

Application number: 71295

Proposal: Annex in rear garden

Location: 1 Pennant Drive, Prestwich, Manchester, M25 3B

I refer to the abovementioned application for Pennant Drive and comment as follows from a Metrolink perspective.

Metrolink runs on a steep embankment on ballasted track adjacent to the proposed development site and it is of paramount importance that the stability of this embankment or the nearby trees are not compromised by the works on the site or by changes to the drainage in the vicinity.

I have included below an image captured from tram video footage as you can see the image clearly demonstrates the change in level between the track and the development site. Whilst this does not preclude the site from being developed as proposed it will require close liaison with TfGM and the Metrolink Operator and Maintainer (KAM) to ensure that the works are undertaken safely and that the embankment is not destabilized.



In relation to noise nuisance from Metrolink the Applicant must satisfy himself that the property has the appropriate acoustic insulation to protect any future occupants from noise and vibration emanating from Metrolink.

In view of the foregoing and due to the proximity of the development and potential to adversely impact Metrolink infrastructure and/or operations Metrolink request that the Conditions listed below are included with any permission granted for this development. It should also be noted that the Developer may be asked to enter into an Asset Protection Agreement with Metrolink 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 Boundary and shall be adhered to throughout the construction period. The CMP shall provide for:

- loading and unloading of plant and materials;
- storage of plant and materials used in constructing the development;
- construction methods to be used; including the use of cranes if intended (which must not oversail the tramway);
- measures to control the emission of dust and dirt during construction.

Reason:

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: [Working safely near Metrolink | Bee Network | Powered by TfGM](#)

2. Tree Protection

No development shall take place until full details of the root protection to the trees located within or extend into 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). This should include a design to demonstrate that the development will not impact the stability of such trees, and therefore will not impact the stability of 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.

3. 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 of the developer.

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

4. 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 pursuant to policies.