

Application Number	Date of Appln	Committee Date	Ward
089506/OO/2009/S1	8th Apr 2009	28th May 2009	Chorlton Ward Whalley Range Ward

Proposal OUTLINE APPLICATION to construct a new Metrolink stop as part of the Metrolink Phase 3A contract and associated buildings along the existing railway cutting of the former Midland railway line. Layout and access to be considered as details with all other matters reserved

Location Former Railway Line at the point where it crosses St Werburghs Road, Chorlton

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Description

This application relates to the expansion of the Metrolink South Manchester Line. Outline planning permission is being sought to construct a new Metrolink stop as part of the Metrolink Phase 3A contract and associated buildings along the existing railway cutting of the former Midland railway line. Layout and access are to be considered as details, with all other matters being reserved.

Originally Outline permission was granted in 2002 that consent was subsequently renewed in 2005 and has now expired.

It is proposed to install an 'island' metrolink stop to the south east side of St Werburgh's Road, to the rear (north east) of Elladene Park in the cutting with two attached track crossing points, with a further track crossing point being to the north of 15 Clovelly Road, accessed via Sidbury Road. The access points for the stop will be to the north of the bridge on the east of St Werburghs Road, with a ramped access and to the west of St Werburghs Road via a lift with stairs wrapped around. There will be a further level access from Sidbury Road, where the Fallowfield Loop cycle path is currently accessed, and an access point directly from the Fallowfield loop to the east.

The proposed lift shaft would measure 10 metres in height, measured from track level to top of structure, which equates to approximately 4.3 metres in height from street level at St Werburghs Road. It is proposed to erect an equipment room/staff rest room to the north-east side of the station, which would measure 2.85 metres in height, this would be set within the cutting, therefore at a lower ground level than premises on Egerton Road South.

The proposed stop would also include provision for 10 cycle racks, 5 cycle lockers, shelter, CCTV, Ticket Vending Machines (TVMs), Passenger Information Displays (PIDs), Poster Cases, Signs, Lighting, Seating, Bins and Passenger Emergency call Points (PECs). The detailed layout and design of the

stop would be the subject of a future Reserved Matters Application, should this application be approved at Outline stage.

Consultations

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

Local residents comments 19 letters with comments/concerns received -

- i) Concerned that there is no allowance for car parking within the scheme, and no designated drop off point for vehicles to stop.
- ii) Will there be any parking restrictions on the bridge?
- iii) The road is very busy in particular at school times will a pelican crossing be provided to avoid road accidents?
- iv) We are interested in the 'free short-term parking on local roads'. There is just about sufficient parking for local residents and little else. It is hard to imagine how 'short-term' is established or monitored.
- v) This Metrolink stop will be the end of the line and as such will attract many commuters who will leave their cars in the immediate area throughout the day, whilst commuting into Manchester. The additional parking requirements need to be addressed as part of this application in order to ensure that the road is not clogged up with cars parked on both sides.
- vi) Would like to know if any additional parking provisions are intended, and what provisions will be made to prevent Metrolink users parking outside residents houses that have no parking spaces.
- vii) Would hope that as a minimum measure, a Residents Parking Scheme would be introduced.
- viii) During rush hours the traffic is already very heavy. Many children cross the roads on their way to/from Chorlton High School and Chorlton Park Primary School, therefore, concerned as to the effect of the tram station on the volume of traffic e.g. with people commuting to the area in order to catch the tram into the city centre.
- ix) There appears to be no assessment or recognition of the impact of the increased TRAFFIC/PARKING this development will have. Is seriously concerned that Sandy Lane will be used by Metrolink customers for parking. St. Werburghs Metrolink stop will serve quite a large catchment area that is too far for people to walk, and is not served by bus. Additional traffic will have to be assessed and planned for.
- x) Thinks there is a need to review the siting and design of the access point to the stop. It is a good idea to have multiple access points. Believes that the access point from St Werburghs Road is potentially dangerous due to limited visibility of oncoming vehicles at the bridge as the road is climbing. This is a potential hazard for pedestrians crossing the road to access the lifts or steps and for any cars stopping to drop off passengers. In addition such cars would cause an obstruction so that overtaking cars would be approaching the brow of the hill whilst unable to see oncoming vehicles on the opposite carriageway.
- xi) The use of a high lift and steps to the stop seems perhaps unnecessary. This solution is being forced by the decision to access the stop from the bridge. Thinks alternative access points should be considered where there is much less vertical height between the road level and the tram line. Examples might be from Egerton Road South near the shops; from Caddington Road or via the new

