

From: Lynda Griffin <Lynda.Griffin@tfgm.com>
Sent: 09 June 2022 15:28
To: Beirne, Thomas
Cc: Alan Lowe; Andrew Charnock; Darren Embury; eplanner@metrolink.co.uk; Landuse; Projects@metrolink.co.uk; Rapid Transit Development
Subject: RE: Planning Application 66674 Consultation - Former nursery building and land to rear of Earl Street
Attachments: 66674 rear of Earl St response - obj.pdf

Tom,

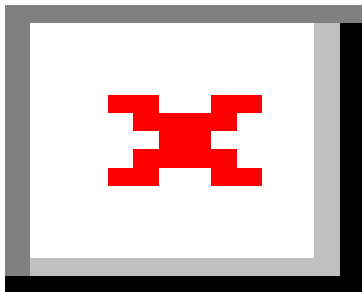
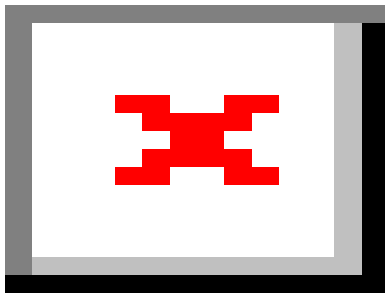
Planning Ref: 66674
Proposal: Change of use of former nursery building to form 4 no.dwellings; Demolition of existing garage units to create 13.no dwellings with associated external works
Location: Former nursery building and land to rear of Earl Street, Prestwich, Manchester, M25 1GQ

You may recall Metrolink have previously responded to the Application for this site in July 2021. Copy attached for your ease of reference.

Many of the points made then remain valid but for clarity our comments to the revised proposal recently submitted are:-

The development site still incorporates land within their area edged red that is currently owned by Metrolink.

The first image below shows the extent of land shaded green that is in TfGM freehold title. As you can see this ties in to the corner of the garage buildings indicated in pink on the 2nd image which clearly identifies that the red line includes land within TfGMs ownership. The Applicant must revise his plan to remove land that is within TfGM's ownership.



Until the land issues referred to above are resolved such that the Metrolink land is removed from within the area edged red or an agreement is reached with TfGM regarding the land Metrolink cannot support this Application.

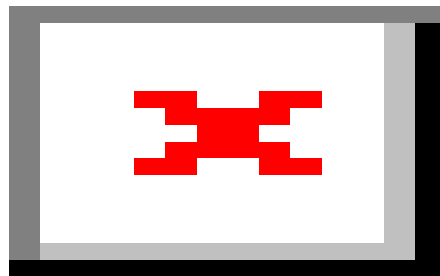
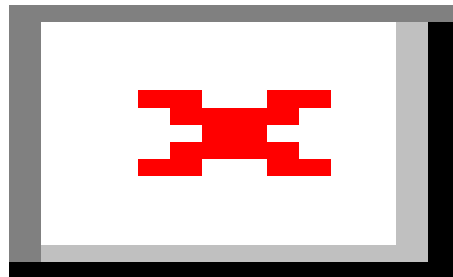
The Applicant should also be advised that should the land issues be resolved Metrolink still make the following comments and would require the conditions, as set out further below, to be included in any consent granted.

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Additional Comments:

Metrolink runs in a cutting adjacent to the site, see image below, and it is important that the cutting slope, the retaining structures and the trees between the property boundary and the tramway are not de-stabilized by the works on the site or by changes to the drainage in the vicinity. The destabilization of trees (which could take as much as 5 years before any damage to the root protection areas become

apparent) will in turn destabilize the cutting slope. It is therefore extremely important that a realistic assessment of the likely impact on the tree roots is fully understood and addressed at this stage. It is noted that the properties that are closest to the Metrolink tracks have been moved further away from the Metrolink boundary and the mature trees that would have been irreparably damaged by the works and as a result likely to have destabilised the embankment. This revised layout is welcomed but to ensure that the Metrolink trees nearest to the boundary are not adversely impacted an arboricultural impact assessment with tree root protection areas and protection measures will still be required.



The noise report previously submitted in support of this Application quoted figures from elsewhere and not at the application site. There is no mention in that report of noise resulting from tram operations which can often be considered to be dominant outside of peak traffic flows. Consideration of this would be particularly relevant to the properties closest to the Metrolink boundary. I would ask that noise associated with Metrolink operations is included in the noise assessment and the properties insulated accordingly in order to protect future residents from noise nuisance emanating from the tramway.

A suitable fence would need to be proposed along the boundary that is shared with Metrolink and where the parking spaces between plots 12 and 13 are close to the boundary a suitable vehicle restraint barrier will be required along the boundary to prevent errant vehicles breaching the boundary and entering the tramway.

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Suggested 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 Salford). 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 Bury 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 Bury 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. Noise and Vibration

Prior to the commencement of development, a scheme for acoustically insulating the proposed development against noise and vibration from the adjacent Metrolink line shall be submitted to and approved in writing by Bury Council as local planning authority. The approved noise insulation scheme shall be completed before the use of the development commences.

Reason: To secure a reduction in noise from Metrolink in order to protect future residents from noise nuisance, pursuant to policies

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5.Track and slope monitoring during construction works

Excavation is not to be carried out greater than 1m deep 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

6.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 embankment.

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.

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7.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 Bury 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.

Regards

Lynda

Lynda Griffin

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