

# **Appendix 3.16 - TfGM (Metro) consultation comments (30 Sept 2020)**

**Harrison, Debra**

---

**From:** Lynda Griffin <Lynda.Griffin@tfgm.com>  
**Sent:** 30 September 2020 10:38  
**To:** Harrison, Debra  
**Cc:** Andrew Charnock; Landuse  
**Subject:** RE: Planning Application 100400/OUT/20 Consultation - Former B&Q Site , Great Stone Road

Good morning Debra,

Thank you for the revised plan. There does appear to be a number of root protection areas that extend into the development site and whilst the majority of them do not extend very far into the site they would still require protection beyond the site boundary to ensure the integrity of the trees is retained.

The RPA for the tree near to T15 and T16 extends a substantial amount into the development site and beyond the hedging works proposed for the boundary treatment to the properties. Further information with regards to the type and condition of this and any trees impacted is required and also method statements for any works being undertaken where the development area extends into the RPA, or depending on findings agreeing their removal if necessary.

I think a Planning Condition regarding tree protection is still required as the information provided is still insufficient to demonstrate that the works will not adversely impact the trees within the Metrolink boundary, which in turn could impact slope stability.

I also have concerns that the proposed hedging may not be viable due to heavy shading when you view it in relation to the existing trees and the path of the sun and that fencing may be installed as an alternative boundary treatment, if not at construction then later once occupied. The installation of fencing will likely have a greater detrimental impact on any RPAs that extend beyond the boundary into the development site.

I am sure the level of light entering properties and the potential shading of properties is something you will consider as standard when reviewing applications but I would just like to advise you that Metrolink frequently receive complaints from residents where their property adjoins Metrolink land that has trees on it. They complain about the shading from the trees and generally request a reduction in height or the removal of the trees.

I trust this all makes sense.

Regards

Lynda

Lynda Griffin

Approvals and Consents Manager  
Metrolink  
Transport for Greater Manchester

2 Piccadilly Place, Manchester M1 3BG

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!

---

**From:** Harrison, Debra <Debra.Harrison@trafford.gov.uk>  
**Sent:** 29 September 2020 18:01  
**To:** Lynda Griffin <Lynda.Griffin@tfgm.com>  
**Subject:** RE: Planning Application 100400/OUT/20 Consultation - Former B&Q Site , Great Stone Road

Hi Lynda,

Further to your earlier comments regarding the former B&Q site, I have now received a tree plan which plots the individual trees along the Metrolink boundary in response to your concerns over the group RPA indicated in the Arboricultural Report.

Please could you let me know if this allays any concerns you have regarding potential impacts of the development on trees in TfGM's ownership?

I'm currently working to finalise my committee report this week, therefore I would be grateful if you could provide me with a response by Friday. Apologies for the short notice.

Kind regards

Debra

**Debra Harrison**  
**Major Planning Projects Officer**

Planning and Development  
 Place Directorate  
 Trafford Council – Trafford Town Hall – Talbot Road – Stretford – M32 0TH  
 T (Direct Dial): 0161 912 1930 / 07890518398  
 T (Planning General Enquiry Line): 0161 912 3149  
 F: 0161 912 3128  
 E: [Debra.Harrison@trafford.gov.uk](mailto:Debra.Harrison@trafford.gov.uk)

Trafford Council is a well-performing, low-cost council delivering excellent services to make Trafford a great place to live, learn, work and relax. You can find out more about us by visiting [www.trafford.gov.uk](http://www.trafford.gov.uk).

The Planning and Development Service privacy notice can be viewed [here](#).

---

**From:** Lynda Griffin [<mailto:Lynda.Griffin@tfgm.com>]  
**Sent:** 10 July 2020 17:20  
**To:** Harrison, Debra <[Debra.Harrison@trafford.gov.uk](mailto:Debra.Harrison@trafford.gov.uk)>  
**Cc:** Alan Lowe <[Alan.Lowe@tfgm.com](mailto:Alan.Lowe@tfgm.com)>; Andrew Charnock <[Andrew.Charnock@tfgm.com](mailto:Andrew.Charnock@tfgm.com)>; Darren Embury <[Darren.Embury@tfgm.com](mailto:Darren.Embury@tfgm.com)>; gregg mitchell <[gmitchell@metrolink.co.uk](mailto:gmitchell@metrolink.co.uk)>; Jennifer McKinney <[jmckinney@metrolink.co.uk](mailto:jmckinney@metrolink.co.uk)>; Landuse <[Landuse@tfgm.com](mailto:Landuse@tfgm.com)>  
**Subject:** RE: Planning Application 100400/OUT/20 Consultation - Former B&Q Site , Great Stone Road

Debra,

**APPLICATION No:** 100400/OUT/20  
**LOCATION:** Former B&Q Site , Great Stone Road, Stretford, M32 0YP  
**DEVELOPMENT:** The demolition of existing retail unit and associated structures; erection of buildings for a mix of use including: 333 apartments (use class C3) and communal spaces ancillary to the residential use; flexible space for use classes A1, A3, D1 and/or D2; undercroft car parking; new public realm; and associated engineering works and infrastructure

I refer to the above application and make the following comments from a Metrolink perspective:

**General Comments:**

### Red Line Boundary

The red line boundary for this proposal extends into Metrolink's maintenance boundary, albeit marginally, the extents of the Metrolink's boundary is denoted by the blue areas in the image below and the minor encroachment can be seen on the second image highlighted in yellow. The applicant is required to amend his red line boundary to exclude this land or engage with TfGM's Estate Manager to ensure its inclusion is acceptable, even if being used temporarily for the purposes of tree clearance or construction works.



