Application Number	Date of Appln	Committee Date	Ward
091418/FO/2009/S1	9th Oct 2009	14th Jan 2010	Chorlton Park Ward

Proposal Use of land as a temporary access for Metrolink compound at Chorlton High School from November 2009 until July 2010 including temporary installation of 2.4m high palladin fencing and gates

Location Land Adjacent To 107 Caddington Road, Chorlton, Manchester, M21 8UD,

Applicant , GMPTE, 2 Piccadilly Place, Manchester, M1 3BG,

Agent Mr Steven Boulton, Mpact-Thales, Trafford Plaza, 73 Seymour Grove, Old Trafford, Manchester, M16 0LD,

Description

This application relates to the creation of a service access road from Caddington Road to provide access to a compound for Metrolink. Permission is sought for the use of the land as a temporary access for a Metrolink compound at Chorlton High School for a temporary period until July 2010. Permission is also sought for the installation of temporary 2.4 metre high paladin fencing and gates.

This would be a short term use until the main compound at Hough End comes into operation and would operate very restricted hours namely 9:30am til 2:30pm Monday to Friday.

Consultations

Local Residents - 2 letters of objection have been received, from local residents, the main comments of which are outlined below:

i) As the council well knows, the logical place for secondary access to the line is from the unoccupied ground on Hough End fields adjacent to the GMP Police training centre, which though technically would form part of the proposed Didsbury phase of the expansion, are in fact in close proximity to the station being developed on St Werburghs road and would be a much easier access for both stages of the Metrolink expansion.

ii) The noise that the vehicles will cause, Caddington Road is a small cul de sac of 4 houses that is and always has been very quiet.

iii) Dirt from the process/vehicles, the work would be carried out during the winter months when mud and rain is likely to be greater hence a dirtier job. Even with wheel washing the contractors conceded at earlier meetings that there will be mess caused.

iv) Health and Safety concerns regarding children playing safely on Caddington Road.

v) Major concerns regarding potential damage to Caddington Road if heavy vehicles are up and down the road as the road is not designed to withstand the weight of heavy plant equipment etc.

vi) Feels that 9 months is too long a period for this type of activity.

vii) Very worried about potential damage to properties and how or whether this will be measured/surveyed.

viii) Loss of visual amenity for the stated period of time.

ix) Believes that MPT should be pursuing Hough End as their stated preferred option.

Local Residents - 1 letter of representation has been received, from a local resident, the main comments of which are outlined below:

i) Notes that all the points raised during the consultation meeting seem to have been included in the application. The only thing that seems to have been watered down is the proposal to photographically survey Caddington Road before and after the works. Believes that the residents present at the meeting understood 'survey' to mean that a structural check would be made on the buildings before and after the works to determine if the much increased heavy traffic movement had caused any damage to the fabric or foundations of the houses. Hopes this can be addressed.

ii) Main worries (noise, dust/dirt, the road surface, inconvenience and general health and safety; particularly as there are small children living on Caddington Road) appear to have been addressed as far as possible.

iii) We would, of course, prefer that Caddington Road were not used. We hope that the proposed Hough End access plans can be swiftly progressed. However, we do realise the need to progress work on the Metrolink and so will support the proposal, on the condition that the undertakings are followed through and with the proviso that we would like the promised structural surveys to be provided.

John Leech MP - objects to the proposed use of Caddington Road to access the Metrolink line by the contractors. The use of this private road would cause an unacceptable level of disturbance for the small number of residents on Caddington Road, as well as compromising pedestrian safety at one of the entrances to the school.

Head of Highways Services - There are no highway objections to the plans proposed. Consultation and the resulting design and operation of the temporary road appear to be well planned and are sensitive to the amenity of both the local residents and the pupils at Chorlton High School.

Greater Manchester Police (Design for Security) - Having considered the proposals, have no comments to make on this occasion.

Sustrans - We are aware of the proposed works adjacent to the Fallowfield Path; we have no particular comments to make.

Environment Agency - Have no objection in principle to the proposed development and no comment to make.

Issues

There are no site specific policies in the Unitary Development Plan.

