

FAO: Jennie Townsend
Bury Metropolitan Borough Council
Development Control
3 Knowsley Place
Bury BL9 0EJ

5th June 2025

Dear Jennie,

PLANNING PORTAL REF.PP-14053764

**PLANNING APPLICATION FOR ERECTION OF TEMPORARY ACCESS STAIRS (THREE YEARS)
RELATING TO BURY INTERCHANGE IMPROVEMENT WORKS**

On behalf of Transport for Greater Manchester (TfGM, hereafter referred to as “the Applicant”), CBRE Limited hereby submits an application for planning permission for the temporary erection of access stairs for a three-year period. The proposed temporary access stair is necessary to provide:

- A fire escape route between the existing Metrolink platform and the Angouleme Way pedestrian underpass for Metrolink users.
- Public access for pedestrians from the town centre to the existing Metrolink platform while the wider programme of improvements and redevelopment at Bury Interchange take place.

The proposed scheme forms part of a phased masterplan for the redevelopment of the existing Interchange facility and construction of a new modern facility; the two relevant phases are:

1. A new Metrolink Access and Platform Improvement Works – including the provision of a new Metrolink Access footbridge, which will provide a new direct route from the south to the Metrolink platform and provide a new pedestrian link between Union Square/Knowsley Place to the west and Pyramid Park to the east (from Union Square to Pyramid Park) with lift/stairs (step-free access). This phase is currently subject to a planning application under consideration (LPA ref. 71834).
2. The demolition and redevelopment of the existing Interchange building and the development of a new modern ‘exemplar’ facility. This phase will be subject to a full planning application in due course.

Site and Surroundings

The Application Site (red line boundary) comprises an area of approximately 300sqm, extending from a portion of the northern extent of the existing Metrolink platform to the existing pedestrian footpath that passes below Angouleme Way (A58) via an underpass before connecting to Angouleme Way at street level.

The Site comprises the following:

- A small element of the existing Metrolink platform within the railway cutting; and
- A portion of the sealed surface pedestrian footpath which runs parallel to the Metrolink platform within the existing underpass below Angouleme Way before gradually stepping up to meet Angouleme Way.

The Site is almost entirely contained within the railway cutting and is bound by the Metrolink platform to the north and south, the existing Metrolink track to the west, the main Bury Interchange building further to the north and Angouleme Way which runs to the east.

Application Context / Description of Development

This Application seeks a temporary planning permission for a period of 3 years to erect an access staircase to provide an appropriate fire escape route (alongside the new step-free Metrolink access proposed) and to maintain passenger access to the Metrolink platform from the town centre throughout the duration of the overall Bury Interchange redevelopment project.

Whilst an initial temporary permission period of 3 years is sought, this may need to be extended in the future through prior agreement with Bury Council as local planning authority ('LPA').

The following description of development is therefore proposed:

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

The temporary stairs will be comprised of a single stair run that sits perpendicular to the existing Metrolink platform. The stair run will cross from the existing platform, over the eastern track and up the existing embankment to meet the existing hard-surfaced pedestrian path that runs parallel to the east of the platform, via an underpass below Angouleme Way. The Proposed Development of the staircase will sit entirely within the existing railway cutting and will be largely not visible from Angouleme Way or the surrounding area.

The proposed stairs will provide public access from Angouleme Way to the Metrolink platform 24 hours a day, 7 days a week, via the north of the existing underpass. It is anticipated that a gate or hoarding will be installed to the south of the underpass, so that the underpass can only be accessed from the existing access on the pavement to the north of Angouleme Way. Where any additional works are required to the underpass, including a gate/hoarding, these will be undertaken separately in accordance with the Highways Act 1980 subject to further agreements and discussions with the Local Authority as necessary.

The staircase will benefit from existing street lighting, underpass lighting, and platform lighting. The access arrangements and 24-hour access is in keeping with the current unrestricted nature of the existing underpass, and access to the Metrolink platform also in keeping with similar unrestricted arrangements elsewhere on the Metrolink network.

The staircase will be enclosed with a solid balustrade to protect users with handrails provided to support ascent and descent. Given the constrained nature of the Site, it is not possible to provide step-free access as part of the temporary stairs, but step-free access will be provided via the Phase 1 Metrolink access works currently under consideration (LPA ref. 71834).

Construction Method

The current (pending) Phase 1 Metrolink access works application is proposed to be subject to a pre-development planning condition requiring the preparation/submission/approval of a Construction Method Statement (CMS) to ensure that the proposed development can be undertaken safely, ensuring, equally, that Metrolink infrastructure and operations are not adversely impacted but also that the safety of the users of Metrolink and those working in the vicinity is protected.

Therefore, to mitigate any potential risk, it is proposed that this temporary planning application is also subject to the imposition of a similar planning condition(s) requiring the preparation of a Construction Method Statement (CMS) which is to be approved by the Local Planning Authority in conjunction with TfGM and Metrolink prior to the erection of the stairs on site.

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 covers all the track and platform area including the alterations to the permanent way, overhead line equipment (OHL) and associated infrastructure, platform surface alterations, ticketing and public information display systems.

