

FAO: Jennie Townsend
Bury Metropolitan Borough Council
Development Control
3 Knowsley Place
Bury BL9 0EJ

5th June 2025

Dear Jennie,

PLANNING PORTAL REF. PP-14052833

PLANNING APPLICATION FOR ERECTION OF TEMPORARY SITE COMPOUND (THREE YEARS) RELATING TO BURY INTERCHANGE IMPROVEMENT WORKS

On behalf of Transport for Greater Manchester (TfGM, hereafter referred to as “the Applicant”), CBRE Limited hereby submits an application for full planning permission for the temporary erection of a site compound for a three-year period. The contractor compound is proposed to be sited on a portion of the existing Metrolink park and ride car park bounded by Angouleme Way and Haymarket Street.

The requirement for the temporary site compound is associated with the phased redevelopment of the existing Interchange facility and construction of a new modern facility, comprising:

1. A new Metrolink Access and Platform Improvement Works – including the provision of a new Metrolink Access footbridge, which will provide a new direct route from the south to the Metrolink platform and provide a new pedestrian link between Union Square/Knowsley Place to the west and Pyramid Park to the east (from Union Square to Pyramid Park) with lift/stairs (step-free access). This phase is currently subject to a planning application under consideration (LPA ref. 71834).
2. The demolition and redevelopment of the existing Interchange building and the development of a new modern ‘exemplar’ facility. This phase will be subject to a full planning application in due course.

Site and Surroundings

The Application Site (red line boundary) comprises an area of approximately 500sqm, incorporating an area of hardstanding presently used for commuter ‘park and ride’ car parking (30no. spaces to be lost to accommodate the compound). The Site is situated within the south-west corner of the existing Metrolink park and ride area, with pedestrian access to be taken from Angouleme Way to the south and vehicular access via Haymarket Street. The Site is bounded by Haymarket Street to the west, and Angouleme Way (A58) to the south. The wider car park and Bury Interchange lie to the north, with the Metrolink platform and railway lines to the east within the existing railway cutting.

Application Context / Description of Development

This Application seeks a temporary planning permission for a period of 3 years to erect a site compound, which is required as part of the phased redevelopment of the existing Bury Interchange facility.

A temporary period of 3 years is sought, with further time periods to be agreed with the Local Authority through a future application in due course. The following description of development is therefore proposed:

“Erection of site office and welfare compound, 2no. smoking shelters and 2.4m high hoarding for a temporary period of 3 years.”

The compound and proposed structures relate only to the provision of a primary welfare and site office for the wider redevelopment scheme, to provide welfare and management facilities for visiting project team members and operatives working across the wider area. with no construction working zones within the Site boundary. There will be no vehicle parking, construction activities, or storage of materials within the compound fence-line. The wider existing car park outside of the Site boundary will remain open to commuters (albeit with the loss of 30no existing parking spaces to accommodate the proposed site compound).

Planning Policy Context

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that a planning application should be determined in accordance with the statutory development plan unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing.

The Statutory Development Plan for Bury Council comprises the following documents:

- Places for Everyone (PfE) adopted March 2024.
- Bury Unitary Development Plan (UDP), adopted 1997, saved 2007 and partly superseded by PfE.

It should be noted that whilst Places for Everyone (PfE) now forms part of the statutory development plan (adopted in March 2024), there are no revisions to the UDP proposals map of relevance to the wider Bury Interchange site, including this Application Site.

There are also no relevant allocations or planning policy designations relevant to the Proposed Development shown on the UDP Proposals Map. Bury Town Centre Conservation Area runs adjacent to the Proposed Development along Haymarket Street, with a Grade II Listed Art Picture House approximately 55m to the north-west along Haymarket.

