

Phase 1 – Metrolink Access & Platform Improvement Works, Bury Interchange

Transport for Greater Manchester

Planning Statement

CBRE Limited
On Behalf of Transport for Greater Manchester

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Contents

1 Introduction.....4

2 Scheme Rationale.....6

3 Proposed Development.....10

4 Planning History and Designations12

5 Stakeholder Engagement.....15

6 Statutory Development Plan19

7 Material Considerations24

8 Planning Assessment.....30

9 Conclusion.....38

Appendix 1 – Planning Policy Overview40

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1 Introduction

- 1.1 This Planning Statement has been prepared by CBRE Limited on behalf of Transport for Greater Manchester (“TfGM”, hereafter referred to as “the Applicant”), in conjunction with Willmott Dixon, in support of a full planning application for the first phase of the Bury Interchange project which comprises the provision of a new Metrolink Access and Platform Improvement Works (hereafter ‘Phase 1’). The proposed scheme forms part of a wider masterplan with the second phase being to demolish the existing Interchange facility and construct a new modern facility. This second phase will be subject to a separate detailed planning application in due course.
- 1.2 The new Metrolink Access footbridge scheme 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. The proposed first phase scheme is also important to facilitate continued access to the Metrolink platform once the redevelopment of the main Interchange facility progresses.
- 1.3 The proposed description of development for the Phase 1 new Metrolink Access and Platform Improvement works scheme 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.”*
- 1.4 The Applicant has taken professional advice from a development team and supplementary information has been prepared in support of this Application. This Statement should be read in conjunction with the following plans and reports. A full schedule of submitted drawings is included within the submitted planning application cover letter and the Design and Access Statement.
- Plans Package – Hawkins\Brown
 - Design and Access Statement – Hawkins\Brown
 - Landscape Plans Package – OOB
 - Arboricultural Impact Assessment – The Environment Partnership
 - Ecological Impact Assessment, Ecological Desk Study – The Environment Partnership
 - Biodiversity Net Gain Report – The Environment Partnership
 - Flood Risk Assessment – Renaissance Ltd
 - Outline Drainage Strategy/Plans – Renaissance Ltd
 - Ground Investigation Report and Preliminary Risk Assessment – Tier Environmental Ltd
 - Energy Strategy – Futureserv
 - Lighting Plans – Futureserv

- Construction Environment Management Plan (CEMP) – Willmott Dixon
- Crime Impact Assessment – Greater Manchester Police

1.5 As per the EIA Regulations, the Applicant has submitted a request for a screening opinion to the local planning authority (LPA). It is the Applicant's contention that the proposed development is unlikely to result in significant effects on the environment and is therefore not 'EIA development'.

Site and Surroundings

1.6 The Site comprises an area of approximately 1.03ha and forms an irregular parcel of land bounded by Pyramid Park and Market Street to the east; the East Lancashire railway line to the south; Duke Street and Knowsley Place to the west; and Bury Interchange to the north (platforms located below interchange building and associated road infrastructure including Angouleme Way/A58). A small part of the planning redline boundary is located within the existing interchange surface car park north of Angouleme Way.

1.7 The Metrolink platform is located within a cutting and stretches from north of Angouleme Way/A58 bridge, underneath and to the south. To the south of Angouleme Way/A58 bridge the site is bounded by Bury College and Pyramid Park to the east and Premier Inn, Duke Street and Q-Park to the west. Bury Council, the NHS, and the Premier Inn hotel occupy the Knowsley Place commercial buildings to the south of the Metrolink stop. Opposite Knowsley Place is Bury Town Hall.

1.8 The red line boundary encompasses existing railway infrastructure including the Metrolink line, areas of greenspace within Pyramid Park, a small portion of public realm east of Duke Street (within the wider Union Square development, an existing pedestrian subway (below Metrolink tracks) and a surfaced maintenance track leading to Market Street to the east.

1.9 As previously detailed, the site forms part of the wider planned redevelopment of Bury Interchange (two specific phases with the redevelopment of the existing interchange facility forming the second phase). The existing bus interchange and Metrolink park & ride site is located within the town centre, bounded to the south by Angouleme Way, to the west by Haymarket Street and to the north by Kay Gardens and the wider town centre conservation area. The east of the Interchange is bounded by Mill Gate Shopping Centre and Bury Markets.

Programme

1.10 The current programme prepared by Willmott Dixon (TfGM appointed contractor) is indicative at this stage and subject to change:

- Start on Site – Q4 25
- Site Clearance – Q4 25
- Construction Works – Q4 25 – Q2 26
- Public Realm Works – Q3 26 – Q2 27

1.11 The proposed works are intending to finish in Q2 2027.

2 Scheme Rationale

- 2.1 The proposed Metrolink Access and Platform Improvement Works represents the first stage of the phased redevelopment of the Bury Interchange facility. The construction of the new Metrolink Access (footbridge) will provide a new high quality pedestrian route to the existing platform from the south whilst providing a direct link between Union Square/Knowsley Place to the west and Pyramid Park to the east. The new access to platform also will enable the Metrolink to continue operating during the second phase which comprises the demolition and replacement of the existing Interchange facility.
- 2.2 This section therefore considers the rationale for the proposed development including the need for its delivery to support the wider strategic objectives of the phased Bury Interchange redevelopment.

Bury Interchange Redevelopment

- 2.3 The quality of Bury Interchange is recognised as a key determinant in people's choice to access the town centre via public transport, with the interchange playing a vital role in the connectivity for the town centre with existing and future development areas (such as Atom Valley mayoral development zone). The redevelopment of the wider Bury Interchange site is a key strategic transport project for Greater Manchester and would deliver against the Levelling Up White Paper, ensuring the town centre is able to benefit from the productivity and economic opportunities afforded to other Greater Manchester town centres following redevelopment of major transport interchanges.
- 2.4 Bury Interchange opened in 1980, but many elements have now reached and surpassed their intended lifespan. There are several issues with the current interchange in relation to its layout, access and circulation, functionality/capacity and building fabric.
- 2.5 Bury is the only district centre interchange in Greater Manchester yet to be redeveloped to modern standards. Noting the recent success of other interchange schemes across the region, including supporting the wider regeneration of key centres, the redevelopment of Bury Interchange is seen as the next step in the continued transformation of Greater Manchester's interchanges to deliver a transport network fit for the 21st Century. It is therefore essential to transform the passenger experience and bring the standard of the transport offer in Bury in line with the wider city region.

National, sub-regional and local strategic context

- 2.6 The development of a new modern interchange facility has been identified across several local and regional reports including the Bury Town Centre Masterplan (2022) which sets out the overarching development principles for the redevelopment of the Site by TfGM. The Greater Manchester Transport Strategy 2040 and Greater Manchester Five Year Delivery Plan (2021-2026) identify the redevelopment of Bury Interchange as a priority project. This priority of the interchange redevelopment is also identified within the Bury Local Transport Strategy 2040 (2023).
- 2.7 This is reconfirmed through Greater Manchester's successful bid to the City Region Sustainable Transport Settlement (CRSTS) which identifies as a priority, a transformational package of improvements to public transport passenger facilities for Bury Town Centre including the proposed carbon neutral (in operation) multi-modal Bury Interchange.
- 2.8 The Transport for the North Strategic Transport Plan (2024) explores the role of light rail in benefiting the three strategic ambitions of decarbonisation, economic performance, and social inclusion, recognising that

light rail can support growth in employment and economic in town centres, facilitating redevelopment, regeneration, and improved public realm. More generally, the Strategic Plan also recognises the importance of improving local connectivity and multimodal integration to provide door-to-door sustainable transport.

- 2.9 On a national level, the UK Government’s Transport Investment Strategy and Industrial Strategy outline the need to actively support the UK’s long-term productivity and economic development through strategic transport projects and investment. In particular, the Transport Investment Strategy places a particular focus on investment opportunities that tackle clearly defined accessibility problems, support opportunities to improve connectivity, and improve air quality.
- 2.10 Improved transport connectivity also plays a significant role in the Industrial Strategy, supporting the need for better connectivity to link up people and markets to attract investment. Investment at the interchange will complement a wider programme of interventions across the borough, identified through the town centre masterplan, local plan and transport strategy, and as part of such a package will be critical to address the imbalances observed geographically within the Greater Manchester and UK Economy.
- 2.11 This is reiterated through the DfT’s Local Transport White Paper: Creating Growth, Cutting Carbon: Making Sustainable Transport Happen which sets a vision for transport systems as an engine for economic growth, along with being greener and safer, and improving quality of life in communities.

The need for a new Metrolink Access

- 2.12 As detailed, the proposed scheme (new Metrolink Access and Platform Improvement Works) is the first phase of the redevelopment of the existing Bury Interchange facility. The overall interchange project is underpinned by five key project objectives:
- **Carbon Neutral:** to minimise embodied carbon in construction and deliver an outcome that is carbon neutral in operation in line with local and national targets.
 - **Operability:** to enhance safety and operational resilience and provide sufficient capacity to accommodate future transport services.
 - **Regeneration and Economic Growth:** to contribute to regeneration and economic growth in Bury Town Centre, including facilitation of commercial development opportunities.
 - **Town centre integration:** to improve visibility and strengthen connections between Bury Interchange and key town centre locations.
 - **User experience and sustainable travel behaviour:** to facilitate an increase in travel by public transport and active modes to, from and around Bury in line with Greater Manchester’s 2040 Transport Strategy Right Mix targets and meet customer requirements based on the Network Principles as defined in the Greater Manchester Transport Strategy 2040.
- 2.13 The Interchange currently experiences poor connectivity, particularly from the south. A Metrolink Pedestrian Survey was undertaken by TfGM in 2024 (sample 587 surveys) which found that 52% of users stated a southern access via Union Square would assist in making their journey, while 44% stated a southern access via Pyramid Park to Market Street would assist in making their journey.
- 2.14 Therefore, the proposed new Metrolink Access scheme will significantly contribute to achieving the overarching project objectives to by providing:
1. A new high quality direct pedestrian route from the south to the Metrolink platform. The access to the platform will be step-free (ramp and lift access). At present there is no direct access to the

Metrolink platforms from the south, with users needing to walk to the existing main interchange entrance via the existing highway network (including crossing the junctions of Angouleme Way / Haymarket Street / Knowsley Way.

2. A new pedestrian link between Union Square/Knowsley Place and Pyramid Park sites. The proposed footbridge will replace the current subway link which runs under the existing Metrolink track. The subway, which is accessed via a ramp located in Pyramid Park or from the bottom of the access stairs on the Union Square/Knowsley Place embankment, has been fenced off for a significant period (estimated at 14 years) and prone to substantial flooding. Therefore, it is proposed to permanently infill and close the subway off, which represents a poor and uninviting environment for those walking, wheeling and cycling, and replace with the new quality footbridge.
3. A new quality pedestrian access to assist in unlocking a future residential scheme on the Pyramid Park site. The recently approved remediation of the site (as per planning application 70903) is the first stage of the Council seeking to procure a residential developer for the site. The new sloped footpath provides the opportunity for integration within a future residential scheme to provide access to Market Street and beyond.
4. Continuity of passenger access to the existing Metrolink platforms/services during construction of the new Interchange building (phase 2 scheme – subject to a separate planning application in due course (likely 2026)).

2.15 The new Metrolink access scheme (including the pedestrian bridge) will therefore address several existing issues relating to integration, connectivity and wayfinding; and perceptions of safety and personal security. Through addressing these challenges, a variety of social, health and economic benefits can potentially be achieved including improved air quality; improved modal split; health and wellbeing; reduced carbon emissions; and supporting future development and regeneration of the town centre to unlock further economic benefits.

2.16 Overall, the proposed Metrolink Access plays an important role in unlocking a range of benefits for the wider Bury Interchange redevelopment and allowing the future development to meet its objectives.

“Do Nothing” Scenario and Scheme Evolution

2.17 The proposed Metrolink Access and Platform Improvement Works scheme comprises an important first phase of delivering a new modern interchange for Bury. A ‘do nothing’ scenario would result in the significant benefits that a modern interchange could convey not being realised. The quality of passenger experience will remain limited and, as assets continue to deteriorate, the passenger experience decline compared with modern interchanges elsewhere in Greater Manchester. There would continue to be no sense of arrival to Bury along with poor wayfinding, and the current interchange would remain a significant barrier to north-south and east-west connectivity in the town centre.

2.18 The lack of investment and upgrade to the Interchange and facilities, along with lack of improvement to its public realm and connectivity would have a deterrent effect for use by existing and prospective public transport users.

