

APPLICATION REPORT - PA/056624/09

Planning Committee, 5 August, 2009

Registration Date: 23/06/2009
Ward: Chadderton Central

Application Reference: PA/056624/09
Type of Application: Outline Planning Permission

Proposal: Outline application for the erection of a Metrolink Stop. Access and layout to be considered, all other matters reserved.

Location: East of Coalshaw Green Road and west of Canal Street, Chadderton, Oldham

Case Officer: Arnis Buklovskis

Applicant Agent : GMPTE,
Austin-Smith:Lord

THE SITE

East of Coalshaw Green Road and west of Canal Street, Chadderton, Oldham

THE PROPOSAL

Outline application for the erection of a Metrolink Stop along the Oldham and Rochdale extension of the Phase 3A Metrolink line. Access and layout to be considered, all other matters reserved. The stop is proposed along the existing heavy rail line immediately adjacent to Coalshaw Green Park. The stop would be accessed by footpaths, to the west from Coalshaw Green Road across Coalshaw Green Park and to the east from Canal Street. The proposed works include the lowering of the existing track and removal of the existing pedestrian railway underpass and replacement with an at grade crossing at the stop. The stop will include platforms, shelters, CCTV, ticket vending machines, passenger information displays, poster cases, signage, lighting, passenger emergency call points, seating, bins, pedestrian links, cycle parking and storage and hard and soft landscaping. Details of these will be provided at the reserved matters stage, but have been submitted for information on indicative elevations of the station. The stop will be twin track with a platform located either side to enable tram access from both sides. The eastern and western platforms would be located just beyond the existing pedestrian underpass. The existing fill embankment would be lowered through the stop area, locating the stop itself close to ground level. The two platforms will be connected by a pedestrian track identified by markings and colour change. An existing access route from Coalshaw Green Road, through Coalshaw Green Park, would be modified to provide a turn around facility for a maintenance vehicle immediately adjacent to the stop. Cycle parking and storage would be provided, including 5 cycle stands to secure 10 bicycles and five lockers. Provision is also made for a possible access from the Rose Mill development site

RELEVANT HISTORY OF THE SITE:

Outline consent has previously been granted for a stop, first by permission PA/042216/01 and by PA/O48560/04 which renewed the original permission. The latter permission lapsed in February 2008.

SITE SPECIFIC UDP POLICIES

LRT2

New Railway Station or Metrolink Stop

LRT	Metrolink (LRT) Route
PEZ	Primary Employment Zone Part Primary Employment Zone
ROS	Recreational Open Space
GCL	Green Corridors and Links
FOOT	Footpath 63

CONSULTATIONS

Pollution Control (Air, Noise, Water) Traffic Section Greater Manchester Police Architectural Liaison Unit	Raise concerns about potential impacts from platform noise. Comments and any related conditions to follow. Support the proposal subject to the resolution of concerns about :the relative remoteness of the stop, lack of natural surveillance, potential for anti social and criminal behaviour; the need for emergency access; secluded pedestrian approaches with blind spots; the need to straighten approach footpaths;the need to limit the height of surrounding vegetation; the need for lighting and CCTVcameras; and new properties at the Rose Mill development being orientated to overlook the tram stop and new approach routes.
United Utilities Asset Protection Water and Wastewater Comments	Advise that public sewers cross the site and UUwill not permit building over them. The site must be drained on a separate drainage system.
Environment Agency - Sylvia Herson	Comments to follow.

REPRESENTATIONS

The proposal has been advertised by site and press notice, with extensive neighbour consultation directly to the east and west of the railway. No representations received at the time of writing.

PLANNING CONSIDERATIONS

The Metrolink route along the heavy rail line and the associated Metrolink stops and associated facilities are all allocated on the UDP Proposals Map and safeguarded by Policy T1.1 Transport Infrastructure. The principle of development is therefore established .Other specific policies pertinent to this application include OE2.2 Green Corridors and Links, D1.1 General Design Criteria, D1.3 Inclusive Access, D1.4 Habitat and Wildlife on Development Sites, D1.5 Protection of Trees on Development Sites and NR1.3 Noise and Vibration. Consent was originally granted for a stop in February 2002 (application PA/O42216/01) and renewed in 2005 (application PA/04856/04). The 2004 application expired in February 2008.

