

<u>APPLICATION NO:</u>	25/00393/FUL	<u>CASE OFFICER:</u>	Louise Robinson
<u>WARD:</u>	St Gabriels	<u>PARISH:</u>	N/A
<u>LOCATION:</u>	4 Grahams Road, Huyton, Knowsley, L36 5SL		
<u>PROPOSAL:</u>	ERECTION OF TWO STOREY SIDE EXTENSION		

Site Description

The property is a two-storey 3-bedroom dwelling located on a corner plot on Grahams Road, Huyton. The dwelling is characterised by a mixture of pebbledash render and brick to all elevations, a hipped tiled roof and white UPVC windows. The property currently benefits from a single storey garage and a kitchen extension to the side.

The dwelling also has off-street parking available for 2 vehicles.

The immediate surrounding area is characterised by dwellings, however to the rear / side of the site there is a railway track.

Proposal

Planning permission is sought for the erection of a two-storey side extension, following the demolition of the existing garage and kitchen extension.

Two-storey side extension

The extension would have a length of 8.2m and a width of 3.6m. The extension would also be set in from the boundary by approximately 9.6m (at its widest point, due to the shaping of the plot). The extension would also have a hipped tiled roof with an eaves height of 5.3m and a ridge height of 7.8m. The roof would also incorporate a dropped ridge of 0.2m.

The extension would be finished in render and brick to match the existing dwellinghouse and have 2 UPVC windows installed within the front elevation (1 at ground floor level; 1 at first-floor level), 1 UPVC window installed within the side elevation (at ground floor level) and UPVC double doors and 2 UPVC windows installed (at first-floor level) within the rear elevation.

The extension would allow for a new kitchen at ground floor level and an additional 4th bedroom with en-suite at first-floor level.

Consultations

Arboricultural Officer – No objections.

The arboricultural officer has reviewed the application, including the AIA and associated plans and accepts the approach provide. The application can be accepted with no further comments.

Network Rail – Provided comments that will be included as an informative.

An interface with Network Rail is required for this proposal – the outside party is advised that Network Rail will need to agree and supervise this proposal and that no works are to take place until agreed with Network Rail.

Representations

This application has been publicised by letters sent to 5 neighbours. No representations were received as a result of the publicity given to the application.

Planning History

No relevant planning history.

Relevant Policy

Paragraph 11 of the National Planning Policy Framework (NPPF) states that planning decisions should apply a presumption in favour of sustainable development. This means approving development proposals that accord with an up-to-date development plan without delay; or where the development plan is absent, silent or out of date planning permission should be granted unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

Paragraph 12 of the NPPF clarifies that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan, permission should not normally be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

The development plan in Knowsley comprises the Saved Policies of the Replacement Unitary Development Plan, the Core Strategy Local Plan and the Joint Waste Local Plan. The following policies are relevant to the determination of this application.

KNOWSLEY LOCAL PLAN: CORE STRATEGY

Policy CS2	Development Principles
Policy CS19	Design Quality and Accessibility in New Development
Policy CS21	Greenspaces and Trees

SAVED POLICIES - KNOWSLEY REPLACEMENT UNITARY DEVELOPMENT PLAN (ADOPTED JUNE 2006)

Policy H5	Primarily Residential Areas
Policy H8	Extensions and Alterations to Residential Properties

SUPPLEMENTARY PLANNING DOCUMENTS

Householder Development SPD
Ensuring a Choice of Travel SPD
Trees and Development SPD

Article 35 Statement

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating with the applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Assessment

Saved Policy H8 in the Replacement Unitary Development Plan (2006) states that proposals for extensions to dwellings, or for the erection or enlargement of domestic garages and outbuildings, will be permitted provided that:

- a) The proposals would not (due to their scale and massing) result in a disproportionate addition to the original dwelling.
- b) The design and materials to be used would reflect those used on the original dwelling.
- c) The proposal would not adversely affect the amenity or privacy of occupiers of adjacent dwellings.
- d) The proposal would not create potential hazards to highway users by obstructing visibility for pedestrians or drivers of motor vehicles.
- e) Adequate parking and garden space would remain for use by the residents of the extended property.

The Householder Development SPD advises that particular attention should be paid to the design of extensions on corner plots, as they can encroach over the building line on either highway frontage, and therefore be particularly prominent in the street scene and sometimes create undesirable pinch points at the entrance to side roads. They can also interfere with highway visibility in some solutions.

