Ward: Bury East

Item 02

Applicant: Transport for Greater Manchester (TfGM)

Location: Bury Interchange and land bounded by Pyramid Park/East Lancashire railway line, Knowsley Place/Duke Street, Bury, BL9 0EJ

Proposal: 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.

Application Ref: 71834/Full **Target Date:** 08/07/2025

Recommendation: Approve with Conditions

Description
The application relates to the Metrolink tram station and associated land.

The application site comprises approximately 1.03 ha of an irregular land form which has a boundary with Pyramid Park and Market Street to the east, East Lances railway to the south, The Premier Inn, Knowsley Place and Q Park to the west, and Angouleme Way and Bury Interchange to the north.

The application site includes the Metrolink platform and railway infrastructure, part of Pyramid Park, an area of public realm at Union Square off Duke Street, existing pedestrian subway below the Metrolink track and a track across Pyramid Park to Market Street.

This application seeks full planning permission for a southern access which involves the construction of a footbridge with associated works to facilitate access to the Metrolink tram station at Bury from Union Square (off Knowsley Street). The application is Phase 1 of part of a wider strategic redevelopment of Bury Interchange.

The application comprises two main elements -
- 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

Associated works comprise -
- construction of a new sloped footpath with stairs within Pyramid Park site from bridge
- 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
- hard/soft landscaping
- associated drainage and lighting schemes.

Two applications, one for a temporary access staircase between Angouleme Way underpass and the Metrolink platform (ref 72017) and a temporary site compound to serve the proposed development and future redevelopment of the Bury Interchange (ref 72044) have been submitted separately.

Relevant Planning History
70903 -Land remediation works, construction of vehicular access road and footway from Market Street with associated infrastructure and structural works - Approved 19/12/25

Publicity
Letters sent to 20 nearby properties on 11/4/25.
Site notice posted 25/4/25
Press advert 17/4/25

One comment received from an interested party in relation to the development at Pyramid Park.
Ecology / BNG
Need to ensure that the BNG strategies run independently and therefore support GMEU's comments that a clear delineation needs to be made between the BNG strategies for Pyramid Park and the TfGM scheme and so the report needs to be updated to reflect that.

Design and Access Statement
A potential pedestrian route to Market Street is shown running along northern boundary of Pyramid Park site. Consider that it would be more appropriate for access to Market Street to be through the Pyramid Park site and up the existing ramp route. The Pyramid Park Habitat Management and Monitoring plan has been submitted for consideration in order to verify the BNG strategy and this area is proposed for new planting and enhancement so should not allow any public access.

General point
There is an absence of images of views of the ramp / stairs that terminate in Pyramid Park, when viewed from Pyramid Park. Important to consider the interface between the two, albeit there is no approved residential scheme on Pyramid Park and so this strictly cannot be a material consideration in respect of the TfGM application. However, it is important to understand potential impacts on any future scheme at Pyramid Park.

The interested party has been informed of the Planning Control Committee meeting.

Statutory/Non-Statutory Consultations
Traffic Section - No objection subject to conditions
Borough Engineer - Drainage Section -No response received
Environmental Health - Contaminated Land - No objection subject to condition.
Environmental Health - Pollution Control - No objection subject to a condition.
Public Rights of Way Officer - No objection
Property & Technical Services - Estates Consultancy - No response received.
Greater Manchester Police - designforsecurity - No objection
United Utilities (Water and waste) - Require conditions for the submission of a drainage scheme and details of the means of ensuring the water main that is laid within the site boundary is protected from damage as a result of the development.
The Coal Authority - No objection
Greater Manchester Ecology Unit - No objection subject to condition.
Active Travel England - No comments to make
Metrolink - No objection in principle. Recommend conditions.

Pre-start Conditions - Applicant/Agent has agreed with pre-start conditions

Development Plan and Policies

NPPF	National Planning Policy Framework
EN1/2	Townscape and Built Design
EN1/5	Crime Prevention
EN1/7	Throughroutes and Gateways
EN2/1	Character of Conservation Areas
EN2/2	Conservation Area Control
EN2/3	Listed Buildings
EN7/2	Noise Pollution
RT4/3	Visitor Accommodation
CF2/1	Bury College
HT2/1	The Strategic Route Network
HT2/4	Car Parking and New Development
HT3/1	Schemes to Assist Bus Movement
HT3/2	Bus Services
HT3/3	Design of Roads for Bus Routes
HT5/1	Access For Those with Special Needs
HT6/1	Pedestrian and Cyclist Movement
HT6/3	Cycle Routes
Area BY6	Central Shopping Area
Area BY4	Manchester Road/Knowsley Street
Area BY7	Townside/Market Street
JP-Strat12	Main Town Centres
JP-P1	Sustainable Places
JP-P6	Health
JP-J1	Supporting Long-Term Economic Growth
JP-C1	Our Integrated Network
JP-C2	Digital Connectivity
JP-C3	Our Public Transport
JP-C5	Streets For All
JP-C6	Walking and Cycling
JP-C8	Transport Requirements of New Development
JP-S2	Carbon and Energy
JP-S3	Heat and Energy Networks
JP-S5	Clean Air
JP-S6	Resource Efficiency
JP-G2	Green Infrastructure Network
JP-G8	A Net Enhancement of Biodiversity and Geodiversity

Issues and Analysis

The following report includes analysis of the merits of the application against the relevant policies of both the National Planning Policy Framework (NPPF), the adopted Places for Everyone Joint Development Plan Document (PfE) and the saved policies within the adopted Bury Unitary Development Plan (UDP), together with other relevant material planning considerations.

The policies of the UDP that have been used to assess this application are considered to be in accordance with the NPPF and as such are material planning considerations. For

simplicity, just the UDP and PfE Policies will be referred to in the report, unless there is a particular matter to highlight arising from the NPPF where it would otherwise be specifically mentioned.

Principles and background and application development

The proposed bridge access and platform improvement works would be the first stage of a phased redevelopment of the Bury Interchange facility.

The Metrolink currently experiences poor connectivity and particularly from the south of the town. Direct connectivity from Union Square had been incorporated into the layout around Knowsley Place but the solution envisaged that the time of implementing the Knowsley place scheme sought to provide an at-grade crossing. This was always difficult to achieve given the difficult alignment of the Metrolink line and line of sight on running into the station itself.

The construction of the access bridge would provide an alternative access with a new pedestrian route from Union Square to the west and Pyramid Park to the east. The new access would also enable the Metrolink to continue its operations whilst works are carried out to the second phase of development which would comprise the redevelopment of the Bus Interchange which is a key strategic aim of Transport for Greater Manchester (TfGM).

The proposed new access scheme aims to improve connectivity and facilitate increased travel by public transport as well as contributing to the future regeneration of the town centre and associated developments by providing;

- a direct pedestrian route from the south to the Metrolink platform. The access to the platform would be via a ramp and lift. There is currently no direct access to the Metrolink platforms from the south with users having to cross several junctions and main roads. The development would improve this situation.
- a new pedestrian link between Union Square and Pyramid Park which would replace the subway link which runs under the Metrolink and which has been fenced off for circa 14 years, being the subject of constant flooding. The subway route is not a welcoming access or path, feeling contained and foreboding and is generally a poor environment. The proposed footbridge aims to provide direct access and connections, whilst at the same time providing an open, pleasant and secure route for pedestrians and user of the Metrolink.
- a link and connection to a future residential scheme at Pyramid Park and access to Market Street beyond.
- a continued service and access to the platform during the construction phase which would be the subject of a separate planning application.

It is therefore considered that the proposed development would offer a number of benefits, not only to uses of the Metrolink station but by connecting and integrating areas of the town to aid permeability to and from the town centre and connecting areas earmarked or on the process of future regeneration.

The proposed development is therefore considered acceptable in principle and would comply with the principles of the Places for Everyone Joint Development Plan, Unitary Development Plan and the NPPF.

Bridge

The siting and design of the bridge has been driven by a number of factors, principally to improve connectivity and permeability from the south and between Union Square and Pyramid Park, strengthen connections to the town centre and improve the experience of

Metrolink customers. The challenge to achieve this has been to balance the delivery of a well designed and attractive feature to provide a safe, secure, functional and usable piece of infrastructure that will stand the test of time whilst at the same time meeting all technical and construction standards (to avoid the overhead cabling and other such infrastructure) and minimising the impact on Metrolink operations during construction.
The test has also been how to integrate the bridge within Pyramid Park to provide a level landing point, which is challenged by its undulating topography and which is currently being remediated for a future redevelopment.

Siting and layout
The design process has resulted in a solution to work with the existing levels from Union Square, with the bridge extending over the Metrolink platform and track to land at a similar height at Pyramid Park with an approx 800mm rise and fall along the length of the bridge. Whilst landing at a similar level at Pyramid Park, the topography is such that there is a difference in landform and therefore the proposal involves some engineering works to recontour this part of the Pyramid Park site and incorporate a ramped access with handrails that would exit from the bridge to provide a switchback route and graded descent to ground level to comply with accessibility standards.

Until Pyramid Park has been fully developed, access from the bridge to the park would be gated, becoming fully open once the site has been developed.

Access from the Metrolink platform to the bridge would be from a lift shaft which would be located to the south of the platform and an alternative stair access connecting to the eastern side of the platform. Both the lift and stairs would lead to an open landing area that would link to the bridge and which would provide a waiting area with bench seating for passengers. The nature of this design would be such that the platform's useable space would be increased southwards thus benefiting users of the platform.