2.19 The impact of no improvement and decline in user experience would result in the limited ability to facilitate or increase modal shift, for either active travel modes and particularly for Metrolink use. This would therefore fail to realise associated benefits relating to air quality, carbon reduction, health and wellbeing.

2.20 With reduced appeal and footfall because of limited connectivity and perception, the local economy will struggle to reach its full potential. Further to this, there will be limited potential to deliver future sustainable development that will in turn fail to deliver associated social, health, and economic benefits.

- 2.21 Given the need to ensure the scheme benefits are achieved, several options have been considered and assessed by TfGM in terms of deliverability and meeting objectives, including consideration of whole life costs, value for money, town centre integration, regeneration and economic growth, user experience and changing travel behaviour.
- 2.22 Put simply, a 'do nothing' scenario is not a realistic/feasible option.

3 Proposed Development

3.1 As set out in the introduction section, this full planning application relates to the first phase of the wider interchange redevelopment project comprising a new Metrolink Access and Platform Enhancement 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.

3.2 As set out in the Introduction section, the description of 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.”

3.3 Specific works to be undertaken as part of the Southern Access initial phase therefore 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).

- 3.4 While Angouleme Way (A58) passes through the red line boundary, given the topography of the Site the carriageway passes above the Metrolink platform and infrastructure where works will be undertaken, and no work is proposed to the A58 carriageway or bridge itself.

Limits of Deviation

- 3.5 The relevant statutory authorisation for this section of the Metrolink route is the British Railways Act 1975.
- 3.6 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 (including infilling of the subway), overhead line equipment (OHL) and associated infrastructure, platform surface alterations, ticketing and public information display systems.
- 3.7 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.
- 3.8 However, in this instance, it is proposed to include the necessary upgrade works within the Limits of Deviation within the full planning application submission for the Southern Access scheme.

Statutory Approvals/Consents

- 3.9 The Proposed Development, along with the wider Bury Interchange redevelopment, has been designed within the limits of the current Transport & Works Act Order (TWAo) to mitigate the requirement for a new order to be made which could introduce delays.

Public Rights of Way

- 3.10 There is an existing subway beneath the Metrolink tracks, which links Union Square to Pyramid Park. A legal review has identified a right of way in favour of Bury Council registered against TfGM's title GM658918 as follows: *"a right of way through the underpass/subway between Knowsley Street to gain access to the tram station, for use by pedestrians and vehicles to the extent that the said underpass is suitable for the same (such vehicles to be of an unladen weight not exceeding 1.5 tonnes)"*.
- 3.11 While Bury Council's definitive map does not record a public right of way through the underpass, the definitive map is not conclusive evidence of all public rights of way. Therefore, whilst the subway has been closed off (gated) for a considerable period (estimated to be 14 years) and is prone to substantial flooding pooling of water within, it remains a public right of way.
- 3.12 Therefore, a key part of the planning application is to close (by way of grouting/infilling) the existing subway and provide a quality, up to 3m wide pedestrian footbridge, from Union Square to Pyramid Park which will provide a far safer and attractive crossing of the Metrolink tracks as well as supporting the future regeneration of Pyramid Park which is to be subject to a remediation scheme to make the site ready for future (likely residential-led) development.
- 3.13 The Applicant therefore intends to promote a closure of the underpass using a Stopping Up Order under S247 of the Town and Country Planning Act to extinguish the existing right. The bridge will then form a permissive pathway, as opposed to a Public Right of Way (PRoW). The permissive path will give TfGM greater flexibility for maintenance purposes.

4 Planning History and Designations

Relevant Planning History

4.1 A review of Bury Council’s online planning register indicates the following relevant planning applications for the Proposed Development, in the area surrounding the Site:

LPA reference	Description of Development	Address	Decision
70861 and subsequent NMA	Prior approval for proposed demolition of part of the existing bus station canopy that abuts the existing Admiral Bingo Hall (Princess Parade).	47 Market Street, Bury, BL9 0BH	Prior Approval Required and Granted 11 th July 2024
70903	Land remediation works, construction of vehicular access road and footway from Market Street with associated infrastructure and structural works.	Land at Pyramid Park, Market Street, Bury, BL9 0BG	Approved 19 th December 2024
69580	1. Demolition of buildings and erection of flexible events hall with associated servicing, parking and landscaping; 2. New canopy structure to cover existing outdoor market; 3. Temporary permission sought for area of Bury Market car park to be utilised for site cabins for the duration of the build	Land & buildings at Murray Road/2-10 Princess Parade/47-51 Market Street & Bury Market, Bury, BL9 0BJ	31 st August 2023
56467	Outline Planning (inc. means of access & layout) for new leisure centre comprising 7575sqm (max) gross floorspace, with landscaping and other associated elements.	Rooftop Of Multi Storey Car Park Bounded By Knowsley Place, East Lancashire Railway & Knowsley Street, Bury	Approved 18 th September 2013 (now expired)

4.2 The Proposed Development and design evolution of the Bury Interchange redevelopment has been carefully considered in the context of the surrounding development coming forward and seeks to take into account the interface between the schemes in this key location within Bury Town Centre.

Pyramid Park

4.3 The proposed new Southern Access footbridge lands on to the Pyramid Park site (east of the Metrolink line). 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. Whilst the site is allocated as an opportunity site for

- development in the adopted UDP, the central part of the site is designated as a Grade B Site of Biological Importance (SBI), which is a non-statutory local wildlife designation, and a Wildlife Corridor is located east-to-west to the south of the site following the East Lancashire Railway line.
- 4.4 Planning permission was subsequently granted in December 2024 subject to a suite of planning conditions. The proposed remediation and site preparatory works are expected to progress later in 2025 to enable viable future residential development of the Pyramid Park site. An outline planning application for residential development will follow pursuant to the land remediation once the Council has progressed a developer procurement exercise.
- 4.5 Given the importance of the new footbridge to the Pyramid Park development opportunity, TfGM has been in continual engagement with Bury Council to co-ordinate project interfaces and associated programme.

Relevant Statutory/Non-Statutory Designations

- 4.6 The table below sets out the relevant statutory and non-statutory considerations and designations on the Site and in its surrounding area.

Planning Designations / Planning Consideration	Proximity to Site
Conservation Area	The Bury Town Centre Conservation Area lies approximately 85m to the west of the Site at its closest point, running along the A58 and Haymarket Street to the north-west of the Site.
Listed Buildings	None within the Site. Grade II Listed Kay Monument at Kay Gardens is located approx. 125m to the north of the Site. The Grade II Listed Art Picture House and Athenaeum Club are located along Haymarket Street, approximately 100m to the north-west of the Site, beyond which lie a small cluster of Grade II Listed buildings further to the north-west.
Other Heritage Assets	None.
Ancient Monuments	None.
Green Belt	N/A
Tree Preservation Orders	None.
Ecological Designations	The Site lies within SSSI Impact Risk Zones, however, the nearest SSSI is Ashclough SSSI approximately 5.5km removed from the Site to the south-west. Chesham Woods Local Nature Reserve (LNR), located 1.6km to the northeast of the Site, with Hollins Vale LNR located 1.8km to the south east of the Site. Part of the Site at Pyramid Park is located within a Site of Biological Importance: Grade B (equivalent to Local Wildlife Site).
Landscape Designations	None.

Planning Designations / Planning Consideration	Proximity to Site
Environmental Designations	The Site is located partly within the Bury Air Quality Management Area, which runs along Angouleme Way A58, and Haymarket Street.
Flood Risk Zone	Flood Risk Zone 1 (low risk of flooding).
Public Rights of Way	Deemed right (existing subway under Metrolink track not on Bury PRow definitive map).

5 Stakeholder Engagement

- 5.1 The National Planning Policy Framework (NPPF) Chapter 4 sets out the Government’s approach to pre-application engagement and frontloading, stating at Paragraph 40 that:

“Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality preapplication discussion enables better coordination between public and private resources and improved outcomes for the community.”

- 5.2 To this end, the Applicant has engaged with Bury Council through a comprehensive pre-application advice process relating to the wider Bury Interchange redevelopment, culminating in this application for this initial first ‘Southern Access’ phase of the scheme.

Pre-Application Engagement (Local Planning Authority)

- 5.3 A formal pre-application submission (LPA ref. 03007E) was made in August 2024 on behalf of TfGM in respect of the three phases of the overarching Interchange scheme:

1. **Metrolink Southern Access;** infill of the existing underpass and recontour the land in Pyramid Park to tie into existing levels, the construction of a fully accessible pedestrian bridge across the existing Metrolink line to allow access between Knowsley Place, the Metrolink platform and Pyramid Park.
2. **Temporary pedestrian access from Angouleme Way to Metrolink platform;** proposed stepped access to be provided on a temporary basis during construction including CCTV, lighting and wayfinding.
3. **Interchange/Metrolink stop improvements;** proposed demolition of the existing interchange building, bus apron and shelters and Metrolink park and ride car park and redevelopment of the site to deliver a new interchange facility (accommodating an active travel hub, TfGM staff/administrative facilities and commercial units); highway modifications; substation; bus apron; new vertical circulation; improvements to the existing Metrolink platforms (including capacity for future additional platform); new areas of public realm; and vehicular/pedestrian access changes (including closure of subways underneath Angouleme Way).

- 5.4 The design information provided within the initial pre-application submission is set out in the Design and Access Statement within the planning application submission. A meeting was subsequently held on the 19th September 2024 with Council planning officers to present an overview of the Bury Interchange project, exploring the principles and key objects of the whole scheme.

- 5.5 With respect to the Southern Access element of the scheme, the initial proposal for the platform works and the southern crossing footbridge were based on indicative proposals developed by AECOM.

- 5.6 Formal written feedback was provided by the Council on the 6th December 2024 and confirmed that with respect to the Phase 1 Southern Access scheme, the level of initial detail provided was lacking to give a comprehensive 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.

- Elevational detail required to ensure that the bridge and associated infrastructure 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?
 - Section drawings and levels to fully understand the development proposals.
 - The overall planning application scope (Southern Access and Interchange) and specifically the scope of individual technical reports and plans was confirmed.
- 5.7 After the pre-application, Hawkins\Brown were appointed as Lead Designer for the Phase 1 Metrolink Access and Platform Improvement works. Substantial design development (RIBA 2 work stage) was undertaken prior to a second pre-application meeting with the Council on the 14th March 2025.
- 5.8 At this ‘second’ pre-application meeting, an overview presentation of the Phase 1 scheme was provided covering subjects including existing site condition; platform works; footbridge and landscape proposals; indicative white card views.
- 5.9 Whilst the design team had not received any formal written feedback from Bury Council, it was verbally confirmed that the proposed scheme was acceptable subject to design refinement in respect of:
- 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.
 - Materiality transition from the bridge to the abutments. Bury council members queried how the transition from weathered corten steel to stainless steel at Union Square had been considered.
- 5.10 The pre-application consultation has ultimately driven design modifications which are captured within the planning application scheme; this includes:
- Glazed doors have been introduced 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.
 - Stainless steel fascia plates have been introduced 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 (ATE)

- 5.11 A meeting was held with Active Travel England (ATE) on the 13th March 2025 in specific relation to the Southern Access scheme. This followed an initial meeting and written feedback provided by ATE in October 2024 on the wider interchange scheme. With respect to Southern Access, after presenting the key elements of the scheme, ATE confirmed:
- The positive benefits of the bridge understood.
- 5.12 The principle of the bridge being used for pedestrians only was accepted, to align with the current policy of no cyclists using Metrolink and the designated town centre cycle routing.

- 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.
- Whether turning opportunities for cycle users along the Pyramid Park abutment and access was required 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).

5.13 In terms of design response, the abutments to the bridge now 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. The bridge width has also been tapered to reduce speed should cyclists seek to use the bridge.

Stakeholder Engagement

5.14 The Applicant recognises the importance of carrying out meaningful and effective engagement and has also sought to engage key stakeholders as appropriate. The schedule below sets out a series of meetings and events where the Proposed Development was included on an agenda or as part of discussions with a view to inform and engage key stakeholders:

DATE	KEY STAKEHOLDER
31 st July 2024	Greater Manchester Streets for All Design Review Panel
5 th November 2024	Bury BID Board
10 th December 2024	Disability Design Reference Group
15 th January 2025	Bury College (Estates Department)
3 rd February 2025	Q Park
3 rd February 2025	Premier Inn Bury
5 th February 2025	Newmark Premier Inn Bury (Land Managing Agent)
February 2025	Update provided to Bury North James Frith MP and Ward Members
3 rd March 2025	Bury Council Project Officer briefing
20 th March 2025	Presentation to Bury Council Strategic Transport Group
Monthly meetings	Department for Transport
Monthly meetings	Bury Town Centre – Project Interface Meeting

DATE	KEY STAKEHOLDER
Fortnightly meetings	Pyramid Park (mutual land interests & programme group)
Ad hoc meetings	Bury Council Highways and Estates Departments

5.15 The Applicant is committed to continuing this engagement through the course of the application and will continue to liaise with key stakeholders through correspondence and further meetings as necessary. This includes future meetings with the Bury Society for Blind and Partially Sighted People which have already been scheduled, and a list of organisations who will be informed on submission of this Application to advise them that consultation is open.