flat complex on the west side of St Werburghs Road. Other options might be via Corkland Road and Sidbury Road or Clovelly Road. The disadvantages of a large lift structure are problems with maintenance, possible graffiti, personal safety, and cost. These problems would not arise if the access was via simple steps and ramp that fitted more naturally into normal access and pedestrian routes.

xii) Would have thought that in planning the south Manchester tram extension, analysis of the expected passenger profile, access, and parking would have been looked at as a whole. Suggests that the planning authorities ask Metrolink operators to produce an impact study so that an overall picture can be considered.

xiii) Whilst it is obviously important for the tram access to be well lit for safety reasons, can the lighting specification be designed to be targeted at the passengers and to minimise the impact of light escaping into the surrounding areas and causing disturbance to the residential streets and to the night sky.

xiv) There is no mention in the application of the expected levels of noise from the tram operation or from the stop itself. The St Werburghs Rd area is a quiet backwater area of Chorlton and residential. A statement of the expected increase in noise levels, the type of noise, frequency etc would help residents judge the impact that the new facility will have on their area and their lives. Would like to see measures taken to help dissipate the noise and vibration from trams.

xv) Feels the noise level from the metro will be constant in particular in the spring/summer months when windows are open.

xvi) There is some concern that the 'attraction' of a tram stop will act as a magnet for gatherings of young people and lead to a potential increase in anti social behaviour. Whilst the planning application includes provision for CCTV cameras, some more information on speed and method of response to problems shown on the cameras would be useful. Metrolink must have information from other tram lines and stops on the incidence of anti social behaviour and how it is dealt with.

xvii) Will it affect property prices positively or negatively in the surrounding areas?

xviii) Concerns for safety in relation to the 'nature walk' footpath crossing the tramlines.

xix) Feels wildlife survey is inaccurate as it states there are no wildlife problems but foxes are in and around the St Werburghs Road area and have been for some years.

xx) The public footpath from Mauldeth Road has been dug up and is now unusable, there is concern as to why this has been done prior to permission being granted, and believes the planning application is merely a paper exercise.

xxi) Will there be any security provision in place by GMPTE?

xxii) Although the design statement considers lighting levels, no other aspect of operations has been mentioned e.g. opening hours, noise, design for anti-social behaviour. Crime prevention measures are currently being taken in the area due to a rise in crime. Managing this aspect of the Metrolink is essential.

xxiii) As supporters of cycling we are pleased to see that there is a provision for bike racks in the plans, however, to provide for only 10 seems woefully inadequate.

xxiv) Insufficient details on cycle shelter. There should be secure and extensive cycle parking facilities, to make the most of the location on one of South Manchester's very few dedicated cycle ways. This may also ease congestion in Chorlton.

xxv) The residents who own properties at the rear, which will overlook the tram line would ideally like to see a fence erected to obscure the view of the tram line, and would like to be consulted about the height of the fence, as this would help to dissipate noise from the trams.

Local residents objections 6 letters received -

i) Object to the application IN ITS CURRENT FORM, in that grossly insufficient cycle storage facilities are being provided (10 stands/5 lockers).

ii) Comments about 'short stay car parking is available on adjacent streets' are not acceptable. How will the Council enforce 'short stay'? How will they stop the area becoming a giant park and ride scheme? Does the Council intend to operate a residents parking permit scheme to control the all day commuter parking problem?

iii) There is no traffic statement nor any other assessment or even mention of current or future traffic patterns.

iv) There is no crime impact statement, the proposed stop being in a cutting passing under a bridge and out of general view, obviously provides an opportunity for a anti-social behaviour and crime. The design statement considers lighting levels but there is no other analysis or explanation of the design and management of the stop in relation to this type of activity.

v) Access to the platform is currently shown as crossing the tracks and it is planned to re-route the existing cycle lane in a similar manner. We consider this to be completely unacceptable particularly in this area where there are likely to be a large number of children using the facilities.