The SPD also advises that:

- Sufficient distance should be retained to the side boundary to preserve the character of the surrounding area and extensions should not be sited so close to the boundary that they would adversely impact on the street scene.
- Two-storey extensions should respect the established building lines on both street frontages and should avoid blank gables and should respect interface distances with neighbouring dwellings (12m between gable and front elevation) and should have a pitched roof.
- Sufficient car parking spaces should be retained or provided.

The Householder Development SPD outlines that two-storey side extensions should be designed to avoid having an overbearing effect or causing unacceptable loss of light or privacy for neighbours. They should also avoid causing a terracing effect, either by themselves or in conjunction with similar extensions.

The SPD also outlines that either a minimum space of 1m should be preserved between the extension and the party boundary to the side of the property, or the front wall of the first-floor of the extension should be set back at least 1m from the immediately adjoining part of the main front wall of the original dwelling.

Principle of Development

The application site is identified as being allocated as a Primarily Residential Area in the Knowsley Local Plan: Core Strategy. As such, the domestic extension is considered to be acceptable in principle, subject to compliance with local planning policy and guidance.

Residential Amenity and Design

Two-storey side extension

The proposed two-storey side extension would have a length of 8.2m, comprising the whole side elevation of the existing dwellinghouse and a width of 3.6m.

The extension would not be set back at first-floor level, however, there would be a distance of approximately 9.6m (at its largest point) between the extension and the party boundary. Additionally, the extension would be set back from the front elevation by 0.2m. The side extension would comply with the Householder Development SPD as the extension would more than exceed SPD's guidance of a 1m minimum space between the extension and the party boundary to the side of the property by a further 8.6m and would not cause a 'terracing' effect as there is no direct neighbouring property to the right-hand side of the dwellinghouse.

The extension would also have a hipped tiled roof with a dropped ridge incorporated. As the existing dwellings main roof-profile is a hipped roof, it is considered that the proposed roof-profile would be acceptable as it would match that of existing and would comply with the Householder Development SPD's guidance.

Considering the impact on the attached neighbouring property 2 Grahams Road, the extension would be located away from No.2 and therefore would have no impact on the amenity of the attached neighbouring dwelling.

The proposed extension would be visible from the wider street scene of Grahams Road and Huyton Hey Road. The extension would be finished in render and brickwork. As the materials would match that of the existing dwellinghouse, the extension is considered to be acceptable in visual terms.

The additional 2 windows within the front elevation (1 at ground floor level; 1 at first-floor level) do not raise any overlooking concerns, as they would not provide any additional views not already available from the front of the dwelling.

The double doors within the rear elevation do not raise any overlooking concerns due to their ground floor siting, orientation and boundary treatments. The 2 windows at first-floor level do not raise any overlooking concerns as they would not provide any additional views not already available from the rear of the dwelling. Additionally, as 1 of the windows would serve an en-suite, a condition will be included to ensure that obscure glazing is installed to protect privacy.

The 1 window within the side elevation (at ground floor level) raises no overlooking concerns, as it would look out onto the application sites own garden and the wider

highway of Huyton Hey Road. Furthermore, the SPD states that two-storey extensions on corner plots should avoid blank gables, to which this window will avoid the elevation being blank.

The windows and doors to be installed would be UPVC. They would match the materials of the existing fenestrations found at the dwelling and are acceptable in this instance.

Therefore, the two-storey side extension is considered to be acceptable in terms of any impacts on the residential amenity and visual amenity of the host property and the surrounding area and complies with Policy H8 and guidance provided by the Householder Development SPD.

Highways

The Householder Development SPD advises that sufficient car parking should be retained or provided, when erecting a two-storey side extension. The SPD outlines that the parking provision for a 4+ bedroom property should provide 3 spaces within the curtilage.

The SPD states that car spaces provided on front drives should have dimensions of at least 5.0m x 3.0m.

At present, the application site currently benefits from a driveway to the side of the property for 2 vehicles. Through the erection of the two-storey side extension, 1 of these spaces would be lost. As such, the driveway would be widened to the front of the property to allow for an additional parking space measuring 5m x 3m. The dimensions of the new parking space would comply with the SPD.

Drawing No. L36 5SL/4/01 (REV A) states that the widened driveway is to be finished in a bound permeable material to allow for rainwater to soak into the ground below, such as pervious concrete, permeable pavers or a porous asphalt. As such, it is considered that provisions would be in place to direct run-off water from the hard surface to a permeable or porous area.

