



Request for an EIA Screening Opinion

Bury Interchange – Phase I New Metrolink Access and Platform Improvement Works

Transport for Greater Manchester

Prepared by:

SLR Consulting Limited

3rd Floor, Summit House, 12 Red Lion Square, London WC1R 4HQ

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Basis of Report

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Acronyms and Abbreviations

Abbreviation	Definition
AONB	Area of Outstanding Natural Beauty (also called National Landscapes)
AQMA	Air Quality Management Area
BC	Bury Council
BNG	Biodiversity Net Gain
CEMP	Construction Environmental Management Plan
COMAH	Control of Major Accidents Hazard
CTMP	Construction Traffic Management Plan
EcIA	Ecological Impact Assessment
EIA	Environmental Impact Assessment
EPS	European Protected Species
ES	Environmental Statement
IAQM	Institute of Air Quality Management
IRZ	Impact Risk Zone
LBAP	Local Biodiversity Action Plan
NO ₂	Nitrogen Dioxide
NMA	Non-Material Amendment
OLE	Overhead Line Equipment
PPE	Protective Personal Equipment
PPG	Planning Practice Guidance
PM ₁₀	Particulate Matter (<10 micrometres in diameter)
PRoW	Public Right of Way
PWMS	Precautionary Working Method Statement
SBI	Site of Biological Importance
SER	Stop Equipment Room
SLR	SLR Consulting Limited
SSSI	Site of Special Scientific Interest
S41	Natural Environment and Communities Act, Section 41
SuDS	Sustainable Drainage System
TfGM	Transport for Greater Manchester
WCA5	Wildlife and Countryside Act, Schedule 5



1.0 Introduction

SLR Consulting Limited (SLR) was commissioned by Transport for Greater Manchester (“TfGM”, hereafter referred to as “the Applicant”), in conjunction with Willmott Dixon, to assist Bury Council (BC) in determining whether proposals for the creation of a new Metrolink Access and Platform Improvement works (the ‘Proposed Development’) on land within/bounding Bury Interchange (the ‘Application Site’), would require an Environmental Impact Assessment (EIA) as defined within the Town and Country Planning (Environmental Impact Assessment Regulations) 2017 (as amended) (the ‘EIA Regulations’).

The EIA Regulations provide an opportunity for an Applicant to request the formal opinion of the local planning authority (an ‘EIA Screening Opinion’) on whether the Proposed Development is likely to result in significant environmental effects, and as such would be considered to be ‘EIA Development’ and require the submission of an Environmental Statement (ES) as part of any future planning application.

This Request for an EIA Screening Opinion makes appropriate reference to the criteria set out in Schedule 3 of the EIA Regulations, and the clarifications given in the EIA Planning Practice Guidance (May, 2020)¹.

In accordance with the procedure set out in the EIA Regulations, this request for an EIA Screening Opinion includes the following information:

- a plan sufficient to identify the land (**Figure A**);
- a description of the location of the development, with particular regard to the sensitivity of the geographical areas likely to be affected (**Section 2.0** of this Request);
- a description of the development, including its physical characteristics (**Section 3.0** of this Request);
- a description of the aspects of the environment likely to be significantly affected by the development (**Sections 4.0 and 5.0** of this Request);
- a description of the likely significant effects of the development on the environment resulting from expected residues and emissions, and the use of natural resources (**Section 5.0** of this Request);
- such other information or representations as the person making the request may wish to provide or make, including any features of the proposed development or any measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment (**Sections 4.0 and 5.0** of this Request).
- conclusions on the potential of the development for significant environmental effects (**Section 6.0** of this Request).

¹ <https://www.gov.uk/guidance/environmental-impact-assessment>



2.0 Application Site and Surrounds

2.1 Description of the Application Site

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.

A site location plan is provided in **Figure 1, Appendix A**.

2.2 Land Surrounding the Application Site

The Application Site is situated within an urban context.

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.

The red line boundary encompasses existing railway infrastructure including the Metrolink line, areas of greenspace within Pyramid Park, a small area of public realm east of Duke Street (Union Square), an existing (gated off) pedestrian underpass, and a surfaced maintenance track leading from Market Street to the east.

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.

The Application 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 planning application that is being submitted to Bury Council for consideration is for Phase 1 only. The design of the second phase of development is still being developed. Phase 2 of the development will be subject to a separate EIA screening exercise in future, once full details are available and the potential for likely significant effects can be assessed. This will take into account the potential for cumulative effects alongside the Phase 1 works.

The Application Site is not situated within a Conservation Area but Bury Town Centre Conservation Area lies approximately 85m to the west at its closest point, running along the A58 and Haymarket Street to the north-west of the Application Site.

There are no statutory listed buildings within the Application Site. Grade II Listed Kay Monument at Kay Gardens is located approx. 125m to the north. The Grade II Listed Art Picture House and Athenaeum Club are located along Haymarket Street, approximately 100m to the north-west of the Application Site, beyond which lie a small cluster of Grade II Listed buildings further to the north-west. There are no other Heritage Assets in close proximity.

Part of the Application Site lies within Bury Air Quality Management Area (AQMA), also referred to as Greater Manchester Combined Authority AQMA. The Application Site is located within Flood Risk Zone 1, which is defined as low risk (<0.1% annual probability of flooding). There are no Landscape Designations nor Tree Preservation Orders within the Application Site.



