

Planning ref: 70334

Proposal: Application for permission in principle for residential development of up to 9 no. dwellings

Location: Land off Holcombe Grove/south east of Milltown Street, Radcliffe, M26 1SE

In reference to the abovementioned permission in principle application, comments as follows from a Metrolink perspective.

Metrolink runs in a fairly deep cutting on ballasted track adjacent to the proposed development site and it is of paramount importance that the stability of this cutting slope, any retaining structures or the trees are not compromised by the works on the site or by changes to the drainage in the vicinity.

The image below, captured from tram video footage demonstrates the change in level between the track and the development site which is to the left. Close liaison with TfGM and the Metrolink Operator and Maintainer (KAM) will be required to ensure that the cutting slope is not destabilized by the works and it may be that monitoring of the slope and track will be required for the duration of the works.



A suitable fence would need to be proposed along the boundary that is shared with Metrolink and where any vehicle movements are close to the boundary a suitable vehicle restraint barrier installed along the boundary to prevent errant vehicles breaching the boundary and entering the tramway.

It does not appear that the development includes a sub station but if this was the case we would ask that the potential impacts on Metrolink from EMC and Stray Current are addressed and we would request Conditions in this regard. It is worth noting that even if there is no requirement for this the developer should consider the impacts of stray current from Metrolink on the development.

I have listed below the likely Conditions that we would request unless the subject matter is adequately addressed in the full Planning submission, although clearly these may vary depending on

the details of the development. It may also be likely, due to the proximity of the development and potential to adversely impact Metrolink infrastructure and/or operations, that Metrolink will require that an Asset Protection Agreement is entered into for the duration of the works.

Likely Conditions

1. Working safely near Metrolink

No development shall take place until a Construction Management Plan (CMP) with detailed method statements of construction and risk assessments, has been submitted to, and approved in writing by Bury Council (approval to be in consultation with Transport for Greater Manchester). The approved CMP shall include agreed safe methods of working adjacent to the Metrolink Hazard Zone and shall be adhered to throughout the construction period. The CMP shall provide for: -

- the retention of 24hr unhindered access to the trackside equipment cabinets and chambers for the low voltage power, signalling and communications cables for Metrolink both during construction and once operational.
- loading and unloading of plant and materials;
- storage of plant and materials used in constructing the development;
- construction and demolition methods to be used; including the use of cranes (which must not oversail the tramway);
- measures to control the emission of dust and dirt during construction.

Reasons:

To safeguard the amenities of the locality.

To ensure that the developer complies with all the necessary system clearances and agrees safe methods of working to meet the safety requirements of working above and adjacent to the Metrolink system. Further details can be found via the Metrolink Website at;
<https://www.tfgm.com/public-transport/tram/working-safely>

2. Boundary Treatment

No development shall take place until full details of the boundary treatment to the Metrolink tramway adjacent to the Metrolink infrastructure have been submitted to, and approved in writing by Trafford Council as Local Planning Authority (approval to be in consultation with Transport for Greater Manchester).

Reason: To ensure that an appropriate boundary treatment is installed on the boundary of the Metrolink tramway and that adjacent landscaping/urban realm is not detrimental to Metrolink Operations.

3. Drainage

No development shall take place, until the detailed design for the drainage of the development has been submitted to and approved in writing by Trafford Council as Local Planning Authority (approval to be in consultation with Transport for Greater Manchester).

Reason: To manage the risks associated with water run-off onto the Metrolink infrastructure and tramway pursuant to policies

4. Track and slope monitoring during construction works

Excavation is not to be carried out within 1m of the Metrolink operational boundary or any piling works within the zone of influence without notifying Metrolink in advance and obtaining approval. Any such works may require track or slope monitoring to be carried out as agreed with Metrolink and at the cost to the developer.

Reason: To ensure that the development does not adversely affect the track alignment and therefore the operation of Metrolink

5.Tree Protection

No development shall take place until full details of the root protection to the trees located within the Metrolink boundary have been submitted to, and approved in writing by, the Local Planning Authority (approval to be in consultation with Transport for Greater Manchester) and a design to demonstrate that the development will not impact the stability of the trees and therefore the cutting slope.

Reason: To protect trees against root damage and to maintain the stability of the trees such that they do not fail and impact Metrolink infrastructure.

6.Vehicle Restraint Measures

No development shall take place until the scope and specification of vehicle restraint measures to be installed along part of the boundary of the development which is shared with Metrolink and has potential to be used by vehicles has been submitted to, and approved in writing by Trafford Council as Local Planning Authority (approval to be in consultation with Transport for Greater Manchester).

Reason:

1. To protect Metrolink infrastructure.
2. To safeguard the amenities of the locality.

Approvals and Consents Manager

Metrolink

Transport for Greater Manchester