



# Early Conversation Consultation Statement



Our Place... Our **FUTURE**... Join the conversation

## Local Plan Early Conversation

### Overview

We asked for the thoughts of local residents on a range of topics about their places. These views will help shape the vision for the Local Plan, the issues that it needs to address and how these will be tackled. We asked people to think about not just the here and now, but what is best for the future of the area – the things that their family will want from future development.

### Who was consulted and how

The consultation ran from 8<sup>th</sup> July 2024 to 9<sup>th</sup> September 2024, with the consultation documents available to view on the Council's website [Westmorland and Furness Local Plan | Westmorland and Furness Council](#) and in hard copy in town halls and libraries across the Westmorland and Furness area. The online Early Conversation survey was also available in hard copy for those who requested one.

The consultation was publicised using the following methods of communication:

- Press release
- Social media posts
- Notification to Elected Members of the Authority
- Notification and press packs sent to Town and Parish Councils
- Email and postal mailout to all contacts listed in the Local Plan consultation database
- Consultation drop-in events held in Penrith, Kirkby Stephen, Appleby, Alston, Kendal, Grange-over-Sands, Ulverston, Milnthorpe, Kirkby Lonsdale, Dalton, Askam, Lindal and Barrow.

### Drop-in events

We held 16 drop-in events across Westmorland and Furness and encouraged the people we engaged with to complete the Early Conversation online survey. We had conversations with more than 700 members of the public and handed out over 2000 flyers to encourage involvement in our Early Conversation consultation.

The attendance at the events was positive. People attended for a good length of time, engaged with consultation materials and struck up conversations with our planning officers. The events held in public spaces, such as Westmorland Shopping Centre in Kendal and the entrance to Sainsbury's in Penrith, drew the widest range of people and proved to be particularly successful in engaging people who were unaware of the Local Plan and our consultation.



Figure 1. Drop-in event

## Online survey

The Early Conversation survey was divided into the following 6 themes:

- People and Place
- Climate and Nature
- Housing
- Economy
- Travel and Infrastructure
- Health and Communities

We received approximately 247 survey responses, consisting of a mix of online, email and in-person responses.

We also received some additional responses outside of the survey from Parish Councils, members of the public and Statutory Consultees. A summary of the responses from Statutory Consultees is set out in the table in the Appendix. There

were also 31 respondents to the online survey that did not consent to analysis of their responses and so these have been excluded from the analysis.

### Who responded?

The graph below indicates the number of respondents by age range. Significantly, the majority of respondents were above the age of 51, with a much smaller number of respondents identified as being below the age of 35.

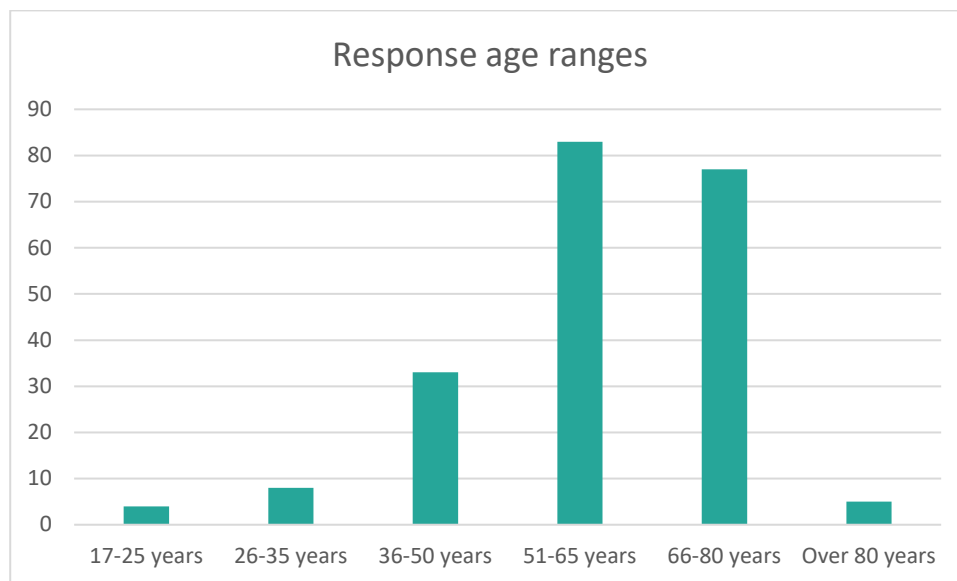


Figure 2. Survey responses by age ranges

The table below shows the breakdown of respondents according to gender. 107 people who responded identified as female, 92 people who responded identified as male, 35 people who responded did not answer the question, 10 people who responded preferred not to say and 1 person who responded preferred to self-describe.

