and inform resourcing requirements. This would also apply when any short-term commercial events were planned for the walkway.

More generally, consideration must be given to railway operability and access arrangements during construction of the Highline and then as close neighbours going forwards, including prevention of glare for drivers, vegetation control, infrastructure maintenance and stability / protection of assets. These obligations would apply to all relevant parties, including Arriva Rail London as Station Facility Operator (SFO) of Camden Road station, and not just Network Rail as set out in the consultation document.

That the project would not adversely affect service development opportunities in the area concerned.

The North London Line, which passes through Camden Road station and runs adjacent to the proposed Highline for its entire length, is an extremely busy section of railway. Up to 10 London Overground trains per hour in each direction pass through the area while the route is also a strategically important freight artery, vital to this growing sector and the wider economy.

When TfL took over responsibility for passenger services on the North

London Line in 2007, the peak service was 4 trains per hour in each direction, each formed of three carriages. Immediately prior to the Covid-19 pandemic, this had increased to the aforementioned 10 trains per hour, each formed of five carriages and regularly carrying loads in excess of four passengers per square metre. In addition, between 50 and 70 freight trains use the line each weekday.

Of course, Covid-19 significantly impacted passenger demand, but a strong recovery has become apparent over the last 12 months, in particular on orbital routes such as the North London Line where alternatives can be limited and slow.

Our latest figures show demand has returned to 80-85% of pre-Covid levels averaged across the week, and approaching 100% on many weekends, and we expect growth across the next decade, particularly given the developments in the Stratford and Old Oak Common areas.

We are currently refreshing our London Overground Upgrade Plan, with results expected later in the summer. This work will help inform when and where additional peak capacity is likely to be required on the North London Line, and thus the timing of any infrastructure enhancements which would be needed to deliver this. Network Rail's 2020 London Rail Freight Strategy, on which we worked closely with industry partners to deliver, also identified a requirement for additional freight capacity on the North London Line to support rail freight growth and help meet decarbonisation targets.

Taken together, it is clear that at some point in the future, there simply won't be enough space on the existing North London Line infrastructure to accommodate increases to both passenger and freight traffic, and thus a series of interventions will be required to enhance the capability of the route.

While it remains the case that no scheme currently exists to utilise the land proposed for disposal to accommodate the Highline, the London Rail Freight Strategy found that reinstatement of a third platform at Camden Road to reverse passenger trains from the east would facilitate higher frequency London Overground services between there and Stratford, the busiest section of the line. This intervention would also deliver greater flexibility across the line for the pathing of freight trains, as well as aiding performance recovery during service perturbation.

It's also possible that the land between Camden Road and Caledonian Road and Barnsbury could be used to reinstate one or more freight loops, which are vital when timetabling and regulating trains with differing performance characteristics on a busy mixed-traffic route such as the North London Line.



With these two potential interventions in mind, and the current uncertainty over timescales and the creation of Great British Railways, we feel our interests and those of the wider rail industry would not be sufficiently protected were Network Rail to stipulate only one break option, at 15 years, in the proposed 25-year lease to Camden Highline. Instead, we would support consideration being given to a series of break options at shorter and more regular intervals throughout the lease period. The rail industry has historically operated in five year “control periods” for planning purposes, and it may be appropriate to align break points with this cycle, allowing the industry to be more agile and responsive to demand and / or policy changes in the next 15 years.

In summary, while we would reiterate our broad support for the Camden Highline scheme, it has to be acknowledged that the North London Line is of strategic importance both to London and nationally and, at some point in future, part or all of the currently disused infrastructure earmarked for conversion into the Highline will need to be returned for further rail use. As custodians of London’s transport network, therefore, we feel it is important that the terms of disposal favour the future requirements of the wider rail industry and that provision is made for break options to be exercised by Network Rail, or any successor organisation, at shorter and more regular intervals to enable this.

