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BUILDING CONTROL
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Design and Access Statement

Crumpsall Metrolink Stop Modifications

5th July 2017
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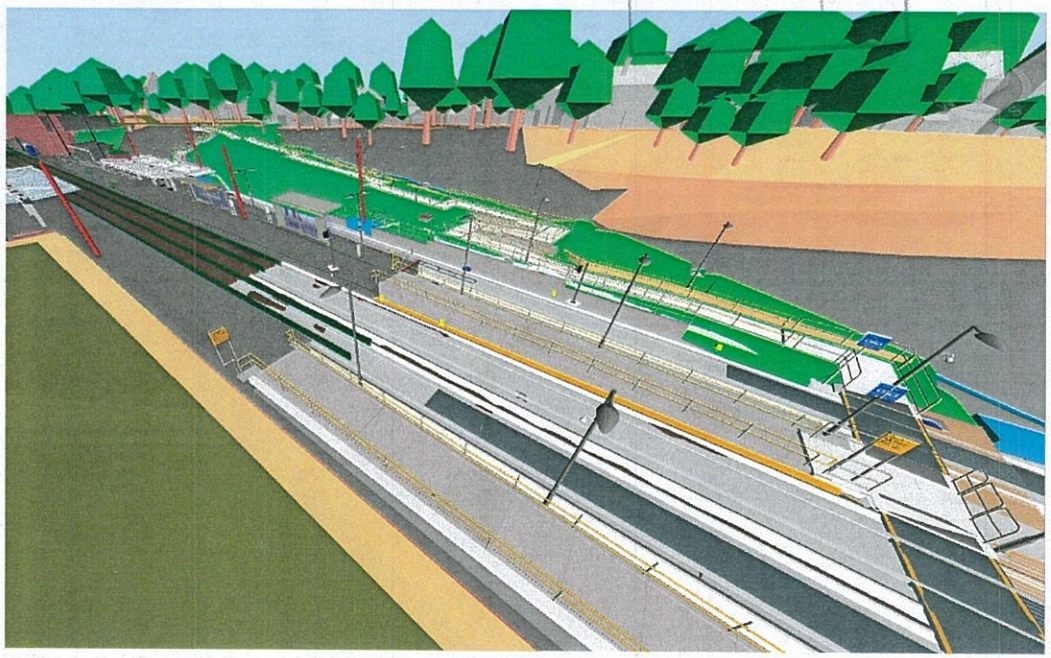

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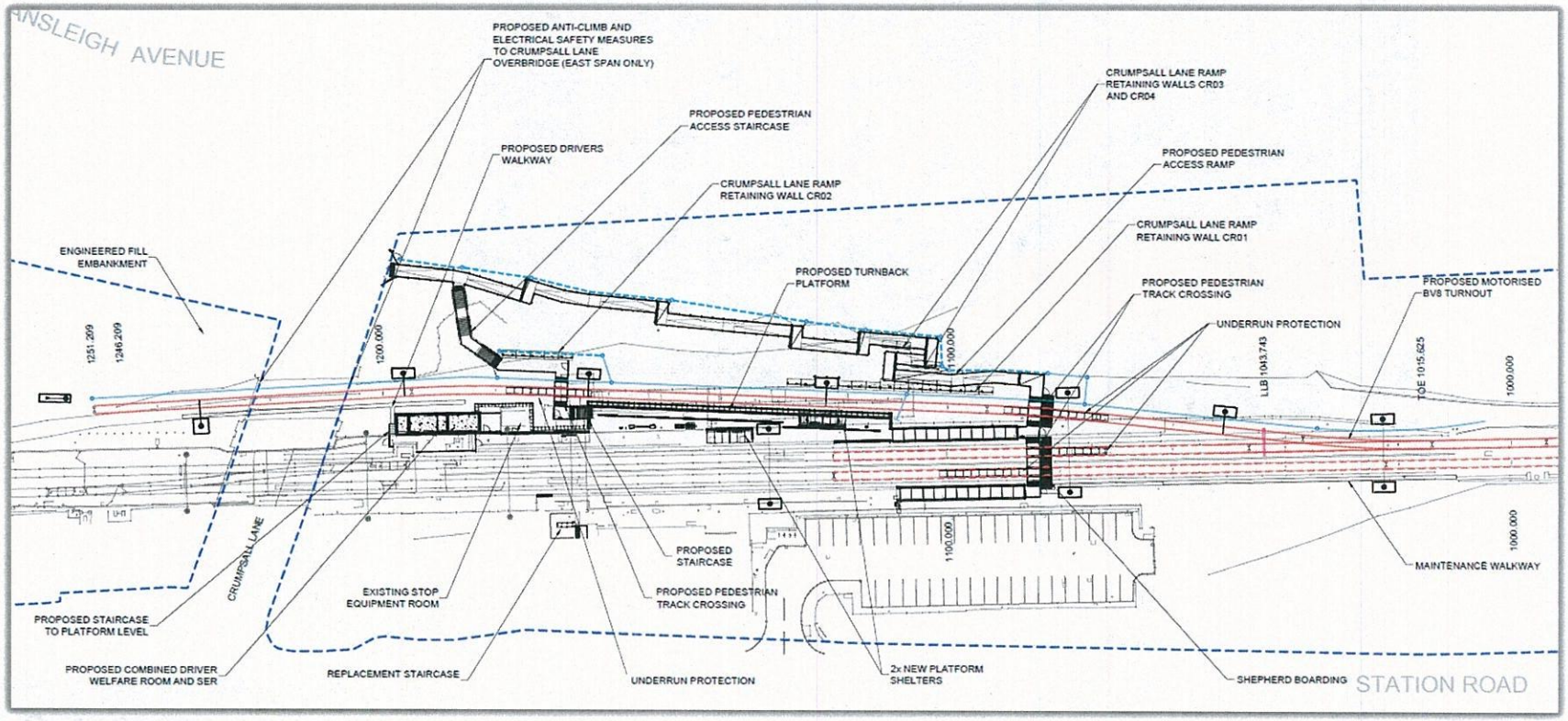