Female	107
Male	92
Prefer not to say	10
Prefer to self-describe	1
Not answered	35

Table 1. Survey responses by gender

The graph below shows the postcode areas of the people who responded to the survey. It should be noted that this includes agents, public bodies and other organisations, as well as members of the public. As can be seen in the graph, a significant number of respondents stated a Kendal postcode, followed by Ulverston, Penrith and Grange-over-Sands.

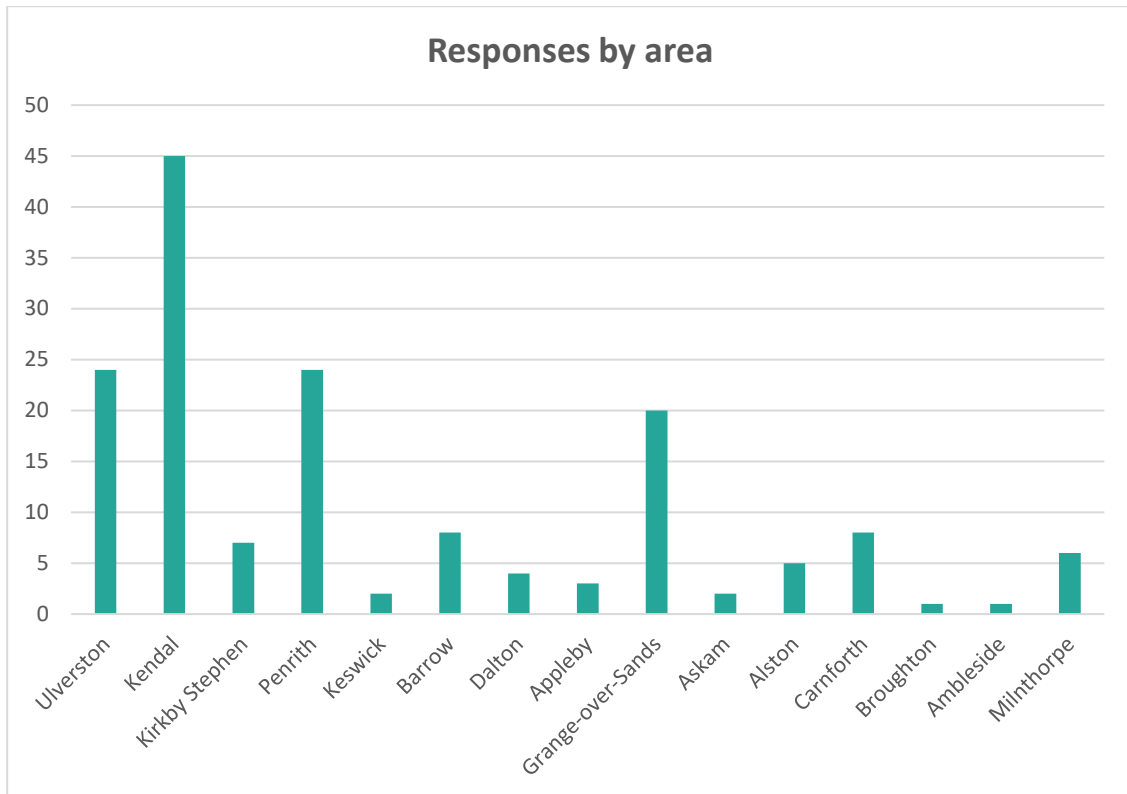


Figure 3. Survey responses by area

We also asked people how they heard about the Early Conversation consultation. The chart below shows that our email mail out reached the most people, followed by social media and word of mouth. Town and Parish Councils were encouraged to promote the drop-in events in their areas and often posted in local Facebook groups to advertise the events. The chart also indicates that handing out posters and flyers on the day of each event successfully drew people to our online survey.