Design
Integral to the design of the bridge is the safety of future users, adequate sightlines and natural surveillance being of paramount importance together with incorporating a robust, convenient and functional yet attractive route to the Metrolink platform. Structural and construction logistics have also played a large part in designing out the bridge and its features.

The bridge was originally developed at 2m wide but is now proposed to be 3m in width to provide users with more spacious movement, improved visual sight lines and facilitate access for both wheelchair and mobility scooter users.
Featured columns would support the bridge at either end and intermittent profiled 'U' sections along the bridge would maintain its structural integrity.

In terms of its appearance the aspiration was to develop a structure which was not only robust but a sculptured feature of the area with the intention to blend with both the urban and rural setting.
The bridge would be constructed from weathered steel sheeting, a material which has a warm and 'natural' tone and weathers well. The maximum height of the sides of the bridge would be 3m, the lower panels up to 1.5m would have solid panels with the upper part a perforated weathered steel plate finish for permeability and openness so that users would not feel contained or constrained.
Anti graffiti coating paint would be applied to the inside face of the bridge.

A single panel wide opening from the bridge to the platform would serve the lift and stairs flanked by perforated panels either side, to again provide that sense of openness and permeability.

Visual sight lines would be maintained along the full length of the bridge and lighting and CCTV would be provided across the bridge and at its access and egress points.

The lift shaft would be constructed of lightweight metal cladding with perforated panels to the upper part to maintain a visual outlook and similarly so for the staircase balustrades to maintain sight lines to and from the bridge.

Metrolink platform
The works to the platform would comprise alterations to the canopy, combining solid cladding with glazed sections along the length. The solid sections would be to the northern area of the platform where the canopy extends below Angouleme Way as this area is less open to natural light and difficult to keep clean whereas at the southern end of the platform which is more open, glazing sections would be incorporated to provide a lighter and more open feeling.
Part of the canopy width would be reduced to form a "winged' roof, which again would open up the area whilst still providing shelter.
Tactile paving and paving flags would form the surface and platform markings would be upgraded to be functional without adding clutter and confusion.

Overall, the works would provide a legible and more welcoming space and by consolidating areas of the platform and introducing new furniture and signage, the overall experience and usability of the platform would be bettered for travellers.

Subway infill
The proposal to infill the existing subway which is a Public Right of Way (PROW) is subject to a temporary closure. The infilling proposals would mean the permanent extinguishment of the PROW and thus require a stopping up order. The intentions of the proposals recognise the far from acceptable nature of the route and the bridge aims to provide an improved, safer route. The PROW issues are discussed below.

The subway has been closed off for approximately 14 years and experiences frequent flooding due to it being at the lowest land level in the area.. It is also an uninviting and unappealing route for users and has poor visibility from outside and within making users feel vulnerable and unsafe.

The bridge would be an open structure with a good range of visibility and would incorporate lighting and CCTV along its route and to the lift and stairs which would serve the platform.

The infill of the subway is therefore considered to be a positive element of the overall scheme.

Landscaping and Public Realm
The existing public realm area in and around Union Square is already pedestrian focused, with granite cobbles utilised to identify a clear pedestrian focused movement route through the site that is distinct from the materials utilised in the adopted highway. These existing granite cobbles would be reinstated at the entrance to the bridge from Union Square providing a continuity of material palette. Whilst there would be some loss of vegetation in and around the access to the bridge from Union Square abutment, the applicant has sought to enhance the planting in the retained areas with 3 no. new trees proposed.

This landscaping strategy is further expanded with scrub and meadow planting proposed on the embankment from Union Square towards the Metrolink tracks. The landscaping on the Pyramid Park side of the proposal includes woodland planting, grassland, and scrub planting alongside the introduction of individual trees. The access from Pyramid Park

would also include the introduction of vegetated retaining walls to complement the wider planting scheme. The Pyramid Park side of the proposal in particular is the focus for the biodiversity enhancements that the scheme would provide by including native planting intended to provide habitats for birds, bats and insects.

The proposed landscaping has been integrated into the wider public realm strategy for the site maintaining step free access from both the Union Square and Pyramid Park entrances. Benches are proposed at least every 50 metres along this accessible route. The applicant seeks to install signage and wayfinding throughout the site with inclusion of Metrolink signage at the entrances to the bridge, and to direct users to the entrance from the bridge to the platforms.

The proposed development would therefore comply with policy JP-G8 and the principles of the NPPF.

Conclusion
Central to the scheme has been the drive to not only improve connectivity from the south and linkages with Pyramid Park but also improve and enhance customer experience of the Metrolink.
The design and siting of the bridge together with works to the platform have evolved taking into account the aspirations and objectives to strengthen connections to the town centre, improve pedestrians flows, create safe, secure and usable environments, improve the usability of the Metrolink systems and importantly, consider the integration of the scheme ahead of the wider interchange future development.

The resulting scheme is considered to meet these objectives and aspirations.

The link bridge has been designed taking account of the existing levels at Union Square and Pyramid Park to minimise as far as possible, intrusive engineering operations. It's design would be functional, yet at the same time high quality and interesting and one which could become a focal point of the area.

The works to the Metrolink platform to replace canopy overhangs, consolidate signage and generally improve the flow and accessibility of the areas would improve and ease customer experience of travelling by tram. The lift and stairs which would link to the bridge would aide pedestrian and customer movement providing a seamless transition from the platform to the bridge.

The infill of the subway which has been unusable for a long period of time and in any event, not a particularly appealing or safe environment for pedestrians is considered to be a beneficial and positive aspect of the scheme.

Landscaping and integration of the development on the Pyramid Park site would add to the enhancement and visual appeal of this site, support local biodiversity and on the whole, contribute positively to the pleasant surroundings. Improvements to Union Square would enhance this public realm area.

It is therefore considered that the proposed development would meet the applicant's objectives and aspirations to providing a functional, usable but importantly a high quality scheme which would greatly improve connectivity and movement of pedestrians and Metrolink users and contribute to the future redevelopment of the Interchange site.

The proposed development would therefore comply with policies JP-S1, JP-P1, JP-C5 and the principles of the NPPF.

Impacts on the surrounding area

Pyramid Park

Planning permission has recently been granted for the remediation of Pyramid Park (ref 70903) to facilitate a future residential development. The eastern area of Pyramid Park is designated as a Grade B Site Of Biological Importance (SBI) and a Wildlife Corridor is routed east to west to the south of the site following the East Lancashire Railway line.

The proposed new footbridge would link to the northern area of the Pyramid Park site providing a ramped access from the bridge. The bridge and ramp would not affect the SBI or the Wildlife Corridor.

The applicant has worked closely with the project team for this site and continues to do so to ensure remediation works and Biodiversity Net Gain of the respective application areas align (see Ecology section below|).

The proposed link to this site and Market Street beyond would improve connectivity to the Metrolink and the town centre creating a more usable and safer route comparative to the existing subway which is no longer for purpose or the purposes of the future developments.

As such, it is considered that any impacts on this site would be limited and could in any event be controlled and mitigated for by conditional controls. As such the proposed development is considered to be acceptable.

The Premier Inn

The nearest sensitive receptor would be the hotel which sits directly next to the Metrolink platform and tram line and the construction of the bridge would be directly behind this building.

Once in situ, the bridge would be 10m away from the nearest part of the hotel building angled away from the hotel. It would become more visible from some windows once it stretches over the tram lines but given the weathered materials and permeable design, it is considered that visual impacts would be limited, and no worse than some of the existing Metrolink infrastructure which is visible from the hotel.

The development would increase numbers of people using the area and Metrolink. The hotel is located at Union Square, an already publicly accessible area and used as a connection to and from the town centre and the south as well as serving the hotel, Council offices and Q park. It is therefore considered that an increase in users of this area would not significantly harm the operations of the hotel or amenity of residents.

In terms of construction of the bridge, there would be associated activities and disturbances to the area. However these would be temporary and impacts would be short term.
The applicant has submitted a Construction Environmental Plan, proposing sound reducing machinery and monitoring noise outputs.

The applicant states that sensitive receptors nearby would be informed of any works which would be necessary outside of usual construction times.

The hotel have been notified by letter of the proposed development and no comments have been received.

It is therefore considered that given the temporary nature of the construction works and mitigations in place to reduce impacts as far as possible the proposed development would not have significantly harmful impacts to the hotel and its residents.

Public Right of Way (PRoW)
The existing subway which is accessed via steps from Union Square is a Public Right of Way but has been closed off for a significant period of time, circa 14 years. The subway has been and continues to be a liability and prone to flooding and as a pedestrian route, is not viable, usable or an inviting route for pedestrians and cyclists.
Part of the proposal includes the permanent closure of the subway which would be carried out under a mechanism separate to planning and through a Stopping Up Order under the Town and Country Planning Act.

By replacing the subway route, the proposed footbridge over the tram line to Pyramid Park would form a permissive pathway, replacing the existing PRoW and would provide a safe, accessible and sustainable route for pedestrians and cyclists.
This is considered to be a betterment for users, improving connectivity and permeability from different areas of the town whilst also facilitating access to the Metrolink platform itself.

It is therefore considered that under the appropriate processes, the closure of the subway would be acceptable and comply with PfE policies JP-S1, JP-C5, JP-C6, and JP-P1 and the principles of the NPPF.

TfGM response
From a TfGM Highways perspective, a Construction Management Plan should be employed to cover areas including a routing strategy for vehicles accessing / egressing the site, abnormal loads siting of construction equipment, requirements for any temporary Traffic Regulation Orders, welfare facilities for staff, on site staff parking and access arrangements and swept path analysis to demonstrate all vehicles can turn on site.