The design of each stop along the Metrolink route is being considered individually, whilst a collective approach is being maintained to some of the detailing. In this context the design response to the detailed elements of the proposal outlined above will be common to all the stops, though at the same time, the design framework aims to be responsive to the local environment of each stop.

The South Chadderton Stop proposal is intended to serve the wide catchment area of South Chadderton, which currently has no access to the rail/tram network. The stop is immediately adjacent to Coalshaw Green Park, and includes the lowering of the track and embankment and removal of the existing pedestrian railway underpass, which is to be replaced with an at grade track crossing. Access to the stop from Coalshaw Lane to the west will be from Lancaster Street, which passes through a small car park and continues along a footpath through the park towards the pedestrian railway underpass. The path passes through the

underpass in a dog leg fashion to provide the pedestrian link from Canal Street to the east. The path through the park is wide enough for shared use by pedestrians and cyclists and will be maintained and modified to include a turn around facility for maintenance vehicles. The footway to the east from Canal Street will be upgraded but will retain the dog leg as existing. Access ramps to the platforms will be located at either side of the track, at the northern end of the platforms, in a position currently occupied by the underpass. Steps will also be provided up to the platform adjacent to the ramps, both of which will be connected by a pedestrian track crossing at grade. To ensure compliance with DDA, the ramps will not exceed 1:20 and both ramps and steps will have continuous upper and lower handrails throughout. The ramps and stairs will be well lit with column lighting to ensure maximum safety.

The application seeks layout and access matters to be considered in detail with appearance, landscaping and scale reserved. In this context, the proposal raises a number of issues in relation to the remoteness of the station location, and ease of access and safety relating to the ramp and step arrangements, secluded pedestrian approaches and dense vegetation. The removal of the underpass is welcome, as is the lowering of the existing embankment. These improvements would open up the area and thereby provide greater visibility for pedestrians and passengers. Removal of vegetation around the stop and access routes and appropriate replanting would, with careful consideration and management, improve safety and visibility by removing hiding places, though this remains a reserved matter. The dog legged pedestrian approaches, as proposed, would contain blind spots and potential hiding places that could increase the possibility of crime and raise the fear of crime. The ramps and steps would also make the platforms more difficult to access and restrict the free flow of pedestrian and bicycle movements. The preferred design response to these issues is to take advantage of levels and available space in the park to provide a straight and level footpath approach from both sides, with ramps and steps removed. These matters are currently being considered by GMPTE, and an update on progress will be provided either on the Late List or at the meeting. Given the tight timescales surrounding the determination of this application, it may not be possible to provide fully worked amendments for the committee meeting. This, and any other highway related issues, are matters which could be dealt with by way of conditions attached to any permission and would better meet the policy requirements in relation to inclusive access in Policy D1.3 and the requirements in Policy D1.1 for a development that integrates well with the surrounding area.

The existing railway line is designated as a green corridor and link. Whilst the proposal seeks to maintain the green corridor consistent with Policy OE2.2, the lowering of the embankment and removal of the railway underpass will inevitably result in the loss of a significant number of trees and temporary loss and disturbance of wildlife habitat. The applicant recognises the need for specific mitigation with respect to wildlife, ecology and nature conservation and proposes to provide measures at a later date. The Metrolink 3A contractor is undertaking a series of faunal surveys, including a bat survey, to inform an ecology management plan and has requested that any requirement is dealt with by way of condition. In relation to trees, a survey will be provided at a later date due to health and safety implications relating to the existing operational railway. A detailed survey will be carried out after the applicant takes possession of the railway and when it ceases to be operational. I am satisfied that both these issues can be satisfactorily dealt with by appropriately worded conditions, to ensure compliance with Policies D1.4 and D1.5.

In relation to noise impact, the Phase 3A contractor is carrying out a baseline noise survey to inform the Noise Management Plan. This will identify the requirements for any operational mitigation measures, which will be developed at the detailed design stage. Notwithstanding, the contractor has developed a Noise and Vibration Management Plan which is included in the Environmental Management Plan for the whole of Phase 3A. This will provide the framework for a mitigation plan. I am satisfied that the site specific survey work and related measures can be dealt with by way of condition, which complies with Policy NR1.3

A right of way passes through the underpass and will be affected by the proposed removal of the underpass and related works. The existing link will be maintained through an appropriate diversion during the construction works and the applicant will have to apply for a temporary diversion order for the duration of construction works.