vi) Believes that the reasons for objecting are material planning concerns for this as an outline application as they relate to the principle of use, and the detailed matters of layout and access also applied for. The application should address these points satisfactorily at this stage and not defer resolution of such important local concerns to conditions of approval or a future reserved matters application.

vii) The development of the site will increase the number of cars using Corkland Road and Clovelly Road for parking and access to the Metrolink station.

viii) The wholesale destruction of the trees along the line of the tram extension has cleared a significant amount of habitats as well as causing localised flooding outside Morrisons supermarket.

ix) The plans have the trams running 6am until Midnight, Monday to Friday and 1am Saturdays; this is going to mean that a very quiet cul-de-sac is going to be disturbed every day and for all day. All we will hear is trams every 6 to 12 minutes depending on the schedule. A noise survey to be carried out for Metrolink was arranged to take place on and around bonfire night on 5th November 2008, the noisiest time of the year. Additional surveys were promised but these have never been undertaken.

x) Concerned that the plans have changed to extend the access to the proposed station across a wider area. Now access will be available from the streets around Corkland Road. This will result in an increase in traffic with more cars and increased parking. This will have an effect on the safety of what are quiet cul-de-sacs where children are able to play in relative safety - unusual in the 21st century. It would be unfortunate if this facility were destroyed.

xi) The visual appearance of the site has already been worsened by the removal of a significant number of trees that reduced noise and provided homes for local wildlife. There will be a negative impact on a local wildlife corridor. All

that remains is one splendid tree and the plans state that this will need to be removed to ensure pedestrian ramp access to the station. Currently, the view from Clovelly Road is of trees, field and horses and this will change for the worse with a ramp, increased lighting and noise from both pedestrian and motor traffic.

xii) Increased pedestrian traffic is likely to bring more litter which even though deposited on the station or access points is still likely to blow into adjacent gardens and properties thus reducing the quality of life of neighbours to the station.

xiii) The increase in pedestrian and car traffic will reduce the privacy currently enjoyed by the residents of these small cul-de-sacs.

xiv) This extension to the plans for access appears to be an overdevelopment in this setting.

xv) Object to the planning application. We live on a cul de sac which is a nice and quiet area. We are aware of any strangers that come and go on our road, there is no traffic or parking problems. If the application goes ahead it will mean alot of strangers coming and going on our road, increase in traffic and pollution, increase in crime.

xvi) The property value is likely to go down and become unlikely to sell due to close proximity of the tram line.

xvii) The property will also be physically affected by the trams running, suffering damage from cracks and more over time.

Local residents support 1 letter received-

i) Believes the proposal will be of great benefit to the area. In particular terms, the access both from St Werburghs Road (lift and stairs; ramp) and from Sidbury Road seem well thought through, while the preservation of the cycle and pedestrian track is welcome.

ii) Does not see it presenting any problem in terms of increased traffic

Head of Environmental Health (Regulatory and Enforcement Services) - Has no objection in principle to this application, however, further information is required relating to potential noise impact on local residents from the lift and any form of public announcement system, therefore, a noise condition is requested.

Head of Environmental Health (Contaminated Land) - advises that historical information relating to this site indicates the possible presence of significant levels of contamination. It is therefore recommended that appropriate conditions should be attached to any approval given.

Head of Highways Services - no comments received at time of writing report.

Head of Green Space Division - T2 a mature Oak will require removal for the construction of the new stop. The tree should be checked for nesting birds before any works are undertaken and suitable replacements should be provided. All works must be implemented in accordance with BS 3998 Recommendations for Tree Works.

South Manchester Regeneration - no comments received at time of writing this report.

Greater Manchester Police (Design for Security) – Support the application subject to satisfactory consideration of the following matters:-

Due to the proposed stop being located in a cutting there is a lack of natural surveillance and issues of anti social behaviour are exacerbated by the presence of a footpath cycleway.

The bridge parapet should be opened up to allow a view of the platform level from St Werburghs Road, in order to design in natural surveillance. Design solutions are also required in connection with the stairs and lift.

As no specific car parking is to be provided, the applicant should consider the likely demand and its potential impact on local residents, in order to avoid conflicts that may result in criminal behaviour.

