

Bury Interchange

Phase 1 - Metrolink Access and Platform Improvement Works

Design & Access Statement



Transport for
Greater Manchester



GMCA

GREATER
MANCHESTER
COMBINED
AUTHORITY

Willmott Dixon

with

Hawkins\Brown

CBRE

Renaissance

OUBE

FutureServ

Illustrative aerial view from Union Square looking North



Contents

Note

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

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Document history

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P03	21.03.2025	Issued for review and comment
P04	26.03.2025	Issued for Planning
P05	27.03.25	Issued for Planning

Associated documents

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

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

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Drawing register

Project name:

Project number:

Document reference:

Reason for issue:

Revision:

Date:

Bury Interchange Residential

16012

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

Drawing Register - Planning Submission

P04

27/03/2025

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

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

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1.1

Introduction

Executive summary

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

Full planning application for the infill of the existing underpass, engineering works (including remediation works; foundation/piling works; and other associated engineering works) to recontour the land within Pyramid Park to tie into existing levels, the construction of a fully accessible pedestrian bridge structure (including alterations to Metrolink-related infrastructure) across the existing Metrolink line to allow access between Knowsley Place, the Metrolink platform (via lift and stairs) and Pyramid Park; improvements to the existing Metrolink platforms and canopies; construction of a new sloped footpath with stairs within Pyramid Park site from bridge; hard/soft landscaping; and associated drainage and lighting schemes.

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

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

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

Phase 1 - Metrolink Access and Platform Improvement Works

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

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

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

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

1.2

Client and consultant team

Client team

Client
Transport for Greater Manchester

Consultant team

Contractor
Willmott Dixon

Architect
Hawkins\Brown

Structural and Civil Engineer
Renaissance Associates

Landscape Architect
Oobe

Planning Consultant
CBRE

MEP engineer
FutureServ

Fire engineer
OFR

Access Consultant
IDACS

Light Rail (Metrolink) Consultant
Arcadis

Principal Designer
Project Four Construction Safety

Wind consultant
Windtech Consultants

Ecologist / BNG consultant
TEP

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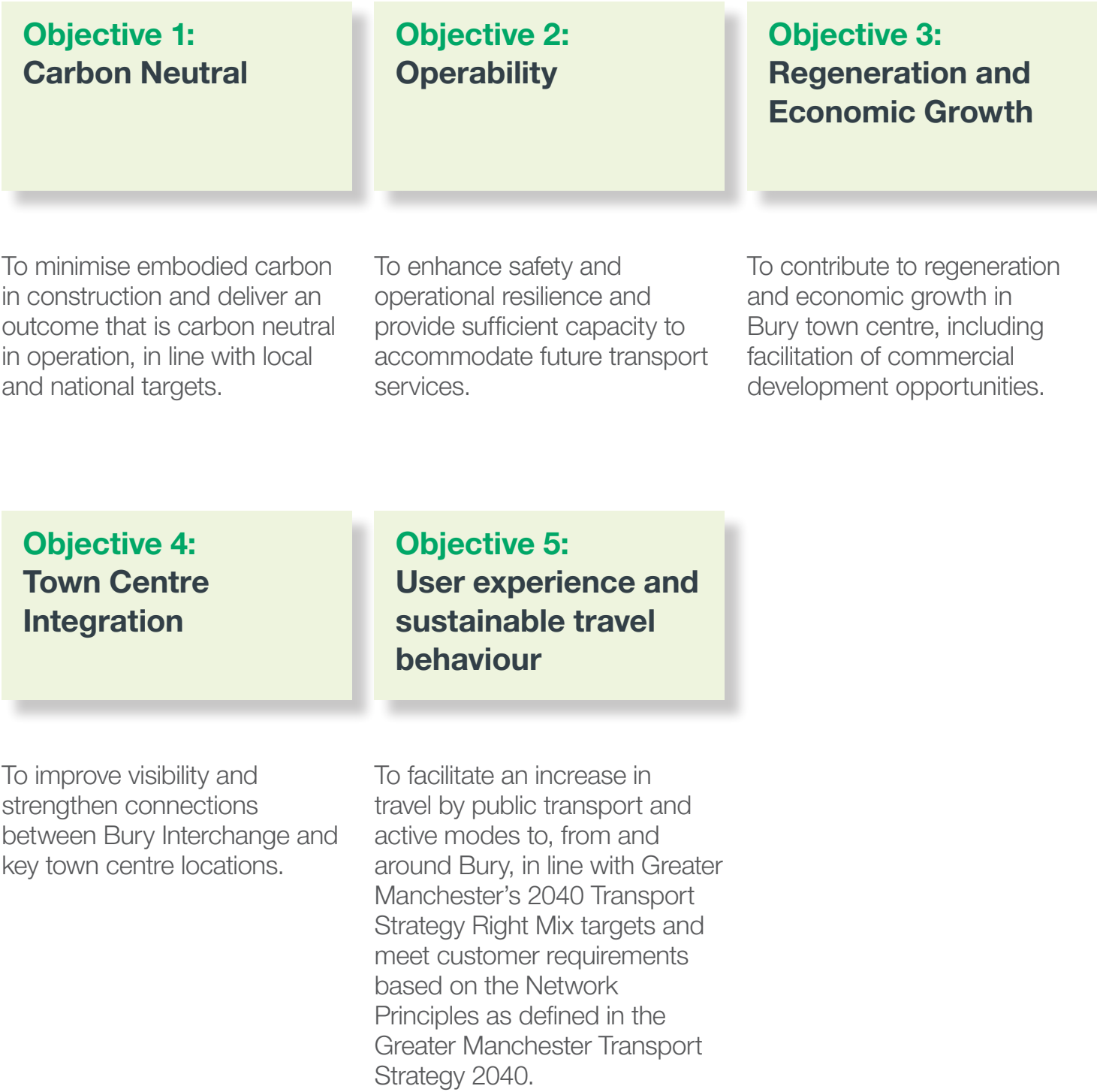
Introduction

1.3

Project brief and objectives

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

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



1 Introduction

1.4 Project design standards

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

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

TfGM Bury Interchange brief requirements

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

TfGM design guidance

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

Statutory requirements

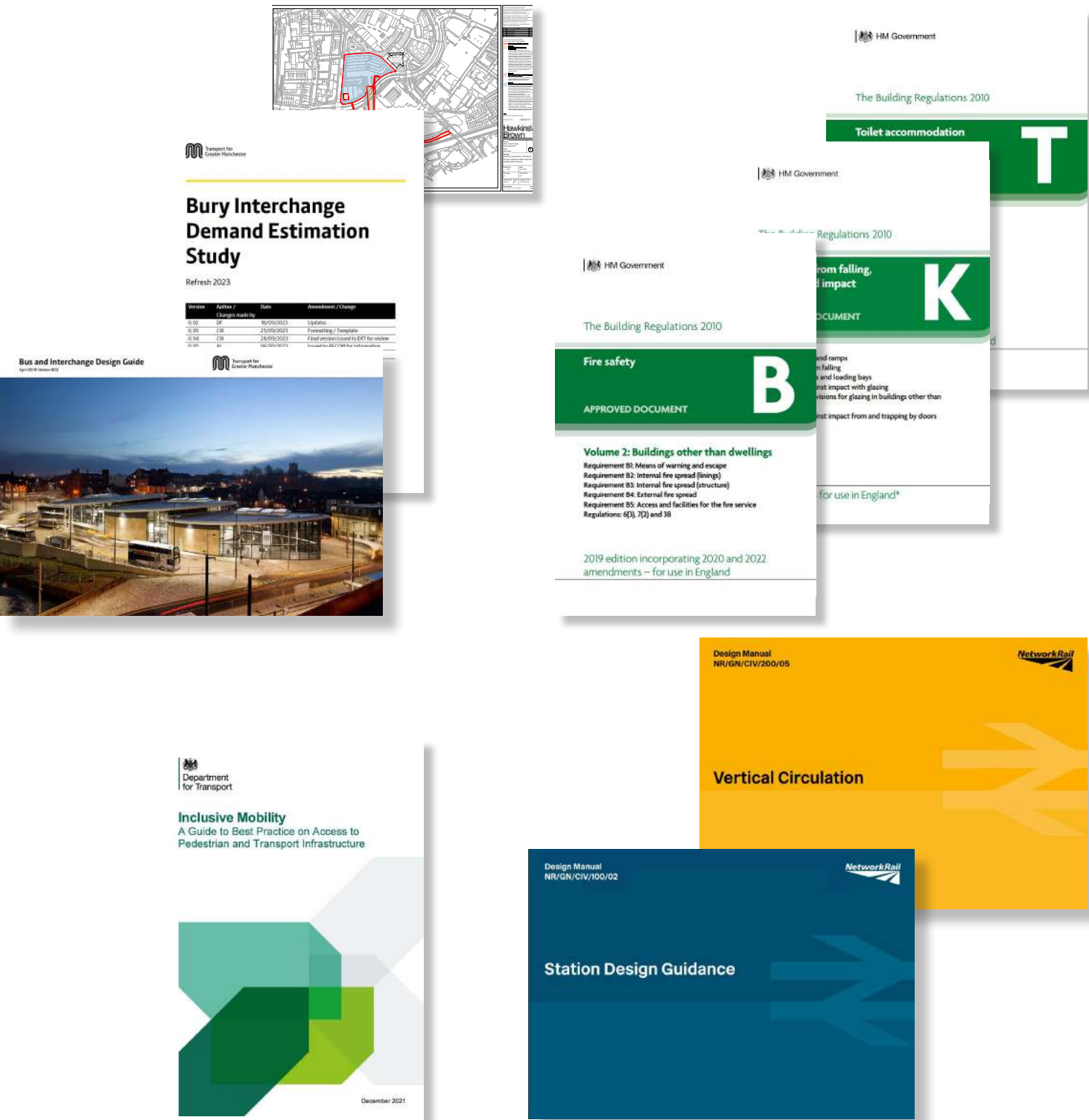
- Building Regulation Approved Documents