The saved UDP Policies relevant to the Proposed Development are set out below:

Planning Policy Reference	Policy Theme
Policy EN1/2	Townscape and Built Design
Policy EN1/5	Crime Prevention
Policy EN2/1	Character of Conservation Areas
Policy EN2/3	Listed Buildings
Policy EN5/1	New Development and Flood Risk
Policy EN7/1	Atmospheric Pollution
Policy EN7/2	Noise Pollution
Policy EN7/3	Water Pollution
Policy EN7/4	Groundwater Protection
Policy EN7/5	Waste Water Management

Planning Policy Reference	Policy Theme
Policy HT2/4	Car Parking and New Development
Policy HT3/2	Bus Services
Policy HT3/4	Schemes to Assist Metrolink
Policy TC3	Bury Town Centre

The relevant PfE policies to this application are set out as follows:

Planning Policy Reference	Policy Theme
Policy JP-Strat6	Northern Areas
Policy JP-Strat7	North-East Growth Corridor
Policy JP-Strat12	Main Town Centres
Policy JP-Strat14	A Sustainable and Integrated Transport Network
Policy JP-C3	Public Transport
Policy JP-C8	Transport Requirements of New Development
Policy JP-S4	Flood Risk
Policy JP-S5	Clean Air
Policy JP-P1	Sustainable Places
Policy JP-P2	Heritage

Relevant Supplementary Planning Documents considered as part of this Application include Supplementary Planning Guidance (SPG) 3: Planning Out Crime in New Development. This includes basic principles of reducing crime through urban design, and guidance in relation to footpaths and access points.

Places for Everyone Policies JP-S2 – Carbon and Energy and JP-C2 – Digital Connectivity has been considered as part of the assessment of relevant PfE policies. However, given the temporary nature of the proposed development and the specific purpose of the construction compound, these policies have been discounted as not relevant in this case. The proposed welfare compound does not require new digital infrastructure given the limited use of the premises for the specific need of supporting wider construction activities, and the temporary nature of the premises. The proposed compound also supports TfGM's improvements at Bury Interchange in line with their objectives to achieve carbon neutral operation and support sustainable travel behaviour.

Planning Considerations

This section sets out a consideration of the key planning matters relevant to this application.

Design, Access and Heritage

The site compound will comprise an area separated from the existing car park by a 2.4m high solid hoarding, containing a two-storey welfare and office facility which will form the primary facility for the wider development

works. Access will be taken from a gated pedestrian access to Angouleme Way. No vehicle access is required to serve the compound during its operational lifespan. The compound location has been sited in order that it is accessible on foot by operatives working across all phases and work zones of the wider Interchange redevelopment scheme, and once in place can remain in situ to minimise disruption to the local area and reduce the need for multiple compounds.

The main welfare/site office unit comprises a 2-storey portable building of the kind typically used on building sites. The unit will be approximately 5.5m in height, with a footprint of approximately 110sqm and an overall floorspace over the two floors of approximately 220sqm.

The ground floor of the unit provides facilities for operatives including break rooms, canteen, and changing/bathroom facilities. The first floor of the unit provides site management facilities including office area, meeting room, and breakout space. Access to the first floor is via external staircases and access platforms.

The unit will be connected to mains services for waste, drainage, and electricity, and as such no generator or additional tanks will be required. The unit will incorporate a limited amount of air conditioning, extractor fans and dehumidifiers, but no external plant is proposed.

External facilities within the compound area will include an external seating area and separate smoking/vaping shelter. The smoking/vaping shelters are sited away from the external seating areas and main compound unit and at a distance of 7.5m from the pedestrian pavement along Haymarket Street, to reduce second-hand smoke. The shelters are also sited appropriately in relation to the hoarding to facilitate ventilation. The shelters are of a typical construction, comprised of a steel frame with polycarbonate cladding, approximately 2.1m in height. As such the shelters will not be visible from outside the compound, and will be shielded by the 2.4m high hoarding.

The Bury Town Centre Conservation Area boundary runs along Haymarket Street immediately west of the Site (albeit screened by existing vegetation/trees), with a Grade II Listed building approximately 55m to the north-west along Haymarket Street. However, the proposed compound is typical in its nature and appearance to a standard construction compound. It is appropriate in this location given the existing urbanised developed nature of the car park and Metrolink, the temporary nature of the application and of any visual impacts, and the need to support the wider redevelopment programme to ultimately improve the local area.