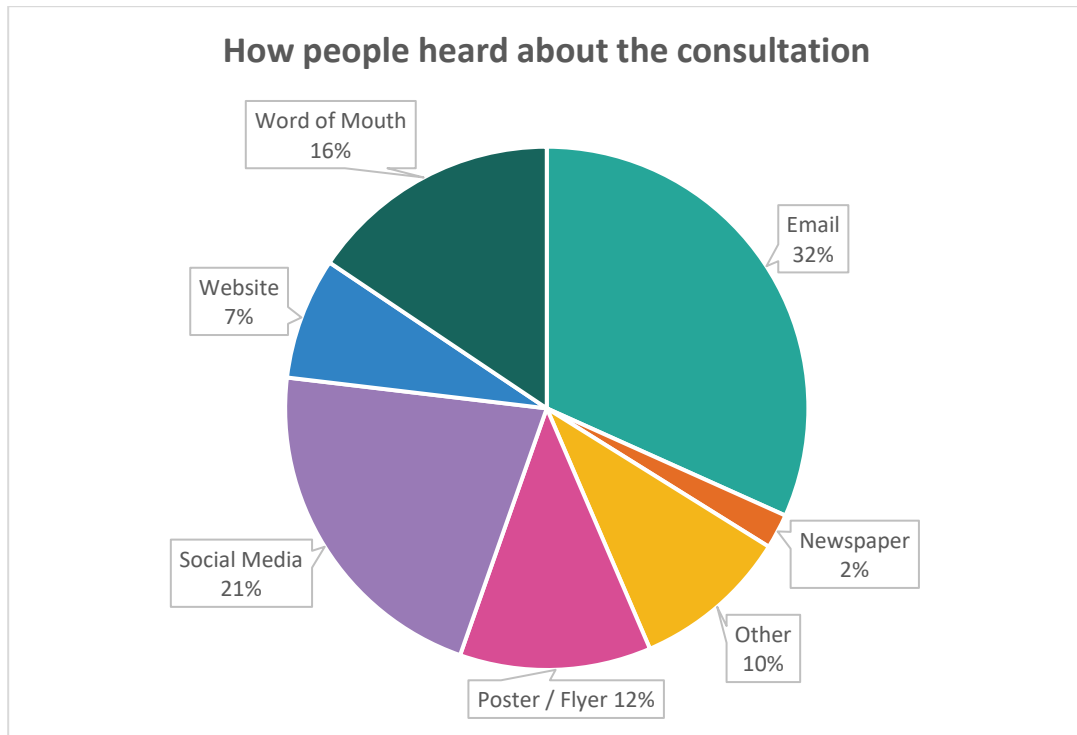


Figure 4. Methods of engagement

## What did people say?

To start the conversation, we put together 19 questions to initiate discussions around how our area might change and develop over time and how we can best plan for and manage this change through the Local Plan. People could answer these questions through our online survey (via citizen space) and leave comments at our drop-in events. The survey was designed to be flexible and allowed people to answer the questions they felt were relevant to them.

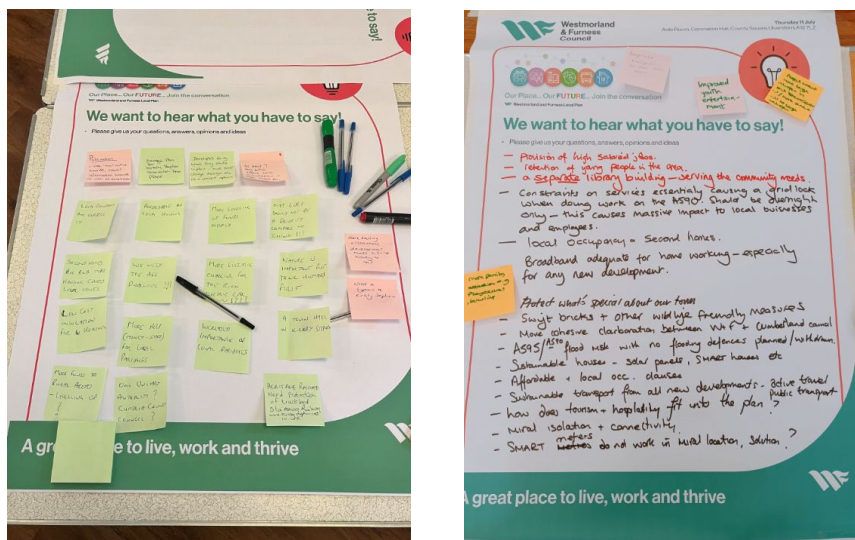


Figure 5. Responses from drop-in event

## People and Place

People spoke positively about the sense of community they feel in the places they live and noted how peaceful the area is. People highlighted landscape, character and heritage as positive features of the area, as well as the connectivity, open and green spaces, walking and cycling opportunities and local amenities.

