

Radcliffe 3 sites Masterplan



A masterplan report for the East Lancashire Paper Mill, Coney Green and Radcliffe High School sites

April 2005

for
Bury Metropolitan Borough Council





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A report by

URBED
with King Sturge and TPP

April 2005

for Bury Metropolitan
Borough Council

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Status

The Reinventing Radcliffe 3 sites Masterplan has been subject to extensive consultation with key stakeholders and the public. Formal public consultation took place between 24 January 2005 and 7 March 2005.

The Reinventing Radcliffe 3 sites Masterplan was adopted as a material planning consideration to Bury Council as approved Unitary Development Plan by Bury MBC's Executive Committee on 13 April 2005.



1. Introduction



This report has been prepared by URBED working with King Sturge and the Transportation Planning Partnership (TPP) to develop a masterplan for three sites in Radcliffe; the East Lancs. Paper Mill (ELPM), Coney Green High School and the Radcliffe High School site. This follows on from URBED's Reinventing Radcliffe Strategy that was produced in January 2004 and has subsequently been adopted by Bury Council following the widespread support that it received in the public consultation period. One of the recommendations in this strategy was to support moves that had already been started

by Bury Education Department to redevelop the two existing schools to create a new model school on the ELPM site. The schools have since merged to form Riverside School and the Education Department has secured some grant aid towards the new school. At the same time the ELPM site has been acquired by P&F Properties who are prepared to work with Bury Council.

URBED were therefore appointed by Bury Council to work to a steering group including various Council departments, the school, EC Harris (consultants to the Education Depart-

ment) and P&F Properties and their consultants. The brief was to prepare a masterplan for the three sites, make recommendations about the location and form of the new school and to suggest uses for the balance of the ELPM site and the two school sites. The output is feeding directly into the work being undertaken for the Education Department on the proposals for the new school. However, it will also provide a planning context for the three sites and make recommendations for taking the overall scheme forward.

P&F Properties are working in parallel on a planning application for the ELPM

site and have agreed not to submit an application until the masterplan is agreed. This puts a certain pressure on timescales as does the timetable for the funding of the school. It is, therefore, proposed that the proposals in this report be subject to a six weeks consultation period from late January 2005 to the beginning of March 2005. This will allow the masterplan to be adopted by the Council in late March.

This report has been prepared in close cooperation with the steering group throughout the autumn of 2004. While the proposals are presented as a physical masterplan the

process has been as much one of negotiation as design. In this we have sought to reconcile the needs and wishes of the school, the overall viability of the school proposals, the market conditions of Radcliffe, the access constraints of each of the sites, the wider Reinventing Radcliffe strategy together with the local and regional planning context and the legitimate commercial aspirations of P&F Properties and other property owners. In order to bring together these different issues and the varied interests we organised a workshop on 2nd November. This brought together almost 50 people with an interest in Rad-

cliffe and the sites as described in section 7. The workshop developed quite a strong degree of consensus and the proposals set out in this report are a direct reflection of this consensus. They will now form the basis for wider consultation before being adopted by the Council as material planning considerations for the assessment of future development proposals/planning applications.

The proposals in this report together with the work that URBED, King Sturge and TPP are also doing on the Radcliffe Town Centre SUN Quarter represent a substantial part of the recommendations set out in

the Reinventing Radcliffe study. The development of these sites at a time when there is for the first time in many years significant developer interest in the town creates a historic opportunity to 'reinvent' the town.

2. Reinventing Radcliffe



The Reinventing Radcliffe study was prepared by URBED, King Sturge and TPP during 2003. It was based on a detailed analysis of the town, its economy, the market for new development, the health of the town centre, the transport system and urban form.

Radcliffe is a town with ancient roots. Mesolithic and Stone Age remains have been found locally and the town originally developed as a Roman settlement at a fording point over the River Irwell on the road from Mancunium to Ribchester. It was also a Saxon settlement built around a Manor House and the Radcliffe Tower that still exists to the east of the ELPM site. The area around the tower was the original village of Rad-clive

named after the exposed red sandstone cliff on the sides of the river valley. The current town centre was a separate settlement called Radcliffe Bridge. It was this that developed in the Victorian period into a thriving industrial town. It was connected to the canal system in the 1790s and to the railway system in the 1840s. Its population grew from just under 2,500 at the start of the 19th century to just fewer than 17,000 by the

end of the century. By this time it was a thriving bustling town but was still small compared to the main Lancashire mill towns and was still referred to as a village. The growth was initially based on textiles, however, the town diversified into paper and for much of the 20th century it was one of the two main papermaking centres in the region (together with Ramsbottom).

