

DELEGATED REPORT

Report by Jennie Townsend	Date of report: 18/09/2025	Ref: 72017/FUL
Registration: 18/06/2025	LDFC: 11/07/2025	Expiry Date: 13/08/2025
Site Visit: 03/07/2025	Site Notice: 03/07/2025	Press Date: N/A
Objections:	Con Area: N/A	Adv Type: PI
Reason for Delay:		EIA: NA
N/A		Dec Level: DEL
		Stat Class: MIOT

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

Description

The site relates to an area associated with the Metrolink tram station and comprises an area of approximately 300sq which extends from the northern part of the Metrolink platform to an existing pedestrian footway that passes below Angouleme Way before connecting to Angouleme way at street level to the north. The footway also extends to the south and exits at street level on the southern side of Angouleme way.

The application seeks an access stair between Angouleme way underpass and the Metrolink platform for a temporary period of 3 years.

The access stair is required for two reasons -

1. to serve as a fore route between the existing Metrolink platform and the Angouleme Way pedestrian underpass for Metrolink users
2. Public access for pedestrians from the town centre to the existing Metrolink platform while the wider programme of improvements and redevelopment at Bury Interchange takes place (Phase 2)

Phase 1 of the Interchange redevelopment has recently be approved to provide a bridge access from Union Square to Pyramid Park with a lift and stepped access from the bridge to the Metrolink platform. The application also included improvement works to the Metrolink platform (approved July 2025).

The access stair would comprise a single stair that would be installed perpendicular to the existing Metrolink platform. It would extend from the northern end of the Metrolink platform, cross over the eastern track and extend up the existing embankment to meet with the existing pedestrian path and the underpass which surfaces on the northern side of Angouleme way.

It is proposed to block off the footway which continues to the south to emerge at ground level on the southern side of Angouleme Way so that the proposed access stairs would only be accessible from the north of Angouleme Way.

The stairs would provide access from Angouleme Way to the Metrolink platform 24 hours a day and 7 days a week.

The staircase would be enclosed by a solid balustrade to protect users with handrails either side with bonded grip stair treads to prevent slipping.

Given the constraint of the site it is not possible to provide a level or step free access but this would be provided as part of the phase 1 bridge development.

The applicant has applied for a temporary consent for 3 years.

Relevant Planning History

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

72044 - Erection of site office and welfare compound; 2 no. smoking shelters; 2.4m high hoarding for a temporary period of 3 years - current application.

Publicity

Site notice posted 3/7/25

No responses received as a result of the publicity.

Statutory/Non-Statutory Consultations

Traffic Section - No objections subject to conditions.

Environmental Health - Contaminated Land - No comments to make

Environmental Health - Pollution Control - No comments to make

Public Rights of Way Officer - No response received.

Greater Manchester Police - designforsecurity - Recommend illumination of the stairs and CCTV coverage

Greater Manchester Ecology Unit - No objection

Transport for Greater Manchester - No response received.

Metrolink - No objections subject to conditions

ActiveTravel England - No comments

Pre-start Conditions - Applicant/Agent has agreed with pre-start conditions

Development Plan and Policies

NPPF	National Planning Policy Framework
EN1/2	Townscape and Built Design
EN1/5	Crime Prevention
HT2/4	Car Parking and New Development
HT3/4	Schemes to Assist Metrolink
HT5/1	Access For Those with Special Needs
JP-C3	Our Public Transport
JP-C8	Transport Requirements of New Development
JP-S4	Flood Risk and the Water Environment
JP-S5	Clean Air
JP-P1	Sustainable Places
Area	Townside/Market Street
BY7	
TC3	Bury Town Centre

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.

Layout and design

The proposed stairs would facilitate an access and emergency route for pedestrians travelling from the town centre to the Metrolink whilst the wider redevelopment works for the Interchange are carried out.

There are limited options as to where these stairs can be located, due to the positions and locations of the Metrolink infrastructure and the direction and location of the underpass.

The single stairs would be formed from the Metrolink platform and over the tram track on the eastern side of the platform. It would be installed within the embankment which is formed from the track to the pedestrian footway and underpass. Its construction would not require intrusive groundworks.

The top of the steps would connect to the pedestrian footway and underpass which links to the northern side of Angouleme way near the bus station. The route southwards along the footway would be blocked off.

The access steps would be constructed to provide high sided walls to protect members of the public using the stairs, finished in a dark grey metals with handrails to assist.

The proposed development would be temporary in nature and serve the purpose of maintaining an access for pedestrians whilst a wider development is carried out.

The applicant has also agreed to a condition for a scheme of potential improvement works to the footway leading to the underpass and new access stair.

The Highway Authority have raised no objection subject to conditions for the submission of the improvement scheme and a dilapidation survey.

It is therefore considered the proposals would be acceptable and comply with policies EN1/2, EN1/5 and HT3/4.

Design for security response

The Design for Security Team have been consulted on the proposals and have no objection in principle, recommending that to deter criminal and antisocial behaviour and to facilitate safe use, the stairs should be illuminated to a high standard and CCTV coverage provided to the staircase to deter misuse.

The applicant states that the site benefits from existing lighting which serves the Metrolink platform, underpass, footpath and there is street lighting at Angouleme Way and as such no additional lighting is proposed. There is also CCTV at the Metrolink platform and a plan of the already installed CCTV has been provided to show the area proposed for the access stairs would extend to provide 'recognition' coverage.

Notwithstanding the existing lighting and security measures, the applicant is agreeable to a condition that further details of both these measures are provided prior to first use of the development.

The proposal is therefore considered to comply with EN1/2 and EN1/5.

