

DELEGATED REPORT

Report by Jennie Townsend	Date of report: 23/09/2026	Ref: 73429/NON
Registration: 14/07/2026	LDFC:	Expiry Date: 11/08/2026
Site Visit:	Site Notice: N/A	Press Date: N/A
Objections:	Con Area:	Adv Type: N/A
Reason for Delay: N/A		EIA: NA
		Dec Level: DEL
		Stat Class: NREQ

Proposal: Non-material amendment following grant of planning permission 71834 for amendments to the designs of the canopy, platform, southern access and union square

Location: Bury Interchange, Market Street, Bury

Description

The application relates to the Metrolink tram station and associated land.

The application site comprises approximately 1.03 ha of an irregular land form which has a boundary with Pyramid Park and Market Street to the east, East Lances railway to the south, The Premier Inn, Knowsley Place and Q Park to the west, and Angouleme Way and Bury Interchange to the north.

An application relating to the Metrolink platform and railway infrastructure, part of Pyramid Park, an area of public realm at Union Square off Duke Street, existing pedestrian subway below the Metrolink track and a track across Pyramid Park to Market Street was approved in July 2025.

The approved development comprised two main elements -

- 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

There were also associated engineering works, infilling of the underpass, landscaping and drainage works.

This application seeks amendments to the original approval for the design of the canopy, platform, southern access and union square. Details of the amendments are as follows -

Canopy Design Development

- Canopy width, profile, proportions, and height have been further developed to allow the canopy to be located outside of the Metrolink OLE hazard zone.
- Canopy fascia materiality reviewed to strengthen link with the southern access bridge
- Glazing to canopy omitted to simplify maintenance strategy and to align with updated canopy form
- Cladding strategy to existing columns revisited. Cladding omitted to maximise circulation space to the platform

Platform Design Development

- Amendments to end of platform arrangement. Ramped track access replaced with gated and stepped access to track following development of TfGM technical requirements.
- Minor amendments to door positions and inclusion of louvred door panels to platform SER

room following technical coordination.

- Minor amendments to platform drainage channel positions and finish following technical coordination.
- Guarding to base of southern access stair extended due to platform level changes following technical coordination.

Southern Access Design Development

- Amendments to lift shaft door specification. Door changed from glazed to solid in response to technical requirements.
- Additional maintenance access stair introduced to provide access to bridge abutments

Union Square Design Development

- Omission of the proposed external steps (noting layout and soft landscaping areas to Union Square are not affected by the NMA submission)

Relevant Planning History

54829 - Non-material amendment following grant of planning permission ref. 54649 for changes to external works - Approve 16/02/2012

71834 - 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 - Approved 24/7/25

Publicity

n/a

Statutory/Non-Statutory Consultations

Design for Security - No objection

Pre-start Conditions - Not relevant

Development Plan and Policies

NPPF	National Planning Policy Framework
EN1/2	Townscape and Built Design
EN1/5	Crime Prevention
EN1/7	Throughroutes and Gateways
EN2/1	Character of Conservation Areas
EN2/2	Conservation Area Control
EN2/3	Listed Buildings
EN7/2	Noise Pollution
RT4/3	Visitor Accommodation
CF2/1	Bury College
HT2/1	The Strategic Route Network
HT2/4	Car Parking and New Development
HT3/1	Schemes to Assist Bus Movement
HT3/2	Bus Services
HT3/3	Design of Roads for Bus Routes
HT5/1	Access For Those with Special Needs
HT6/1	Pedestrian and Cyclist Movement
HT6/3	Cycle Routes
Area	Central Shopping Area
BY6	
Area	Manchester Road/Knowsley Street

BY4	
Area	Townside/Market Street
BY7	
JP-Strat1	Main Town Centres
2	
JP-P1	Sustainable Places
JP-P6	Health
JP-J1	Supporting Long-Term Economic Growth
JP-C1	Our Integrated Network
JP-C2	Digital Connectivity
JP-C3	Our Public Transport
JP-C5	Streets For All
JP-C6	Walking and Cycling
JP-C8	Transport Requirements of New Development
JP-S2	Carbon and Energy
JP-S3	Heat and Energy Networks
JP-S5	Clean Air
JP-S6	Resource Efficiency
JP-G2	Green Infrastructure Network
JP-G8	A Net Enhancement of Biodiversity and Geodiversity

Issues and Analysis

The following report includes analysis of the merits of the application against the relevant policies of both the National Planning Policy Framework (NPPF), the adopted Places for Everyone Joint Development Plan Document (PfE) and the saved policies within the adopted Bury Unitary Development Plan (UDP), together with other relevant material planning considerations.

