

PLANNING

GROWTH & DEVELOPMENT

DELEGATED OFFICER REPORT FOR PLANNING APPLICATION

Application no. 143691/FH/2025

Date registered valid: 9 February 2026

Proposal: Erection of single-storey outbuilding to form ancillary living accommodation.

Address: 8 Avalon Drive, Manchester, M20 5WN

Ward(s): Didsbury East Ward

Applicant: Mrs Carly Povey

Agent (if any): Dave Trudgeon, Conway Architectural Design

Case officer: Joshua Lee
Tel: 0161 219 2851
Email: joshua.lee@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 13 March 2026

APPLICATION DETAILS

Type of application:	Full Householder Application	
Development type:	Householder	
Date of site visit:	26 February 2026	
Standard consultations:	Printed: 13 February 2026	Expired: 6 March 2026
Neighbour notifications:	Printed: 13 February 2026	Expired: 6 March 2026
Site notice:	No site notice has been produced	
Press advert:	No press advert had been published	
Departure from Development Plan:	No	
Environmental Statement:	Not required	
Listed building:	Not applicable	
Conservation area:	Not applicable	
Tree Preservation Order:	Not applicable	

Description of site/building

The proposal relates to a two storey semi-detached dwellinghouse on Avalon Drive. The property features an existing single storey rear and side extension, garden to the rear and hardstanding to the front and side for off street vehicle parking.

Description of area

The property is in a mostly residential part of the Didsbury East Ward of Manchester with a Network Rail railway line to the rear. The property is located in Flood Zone 2.

Description of development

Erection of single storey outbuilding to form ancillary living accommodation.

The proposed outbuilding measures 5330mm x 5910mm with an eaves height of 2100mm and a ridge height of 2500mm and constructed of wood.

The outbuilding is located at the rear corner of the site close to the rear boundary.

The outbuilding would be used as ancillary living accommodation with a living/dining, bedroom and shower room.

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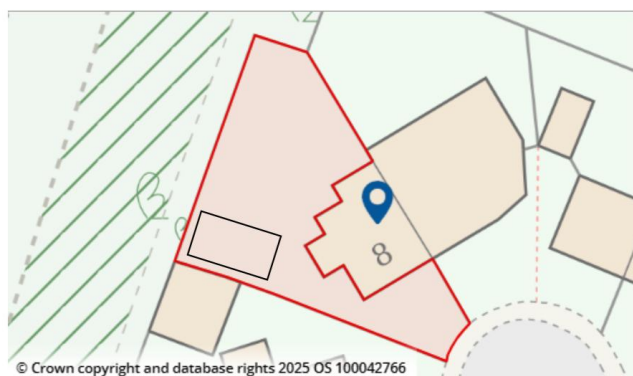


Figure 1. Proposed site plan

PLANNING HISTORY

021605

Description: Single storey kitchen and dining room extension at rear of house

Decision: 10/05/1984

CONSULTATION, NOTIFICATION & PUBLICITY RESPONSES

Consultations

Manchester City Council Flood Risk Management

Manchester City Council Flood Risk Management were consulted on this application and had no objection to the proposal recommending an informative regarding Property Flood Resilience measures.

Network Rail

Network Rail initially objected to the proposal on the grounds that part of the outbuilding appeared to be sited on land within their ownership. Following further review, Network Rail has confirmed that this land has since been lost to adverse possession and the encroachment objection has therefore been withdrawn. Notwithstanding this, Network Rail maintains that all works within 10 metres of the railway boundary must follow their asset-protection requirements, including agreement of a Basic Asset Protection Agreement (BAPA), submission of Risk Assessment and Method Statements (RAMS), and ensuring a minimum 3-metre setback from the railway boundary with no oversailing, encroachment, or drainage discharge toward railway land. They request that no works commence until their Asset Protection team has reviewed and agreed the necessary details. The comments have been passed to the applicant.

Notifications

Local Residents

No representations received.

RELEVANT POLICIES

In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, decisions on planning applications must be made in line with the statutory development plan, unless material considerations indicate otherwise.

