

Lynda Griffin

From: Lynda Griffin
Sent: 23 July 2021 16:44
To: h.leach@bury.gov.uk
Cc: Alan Lowe; Andrew Charnock; Darren Embury; eplanner@metrolink.co.uk; Landuse; Projects@metrolink.co.uk; rapidtransit.development@tfgm.com (rapidtransit.development@tfgm.com)
Subject: RE: Planning Application 66674 Consultation - Former nursery building and land to rear of Earl Street, Prestwich

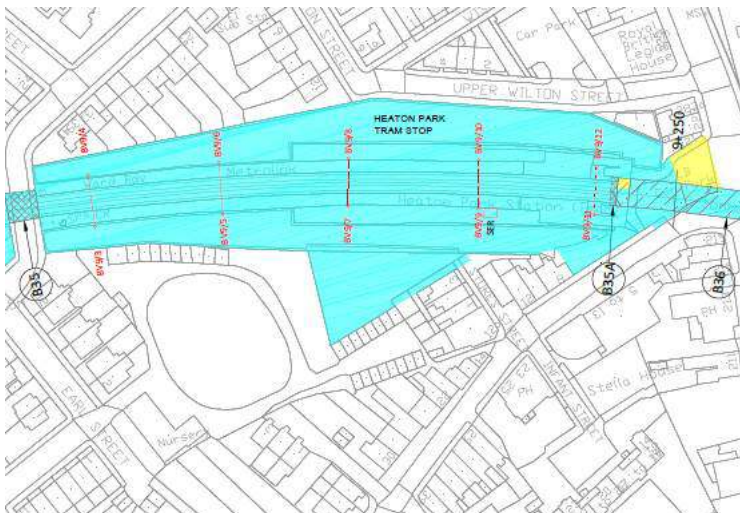
Helen,

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

This proposed development site incorporates land within their area edged red that is currently owned by Metrolink. Our Agents have been in contact with the Applicant in this regard but there has been no agreement to the sale/purchase of land. The image below shows the extents of Metrolink's ownership and whilst much of the Metrolink land is in the area to remain as existing there is some used in the developed area. In addition to this, the development adjoins the Metrolink boundary and has, due to its close proximity, potential to adversely impact Metrolink infrastructure and operations. Whilst it is considered that there are aspects that could easily be resolved and agreed the layout as presented would undoubtedly and irreparably impact the trees within Metrolink land, which in turn could destabilize the embankment, additional information on this and other aspects are set out below. In view of the foregoing Metrolink must unfortunately object to this Application as currently submitted.



Additional Comments:

Land issues aside I have set out below further information in relation to Metrolink's decision to not support this Application as currently submitted.

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.



There appears to be a number of trees on Metrolink land adjacent to the site boundary that could be adversely impacted. It should be noted that some of these trees are the subject of a Tree Protection Order. Whilst the arboriculture statement submitted in support of this Application has included the Metrolink trees closest to the boundary and highlights areas that need to be protected it also identifies areas that would require an engineer-designed structure. However, there is no proposal or methodology as to how this any engineer-designed measures would be achieved. The engineer-designed measures must be submitted to support this proposal, quoting the BS that identifies that engineering measures are required does not guarantee that a solution can be found and I would doubt that there is a solution for the locations where the properties are sited on top of the RPA.

Should the Applicant be minded to submit a design it is considered that a suitably qualified arboriculture officer should confirm whether the proposals submitted are acceptable and can be carried out without detriment to the Metrolink trees. If Bury Council are not able to provide this service then I would ask that the Applicant is requested to meet the costs of someone being appointed in that regard.

The noise report submitted in support of this Applications quotes figures from elsewhere and not at the application site. There is no mention in this report of noise resulting from tram operations which can often 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.

The Applicant should also be advised that should he bring forward additional information or an amended scheme for this site that Metrolink would, in addition to the above issues being addressed, likely require other conditions, including a Construction Management Plan to be attached to any Planning Consent. The comments provided at this stage are not exhaustive.

Regards

Lynda

Lynda Griffin

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