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1.0 Introduction

This Design and Access Statement forms part of the Prior Approval Application for Crumpsall Stop Upgrade.

Pursuant to powers conferred to Transport for Greater Manchester (TfGM) by the Greater Manchester (Light Rapid Transit System) (No. 2) Act 1988, TfGM constructed and now operate the Metrolink system between Manchester and Bury. The location of Crumpsall Metrolink stop is shown on the Metrolink Network Map in Figure 1.

This application seeks to secure the Prior Approval of Manchester City Council (MCC) under Part 18, Schedule 2 of the General Permitted Development Order 2015 (GPDO) for:

- Alteration of the platform arrangement and erection of new platform shelters
- Construction of a combined Stop Equipment Room/Drivers Welfare Facility.

The elements included in this application form part of a larger scheme of works which fall with the definition of development that is 'permitted' but are included here to provide context and wider details of the scheme.

Crumpsall stop is an existing stop on the Bury Line. It is proposed to install a new track on the eastern side of the stop, within the existing cutting, to enable a turnback siding to be created. As part of these works modifications to the stop are also required including provision of additional step free pedestrian access. These modifications comprise:

- Demolition of the existing ramp to the inbound platform;
- Demolition of the rear wall on the inbound platform;
- Demolition of disused areas of platform;
- Demolition of the existing footbridge, redundant lift shaft and stairs;
- Track and OLE works to create new turnback facility;
- Modification/reconstruction of the existing platform to create a new island platform;
- Erection of shelters on the new island platform;
- New pedestrian track crossing and ramps at the southern end of the existing platforms;
- Creation of new access from Crumpsall Lane to the east side of the stop including steps, ramps and associated small retaining walls