For Manchester, the development plan comprises:

- The Core Strategy (2012–2027)
- Saved policies of the Unitary Development Plan (UDP)
- The Places for Everyone Joint Development Plan Document (2022–2039)

These documents are considered up to date and carry substantial weight in decision-making. Supplementary Planning Documents (SPDs) and other local guidance may also be relevant.

National planning policy, including the National Planning Policy Framework (NPPF), is a material consideration and provides overarching guidance.

The Government has published a consultation draft of the NPPF, intended to improve housebuilding rates through a clearer, more predictable and faster policy basis for decision and plan making. While this draft is not yet adopted, it is a material consideration.

Where applicable, the Council must give special regard to preserving the character of conservation areas and the setting of listed buildings, in line with statutory duties under the Planning (Listed Buildings and Conservation Areas) Act 1990.

The policies referenced in this report are those considered most relevant to the nature, scale and location of the proposed development as follows:

- [The Manchester Core Strategy Development Plan Document 2012-2027](#)
 - Development Management and Planning Obligations
 - DM 1 - Development Management
 - Objective 1 - Spatial Principles
 - SP 1 - Spatial Principles (Partially replaced by PfE Policy JP-S 1)
 - Objective 6 Environment
 - EN 1 - Design Principles and Strategic Character Areas
 - EN 14 – Flood Risk (partially replaced by PfE Policy JP-S 4)
 - EN 19 – Waste
- [Guide to development in Manchester](#) - supplementary planning document and planning guidance, April 2007
- [Extant Unitary Development Plan \(UDP\)](#) –
 - Citywide Development Control Policies
 - DC1 - Residential extensions
 - DC26 - Development and Noise
- [Places for Everyone Plan](#) Joint Development Plan Document 2022-2039-
 - Strategy
 - JP-Strat9: Southern Areas
 - Sustainable and Resilient Places
 - JP-S1: Sustainable Development
 - JP-S4: Flood Risk and the Water Environment
 - Places for People
 - JP-P1 Sustainable Places
- [National Planning Policy Framework \(NPPF\)](#) December 2024–
 - Section 2 - Achieving sustainable development
 - Section 4 – Decision-making
 - Section 12 – Achieving well-designed places
 - Section 14 - Meeting the challenge of climate change, flooding and coastal change
- [National Planning Policy Framework Draft for Consultation December 2025](#) - National decision-making policies
 - Chapter 3 – Decision-making policies
 - DM1: Preparing development proposals
 - DM2: Information requirements
 - DM3: Determining development proposals
 - DM6: Use of planning conditions and obligations
 - DM7: Relationship with other regulatory regimes
 - DM8: Unauthorised development and enforcement
 - Chapter 4 - Achieving sustainable development
 - S3: Presumption in favour of sustainable development
 - S4: Principle of development within settlements
 - Chapter 12 - Making effective use of land
 - L4: Residential extensions
 - Chapter 14 - Achieving well-designed places
 - DP3: Key principles for well-designed places
 - DP4: The Design process
 - Chapter 18 - Managing flood risk and coastal change
 - F4: Assessing flood risk for decision-making
 - F6: Development in areas at risk of flooding from rivers or the sea
 - F7: Ensuring development is safe from flooding
 - F8: Sustainable drainage systems and watercourses

ASSESSMENT

Principle of development

The proposed outbuilding is acceptable in principle. It sits within the curtilage of an existing residential property in an established suburban area where domestic outbuildings are a common and expected feature. The use would remain ancillary to the main house and would not create a separate residential unit. National and local planning policies support well-designed additions within residential gardens where they do not harm the character of the area or the amenities of neighbours.

In considering the principle of the scheme, it is also relevant that a similarly sized outbuilding could be erected on this site using the property's permitted development rights, provided the building were used for incidental purposes such as a home office, gym or storage. While the current proposal goes beyond incidental use, because it includes sleeping accommodation and therefore requires planning permission, the permitted-development fallback demonstrates that an outbuilding of this size and position would not be out of keeping with the established pattern of development. This adds weight to the view that the proposal is acceptable in principle, subject to its detailed impacts of the ancillary use being appropriately assessed.