Please don’t hesitate to contact us at your convenience should you have any further questions or require clarification of any of the points raised above.

Yours sincerely,

**Principal Planner, Rail Development**

**Transport for London**

10 January 2024

London Rail and Integration Director

Network Rail

Dear

### **Camden High Line**

I am writing to you to update you on Transport for London (TfL)'s position on the Camden High Line since our response to Network Rail's consultation in summer 2023.

As you will be aware, the Camden High Line project is a proposed elevated park and walking route, being taken forward for funding and development by the Camden Highline Charity. We recognise that the project has been put forward as an important opportunity for the local community in Camden and London more broadly. We have however had to consider the proposal along with our planning for future capacity on our London Overground services, specifically the North London Line as a heavily utilised mixed traffic railway, and rail freight more generally.

In February 2022, we set out our broad support for the project which was conditional on the Camden High Line receiving its necessary planning consents and that the scheme did not interfere with the operation of London Overground services and Network Rail's requirements, including freight services.

In summer 2023, we responded to Network Rail's consultation on the disposal of the land that the Camden High Line requires on a 25-year lease basis. Our response to the consultation set out that we remained broadly supportive, on the conditions that the project would not adversely affect existing London Overground services, and screening or fencing would be required to prevent antisocial behaviour; and that the project would not adversely affect service development opportunities, in summary any improvements planned for London Overground services or freight services.

Our response also highlighted two uses which the section of line proposed to be leased to the Camden High Line project could facilitate. This included: reinstating the third platform at Camden Road station to enable higher frequency London Overground services between Camden Road and Stratford – the busiest section of the North London Line – while enabling greater flexibility for pathing rail freight trains; and using the land between Camden Road and Caledonian Road and Barnsbury to reinstate one or more freight loops.

For these reasons, our response stated that a series of break options would be preferred, aligned to the rail industry's five-year Control Periods to give greater flexibility to accommodate expected growth in the passenger and freight market, i.e., a five-year break clause. However, we recognise that the Camden High Line Charity is expecting to rely on loans for funding this scheme, supplementing donations, and has stated that a series of five-year break clauses will make it impossible to raise funds for the project. To address this, we have considered additional options. After careful consideration, our position is to accept the 15- year break clause, as set out by Network Rail.

If the project proceeds, we require a full understanding of the extent to which responsibility for the construction, use and ongoing maintenance of the Camden High Line and supporting structures would be allocated between the Camden High Line project and Network Rail, as this is currently unclear.

We would also want to understand how this might affect Network Rail's duties under its Network Licence and as Infrastructure Manager under the Railways and Other Guided Transport Systems (Safety) Regulations (ROGS) to ensure that there are adequate safety systems in place for the use of its infrastructure. We also seek assurance from Network Rail that, regardless of the length of any break option, the disposal would not create any additional impediments to returning the site to operational use when required.

I hope this update has been useful and I look forward to receiving more information on the project and the points set out above in due course.

If you have any questions, please do not hesitate to get in touch.

Chief Operating Officer

## ARL

Response from ARL;

**From:**

**Sent:** Friday, May 3, 2024 11:11 AM

**To:**

**Subject:** RE: LC17 - Consultation on proposed land disposal: Camden Highline - Confirmation  
Please

OFFICIAL

Hello

TfL compiled an overall response to this one, however, I would like to add that the London Overground has significant challenge with congested network along this route & so want to ensure that this land disposal will not impact potential projects in the future to help improve performance & capacity within this line of route.

Many Thanks,



Industry Contracts Manager

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## 26. Local Authorities, District and County Councils

**From:**

**Sent:** Monday, June 19, 2023 3:18 PM

**To:**

**Subject:** RE: LC17 - Consultation on proposed land disposal: Camden Highline - Gentle Reminder

OFFICIAL

Dear

I am not aware of any future railway or public transport need for this land. Camden is supportive of the Camden Highline and recently granted planning permission for it. We are therefore supportive of Network Rail granting this lease.