As there would only be 2 parking spaces available on-site, this would fall below the required 3 spaces for a 4-bedroom property. However, it is considered that a shortfall of 1 parking space would not cause significant harm in relation to the highway safety and is considered to be acceptable.

Trees

As per the tree documentation provided, there are 7 trees located along the perimeter of the application site. 3 of these trees are Category B trees, 3 are Category C trees and 1 is a Category U tree. As per the Tree Removal Plan submitted (drawing no. RA.BS5837.028.TRP.1), T1 (Category B), T4 (Category C) and T7 (Category U) are to be removed, in line with the erection of the proposed two-storey side extension. As the trees are not protected by a Tree Preservation Order or a Conservation Area the removal does not raise any concerns.

KMBC's arboricultural officer has reviewed the application, including the AIA and associated plans and accepts the approach provide. The application can be accepted with no further comments.

Whilst the trees are slightly characteristic to the area, due to the trees not being

protected they could be removed without the requirement of planning permission. Therefore, the removal of the trees and vegetation is considered to be acceptable and would comply with Policy CS21 of the Knowsley Local Plan: Core Strategy.

Conclusion

The proposal would be acceptable in terms of any impacts on the residential and visual amenity, highway safety and trees. The proposal also complies with the Knowsley Local Plan: Core Strategy, Replacement UDP Policies and guidance provided in the NPPF, and is therefore recommended for approval, subject to conditions.

Recommendation

That planning permission be granted subject to the following conditions:

- 1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason: In order to comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2) The development hereby permitted shall be carried out in accordance with the approved plans and documents listed in Schedule 1.

Reason: For the avoidance of doubt.

- 3) The materials to be used on the external surfaces of the extension hereby permitted shall match those of the existing building in type, size, colour and texture.

Reason: In the interests of visual amenity and to comply with Saved Policy H8 of the Knowsley Replacement Unitary Development Plan, adopted in June 2006, Policy CS19 of the Knowsley Local Plan Core Strategy, adopted January 2016, and the National Planning Policy Framework.

- 4) No part of the development hereby permitted shall be used or occupied until the proposed window which would serve the en-suite within the rear elevation of the two-storey side extension as indicated on Drawing No.L36 5SL/4/02 has been glazed with obscure glass to level 4/5. The obscure glazing shall be retained as such thereafter.

Reason: In order to safeguard the residential amenities enjoyed by the occupants of neighbouring properties and to ensure the development complies with Policies CS2 and CS19 of the Knowsley Local Plan Core Strategy and Saved Policy H8 of the Knowsley Replacement Unitary Development Plan, adopted in June 2006, and the National Planning Policy Framework.

- 5) The parking provision shown within the curtilage of the dwelling on the approved plans shall be made of porous materials, or provision shall be made to direct run off water from the hard surface to a permeable or porous area or surface within the curtilage of the dwellinghouse. The parking provision shall be retained as such thereafter.

Reason: In the interests of highway and pedestrian safety, to reduce surface water run-off and to ensure the development complies with Policies CS19 and CS24 of the Knowsley Local Plan: Core Strategy, adopted January 2016.

- 6) No part of the accommodation / development hereby consented shall be occupied until the parking provision shown on Drawing No.L36 5SL/4/01 (REV A) and associated footway crossing modifications have been provided to the satisfaction of the Local Planning Authority. The parking provision shall be hard surfaced and shall not drain onto the highway.

Reason: In the interests of highway and pedestrian safety and to comply with Policy CS7 of the Knowsley Local Plan: Core Strategy, adopted January 2016.

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
20.10.2025	L36 5SL/4/02	-	Floor Plans
20.10.2025	RA.BS5837.028	-	Tree Survey, Arboricultural Impact Assessment and Arboricultural Method Statement
20.10.2025	RA.BS5837.028.AIA.1	-	Arboricultural Implications Plan
20.10.2025	RA.BS5837.028.TCP.1	-	Tree Constraints Plan
20.10.2025	RA.BS5837.028.TPP.1	-	Tree Protection Plan
20.10.2025	RA.BS5837.028.TRP.1	-	Tree Removal Plan
03.12.2025	L36 5SL/4/01	REV A	Elevations, Sections and Site Plans

Signed Case Officer¹: **Louise Robinson**

Signed Authorising Officer²: **Jo Sheridan**

Date: **05/01/2026**

Informatives

¹ I confirm that I do not have a personal relationship with the applicant, agent or other interested parties; I also confirm that I do not have a financial interest in the site or the development proposed

² I confirm that I do not have a personal relationship with the applicant, agent or other interested parties; I also confirm that I do not have a financial interest in the site or the development proposed

- 1) The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Mining Remediation Authority on 0345 762 6846 or if a hazard is encountered on site call the emergency line 0800 288 4242.