There is an existing subway beneath the Metrolink tracks, which links Union Square to Pyramid Park which has been closed for approximately 14 years and is subject to surface water flooding. The subway is subject to a right of way in favour of Bury Council. Whilst the Council's definitive map does not record a public right of way through the underpass, it is proposed 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 proposed Metrolink Access footbridge will then form a permissive pathway.

Further information on baseline conditions is contained in **Section 5.2** of this request.



3.0 The Proposed Development

3.1 Nature of the Proposed Development

The description of development as it appears on the planning application forms 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.

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

While Angouleme Way (A58) passes through the red line boundary, given the topography of the Application 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.

The scheme masterplan is provided in **Figure 2, Appendix B**.



3.2 Likely Construction Programme

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

The proposed works are intending to finish in Q2 2027.

3.3 Known Cumulative Developments

Consideration of cumulative schemes is typically limited to those within 500m of the Application Site that are themselves above the relevant screening thresholds and criteria for category 10(b) urban development projects, namely those that:

- include more than 1 hectare / 10,000 sqm of development that are not houses; or
- include more than 150 houses; or
- cover an area of more than 5 hectares.

Known cumulative developments in the surrounding area are shown in **Table 1**.

Table 1: Known Cumulative Developments

Reference	Description	Proximity	Status
70903	Land remediation works, construction of vehicular access road and footway from Market Street with associated infrastructure and structural works.	Overlapping redline boundary	Approved 19 th December 2024
56467	Outline Planning (inc. means of access & layout) for new leisure centre comprising 7575sqm (max) gross floorspace, with landscaping and other associated elements.	~20m SW	Approved 18 th September 2013
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	~100m NE	Approved 31 st August 2023
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).	~100m NE	Prior Approval Required and Granted 11 th July 2024

None of the cumulative schemes identified within 500m of the Application Site are in themselves above the relevant EIA thresholds and criteria. They are therefore considered unlikely to result in significant cumulative environmental effects alongside the Proposed Development.



4.0 The EIA Screening Process

4.1 Overview in the Context of the EIA Regulations

The EIA Regulations are applied to certain types of development that are likely to have significant effects on the environment. Development types are categorised in the EIA Regulations as Schedule 1 or Schedule 2 developments.

The first stage of the EIA screening process is to determine whether the Proposed Development is of a type described under Schedule 1 or Schedule 2 of the EIA Regulations. Development described under Schedule 1 must be subject to EIA. Development described under Schedule 2 may be subject to EIA, depending on whether it is likely to have significant effects on the environment.

EIA is only intended to be required for a small number of development proposals where significant environmental effects are likely. Within Schedule 1 of the EIA Regulations, there are a range of major projects for which EIA is mandatory.

In the case of Schedule 2 projects, the location of the development must be examined to determine if it is in a sensitive area. This is defined in the EIA Regulations as including:

- Sites of Special Scientific Interest (SSSIs);
- Land under nature conservation orders and international conservation sites (e.g. Special Protection Areas, Special Areas of Conservation and Ramsar sites);
- National Parks (including the Broads);
- Areas of Outstanding Natural Beauty (AONBs) (also called National Landscapes);
- World Heritage Sites;
- Scheduled Monuments.

If the Application Site is classed as being within a sensitive area then the screening criteria and thresholds in Schedule 2 are not applicable and the Proposed Development is examined to determine whether it is likely to have significant effects on the environment. If so, the development is an 'EIA Development' and an ES is required.

If the development is not in a sensitive area, the next stage in the screening process is to assess whether the development proposals meet or exceed any of the applicable thresholds and criteria for that particular type / class of development. These thresholds and criteria are related to the attributes of a development, and not exceeding or meeting them is a strong indication that an EIA is not required².

If the development exceeds or meets any of the applicable thresholds and criteria, then it is termed a Schedule 2 development, and the next stage is to assess if it is likely to have significant effects on the environment.

This Request for an EIA Screening Opinion follows the above screening process as it applies to this Proposed Development, to assist BC in determining whether it is an EIA development, and so requires the preparation of an ES to accompany any planning application.

The flow chart from the EIA Planning Practice Guidance (PPG) (2014, as amended 2020) has been used as a guide to the various stages of the process.

² Regulation 5(7) of the EIA Regulations enables the Secretary of State to direct that a development described in Schedule 2 is EIA development even if it falls below the exclusive thresholds.



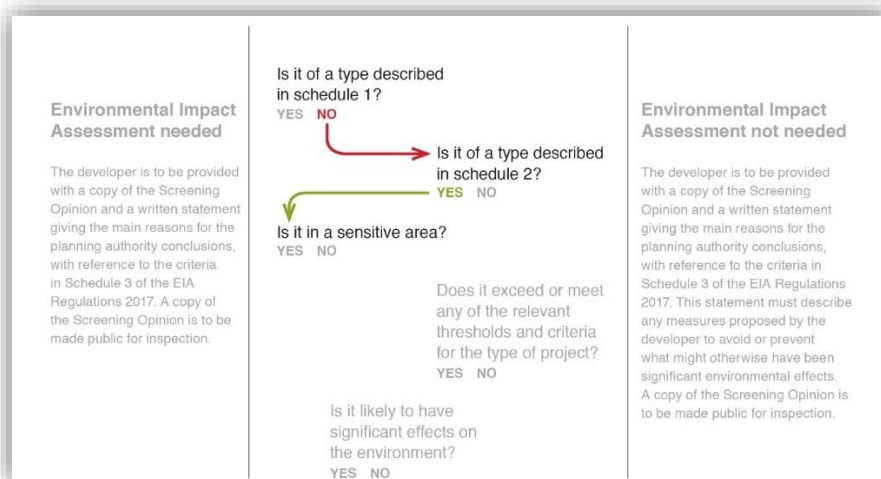
4.2 EIA Schedule 1

The Proposed Development is not listed under Schedule 1 of the EIA Regulations. Therefore, the requirement for EIA is not mandatory.

