

Bury Interchange

Phase 1 - Metrolink Access and Platform Improvement Works

Design & Access Statement



Transport for
Greater Manchester



GMCA

GREATER
MANCHESTER
COMBINED
AUTHORITY

Willmott Dixon
with
Hawkins\Brown
CBRE
Renaissance
OUBE
FutureServ

Illustrative aerial view from Union Square looking North



Contents

Note

This report has been prepared for the Phase 1 planning submission, associated to the Bury Interchange redevelopment.

Copyright © Hawkins Brown Architecture Limited.

No implied license exists. This report has been prepared on behalf of TfGM for the purpose of Planning.

Hawkins\Brown does not assume any responsibility or liability towards any other person or organisation for the contents of this report.

Document history

Version	Date	Description
P01	21.02.2025	Issued for review and comment
P02	10.03.2025	Issued for review and comment
P03	21.03.2025	Issued for review and comment
P04	26.03.2025	Issued for Planning
P05	27.03.25	Issued for Planning
P06	12.06.25	Issued for Planning

Associated documents

This document should be read in conjunction with all other application documents, which include:

- Application Form & certificate - CBRE
- Application Covering Letter - CBRE
- Planning Statement - CBRE
- Red edge site location plan - HBA
- Site Location Plan - HBA
- Existing Site Plan - HBA
- Topographical Survey - HBA
- Proposed Site Plan based on a topographical - HBA
- Existing and proposed levels - HBA
- Existing & Proposed drainage layout plan - REN
- Proposed layout plan - HBA
- Existing & Proposed sections - HBA
- Landscaping plan – including hard & soft landscaping - Oobe
- External lighting plan & details & spillage- FS
- Metrolink Subway Infill & Statement on drawing - REN
- Phase 1 Ground Conditions Report - Tier
- Drainage strategy - REN
- FRA Report - REN
- Preliminary Ecological Appraisal - TEP
- Bat and Bird Report - TEP
- Invasive Species Survey - TEP
- Biodiversity Net Gain Assessment- TEP
- Raw baseline habitat data in UKhab survey format; - TEP
- Pre and Post development habitat maps - TEP
- Energy Statement - FS
- CCTV Plan & details - FS
- Tree Survey & Arboricultural Impact Assessment - TEP
- Construction Method Statement / Management Plan - WDC
- Structural survey/extent of retaining walls - REN
- Crime impact statement - GMP

Contents

1 Introduction

- 1.1 Executive summary
- 1.2 Client and consultant team
- 1.3 Project brief and objectives
- 1.4 Project design standards
- 1.5 Site boundary – All phases
- 1.6 Site boundary – Phase 1
- 1.7 Site boundary – Limits of deviation

2 Planning context

- 2.1 Overview
- 2.2 Relevant policies
- 2.3 Pre-application consultation

3 The site and local context

- 3.1 Site Overview
- 3.2 Site analysis - Uses
- 3.3 Site analysis - Movement
- 3.4 Site analysis - Opportunities and constraints
- 3.5 Site photographs - Existing platform canopy
- 3.6 Site photographs - Union Square
- 3.7 Site photographs - Pyramid Park

4 Design principles - Platform and canopy

- 4.1 Design drivers
- 4.2 Existing examples across the Metrolink network
- 4.3 Design development
- 4.4 Design principles

5 Design proposals - Platform and canopy

- 5.1 GA plan - Platform level
- 5.2 GA plan - Canopy level
- 5.3 Canopy strategy
- 5.4 Proposed platform elevations
- 5.5 Materiality and tone
- 5.6 Bay study - North of platform
- 5.7 Bay study - South of platform
- 5.8 Temporary access

6 Design principles - Southern access footbridge and footpath links

- 6.1 Design drivers
- 6.2 Design constraints and considerations
- 6.3 Footbridge layout principles
- 6.4 Track subway infill – Landscape / structural strategy

7 Design proposals - Pedestrian footbridge

- 7.1 Design development

- 7.2 Design development - Structural strategy
- 7.3 Design development - Bridge opening
- 7.4 GA plan - Platform level
- 7.5 GA plan - Bridge deck level
- 7.6 Design development - Bridge appearance
- 7.7 Materiality and detail - Precedent studies
- 7.8 Proposed elevations
- 7.9 Bay study - Bridge
- 7.10 Bay study - Bridge abutment
- 7.11 Materiality and detail - Perforations
- 7.12 Materiality and detail - Proposed finishes
- 7.13 Circulation link to platform
- 7.14 Southern circulation core - Material testing
- 7.15 Southern circulation - Materiality and detail
- 7.16 Southern circulation core - Branding and signage

8 Public realm and landscape

- 8.1 Design principles
- 8.2 Site analysis
- 8.3 Landscape strategy
- 8.4 Connection to future housing development
- 8.5 Circulation strategy
- 8.6 Character areas
- 8.7 Outline specification and visual narrative
- 8.8 Planting strategy
- 8.9 Ecological enhancements
- 8.10 Management and maintenance

9 Proposed massing images

- 9.1 Aerial view of southern access looking North
- 9.2 Aerial view of Pyramid Park looking West
- 9.3 Street level view from Union Square approach
- 9.4 Street level view from Pyramid Park approach
- 9.5 Pedestrian view from top of southern circulation stair
- 9.6 Platform level view looking North
- 9.7 Platform level view looking South
- 9.8 Platform level view from below Angouleme Way looking South

10 Access and Maintenance

- 10.1 Inclusive design, access and proposed levels
- 10.2 Fire safety strategy
- 10.3 Cleaning and maintenance
- 10.4 Crime impact statement
- 10.5 Lighting and CCTV

11 Conclusion



Drawing register

Project name:

Project number:

Document reference:

Reason for issue:

Revision:

Date:

Bury Interchange Residential

16012

16012-HBA-BRY-XXX-L-AR-080005

Drawing Register - Planning Submission

P04

27/03/2025

Architectural drawings				
Document reference	Document title	Size	Scale	Revision
16012-HBA-BRY-ZZZ-D-AR-080000	Location Plan	A0	1:1000	P05
16012-HBA-BRY-ZZZ-D-AR-080001	Topographical Plan	A0	1:500	P05
16012-HBA-BRY-ZZZ-D-AR-080002	Existing Site Plan	A1	1:500	P05
16012-HBA-BRY-PFM-D-AR-080010	Existing Platform Plan	A1	1:250	P04
16012-HBA-BRY-CNP-D-AR-080011	Existing Canopy Plan	A1	1:250	P04
16012-HBA-BRY-ZZZ-D-AR-080012	Existing Platform Elevations	A1	1:200	P02
16012-HBA-BRY-ZZZ-D-AR-080013	Existing Platform - Section AA	A1	1:20	P01
16012-HBA-BRY-ZZZ-D-AR-080014	Existing Platform - Section BB	A1	1:20	P01
16012-HBA-BRY-ZZZ-D-AR-080020	Proposed Site Plan	A1	1:500	P01
16012-HBA-BRY-PFM-D-AR-080100	Proposed Platform Complete GA Plan	A1	1:250	P04
16012-HBA-BRY-CNP-D-AR-080101	Proposed Canopy Complete GA Plan	A1	1:250	P05
16012-HBA-BRY-TRK-D-AR-080104	Proposed Bridge GA Plan - Platform Level	A1	1:100	P04
16012-HBA-BRY-CNP-D-AR-080107	Proposed Bridge GA Plan	A1	1:100	P05
16012-HBA-BRY-ZZZ-D-AR-080200	Proposed Platform Elevations	A0	1:100	P04
16012-HBA-BRY-ZZZ-D-AR-080201	Proposed Bridge Elevations	A1	1:100	P04
16012-HBA-BRY-ZZZ-D-AR-080300	Proposed Platform - Section AA	A1	1:20	P04
16012-HBA-BRY-ZZZ-D-AR-080301	Proposed Platform - Section BB	A1	1:20	P04
16012-HBA-BRY-ZZZ-D-AR-080500	Proposed Platform - Bay Study 1	A1	1:20	P04
16012-HBA-BRY-ZZZ-D-AR-080501	Proposed Platform - Bay Study 2	A1	1:20	P04
16012-HBA-BRY-ZZZ-D-AR-080502	Proposed Bridge - Bay Study 1	A1	1:20	P04
16012-HBA-BRY-ZZZ-D-AR-080503	Proposed Bridge - Bay Study 2	A1	1:20	P04
16012-HBA-BRY-ZZZ-D-AR-080504	Proposed Lift and Stair - Bay Study	A1	1:20	P04

Landscape drawings				
Document reference	Document title	Size	Scale	Revision
16012 -OOB-ZZZ-ZZZ-D-LA-080000	Site Location Plan			P02
16012 -OOB-ZZZ-ZZZ-D-LA-080001	Site Masterplan_Suitable for Review & Comment			P03
16012 -OOB-ZZZ-ZZZ-D-LA-080002	Site Plan_Suitable for Review & Comment			P03
16012 -OOB-ZZZ-ZZZ-D-LA-080003	External Works Plan_Suitable for Review & Comment			P03
16012 -OOB-ZZZ-ZZZ-D-LA-080005	Demolition Plan_Suitable for Review & Comment			P02
16012 -OOB-ZZZ-ZZZ-D-LA-080010	Existing & Proposed Indicative Levels_Suitable for Review & Comment			P02
16012 -OOB-ZZZ-ZZZ-D-LA-080020	Boundary Treatment Strategy_Suitable for Review & Comment			P02
16012 -OOB-ZZZ-ZZZ-D-LA-080030	Circulation Strategy_Suitable for Review & Comment			P02
16012 -OOB-ZZZ-ZZZ-D-LA-080040	Planting Strategy_Suitable for Review & Comment			P02
16012 -OOB-ZZZ-ZZZ-D-LA-080050	Proposed Site Sections_Suitable for Review & Comment			P02
16012 -OOB-ZZZ-ZZZ-D-LA-080055	Lighting & Signage and Wayfinding Strategy_Suitable for Review & Comment			P03

1

1.1

Introduction

Executive summary

This document has been prepared by Hawkins\Brown and Oobe in conjunction with the professional team listed on the right, and forms part of the detailed planning application for Bury Interchange Phase 1. The description of the development is as follows:

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.

- There are two main elements to the planning application:
- Creation of a new, high quality Southern Footbridge Access and Metrolink Crossing to allow access between Knowsley Place, the existing Metrolink platform and Pyramid Park.
 - Refurbishment and upgrades to the existing Metrolink platforms including replacement of the existing platform canopy and enhanced passenger amenities/facilities.

A more detailed summary of the proposals is provided in the report.

The new Southern Access works are key to enable Bury Tram Stop to continue operating during the wider redevelopment of the Interchange Building, which is a later phase of work and includes the demolition and replacement of the existing structure. It also provides a unique opportunity improve East – West connections to the South of Bury Town Centre and improve access to Pyramid Park, a key strategic development site for Bury Council.

Phase 1 - Metrolink Access and Platform Improvement Works

The proposed development will provide a safe step-free access between Union Square/Knowsley Place, the Metrolink platform and Pyramid Park, including infill of the existing Metrolink underpass. The Proposed Development will also incorporate upgrades to the Metrolink platform and associated infrastructure.

- Specific works include:
- Infill of the existing Metrolink underpass and associated pump room. Relocation of the pump room (proposed new location is yet to be agreed)
 - New Footbridge linking Union Square and Pyramid Park with vertical circulation consisting of passenger lift and stairs leading to the southern end of the existing Metrolink Platform(s).
 - New accessible graded footpath (illuminated and drained) connecting the bridge to Pyramid Park development area ground level.
 - Engineering works, including land re-profiling, within Pyramid Park to tie into existing/proposed levels.
 - Vegetation clearance with replacement landscaping and associated biodiversity enhancement works.
 - Refurbishment and resurface of the Metrolink platform(s) and necessary structural alterations associated with construction of the vertical circulation and the access from the bridge.
 - Replacement of the platform canopy (main supporting steel frame to be reused, solid metal canopy to be replaced with glazed canopy - subject to structural/fabric survey)
 - Works associated with Overhead Line Equipment (OLE) and signalling equipment limited to necessary alterations resulting from the installation of the new footbridge.
 - Extension of the Stop Equipment Room (SER) and provision of temporary driver welfare facilities (linked to continuity of provision during second phase redevelopment of the main interchange). Provision of two construction compounds – one on Pyramid Park and one on the existing interchange surface car park north of Angouleme Way (compound to be used by Willmott Dixon across the two main construction phases of the interchange project).

The plot location is shown on drawing **16012-HBA-BRY-ZZZ-D-AR-080000**, contained within the application drawings which accompany this application.

The purpose of this document is to set out the design response to this site. This includes the analysis, design development and concepts that have been applied to the proposals.

1.2

Client and consultant team

Client team

Client
Transport for Greater Manchester

Consultant team

Contractor
Willmott Dixon

Architect
Hawkins\Brown

Structural and Civil Engineer
Renaissance Associates

Landscape Architect
Oobe

Planning Consultant
CBRE

MEP engineer
FutureServ

Fire engineer
OFR

Access Consultant
IDACS

Light Rail (Metrolink) Consultant
Arcadis

Principal Designer
Project Four Construction Safety

Wind consultant
Windtech Consultants

Ecologist / BNG consultant
TEP

1

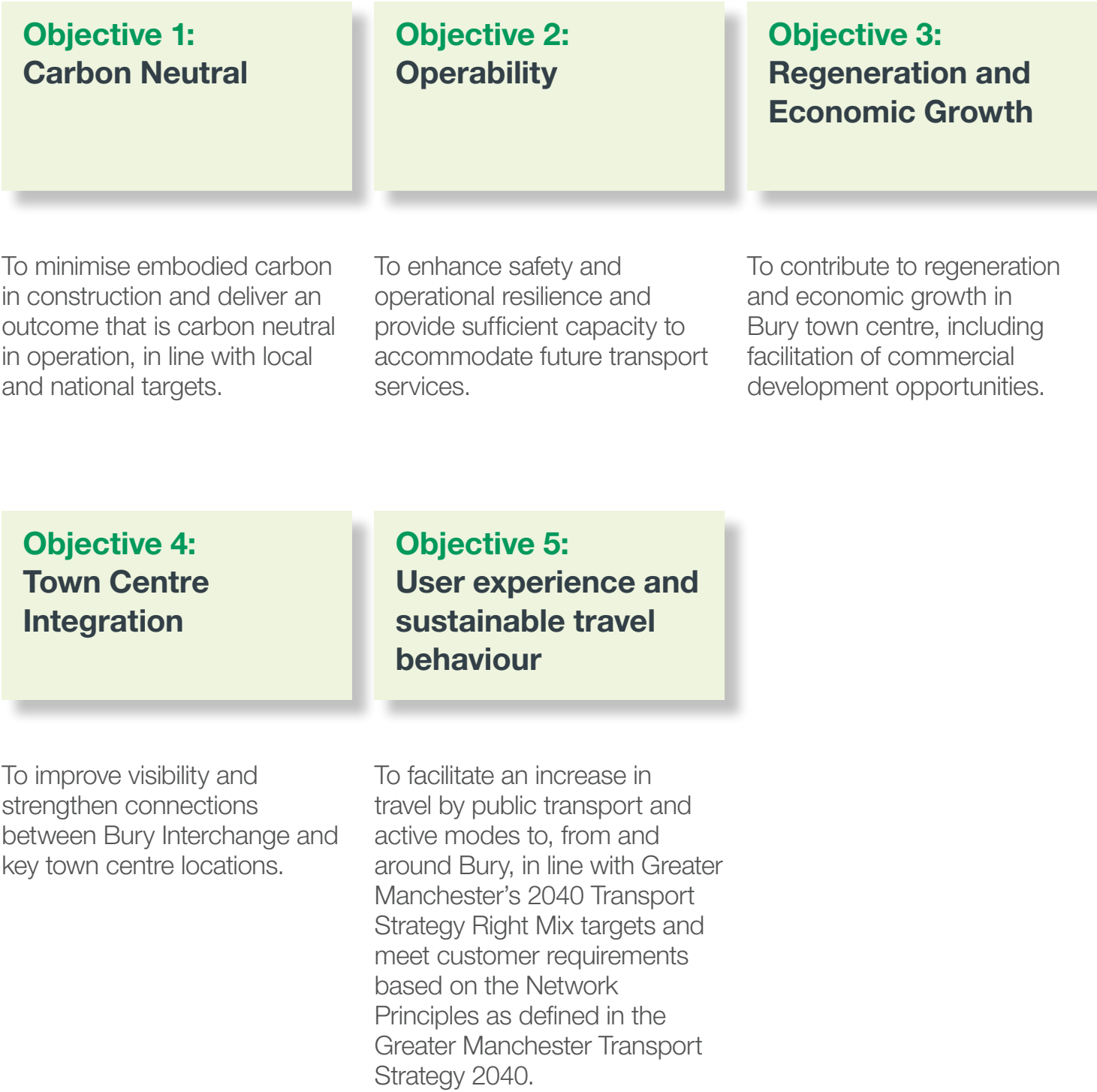
Introduction

1.3

Project brief and objectives

The redevelopment of Bury Interchange is underpinned by five key project objectives, that were established to support the Outline Business Case for TfGM. These objectives formed the basis of the criteria against which the options for Bury Interchange and the Southern Access works were developed. The objectives have been identified under the headings opposite.

A detailed rationale for the scheme, based on the client’s Outline Business Case (OBC), is provided in the Planning Statement prepared by CBRE Limited as part of the planning application.



1 Introduction

1.4 Project design standards

Consideration for TfGM brief requirements, design guidance and statutory requirements have been adhered to, to inform the emerging RIBA Work Stage 3 architectural design proposals.

Through the design development, there has been a continuous process of reference to the relevant requirements and guidance to ensure the emerging proposals are compliant, safe, robust and informed by best practice. Such requirements and guidance includes, but is not restricted to:

TfGM Bury Interchange brief requirements

- Bury Interchange Project Brief, prepared by Aecom on behalf of TfGM July 2023
- Bury Interchange Estimation of Demand, prepared by Atkins on behalf of TfGM, Feb 2020
- BURY-ST-TCN-0005: Bury Interchange Demand Estimation Study, Refresh 2023
- BURY-ST-RPT-0018: Bury Interchange Demand Estimation Study – Operational Team Assessment and Conclusions, Version 0.2, 2023
- BURY-MD-REG-0001: Bury Interchange Requirements Register, prepared by Aecom

TfGM design guidance

- PMS-MD-DGU-000001: Bus and Interchange Design Guide, April 2016 Version B02
- BURY-MD-RPT-0012
- BURY-MD-RPT-0013
- BURY-MD-RPT-0014
- BURY-MD-RPT-0015
- BURY-MD-RPT-0016

Statutory requirements

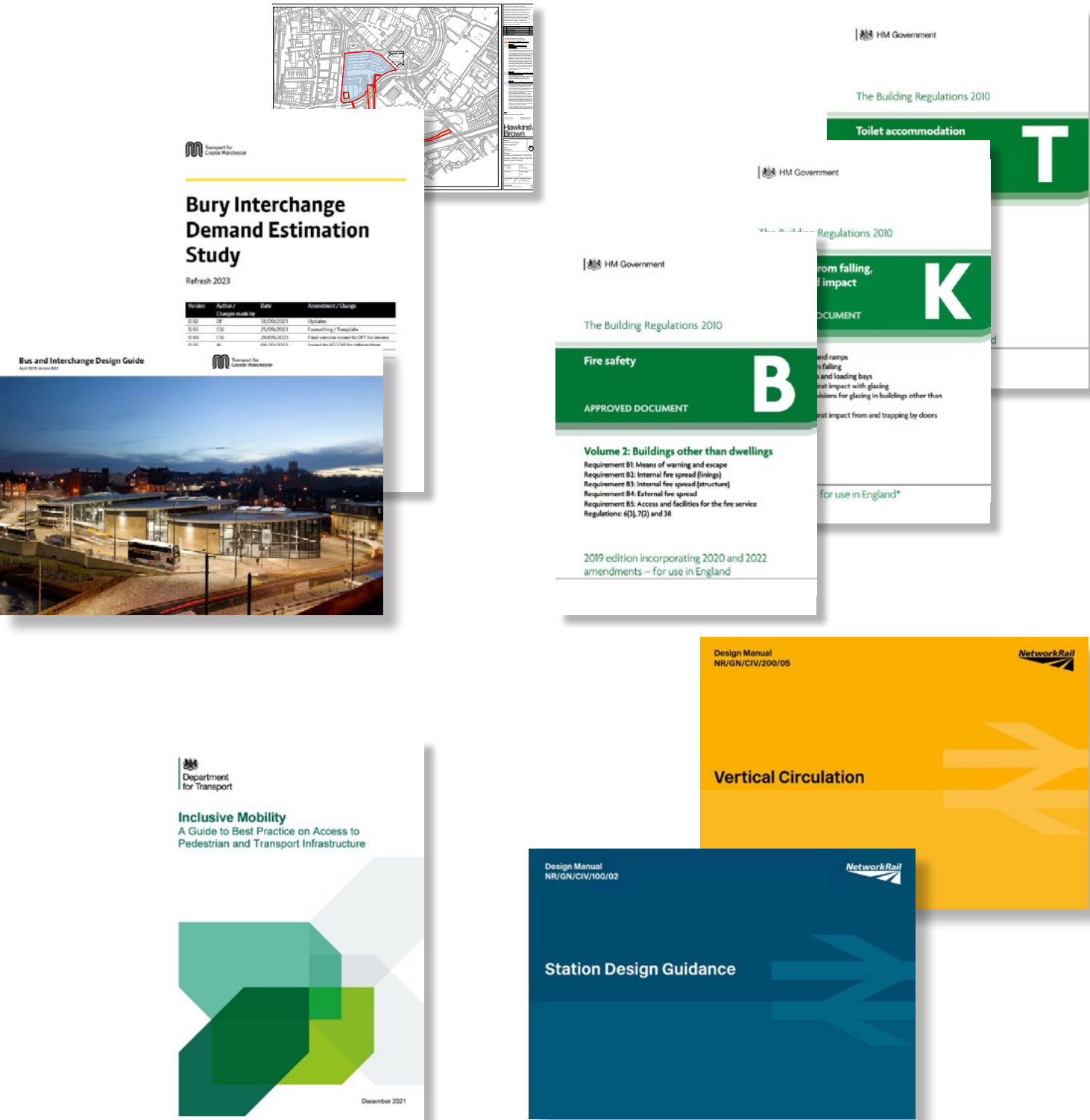
- Building Regulation Approved Documents

Industry standards and Guidance

- BS 9999: Code of practice for fire safety in the design, management and use of buildings
- BS 8300-1:2018: Design of an accessible and inclusive built environment. External environment - code of practice
- BS 8300-2:2018: Design of an accessible and inclusive built environment. Buildings - code of practice
- DfT, Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure
- Pas 2080: Carbon Management in Infrastructure and Built Environment
- Network Rail Design Manuals
 - NR/GN/CIV/100/02: Station Design
 - NR/GN/CIV/100/03: Station Capacity Planning
 - NR/GN/CIV/200/02: Design Manual for Medium to Small Stations
 - NR/GN/CIV/200/05: Vertical Circulation
 - NR/GN/CIV/200/04: Public Toilets In Managed Stations
- BCO 2019 Guide to Specification

Metrolink requirements for design and legislation

- Working Safely Near Metrolink – January 2024 – Version 1
- Developing Near Metrolink – August 23 – Version 1
- Metrolink Infrastructure Technical Specifications (ITSS)
- Metrolink Engineering Assurance Process (MEAP)
- Metrolink Phase 3 Specifications
- Light Rail Safety and Standards Board (LRSSB) Light Rail Guidance documents (LRGs)



1 Introduction

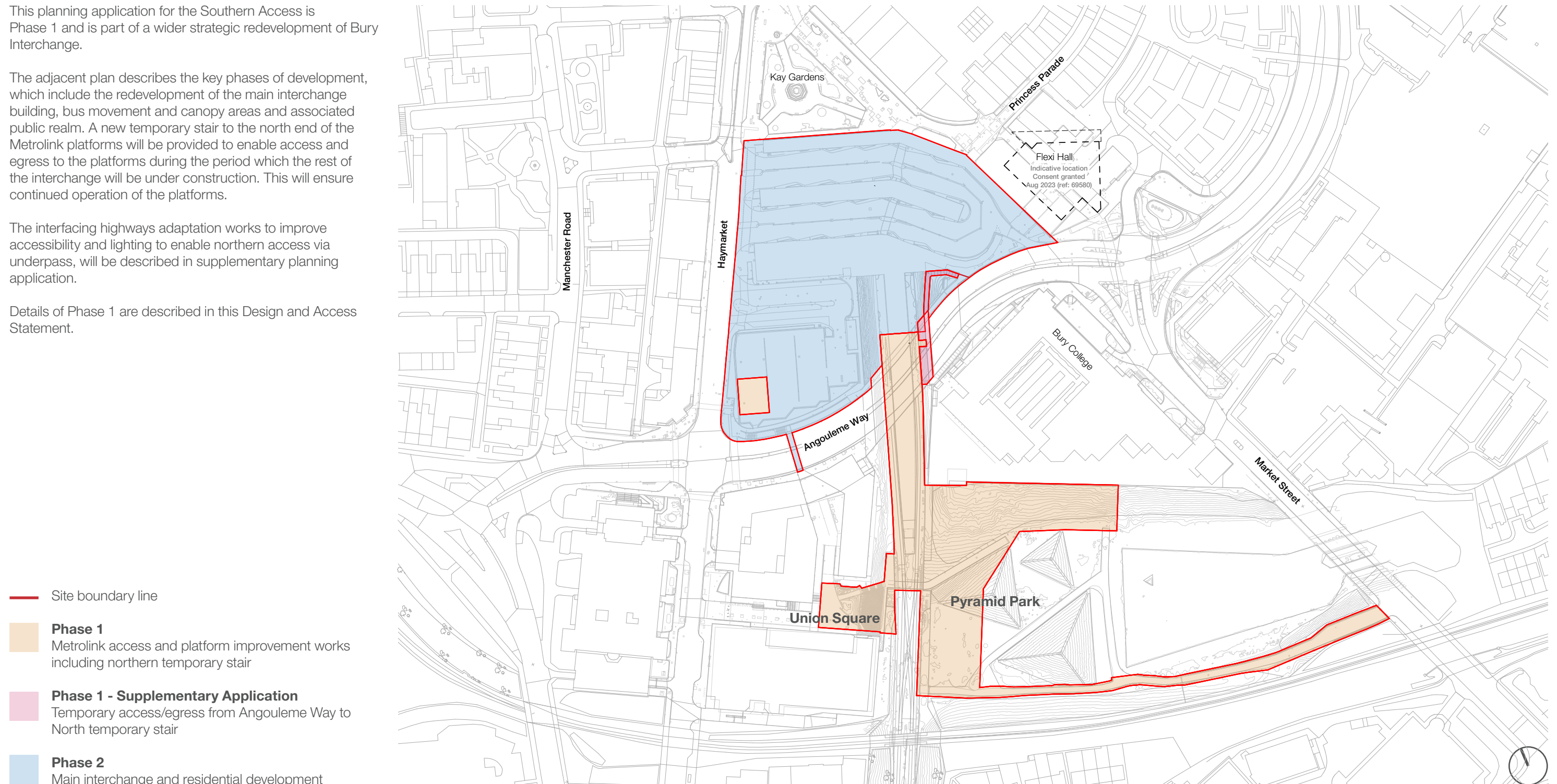
1.5 Site boundary - All phases

This planning application for the Southern Access is Phase 1 and is part of a wider strategic redevelopment of Bury Interchange.

The adjacent plan describes the key phases of development, which include the redevelopment of the main interchange building, bus movement and canopy areas and associated public realm. A new temporary stair to the north end of the Metrolink platforms will be provided to enable access and egress to the platforms during the period which the rest of the interchange will be under construction. This will ensure continued operation of the platforms.

The interfacing highways adaptation works to improve accessibility and lighting to enable northern access via underpass, will be described in supplementary planning application.

Details of Phase 1 are described in this Design and Access Statement.

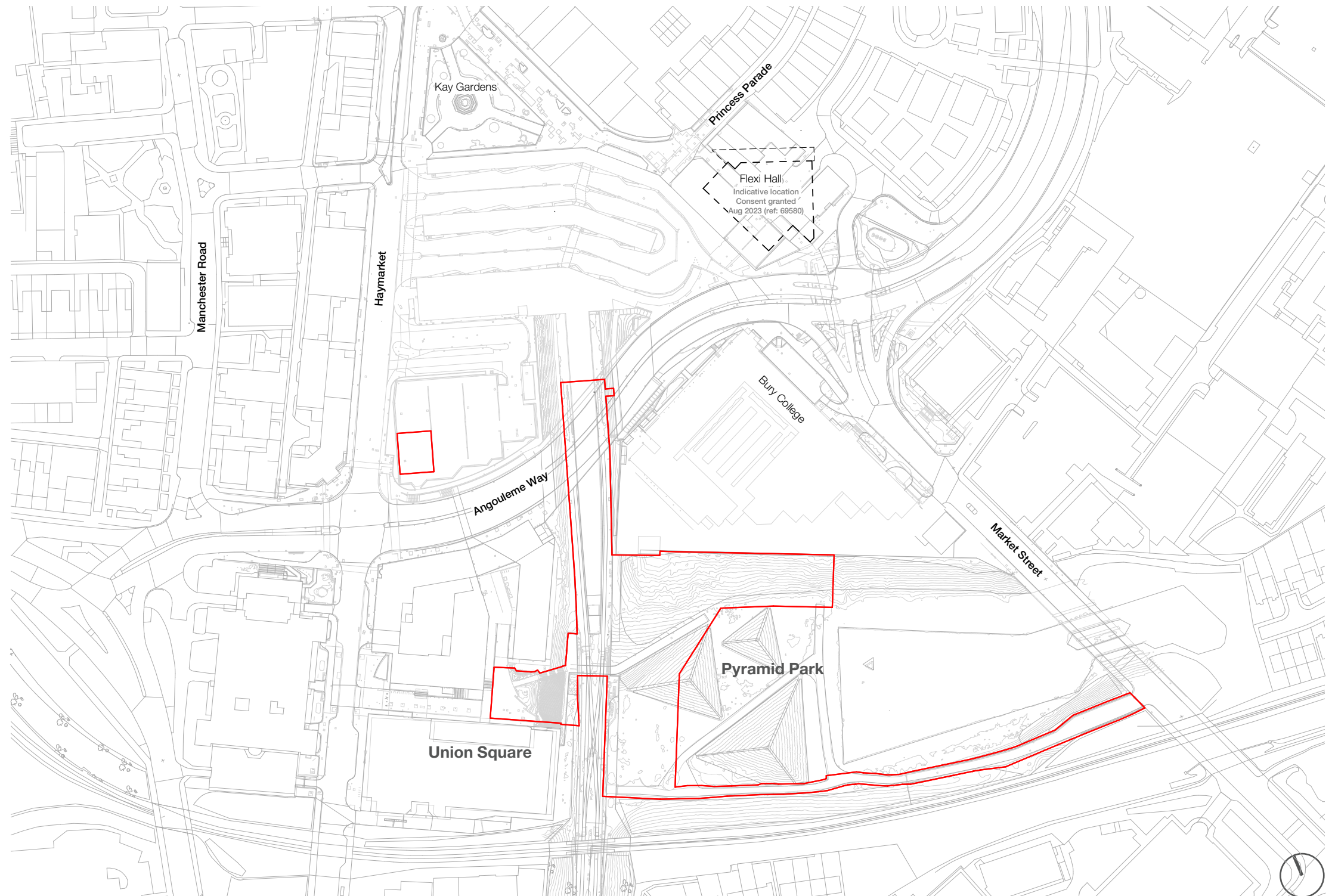


1 Introduction

1.6 Site boundary - Phase 1

Phase 1 looks to provide a new pedestrian link between Union Square, Pyramid Park and the Metrolink Platforms. In addition to this renewals of the platform environment. This also includes an area for the site compound as described in the construction management plan.

The adjacent plan indicates the application boundary line which encompass works associated to the phase 1 development.



— Site boundary line - Phase 1

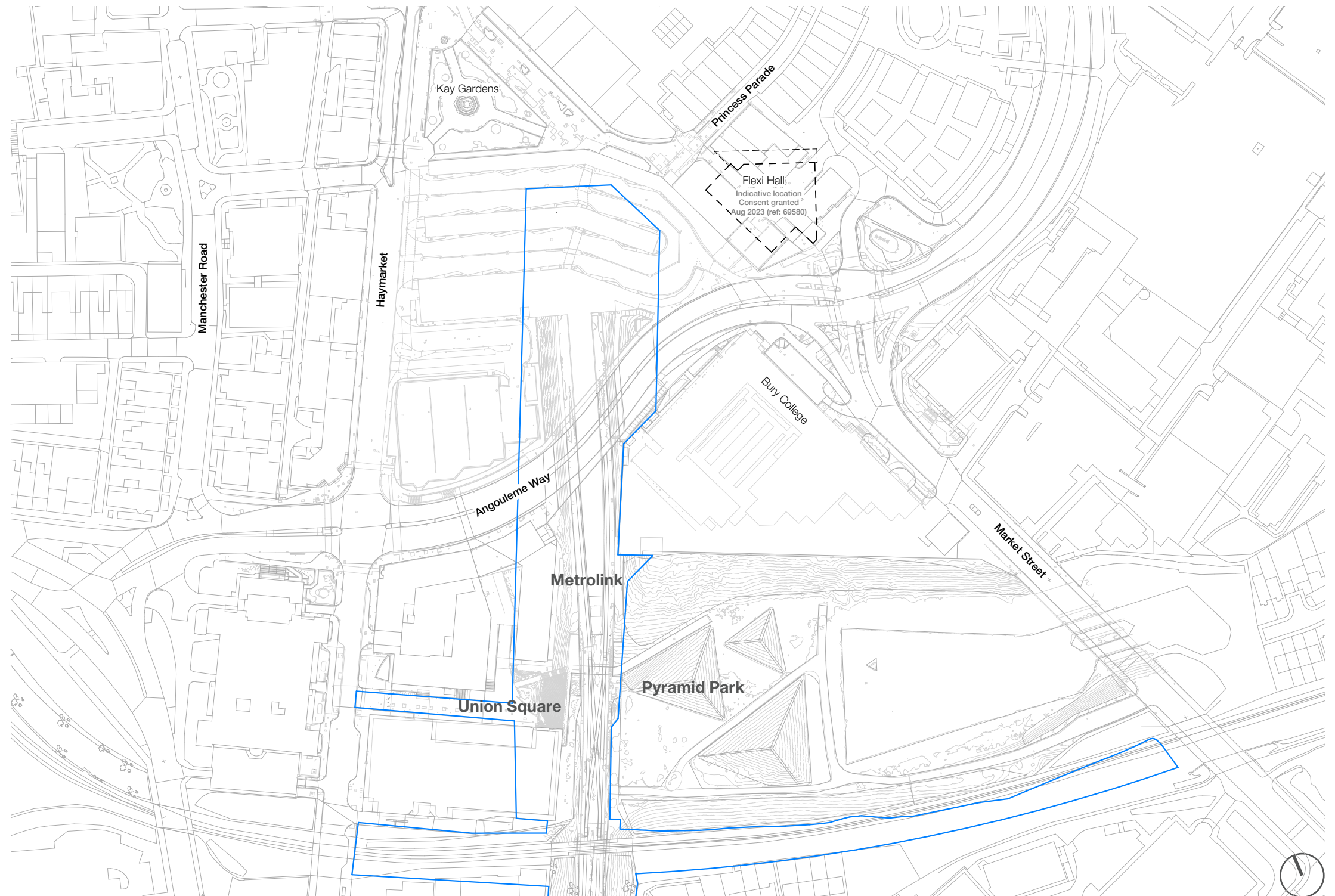
1 Introduction

1.7 Site boundary - Limits of deviation

The relevant statutory authorisation for this section of the Metrolink route is the British Railways Act 1975.

The Limits of Deviation for Work No.4 of the Act (see plan opposite) covers all of the track and platform area. This includes the alterations to the permanent way (including infilling of the subway), OHL and associated infrastructure, platform surface alterations, ticketing and public information display systems etc.

Permitted development rights within these Limits of Deviation are conferred by the Town and Country Planning Act (General Permitted Development Order). There is potential for Planning Consent (where required) to be secured via Prior Approval, an approach which has previously been successfully implemented for upgrade works elsewhere on the Bury Line. However, in this instance, it is proposed that the necessary upgrade works to the existing Metrolink platform inside the Limits of Deviation boundary, are included within the full planning application submission for the Southern Access scheme.



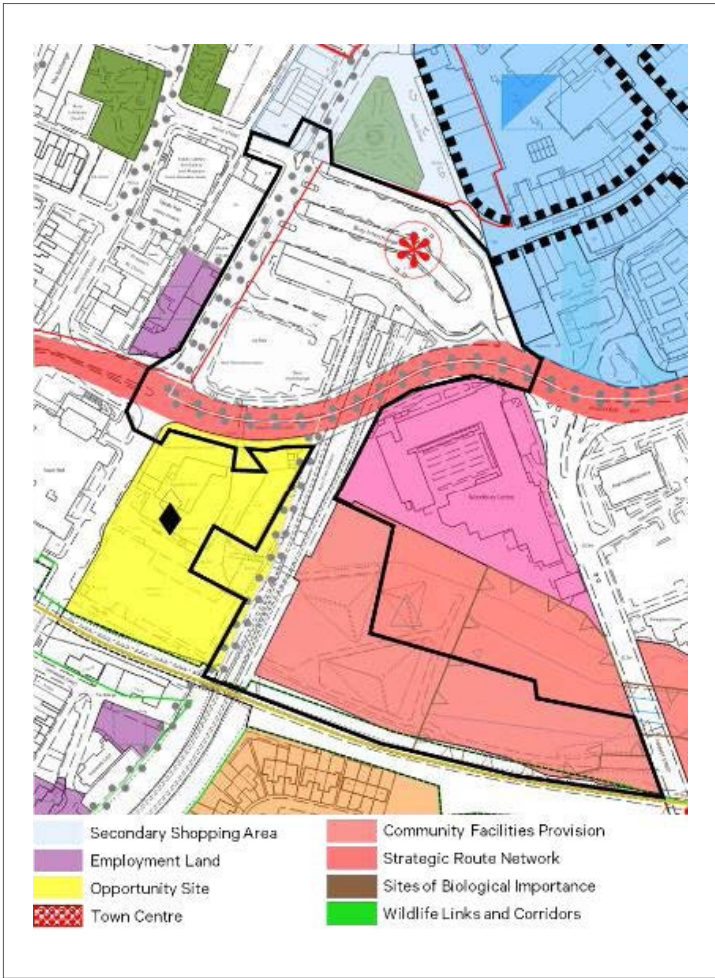
— Limits of Deviation boundary line

2

2.1

Planning context
Overview

In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, the planning application will be determined in accordance with the statutory development plan for Bury which presently comprises the Unitary Development Plan (UDP) and Places for Everyone DPD. The Planning Statement prepared by CBRE provides a full overview but in summary the site is subject to the following designations.



Relevant Statutory Development Plan Policies	Bury Supplementary Planning Guidance	NPPF (December 2024)
– Saved UDP Policies (adopted 1997,saved 2007) – EN1/2 – Townscape and Built Design – EN1/4 – Street Furniture – EN1/5 – Crime Prevention – HT3/4 – Schemes to Assist Metrolink – HT5/1 – Access for Those with Special Needs – HT6/1 – Pedestrian and Cyclist Movement – HT6/3 – Cycle Routes – BY4 – Manchester Road/Knowsley Street – BY7 – Townside/Market Street – PfE Policies (March 2024): – JP-P1: Sustainable Places – JP-G2: Green Infrastructure Network (Pyramid Park) – JP-G6: Urban Greenspace – JP-G7: Trees and Woodland – JP-P6: Health – JP-C5: Streets for All – JP-C6: Walking and Cycling – JP-C8: Transport Requirements for New Development – JP-Strat14: A Sustainable and Integrated Transport Network	– SPG3 – Planning Out Crime in New Development – SPG16 – Design and Layout of New Development	– Chapter 8 (Promoting Healthy and Safe Communities) – Chapter 12 (Achieving Well Designed Places)

– SPG3 – Planning Out Crime in New Development

– SPG16 – Design and Layout of New Development

2

Planning context

2.2

Relevant policies

The following information has been provided by CBRE and expands on the previous table, providing detail of the relevant planning policies.

Saved UDP Policies (adopted 1997, saved 2007

Policy EN1/2 - Townscape and Built Design:

The Council will give favourable consideration to proposals which do not have an unacceptable adverse effect on the particular character and townscape of the Borough's towns, villages and other settlements. Factors to be considered when assessing proposals will include:

- the external appearance and design of the proposal in relation to its height, scale, density and layout;
- the relationship of the proposal to the surrounding area;
- the choice and use of materials; access and other design features for the mobility impaired;
- the design and appearance of access, parking and service provision;
- landscaping, including the use of natural landscape features, and open space provision;
- the use of lighting.

The justification text details that:

- the appearance of proposed developments and their relationship to their surroundings are material planning considerations to be taken into account when assessing development proposals.
- The established character of many parts of the Borough could be harmed by insensitive development out of scale with and unrelated to the street scene.
- Development proposals should respect desirable precedents in the surrounding area. In particular, attention should be paid to established architectural detail, important roof lines, and the provision of interesting facades, where appropriate, together with the use of quality materials, colours and detail to create interest in the built environment.
- The Council is prepared to work closely with developers to achieve a satisfactory design from the earliest planning stages. The focus is on good design rather than stifling experiment, originality or initiative. However, there is a desire to retain much of the traditional appearance of particular parts of the Borough.

Policy EN1/4 – Street Furniture:

The Council will encourage the provision of suitably located and well designed street furniture which satisfies the requirements of pedestrians, shoppers and other users, and enhances the character and appearance of the urban street scene, including open spaces. In particular, the Council will seek to ensure that the siting and design of street furniture satisfies the following considerations:

- meets the needs of all users including the mobility impaired, in terms of safety and adequacy;
- does not detract from highway safety;
- does not interrupt main pedestrian flows or hinder access for emergency vehicles;
- reflects the traditional design and materials in the locality, is of robust construction and does not detract from the amenity and appearance of the street scene.

Policy EN1/5 – Crime Prevention:

The Council will encourage development proposals which include environmentally sensitive design features aimed at discouraging crime. In assessing development proposals particular attention will be paid to the:

- use and creation of defensible space;
- creation of opportunities for natural surveillance;
- location and design of street lighting;
- location of footpaths and access points;
- location and design of parking facilities;
- design of landscaping.

Policy HT3/4 – Schemes to Assist Metrolink:

The Council will support the provision of new or improved stations and car parks on the Metrolink system.

