

Information Developed by Landscape
Architect - Oobe

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Public realm and landscape

8.1

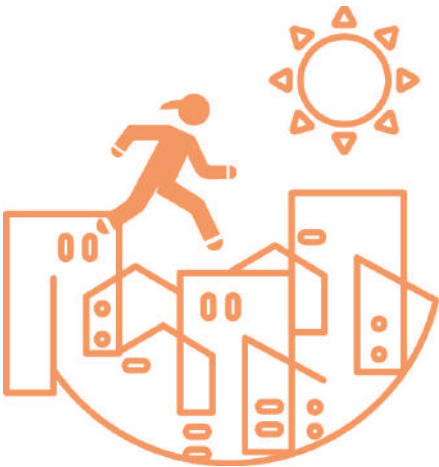
Design principles

Guiding Design Principles

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

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

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



A pedestrian priority environment

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



Connectivity and wayfinding

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



Well-designed Green / Blue Infrastructure

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



A distinctive sense of place

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



A climate positive environment

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



Supporting local Biodiversity

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

8 Public realm and landscape

8.2 Site analysis

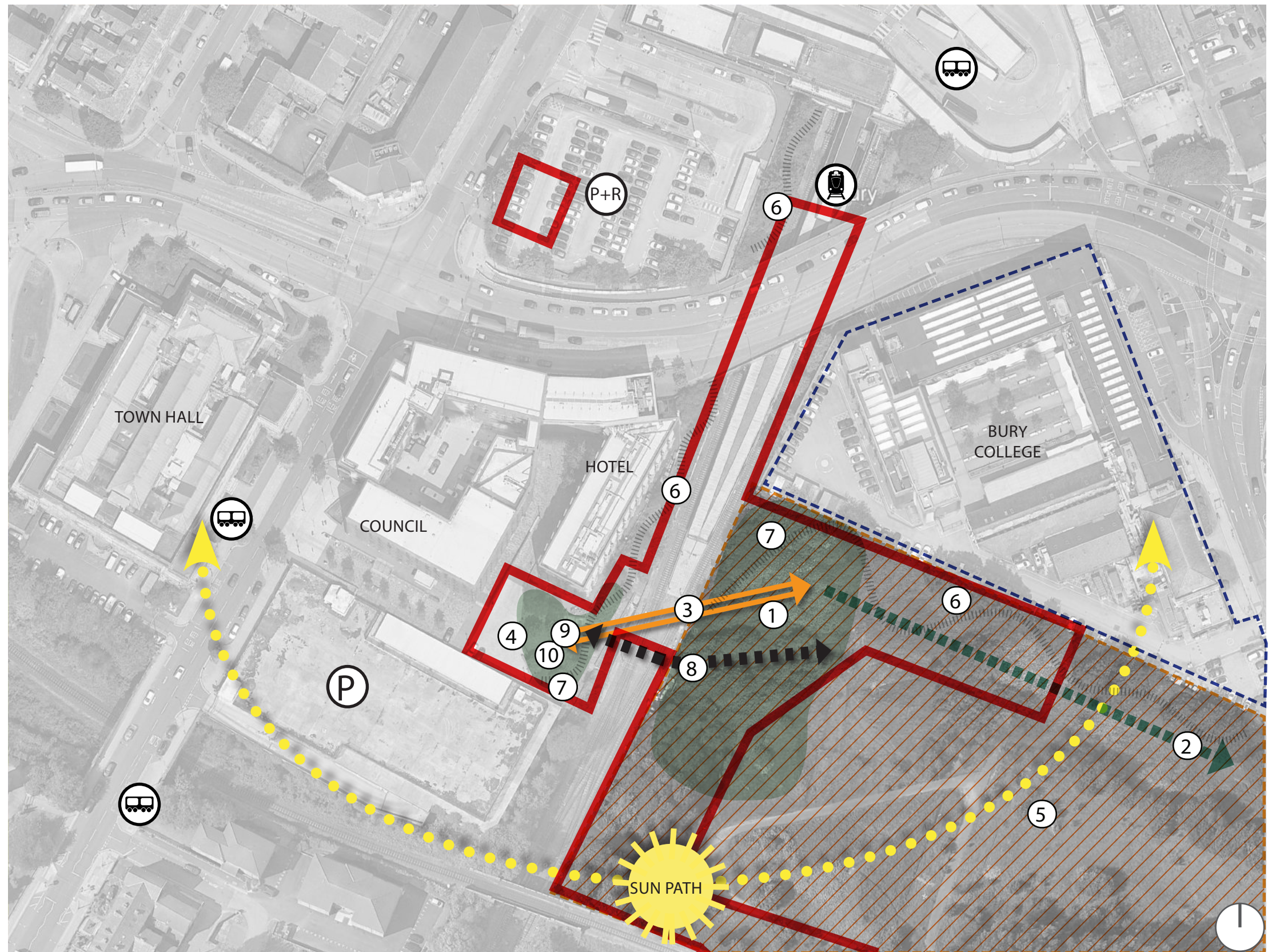
Opportunities

1. Enhance access and connectivity.
2. Explore future integration with Market Street.
3. Potential to design an aesthetically striking bridge that could serve as a local landmark.
4. Create a multifunctional public space by connecting the proposed bridge to the existing public realm at Union Square, offering a fresh arrival experience.
5. Future housing development at Pyramid Park
- The footbridge's completion will significantly improve connectivity to the future development.

Constraints

5. Future housing development at Pyramid Park
- proposed levels and general arrangement to be considered.
6. Significant level differences.
7. Environmental considerations: existing trees and dense vegetation.
8. Existing subway to be filled in.
9. Buried pumping room
10. Attenuation tank location

Within the project boundary, there are no trees with a Tree Protection Order.