### Cycle/Footway Link to Old Trafford Tram Stop

The supporting documentation with this application makes reference to the development enabling a future footway/cycleway link to the Old Trafford Tram Stop to support current Trafford planning policies and aspirations.

Whilst, in principle, Metrolink support this aspiration, any such provision must be wholly at the expense of others and must not adversely impact Metrolink's operations and/or maintenance responsibilities. It should also be noted that: cycles are not allowed on the tram platform; there is currently no cycle storage provision at this stop; the use of the platform as a through route is not acceptable to Metrolink; and that the stop area is strictly managed on match and event days via the corraling system.

The Landscape Statement submitted in support of this application shows the route, identified in pink in the first extract below, along the south-easterly boundary within Metrolink's boundary and not within the Applicant's site. This is also evidenced in the second image taken from the same document where the outdoor space to the block extends up to the Metrolink boundary.

Clearly the provision of this route relies on land outwith the applicant's control, it is understood that the large area of land identified in yellow in the image above is owned by Lancashire County Cricket Club. Therefore, to realise the aspiration of the footway/cycleway link to the tram stop along the line shown would requiring land access arrangements to be made with others in addition to Metrolink.



If, as it currently appears, the Applicant is not delivering the footway/cycle link to the tram stop as part of the proposed works it is essential that the proposals for the development provide secure boundaries to Metrolink to ensure that no informal route between the development and the Old Trafford Tram Stop develops. It is clearly envisaged that there will be a desire line between the development and the tram stop and therefore the development must either safely accommodate this or physically prevent it to address safety concerns around

pedestrians walking adjacent to Metrolink where there is no formal provision. This is particularly important adjacent to the LCCC yellow land where the blue land is quite narrow and pedestrians would be forced to walk close to the tramway path.

#### Impact on Trees within Metrolink Site

It is noted that the Tree Removal and Protection Plan contained within the Arboricultural Impact Assessment identifies all the trees on the Metrolink/LCCC side of the boundary fence as a group, G1, with circa 60 trees having a range of trunk diameters of between 75 and 400mm, and the canopy or root protection area extending no further than the Metrolink boundary – extract included below.



An individual tree identified as T9 with a stem diameter of 380mm (20mm less than the maximum identified in G1) has a root protection radius of 4.6 metres and it can clearly be seen on the above image that the root protection area for this tree extends some way beyond the boundary with Metrolink. Unless all of the larger trees within G1 are in excess of 4.6metres away from the boundary then logic would suggest that the root protection area should extend into the application site. Clearly, Metrolink would not want trees within the Metrolink boundary to be adversely impacted by the works on the neighbouring site and I would ask that as a minimum the location of the larger trees within the group are individually identified and plotted along with the appropriate root protection area and that further information is then provided regarding whether these trees will be impacted and if so how that will be mitigated.

Subject to the forgoing issues being satisfactorily addressed I would also request that, due to the proximity of the development to the operational Metrolink line, 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 Trafford 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: -

- 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; and
- measures to control the emission of dust and dirt during construction.

#### Reason:

1. To safeguard the amenities of the locality.
2. 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. 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 Trafford 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

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 Trafford 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. 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

5. Tree Protection

No development shall take place until full details of the tree protection to the trees located within the Metrolink boundary have been submitted to, and approved in writing by, Trafford Council, the Local Planning Authority (approval to be in consultation with Transport for Greater Manchester).

Reason:

To protect trees against root damage and thereby the longer term protection of Metrolink infrastructure.

6. Boundary Treatment

No development shall take place until full details of a secure boundary treatment to prevent entry from the application site onto Metrolink controlled land has been submitted to, and approved in writing by, Trafford Council, the Local Planning Authority (approval to be in consultation with Transport for Greater Manchester).

Reason:

In the interests of health and safety and to mitigate against trespass and the development of unapproved and unsafe walking routes adjacent to Metrolink

Regards

Lynda

Lynda Griffin

Approvals and Consents Manager  
Metrolink  
Transport for Greater Manchester

2 Piccadilly Place, Manchester M1 3BG

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.

*This email and its attachments are confidential and for the exclusive use of the intended recipient(s). If you are not the intended recipient(s) please do not read, print, re-transmit, store or act in reliance on it or any attachments. If you have received this communication in error please notify the sender immediately by e-mail or by telephone and then permanently delete the e-mail and any copies of it. The Council may be required to disclose this email or any response to it under the Freedom of Information Act 2000.*

*The full Trafford Council email disclaimer can be viewed at: <http://www.trafford.gov.uk/emaildisclaimer.asp>  
GCSX This transmission is intended for the named addressee(s) only and may contain sensitive or protectively marked material up to RESTRICTED and should be handled accordingly. Unless you are the named addressee (or authorised to receive it for the addressee) you may not copy or use it, or disclose it to anyone else. If you have received this transmission in error please notify the sender immediately. All GCSX traffic may be subject to recording and/or monitoring in accordance with relevant legislation*

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.