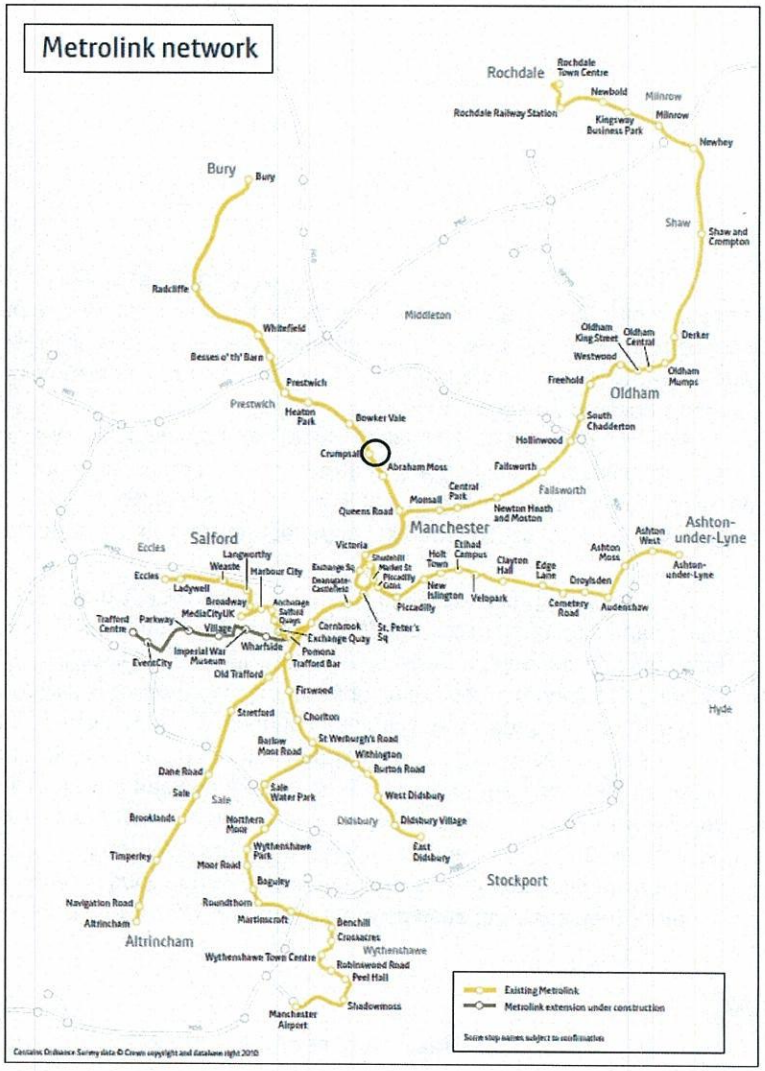

Figure 1 - Location

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2.0 Context

2.1 Location

Crumpsall stop, referred to as 'the site', is an existing Metrolink stop located approximately 3.5km (2 miles) north of Manchester Centre on the Bury Line. It is centred on approximate National Grid Reference (NGR) 384130, 402250 and has the postal address of Station Road, M8 5BS.

2.2 Background

The Metrolink Bury line, which became operational in Manchester in April 1992, provides direct access from Bury, through Manchester City Centre to Altrincham and links to the other operational lines throughout Greater Manchester. The Metrolink network provides high quality public transport access to the city centre and the surrounding areas.

The site is located within an urban area of Crumpsall and bounded by residential housing to the east and west whilst the existing tram line passing through the stop continues to the north and south. The site is primarily located within an existing cutting - the track bed level is approximately 3-4m below the surrounding area.

Pedestrian access to the outbound platform (towards Bury) is available from Station Road by both a ramp and steps. A footbridge, also accessible from Station Road, currently provides pedestrian access over the existing tram lines to the Inbound platform (toward Manchester) via steps and a ramp.

A disused lift shaft is located directly to the east of the footbridge.

Both platforms are covered by a steel framed canopy supported on steel columns with a brick wall to the rear. They are finished with bituminous surfacing and contrasting tactile paving with copings along the platform edge. Access to the northern and southern most extremities of both platforms is restricted by a wooden barrier fence.

The Crumpsall Stop Equipment Room (SER) is located to the rear of the inbound platform.

To the north of the stop Crumpsall Lane crosses the tramline on a multi-span bridge that comprises brick arches on the northern side and metal deck on the southern side where the bridge appears to have been widened. The tramway passes through the western span and a vehicular access track passes through the eastern arch. The vehicular access track continues along the toe of the cutting immediately east of the inbound platform and is terminated by dense vegetation of trees and shrubs at the southern-most end of the inbound platform. The outbound platform is bound by a brick retaining wall approximately 3m in height in the north, reducing to approximately 1m in the south. The retaining wall supports the park and ride facility to the west of the stop footbridge which typically falls in elevation from north to south. The car park is accessible from Station Road and has a bituminous surface finish.

To the north east of the site, the cutting is generally covered by trees with a wooden fence separating this area from the adjacent Station Road. Immediately north of the cutting and adjacent to the road bridge is Station Road Electricity Substation. Access to this area is restricted by metal fencing. The proposed turnback siding area immediately north of the bridge is currently occupied by grassed vegetation and is used to store concrete sleepers. Access to this area, and the aforementioned vehicular access track is provided by a palisade double gate. An existing services cabinet is located within this area to the east of the existing track, with a further three cabinets located adjacent to the Bury bound line.

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Figure 2 –Aerial photo of Crumpsall Stop

Construction of the proposed turnback facility on the eastern side of the current inbound platform will provide greater operational flexibility to the existing Metrolink network. It will provide the ability for outbound trams travelling from Manchester towards Bury to 'turn back' and return into Manchester without having to travel all the way to Bury. This will provide vital flexibility in the network which will be fully utilised when the new Trafford Park Line (TPL) is operational.