Metrolink
From a TfGM Highways perspective, a Construction Management Plan would be employed which broadly covers and is not limited to the following areas:

- Routing Strategy for vehicles accessing / egressing the site
- Abnormal Loads
- Siting of Construction equipment
- The requirement for any temporary Traffic Regulation Orders
- Welfare facilities for staff
- First aid details
- On-site car parking for staff
- Swept path plans to demonstrate all vehicles can turn on site - details of banksman etc if turning manoeuvres can't occur on site
- Access arrangements
- Hours of operation
- Delivery timings
- Number of staff on site

This can be conditioned.

Active Travel
Active Travel England (ATE) has no comment to make as the development would not meet the statutory thresholds for its consideration.

Traffic and pedestrian access from Union Square
Currently, traffic in and out of Union Square is relatively light, mostly from drop off's/pick up's and deliveries to the Premier Inn. The access to Union Square is not controlled but the volume of traffic is not significant enough to cause access problems for vehicles or

conflicts with other vehicles and pedestrian users.

The proposed development could ultimately encourage vehicular drop off's and pick up's by Metrolink users or other users of the bridge, increasing vehicular traffic within the public realm and a predominantly pedestrian area. This was a potential issue raised by the Design for Security Team (see full response below).

To control the level of traffic to and from Union square for safety purposes, a condition for a scheme for the management, maintenance and control of vehicular access to and from Union Square is therefore recommended (condition 8), which could be in the form of a barrier or bollard entry/exit for example and which would need to be worked up in partnership and agreement with the landowner.

It is therefore considered that the proposed development with this conditional control would be acceptable.

Ecology

Summary

The main issue is biodiversity net gain and the adjacent proposed development. Other ecological issues associated with the proximity to an SBI, wildlife corridor, nesting birds, other wildlife and invasive species can be dealt with via condition.

Proximity to Townside Site of Biological Importance

As noted by the ecological consultant, Bury Council has recently granted permission for the western two thirds of the SBI and dependent on which development commences first, it may not be a significant issue. However should the SBI still remain for whatever reason, given the access road already passes through the SBI and proposed pedestrian slope stops around the boundary with the SBI, and only would impact what is currently buffer habitats, GMEU are satisfied that the SBI could be protected through appropriate fencing as part of the Construction and Environmental Management Plan which can be provided as a prior to development condition.

Wildlife Corridors

As noted by the ecological consultant, the works are at the junction of the East Lancs Railway and Metrolink Wildlife corridors. Whilst GMEU would disagree with their assessment of the functionality of the corridors, the works would not significantly compromise the effectiveness of these corridor and are satisfied that no further information or measures are required.

Protected Species

No evidence of any protected species was found, with no trees or structures on the site assessed as providing bat roosting potential. GMEU have no reason to doubt the findings of the report, previous surveys failing to find any evidence of protected species other than foraging and commuting bats, associated primarily with th SBI. They take on board the consultant's recommendation for updated badger surveys, but would regard it as very unlikely that they would colonise and therefore recommend an informative along the following is applied to any permission.

The applicant is reminded that under the Protection of Badgers Act 1992 it is an offence to intentionally or recklessly interfere with a badger sett. If a badger sett is found on or near the developments site work should cease immediately and a suitably experienced ecologist employed to advise on how best to proceed.

Nesting Birds

Trees and scrub will be lost, potential bird nesting habitat. All British birds nests and eggs

(with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981, as amended. GMEU recommend a condition along the following lines be applied to any permission.

No works to trees or shrubs shall occur between the lst March and 31st August in any year unless a precautionary working method statement for nesting birds by a suitably experienced ecologist has been supplied to and agreed in writing by the LPA.

Other Wildlife
The dense scrub will provide potential cover for small mammals such as hedgehog and amphibians. There is also recorded roe deer in this area. GMEU agree with the consultant that precautionary working measures during site clearance are required and these should be provided prior to any earthworks or vegetation clearance. A condition along the following lines is therefore recommended:

Prior to any vegetation clearance or earthworks a precautionary working measures method statement for mammals including hedgehog and amphibians will be provided to and agreed in writing by the LPA.

Invasive Species
An unnamed species of Cotoneaster was recorded on the site. GMEU are also aware that species such as japanese knotweed, himalayan balsam and monbretia are present along the Metrolink corridor nearby though currently not adjacent to the site. GMEU recommend control of the Cotoneaster and biosecurity measure for other invasive species are put in place prior to development. commencing.
This would be conditioned.

Contributing to and Enhancing the Natural Environment & Biodiversity Net Gain (BNG)
Section 187 of the NPPF 2024 states that the planning policies and decisions should contribute to and enhance the natural and local environment. 10% BNG is mandatory under Schedule 7A of the Town & Country Planning Act 1990 (as inserted by schedule 14 of the Environment Act 2021).

The development would result in the loss of early successional habitat, including young trees and scrub along with ornamental planting. The main wildlife issue is likely to be loss of bird nesting habitat. Soft landscape and wildlife mitigation proposals have been provided. The development is subject to 10% biodiversity net gain. The development currently fails to achieve 10% net gain on site and overlaps the on-site BNG proposals (see planning application 71735) for the adjacent development at the Pyramid Park site. The overlap is however on habitats that the adjacent development was retaining not enhancing and the proposed development appears to have taken the baseline as the post development habitats for the adjacent site.

As the Pyramid Park application is amending its metric, no changes are required to the Metrolink bridge metric. GMEU are satisfied that no additional information is required at this stage, with any minor issues, dealt with at discharge of conditions stage.

With regards the metric, GMEU have no reason to doubt the baseline. The applicant has clarified that the 0.09ha was assigned as modified grassland to align with the baseline and habitats submitted for the remediation application for Pyramid Park.

All the proposed habitat targets appear realistic.

The on-site proposals include a number of habitats that are regarded as significant including urban trees, other neutral grassland, mixed scrub and woodland. These will require control

via a Habitat Management and Monitoring Plan. Given the units generated, around two, GMEU would recommend the HMMP is secured via a section 106, but the decision is for the LPA on whether or not to utilise a standard condition or legal agreement.

Off-site units will also need to be purchased. Given the low number of units, whether or not the modified grassland is changed, (a fraction of a unit), GMEU are satisfied that this is not a constraint on the development.

In order to discharge the statutory biodiversity gain condition, the HMMP, final version of the statutory metric and biodiversity gain plan will need to be provided. In order to complete the biodiversity gain plan they will need to have purchased the off-site credits with the evidence of purchase registered with defra**.**

With regard wildlife 2 bird and 2 bat boxes are proposed. Given there is no loss of bat roosting opportunities and significant loss of bird nesting opportunities GMEU would recommend more bird boxes are provided. Two bat boxes are an adequate enhancement of the site. The final details of bird and bat boxes and locations can be dealt with via a prior to development with installation prior to operation condition.

As such, the proposed development is considered to comply with JP-G8 and chapter 15 - Conserving and enhancing the environment of the NPPF.

Pollution control
The Environmental Health Pollution Control Section have no objection subject to a condition for the construction to be carried out in accordance with the Environmental Management Plan.

Coal Authority
The Coal authority have reviewed the site location plan provided and can confirm that the site falls within the Coal Authority's defined Development Low Risk Area. On this basis we have no specific comments to make.
However, in the interest of public safety, it is requested that the Coal Authority's Standing Advice note is drawn to the applicant's attention, where relevant. This would be included as an informative.

Design for security
Having looked at the proposals the Design for Security Team are satisfied that the recommendations made within the CIS have been largely implemented and the police have been thoroughly consulted and involved pre-planning to identify and mitigate against the potential risks.

The electronic bollard restricting access to Union Square is not in use and could become an unofficial drop-off/pick-up for the Metrolink station (particularly during the reconstruction of the interchange building), which the space is not designed for, and could potentially leave pedestrians entering and leave the bridge vulnerable. Recommend that the operation of this bollard is reinstated prior to the bridge being used.

A condition would be included for the submission of a scheme for the management and control of vehicular access to and from Union Square to be approved.

Drainage
United Utilities have been consulted and the drainage proposals are not acceptable to United Utilities. This is because there is no robust evidence that the drainage hierarchy has been thoroughly investigated and the proposals are not in line with the Non-Statutory Technical Standards for Sustainable Drainage Systems.

A condition is therefore recommended for submission of details of a sustainable surface water drainage scheme and a foul water drainage scheme for approval and for details of the means of ensuring the water main that is laid within the site boundary is protected from damage as a result of the development.

The proposed development would therefore accord with PfE policy JP-S4 and the principles of the NPPF.

Policy JP-S1 - Carbon and energy
Given the nature of the development at the Metrolink and its open and unheated space, incorporating renewable energy systems would not be feasible for this scheme. However, provision would be included within the tram stop electrical infrastructure to accommodate future PV installation on the Interchange (Phase 2) building roof amongst other carbon energy saving proposals which would come forward in a future planning application.

Statement in accordance with Article 35(2) Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015

The Local Planning Authority worked positively and proactively with the applicant to identify various solutions during the application process to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the National Planning Policy Framework.

Recommendation: Approve with Conditions

Conditions/ Reasons

1. The development must be begun not later than three years beginning with the date of this permission.
   Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.