Safety and Security

While external lighting is kept to a minimum across the compound, the provision of exterior lights over external doorways is incorporated for safety and security of site users. The Site will also benefit from existing street lighting along Haymarket Street and Angouleme Way, along with existing lighting columns within the Metrolink car park.

The unit will be of an anti-vandal construction with a locking system to ensure security outside of operational hours. Access to the compound will be via a single pedestrian access from Angouleme Way, with a controlled gated access for security. It is anticipated that use of the compound will be within construction hours only, with the unit and compound locked outside of operational hours.

Installation of Compound

The proposed temporary structures including hoarding and units will sit on top of the existing car park hard surface, with no construction/foundation works required to facilitate the installation.

The hoarding and units will be delivered and removed by flatbed lorries accessing the Site through the Metrolink car park, utilising a small mobile crane to lift the cabin into place. Minimal vehicle movements are therefore anticipated to facilitate the delivery and installation which will not have a detrimental impact on surrounding highways.

Given the non-intrusive method of installation over a time-limited period and minimal nature of the works required, it is not considered that the installation will result in any potential detrimental impacts that require mitigation or management beyond standard best practice.

There are no impacts relating to geotechnical or land contamination matters, with minimal noise and vehicle movements resulting from the installation process. Similarly, the proposed installation method will not detrimentally impact the existing trees and vegetation which are situated outside the Site boundary and are contained within brick-walled raised planters which effectively contain and provide a buffer for the root protection areas.

Parking, traffic and transport

Aside from the flatbed lorries undertaking initial delivery (and future removal) of the construction compound unit, there will be no construction related traffic through the operational lifespan of the Proposed Development.

The compound will not be used for any vehicle parking, storage of materials or plant and machinery, and once installed will be pedestrian access only, controlled through a single gated access point from Angouleme Way.

No highways access is required during the operational life of the compound, and as such there will be no impact on transport or connectivity in the surrounding area.

The position of the compound will necessitate the loss of approximately 30 parking bays within the Site area of this application, to accommodate the compound and maintain circulation within the wider car park which lies outside the Site boundary. This includes 26 parking spaces within the compound hoarding area and a further 4 parking spaces outside the compound given over to maintain circulation within the wider car park which is to remain operational for commuters. While no car parking will be retained within the Site boundary itself, there will continue to be approximately 72 car parking spaces retained within the wider Metrolink car park outside the Site boundary which will continue to be used for commuter car parking.

As approximately 72 car parking spaces will remain for Metrolink users on the wider car park, and the Site is close to several other parking facilities within walking distance of the Metrolink, with surrounding streets well controlled in terms of parking restrictions, this is not considered to result in a significant detrimental impact on parking in the local area. There will be no impact on the operation or vehicle movements related to the Bus Station because of this proposal.

Environmental Impacts

As no construction works will take place within the compound area and no additional vehicle movements to be generated once the compound is installed, it is considered there will be no detrimental impact on the surrounding area in terms of environmental impacts including noise, air or light pollution.

There are no floodlights or working lights proposed to be used in the compound area. A limited number of external lights will be utilised over exterior doorways to ensure the safety and security of users with minimal impact on light pollution.

As no generator is required for power, no other external plant proposed, and internal plant kept to a minimum within an existing urban environment close to road traffic, the proposed unit will not have a detrimental impact on noise pollution. Similarly, there will be no noise-generating activities within the compound area or arising from vehicle movements.

The unit will be connected to mains water and waste drainage as standard for this type of unit. The relatively minimal footprint of the unit within the wider hard surfaced area of the car park is not considered to have a significant detrimental impact on surface water run-off or drainage. No construction waste will be generated within the compound, with any waste and recycling arising from site users to be collected and stored within the unit and compound.