The other important benefits of the scheme include increased accessibility through provision of a direct access from Crumpsall Lane to the inbound platform via a ramp. This is preferable to the current footbridge and ramp arrangement. The proposed track crossing which links the two platforms via a ramp ensures that all areas of the stop are provided with step free access when approaching either from Station Road or Crumpsall Lane.



Figure 3 –Existing Site photo – view of ramped access to inbound platform

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Figure 4 – Existing Site photo – view of platforms and canopies

2.3 Stakeholder & Community Engagement

2.3.1 Resident notification

Residents and passengers will be informed of the works prior to commencement through notification letters and leaflet drops. This will include full details of the works proposed, a construction programme and advanced notification of any out of hours working.

2.3.2 Disability Design Reference Group

TfGM manage a Disability Design Reference Group (DDRG) in partnership with Breakthrough UK. The Disability Design Reference Group involves working closely with a variety of disabled people with various impairments to review Metrolink designs, focusing on attaining a system as accessible to as many people as possible.

TfGM have met with the DDRG on a number of occasions to review and discuss the design for the proposed Crumpsall Stop Modifications:

- July 2014 – Initial concept design
- December 2015 – Design development
- June 2016 – Further design review
- October 2016 – Final design review

The group did not identify any issues or potential problems with the proposals and were particularly pleased with the accessibility improvements planned.

2.3.4 Design for Security

A meeting was held with Design for Security on 14th July 2014 to review the proposals. Design for Security is a design-led crime prevention consultancy based within Greater Manchester Police. The practice specialises in design-led crime prevention in the built environment.

GMP Design for Security provided positive feedback on the proposals noting how the simplified layout and improved sight lines will improve the safety of the stop.

2.3.5 Manchester Community Eruv

The Manchester Community Eruv runs through the development as indicated by the red line on Figure 5. The stop modification works have been discussed with the community and the Eruv will be maintained at all times during the development.

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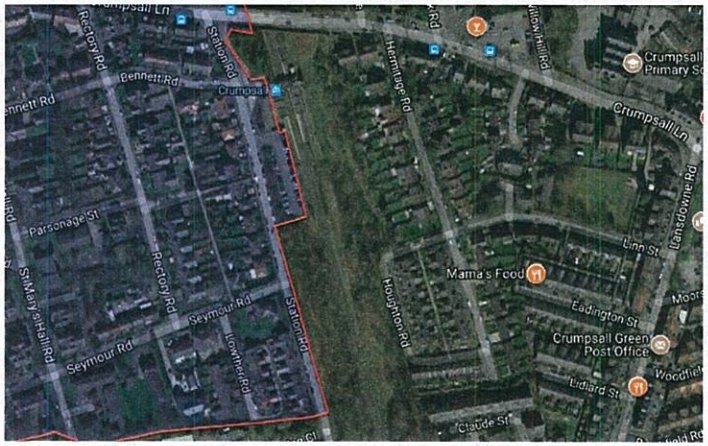

Figure 5 – Manchester Community Eruv

2.4 Ecological and Arboricultural Considerations

All appropriate environmental and arboricultural surveys will be completed prior to work starting on site.

2.5 Ground Conditions

A Geotechnical and Geo-environmental desk study was undertaken by Mott McDonald on behalf of TfGM in June 2014 to identify the key ground related risks to the project to inform further ground investigation requirements at the project site.

The findings of this desk study have identified that the site is potentially underlain by variable Glaciofluvial / Glacial deposits which may contain lenses of compressible clays and lenses of groundwater bearing granular materials; sulphate bearing strata which may pose a risk to buried concrete structures (such as a lift pit) and contaminated land as a result of the site's historical use as a railway and coal wharf.

3.0 Planning Policy Context

3.1 Manchester Core Strategy 2012-2027

3.1.1 Spatial Objective SO5

The Core Strategy provides support to the proposed Crumpsall Metrolink Stop Upgrade in a number of policies, and forms a key element of the Spatial Objective SO5. SO5 states:

"Improve the physical connectivity of the City, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation."

The Bury Metrolink line represents an efficient, comprehensive and sustainable transport system, which is an essential element in supporting Manchester. The Bury Metrolink line adds significant weight to creating a model shift from residents driving into Manchester to residents utilising the more sustainable Metrolink.

The Spatial Objectives guidance are developed further through the Core Strategy's policies, a number of which are relevant to and support in principle the proposed Crumpsall Metrolink Stop Upgrade.