Policy HT5 – Accessibility for those with Special Needs:

The Council will seek to improve accessibility, and the means of movement for the mobility impaired and those with special needs.

Policy HT5/1 – Access for Those with Special Needs:

The Council will encourage the provision of satisfactory access to public transport, car parks, pedestrian areas and public and private buildings for the mobility impaired and those with special needs. This will be achieved by proposals which include: the provision of specially demarcated car parking spaces; ramped accesses in preference to steps in public and private areas; greater coverage of the Borough by the “Ring and Ride” and “Localine” services funded by the GMPTA; and better design of buildings incorporating details such as wider and/or automatic doors.

Policy HT6/1 – Pedestrian and Cyclist Movement:

The Council will seek to ensure that pedestrians and cyclists are able to move safely and conveniently. This can be achieved by:

- eliminating points of conflict between pedestrians/cyclists and motor vehicles;
- providing direct and convenient routes;
- ensuring that routes are well lit and clearly signed;
- extending pedestrian areas, especially in Bury town centre and other district or local centres, where appropriate;
- ensuring that all proposals for development recognise the needs of pedestrians and cyclists;
- making exemptions for cyclists in Traffic Regulation Orders and pedestrianisation schemes, where appropriate;
- providing secure cycle parking and identifying cycle routes, including recommended routes and cycle lanes through busy urban areas, where appropriate.

Area BY4 - Manchester Road/Knowsley Street:

The Council will consider favourably proposals for business (B1), office, hotel/conference facilities, car parking and civic uses within the Manchester Road/Knowsley Street area of the town centre.

Area BY7 - Townside/Market Street:

The Council will encourage and promote proposals for community facilities, business (B1), office, leisure, recreation and car parking uses within the Townside/Market Street area of the town centre. This area is not considered appropriate for large scale retail development.

2

Planning context

2.2

Relevant policies

PfE Policies (March 2024)

Policy JP-P1 – Sustainable Places:

Policy states an ambition for Greater Manchester to become one of the most liveable city regions in the world, consisting of a series of beautiful, healthy and varied places, each having the following key attributes that all development, wherever appropriate, should be consistent with:

1. Distinctive, with a clear identity that:
 - Conserves and enhances the natural environment, landscape features, historic environment and local history and culture;
 - Enables a clear understanding of how the place has developed; and
 - Respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used.
2. Visually stimulating, creating interesting and imaginative environments which raise the human spirit through the use of green space, public art and quality design
3. Socially inclusive:
 - Responding to the needs of all parts of society;
 - Enabling everyone to participate equally and independently;
 - Providing opportunities for social contact and support; and
 - Promoting a sense of community.
4. Resilient, capable of dealing with major environmental events.
5. Adaptable, able to respond easily to varied and changing needs and technologies.
6. Durable, being built to last and using robust materials that reflect local character, weather well and are easily maintained.
7. Resource-efficient with:
 - A low carbon footprint;
 - Efficient use of land;
 - Minimised use of new materials;
 - High levels of recycling.

8. Safe, including by designing out crime and terrorism, reducing opportunities for anti-social behaviour and by ensuring that developments make appropriate provision for response and evacuation in the case of an emergency or disaster.
9. Supported by critical infrastructure, such as energy, water and drainage and green spaces.
10. Functional and convenient, enabling people and uses to act efficiently with minimal effort, and responding to needs relating to servicing, recycling facilities, refuse collection and storage.
11. Incorporating inclusive design within all spaces with support for tackling inequality and poverty to form part of creating sustainable places.
12. Legible, being easy to understand and navigate, with the protection and enhancement of key views and new development well-integrated into the place.
13. Easy to move around for those of all mobility levels, particularly by walking and cycling, with enjoyable routes free from obstacles and disorienting stimuli, and with places to rest.
14. Well-connected to other places, particularly by public transport and digital infrastructure enabling everyone to take advantage of the , cultural and leisure opportunities across Greater Manchester and beyond.
15. Comfortable and inviting, with indoor and outdoor environments:
 - Offering a high level of amenity that minimises exposure to pollution; and
 - Addressing microclimate issues such as sunlight, indoor air quality, overheating, shade, wind and shelter.
 - Incorporating high quality and well managed green infrastructure and quality public realm, with:
 - Opportunities for recreation and outdoor play for children, and interaction between the generations;
 - Public and private spaces clearly distinguished;
 - Development clearly defining, and promoting activity within, public spaces;

- High quality landscaping with schemes.

16. Well-served by local shops, services and amenities, including education and health facilities.

Policy JP-G2 – Green Infrastructure Network:

Development within and around the Green Infrastructure Network (including Pyramid Park) should be consistent with delivering major green infrastructure improvements within them and should contribute to improvements.

The policy also details that wherever practicable, opportunities to integrate new and existing green infrastructure into new development will be taken to protect, enhance and expand the green infrastructure network. Thereafter, where new or improved green infrastructure is delivered as part of a development, the developer should make appropriate provision for its long-term management and maintenance.

Policy JP-G6 – Urban Green Space:

Local authorities are directed to work with developers to deliver new high quality urban green spaces. Development should also be designed to support the positive use of nearby green spaces, such as by offering a high quality setting, providing natural surveillance and facilitating easy access by walking and cycling.

Policy JP-G7 – Trees and Woodland:

Aims to significantly increase tree cover and to protect/ enhance woodland in accordance with the aims and objectives of the Greater Manchester Tree and Woodland Strategy. The policy details that this will be done by, amongst others, requiring the replacement of any trees lost on a 2 to 1 ratio with a preference for on-site provision.

Policy JP-C5 – Streets for All:

The policy details that streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport. The policy details, amongst others, that:

17. The design and management of streets will follow a Streets for All approach, including by:
 - a. Understanding the ‘movement and place function’ of streets as the starting point for improvement;
 - b. Ensuring that streets are welcoming for all, and respond to the needs of those with reduced mobility;

- c. Delivering new and improved walking and cycling routes and facilities as part of the delivery of an integrated sustainable transport network
- d. Maximising the ability of pedestrians and cyclists to navigate easily, safely and without delay, and minimising barriers and obstacles to their movement;
- e. Providing frequent opportunities for people to rest, linger and socialise, and for children to play, particularly in streets with a high ‘place function’;
- f. Setting aside space for cycle parking (including for bike-sharing schemes where appropriate), high-quality public transport waiting areas, and other facilities that will support sustainable modes of travel;
- g. Incorporating increased levels of greenery including trees where possible;
- h. Offering shelter from wind and rain, and shade from the sun;
- i. Delivering priority for public transport and facilities for public transport users;
- j. Providing appropriate places and routes for servicing, deliveries and ‘drop-off’;
- k. Mitigating the impacts of air and noise pollution and carbon emissions from road transport;
- l. Ensuring the efficient movement of people and goods on streets with a high ‘movement function’ and;
- m. Harnessing new mobility innovations such as traffic signals technology and ULEV charging infrastructure.
18. Improvements to the highways network are part of a multi-modal strategy to increase public transport, cycling and walking and improve access for all;
19. Any new infrastructure minimises the negative effects of vehicle traffic; and
20. New infrastructure includes provision for utilities and digital infrastructure where required.

2

Planning context

2.2

Relevant policies

Policy JP-C6 – Walking and Cycling:

In order to help deliver a higher proportion of journeys made by walking and cycling, we will support a range of measures, including:

- Creating safe, attractive and integrated walking and cycling infrastructure, connecting every neighbourhood and community with reference to national and locally adopted design guidance;
- Ensuring routes are direct, easily navigable and integrated with the street and public transport network;
- Creating active neighbourhoods and street networks which are more permeable to walking and cycling than to the private car, creating an incentive to walk and cycle;
- Creating, where needed, dedicated separate space for people walking and cycling, with pedestrians and cyclists given priority at junctions and crossings;
- Increasing the capacity and quality of walking and cycling infrastructure in locations where significant growth in the number of short journeys is anticipated, and where quality of place improvements are proposed; and
- Utilising and enhancing green infrastructure, including canals, parks and recreation grounds, to create opportunities for walking and cycling.

Policy JP-C8 – Transport Requirements of New Development:

Requires new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments. This will be achieved by:

Connectivity and Permeability

1. Prioritising safe and convenient access to the site and buildings for all users in accordance with the user hierarchy in Policy JP-C 1 ‘An Integrated Network’, including;
 - Prioritising new and enhanced walking, cycling and public transport routes and stops, through and around the site. These routes should:
 - be direct, safe and convenient;

- connect to nearby facilities, employment areas, public transport stops; and
 - improve the coverage, quality and integration of the wider walking and cycling infrastructure and public transport provision;
 - Ensuring that the layout, design and landscaping of development prioritises the provision of safe, secure and attractive access to local services and facilities for pedestrians, cyclists and people with a disability; and
 - Ensuring that new development is connected visually and physically; within the site and to the surrounding built environment.
2. Ensure appropriate connectivity to the existing highway network.

Design

3. Reducing the need to travel by ensuring that community facilities, services and amenities are provided within the site or within walking distance of new development.
4. Incorporating highway design at a human scale using street-based prescriptions such as those within Manual for Streets and/or any locally adopted design guidance, to ensure that highways do not dominate the development.

NPPF (December 2024)

Chapter 8: Promoting healthy and safe communities:

Paragraph 96 states that decisions should aim to achieve healthy, inclusive and safe places which:

- a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages; are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of attractive, well-designed, clear and legible pedestrian and cycle routes, and high-quality public space, which encourage the active and continual use of public areas; and
- b) enable and support healthy lives, through both promoting good health and preventing ill-health, especially where this would address identified local health and well-being needs and reduce health inequalities between the most and least deprived communities– for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

Chapter 12: Achieving Well-Designed Places:

The Government set out at paragraph 131 that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

2

Planning context

2.3

Pre-application consultation

The project team have undertaken various consultation with relevant statutory bodies regarding the development of Bury Interchange. Two formal pre-application presentations have provided information regarding the southern access works (Phase 1). A summary of these meeting and the feedback received is outlined below.

1

Bury Interchange Pre-App

19.09.24

In the session. Hawkins\Brown presented an overview of the full Bury Interchange project, exploring the principles and key objects of the whole scheme. We outlined details of each component of the scheme including the initial proposals for the platform works and the southern crossing footbridge (indicative proposals developed by AECOM). Formal written feedback was received, regarding the Phase 1 works. The level of detail provided was lacking to give a full detailed response, but the below points were shared:

- The bridge is generally acceptable in principle but still seems to be an excessive ramp on the Pyramid Park side
- Bury Council need elevations to ensure that this does not become an intrusive feature within the carefully designed Knowsley Place scheme or overbearing in terms of Pyramid Park
- How much are the levels going to be regraded in Pyramid Park to facilitate this?
- Need sections and levels to fully understand the development proposals

Following this pre-application, Hawkins\Brown were appointed as Lead Designer for the Phase 1 Southern crossing works. A key point in the design development of the bridge was hoe they interfaced with abutments at Union Square and Pyramid Park.

2

Southern Access Pre-App

14.03.25

A second pre-application meeting dedicated on the Phase 1 Southern Access was arranged with Bury Council by means of an update and to advise the council of planning submission strategy.

Hawkins\Brown presented a project overview of Phase 1, covering subjects including existing site condition; platform works; footbridge and landscape proposals; indicative white card views.

At point of submission the design team had not received any formal written feedback from Bury Council. However, feedback was provided on the day and the items relating to design have been listed below for reference:

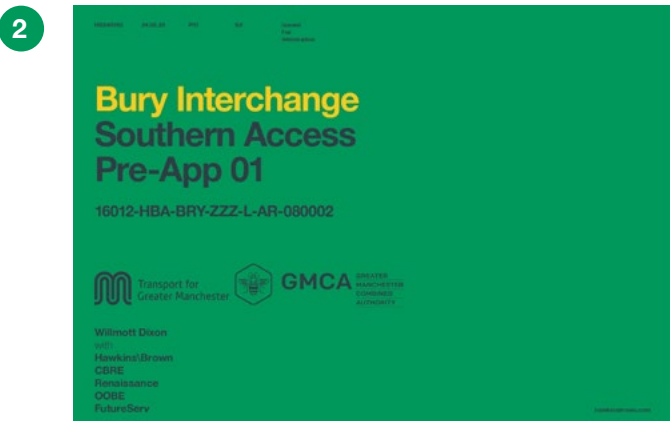
- The southern access lift shaft. Bury Council planning officers queried whether an open / transparent lift shaft structure had been explored to enable users to see down to platform, and for lift users to be able to see the landing areas before the lift doors opened.
- HBA: Following the pre-application meeting, the design team have introduced glazed doors to the lift shafts at both landing points, that maintain compliance to client technical requirements, whilst improving the user experience and addressing the comments regarding visibility. Although the concept of a glazed lift shaft structure may be applicable to this setting, the maintenance and practicality of the structure is not desired for TfGM.
- Materiality transition from the bridge to the abutments. Bury council members queried how the transition from weathered corten steel to stainless steel existing at Union Square had been considered.
- HBA: Following the pre-application meeting, The design team have introduced stainless steel fascia plate to the end of the bridge balustrade. This intervention provides a surface finish that responds to the material palette at Union Square and Pyramid Park on the approach to the bridge, creating a clean transition. The stainless steel plate is slightly offset from the bridge structure to mitigate risk of galvanic corrosion.

Active Travel England consultation

13.03.25

A dedicated consultation for the Phase 1 Southern Access works was arranged with Active Travel England (ATE). The below comments were shared:

- The proposals were well received and positive benefits of the bridge understood.
- The principle of the bridge being used for pedestrians only was accepted, to align with the current policy of no cyclists using metrolink.
- ATE queried why the bridge tapered to 2m clear width at the abutments, from a 3m wide deck on the main span. The concern here was the risk of conflict between users with a pram / buggy, or wheeling a bicycle along the bridge.
- HBA: The tapering the bridge is a strategy to deter cyclists from using the bridge. The clear deck widths across the bridge have been designed with user experience and mind and have been validated by pedestrian flow modelling.
- ATE queried whether there are turning opportunities for cycle users along the Pyramid Park abutment and access, to ensure users of cargo or adaptive bikes do not get stuck. The spatial allowances for the cycles should comply with Cycle infrastructure design (LTN 1/20)
- HBA: The abutments to the bridge will include clear signage advising cyclists to dismount and direct them to the established cycle routes along Knowsley Street and Market Street. Should cyclists end up on the sloped approach, the directional changes along the slope would allow cycles to perform a 3-point turn should they need to turn around.



3

The site and local context

3

The site and local context

3.1

Site overview

The site sits within the existing Metrolink Rail Corridor with associated platform environment. In addition to this the site extends between Union Square to the west of the rail corridor (part of the Townside development); alongside an extent of Pyramid Park to the east of the site (a currently unused piece of former public green space which is subject to future remediation and development).

To the west of the site is the Townside development which includes Premier Inn, Bury Council offices and Q-Parks (sub-ground car park with future development opportunity).

To the east of the site are Pyramid Park and Bury College.

Angouleme Way (a major road, part of the Bury inner ring road) flies over the northern part of the platform and rail area, with some of the supporting structure dropping down to platform level.

To the north sits the main interchange building and associated bus stands, which is subject to future redevelopment as part of the Phase 2 main interchange scheme.

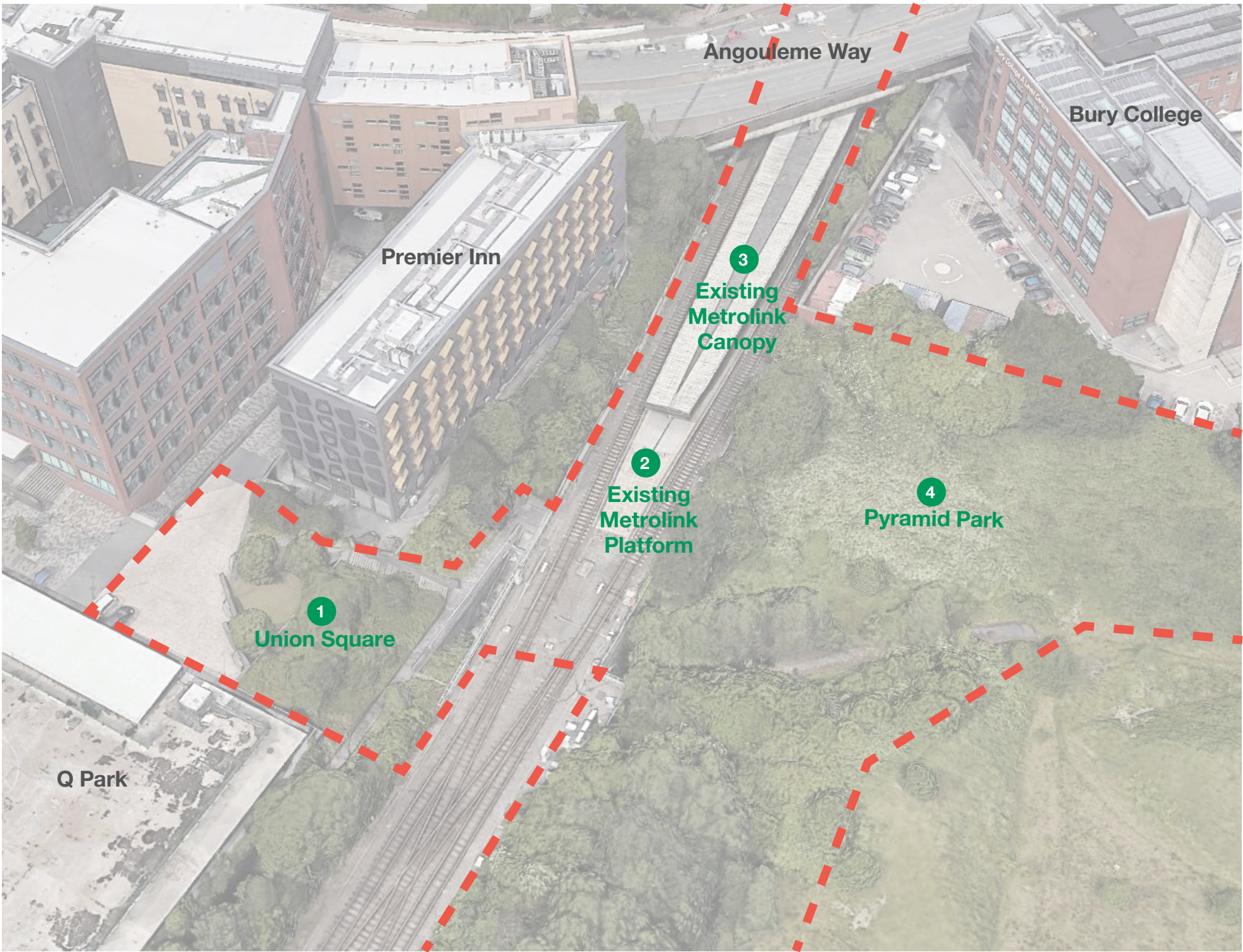
- 1

Union Square
- 2

Existing Metrolink Platform
- 3

Existing Metrolink Canopy
- 4

Pyramid Park



3

The site and local context

3.2

Site analysis - Uses

To the east of Phase 1 is Bury College, located south of Angouleme Way. Beyond this is Pyramid Park, where residential development is anticipated in the future. The east Lancashire railway is to the south. To the west of the site is Premier Inn Hotel, the Townside development and associated public realm at Union Square. Further west are predominately Civic buildings including Bury Council offices and Bury Town Hall.

Key

Phase 1 boundary line

Retail

Residential

Education

Civic Buildings

Museums

Religious Buildings

Hotel

Offices

Transport



3

The site and local context

3.3

Site analysis - Movement

The current Bury Interchange provides direct bus links to nearby towns such as Bolton and Rochdale, and direct tram access to Manchester City Centre, all of which are just a 30 minute journey away.

Bury has the opportunity to expand upon these established routes, creating a new transport hub that champions sustainable modes of travel.

The existing movement around the site is convoluted, particularly between east and west. Improving connectivity to the metrolink stop offers many opportunities, which are identified on the following page.

Key

Phase 1 boundary line

Key pedestrian routes / links

Cycle routes

Potential future cycle link

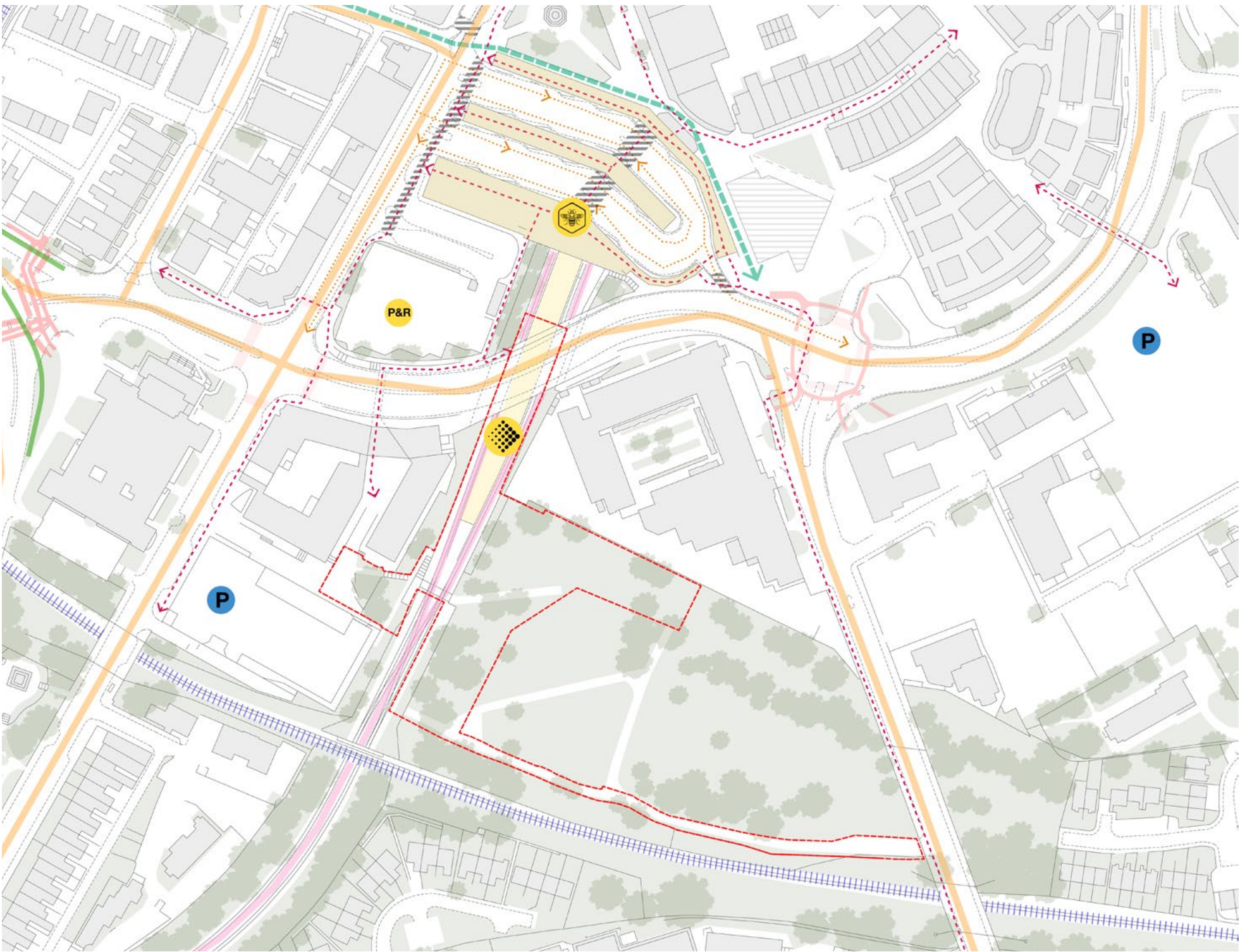
Bus routes

Bus movements within bus bays

Tram corridor

Tram stop platforms

Heritage Rail corridor (East Lancashire Railway)



3

The site and local context

3.4

Site analysis - Opportunities and constraints

The site is within an urban setting with a number of built assets, infrastructure and green areas, which each provided a set of opportunities and constraints to be considered when developing proposals and undertaking construction of Phase 1.

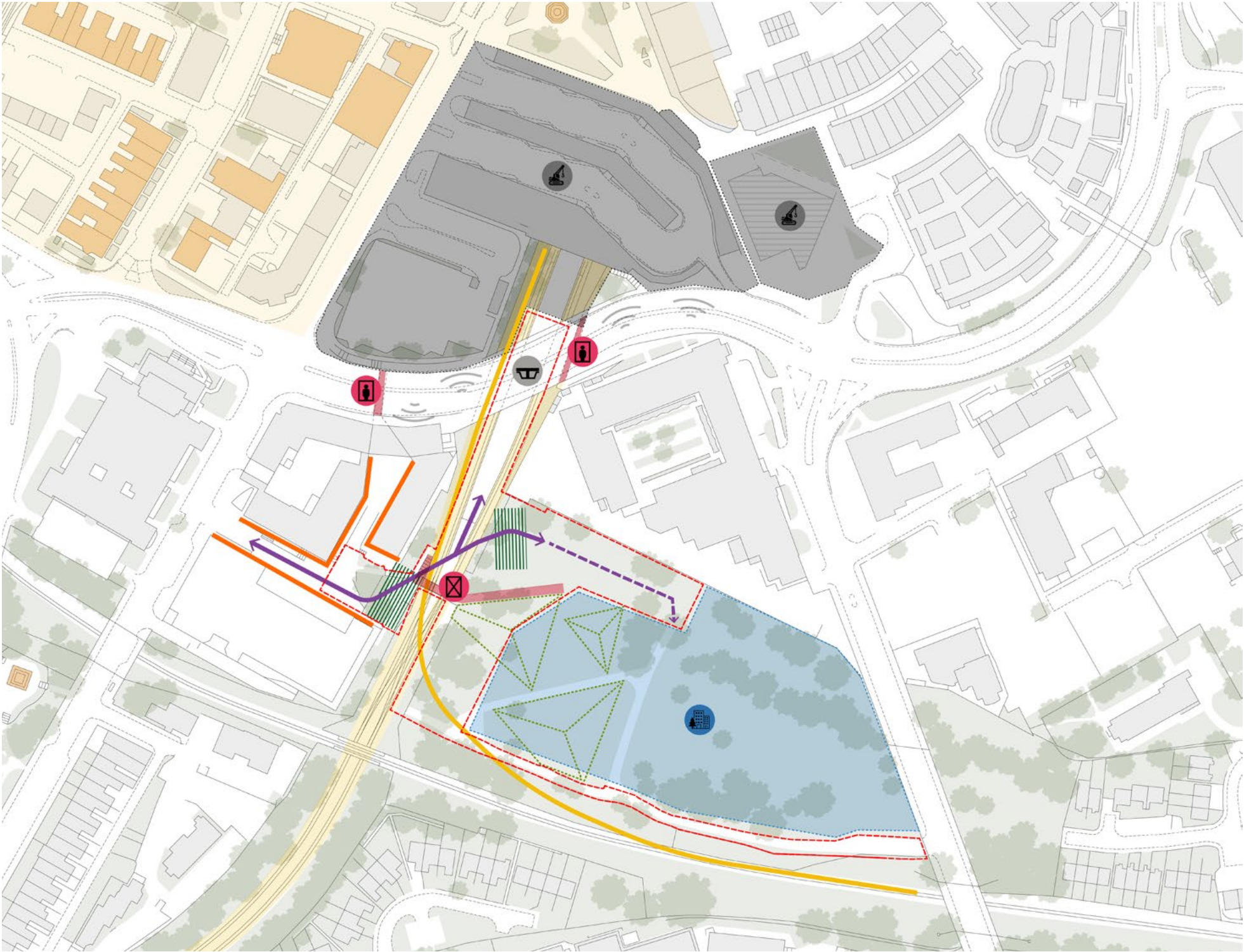
Additionally there are a number of emerging / future development occurring in the context of Phase 1, these include:

- Bury Interchange Phase 2 development
- Flexi-Hall and Bury Market
- Pyramid Park future development opportunities
- Mill Gate Redevelopment

The opportunity to improve the connection between the East and West of the site via a footbridge will bring many benefits including enabling the future delivery of a residential-led development on the Pyramid Park site.

Key

- Site application boundary line
- Future construction site
- Future development opportunity
- Adjacent building frontages to development area
- Significant level change
- Potential new pedestrian connection
- Pedestrian underpass (both accessible and closed off)
- Current Rail corridor
- Potential future tram-train scheme
- Road bridge over platform / tracks
- Noise from vehicles
- Conservation area
- Historic Listed Asset



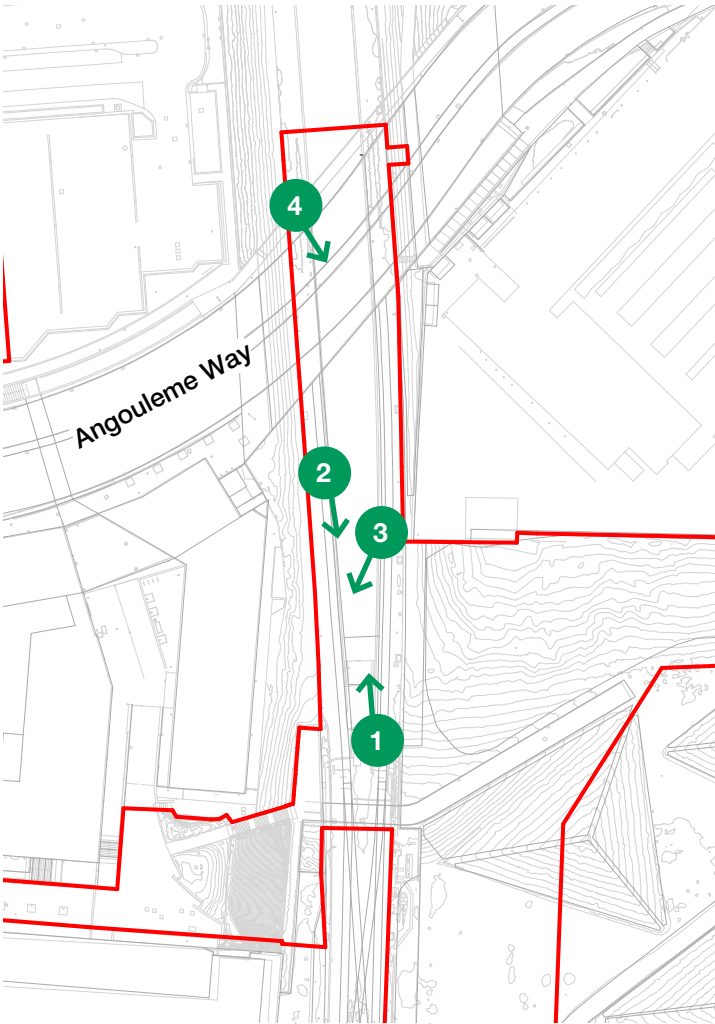
3

The site and local context

3.5

Site photographs - Existing platform canopy

This page provides a series of photographs to demonstrate the existing condition of the platform and canopy environment.



3

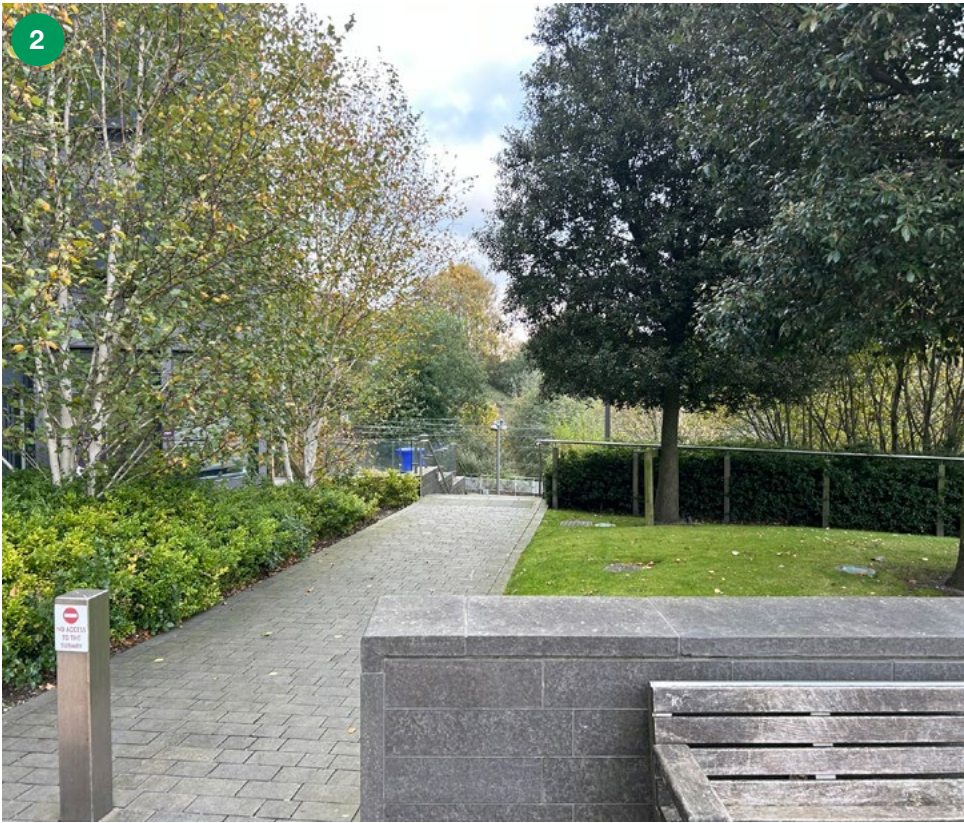
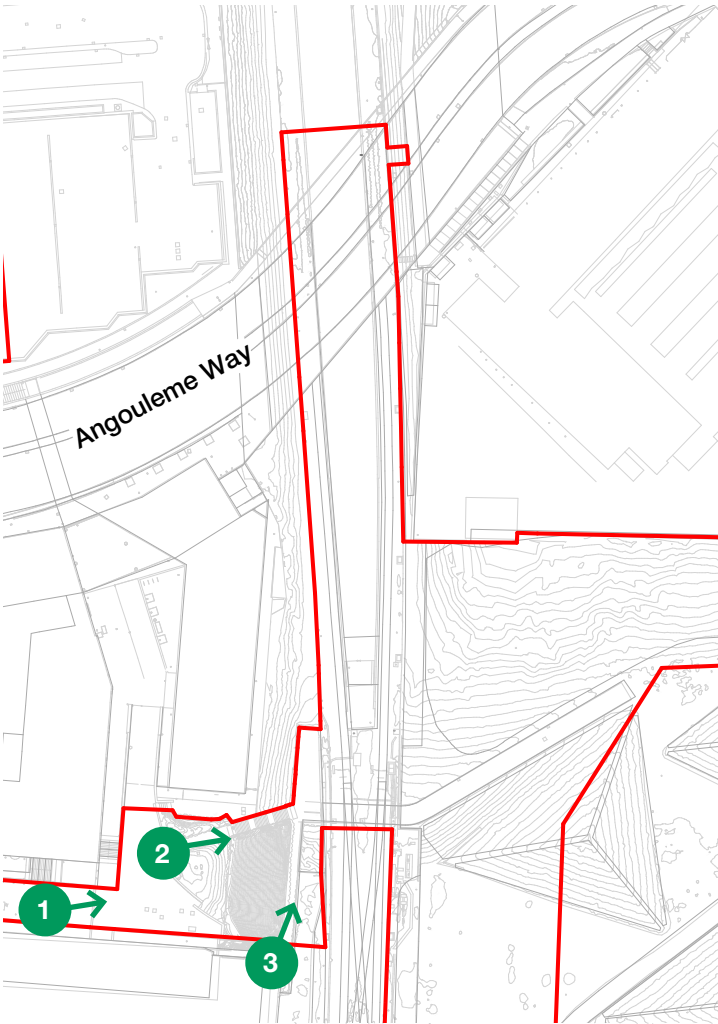
The site and local context

3.6

Site photographs - Union Square

This page provides a series of photographs to demonstrate the existing condition of Union Square and associated external areas which drop down to the western flank of the rail corridor.

It is has been a long-term ambition for the Council to facilitate an improved east-west access to Pyramid Park. The provision of a suitable link was identified as a key benefit in delivering the Union Square scheme. The existing public realm at Union Square provides a significant opportunity to integrate a high quality link into the scheme.



3

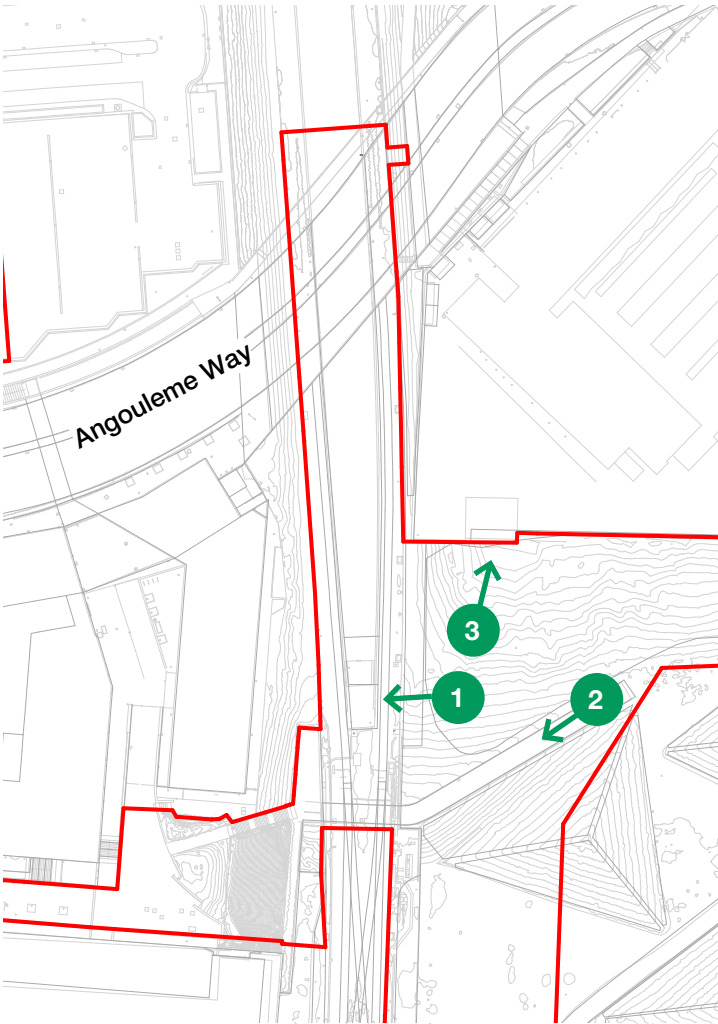
The site and local context

3.7

Site photographs - Pyramid Park

This page provides a series of photographs to demonstrate the existing condition of Pyramid Park. Image 2 shows an uninviting existing access to the underpass to access Pyramid Park. This has been gated off for more than 10 years due to water pooling in the underpass.

Bury Council, as applicant, has recently secured full planning permission (LPA ref. 70903/Full) for the remediation of the Pyramid Park site which was formerly a railway station and sidings before being reclaimed as public open space in the 1970's. The site has been subject to a long-standing development opportunity site designation in the adopted UDP. Planning permission was subsequently granted in December 2024 subject to a suite of planning conditions.

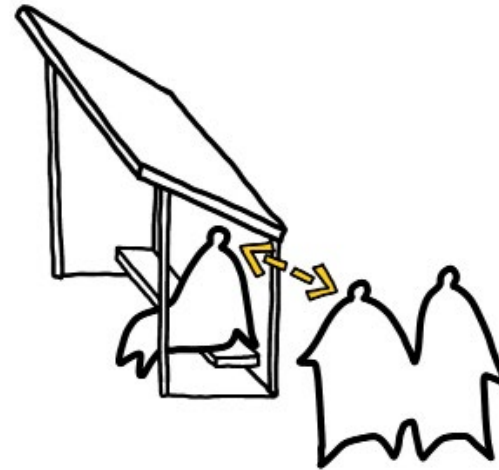


4 Design principles - Platform and canopy

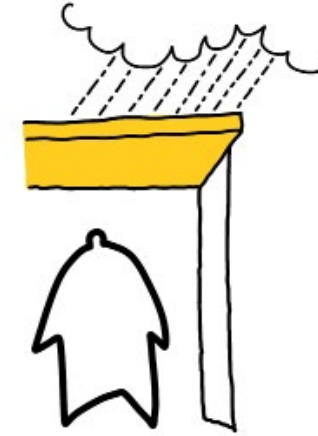
4 Design principles - Platform and canopy

4.1 Design drivers

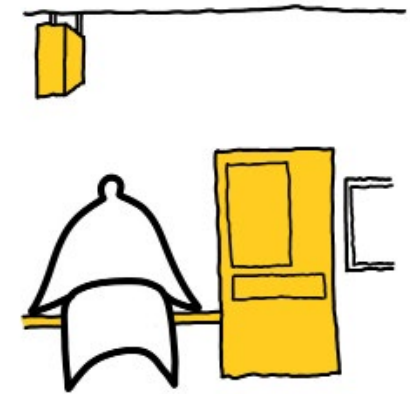
The adjacent key principles have been established to drive the design principles and key requirements of the platform canopy structures. These have been embedded in TfGM's outline business case to compliment the overall project objectives



Create a safe waiting environment for passengers by opening up visual connections to encourage passive surveillance



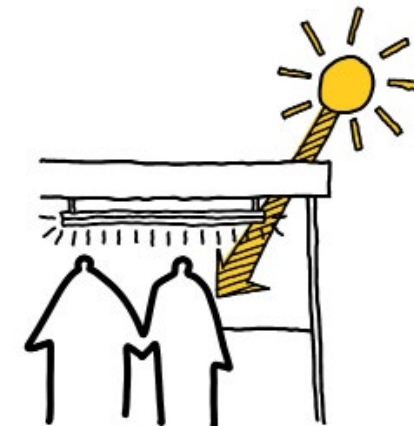
Canopies provide weather protection to passengers



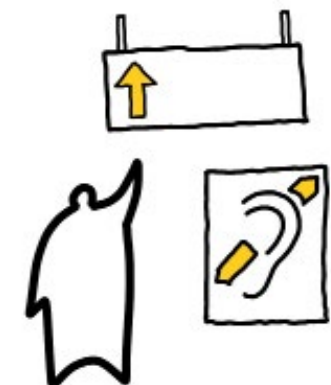
Coordinate and integrate platform equipment into the canopy to reduce clutter



Introduce a common materiality to visually connect with the southern access bridge and future bus interchange



Maximise natural daylight and ensure sufficient night time lighting is provided

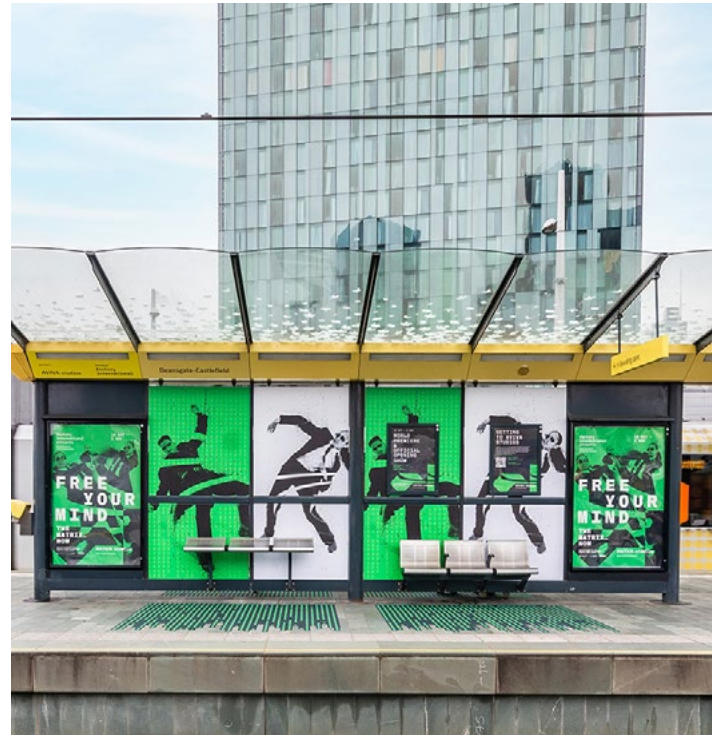


Improve accessibility and visibility through improved signage, way-finding and integrated induction loops

4 Design principles - Platform and canopy

4.2 Existing examples across the Metrolink network

The existing shelters along the Metrolink network share a common language through materiality, colour and branding. They are often different interpretations of these themes that respond to their setting. Our brief for the upgrades to Bury Tram Stop has a similar approach and has allowed the design team to develop a response that is aligned with Metrolink specification elsewhere on the network.