4.3 EIA Schedule 2

The Proposed Development is of a type listed under Schedule 2 of the EIA Regulations, falling under category 10(b) *urban development projects*.

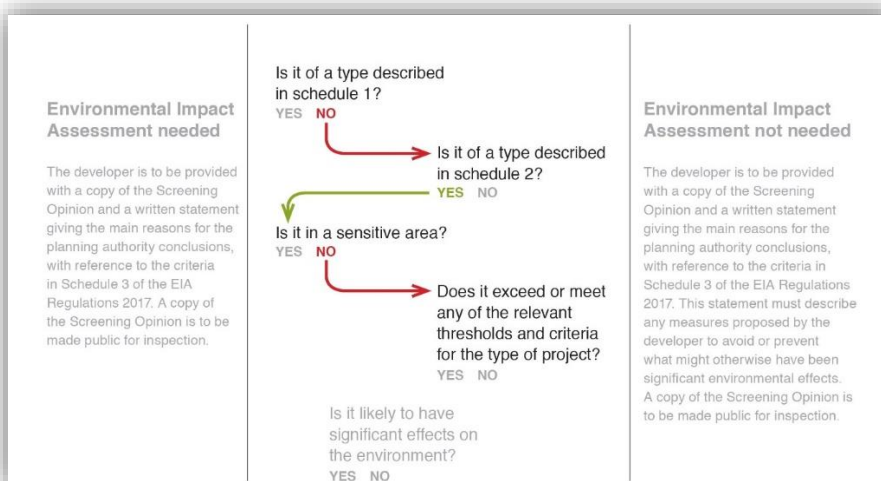
Where development is of a type described in Schedule 2, an EIA is more likely to be required if the site is located in a sensitive area, or the scale of the development meets or exceeds the applicable thresholds and criteria.



4.4 Sensitive Areas

The Application Site is not located within a 'sensitive area', as defined in the EIA Regulations.

The requirement for EIA must now consider whether the Proposed Development exceeds applicable thresholds within Schedule 2 and is likely to have significant effects on the environment.



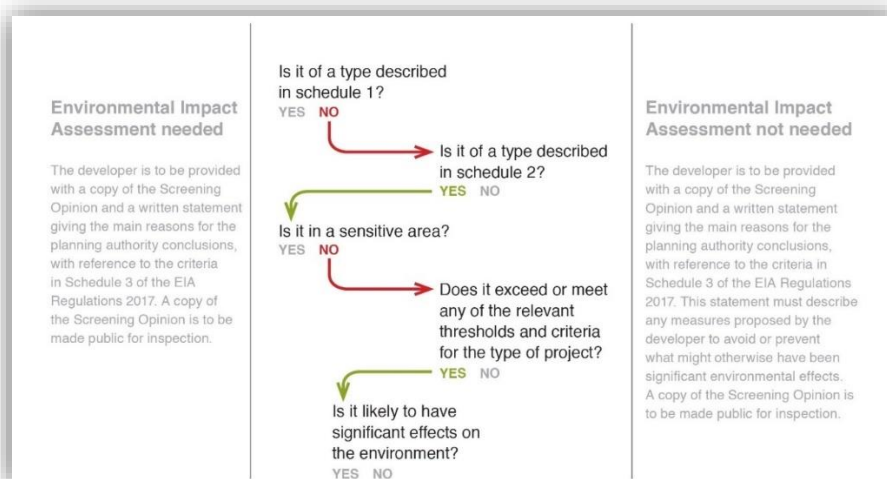
4.5 Applicable Thresholds

The Proposed Development falls within Schedule 2, Category 10(b) *Urban development projects, including the construction of shopping centres and car parks, sports stadiums, leisure centres and multiplex cinemas.*

The applicable thresholds and criteria for Category 10(b) projects are:

- i. The development includes more than 1 hectare of urban development which is not dwellinghouse development; or
- ii. The development includes more than 150 dwellings; or
- iii. The overall area of the development exceeds 5 hectares.

The Proposed Development meets threshold (i) and the determination of whether EIA is required will therefore rest on the likelihood of significant environmental effects.



5.0 Assessment of Environmental Effects

5.1 Comparison with the PPG

The EIA Planning Practice Guidance provides further indicative criteria and thresholds that can be helpful in determining whether significant environmental effects are likely for the Proposed Development.

For development classified under Category 10(b) in Schedule 2, where the Application Site has not been previously intensively developed the PPG suggests that EIA is more likely where:

- i. The area of the scheme is more than 5 hectares; or*
- ii. It would provide a total of more than 10,000 m² of new commercial floorspace; or*
- iii. The development would have significant urbanising effects in a previously non-urbanised area (e.g. a new development of more than 1,000 dwellings).*

The Proposed Development does not meet any of the indicative criteria or thresholds set out in the PPG.