3.1.2 Policy T1 - Sustainable Transport

Policy T1 relating to Sustainable Transport states:

To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that:

- *Improve choice by developing alternative to the car;*
- *Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.*

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- *Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life;*
- *Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location;*
- *Would reduce the negative impacts of road traffic, for example congestion, air pollution and road accident casualties.*

The proposed Crumpsall Metrolink Stop Upgrade will help to achieve the desired modal shift from people using private vehicles to public transport into and around Manchester, reducing congestion, air pollution and road accident casualties.

3.1.3 Policy EC4 - Economic Development Outside the City Centre – North Manchester

In addition to Policy T1 which build on SO5 Policy EC4 relating to the Economic Development Outside the City Centre and focusing on North Manchester states:

The Council will promote development which has had regard to:

- *The key transport infrastructure such as the arterial roads Bury New Road, Cheetham Hill, Rochdale Road and other public transport networks such as bus routes;*
- *Metrolink and proposed extension and new stops;*
- *Connecting major employment opportunities to residential neighbourhoods within North Manchester and Lower Broughton and Salford;*
- *The importance of waterways and particularly the Irwell River in creating a sense of place and attracting investment.*

Policy EC4 demonstrates Manchester City Councils desire to improve and develop the Metrolink with new extensions and new stops to provide residents and commuters a more sustainable form of transportation into and around the city centre. The proposed Crumpsall Metrolink Stop Upgrade will provide this for residents travelling into Manchester, and commuters traveling further afield.

3.2 National Planning Policy Framework

The National Planning Policy Framework (NPPF) was published on 27th March 2012 in order to help achieve sustainable development and forms the overriding policy framework against which proposed developments should be assessed.

The proposed Crumpsall Metrolink Stop Upgrade will provide a sustainable form of public transport that will benefit Greater Manchester and is applicable to 2 key Sections in the NPPF; Section 1 and Section 4.

3.2.1 Section 1 – Building a Strong, Competitive Economy

The proposed Crumpsall Metrolink Stop Upgrade will aid economic growth while providing a sustainable commuter route into the city and surrounding areas. This development embodies TfGM's and Manchester City Council's desire to reduce the number of private vehicles travelling to and through the city centre and strengthens the aspiration for more people using the Metrolink to access the city.

3.2.2 Section 4 – Promoting Sustainable Transport

In seeking to reduce the reliance on the private car by promoting the use of more sustainable modes of transport the proposed scheme supports Section 4 of the NPPF.

The proposed Crumpsall Metrolink Stop Upgrade would support the local community within which it is situated, and would promote the use of alternative means of transport. The proposed upgrade would contribute, enhance and promote an economically and environmentally friendly sustainable transport network within Greater Manchester for residents travelling into Manchester and around the existing Metrolink network and planned extensions and commuters traveling further afield.

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4.0 Design & Access

4.1 Use

It is proposed to install a new track on the eastern side of the stop, within the existing cutting, to enable a turnback siding to be created. As part of these works modifications to the stop are also required to maintain step free pedestrian access.

These modifications comprise:

- Demolition of the existing ramp to the inbound platform;
- Demolition of the rear wall on the inbound platform;
- Demolition of disused areas of platform;
- Demolition of the existing footbridge, redundant lift shaft and stairs;
- Track and OLE works to create new turnback facility;
- Modification/reconstruction of the existing platform to create a new island platform;
- Erection of shelters on the new island platform
- New pedestrian track crossing and ramps at the southern end of the existing platforms;
- Creation of new access from Crumpsall Lane to the east side of the stop including steps, ramps and associated small retaining walls

4.2 Layout & Access

Crumpsall stop is an existing Metrolink stop located approximately 3.5km (2 miles) north of Manchester City Centre on the Bury Line. It is centred on approximate National Grid Reference (NGR) 384130, 402250 and has the postal address of Station Road, M8 5BS. The site is located within an urban area of Crumpsall and bounded by residential housing to the east and west whilst the existing tram line passing through the station continues to the north and south. The site is primarily located within an existing cutting - the track bed level is approximately 3-4m below the surrounding area.

Installation of the new track will change the stop from having two facing platforms to one facing platform (outbound) and an island platform. The new island platform will include: new shelter; CCTV; ticket vending machines; passenger information displays; poster cases, signs; lighting; passenger emergency call points; seating, bins.

