

Planning Ref: 70071

Proposal: Erection of new secondary school alongside supporting sports facilities, car parking, landscaping, site infrastructure, new access road and associated access infrastructure

Location: Site of Radcliffe Leisure Centre, Spring Lane, Radcliffe, Manchester, M26 2SZ

Whilst Metrolink support this proposal in principle the interface between the Development and Metrolink must be fully considered as part of the proposals.

A meeting was held with the Developer's representative with regards the interface with Metrolink, however, these discussions are not adequately represented in the submitted Demolition and Construction Management Plan.

The final paragraph of page 5 of that document merely states *"An element of the demolition work and temporary school installation will take place in proximity to the boundary of the Metrolink so the methodology will be agreed with TfGM in advance. Through early engagement with TfGM, Morgan Sindall will agree methodology in advance to mitigate any potential issue with stability of the embankment, drainage and other logistics issues."*

We consider that the early engagement referred to has been undertaken and therefore request that this document is updated to better reflect the discussions that have taken place, alternatively, the Working Safely near Metrolink condition set out below should be attached to any consent granted for this application.

In relation to the tree survey provided I note that it does not pick up any trees along the eastern boundary that are situated on Metrolink land. I believe those trees with canopies that overhang the development site should be included due to the potential for damage to their root zones as it is likely that the root spread will equally encroach into the development site. These should be assessed and confirmation provided that the protective fencing shown in the submitted documentation is adequate or that it is amended as necessary. Alternatively, the tree protection condition set out below should be attached to any consent granted for this application.

In our meeting with the Developers representative we also discussed the Metrolink owned building that is accessed via the development and talked around the options for dealing with this, primarily being retention with appropriate access or its removal. We would like to see reference to this building and the options to be considered in relation to it, a meeting with regards to this is proposed to be held on 28th September which should hopefully enable an agreed solution to be shown.

I refer to the above application and would request that, due to the proximity of the development to the operational Metrolink line, that if revised information is not submitted to address the foregoing comments then the following conditions are applied to any planning permission for this development:

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, boundary

and infrastructure and shall be adhered to throughout the construction period. The CMP shall as a minimum 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);
- the erection and maintenance of security hoarding, location to be agreed with Metrolink due to proximity of operational tramway and infrastructure;
- provision of a “mock up” security hoarding, if required, to review and mitigate any hazards associated with positioning next to an operational tramway prior to permanent erection;
- measures to prevent the spread of detritus onto the Metrolink Track during construction; and
- 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. Tree Protection

No development shall take place until full details of the tree 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).

Reason: To protect trees against root damage and to maintain the status quo with regards the stability of the embankment.

Transport for GM