Due to its location, the tram stop is likely to attract antisocial activity especially at quiet times and after dark. Effective management and maintenance of the facility will be crucial to the security of passengers and staff, with a rapid response provided to any incidents.

Environment Agency - Made initial comments that the document submitted with this planning application (Ref: Flood Risk and Surface Water Summary Report, 5th December 2008) is not a flood risk assessment (FRA), therefore, in the absence of such document OBJECT to this application and recommend refusal of planning permission. However, the Environment Agency and GMPTE are in discussions to help overcome the concerns and progress will be reported to Members at Committee.

Sustrans - Our interest in this site is through the adjacent Fallowfield path for pedestrians and cyclists which currently runs on land owned by our associate charity, Railway Paths, to just east of St. Werburghs Road bridge then on Sustrans licensed land from GMPTE from there to Sidbury Road.

In the plans provided we are very pleased to see the following:

- i) The continuity of the Fallowfield path is maintained under St. Werburghs Road bridge to Sidbury Road.
- ii) There is now an option for people to leave/join the Fallowfield Path from St. Werburghs Road.
- iii) The cycle - parking provision at the new stop.

This integration of tram and greenway can be improved even further in future if the new tram rolling stock can carry some bikes.

Chorlton Civic Society - no comments received at time of writing this report.

Whalley Range Forum - no comments received at time of writing this report.

GMPTE's response to comments/objections received -

Parking on Local Roads, Car park and Residents Permit

GMPTE recognises and appreciates the potential for parking issues that could arise as a result of the proposed Metrolink Stop at St Werburgh's Road and

have dealt with similar concerns in the past at the public inquiry stage of the overall scheme. The Inspector's accepted that the overall effect of Metrolink would be beneficial in reducing the numbers of car movements. It was thought that there may be potential for nuisance parking, but would be dealt with in conjunction with the highway authority (Manchester City Council) post implementation if and when they arose.

As regards to making formal provision for car parking, Metrolink's general approach is that within the M60 the stops are planned to be accessed on foot or by interchange from other public transport and therefore no provision has been made for parking at stops as the transport network coverage is strong everywhere within the M60.

In advance of implementation of this scheme, the Council (Highways Reference group - members from MCC highways team co-located with the Client & Contractor) carried out an objective study to understand the current traffic issues around St Werburgh's Road stop. The current proposal to manage this potential issue is to provide waiting restrictions along St Werburgh's Road, between Egerton Road South to the North and Caddington Road to the South combining areas of double yellow lines (No Waiting at Any Time) and single yellow lines (No parking between specific times). For safety reasons the 'double yellow lines' will be implemented where sightlines/visibility are considered poor. GMPTE is further looking to include three dedicated disabled parking bays along St Werburgh's Road as part of the above proposals. The waiting restriction will facilitate short stay parking along St Werburgh's Road to allow Metrolink users to either be dropped off or picked up from the stop; these proposals are being discussed further within GMPTE. Furthermore a 'H-bar' marking along the entrance of residential and business properties would also be considered where appropriate post implementation of Metrolink.

St Werburgh's Road, from which two accesses are provided to the stop, is expected to be the main route for car users. It is also closer to the stop compared to the surrounding local roads and thus expected that the bulk of Metrolink users will use this road to access the stop and hence the proposals above to deal with this. This formal provision should reduce the need for car drivers to park on local roads.

Car Park

GMPTE notes the request for consideration to provide a car park as part of the stop. It is our view that providing parking as part of the Stop infrastructure will not necessarily resolve the problem as this will create an expectation of available parking and generate more traffic as a result of motorist driving to the stop in anticipation of using the available parking space.

Note 2 on plans submitted

"Drop off and short stay parking is available on St Werburgh's Road and many of the adjacent streets"

This note should have read "Drop off and short stay parking is available on St Werburgh's Road" as it is GMPTE's intention to work with MCC to promote waiting restrictions along St Werburgh's Road, between Egerton Road South and Caddington Road to facilitate short stay parking. This will allow Metrolink

users to either be dropped off or picked up from the stop. It is not GMPTE's intention to encourage parking along local roads.