When asked what needed to change, it was noted that there ought to be improvements to public services, public transport, the environment and conservation. Other commonly identified issues relate to the size, availability and affordability of housing. People also raised concerns around accessibility, tourism, public health and safety, flood risk and a lack of economic investment in the area.

In response to the question about what needs to be protected, respondents thought that the Local Plan should protect the landscape and environment, support public services and deliver affordable housing for local people. Other characteristics such as sense of community, local heritage and character, local amenities and infrastructure were highlighted as needing to be protected.

People were also asked how the design of new buildings and places should respect the special features of Westmorland and Furness. In response, many people highlighted quality design and the use of local materials as being important. People also thought that design ought to positively impact energy efficiency, infrastructure and the character of the area.

A separate and more detailed consultation on the Design Code was carried out at the same time as the Early Conversation, the results of which can be found on the Council website: [Design Code | Westmorland and Furness Council](#)

## Climate and Nature

When asked how the Local Plan could reduce our carbon footprint, people suggested improving and increasing public transport, ensuring new development adhered to good quality design and investing in green energy. Some people also suggested improving infrastructure and conservation in the area.

When asked how the Local Plan could conserve and enhance our wildlife and nature, respondents emphasised practices such as increasing biodiversity, conservation and greener agriculture. Some people thought that the impact of tourism to the area ought to be considered, while others highlighted the need for brownfield development, improved public transport and infrastructure.

While some people stated they find it easy to access and enjoy natural space, many highlighted that this was contingent upon owning a car. They also noted that car parking is expensive in many places. People who rely on public transport found it more difficult to enjoy natural spaces, highlighting poor public transport as the main factor.

When asked how the Local Plan should consider flood risk, people stated that the Plan should incorporate and enhance natural infrastructure, sustainable drainage

and tree planting. Some people also stated that Design Codes could help mitigate flood risk.

## **Housing**

In response to the question about where new housing should be built, people frequently stated that development on greenfield sites should be avoided and brownfield sites should be prioritised. Some noted that new housing should be built close to public transport, local services and infrastructure. Some respondents stated that Town Centre vacant premises could be used for housing, while others stated a desire for second homes, holiday homes and empty homes to be repurposed for local housing needs.

A significantly recurring theme was the belief there is a substantial need for affordable homes in many areas. Some people specified a need for social rent homes, as well as single occupancy homes and homes designated for local occupancy. Many expressed dissatisfaction with the number of 5+ bed homes being built in their areas and stated that there should be more 1 – 3 bed homes, as well as bungalows and homes for retirees. There were some people who believed new developments should be higher density, while others specified the need for good quality and energy efficient homes.

## **Economy**

When asked what should be done to create and keep wealth and jobs in Westmorland and Furness, people provided a wide range of suggestions and ideas. Some respondents highlighted the need for more affordable housing and local occupancy restrictions to allow young people to stay in the area. Some stated that there needed to be opportunities for people to access better jobs and higher wages. Others suggested more apprenticeships, support for local businesses, town centre regeneration and accessible employment/industrial sites. It was also noted that accessible and affordable childcare, as well as improved transport links, would be beneficial.

In response to being asked where new employment development should be built, the need to prioritise brownfield land and existing employment sites was a common theme. Respondents stated that employment development should be located near towns and transport links, with some people naming specific towns across the area. It was also noted that high streets should be regenerated and vacant premises brought back into use.

In order to encourage more visits to town centres, there were suggestions to provide more pedestrian centres/areas and a wider variety of shops, cafes and attractions. Quite often people stated a desire to support local small businesses and markets. Many people noted that lots of town centres are in need of regeneration and stated a need for better public transport to increase accessibility.

## **Travel and Infrastructure**

Many people indicated that it was easy for them to move around and get to where they wanted to go if they owned a car. Those who rely on public transport often stated it was more difficult to get around, highlighting infrequent, delayed and unreliable services as an issue.