Pedestrian access to the outbound platform (towards Bury) is available from Station Road by both a ramp and steps. The inbound platform (towards Manchester City Centre can be accessed from Station Road via a ramped track crossing and directly from Crumpsall Lane via a ramp and steps.

Ramps and stairs are to have continuous open handrails throughout and include resting points. Handrail provision on ramps and steps will include upper and lower handrails in accordance with Inclusive Mobility.

Ramps will have a gradient of no more than 1:20 and will include landing areas. To ensure that the appropriate gradients and dimensions are incorporated in the design the following documents have been referenced:

- Design for Access 2 (Manchester City Council);
- Railway Safety Publication 2 (Office of Rail Regulation);
- Rail Vehicle Access Regulations, Equality Act; and
- BS 8300 - Design of Buildings and their Approach to Meet the Need of Disabled People. Code of Practice.

A plan of the proposed upgrades is included in Figure 6.

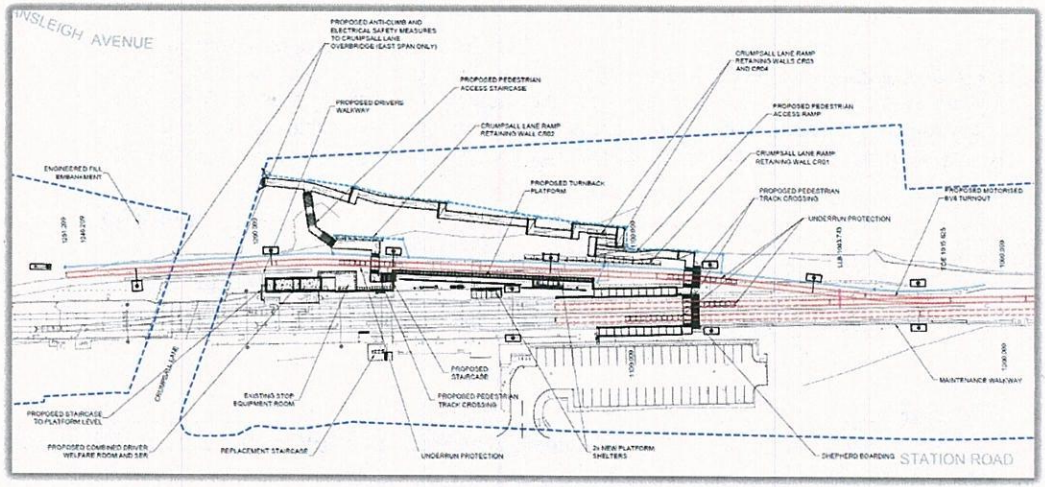

Figure 6 – Proposed Upgrade Design

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4.3 Security

Security systems are proposed at this stop including lighting, CCTV and Passenger Emergency Call points (PECs) on the platform. These systems will be designed so as to eliminate all safety concerns as far as possible. TfGM have consulted with Design for Security in July 2014 who supported the scheme.

CCTV and PECs on the existing Metrolink system are linked to the central depot which is manned 24 hours a day and from where the police can be contacted if an incident occurs that cannot be dealt with by one of the operator's Customer Service Representatives (CSR's); CSR's are responsible for carrying out security, revenue protection and customer service duties. They travel around the Metrolink routes 7 days a week and can be deployed to stops and on the trams to deal with any incidents as required. The response time to PECs on the existing system is within 10 seconds of the alarm being sounded. A member of staff is always available to respond through the intercom to reassure the Metrolink user.

Currently regular security announcements are made via the public address systems provided at the stops with further specific announcements made when necessary such as to target antisocial behaviour.

Data is also collected on incidents, following which 'hot spots' are identified and efforts can then be concentrated in these areas to address any crimes, incidents and antisocial behaviour. Metrolink currently works in partnership with neighbourhood police teams where they share information and co-ordinate and take part in joint initiatives to tackle anti-social behaviour.

Further to this passengers' safety is of the highest priority to TfGM and in accordance with this, the existing Metrolink has become the first tram system in the UK to have stops awarded 'Secure Stations' status by the Department for Transport. A number of Metrolink stops have met the scheme's strict safety and security guidelines (originally laid down for heavy rail stations). The accreditation process involves an independent judge from the British Transport Police who assesses the design and management of the stops, and considering crime statistics and passenger surveys assesses how safe passengers feel when using the Metrolink stops. Further to this Metrolink are putting together a programme to achieve secure accreditation across the network in addition to a number of other initiatives to help customers feel secure when travelling on Metrolink.

With this in mind, it is TfGM's intention that new Metrolink stops meet this high safety and security standard.