Kind regards

Strategic Lead Place and Design

Telephone:

**From:**

**Sent:** Tuesday, April 30, 2024 5:17 PM

**To:**

**Subject:** RE: LC17 - Consultation on proposed land disposal: Camden Highline - Gentle Reminder

OFFICIAL

Hi

Apologies for the delay. Camden's position hasn't changed since my previous email and we remain supportive of the Camden Highline and the granting of this lease.

Kind regards

Strategic Lead Place and Design

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## 27. Avanti Trains First Trenitalia West Coast Trains Limited (Avanti) and West Coast Partnership Development

**From:**

**Sent:** Thursday, May 2, 2024 4:19 PM

**To:**

**Cc:**

**Subject:** RE: LC17 - Consultation on proposed land disposal: Camden Highline

OFFICIAL

Good afternoon,

I am happy to confirm that Avanti West Coast have no objections to this land disposal for Camden Highline as it is off route in Camden Road station on the London overground.

This response represents the views of both First Trenitalia West Coast Rail Limited and West Coast Partnership Development.

Many thanks

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**28. West Midlands Trains Limited (formerly London Midland Limited) London North Western Railway**

No Response



**Annex A**

**From:**

**Sent:** 31 May 2023 23:22

**Subject:** LC17 - Consultation on proposed land disposal: Camden Highline

**SUBJECT: Consultation on proposed land disposal: Camden Highline**

Dear Consultee,

We are currently seeking views of relevant parties on our proposed land disposal at Camden to be known as the Camden Highline by way of a 25 year lease which will be Contracted out of sections 24 to 25 of the Landlord and Tenant Act 1954 and have a landlord break clause from the 15<sup>th</sup> year of the term.

We attach a draft application form which together with the related plan(s), explains the proposed land disposal in detail. Following this consultation and having considered any comments that are received, a decision will be made whether to submit a formal application to ORR for consent to dispose under the terms of our network licence.

It is therefore important that we have your views as to whether you believe that the proposed disposal site has any foreseeable railway, or other public transport, use which may lead us to consider that it is inappropriate to dispose of that site. Please be aware that any comments relating to Station Change, Network Change or Planning processes will be dealt with separately as part of their respective consultations.

Any application made will be based on this draft Property Disposal form and updated in light of consultation responses. It is therefore important that we have your views on the proposed disposal. Please could any comments be provided to me via email by **28<sup>th</sup> June 2023**.

If a formal application to ORR is made we will, in accordance with ORR's regulatory arrangements for land disposal, send you notification of our application in due course.