Radcliffe's economy

The papermaking industry in Radcliffe continued into the 1990s. As late as 1996 Scottish Hydro were investing in a major combined heat and power

plant for the East Lancs. Paper Mill, which was sized to accommodate a doubling of production. Up until the mid 1990s the paper industry employed two thousand people in the town. The collapse of this industry has been abrupt and brutal. The Radcliffe Paper Mill closed in 1998 and has since been developed for suburban housing. Other major industrial sites, such as the Strebor Engineering site have also closed and will be developed for housing. The East Lancs. Paper Mill closed in 2000.

The Reinventing Radcliffe study was commissioned to chart

a future course for the town. It came to the conclusion that Radcliffe would never re-establish its role as an industrial town. There remains a healthy demand for small industrial units but there is little likelihood of attracting employers of the scale of the paper mills. It is also the case that the mills closed at a time when the economy has been fairly buoyant so that while unemployment rates and deprivation levels in the town are generally poorer than the Bury average they are not disastrous. Indeed, as part of the Reinventing Radcliffe study we compared Radcliffe to five similar towns; Ramsbottom,



Heywood, Failsworth, Leigh and Stalybridge. This comparison showed that unemployment rates and wage levels in Radcliffe were generally comparable or better than the surrounding towns despite the borough having the lowest employment growth figures. The conclusion was that the people who had lost jobs in the paper industry had found work elsewhere, often outside the borough.

This has implications for the future of the town. In local employment terms there is no reason to insist that former industrial sites such as ELPM must be developed exclusively for employment because of

local levels of unemployment. Work has also been undertaken by King Sturge on a borough-wide level to look at former industrial sites and whether they should be retained for employment or released for housing (as the market wants). This has suggested that many older industrial sites do not meet the needs of modern employers and King Sturge recommend focusing on four strategic employment sites and a further number of Employment Development Areas. Other sites may be individually assessed for change of use in which case the Council would seek compensation for loss of employment opportunity

on the land. In this strategy the ELPM is not seen as either a Strategic Employment Site or an Employment Development Area and has already been identified for mixed use.

Having said that there is a strong feeling within Radcliffe that the town should not become a dormitory town for north Manchester. Real towns have jobs as well as housing and there is a strong desire to ensure that new jobs are created and existing employment protected. One of the themes of the Reinventing Radcliffe study was to encourage and protect jobs. To this end the strategy suggested that the ELPM site could

be developed for housing alongside the new school provided that this accommodated a mix of uses with accommodation for small enterprises potentially in some of the older buildings that could be retained if this was viable.

The Reinventing Radcliffe vision

In its heyday Radcliffe was a thriving market town with a broad range of shopping. This was based on the large number of people living and working close to the centre. People tended not to travel far so these people represented a captive

market for the town centre allowing it to develop a broad range of shopping, a market, an important parish church and civic facilities despite its proximity to Bury and Bolton. It may have been small but it had all the accoutrements of a town; a town council with a mayor, local newspaper and chamber of commerce. As with many towns of its size in Greater Manchester it lost this distinct identity through local government reorganisation in the 1970s, which saw it become part of the new Metropolitan District.

The town does, however, retain a strong local character with a local paper (although

no longer based in the town), large modern Civic Suite, impressive Parish Church, library and most of all a strong sense of community spirit and identity. However, its future cannot be based on recreating the past. Today most of the employment and quite a lot of the housing that surrounded the town centre have gone, and greater mobility means that people can easily travel to surrounding towns for shopping and services. So while the vision for Bury Town Centre can plan to maintain and strengthen its role as a strong market town, Radcliffe cannot.

An alternative vision was therefore developed, which

saw Radcliffe as a sustainable urban neighbourhood within the Greater Manchester conurbation. The Reinventing Radcliffe study saw the town as potentially one of the most interesting and creative places to live and work in north Manchester. An attractive, reasonably high-density community, linked into the conurbation by the tram and with a thriving local centre. The town centre would have a local retail offer based around a reinvigorated market with a very good range of cultural and civic facilities.

The strategy is therefore based on making Radcliffe a good place to live. This means

looking at the range and quality of housing in the town along with the attractiveness of the town centre and the quality of local facilities, particularly the new school proposal. The strategy is based on developing new housing around the town centre to repair the fractured urban structure of the town and to increase the number of people within walking distance of the centre. This will help to reconfigure the role of the centre as a local community hub. Initially it is inevitable that many of the people moving into this housing will work outside the town with many commuting into central Manchester. However,

over time the attraction of the town as a place to live will also attract businesses. Some may be set up by people living in the town, others will be attracted out of Manchester attracted by lower costs and the availability of a skilled workforce. In the vision we used the example of Providence, a small town outside Boston where a strategy similar to this has led to a situation where there are as many people commuting from Boston to Providence as there are in the other direction.

