



Northumberland County Council

North Northumberland Local Area Virtual Committee 21st January 2021

Application No:	20/02159/COU		
Proposal:	Change of use to storage facility to be used for container, boat and caravan storage		
Site Address	Land North East Of Chathill Station, Chathill, Northumberland,		
Applicant:	Mr M Worthington C/o Hedley Design Ltd	Agent:	Mr S Hedley Hedley House, Meadowfield, Ponteland, Northumberland NE20 9SD
Ward	Longhoughton	Parish	Ellingham
Valid Date:	29 July 2020	Expiry Date:	29 January 2021
Case Officer Details:	Name: Mr Jon Sharp Job Title: Planning Officer Tel No: 01670 623628 Email: Jon.Sharp@northumberland.gov.uk		

Recommendation: That this application be GRANTED permission



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1. Introduction

This application falls to be determined by the North Northumberland Local Area Council following receipt of a valid objection from Chathill Parish Council. The application has been reviewed by the Director of Planning and the Committee Chair and Vice Chair who considered that the application raises issues of strategic, wider community or significant County Council Interest.

2. Description of the Proposals

2.1 The application seeks permission for the change of use of former railway land to boat and caravan storage. The application also seeks permission for the erection of storage compounds.

2.2 The land would be divided into 10no storage compounds ranging in size from approximately 135sqm to 250sqm, each of which would include a single shipping container and an area of hardstanding. The proposed containers would each have a footprint of approximately 15sqm and height of approximately 2.6 metres. The compounds would be arranged along the north eastern boundary of the site with an access road separating them from the listed station buildings to the south west.

2.3 The application site is located adjacent to the settlement of Chathill and consists of an area of former railway land that was originally part of the station goods yard and bay platform for the Seahouses branch line. The land is currently laid to a combination of concrete and crushed hardcore surfacing having previously been overgrown with scrub like vegetation. The site is located adjacent to Chathill Station and is bound to the north east by a Northumbrian Water pumping station and open agricultural fields, by the station platform and railway lines to the south west and by highway, from which the site is accessed, to the south east.

3. Planning History

Reference Number: 13/02735/FUL

Description: Proposed 6no. (3 bedroom) affordable houses with associated garden and parking provision

Status: Withdrawn

Reference Number: 13/03392/FUL

Description: Proposed 6no. (2 bedroom) affordable houses are proposed with associated garden and parking provision

Status: Refused

Reference Number: N/86/B/LB44

Description: Erection of electrification masts within station limits.

Status: Permitted

Appeals

Reference Number: 14/00032/REFUSE

Description: Proposed 6no. (2 bedroom) affordable houses are proposed with associated garden and parking provision

Status: Dismissed

4. Consultee Responses

Building Conservation	The proposed storage facility has potential to create an incongruous feature in the predominantly open countryside to the east of the designated assets. Such a feature might be expected trackside in the approach to an industrial city but it would be harmful to setting here.
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	We therefore object to the proposal, which would give rise to less than substantial harm within the terms of paragraph 196 the Framework. It should be noted that Paragraph 193 of the NPPF states when considering the impact of a proposed development on the significance of a designated heritage asset, great weight [emphasis added] should be given to the asset's conservation.
County Archaeologist	No objections to the proposed development on archaeological grounds. The railway infrastructure previously on the site has been removed. No archaeological recording work is therefore recommended.
County Ecologist	Further information required prior to determination
County Ecologist (reconsult)	No objection subject to condition securing biodiversity enhancement
Ellingham Parish Council	The Parish Council objects on the grounds the proposal would represent inappropriate industrialisation of the site, detrimental impact on the setting of adjacent listed buildings, access, impact on wildlife, impact on AONB and confusion of purpose.
Highways	Further information required
Highways (reconsult)	Further to highway's response dated 19th August 2020 the applicant was asked to provide further information. Whilst some of the information submitted is acceptable, the applicant is required to provide a revised plan giving details of swept path analysis and upgraded access to progress this application further.
Highways (reconsult 2)	Further to highway's response dated 21st October 2020, the applicant was asked to provide further information. The further information provided addresses the highway safety concerns outlined in our previous responses and there are no other highway safety concerns arising from the proposed development.
Network Rail	No objection subject to conditions and informatives
Public Protection	No objection providing that the measures detailed in the application documents are implemented as stated. Informative recommended.