Industry standards and Guidance

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

Metrolink requirements for design and legislation

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



1 Introduction

1.5 Site boundary - All phases

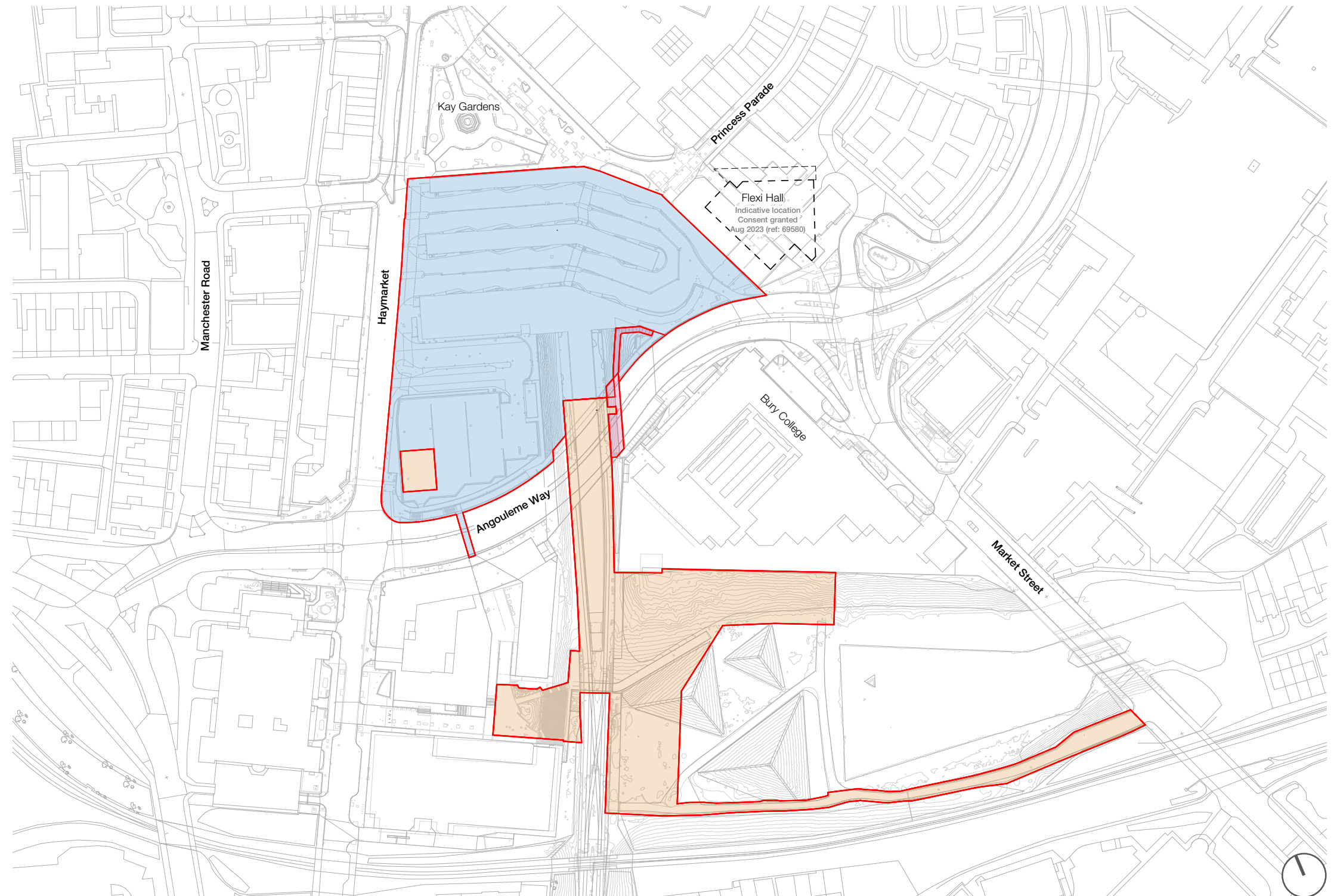
This planning application for the Southern Access is Phase 1 and is part of a wider strategic redevelopment of Bury Interchange.

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

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

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

- Site boundary line
- Phase 1**
Metrolink access and platform improvement works including northern temporary stair
- Phase 1 - Supplementary Application**
Temporary access/egress from Angouleme Way to North temporary stair
- Phase 2**
Main interchange and residential development