Increased Traffic volumes/Traffic Impact Assessment

It is not anticipated that the introduction of the St Werburgh's Road stop will increase traffic levels to the extent that would warrant a formal transport assessment. This view is consistent with that taken on the previous two occasions that permission was sought and granted for this stop.

Cycle Parking

Cycle parking will be provided as proposed on the application. Demand will however be monitored and provided as necessary.

Pedestrian/School Children Safety (due to anticipated increased traffic)

There are traffic calming measures already in place in the form of 'speed tables' along the main school routes which are expected to be able to continue to provide the level of safety required even after Metrolink has been implemented. There is also the presence of a school crossing patrol during the school arrival and departure periods.

Pedestrian Safety at Track crossing

The tram system will operate on a "line of sight" basis, much in the same way as buses, and will therefore be able to stop before colliding with an obstruction. The tram driver can slow down or speed up whenever necessary in the same way a car or bus does. Pedestrians will have a clearly marked pathway, which crosses the tram path at the designated pedestrian track crossing point. The tram will always travel at a safe speed and within the speed limit, although it can travel up to 50mph on open stretches of tramline segregated from pedestrians.

Access Point

The access point is located immediately to the north of the crest of the bridge and not the northern approach. The existing provision of high kerb and pedestrian guardrail over the bridge structure will discourage vehicles stopping to drop passengers on the crest of the bridge itself. The current access provision from St Werburgh's Road ensures that everyone (able and disabled) can access the stop directly, travelling as short a distance as possible to the stop in compliance with 'Inclusive design' requirements.

Lighting Pollution

Lighting provision at St Werburgh's Road stop is intended to adequately light up the stop area creating a safe and welcoming environment without becoming a source of pollution in itself. The lighting equipment used would minimise light pollution and any adverse effects on adjacent properties or road lighting. Furthermore lighting equipment would be vandal resistant so as to ensure their availability at all times. Further details of lighting proposals will be provided to the local authority for approval a later stage and will thus have to comply with the required level of standards.

Crime, Safety & Security

Security systems are proposed at this stop ie CCTV, Passenger Emergency Call points (PECs) both on the platform and lift, lighting etc. These systems will be designed so as to eliminate all safety concerns as far as possible, details of which will be provided to the local authority for approval at a later stage.

CCTV and PECs on the existing Metrolink system are linked to the central depot which is manned 24 hours a day and from where the police can be contacted when an incident cannot be dealt with by one of the operator's Travel Safe Officers. 'Travel safe officers' are responsible for carrying out security, revenue protection and customer service duties. They travel around the Metrolink routes 7 days a week and can be deployed to stops and on the trams deal with any incidents as required.

The response time to PECs on the existing system is within 10 seconds of the alarm being sounded. A member of staff is always available to respond through the intercom to reassure the Metrolink user of help.

Currently regular security announcements are made via the public address systems provided at the stops with further specific announcements made when necessary such as to target antisocial behaviour.

Data is also collected on incidents, following which 'hot spots' are identified and efforts can then be concentrated in these areas to address any crimes, incidents and antisocial behaviour. Metrolink currently works in partnership with neighbourhood police teams where they share information and co-ordinate and take part in joint initiatives to tackle anti-social behaviour.

Further to this the passengers' safety is of the highest priority to GMPTE and in accordance with this, the existing Metrolink has become the first tram system in the UK to have stops awarded 'Secure Stations' status by the Department for Transport. Three stops - Whitefield, Old Trafford and Harbour City met the scheme's strict safety and security guidelines - originally laid down for heavy rail stations. The accreditation process involved an independent judge from the British Transport Police who assessed the design and management of the stops, and considered crime statistics and passenger surveys to see how safe passengers feel when using the stations. Further to this Metrolink are putting together a programme to achieve secure accreditation across the network in addition to a number of other initiatives to help customers feel secure when travelling on Metrolink.

With this in mind, it is GMPTE's intention that the current extensions to Metrolink include stops which meet high safety and security standards as described above.

Noise due to Tram Operation/ Noise Surveys

Metrolink trams are electrically powered through overhead wires and at road speeds are generally quieter than buses or lorries. Metrolink drivers sound their horns only when it is necessary as a warning device. It is not normal practice to sound the horn when the Tram approaches the stop, as above, the horn will only be sounded when necessary.