5. Public Responses

Neighbour Notification

Number of Neighbours Notified	5
Number of Objections	2
Number of Support	4
Number of General Comments	2

Notices

Site Notice - Affecting Listed Building, posted 24th August 2020

Press Notice - Berwick Advertiser, published 6th August 2020

Summary of Responses:

8no representations have been received, 2no neutral, 2no objections and 4no in support.

The neutral representations raise concerns about access to the site, visual impact and impact on the listed station buildings Concerns also raised about the operation of the site, external lighting and highway safety,

The objections raise similar concerns regarding the operation of the proposed storage yard and the impact on ecology arising from the pre-emptive clearance of the site. (Both objections were submitted by the same people who had previously submitted the neutral comments).

The supporters consider that the proposal would provide much needed storage space for businesses in the area and indeed the storage needs of second homes and holiday homes. Furthermore, provision of additional storage facilities closer to the coast than those currently available elsewhere would be a great opportunity to develop and reduce overheads for local businesses. The site is outside the AONB, the proposal would reuse existing derelict brownfield land, previously identified as needing regeneration, access is within a 30 mph speed zone and utilises an existing access point. No permanent structures are proposed and they would be viewed against the backdrop of the railway line.

The above is a summary of the comments. The full written text is available on our website at: <http://publicaccess.northumberland.gov.uk/online-applications//applicationDetails.do?activeTab=summary&keyVal=QDEAJZQS0CS00>

6. Planning Policy

6.1 Development Plan Policy

Berwick upon Tweed Local Plan (1999)

F1 Environmental Wealth
F4 Intermediate Areas of Landscape Value
F10 Protected Species
F31 Social and Economic Welfare
W6 Bad Neighbour Uses

6.2 National Planning Policy

National Planning Policy Framework (2019)

Planning Practice Guidance (2019, as updated)

6.3 Emerging Planning Policy

Northumberland Local Plan Publication Draft Plan and Proposed Minor Modifications (Reg 19), as submitted 29th May 2019

STP 1 Spatial Strategy (Strategic Policy)

ECN 12 A strategy for rural economic growth (Strategic Policy)
ECN 13 Meeting rural employment needs (Strategic Policy)
QOP 1 Design Principles (Strategic Policy)
QOP 2 Good Design and Amenity
TRA 1 Promoting Sustainable Connections (Strategic Policy)
TRA 2 Effects of Development on the Transport Network
ENV 1 Approaches to assessing the impact of development on the natural, historic and built environment (Strategic Policy)
ENV 2 Biodiversity and Geodiversity
ENV 3 Landscape
ENV 4 Tranquillity, dark skies and a sense of rurality
ENV 7 Historic environment and heritage assets
WAT 2 Water supply and sewerage
WAT 4 Sustainable Drainage Systems

6.4 Other Documents/Strategies

National Design Guide (2019)

Planning (Listed Buildings and Conservation Areas) Act 1990

7. Appraisal

7.1 The application has been assessed against national planning policy and guidance, development plan policies, other material planning considerations and the advice of statutory consultees. In assessing the application the key considerations are;

Principle of Development,
Emerging Policy,
Scale, Design & Visual Impact,
Amenity,
Impact on Highways,
Impact on Railway,
Heritage Assets, and
Ecology.

Principle of the development

7.2 The National Planning Policy Framework (NPPF) states that development proposals that accord with the development plan should be approved without delay, unless material considerations indicate otherwise. This forms the basis of the NPPF's presumption in favour of sustainable development. Applications for new development should be considered in the context of this presumption in favour of sustainable development.

7.3 Paragraph 213 of the NPPF advises that weight should be given to relevant policies in existing plans according to the degree of consistency with the NPPF i.e. the closer a policy in a local plan accords with the NPPF, the greater the weight that may be given to them. The adopted development plan for the area the application site is located in comprises the saved policies of the Berwick Local Plan (1999) (BLP). The policies referred to in this report are considered to be in accordance with the NPPF and can therefore be given due weight.