5.2 Likely Environmental Effects

5.2.1 Air Quality

Baseline Conditions

The Application Site is located within the Bury AQMA, also referred to as Greater Manchester Combined Authority AQMA, which was declared by BC for potential exceedances of the current annual mean nitrogen dioxide (NO₂) and 24 hour particulate matter (PM₁₀) air quality objectives.

Greater Manchester's air quality is monitored by diffusion tubes located across the area. In 2023, air quality monitoring was carried out at 248 locations with 64 sites of exceedance³. The closest monitoring station to the Application site is 'Bury 14', located on Angouleme Way. The measured annual average of NO₂ concentrations at this location was 29.6µg.m³ in 2023, which is the latest available year recording.

Upon review of annual mean concentrations within the vicinity of the Application Site are below the current air quality objective for NO₂ (40µg.m³).

Likely Environmental Effects

Construction Dust

There is a potential for dust and PM₁₀ from on-site activities during construction to have an impact on sensitive human receptors in the local area. There are a number of existing and residential dwellings and commercial premises which are considered to be sensitive to dust and emissions arising from construction phase activities.

Appropriate mitigation measures commensurate to the risk have been identified as per the Institute of Air Quality Management (IAQM) guidance and included within a Construction

³ <https://cleanaairgm.com/data-hub/diffusion-tubes/>



Environmental Management Plan (CEMP) prepared by Willmott Dixon and submitted alongside the planning application.

Following the implementation of this embedded mitigation, the construction dust residual effects are considered to be short-term, and not significant.

Construction Phase Emissions

Construction traffic generated by the Proposed Development has the potential to increase emissions of NO₂, PM₁₀ and PM_{2.5} which may influence local air quality at existing sensitive receptors in the vicinity of the Application Site. Taking into consideration the temporary nature of the construction period, as well as any anticipated measures likely to be applied through the implementation of the CEMP, any potential impacts associated with construction traffic are likely to be short-term and not significant.

Operational Phase

Due to the nature of the Proposed Development, there are no potential impacts associated with the operational phase. The Proposed Development will encourage the use of public transport by transforming the transport network and upgrading the passenger experience, which is likely to lead to a long-term increase in patronage and reduce reliance on the private car.

Conclusion

No significant environmental effects are considered likely during construction or operation.

5.2.2 Archaeology

Baseline Conditions

The Application Site does not lie within an Archaeological Priority Area. There are no known archaeological find spots within the Application Site.

Likely Environmental Effects

Due to the nature of the Proposed Development, which comprises upgrades and refurbishment of existing infrastructure as well as site reprofiling, and not excavations or below ground works (save for the infill of the disused subway) impacts on below ground archaeology are not envisaged.

Conclusion

No significant environmental effects are considered likely during construction or operation.

5.2.3 Built Heritage

Baseline Conditions

The Application Site is not located within a Conservation Area. Bury Town Centre Conservation Area lies approximately 85m to the west of the Application Site at its closest point, running along the A58 and Haymarket Street to the north-west.

There are no listed buildings within the Application Site. Grade II Listed Kay Monument at Kay Gardens is located approx. 125m to the north. The Grade II Listed Art Picture House and Athenaeum Club are located along Haymarket Street, approximately 100m to the north-



west of the Application Site, beyond which lie a small cluster of Grade II Listed buildings further to the north-west.

Likely Environmental Effects

The geographic and visual separation of the Application Site from designated heritage assets would mitigate any potential indirect effects of the Proposed Development. Heritage assets within the baseline environment are located within an urbanised setting, which would not be impacted by the Proposed Development.

The scale and nature of the Proposed Development would not result in a change to setting, this would not result in significant environment effects to their heritage significance during the construction or operational phases.

Conclusion

No significant environmental effects are considered likely during construction or operation.

Ecology and Biodiversity

Baseline Conditions

The Application Site comprises a combination of existing Metrolink platform and canopy and public green space (Union Square and Pyramid Park). Beyond the perimeters of the Application Site, within the wider site context, the majority of land is urban development with corridors of trees and vegetation which surround existing infrastructure.

An Ecological Impact Assessment (EcIA) and Ecological Desk Study submitted with the planning application defines the baseline ecological environment in depth. An overview is summarised below.

Ecological Feature	Description
Statutory Designated Sites	There are no international, national or regional statutorily designated sites within influencing distance of the site. The Site lies within one SSSI Impact Risk Zones (IRZ) which are defined as zones determined by Natural England that identify likely impacts upon SSSIs, SACs, SPAs or Ramsar sites that may result from Proposed Development.
Non-Statutory Designated Sites	There are 12 non-statutory wildlife sites identified within 2km of the Site. Details are presented in the Ecological Desk Study. The Townside Site of Biological Importance (SBI) is of most significance falls within the Application Site boundary to the south. A planning application has already been approved on the Pyramid Park site (Ref: 70903) for remediation of this area of the SBI and so there will be no impacts on this area as a result of the Proposed Development.
Habitats and Flora	The desk study included within the EcIA identified no notable habitats on, adjacent to or connected with the Application Site. No records of protected and notable or non-native invasive flora species were returned in the desk study within 2km of the site Invasive species <i>Cotoneaster</i> species was recorded around the Application Site during a site visit. Some of these areas are assumed to be lost as a result of the development.



