

<u>APPLICATION NO:</u>	25/00470/FUL	<u>CASE OFFICER:</u>	Louise Robinson
<u>WARD:</u>	Roby	<u>PARISH:</u>	N/A
<u>LOCATION:</u>	76 Archway Road, Huyton, Knowsley, L36 9XE		
<u>PROPOSAL:</u>	ERECTION OF SINGLE STOREY REAR EXTENSION		

Site Description

Single storey detached bungalow set within a large generous plot on Archway Road, Huyton. The dwelling is characterised by white render to all elevations, a hipped tiled roof and white UPVC windows and doors. The property currently benefits from a single storey flat roof extension to the side.

There is off-street parking available to the side of the dwellinghouse.

A raised railway track line is located to the south of the side, as well as a Grade II Listed railway bridge (List Entry Number: 1075530).

Planning permission was previously granted for a single storey 'L-shaped' extension under planning reference 25/00007/FUL. The application has been re-submitted to enlarge the dimensions of the proposed kitchenette and entrance into the extension.

Proposal

Planning permission is sought to erect a single storey 'L-shaped' extension to the rear.

The extension would have a total projection of 15.98m beyond the existing rear elevation of the dwelling and a total width of 13.85m. It would have a hipped tiled roof finished in Grey Marley Modern (osa) interlocking tiles which would gable towards the rear of the extension. The roof would have a total of 7no. rooflights installed (6no. within the rear roof-plane and 1no. within the front roof-plane), with a total eaves height of 2.65m and a ridge height of 5.35m. The ridge height would drop to 4.84m towards the rear of the extension.

The entranceway within the side (south-west) elevation of the extension would have a length of 3.60m and a width of 1.58m.

The extension would have 4no. white UPVC windows (2no. would be obscurely glazed – shower room and boiler / plant room) and 1no. set of bi-fold doors installed within the side (north-east) elevation, 1no. white UPVC window installed within the front elevation, and 2no. white UPVC windows and 1no. UPVC entrance door and apex glazing installed within the side (south-west) elevation.

It would allow for 1no. bedroom with en-suite, a carer's bedroom, utility room, boiler / plant room and a quiet resource room / kitchenette.

Consultations

Network Rail – Given the minimal alterations, the comments provided for 25/00007/FUL stand. Outlined as follows:

An interface with Network Rail is required for the 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. Additional information is also provided with regards to measurements to railway tracks and the railway boundary; obligations; a Risk Assessment and Method Statement (RAMS); encroachment; scaffolding; drainage proposals and Network Rail land; excavation and earthworks and Network Rail land; demolition; basement / deep excavation works; lighting; access to railway; boundary treatments; 3m gap; trees; and a BAPA (Basic Asset Protection Agreement).

Representations

This application has been publicised by letters sent to 9 neighbours. No comments or objections were received during the consultation period.

Planning History

25/00007/FUL	Erection of single storey rear extension Granted (17.02.2025)
24/00277/FUL	Erection of single storey rear extension Withdrawn (04.10.2024)
23/00155/FUL	Erection of 1no. detached garage / workshop (demolition of existing garage) Granted (25.10.2023)
21/00548/FUL	Erection of a single storey side extension Withdrawn (30.06.2021)

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.

Planning (Listed Building and Conservation Areas) Act 1990

The principal statutory duty under the Planning (Listed Building and Conservation Areas) Act 1990 is to preserve the special character of heritage assets, including their setting. LPAs should, in coming to decisions, consider the principal Act, which states the following:

Listed buildings – Section 66 (1)

In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

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.

NATIONAL PLANNING POLICY FRAMEWORK

Section 16 Conserving and Enhancing the Historic Environment

PLANNING (LISTED BUILDING AND CONSERVATION AREAS) ACT 1990

Section 66 (1) Listed Buildings

KNOWSLEY LOCAL PLAN: CORE STRATEGY

Policy CS2 Development Principles
Policy CS19 Design Quality and Accessibility in New Development
Policy CS20 Managing the Borough's Historic Environment

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

Policy H5 Development within Primarily Residential Areas
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 assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission 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 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 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.

Principle of Development

The application site is identified as a Primarily Residential Area in the Knowsley Local Plan: Core Strategy.

As such, the domestic single storey rear extension is considered to be acceptable in principle, subject to compliance with local planning policy and guidance.

Residential Amenity

The Householder Development 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 extension would have a total projection of 15.98m beyond the rear elevation of the existing dwelling and a total width of 13.85m, which would exceed the SPD's guidance, requiring the 45-degree rule to be applied.