7.4 Policy F1 of the BLP seeks to ensure that "primary importance will be given to sustaining and enhancing the Borough's environmental wealth". Policy F4 of the same document seeks to ensure that any development within the Intermediate Areas of Landscape value accords with its surroundings, in terms of scale, mass, materials etc. and sets out locational requirements for development. Policy F31 of the same document seeks to ensure that, in applying Framework policies, appropriate 'weight' is given to the degree to which proposals enhance the quality of life of communities or complement the range of their social and economic functions.

7.5 Paragraph 83 of the NPPF supports economic growth in rural areas. As the proposal seeks to create a sustainable rural business which would potentially help to support the storage needs of other rural businesses, the provision of a storage facility and associated infrastructure in this location is acceptable in accordance with the provisions of the BLP and the NPPF.

Emerging Policy

7.6 Paragraph 48 of the NPPF states that weight may also be given to the policies in emerging plans, depending on the stage of preparation of the plan, the extent to which emerging policy aligns with the NPPF and the extent of unresolved objections to the emerging plan. The emerging Northumberland Local Plan - Publication Draft Plan (Reg 19) and proposed minor modifications was submitted for examination on 29th May 2019. The policies contained within this document carry some weight in the determination of planning applications at this stage.

7.7 Policy STP1 of the emerging NLP seeks to ensure that development in the open countryside is sensitive to its surroundings, does not have an unacceptable impact upon the local road network and uses previously developed land where opportunities exist.

7.8 Policy ECN 13 of the emerging plan states that in the countryside, development that will generate employment opportunities, proportionate to the rural location, will be supported where it is related as closely as possible to the existing settlement pattern, existing services and accessible places and will not have an adverse impact on the operational aspects of local farming or forestry. These policies are a material consideration in the determination of this planning application, although they may be afforded little weight at this stage.

Scale, Design & Visual Impact

7.9 Policy F4 of the BLP sets out the criteria against which new development shall be assessed. This includes the impact on adjacent land uses in terms of scale, massing, materials, etc and sets out locational requirements for development.

7.10 Paragraph 124 of the NPPF attaches great importance to the design of the built environment and states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

7.11 The proposed development would be characterised by temporary structures and would be of a scale that would be appropriate to its surroundings. In terms of visual impact, the primary views of the development would be on approach to the

village from the east, where it would be seen against the backdrop of the railway station and associated infrastructure. Views across the site to the railway station have been opened up as a result of the removal of vegetation from the site, however the applicant has agreed to incorporate boundary planting along the north eastern boundary to lessen the impact of the development and a condition is included below in this respect. On this basis the proposal is acceptable in accordance with Policy F4 of the BLP and the NPPF.

7.12 Policy QOP 1 of the emerging NLP echoes this and seeks to support development which respects its surroundings. Policy ENV 1 of the same document states that the character and significance of Northumberland's distinctive and valued natural, historic and built environments, will be conserved, protected and enhanced by taking an ecosystem approach to understanding the significance and sensitivity of the natural resource. Meanwhile Policy ENV3 states that proposals affecting the character of the landscape will be expected to conserve and enhance important elements of that character. Policy ENV4 seeks to limit the urbanising effects on open countryside landscapes. The proposal is considered to be in general accordance with these policies, however little weight can be attributed to them at this time.

Amenity

7.13 Policy W6 of the BLP seeks to ensure that development that could be reasonably expected to adversely affect surrounding land uses can be suitably mitigated in order to safeguard other land users and the wider community. Meanwhile, Policy R9 seeks to ensure that a high standard of amenity will be provided for visitors to the site.

7.14 Paragraph 127 of the NPPF seeks to ensure that developments will create places with a high standard of amenity for existing and future users.

7.15 Due to the site location, it is considered that there would not be any substantive impacts on amenity resulting from the proposal in terms of loss of light, outlook, overbearing or privacy. The application has been reviewed by the Council's Public Health Protection team and no objections have been raised nor conditions requested. Concerns raised in respect of external lighting are noted and a condition is recommended in this respect. As such the proposal is in accordance with Policy W6 of the BLP and the NPPF in this respect.