Summary

5.16 The Applicant has worked closely with stakeholders over a lengthy period to shape the scheme and will continue to take a proactive approach to stakeholder engagement during the decision-making process of this application and throughout the future phases of Bury Interchange redevelopment. This will include maintaining the current lines of communication.

5.17 Pre-application consultation has been held in accordance with relevant national policy and guidance. The consultation held has provided an opportunity key stakeholders to learn more about the proposed scheme and provide their feedback. The Applicant has worked closely with stakeholders to shape the proposed development and has taken on board feedback to address any issues raised within where feasible and relevant.

5.18 The proposed level of consultation is commensurate with the application scheme proposals and a positive press campaign is to be initiated by TfGM to publicise the submission of the application.

6 Statutory Development Plan

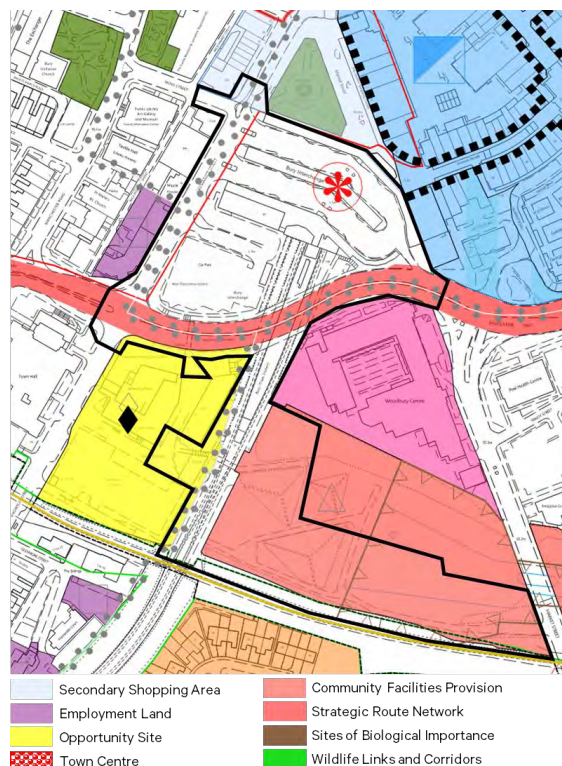
- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that a planning application should be determined in accordance with the statutory development plan unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing.
- 6.2 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.
- 6.3 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.

Relevant Planning Policy Summary

- 6.4 This section considers the relevant planning policies to the decision-making process of this application. Full text of planning policies identified is included at Appendix 2.

Site-Specific Allocation

- 6.5 An extract of the UDP proposals map is provided below:



- 6.6 UDP Policy Area BY6 (Central Shopping Area) covers a small portion of the Site's northernmost area, including part of the existing Metrolink platforms below and north of Angouleme Way A56. Area BY6 extends beyond the Site area to include the wider Bury Interchange redevelopment area. While most of the Site lies outside Area BY6, Bury Interchange is identified within BY6 as a site-specific proposal EN1/7, recognised as an *"Important gateway, major public transport focal point within the town centre"*. Angouleme Way is also identified as EN1/7 as an *"Important through route and gateway within the town centre"*. However, Policy EN1/7: Through-Routes and Gateways forms part of superseded UDP Policy EN1: Environment, now replaced by PfE Policy JP-P1: Sustainable Places.
- 6.7 The south-east portion of the Site at Pyramid Park lies within UDP Policy Area BY7 (Townside/Market Street), which encourages proposals for a range of uses including leisure and recreation. Within this, Pyramid Park forms part of site-specific proposal CF2/1/2 (Community Facilities Proposal), and EC1/2/6 (Employment Land: Business and Offices). However, it should again be noted that UDP Policy CF2/1/2 has been replaced by PfE Policy JP-P5: Education, Skills and Knowledge, while UDP Policy EC1/2/6 has been replaced by PfE Policy JP-P1: Sustainable Places.
- 6.8 A small area of public realm between Duke Street and the Metrolink line, where the underpass entrance is located, lies within UDP Policy Area BY4 (Manchester Road/Knowsley Street), for a mix of uses including office, car parking, and civic uses. Within this, the Site encompasses part of Opportunity Site Land off Knowsley Street UDP Policy EC1/3/1 which requires a high standard of design, due to the prominent position of the site. Again, UDP Policy EC1/3/1 has been replaced by PfE Policy JP-P1: Sustainable Places.

Saved UDP Development Management Policies

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

Planning Policy Reference	Policy Theme
Policy EN1/2	Townscape and Built Design
Policy EN1/4	Street Furniture
Policy EN1/5	Crime Prevention
Policy EN1/6	Public Art
Policy EN2/1	Character of Conservation Areas
Policy EN2/3	Listed Buildings
Policy EN3	Archaeology
Policy EN3/1	Impact of Development on Archaeological Sites
Policy EN3/2	Development Affecting Archaeological Sites
Policy EN5/1	New Development and Flood Risk
Policy EN6/2	Sites of Nature Conservation Interest
Policy EN6/3	Features of Ecological Value
Policy EN6/4	Wildlife Links and Corridors

Planning Policy Reference	Policy Theme
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 EN8	Woodland and Trees
Policy EN8/2	Woodland and Tree Planting
Policy EN10	Environmental Improvement
Policy EN10/1	Derelict Land
Policy HT2/4	Car Parking and New Development
Policy HT3/1	Schemes to Assist Bus Movement
Policy HT3/2	Bus Services
Policy HT3/4	Schemes to Assist Metrolink
Policy HT5/1	Access for Those with Special Needs
Policy HT6/1	Pedestrian and Cyclist Movement
Policy TC1	Town Centres
Policy TC1/1	Open Space in Town Centres
Policy TC3	Bury Town Centre

Places for Everyone (PfE)

- 6.10 The Places for Everyone Development Plan Document (DPD), adopted March 2024, forms part of the statutory development plan. All policies within the plan are ‘strategic’ policies and future local plans (at individual borough level) will need to be consistent with it and neighbourhood plans will need to be in general conformity with the strategic policies.
- 6.11 In advance of setting out the strategic policies, the DPD identifies the following (amongst others / relevant to the application proposals):
- **Renewed Vision;** it is recognised that investing in town centres provides the opportunity to drive recovery and a real opportunity to support the transition of centres as they experience the continued (and possibly accelerated) decline in their traditional retail role.
 - **Spatial Strategy;** identifies a requirement to ‘boost’ the competitiveness and address the disparities of northern districts such as Bury.
 - **Good Places;** neighbourhoods need to be inclusive, well-designed, resilient and safe.

- **Brownfield Preference;** districts (such as Bury) have looked to maximise the contribution of brownfield land. The PfE plan is identified within this context as supporting the continued renewal of town centres.
- **Key Challenges for the PfE Plan;** the plan is identified as needing to deliver high levels of economic growth and the highest possible quality of life for residents and to address existing problems.
- **Strategic Objectives;** ten objectives are identified. Whilst not directly relevant to this current planning application, the objectives collectively identify the requirement to prioritise the use of brownfield land and to focus new homes within town centres and development in well-connected locations.
- **Inclusive Growth;** the central theme of the spatial strategy is to deliver inclusive growth. Making the most of the key locations and assets best placed to support economic growth and creating more favourable conditions for growth by providing high quality investment opportunities which help to address disparities are specifically identified.
- **Efficient Use of Land Resources;** directs local authorities to make as much use as possible of suitable previously developed (brownfield) land and vacant buildings when meeting development needs in order to help address dereliction and bring investment into existing urban areas, supporting their regeneration.
- **Sustainable and Integrated Transport Network;** details that the transport network will be improved to facilitate genuine modal shift. An ambitious programme of investment is proposed to provide high quality, high frequency, easy-to-use public transport following the creation of a much larger, integrated rapid transit network.

6.12 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-Strat 12	Main Town Centres
Policy JP-Strat14	A Sustainable and Integrated Transport Network
Policy JP-C1	An Integrated Network
Policy JP-C3	Public Transport
Policy JP-C5	Streets for All
Policy JP-C6	Walking and Cycling
Policy JP-C8	Transport Requirements of New Development
Policy JP-S1	Sustainable Development
Policy JP-S2	Carbon and Energy

Planning Policy Reference	Policy Theme
Policy JP-S4	Flood Risk
Policy JP-S5	Clean Air
Policy JP-S6	Resource Efficiency
Policy JP-G2	Green Infrastructure Network
Policy JP-G6	Urban Green Space
Policy JP-G7	Trees and Woodland
Policy JP-G8	A Net Enhancement of Biodiversity and Geodiversity
Policy JP-P1	Sustainable Places
Policy JP-P2	Heritage
Policy JP-P6	Health

7 Material Considerations

- 7.1 Alongside the statutory development plan, there are several national, regional and local policies and strategy documents relevant to the Proposed Development. These material considerations are set out in this chapter.

National Planning Policy Framework

- 7.2 The revised National Planning Policy Framework (NPPF) was published December 2024, with further amendment February 2025. The NPPF sets out the Government’s planning policies for England and how these are expected to be applied. The NPPF is a key material consideration in planning decisions.
- 7.3 The NPPF sets out the presumption in favour of sustainable development and the Government’s key objectives to significantly increase the delivery of new homes. In summary, the key elements of The Framework relevant to the proposals are:
- Achieving a sustainable development
 - Decision-making
 - Ensuring the vitality of town centres
 - Promoting healthy & safe communities
 - Promoting sustainable transport
 - Making effective use of land
 - Achieving well-designed places
 - Meeting the challenge of climate change, flooding and coastal change
 - Conserving and enhancing the natural environment
- 7.4 Paragraph 8 of the NPPF defines three overarching objectives of sustainable development, including an economic, social, and environmental objectives, with Paragraph 9 seeking decisions to guide development toward sustainable solutions, considering local circumstances to reflect the character, needs, and opportunities of each area.
- 7.5 Paragraph 10 of the NPPF sets out the presumption in favour of sustainable development, while Paragraph 11 sets out that for decision making, this means approving development proposals that accord with an up-to-date development plan without delay.
- 7.6 Paragraph 39 goes on to say that “local planning authorities should approach decisions on proposed development in a positive and creative way”, including “working proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area”. Paragraph 39 also reiterates that “Decision-makers at every level should seek to approve applications for sustainable development where possible.”
- 7.7 Chapter 7 of the NPPF seeks to ensure the vitality of town centres, with Paragraph 90 recognising the need for planning decisions to support the role of town centres and taking a positive approach to their growth.

7.8 Chapter 9 relates to promoting sustainable transport, and at Paragraph 109 sets out that transport issues should use a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. Of relevance, Paragraph 109 identifies the need to:

- Ensure patterns of movement and other transport considerations are integral to the design of schemes and contribute to making high quality places.
- Understand and address the potential impacts of development on transport networks.
- Realise opportunities from existing or proposed transport infrastructure, and changing transport technology and usage.
- Identify and pursue opportunities to promote walking, cycling and public transport use.
- Identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.

7.9 Paragraph 117 states that development should give priority first to pedestrian and cycle movements, and second to facilitate access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.

Streets for All

7.10 Streets for All and Design Guide November 2021, Greater Manchester’s mechanism for creating a people-centred approach to design and management of streets which supports a place-based agenda as well as achieving the ambition to increase travel by walking, cycling and public transport. Holistic approach to put people first.

7.11 Connections and access links to Bury Interchange are aligned with the Streets for All approach to improve accessibility and enhance overall passenger experience.

Greater Manchester Transport Strategy 2040

7.11.1 The Greater Manchester Transport Strategy sets out Greater Manchester’s long-term ambition for transport, by setting out a long-term policy framework for a world-class integrated transport network. This includes the “Right Mix” Vision, which seeks 50% of trips to be made by sustainable modes, with no net increase in motor vehicle traffic, by 2040.