4.4 Lighting

The lighting scheme will cover all modified areas of the stop to create a safe and welcoming environment without becoming a source of pollution in itself. As is standard at all Metrolink stop facilities the platforms and ramps will be lit to a minimum of 50 Lux with a uniformity factor of 0.5 and other areas of the stop will be lit to a minimum of 25 Lux and with a uniformity factor of 0.5.

4.5 CCTV

All areas of the stop will have CCTV coverage.

4.6 Fencing

Boundary fencing will be determined through detailed design.

4.7 Signage

Details of the signage scheme for the proposed Crumpsall Metrolink stop modifications will be determined during detailed design, and will incorporate the established Metrolink identity.

4.8 Bicycle Facilities

There are no proposed changes to the existing cycle parking at this stop, which has 4 stands (for 8 cycles) and six lockers.

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5.0 Material finishes

As previously identified in Section 1.0 of this document, this application only seeks Prior Approval for the following elements of development (see Figure 7 below).

- Alteration of the platform arrangement and erection of new platform shelters
- Construction of a combined Stop Equipment Room/Drivers Welfare Facility

Further details on the proposed appearance of these elements is included in the following sections, with design drawings included elsewhere within this submission.

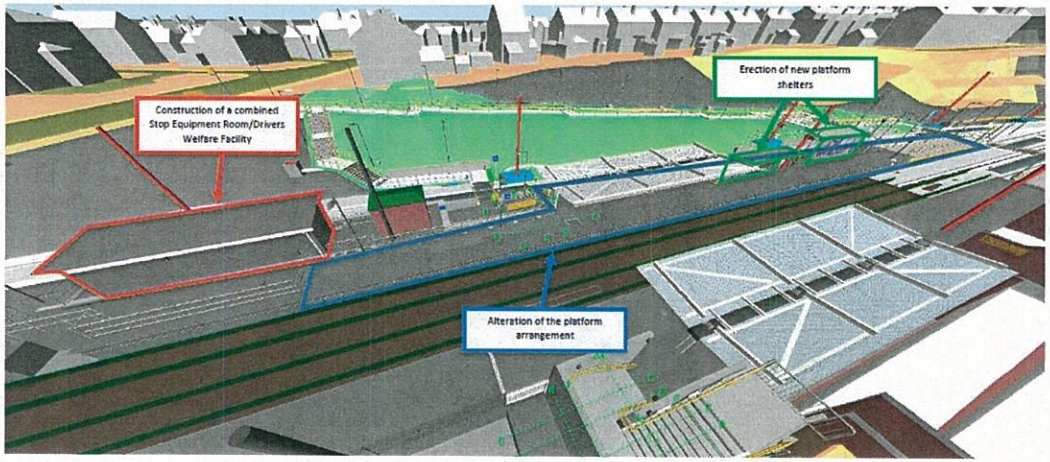

Figure 7 – Image taken from the BIM model with Prior Approval elements highlighted

5.1 Alteration of the platform arrangement and erection of new platform shelters

5.1.1 Platforms

The proposed finish for the platform will be flexible macadam (black).



Figure 8 – Typical platform showing black macadam finish

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5.1.2 Platform riser walls

The platform riser walls will be grey blockwork



Figure 9 – Typical platform riser walls showing blockwork finish

5.1.3 Ramps

The proposed finish for the ramps will be pre-cast concrete with yellow handrails mounted on silk grey finishes guardrails

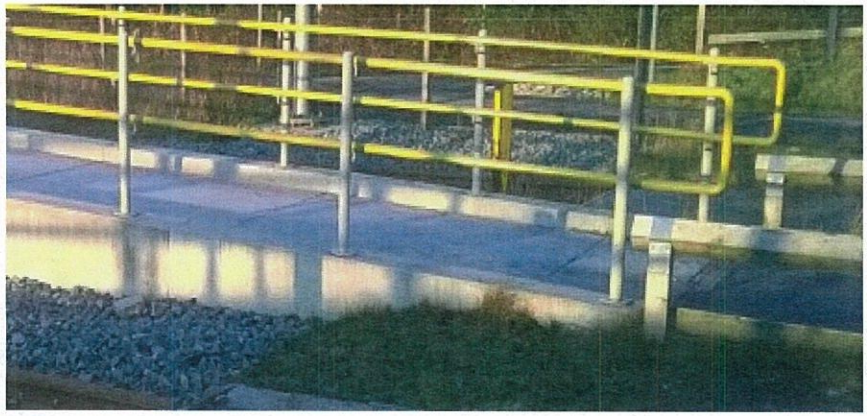

Figure 10 – Typical ramp showing pre cast concrete finish

5.1.4 Shelters

The shelters will be finished in steel (painted RAL7044 Silk Grey) and glass with yellow signage

