

<u>APPLICATION NO:</u>	26/00058/FUL	<u>CASE OFFICER:</u>	Louise Robinson
<u>WARD:</u>	Roby	<u>PARISH:</u>	N/A
<u>LOCATION:</u>	97 Springwell Avenue, Roby, Knowsley, L36 9AB		
<u>PROPOSAL:</u>	ERECTION OF A SINGLE STOREY SIDE AND REAR WRAPAROUND EXTENSION		

Site Description

The application site comprises a two-storey 4-bed semi-detached dwelling located on Springwell Avenue, Roby. The dwelling is characterised by brick to all elevations and a cross-gable tiled roof. The property does not currently benefit from any extensions.

The property has off-street parking available to the side.

The attached neighbouring dwelling 95 Springwell Avenue and the detached neighbouring dwelling 99 Springwell Avenue do not benefit from any extensions. To the south of the site is a railway line.

Proposal

Planning permission is sought for the erection of a single storey side and rear extension.

Single storey side extension

The side extension would have a width of 2.6m and a length of 5.3m. The extension would have a pitched tiled roof with an eaves height of 2.5m and a ridge height of 3.9m.

The extension would have a brick finish to match the existing dwellinghouse and would have one window installed within the front elevation.

Single storey rear extension

The rear extension would have a width of 7.6m and would project 3.0m beyond the existing rear elevation. The extension would have a mono-pitched tiled roof with three rooflights installed with an eaves height of 2.5m and a ridge height of 3.5m.

The extension would have a brick finish to match the existing dwellinghouse and would have two sets of sliding doors installed within the rear elevation.

Consultations

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

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

Representations

This application has been publicised by letters sent to 3 neighbours. One representation was received as a result of the publicity given to the application.

The representation received raised the following comments/concerns:

- Clarification of the approximate position and construction details of the proposed drainage works relative to the boundary.
- Requests reassurance that the finished surface levels will not create uneven ground, water pooling, or surface water runoff on the shared driveway.
- Confirmation that construction access, scaffolding, materials and contractor vehicles can be accommodated within the applicants property and will not require access to neighbouring driveway or garden.
- Wish that works can be carried out without removing or altering the boundary fence or causing damage to the existing fixed garden outbuilding.
- Requests that obscure glazing be installed in the new first-floor window.
- The submitted drawings do not indicate the depth of the proposed drainage excavation or the exact position of the inspection chamber relative to the driveway boundary

Planning History

14/00153/FUL DEMOLITION OF NO'S 27 & 29 LARCH ROAD & THE
ERECTION OF 129 NO. 2, 3 & 4 BED DWELLINGS
TOGETHER WITH ASSOCIATED WORKS

Granted (15 September 2014)

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

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

Policy H8 Extensions and Alterations to Residential Properties

SUPPLEMENTARY PLANNING DOCUMENTS

Householder Development SPD

Ensuring a Choice of Travel 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 of 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.

Principle of Development

The application site is identified as being allocated as Urban Greenspace and Educational Lane in the Knowsley Local Plan: Core Strategy.

As indicated by the planning history, this designation is no longer relevant as the former Knowsley Community College has since been demolished and replaced with a new-build housing estate. As such, the domestic extensions are considered to be acceptable in principle, subject to compliance with local planning policy and guidance.

Residential Amenity

Single storey side extension

The Householder Development SPD advises that single storey side extensions should be designed so that they preserve the street scene, protect light and privacy of neighbours and provide sufficient parking spaces.

The proposed side extension would have a width of 2.6m and a length of 5.3m.

Considering the impact on 99 Springwell Avenue, the side extension would sit 1.0m away from the shared boundary with No.99. Whilst there is a window within the side elevation of the neighbouring dwellinghouse at first-floor level, given the single storey nature of the proposed side extension, the extension would not have a negative impact on the amenity of No.99.

There is no impact on 95 Springwell Avenue, as the extension would be located away from No.95.

The extension would have a pitched tiled roof which would connect to the proposed rear extension. As the proposed roof would match the wider dwellings main roof-profile, the proposed roof-profile is considered to be acceptable and would comply with the SPD's guidance.

The extension would be visible from the wider street scene of Springwell Avenue. The proposed extension would have a brick finish. As the materials would match the existing dwellinghouse, it is considered that the extension would be in keeping with the host dwelling and the character of the local area and is considered to be acceptable in visual terms.

A window would be installed within the front elevation of the side extension. This window does not raise any concerns as it would not create any additional views not already available from the front/side of the dwellinghouse.

In summary, the single storey side extension is considered to be acceptable in terms of any impacts on the residential and visual amenity of the host property and the surrounding area and complies with Policy CS19 of the Core Strategy, Policy H8 and guidance provided by the Householder Development SPD.

Single storey rear extension

The Householder Development SPD advises that rear extensions should be designed to avoid causing overshadowing, loss of outlook or loss of privacy to the neighbours or appear unduly dominant to neighbours.

The SPD advises that single storey rear extensions located on or immediately adjacent to the party boundary with a neighbouring dwelling will normally be acceptable if it does not project more than 4.0m from the rear elevation of the dwelling.

The proposed rear extension would project 3.0m beyond the existing rear elevation of the dwelling and a width of 7.6m. As such, the single storey rear extension would comply with the SPD in terms of its projection.