Impact on No.74 Archway Road

In regard to any impacts on the neighbouring dwelling to the right, the proposed rear extension significantly exceeds the 4.0m threshold of the SPD, and when taking a 45-degree line from the mid-point of the neighbouring dwellings nearest window, the proposal would intersect this line. The extension would also increase the form and massing of the original dwelling's side elevation. Additionally, the proposal is for a single storey development which would have an overall height no taller than the original bungalow.

The dwellinghouse and proposed extension would be angled away from the neighbouring dwelling and would have a distance of approximately 6.85m between the extension and the shared boundary. As such, any impacts in terms of overshadowing or loss of light to No.74 are considered to be limited.

Additionally, the 4no. windows (2no. to be obscurely glazed) and bi-fold doors within the side (north-east) elevation do not raise any overlooking concerns due to their ground floor siting and boundary treatments.

Therefore, whilst the extension would breach the 45-degree rule, the extension would not have a significant impact on the amenity of the neighbouring dwelling and would be acceptable.

Impact on No. 43 – No.57 Fernbank Avenue

In regard to any impacts on the neighbouring dwellings to the rear and part side, the proposed extension would be situated approximately 12.8m – 21.9m away from these neighbouring dwellings main rear elevations, which are considered to be sufficient distances.

As there are no windows proposed within the rear elevation of the extension; only rooflights, it is considered that the extension would not cause any overlooking.

Additionally, as these neighbouring properties are all two-storey dwellings, it is considered that any impacts in terms of loss of light, privacy and outlooks, overshadowing and overlooking would be minimal. As such, the extension would not have a negative impact on the residential amenity of these dwellings.

The additional 1no. window within the front elevation of the extension and 2no. windows and 1no. entrance door with apex glazing within the side (south-west) elevation raise no overlooking concerns due to boundary treatments and ground floor siting and would not create any additional views not already available from the front / side of the property.

Therefore, the single storey rear extension is considered to be acceptable in terms of any impacts on residential amenity and complies with Policy H8 and guidance provided by the Householder Development SPD.

Design

The proposed single storey rear extension would be slightly visible from the wider street scene of Archway Road, Huyton. The extension would be finished in a white render to match the existing dwelling. As the materials would match, the extension is considered to be acceptable in visual terms.

Whilst the extension would result in an additional with a substantial depth, the application site is of a large, generous sized plot which can accommodate the proposal, whilst also retaining usable garden amenity areas. Additionally, the proposal would also provide additional facilities for a disabled individual and has been designed to provide the required functional rooms.

The extension would have a hipped tiled roof finished in Grey Marley Modern (osa) interlocking tiles, which would gable towards the rear of the extension. The roof would also have a total of 7no. rooflights installed (6no. within the rear roof-plane and 1no. within the front roof-plane). As the dwellings main roof-profile is a hipped roof, it is considered that the roof-profile and materials are considered to be acceptable and complies with SPD guidance.

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

Overall, the extension is considered to be acceptable in terms of any impacts on the 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 introduction of 2no. bedrooms within the rear extension would see the property be increased from a 2-bed property to a 4-bed property. As such, the Householder Development SPD advises that the parking provision for a 4+ Bedroom Property should provide 3no. parking spaces within the curtilage of the dwelling.

A large driveway is available to the side of the dwellinghouse, along with a detached garage. As off-street parking for a minimum of 3no. vehicles would be retained, it is considered that the extension would not cause any harm in relation to highway safety and parking standards and is considered to be acceptable.

Heritage Assets

A Grade II Listed railway bridge (List Entry Number: 1075530) is located to the left-hand side of the site. The proposal would be sited to the rear of the dwelling and would not be visible from the setting of the Listed Building. Therefore, the proposal would have a neutral impact upon the heritage asset and would be in accordance with Policy CS20 and the NPPF.

Other Matters – Railway

The application site is adjacent to a raised railway line. However, the proposal will be suitable distanced from the railway track boundary and is separated by several trees and existing boundary treatments. The proposal's impacts on the railway line are therefore minimal. Network Rail were consulted on the previous planning application 25/00007/FUL and stated that their comments from the previous app remain the same for this new submission.

They have noted that an interface with them is required, where they will need to agree and supervise the proposal, with no works taking place until agreed with them. The comments provided by Network Rail will be included as an informative.

Conclusion

The proposal would be acceptable in terms of any impacts on the residential and visual amenity, highway safety, heritage assets and railway. 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.

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
12.08.2025	60034-01	-	Existing Layout and Location Plan
12.08.2025	60034-02	A	Proposed Layout and Site Plan
12.08.2025	60034-03	A	Proposed Site Plan

Signed Case Officer¹: Louise Robinson

Signed Authorising Officer²: Mark Quinn

Date: 29.09.2025

Informatives

- 1) 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.

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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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 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** [ASProuk Network Rail Implementation \(oraclecloud.com\)](https://asprouk.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