7.11.2 A further role of the Transport Strategy is Supporting Vital and Vibrant Town Centres. The Strategy recognises Bury as among the eight main town centres that provide a critical mass of facilities and services and are highly sustainable locations. Specifically, the strategy recognises that parts of Bury Town Centre are not well linked to the existing Interchange, with an opportunity to improve connectivity along with providing higher standard facilities and an improved access to the Metrolink platforms.

7.11.3 While not a statutory policy document within the Development Plan, the Transport Strategy sets out several spatial themes and GM-wide policies for new development in the Greater Manchester city-region. A full list of relevant policies is set out at Appendix 2.

Bury Town Centre Masterplan (2022)

7.12 The Bury Town Centre Masterplan was approved in 2022 and sets out an ambitious vision to remain a vibrant and attractive centre between now and 2040. The Masterplan notes that whilst the town centre is accessible, it suffers from poor interconnectivity between its key assets and character areas, for example, the relationship and linkages between the Mill Gate shopping centre, The Rock and the existing

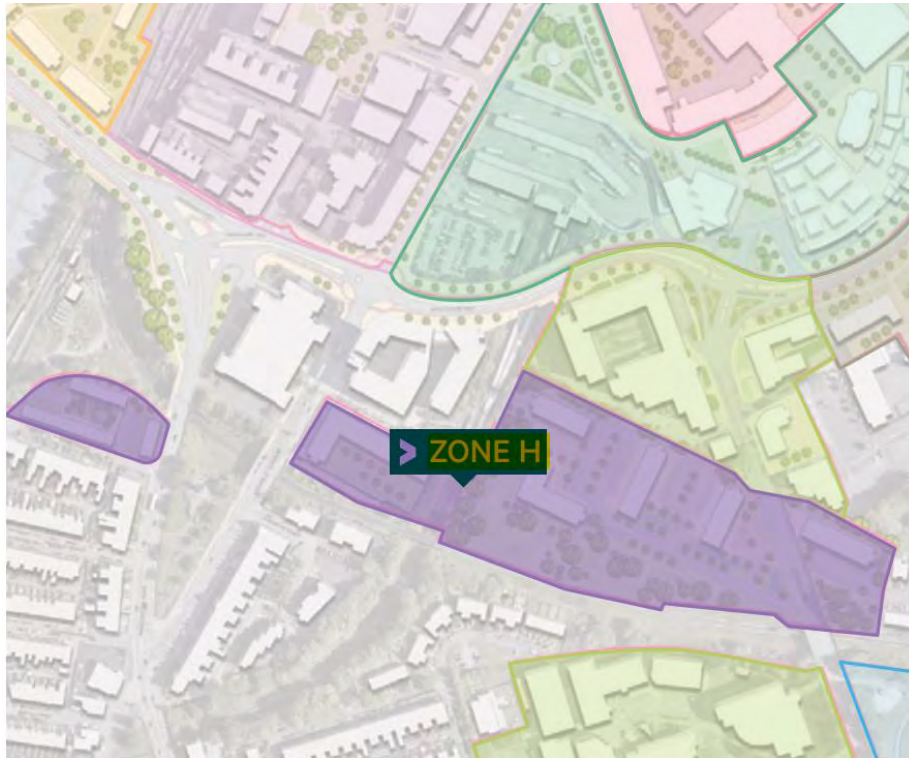
Interchange are poor. It also acknowledges that there is a poor arrival experience into the town centre with the opportunity to create more of a key gateway and arrival points, including the Interchange.

7.13 Development Principle 2 of the Masterplan is connectivity, movement and infrastructure. Capitalising on a redeveloped interchange and the impact of the new Southern Access is considered an important part of this principle, and the following wider Project objectives will help achieve this:

- **Carbon neutral** – To deliver an interchange that minimises embodied carbon in construction and is carbon neutral in operation, in line with local and national targets.
- **Operability** – To deliver a safe, operationally resilient interchange with sufficient capacity to be able to accommodate future services over the lifespan of the facility.
- **Regeneration and economic growth** – To deliver a transport facility that contributes to regeneration and economic growth in Bury Town Centre, including facilitation of commercial development opportunities.
- **Town centre integration** – To improve visibility and strengthen the connections between Bury Interchange and key town centre locations which include but are not limited to: Union Square and Pyramid Park (to the south); Bury College (to the south); the Cultural Quarter (to the west); Bury Market (to the east); Mill Gate Shopping Centre (to the east/north-east); and the Rock (to the north/north-east).
- **User experience and sustainable travel behaviour** – To facilitate an increase in sustainable travel choices to, from and around Bury in line with Greater Manchester’s 2040 Transport Strategy “Right Mix” targets and provide a customer focussed facility which addresses the Network Principles as defined in the Greater Manchester Transport Strategy 2040.

7.14 The masterplan divides Bury Town Centre into several character zones which are defined by the proposed interventions and are reflective of existing and proposed land uses.

7.15 The Site lies within Zone H ‘Southern Gateway’, which comprises an area to the south of Bury Interchange where the existing Pyramid Park is located. The proximity of this site to the Interchange has highlighted the opportunity for town centre housing on brownfield land. This can be supported by enhancing links from Pyramid Park to Union Square and the Interchange, providing a broad selection of transport choices within a short walk/cycle.



- 7.16 Key provisions of the Zone H Southern Gateway area relevant to the Proposed Development include:
- Streets for All: reducing vehicle dominance, encouraging active travel and creating a more people-focussed place.
 - Strengthening links to the Town Centre: opportunities to enhance links between the Town Centre, Union Square and the Interchange, providing a broad selection of transport choices within a short walk/cycle.
 - Access and Parking: providing pedestrian/cycle links through to the Pyramid Park site, improving access to the Interchange for future and existing residents in this location and reducing the need for car parking.
 - High quality public realm, fostering a distinct identity, and aiding legibility.
 - Creating Attractive and Safe Linkages.
 - Climate Change and Sustainability: Use of permeable surfacing in the public realm, opportunities to enhance biodiversity particularly at Pyramid Park, helping people live more sustainably and reduce the need for daily car travel.
- 7.17 To the north of the Site is Zone B ‘Vibrant Bury’, which includes the area around Bury Interchange and Bury Market and forms an important point of arrival to the town for those using public transport. A key priority is the transformation of the Interchange into a high-quality transport hub with seamless integration into the surrounding public realm.
- 7.18 The Masterplan states that within Zone B:

“The Interchange will be redeveloped to create a new transport interchange. Opportunities to refurbish the Metrolink platform, introduce a new southern step free access and new mixed uses into the site, will help to create an active frontage with the Flexi Hall and onto Kay Gardens”.

7.19 The proposed Southern Access proposal will therefore support the delivery of the Masterplan objectives.

Bury Local Transport Strategy (2023)

7.20 The Bury Local Transport Strategy (approved by Cabinet October 2023) sets out the strategy transport objectives for Bury, including supporting sustainable and inclusive growth and regeneration through targeted transport investment in key growth and development locations. The Strategy discusses the ambition for Bury Interchange to be replaced with a modern, future-proofed, low carbon, safe, secure and accessible facility. In particular, the Strategy recognises that as part of a new state of the art Bury Interchange, there is also a need for a new step-free access to the Metrolink platform from the south of the town centre to support development.

Supplementary Planning Guidance

7.21 Supplementary Planning Guidance/Documents (SPGs and SPDs) provide additional information on how the Council will implement saved policies in the Unitary Development Plan (UDP) and the Places for Everyone (Pfe) DPD. The following SPGs and SPDs are relevant to the Proposed Development:

7.22 **SPG 2: Wildlife Links and Corridors (2001):** This guidance note is aimed at developers of sites within or adjacent to an identified wildlife link or corridor. The basic principles of this SPG relate to:

- Design to avoid harm to the link or corridor;
- Mitigation for the reduced integrity of the corridor;
- Compensation measures where a proposal would harm a link or corridor; and
- Taking appropriate measures if Protected Species are present on the site.

7.23 Whilst the Council will not permit development that would adversely affect identified corridors and links, the SPG also states that development affecting a link or corridor may be permitted where the reasons or need for a development having adverse effects may be considered to outweigh the harm to the nature conservation value of the site, and amelioration measures can be put in place which would make the proposal acceptable

7.24 **SPG 3: Planning Out Crime in New Development (2001):** This guidance note is aimed at developers, architects and all those with an interest in the development of sites with a view to reducing incidents involving crime. There are four basic principles that developers should abide by:

- Use natural surveillance as a primary aid towards crime reduction;
- Use defensible space;
- Design for both the safety of people and the security of property; and
- Do not design to give the impression of safety where real danger exists.

7.25 More detailed design considerations are advised in relation to footpaths and access points, including the use of natural surveillance, visibility within border treatments, active frontages, and ensuring the footpaths are wide and well-lit.

- 7.26 **SPD 16: Design and Layout of New Development (2008):** This document seeks to raise awareness of good design and to encourage an innovative design led approach to development to develop and enhance an environment within Bury which is visually attractive, has a unique and positive sense of place and which caters for communities both now and in the future.
- 7.27 There are nine design principles outlined and those relevant to the Southern Access proposal include:
- **Character:** ensuring new development reflects the distinctiveness of Bury and responds to local context and character. Where agreed, new development should remove unattractive or inappropriate buildings, elements or features that detract from the quality and/or character of the site and its surroundings.
 - **Townscape:** ensuring new development complements and enhances the existing built form within the Borough, particularly at key gateways and along main transport corridors.
 - **Public Realm:** the incorporation of streets, spaces and places that belong to everyone. Development should provide for a pedestrian friendly environment which is safe, secure and welcoming, with areas of public space being fully accessible and adaptable to all sections of the community.
 - **Movement and Connectivity:** ensuring the design of new development facilitates movement and connection between places. Development should prioritise the needs of pedestrians and encourage walking, cycling and use of public transport to ensure movement by means other than the car.
 - **Detailing and Materials:** ensuring that the detailing and materials used in new developments are creative, energy efficient and respect the local context.
 - **Maintenance:** good design is only successful if it lasts. Development should use materials which are durable and require limited maintenance, whilst also ensuring a maintenance strategy is in place.
 - **Implementation:** design is a material planning consideration when determining planning applications and poor quality or inappropriate design may be a reason for refusing planning permission.

Emerging Local Plan

- 7.28 The emerging Bury Local Plan will ultimately supersede the saved policies of the UDP. Regulation 18 consultation on the Draft Local Plan commenced on the 17th March 2025. However, in accordance with NPPF Paragraph 49, the emerging Local Plan is considered to carry limited weight in decision making.
- 7.29 Within the emerging Local Plan, Policy LP-TR3: Public transport seeks more effective service integration through the improvement of interchanges, along with improved access and accessibility. In particular, Bury Interchange is identified as integral to the provision of improved accessibility and connectivity, with Allocation Ref. LP-TR3/1 seeking to the redevelopment and reconfiguration of Bury Interchange.
- 7.30 The justification text for the Policy goes on to specifically reference the southern access subject of this planning application, stating that:
- “Significant investment in Bury Interchange is required in order to ensure that the facility is attractive and fit for purpose including the provision of a southern access into the Interchange.”*
- 7.31 This emerging policy aligns with the aims in the Bury Local Transport Strategy (approved by Cabinet October 2023) which recognises that as part of a new state of the art Bury Interchange, there is also a need for a new step-free access to the Metrolink platform from the south of the town centre to support development.

