

Planning Ref: 72017

Proposal: Erection of access staircase between Angouleme Way underpass and Metrolink platform for a temporary period of 3 years.

Location: Angouleme Way, Bury, BL9 0EL

Metrolink supports the principle of the wider development of the Bury Interchange project and are currently working with the Developer in relation to the design of the bridge and staircase and the interfaces the scheme has with existing Metrolink infrastructure and the operational tramway. The installation of the staircase relies on the bridge having been installed first and therefore should not be brought forward in advance of that happening.

The staircase works will need to adhere to the Metrolink Engineering Assurance Process (MEAP) and through this process we consider we can actively manage the order of installation to prevent the stairs being brought forward independently, ahead of the bridge structure. However, a condition will be required to ensure adherence to the MEAP.

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 the need to follow the Metrolink Engineering Assurance Process and Change Process the Developer should be made aware of the need for an Asset Protection Agreement or similar protection arrangements to be in place in advance of any works commencing, that affect Metrolink Infrastructure.

In view of the foregoing and for consistency with the previous application relating to Bury Interchange 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 coralling 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 permanent and temporary 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

Metrolink

Transport for Greater Manchester