

Metrolink response

Planning Ref: 71834

Proposal: Full planning application for the infill of the existing underpass, engineering works (including remediation works; foundation/piling works; and other associated engineering works) to recontour the land within Pyramid Park to tie into existing levels, the construction of a fully accessible pedestrian bridge structure (including alterations to Metrolink-related infrastructure) across the existing Metrolink line to allow access between Knowsley Place, the Metrolink platform (via lift and stairs) and Pyramid Park; improvements to the existing Metrolink platforms and canopies; construction of a new sloped footpath with stairs within Pyramid Park site from bridge; hard/soft landscaping; and associated drainage and lighting schemes.

Location: Bury Interchange and land bounded by Pyramid Park/East Lancashire railway line, Knowsley Place/Duke Street, Bury, BL9 0EJ

Metrolink supports the principle of this development and are currently working with the Developer in relation to the design of the bridge and the interface the scheme has with existing Metrolink infrastructure and the operational tramway. The detail included within the design pack is currently insufficient for Metrolink to consent to the proposals fully at this stage, but it is anticipated that the Developer will be able to satisfy the needs of Metrolink in due course before any works are commenced. This final agreement of the design will be reached through the Metrolink Engineering Assurance Process.

It is important that the development can be undertaken safely, ensuring, equally, that not only Metrolink infrastructure and operations are not adversely impacted but also that the safety of the users of Metrolink and those working in the vicinity is protected. To mitigate risks in this regard it is essential that the developer works closely with TfGM and Metrolink throughout the process.

In addition to following the Metrolink Engineering Assurance Process and Change Process the Developer should be made aware of the need for an Asset Protection Agreement to be in place in advance of any works commencing, that affect Metrolink Infrastructure, and this will be linked with the Construction Management Plan Condition, it will also be necessary to monitor the existing infrastructure and track and a monitoring regime will need to be agreed in this regard.

In relation to the installation of the lift the Electromagnetic Compatibility will need to be considered and we will need the developer to demonstrate compliance with BS50121-3-2, BS50121-4, and BS50121-5 together with Network Rail EMC assurance process NR/L2/RSE/30041, particularly with the equipment being located within 20m of Metrolink. We will require an EMC Report to be submitted which allows for pre and post development testing and also a commitment to provide mitigation measures as necessary.

In relation to Stray Current and Earthing the risks will need to be explored to confirm that these are not an issue for Metrolink or that mitigation will be undertaken to make it thus.

In view of the foregoing we request that the following conditions are attached to any consent granted for this installation:-

Conditions

1. Working safely near Metrolink

No development shall take place until a Metrolink Specific Construction Management Plan (CMP) with detailed method statements of construction and risk assessments, has been submitted to, and approved in writing by Bury Council (approval to be in consultation with Transport for Greater Manchester) and an appropriate Asset Protection Agreement has been entered into. The approved Metrolink CMP shall include agreed safe methods of working on Metrolink Infrastructure and adjacent to the Metrolink Hazard Zone and shall be adhered to throughout the construction period. The CMP shall provide for: -

- the retention of 24hr unhindered access to the Metrolink equipment cabinets and chambers for the low voltage power, signalling and communications cables for Metrolink both during construction and once operational.
- protection measures to Metrolink equipment;
- loading and unloading of plant and materials;
- storage of plant and materials used in constructing the development;
- construction and demolition methods to be used; including the use of cranes (which must not oversail the tramway or Metrolink corraling infrastructure);
- the erection and maintenance of security hoarding/fencing; and;
- measures to control the emission of dust and dirt during construction.

Reasons:

To safeguard the amenities of the locality.

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 on and adjacent to the Metrolink system. Further details can be found via the Metrolink Website at; Working safely near Metrolink | Bee Network | Powered by TfGM

2. Amendment to Metrolink Infrastructure

No works to Metrolink Infrastructure shall take place until the full details of the proposals for both the proposed works and the potential future reinstatement have been agreed with TfGM by way of the Metrolink Engineering Assurance and Change Processes.

The submission topics for review shall include, as a minimum, designs and supporting information relating to:-

- a. new structures and changes to existing;
- b. fencing location, type and construction;
- c. lighting and potential to impact tram drivers;
- d. safety and security, e.g. climb and touch potential of overhead line equipment; the protection of Metrolink cables; and the requirements of the Light Rail Security Programme;
- e. consideration of stray current and any earthing and bonding requirements; and
- f. Metrolink maintenance access to all Metrolink assets.

Please Note that updated H&S file(s) will be required for any amended Metrolink Assets in line with Metrolink Asset Information Requirements and CDM 2015 regulations.

Reason: In the interests of safeguarding Metrolink infrastructure pursuant to policies and for maintaining safety of customers and user of the development.

3. Monitoring of Metrolink Structures and Track

No works shall be carried out until an appropriate and monitoring regime of the Metrolink Infrastructure has been proposed, agreed and installed. All monitoring to be carried out as agreed with Metrolink and at the cost of the Developer.

Reason: To safeguard Metrolink infrastructure and operations pursuant to policies

4. Electromagnetic Compatibility

(a) Prior to the commencement of the development, an electromagnetic compatibility plan shall be submitted for approval in writing by Bury Council, as Local Planning Authority (approval to be in consultation with Transport for Greater Manchester). This plan shall detail that there are no electromagnetic compatibility impacts predicted from the development in line with BSEN 50121 and BS EN 61000-6-4 (emissions) including pre-development testing.

(b) Prior to the first use of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm compliance with the criteria agreed in part (a). In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the electromagnetic compatibility criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with Bury Council, as Local Planning Authority. Any measures shall thereafter be retained and maintained in situ.

Metrolink
Transport for Greater Manchester