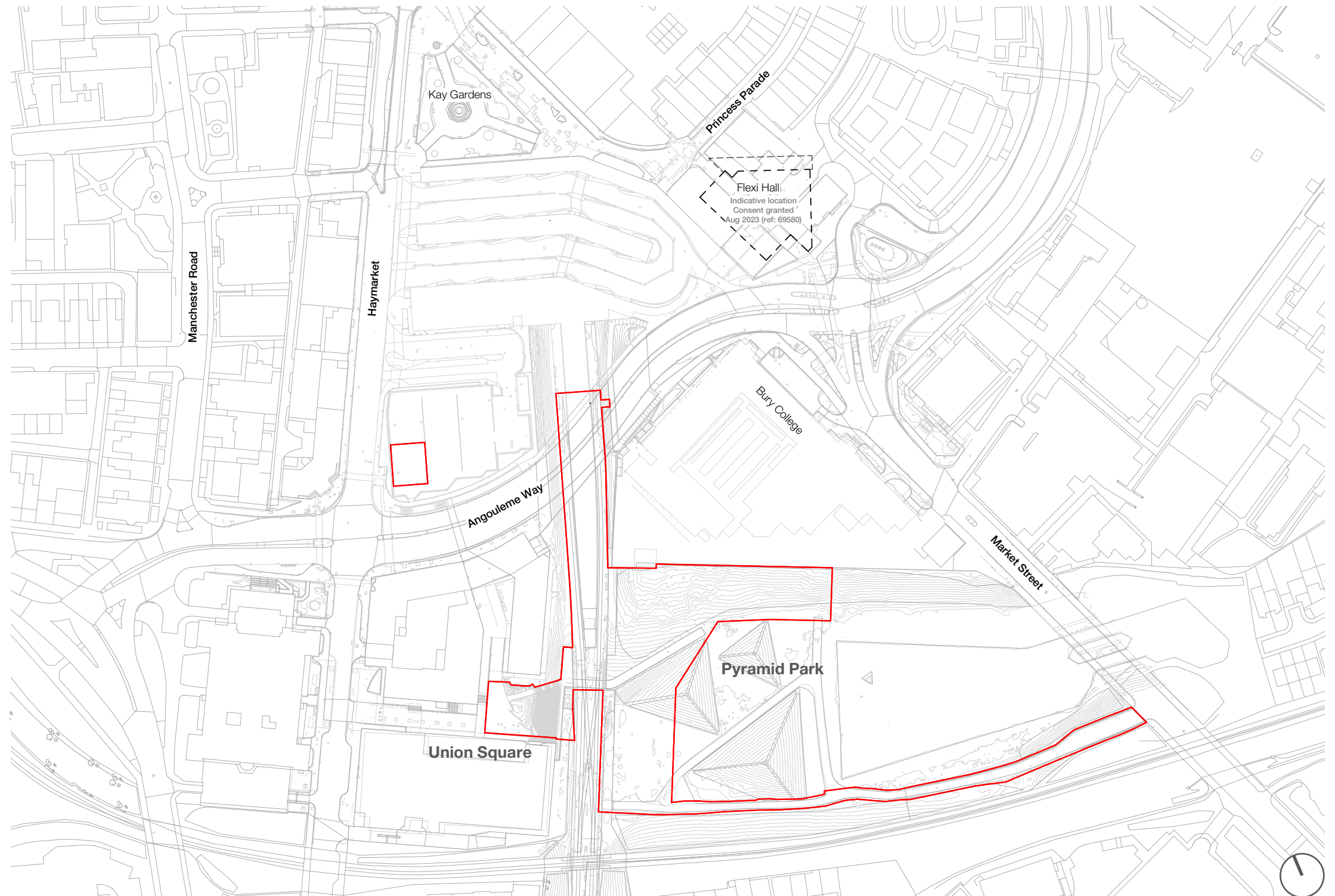


1 Introduction

1.6 Site boundary - Phase 1

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

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



— Site boundary line - Phase 1

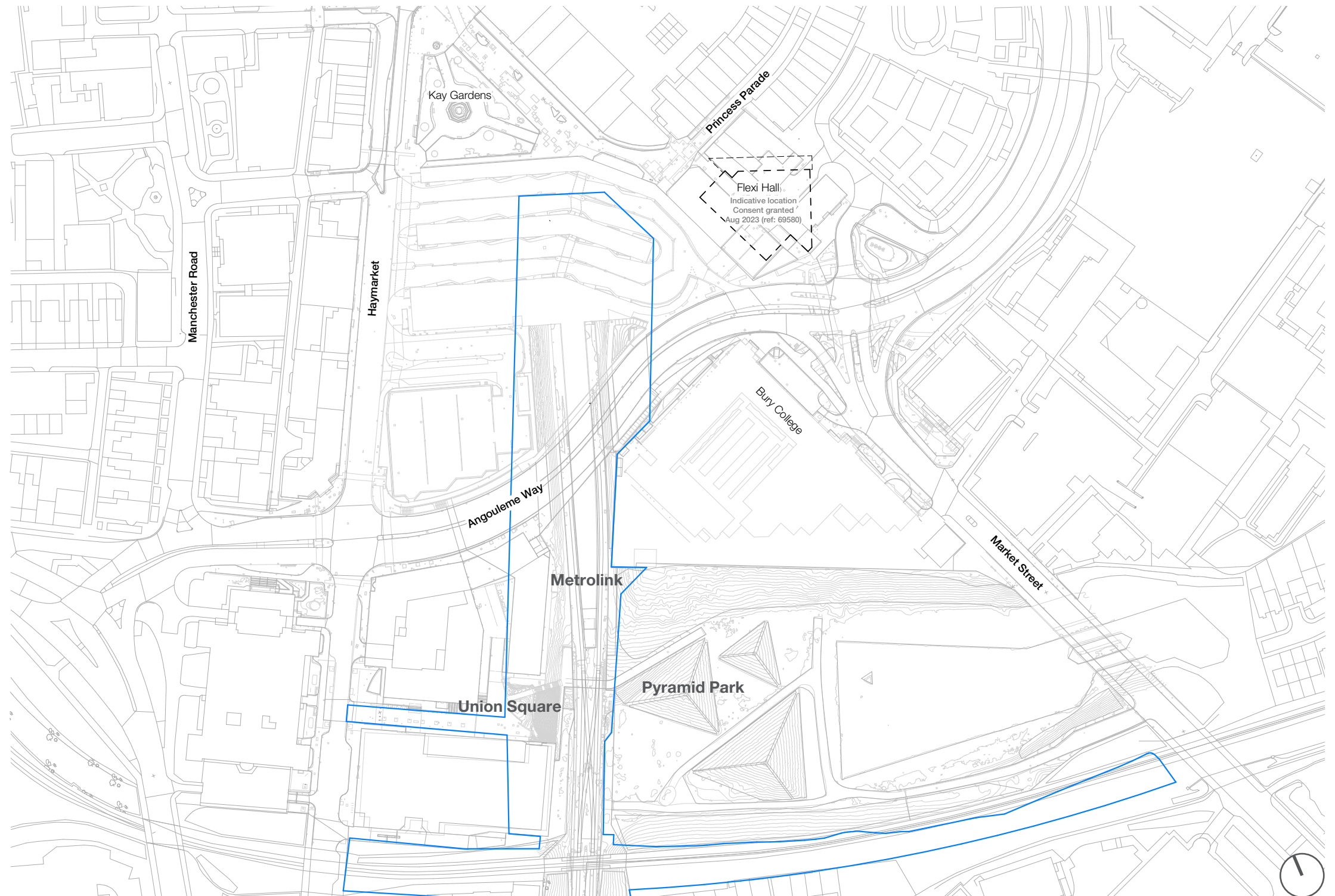
1 Introduction

1.7 Site boundary - Limits of deviation

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

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

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



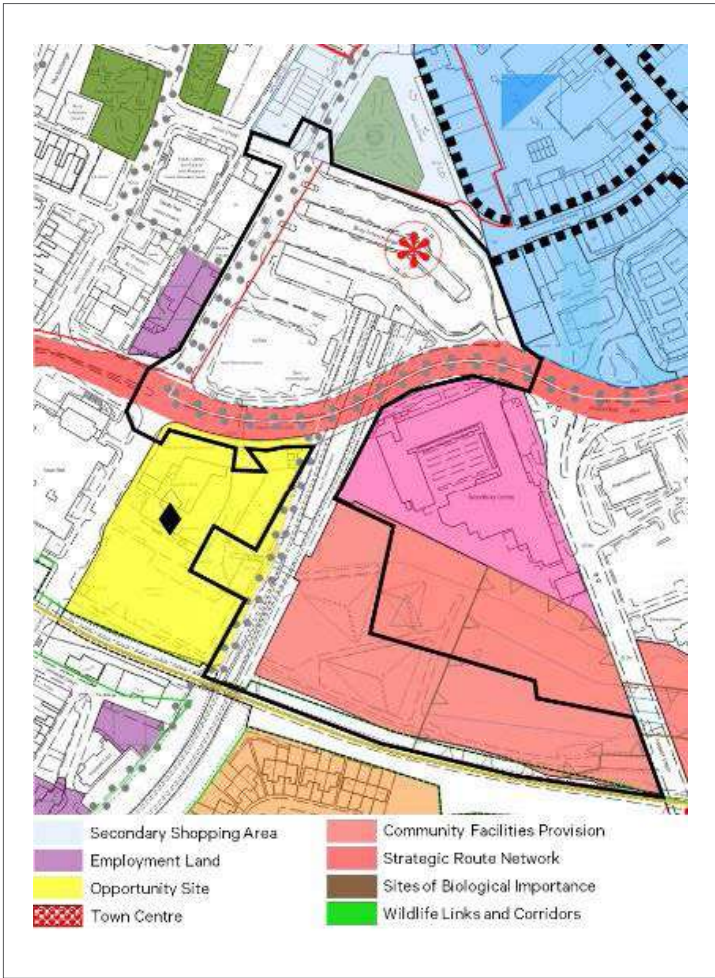
— Limits of Deviation boundary line

2

2.1

Planning context
Overview

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



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

– SPG3 – Planning Out Crime in New Development

– SPG16 – Design and Layout of New Development

– Chapter 8 (Promoting Healthy and Safe Communities)