In addition to planning application publicity requirements, GMPTE has further engaged the local community by way of an information event held on 20th May 2009 at the Coalshaw Park Pavilion. The event was in the form of a drop in session and exhibition display, which allowed residents the opportunity to view the plans and to speak to Metrolink team members on a one to one basis. The proposals have also been discussed with members of the Disability Design Reference Group which has informed on accessibility issues. Against this background, I am satisfied that there has been wide enough community engagement on the proposal, despite the restricted timescale and need to bring this application to the earliest possible meeting for determination. Any representations will be reported on the Late List.

In conclusion, I am satisfied that the proposal complies with UDP policy and recommend it accordingly.

RECOMMENDATION

Approve, subject to the following conditions:

1. Approval of :

1) Scale

2) Appearance and

3) Landscaping

hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced and shall be carried out as approved.

Reason - To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

2. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission. The development hereby permitted shall be begun either before the expiration of three years from the date of this permission or two years from the date of approval of the last of the reserved matters.

Reason - To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

3. No development shall commence unless and until a site investigation and assessment into contamination of the site has been carried out and the consultant's written report and recommendation have been submitted to and approved in writing by the Local Planning Authority (such assessment include any subsequent amendments as required by the Authority). Written approval from the Local Planning Authority will be required for any necessary programmed remedial measures and, on receipt of a satisfactory completion report, to discharge the condition.

Reason - In order to protect public safety and the environment.

4. No development shall take place unless and until a tree survey carried out by a qualified arboriculturist has been submitted to and approved in writing by the Local Planning Authority. The survey shall be carried out in accordance with BS5837 :Trees in Relation to Construction and include details and location of trees to be felled and trees to be retained and include an arboricultural method statement and tree protection plan. Tree protection shall be implemented prior to commencement of

development and retained at all times during the construction phase in accordance with the agreed scheme.

Reason: In order to avoid damage to trees on the site in the interests of visual amenity and in accordance with Section 197 of the Town and Country Planning Act 1990

5. No development shall take place unless and until a detailed habitat and protected species survey has been submitted to and approved in writing by the Local Planning Authority. The survey shall include a bat survey and any related mitigation measures for identified species and shall be implemented fully in accordance with the agreed scheme before the commencement of the use hereby approved, unless agreed otherwise in writing by the Local Planning Authority.

Reason: To ensure the protection of species protected under the Wildlife and Countryside Act 1981.

6. No development shall take place unless and until a noise impact and vibration assessment has been submitted to and approved in writing by the Local Planning Authority. The assessment shall include identified operational noise mitigation measures to protect existing and proposed nearby adjacent residential properties, which shall be implemented thereafter in full accordance with the agreed scheme and prior to the commencement of the use, unless agreed otherwise in writing by the Local Planning Authority.

Reason: To ensure the protection of occupants of nearby residential premises from noise nuisance and vibration.

7. Notwithstanding submitted drawing no's MPT3A-OR3-21-LDP-680, 681,682 and 683 Rev PO2 and MPT3A-OR3-21-LDE-684 Rev PO1, no development shall commence unless and until revised details are submitted to and approved in writing by the Local Planning Authority, of a direct (straight), secure and level pedestrian and cycle route to and through the proposed metrolink stop from both an easterly and westerly direction. The details shall include a detailed annotated layout plan with existing and finished levels. The scheme shall then be implemented fully in accordance with the agreed details, unless agreed otherwise in writing by the Local Planning Authority.

Reason: To secure a straight, level, direct and safe pedestrian and cycle access to and through the metrolink stop to overcome concerns about inclusive access for all and safety and crime concerns raised by Greater Manchester Police.

8. No development shall take place unless and until details of access arrangements for the emergency services have been submitted to and approved in writing by the Local Planning Authority. The details shall be implemented thereafter in full accordance with the agreed scheme and prior to the commencement of the use, unless agreed otherwise in writing by the Local Planning Authority.