Ecological Feature	Description
Amphibians	The desk study returned the following amphibian records within 2km of the site: - Great crested newt <i>Triturus cristatus</i> (EPS, WCA5, S41, LBAP); and - Common toad <i>Bufo bufo</i> (S41). There are no habitats, in the form of standing water, within the Application Site or within 500m of the site that offer potential for breeding amphibians.
Badger	The desk study returned records of badger <i>Meles meles</i> within 2km of the Application Site.
Bats	The desk study returned numerous bat species recorded within 2km of the Application Site, with no potential habitats for roosting within the Application Site identified. The Pyramid Park area boundary offers suitable foraging habitat for bats.
Birds	The desk study returned numerous records for protected and notable bird species within 2km of the Site boundary (including numerous Red listed birds)
Invertebrates	The desk study returned numerous invertebrate records within 2km of the site.
Reptiles	The desk study returned no results of reptile within 2km of the site.
Otter & Water Vole	The desk study returned results of otter <i>Lutra lutra</i> (EPS, WCA5) within 2km of the site. No records for water vole <i>Arvicola amphibius</i> were returned within 2km of the site.
Other Relevant Species	Records of brown hare <i>Lepus europaeus</i> (WCA5, LBAP) and hedgehog <i>Erinaceus europaeus</i> (S41) were returned within 2km of the site.

Likely Environmental Effects

As set out in the Ecological Impact Assessment (The Environment Partnership, March 2025) submitted alongside the planning application, it is considered that there will be no significant effects on species and habitat due to the temporary nature of the works and the adoption of appropriate mitigation measures during the construction and operational phases of the Proposed Development.

During construction, works will be undertaken in accordance with an Invasive Species Management Plan to control and treat cotoneaster. Precautionary Working Method Statement (PWMS) is also recommended for notable mammals, including badger, to set out the working methods that will need to be adhered to throughout the duration of works to avoid impacts on such species should they range into the Application Site during construction operations. Any vegetation clearance works should be completed outside of the nesting period (typically taken to be March to August inclusive). Where avoidance of the nesting period is not practicable, a nesting bird check must be carried out by an ecologist no more than 24 hours prior to the works, to confirm that no active nests are present.

Appropriate re-provision of lost habitat will be provided to meet Biodiversity Net Gain (BNG) requirements (this is proposed to include potential off-site mitigation). Furthermore, lighting of the new footbridge will be controlled to avoid light spill into areas that have the potential to support foraging bats (final lighting scheme detail to be submitted for approval by the local planning authority prior to erection on site).



Conclusion

No significant environmental effects are considered likely during construction or operation. The following documents will be submitted alongside the planning application:

- Ecology Desk Study
- Ecological Impact Assessment (EclA)
- Biodiversity Net Gain Statement
- Arboricultural Impact Assessment

5.2.4 Ground Conditions

Baseline Conditions

Historically, the Application Site was largely occupied by railway sidings, with goods sheds and cattle pens in the west likely associated with the former abattoirs to the northwest. Extensive ground workings to reduce site levels in the 1890s appear to have taken place to facilitate the expansion of the railway sidings. More recently, the Application Site was used as public open space and a pond was present in the central and eastern section, along with three large pyramid features, still present today.

Likely Environmental Effects

The Phase 1 Preliminary Risk Assessment (Tier Consult Group, March 2025) has determined a low to moderate risk to human health and a moderate/low risk to superficial aquifer, and low risk to the bedrock aquifer, with respect to potential contamination. A moderate/low risk has been determined for ground gases. The Preliminary Risk Assessment has taken into account previous ground investigations for Townside Fields/Pyramid Park, undertaken by CampbellReith Consulting Engineers between 2022 and 2024 (to inform the now consented remediation works to Pyramid Park via application ref. 70903).

Potential contamination sources, pathways and receptors will require further analysis and ground investigation works will need to be undertaken, which are to be secured by way of a suitably-worded planning condition.

To mitigate the risk of contaminants during excavation, contractors will follow good-practice mitigation measures within the area of construction works, which will be governed through the CEMP and watching brief.

During the construction phase, utilisation of standard Personal Protective Equipment (PPE) by ground workers will mitigate potential contact with any chemicals that may be present within soils on the Application Site.

Once operational, there will be no land uses on the Application Site that are likely to be adversely affected by ground conditions (i.e. no residential end uses within extent of the redline application boundary). Maintenance workers are the only likely receptors and they will be provided with appropriate PPE, based on any residual risk

Conclusion

No significant environmental effects are considered likely during construction or operation.



5.2.5 Major Accidents and Disasters

Baseline Conditions

There are no Control of Major Accident Hazards (COMAH) sites within 2km of the Application Site. This has been confirmed through the Groundsure Report, which forms Appendix B of the Preliminary Risk Assessment that accompanies the planning application.

Likely Environmental Effects

Risks of major accidents and disasters during construction will be mitigated by undertaking construction works in accordance with a CEMP.

The Proposed Development is not of a type that is considered likely to result in or be affected by major accidents and/or disasters during its operation. Consideration of these topics is usually more relevant when dealing with heavy industry etc.

Conclusion

No significant environmental effects are considered likely during construction or operation.

5.2.6 Noise and Vibration

Baseline Conditions

The baseline noise environment in the vicinity of the Application Site is likely to be dominated by road traffic along the A58 Angouleme Way and the B6218 Market Street, as well as rail noise associated with the Manchester Metrolink.

Noise sensitive receptors in the vicinity of the Application Site include residential properties along Westminster Street and Frenchville Court, as well as Bury College.