4

Design principles - Platform and canopy

4.3

Design development

The design team have reviewed a number of strategies with the client team through RIBA Stage 2, to understand the most optimum strategy for upgrading the canopy and platform environment in alignment with the overall project objectives. Centre to these studies is the retention and reuse of the existing steelwork for the canopy structure, aiming to minimise embodied carbon and limit construction risk and disruption during the build.

5

Metrolink canopies

5.1

Existing Canopy

Existing Metrolink Canopy

This chapter focuses on the concept for the platform canopies to the Metrolink platform environment. This evolves on the work established in the previous gateway and confirms the adoption of Strategy 02 from the 20-54 gateway. This strategy retains the primary steel columns, introducing a new horizontal structure and canopy.

Hawkins\Brown © | 25.09.24 | H2020207 | RIBA Stage 2 Report | 16012-HBA

5

Metrolink canopies

5.2

Metrolink scoring workshop (19.04.24)

INDICATIVE FOR SURVEY

Assessment Criteria

Strategy 01 *

Strategy 02 *

Strategy 03a *

Strategy 03b *

Strategy 04

Selected option

Scoring criteria

Green

Highly aligned to the objectives

Yellow

Right balance alignment to the objectives

Orange

Right balance alignment to the objectives

Red

Right balance alignment to the objectives

Project Objectives

Carbon Neutral

Operability

User Experience

Travel Behaviour

Regeneration

Town Centre

Stakeholder Engagement

Affordability

Whole Life Cost

Technical Performance

Engineering Performance

Environmental

Construction

Warranty Risk

Construction Programme

Land Availability

Power and Cables

Value for Money

Value for Money

* The feasibility of re-using and adapting existing structures for the new platform canopies is subject to appropriate surveys and investigations, that will be accepted by the Structural Engineer at the appropriate time. Scoring subject to confirmation of condition and associated works.

** Risk includes considerations regarding warranties / insurances associated to re-use of existing structures / built fabric. The warranty risks can be mitigated with relevant surveys of the existing frame and structures.

Hawkins\Brown © | 25.09.24 | H2020207 | RIBA Stage 2 Report | 16012-HBA-K

5

Metrolink canopies

5.3

Strategy 02 - Retention of primary steel columns, new horizontal structure

Overview

- Retention, re-use and refurbishment of existing primary steel frame columns
- Remove of horizontal / cantilevering beams, secondary framing structures and canopy coverings
- New primary horizontal beam and secondary framing structures
- New structure aesthetic form could reflect expression within interchange building
- New canopy coverings appropriate to location along platform
- Adaptation and upgrade of existing drainage
- New lighting, signage, platform furniture and equipment, and any associated support structure

Glazed canopy moment

Within open platform

Platform section shown as indicative and subject to confirmation of design by Aecom and levels on site.

Hawkins\Brown © | 25.09.24 | H2020207 | RIBA Stage 2 Report | 16012-HBA-XX-XX-RP-A-000004

5

Metrolink canopies

5.4

Canopy examples

Platform canopy precedents

The adjacent examples set out the architectural design concept that the renewed Metrolink columns and new platform canopy is to achieve.

Use of lightweight materials and generous glazing / transparent elements allow for good daylighting to the platform and contrast the currently under-ill platform.

Careful employment of a cohesive suite of materials will give the platform a sleek and contemporary look as well connecting the Metrolink environment to the main interchange building.

There will be opportunities to embed visual cues that tie back to the main interchange building which integrate the platform environment back into the wider scheme.

5

Metrolink canopies

5.9

Overview

Proposed Metrolink Canopy

The re-use and adaptation of existing platform elements will have a beneficial cost and carbon reduction to the proposals, subject to validation of the relevant structural surveys.

The indicative image adjacent, produced for the stated preference survey, demonstrates the general design intent for the platform canopy only and the exact architectural and material manifestation of this is to be developed in RIBA 3.

Hawkins\Brown © | 25.09.24 | H2020207 | RIBA Stage 2 Report | 16012-HBA-XX-XX-RP-A-000004

Transport for Greater Manchester

Design Report

25.09.2024

For Stage Approval

54

P02

Site

The document has been prepared to inform the RIBA Stage 2 design development process and is not a final design. It is subject to change and is not a contract. It is not to be used for construction purposes without the approval of the design team.

Bury Interchange

Lead Designer / Architecture

50-100% Gateway Report

16012-HBA-XX-XX-RP-A-000004

Transport for Greater Manchester

GMCA

AECOM

With

Hawkins\Brown

CBRE

Cushman & Wakefield

hawkinsbrown.com

Hawkins\Brown © | Bury Interchange | HB240163 | Phase 1 - Metrolink Access and Platform Improvement Works - Design and Access Statement

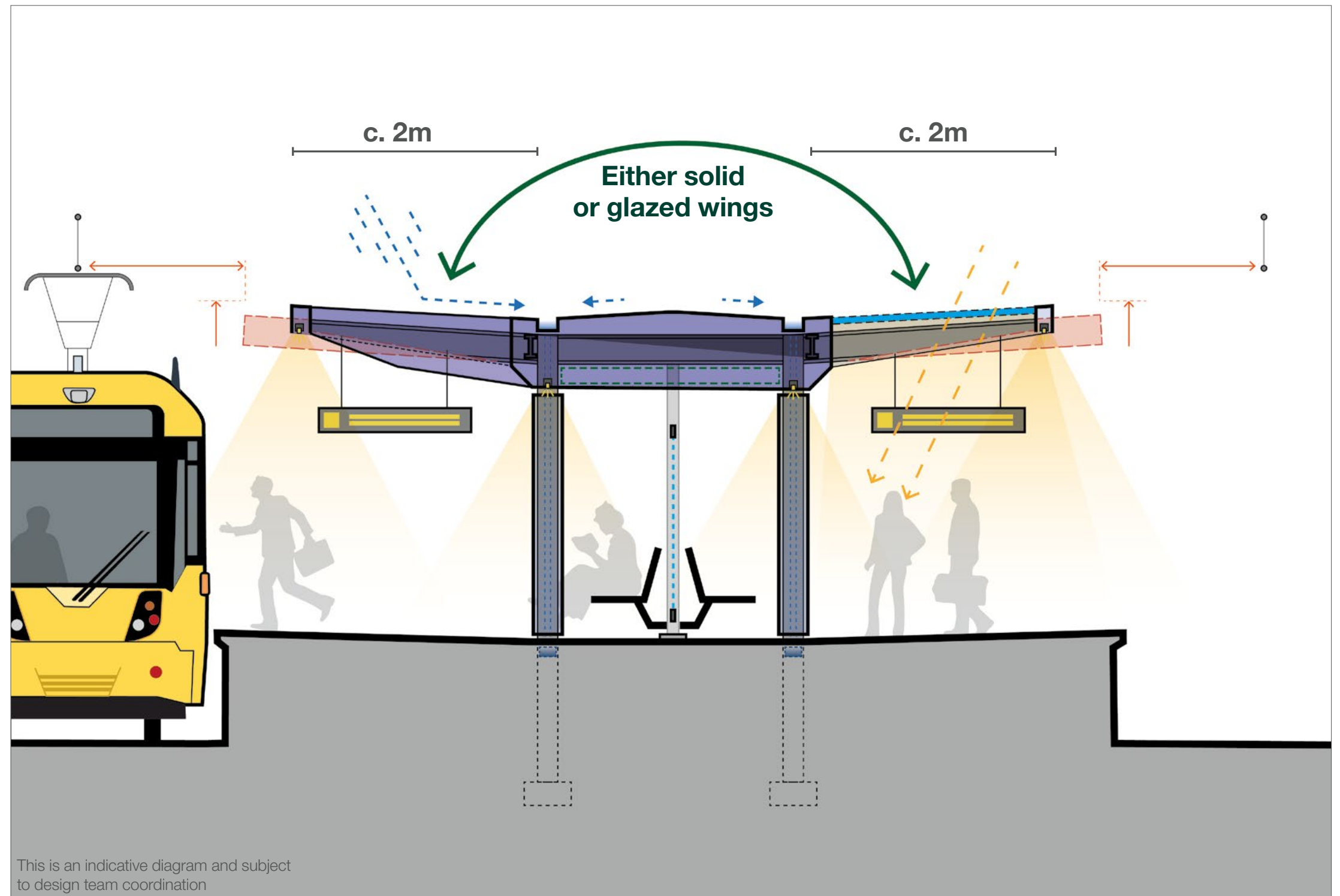
30

4 Design principles - Platform and canopy

4.4 Design principles

The principles established at RIBA Stage 2 have formed the basis of the developed RIBA Stage 3 design and are described below:

- Maintain elements of existing primary vertical and horizontal structure - subject to testing and verification which is ongoing
- Trim back and re-modify profile of primary 'wings' at the current structural grid
- Reduce extent of canopy coverage from the current condition, improving the sense of openness on the platform environment whilst providing adequate shelter and limiting the amount of canopy material
- Introduce cladding to retained primary structural elements to improve visual appearance along platform
- Introduce cladding to soffit of central conduit / services distribution zone
- Articulate glazed and solid canopy coverings in a repeatable bay, whilst also enabling opportunity for animation / articulation
- Renew furniture and platform equipment to central zone of platform



5 **Design proposals - Platform and canopy**

5

Design proposals - Platform and canopy

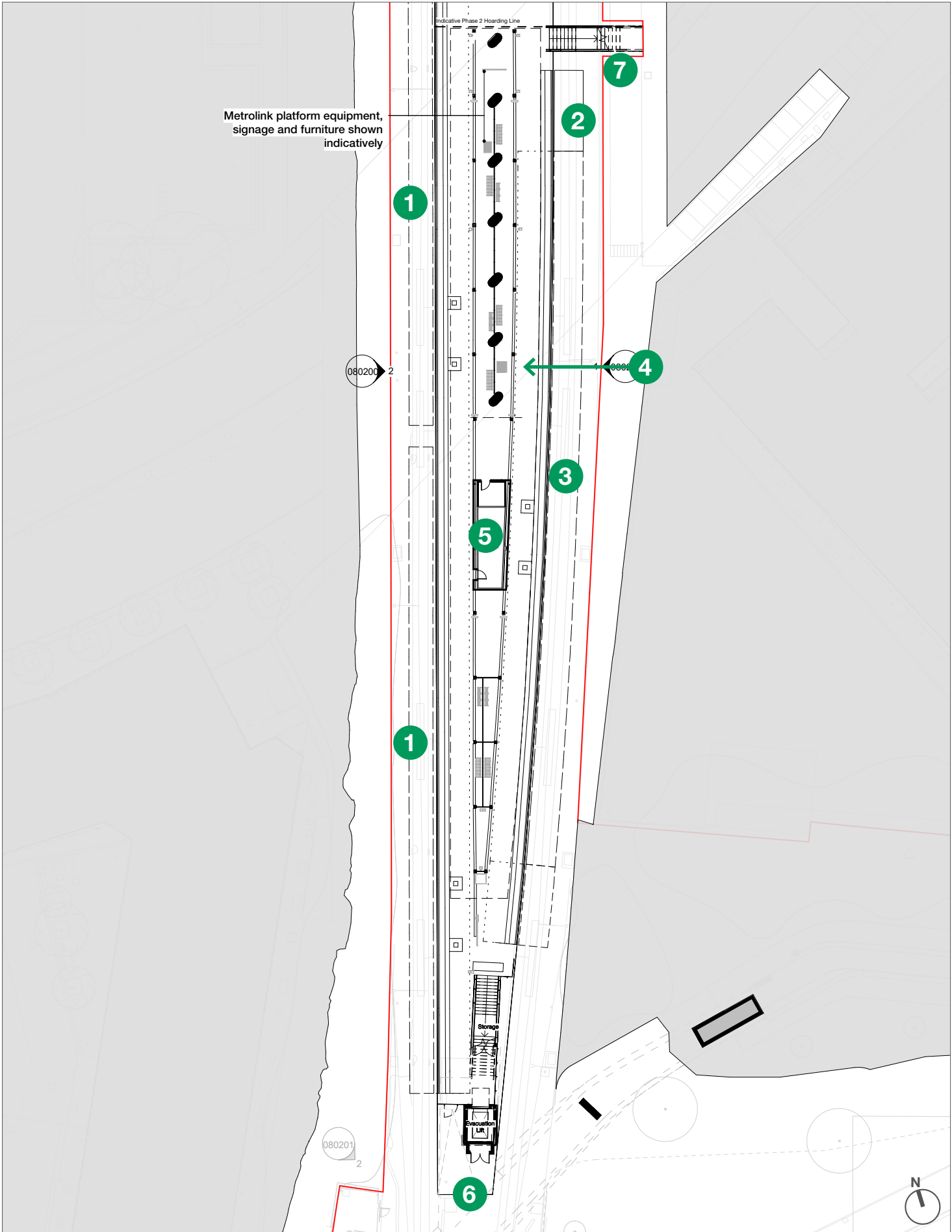
5.1

GA plan - Platform level

The upgrades to the platform environment will largely revolve around the finishes, and there is no intention to significantly change how the platform currently operates. Boarding areas have been defined for 1no. double tram to use the eastern platform, and 2no. double trams to the western platform.

Platform surface finishes will be replaced and upgraded with flat and tactile paving, with a neutral palette. New framed glazed screens are proposed to bays along the centre of the Platform, providing shelter for users and opportunity for signage and advertisement. Furniture and equipment layouts have been reviewed within the design stage and will be updated. Final positions will be refined through the details design stages with the specialist Light Rail consultant.

- 1
- Western platform and track to accommodate 2 no. 60m trams
- 2
- Eastern platform shortened to enable for improved vertical circulation (Phase 2 works)
- 3
- Eastern platform and track to accommodate 1 no. 76m tram
- 4
- Renewed platform surfaces, equipment, furniture, lighting and signage
- 5
- Stop Equipment Room (SER) retained with new plant-room extension and all wrapped in new envelope
- 6
- Proposed Southern crossing bridge
- 7
- Proposed Northern temporary stair



5

Design proposals - Platform and canopy

5.2

GA plan - Canopy level

The canopy combines solid and glazed sections across the length of the platform. Solid sections to the North are introduced as the canopy extends below Angouleme Way, so less open to natural light and more prone to dirt which would require a frequent cleaning regime. Glazing is introduced to the canopy covering further South, outside of the Angouleme Way footprint, creating a more open environment and user experience.

The canopy to the North stops at the proposed hoarding line for the construction of the Phase 2 work. The ambition is to extend the canopy further North to the vertical circulation structure within the Phase 2 design to create a continuous shelter from the future interchange.

- 1

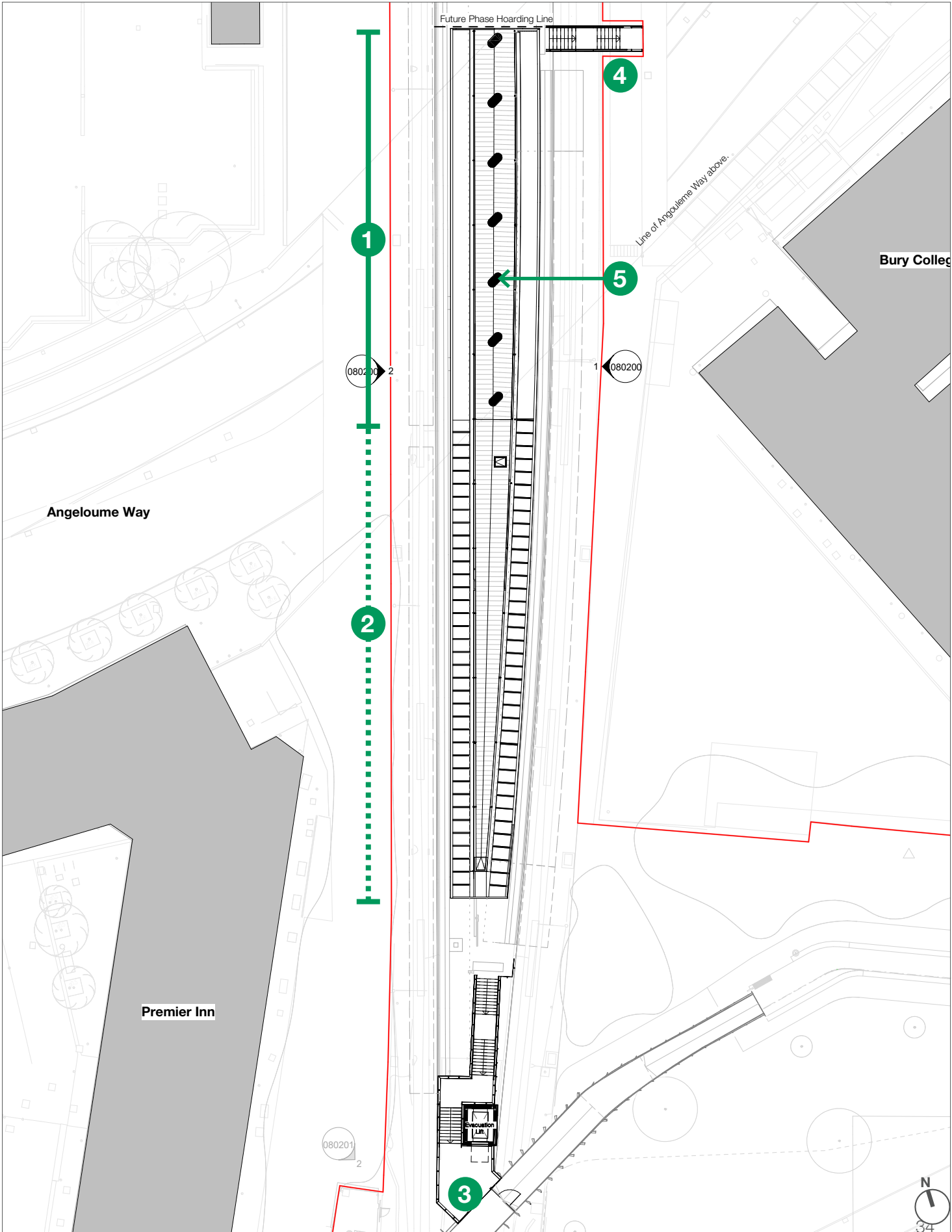
Renewed canopy covering with solid wings underneath Angouleme Way
- 2

Renewed canopy covering with glazed wings to southern end of canopy
- 3

Proposed Southern crossing bridge
- 4

Proposed Northern temporary stair
- 5

Existing columns supporting Angouleme Way



5

Design proposals - Platform and canopy

5.3

Canopy strategy

- 1

Aluminium Cladding Panel - Dark Grey PPC Finish
- 2

Aluminium Fascia Cladding Panel - Dark Grey PPC Finish
- 3

Perforated Aluminium Cladding Panel - Dark Grey PPC Finish
- 4

Metal Standing Seam Roof - Dark Grey
- 5

Metal Maintenance Access Walkway - Galvanised
- 6

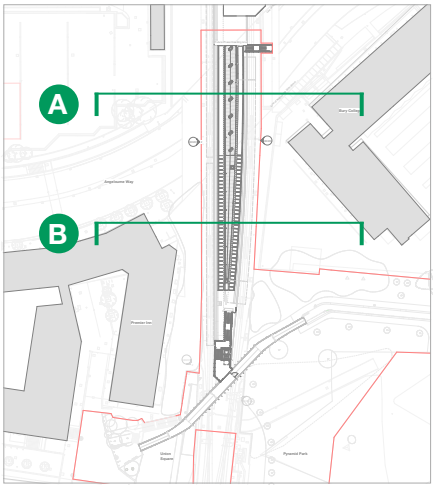
Recessed Lighting Unit
- 7

Paint to existing Bridge Column
- 8

Aluminium Cladding Panel Yellow PPC Finish
- 9

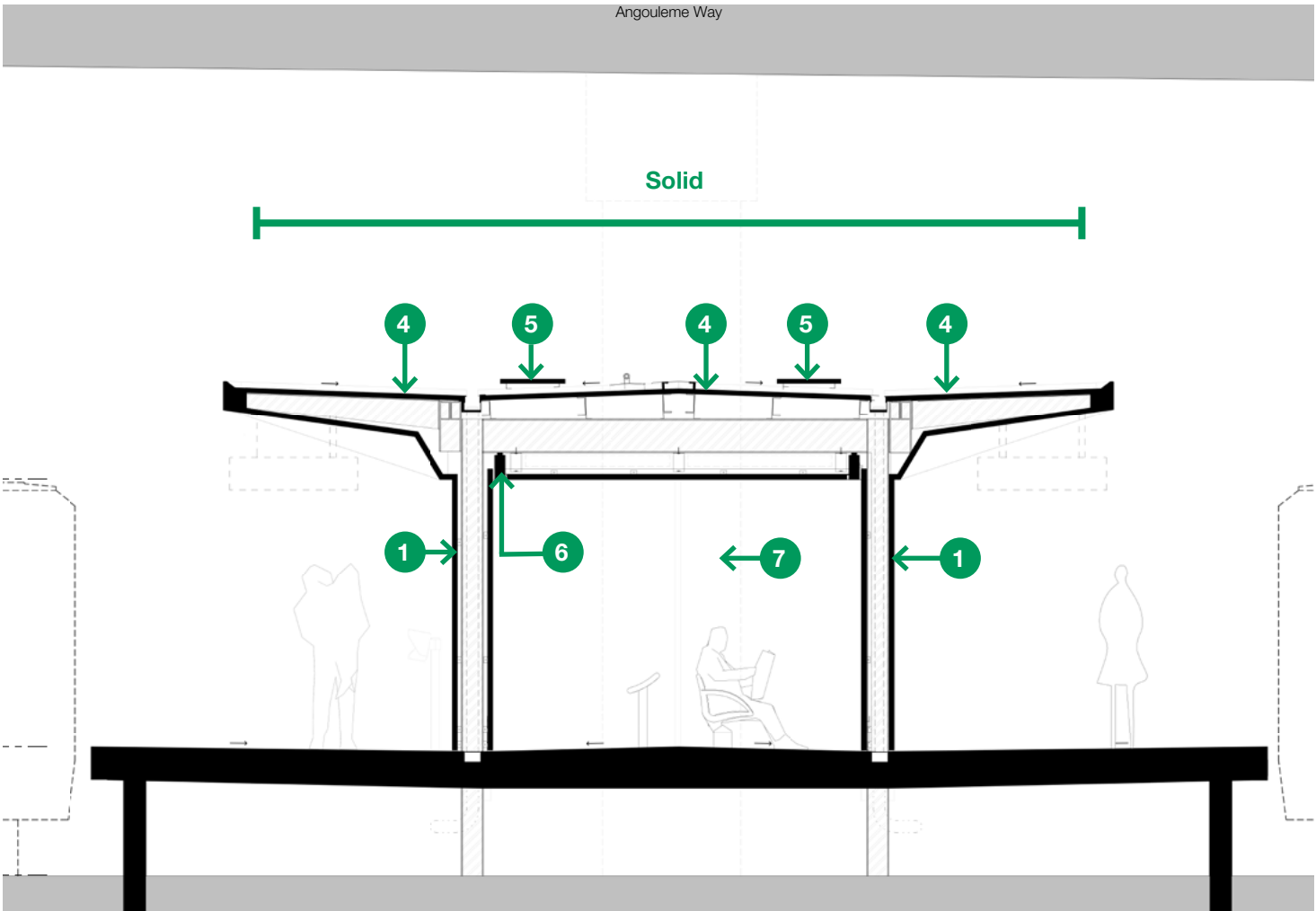
Glazed Canopy Covering - Clear
- 10

Glazed Screen with Metal Frame - Dark Grey PPC Finish



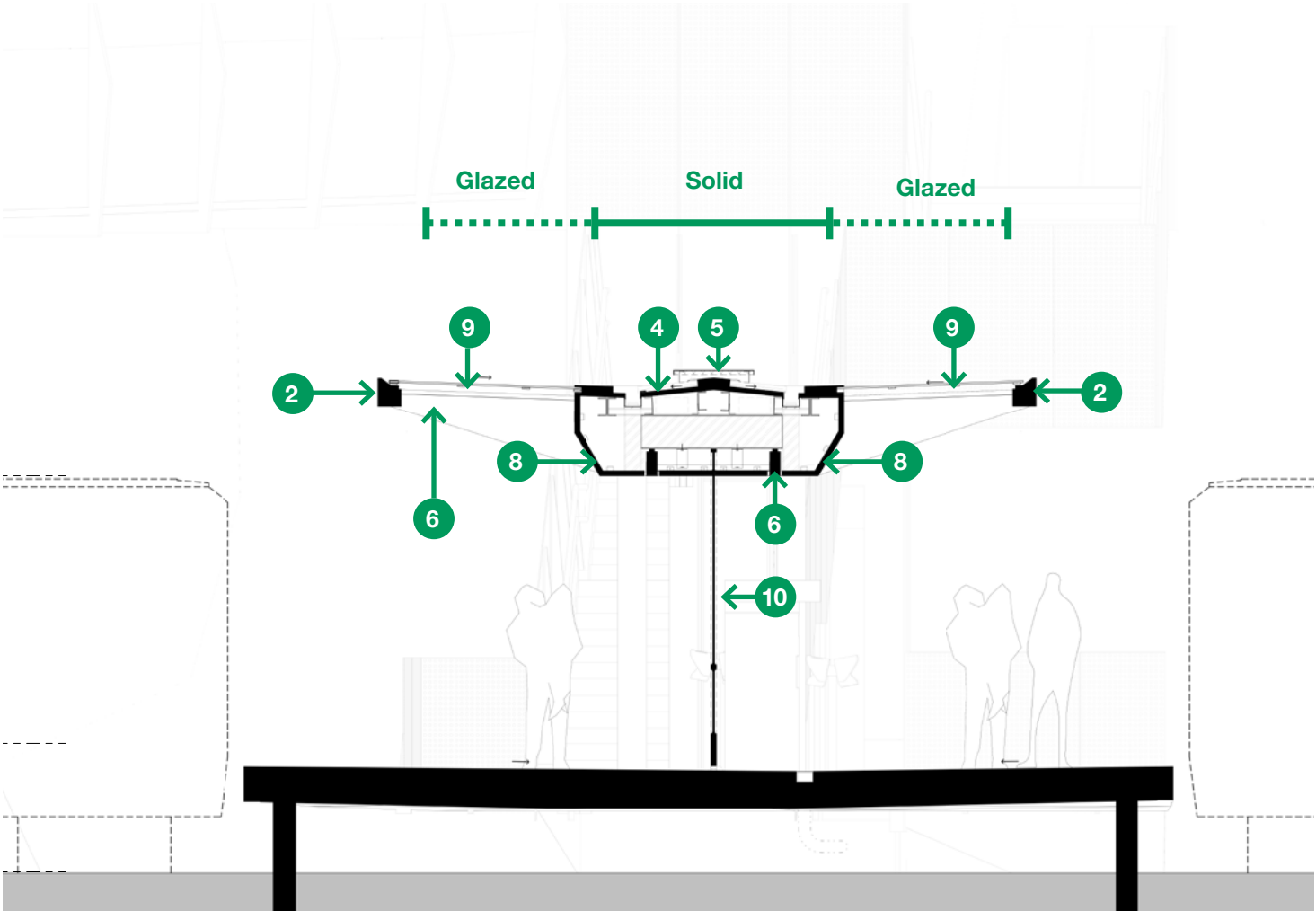
A

Solid Canopy
Renewed canopy covering with solid wings underneath Angouleme Way



B

Glazed Canopy
Renewed canopy covering with glazed wings to southern end of canopy



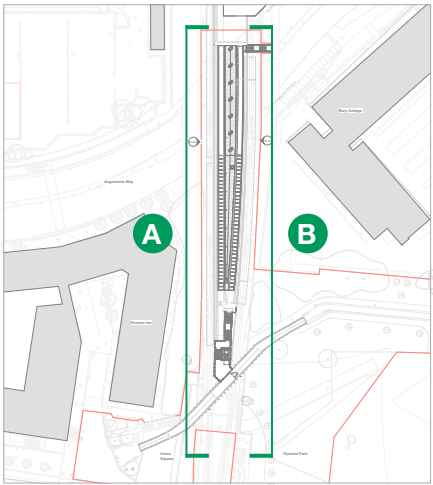
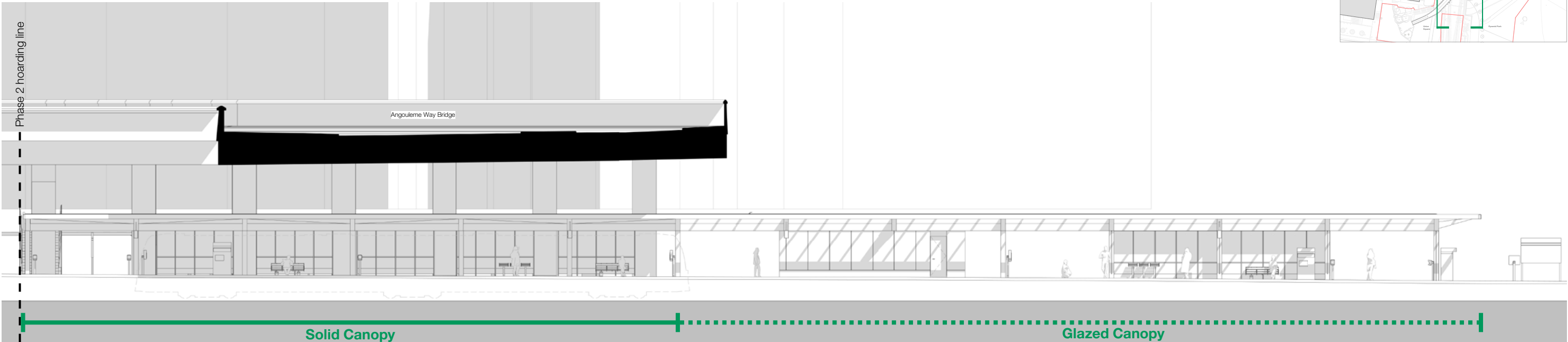
5

Design proposals - Platform and canopy

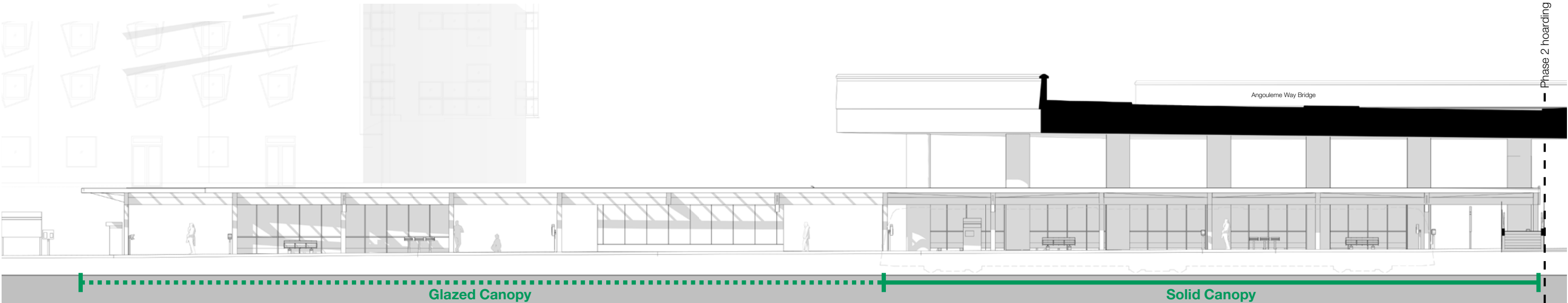
5.4

Proposed platform elevations

A Elevation Facing West



B Elevation Facing East



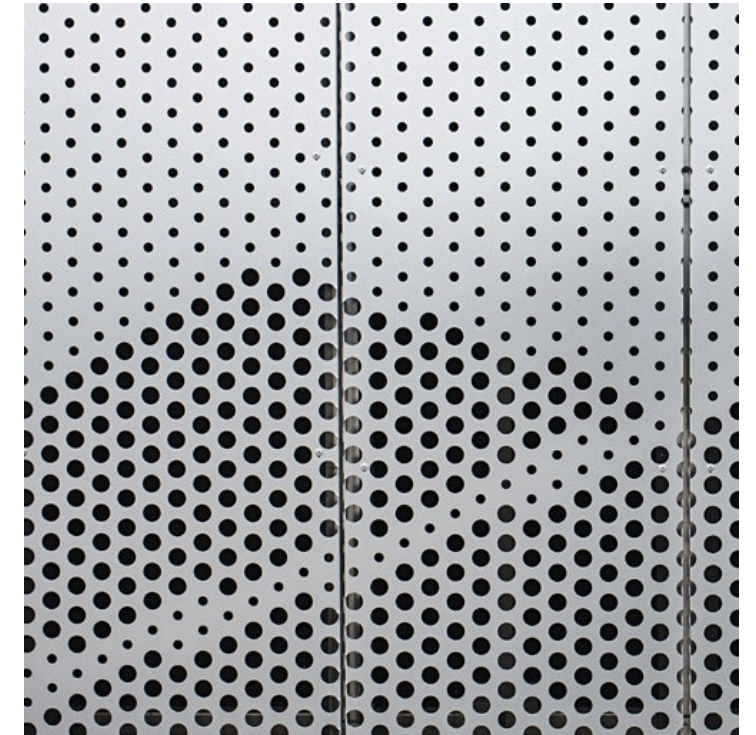
5 Design proposals - Platform and canopy

5.5 Materiality and tone

The design team have explored various options for the platform and canopy materiality. The technical nature of the platform environment supporting public transport operations brings with it various technical considerations including clear passenger signage and ticketing facilities, creating a safe and comfortable environment for passengers, alongside servicing and maintenance regimes. Within that, there was a desire to develop a canopy form that introduced a new architectural language that elevated the quality of the platforms, acknowledging this may be the first point of experience of Bury for users of the Metrolink, gives the platform it's own identity whilst also integrating into a wider network brand.

For the canopy structures a primary PPC metal finish with elements of glazing satisfies these requirements. Across the platform surface, concrete paving will be able to meet the technical requirements whilst also ensure a level of robustness and quality.

Elements of the branding and yellow colour, will integrate the platforms into the Metrolink identity.



5

Design proposals - Platform and canopy

5.6

Bay study - North of platform

The upgrades to the platform and canopy aim to maintain the primary vertical and horizontal structure where possible. Trimming back and re-modifying the profile of the primary ‘wings’ creates more streamlined appearance and reduces the extent of canopy coverage. This improves openness and in turn reduces the use of materials.

We have introduced cladding, to the primary structure and soffit, to enhance visual appeal. A combination of glazed and solid panels repeat in the bay design, allowing for animation and articulation. Canopy wings are solid under Angouleme Way and are clad in PPC aluminium. This uses a combination of solid and perforated panels to provide variation and texture. Additionally, this ties into the language of the stair and bridge, which are also perforated in places. The depth to the edge of the canopy is reduced and recessed strip lighting is integrated into the soffit. Glazed screens with metal framing provide separation to the platforms, whilst allowing visual connection.

Coordinating platform equipment with the canopy will reduce clutter and improve functionality. Tactile paving and platform markings are upgraded. Opportunities for wayfinding to the platform areas will be tested with TfGM through the next design of stage.

- 1
- Aluminium Cladding Panel - Dark Grey PPC Finish

2

3

4

5

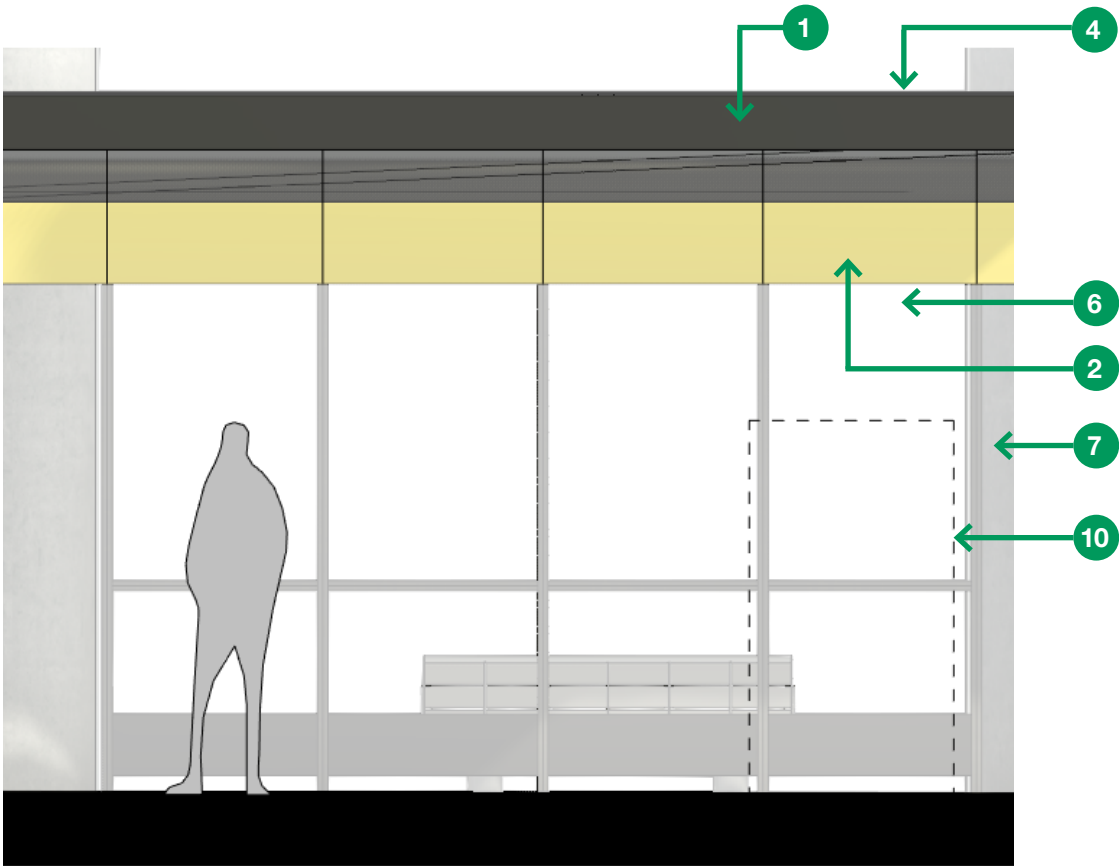
6

7

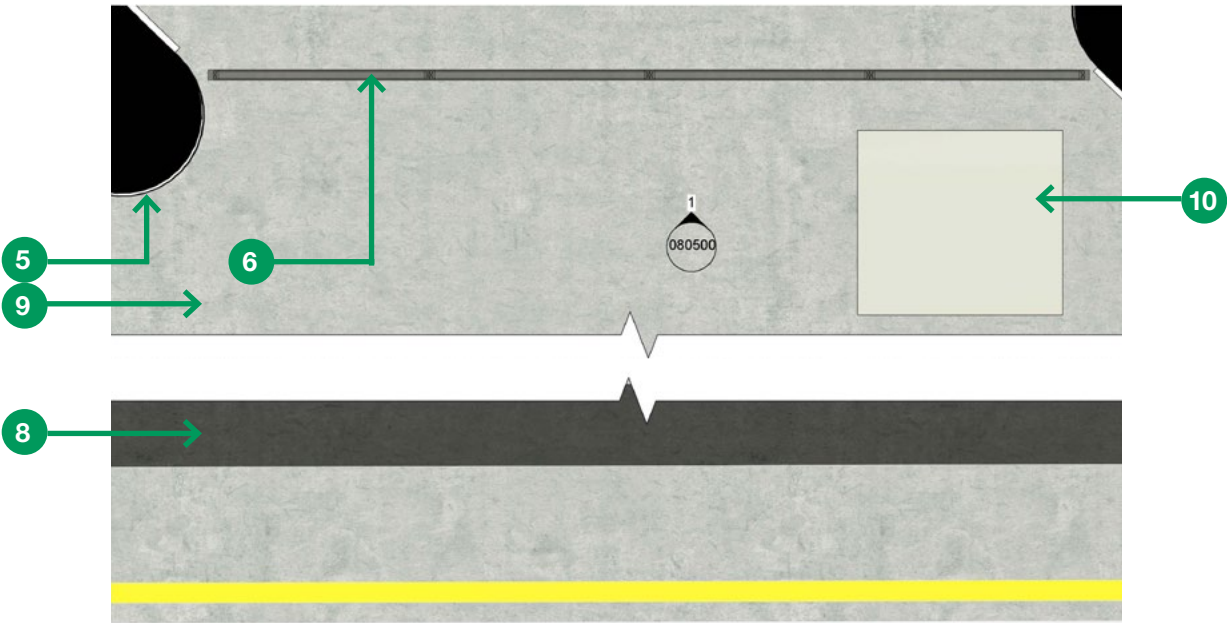
8

9

10



Platform Elevation



Platform Plan

5

Design proposals - Platform and canopy

5.7

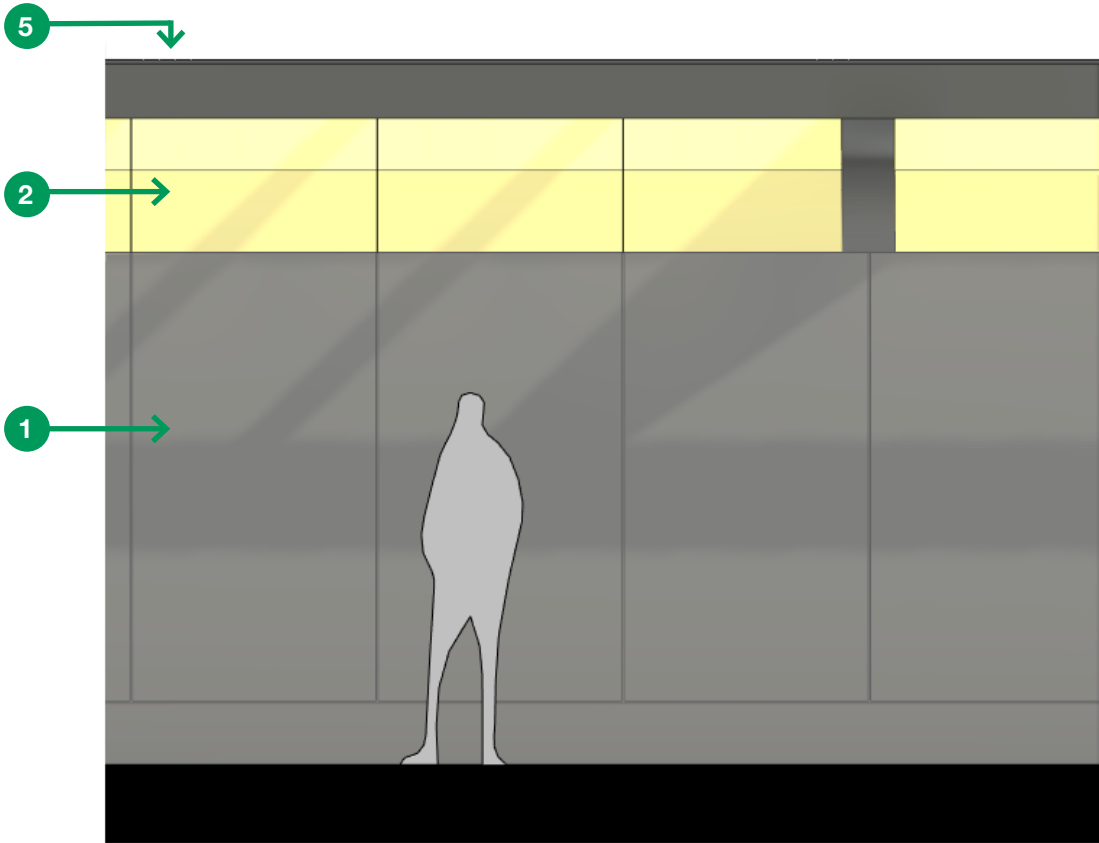
Bay study - South of platform

The Southern platform canopy follows the reverse principles to the northern area. The ‘wings’ of the canopy to the southern end of the canopy are glazed for variety and lightness. Here the PPC aluminium cladding is coloured yellow in some areas to express the form and tie into the Metrolink brand.