When asked what infrastructure improvements the area needs, respondents provided a range of answers. Some people highlighted a need for active travel routes, EV charging points and road repairs, with some specifically mentioning improvements to the A66. Other people stated a desire for park and ride schemes in their areas, improved railways, better waste removal and better public transport. Improvements to broadband, healthcare and waste/sewerage were also suggested.

## **Health and Communities**

In response to the question about how we can make our places healthier, many people stated the need to reduce waiting times to see healthcare professionals, the need to reduce pollution and the need to improve water quality. Some respondents stated a desire for better access to sports and leisure activities, walking/cycling routes and green spaces, while others highlighted the need for a preventative approach to health to lessen the burden on public services.

When asked how well facilities and services meet local needs, some stated that they worked well while others noted that they are declining and are working poorly, particularly in relation to healthcare waiting times and water and sewage operation. Respondents noted that it can be difficult to meet and spend time with other people unless they have access to a car. Infrequent public transport, a lack of events and the closing of libraries were highlighted as barriers to meeting up with other people.

Responses were mixed when people were asked whether they saw themselves living and working in Westmorland and Furness in 15 years. When asked what would encourage them to stay people noted better services, retirement, affordable housing, improved transport, better jobs and wages, and improved health and social care as being significant reasons to stay.

When asked how young people can be encouraged to live and work in the area there were a range of factors listed. These factors include quality and affordable housing, local occupancy housing, restricting second/holiday homes, better public transport, access to childcare, walking/cycling routes, reducing council tax or business rates, and improved broadband. Many respondents believed that addressing these issues would make Westmorland and Furness a more attractive place to live for young people.

## **Comments from Town and Parish Councils**

Many of the Town and Parish Councils responded to the Early Conversation survey and their responses have been included in the above analysis. However, we thought it useful to set out some of the specific issues and themes raised in their responses to better understand things at the local level.

### **Settlement status/designation**

Parishes were keen to retain Smaller Village and Hamlet status and to limit development in these areas to rounding off and in fill. There was some concern expressed over Key Hub/Local Service Centre designations due to limited access to facilities, infrastructure and transport links, therefore, it was viewed by some Parish Councils that it would be inappropriate to retain these designations.

### **Design Code**

Many Town and Parish Councils noted the difficulty in producing an area-wide Design Code due to the diverse nature of the area and expressed support for more localised design codes or guidance. It was also emphasised that new development should have regard to the local and historic vernacular and not look out of place.

### **Housing**

The Town and Parish Councils stressed a need for affordable housing across the area and expressed a desire to see more local occupancy housing so that local residents can afford to buy homes and stay in the area. It was also stressed that new development should meet local housing need, providing an appropriate mix of house types and sizes, and that the number of large executive homes should be restricted.

### **Infrastructure**

Concerns were expressed regarding the impact of new development on existing infrastructure. In particular, the Town and Parish Councils were keen to emphasise that sewage systems in many areas are already operating at maximum capacity; therefore, any new development risks overloading these already strained systems. Another recurring issue was that of road safety and the need for more public footpaths and crossings, particularly near schools. It was also noted that existing transport networks need to be improved in many areas.

### **Conclusion**

The Council will review the responses received, and the information gathered will help to inform the development of the new Local Plan. We will also consider how people engaged with the consultation, including the methods they used to find out about it, in order to tailor and improve future engagement activities for the new Local Plan.

## Appendix

Statutory Consultee	Summary of Comments
Active Travel England	<p>Active Travel England (ATE) is a statutory consultee on all planning applications for new developments that meet or exceed one or more of its application thresholds. This statutory consultee role does not at this time extend to plan-making consultations. ATE does not currently intend to respond to any plan-making consultations that it does receive.</p> <p>ATE have recently launched a discovery project for planning policy and Local Plans to scope out opportunities for ATE's involvement in the future. ATE will update local planning authorities should there be any changes to the planning system due to this project.</p>
Historic England	<p>Historic England (HE) is the Government's statutory advisor on matters relating to the historic environment. Their response signposts to Historic England's published planning advice on a range of topics relating to the historic environment including the preparation of Local Plans. Historic England sets out what is considered a sound historic environment evidence base. Heritage assets - need to understand their value to society - their significance, the character of area and local distinctiveness.</p> <p>There needs to be an assessment of the likelihood of currently unidentified heritage assets, including sites of historic and archaeological interest. Lists potential sources of evidence. Where evidence is weak, the Council will need to commission additional work to ensure that the historic environment is adequately dealt with, to inform the Plan.</p> <p>Historic England gives advice about: spatial portraits (the local Plan will need to include one); Local Plan policies; strategic and non-strategic policies; strategic cross-boundary issues and site allocations.</p>
The Coal Authority	<p>The Coal Authority is a statutory consultee and has a duty to respond to planning applications and development plans in order to protect the public and the environment in mining areas.</p>