8 Public realm and landscape

8.3 Landscape strategy

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



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Public realm and landscape

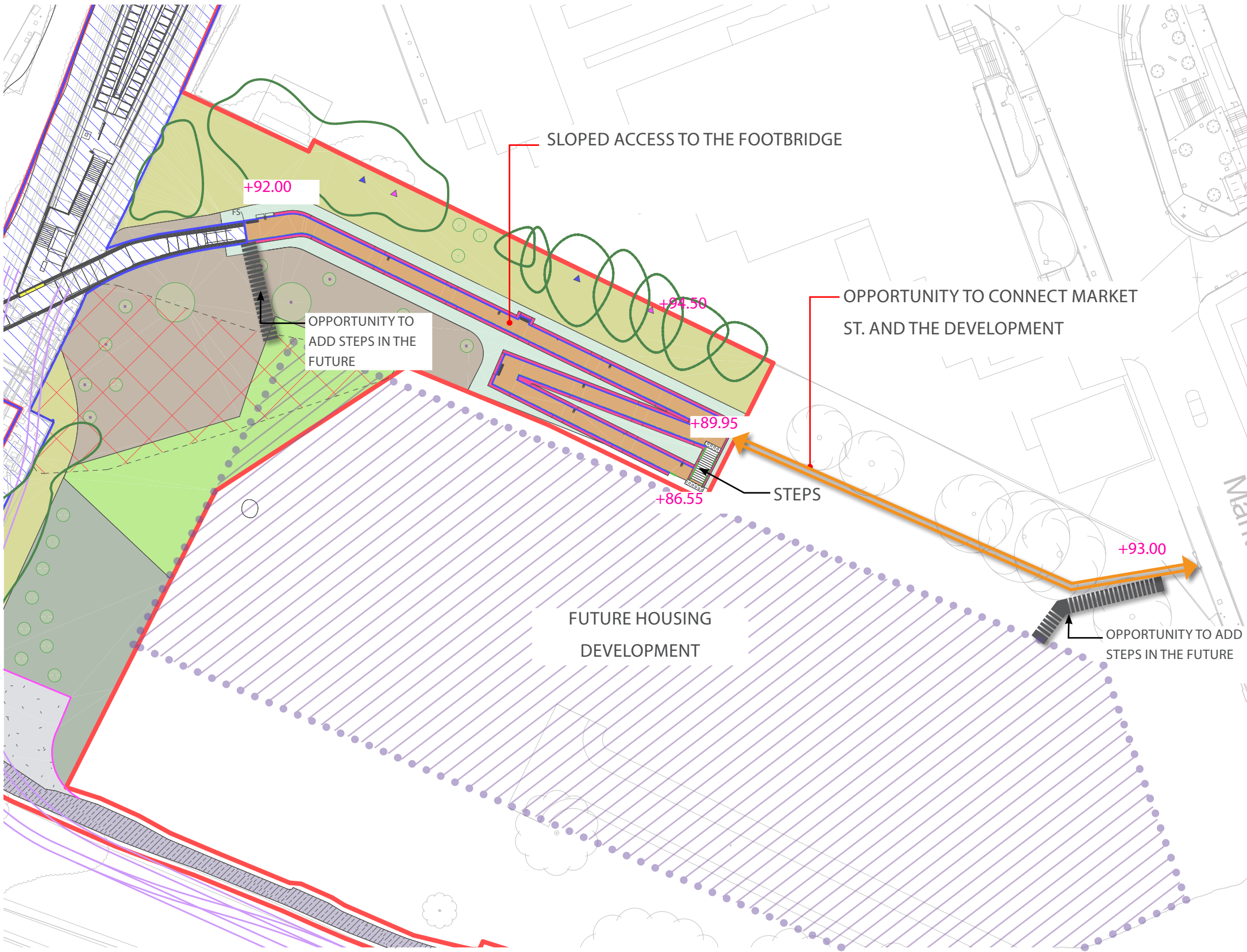
8.4

Connection to future housing development

The current landscape design proposals establish a pedestrian connection between the proposed footbridge and the future residential development at Pyramid Park. In alignment with the layout principles of the proposed residential development, the recommended approach is to enhance and integrate this connection with the link being planned between the housing area and Market Street.

The proposed sloped path includes a platform positioned at approximately +89.95m midway along the Pyramid Park embankment. This platform could potentially connect to Market Street via an additional sloped footpath or ramp once the residential development is constructed.

Furthermore, stepped access could be introduced at multiple points within the residential site, strategically aligned with key pedestrian desire lines.