2. This decision relates to -

   Submission Documents
   Crime Impact Statement ref 2024/0223/CIS/01 Rev P02 Version B
   Phase 1 - Southern Access Footbridge & Metrolink Platform Flood Risk Assessment ref 16012-REN-BRY-XXX-T-CE- 100001 Rev P02 by Renaissance
   Phase 1 - Southern Access Footbridge & Metrolink Platform Drainage Strategy ref 16012-REN-BRY-XXX-T-CE-100002 Rev P02 by Renaissance
   Preliminary Risk Assessment Report For Bury Interchange Phase 1 ref 16012-TRE-BRY-XXX-RP-EN-000001 REV.P02 by Tier Environmental Ltd
   Ground Investigation Report For Bury Interchange Trackside Works ref 16012-TRE-BRY-XXX-RP-EN-000003 REV.P02 by Tier Environmental Ltd
   Explosive Ordnance Desk Top Study ref 16012-EOD-BRY-XXX-RP-HS-000001 Rev P01 by EOD Contracts Ltd
   Ecological Desk Study ref 16102-TEP-ZZZ-ZZZ-M-EN-000002 (TEP 10850.002) Version 2.0 by TEP
   Phase 1 Bury Interchange - Footbridge Installation SI Works ref 16012-TEP-ZZZ-ZZZ-T-EN-00001 P01 Version 1.0 by TEP
   Biodiversity Net Gain (BNG) Design Stage Report ref

16102-TEP-ZZZ-ZZZ-T-EN-00005 Version 2.0 by TEP
Arboricultural Impact Assessment ref 16102-TEP-ZZZ-ZZZ-M-EN-00007 Version 1.0 by TEP
Ecological Impact Assessment ref 16102-TEP-ZZZ-ZZZ-M-EN-000003 Version 2.0 by TEP
Bury Interchange, Footbridge Installation - Bat And Bird Box Specification Technical Note ref 16102-TEP-ZZZ-ZZZ-T-EN-00006 14th March 2025 by TEP
Bury Interchange Phase 1 Energy Strategy re 16012-FUT-BRY-XXX-T-BV-000009 Rev P03 by Futurserv
Construction Environmental Management Plan (CEMP) ref 16012-WDC-BRY-XXX-T-XX-000050 Rev P02
10th March 2025 by Willmott Dixon

Submission plans
Planning Application Phase 1a site Plan (Existing Site Overaly and Approved Red Edge) ref 16012-HBA-ZZZ-ZZZ-D-AR-080004 rev P03
Location Plan ref 16012-HBA-BRY-ZZZ-D-AR-080000 Rev P05
Existing Site Plan ref 6012-HBA-BRY-ZZZ-D-AR-080002 Rev P05
Planning Application Combined Phasing Strategy Wider Site Plan (Existing Site Overlay) 16012-HBA-ZZZ-ZZZ-D-AR-080003 Rev P06
External Services Layout Pyramid Park ref 16012-FUT-BRY-XXX-D-BV-000010 Rev P02
Existing Canopy Plan ref 16012-HBA-BRY-CNP-D-AR-080011 Rev P04
Topographical Plan ref 16012-HBA-BRY-ZZZ-D-AR-080001 Rev P05
Existing Platform Plan ref 16012-HBA-BRY-ZZZ-D-AR-080010 Rev P04
Existing Platform Elevations ref 16012-HBA-BRY-ZZZ-D-AR-080012 Rev P02
Existing Platform - Section AA ref 16012-HBA-BRY-ZZZ-D-AR-080013 Rev P01
Existing Platform - Section BB ref 16012-HBA-BRY-ZZZ-D-AR-080014 Rev P01
Proposed Site Plan (1:1000) ref 16012-HBA-ZZZ-ZZZ-D-AR-080020 Rev P01
Proposed Site Plan (1:500) ref 16012-HBA-BRY-ZZZ-D-AR-080020 Rev P01
Site Masterplan ref 16012- OOB- ZZZ- ZZZ- D- LA- 080001 Rev P03
Site Plan 16012- OOB- ZZZ- ZZZ- D- LA- 080002 Rev P03
Proposed Canopy Complete GA Plan ref 16012-HBA-BRY-CNP-D-AR-080101 Rev P07
Proposed Bridge GA Plan ref 16012 -HBA-BRY-CNP-D-AR-080107 Rev P07
Proposed Platform Complete GA Plan ref 16012-HBA-BRY-PFM-D-AR-080100 Rev P04
Proposed Bridge GA Plan - Platform Level ref 16012-HBA-BRY-PFM-D-AR-080104 Rev P04
Proposed Platform Elevations ref 16012-HBA-BRY-ZZZ-D-AR-080200 Rev P04
Proposed Bridge Elevations ref 16012-HBA-BRY-ZZZ-D-AR-080201 Rev P04
Proposed Platform - Section AA ref 16012-HBA-BRY-ZZZ-D-AR-080300 Rev P04
Proposed Platform - Section BB ref 16012-HBA-BRY-ZZZ-D-AR-080301 Rev P04
Proposed Platform - Bay Study 1 ref 16012-HBA-BRY-ZZZ-D-AR-080500 Rev P04
Proposed Platform - Bay Study 2 ref 16012-HBA-BRY-ZZZ-D-AR-080501 Rev P04
Proposed Bridge - Bay Study 1 ref 16012-HBA-BRY-ZZZ-D-AR-080502 Rev P04
Proposed Bridge - Bay Study 2 ref 16012-HBA-BRY-ZZZ-D-AR-080503 Rev P04
Proposed Lift And Stair - Bay Study ref 16012-HBA-BRY-ZZZ-D-AR-080504 Rev P04
External Works Plan ref 16012- OOB- ZZZ- ZZZ- D- LA- 080003 Rev P03
Existing & Proposed Indicative Levels With Existing Tree 16012- OOB- ZZZ- ZZZ- D- LA- 080010 Rev P02
Demolition Plan ref 16012- OOB- ZZZ- ZZZ- D- LA- 080005 Rev P02
Boundary Treatment Strategy ref 16012- OOB- ZZZ- ZZZ- D- LA- 080020 Rev P02
Circulation Strategy ref 16012- OOB- ZZZ- ZZZ- D- LA- 080030 Rev P02

Planting Strategy ref 16012- OOB- ZZZ- ZZZ- D- LA- 080040 Rev P02
Proposed Site Sections ref 16012- OOB- ZZZ- ZZZ- D- LA- 080050 Rev P02
Lighting & Signage And Wayfinding Strategy 16012- OOB- ZZZ- ZZZ- D- LA- 080055 Rev P03
Underpass Sections ref 16012 -REN-BRY-XXX-D-SE-142000 Rev P02
Underpass Infill Plan ref 16012 -REN-BRY-GRF-D-SE-141110 Rev P03
Below Ground Drainage Plan Sheet 1 ref 16012-REN-BRY-XXX-D-CE-131100 Rev P02
Below Ground Drainage Plan Sheet 2 ref 16012-REN-BRY-XXX-D-CE-131101 Rev P02
Lighting Scheme Footbridge ref 6012-FUT-BRY-XXX-D-BV-000011 Rev P01
Lighting Scheme Pyramid Park ref 16012 -FUT-BRY-XXX-D-BV-000012 Rev P01

and the development shall not be carried out except in accordance with the drawings hereby approved.
Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan and Places for Everyone Joint Development Plan listed.

3. Excepting demolition and site clearance, no development hereby permitted shall take place within Pyramid Park until a Site Condition Report is submitted to the Local Planning Authority for approval detailing land which falls both within this application and planning approval 70903 following completion of approved remedial works under 70903.
Reason. To prevent unacceptable risk to Human Health and Controlled Waters and to prevent pollution of the environment in accordance with the aims and Paragraphs 187(f), 196 and 197 of the National Planning Policy Framework (December 2024).

4. The development hereby permitted shall not be brought into use until written confirmation is provided to the Local Planning Authority that unexpected or previously unidentified contamination was not encountered during the course of development works.
If, during development, unexpected contamination is found to be present on the site, no further works shall be carried out at the affected location until the following are submitted to the Local Planning Authority for approval:

I. Risk Assessment (GQRA or DQRA);
II. Remediation Strategy & Verification Plan;

Where remediation is required, it shall be carried out in accordance with the approved Remediation Strategy. Upon completion of remediation works, a Verification Report shall be submitted for approval. The Verification Report must include information validating all remediation works carried out; details of imported materials (source/quantity/suitability); details of exported materials; and details of any unexpected contamination.
Reason. To prevent unacceptable risk to Human Health and Controlled Waters and to prevent pollution of the environment in accordance with the aims and Paragraphs 187(f), 196 and 197 of the National Planning Policy Framework (December 2024).

5. Any soil or soil forming materials to be brought to site for use in soft landscaping, filling and level raising shall be tested for contamination and suitability for use. Proposals for contamination testing including testing schedules, sampling

frequencies and allowable contaminant concentrations (as determined by appropriate risk assessment) and source material information shall be submitted to the Local Planning Authority for approval prior to any soil or soil forming materials being brought onto site.
The approved contamination testing shall then be carried out and validatory evidence (soil descriptions, laboratory certificates, photographs etc.) submitted to the Local Planning Authority for approval prior to the development being brought into use.
Reason. To prevent unacceptable risk to Human Health and Controlled Waters and to prevent pollution of the environment in accordance with the aims and Paragraphs 187(f), 196 and 197 of the National Planning Policy Framework (December 2024).