8 Planning Assessment

Principle of Development

- 8.1 The proposed new Metrolink Access and Platform Improvement Works represents the first phase of the wider redevelopment of Bury Interchange. As detailed in section 2 of the report ('Scheme Rationale'), the provision of a new step-free access will deliver significant benefits to the locality in respect of providing a new permanent access to Metrolink from the south of the town centre whilst providing a new east-west connection between Union Square/Knowsley Place to the west and Pyramid Park to the east.
- 8.2 The development of a modern, improved Bury Interchange is widely recognised as a priority at a local and sub-regional level within several strategies including:
- Bury Town Centre Masterplan (2022);
 - Bury Local Transport Strategy 2040 (2023);
 - Greater Manchester Transport Strategy 2040; and
 - Greater Manchester Five Year Delivery Plan (2021-2026).
- 8.3 The Proposed Development therefore plays a critical role in the delivery of the wider Bury Interchange and unlocking the future benefits by enabling the future development to meet strategic objectives.
- 8.4 The Proposed Development also plays a key role in enabling the future development of the neighbouring Pyramid Park, which now benefits from planning permission for remediation works following an application by Bury Council. The substantial remediation and earthworks are the first phase towards realising a future residential development on a highly sustainable location close to Bury town centre and the interchange. The Proposed Development will improve connectivity between Pyramid Park and the wider town centre to enable this development to come forward in a sustainable way.
- 8.5 The proposed new Metrolink Access footbridge will help maximise connectivity between the existing residential and community uses to the south of the Site with the range of retail and commercial uses within the town centre, along with the civic uses to the west.
- 8.6 By supporting the regeneration of Bury Town Centre through increased footfall and appeal, and allowing future sustainable residential development to come forward at Pyramid Park, the Proposed development is in accordance with the principles of inclusive growth within **PfE Policy JP-Strat 12 Main Town Centres, Policy JP-C8 Transport Requirements of New Development, Policy JP-S1 Sustainable Development** relating to economic and social benefits, and local policies seeking to support and improve Bury Town Centre including **Saved UDP Policies TC1 Town Centres and TC3 Bury Town Centre**.
- 8.7 By supporting the delivery of the redeveloped Bury interchange and improving connectivity by a range of transport modes, the Proposed Development promotes sustainable transport in line with **PfE Policy JP-Strat14 – A Sustainable and Integrated Transport Network, Policy JP-C1 – An Integrated Network, Policy JP-C3 – Public Transport**. The proposed development will also support the goals of **PfE Policy JP-S2 – Carbon and Energy** to deliver a carbon neutral GM by 2038. By improving the modal split this will benefit sustainability and emissions from private car usage and is in alignment with the Greater Manchester Transport Strategy 2040 goal for 50% of journeys to be made by sustainable modes.

- 8.8 The principle of the Proposed Development is therefore compliant with local and sub-regional policies relating to sustainable development and inclusive growth, is in accordance with strategic objectives in this location, and supports the delivery of a range of public benefits.

Transport and Connectivity

- 8.9 The delivery of the Southern Access is consistent with **PfE Policies P-Strat 6 Northern Areas, and P-Strat 7 North East Corridor**, which seek to ensure the competitiveness of areas including Bury, particularly through the provision of high-quality public transport routes to deliver a more integrated Greater Manchester economy and support inclusive growth.
- 8.10 The new access will provide a high quality, legible route with an improved sense of safety and security for users over the existing underpass arrangement. Improvements to the ease and appeal of the route will promote the use of active travel. The Proposed Development is therefore in accordance with policies promoting inclusive, sustainable and active travel modes including **PfE Policies Policy JP-C5 Streets for All, Policy JP-C6 Walking and Cycling, Policy JP-C8 Transport Requirements of New Development, and Saved UDP Policy HT6/1 – Pedestrian and Cyclist Movement**.
- 8.11 The improved accessibility will ensure the Southern Access, Interchange and wider Town Centre are more accessible for individuals with a range of mobility needs. By strengthening the connectivity and appeal of sustainable transport modes for a range of users, the Proposed development will bring forward improvements in health and well-being, ensure inclusive and accessible places, and reduce fear of crime and antisocial behaviour in accordance with PfE Policies **JP-P1 – Sustainable Places and Policy JP-P6 – Health** and Saved UDP Policies **EN1/5 – Crime Prevention, Policy HT5 – Accessibility for those with Special Needs**.
- 8.12 Clear and well-planned connectivity for walking, wheeling and cycling would therefore strengthen the active travel offer in the area with associated health and wellbeing benefits, reduce carbon emissions, support regeneration of the town centre through increased appeal and footfall, and allow future development to come forward in a sustainable way.

Design and Heritage

- 8.13 The Site is not located within a Conservation Area, but the northern most portion of the Site is located close to the Bury Town Centre Conservation Area and a cluster of Grade II Listed buildings to the west. The redline site boundary of the Proposed Development runs within approximately 85m of the Conservation Area at its closest point, however, this portion of the Site largely relates to the Metrolink platform improvements which are located below street level within the existing railway cutting and as such are not anticipated to have an impact on the setting of the Conservation Area or Listed Buildings. The impact of the above-ground elements, to the south of the Site area, will have lesser impact as they become more distanced. However, the Proposed Development has been sensitively designed considering its local context and as such is not anticipated to have a detrimental impact on either the character or setting of the Conservation Area or nearby Listed Buildings, in accordance with **PfE Policy JP-P2 – Heritage** and **Saved UDP Policies EN2/1 – Character of Conservation Areas and EN2/3 Listed Buildings**.
- 8.14 The Proposed Development has undergone considerable design evolution through pre-application consultation with the Local Planning Authority and Stakeholders to ensure a high quality, visually appealing bridge structure and public realm that complements the existing development it links to and provides a good setting and expectation for future development of the Interchange and Pyramid Park. It is proposed that there will be further community engagement in formulating an appropriate public art strategy for the new footbridge. The submitted Design and Access Statement shows illustrative images

of how potential local references such as the iconic From Northern Soul (Bury Neon) artwork of the existing Interchange could be incorporated into the structure of the new footbridge itself. The Proposed Development therefore supports the ambition of Saved UDP Policy **EN1/6 – Public Art** which encourages the incorporation of artwork into appropriate new development.

- 8.15 A Crime Impact Assessment has been prepared by GMP which sets out a range of recommendations which have been fully considered and incorporated into the proposed scheme design where appropriate and feasible to do so. The Proposed Development has been designed with safety and security in mind, seeking to significantly improve on the current underpass arrangement which has been closed for a significant period (estimated at 14 years) and is unsafe. The Proposed Development therefore seeks to deliver a bridged route with good sightlines and that is overlooked by nearby development, is well-used and does not feel isolated, and incorporates a suitable lighting scheme. The proposal therefore complies with UDP **Policy EN1/5 – Crime Prevention**.

Landscaping/Public Realm

- 8.16 The existing landscaping condition and public realm environment has been extensively appraised within the wider planning application submission. As set out in the Design and Access Statement, the overarching aims of the proposed landscape scheme is to:
- Provide a sustainable, well-designed and eco-friendly environment for the surroundings of the interchange and the proposed footbridge.
 - Create a pedestrian priority environment, with safe and clear movement routes that is inclusive for all and promotes walking and cycling.
 - Define a clear network of routes, open spaces, and visual links that knits the development in its surrounding context (existing and future)
 - Create a multifunctional public space by connecting the proposed bridge to the existing public realm at Union Square, offering a fresh arrival experience.
 - Redesign Union Square to create a welcoming environment with ample seating, signage, and wayfinding.
 - Enhance the planting palette to boost biodiversity.
- 8.17 The final as submitted scheme draws together these key aims and achieves a high-quality proposition which directly addresses Council policy requirements in respect of securing **Environmental Improvements** (UDP policy EN10).
- 8.18 The proposed area of public realm has been designed to be fully inclusive with step free access and meets the highest standards of accessibility. The sloped footpath within the Pyramid Park side of the Site will provide an appropriate route to tie in with future residential development. The proposed public realm will be a high-quality mix of hard and soft landscaping and carefully selected planting suitable to the environment and orientation and the inclusion of integrated seating will encourage people to use and engage with the space.
- 8.19 An extensive planting scheme is proposed to mitigate tree loss arising from the construction of the proposed scheme and to maximise available biodiversity net gain. The scheme therefore complies with UDP policies **EN6/4 – Wildlife Links/Corridors** and **EN8/2 – Woodland and Tree Planting**.

Technical and Environmental Considerations

8.20 This section summarises the findings of the individual environmental and technical reports which have been submitted in support of this planning application, to fully demonstrate that the Proposed Development accords with the statutory development plan, associated supplementary guidance (statutory and non-statutory) and national planning policy guidance (NPPF and PPG). The following technical disciplines are considered:

- Ecology and Biodiversity
- Arboriculture
- Flood Risk & Drainage
- Ground Conditions
- Energy

8.21 Within the context of the following appraisal of the respective technical disciplines, it should be noted, at the outset, that a **Construction Environment Management Plan (CEMP)** has been prepared by Willmott Dixon, as appointed contractor to TfGM. The CEMP sets out the methods and procedures that will be adopted, in accordance with best practicable means, to minimise the impact of the proposed development on sensitive receptors.

8.22 It is proposed that a final detailed CEMP is subject to a planning condition which requires submission to and approval by the local planning authority prior to the commencement of any activity on site. The final CEMP will therefore capture the specific mitigation and management requirements summarised below.

Ecology

8.23 An Ecological Impact Assessment (EclA) has been prepared by The Environment Partnership (TEP). The EclA identifies that whilst the Site is located within an SSSI Impact Risk Zone with a small number of statutory designated wildlife sites within 10km, these are not within influencing distance of the Site and the Proposed Development does not meet any risk parameters for the SSSI Impact Risk Zone. The EclA also considers that there are not anticipated to be any significant effects arising on the nearby non-statutory wildlife sites.

8.24 With respect to the Townside Site of Biological Importance (SBI – Grade B), which partly lies within the application redline boundary to the east of the site where the existing TfGM maintenance track joins Market Street, the TEP assessment identifies that the proposed scheme will not impact on the SBI (principally due to the proposed remediation of the wider Pyramid Park site by virtue of planning permission 70903).

8.25 A desktop study identified no notable habitats on or in the vicinity of the Site, with no records of protected or non-native invasive flora species within 2km. The study did however indicate records of Badger, Great Crested Newt and Common Toad, Otter, Brown Hare, Hedgehog, and various species of Bats, Invertebrates, and protected or notable Birds within 2km of the Site. No records of reptiles or Water Vole were found within 2km of the Site, with no suitable habitat within the Site for these species.

8.26 No evidence of badger sets was found within or adjacent to the Site area, and the Site itself is not considered to offer any suitable habitat for breeding amphibians. The Site also does not contain any features suitable for supporting Schedule 1 bird species or Brown Hare.

- 8.27 The Site itself contains some potential habitat suitable for other birds, particularly urban bird species, and potential habitat suitable for foraging bats and foraging Hedgehogs. Bat and bird boxes are proposed to be incorporated into the scheme to deliver enhancement.
- 8.28 The wider Pyramid Park outside the Site contains some habitats that may offer some suitability for badger sett building and foraging, bat foraging, along with habitat suitable for foraging, commuting and hibernating amphibians, however, this wider area is subject to its own EclA and appropriate mitigation measures (as per the Pyramid Park remediation works approved via permission 70903).
- 8.29 Whilst the EclA acknowledges that some habitat including woodland, scattered trees and shrub habitat will be lost due to the Proposed Development, it is determined that any 'loss' can be appropriately mitigated. Where the Proposed Development has potential impacts on wildlife, it is considered that with suitable conditions in place these potential impacts can also be adequately mitigated.
- 8.30 Proposed mitigation measures set out within the EclA include an Invasive Species Management Plan, working method statements where relevant, pre-commencement surveys and checks, and measures relating to avoidance and timing of works. A Precautionary Working Method Statement (PWMS) is required for the protection of notable species during construction works (can form part of an overarching requirement for a final CEMP to be submitted prior to commencement of any works on site).
- 8.31 With the implementation of the mitigation measures set out within the EclA, the impacts on ecological features on the Site are anticipated to be minimal and are therefore in accordance **with saved UDP Policies EN6/2 and EN6/3** which seek to ensure development will not have a detrimental impact on Sites of Biological Importance or any features of ecological or wildlife value.

Biodiversity Net Gain

- 8.32 A Biodiversity Net Gain (BNG) assessment has also been prepared by TEP in accordance with the requirements set out in Schedule 7A of the Town and Country Planning Act (TCPA) 1990 (as inserted by Schedule 14 of the Environment Act 2021). A 10% net biodiversity net gain requirement is mandatory under the Environment Act 2021 for major and minor developments made under the TCPA 1990, subject to the confirmed exemptions.
- 8.33 The Statutory Biodiversity Metric published by Defra has been used to assess the net gain output. The BNG calculation is based on the existing Site baseline and the proposed Landscaping Scheme. The calculation identifies that the on-site baseline equates to 4.31 habitat units with on-site post intervention (through implementing the proposed landscaping scheme) delivering 4.68 units. Therefore, the on-site net change is 0.37 habitat units which generates an 8.52% net gain (0.37 biodiversity units). Consequently, there is a shortfall of 0.06 biodiversity units required to achieve 10% net gain.
- 8.34 As such, to fully accord with **PfE Policy JP-G8 – A Net Enhancement**, it is the Applicant's intention to secure the shortfall through the purchase of biodiversity credits, which will be used to for enhancement and creation of existing and or new habitat/wildlife sites.
- 8.35 In terms of implementation, to fully meet BNG requirements, a detailed 30-year habitat management and monitoring plan (HMMP) and a Biodiversity Gain Plan. The plan will include management prescriptions which aim to achieve the specific target condition for each habitat, based on the Statutory Biodiversity Metric condition criteria.