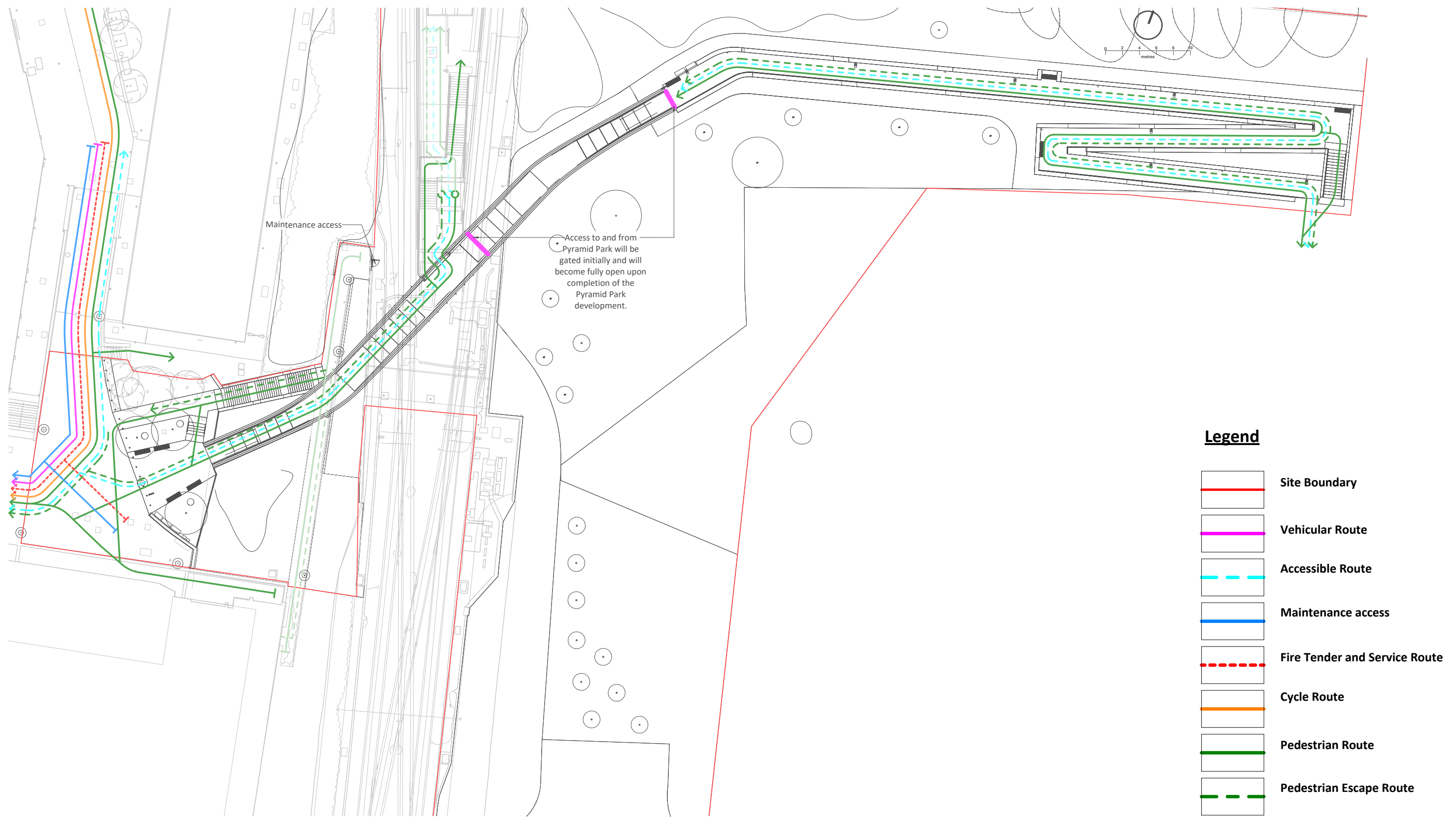


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Public realm and landscape

8.5

Circulation strategy



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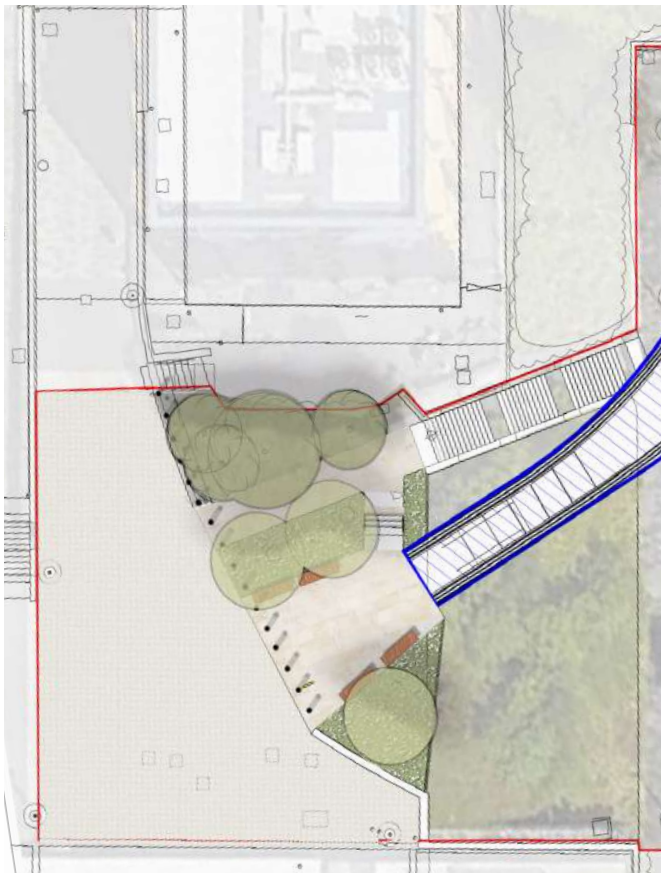
Public realm and landscape

8.6

Character areas

Union Square

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

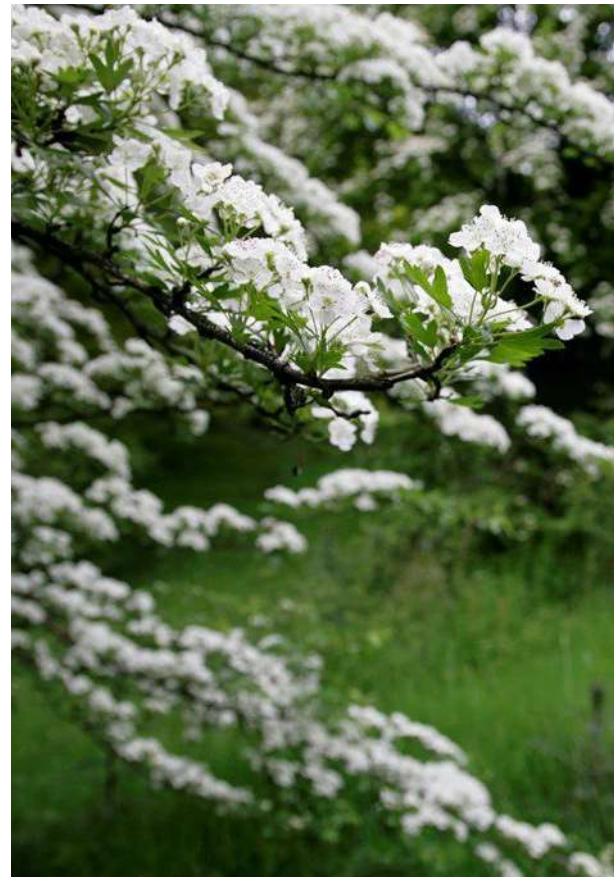


8 Public realm and landscape

8.6 Character areas

Pyramid Park

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



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Public realm and landscape

8.7

Outline specification and visual narrative

Material Strategy

Key Principles

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



P01 - Paving Type 1

Natural stone flags
Supplier: Marshalls



P02 - Paving Type 2

Tarmac - to Pyramid Park sloped footpath.



P03 - Paving Type 3

Existing concrete pavers to be retained



P04 - Paving Type 4

Union square granite block paving to be retained / reinstated



P05 - Paving Type 5

Gravel surface to TfGM maintenance car park in Pyramid Park.



TP01 - Tactile Paving

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



ST 01 - Proposed Steps

Concrete step treads and risers
Supplier: Marshalls

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Public realm and landscape

8.7

Outline specification and visual narrative



K01 - Kerb Type 1

Natural stone kerb
Supplier: Marshalls



K02 - Kerb Type 2

Raised Road Kerb
Supplier: Marshalls



K03 - Kerb Type 3

Pin kerb
Supplier: Marshalls



Proposed Vegetated Retaining Wall

To engineers` detail and specification



Proposed Wingwalls to Steps

To engineers` detail and specification

8 Public realm and landscape

8.7 Outline specification and visual narrative

Furniture strategy

Key Principles

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



F01 - Furniture Type 1 - Timber Bench

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

Supplier: Broxap or similar approved



H01 - Steel Handrail

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



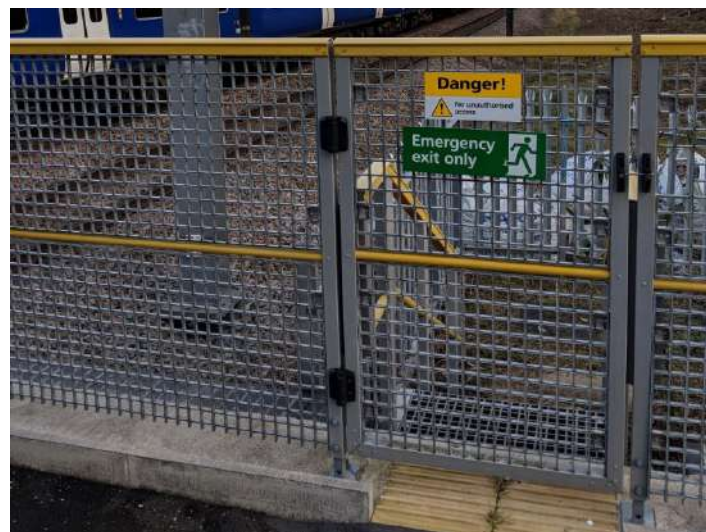
H02 - Illuminated Handrail

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



F02 - Furniture Type 2 - PAS 68 standard bollard

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



G01 - Maintenance Gate

Supplier: EverGrip or similar approved.