Biodiversity and Vegetation

As set out previously, the installation method will have no detrimental impact on existing vegetation or trees in proximity of the Site, and during the operational lifespan is not considered to impact tree roots given the containment of trees and shrubs within the existing raised brick planters and the established nature of the car park hard surface on which the unit will be sited. The siting of the main welfare/management unit is also sited approximately 3-3.5m distant from the hoarding which bounds the Site, providing a further buffer to any vegetation.

Regarding Mandatory Biodiversity Net Gain (BNG) the Proposed Development is considered to subject to the de minimis exemption in terms of BNG requirements, under Regulation 4 of the Biodiversity Gain Requirements (Exemptions) Regulations 2024. Regulation 4 applies where:

- the development does not impact an onsite priority habitat, and
- where the development impacts less than 25 square metres of onsite habitat that has a biodiversity greater than zero, and
- where the development impacts less than 5 metres in length of onsite linear habitat (e.g. hedgerow or watercourse).

The Site is small in scale, and entirely comprised of hard surfaced developed land, entirely contained within the surrounding Metrolink car park. As such there is no existing habitat, and the Proposed Development will not impact on either onsite priority habitat or onsite habitat.

Conclusion

The Proposed Development is necessary to facilitate the delivery of the wider redevelopment scheme with permission sought for a temporary period of three years.

The proposed installation method is relatively simple, and no construction works are necessary to place the welfare/management unit and hoarding on the existing hard surfaced area. As such there are no detrimental environmental impacts arising from the installation or operation that require management or mitigation.

The compound will be used only for the purposes of staff welfare and site management, with no construction activities or construction materials storage to take place within the compound area, no vehicle or plant storage, and no construction traffic.

The unit itself does not include any external noise-generating plant, and exterior lighting has been kept to a minimum level to ensure safety and security for site users. The Site will benefit from existing street lighting and car park lighting columns for further safety and security, and both the unit and compound will be securely locked and gated to restrict access.

The Site is located within the developed hard surfaced area of the existing Metrolink car park and will have no detrimental impact on ecology or trees, and falls within the de minimis exemption in relation to Biodiversity Net Gain.

The Proposed Development is therefore considered to be compliant with relevant Places for Everyone and Saved Bury UDP Policies. Therefore, it is respectfully requested this application is positively determined by the Local Planning Authority (LPA).

Application Submission

This Application has been informed by informal pre-application discussions with the Council regarding the scope of this application. Further to discussion, the following information is hereby submitted as part of this Application:

- Covering Letter dated 3rd June 2025
- Site Boundary Line – Temporary Site Compound drawing ref. 16012-HBA-BRY-ZZZ-D-AR-080750 Rev P03 (Hawkins Brown)
- Site Boundary Line – Temporary Site Compound Site Plan drawing ref. 16012-HBA-BRY-ZZZ-D-AR-080751 Rev P02 (Hawkins Brown)
- Welfare unit internal arrangement plan WD-P Rev F (Algeco)
- Temporary Site Compound Technical Note ref. 16012-WDC-BRY-XXX-T-X-000060 Rev P02 (Willmott Dixon)
- Elevations drawing ref. WD-P H (Algeco)
- Proposed Smoking Shelter drawing (Willmott Dixon)

Application Validation

The application represents a key element in the wider redevelopment of the existing Bury Interchange with the ‘first-phase’ scheme currently under consideration (LPA ref. 71834). Therefore, the applicant formally requests that the planning application is validated expeditiously.

As confirmed via previous email correspondence with the Council, the Proposed Development is considered to fall within the category of “Erection of buildings (not dwellinghouses, agricultural, glasshouses, plant nor machinery)”, with the planning application fee therefore calculated on the basis of gross floor space to be created by the development.

The planning application fee has been calculated as £ 1,764.00 based on the floorspace created, as agreed with Bury Council, and paid via the Planning Portal.

I trust that the information submitted with this application is appropriate and that the application can be registered and validated. However, if there are any immediate queries, please do not hesitate to contact me using the details provided.

Yours sincerely,

Chris Argent
Director – Planning & Development