Arboriculture

- 8.36 An Arboricultural Impact Assessment (AIA) was undertaken by TEP which considers the impact of the Proposed Development on trees. The survey identifies 33 individual trees and 23 groups of trees were recorded within influencing distance of the Application Site, though not all trees and groups are located

within the red line boundary and relate to the neighbouring area of Pyramid Park which is already subject to planning permission for clearance and remediation works (LPA ref. 70903).

- 8.37 Many of the trees identified in the survey are growing in the former Pyramid Park to the east of the existing Metrolink line and include a mixture of planted, formally arranged trees, and areas of denser tree cover interspersed and expanded by self-set trees since cessation of site management. There are elements of formal ornamental tree planting to the west of the Metrolink within the Union Square public realm area.
- 8.38 There are no Tree Preservation Orders within the Site boundary, and the Site does not lie within a Conservation Area. There are no areas of Ancient Woodland, veteran trees, or arboreal Habitats of Principal Importance within the Site boundary.
- 8.39 In total, tree groups comprising just over 1.16ha of the area within the defined redline boundary of the planning application would be removed to facilitate the proposals. These are a mixture of low quality (Category C) and moderate quality (Category B) trees, predominantly within the former Pyramid Park.
- 8.40 The development would give rise to no adverse effects that cannot be mitigated or offset, and the planning application includes a Landscape Masterplan to ensure an appropriate mix of trees has been considered within the planting design. Details of mitigation can be incorporated into the final Construction Environment Management Plan (CEMP) through an Arboriculture Method Statement (AMS) to ensure appropriate protection measures through the construction phase.
- 8.41 With the appropriate mitigation measures in place, it is therefore considered that the Proposed Development accords with **PfE Policy JP-G7 – Trees and Woodland** which seeks to protect and enhance woodland along with significantly increasing tree coverage, and **Saved UDP Policy EN8** which supports the retention of trees.

Flood Risk & Drainage

- 8.42 A Site-Specific Flood Risk Assessment (FRA) has been prepared by Renaissance and considers the potential flood risk impacts of the Proposed Development.
- 8.43 The Site is located within Flood Zone 1, indicating a low probability of flooding (1 in 1,000 annual probability), with the nearest watercourse located approximately 700m to the west at the River Irwell. The Site's Flood Risk Vulnerability Classification is "Essential Infrastructure", pertaining to the use as transport infrastructure. It is noted that within Flood Risk Zone 1, Essential Infrastructure is an appropriate use in accordance with Planning Practice Guidance: Flood Risk and Coastal Change. As such, no sequential assessment or exception test is required in support of the planning application.
- 8.44 The risk of flooding from pluvial, surface water, sewers, groundwater, and reservoirs are all considered to be low. Appropriate falls are to be adopted to mitigate any risk relating to surface water flooding, with the ground to be reprofiled with gullies/channel drains to ensure surface water can flow freely
- 8.45 With respect to the proposed drainage strategy, the existing below ground attenuation tank within the Union Square public realm area is to be subject to minor modification and a new (relocated) pump room provided. In terms of Pyramid Park, the results of ongoing infiltration tests will determine the final drainage solution. Therefore, at this time, the drainage strategy as presented within the planning application, includes a new attenuation tank which will connect to the existing United Utilities (UU) combined sewer which broadly follows the existing maintenance track to Market Street. The proposed strategy will ultimately reduce the rate of discharge from the Site, along with restricting and attenuation flows. This will consequently have a positive impact on the existing drainage in the surrounding area and mitigate the long-term risk of flooding from sewers.

- 8.46 Overall, therefore, the Proposed Development will minimise the impacts of current and future flood risk on the Site and surrounding area, along with managing surface water run-off, in accordance with **PfE Policy JP-S4 – Flood Risk**. The development itself is also not considered to be at risk of flooding and is not considered to increase the risk of flooding elsewhere as per **UDP Policy EN5/1**, and will appropriately manage surface water runoff in accordance with **UDP Policy EN7/5 - Waste Water Management**

Ground Conditions

- 8.47 A Preliminary Risk Assessment (PRA) and Ground Investigation Report (GIR) have been prepared by Tier Environmental which together consider the ground conditions on the Site including potential land contamination, mining activity and unexploded ordnance.
- 8.48 The Site incorporates an area of existing railway infrastructure, along with an area of Pyramid Park. The wider Pyramid Park is a former railway station and sidings, reclaimed as an open space in the 1970s. The surrounding Pyramid Park area has a history of industrial uses over time including timber yard, woollen mill, and abattoir. The Site is not considered to be located within an ecologically sensitive area in relation to ground conditions.
- 8.49 The wider Pyramid Park area now benefits from planning permission LPA ref. 70903, for which Bury Council was the applicant, which relates specifically to remediation works to facilitate new development on the wider site. The ground investigation and desk studies for this site have been reviewed to inform this Application. Within the wider Pyramid Park, some instances of asbestos, hydrocarbons, and other contaminants were found but this site is soon to undergo significant remediation works.
- 8.50 Within the Site boundary of this application, there is potential contamination within Made Ground associated with historic land uses as railway sidings and goods sheds with potential for associated tank features, and a predominantly off-site abattoir.
- 8.51 Made Ground was encountered at depths typically between ground level and 1.31m and 1.95m below ground level, comprising generally granular materials that constitute the build-up of the railway track bed. Railway ballast, overlying sand overlying a dense gravel sub-base was observed in all locations. Locally cohesive reworked Possible Made Ground was encountered in the northeast of the Site.
- 8.52 The GIR considers that the made ground materials and natural soil materials within the Site may be considered chemically suitable for potential reuse without remediation.
- 8.53 The Site is not within a Source Protection Zone. The Site is located within a coal mining area; however, a Consultants Coal Mining Report does not indicate the Site is at risk from past coal mining activity. There is considered to be a low risk of unexploded ordnance on the Site, and no further risk mitigation is required. Basic radon protection measures are not currently required for the Proposed Development. The Site is considered to be at low risk for ground gas potential.
- 8.54 No measured soil concentrations of potential contaminants of concern have been reported in excess of Generic Assessment Criteria (GACs) protective of human health appropriate to the proposed land use. On this basis, it is not considered that the Site represents a potential risk to end-users. Controlled water sensitivity is considered to be low/moderate, and while there are minimal measurable leachate concentrations of iron identified, these are again not considered to pose a risk to controlled waters.
- 8.55 On this basis, the Proposed Development is considered to be in accordance with **PfE Policy JP-S4 – Flood Risk** which seeks to secure remediation of contaminated land to minimise pollution of the water environment, and **Policy JP-P6 – Health** which seeks to reduce negative effects of new development on human health. As there are no anticipated risks to controlled waters, the Proposed Development is

compliant with relevant groundwater protection policies including Saved UDP Policies **EN7/3 - Water Pollution, Policy EN7/4 - Groundwater Protection.**

Energy and Sustainability

- 8.56 Energy and sustainability are an integral part of the Proposed Development and wider principles guiding the Bury Interchange redevelopment programme. To this end, an Energy Strategy has been prepared by Futureserv to support this Application to consider low- and zero-carbon energy sources that would allow the scheme to target net zero carbon in operation.
- 8.57 The Energy Strategy identifies that to offset carbon loads generated by the energy requirements of the Metrolink platform part of the Proposed Development, a new photovoltaic (PV) system will be implemented. However, the PV system will come forward as part of the wider Phase 2 Main Interchange redevelopment. Several alternative systems and solutions have been considered and discounted before ultimately arriving at the PV system as the most appropriate solution for this development.
- 8.58 The PV system will be delivered to the roof of the main interchange building, but once operational will be utilised in part by the new staff welfare facility that lies within the Phase 1 works, as part of the Proposed Development part of this initial application.
- 8.59 By incorporating the use of renewable energy generation into the wider scheme to target net carbon operation and ensuring from the outset that the Proposed Development has been designed as part of this system and approach, the Proposed Development is considered to comply with **PfE Policy JP-S2 – Carbon and Energy**. This is in addition to the Proposed Development supporting carbon reduction more generally through promoting active travel modes, as discussed in the Principle of Development section.

9 Conclusion

- 9.1 Section 38 (6) of the Planning and Compulsory Purchase Act (2004) and Section 70 (2) of the Town & Country Planning Act (1990) require planning applications to be determined in accordance with the statutory development plan, unless material considerations indicate otherwise.
- 9.2 The Proposed Development has been assessed against the policies of the adopted Greater Manchester Places for Everyone Plan (2024) and the saved policies of the Bury Unitary Development Plan (1997, saved 2007) and relevant material considerations, including the NPPF and relevant supplementary guidance. The key conclusions, which are drawn from the technical reports and plans which inform the planning application submission are:
- 9.3 The proposed new Metrolink Access and Platform Improvements Work scheme is the first phase of the redevelopment of the existing Bury Interchange facility and will deliver:
- A new high quality direct pedestrian route from the south to the Metrolink platform. The access to the platform will be step-free (ramp and lift access). At present there is no direct access to the Metrolink platforms from the south, with users needing to walk to the existing main interchange entrance via the existing highway network (including crossing the junctions of Angouleme Way / Haymarket Street / Knowsley Way).
 - A new pedestrian link between Union Square/Knowsley Place and Pyramid Park sites. The proposed footbridge will replace the current subway link which runs under the existing Metrolink track. The subway, which is accessed via a ramp located in Pyramid Park or from the bottom of the access stairs on the Union Square/Knowsley Place embankment, has been fenced off for a significant period (estimated at 14 years) and prone to substantial flooding. Therefore, it is proposed to permanently infill and close the subway off, which represents a poor and uninviting environment for those walking, wheeling and cycling, and replace with the new quality footbridge.
 - A new quality pedestrian access to assist in unlocking a future residential scheme on the Pyramid Park site. The recently approved remediation of the site (as per planning application 70903) is the first stage of the Council seeking to procure a residential developer for the site. The new sloped footpath provides the opportunity for integration within a future residential scheme to provide access to Market Street and beyond.
 - Continuity of passenger access to the existing Metrolink platforms/services during construction of the new Interchange building (phase 2 scheme – subject to a separate planning application in due course (likely 2026)).
- 9.4 The new Metrolink access scheme (including the pedestrian bridge) will therefore address several existing issues relating to integration, connectivity and way-finding; and perceptions of safety and personal security. Through addressing these challenges, a variety of social, health and economic benefits can potentially be achieved including improved air quality; improved modal split; health and wellbeing; reduced carbon emissions; and supporting future development and regeneration of the town centre to unlock further economic benefits.
- 9.5 In addition to the significant public benefits arising from the scheme, the proposed design of the footbridge far exceeds the standard of bridge designs provided in association with public transport infrastructure elsewhere to reflect its status as an important piece of civic infrastructure which has the potential to become a local landmark as well as a functional necessity.

- 9.6 Consequently, the Applicant concludes that there are no adverse impacts which represent a clear reason for refusal, or which would significantly or demonstrably outweigh the identified substantial benefits. Appropriate mitigation to make the scheme acceptable in technical/environmental terms can be secured by imposition of an appropriate planning conditions regime. The Applicant therefore invites the local planning authority to consider the application positively.

Appendix 1 – Planning Policy Overview

Relevant Planning Policies: Full Text

Places for Everyone (2024)

Strategic/Spatial

- 9.7 **Policy JP-Strat6 - Northern Areas:** A significant increase in the competitiveness of the northern areas will be sought. The policy details that there will be a strong focus on making as much use as possible of suitable previously developed (brownfield) land through urban regeneration, enhancing the role of the town centres and diversifying the residential offer. Improving transport connections and accessibility by public transport, cycling and walking is identified as a priority to ensure access to key employment opportunities. In supporting the principles of inclusive growth, the policy details that significant increases in economic growth in this location will help to reduce deprivation.
- 9.8 **Policy JP-Strat7 – North-East Growth Corridor:** Lying within the area and policy framework covered by JP-Strat6 (Northern Areas), the policy details that the corridor will deliver a nationally significant area of economic activity which will be supported by a significant increase in the residential offer.
- 9.9 The supporting text to the policy details that major public transport improvements will be required to ensure that surrounding communities can take advantage of the proposed new jobs and that new residents can access key locations including nearby town centres (including Bury). The potential Metro / Tram-Train link from Bury Town Centre is identified on the Growth Corridor plan extract.