– Chapter 12 (Achieving Well Designed Places)

2

Planning context

2.2

Relevant policies

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

Saved UDP Policies (adopted 1997, saved 2007

Policy EN1/2 - Townscape and Built Design:

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

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

The justification text details that:

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

Policy EN1/4 – Street Furniture:

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

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

Policy EN1/5 – Crime Prevention:

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

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

Policy HT3/4 – Schemes to Assist Metrolink:

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

Policy HT5 – Accessibility for those with Special Needs:

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

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

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

Policy HT6/1 – Pedestrian and Cyclist Movement:

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

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

Area BY4 - Manchester Road/Knowsley Street:

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

Area BY7 - Townside/Market Street:

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

2

Planning context

2.2

Relevant policies

PfE Policies (March 2024)

Policy JP-P1 – Sustainable Places:

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

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

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

- High quality landscaping with schemes.

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

Policy JP-G2 – Green Infrastructure Network:

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

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

Policy JP-G6 – Urban Green Space:

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

Policy JP-G7 – Trees and Woodland:

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

Policy JP-C5 – Streets for All:

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

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

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

2

Planning context

2.2

Relevant policies

Policy JP-C6 – Walking and Cycling:

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

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

Policy JP-C8 – Transport Requirements of New Development:

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

Connectivity and Permeability

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

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

Design

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

NPPF (December 2024)

Chapter 8: Promoting healthy and safe communities:

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

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

Chapter 12: Achieving Well-Designed Places:

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

2

Planning context

2.3

Pre-application consultation

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

1

Bury Interchange Pre-App

19.09.24

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

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

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

2

Southern Access Pre-App

14.03.25

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

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

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

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

Active Travel England consultation

13.03.25

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

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

1



2



3

The site and local context

3

The site and local context

3.1

Site overview

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

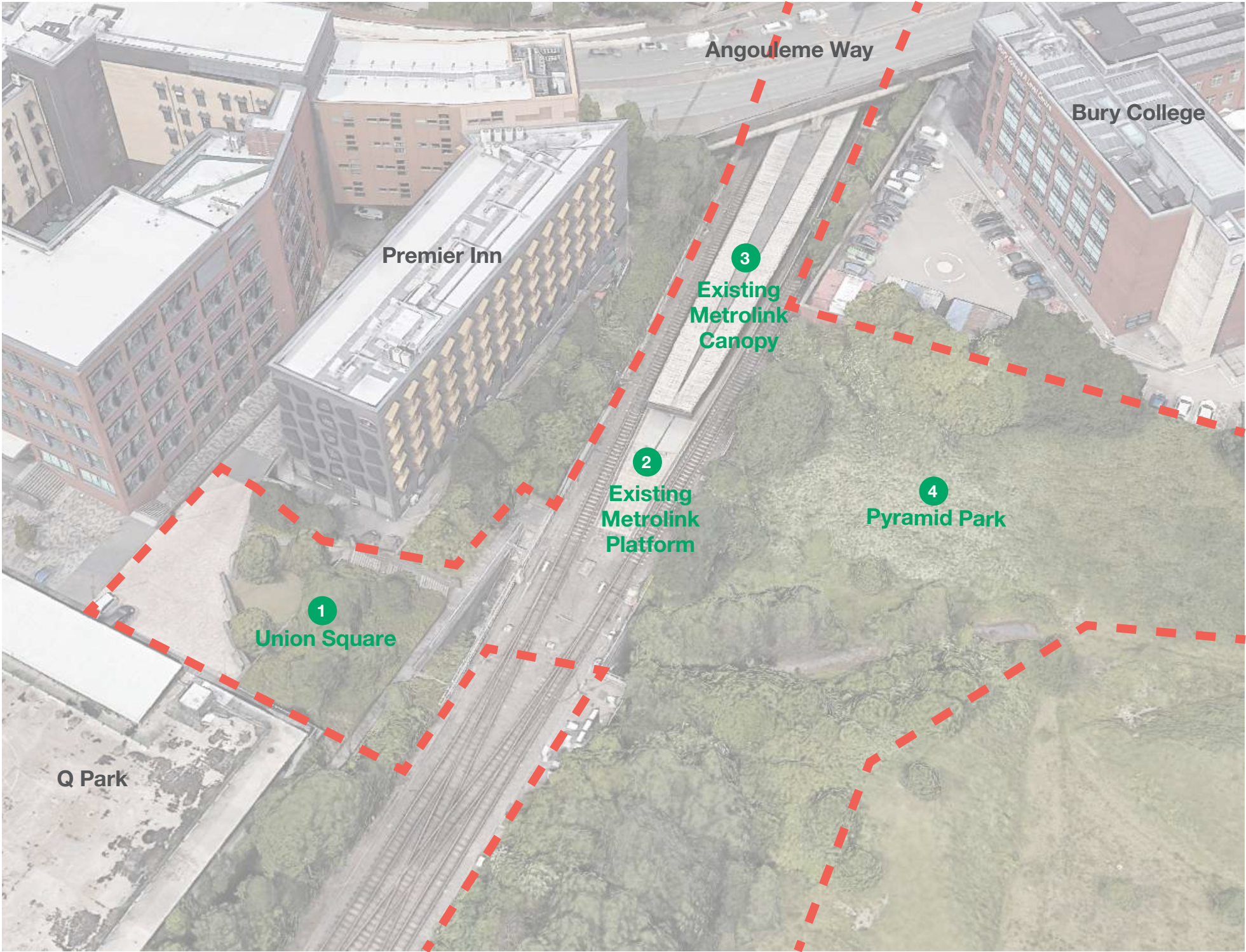
To the west of the site is the Townside development which includes Premier Inn, Bury Council offices and Q-Parks (sub-ground car park with future development opportunity).

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

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

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

- 1
- Union Square
- 2
- Existing Metrolink Platform
- 3
- Existing Metrolink Canopy
- 4
- Pyramid Park