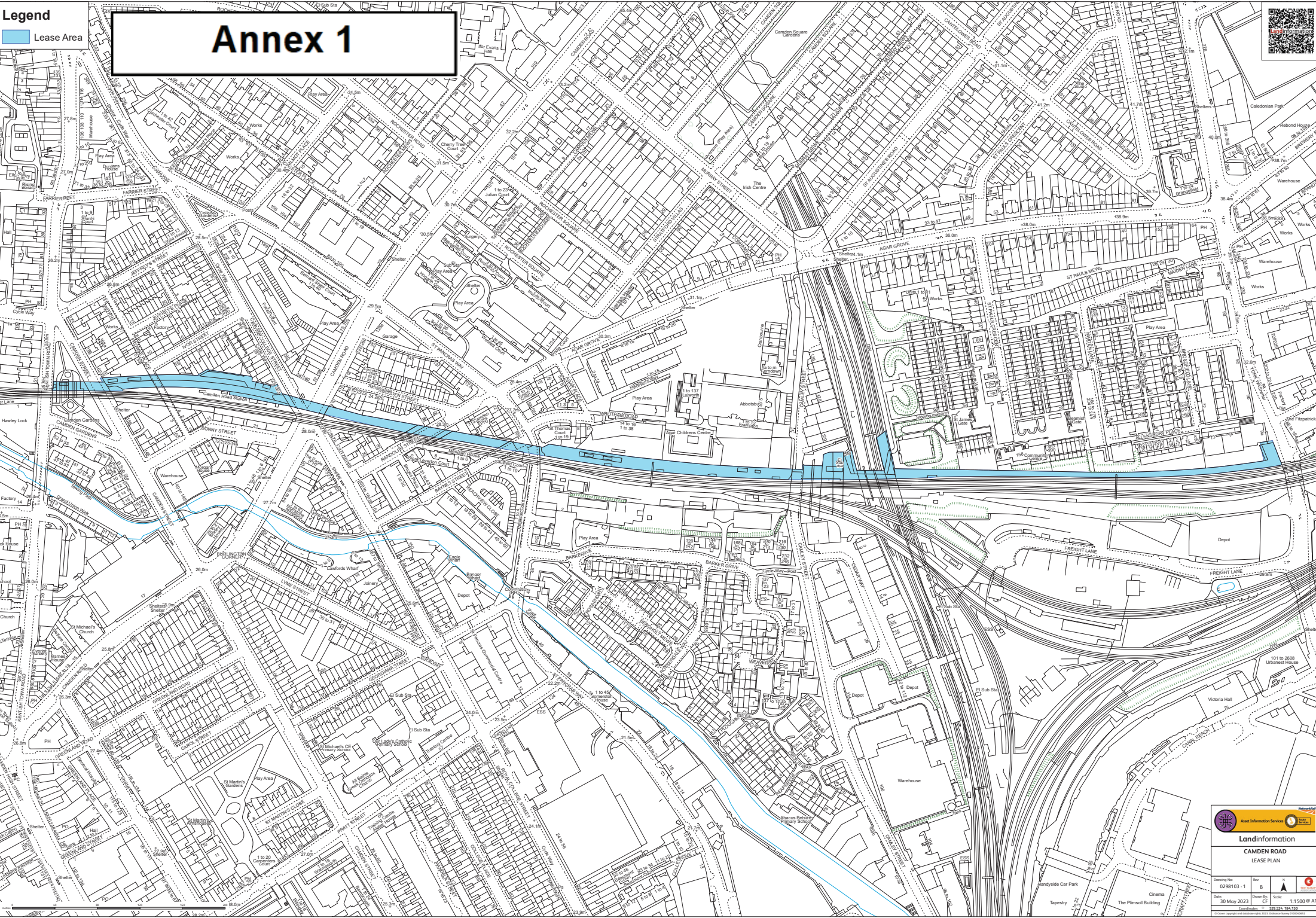
If you have any queries regarding our proposal do not hesitate to contact me. If future consultations of the nature should be directed elsewhere within your organisation please advise us of the appropriate contacts details so that we may amend our records.