	<p>Within the Westmorland and Furness area there are recorded coal mining features present at surface and shallow depth including; mine entries, coal workings and reported surface hazards. These features may pose a potential risk to surface stability and public safety.</p> <p>As the Local Plan is at a very early stage in the plan-making process, The Coal Authority have no specific comments to make on the questions asked as part of the Council's consultation.</p> <p>The Coal Authority will expect any new Local Plan to include a relevant policy in respect of addressing potential risks posed to new development by land instability arising from past coal mining activity.</p>
<p>Ministry of Defence - Defence Infrastructure Organisation</p>	<p>MOD is a statutory consultee in the UK planning system to ensure designated zones around key operational defence sites such as aerodromes, explosive storage sites, air weapon ranges and technical sites are not adversely affected by development outside the MOD estate.</p> <p>The response relates to MOD Safeguarding concerns only and should be read in conjunction with any other submissions that might be provided by other parts of the MOD.</p> <p>Planning policies and decisions need to take into account Paragraph 101 of the NPPF (Dec. 2023) defence requirements by 'ensuring that operational sites are not adversely affected by the impact of other development proposed in the area'.</p> <p>Safeguarding maps setting out location data and criteria are issued to local planning authorities by MHCLG.</p> <p>The Westmorland and Furness area will both contain and be washed over by safeguarding zones, that are designated to preserve the operation and capability of defence assets and sites including MOD Skelton, RAF Spadeadam and MOD Warcop.</p> <p>The review or drafting of policy provides an opportunity to better inform developers of the statutory requirement that MOD is consulted on development that triggers the criteria set out in the safeguarding plans and the constraints that might be applied to development as a result of the requirement to ensure defence capability and operations are not adversely affected.</p>

A brief summary of examples of each of the safeguarding zone types that might be fundamental to MOD Assessment carried out in response to statutory consultation, provides an illustration of the various issues that might be fundamental: Birdstrike safeguarding zones designated around certain military aerodromes. The creation of environments attractive to those large and flocking bird species that pose a hazard to aviation safety can have a significant effect. This can include landscaping schemes associated with large developments, as well as the creation of new waterbodies including attenuation basins. It would also include on and off - site provision of BNG. Statutory safeguarding zones designated around Military explosives storage sites. Within these zones, where applicable, requirements relating to the siting, design and construction of buildings, or changes to land use may also apply. In principle the MOD does not object to land in the outer explosives safeguarding zone being developed for residential, commercial and industrial land use purposes. Any buildings within this zone must be 'non-vulnerable' to blast effects, that is of robust construction, so that in the event of an explosion the structure would not collapse or sustain damage that could cause critical injury to the occupants. An example are tall buildings in excess of 3 storeys, lightweight construction and large areas of glazing.

The MOD will object to development proposals which support people living, working and congregating within the inner explosives safeguarding zone.

Technical assets that facilitate air traffic management, primarily radar, navigation and communications systems are safeguarded to limit the impact of development on their capability and operation. The height, massing and materials used to finish a development may all be factors in assessing a schemes impact. Developments that incorporate renewable energy systems may be of particular concern, given their potential to provide large expanses of metal at height. e.g. in the case of a wind turbine or a solar PV system mounted on a roof.

In addition to safeguarding zones, the MOD may also have an interest where development is of a type likely to have an impact on operational capability. Usually this will be by virtue of scale, height