3

The site and local context

3.2

Site analysis - Uses

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

Key

Phase 1 boundary line

Retail

Residential

Education

Civic Buildings

Museums

Religious Buildings

Hotel

Offices

Transport



3

The site and local context

3.3

Site analysis - Movement

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

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

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

Key

Phase 1 boundary line

Key pedestrian routes / links

Cycle routes

Potential future cycle link

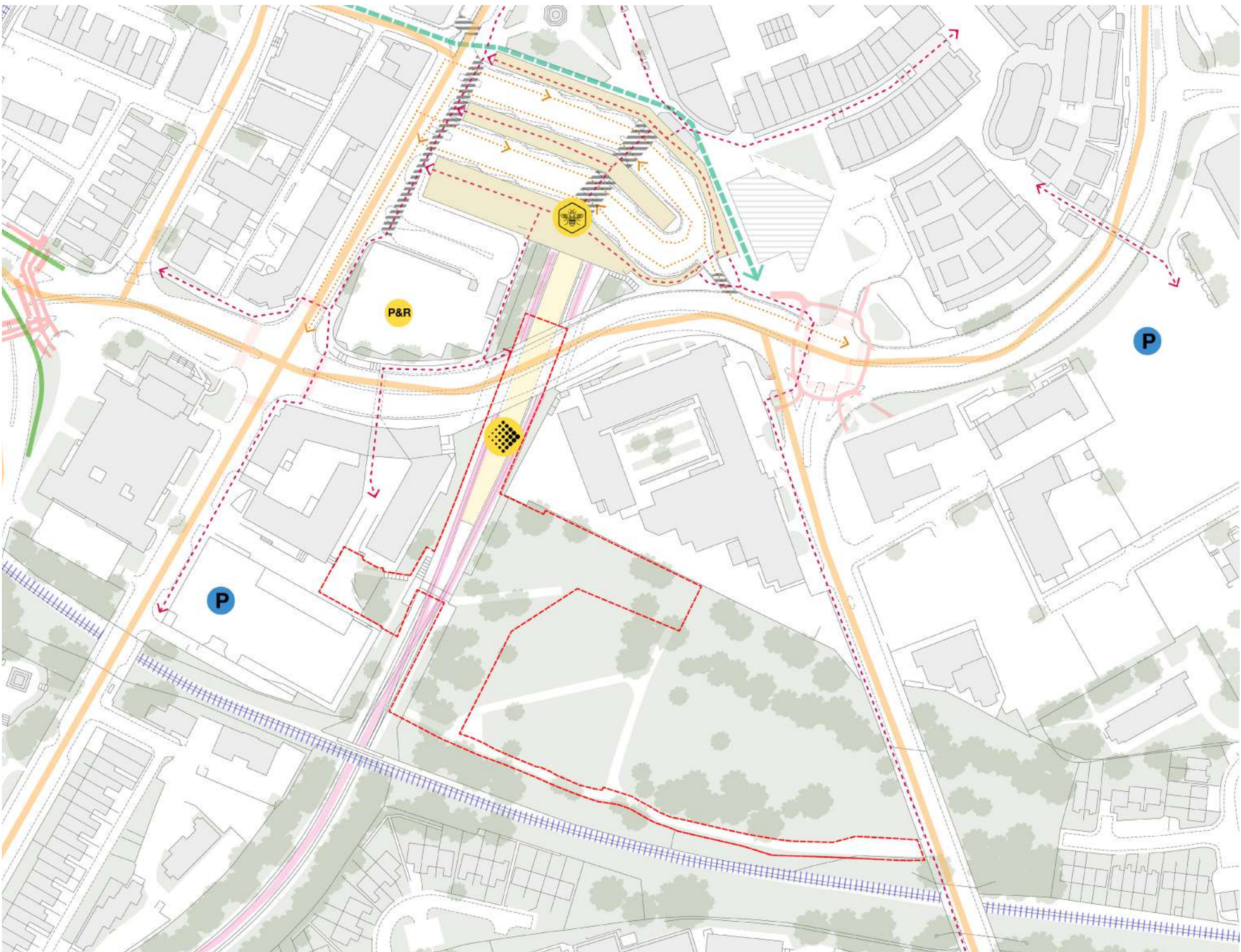
Bus routes

Bus movements within bus bays

Tram corridor

Tram stop platforms

Heritage Rail corridor (East Lancashire Railway)



3

The site and local context

3.4

Site analysis - Opportunities and constraints

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

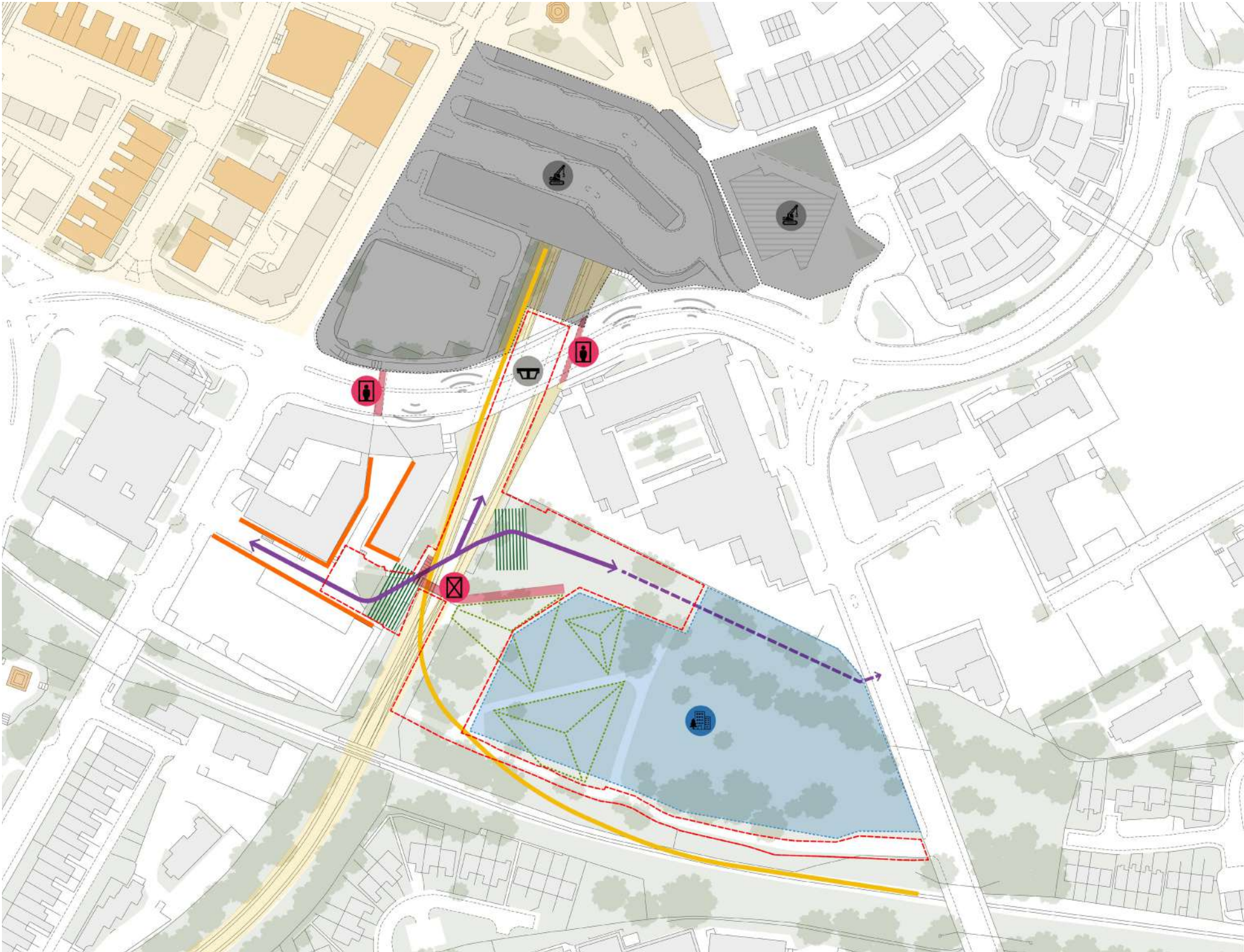
Additionally there are a number of emerging / future development occurring in the context of Phase 1, these include:

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

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

Key

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



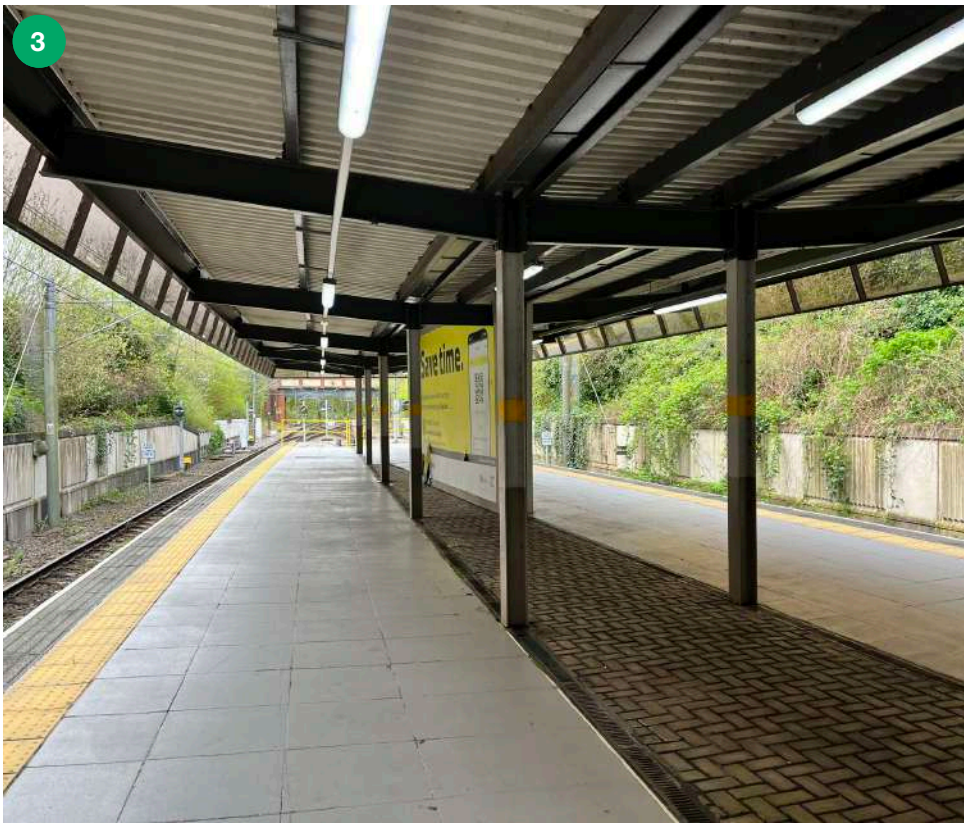
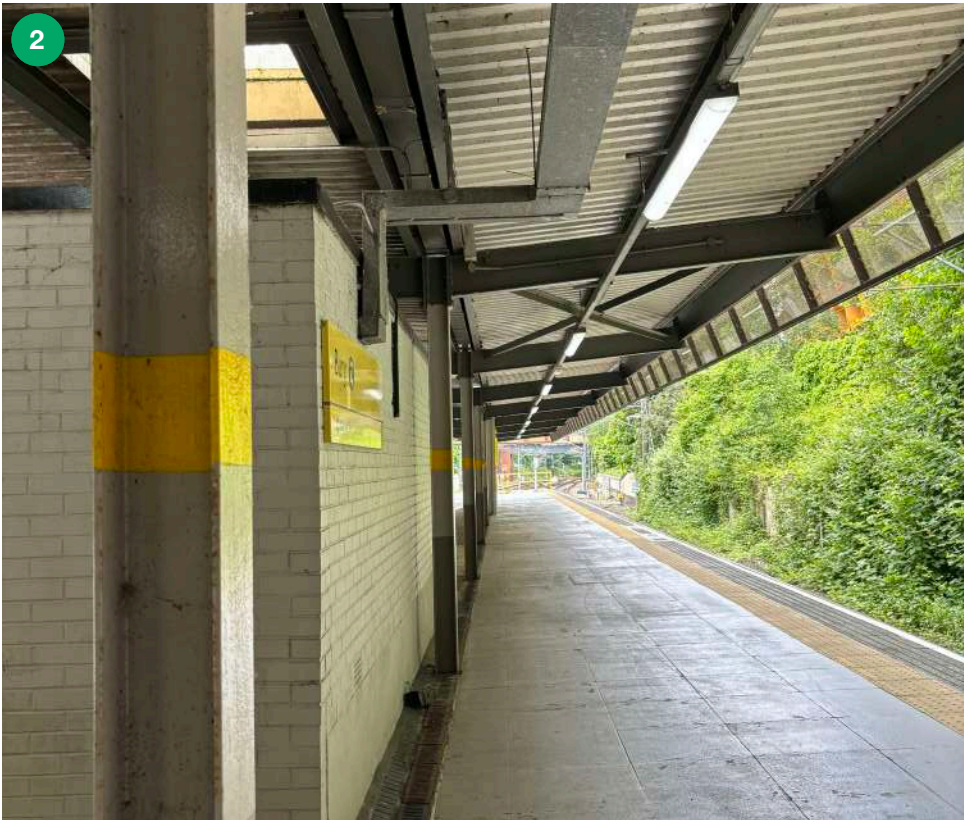
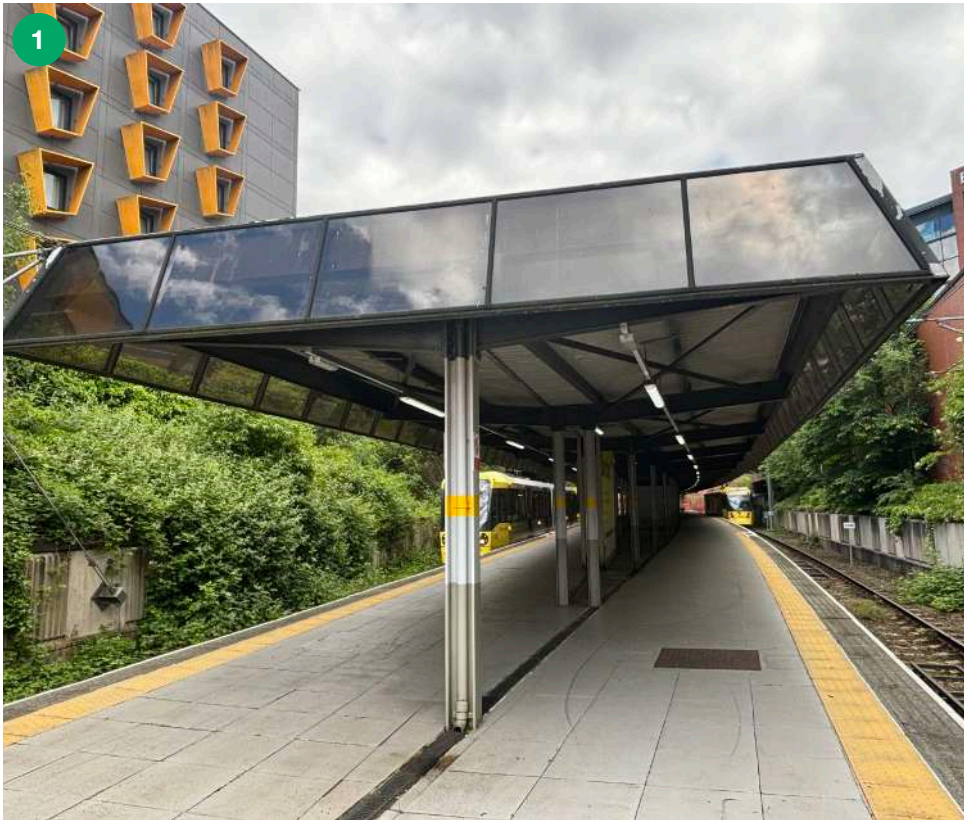
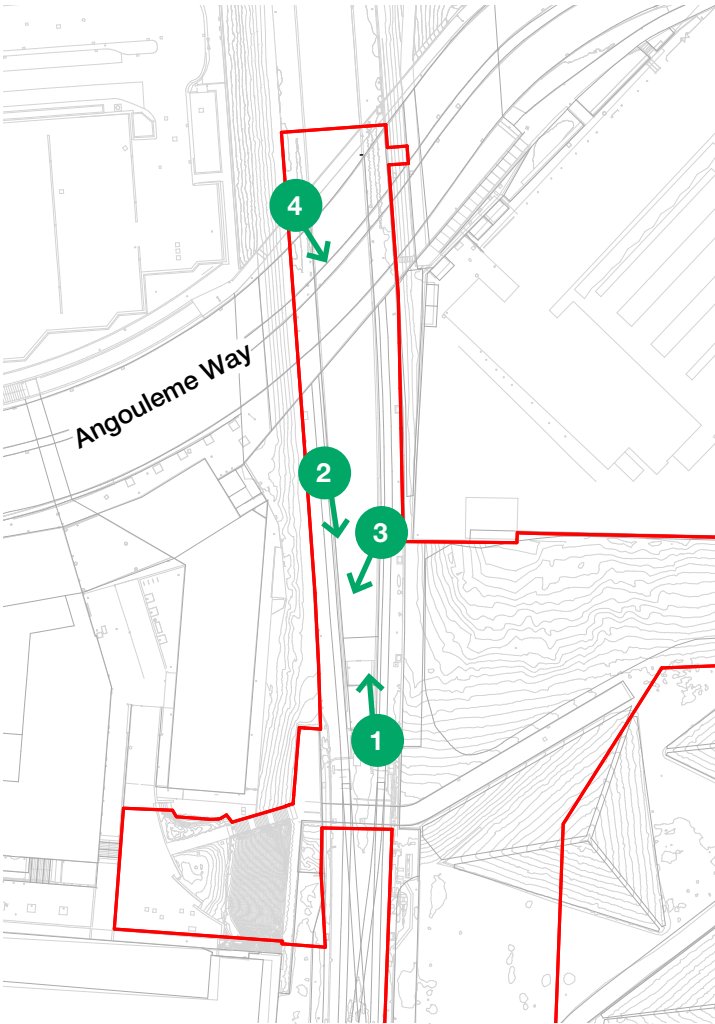
3