6. Prior to the commencement of development (except demolition and site clearance), details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes must include:
(i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365;
(ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations);
(iii) levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;
(iv) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and
(v) Foul and surface water shall drain on separate systems.
(vi) Full details of any proposed reconfiguration of the attenuation tank adjacent to 3KP / Premier Inn, including updated capacity assessment
The scheme shall be in accordance with the principles outlined in the "Phase 1 - Southern Access Footbridge & Metrolink Platform Flood Risk Assessment" must be based on the hierarchy of drainage options in the National Planning Practice Guidance and be designed in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or subsequent revisions of it. This must include assessment of potential SuDS options for surface water drainage with appropriate calculations and test results to support the chosen solution.
Design details should comply with guidance contained in the Greater Manchester's Sustainable Drainage Design Guide, March 25. Consultation with United Utilities should be undertaken to assess mitigations to reduce impacts on the combined sewer system which the system ultimately outfalls to.
Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.
Reason. To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to PfE Policy JP-S4 and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.

7. No construction shall commence until details of the means of ensuring the water main that is laid within the site boundary is protected from damage as a result of the development have been submitted to and approved by the Local Planning Authority in writing. The details shall outline the potential impacts on the water

main from construction activities and the impacts post completion of the development on the water main infrastructure that crosses the site and identify mitigation measures to protect and prevent any damage to the water main both during construction and post completion of the development. Any mitigation measures shall be implemented in full in accordance with the approved details.
Reason. In the interest of public health and to ensure protection of the public water supply pursuant to policy JP-S4 and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.

8. Prior to first occupation/public usage of the bridge hereby approved, a scheme shall be submitted to and approved in writing by the Local Planning Authority for the management, maintenance and control of vehicular access to and from Union Square. The scheme should include specifications for the siting and extent of any structures with details regarding the design, means of power supply, lighting, communication system, security management measures and programme of installation.
The approved details only shall be implemented to an agreed timetable and thereafter maintained as approved by the LPA.
Reason. In order to ensure the safety of access of pedestrians in the dual purpose square pursuant to PfE Policies JP-C5 and JP-C6.

9. The development hereby approved shall be carried out in accordance with the mitigation measures for Construction Impacts detailed in section 4.3 of the Construction Environmental Management plan (CEMP) dated 10th March 2025 and the measures shall be implemented for the duration of the construction of the development hereby approved.
Reason. To protect the amenity of nearby occupiers and sensitive receptors and ensure the safe management of the site during construction works pursuant to Policies EN7/2 - Noise Pollution, JP-C8 - Transport Requirements of New Development and JP-S1 - Sustainable Development.

10. No development shall take place until a Metrolink Specific Construction Management Plan (CMP) with detailed method statements of construction and risk assessments, has been submitted to, and approved in writing by Bury Council (approval to be in consultation with Transport for Greater Manchester) and an appropriate Asset Protection Agreement has been entered into. The approved Metrolink CMP shall include agreed safe methods of working on Metrolink Infrastructure and adjacent to the Metrolink Hazard Zone and shall be adhered to throughout the construction period. The CMP shall provide for: -

- the retention of 24hr unhindered access to the Metrolink equipment cabinets and chambers for the low voltage power, signalling and communications cables for Metrolink both during construction and once operational.
- loading and unloading of plant and materials;
- storage of plant and materials used in constructing the development;
- construction and demolition methods to be used; including the use of cranes (which must not oversail the tramway or Metrolink corralling infrastructure);
- the erection and maintenance of security hoarding/fencing; and;
- measures to control the emission of dust and dirt during construction.

Reason. To safeguard the amenities of the locality and to ensure that the developer complies with all the necessary system clearances and agrees safe methods of working to meet the safety requirements of working on and adjacent to the Metrolink system.

11. No works to Metrolink Infrastructure shall take place until the full details of the proposals for both the proposed works and the potential future reinstatement have been agreed with TfGM by way of the Metrolink Engineering Assurance and Change Processes.
The submission topics for review shall include, as a minimum, designs and supporting information relating to:-
a. new structures and changes to existing;
b. fencing location, type and construction;
c. lighting and potential to impact tram drivers;
d. safety and security, e.g. climb and touch potential of overhead line equipment; the protection of Metrolink cables; and the requirements of the Light Rail Security Programme;
e. consideration of stray current and any earthing and bonding requirements; and
f. Metrolink maintenance access to all Metrolink assets.
g. an appropriate monitoring regime of the Metrolink Infrastructure. All monitoring shall be carried out as agreed with Metrolink.
Please Note that updated H&S file(s) will be required for any amended Metrolink Assets in line with Metrolink Asset Information Requirements and CDM 2015 regulations.

Reason. In the interests of safeguarding Metrolink infrastructure pursuant to policies and for maintaining safety of customers and user of the development.

12. (a) Prior to the commencement of the development, an electromagnetic compatibility plan shall be submitted for approval in writing by Bury Council, as Local Planning Authority (approval to be in consultation with Transport for Greater Manchester). This plan shall detail that there are no electromagnetic compatibility impacts predicted from the development in line with BSEN 50121 and BS EN 61000-6-4 (emissions) including pre-development testing.

(b) Prior to the first use of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm compliance with the criteria agreed in part (a). In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the electromagnetic compatibility criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the Local Planning Authority. Any measures shall thereafter be retained and maintained in situ.
Reason. To safeguard Metrolink infrastructure and operations.

13. No development shall commence unless and until details of fencing to protect the SBI have been submitted to and approved by the Local Planning Authority. The approved details shall thereafter be implemented and maintained for the duration of the construction of the development.
Reason. To safeguard the ecological and biological importance of the SBI

pursuant to Policy EN6/2 and EN6/3.

14. No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a precautionary working method statement for nesting birds by a suitably experienced ecologist has been supplied to and agreed in writing by the Local Planning Authority.
Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6/3 - Features of Ecological Value of the Bury Unitary Development Plan and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

15. Prior to any vegetation clearance or earthworks a precautionary working measures method statement for mammals including hedgehog and amphibians shall be provided to and approved in writing by the Local Planning Authority. The approved measures shall be incorporated prior to the commencement of development and thereafter maintained for the duration of the construction of the development.
Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6/3 - Features of Ecological Value of the Bury Unitary Development Plan and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

16. Prior to any vegetation clearance or earthworks a control and biosecurity measures method statement and timetable for implementation for invasive species shall be provided to and approved in writing by the Local Planning Authority. The approved method statement shall thereafter be implemented to the agreed timetable. Should a delay of more than one year occur between the date of approval of the management scheme and either the date of implementation of the management scheme or the date of development commencing, a further site survey must be undertaken and submitted to the Local Planning Authority.
Reason. To ensure the safe and satisfactory development of the site pursuant to interest National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

17. Prior to above ground works, details of the location of 4 no bird and 2 no bat boxes shall be submitted to the Local Planning Authority for approval. The approved bird and bat boxes and locations shall thereafter be implemented prior to the first use of the development thereby approved.
Reason. To ensure ecological enhancement of the site pursuant to Policies JP-G8 - A Net Enhancement of Biodiversity and Geodiversity and chapter 15 - Conserving and enhancing the natural environment of the NPPF.

18. No development shall commence unless and until a dilapidation survey of the adopted and unadopted footways and carriageways leading to and abutting the sites at Union Square/Duke Street/Knowsley Street in the event that subsequent remedial works are required following construction of, and statutory undertakers connection to, the development has been submitted to and agreed in writing with the Local Planning Authority. All highway remedial works identified as a result of the dilapidation survey shall be implemented prior to the development hereby approved being brought into use.
Reason. To maintain the integrity of the adopted highway, in the interests of highway safety pursuant to Policies JP-C5 and JP-C8.

19. In addition to the site access arrangements, measures and facilities detailed in the approved 'Construction Environmental Management Plan (CEMP)' reference 16012-WDC-BRY-XXX-T-XX-000050 P02 and on the approved plans, no

development shall commence unless and until the following has been submitted to and agreed in writing with the Local Planning Authority:

1. Access point/arrangements for construction traffic, taking into consideration the need to maintain safe pedestrian/vehicular access to existing buildings served from Duke Street, and all temporary works required to facilitate access for construction vehicles.
2. Details of site hoarding/gate positions, taking into consideration the need to maintain vehicular access to existing buildings served from Duke Street.
3. The provision, where necessary, of temporary pedestrian facilities/protection measures.
4. A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its accesses.
5. Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site and/or measures to control/manage delivery vehicle manoeuvres.
6. Parking on site or on land within the applicant's control of operatives' and construction vehicles, together with storage on site or on land within the applicant's control of construction materials.
7. Measures to ensure that all mud and other loose materials are not spread onto the adjacent adopted highways as a result of the groundworks operations or carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations.

The approved plan shall be adhered to throughout the construction period and the measures shall be retained and facilities used for the intended purpose for the duration of the construction period.

Reason. Information not submitted at application stage. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent highways, ensure adequate construction traffic access and materials storage arrangements for the duration of the demolition and construction periods and that the adopted highways are kept free of deposited material from the ground works operations pursuant to Policies EN1/2 - Townscape and Built Design and JP-C8 - Transport Requirements of New Development.

20. No development, other than site clearance, demolition, remediation or ground works, shall commence unless and until the required stopping-up order has been secured.
Reason. To secure the satisfactory development of the site in highway terms pursuant to Policy JP-C8 - Transport Requirements of New Development.

21. No development shall commence until Approval in Principle has been granted for the bridge by the Local Highway Authority, which will ultimately carry public highway subject to appropriate diversion processes being completed
Reason. To ensure good practice in design of structures and protect public safety pursuant to Policy JP- P1 and the principles of the NPPF.

