



## RE: Planning Application 121467/FO/2018 Consultation - Portugal Street East, Longacre Street and Great Ancoats Street

1 message

Lynda Griffin <Lynda.Griffin@tfgm.com>

1 October 2019 at 16:57

To: Angela Leckie <a.leckie@manchester.gov.uk>

Cc: Mick Butler <Mick.Butler@tfgm.com>, Alan Lowe <Alan.Lowe@tfgm.com>, Andrew Charnock <Andrew.Charnock@tfgm.com>, Darren Embury <Darren.Embury@tfgm.com>, "Greg Mitchell (gmitchell@metrolink.co.uk)" <gmitchell@metrolink.co.uk>, Landuse <Landuse@tfgm.com>

Angela,

**Application number:** 121467/FO/2018

**Proposal:** Phased demolition of existing buildings and delivery of public realm (including hard and soft landscaping, tree planting and street furniture), including a public square, highways improvements and associated works.

**Location:** Land Bounded By Adair Street, Portugal Street East, Longacre Street & Great Ancoats Street, Manchester, M1 2WX

There are two sets of criteria to be considered with this application. These are:-

- the impact on the existing Metrolink Infrastructure and current operations; and
- safeguarding future modifications to Metrolink as a consequence of the arrival of HS2 at Piccadilly Station and the delivery of the development defined within the Piccadilly Strategic Regeneration Framework dated March 2018.

In respect of current Infrastructure and operations Metrolink comment as follows:-

### General Comments

The development red line boundary encroaches onto TfGM owned land which was clearly highlighted in Metrolink's pre application response. This land contains Metrolink lineside infrastructure running within the grass verge. Either the boundary of the development needs to be revised to avoid TfGM land/infrastructure or detailed negotiations need to commence with TfGM in relation to the implications associated with this encroachment. Some of the conditions proposed below are to protect Metrolink land in this regard.

It is likely that the constraints plan provided misrepresents the Metrolink Hazard Zone. There are no dimensions to clarify this but it appears that the hazard zone shown represents the 2 metres from the outer rail from 1.5m below ground to a height of 3 metres above ground. Beyond this height the Hazard Zone extends to 3 metres from the outer rail. I do not think this latter element has been taken in to account on that plan. Clarification on this is sought and if incorrect should be correctly represented. Additionally, the HS2 safeguarding identified in the key does not actually appear as a line on this plan.

In respect of safeguarding future modifications to Metrolink we comment as follows:-

### General Comments

Modifications to Metrolink would be required to enable the delivery of HS2 at Piccadilly Station. The Transport and Works Act Order for Metrolink in the vicinity of the development is wide reaching and provides generous Limits of Deviation (LoD) that would

enable the realignment of Metrolink to accommodate HS2. However, it is acknowledged that the LoD extends into the area of the footprint of the proposed development and is much greater than the area anticipated as being required to deliver HS2. Clearly, Metrolink do not want to restrict the development of this site unnecessarily and therefore a revised envelope has been defined to safeguard any future modifications to Metrolink required for HS2 delivery.

The envelope considered necessary to protect the delivery of HS2 and associated Metrolink modifications has been included on the attached plan. It is expected that any development within this zone should be considered as a temporary feature and should be wholly sacrificial. No statutory undertakers plant should be included within this area.

In addition to the foregoing it is anticipated that Longacre Street will be required on a temporary and possibly, either partially or fully, on a permanent basis to deliver HS2 and Metrolink modifications. Consequently, the use of this road as a delivery/emergency service access to the development cannot be relied upon long term and alternative means of access to those blocks, that are intended to be served via Longacre Street, should be provided. What may remain post HS2 works may be insufficient to provide vehicular access.

I refer to the above application and would request that, due to the proximity of the development to the operational Metrolink line and in order to safeguard the proposed HS2 delivery, the following conditions are applied to any planning permission for this development:

**Conditions**

1. Working safely near Metrolink

No development shall take place, including any works of demolition, until a Construction Management Plan (CMP) with detailed method statements of construction and risk assessments, has been submitted to, and approved in writing by the Manchester City 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);
- the erection and maintenance of security hoarding at a minimum distance of 1.5m from the kerb which demarcates the tramway path, unless otherwise agreed with Transport for Greater Manchester;
- provision of a “mock up” security hoarding to review and mitigate any hazards associated with positioning next to an operational tramway prior to permanent erection;
- measures to control the emission of dust and dirt during construction and;

Reason:

1. To safeguard the amenities of the locality.
1. 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. Landscaping and Boundary Treatment

No development shall take place until full details of the landscaping works adjacent to the Metrolink boundary and the associated boundary treatment to the Metrolink tramway have been submitted to, and approved in writing by Manchester City 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 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 Manchester City 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 the 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 Manchester City 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

5. Track 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. Any such works may require track 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. Development in vicinity of Metrolink underpass

-

No development shall take place until the developer has demonstrated to the satisfaction of Transport for Greater Manchester that the proposed works will not have an adverse effect on the Great Ancoats Street Underpass. In order to demonstrate this, the detailed design (including the results of any structural surveys) and the proposed tunnel monitoring regime during the development construction must be submitted to and approved in writing by the Local Planning Authority (approval to be in consultation with Transport for Greater Manchester).

-

Reason: To safeguard Metrolink infrastructure pursuant to policies

-

7. Vehicle Incursion Measures

-

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

-

Reason:

1. To protect Metrolink infrastructure.
2. In the interests of highway safety.
3. To safeguard the amenities of the locality.

-

8. Electro Magnetic Compatibility\_(EMC).

-

No development shall take place until the developer has confirmed that there are no Electro Magnetic Compatibility impacts from the proposed development. The developer shall be responsible for any Electro Magnetic Compatibility protection measures that are found to be required as a result of the introduction of this substation.

Reason: In the interests of safeguarding Metrolink infrastructure pursuant to policies.

9. Safeguarding Metrolink and HS2 delivery.

No infrastructure or services relating to the development should be placed within the envelope shown on the attached plan, unless those features are wholly sacrificial.

Reason: to safeguard future modifications to Metrolink as a consequence of the arrival of HS2 at Piccadilly Station pursuant to policies.

10. Safeguarding Future Access to the development

No development shall take place until a scheme that demonstrates that access to the development can be maintained without the full use of Longacre Street has been submitted to and approved in writing by Manchester City Council as Local Planning Authority (approval to be in consultation with Transport for Greater Manchester).

Reason: To safeguard Metrolink and HS2 and ensure that the development can be adequately serviced for both routine and emergency purposes post HS2

Regards

Lynda

Lynda Griffin

Approvals and Consents Manager  
Metrolink  
Transport for Greater Manchester

2 Piccadilly Place, Manchester M1 3BG

Direct line 0161 244 1594

Mobile 07901220488

Office fax 0161 244 1316

[www.tfgm.com](http://www.tfgm.com)

Please don't print this e-mail unless you really need to!

This email and any files transmitted with it are intended solely for the use of the individual or entity to whom they are addressed and may contain confidential and/or privileged information. Any review, retransmission, dissemination or other use of, or taking of any action in reliance upon this information by individuals or entities other than the intended recipient is prohibited. If you are not the intended recipient please notify the sender immediately and delete the email and any attachments. As a public body, Transport for Greater Manchester may be required to disclose this email or any response to it under the Freedom of Information Act 2000, unless the information in it is covered by one of the exemptions in the Act.

This email has been scanned for all viruses and passed through Content Control by the iCritical Email Security System.