Considering the impact on the neighbouring dwellings 95 and 99 Springwell Avenue, the rear extension would project beyond the rear elevation of No.95 by 3.0m and would sit 0.2m away from the shared boundary and would project 3.0m beyond the rear elevation of No.99 and would sit 1.7m away from the shared boundary. As the projection of the extension would fall below the guidance provided by the SPD, it is considered that the proposed rear extension would not have a negative impact on the amenity of the neighbouring dwellings and would be acceptable.

The extension would have a mono-pitched tiled roof with three rooflights installed, which would connect to the proposed side extension. As the proposed roof would match the wider dwellings main roof-profile, the proposed roof-profile is considered to be acceptable.

The extension would be finished in brick to match the existing dwellinghouse. As the materials would match the existing dwellinghouse, the extension is considered to be acceptable in visual terms.

The two sets of sliding doors within the rear elevation raise no overlooking concerns due to boundary treatments, ground floor siting and orientation within the rear elevation of the extension.

In summary, the proposed single storey rear 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 CS19 of the Core Strategy, Policy H8 of the Replacement Knowsley UDP, and guidance provided by the Householder Development SPD

Other alterations

The one window to be installed within the side elevation at first-floor level raises no overlooking concerns. Whilst there is an existing window within the side elevation of No.99 at first-floor level, as indicated earlier within this report, this window is considered to be non-habitable. Additionally, a condition will be included to ensure that obscure glazing is installed, to protect privacy.

Furthermore, the window could be installed under permitted development under Schedule 2, Part 1, Class A of the GDPO 2015 (as amended), provided that the upper-floor window is obscurely-glazed and non-opening unless the parts of the window which can be opened are more than 1.7m above the floor of the room in which the window is installed. Additionally, original planning reference 14/00153/FUL does not mention any restriction on new windows.

Highways

The dwelling would remain as a four-bedroom property.

The Householder Development SPD advises that sufficient car parking should be retained or provided when erecting a single storey side extension. The Householder Development SPD advises that the parking provision of a four-bedroom property should provide 3 spaces within the curtilage and that car spaces provided on side driveways should have dimensions of 5.0m x 2.75m.

At present, the application site benefits from a driveway to the side of the property for three vehicles measuring 17.1m x 3.6m.

The erection of the single storey side extension would reduce the length of the driveway to 12.3m, reducing the parking availability within the curtilage to 2 vehicles.

Condition 3 attached to planning application 14/00153/FUL states at point (iii) that 'no extensions or buildings to the side of any dwelling other than those expressly authorised by this permission, unless planning permission for such development has been granted by the Local Planning Authority'. Permitted Development Rights had been removed on the previously approved planning application for the wider estate, to ensure that the parking availability within the curtilage for each dwellinghouse remains compliant with the Householder Development SPD's guidance.

An additional 5.0m x 3.0m parking space will be provided to the front of the dwellinghouse to allow for the displaced vehicle from the side driveway to still park within the curtilage of the dwellinghouse and would comply with the SPD's guidance.

Therefore, as the extended driveway would comply with the SPD's guidance, the proposed driveway and extension would not cause significant harm in relation to the highway safety and are considered to be acceptable.

Other Matters – Representation

One representation was received as a result of the publicity given to the application. The representation has been addressed through the assessment of this report. Additionally, many of the points raised within the representation are considered to be civil matters which should be discussed between the applicant and the neighbour at the point of construction.

Other Matters – Railway Line

There is a railway track to the south of the application site. Network Rail were consulted and have stated that no works are to commence until agreed with Network Rail. Early engagement with Network Rail is strongly recommended. Further comments provided by Network Rail will be included as an informative on the decision notice, for the attention of the applicant.

Conclusion

The proposal would be acceptable in terms of any impacts on the residential and visual amenity and highway safety. 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 extensions 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 within the side elevation at first-floor level, as indicated on Drawing No.01 (amended as of 03 April 2026) 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 permitted shall be occupied until the parking provision shown on areas indicated in Drawing No.01 (amended as of 03 April 2026) and associated footway crossing modifications have been provided. The parking provision shall be hard surfaced and shall not drain onto the highway.

Reason: In the interests of highway and safety and to comply with Policy CS7 of the Core Strategy.

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
19.02.2026	-	-	LOCATION PLAN
03.04.2026	01	-	EXISTING AND PROPOSED PLANS AND ELEVATIONS

Signed Case Officer¹: Louise Robinson

Signed Authorising Officer²: Jo Sheridan

Date: 14/04/2026

Informatives

1. The granting of planning permission does not confer consent to encroach on any neighbours land and would be a civil matter between the affected parties. Consideration should be given to this in respect of any gutters potentially overhanging over shared boundaries.
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. Only the Highway Authority or a contractor approved by the Highway Authority may carry out these works.

For the avoidance of doubt, the applicant is advised that the widening of the vehicular dropped kerb must be undertaken by Knowsley Council's approved contractor, Tarmac.

Contact details:

 Knowsley.highways@tarmac.com

 0800 023 2334

3. 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.

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

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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 is 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 proposals 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.

Information for Developers / LPA regarding formal railway interface

Network Rail are required to carry out assurance of planning proposals on land adjacent to the railway. We are constrained by regulations around the use of public funds, which prevents us from spending time on private projects without recouping our costs from the proposer.

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

Site Photographs