	<p>or other physical property of a development. Examples of these types of development include, but are not limited to: Solar PV development which can impact on the operation and communications and other technical assets by introducing substantial areas of metal or sources of electromagnetic interference. Depending on the location of the development, solar panels may also produce glint and glare which can affect aircrew or air traffic controllers.</p> <p>Wind turbines may impact on the operation of surveillance systems such as radar where the rotating motion of their blades can degrade and cause interference to the effective operation of these types of installations.</p> <p>This potential is recognised in the Government's online Planning Practice Guidance (NPPG) - Renewable and Low Carbon Energy, which sets out specific guidance about consulting the MOD where a proposed turbine has a tip height of, or exceeding 11m, and/or has a rotor diameter of 2m or more; and any development that would exceed a height of 50 m above ground level . Both tall (of or exceeding a height of 50m above ground level) structures and wind turbine development introduce physical obstacles to low flying aircraft; Development regardless of height, outside MOD safeguarding zones but in the vicinity of military training estate or property.</p> <p>The MOD would welcome being listed as a consultation body of the Westmorland and Furness Local Plan and will provide representations as and when appropriate in the drafting and consultation stages.</p>
National Highways	<p>National Highways (NH) is a statutory consultee responsible for operating, maintaining and improving the Strategic Road Network (SRN). The response sets out their position with regard to the Local Plan led process. There are no formal comments concerning the Call for Sites or the design code. The response is written in response of their statutory responsibilities including: NPPF; Town and Country Planning Development Management (Procedure) Order (England) 2015 (DMPO); and DT Circular 01/2022 - 'The Strategic Road Network and the delivery of sustainable development' ("the Circular").</p>

Encourages all parties to engage early including those promoting and preparing plans, SPDs, frameworks, planning documents etc. that may have an impact on an SRN.

Developments need to come forward in a sustainable manner (Circular 01/2022, paragraph 11). Need to plan for the outcomes that communities want to achieve in terms of sustainability and providing transport solutions for those outcomes. NH encourages new developments that facilitate a reduction in the need to travel by private car and focused on locations that are or can be made sustainable. First priority should be given to walking, wheeling and cycle movements in new development. Where possible, access to high quality public transport should be facilitated.

Due consideration needs to be given to home and street layouts, broadband infrastructure, safe and secure parking and access to local amenities and open space. Mobility or micro mobility hubs should be provided in larger schemes.

The Local Plan should be fully cognisant with further policies outlined in Circular 01/2022 that concerns National Highways' strategy on 'Engagement with Planmaking'.

National Highways is committed to limiting its environmental impact, including the selection and allocation of development sites to ensure that they are not reliant on the SRN for transport access. Circular 01/2022, paragraph 28 refers. The exception referred to is SRN dependent sectors such as logistics and manufacturing.

When preparing a Local Plan, it is key that any future development will not negatively impact the safety and functionality of the SRN. The transport evidence base should ensure this. Circular 01/2022, paragraph 26 refers. Circular 01/2022, paragraph 42 encourages all parties preparing plans that could impact the SRN to engage with NH at the earliest opportunity, including Local Plan Duty to Cooperate matters.

Local plan supporting evidence base will need to be robust. National Highways wish to review technical papers and welcome other transport evidence such as accessibility assessments, and/or analysis of likely average kilometres generated by new development, associated with sites being considered for allocation in the plan. Transport evidence preparation will need a collaborative approach between Westmorland and Furness Council, National Highways and neighbouring authorities.

Circular 01/2022 paragraph 33 - Important that transport evidence demonstrates that suitable schemes and mitigation have been considered and will be implemented that will shift demand into less carbon intensive forms of travel.

The Plan should be developed using MHCLG's guidance 'Transport Evidence Bases in Plan Making and Decision Taking'. The full guidance needs to be thoroughly reviewed and considered along with Circular 01/2022. Need to consider policies which relate to lorry parking demand and need for parking improvement. Circular 01/2022, paragraph 81 refers.

Traffic assessment and modelling may involve all tiers of traffic models. The approach should be agreed with National Highways so that key parameters and assumptions for elements can be agreed. Sufficient time will need to be allowed for the evaluation of the transport evidence, given the need for iteration throughout its development.

Opportunity to support a pattern of development that minimises trip generation at source and encourages the use of sustainable modes of transport, minimises journey length for employment, shopping, leisure, education and other activities.

National Highways contribution to the development of Local Plans, Plans, SPDs, Frameworks, planning documents etc is reflected in their aim; to influence the scale and patterns of development so that planned development will not compromise the fulfilment of the primary purpose of the SRN.

National Highways will work with Westmorland and Furness Council to understand the transport implications of development options. This will include assessing the cumulative and individual impacts of Local Plan proposals upon the ability of the road links and junctions affected to accommodate the forecast traffic flows in terms of capacity and safety. Such assessments should be carried out in line with current Department for Transport guidance or on a basis otherwise agreed with National Highways.