Further information is also available on the Mining Remediation Authority website at: Mining Remediation Authority - GOV.UK

Standing Advice valid from 1st January 2025 until 31st December 2026

- 2) It is an offence to carry out any works within the public highway without the permission of the Highway Authority. This permission requires the construction, improvement or alteration of an access to the public highway. Under Section 184 of the Highways Act 1980, the Highway Authority must specify the works to be carried out. Prior to the commencement of any works, please contact Knowsley.highways@tarmac.com to discuss the matter further.
- 3) An interface with Network Rail is REQUIRED for this proposal – the outside party is advised that Network Rail will need to agree and supervise this proposal and that no works are to take place until agreed with Network Rail.

Please note that whilst Network Rail (NR) is submitting responses via the planning application process, it should be born in mind by the LPA/developer that the operational railway presents risks/issues that are different/unique to the risks posed by works taking place adjacent to non-railway undertaker land. Works on this site therefore must be undertaken with the supervision of NR via the ASPRO (asset protection) team to ensure that the works on site do not impact the safe operation, stability, integrity of the railway & its boundary. The LPA/developer are advised that unauthorised works adjacent to the railway boundary could impact the operation of nationally significant infrastructure & the applicant would be liable for any and all damages & costs caused by any works undertaken in this scenario. Therefore, the developer is requested to ensure that the development meets with NR requirements for works/developments adjacent to the railway boundary which include planning material considerations as well as obligations specific to the railway undertaker. The interface is via a NR BAPA (basic asset protection agreement) – the developer is advised that the works must not commence on site (even if planning permission is granted) until agreed with NR. The applicant will be liable for all costs incurred by NR in facilitating, reviewing this proposal.

For future reference, it is imperative developers/applicants consult neighbouring/affected statutory undertakers in advance of any construction work, to identify and mitigate potential risks to both sites including people using or working on the sites, in line with CDM 2015 and HSW 1974 legislation. Network Rail's ASPRO (Asset Protection) team's role is to support external parties in identifying risks associated with construction near the railway and mitigating these in advance of work starting. Most insurance policies include clauses relating to consultation with statutory undertakers, and external parties who do not consult appropriately in advance may find their insurance policy becomes invalid.

Measurements to railway tracks and railway boundary

When designing proposals, the developer and council are advised, that any measurements must be taken from the operational railway / Network Rail boundary and not from the railway tracks themselves. From the existing railway tracks to the Network Rail boundary, the land will include critical infrastructure (e.g. cables, signals, overhead lines, communication equipment etc) and boundary treatments (including support zones, vegetation) which might be adversely impacted by outside party proposals unless the necessary asset protection measures are undertaken. No proposal should increase Network Rail's liability. To ensure the safe operation and integrity of the railway, Network Rail issues advice on planning applications and requests conditions to protect the railway and its boundary.

Obligations

Properties adjoining or in the vicinity of the railway are frequently the subject of obligations, rights, exceptions and reservations for the benefit of Network Rail's land and railway. The applicant must review the title to their property to see whether any such obligations etc exist and ensure that there are no non-compliance or breaches of them or any interference with or obstruction of Network Rail's rights and reservations. If the proposed development would not comply with or would breach any of the terms of the conveyance, the developer must revise his proposals.

RAMS

The developer is to submit directly to Network Rail asset protection, a Risk Assessment and Method Statement (RAMS) for all works to be undertaken within 10m of the operational railway under Construction (Design and Management) Regulations, and this is in addition to any planning consent. Network Rail would need to be re-assured the works on site follow safe methods of working and have also taken into consideration any potential impact on Network Rail land and the existing operational railway infrastructure. Builder to ensure that no dust or debris is allowed to contaminate Network Rail land as the outside party would be liable for any clean-up costs. Review and agreement of the RAMS will be undertaken between Network Rail and the applicant/developer.