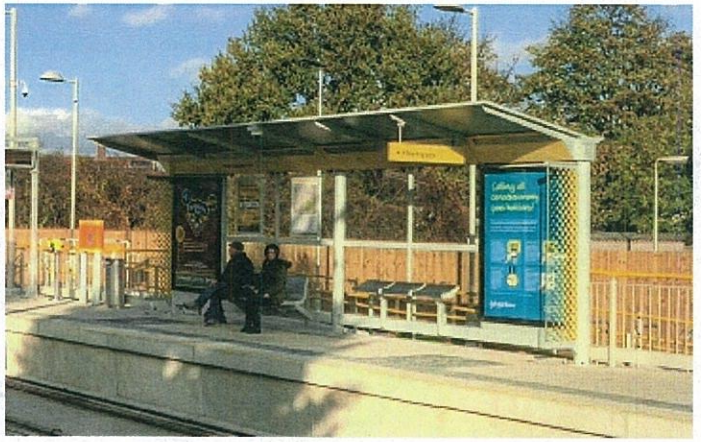

Figure 11 – Typical shelter showing silk grey and glass finish



Figure 12 – Image of shelter taken from Crumpsall BIM model

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5.2 Construction of a combined Stop Equipment Room/Drivers Welfare Facility

The combined Stop Equipment Room/Drivers Welfare Facility will be finished in pre-cast concrete.

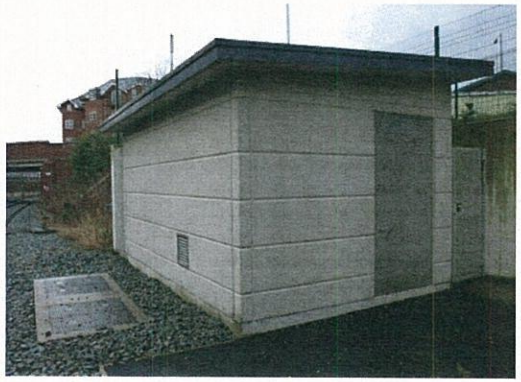

Figure 13 – Typical Stop Equipment Room showing pre-cast concrete finish

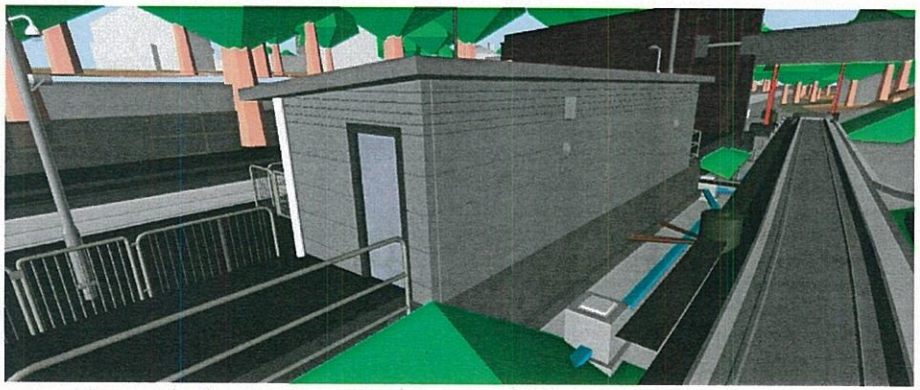

Figure 14 – Image of combined Stop Equipment Room/Drivers Welfare Facility taken from Crumpsall BIM model

6.0 Conclusion

6.1 Summary of Proposal

The proposals seek prior approval of the design and appearance particular elements of the modifications to Crumpsall stop on the existing Bury Metrolink line to support the operational improvements required as a result of network expansion to Trafford Park.

6.2 Summary of Benefits

- Provision of a turn back facility to provide operational flexibility to the Metrolink network
- Provision of new step free ramp access to Crumpsall Lane
- Provision of step free track crossing
- 'Opening up' of stop – making it more visible and less attractive to antisocial behaviour

7.0 Further Information

For further information, please contact: -

Alan Lowe
Approvals and Consents Manager
TfGM
Metrolink
2 Piccadilly Place
Manchester
M1 3BG

Tel: 0161 244 1421
Email: alan.lowe@tfgm.com

Crumpsall Stop Modifications Prior Approval elements