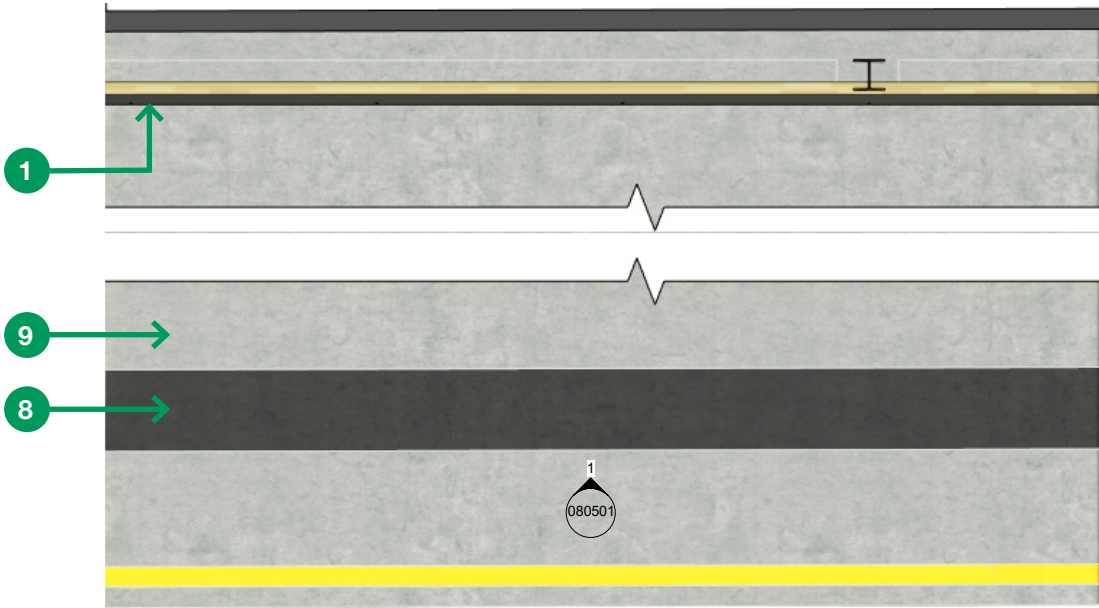
Screens with metal framing provide separation to the platforms, whilst allowing visual connection. There are also solid areas where the SER room is retained with a new plant-room extension. This is wrapped in new envelope clad in PPC aluminium.

Similarly to the north end of the platform, coordinating the platform equipment with the canopy will reduce clutter and improve functionality. Tactile paving and platform markings are upgraded. Opportunities for wayfinding to the platform areas will be tested with TfGM through the next design of stage.

- 1
- Aluminium Cladding Panel - Dark Grey PPC Finish
- 2
- Aluminium Cladding Panel - Yellow PPC Finish
- 3
- Aluminium Fascia Cladding Panel - Dark Grey PPC Finish
- 4
- Metal Standing Seam Roof - Dark Grey
- 5
- Glazed Canopy Cover - Clear
- 6
- Glazed Screen with Metal Frame - Dark Grey PPC Finish
- 7
- Paint to Existing Bridge Column
- 8
- Tactile Paving Flag - Dark Grey
- 9
- Paving Flag - Light Grey
- 10
- Metrolink Platform equipment, signage and furniture shown indicatively



Stop Equipment Room Elevation



Stop Equipment Room Plan - Platform Level

5

Design proposals - Platform and canopy

5.8

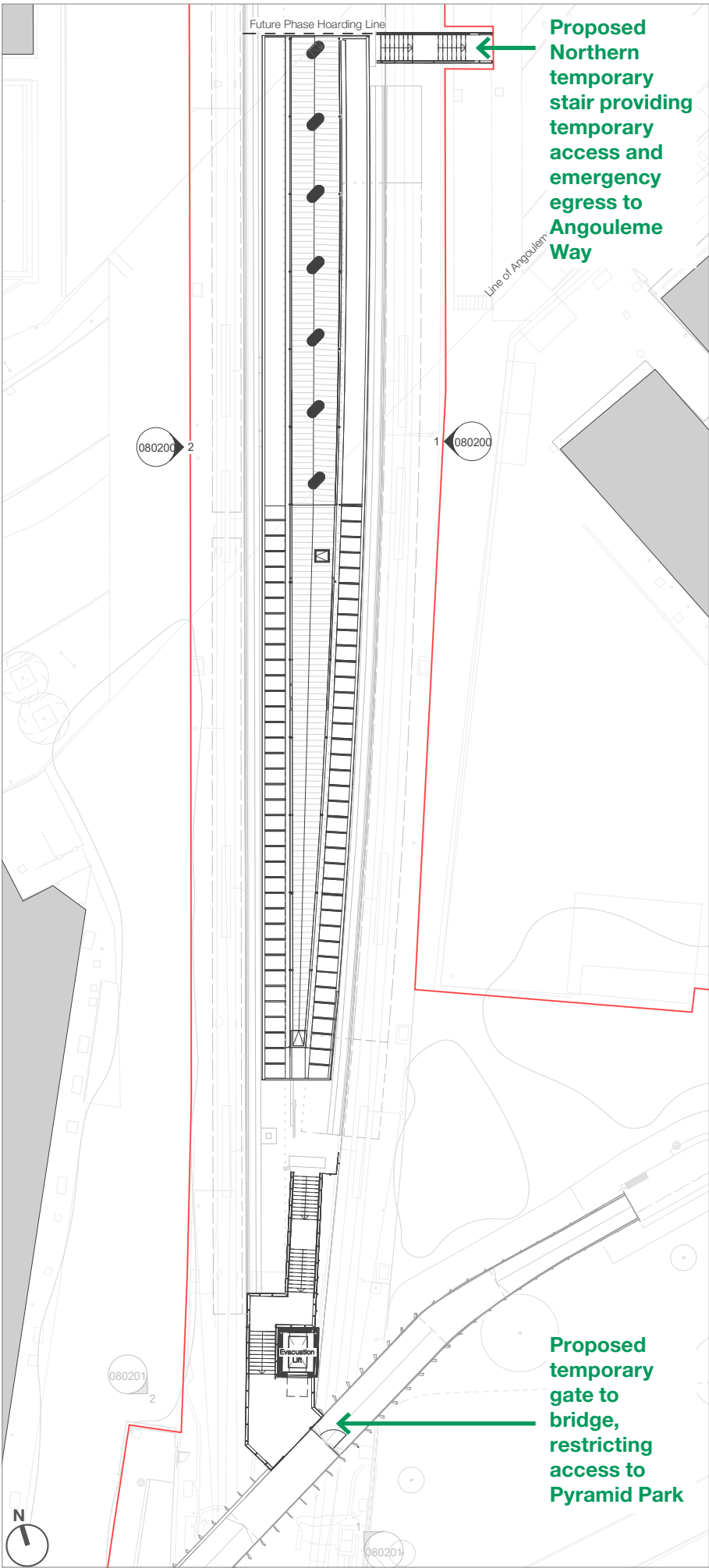
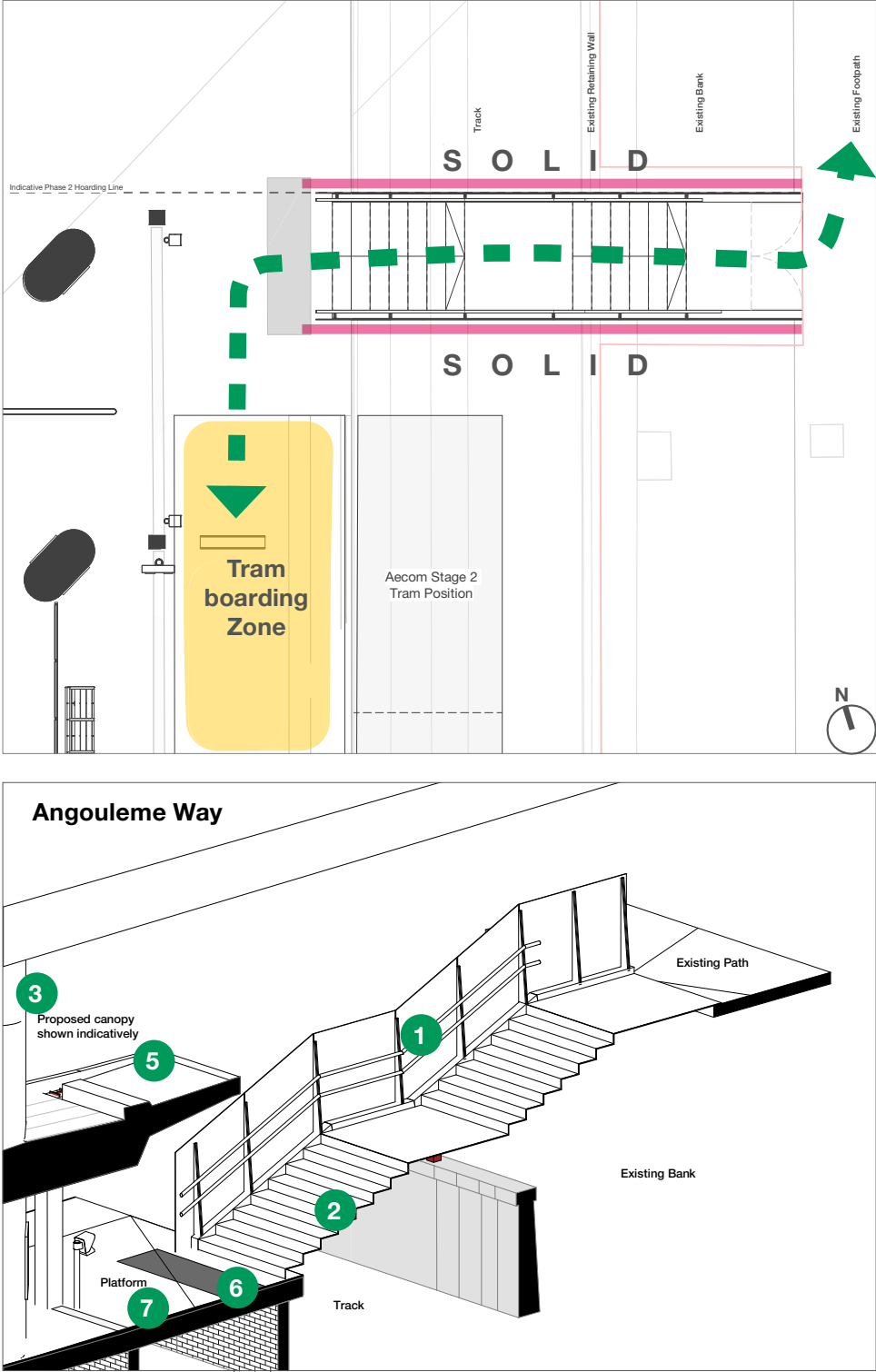
Temporary access

Proposed Northern temporary stair
During the Phase 1 improvement works, access to the existing interchange concourse will be blocked. Two new exits will be created as a substitute during this phase . These are a stair at the North of the platform and a stair in the South of the platform. The stair to the north of the platform will provide temporary pedestrian access from Angouleme Way to Metrolink Platform with improved lighting.

Proposed temporary security gate to bridge
There will be a temporary gate to the bridge to block access to Pyramid Park.

Phase 2 for the Interchange/Metrolink stop improvements will be detailed under a separate application.

- 1
- Metal Staircase with Solid Balustrade and Vertical Supports - Dark Grey PPC
-
- 2
- Bonded Grit Floor Finish to stair
-
- 3
- Paint to Existing Bridge Column
-
- 4
- Aluminium Fascia Cladding Panel - Dark Grey PPC Finish
-
- 5
- Metal Standing Seam Roof to - Dark Grey
-
- 6
- Tactile Paving Flag - Dark Grey
-
- 7
- Paving Flag - Light Grey

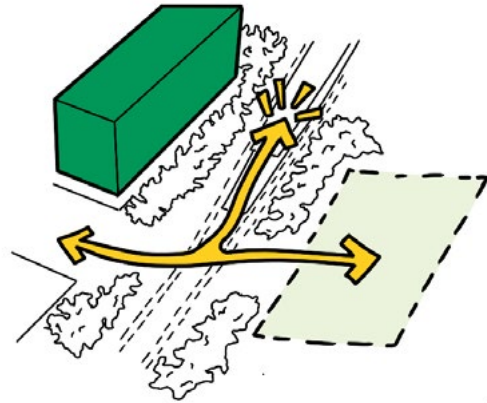


6 **Design principles - Southern access footbridge and footpath links**

6 Design principles - Southern access footbridge and footpath links

6.1 Design drivers

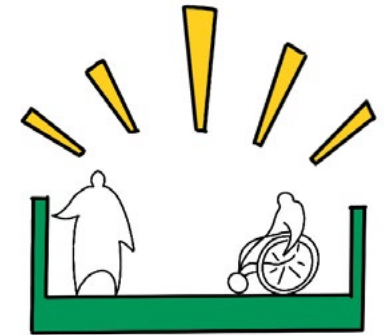
The ambition to create a pedestrian footbridge align with the wider principles that are driving the redevelopment of Bury Interchange and the Southern Access. With design at its heart, the improved user experience sits central whilst improving access and future East-West connections south of Bury town centre. The challenge set by TfGM to the design team to is ensure this is an exemplary new piece of infrastructure for Bury. Supporting these aspirations are the technical considerations and requirements that ensure this is a robust, well used and loved bridge throughout it's life, and materially efficient to minimise embodied carbon.



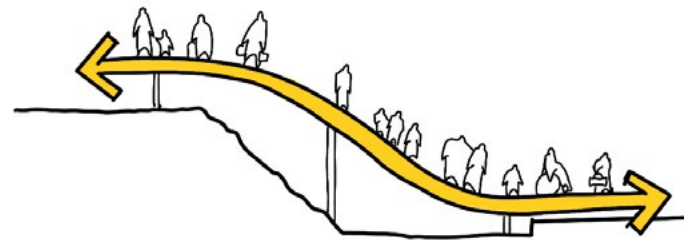
Opportunity to create a link between existing and future communities and provide a gateway to the new Interchange



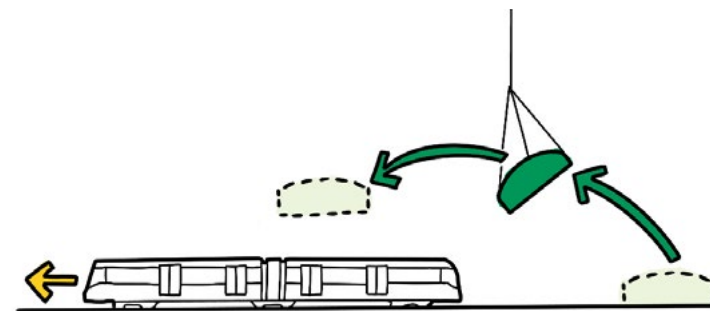
A place specific response that integrates into the local context and enhances the urban identity of Bury



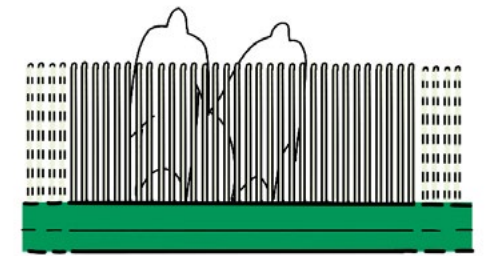
An exemplary bridge with generous proportions that is well lit, providing a high quality, safe and convenient experience for users



Robust to manage capacity both in a meanwhile condition during construction of the interchange and as a permanent access to Metrolink



The footbridge should minimise impact on Metrolink operations during construction



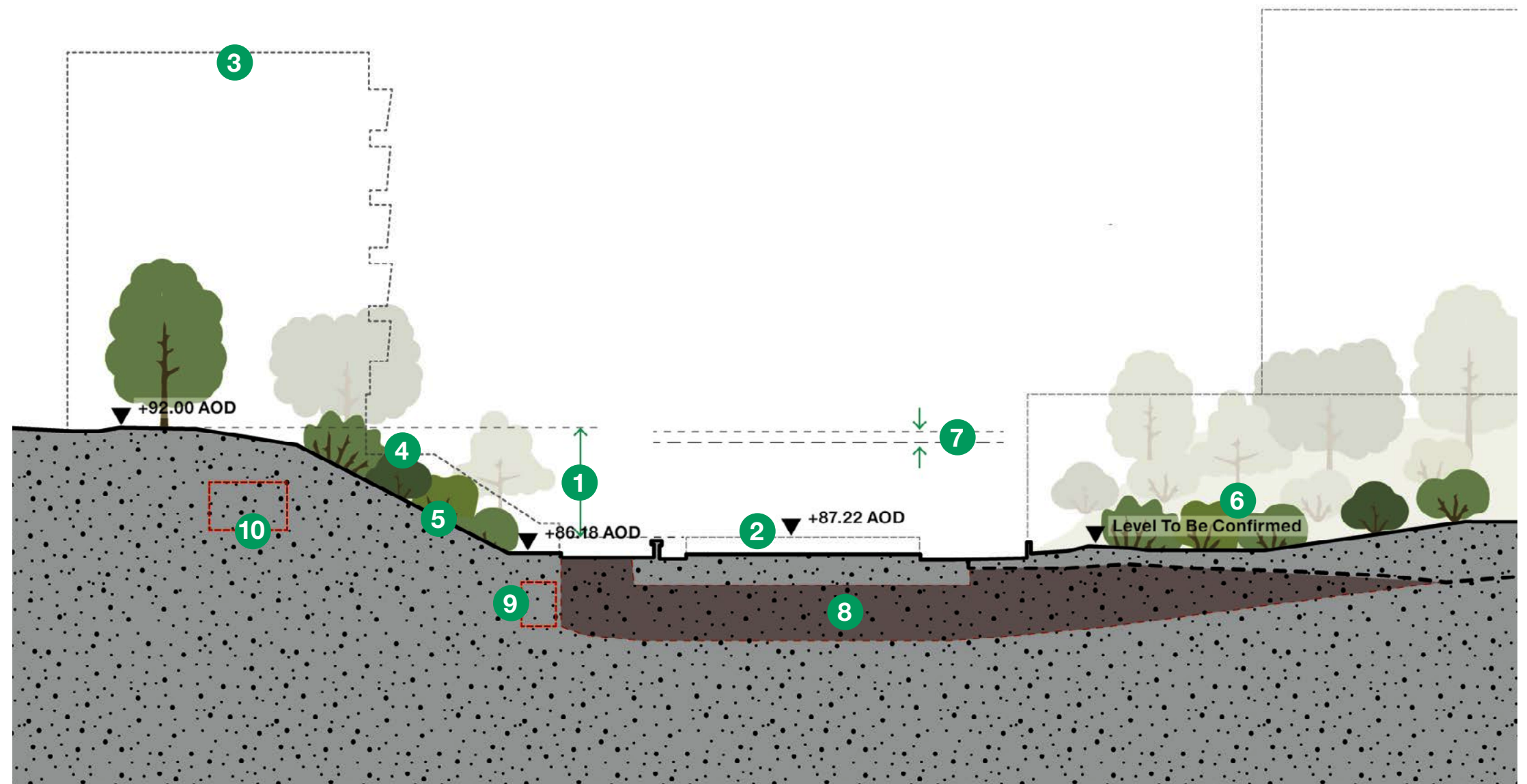
Efficient structural solution openness where possible to maximise carbon efficiency and views to surrounding context

6 Design principles - Southern access footbridge and footpath links

6.2 Design constraints and considerations

The key requirements for the bridge set by TfGM included a free spanning structure across the tracks, improved landing point and integration at Pyramid Park. The abutment height at Union Square is around the height of the OLE above the track, suggesting a minimal rise would be sufficient. The existing infrastructure below the track is a key consideration for the abutments and bridge support structures. The existing condition of Pyramid Park as a heavily vegetated environment with challenging topography, also present constraints, yet helps define the landing point in this area. The future bridge structure will need to provide a route to the ground levels proposals in the Pyramid Park land remediation strategy (LPA ref. 70903/Full) to ensure access through the site.

- 1 Circa 5-6m level change between Union Square and platform level
- 2 Platform level and interface with Metrolink constraints
- 3 Interface with adjacent buildings (Premier Inn, Townside and Q-Parks etc.)
- 4 Existing vegetation to western embankment
- 5 Below ground retaining structures to embankment
- 6 Interface with existing Pyramid Park and proposed land remediation works (LPA ref. 70903/Full)
- 7 Existing / future OLE (Overhead Line Equipment) heights and required off sets / Hazard Zones (to include OLE Poles)
- 8 Infill of existing subway
- 9 Pumping room to subway
- 10 Possible below ground attenuation tank and other below ground utilities / constraints



6

Design principles - Southern access footbridge and footpath links

6.3

Footbridge layout principles

Our approach to the bridge layout is led first by working with the existing levels at the abutments in Union Square and Pyramid Park. By landing at a similar height in Pyramid Park (at the remediation level), there is an opportunity to integrate a path within a sympathetic landscaping scheme.

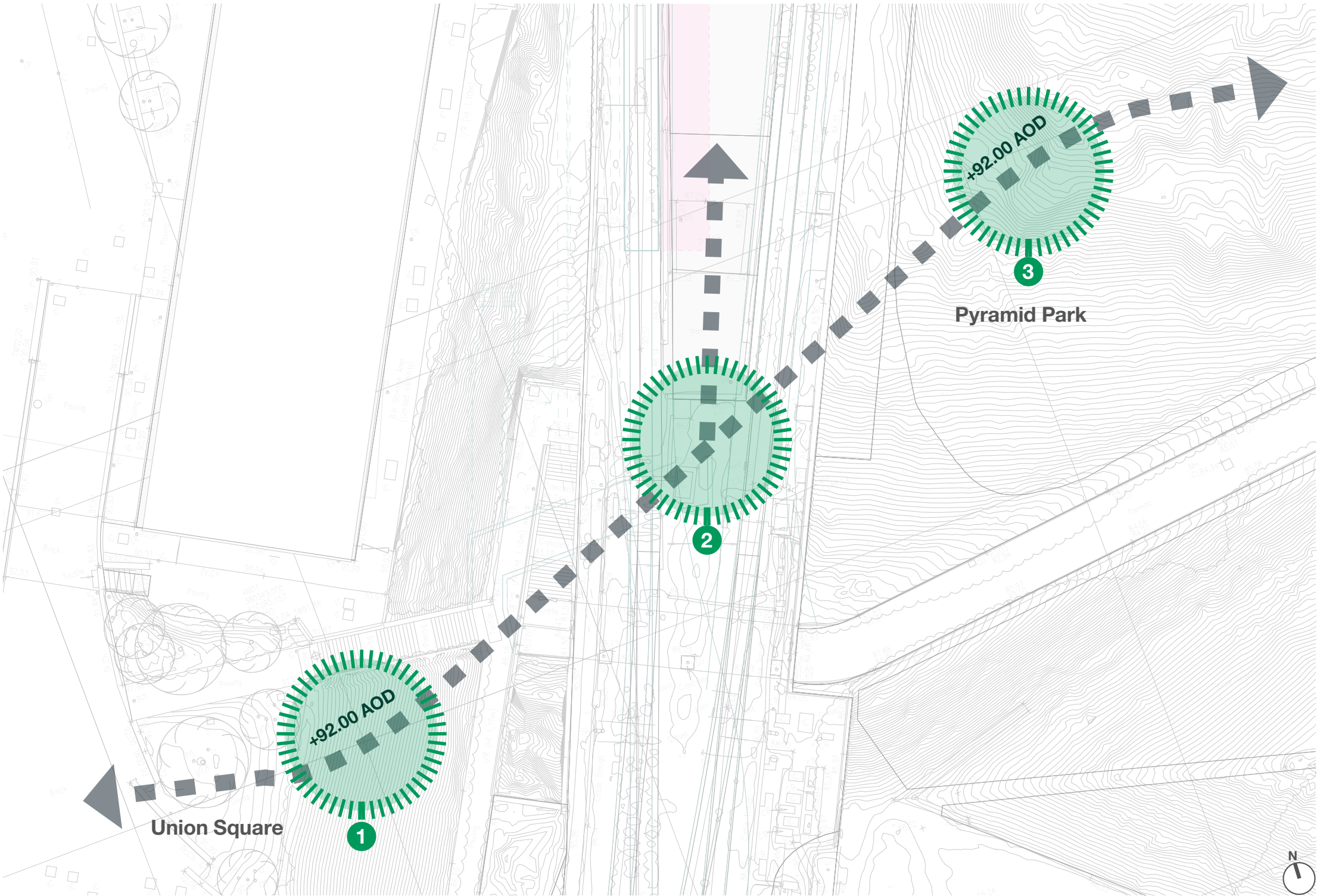
Access to the platform is from an opening at the centre of the bridge with a new lift and stair circulation core.

- 1

Level access to bridge using existing levels Union Square
- 2

New access lift and stair connecting the bridge to the South of the metrolink platform.
- 3

Proposed interface with Pyramid Park to utilise existing levels simplify built structure with new landscaping intervention



6

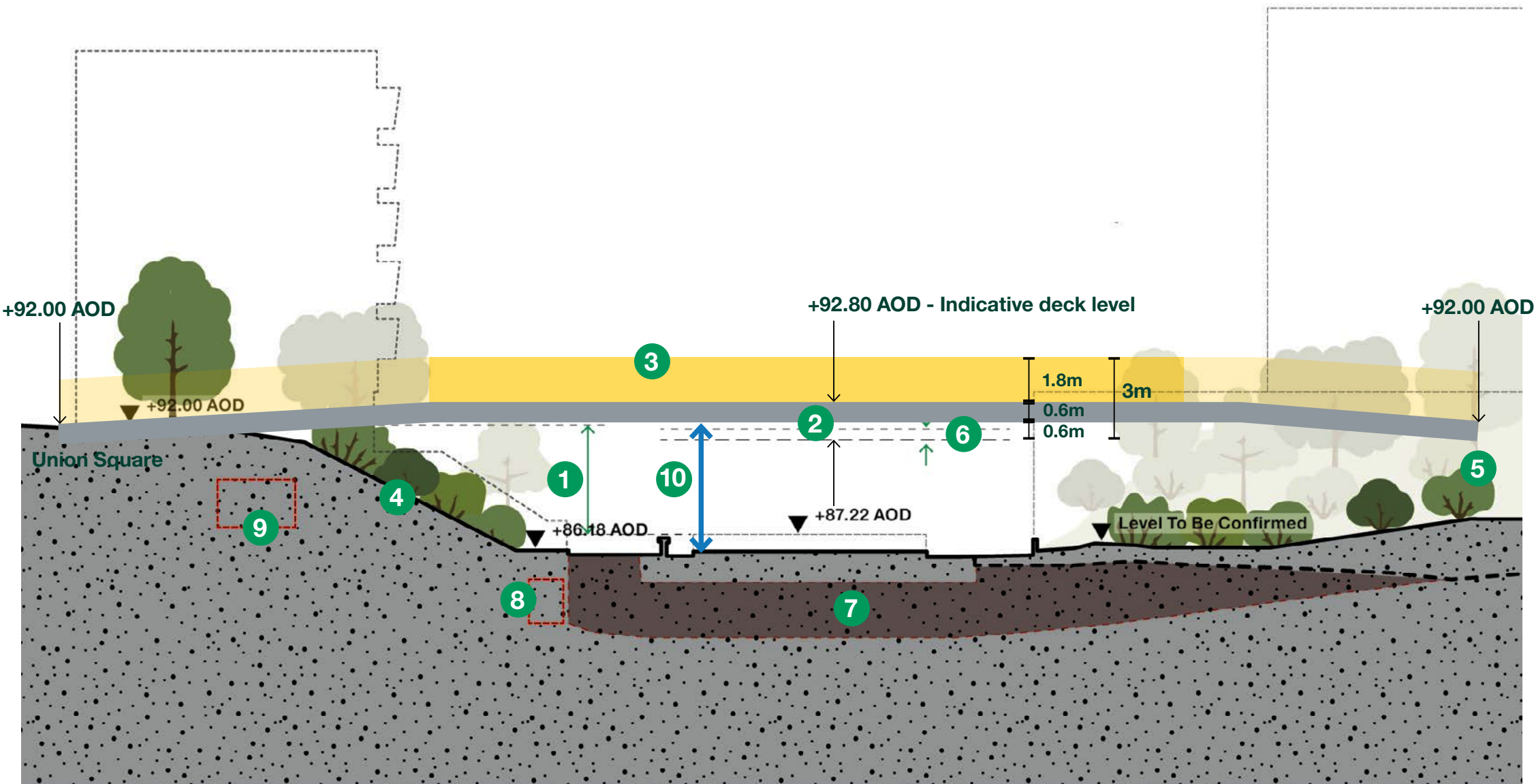
Design principles - Southern access footbridge and footpath links

6.3

Footbridge layout principles

There is a rise and fall of 800mm across the length of the footbridge. These principles were established at the outset to ensure sufficient clearance from the OLE for current and future rail / Metrolink provisions. A requirement for solidity to the bridge balustrade over the electrified Metrolink tramlines, has been factored into the proposals. The new connection between Union Square and Pyramid Park facilitates the infill of the existing subway that runs below the track, which has been closed for over 10 years and is prone to water pooling. From the bridge abutment at Pyramid Park, the landscaped route will gently descend in Pyramid Park to a level of +86.550 AOD, as defined in the proposed land remediation works (Planning ref: PP-12991258)

- 1
- Circa 5-6m level change between Union Square and platform level
- 2
- Free spanning bridge over rail corridor to suit TfGM requirements
- 3
- Solid balustrade over metrolink line
- 4
- Retaining structures to embankment
- 5
- Interface with existing Pyramid Park and proposed land remediation works (LPA ref. 70903/Full)
- 6
- Existing / future OLE heights and required off sets / Hazard Zones (to include OLE Poles)
- 7
- Infill of existing subway
- 8
- Pumping room to subway
- 9
- Possible below ground attenuation tank and other below ground utilities / constraints
- 10
- Clear height from track to underside of bridge structure to meet TfGM requirements



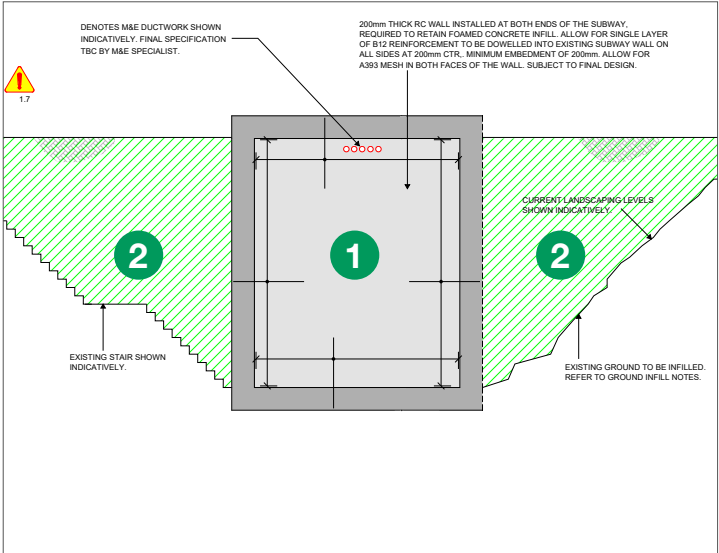
6

Design principles - Southern access footbridge and footpath links

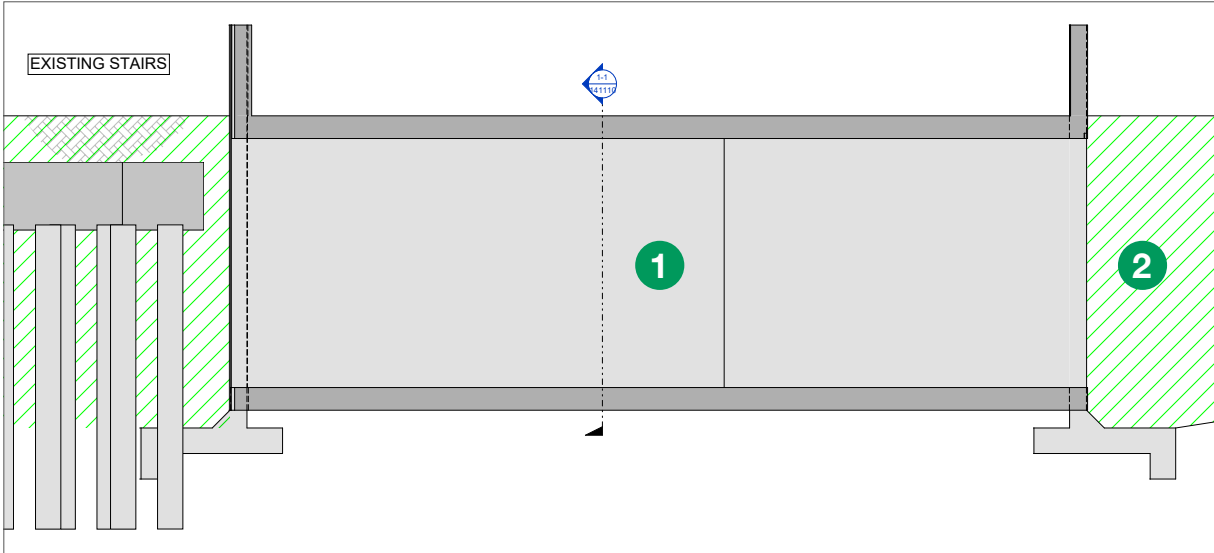
6.4

Track subway infill - Landscape / Structural strategy

The technical design of the subway infill has been led by Structural and Civil Engineer, Renaissance. Foamed concrete is proposed for the infill with provisions for ductwork to allow for existing services to be routed to the track and Pyramid Park. The ground at either side of the subway will be in-filled to an agreed level and planted with grasses to Pyramid Park, and wildflower planting to the western embankment. Further detail is captured within the landscaping architect information.



Cross-section by Renaissance



Cross-section by Renaissance



Plan drawing by Oobe

- 1
- Foamed concrete infill within retaining structures of subway
- 2
- Ground infill to redefine levels

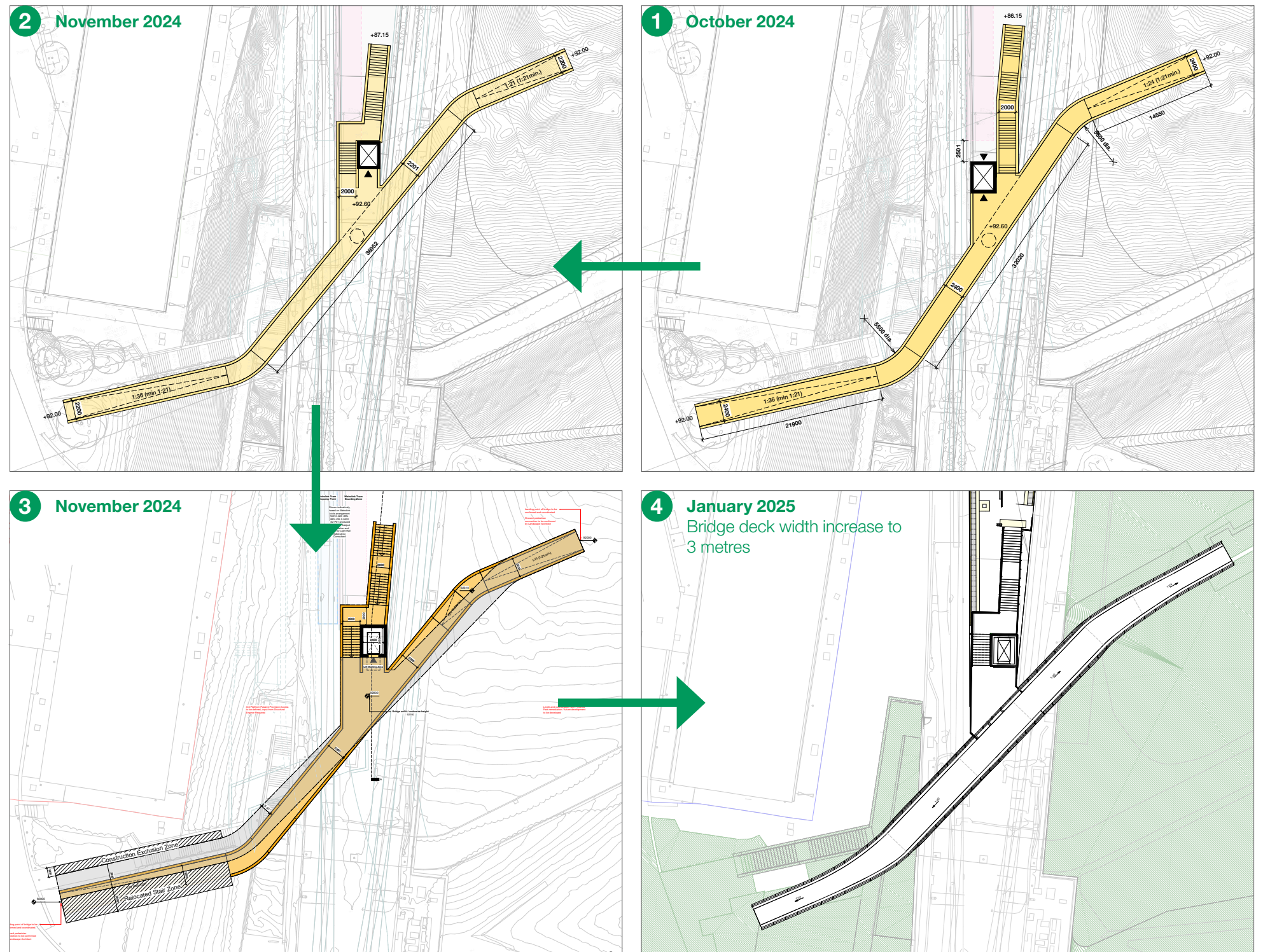
7 **Design proposals - Pedestrian footbridge**

7 Design proposals - Pedestrian footbridge

7.1 Design development

Although the principles of the bridge layout were established at the outset of the design stage, the routing and angle at which it passes across the Metrolink has refined. This is largely a result of working through the structural and logistical strategies, including removal of central structural support for the bridge, desired construction offsets from the existing stairs and to avoid existing below ground infrastructure at Union Square.