Likely Environmental Effects

Construction works may impact nearby sensitive receptors due to the noise generated. However, this is likely to be a temporary, short-term impact and can be suitably controlled through undertaking works in accordance with the CEMP, which would include limits on working hours and measures to screen noisy operations, where appropriate.

Once the Proposed Development is operational, there is unlikely that there will be any perceptible changes to current background noise levels (i.e. >3dB).

Conclusion

No significant environmental effects are considered likely during construction or operation.

5.2.7 Traffic and Transport

Baseline Conditions

The Application Site includes the existing Metrolink platforms within Bury Interchange (accessed through the interchange building). There is an existing subway beneath the Metrolink tracks, which links Union Square to Pyramid Park which has been closed for approximately 14 years and is subject to surface water flooding. The subway is subject to a right of way in favour of Bury Council. Whilst the Council's definitive map does not record a public right of way through the underpass, it is proposed 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 proposed Metrolink Access footbridge will then form a permissive pathway.

There are no vehicular access routes through the site. On the western side (Union Square public realm) the application redline interfaces with Duke Street whereas on the eastern side (Pyramid Park) there is an existing maintenance track linking to the B6218 Market Street. A small area of the redline boundary is located within the existing Interchange car park; this area is to be used as a temporary construction compound by Willmott Dixon through the construction phase of the Phase 1 (Metrolink Access and Platform Enhancement Works) and eventual Phase 2 (Main Interchange Redevelopment) schemes.

Likely Environmental Effects

Construction traffic will be managed in accordance with a Construction Traffic Management Plan (CTMP). This will set out construction traffic routes and include details of the procedures for vehicles to access the Application Site such as to avoid queuing on the surrounding road network etc.

The Proposed Development does not include any new floorspace and will not therefore directly generate road traffic. It includes the closure of the existing underpass, using a Stopping Up Order under S247 of the Town and Country Planning Act to extinguish the existing right, and its replacement with a footbridge (permissive pathway, as opposed to a Public Right of Way for TfGM maintenance purposes).

Conclusion

No significant environmental effects are considered likely during construction or operation.

5.2.8 Water Environment

Baseline Conditions

The site falls entirely within Flood Zone 1, with the risk of flooding from rivers and sea confirmed as very low (<0.1% annual probability of flooding). With regards to pluvial flooding, the Application Site is typically at very low risk of surface water flooding with small areas of medium to high risk towards the southern area and over the existing tram line. The site is also classified as low risk of flooding from sewers, groundwater and reservoirs.

There are two Secondary (A) aquifers which cover this Site (Devensian Till and Pennine Lower Coal Measures). The nearest named watercourse to the site is the River Irwell, which flows 700m to the west of the Application Site.

Likely Environmental Effects

The Proposed Development requires specific engineering works including the creation of hard standing areas, infill of existing Metrolink underpass and vegetation clearance which will impact on the surrounding drainage network due to the potential for increased run-off.

The risk of flooding from various sources is low and any potential impacts will be managed within a drainage strategy for both construction and operational phases. The drainage design includes allowances for climate change, i.e. increases of 40% and 45% in storm intensity in the 1 in 30 year and 1 in 100 year events, respectively. This will ensure that the risk of flooding is not increased on- or off-site.

All construction projects have the potential to increase the risk of contamination to the water environment through leaks and spills, however these risks can be effectively controlled through the implementation of good construction practice (e.g. as set out in the EA Pollution Prevention Guidance) and implemented through the CEMP.



Conclusion

No significant environmental effects are considered likely during construction or operation.

A detailed Flood Risk Assessment and Drainage Strategy have been provided alongside the planning application.



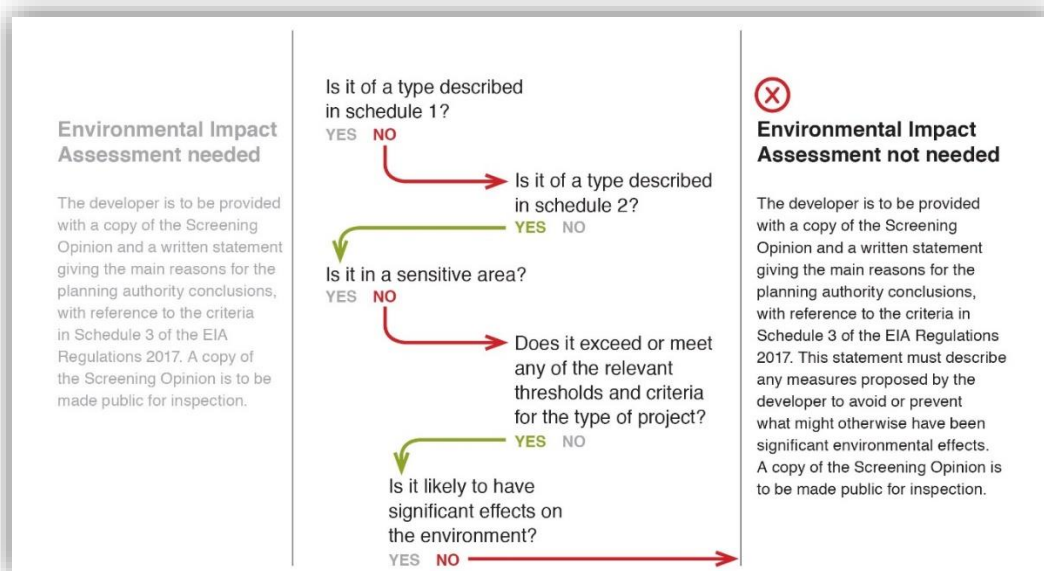
6.0 Conclusion

TfGM ('Applicant') is formally requesting an EIA Screening Opinion from Bury Council, as local planning authority to determine whether the Proposed Development (Phase 1 – New Metrolink Access and Platform Improvement Works) constitutes an 'EIA development'.