Public address system required for announcements at the stop will also only be used only when essential. Where an increase in noise due to the tram operation is above national guidelines is expected to occur, measures such as wooden fences may be placed between the tram and properties reduce noise levels after consultation with local residents and businesses. Further to this as part of the proposed Metrolink works along the South Manchester line, close-boarded fencing will be erected at Buckfast Close, Chatfield Road, Sefton Road, Clifton Road, Devonshire Road, Tolness Road, Sidbury Road and Clovelly Road along the line of the existing property fences at the top of the cutting to attenuate the noise identified at the public enquiry stage.

Noise surveys were completed in January 2009 along the South Manchester Line.

Property Value

GMPTTE have no evidence in this respect. However Metrolink will make it easier to travel around Greater Manchester and so may enhance property appeal

Damage to Property

In all cases GMPTTE advise that if someone feels that they have suffered a loss and wish to claim, they should seek independent professional advice from a solicitor or chartered surveyor regarding compensation to issues.

Neighbour and Community Consultation

As part of GMPTTE's application for a Transport and Works Act to build and operate Metrolink Phase 3, a public enquiry was held which gave the public the opportunity to comment on the proposed Tram scheme as a whole. Though no formal consultation was held recently with the neighbours prior to the planning submission, a number of Metrolink awareness events have been held notifying the public of Metrolink works.

The first edition of the 'Link' newsletter was distributed to residents in July / August 2008 to advise local communities that the funding had been confirmed and a contractor appointed for the Metrolink extensions to Oldham and Rochdale, Droylsden and Chorlton. The second edition was distributed in February 2009 to provide an update on the wider scheme. Letter / leaflet drops were made in June 2008, October 2008, November 2008 and February 2009 notifying residents of advance Metrolink works including general surveys and investigations, vegetation clearance and ground investigations.

Further to this Drop-in sessions were held at Kings Road School in February 2009 and Chorlton Library in March 2009. At these events, plans of the Metrolink route in South Manchester and location of the proposed stops were displayed.

Loss/ Replacement of Vegetation/ Impact on Wildlife

Construction impacts such as habitat loss etc will be managed through the CoCP (Construction code of practice and the Environmental Management Plan.

These two documents set out rules in relation to the managing the environmental impacts of the scheme. The code will be enforced, not only by GMPTE, but also by the Local Authority who have been consulted and are in support of it. Further more GMPTE has a Tree and Habitat Replacement Policy which includes the replacement of five trees for every one tree removed (5:1 replacement) and this is to be implemented as part of the scheme in consultation with the Council.

Visual Impact

Landscaping proposal will be submitted as part of the reserved matters application. Every effort will be made to provide screen planting where possible.

Issues

There is a site specific policy in the Unitary Development Plan - Policy CB13 c and d Transport are relevant and state:

The Council intends to develop a network of off-street cycling and pedestrian routes in Chorlton. Particular attention will be given to: -

- c) the creation of a major linear recreational route along the former Fallowfield (Trafford/Gorton) railway line between St. Werburgh's Road and Fallowfield;
- d) the routing of a cycle-way and a footpath alongside the proposed Metrotink extension through Chorlton and Barlow Moor to Didsbury.

Furthermore, when dealing with applications of this nature, consideration is given to policies E2.6, H2.2, and T2.4 in part 1 of the UDP and policies DC21 and DC26 in part 2 of the UDP.

Policy E2.6 states that the Council will prevent wherever possible the loss of existing trees and, in addition, will encourage extensive broadleaved tree planting schemes especially as a means to enhance informal recreational areas and to improve the appearance of built up areas.

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.

Policy T2.4 states that the City Council will expect developments to make adequate provision for their car parking requirements.

DC21.1 Development, including the raising of land, will not normally be permitted where it would be at risk from flooding or would unacceptably increase the risk of flooding elsewhere.

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.

Planning Policy Statement 25 (PPS25), All forms of flooding and their impact on the natural and built environment are material planning considerations. Planning Policy Statement 1: Delivering Sustainable Development sets out the Government's objectives for the planning system, and how planning should facilitate and promote sustainable patterns of development, avoiding flood risk and accommodating the impacts of climate change. The Planning Policy Statement Planning and Climate Change¹, provides expanded policy on planning's contribution to mitigating and adapting to climate change.