The site and local context

3.5

Site photographs - Existing platform canopy

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



3

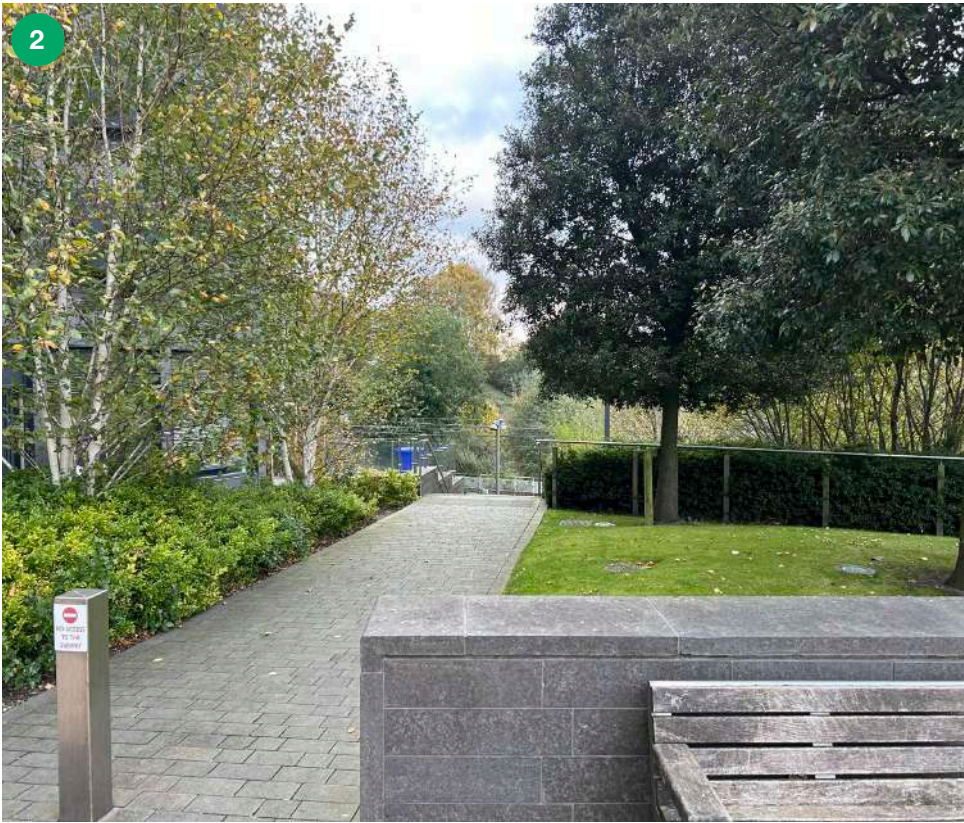
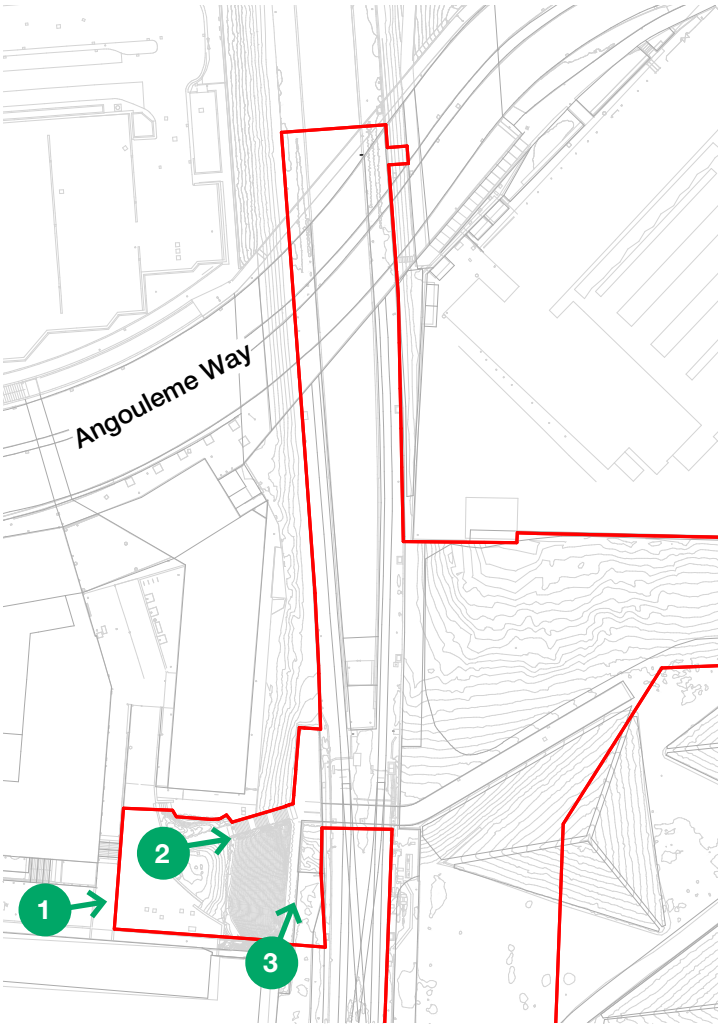
The site and local context