When dealing with applications of this nature, consideration is given to policy H2.2 in part 1 of the UDP and policy DC26 in part 2 of the UDP.

Policy H2.2 states that the Council will not normally allow development which will have an unacceptable impact on residential areas. The matters which the Council will consider in coming to such decisions will include the scale and appearance of the development and its impact in terms of noise, vibration, traffic generation, road safety and air pollution.

DC26.1 The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

a. the effect of new development proposals which are likely to be generators of noise; and

b. the implications of new development being exposed to existing noise sources which are effectively outside planning control.

The Regional Spatial Strategy (RSS) for North West England - The RSS was adopted in September 2008 and replaces the previously published Regional Planning Guidance. The RSS provides a framework for development and investment in the region over the next fifteen to twenty years. It contains policies that address core principles of development, including the following:

DP2: Promoting sustainable communities - Ensuring development contributes to a high quality of life for existing and future residents;

DP 5: Manage Travel Demand - Ensuring development is located so as to reduce the need to travel, especially by car, and to enable people as far as possible to meet their needs locally.

DP7: Promote Environmental Quality - Ensuring that new development demonstrates good design and respect for its setting;

Planning Policy Statement 1 (PPS1), Delivering Sustainable Development - PPS1 encourages the promotion of urban and rural regeneration to improve the well-being of communities, improve facilities, promote high quality and safe development and create new opportunities for the people living in those communities. In addition to this PPS1 clearly outlines the importance of creating sustainable communities

Planning Policy Guidance 13 (PPG 13), Transport - The objectives of PPG13 are to integrate planning and transport at the national, regional, strategic and local level to:

1. promote more sustainable transport choices for both people and for moving freight;

2. promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and

3. reduce the need to travel, especially by car.

Furthermore, within the context of the local transport plan, local authorities should work in partnership with public transport providers and operators, and use their planning and transport powers to improve public transport in ways which will reinforce the effectiveness of location policies in the development plan. The aim should be to establish a high quality, safe, secure and reliable network of routes, with good interchanges, which matches the pattern of travel demand in order to maximise the potential usage of public transport.

Principle of the Proposal - The proposal would provide a means of access to a proposed Metrolink compound in order to enable works and access to the line. The compound itself does not require planning permission as it is within the limits of deviation. Notwithstanding this, consideration must be given to the proposal's impact upon the existing levels of residential and visual amenity enjoyed within the vicinity of the site.

Alternative Locations - GMPTE have expressed that a compound at Hough End would be the most desirable site however, due to various constraints this site is not available at the present time, therefore, permission is still required for access from Caddington Road in order that works may commence to the line as soon as possible.

Residential Amenity - It is considered that whilst there will be some impact upon the residential amenity arising from the development proposed with regards to noise, activity and people coming and going. Suitable conditions can be imposed to mitigate against the temporary development, in terms of limiting the proposed hours of use to 9:30am til 2:30pm.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person’s home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Unitary Development Plan, the Head of Planning has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. He believes that any restriction

on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation TEMPORARY APPROVAL

on the basis that the proposal is in accord with the City Council's Unitary Development Plan in particular policy H2.2 and DC26.1 and there are no material considerations of sufficient weight to indicate otherwise.

Conditions and/or Reasons

1) This planning permission is granted for a limited period expiring on 31st July 2010 and all buildings, works, uses of land or other development hereby permitted shall be removed or discontinued and the land reinstated in accordance with a scheme previously approved within one month of the compound being vacated or before the expiration of the period specified in this condition, whichever is sooner.

Reason - In the interests of residential amenity pusuant to policy H2.2 of the adopted UDP for the City of Manchester.

2) The site access shall not be used outside the following hours, unless otherwise agreed in writing by the City Council as local planning authority:-

Monday to Friday 09:30 to 14:30

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with Policies H2.2 and DC26 and the Unitary Development Plan for the City of Manchester.

3) The wheels of contractors vehicles leaving the site shall be cleaned and the access roads leading to the site swept daily in accordance with a management scheme submitted to and approved in writing by the City Council as local planning authority prior to any works commencing on site.