7.16 Policy QOP2 of the emerging NLP seeks to ensure that development would not result in unacceptable adverse impacts on the amenity of neighbouring land uses. It is considered that the proposal is in accordance with this, however little weight can currently be given to this policy.

Highways

7.17 Policy M14 of the BLP sets out parking criteria for new development within the plan area.

7.18 Paragraph 109 of the NPPF states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

7.19 The Local Highway Authority responded to initial consultation requesting additional information. Following receipt of this no objections are raised subject to conditions in respect of vehicular access and parking. As such the proposal is in accordance with highways policy in this respect.

7.20 Policy TRA2 of the emerging NLP seeks to ensure that all development will minimise any adverse impacts upon the highways network. The proposal is considered to be in accordance with this, however little weight can currently be given to this policy.

Impact on railway

7.21 The application site lies adjacent to Chathill Railway Station and the East Coast Main Line (ECML) and the access to the site is within 10 metres of Chathill level crossing. As such issues of railway safety must be taken into account in the determination of the application.

7.22 Network Rail has responded to consultation raising no objection but have requested a number of conditions and informatives as set out below. On this basis the application is acceptable in respect of potential impacts on railway safety and integrity.

Heritage Assets

7.23 The application site lies adjacent to the grade II listed Waiting Shed and Up Platform at Chathill Station and is also within the setting of Chathill Station and Downhill Platform and Signal Box at Chathill Station (both also grade II listed) and as such due consideration must be given to the impact of the proposals on these designated heritage assets.

7.24 The legislative framework has regard to Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 which requires the local planning authority to 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.

7.25 Paragraph 192 of the NPPF states that, in determining applications, Local Planning Authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets. Paragraphs 193-196 of the NPPF introduce the concept that harm can be caused by development that affects the setting and significance of heritage assets. The degrees of harm are defined as 'total loss', 'substantial harm', or 'less than substantial harm' and introduces the need to balance any harm against the benefits of the development.

7.26 The Council's Building Conservation Officer responded to consultation raising concerns about the potential impact of the proposals on the setting of the listed assets and finding that the proposal would give rise to less than substantial harm within the terms of paragraph 196 the Framework. Whilst noting that it is for the decision maker to give due weight to any public benefits arising, the Conservation Officer notes that paragraph 193 of the NPPF states when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation.

7.27 The public benefits arising would include the support of a rural business (in accordance with para 83 of the NPPF) the nature of which is characterised by temporary structures which may be mitigated to reduce visual impact. The reuse of previously developed land is also encouraged by the NPPF and the proposal would not have a significant detrimental impact upon the designated assets.

7.28 On the basis of the above the proposal is acceptable in accordance with the NPPF and the PLBCAA.

Ecology

7.29 Policy F10 of the BLP permits development with conditions or binding agreements to secure the protection of species and compliance with any statutory species protection provisions which apply.

7.30 Paragraph 170 of the NPPF states that planning policies and decisions should contribute to and enhance the natural environment based on detailed principles.

7.31 The County Ecologist responded to initial consultation noting that the site had been cleared of vegetation and requesting further information. Following receipt of this no objections have been raised subject to the securing of biodiversity uplift. On the basis of the above the proposal is acceptable and in accordance with Policy F10 of the BLP and the NPPF.

7.32 Policy ENV2 of the emerging Local Plan relates to ecology and seeks to ensure that development proposals will minimise their impact upon and secure net gains for biodiversity. The proposal is considered to be in accordance with this, however little weight can currently be given to this policy.

Other Matters

7.33 The concerns raised in the parish council objection and neighbour representations are noted and have been addressed in the preceding paragraphs.

Equality Duty

7.34 The County Council has a duty to have regard to the impact of any proposal on those people with characteristics protected by the Equality Act. Officers have had due regard to Sec 149(1) (a) and (b) of the Equality Act 2010 and considered the information provided by the applicant, together with the responses from consultees and other parties, and determined that the proposal would have no material impact on individuals or identifiable groups with protected characteristics. Accordingly, no changes to the proposal were required to make it acceptable in this regard.