3.6

Site photographs - Union Square

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

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



3

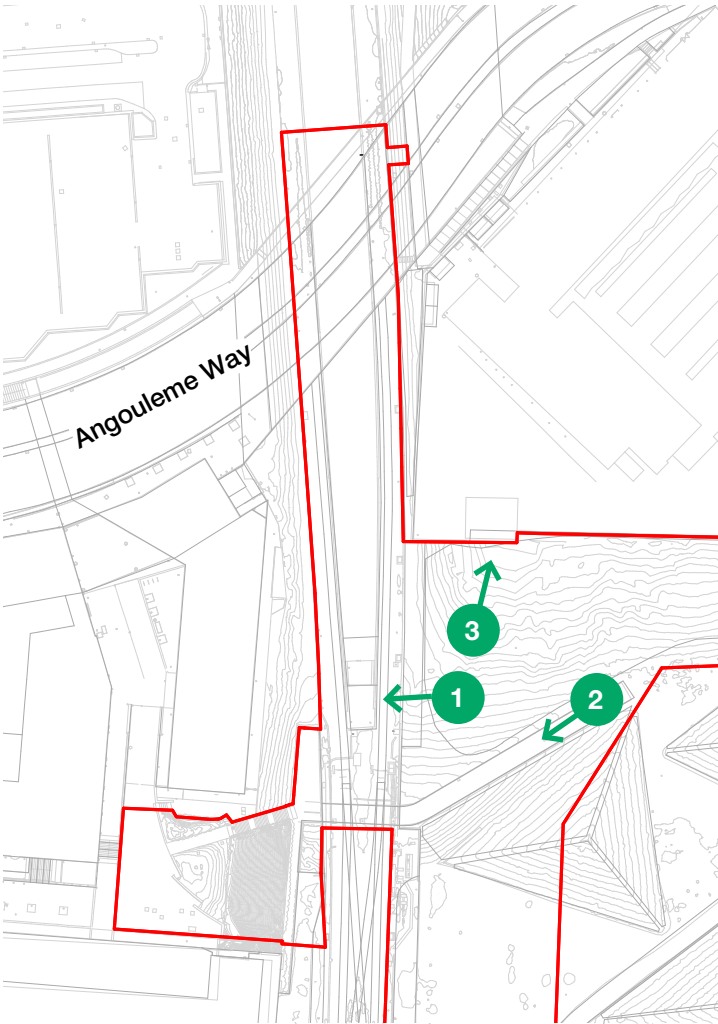
The site and local context

3.7

Site photographs - Pyramid Park

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

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

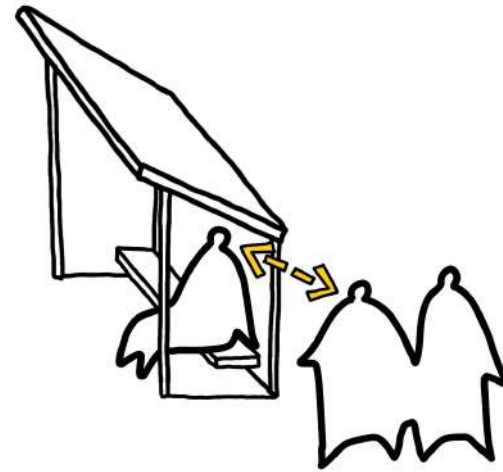


4 **Design principles - Platform and canopy**

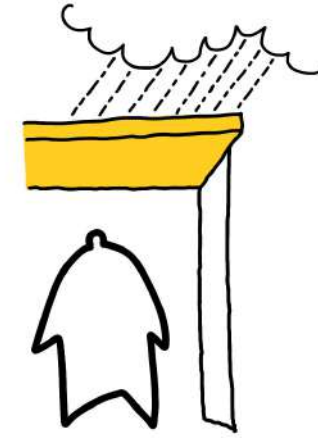
4 Design principles - Platform and canopy

4.1 Design drivers

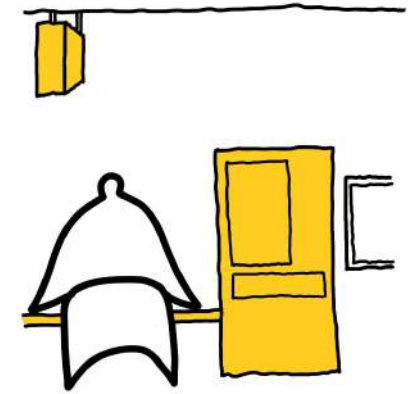
The adjacent key principles have been established to drive the design principles and key requirements of the platform canopy structures. These have been embedded in TfGM's outline business case to compliment the overall project objectives



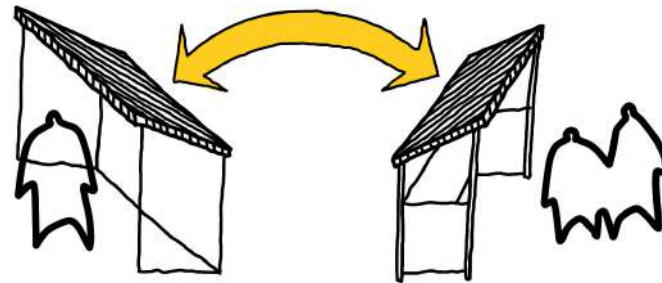
Create a safe waiting environment for passengers by opening up visual connections to encourage passive surveillance



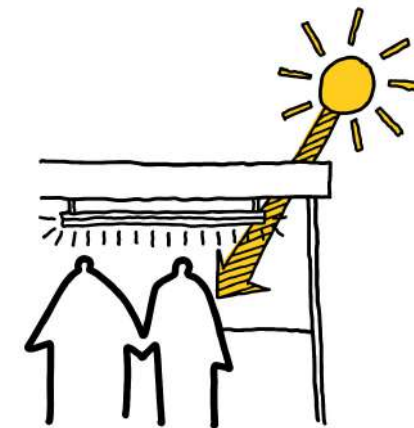
Canopies provide weather protection to passengers



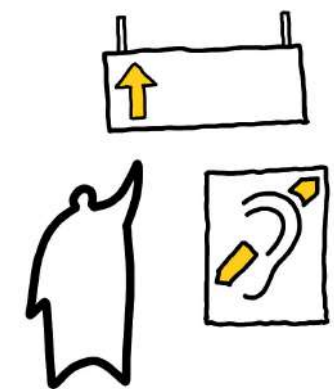
Coordinate and integrate platform equipment into the canopy to reduce clutter



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



Maximise natural daylight and ensure sufficient night time lighting is provided



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

4 Design principles - Platform and canopy

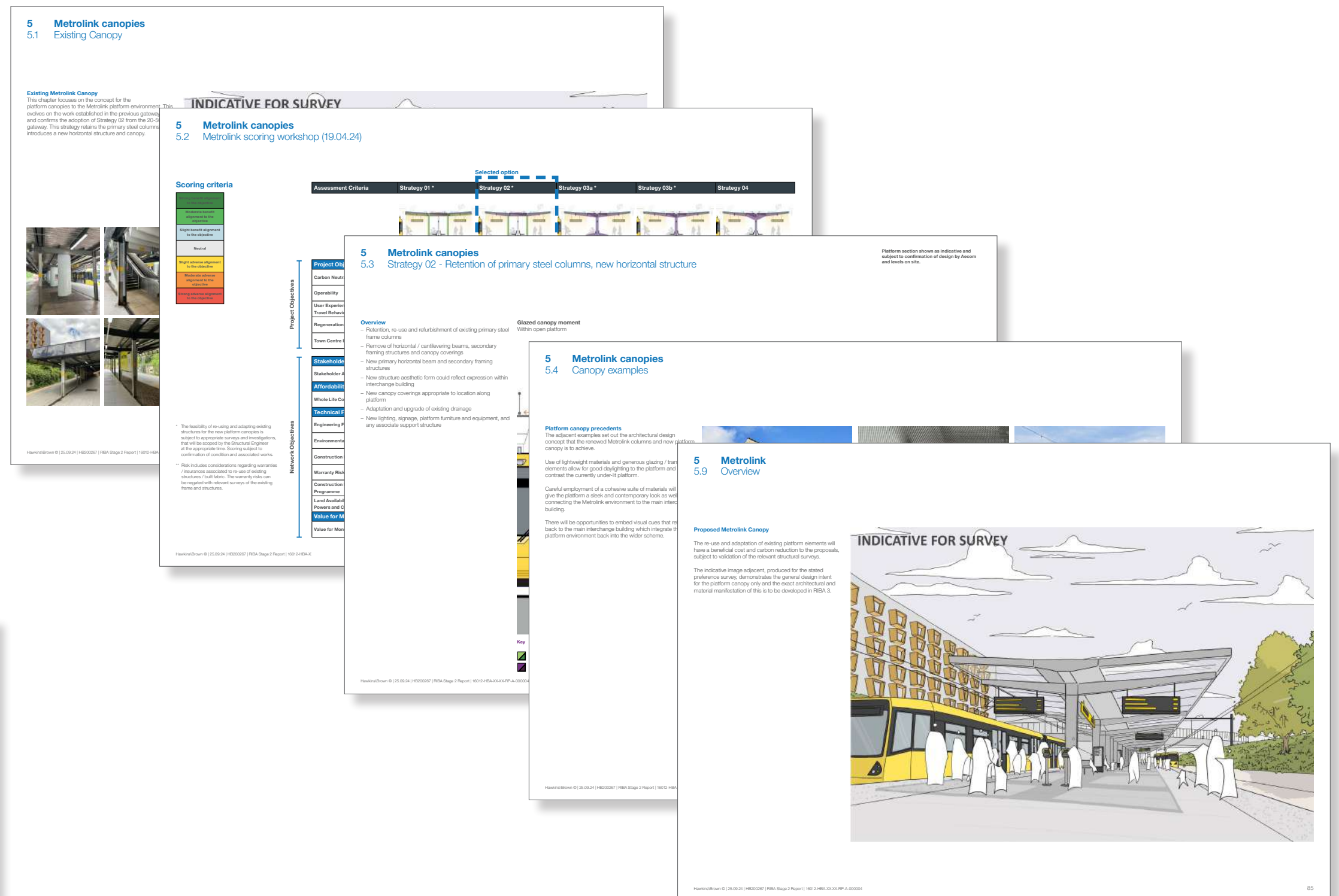
4.2 Existing examples across the Metrolink network

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



4

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



4 Design principles - Platform and canopy

4.4 Design principles

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

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