This Request for an EIA Screening Opinion has been prepared to provide relevant information to assist BC in its determination and includes all of the information required under Regulation 6(2) of the EIA Regulations.

The Proposed Development has been assessed in accordance with the screening process set out in the EIA Regulations and this has concluded that:

- the Proposed Development is of a type described in Schedule 2;
- the Application Site is not located within a sensitive area;
- the Proposed Development is above relevant thresholds in the EIA Regulations;
- the Proposed Development is not considered to have significant environmental effects, either in isolation or cumulatively;
- the Proposed Development does not require an EIA.



In accordance with Regulation 6(6)(a), Bury Council must adopt a screening opinion within 3 weeks of receiving this Request.

As per Regulation 5(5), should Bury Council consider that it has not been provided with sufficient information to adopt a Screening Opinion, it may notify the Applicant of the points on which the additional information is required.

In the event that Bury Council agrees with the conclusion, the following reports have been submitted as part of a non-EIA planning application for the Proposed Development:

- 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 – 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

Bury Council is invited to comment on this list of supporting technical assessments and any other pre-application guidance (LPA ref. 03007E – advice issued December 2024) or validation requirements that the Applicant should take into account.

The planning application that is being submitted to Bury Council for consideration is for Phase 1 of the Bury Interchange scheme only (comprising New Metrolink Access and Platform Improvement Works). The design of the second phase of development, which comprises the redevelopment of the existing Main Interchange facility is still being developed. The Phase 2 scheme will be subject to EIA screening in future, once full details are available and the potential for likely significant effects can be assessed. This Phase 2 screening exercise will take into account the potential for cumulative effects alongside the Phase 1 works as proposed.