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

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



S03 - Cyclists Dismount Sign

Supplier and design TBC

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Public realm and landscape

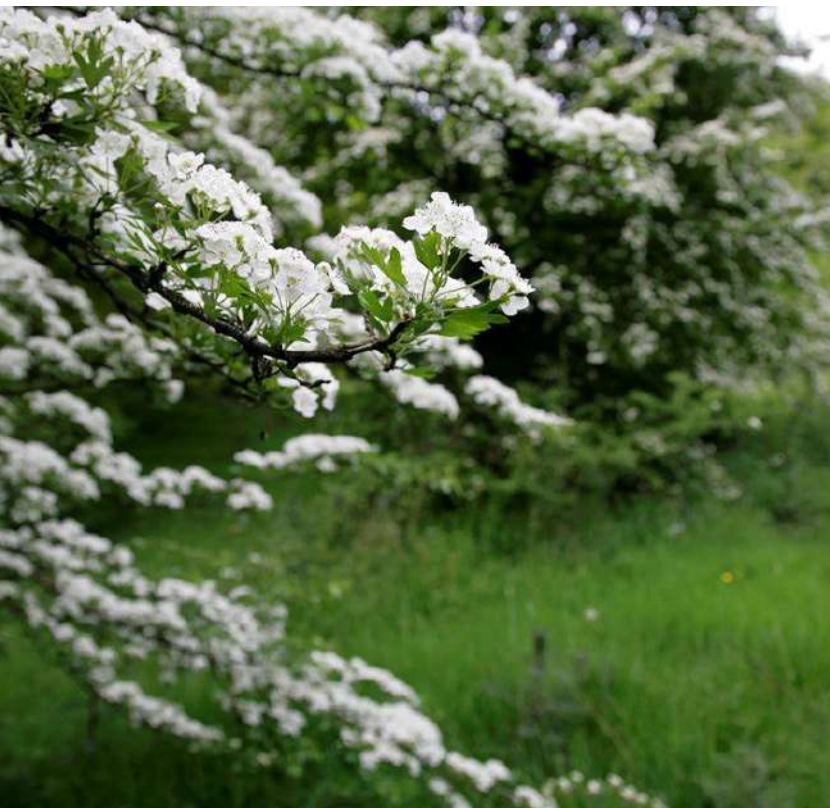
8.8

Planting strategy

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

Key Principles

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



8 Public realm and landscape

8.9 Ecological enhancements

Creating habitat

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



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Public realm and landscape

8.10

Management and maintenance

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

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

Cleanliness

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

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

Repair and replacement

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

Paving

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

Furniture

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

Control of unsuitable growths

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

Trees

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

Meadow

Meadows to be mowed twice a year.

Scrub and Woodland Planting

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

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

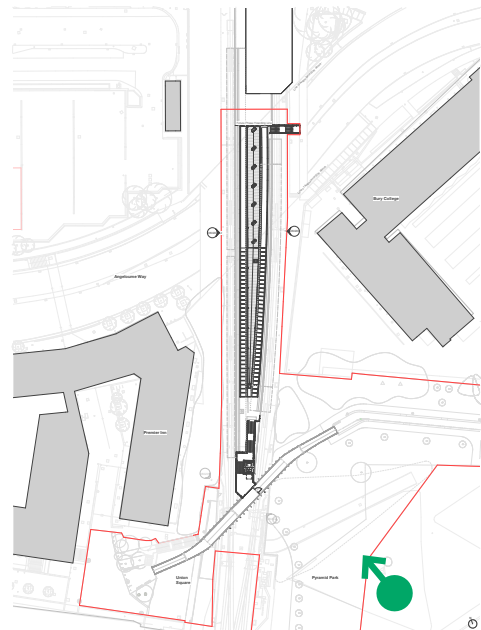
A Landscape Environment Management Plan (LEMP) can be subject to a planning condition.

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

9 Illustrative massing images

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9.1 Aerial view of Southern Access looking North