Permitted development rights within these Limits of Deviation are conferred by the Town and Country Planning Act (General Permitted Development Order), with the potential for Planning Consent (where required) being 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 to include the proposed temporary stair works within a separate full planning application submission for temporary planning permission given that the Phase I Metrolink Access and Platform Improvement works are subject to a separate currently pending planning application (LPA ref. 71834).

Planning Policy Context

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that a planning application should be determined in accordance with the statutory development plan unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing.

The Statutory Development Plan for Bury Council comprises the following documents:

- Places for Everyone (PfE) adopted March 2024.
- Bury Unitary Development Plan (UDP), adopted 1997, saved 2007 and partly superseded by PfE.

It should be noted that whilst Places for Everyone (PfE) now forms part of the statutory development plan (adopted in March 2024), there are no revisions to the UDP proposals map of relevance to the wider Bury Interchange site, including this Application Site.

There are also no relevant allocations or planning policy designations relevant to the Proposed Development shown on the UDP Proposals Map. While Bury Town Centre Conservation Area runs nearby to the west of the Site along Haymarket Street, the Site is almost entirely located within the existing railway cutting and is not visible from the surrounding area.

The saved UDP Policies considered relevant to the Proposed Development are set out below:

Planning Policy Reference	Policy Theme
Policy EN1/2	Townscape and Built Design
Policy EN1/5	Crime Prevention
Policy EN5/1	New Development and Flood Risk
Policy EN7/1	Atmospheric Pollution
Policy EN7/2	Noise Pollution
Policy EN7/3	Water Pollution
Policy EN7/4	Groundwater Protection
Policy EN7/5	Waste Water Management
Policy HT2/4	Car Parking and New Development

Planning Policy Reference	Policy Theme
Policy HT3/2	Bus Services
Policy HT3/4	Schemes to Assist Metrolink
Policy TC3	Bury Town Centre

The relevant PfE policies to this application are set out as follows:

Planning Policy Reference	Policy Theme
Policy JP-Strat6	Northern Areas
Policy JP-Strat7	North-East Growth Corridor
Policy JP-Strat12	Main Town Centres
Policy JP-Strat14	A Sustainable and Integrated Transport Network
Policy JP-C3	Public Transport
Policy JP-C8	Transport Requirements of New Development
Policy JP-S4	Flood Risk
Policy JP-S5	Clean Air
Policy JP-P1	Sustainable Places

Relevant Supplementary Planning Documents considered as part of this Application include Supplementary Planning Guidance (SPG) 3: Planning Out Crime in New Development. This includes basic principles of reducing crime through urban design, and guidance in relation to footpaths and access points.

Places for Everyone Policies JP-S2 - Carbon and Energy and JP-C2 – Digital Connectivity has been considered as part of the assessment of relevant PfE policies. However, given the temporary nature of the proposed development and limited nature of the structure to be installed, these policies have been discounted as relevant in this case. No new premises will be created that require digital infrastructure, and the proposed staircase will not require any additional energy during its operational lifespan. The proposed staircase also supports TfGM's improvements at Bury Interchange in line with their objectives to achieve carbon neutral operation and support sustainable travel behaviour.

Planning Considerations

The following section sets out a consideration of the key planning considerations relevant to the Proposed Development.

Design and Access

The Proposed Development comprises the installation of a temporary staircase set within the railway cutting and not readily visible from the surrounding area. Therefore, it is considered to have an extremely limited impact on the street scene and surroundings.

No further changes are proposed to the existing underpass or established footpath connection with Angouleme Way (pavement level) as part of this application. Any further improvements to the existing underpass will be addressed through further discussion with the Local Authority and through works under the Highways Act 1980.

The Site will be accessed by pedestrians only from Angouleme Way (northern stairs), with no vehicle access required. The Proposed Development is necessary to ensure continued access for Metrolink users during the wider programme of improvement and redevelopment.

Safety and Security

The Site benefits from existing lighting serving the Metrolink platform, underpass, footpath and street lighting at Angouleme Way. As such no additional lighting is necessary in addition to the existing provision. Any further improvements necessary in due course will be addressed through further discussion with the Local Authority and through the Highways Act 1980.

Access from the platform to Angouleme Way will be unrestricted which is typical for several Metrolink stations across the network. The existing Metrolink safety and security measures through the Travel-Safe Partnership will be maintained, such as emergency call points to allow passengers to speak to TfGM staff, and the 24/7 TfGM control rooms which monitor feeds from CCTV across the network, including tram stops and railway stations. Bury Interchange tram services run regularly from approximately 6am until 1am, providing a continued level of surveillance and activity throughout most of the 24-hour period. Safety and security arrangements are therefore considered to be in keeping with that typical of the Metrolink network, and the existing arrangements.

High sided walls to the stair run itself will protect passengers and restrict intentional or accidental access to the tracks. Handrails will provide support where necessary.

Installation of access stair and gates

The proposed temporary staircase will be installed on top of the existing platform and embankment with no construction works, foundations or groundworks required to facilitate the installation.