The policies of the UDP that have been used to assess this application are considered to be in accordance with the NPPF and as such are material planning considerations. For simplicity, just the UDP and PfE Policies will be referred to in the report, unless there is a particular matter to highlight arising from the NPPF where it would otherwise be specifically mentioned.

Equality Act 2010: All planning applications are considered in light of the Equality Act 2010 and associated Public Sector Equality Duty, where the Council is required to have due regard for:

The elimination of discrimination, harassment and victimisation;

The advancement of equality of opportunity between persons who share a relevant protected characteristic and person who do not share it;

The fostering of good relations between persons who share a relevant protected characteristic and person who do not share it; which applies to people from the protected equality groups.

Human Rights: All planning applications are considered against the provisions of the Human Rights Act 1998.

Under Article 6 the applicants (and those third parties who have made representations) have the right to a fair hearing and to this end full consideration will be given to their comments.

Article 8 and Protocol 1 of the First Article confer a right to respect private and family life and a right to the protection of property, ie peaceful enjoyment of one's possessions which could include a person's home, and other land and business assets.

In taking account of the Council policy as set out in the Bury Unitary Development Plan 1997 and all material planning considerations, it is concluded on balance that the rights

conferred upon the applicant/ objectors/ residents/ other interested party by Article 8 and Article 1 of the First Protocol may be interfered with, since such interference is in accordance with the law and is justified in the public interest. Any restriction of these rights posed by refusal/ approval of the application is legitimate since it is proportionate to the wider benefits of such a decision, is based upon the merits of the proposal, and falls within the margin of discretion afforded to the Council under the Town & Country Planning Acts.

The Crime and Disorder Act 1998 imposes (without prejudice to any other obligation imposed on it) a duty upon the Council to exercise its functions and have due regard to the likely effect of the exercise of its functions on, and the need to do all that it reasonably can to prevent crime and disorder in its area. In so doing and on making planning decisions under the Town and Country Planning Acts, the material Planning considerations shall have due regard to the provisions of the Crime and Disorder Act 1998 and its implications in the exercise of its functions.

Canopy Design Development

- Canopy width, profile, proportions, and height to allow the canopy to be located outside of the Metrolink OLE hazard zone.
- Canopy fascia materiality reviewed to strengthen link with the southern access bridge
- Glazing to canopy omitted to simplify maintenance strategy and to align with updated canopy form
- Cladding strategy to existing columns revisited. Cladding omitted to maximise circulation space to the platform

Assessment

The proposed canopies would be located within the metrolink platform and the proposed amendments would not significantly change the character of the approved scheme. Circulation around the platform would be maintained and it is considered users of the metrolink platform would not be adversely compromised.

The Structural Engineer has confirmed there are no objections to the proposed amendments.

The proposed amendments are considered acceptable and non-material.

Platform Design Development

- Amendments to end of platform arrangement. Ramped track access replaced with gated and stepped access to track following development of TfGM technical requirements.
- Minor amendments to door positions and inclusion of louvred door panels to platform SER room following technical coordination.
- Minor amendments to platform drainage channel positions and finish following technical coordination.
- Guarding to base of southern access stair extended due to platform level changes following technical coordination.

Assessment

The proposed amendments are required due to TfGM's technical requirements and working practices.

The amendments would not significantly alter the platform arrangements for users of the metrolink or platform.

The proposed amendments are considered acceptable and considered non-material.

Southern Access Design Development

- Amendments to lift shaft door specification. Door changed from glazed to solid in response to technical requirements.
- Additional maintenance access stair introduced to provide access to bridge abutments

Assessment

On request, the applicant has provided a justification for the proposed change to the design of the lift shaft.

It is stated that -

' the proposed amendment to the lift door specification from glazed to solid doors is required to achieve the operational and performance standards specified by Transport for Greater Manchester (TfGM) and Metrolink for passenger-facing lifts within the transport interchange environment. TfGM's operational requirement is for the lift installation to achieve Category 2 (Cat 2) compliance. Cat 2 compliance represents industry best practice for lifts operating in exposed railway and public transport environments, where equipment is subject to higher levels of use, possible vandalism, and challenging operating conditions. Similar standards are routinely adopted across the rail sector, including by Network Rail.

Historically, TfGM installed several lifts across its network that were not Cat 2 compliant, and experience has shown that these assets are more prone to poor reliability. In this location, the lift will provide the only fully accessible route to the Metrolink platforms while the interchange is closed for redevelopment. It is therefore essential that the lift is delivered to a Cat 2 standard to maximise reliability, reduce the risk of service disruption and ensure that a fully accessible route remains available to all users at all times.