Encroachment

The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail land and its infrastructure or undermine or damage or adversely affect any railway land and structures.

- There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land or under the Network Rail boundary.
- All buildings and structures on site including all foundations / fencing foundations must be constructed wholly within the applicant's land ownership footprint.

- Buildings, windows and structures must not over-sail Network Rail air-space/boundary.
- Any future maintenance must be conducted solely within the applicant's land ownership.
- Rainwater goods must not discharge towards or over the railway boundary.
- Should the applicant require access to Network Rail land to facilitate their proposal they would need to approach the Network Rail Asset Protection Team at least 20 weeks before any works are due to commence on site. The applicant would be liable for all costs incurred in facilitating the proposal and an asset protection agreement may be necessary to undertake works. Network Rail reserves the right to refuse any works by an outside party that may adversely impact its land and infrastructure.
- Any unauthorised access to Network Rail air-space or land will be deemed an act of trespass.

Scaffolding

Scaffolding which is to be constructed within 10 metres of the Network Rail / railway boundary must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffolding must be installed. The applicant / applicant's contractor must consider if they can undertake the works and associated scaffolding / access for working at height within the footprint of their land ownership boundary. The applicant is reminded that when pole(s) are erected for construction or maintenance works, they must have a minimum 3m failsafe zone between the maximum height of the pole(s) and the railway boundary.

This is to ensure that the safety of the railway is preserved, and that scaffolding does not:

- Fall into the path of on-coming trains.
- Fall onto and damage critical and safety related lineside equipment and infrastructure.
- Fall onto overhead lines bringing them down, resulting in serious safety issues (this is applicable if the proposal is above the railway and where the line is electrified).

Drainage proposal and Network Rail Land

The applicant must ensure that the proposal drainage does not increase Network Rail's liability, or cause flooding pollution or soil slippage, vegetation or boundary issues on railway land. Therefore, the proposed drainage on site will include the following:

- All surface waters and foul waters must drain away from the direction of the railway boundary.
- Soakaways for the proposal must be placed at least 30m from the railway boundary.
- Any drainage proposals for less than 30m from the railway boundary must ensure that surface and foul waters are carried from site in closed sealed pipe systems.

Excavation and Earthworks and Network Rail Land

The applicant will agree all excavation and earthworks within 10m of the railway boundary with Network Rail. Network Rail will need to review and agree the works to determine if they impact upon the support zone of our land and infrastructure as well as determining relative levels in relation to the railway. Network Rail would need to agree the following:

- Alterations to ground levels
- De-watering works
- Ground stabilisation works
- Works to retaining walls
- Construction and temporary works
- Maintenance of retaining walls
- Ground investigation works must not be undertaken unless agreed with Network Rail.
- Confirmation of retaining wall works (either Network Rail and/or the applicant). Prior to the commencement of works on site the applicant must confirm with Network Rail if there are any retaining walls/structures and the applicant must interface with Network Rail to ensure that no retaining structures are impacted on a permanent basis by their proposal.
- Alterations in loading within 15m of the railway boundary must be agreed with Network Rail.
- For works next to a cutting or at the toe of an embankment the developer / applicant would be required to undertake a slope stability review.

Network Rail would need to re view and agree the methods of construction works on site to ensure that there is no impact upon critical railway infrastructure. No excavation works are to commence without agreement from Network Rail. The council are advised that the impact of outside party excavation and earthworks can be different depending on the geography and soil in the area. The council and developer are also advised that support zones for railway infrastructure may extend beyond the railway boundary and into the proposal area. Therefore, consultation with Network Rail is requested. Any right of support must be maintained by the developer.

Demolition

Any demolition works on site must be carried out so that they do not endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures and land. The demolition of the existing building(s), due to its close proximity to the Network Rail boundary, must be carried out in accordance with an agreed method statement. Review of the method statement will be undertaken by the Network Rail Asset Protection Engineer before the development and any demolition works on site can commence. Network Rail would like to add that the applicant is strongly recommended to employ companies to demolish buildings / structures belonging to the National Federation of Demolition Contractors. This will ensure that all demolition works are carried out to professional standards and the company itself will also include liability insurance as part of its service.

Basement / Deep Excavation Works

Where basement or deep excavations are proposed adjacent to the railway – Network Rail review and agreement of documents as well as supervision & an interface with Asset Protection are required.