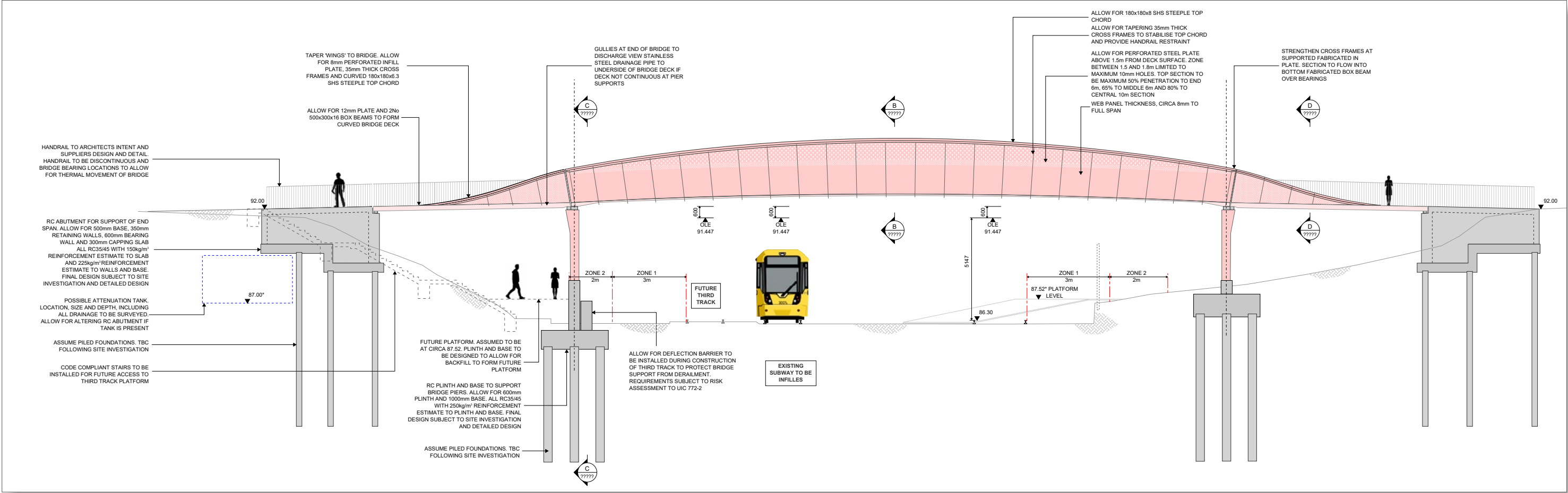
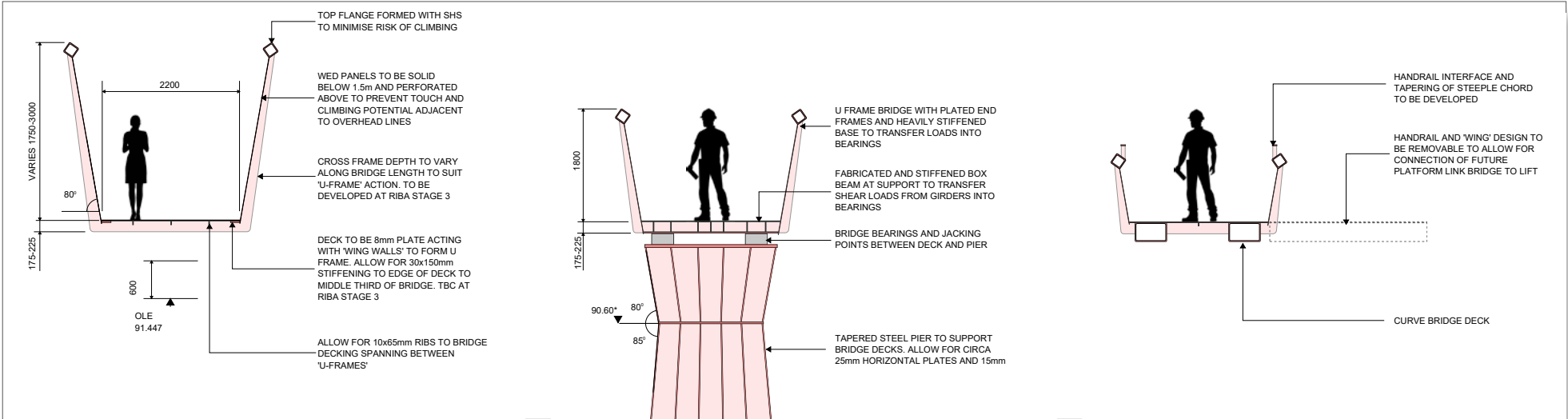
Another development from the original brief is the width of the bridge deck, which increased from 2 metres to 3 metres. This decision was made to ensure the pedestrian experience is positive, on a spacious / open deck. A positive outcome of these moves is the improvement of visual sight lines across the bridge and bends, benefiting security through natural surveillance and users' safety.



7 Design proposals - Pedestrian footbridge

7.2 Design development - Structural strategy

The drawings on this page represent the initial structural strategy from Renaissance. They capture the principles of a structure that spans the Metrolink lines with the introduction on feature support columns at either end of the track. Regularly spaced, profiled 'U' sections add stiffness to the structure and are articulated to 'fan' from the centre of the bridge. Between the columns and abutments, there is opportunity for a more open balustrade. A continuous arched chord is required across the main span with a single opening in the parapet, allowing for access down to platform.



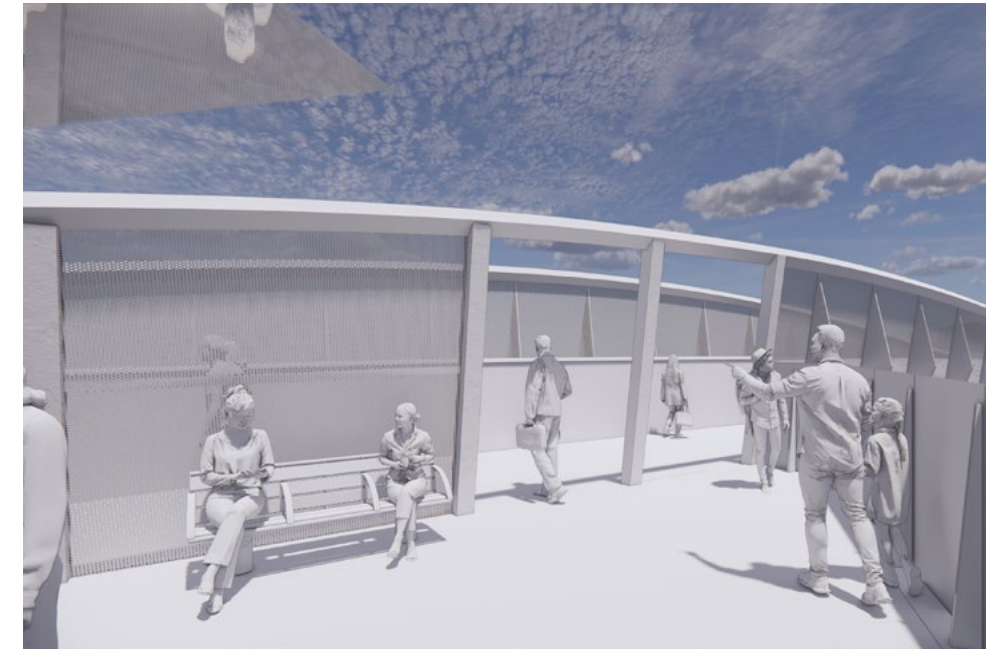
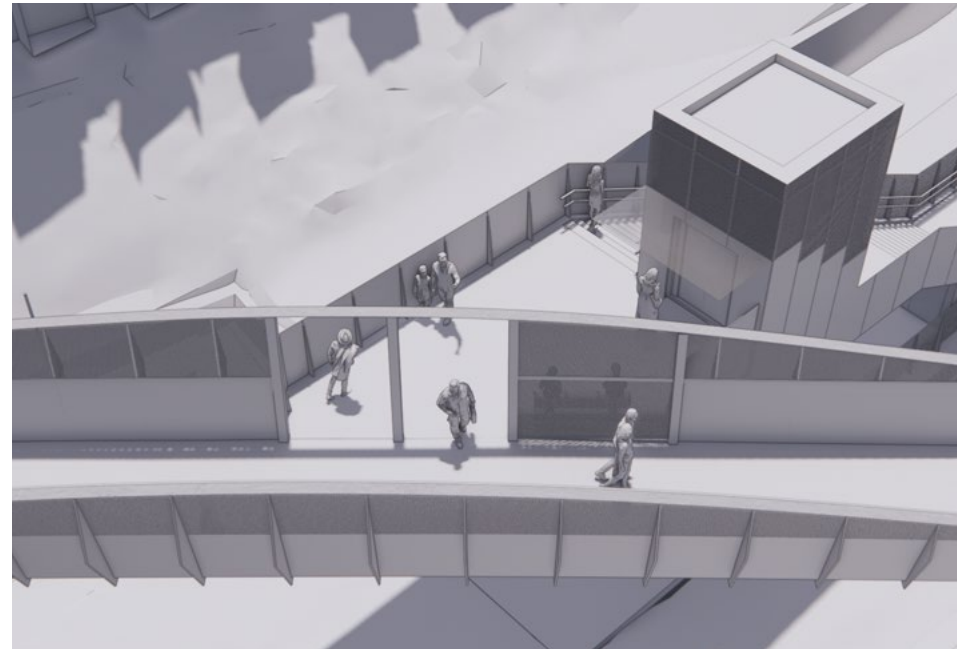
7 Design proposals - Pedestrian footbridge

7.3 Design development - Bridge opening

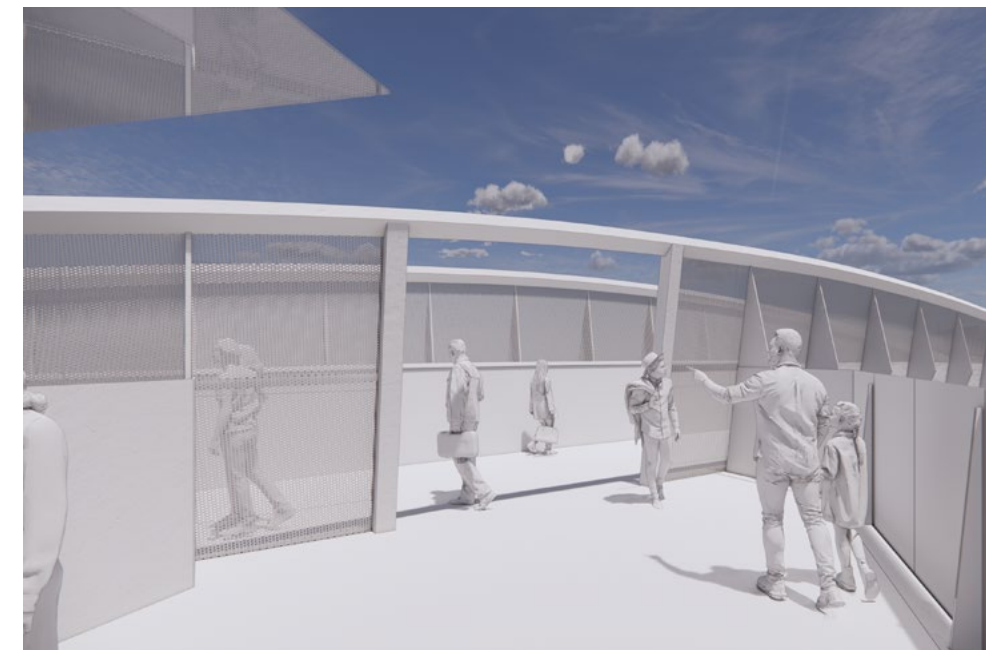
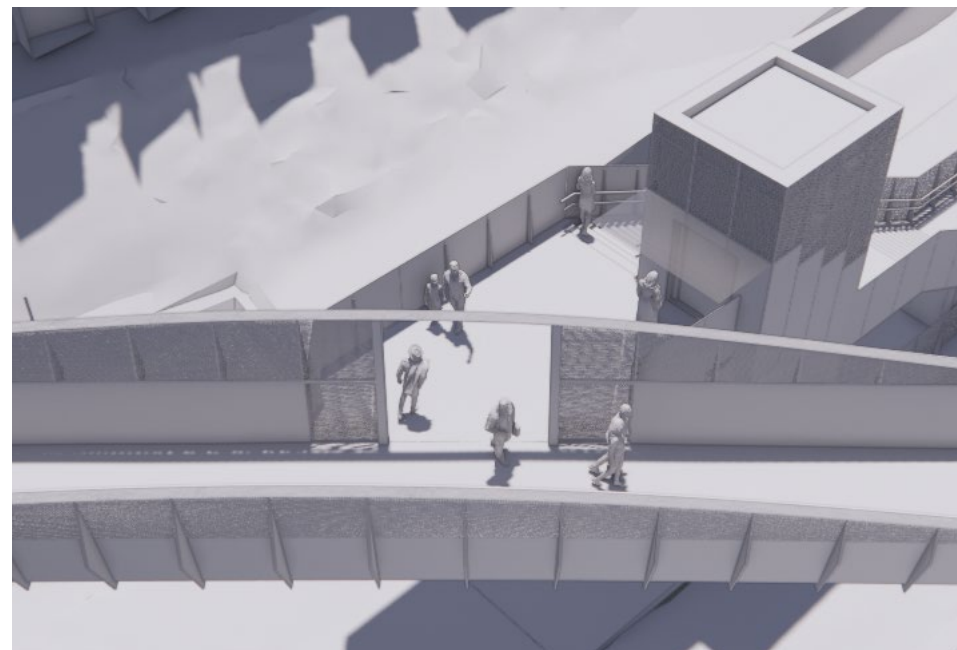
The access from the bridge span to the new southern circulation core has been subject to various design development studies. Ensuring the opening is generous with adequate sight lines to promote natural surveillance have been a key consideration. Due to the efficiency embedded within the structural strategy, only a single opening can be formed in the parapet, with full height perforated panels to the side to maintain structural stability.

Of the two main options proposed and developed with structural engineer Renaissance, the preferred solution was to maintain a single clear opening with full height perforated panels to either side. The arrangement is more balanced and central to the landing, promoting generous route that improves user experience

1 Original Strategy - Wider opening with central post



2 Preferred Solution - 3m clear opening with full height perforated panels to each side



7 Design proposals - Pedestrian footbridge

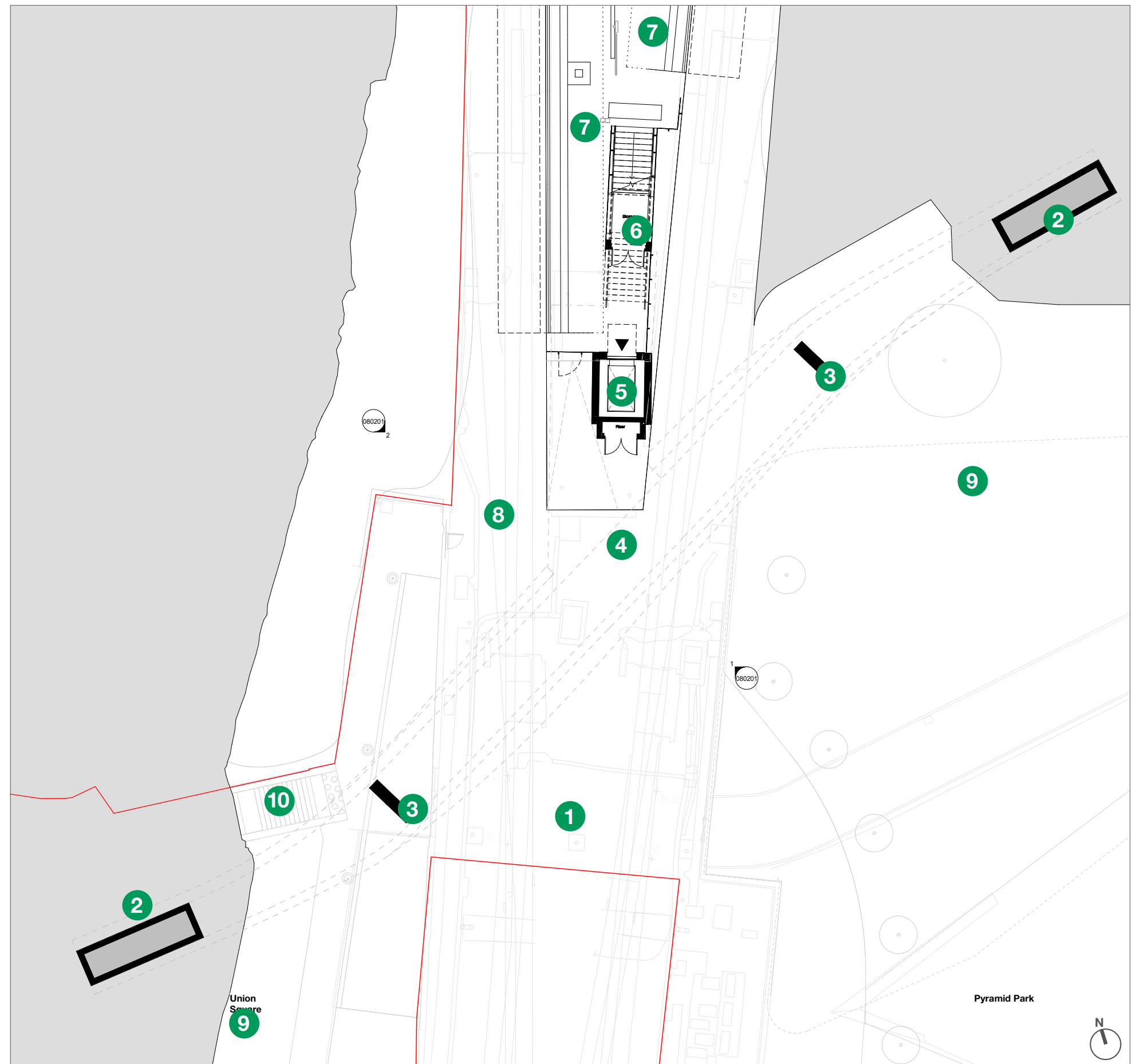
7.4 GA plan - Platform level

At platform level, the bridge elements that are defined as the precast concrete abutment structures, are embedded into the Union Square and Pyramid Park landscape. They feature stanchions further in bound to the track edge. The bridge structure spans over the track as a single span without intermediate support as outlined with the design brief from TfGM.

The lift shaft sits at the south of the platform, with access from doors facing the North. A service riser to the rear of the lift shaft allows services to be routed from the platform to the bridge deck, and subsequently to each abutment. A security line, with a gate for access by Metrolink operatives only, sits parallel with the lift shaft and restrict public access to the track.

The stair configuration connects to the eastern side of the platform to ensure it is outside of the metrolink boarding zone for trams to the West. A store is placed below the stair structure and is only to be accessed by metrolink personnel.

- 1 Infill of existing subway and associated infrastructure
- 2 Abutment built into embankment
- 3 Bridge stanchion either side of rail corridor
- 4 Free spanning bridge over rail corridor
- 5 Lift
- 6 Stair
- 7 Platform boarding zone
- 8 Metrolink operational access
- 9 Landscape works
- 10 Maintain existing stair access



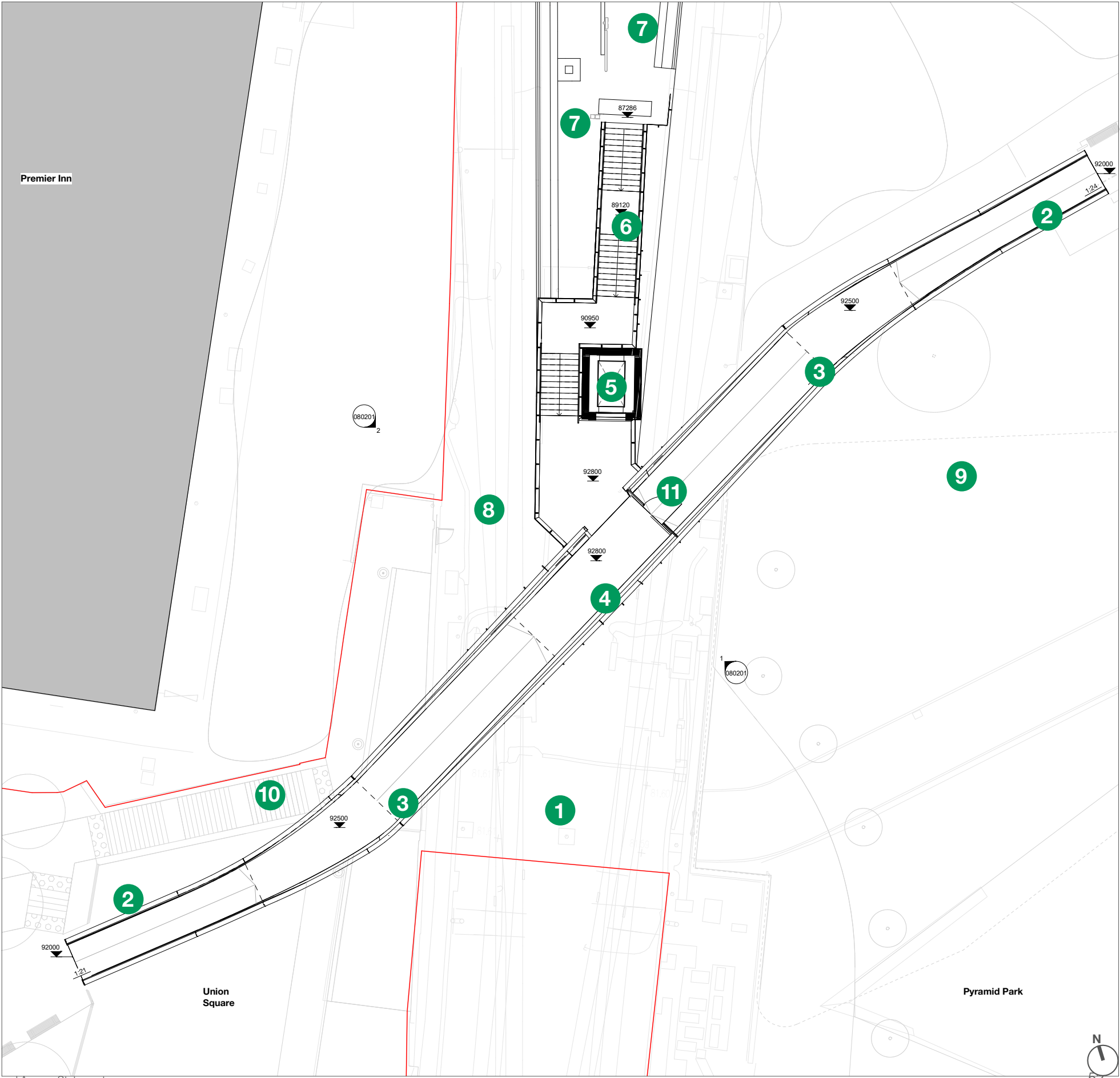
7 Design proposals - Pedestrian footbridge

7.5 GA plan - Bridge deck level

The stair and lift from platform level take passengers to an open landing area that links to the bridge structure. This area is configured to provide a dedicated waiting area for the lifts that sits outside the pedestrian movement zones. The entrance to the bridge from the landing is through a framed opening. A perforated screen sits adjacent to the opening, allowing natural surveillance for bridge users for oncoming user to mitigate conflict between movements.

There is an 800mm rise and fall across the length of the bridge to the abutments. This is factored into the deck design with gentle slopes shallower than 1:20, broken by and intermediate flat section. These slopes also direct surface water to the drainage provisions at the abutments. The bridge deck has a clear width of 3 metres across the main space, gradually tapering to 2 metres at the abutments to discourage cyclists from using the bridge.

- 1 Infill of existing subway and associated infrastructure
- 2 Abutment built into embankment
- 3 Bridge stanchion either side of rail corridor below bridge deck
- 4 Free spanning bridge over rail corridor
- 5 Lift
- 6 Stair
- 7 Platform boarding zone
- 8 Metrolink operational access
- 9 Landscape works
- 10 Maintain existing stair access
- 11 Temporary security gate

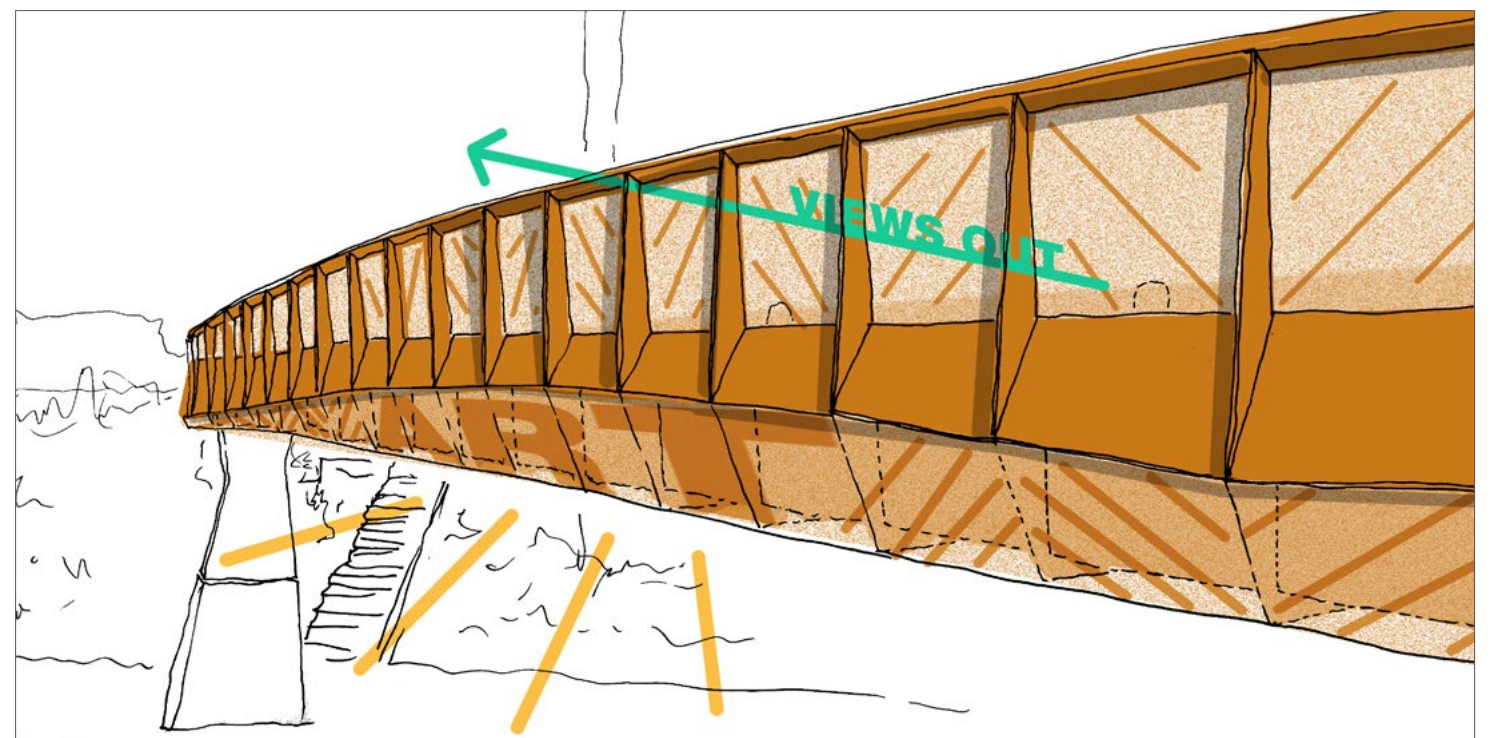
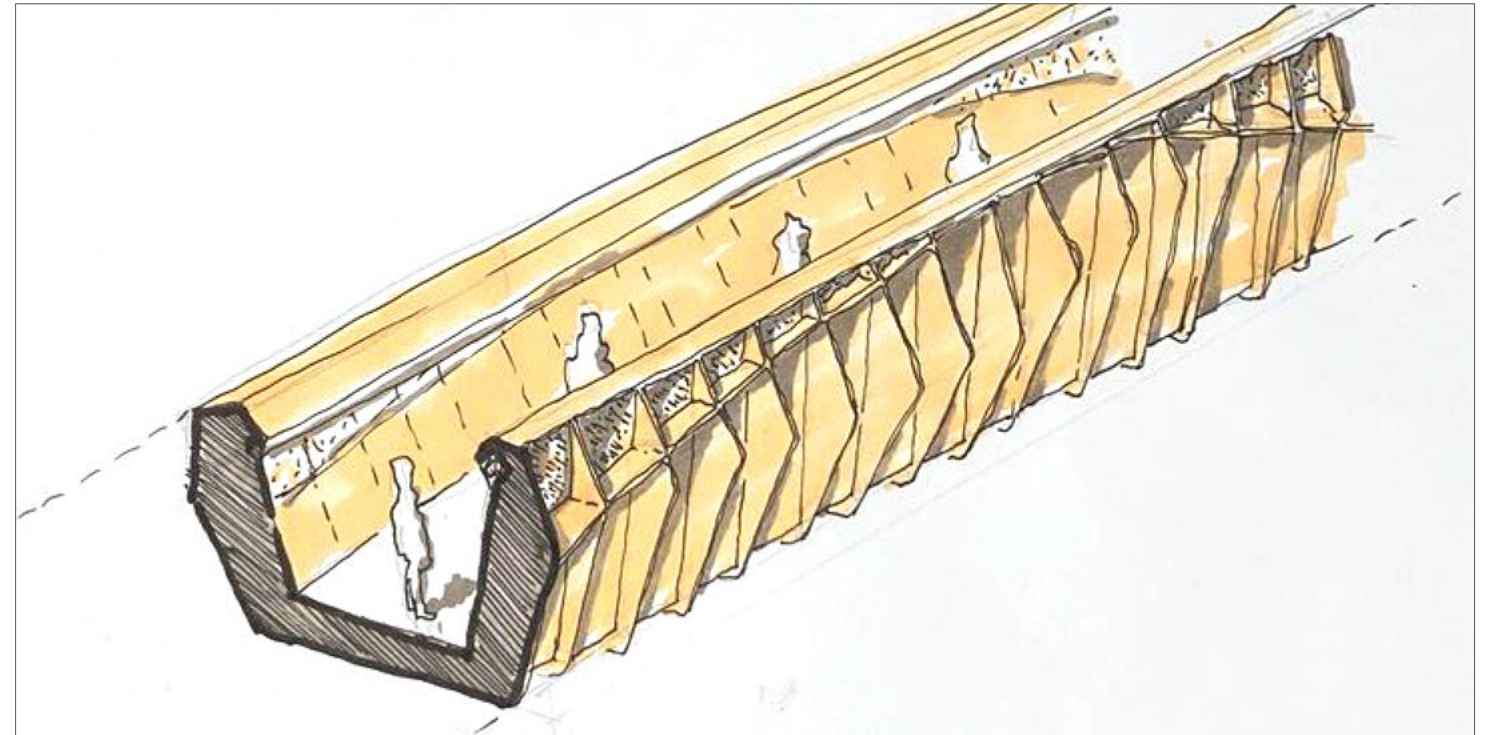
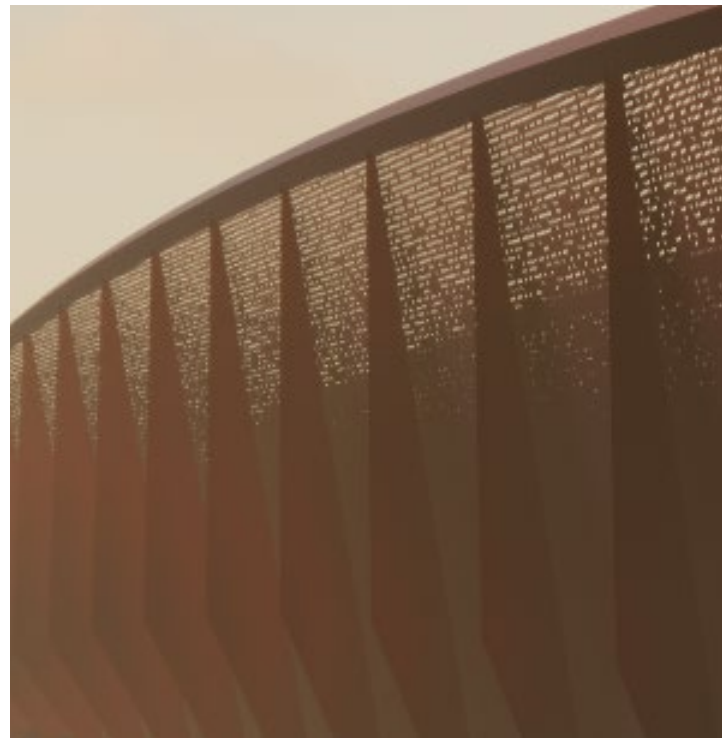


7 Design proposals - Pedestrian footbridge

7.6 Design development - Bridge appearance

The strategy to express the bridge structure with regular profiled fins provides opportunity for an expressive dynamic object within the context. This builds on the flowing form that had been defined from the routing across the tracks. Exaggerated profiled fins with subtle changes in depth undulate across the elevation. The opportunity to explore openness to the parapets through perforation and texture was also key to refining the aesthetic whilst maximising natural light to enhance user experience.

Design development image by Hawkins\Brown

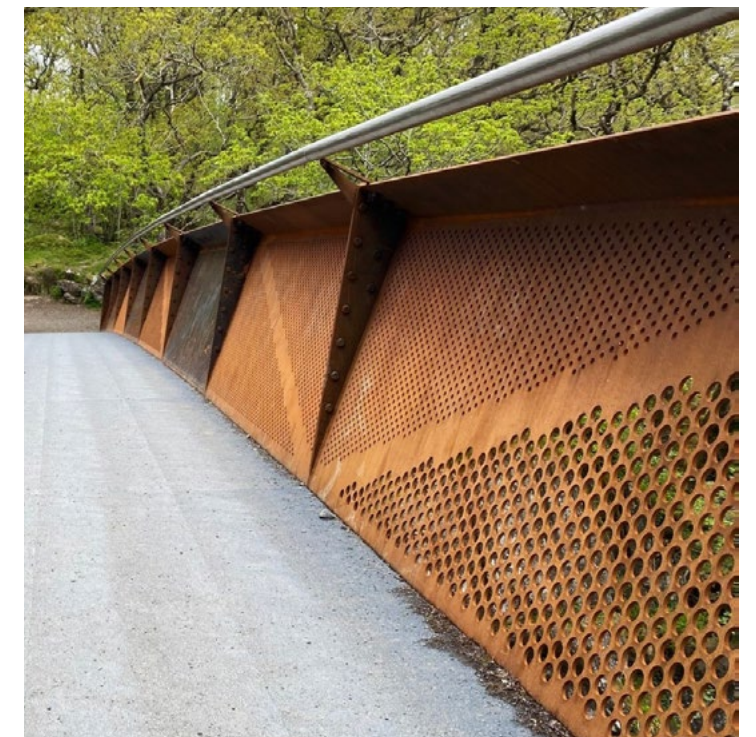
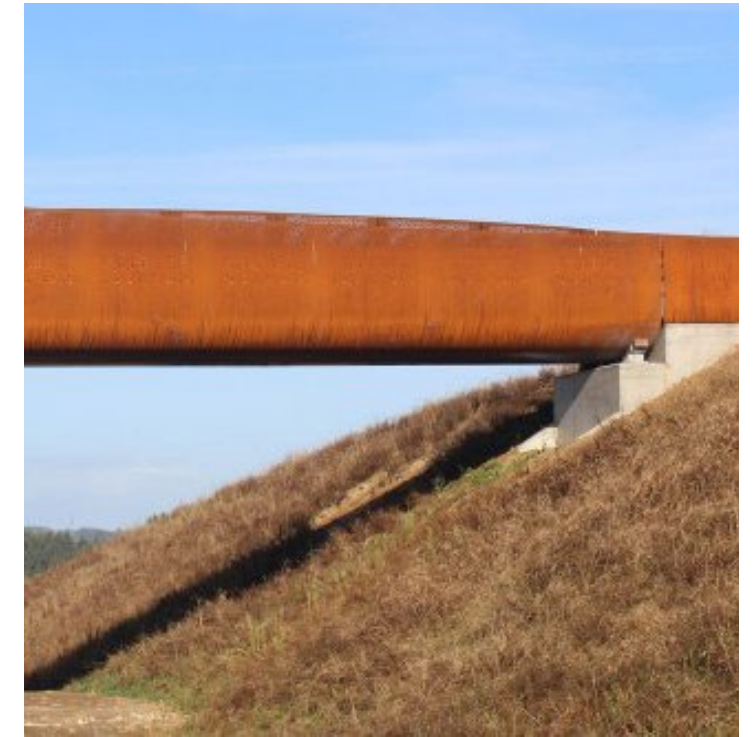


7 Design proposals - Pedestrian footbridge

7.7 Materiality and detail - Precedent studies

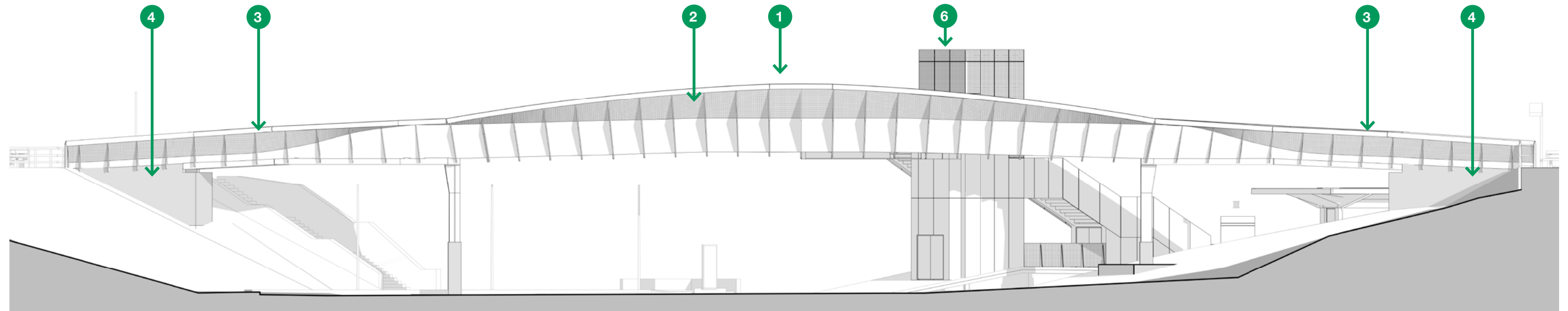
The design team have explored various options for the bridge materiality. The technical nature of the structure above a public transport network brings with it various technical considerations including servicing and maintenance regimes, structural performance and material efficiency. Within that, there was a desire to develop a sculptural form that expressed the repetitive fins that had emerged through the structural strategy.

Weathered steel (Corten) satisfies these requirements whilst providing flexibility and opportunity. Given the varied nature of the context and blur between urban and natural environments, a naturally evolving material such as Corten will bed into the surroundings over time, with a warm tone complimenting the existing material palette.

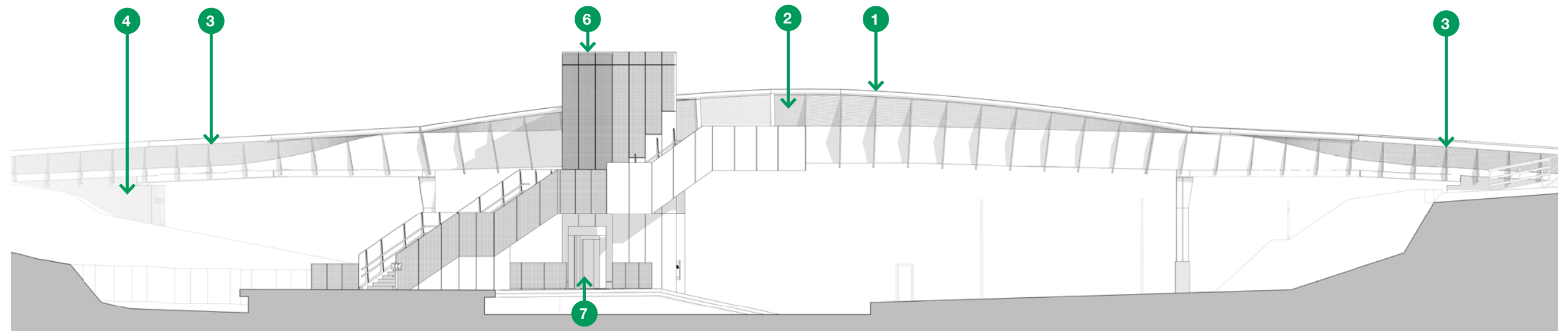


7 Design proposals - Pedestrian footbridge

7.8 Proposed elevations

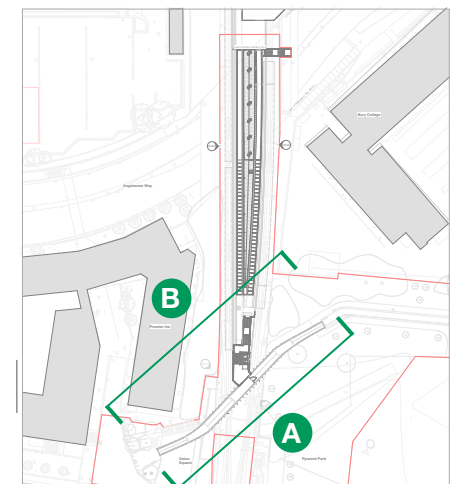


A Proposed bridge elevation facing North



B Proposed bridge elevation facing South

- 1** Weathered steel plate bridge structure (Corten)
- 2** Perforated weathered steel plate (Corten) pattern indicative only
- 3** Weathered steel balustrade upright with mesh Infill (Corten)
- 4** Precast concrete abutment with architectural finish
- 5** Aluminium Cladding Panel - Dark Grey PPC Finish
- 6** Perforated Aluminium Cladding Panel - Dark Grey PPC Finish
- 7** Stainless Steel Lift Doors with Glazed Infill



7

Design proposals - Pedestrian footbridge

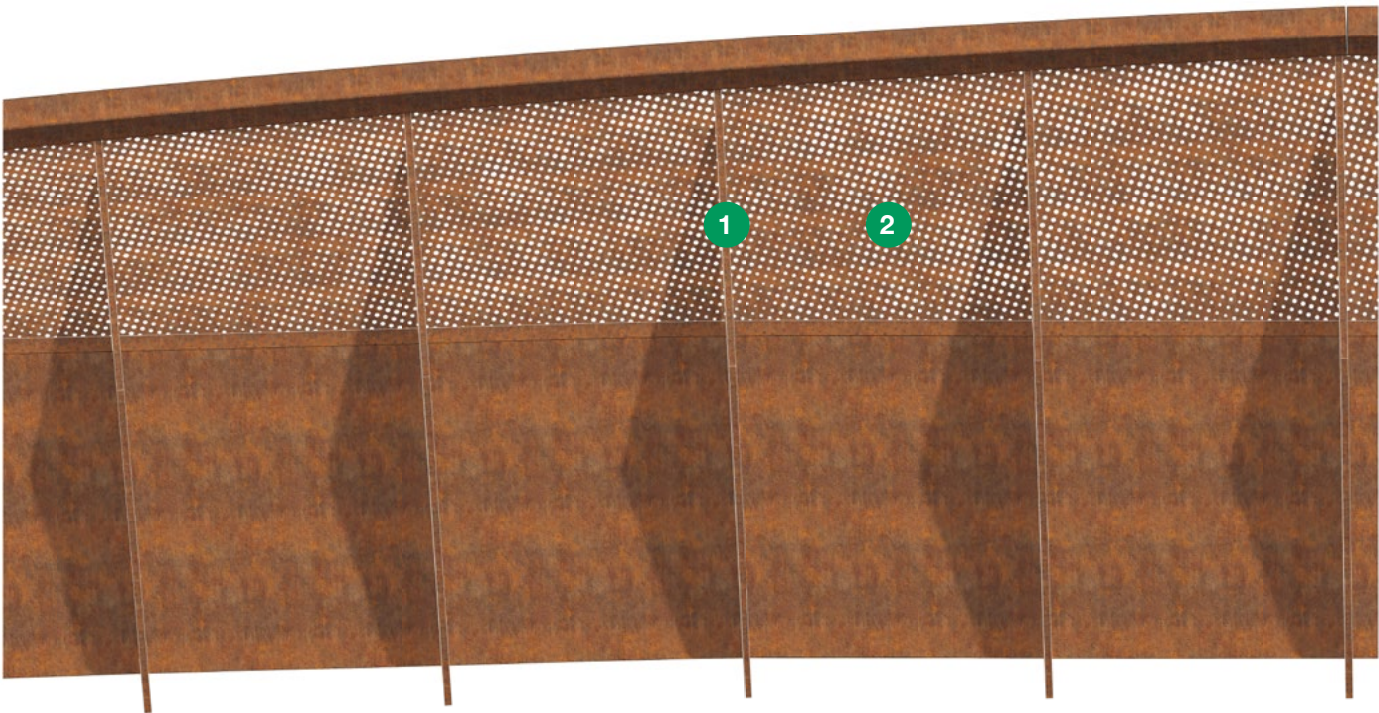
7.9

Bay study - Bridge

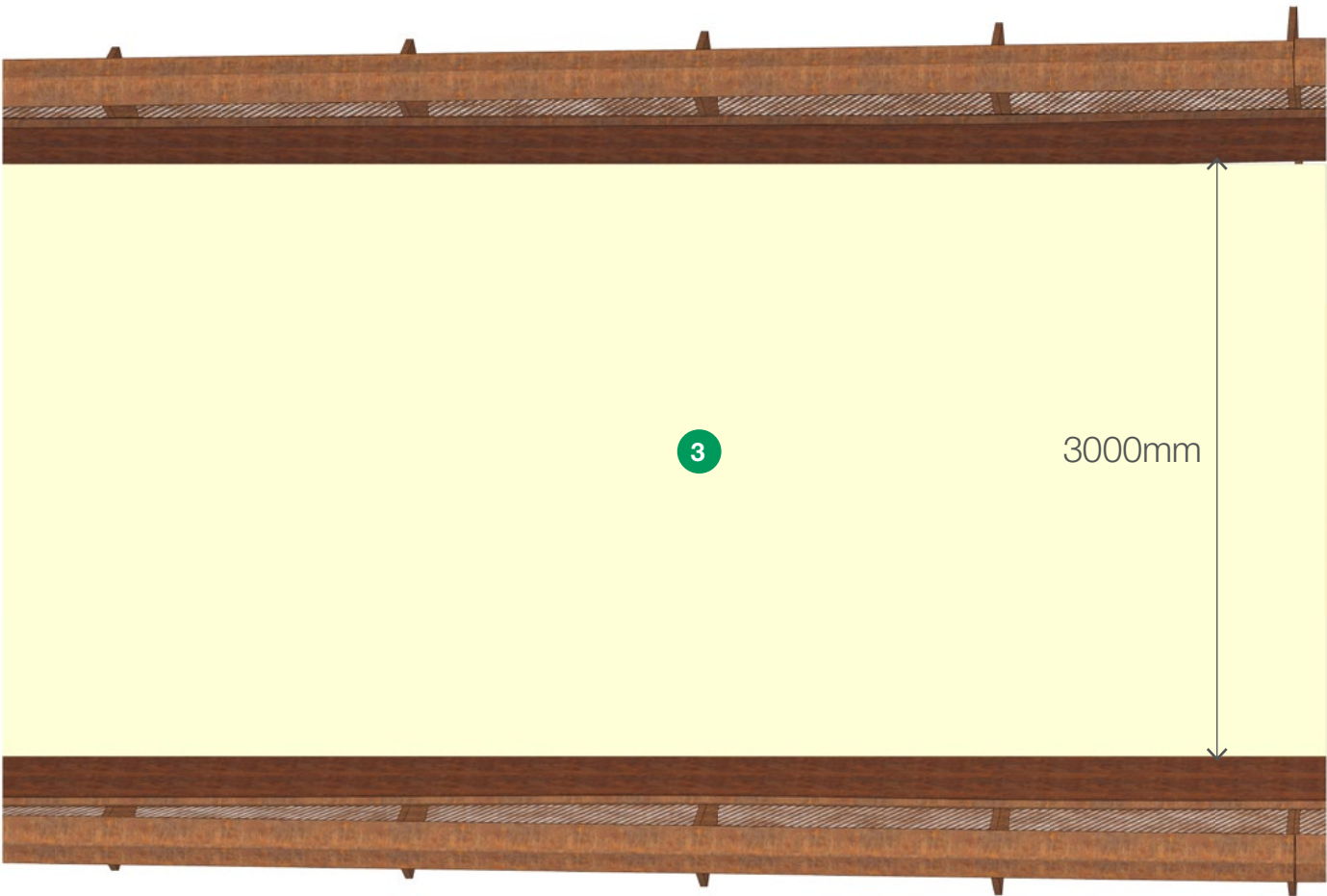
The bridge is constructed from weathered steel sheet with regular profiled ribs that stiffen the parapet. The ribs articulate to ‘fan’ from the centre of the bridge span to each abutment, adding further detail to the form that varies across the span.