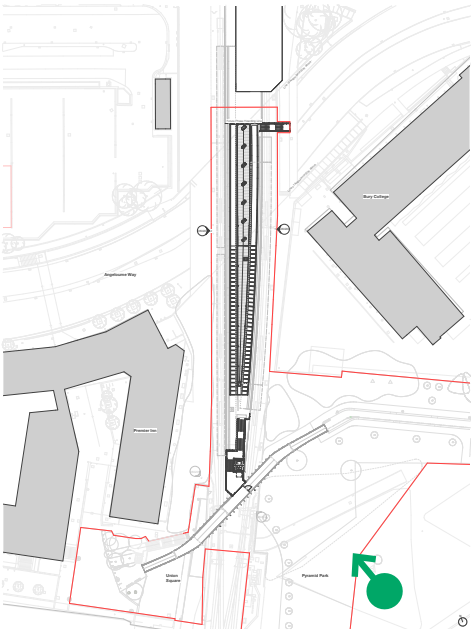


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Illustrative massing images

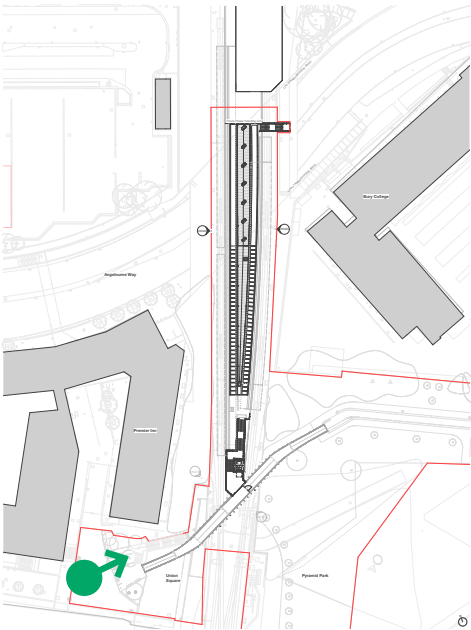
9.2

Aerial view from Pyramid Park looking West



9 Illustrative massing images

9.3 Street level view from Union Square approach

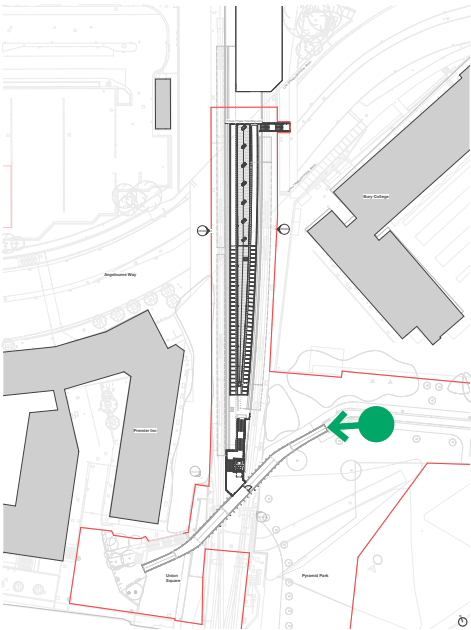


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9.4

Illustrative massing images

Street level view from Pyramid Park approach

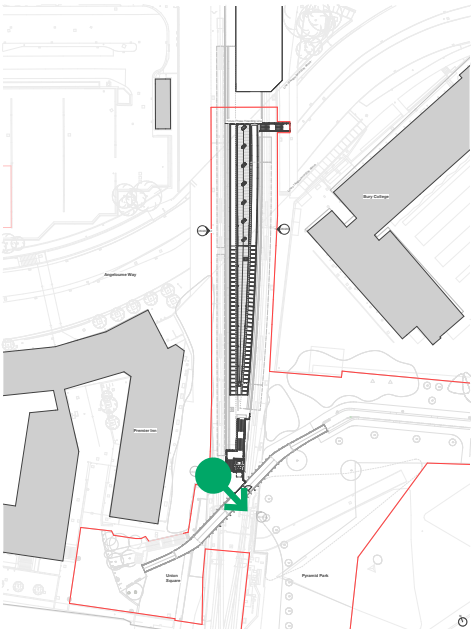


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Illustrative massing images

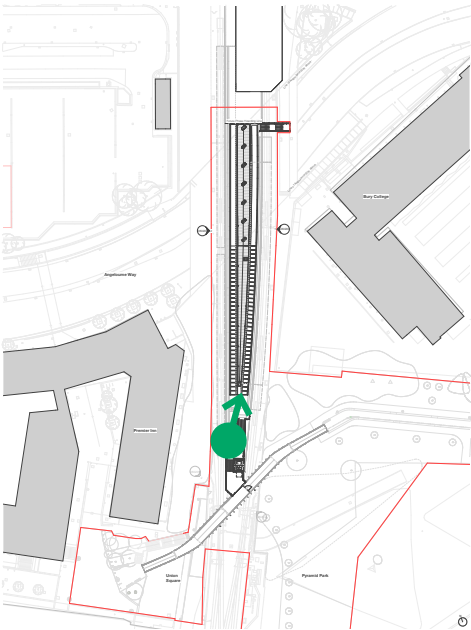
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Pedestrian view from top of southern circulation stair