Yours sincerely

Legend

Lease Area

# Annex 1



**Landinformation**  
CAMDEN ROAD  
LEASE PLAN

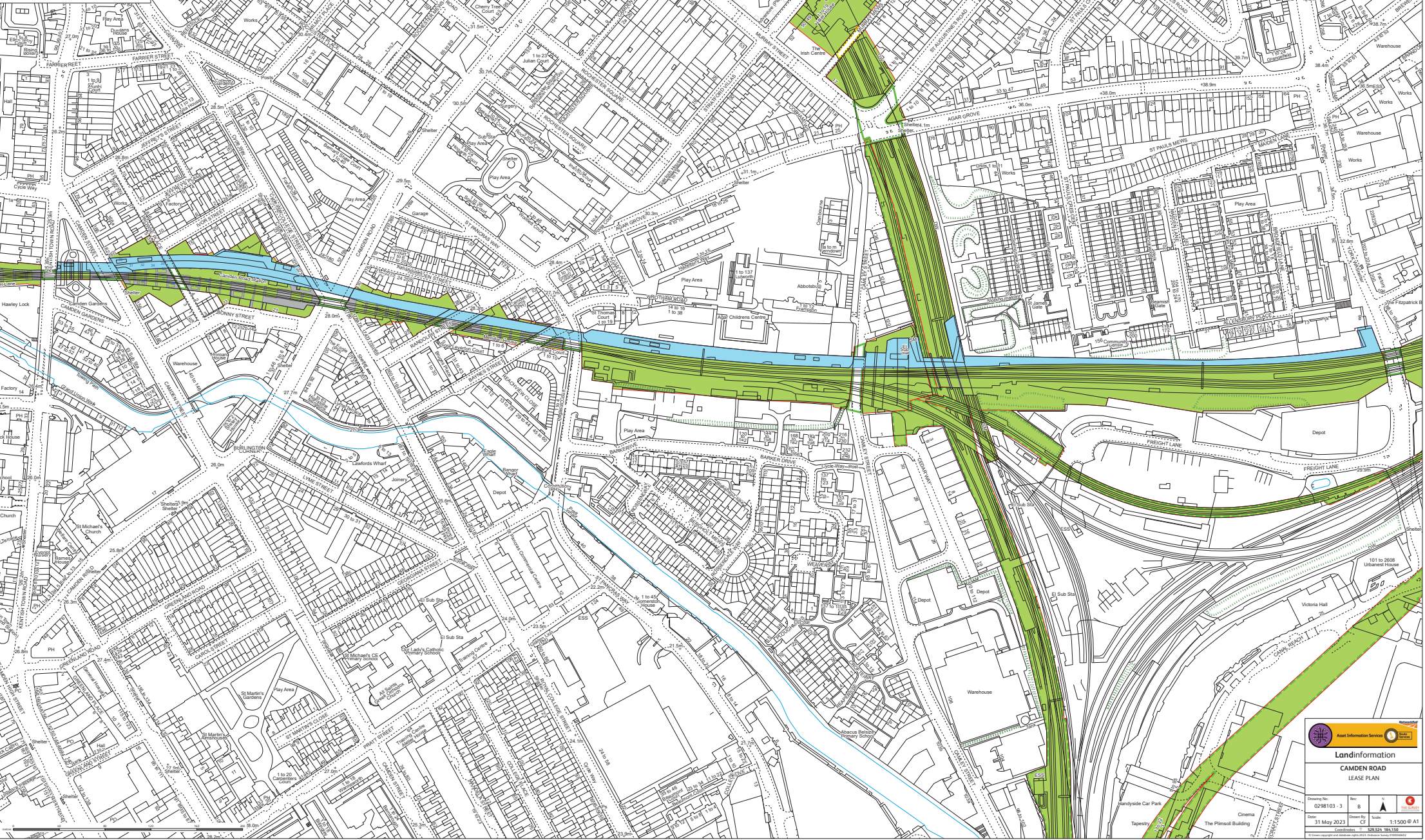
Drawing No:	02/98103 - 1	Rev:	8
Date:	30 May 2023	Drawn By:	CF
Scale:	1:1500	© A1	

Coordinates: 53°25' 18.150"



**Legend**

- Lease Area
- Freehold Ownership
- Leasehold Ownership
- Bridge (Rail over Road)
- Bridge (Road over Rail)
- Tunnel



**Landinformation**  
CAMDEN ROAD  
LEASE PLAN

Drawing No:	02/98103 - 3	Rev:	8
Date:	31 May 2023	Drawn By:	CF
Scale:	1:1500	Scale:	1:1500 @ A1
Coordinates:	593,926, 184,159		

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**Legend**

Lease Area



**Landinformation**  
CAMDEN ROAD  
LEASE PLAN

Drawing No:	02/8103 - 2	Rev:	8
Date:	30 May 2023	Drawn By:	CF
Coordinates:	539,526 186,159		

Scale: 1:1500 © A1