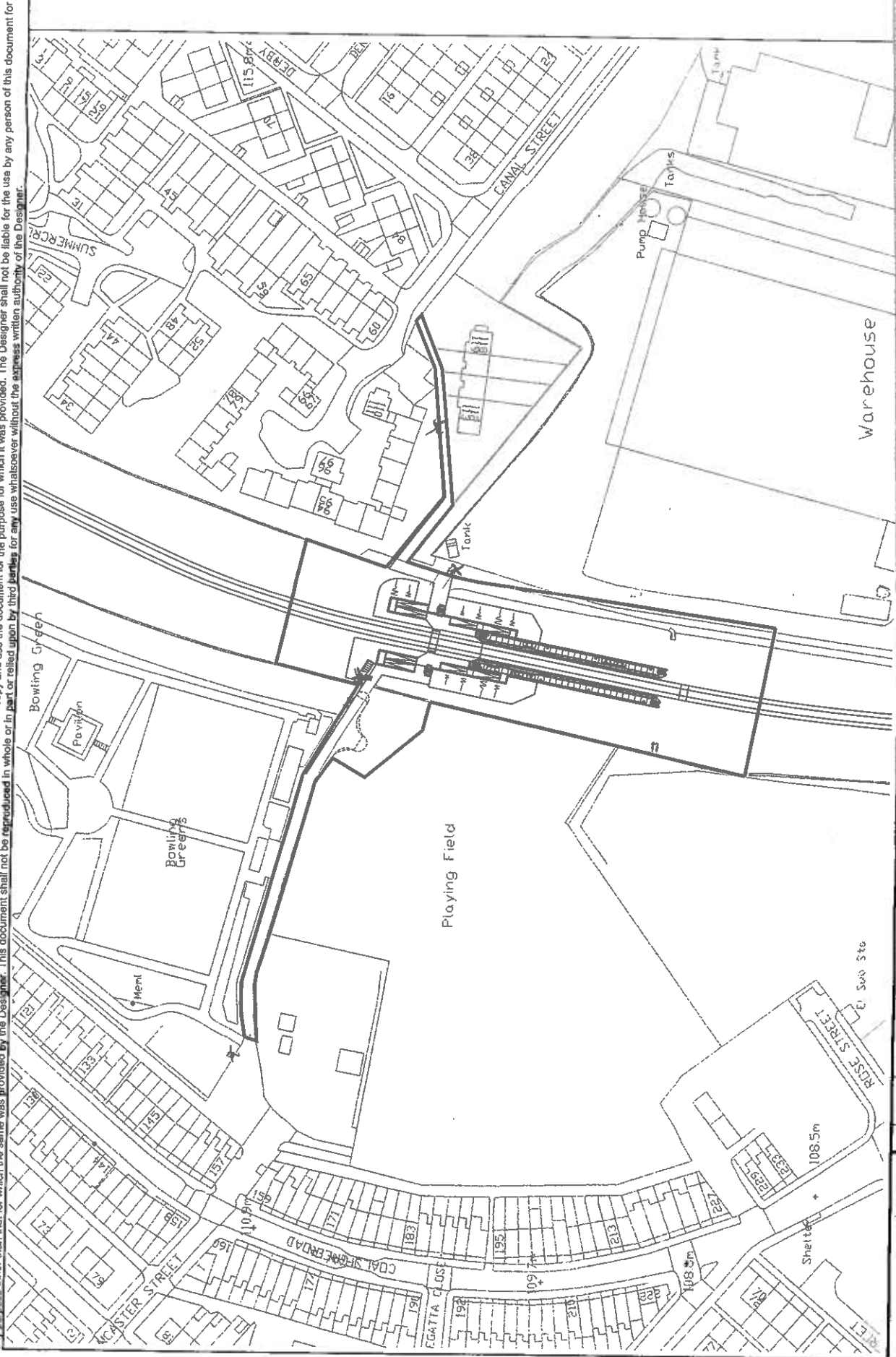
Reason: To ensure emergency access is provided to the station and to comply with the request of Greater Manchester Police.

9. Notwithstanding submitted drawing no. MPT3A-OR3-21-LDP-681 Rev PO2, no development shall take place unless and until a pedestrian access detail to the neighbouring Rose Mill residential development site has been submitted to and approved in writing by the Local Planning Authority. The access detail shall be implemented thereafter in full accordance with the agreed scheme and prior to the commencement of the use, unless agreed otherwise in writing by the Local Planning Authority.

Reason: To provide direct and inclusive access from the development site to the proposed station..



23 JUN 2009
056624



the copyright in this document (including its electronic form) shall remain vested in the Designer but the Client shall have a licence to copy and use the document for the purpose for which it was provided. The Designer shall not be liable for the use by any person of this document for any purpose other than that for which the same was provided by the Designer. This document shall not be reproduced in whole or in part or relied upon by third parties for any use whatsoever without the express written authority of the Designer.

Drawn to be used in...