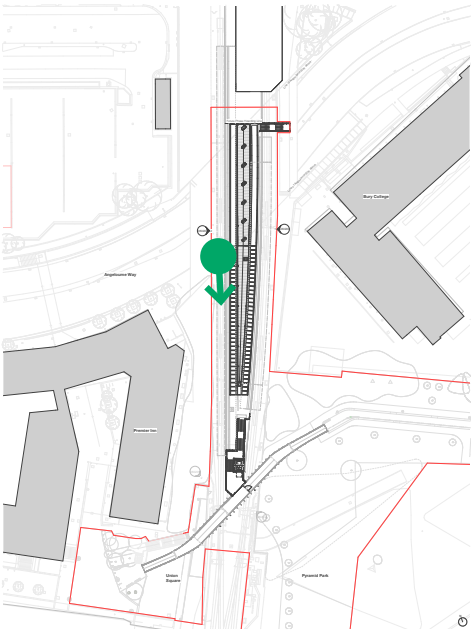
9 Illustrative massing images

9.6 Platform level view looking North



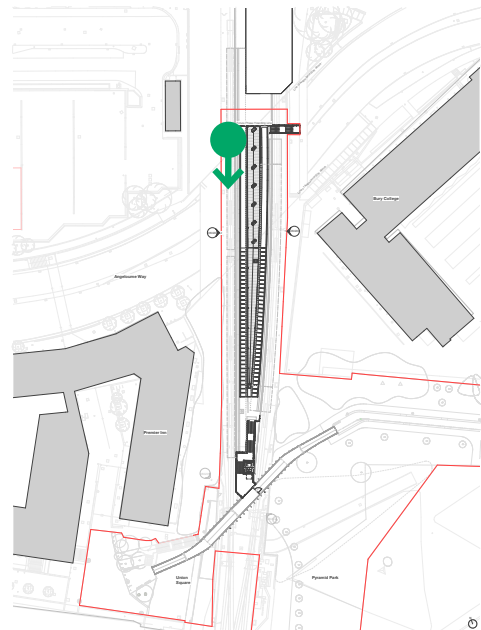
9 Illustrative massing images

9.7 Platform level view looking South



9 Illustrative massing images

9.8 Platform view from below Angouleme Way looking South



10 Access and maintenance

10.1 Inclusive design, access and proposed levels

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

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

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

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

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

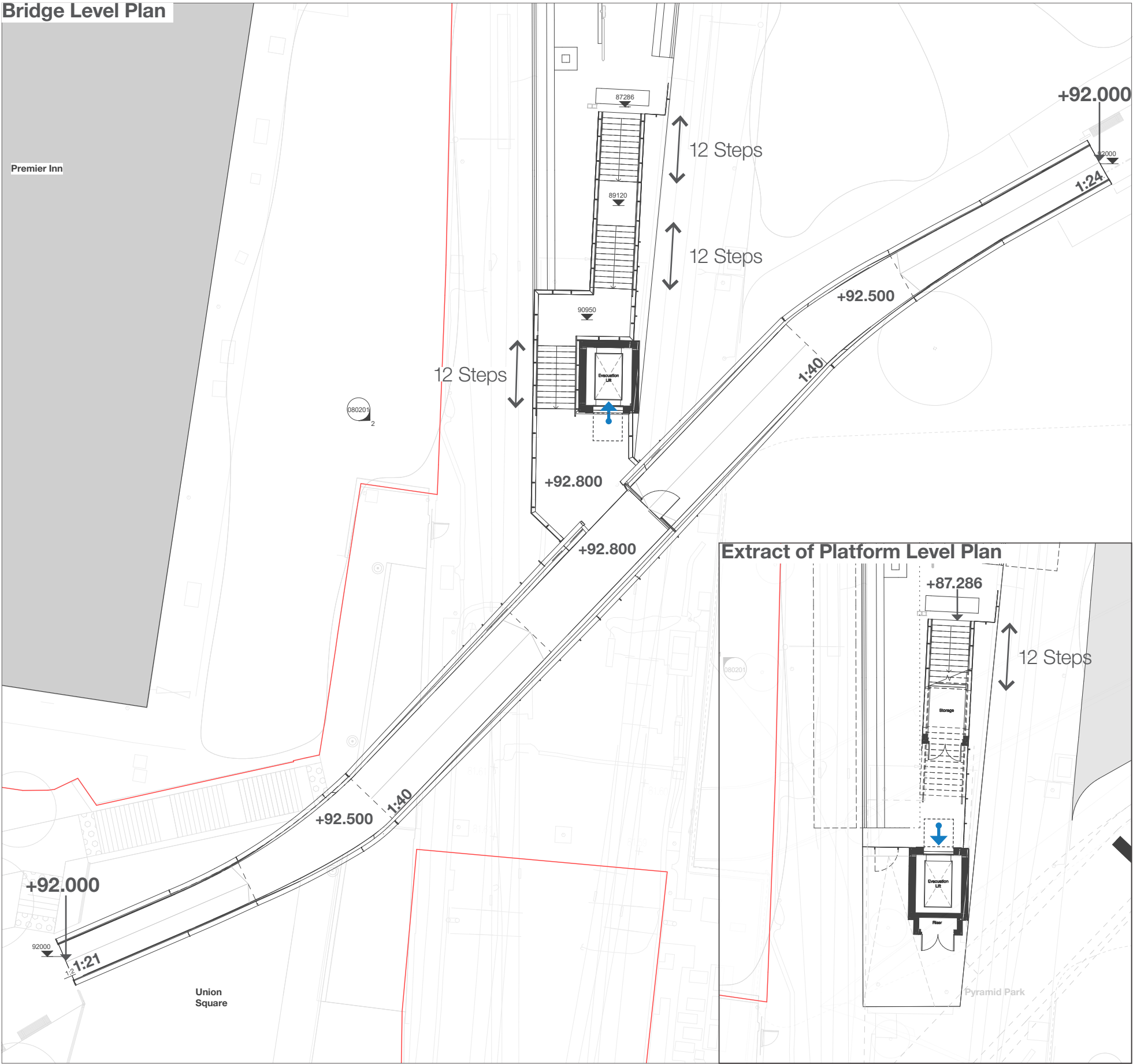
Key

+XX.X

Proposed Level

Sheltered waiting area

Lift access point



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Access and maintenance

10.2

Fire safety strategy

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

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

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

Key measures include:

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

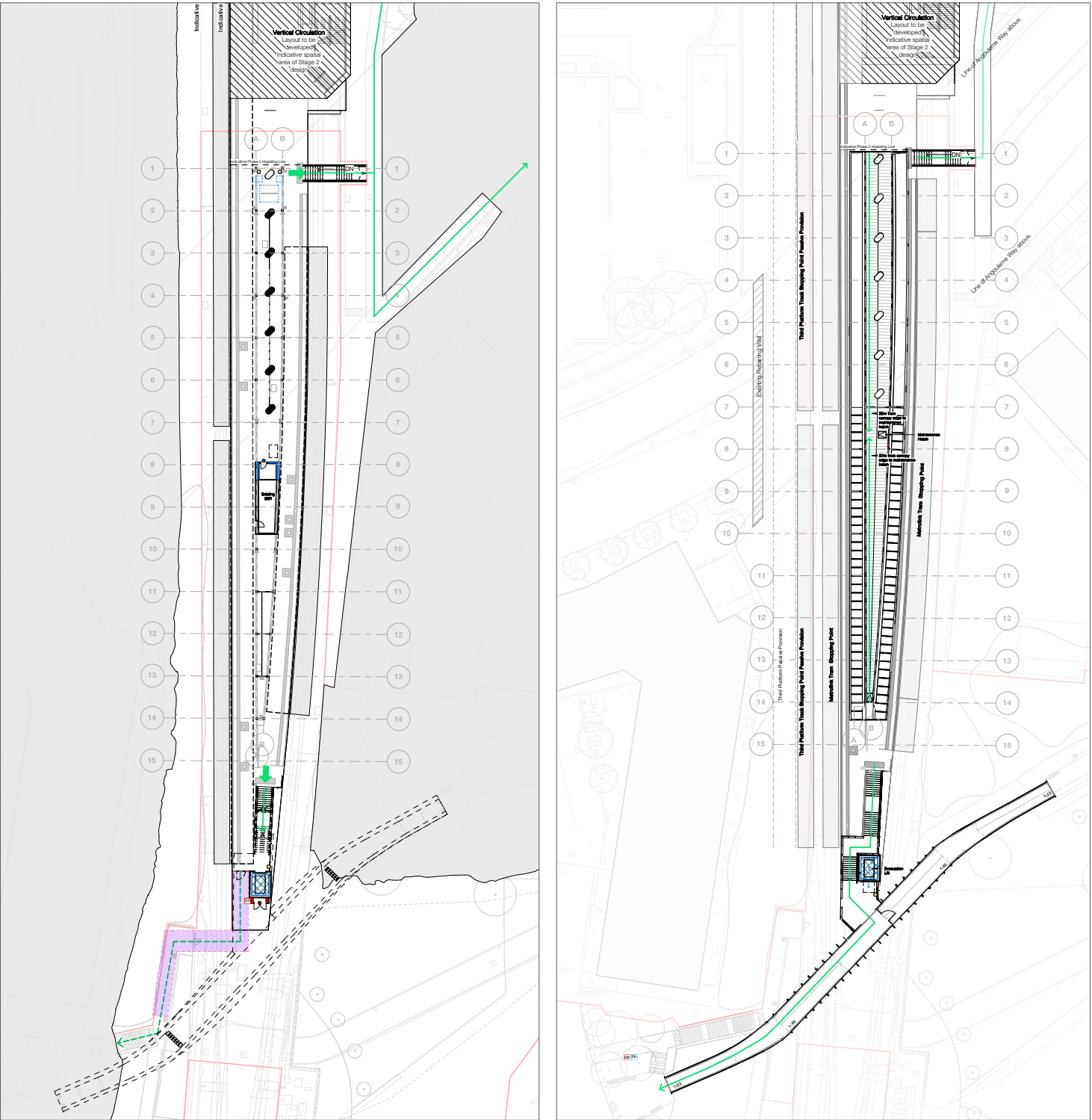
These drawings set out the fire strategy for the proposal.