- Excavations – ASPRO would require to review (including but not limited to);
- Earthworks RAMS
- Scale section drawing and plan – showing dimensions of basement, proximity dimensions from basement to the operational rail boundary fence and depth
- And if earth works battered back – as above – dimensions from rail boundary fence
- Advise if the basement excavation will be inside the track support zone envelope
- Temporary works earthworks support including RAMS and temporary works design
- Design to include:- demonstration that the temporary works and permanent construction will not import increased risk to the operational railway both during construction and in the long term
- Calculations, G.I. strata and design check certs, CEM and CRE design CVs and appointment forms
- Lifting plans (lifting e.g. temporary works support structure components in to place)
- Designed working platforms
- De-watering method
- Dust control

Lighting

To ensure the ongoing safety of the operational railway the applicant's lighting design must demonstrate no overspill of light onto Network Rail land. Lighting close to or adjacent to the railway boundary must not impact train driver's ability to perceive signals and therefore all column lighting is recommended to be:

- White LED
- Flat bottom luminaires
- Downlit throw lighting
- Lighting to be directed away from the railway boundary
- Avoid the use of flashing lights or screens as part of developments
- Avoid lighting of Green, Yellow and Red.

Access to Railway

All roads paths, boundaries or ways providing access to any part of the railway undertaker's land both temporary and permanent, must remain open and unblocked (24/7, 365 – around the clock) both during construction works and as a permanent arrangement.

- The proposal must not encroach onto any Network Rail access road, paths or ways of access to any part of Network Rail land. This also includes emergency vehicles ability to access and exit Network Rail land.
- The proposal construction works must not prevent Network Rail from accessing its land.

Boundary treatments

Any structures on the applicant's land which runs seamlessly into a section of Network Rail infrastructure will require Network Rail agreement/comments and interface/supervision to ensure that there is no impact to or increase in risk to Network Rail assets.

3m Gap

Network Rail **REQUIRES** that the developer includes a minimum 3 metres gap between the buildings and structures on site and the railway boundary. Less than 3m from the railway boundary to the edge of structures could result in construction and future maintenance works being undertaken on Network Rail land, and close to the railway boundary potentially impacting support zones or lineside cabling. All the works undertaken to facilitate the design and layout of the proposal should be undertaken wholly within the applicant's land ownership footprint including all foundation works. Network Rail requires a minimum 3m easement between structures on site and the railway boundary to ensure that we can maintain and renew our boundary treatments. No part of the structure should over-sail the railway boundary or discharge rainwater goods onto or toward the railway boundary.

Trees

Proposals for the site should take into account the recommendations of, '[BS 5837:2012 Trees in Relation to Design, Demolition and Construction](#)', which needs to be applied to prevent long term damage to the health of trees on Network Rail land so that they do not become a risk to members of the public in the future. This document will be provided via the formal interface with Network Rail Asset Protection.

BAPA (Basic Asset Protection Agreement)

As the proposal includes works which could impact the existing operational railway and in order to facilitate the above, a **BAPA** (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail. The developer will be liable for all costs incurred by Network Rail in facilitating this proposal, including any railway site safety costs, possession costs, asset protection costs / presence, site visits, review and agreement of proposal documents and any buried services searches. The BAPA will be in addition to any planning consent.

Going forward in order for Network Rail to spend any time reviewing any submissions, provision of any asset information, attending any further meetings, assisting with discharging any planning conditions set etc, Network Rail will require the return of a signed BAPA (Basic Asset Protection Agreement) and relevant payment/ PO as noted in the estimate sent. Network Rail is a publicly funded entity and all outside party works, which these are, are cost recoverable as dictated to us by the ORR.

The local planning authority (LPA) are not responsible for the safe operation of the railway or our assets and the issues raised by the developer/applicant will

ultimately need to be agreed by Network Rail engineering to ensure the proposed development does not interfere with the safety of the railway.

All new enquiries will need to be submitted via the ***Asset Protection and Optimisation - Customer Portal***

Link to ASPRO ACE Portal [ASPRO Network Rail Implementation \(oraclecloud.com\)](https://oraclecloud.com)

From there, the client can create an account and submit their enquiry. Enquiry will then be assigned to one of the Asset Protection team to progress. The assigned team member will then be in a position to review and comment on any submissions from the outside party.

No works are to commence until agreed with Network Rail. Early engagement with Network Rail is strongly recommended

Site Photographs