22. The development shall not commence until a Habitat Management and Monitoring Plan (the HMMP), prepared in accordance with the Biodiversity Gain Plan including:

1. a non-technical summary;
2. the roles and responsibilities of the people or organisation(s) delivering the

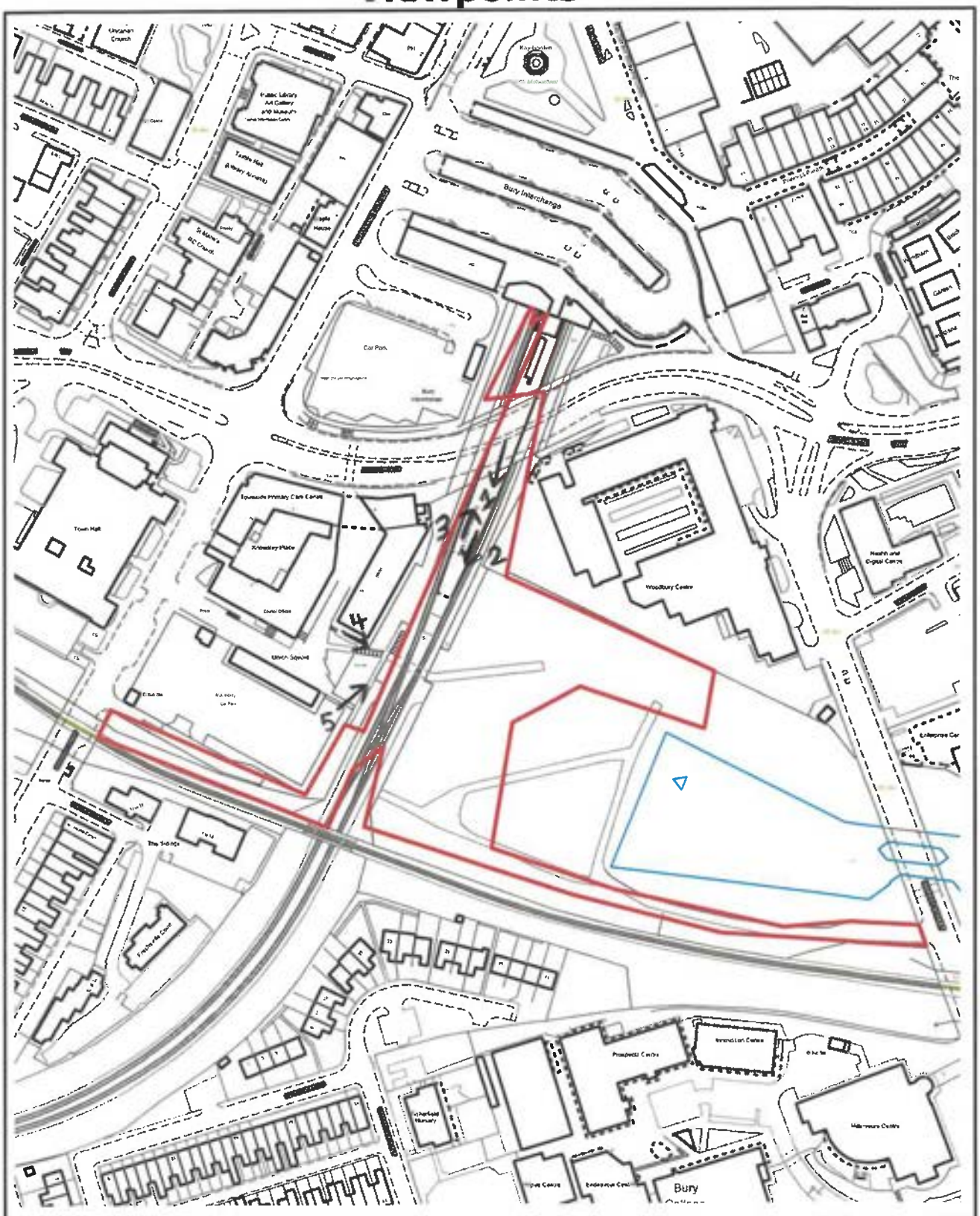
HMMP;
3. the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;
4. the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and
5. the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the local planning authority

has been submitted to, and approved in writing by, the local planning authority. Only the approved details and scheme shall be implemented.
Reason. To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990 and Places for Everyone Joint Development Plan Policy JP-G8 A Net Enhancement of Biodiversity and Geodiversity.

23. Details/Samples of the materials to be used in the external elevations, together with details of their manufacturer, type/colour and size, shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced. Only the approved materials shall be used for the construction of the development.
Reason. No material samples have been submitted and are required in the interests of visual amenity and to ensure a satisfactory development pursuant to UDP Policy EN1/2 - Townscape and Built Design

For further information on the application please contact **Jennie Townsend** on **0161 253-5320**

Viewpoints



PLANNING APPLICATION LOCATION PLAN
APPLICATION NUMBER: 71834

ADDRESS: Bury Interchange and Pyramid Park/East Lancashire Railway line

N
W E
S

Bury Council

Planning, Environmental and Regulatory Services

71834

Photo 1

Photo 2

71834

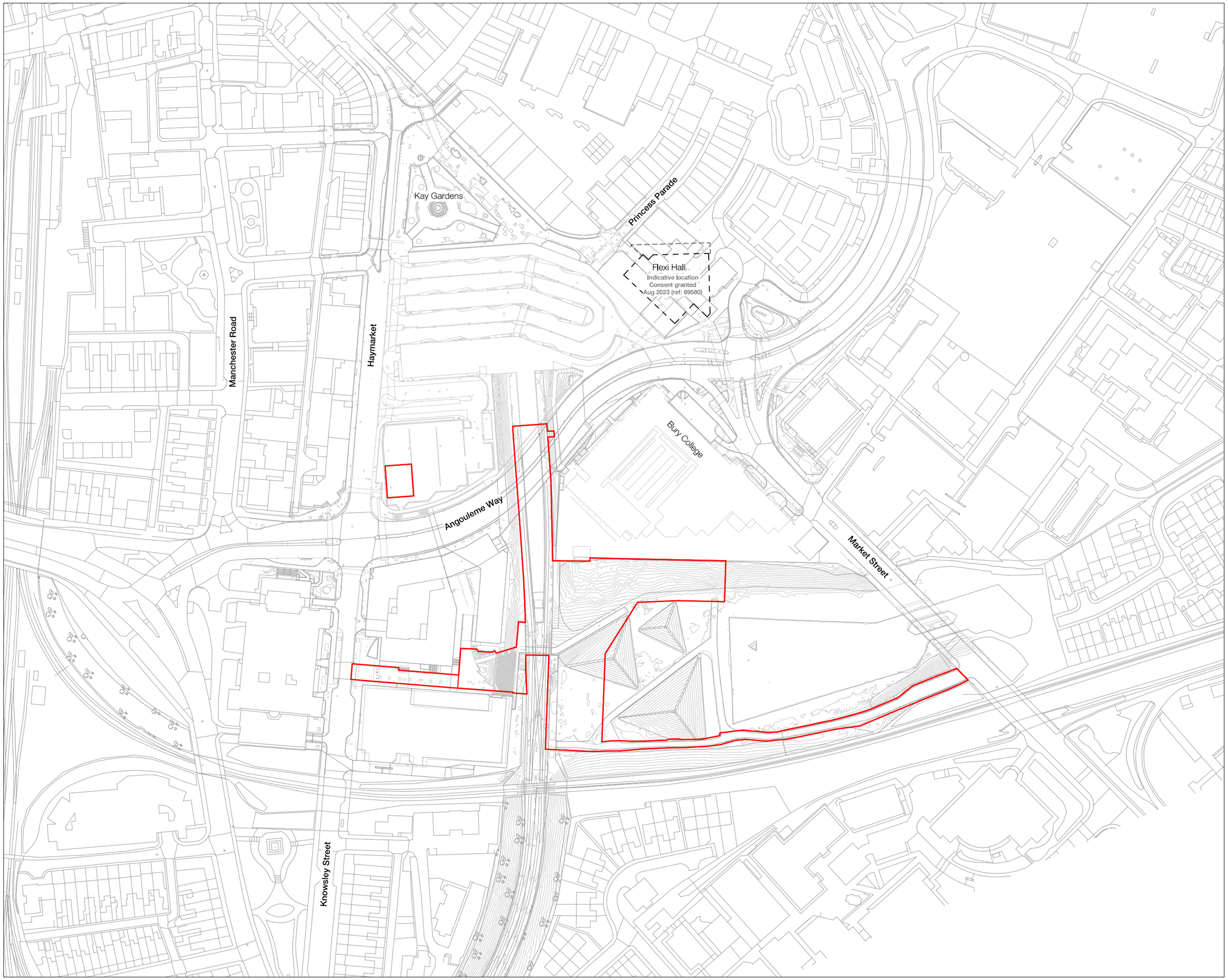
Photo 3

71834

Photo 4

71834

Photo 5



Rev	Description	Date
P01	Issued for Information	12.12.24
P02	Issued For Planning	13.03.25
P03	Updated Issue for Planning	23.04.25

Bury Interchange (Phase 1a) Site Boundary Line

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

N

Drawing
Planning Application Phase 1a
Site Plan (Existing Site Overlay)

Scale @ A1	Date
1 : 1000	Feb 2025

Drawn By	Checked By
JL	NT

Job Number	Status	Purpose of Issue
16012	S5	For Planning

Drawing No.
16012-HBA-ZZZ-ZZZ-D-AR-080004

Rev
P03

Location of future vertical circulation works associated to later phase development, outline shown indicatively. Detail of works under separate application

Northern Temporary Access Stair – Subject to Separate Temporary Planning Application

Future Phase Hoarding Line

Line of Angouleme Way above.

Line of Angouleme Way above.