Key:

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

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

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



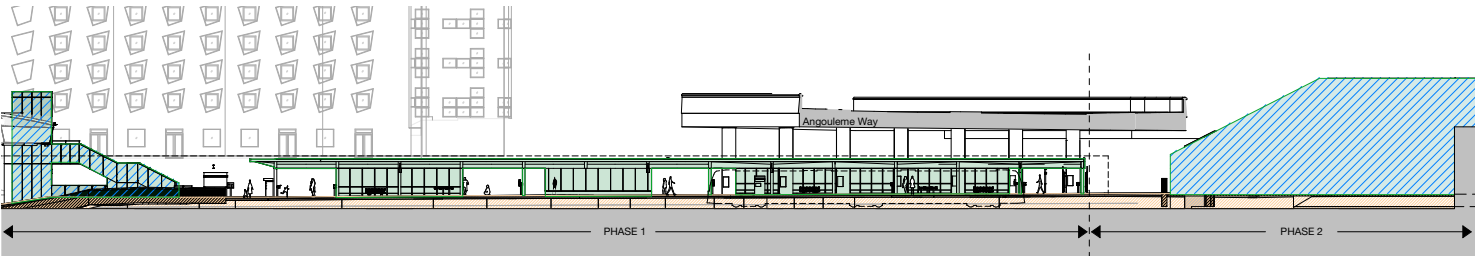
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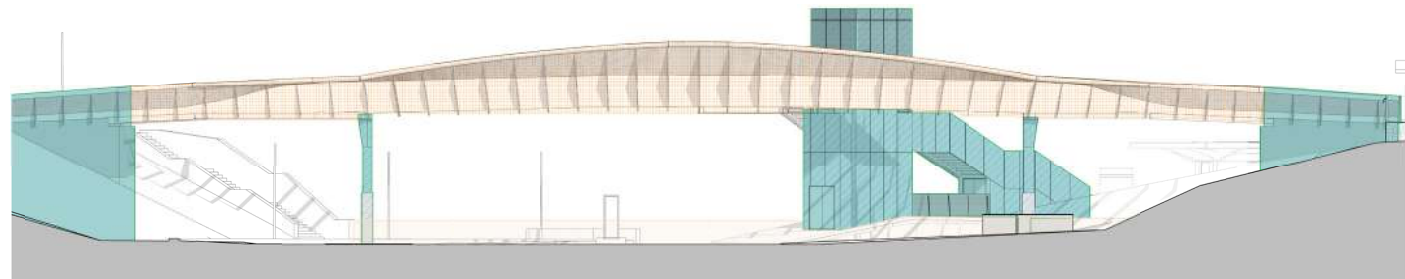
Access and maintenance

10.3

Cleaning and maintenance



Platform elevation



Bridge elevation

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

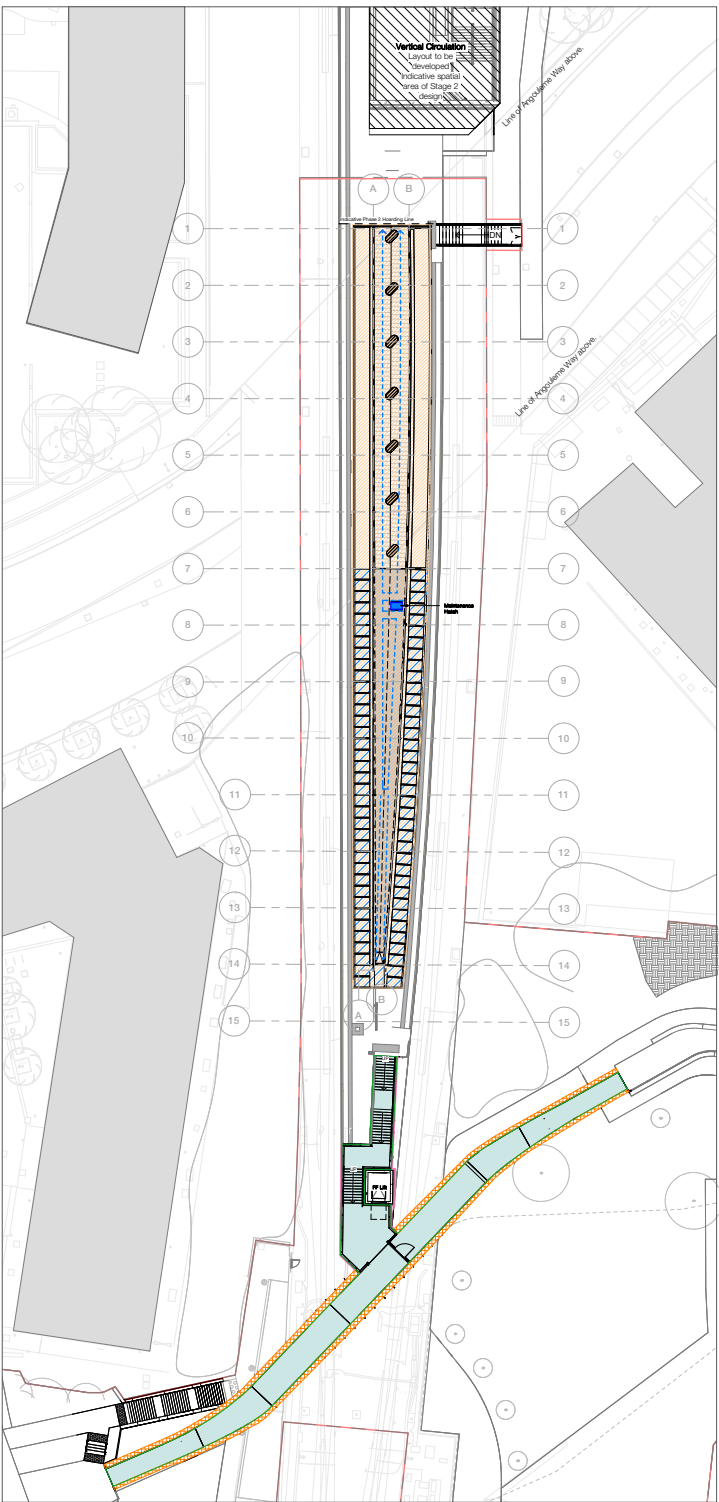
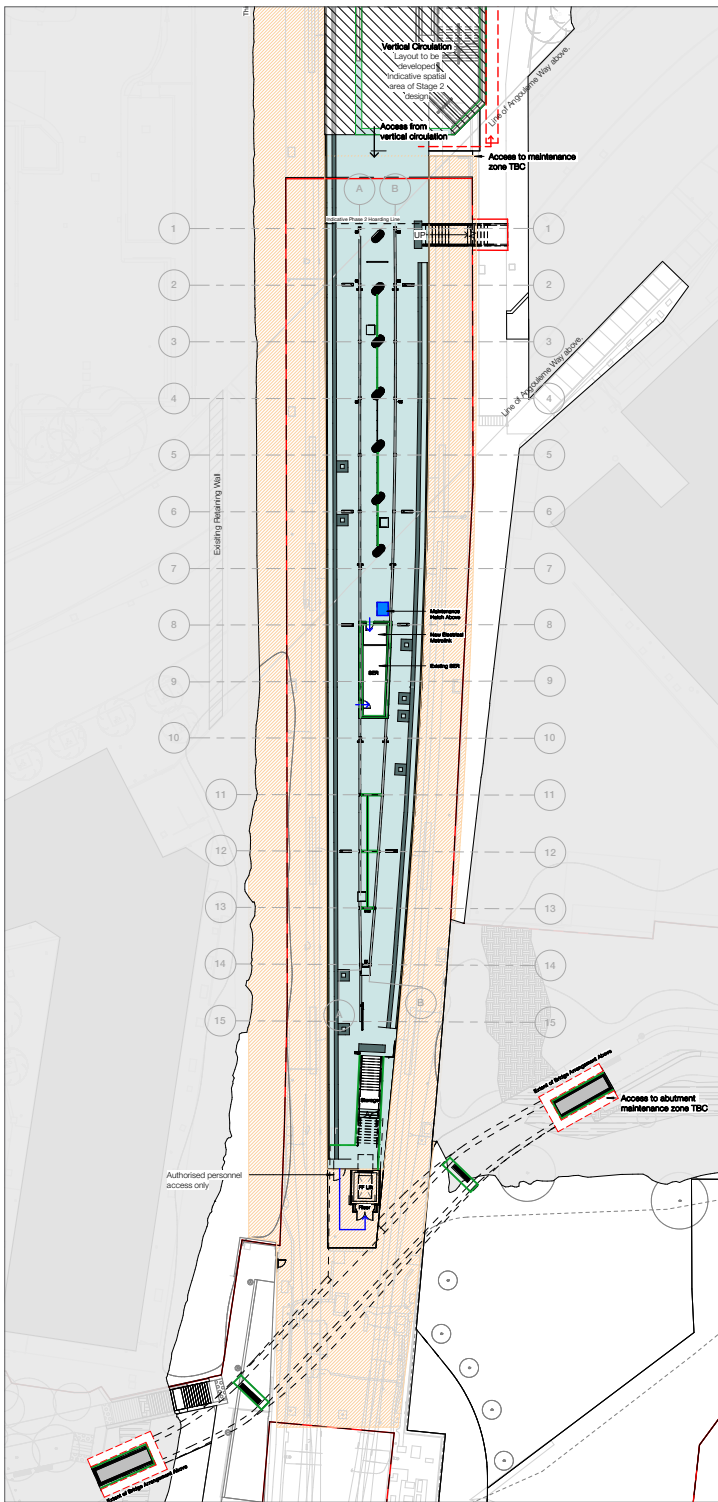
Key:

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

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

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

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



10 Access and maintenance

10.4 Crime Impact Statement

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

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

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

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

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

10.5 Lighting and CCTV

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

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

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

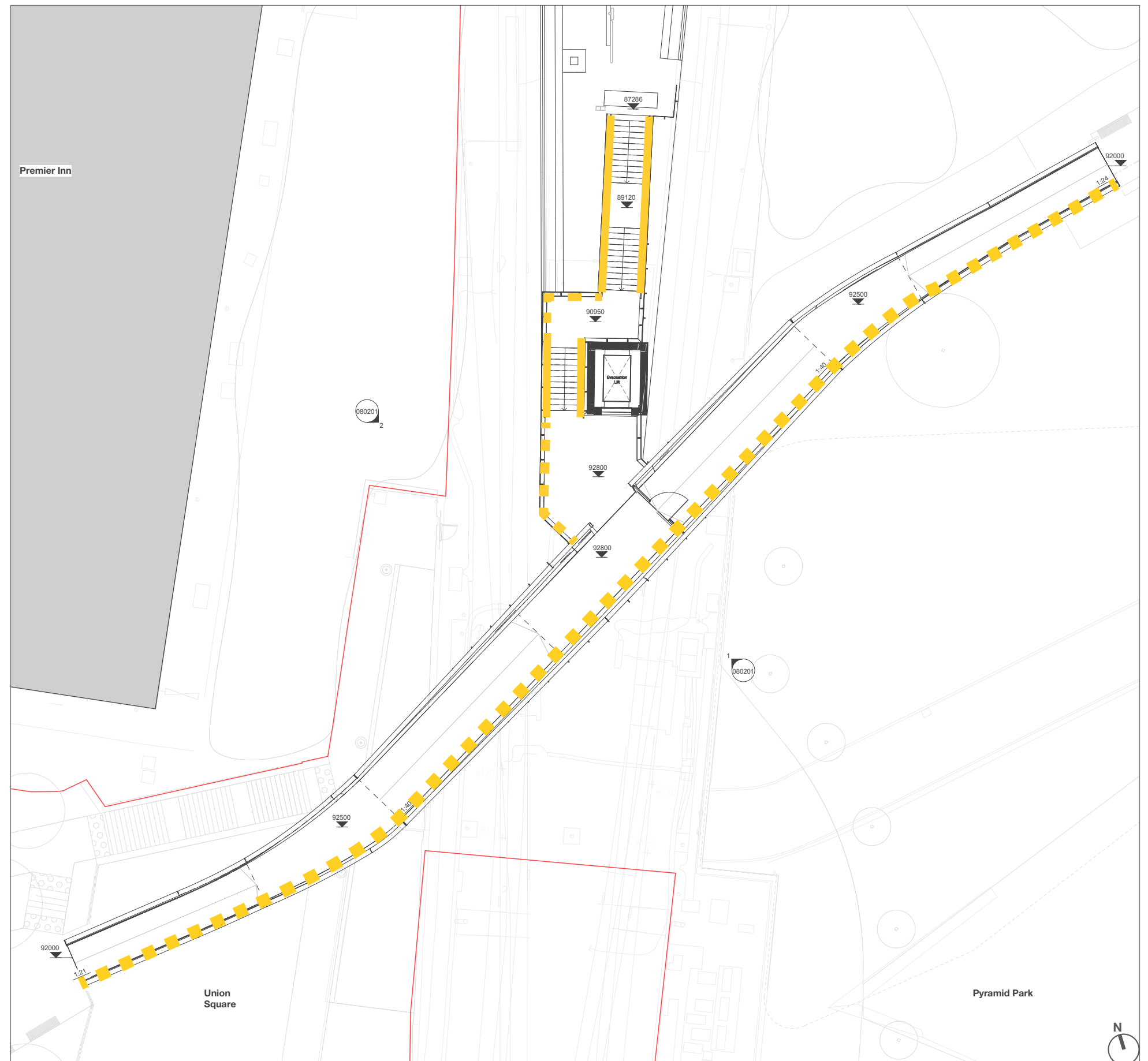
- Lighting Scheme Footbridge - Futureserv - 16012-FUT-BRY-XXX-D-BV-000011
- Lighting Scheme Pyramid Park - Futureserv - 16012-FUT-BRY-XXX-D-BV-000012
- External Works Plan - Oobe - 16012-OOB-ZZZ-ZZZ-D-LA-080003



Anti climb fixtures will be selected where appropriate

Key:

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



11 Conclusion

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

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

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

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

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

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

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

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



Illustrative aerial view from Union Square looking North