In this case the principle of the development is acceptable.

As stated in Policy DM 1 of the Manchester Core Strategy, all development should have regard to the following specific issues:

Appropriate siting, layout, scale, form, massing, materials, and detail

The outbuilding is modest in scale and positioned at the rear of the garden, giving it a very limited presence in the wider street scene. Its single-storey height, low roofline and simple, domestic form ensure it remains clearly subordinate to the main house. In physical terms, the size, massing and overall layout are comparable to what could be erected under permitted development for an incidental garden building, which reinforces the view that the structure is not over-dominant and sits comfortably within the plot.

The use of timber cladding is typical for outbuildings of this nature and is appropriate in this residential context. Overall, the design, materials and siting are considered to respect the character of the host property.

Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.

The proposed outbuilding would have a limited impact on the surrounding area in terms of its design, scale and overall appearance. Its single-storey height, modest footprint and simple timber-clad form ensure that it remains subordinate to the main dwelling and sits comfortably within the garden setting. The structure is positioned to the rear of the plot where public views are extremely limited, meaning it would not alter the character of the street or disrupt the established pattern of development. The design is typical of domestic garden outbuildings, notably a similar height building at the immediate neighbour, and therefore respects the character of the surrounding environment, consistent with the aims of Core Strategy Policy DM1 and national guidance on achieving well-designed places.

Effects on amenity

Privacy

The proposed windows face into the applicant's own garden and do not introduce any overlooking towards neighbouring properties. As all new openings are at ground-floor level, any views are contained within the site and the impact on neighbours' privacy is minimal. In addition, a similarly positioned window could be installed under permitted development for an incidental outbuilding, which further supports the view that the arrangement is acceptable in privacy terms.

Light

The outbuilding is entirely at ground-floor level and positioned away from neighbouring dwellings, meaning it would not result in any material loss of light to adjacent properties. Its modest height and separation distances ensure that no unacceptable overshadowing would occur. A similarly sized outbuilding could also be erected under permitted development for an incidental use, which further supports the conclusion that the impacts on light are acceptable.

Noise

The proposed outbuilding is not expected to generate any noise beyond what would normally arise from a residential property. The use is wholly ancillary to the main dwelling and would provide additional accommodation for the same household, meaning it would not increase comings and goings or introduce new noise sources. As such, the proposal would have no greater impact than a comparable extension to the existing house and is acceptable in noise terms.

Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.

The proposal does not change how people can get in and out of the building.

Adequacy of internal accommodation and external amenity space.

The proposal provides additional internal accommodation with a good level of external amenity space would be retained following development, ensuring the property continues to benefit from an appropriate balance of indoor and outdoor areas. Notwithstanding the need for planning permission due to the ancillary residential use, the physical form and scale of the outbuilding are comparable to what could reasonably be constructed under permitted development for an incidental garden building, which further supports the view that the proposal is acceptable in this regard.

Refuse storage and collection.

The proposal itself has little impact on waste from the site. It uses the current storage and collection methods on site and maintains external access to the rear of the property.

Vehicular access and car parking

The proposal doesn't change how vehicles access and park at the property.

Green Infrastructure including open space, both public and private

The dwelling benefits from a garden beyond the siting of the proposed development and maintains a good amount of private green space post development.

Flood risk and drainage.

The site is located within Flood Zone 2, meaning it is at a medium risk of flooding. Given the small scale and low-intensity nature of the proposed outbuilding, the development does not raise any significant concerns in terms of flood risk. Manchester City Council's Flood Risk Management team reviewed the proposal and raised no objection, recommending only that an informative be added to encourage the use of Property Flood Resilience measures. The building will continue to use the existing drainage arrangements on site, and the development is not expected to materially increase surface water runoff. The proposal is therefore acceptable in relation to flood risk and drainage considerations.

Existing or proposed hazardous installations.