Reason - In the interest of pedestrian and highway safety, as specified in policy H2.2 of the Unitary Development Plan for the City of Manchester.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 091418/FO/2009/S1 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

Environmental Health
South Manchester Regeneration
Engineering Services
Environment Agency
Greater Manchester Police
Steve Hobson, Crime Reduction Officer
Sustrans Planning Liaison Officer
7 Ella Dene Park, Manchester, M21 8PZ
8 Ella Dene Park, Manchester, M21 8PZ
107 Caddington Road, Manchester, M21 8UD
9 Ella Dene Park, Manchester, M21 8PZ
10 Ella Dene Park, Manchester, M21 8PZ
11 Ella Dene Park, Manchester, M21 8PZ
12 Ella Dene Park, Manchester, M21 8PZ
14 Ella Dene Park, Manchester, M21 8PZ
13 Ella Dene Park, Manchester, M21 8PZ
20 Ella Dene Park, Manchester, M21 8PZ
19 Ella Dene Park, Manchester, M21 8PZ
17 Ella Dene Park, Manchester, M21 8PZ
18 Ella Dene Park, Manchester, M21 8PZ
15 Ella Dene Park, Manchester, M21 8PZ
16 Ella Dene Park, Manchester, M21 8PZ
87 St. Werburghs Road, Manchester, M21 8UJ
5 Ella Dene Park, Manchester, M21 8PZ
6 Ella Dene Park, Manchester, M21 8PZ
3 Ella Dene Park, Manchester, M21 8PZ
4 Ella Dene Park, Manchester, M21 8PZ
1 St. Werburghs Road, Manchester, M21 0TW
2 St. Werburghs Road, Manchester, M21 0TN
1 Ella Dene Park, Manchester, M21 8PZ
2 Ella Dene Park, Manchester, M21 8PZ
Apartment 8, Park Brow, 128 St. Werburghs Road, Manchester, M21 8UQ
Apartment 9, Park Brow, 128 St. Werburghs Road, Manchester, M21 8UQ
Apartment 6, Park Brow, 128 St. Werburghs Road, Manchester, M21 8UQ
Apartment 7, Park Brow, 128 St. Werburghs Road, Manchester, M21 8UQ
Apartment 4, Park Brow, 128 St. Werburghs Road, Manchester, M21 8UQ
Apartment 11, Park Brow, 128 St. Werburghs Road, Manchester, M21 8UQ
Apartment 10, Park Brow, 128 St. Werburghs Road, Manchester, M21 8UQ
Apartment 2, Park Brow, 128 St. Werburghs Road, Manchester, M21 8UQ
Apartment 3, Park Brow, 128 St. Werburghs Road, Manchester, M21 8UQ
Apartment 5, Park Brow, 128 St. Werburghs Road, Manchester, M21 8UQ
Apartment 1, Park Brow, 128 St. Werburghs Road, Manchester, M21 8UQ
134 St. Werburghs Road, Manchester, M21 8UQ
N Gage Project, 136 St. Werburghs Road, Manchester, M21 8UQ
132 St. Werburghs Road, Manchester, M21 8UQ
130 St. Werburghs Road, Manchester, M21 8UQ
101 Caddington Road, Manchester, M21 8UD
103 Caddington Road, Manchester, M21 8UD
105 Caddington Road, Manchester, M21 8UD
8 Park Brow Close, Manchester, M21 8UL

89 St. Werburghs Road, Manchester, M21 8UJ
6 Park Brow Close, Manchester, M21 8UL
2 Park Brow Close, Manchester, M21 8UL
4 Park Brow Close, Manchester, M21 8UL
93 St. Werburghs Road, Manchester, M21 8UJ
91 St. Werburghs Road, Manchester, M21 8UJ
Chorlton High School, Nell Lane, Manchester, M21 7SL

Representations were received from the following third parties:

107 Caddington Road, Manchester, M21 8UD
103 Caddington Road, Manchester, M21 8UD
105 Caddington Road, Manchester, M21 8UD

Relevant Contact Officer : Melanie Tann
Telephone number : 0161 234 4538
Email : m.tann@manchester.gov.uk