Bury College

Angeloume Way

Premier Inn

Union Square

Pyramid Park

Proposed temporary gate restricting access to Pyramid Park

Proposed temporary gate restricting access to Pyramid Park

Evacuation Lift

6
5
11
7
5
7
20
15
1
21
16

080200 2
1 080200
080201 2
1 080201

Key:

1. Aluminium Cladding Panel – Dark Grey PPC Finish
2. Aluminium Cladding Panel – Yellow PPC Finish
3. Aluminium Fascia Cladding Panel – Dark Grey PPC Finish
4. Perforated Aluminium Cladding Panel – Dark Grey PPC Finish
5. Metal Standing Seam Roof – Dark Grey
6. Metal Maintenance Access Walkway – Galvanised
7. Glazed Canopy Covering – Clear
8. Glazed Screen with Metal Frame – Dark Grey PPC Finish
9. Metal Door – Dark Grey PPC Finish
10. Recessed Lighting Unit
11. Paint to Existing Bridge Column – Colour TBC

12. Tactile Paving Flag – Dark Grey
13. Paving Flag – Light Grey
14. Floor Drainage Cover with Stainless Steel Cover Grating
15. Perforated Balustrade and Vertical Supports – Dark Grey PPC Finish

16. Weathered Steel Plate Bridge Structure (Corten)
17. Perforated Weathered Steel Plate (Corten) pattern indicative only
18. Weathered Steel Balustrade Upright with Mesh Infill (Corten)
19. Bonded Grit Floor Finish – Colour TBC
20. Metal Staircase with Solid Balustrade and Vertical Supports – Dark Grey PPC Finish
21. Stainless Steel Lift Doors with Glazed Infill
22. Precast Concrete abutment with architectural finish.
23. Feature Weathered Steel Bridge Column with Precast Concrete Base
24. Angled Plate housing continuous lighting strip and services (Corten)
25. Stainless Steel Fascia Plate

Bury Interchange Phase 1 (Metrolink access and platform improvement works) Planning Boundary Line

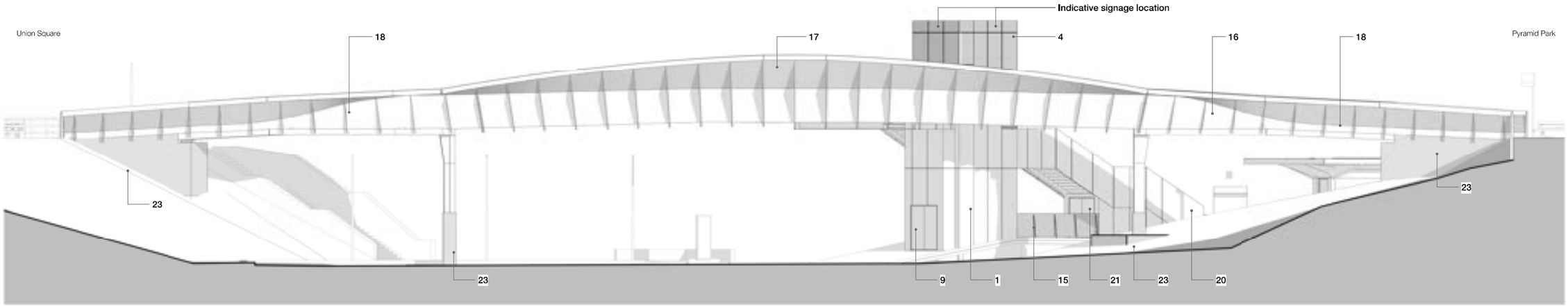
N

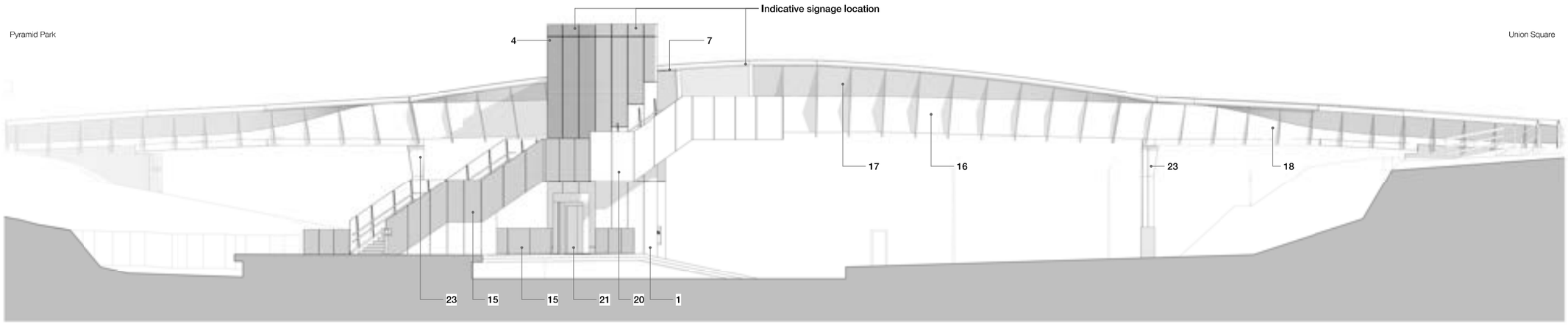
Rev	Description	Date
P01	Issued For Review and Comment	21.02.25
P02	Issued For Planning	05.03.25
P03	Issued For Planning	21.03.25
P04	Issued For Planning	26.03.25
P05	Issued For Planning	27.03.25
P06	Updated Issue for Planning	23.04.25
P07	Issued for Planning	12.05.25

Scale @ A1 1 : 250	**Date** Feb 2025	**Job Number** 16012	**Project** Bury Interchange Haymarket St Bury BL9 0AY
Drawn By JL	**Checked By** NT	**Status** S5	
Drawing No. 16012-HBA-BRY-CNP-D-AR-080101	**Rev** P07	**Purpose of Issue** For Planning	**Drawing** Proposed Canopy Complete GA Plan

26-28 Hilton Street
Manchester M1 2EH
mail@hawkinsbrown.com
hawkinsbrown.com

Hawkins\
Brown





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8. Glazed Screen with Metal Frame – Dark Grey PPC Finish
9. Metal Door – Dark Grey PPC Finish
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11. Paint to Existing Bridge Column – Colour TBC
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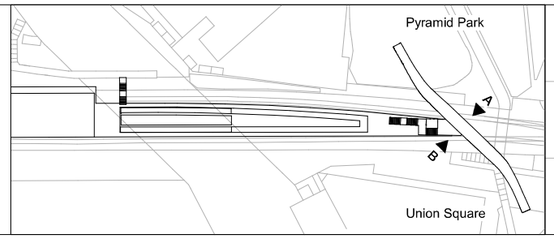

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Date
Feb 2025

Job Number
16012

Drawn By
JL

Checked By
NT

Status
S5

Drawing No.
16012-HBA-BRY-ZZZ-D-AR-080201

Rev
P04

Purpose of Issue
For Planning

Project
Bury Interchange
Haymarket St
Bury
BL9 0AY

Drawing
Proposed Bridge Elevations

26-28 Hilton Street
Manchester M1 2EH
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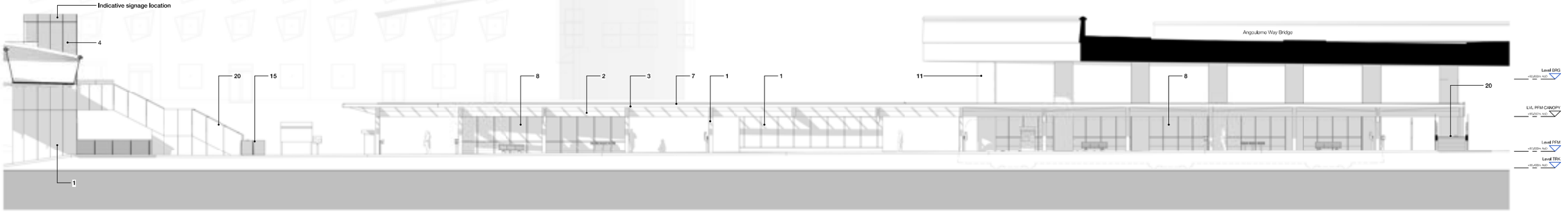
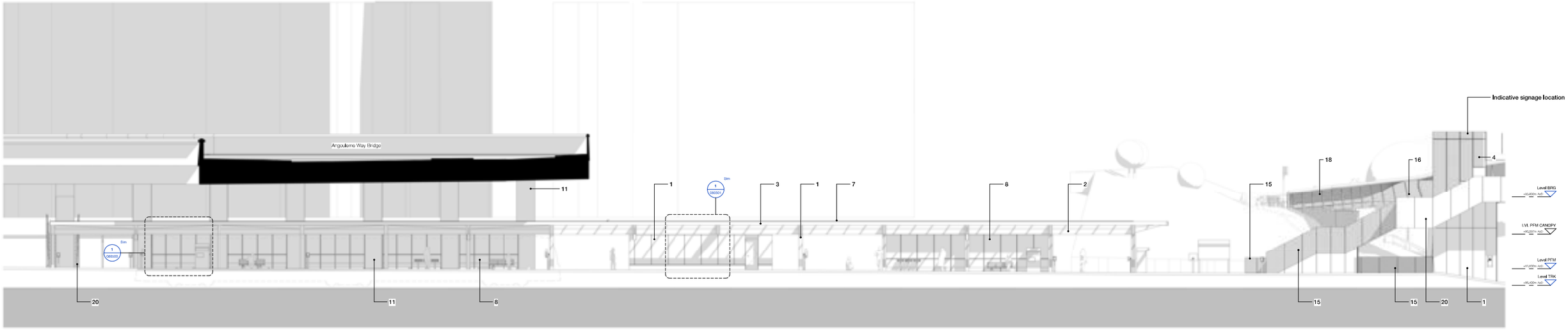
Hawkins\
Brown