Producing Local Plans, SPDs, Frameworks, planning documents etc.; development should be promoted at locations that are or can be made sustainable that allow for the uptake of sustainable transport modes and support wider social and health objectives and which support existing business sectors, as well as enabling new growth.

National Highways will work with Westmorland and Furness Council and developers to identify opportunities to introduce travel plan and demand management measures through the Local Plan, SPDs, Plan, Framework, planning documents etc.

Net - Zero Carbon Transition - the National Planning Policy Framework paragraphs 73 and 105 prescribe that significant development should offer a genuine choice of transport modes. Paragraphs 104 and 110 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

The build clever and build efficiently criteria set out in clause 6.1.4 of PAS080 promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption. These considerations should be taken into account within any Local Plan policies to ensure that future planning decisions are in line with the necessary transition to net carbon.

The closest SRN location area is M6 Motorway, A66 and the A590.

<p>Network Rail</p>	<p>Network Rail is a statutory consultee for any planning applications within 10 metres of relevant railway land and for any development likely to result in a material increase in the volume or a material change in the character of traffic using a level crossing over a railway.</p> <p>Network rail is also a statutory undertaker responsible for maintaining and operating the railway infrastructure and associated estate. Network rail aims to protect and enhance the railway infrastructure. Any proposed development which is in close proximity to the railway line or could potentially affect Network Rail's specific land interests will need to be carefully considered.</p> <p>Network Rail - railway specific advice note to LPAs /developers: Network Rail's comprehensive response text in the main relates to the planning application process, not plan-making.</p> <p>The role of railfreight - key statistics set out, include: the past 20 years has seen significant growth in several key rail freight commodity sectors. Despite this growth, rail freight's overall market share amongst all commodities transported sits at about 9%. This leaves much room for growth. Critical to the growth of of rail freight is a wider Government commitment to modal shift. Network Rail wish to grow their rail freight offering.</p> <p>Sustainable drainage - all surface and foul water drainage from development areas are directed away from Network Rail's retained land and structures into suitable drainage systems. The details of which are to be approved by Network Rail before construction starts. Water must not be caused to pond on or near railway land either during or after any construction related activity and as a permanent arrangement. The construction of soakaways for storm or surface water drainage should not take place within 30 metres of the network rail boundary. Any new drains are to be constructed and maintained so as not to have any adverse effect upon the stability of any network rail equipment, structure, cutting or embankment. The construction of soakaways within any Network Rail lease area is not permitted.</p>
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The construction of surface water retention ponds/tanks, SuDS or flow control systems should not take place within 30 metres of the Network Rail boundary where these systems are proposed to be below existing track level. Full overland flow conditions should be submitted to Network Rail for approval prior to any works on site commencing.

If a Network Rail-owned underline structure (such as a culvert, pipe, or drain) is intended to act as a means of conveying surface water within or away from the development, then all parties must work together to ensure that the structure is fit for purpose and able to take the proposed flows without risk to the safety of the railway or the surrounding land. Usage of any Network Rail culverts are to be agreed with Network Rail. It must not be assumed that Network Rail will grant any access to its drainage to outside parties.

Wayleaves and or easements for underline drainage assets - The position of any underline drainage asset shall not be within 5 metres of drainage assets, sensitive operational development such as switches and crossings, track joints, welds, overhead line stanchions and line side equipment, and not within 15 metres of bridges, culverts, retaining walls and other structures supporting railway live loading.

Protection of existing railway drainage assets within a clearance area - There are likely to be existing railway drainage assets in the vicinity of proposed works. No connection of drainage shall be made to these assets without Network Rail's written permission to detailed proposals. Any works within 5 metres of the assets will require prior consent. There must be no interfering with existing drainage assets or systems without Network Rail's written permission. The developer is asked to ascertain with Network Rail the existence of any existing railway drainage assets or systems in the vicinity of the development area before work starts on site. Contact Network Rail Asset Protection for information and assistance.

Before the submission of a planning application outside parties are to submit details to [AssetProtectionNorthWest@networkrail.co.uk](mailto:AssetProtectionNorthWest@networkrail.co.uk). Advised that agreement to development drainage

	<p>is agreed prior to the submission of plans to determine any impacts of the proposal and to ensure that the developer includes and funds any mitigation measures as required by Network Rail. The applicant is liable for all costs incurred by Network Rail in facilitating the proposal.</p>
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