The lower 1.5m of the bridge parapet is solid, to align with the technical requirements of the structure spanning the live electrified network. Above this datum, perforations are introduced to increase openness and permeability of parapet. This varies over the span of the bridge, with parameters defined within the structural strategy.

A paint applied grit finish is proposed to the bridge deck, providing a robust and maintainable finish in a vibrant colour, that flows through to the platform circulation. Opportunities for wayfinding within this plane will be tested with TfGM through the next design stage.



Bridge elevation



Bridge plan

- 1 Weathered steel plate bridge structure (Corten)
- 2 Perforated weathered steel plate (Corten) pattern indicative only
- 3 Bonded grit floor finish

7

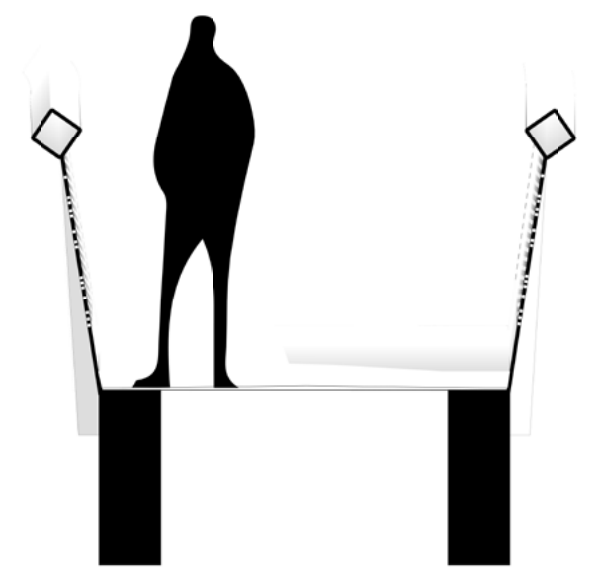
Design proposals - Pedestrian footbridge

7.10

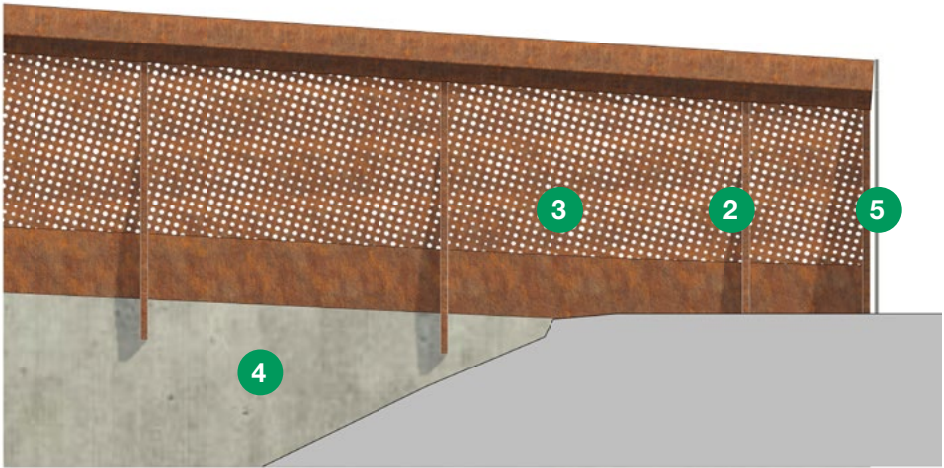
Bay study - Bridge abutment

The language expressed in the main span of the bridge translates across to the abutments at Pyramid Park and Union Square. Regular vertical supports frame perforated infill panels to mimic the texture from the main bridge. A rotated box section frames the top rail of these supports as a continuation of the bridge chord. Servicing and recessed lighting is housed within. At the end of the bridge, a profiled stainless-steel plate with a silhouette of the balustrade profile is offset. This creates a transition that responds to the palette within the landscape design.

The abutment structure is formed from an exposed visual concrete that is nestled into the landscaped bank.

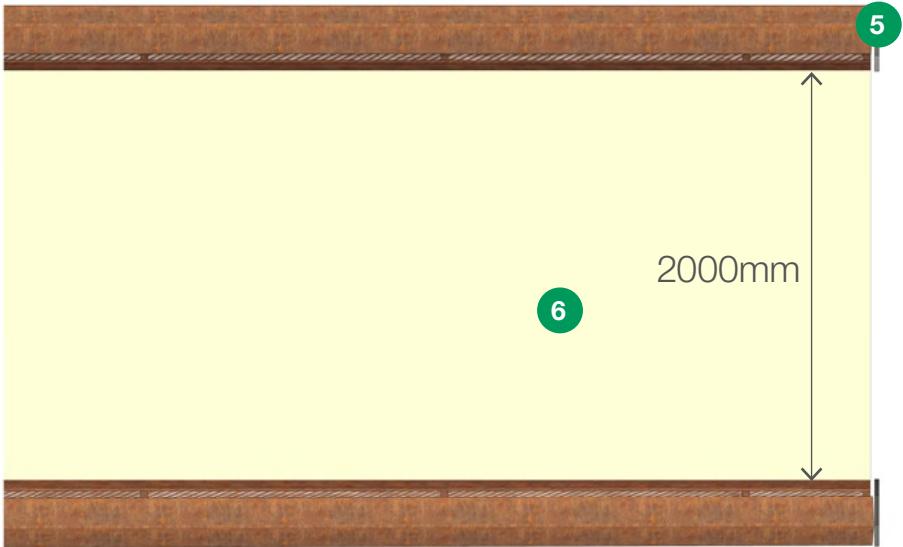


Bridge abutment section



Bridge abutment elevation

- 1
- Weathered steel plate bridge structure (Corten)
- 2
- Perforated weathered steel plate (Corten) pattern indicative only
- 3
- Weathered steel balustrade upright with mesh Infill (Corten)
- 4
- Precast concrete abutment with architectural finish
- 5
- Stainless steel fascia plate
- 6
- Bonded grit floor finish



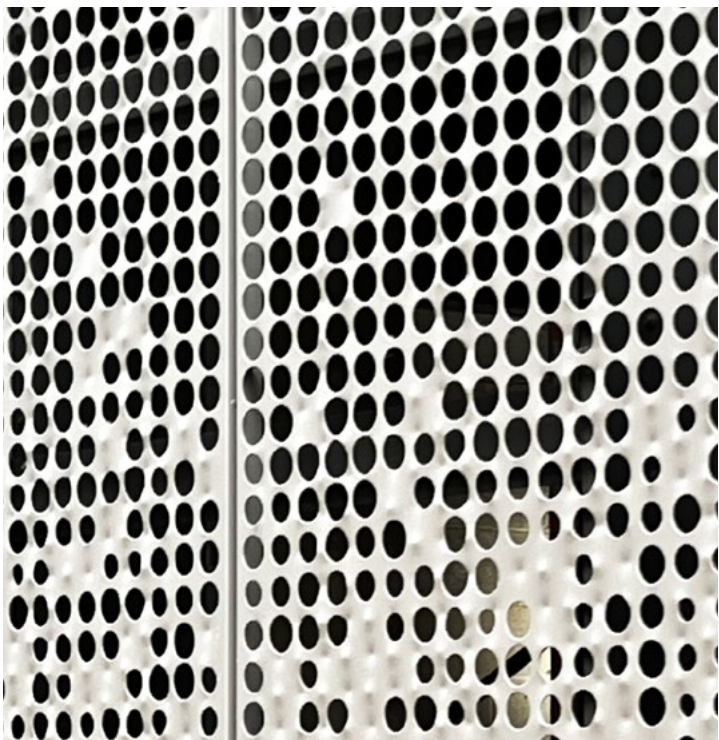
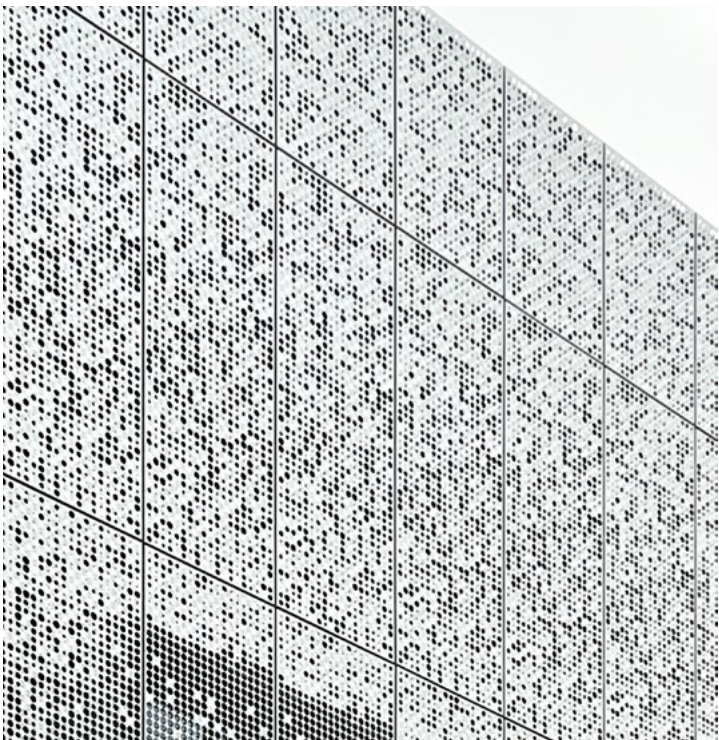
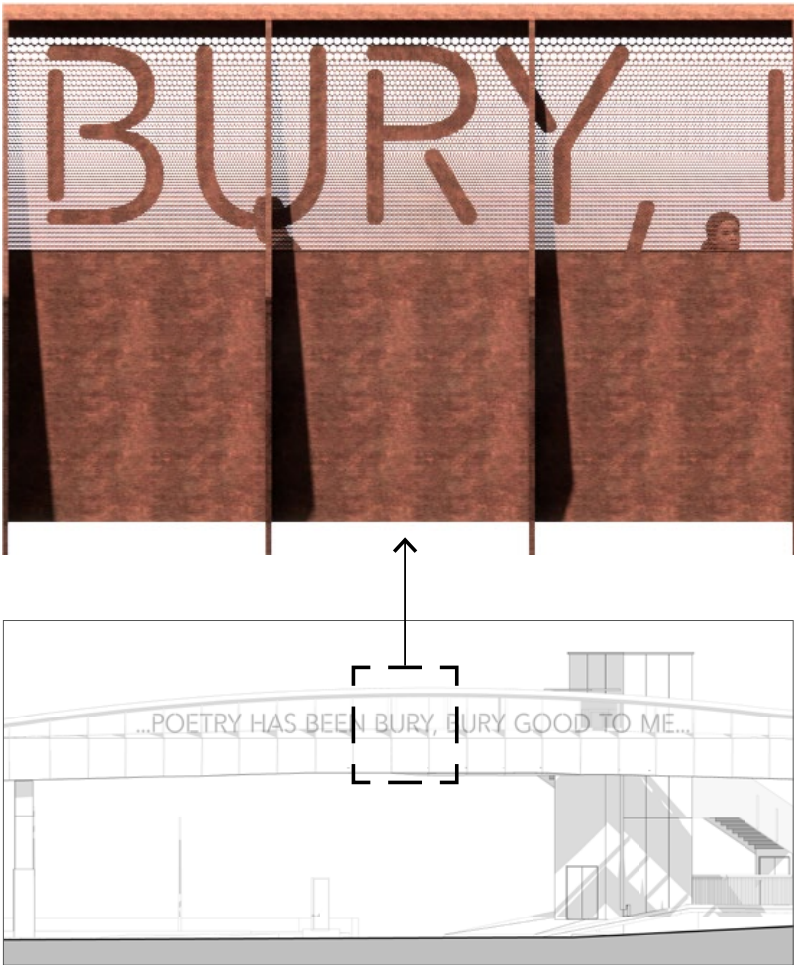
Bridge abutment plan

7 Design proposals - Pedestrian footbridge

7.11 Materiality and detail - Perforations

The strategy to include perforations within the parapet to the bridge provides an opportunity to embed a graphic overlay across the structure, essentially creating a canvas along the bridge. Hawkins\Brown have designed and delivered a range of strategies using perforated metalwork. TfGM have aspirations to work with artists within the wider redevelopment of the interchange and have commissioned an art consultant to help define a brief for these works. This will be explored through the detail design stages.

Design development image by Hawkins\Brown showing indicative artwork only

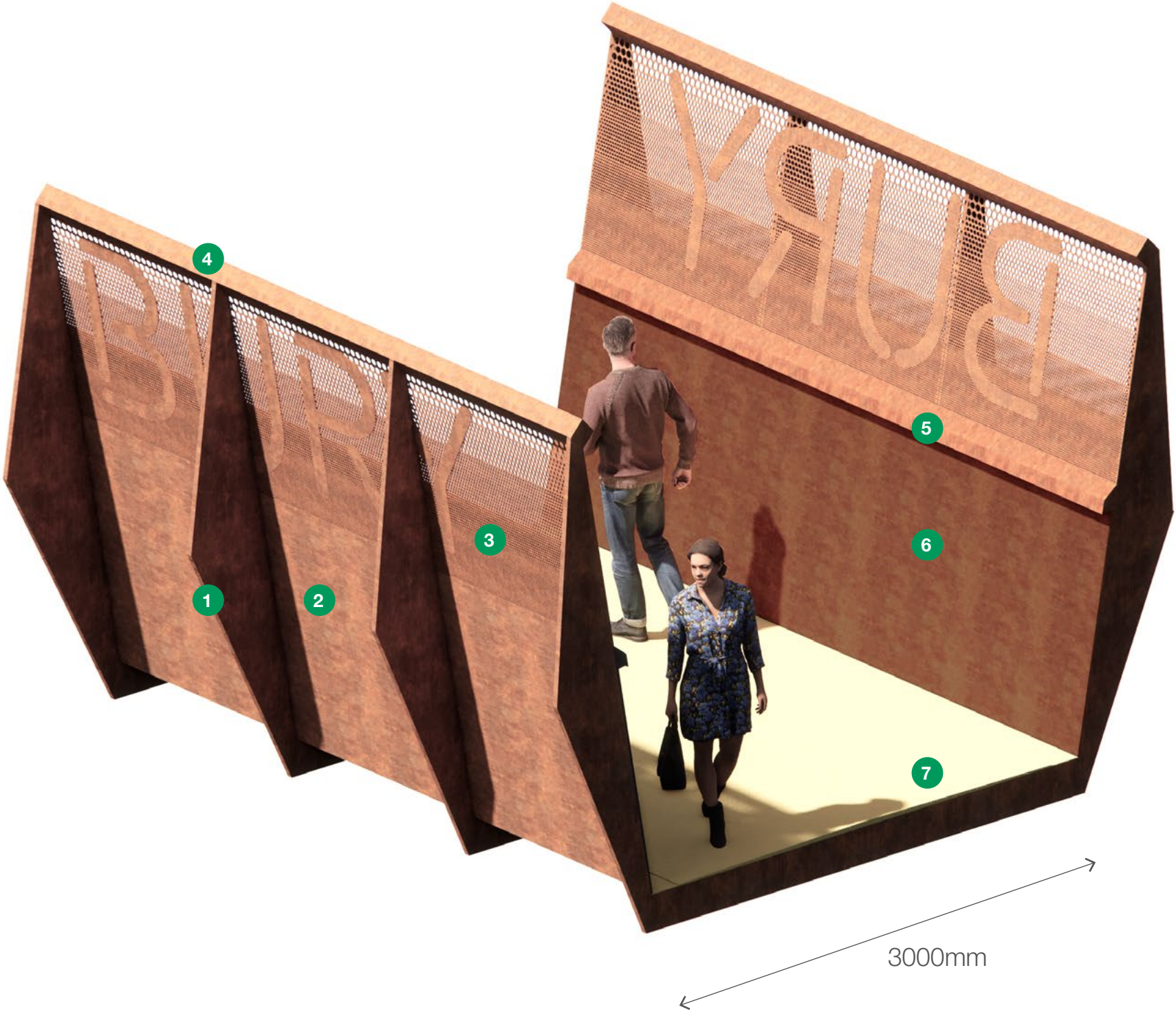


7 Design proposals - Pedestrian footbridge

7.12 Materiality and detail - Proposed finishes

The adjacent bay study captures the design intent for the bridge structure. A generous 3 metre wide deck and inclined parapet promotes a welcoming user experience. A painted finish is proposed to the internal face of the parapet, providing a neutral tone that can be treated with an anti-graffiti surface and thus maintainable. Integrated lighting strips and services track across the bridge in anti-climb profiles at 1.5m high, below the perforated panel, tapering down at the abutments. Externally the weathered steel plate is expressed with profiled 'U' frames, each being different to create a dynamic expression across the elevation. The graphic expression integrated into the perforated pattern adds further refinement to the detail.

- 1 Weathered steel expressed profiled structural girder (Corten)
- 2 Weathered steel plate bridge structure (Corten)
- 3 Perforated weathered steel plate (Corten) pattern with graphic overlay
- 4 Weathered steel - Corten Top Chord
- 5 Integrated lighting / conduit rail with anti-climb cover profile
- 6 Anti graffiti coating to inside face of bridge
- 7 Bonded grit floor finish



Design development image by Hawkins\Brown showing indicative artwork only

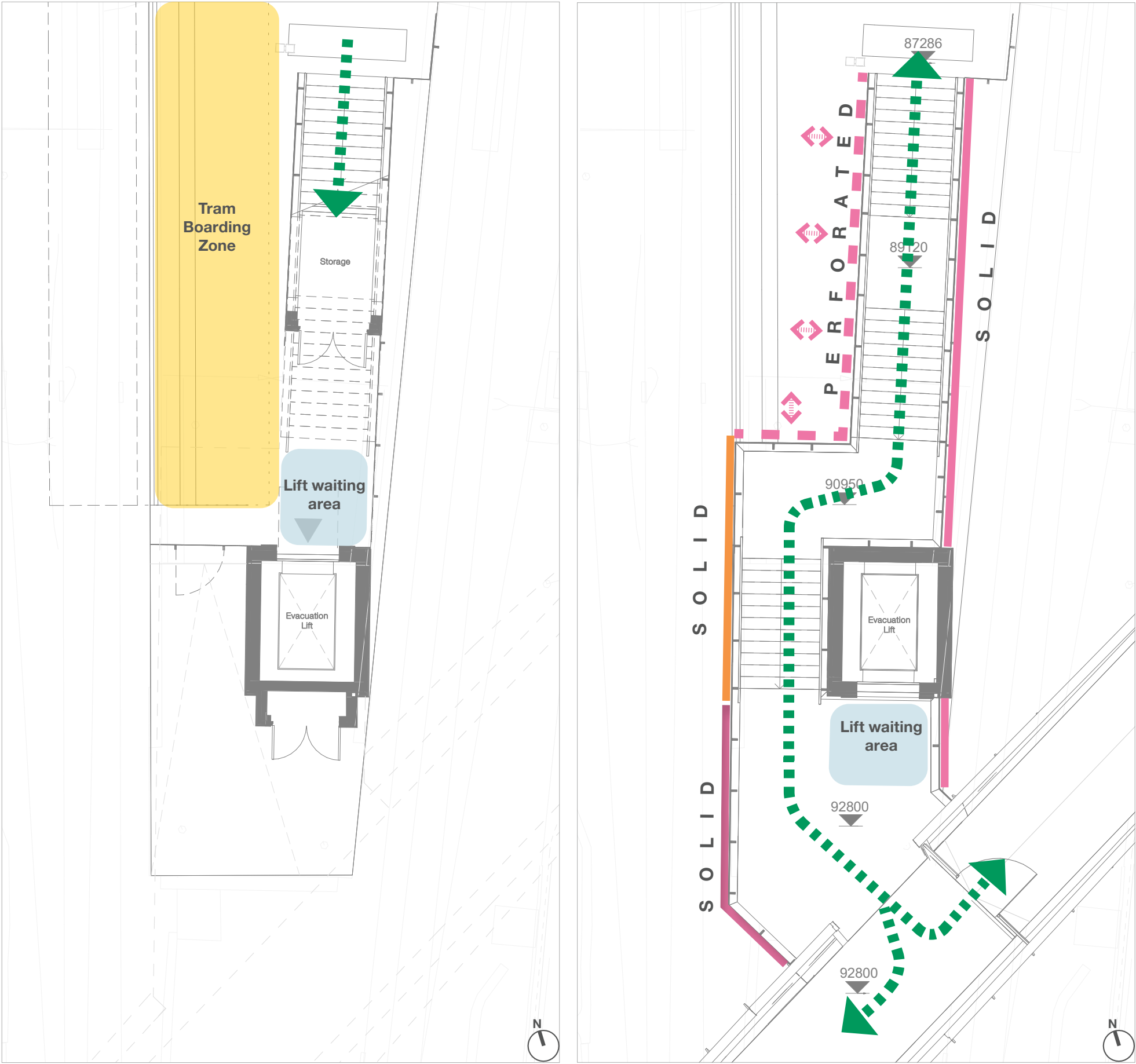
7 Design proposals - Pedestrian footbridge

7.13 Circulation link to platform

Access to the platform from the bridge is via a new lift shaft and stair. The lift and stair are both accessed from the east of the platform to ensure they are clear of the proposed metrolink boarding zones on the western platform. At platform level, the lift door is positioned below the stair landing providing shelter for users whilst waiting. A balustrade provides edge protection to the east, and a similar balustrade to the south restricts access to the track environment, which is to be access by maintenance personnel only.

To the east the stair is sufficiently offset from the Overhead Line Equipment (OLE) and has a solid balustrade. To the west, a portion of the balustrade is perforated to allow improved visibility between the bridge level and the platform. The third flight of steps has a higher balustrade to provide sufficient protection between people using the stair and the OLE.

At bridge level, the lift opening is to the south of the shaft facing onto the landing area that links to the bridge. The opening from the bridge onto the lift and stair landing, is positioned to create a dedicated waiting area for the bridge that is outside of movements zones. A perforated screen, required for the structural performance of the bridge, separates this area of landing from the bridge and allows uses to look through for oncoming pedestrians. The stair wraps around the lift shaft and terminates to the west of the landing.



7 Design proposals - Pedestrian footbridge

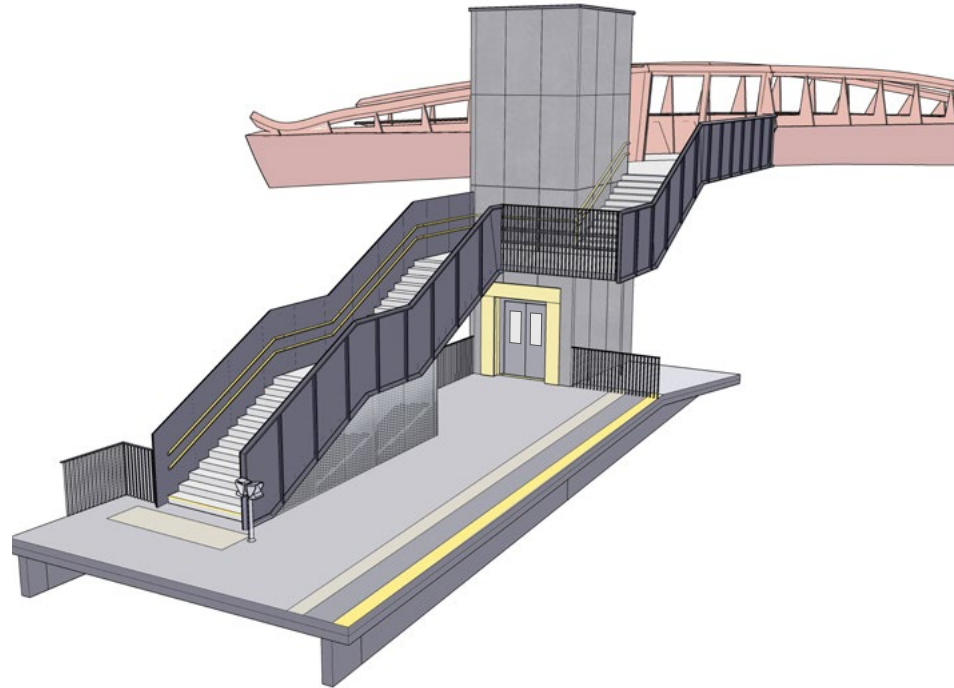
7.14 Southern circulation - Material testing

The new lift shaft and stair acts as a physical and visual link between the platform environment and the bridge structure. With the bridge defined as weathered steel and a more neutral palette to the platform, we tested a number of material combinations to celebrate this transition. A further consideration is the branding palette from TfGM, and how this needs to be integrated.

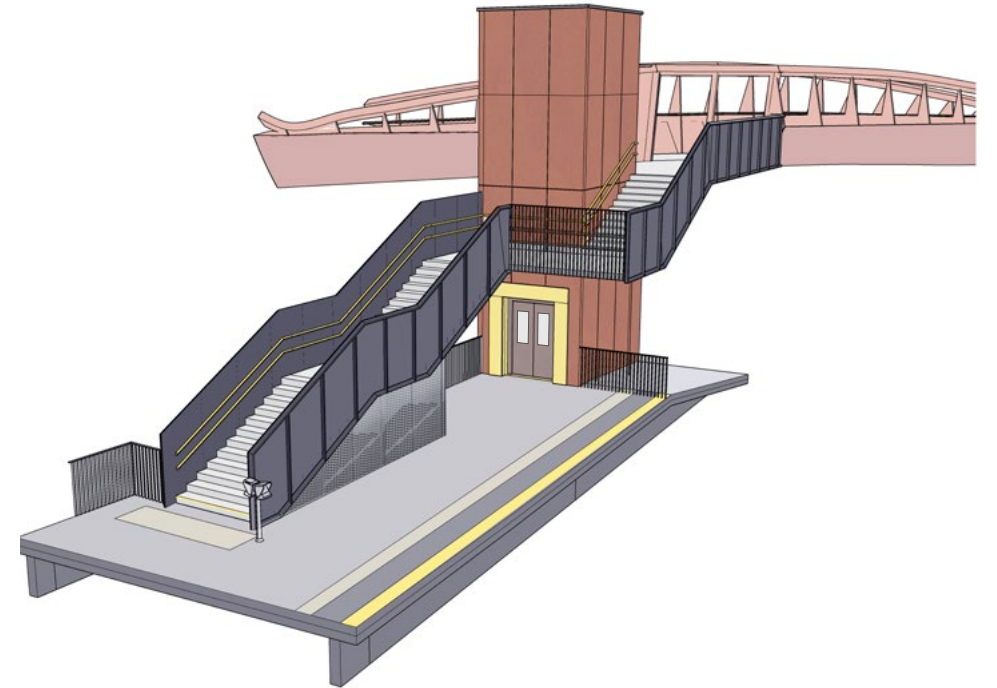
As the stair connects the passenger experience to the platform, a neutral finish that complimented the material palette on the platform felt most suitable. It also created a clear visual break to the bridge, better defining it as single sculptural form. The supports for the stair are expressed, taking cues from the expressive bridge structure.

The tests for the lift shaft included precast concrete and lightweight metal cladding, and tested different panel iterations and tone. Lightweight cladding to the precast concrete structure was the preferred choice, working within the palette generated for the platform. Through the studies, we established that the stairs as lift shaft should read as a same elements and therefore finished in dark grey.

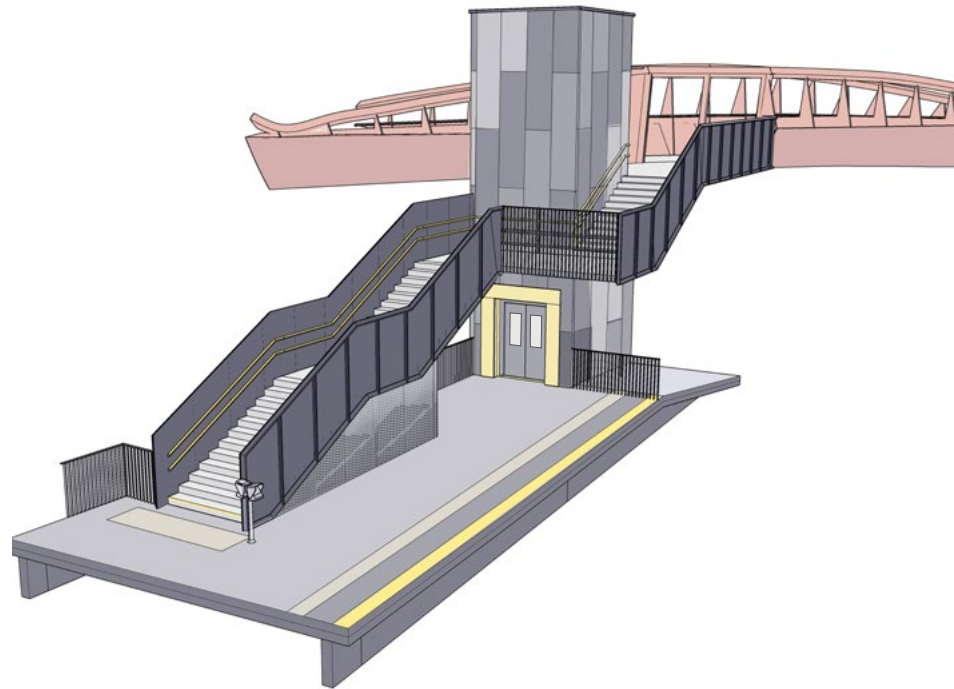
1 Precast concrete lift shaft



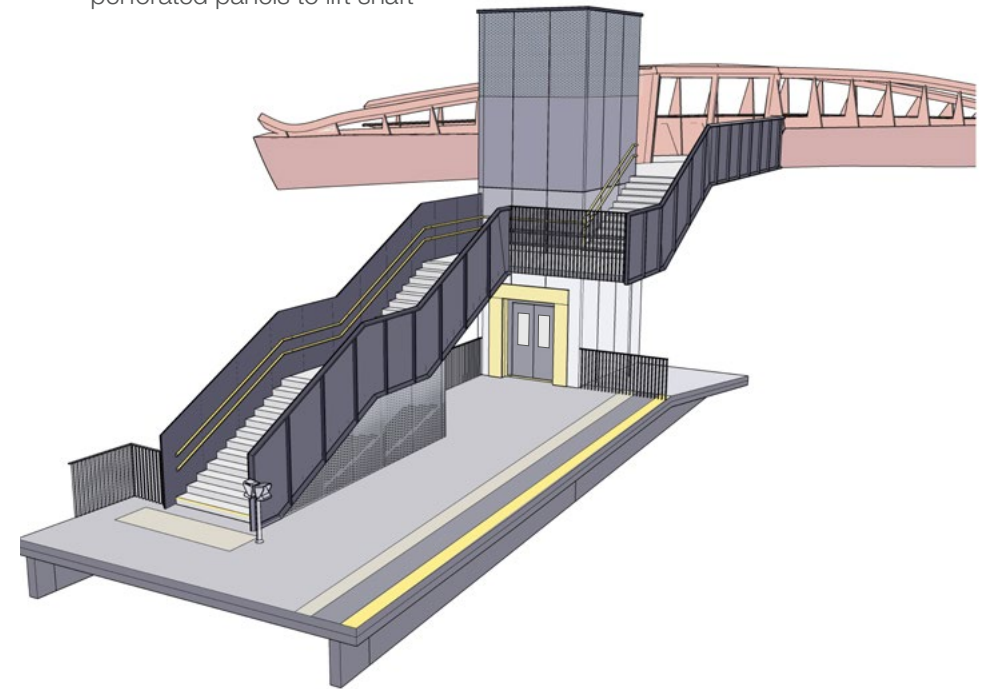
2 Metal cladding with 'Corten' finish to lift shaft



3 Metal cladding with varied neutral tones to lift shaft



4 **Preferred Strategy** - Metal cladding with neutral finish perforated panels to lift shaft



7 Design proposals - Pedestrian footbridge

7.15 Southern circulation - Materiality and detail

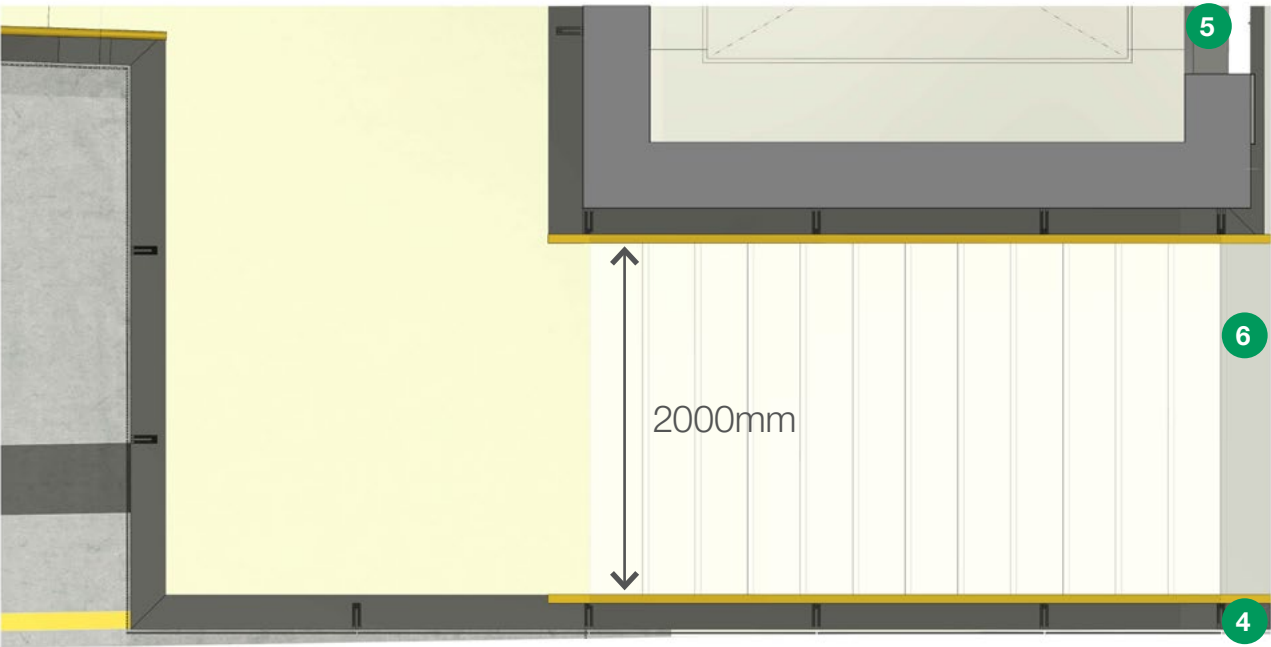
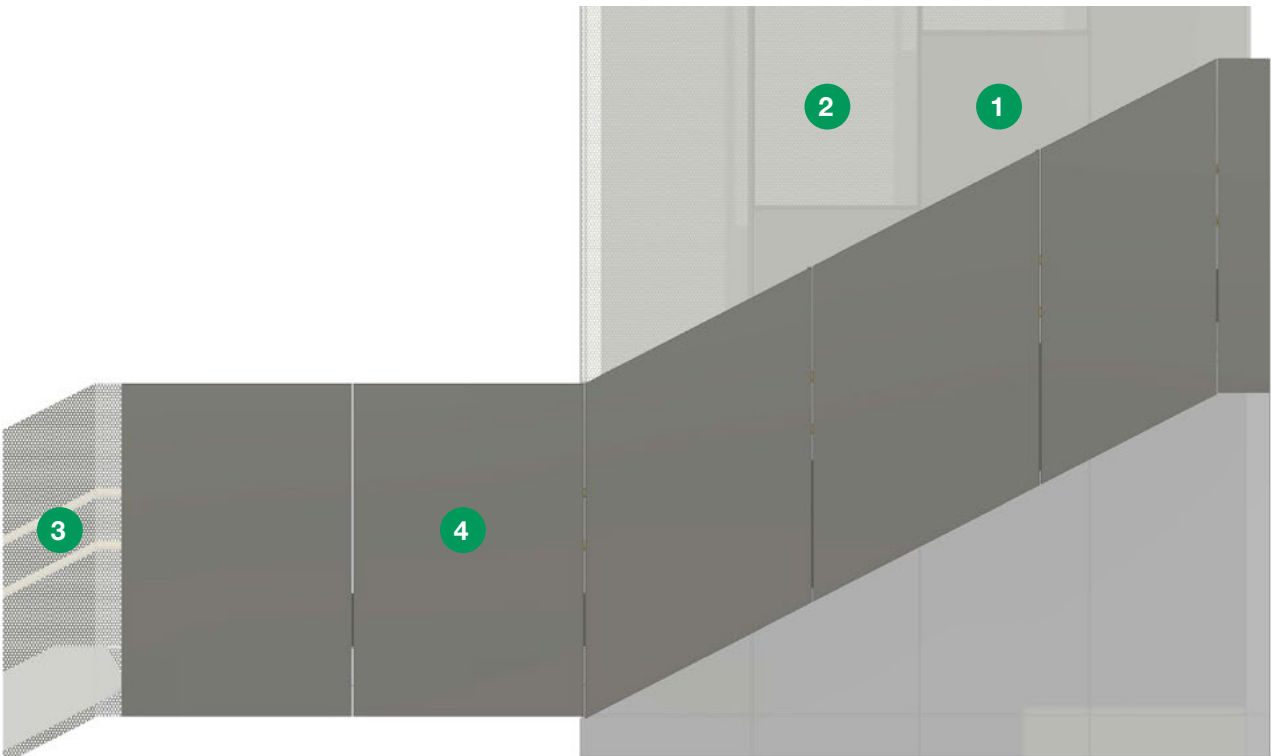
The stair is formed from a steel structure with a combination of solid perforated steel panels for balustrades. Perforations are proposed to the outer facing balustrades, enhancing visual permeability onto the platform and improving general surveillance and sight lines to and from the bridge landing. Tapered vertical supports for the balustrade sit at the inner face of the balustrade, creating a visual link to the expressed bridge structure for the user. The tapered posts also provide support for the handrails, which have integrated lighting to illuminate the stairs outside daylight hours. The finish for the stairs matches the bridge for continuity to and from the platform.