1 | Platform Elevation A
1 : 100

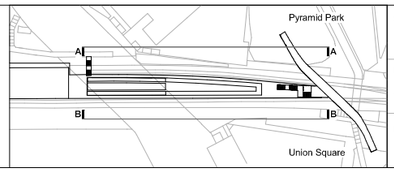


2 | Platform Elevation B
1 : 100

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
P04	Issued For Planning	26.03.25

Key:

1. Aluminium Cladding Panel – Dark Grey PPC Finish
2. Aluminium Cladding Panel – Yellow PPC Finish
3. Aluminium Fascia Cladding Panel – Dark Grey PPC Finish
4. Perforated Aluminium Cladding Panel – Dark Grey PPC Finish
5. Metal Standing Seam Roof – Dark Grey
6. Metal Maintenance Access Walkway – Galvanised
7. Glazed Canopy Covering – Clear
8. Glazed Screen with Metal Frame – Dark Grey PPC Finish
9. Metal Door – Dark Grey PPC Finish
10. Recessed Lighting Unit
11. Paint to Existing Bridge Column – Colour TBC
12. Tactile Paving Flag – Dark Grey
13. Paving Flag – Light Grey
14. Floor Drainage Cover with Stainless Steel Cover Grating
15. Perforated Balustrade and Vertical Supports – Dark Grey PPC Finish
16. Weathered Steel Plate Bridge Structure (Corten)
17. Perforated Weathered Steel Plate (Corten) pattern indicative only
18. Weathered Steel Balustrade Upright with Mesh Infill (Corten)
19. Bonded Grit Floor Finish – Colour TBC
20. Metal Staircase with Solid Balustrade and Vertical Supports – Dark Grey PPC Finish
21. Stainless Steel Loft Doors with Glazed Infill
22. Precast Concrete abutment with architectural finish.
23. Feature Weathered Steel Bridge Column with Precast Concrete Base
24. Angled Plate housing continuous lighting strip and services (Corten)
25. Stainless Steel Fascia Plate



Scale @ A0 1 : 100	**Date** Feb 2025	**Job Number** 16012	**Project** Bury Interchange Haymarket St Bury BL9 0AY
Drawn By JL	**Checked By** NT	**Status** S5	
Drawing No. 16012-HBA-BRY-ZZZ-D-A9-080200	**Rev** P04	**Purpose of Issue** For Planning	**Drawing** Proposed Platform Elevations

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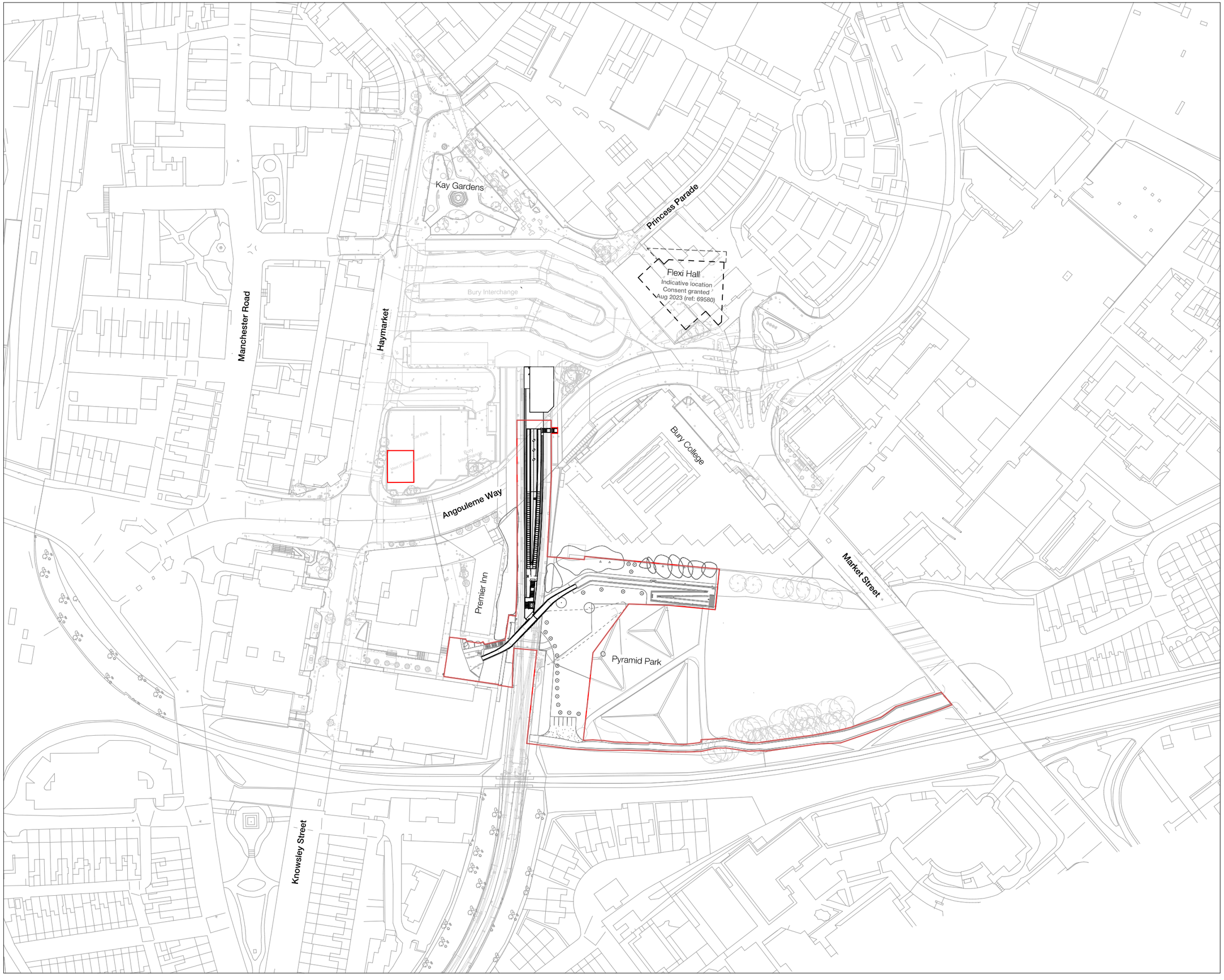

Rev	Description	Date
P01	Issued For Planning	27.03.25

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Project
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N

Drawing
Proposed Site Plan

Scale @ A1	Date
1 : 1000	March 2025
Drawn By	**Checked By**
NT	NT

Job Number	Status	Purpose of Issue
16012	S5	For Planning

Drawing No.
16012-HBA-ZZZ-ZZZ-D-AR-080020

Rev
P01

0 2 4 6 8 10 metres

MEP equipment
For more details refer to Engineers` pack

Platform and Bridge Architecture and Engineering works
Refer to specialist designer`s drawings

Proposed Maintenance Gate - Refer to Landscape Design and Access Statement Outline Specification

For Bridge abutment location / refer to Architects` and Structural Engineers` package

MEP equipment
Feeder pillar, Kiosk, Fire hydrant, Dry riser inlet etc. For more details refer to Engineers` pack

Legend

Site Boundary

Areas covered in other Consultants` package
Refer to notes on Plan

Existing Levels to be Raised to +86-87m

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

Existing Vegetation to be Retained / Reinstated

Proposed Scrub Planting

Proposed Grassland

Proposed Wildflower Meadow

Proposed Woodland Planting

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 to Union Square Steps Stainless steel

G01 - Proposed Maintenance Gate

Lighting

Existing Lighting Column to be Retained

Proposed Lighting Column
Details and specification by Engineers

Ground Spot Light

Signage and Wayfinding

S01 - Metrolink Flag Sign
To Metrolink's specification

S02 - Metrolink Portal Sign
To Metrolink's specification

S03 - Cyclists Dismount Sign
Fixed to lamppost

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" chapter within the Landscape Design and Access Statement.

Revision Note	Rev.	Author	Aprvd	Date
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

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Client Transport for Greater Manchester (TfGM)
Project Bury Interchange

Title Site Plan

Dwg. No. 16012- OOB- ZZZ- ZZZ- D- LA- 080002 Rev. P03
Scale 1 : 200 @ A1 Date Mar 2025

For Planning

9 Illustrative massing images

9.1 Aerial view of Southern Access looking North

9 Illustrative massing images

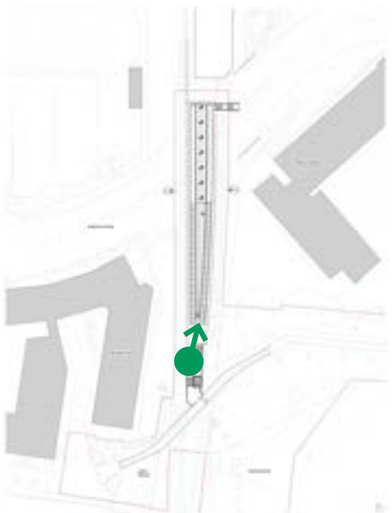
9.2 Aerial view from Pyramid Park looking West

9 Illustrative massing images

9.4 Street level view from Pyramid Park approach

9 Illustrative massing images

9.6 Platform level view looking North



9 Illustrative massing images

9.7 Platform level view looking South


Bury
Interchange