Network Rail

Network Rail were consulted due to the proximity of the site to the operational railway. Their initial objection related to a perceived encroachment of the proposed outbuilding onto land within Network Rail's ownership. Following further review, Network Rail confirmed that this land has since been lost to adverse possession, and the objection was withdrawn.

Although no hazardous installations are present on or immediately adjacent to the site, Network Rail have advised that all works within 10 metres of the railway boundary must comply with their asset-protection requirements. This includes maintaining a minimum 3-metre setback from the boundary, avoiding any

oversailing or encroachment, preventing drainage discharge towards railway land, and submitting a Basic Asset Protection Agreement (BAPA) and relevant Risk Assessment and Method Statement (RAMS) documents before work begins. These requirements fall outside the planning process, but the applicant has been informed and must ensure compliance directly with Network Rail.

OTHER LEGISLATIVE REQUIREMENTS

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

PLANNING BALANCE & CONCLUSION

Overall, the development represents an acceptable form of domestic outbuilding. It is modest in scale, positioned discreetly within the rear garden, and does not give rise to any harmful impacts on the character of the area or the amenity of neighbouring properties. While the proposal is retrospective, the physical form and siting are comparable to what could reasonably be constructed under permitted development for an incidental outbuilding, which carries weight in the planning balance. The ancillary residential use would also be no more harmful than a similar extension to the dwelling serving the same household. No technical objections have been raised, and matters relating to Network Rail fall outside the planning process and have been passed to the applicant. Taking all relevant considerations into account, the development complies with local and national planning policy and is therefore acceptable.

RECOMMENDATION: APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. The proposal is considered to be acceptable and therefore determined within a timely manner.

CONDITIONS TO BE ATTACHED TO DECISION FOR APPROVAL

1. Specified plans

The development hereby approved shall be carried out in accordance with the following drawings and documents:

- a. Drawing - Location Plan 08 Aug 2025 THE LOCATION PLAN
- b. Drawing - Site Plan 08 Aug 2025 SITE PLAN
- c. Drawing - Proposed 09 Feb 2026 1066-01 AS BUILT PLAN AND ELEVATIONS

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies DM 1, SP 1 and EN 1 of the Core Strategy and JP-P1 & of Places for Everyone.

2. Materials

The materials used in the external surfaces of the development hereby approved shall be as follows:

- a. Walls: Wood
- b. Roof – Wood and water proofing membrane
- c. Windows - UPVC

Reason - In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with policies SP1 and DM1 of the Core Strategy and the requirements of the National Planning Policy Framework.

3. Use

The outbuilding hereby approved shall be used only for purposes ancillary to the residential use of the main dwellinghouse at 8 Avalon Drive. It shall not be occupied as a separate self-contained dwelling, nor used for short-term letting or holiday accommodation, and no separate curtilage shall be created.

Reason - To ensure the development remains subordinate to the main dwelling and to protect residential amenity and the character of the area, in accordance with Policy DM1 of the Manchester Core Strategy and the National Planning Policy Framework.

INFORMATIVE(S)

1. Network Rail

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).

Network Rail would request a condition is applied as follows within the planning consent:

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.

APPENDIX 1 – LIST OF CONSULTEES & NEIGHBOURS NOTIFIED

MCC Flood Risk Management

Network Rail

5 Avalon Drive, Manchester, M20 5WN

4 Avalon Drive, Manchester, M20 5WN

1 Avalon Drive, Manchester, M20 5WN

880 Kingsway, Manchester, M20 5WG

878 Kingsway, Manchester, M20 5WG

876 Kingsway, Manchester, M20 5WG

6 Avalon Drive, Manchester, M20 5WN

3 Avalon Drive, Manchester, M20 5WN

2 Avalon Drive, Manchester, M20 5WN

874 Kingsway, Manchester, M20 5WG

7 Avalon Drive, Manchester, M20 5WN

APPENDIX 2 – PLANNING CONSTRAINTS

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

Flood Zones Type 2 (low to medium risk) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Middle) -

Susceptible to Surf Water Flood (More) -

Area Team Boundary - Name: SOUTH AREA