A lightweight metal cladding system is proposed to the external face of the lift shaft, matching the finish of the stair structure. The panels are formatted as planks to express verticality, with staggered joints that mirror the incline of the stair. The upper panels are perforated to maintain a visual connection across all the elements of this phase of works.

Design development image by Hawkins\Brown



- 1 Aluminium Cladding Panel - Dark Grey PPC Finish
- 2 Perforated Aluminium Cladding Panel - Dark Grey PPC Finish
- 3 Perforated Balustrade and Vertical Supports - Dark Grey PPC Finish
- 4 Metal Staircase with Solid Balustrade and Vertical Supports - Dark Grey PPC
- 5 Stainless Steel Lift Doors with Glazed Infill
- 6 Bonded Grit Floor Finish



7 Design proposals - Pedestrian footbridge

7.16 Southern circulation - Branding and signage

The use of way finding signage to enhance the pedestrian experience is key to TfGM's design brief. Whilst these details will be finalised through the detail design stages, indicative areas and strategies have been captured within the planning information.

Metrolink flag poles are located either end of the bridge structure and identified in the landscaping design. The central opening to the bridge will be marked with branded signage to create a 'portal' that is prevalent through the Metrolink network. The lift shaft, as the tallest structure within this phase of work, is an opportunity for a larger motif. Either integrated into the perforated pattern or a fabricated sign. This will be further developed with TfGM.

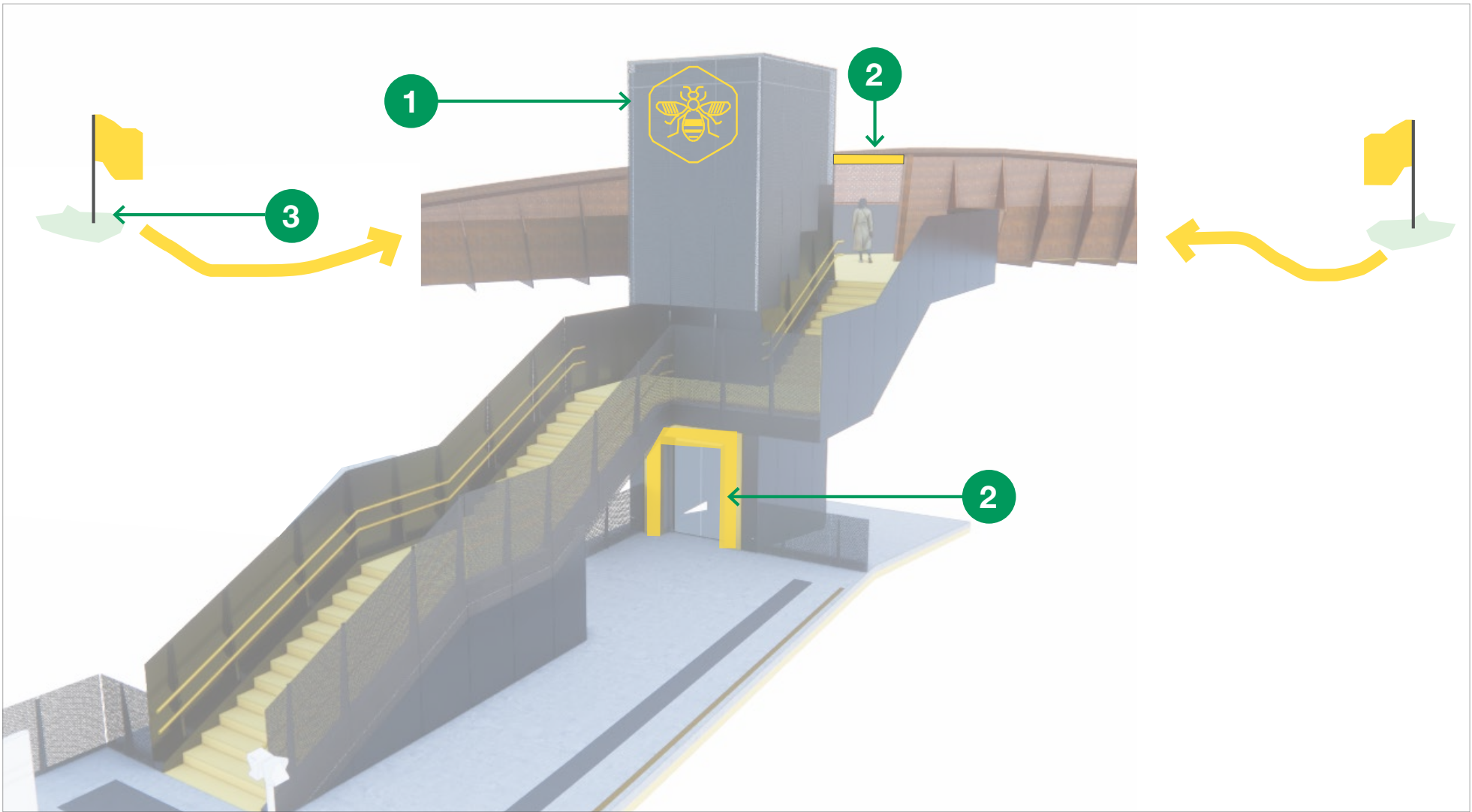
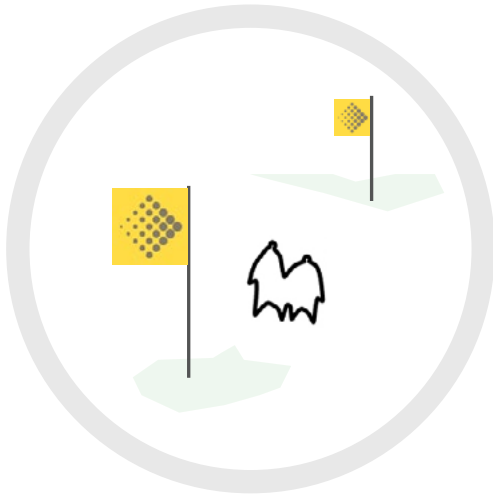
1 Metrolink motif opportunity



2 Bridge link and lift door 'portal'



3 Flag poles within landscape



Information Developed by Landscape
Architect - Oobe

8

Public realm and landscape

8.1

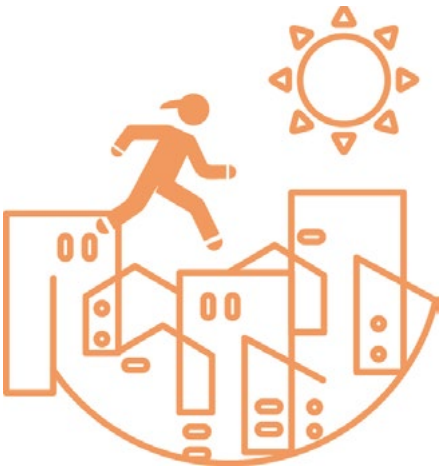
Design principles

Guiding Design Principles

The aim for the landscape proposals is to provide a sustainable, well-designed and eco-friendly environment for the surroundings of the interchange and the proposed footbridge.

This aim is supported by the below guiding design principles that emerge from regional and local planning policy, best practice, and the local landscape character.

The proposals have been developed in conjunction with the applicant’s technical team - particularly with respect to arboriculture and ecology in order to ensure that the scheme minimises impact on the existing environment and maximises benefits. The proposals have also been subject to technical co-ordination with respect to lighting and drainage strategies.



A pedestrian priority environment

A pedestrian priority environment, with safe and clear movement routes that is inclusive for all and promotes walking and cycling.



Connectivity and wayfinding

A clear network of routes, open spaces, and visual links that knits the development in its surrounding context.



Well-designed Green / Blue Infrastructure

Well-designed Green /Blue Infrastructure that connects with nearby green spaces and enhances local biodiversity whilst sensitivity and sustainably manages the sites water.



A distinctive sense of place

A distinctive sense of place, that provides a unique identity for the scheme.



A climate positive environment

A climate positive environment that minimises carbon footprint, maximises carbon sequestration, and provides in site solutions to pressing environmental concerns in the area such as flooding, urban heating and air and noise pollution.



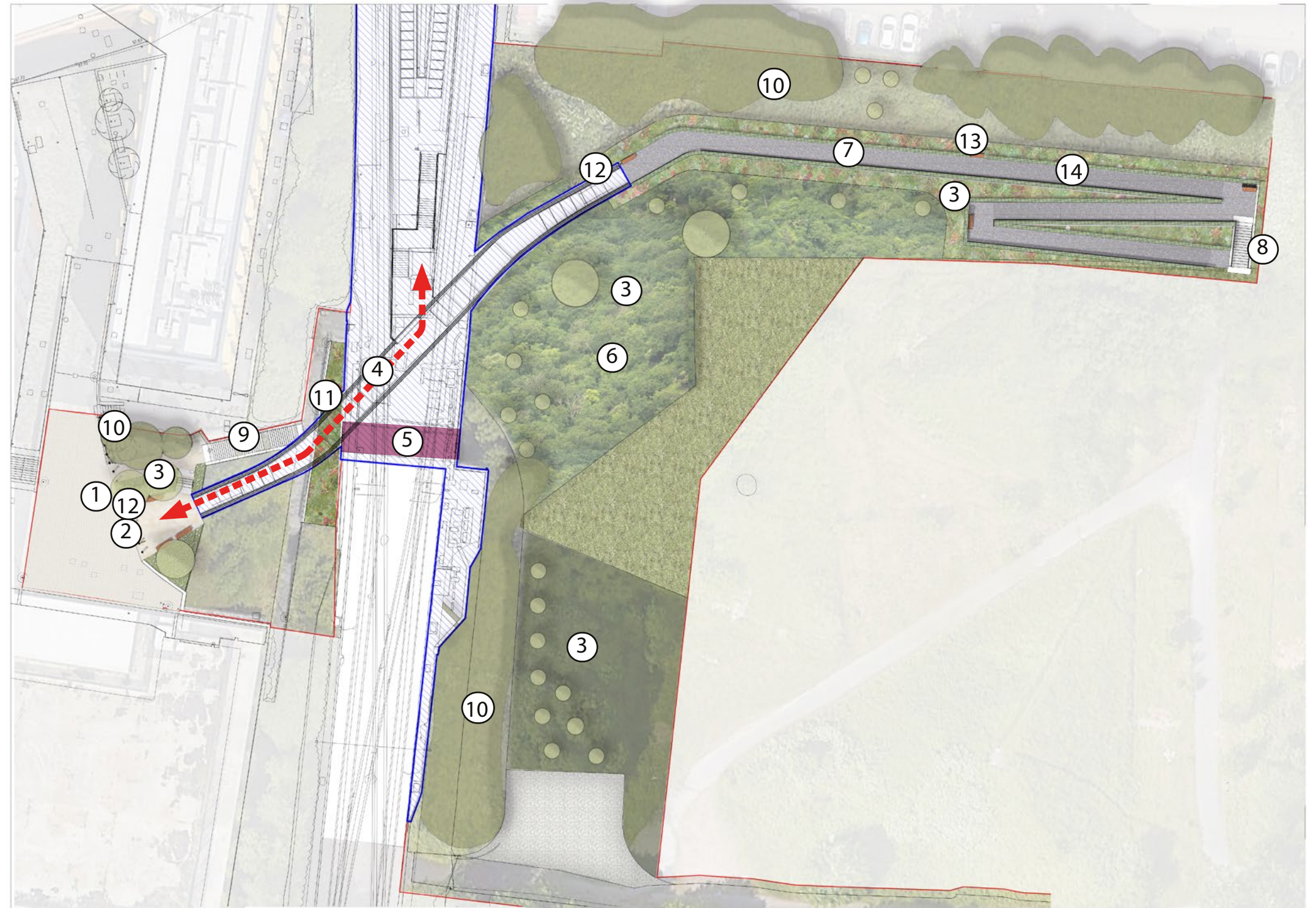
Supporting local Biodiversity

Planting species and allowing space for habitat creation to encourage wildlife and build a rich and diverse population of life.

8 Public realm and landscape

8.3 Landscape strategy

1. Redesign Union Square to create a welcoming environment with ample seating, signage, and wayfinding. Retain / reinstate the existing granite cobbles. Existing access arrangements for the local businesses will be maintained.
2. HVM (Hostile Vehicle Mitigation) requirements to be considered.
3. Enhance the planting palette to boost biodiversity.
4. Provide an emergency route via the elevator.
5. Fill in the subway area.
6. Level the area by raising and evening out the ground.
7. Sloped access route to Pyramid Park
8. Steps to Pyramid Park
9. Retain existing steps.
10. Keep as much of the existing vegetation as possible.
11. Fill in the slope and steps leading to the subway.
12. Metrolink signage zone on Union Square and at Pyramid Park .
13. Provide benches along accessible routes at least every 50m to comply with BS 8300.
14. Provide adequate lighting in Pyramid Park.



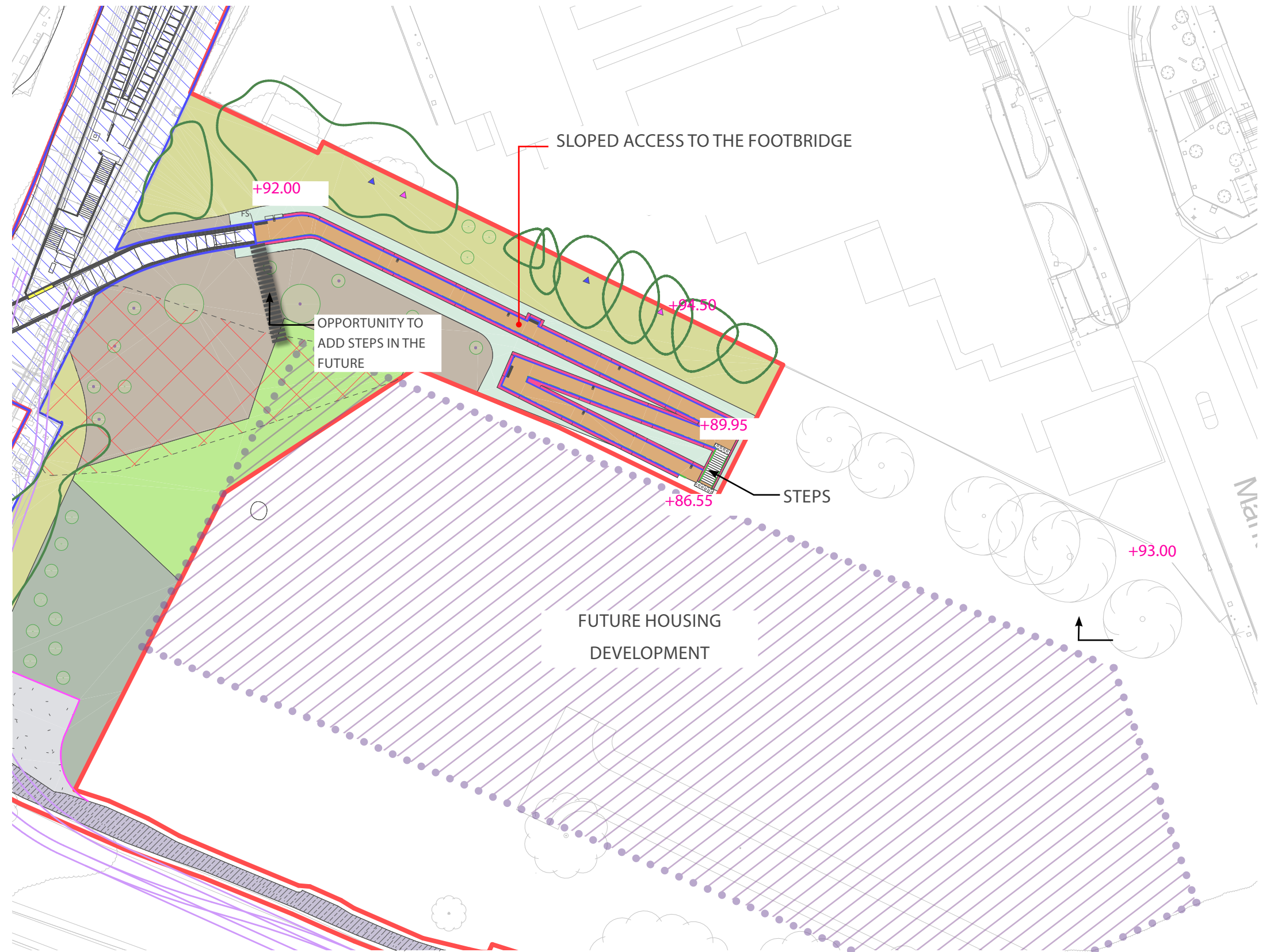
8 Public realm and landscape

8.4 Connection to future housing development

The current landscape design proposals create a pedestrian link between the proposed footbridge and the future residential development at Pyramid Park.

A gently sloping path includes seating at intermediate landings at least every 50 metres, in accordance with BS 8300. A handrail system with top, mid, and tapping rails is provided along the southern edge for fall protection. The route is also equipped with CCTV and appropriate lighting.

Once the residential development is complete, there will be an opportunity to introduce stepped access from the north-west corner of the residential area to the bridge landing, aligned with key pedestrian desire lines.

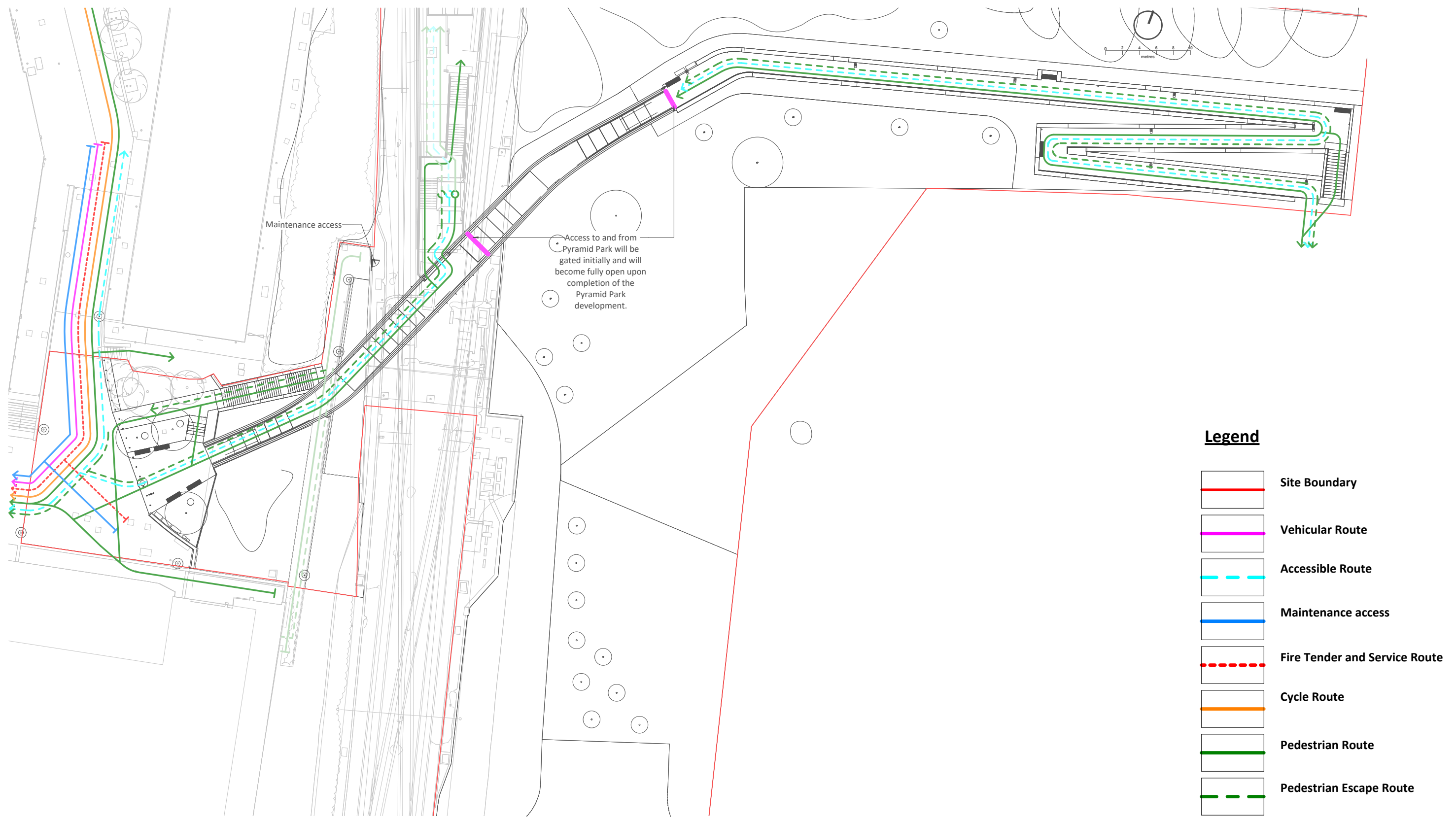


8

Public realm and landscape

8.5

Circulation strategy



8

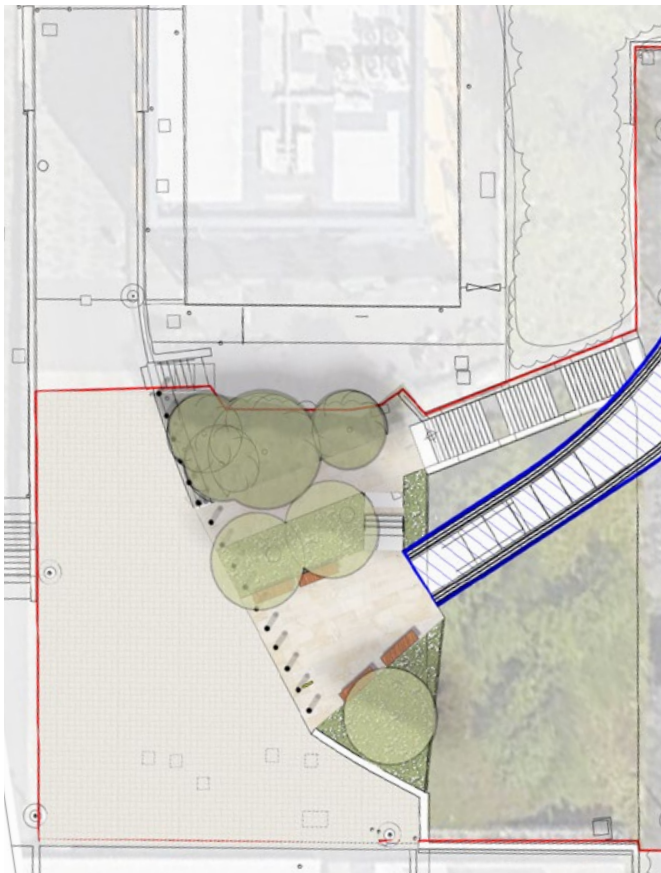
Public realm and landscape

8.6

Character areas

Union Square

- Arrival experience
- Metrolink signage zone
- Seating opportunities
- Hostile Vehicle Mitigation bollards added
- Union Square paving to be retained and tied in with proposed bridge landing
- Existing steps to lower footpath retained
- New stepped access provided between top of the existing steps and the bridge landing

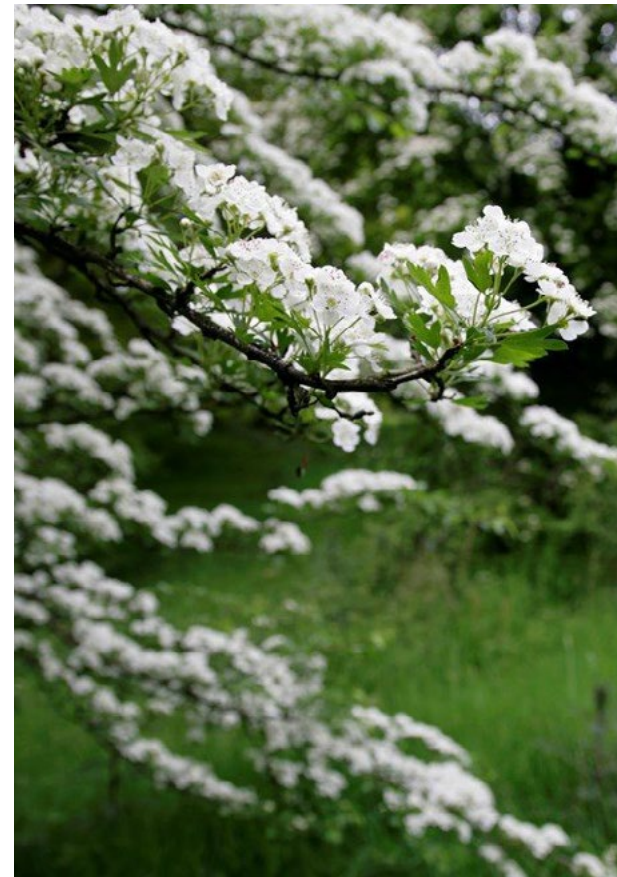


8 Public realm and landscape

8.6 Character areas

Pyramid Park

- Stepped and gently sloped access between the bridge landing and the lower levels - compliance with BS8300, Building Regulations and Metrolink Design guidelines
- Yellow handrails to Metrolink standards along slopes
- Vegetated retaining walls
- Benches provided every 50m to comply with BS8300.
- Lighting and CCTV provided
- Biodiversity enhancements: proposed vegetated retaining structure, meadow, scrub grassland and woodland planting.



8

Public realm and landscape

8.7

Outline specification and visual narrative

Material Strategy

Key Principles

- Simple, low-maintenance paving palette
- Avoiding strong patterns that could confuse partially sighted or neurodivergent people
- Accessible paving types with good slip resistance.
- Steps to comply with BS8300, Building Regulations and Metrolink Design guidelines.



P01 - Paving Type 1

Natural stone flags
Supplier: Marshalls



P02 - Paving Type 2

Tarmac - to Pyramid Park sloped footpath.



P03 - Paving Type 3

Existing concrete pavers to be retained



P04 - Paving Type 4

Union square granite block paving to be retained / reinstated



P05 - Paving Type 5

Gravel surface to TfGM maintenance car park in Pyramid Park.



TP01 - Tactile Paving

Hazard warning concrete tactile pavers to top and bottom of steps. Tactiles to have sufficient colour contrast from the adjacent surfacing. Any tactile installation should be compliant with DfT Inclusive Mobility document.
Supplier: Marshalls



ST 01 - Proposed Steps

Concrete step treads and risers
Supplier: Marshalls

8

Public realm and landscape

8.7

Outline specification and visual narrative



K01 - Kerb Type 1

Natural stone kerb
Supplier: Marshalls



K02 - Kerb Type 2

Raised Road Kerb
Supplier: Marshalls



K03 - Kerb Type 3

Pin kerb
Supplier: Marshalls



Proposed Vegetated Retaining Wall

To engineers` detail and specification



Proposed Wingwalls to Steps

To engineers` detail and specification

8 Public realm and landscape

8.7 Outline specification and visual narrative

Furniture strategy

Key Principles

- Accessible furniture with and without arm- and backrests
- Robust, low-maintenance materials
- HVM bollards
- Colours to tie in with architectural proposals and Metrolink design guidelines



F01 - Furniture Type 1 - Timber Bench

Steel and timber bench – installed at varying seating heights (400-500mm). Two benches to be provided without armrests and backrests at Union Square, while the remaining six benches to include both armrests and backrests.

Supplier: Broxap or similar approved



H01 - Steel Handrail

To Pyramid Park steps. With double rail and taprail to Metrolink's specification.



H02 - Illuminated Handrail

To Union Square steps.
Material: stainless steel
Lighting details to Engineers' and Supplier's specification.



F02 - Furniture Type 2 - PAS 68 standard bollard

Supplier: Broxap or similar approved
Distance between bollards not to exceed 1200mm.



G01 - Maintenance Gate

Supplier: EverGrip or similar approved.



S01/S02 - Metrolink Flag Signs (S01) and Portal Sign (S02)

Size, colours and materials to Metrolink's specification.
Bespoke portal sign solution to be developed for bridge opening by Architect



S03 - Cyclists Dismount Sign

Supplier and design TBC

8

Public realm and landscape

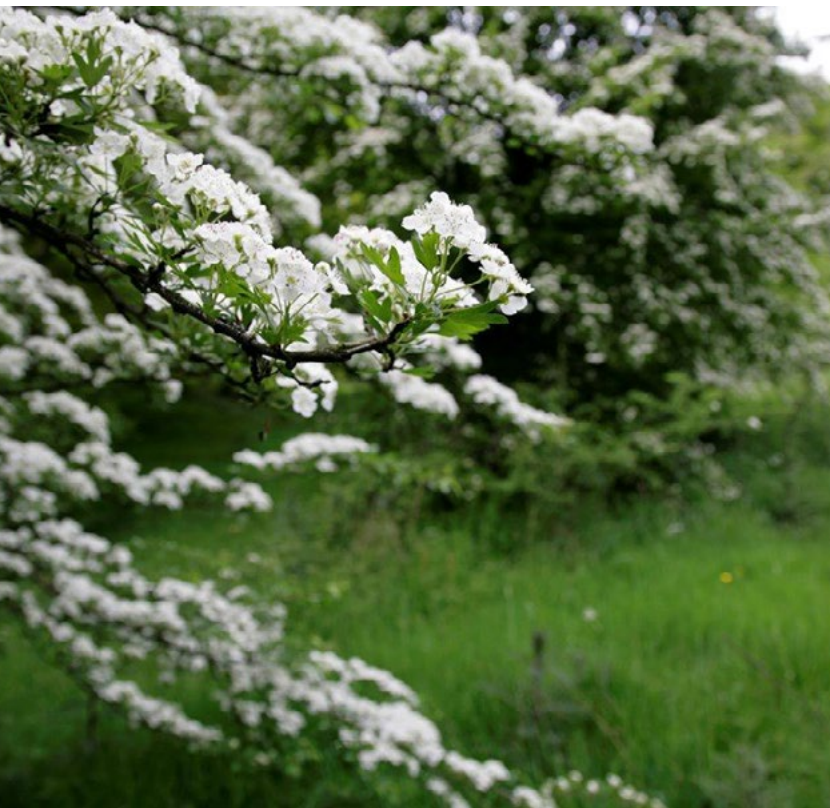
8.8

Planting strategy

The proposed planting scheme has been designed in collaboration with the project's ecology consultant to maximize Biodiversity Net Gain within the application redline boundary.

Key Principles

- Low-maintenance, naturalistic planting palette.
- Native scrub and woodland mix to enhance biodiversity and create new habitats.
- Species-rich lawn mix and meadow mix to be used.
- Native tree planting.
- The proposed mixes are intended to provide valuable source of nectar and food for insects and birds.



8 Public realm and landscape

8.9 Ecological enhancements

Creating habitat

Our aim is to enhance biodiversity and create habitat for birds, bats and insects on site through smaller interventions such as placing bat and bird boxes a bug hotel and deadwood piles across the site - reusing the felled trees.



8

Public realm and landscape

8.10

Management and maintenance

Appropriate landscape management and maintenance is vital to creating successful scheme. The landscape will initially be managed by the landscape sub-contractor.

The following key aspects will need to be addressed in order to sustain a high quality landscape:

Cleanliness

Cleanliness is the main indicator of the quality management of the development. Regular pavement cleaning, litter picking, and the removal of graffiti, bill posters and chewing gum will be necessary to achieve this.

Note: The strategy will be applied to all elements of the scheme from paving to street furniture to planting beds.

Repair and replacement

Robust, durable finishes are proposed throughout the scheme ensuring that materials are fit-for-purpose and appropriate to their anticipated level of use in the development. Nevertheless, maintenance is unavoidable and element swill require repair and replacement over time. In order to ensure that the public realm remains safe and in good condition, all worn-out, damaged and broken elements will be promptly repaired or replaced. Regular monitoring of the scheme will ensure that all remedial work is carried out.

Paving

Loose pavers to be rebedded to rectify any cause of movement. Settlement or subsidence of the substrate layers needs to be investigated and rectified before replacing or re-bedding any paving unit. Where sand joints are used and power washers are required for cleaning, a suitable sealant or bonding agent is required for the joints to reduce risk of emptying. All paving will require regular cleaning with a power washer to remove debris. Stains to paving, will need to be removed by special oil-cleaning compounds. Chewing gum must be cleaned with either a suitable freezing agent or a chemical-hot wash, both of these processes could cause deterioration to the paving unit. Acid based cleaners should be avoided for risk of corrosion.

Furniture

Street furniture will suffer damage over time and will require a continual maintenance schedule. Particular items such as lighting suffer from additional problems such as broken bulbs, and therefore it is recommended that each component is supplied with a full breakdown of how often to clean, paint and inspect in order to carry out the correct maintenance procedure.

Control of unsuitable growths

During routine visits, the staff should inspect trees for sucker growths and unsuitable/ atypical growths and ‘feathers’ on stems. They should be removed at the point of origin with a sharp knife and arisings disposed of off-site. Leaf fall - Leaves should be cleared, from planting areas and footpaths/paved spaces. Vacuum suction type machines may be useful in some circumstances. Staff should clear leaves, debris and adventitious weeds on the site visit, twice during the dormant season.

Trees

New planting to be maintained in accordance with British Standard 8545:2014. Trees to be frequently checked, watered and maintained from nursery to independence in the landscape. Failed specimens to be replaced for a period of at least 5 years.

Meadow

Meadows to be mowed twice a year.

Scrub and Woodland Planting

Inspect scrub and woodland planting quarterly. Replace any failed plants and thin areas as needed. Prune shrubs around publicly accessible areas as needed to provide a safe environment and good visibility.

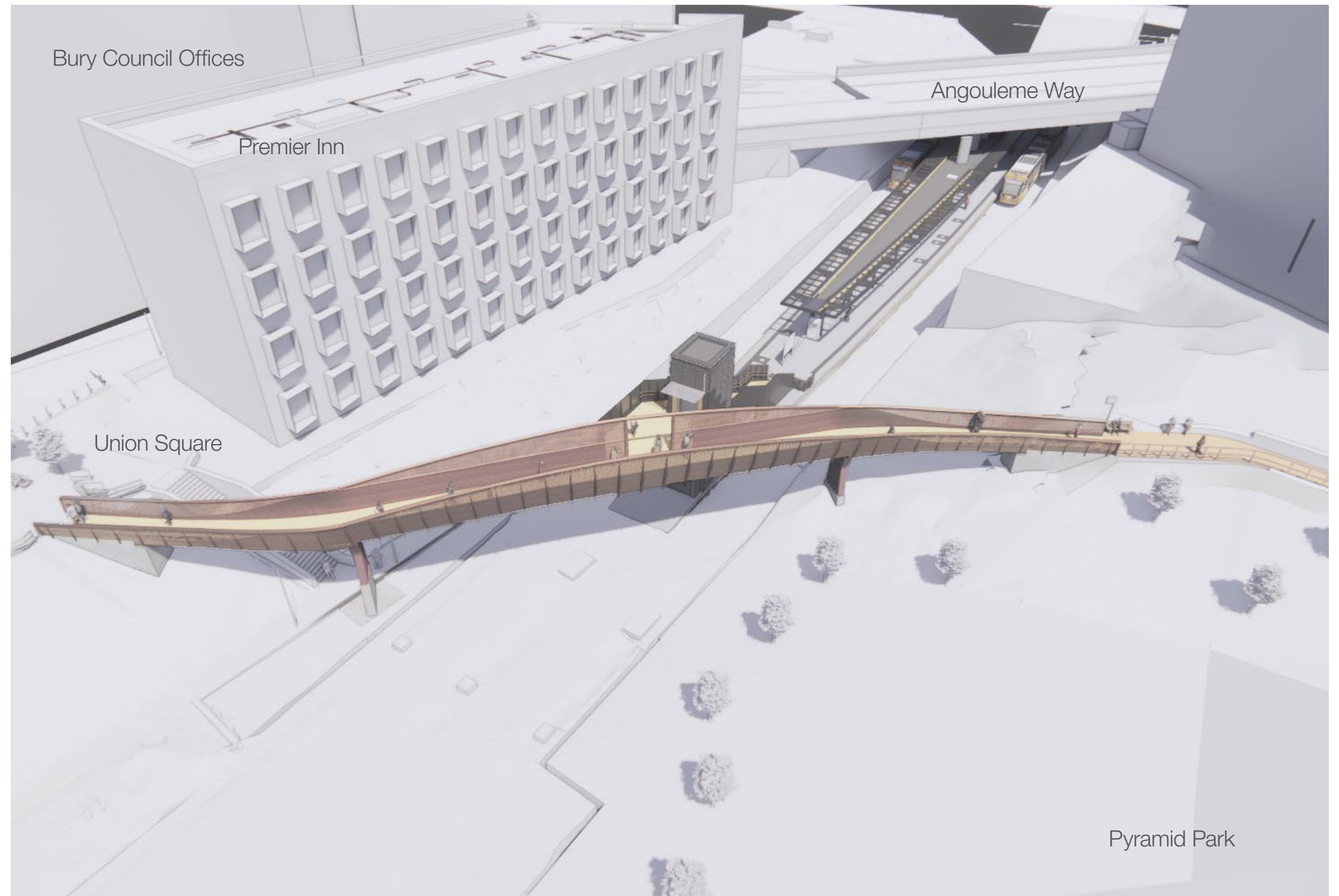
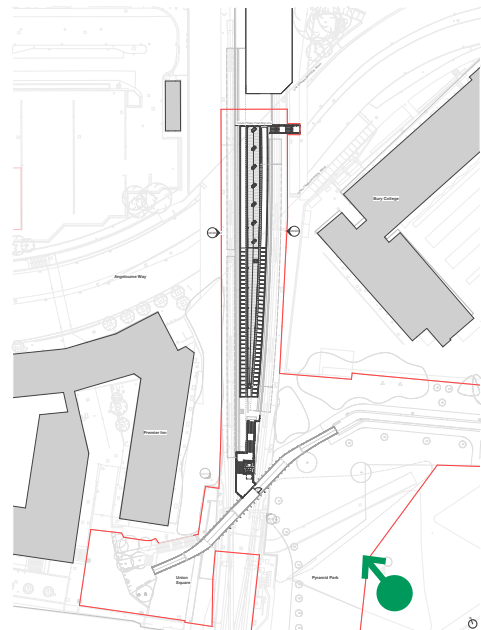
Detailed Management and Maintenance Plan to be developed in RIBA Stage 4.

A Landscape Environment Management Plan (LEMP) can be subject to a planning condition.

The BNG regulations require management of habitats for a minimum 30 year period.