Crime and Disorder Act Implications

7.35 These proposals have no implications in relation to crime and disorder.

Human Rights Act Implications

7.36 The Human Rights Act requires the County Council to take into account the rights of the public under the European Convention on Human Rights and prevents the Council from acting in a manner which is incompatible with those rights. Article 8

of the Convention provides that there shall be respect for an individual's private life and home save for that interference which is in accordance with the law and necessary in a democratic society in the interests of (inter alia) public safety and the economic wellbeing of the country. Article 1 of protocol 1 provides that an individual's peaceful enjoyment of their property shall not be interfered with save as is necessary in the public interest.

7.37 For an interference with these rights to be justifiable the interference (and the means employed) needs to be proportionate to the aims sought to be realised. The main body of this report identifies the extent to which there is any identifiable interference with these rights. The Planning Considerations identified are also relevant in deciding whether any interference is proportionate. Case law has been decided which indicates that certain development does interfere with an individual's rights under Human Rights legislation. This application has been considered in the light of statute and case law and the interference is not considered to be disproportionate.

7.38 Officers are also aware of Article 6, the focus of which (for the purpose of this decision) is the determination of an individual's civil rights and obligations. Article 6 provides that in the determination of these rights, an individual is entitled to a fair and public hearing within a reasonable time by an independent and impartial tribunal. Article 6 has been subject to a great deal of case law. It has been decided that for planning matters the decision making process as a whole, which includes the right of review by the High Court, complied with Article 6.

8. Conclusion

8.1 The proposal is of an appropriate design and represents an appropriate form of development that would not have a significant adverse impact on the street scene, heritage assets, highways, or the amenity of nearby residents. It is therefore considered that the proposal is in accordance with national and local planning policies and the emerging Local Plan and accordingly it would be unreasonable to withhold planning permission.

9. Recommendation

9.1 That this application be GRANTED permission subject to the following:

Conditions/Reason

01. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended)

02. Approved Plans

The development hereby permitted shall be carried out in complete accordance with the following approved plans:

1. Drawing No HD355-2001-P01 - Location Plan,
2. Drawing No HD355-2004-P01 - Proposed Site Plan;

3. Drawing No HD355-2007-P02 - Proposed Car Parking and Visibility;
4. Drawing No HD355-2008-P00 - Swept Path Analysis,
5. Specification Sheet for 20' Shipping Container (recd 05/01/21).

Reason: To ensure the development is carried out in accordance with the approved plans

03. Means of vehicular access to be constructed

Notwithstanding the details submitted, the development shall not be occupied until the means of vehicular access has been constructed in accordance with Type 'B' of Northumberland County Council specifications, incorporating a minimum entry width of 6 metres and 6m radii, in accordance with details which shall first have been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety, in accordance with the National Planning Policy Framework.

04. Implementation of car parking area

The development shall not be occupied until the car parking area indicated on the approved plans, including any disabled car parking spaces contained therein, has been implemented in accordance with the approved plans. Thereafter, the car parking area shall be retained in accordance with the approved plans and shall not be used for any purpose other than the parking of vehicles associated with the development.

Reason: In the interests of highway safety, in accordance with the National Planning Policy Framework.

05. External Lighting

Notwithstanding the approved plans, details of any proposed external lighting must be submitted to and approved in writing by the Local Planning Authority prior to being brought into use. Thereafter the lighting shall be erected and maintained in accordance with the approved details for the lifetime of the development.

Reason: In the interests of safety and the operational needs and integrity of the adjacent railway, in accordance with the NPPF.

06. Construction Method Statement to be submitted - Pre-commencement

Prior to commencement of works on site a construction method statement shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the site shall be developed in accordance with the approved methodology.

The Construction Method Statement should include the following information;

- an outline of the proposed method of construction,
- risk assessment in relation to the railway, and

- a construction traffic management plan.

For the avoidance of doubt, it is imperative that no vehicles associated with the site are parked on the approaches to the adjacent railway crossing, or in a position where they may block or obscure crossing warning signage and equipment from approaching road users. Delivery of containers to the site should be discussed with Network Rail's Asset Protection Team to ensure that this can be undertaken safely, given proximity to the level crossing and overhead line equipment.

Reason: In the interests of safety and the operational needs and integrity of the adjacent railway, in accordance with the NPPF.