The lift manufacturer has advised that incorporating glazed vision panels within the lift doors would compromise the ability of the lift system to achieve the required Cat 2 compliance standard. As a result, solid doors are necessary to satisfy operational specification and TfGM's long-term asset management requirements. The use of solid doors will contribute to improved robustness and reliability throughout its operational life, reducing service disruption. This approach aligns with TfGM's experience of operating lifts across the wider transport network, where non-Cat 2 compliant installations have demonstrated poorer reliability performance.

The proposed change is therefore driven by operational, safety and asset performance requirements and is considered necessary to ensure the lift provides a durable, reliable and accessible facility for interchange users throughout the life of the development'.

The Design for Security Team (DfS) have been consulted and have commented that the amendment to the design of the lift would leave lift users slightly more vulnerable as they cannot easily view any potential threats before the lift door opens. To mitigate against the risk of lift users, particularly on the platform level where the lift isn't easily viewable from the wider platform area, DfS have the following recommendations -

DfS - There should be a panic/emergency button inside the lift that links directly to the control centre, so that in the event that there is a potential threat, users of the lift have that function.

Applicant's response - *The lift is connected directly to the Transport for Greater Manchester Control Centre through the Passenger Emergency Call (PEC) system. Emergency call provision is included within the lift car, with additional call points located at key positions on the platform and bridge deck, ensuring users have access to support in the event of an emergency.*

DfS - The platform should be illuminated to a high standard to deter loitering in the area surrounding the lift. Consider some tactile paving or similar as another deterrent.

Applicant's response - *Lighting across the scheme will be designed to provide a high standard of illumination, including new lighting to the platform and bridge areas as part of the specification. The design will achieve a minimum average lighting level of 150 lux, supporting visibility and helping to deter loitering around the lift area. Suitable tactile paving*

DELEGATED REPORT

has been included at areas of level difference, such as stairs and platform edge. Areas at the end of the platform are fenced to ensure passengers stay to the designated platform areas.

DfS - Use signage to deter loitering and the use of monitored CCTV.

Applicant's response - *The platform, bridge deck and lift car are all covered by CCTV to maintain safety. The cameras will be visible and provide clear field of view. At present we do not generally install signs to notify passengers CCTV is in operation, however these can be considered as part of the RIBA Stage 5 design.*

DfS - There should be monitored CCTV coverage of the inside of the lift, and external spaces on both levels. Have a PA function at both levels so that messaging can be used if these areas are being misused.

Applicant's response - *The platform, bridge deck and lift car are all covered by CCTV to maintain safety. The cameras will be visible and provide clear field of view. A Passenger Announcement (PA) system is provided at platform level to allow information to be transmitted.*

DfS - Staff should perform regular checks of the lift area on the platform level. The area should be cleaned regularly and any graffiti should be removed quickly.

Applicant's response - *The Metrolink station is not staffed, however is checked and cleaned on a regular, scheduled basis. The Interchange has Bus Station supervisors during operational hours, therefore should any incident with platform infrastructure be reported this will be reported to the Metrolink Operator to resolve.*

DfS - If these mitigating measures can be incorporated, on the balance the DfS Team the proposed lift door change whilst not ideal would be acceptable

The applicant has confirmed the above recommended measures would be implemented where practical and possible and thereafter retained.

Design for Security have confirmed they are satisfied with the responses provided by the applicant.

The mitigation measures would be conditioned.

The proposal is therefore considered acceptable as a non-material amendment.

Union Square Design Development

- Omission of the proposed external steps (noting layout and soft landscaping areas to Union Square are not affected by the NMA submission).

Assessment

Operational requirement.

The proposed amendment is considered acceptable and considered non-material.

Recommendation: Approve with Conditions

Conditions and Reasons:

- 1 The proposed amendments for amendments to the designs of the canopy, platform, southern access, lift and union square would not affect the character of the originally approved scheme and there would be no adverse impacts on the amenity and safety of users of the site and its facilities.

DELEGATED REPORT

The development would still be in accordance with the principles of planning permission reference 71834 and the policies against which it was approved.

- 2 The amendment to change the design of the lift shall be carried out in accordance with the mitigation measures recommended by Design for Security received 24/8/26 and responded to by the applicant dated 2/9/26. The mitigation measures shall thereafter be maintained.

<u>Case Officer</u>	<u>Date</u>	<u>Sign off Officer</u>	<u>Date</u>
JT	23/9/26	DM	28/09/2026