Main Town Centres

- 9.10 **Policy JP-Strat 12 – Bury** is defined as one of eight main town centres across the Greater Manchester sub-region. The policy details (amongst others) that:
- The role of the main town centres as local economic drivers will continue to be developed, providing the primary focus for office, retail, leisure and cultural activity.
 - Development offers a significant opportunity to reduce levels of poverty and deliver inclusive growth.
 - Opportunities to further increase the population catchments of these centres will be taken, including significantly increasing the resident population of the main town centres by providing a mix of type and size of dwellings supported by the necessary infrastructure and amenities including new and improved public spaces and green infrastructure. This will be achieved alongside, rather than displacing, the range of non-residential uses in the centres.
 - Housing growth along the key public transport corridors into the main town centres is to be promoted.
 - The role of the main town centres as major transport hubs will be developed and supported by a network of active travel routes.

- Development will be carefully managed to ensure that the local distinctiveness of each main town centre is retained and enhanced.
- Opportunities will also be taken to protect/enhance natural and historic assets in the town centres.

9.11 The justification text details that expanding the resident population of the main town centres will become increasingly important to generate the necessary footfall and vibrancy to sustain facilities and enhance the attractiveness of centres. However, the text does acknowledge that the residential market is quite poorly developed in most of the centres at present but the potential in each is significant and offers a more affordable alternative to the City Centre.

Transport / Accessibility

9.12 **Policy JP-Strat14 – A Sustainable and Integrated Transport Network:** The transport network will be improved with, amongst others, policy support for the creation of a much larger, integrated, rapid transit network (incorporating bus, Metrolink, tram/train and rail services) as well as focusing new development in locations close to existing and proposed public transport connections. The policy thereafter details that higher densities will typically be appropriate in locations with good access to rapid transit connections and that new development will have a significant role in delivering the future sustainable and integrated transport network in order to reduce car dependency.

9.13 **Policy JP-C1 – An Integrated Network:** In order to help deliver an accessible, low carbon Greater Manchester with world-class connectivity, we will support a range of measures, including:

1. Delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure;
2. Enabling the provision of high quality digital infrastructure;
3. Locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport;
4. Transforming transport infrastructure and services by securing investment in new and improved transport infrastructure and services that will:
 - promote social inclusion, support economic growth, reduce carbon emissions and protect our environment and air quality;
 - meets customers' needs by being integrated, reliable, resilient, safe and secure, well-maintained, environmentally responsible, attractive and healthy; and
 - provide access to jobs and other key services, including healthcare, education, retail, recreation and leisure facilities, greenspace and green infrastructure.
5. Ensuring that development and transport investment fully considers the needs of all people and those modes which make most efficient and sustainable use of limited road space, by following the hierarchy set out below (highest priority first):
 - Pedestrians (and people using mobility aids);
 - Cyclists, powered two-wheelers, and public transport users;
 - People doing business or providing services (such as taxis/private hire, deliveries or waste collection);
 - People in personal motorised vehicles

9.14 **Policy JP-C3 – Public Transport:** In order to help deliver major improvements to public transport, the following range of measures will be supported (not exhaustive list):

- Better integration of services and between public transport modes and enhanced connections between other town centres, key locations, major allocations and public transport interchanges, and the upgrading of key sections of the strategic public transport network;
- More and higher quality public transport stations and interchanges with suitable capacity and better integration of different public transport modes and services;
- Improved access to rapid transit routes including first/last mile solutions.

9.15 **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:

1. 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.
2. Improvements to the highways network are part of a multi-modal strategy to increase public transport, cycling and walking and improve access for all;
3. Any new infrastructure minimises the negative effects of vehicle traffic; and
4. New infrastructure includes provision for utilities and digital infrastructure where required.

9.16 **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.

9.17 **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.

Public Transport

5. Ensuring (through funding improvements where appropriate) that the nearest public transport stops (both within and adjacent to the development site) are attractive to users in terms of seating, shelters, information and easy step-free access.
6. Subsidising new or amended public transport services where the development would otherwise have inadequate public transport access.

Parking Infrastructure

7. Making adequate car parking provision, including for disabled drivers and passengers.
8. Ensuring that car parking provision is well integrated and unobtrusive, so it supports the street scene; and where appropriate parking provision is flexible and can be adapted over time to reflect demand.
9. Incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors in a convenient location that helps to maximise its use, and for workplaces, where appropriate providing:
 - Showers, changing facilities and lockers for cyclists and walkers
 - Pool or hire bikes for use by occupiers
 - Information in advance about facilities to visitors.
10. Promoting alternatives to car ownership, such as the use of ULEV car clubs rather than the provision of private car parking spaces.
11. Promoting the increased provision of ULEV charging infrastructure including meeting any standards set by local plans.
12. Providing for overnight parking and rest areas, with appropriate facilities, for heavy goods vehicle drivers, where the development is likely to generate demand, and it is appropriate to the location.

Access and Servicing

13. Providing designated pick-up/drop-off points for taxis and other demand-responsive transport services where appropriate, taking into account the potential increase in demand if car ownership falls.
14. Making appropriate provision for deliveries and servicing (including requiring Delivery and Servicing Plans for appropriate developments), in a way that:
 - meets road safety requirements,
 - reduces transport emissions and other environmental impacts,
 - reduces traffic congestion, the number of vehicle movements and the need for repeat deliveries;

Construction Management

15. Ensuring Construction Management Plans are produced for developments, where appropriate, to mitigate construction logistics and environmental impacts including air quality and noise on the surrounding area and encourage sustainable deliveries.

Transport Assessments

16. Planning applications will be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate, in order to assess impacts and determine the most appropriate mitigation on the SRN and local transport network. Planning applications which are required to be accompanied by a Transport Assessment will need to consider air quality impacts on Holcroft Moss, within the Manchester Mosses Special Area of Conservation (SAC). Any proposals that would result in

increased traffic flows on the M62 past Holcroft Moss of more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day must devise a scheme-specific range of measures to reduce reliance on cars, reduce trip generation and promote ultra-low emission vehicles and provide a contribution towards restoration measures in accordance with the Holcroft Moss Habitat Mitigation Plan.

Sustainable and Resilient Places

- 9.18 **Policy JP-S1 – Sustainable Development:** To help tackle climate change, the policy details that development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives. Thereafter, the policy details that authorities should make as much use as possible of suitable previously-developed (brownfield) land and vacant buildings to meet development needs. In bringing forward previously developed sites for development, particular attention will be paid to tackling land contamination and stability issues, ensuring that appropriate mitigation and remediation is implemented.
- 9.19 **Policy JP-S2 – Carbon and Energy:** The aim of delivering a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions, will be supported through a range of measures including:
1. Promoting the retrofitting of existing buildings with measures to improve energy efficiency and generate renewable and low carbon energy, heating and cooling;
 2. Promoting the use of life cycle cost and carbon assessment tools to ensure the long-term impacts from development can be captured;
 3. Taking a positive approach to renewable and low carbon energy schemes, particularly schemes that are led by, or meet the needs of local communities;
 4. Increasing the range of nature-based solutions including carbon sequestration through the restoration of peat-based habitats, woodland management, tree planting and natural flood management techniques;
 5. An expectation that new development will, unless it can be demonstrated that it is not practicable or financially viable;
 - a. Be net zero carbon, which applies:
 - from adoption – to regulated operational carbon emissions;
 - from 2028 – to all emissions ‘in construction’.
- 9.20 From 2025 development should also calculate and minimise carbon emissions from unregulated emissions alongside regulated emissions.
- 9.21 Development proposals should set out how this has been achieved in an energy statement in accordance with the energy hierarchy, which in order of importance seeks to: (1) Minimise energy demand; (2) Maximise energy efficiency; (3) Use renewable energy; (4) Use low carbon energy; and (5) Utilise other energy sources.
- 9.22 Thereafter the policy details that from 2025 any residual carbon emissions that cannot be fully mitigated onsite should be offset, in agreement with the relevant local planning authority through a financial contribution to a carbon offset fund.
- 9.23 As an interim measure, development should be consistent with the 2022 Part L Building Regulations unless superseded by changes to building regulations and/or national or local planning policies.

- a. Incorporate adequate electric vehicle charging points, in line with Part S of the Building Regulations, unless superseded by relevant Local Plan policies, to future proof for the likely long-term demand, taking account of the potential maximum energy demand for the site;
- b. Where practicable, prioritise connection to a renewable energy/heating/cooling network in the first instance or a low carbon energy/heating/cooling network that is adaptable to non-fossil fuels at a later date;
- c. In residential developments, achieve energy demand reductions in terms of space heat demand; hot water energy demand and the delivery of on-site renewable energy generation, in accordance with the following table (Table 5.1):

Table 5.1 Best Practice Thresholds for Reducing Energy Demand and Onsite Renewable Energy Generation within residential developments

	Space Heat Demand²⁵	Hot Water Energy Demand²⁶	Renewable Energy Generation Targets
2021 - 2025	Houses (30kWh/m ²) Flats (25kWh/m ²)	20% energy demand reduction in the total heat required for water heating	*Photovoltaic installation: 20% ground floorspace
2025 - onwards	Houses (20kWh/m ²) Flats (15kWh/m ²)	^20% energy demand reduction in the total heat required for water heating	*Photovoltaic installation: 40% ground floorspace
*Ground floorspace used as a proxy for available roof area.	-	-	-
^will need to be reviewed with Future Homes Standard 2025 to determine if savings already embedded.	-	-	-

- 9.24 For renewable energy generation priority should be given to PV installation where technically feasible, alternative technologies will be appropriate where the equivalent generation is evidenced.
- a. For non-residential developments, achieve at least BREEAM excellent standard (or equivalent) for the 'Ene 01 – reduction of energy use and carbon emissions' category rising to 'BREEAM outstanding' equivalent for ENE 01 from 2028.
 - b. Include a detailed energy statement to demonstrate via site relevant evidence how the development has sought to maximize reductions in carbon emissions in line with relevant policy targets, including the minimisation of overheating risks and appropriate measures for post occupancy evaluation. Whole life cycle emissions should be considered where possible.
- 9.25 Districts may set out specific carbon emission reduction and energy demand targets within Local Plans.

Environmental

- 9.26 **Policy JP-S4 – Flood Risk:** With respect to flood risk and the water environment, the policy seeks to protect the quantity and quality of water bodies by locating and design development so as to minimise the impacts of current and future floor risk (clause 3). The policy thereafter details that developments are expected to manage surface water run-off through sustainable drainage systems and achieving greenfield run-off rates unless impractical (clause 4). Securing the remediation of contaminated land is identified as minimising the potential for urban diffuse pollution to affect the water environment (clause 6).

- 9.27 The policy also details (clause 7) that as a minimum, residential development should meet the mandatory water efficiency standard of 125 litres/person/day as set out in Building Regulations. District local plans may and should consider setting a tighter water efficiency standard of 110 litres/person/day where there is a clear local need with reference to national guidance on housing optional technical standards.
- 9.28 **Policy JP-S5 – Clean Air:** In terms of achieving clean air, the policy states that in determining planning applications, regard should be had to the most recent development and planning control guidance as well as the most recent guidance on assessment of dust from demolition and construction (or relevant successor guidance). Applicants are directed to submit management plans as appropriate.
- 9.29 The policy also proposes to significantly expand the existing commercial network of electric vehicle charging points, both for public and private use as part of new developments and to design streets to avoid trapping air pollution at ground level, including through the appropriate location and scale of buildings and trees.
- 9.30 **Policy JP-S6 – Resource Efficiency:** Seeks to achieve a circular economy with a zero-waste economy playing a key role in meeting Greater Manchester’s ambition of becoming a leading green city region by 2038. A key stated aim is to promote an overall reduction in the level of waste produced and supporting resource efficiency. The policy (clause 3) also requires the use of sustainable design and construction techniques to reduce carbon emissions, adapt and future-proof to the impact of climate change, reduce and recycle waste and minimise water use.

Greener Places

- 9.31 **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.
- 9.32 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.
- 9.33 **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.
- 9.34 **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.
- 9.35 **Policy JP-G8 – A Net Enhancement of Biodiversity and Geodiversity:** Details that development will be expected to:
1. Follow the mitigation hierarchy of:
 - Avoiding significant harm to biodiversity, particularly where it is irreplaceable, through consideration of alternative sites with less harmful impacts, then
 - Adequately mitigating any harm to biodiversity, then
 - Adequately compensating for any remaining harm to biodiversity

2. Avoid fragmenting or severing connectivity between habitats;
3. Achieve a measurable net gain in biodiversity of no less than 10%
4. Make appropriate provision for long-term management of habitats and geological features connected to the development;
5. Where appropriate, development should: mitigate air pollution impacts on Manchester Mosses SAC; mitigate urban edge, functionally linked land and recreation disturbance impacts on the South Pennine Moors SAC/SPAs; and assess and potentially mitigate boat movement, water pollution, and light spillage and shading impacts on the Rochdale Canal SAC; and
6. Development proposals should be informed by the findings and recommendations of the appropriate biodiversity/ecological assessment(s) in the PfE evidence base and/or any updated or appropriate biodiversity/ecological assessments submitted as part of the planning application process.