Appendix A Plans

Request for an EIA Screening Opinion

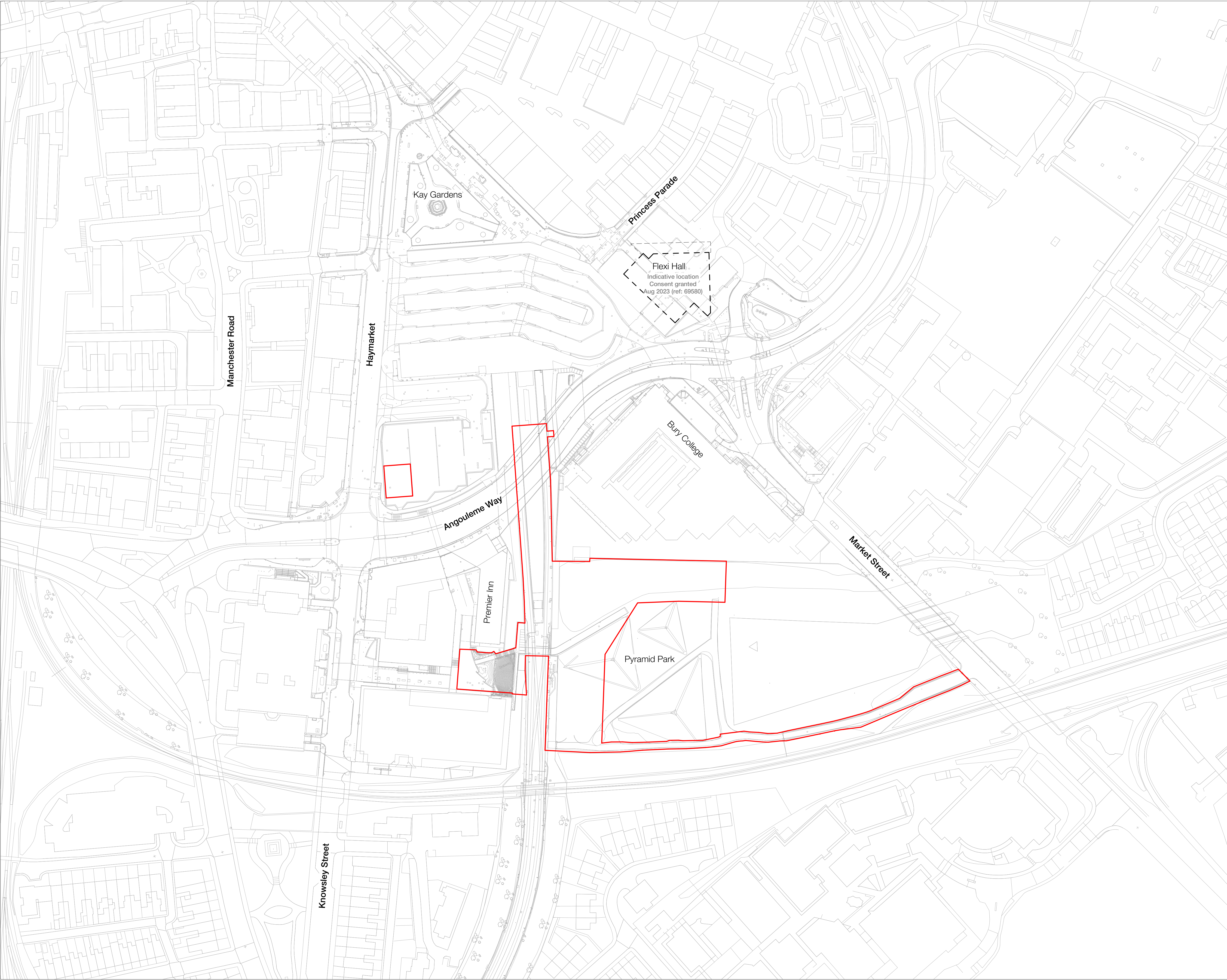
Bury Interchange

Transport for Greater Manchester

SLR Project No.: 404.064621.00001

27 March 2025





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No implied licence exists. This drawing should not be used to calculate areas for the purposes of valuation. Do not scale this drawing. All dimensions to be checked on the site by the contractor and such dimensions to be their responsibility. All work must comply with relevant British Standards and Building Regulations requirements. Drawing errors and omissions to be reported to the architect. To be read in conjunction with Architect's specification and other consultant information.

Rev	Description	Date
P01	Issued For Review and Comment	21.02.25
P02	Issued For Planning	05.03.25
P03	Issued For Planning	21.03.25

— Bury Interchange Phase 1 (Full application and Temporary Access) Planning Boundary Lines

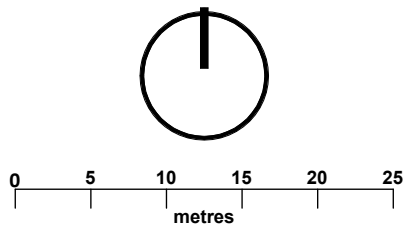
Note
Boundary lines are shown as indicative

26-28 Hilton Street
Manchester M1 2EH

mail@hawkinsbrown.com
hawkinsbrown.com

Hawkins\Brown

Project Bury Interchange Haymarket St Bury BL9 0AY				
Drawing Location Plan				
Scale @ A1 1 : 1000		Date Feb 2025		
Drawn By JL		Checked By NT		
Job Number 16012	Status S5	Purpose of Issue For Planning		
Drawing No. 16012-HEA-BRY-ZZZ-D-AR-080000			Rev P03	



Legend

- Site Boundary
- Areas covered in other Consultants' package
Refer to notes on Site Plan
- Existing Levels to be Raised to +86-87m
- Tram Train Future Provision

Hardworks

- TP01 - Tactile Paving
Hazard warning corduroy pavers
- P01 - Paving Type 1
Natural stone flags
- P02 - Paving Type 2
Tarmac
- P03 - Paving Type 3
Existing concrete pavers to be retained
- P04 - Paving Type 4
Union Square granite paving to be retained / reinstated
- P05 - Paving Type 5
Gravel Maintenance Area
- Existing Tarmac to be Retained to TfGM site access road
- ST01 - Proposed Steps with Handrails
- Existing Walls to be Retained
- Proposed Walls / Vegetated Retaining Wall
To Engineer's detail and specification
- K01 - Kerb Type 1
Natural Stone Kerb
- K02 - Kerb Type 2
Concrete Raised Road Kerb
- K03 - Kerb Type 3
Concrete Pin Kerb

Softworks

- Proposed Grass
- Proposed Ornamental Planting
- Existing Vegetation to be Retained / Reinstated
- Proposed Scrub Planting
- Proposed Wildflower Meadow
- Proposed Woodland Planting
- Proposed Grassland
- Proposed Tree / Sapling
- Existing Tree to be Retained

Furniture

- F01 - Proposed Bench
Steel and timber bench – installed at varying seating heights (400-500mm). At Union Square, two benches to be provided without armrests and backrests, while the remaining six benches to include both armrests and backrests.
- F02 - Proposed HVM Bollard
- H01 - Proposed Handrail to Steps and sloped path
With mid-rail and tapping rail. To Metrolink's specification.
- H02 - Proposed Illuminated Handrail
- G01 - Proposed Maintenance Gate

Signage and Wayfinding

- FS -1 S01 - Metrolink Flag Sign
To Metrolink's specification
- S02 - Metrolink Portal Sign
To Metrolink's specification
- S03 - Cyclists Dismount Sign
Fixed to lamppost

Lighting

- Existing Lighting Column to be Retained
- Proposed Lighting Column
Details and specification by Engineers

- Existing Ground Spot Light
- Existing Relocated Ground Spot Light

Ecological Enhancements

- Bird Box
1B Schwegler Nest box
- Bat Box
1F Schwegler Bat Box
- Bug Hotel
NHBS Insect Hotel
- Deadwood Log Piles
Using felled trees on site

For more information on the proposed materials and furniture refer to "Outline Specification and Visual Narrative" section within the Design and Access Statement's Landscape Chapter.

Issued for Planning	P03	BLU	BLU	21/03/25
MEP note updated	P02	BLU	BLU	07/03/25
Issued for Planning	P01	JPO	BLU	07/03/25
Revision Note	Rev.	Author	Apvrd	Date

oobe

w: www.oobe.co.uk e: info@oobe.co.uk

Client Transport for Greater Manchester (TfGM)
Project Bury Interchange

Title Site Masterplan

Dwg. No. 16012- OOB- ZZZ- ZZZ- D- LA- 080001 Rev. P03
Scale 1: 500 @ A1 Date Mar 2025

For Planning





Making Sustainability Happen