9 Illustrative massing images

9.1 Aerial view of Southern Access looking North

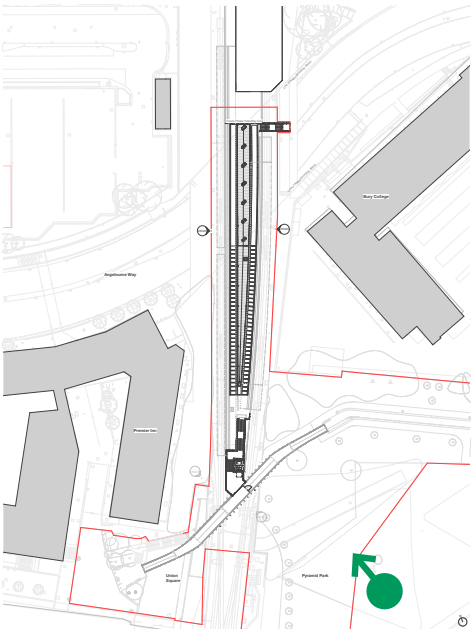


9

Illustrative massing images

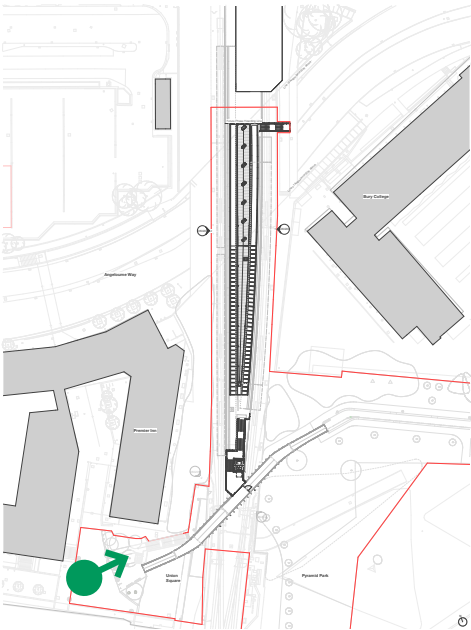
9.2

Aerial view from Pyramid Park looking West



9 Illustrative massing images

9.3 Street level view from Union Square approach

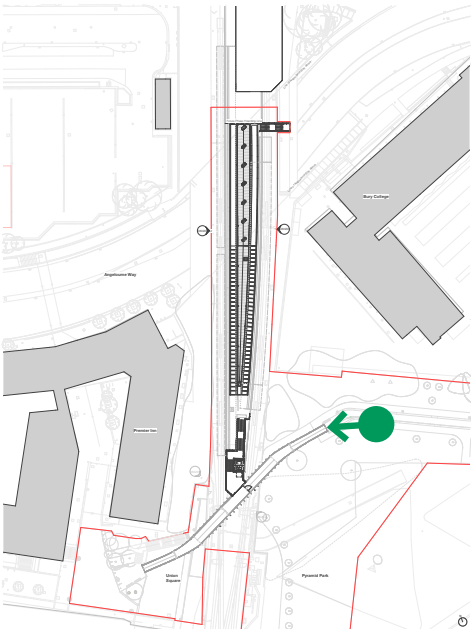


9

9.4

Illustrative massing images

Street level view from Pyramid Park approach

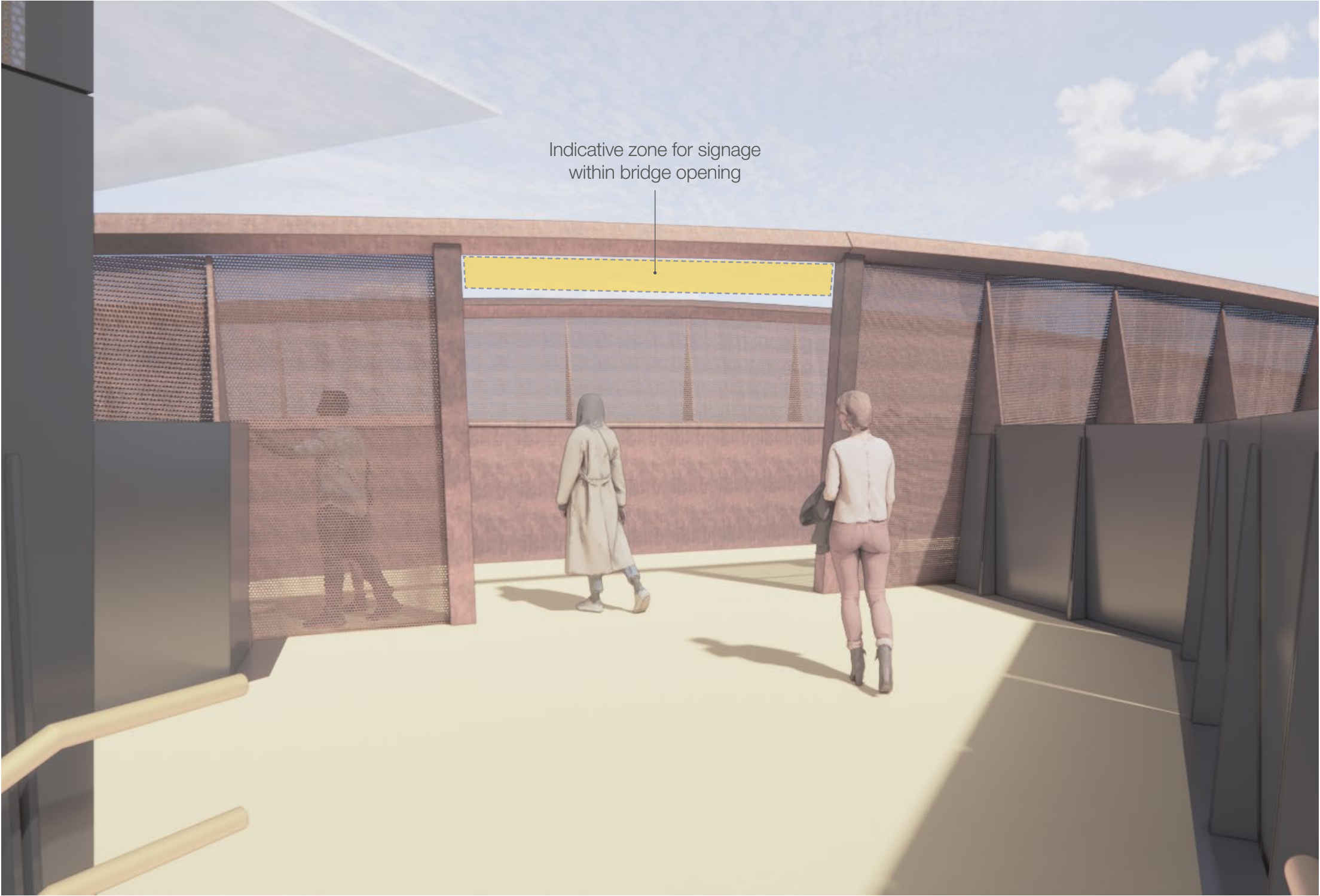
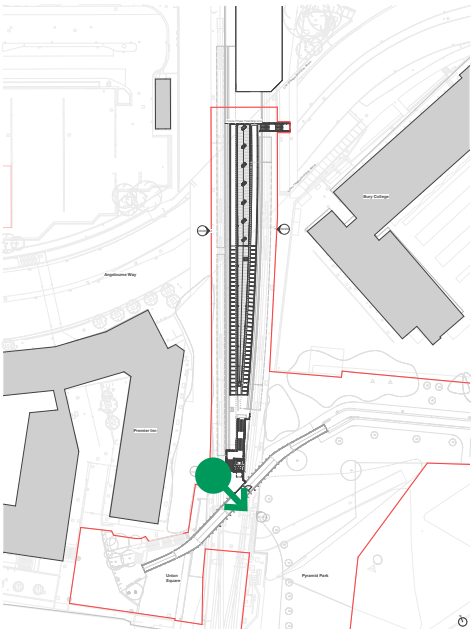


9

Illustrative massing images

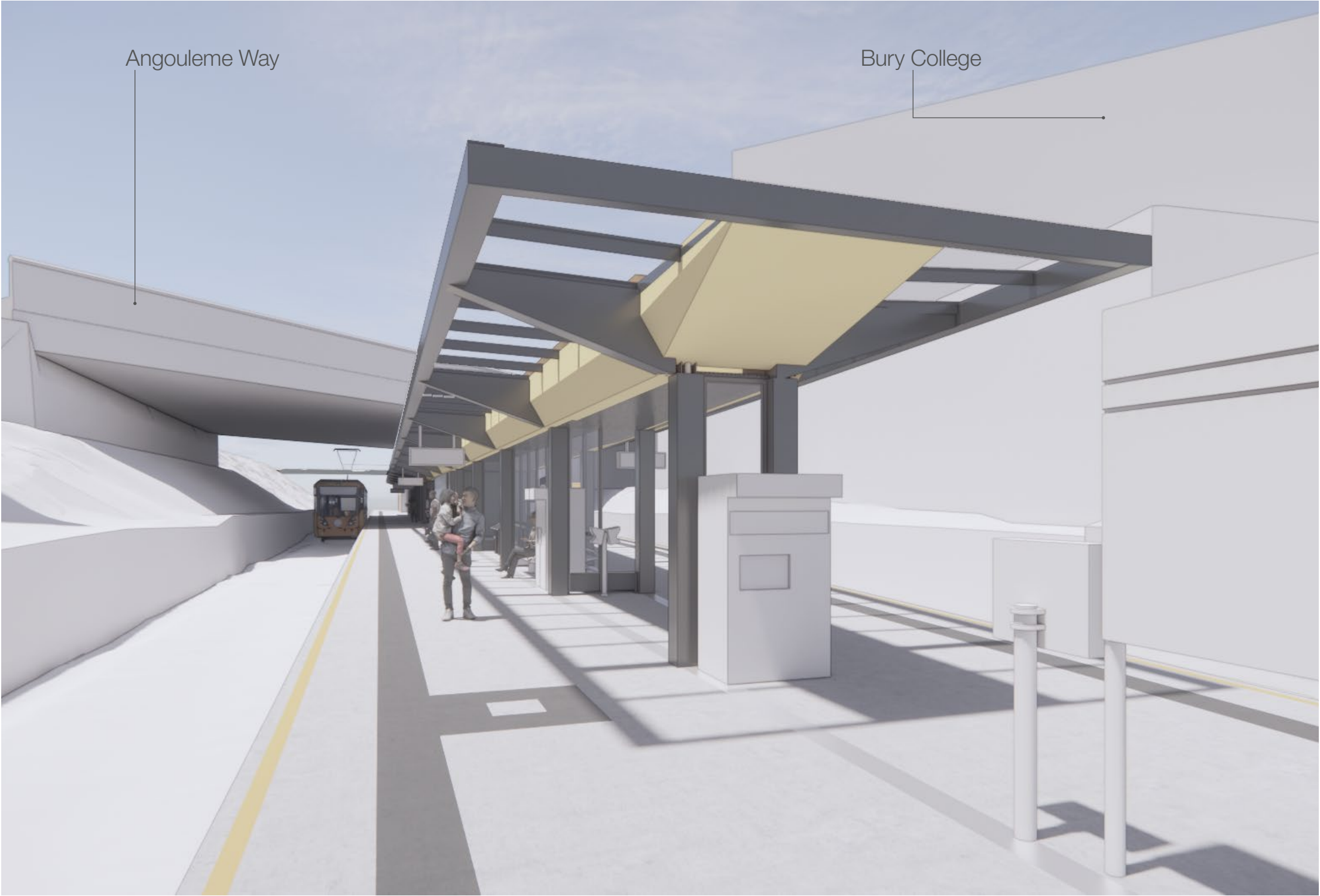
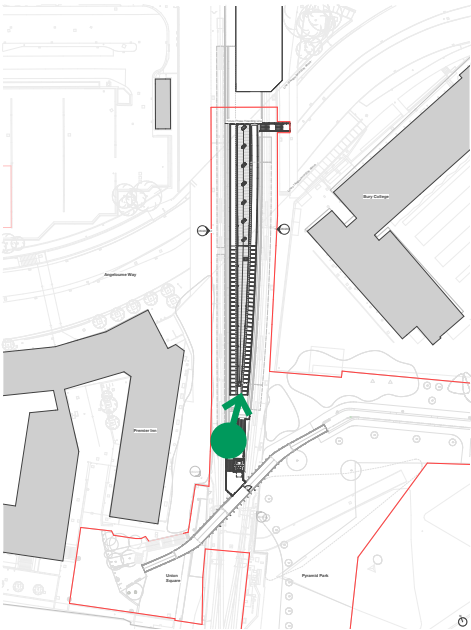
9.5

Pedestrian view from top of southern circulation stair



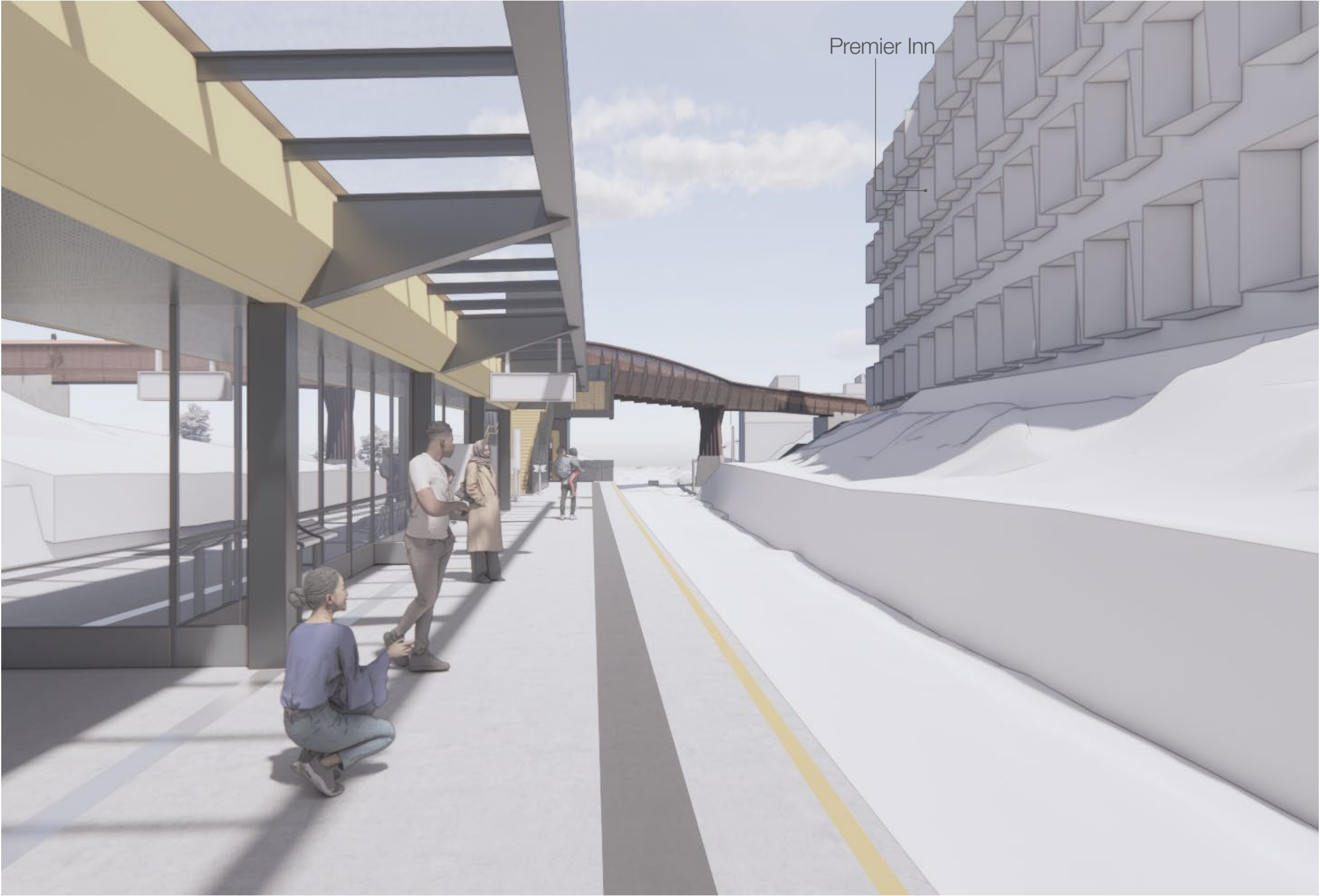
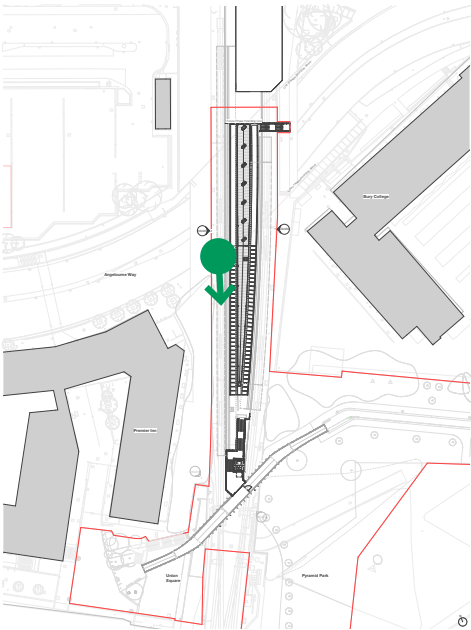
9 Illustrative massing images

9.6 Platform level view looking North



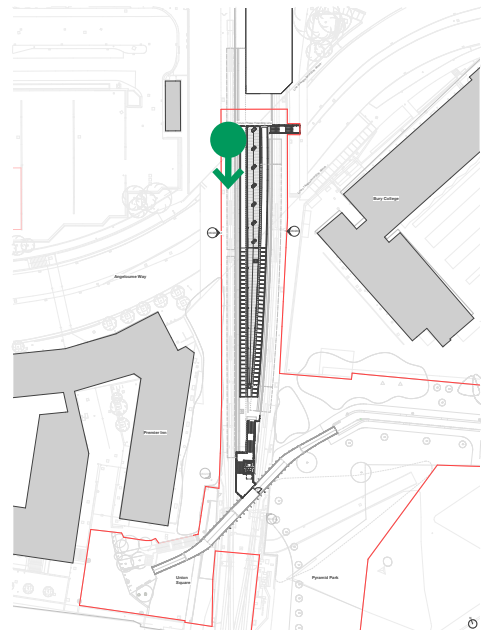
9 Illustrative massing images

9.7 Platform level view looking South



9 Illustrative massing images

9.8 Platform view from below Angouleme Way looking South



10 Access and maintenance

10.1 Inclusive design, access and proposed levels

The design team includes inclusive design and access consultant IDACS who are advising on the proposals. TfGM expect their infrastructure to be highly accessible to the widest range of users possible. This includes a full range of disabled people, older people and people with young children. Accordingly, the design is being developed based on the following nationally recognised best practice guidance including:

- TfGM’s Metrolink design guidance (contains bespoke guidance developed with the TfGM’s Disability Design Reference Group).
- BS8300:20018, Design of an accessible and inclusive built environment – Part 1 External Environment – Code of practice.
- BS8300:20018, Design of an accessible and inclusive built environment – Part 2 Buildings – Code of practice.
- The Building Regulations, Approved Document M: Access to and use of buildings, volume 2: buildings other than dwellings March 2015.

The design of Phase 1 has been refined to include a number of important accessibility considerations:

- All routes have been carefully planned to ensure they are as shallow as practicable; no formal ramps are needed, making it easier for all users.
- Seating has been provided on key pedestrian routes to allow opportunity to rest for people who may need to.
- The width of the new bridge has been designed to allow for two-way traffic, including two-way traffic by wheelchair or mobility scooter users.
- The solid lower parapet sections of the bridge are helpful for people with vertigo.
- A generously sized lift has been provided to connect the bridge and platform, with waiting areas clear of the general flow at both levels.
- Metrolink’s existing platform will benefit from upgrades to modern Metrolink standards for accessibility, such as new tactile paving.
- The proposals include a considered lighting scheme, intended to ensure people feel comfortable and supporting partially sighted users during the evening.

Post planning the design team will continue to develop the detailed design to achieve high standards of inclusive design, working with TfGM, the projects appointed specialist NRAC registered consultant and the Disability Design Reference Group as needed to ensure the project delivers on TfGM’s expectations.

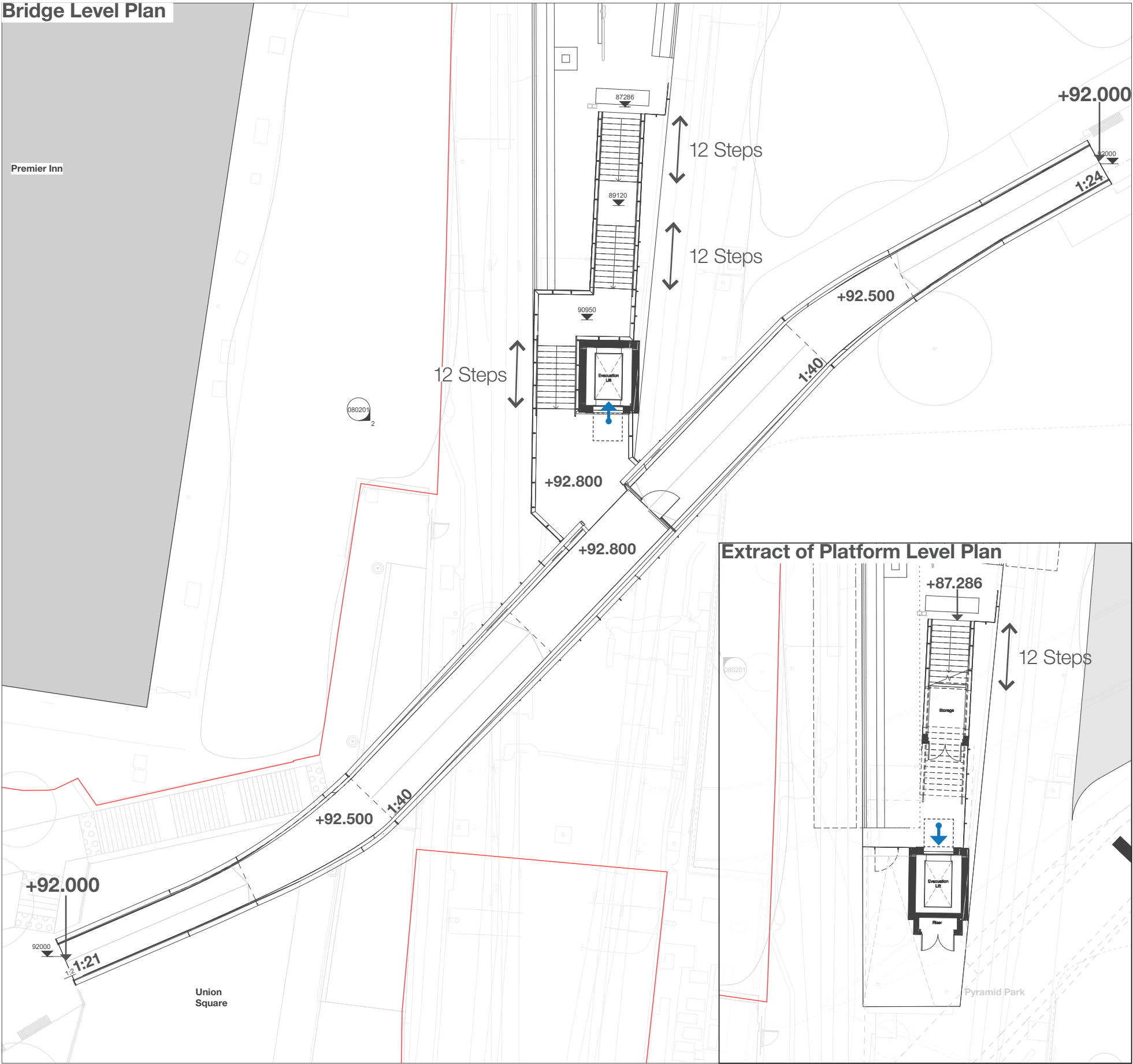
Key

+XX.X

Proposed Level

Sheltered waiting area

Lift access point



10

Access and maintenance

10.2

Fire safety strategy

The temporary fire strategy for the Bury tram stop, during Phase 1 of the redevelopment of the Bury Interchange, has been prepared by OFR Consultants.

The strategy is intended to show that the design during this phase will be in line with Requirements B1-B5 of Schedule 1 to the Building Regulations 2010 (as amended) and applicable fire safety standards, including BS 9992:2020[1] and BS 9999:2017[2].

The strategy considers the station’s classification as a surface station and addresses compliance requirements for fire safety systems, means of escape, internal and external fire spread, and firefighting access and facilities.

Key measures include:

- Evaluation of evacuation routes and escape capacities for peak occupancy and worst-case fire scenarios, including provisions for persons with restricted mobility (PRM).
- Ensuring compliance with the fire resistance standards for structural and compartmentation elements in new and existing constructions.
- Incorporation of fire detection and alarm systems, emergency lighting, and fire signage as per regulatory guidance.

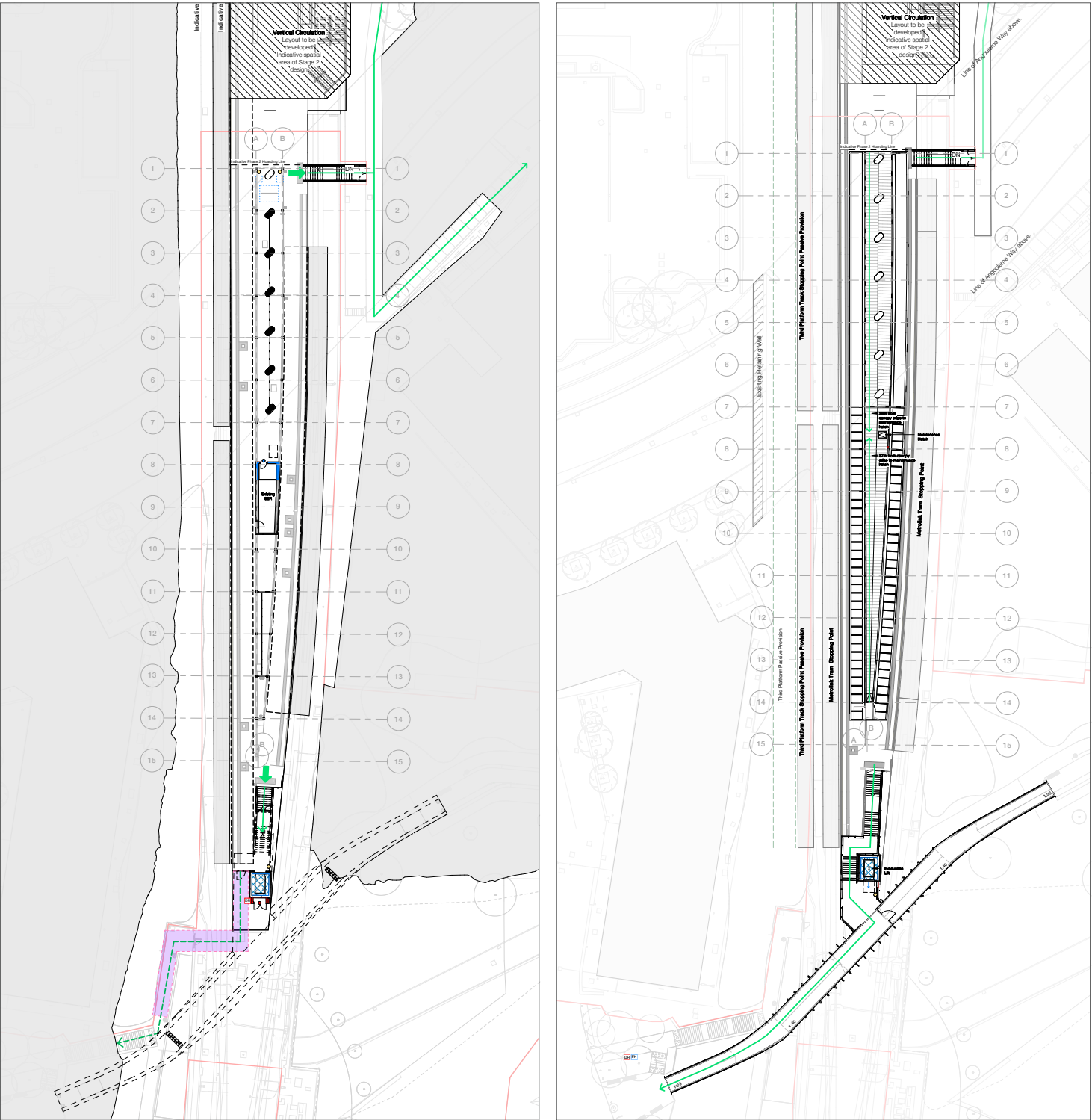
These drawings set out the fire strategy for the proposal.

Key:

-  Fire Exit
-  Evacuation lift to fire fighting standards
-  Primary means of escape
-  Alternative means of escape (not accessible)
-  Refuge point
-  Dry riser outlet
-  Fire hydrant

The redevelopment of the Bury Interchange will be divided in two phases, Phase 1 will include the development of the Southern Access and the Metrolink stop, whilst Phase 2 will include the construction of a new interchange and residential building. Following the completion of Phase 2 the Metrolink platform will connect with the new Interchange.

During Phase 1, access to the existing interchange concourse will be blocked, and two new exits will be created as a substitute during this phase which are a temporary stair at the North of the platform and a stair in the South of the platform, as described in section 5.8.



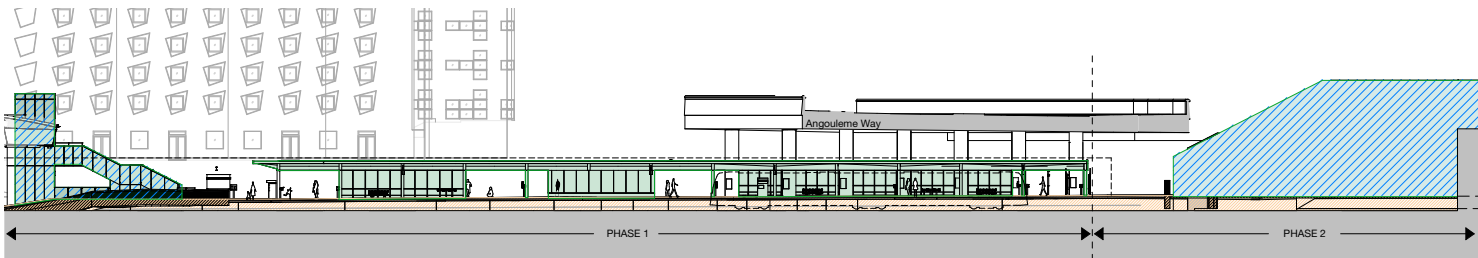
The drawings set out the fire strategy for the proposal.

10

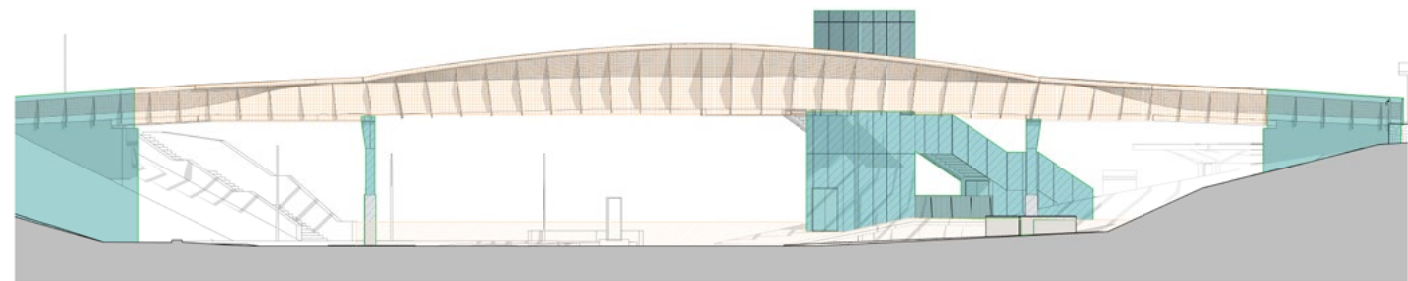
Access and maintenance

10.3

Cleaning and maintenance



Platform elevation



Bridge elevation

The cleaning and maintenance strategy has been developed with the aim to prioritise safety, and includes provisions for equipment which are shown indicatively for coordination purposes only. These plans and elevations set out the façade access and maintenance strategy.

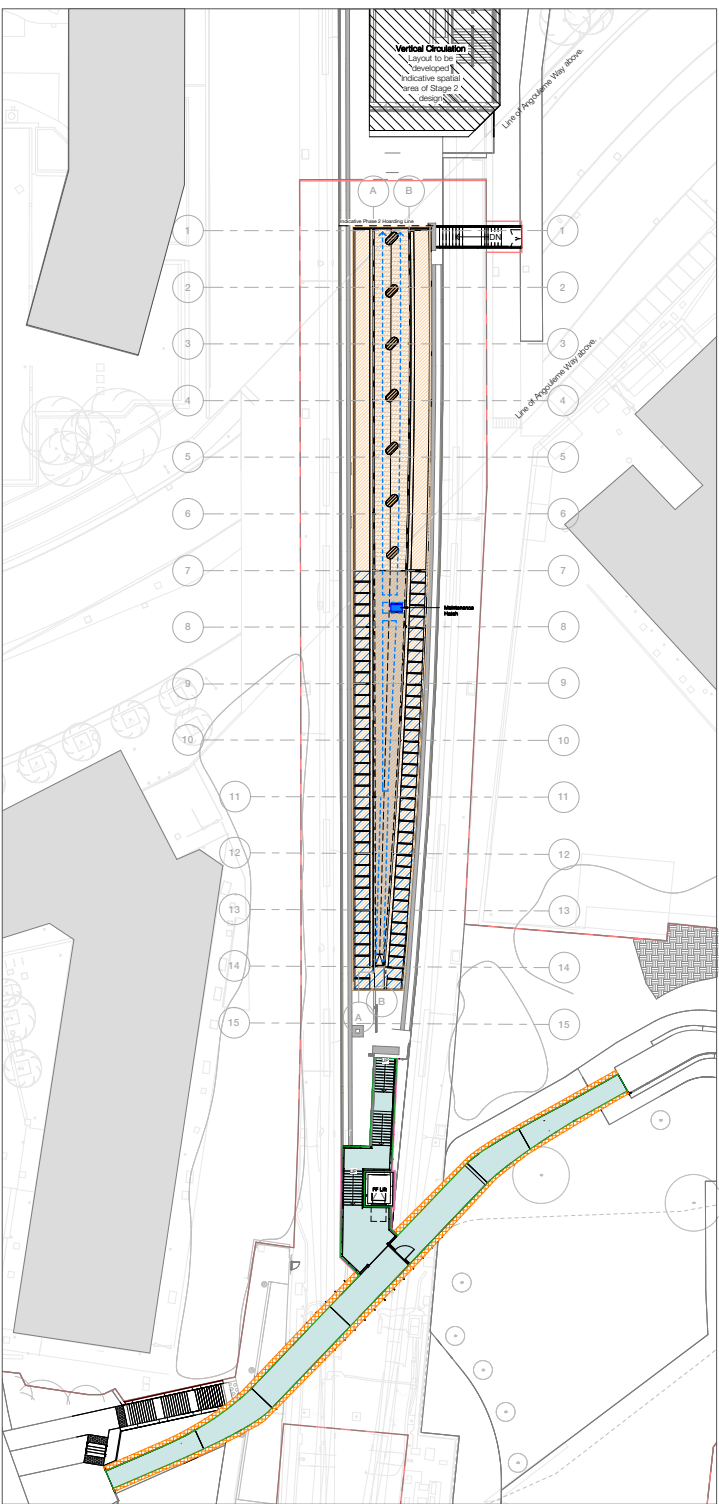
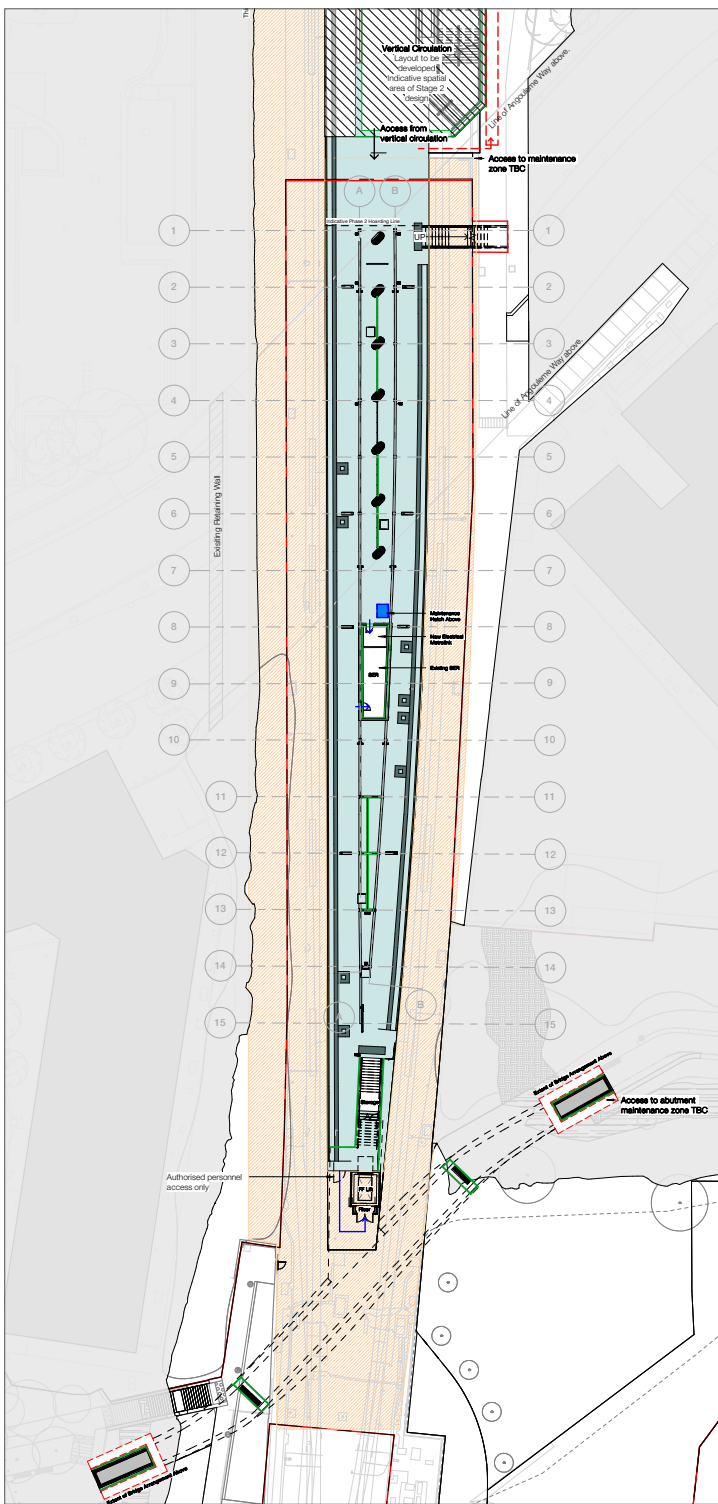
Key:

Facade cleaning and maintenance from standing surface (pole feed where above reaching distance)

Areas where access to facade may require temporary shut down of metrolink track operation

Corten external elevation to be largely self maintaining. Where required cleaning/maintenance can be carried out via MEWP

Access & Maintenance of rail corridor, metrolink equipment and platform edge from platform level



10 Access and maintenance

10.4 Crime Impact Statement

Greater Manchester Police (GMP) have been consulted regarding the proposed Phase 1 development. The design has been developed in response to the requirements defined in the Crime Impact Statement. This assesses the development against the principles of ‘Crime Prevention Through Environmental Design’, in order to reduce the opportunities for crime and the fear of crime.

The following key areas have been considered during the design development and will be implemented through the technical design stages and delivery of the completed project:

- Access should be between Union Square and the platform only. A temporary secure line should be incorporated at the centre of the bridge (around the lift/ stairs) to restrict access to Pyramid Park until it is suitably developed.
- There should be a high level of illumination and CCTV coverage. Existing lighting and CCTV should be upgraded where necessary.
- Building materials should be carefully considered to avoid defacement.

It was also recommended that the development is built to Secured by Design standards. Secure by design considerations have been integrated into the design of the bridge stair and platform. Perforations to the bridge and stair allow for natural surveillance and sight lines. This is combined with glazed areas on the platform and glazed vision panels to the lift.

These principles will continue to be developed through the technical design stages and delivery of the project.

10.5 Lighting and CCTV

Following consultation with GMP, the lighting and CCTV strategy has been developed in response to the requirements defined in the Crime Impact Statement. The following key areas have been considered during the design development and will be implemented through the technical design stages and delivery of the completed project:

- The footbridge, platforms, walkways, lift waiting areas and temporary access points will be illuminated to a high standard (200 lux on stairs/ramps and 150lux on walkways) and covered by monitored CCTV which can be viewed from the Metrolink Network Monitoring Centre (NMC).
- CCTV coverage will be extended to the bridge, access, and egress points, lift waiting area, and at platform level where existing coverage might be blocked by new structures.
- Existing CCTV coverage of the platform will be evaluated and upgraded where required, to achieve identification standard images (i.e. 125px/m). Facial recognition cameras will be used to alert security staff of any individuals who are banned from the station/interchange.
- All equipment shall be robust and will be selected to withstand vandalism.

Please refer to the below drawing information for external lighting to Pyramid Park and Union Square:

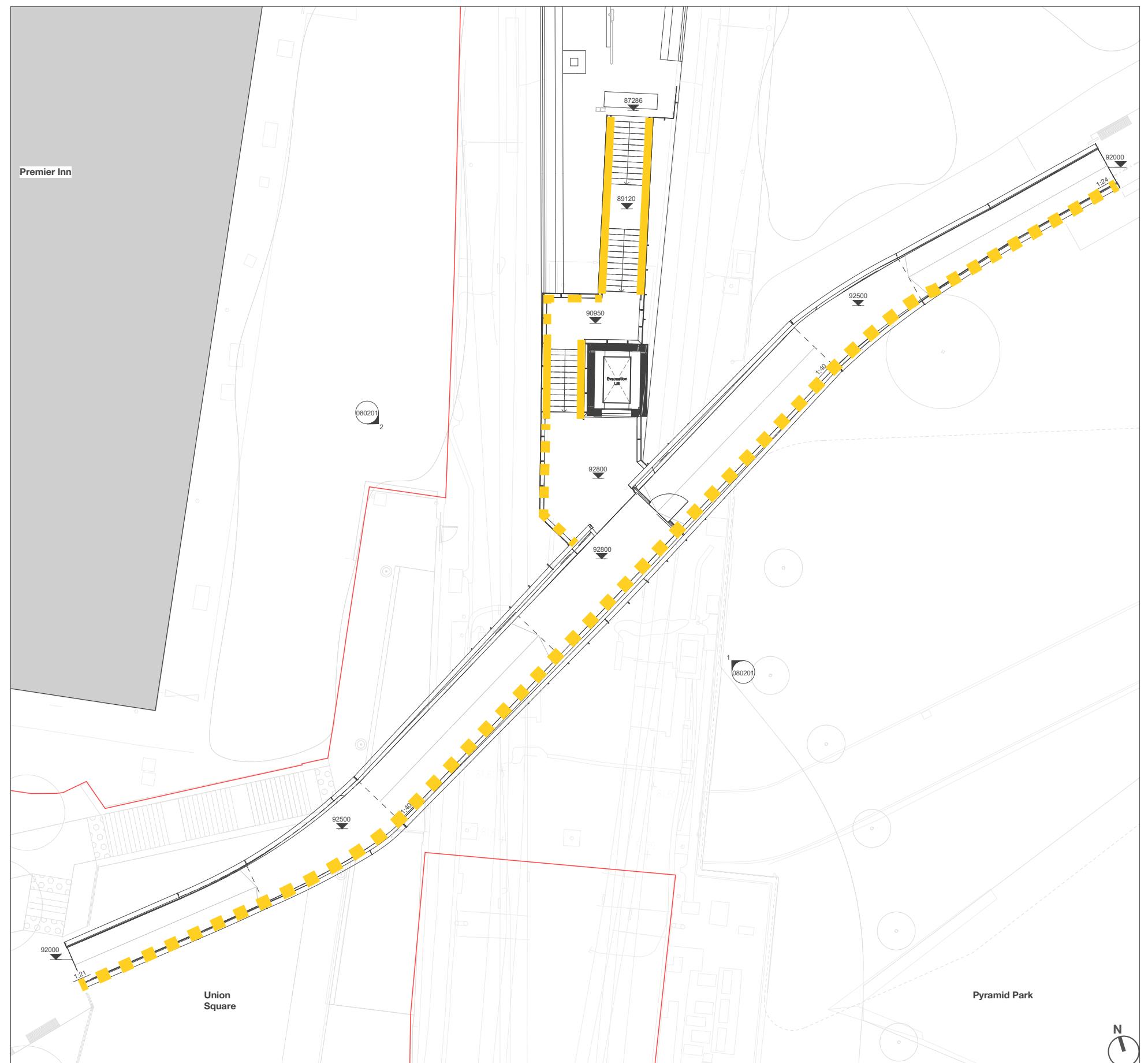
- Lighting Scheme Footbridge - Futureserv - 16012-FUT-BRY-XXX-D-BV-000011
- Lighting Scheme Pyramid Park - Futureserv - 16012-FUT-BRY-XXX-D-BV-000012
- External Works Plan - Oobe - 16012-OOB-ZZZ-ZZZ-D-LA-080003



Anti climb fixtures will be selected where appropriate

Key:

- ■ Anti climb light fitting
- Lighting integrated into stair handrail



11 Conclusion

This Design and Access Statement identifies the existing site context and describes the principles used to influence the proposals through the initial design process.

The site occupies a prominent gateway location to Bury town centre and this has resulted in extensive and detailed refinement through proactive pre-application consultation process with the Council.

The scheme as submitted is a high quality proposition which positively addresses the requirement to provide activation to a prominent gateway site.

The proposed architecture of the scheme is functional but delivers a high quality proposition well beyond the standard specification of comparable infrastructure at other public transport facilities.

The Southern Access bridge will become a local landmark and civic facility. The proposals set the context for the wider Bury Interchange development and establish a vital link to Pyramid Park which is a key strategic development site within the town centre.

The public realm created by the scheme will provide a high quality dwell space for visitors, users and future residents of Pyramid Park. The proposed landscaping also provides biodiversity benefits.

In conclusion, it is considered that the scheme fully addresses the requirements of the statutory development plan, local supplementary design guidance and also the national design guide by creating a high quality structure and place that will be beautiful, healthy, greener, enduring and successful.

Ultimately, it is considered that there are no design-related issues which preclude against the delivery of a quality scheme on the site.



Illustrative aerial view from Union Square looking North