Principle of the Proposal - The proposal would provide a sustainable and accessible form of public transport. 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.

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 measures can be in place to mitigate against the greatest impacts and allow for the satisfactory operation of the stop without undue harm.

Traffic - Although a full Traffic Impact Assessment has not been undertaken it is the view that the proposed stop should not be a major generator of traffic.

Parking - Whilst it is recognised that the proposal may create some localised parking issues, it is anticipated that a solution to this could be a localised small scale residents parking scheme, relating to very specific roads to be confirmed with the City Council's Highways Engineers.

Disabled Access – The combination of the ramp and lift makes the proposal accessible. Designated disabled parking spaces would be desirable and are being sought.

Crime and Security – At the time of the reserved matters application measures to ensure the safe operation of the stop will have been worked up in detail in respect of CCTV, emergency call points, lighting and security staff, as part of GMPTe's initiatives to help passengers feel more secure when travelling on metrolink.

Cycling provision – In order to seek to ensure that a greater number of people could cycle to the stop and therefore, be deterred from using a car, it is proposed to request an increase in the number of cycle racks and lockers.

Conclusion – At the time this application was submitted St Werburghs Road would have been the terminus of the Phase 3A of Metrolink. The recent announcement in relation to the accelerated transport package for Greater Manchester means that the route will continue beyond the stop and St Werburghs Road will ultimately be an interchange between the East Didsbury and Airport Lines. It is in this context that the recommendation is made.

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 MINDED TO APPROVE

(Subject to the concerns of the Environment Agency being resolved and the traffic issues being addressed by the provision of disabled parking bays on St Werburghs Road, additional cycle racks and agreement in consultation with the Chair of Planning and Highways Committee on the extent of a Traffic Regulation Order and Residents Parking Scheme.)

On the basis that the proposal will provide a sustainable and accessible form of public transport to serve the local community in accordance with the Unitary Development Plan for the City of Manchester in particular policies CB13(c)(d), E2.6, H2.2, T2.4, DC21 and DC26 and there are no material considerations of sufficient weight to indicate otherwise.

Conditions and/or Reasons

1) Applications for approval of reserved matters must be made not later than the expiration of three years beginning with the date of this permission. The development must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matters to be approved.

Reason - Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990.

2) Approval of the details of the siting, design and external appearance of the building, the means of access thereto and the landscaping of the site (hereinafter called "the reserved matters") shall be obtained from the local planning authority in writing before any development is commenced.

Plans and particulars of the reserved matters shall be submitted in writing to the local planning authority and shall be carried out as approved.

Reason - To ensure the satisfactory development of the site and because this application is in outline only.

3) No development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall be constructed only using the approved materials unless otherwise agreed in writing by the City Council as local planning authority.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policy CB13d and H2.2 of the Unitary Development Plan for the City of Manchester.

4) The development hereby approved shall be carried out in accordance with the following drawings and documents unless otherwise agreed in writing by the City Council as Local Planning Authority: MPT3A-SM3-09-LDP-680 Rev P02, MPT3A-SM3-09-LDP-682 Rev P02, MPT3A-SM3-09-LDP-681 Rev P02, MPT3A-SM3-09-LDC-400 Rev P01 stamped as received 27th March 2009 and 8th April 2009.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policy H2.2 and CB13d of the Manchester Unitary Development Plan.

5) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with Policies 2.4 and 2.6 of the Unitary Development Plan for the City of Manchester.

6) The landscaping scheme to be submitted to and approved by the City Council as local planning authority as a reserved matter shall be implemented not later than 12 months from the date of commencement of works. Any trees or shrubs removed, dying or becoming severely damaged or becoming severely diseased within 3 years of planting shall be replaced by trees or shrubs of a similar size or species to those originally required to be planted unless otherwise agreed in writing by the City Council as local planning authority.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out pursuant to policies H2.2 and CB13d of the Unitary Development Plan for the City of Manchester.

