

135270/FO/2022: Land between 121-131 Levenshulme Road

Condition 14: Works near Railway



Works near Railway

Condition 14 of the planning consent requires:

Prior to the commencement of development a method statement and risk assessment relating to methods of working and any potential impact on existing operational railway infrastructure adjacent to the site shall be submitted to and approved in writing by the City Council as local planning authority . The development shall be implemented in accordance with the approved method statement and risk assessment.

The development layout has been designed to provide a 7m buffer from the site boundary to the rear of the houses / apartments. The railway tracks are then set some 8m beyond the site boundary. Taking the overall distance from the rear of the property to the railway tracks to 15m.

The rear boundary of the development is a metal fencing, in good order. This is to be retained throughout the development and upon completion of the development, in the private gardens of the houses a secondary 2.1m acoustic fence is to be erected.

During the development programme Watson shall:

- Erect debris netting along the existing metal fences to prevent debris passing through the fence and towards the railway.
- Erect debris netting to scaffold perimeters along the boundary with the railway.
- Avoid the storage of materials along this boundary.
- Only permit the erection of scaffolding to enable the build with this being dismantled upon completion.

Network Rail have rights of access through the private road on the development and Watson shall maintain an access route for them through the site to the maintenance access point identified on the drawing during construction. Network Rail will be able to arrange access with the Site Team where this is required.

The method of construction used for this development is traditional brick and block, as such crane movements are limited and no permanent cranes will be on site. Loading out of materials will be at the front of the properties, away from the railway and so there is no risk of materials / oversailing of a crane beyond the site boundary.

As such there is not considered to be the risk of any potential impact on the existing operational railway.