07. Surface Water Drainage

Notwithstanding the approved plans, all surface and foul water arising from the proposed works must be collected and diverted away from Network Rail property. All soakaways must be located so as to discharge away from the railway infrastructure. There should be no increase to average or peak flows of surface water run off leading towards Network Rail assets, including earthworks, bridges and culverts.

Reason: In the interests of safety and the operational needs and integrity of the adjacent railway, in accordance with the NPPF.

08. Landscape Planting

Prior to the development being brought into use, a plan for the landscape planting of the site to include a native hedgerow along the north-eastern boundary, shall be submitted to, and agreed in writing by, the Local Planning Authority. The plan shall detail the species to be used, numbers of plants, density of planting, rates of sowing and means of protection and use only species native to Northumberland with implementation in full during the first planting season (November - March inclusive) following the commencement of development.

Reason: To enhance the biodiversity value of the site, in accordance with the NPPF.

09. Colour of storage units

Notwithstanding the approved plans, the storage containers hereby approved shall be of a uniform colour to ensure that they do not stand out against the surrounding natural and built environment. Prior to first use of the development, details of the colour of the units shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the units shall be retained as such for the lifetime of the development.

Reason: In the interests of visual amenity, in accordance with Policy F4 of the BLP and the NPPF.

Informatives

1. Alterations to vehicle crossing point (widening driveway) (S184) -Type B Specification

The developer should note that alterations to the existing vehicle crossing point(s) are required. These works should be carried out before first use of the development. To arrange alterations to the existing vehicle crossing point(s) (and to make good any damage or other works to the existing footpath or verge) please contact the Highways Area Office at: northernareahighways@northumberland.gov.uk

2. Reminder to not store building material or equipment on the highway

Building materials or equipment shall not be stored on the highway unless otherwise agreed. You are advised to contact the Streetworks team on 0345 600 6400 for Skips and Containers licences.

3. Reminder to not deposit mud/ debris/rubbish on the highway

In accordance with the Highways Act 1980 mud, debris or rubbish shall not be deposited on the highway

4. Statutory Nuisance

The effectiveness of the development's design in ensuring that a nuisance is not created, is the responsibility of the applicant / developer and their professional advisors / consultants.

Applicants / Developers should, therefore, fully appreciate the importance of obtaining competent professional advice. In all cases, the Council retains its rights under Section 79 of the Environment Protection Act 1990, in respect of the enforcement of Statutory Nuisance.

5. Access to Network Rail Assets

All roads, paths or ways providing access to any part of the railway undertaker's land shall be kept open at all times during and after the development. Network Rail's ability to inspect and maintain its assets must not be impacted by the scheme. Access to and from the adjacent railway level crossing and any access points/railway equipment should remain clear and unobstructed at all times.

6. 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 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 and soil. There must be no physical encroachment of any foundations onto Network Rail land. Any future maintenance must be conducted solely within the applicant's land

ownership. Should the applicant require access to Network Rail land then must seek approval from the Network Rail Asset Protection Team. Any unauthorised access to Network Rail land or air-space is an act of trespass and we would remind the council that this is a criminal offence (s55 British Transport Commission Act 1949). Should the applicant be granted access to Network Rail land then they will be liable for all costs incurred in facilitating the proposal.

7. Security of Mutual Boundary

Security of the railway boundary will need to be maintained at all times. If the works require temporary or permanent alterations to the mutual boundary the applicant must contact Network Rail's Asset Protection Project Manager.

8. Network Rail Asset Protection

The developer is advised that Network Rail will be unable to agree to discharge of a method statement condition without direct discussion and agreement with their Asset Protection Team and the developer entering into a Basic Asset Protection Agreement (where appropriate). The applicant is advised to discuss the proposals with Asset Protection prior to applying for the discharge of condition. Contact details for Asset Protection are below.

Asset Protection Project Manager
Network Rail (London North Eastern)
Floor 3B
George Stephenson House
Toft Green
York
Y01 6JT

Email: assetprotectioneastern@networkrail.co.uk

Date of Report: 04.01.2021

Authorised by:

Date:

Background Papers: Planning application file(s) 20/02159/COU