7) The metrolink stop shall be designed according to a scheme to minimise the level of noise produced from the development. The design should include features such as barriers, sound absorption treatment and careful siting and orientation of public address systems. The scheme shall be submitted to and approved by the City Council before the development commences.

Reason - To protect the amenity of adjoining and nearby residential properties from the noise of trams entering and leaving the station, the public address system and passengers using the station pursuant to policies H2.2 and DC26 of the Unitary Development Plan for the City of Manchester.

8) No part of the development hereby granted permission shall be commenced unless and until a survey of the site in a form and carried out by a person previously approved in writing by the local planning authority has been carried out and demonstrates to the local planning authority's written satisfaction that no protected species inhabit the site. Should the survey reveal the presence of any protected species, a scheme for the protection of their habitat shall be submitted to and agreed in writing by the City Council as local planning authority before the development commences, and implemented in full in accordance with the approved details and to a timetable agreed in writing by the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with Policies E2.2, E2.3 and E2.4 of the adopted Manchester Unitary Development Plan.

9) No development approved by this permission shall be commenced until a scheme for the disposal of foul and surface waters has been approved in writing by the local planning authority. Such a scheme shall be constructed and completed in accordance with the approved plans.

Reason - To ensure the satisfactory drainage of the site pursuant to policy E1.3 of the Unitary Development Plan for the City of Manchester

10) Development shall not begin until details of the facilities required for the storage of oils, fuels, or chemicals have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason - To prevent pollution of the water environment pursuant to policy E1.3 of the Unitary Development Plan for the City of Manchester

11) 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.

12) The development hereby approved shall not commence until details have been submitted to and approved in writing by the City Council as local planning

authority relating to the provision and extent of Traffic Regulation Order in connection with a Residents Parking Scheme and that scheme be in place and operational. The submitted details shall include a schedule for the implementation of said schemes and then shall be implemented in full in accordance with the agreed time scale unless otherwise agreed in writing.

Reason - In order to facilitate the development, protect residential amenity and secure satisfactory disabled access and in the interests of local amenity pursuant to H2.2.

13) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to AIN; of the Unitary Development Plan for the City of Manchester.

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 089506/OO/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:

Engineering Services
Environmental Health
Environment & Operations (Trees)
South Manchester Regeneration
Greater Manchester Police
Environment Agency
Sustrans Planning Liaison Officer
Chorlton Civic Society
Whalley Range Forum

Mike Wall, 112 Wythenshawe Road, Wythenshawe, Manchester, M23 0PJA
Approximately 729 neighbouring residential properties and businesses were notified within the area bounded by Kings Road, Lambton Road, Egerton Road South, Mauldeth Road West, Nell Lane, Beechwood Avenue, Sandy Lane Dawlish Road, Corkland Road and St Werburgh's Road

Representations were received from the following third parties:

126 Sandy Lane, Chorlton, Manchester, M21 8TZ
134 Sandy Lane, Manchester M21 8TZ
136 Sandy Lane, Manchester M21 8TZ
97 St Werburgh's Road, Manchester, M21 8UJ
23 Chandos Road South, Manchester, M21 0TH
15 Clovelly Road, Manchester, M21 8XU
14 Clovelly Road, Manchester, M21 8XU
8 Nell Lane, Manchester M21 7UD
18 Nell Lane, Manchester, M21 7UD
26 Nell Lane, Manchester, M21 7UD
97 St Werburgh's Road, Manchester, M21 8UJ
31 Chandos Road South, Manchester, M21 0TH
33 Chandos Road South, Manchester, M21 0TH
2 The Meade, Manchester, M21 8FA
9 Clovelly Road, Manchester, M21 8XU
75 Egerton Road South, Chorlton cum Hardy, Manchester
501 Wilbraham Road, Chorlton, Manchester
15 Limley Grove, Manchester M21 8UB
19 Oakwood House, 95 Corkland Road, Manchester M21 8XW
11 Oakwood House, 95 Corkland Road, Manchester M21 8XW
17 Dawlish Road, Manchester M21 8XR
4 Sidbury Road, Manchester M21 8XN
91 Corkland Road, Manchester
Guinness Northern Counties, Bower House, 1 Stable Street Hollinwood Oldham OL9 7LH

Relevant Contact Officer : Melanie Tann
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