Active Travel response

In relation to the above planning consultation and based on the information available, Active Travel England does not wish to make any comments at this time. The views of the local highway authority should be appropriately considered prior to determining this application.

Metrolink response

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 Metrolink can actively manage the order of installation to prevent the stairs being brought forward independently, ahead of the bridge structure. However, a condition would 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 Metrolink recommend conditions are included relating to the submission of a Construction Management Plan, proposals for works to the Metrolink infrastructure and the monitoring of Metrolink infrastructure and operations.

Ecology

Summary

It appears unlikely that there will be any ecological issues associated with this development, though clarifications on the extent of the development is recommended.

Wildlife

The development appears to be restricted to a temporary staircase and bridge linking existing pathways on the Bury College side of the Metrolink to the platform. It is therefore very unlikely that there will be any wildlife issues.

Contributing to and Enhancing the Natural Environment & Biodiversity Net Gain (BNG)

Section 187 of the NPPF 2024 states that the planning policies and decisions should contribute to and enhance the natural and local environment. 10% BNG is mandatory under Schedule 7A of the Town & Country Planning Act 1990 (as inserted by schedule 14 of the Environment Act 2021).

GMEU are satisfied that no mitigation is likely to be required and that the development is exempt from mandatory BNG under the de minimis rule assuming all trees currently present north of Angouleme Way are retained. If any of the mature trees currently present are to be removed then the development would not be exempt under the de minimis rule as the root protection area of the tree is included in the baseline value area for the site.

The applicant has confirmed there would be no proposals to remove any of the existing mature trees within the triangular area immediately bounding Angouleme way to the north.

Statement in accordance with Article 35(2) Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015

The proposal complies with the development plan and would improve the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively and positively to issue the decision without delay. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the National Planning Policy Framework.

Recommendation: Approve with Conditions

Conditions and Reasons:

- 1 Permission is hereby granted for a limited period only, namely for a period expiring 3 years from the date of this decision notice, and the works and use comprising the development for which permission is hereby granted are required to be respectively removed and discontinued at the end of the said period and the land reinstated to its former condition.

Reason: In view of the temporary nature of the development and in order to retain control over its continued use having regard to the particular nature of the site and surroundings pursuant to The National Planning Policy Framework.

- 2 This decision relates to drawings -

Proposed temporary Access Stair 16012-HBA-BRY-PFM-D-AR-080710 P02
Site Boundary Line - Temporary Northern Stair 16012-HBA-BRY-ZZZ-D-AR-080700 P03
Bury Tram Stop Canopy Level GA (lighting) 16012-ARC-BRY-CNP-D-EE-000007 P04
CCTV Coverage sheet 1 of 3 16012-ARC-BRY-PFM-D-TC-00011 P05

and the development shall not be carried out except in accordance with the drawings hereby approved.

Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan and Places for Everyone Joint Development Plan listed.

- 3 Notwithstanding the approved, details of CCTV shall be submitted to and approved by the Local Planning Authority. The approved details shall thereafter be implemented prior to first use of the development hereby approved and thereafter maintained for the duration of the development.
Reason. To ensure the safety and security of the users of the access stairs for the duration of the development pursuant to policies EN1/5 and EN1/2.
- 4 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 and 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.

- 5 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.

- 6 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 policy JP-C8.

- 7 Other than the implementation of the access staircase, no works to the adopted highway shall take place unless and until full details of the following have been submitted to a scope and specification to be agreed on a topographical based survey of the site and adjacent highways to the Local Planning Authority:

1. Detail of/specification for the demarcation of the limits of the adopted highway, temporary access staircase, tactile paving and balustrade/pedestrian guardrailing, including all associated accommodation works.

2. Proposals to connect the new structure to form new joints onto the adopted highway

3. Provision of a street lighting assessment and scheme of improvements to a scope and specification to be agreed for the pedestrian route from/under Angouleme Way to be used to serve as a temporary pedestrian access to the Metrolink platform.

4. A scheme of works following decommissioning of the temporary pedestrian access arrangements/at the end of the temporary period covered by this permission.

The details subsequently approved shall be implemented and made available for use prior to the first public use of the access staircase hereby approved.

Reason. To ensure good highway design, in the interests of pedestrian safety and to maintain the integrity of the adopted highway pursuant to Policies EN1/2, JP-C5 and JP-C8.

- 8 No development shall commence unless and until a dilapidation survey of the footways and steps leading to and abutting the proposed access staircase in the event that subsequent remedial works beyond the scope of the preceding condition are required following construction of the development and use as an access to the Metrolink platform have been submitted to the LPA for approval. Any required remedial works shall be implemented prior to the first public use of the access staircase hereby approved.

Reason. To maintain the integrity of the adopted highway and mitigate the impact of the construction activities generated by the proposed development, ensure adequate off-street car parking provision and materials storage arrangements for the duration of the construction period and that the adopted highways are kept free of deposited material from the ground works operations, in the interests of highway safety pursuant to policies JP-C5 and JP-C8.

- 9 The site access arrangements, measures and facilities detailed in the 'Construction Environmental Management Plan (CEMP)' reference 16012-WDC-BRY-XXX-T-XX-000050 P02' and on the relevant plans approved as

part of planning permission 71834, shall be adhered to throughout the construction period.

Reason. To maintain the integrity of the adopted highway and mitigate the impact of the construction activities generated by the proposed development, ensure adequate off-street car parking provision and materials storage arrangements for the duration of the construction period and that the adopted highways are kept free of deposited material from the ground works operations, in the interests of highway safety pursuant to policies JP-C5 and JP-C8.

<u>Case Officer</u>	<u>Date</u>	<u>Sign off Officer</u>	<u>Date</u>
JT	18/9/25	DM	19/09/2025