Given the non-intrusive method of installation over a time-limited period and minimal nature of the works required, it is considered that a planning condition requiring the preparation/submission/approval of a Construction Method Statement (CMS) is necessary to ensure that any potential impacts that require mitigation or management are secured in accordance with best practicable means.

There are no impacts relating to geotechnical or land contamination matters, with minimal noise and vehicle movements resulting from the installation process.

Parking, traffic and transport

There will be no impact on traffic, transport or parking as the Proposed Development relates to pedestrians and pedestrian footpaths only, and the installation works will require only minimal vehicle movements. The Proposed Development will have no impact on Angouleme Way, or any neighbouring vehicle use.

Environmental Impacts and Drainage

Given the limited works required to install and the minimal nature of the Proposed Development within an existing railway cutting, there are no detrimental impacts on the surrounding area in terms of noise, air or light pollution, and no groundworks or foundations will be required. No additional plant will be required and no lighting proposed, and there will be no increase in impermeable surface area that might impact surface water or drainage.

Biodiversity and Vegetation

There are no trees or shrubs within the Site area, with a small number of poor-quality self-seeded vegetation between the existing footpath and Angouleme Way outside the Site area which will not be impacted by the Proposed Development.

Given the Site comprises an entirely developed and hard surfaced area within the existing railway cutting, Metrolink station and footpath, with a minimal installation method and low value incidental self-seeded vegetation, the Proposed development will have no detrimental impact on trees or vegetation.

Regarding Mandatory Biodiversity Net Gain (BNG) the Proposed Development is considered to subject to the de minimis exemption in terms of BNG requirements, under Regulation 4 of the Biodiversity Gain Requirements (Exemptions) Regulations 2024. Regulation 4 applies where:

- The development does not impact an onsite priority habitat, and
- Where the development impacts less than 25 square metres of onsite habitat that has a biodiversity greater than zero, and
- Where the development impacts less than 5 metres in length of onsite linear habitat (e.g. hedgerow or watercourse).

The Site is small in scale, and entirely comprised of sealed surface developed land, entirely contained within the surrounding Metrolink station, railway cutting, and hard surfaced footpath over an area of approximately 300sqm. As such there is no existing habitat, and the Proposed Development will not impact on either onsite priority habitat or onsite habitat.

Conclusion

The proposed scheme forms part of a phased masterplan for the redevelopment of the existing Interchange facility and construction of a new modern facility. The proposed temporary staircase is of a minimal, functional design that is unobtrusive and largely cannot be seen in the surrounding area. The access staircase is a structure that would not typically require planning permission to implement albeit temporary planning permission is sought for a period of three years.

The proposed installation method is relatively simple and no construction works are necessary to place the staircase on the existing hard surfaced areas. As such there are no detrimental environmental impacts arising from the installation or operation that require management or mitigation.

There will be no vehicle movements arising from the Proposed Development or any impacts to traffic, highways or parking. The Site will benefit from existing street lighting, underpass lighting and platform lighting.

The Site is located within the developed hard surfaced area of the existing Metrolink car park and will have no detrimental impact on ecology or trees and falls within the de minimis exemption in relation to Biodiversity Net Gain.

The Proposed Development is therefore considered to be compliant with relevant Places for Everyone and Saved Bury UDP Policies. As such it is respectfully requested this application is positively determined by the Local Planning Authority.

Application Submission

This Application has been informed by informal pre-application discussions with the Council regarding the scope of this application. Further to discussion, the following information is hereby submitted as part of this Application:

- Covering Letter dated 3rd June 2025.
- Site Boundary Line – Temporary Northern Stair drawing ref. 6012-HBA-BRY-ZZZ-D-AR-080700 Rev P03 (Hawkins Brown)
- Proposed Temporary Access Stair drawing ref. 16012-HBA-BRY-PFM-D-AR-080710 Rev P02 (including GA Plan and Section)

The following additional drawings are also submitted for informative purposes, showing the location of the proposed staircase within the context of the Phase 1 Interchange works under LPA ref. 71834. Please note these

drawings will form part of the approved plans pack of any future planning permission under LPA ref. 71834 but are submitted here for additional context:

- Proposed Canopy Complete GA Plan drawing ref. 16012-HBA-BRY-CNP-D-AR-080101 Rev P07 (Hawkins Brown)
- Proposed Bridge GA Plan drawing ref. 16012-HBA-BRY-CNP-D-AR-080107 Rev P07 (Hawkins Brown)

Application Validation

The application represents a key element in the wider redevelopment of the existing Bury Interchange. Therefore, the applicant formally requests that the planning application is validated expeditiously.

As confirmed via previous email correspondence with the Council, the Proposed Development is considered to fall within the category of “Other operations – other than winning and working of minerals”, with the planning application fee therefore calculated based on site area, in this case 300sqm.

The planning application fee has been calculated as £298.00 based on the site area, as agreed with Bury Council, and paid via the Planning Portal.

I trust that the information submitted with this application is appropriate and that the application can be registered and validated. However, if there are any immediate queries, please do not hesitate to contact me using the details provided.

Yours sincerely,

Chris Argent
Director – Planning & Development