Places for People

9.36 **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.

Heritage

- 9.37 **Policy JP-P2 – Heritage:** The policy details (amongst others) that development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy. Proposals should be informed, as necessary, by the findings and recommendations of the appropriate heritage assessment(s) in the development plan evidence base and/or any updated heritage assessment submitted as part of the planning application process.

Health

- 9.38 **Policy JP-P6 – Health:** The policy sets out requirements for new development in relation to health, to ensure it makes positive contributions to people's health and wellbeing, and negative effects are minimised. A Health Impact Assessment (HIA) is required for all developments which are screened for an Environmental Impact Assessment.

Saved UDP Policies (1997, saved 2007)

Environment

- 9.39 **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.
- 9.40 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.
- 9.41 **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.
- 9.42 **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.

9.43 **Policy EN1/6 – Public Art:** The Council will encourage the incorporation of works of art in appropriate new developments. The justification text details that the careful design and siting of street furniture is particularly important when considering the requirements of the mobility impaired.

Heritage

9.44 **Policy EN2/1 – Character of Conservation Areas:** The Council will take action as appropriate to preserve or enhance the character or appearance of the Borough's Conservation Areas. The Council will be especially concerned with encouraging and, where appropriate, implementing measures to: retain, replace and restore features of historical and architectural interest;

- retain and enhance existing landscape features including trees, parks and gardens;
- initiate and promote environmental improvement/enhancement schemes such as landscaping, refurbishment of street furniture, traffic management and pedestrian schemes;
- remove dereliction and bring unused land or buildings back into beneficial use;
- prepare and promote design guidelines to ensure sympathetic development.

9.45 The justification text details that the aim of the policy is to ensure that the special character inherent in the Borough's Conservation Areas should not only be preserved but enhanced as far as possible through, amongst others, the Council's development management decisions, the implementation of special projects and through the production of a series of Conservation Area Strategies.

9.46 **Policy EN2/3 Listed Buildings:** The Council will actively safeguard the character and setting of Listed Buildings by not permitting works, alterations or changes of use which would have a detrimental effect on their historical or architectural character and features.

Archaeology

9.47 **Policy EN3 – Archaeology:** The Council recognises the importance of archaeological remains as part of the Borough's heritage and will seek the protection of sites of archaeological importance as and where they are found.

9.48 **Policy EN3/1 - Impact of Development on Archaeological Sites:** Where a development proposal is submitted which will affect an archaeological site, the developer should submit sufficient information on the potential impact of the development to allow the Council to make a full and proper investigation into its archaeological consequences. The Council will have regard to the following criteria in determining the importance of an archaeological site and the impact of any proposal: the historic importance of the site; the quality and condition of the site; the rarity value of the site; the nature of the proposed development; the level/degree of disturbance; the permanence of the proposal; and the siting of associated infrastructure/services.

9.49 **Policy EN3/2 - Development Affecting Archaeological Sites:** On sites where development is considered to be acceptable in principle, consent will only be granted if: the development is designed in such a way as

to minimise the level of disturbance and damage; development is programmed so that such sites and remains can be investigated in accordance with a previously agreed scheme of excavation and evaluation; and where damage or disturbance is unavoidable, arrangements are made for the archaeological recording of the site prior to and during development.

Other Environmental

- 9.50 **Policy EN5/1 - New Development and Flood Risk:** The Council will not permit new development, including the raising of land and the intensification of development, where such development would be at risk from flooding, would be likely to increase the risk of flooding elsewhere, or would adversely affect river flood defences. When assessing proposals against this policy, the following criteria will apply: the impact on the floodplain; the increase in surface water run-off as a result of the proposal; the impact on fluvial flood defences; and the incorporation of mitigating works.
- 9.51 **Policy EN6/2 Sites of Nature Conservation Interest:** Planning permission will not be granted for development which would damage either directly or indirectly, the nature conservation interests of sites of particular ecological significance (Local Nature Reserves or Grade B and C Sites of Biological Importance) unless conditions can be imposed that acceptably mitigate impacts. The central and eastern parts of Pyramid Park are defined as a Grade B SBI.
- 9.52 **Policy EN6/3 – Features of Ecological Value:** The effect of land use changes on existing features of ecological or wildlife value will be taken into account when assessing development proposals. Any proposal should seek to retain such features and incorporate them into the development.
- 9.53 The justification text details that the Council will seek to negotiate with developer, where appropriate, to mitigate the potential effects of development on features of ecological value.
- 9.54 **Policy EN6/4 – Wildlife Links and Corridors:** The Council will seek to consolidate and, where appropriate, strengthen wildlife links and corridors, and will not permit development which would adversely affect identified areas. In particular, the Council will seek to ensure that new development within or adjacent to identified links/corridors contributes to their effectiveness through the design, landscaping and siting of development proposals and mitigation works, where appropriate.
- 9.55 The justification text details that:
- Wildlife corridors are defined as the major routes by which species migrate or disperse.
 - Wildlife links mainly consist of roadside verges, active or disused railway land and canals.
- 9.56 **Policy EN7/1 - Atmospheric Pollution:** In seeking to limit atmospheric pollution the Council will not permit development which: would result in unacceptable levels of atmospheric pollution; and/or is not compatible with the achievement of the Council's long term air quality standards.
- 9.57 **Policy EN7/2 - Noise Pollution:** In seeking to limit noise pollution the Council will not permit: development which could lead to an unacceptable noise nuisance to nearby occupiers and/or amenity users; development close to a permanent source of noise.
- 9.58 The justification text details that proposals for development close to permanent noise sources will not be permitted where it would lead to unacceptable noise nuisance for the occupiers or users of the proposed development.
- 9.59 **Policy EN7/3 - Water Pollution:** The Council will not permit development which would have an unacceptable adverse effect in terms of pollution upon the water quality of the Borough's water courses and other water features.

- 9.60 **Policy EN7/4 - Groundwater Protection:** The Council will not permit development proposals which would have an unacceptable adverse effect on groundwater resources, particularly quality and/or supply.
- 9.61 **Policy EN7/5 - Waste Water Management:** In seeking to limit surface water pollution the Council will not permit development which, amongst others: does not have satisfactory arrangements for the disposal of foul sewage, trade effluent and contaminated surface water; or will exacerbate existing problems, such as premature or increased frequency of discharges through storm sewer overflows due to inadequate infrastructure or lack of sewer capacity.
- 9.62 The justification text details that in pursuing this policy, developers will be required to demonstrate that foul sewers and sewage treatment works of adequate capacity and design are available, or will be provided in time, to serve the development. In addition, detailed design of proposals should be prepared so that waste water management is properly accommodated.
- 9.63 **Policy EN8 – Woodland and Trees:** The Council will support the retention of trees, woods, copses and hedgerows and encourage natural regeneration and new and replacement tree planting.
- 9.64 **Policy EN8/2 - Woodland and Tree Planting:** The Council will support and encourage new woodland and tree planting in the Borough. In considering development proposals, the Council will encourage the planting of hedges, trees and woodlands using locally native species.
- 9.65 **Policy EN10 – Environmental Improvement:** The Council will seek to improve the environmental quality of the Borough, within which priority will be given to an on-going environmental improvement programme.
- 9.66 **Policy EN10/1 – Derelict Land:** The Council will encourage the reclamation and beneficial use of derelict land by the public and private sectors, including the redevelopment of derelict sites in accordance with the Council's programme for derelict land reclamation.

Highways and Transportation

- 9.67 **Policy HT2/4 – Car Parking and New Development:** The Council will require all applications for development to make adequate provision for their car parking and servicing requirements in accordance with the Council's car parking standards.
- 9.68 **Policy HT3/1 - Schemes to Assist Bus Movement:** The Council, in pursuing a balanced transportation strategy, will promote and support measures to assist bus movement. In particular, the Council will encourage: highway improvement or traffic management schemes designed to assist bus movement so as to improve operational efficiency; the provision of lay-bys, bus turnrounds or other infrastructure designed to make bus operation more efficient and attractive to potential users; and the introduction of bus priority measures at appropriate locations or along specific traffic corridors.
- 9.69 **Policy HT3/2 – Bus Services:** The Council will, in conjunction with the Greater Manchester Passenger Transport Executive (GMPTE), seek to ensure that adequate bus services and infrastructure are provided in all parts of the Borough so that the needs of those persons wishing to travel to or from areas of existing or proposed development are met. To assist in this the Council will seek to: identify those areas where infrastructure or highway improvements may be appropriate to improve the operation and attractiveness of bus services; promote development locational policies designed to improve accessibility to public transport and thereby encourage both the provision of bus services and their use; and promote environmental improvements at bus stops and other passenger areas in the interests of passenger safety and visual amenity.
- 9.70 **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.

- 9.71 **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.
- 9.72 **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.
- 9.73 **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; and providing secure cycle parking and identifying cycle routes, including recommended routes and cycle lanes through busy urban areas, where appropriate.
- Town Centres**
- 9.74 **Policy TC1 – Town Centres:** The Council will seek to protect, maintain and improve defined town centres.
- 9.75 **Policy TC1/1 – Open Space in Town Centres:** Within the Town Centres the Council will protect identified areas of open space which provide: an important element in civic design; valuable visual amenity; important outlets for recreation; valuable wildlife habitats; or act as buffers between incompatible uses or provide links between other open land areas.
- 9.76 **Policy TC3 – Bury Town Centre:** The Council will be particularly concerned to bring forward, promote and support proposals to expand and enhance Bury Town Centre, in order to maintain its role as an important centre of sub-regional significance.

Material Considerations: Full Text

Greater Manchester Transport Strategy 2040 (2017, updated 2021)

- **Policy 1:** We will work with partners to ensure that taxis, private hire vehicles and other demand responsive services - as well as shared mobility solutions, including car clubs and cycle hire - are available, and fully integrated into the Greater Manchester transport network.
- **Policy 4:** We will work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network.
- **Policy 5:** We will work with public transport operators and Network Rail to ensure that all of transport infrastructure, vehicles and information are as accessible, regardless of our customers' age and mobility.
- **Policy 6:** We will work with partners to better integrate accessible travel services across Greater Manchester, to increase availability and convenience for customers.

- **Policy 8:** We will work with partners to deliver transport interventions that improve the health of Greater Manchester’s residents, including: reducing pollution from motor vehicles; increasing levels of physical activity; improving access to healthcare; and reducing social isolation.
- **Policy 10:** We will work with partners to reduce transport carbon emissions to support Greater Manchester’s ambition to be net zero carbon by 2038; and to implement measures to ensure our transport system is resilient to climate change.
- **Policy 11:** We will work with partners, including the Canals and Rivers Trust, to enhance green and blue infrastructure to provide a safe and attractive environment for walking and cycling.
- **Policy 12:** We will minimise the impact of transport on the built and natural environment - including townscape, the historic environment, cultural heritage, landscape, habitats and biodiversity, geodiversity, water quality, pollution, flood risk and use of resource - and will deliver environmental enhancements and biodiversity net gain where possible.
- **Policy 14:** We will work with operators and other partners to improve safety and to tackle crime and anti-social behaviour on the transport network.
- **Policy 15:** Working with partners, including through the Safer Roads Partnership, we will deliver initiatives to improve highway network safety, with a focus on walking and cycling.
- **Policy 20:** We will ensure our streets are welcoming and safe spaces for all people, enabling more travel on foot, bike and public transport while creating better places that support local communities and businesses.
- **Policy 23:** We will work with partners to improve walking and cycling facilities across Greater Manchester, including through the development of a strategic walking and cycling network (the ‘Bee Network’), wayfinding and cycle parking, and supporting ‘Streets for All’ design guidance to ensure consistently high quality standards across the network.
- **Policy 24:** Working with partners, we will work to establish and promote one integrated Greater Manchester public transport network (Our Network), making it easy for customers to plan, make and pay for their journeys using different modes and services.
- **Policy 25:** We will seek to ensure a consistent standard of facilities at transport hubs, appropriate for their size and function, and will work with partners to improve access to them by all modes.