This relies on projecting a more positive image for Radcliffe. This is partly about overcoming some of the current

negatives associated with the town. However, it also means standing out from the crowd of smaller towns in Greater Manchester. This strategy proposes to do this by developing the town as a centre for the arts. Many towns have tried this but there seemed to be particular potential in Radcliffe as a result of the exciting opportunities that the Council had been working on to create a gallery and museum in the heart of the town based on a bequest of work by the internationally renowned sculptor Ulrich Rückriem. Radcliffe is already home to one of the largest installations of Rückriem's work at the nearby



Outwood Parkland installed as part of the development of the Irwell Sculpture Trail. The SUN Quarter proposal includes a viable scheme to create a gallery space and an external garden for the Rückriem sculptures. This does, therefore, provide a potential way of transforming the town's image along cultural lines.

Progress to date

Since the Reinventing Radcliffe study was adopted earlier this year Bury Council has been extremely proactive and successful in taking forward the recommendations. One of the most important initiatives is the SUN Quarter. This envisages the development of a major site between the town centre and the bypass including new apartments, a redeveloped market, a new bus station and some small retail units. The scheme also includes the creation of a gallery / museum / library space and a sculpture garden for the Rückriem collection. In pur-

suit of the scheme the Council has acquired the former Kwik Save building and is in detailed negotiations with the GMTPE regarding the Bus Station and with the Post Office. A scheme has been developed by URBED with King Sturge and TPP and a brief has been written to secure a development partner. As part of this scheme money has been allocated to reopen Blackburn Street as set out in the strategy.

The sites covered by this report form an equally important part of the jigsaw. The relocation and redevelopment of the school is vital to the overall strategy as is the development of housing within easy reach of

the town centre. The strategy also presents opportunities to create local employment as well as to transform the physical fabric of the town. This together with the SUN Quarter therefore presents an unrivalled opportunity to implement the Reinventing Radcliffe strategy.

3. Urban Structure



In this section, we summarise some of the key conclusions from the urban design analysis undertaken as part of the Reinventing Radcliffe study. We start by looking at the historical development of the town and the sites covered by this masterplan. We then look at the conclusions that we drew about the urban form of the town and the implications for the development of these sites.

The development of Radcliffe

As part of the Reinventing Radcliffe study we undertook an analysis of the urban form of the town. The starting point for this was to understand the growth of Radcliffe and how the current urban structure of the town had been created.

As described in the previous section the history of Radcliffe goes back to Roman times and beyond but the main settlement was around the Radcliffe Tower to the east of the ELPM site. A second village, Radcliffe Bridge later grew up in the area now occupied by the town centre. These two settlements can still be clearly seen on the plan of 1843. Radcliffe was a compact village on the land to the north of the tower the historic presence of which has been all but lost over the years.

On the 1843 plan the lodges of the East Lancs. Paper Mill can be clearly seen. At

the time these served a bleach works and a Calico printing works. There was also a barracks approximately where the current CHP plant stands.

The area to the west of this consisted of gardens in an area known as Tabitha Fold including a rectory, presumably for the parish church, in substantial





The development of Radcliffe's urban form:
left: aerial view of Radcliffe in 1935;
series of historic plans showing
Radcliffe in 1843, 1893 and 1930
(clockwise from bottom left)
previous page: Radcliffe in 2003/04





grounds (echoed in the street name Rectory Lane). A lane passes east west through the site, which was called 'The Green' at this time and later became Church Street. However, one of the most interesting aspects of the 1843 plan is the line of the original Roman Road, which runs north/south through the site on the line of Croft Lane. At this time the two school sites were still open fields with the exception of the Clifton, Accrington and Colne Railway line that crossed the Coney Green site.

By 1893 the area had grown into a substantial industrial settlement. It was at this

time that the focus of the town shifted to the area around the bridge and the original village centre by the tower became a suburb. The ELPM site is by this time recognisable. It was operating as a paper mill with a large number of lodges and was surrounded by workers' housing. The mill had also expanded over Church Street and to the west the rectory still stood in substantial landscaped grounds running down to the river.

At this time the railways had expanded hugely and Radcliffe was a busy interchange station. To the north of the station was a rough triangle of railway sidings bounded on

each side by railway lines. This is the site of Coney Green High School. The Radcliffe High School site at the time is shown as a recreation ground with football and cricket pitches.

By 1930 the Paper Mill site had changed little except for the fact that the Rectory grounds had been developed for a cotton mill and terraced housing (although at the time the rectory itself still survived). The Coney Green Site was intensively used as railway sidings and the Radcliffe High School site was still known as Peel Park Grounds. There is, however, less evidence of playing fields and part of the area appears to have

been turned over to allotments.

Throughout this period the E'es site remained as open farmland in the meander of the river. The name E'es is shown on the 1843 plan but the only development that is shown up to 1930 is a small sewage works. The site was later used for gravel extraction and subsequently received planning permission for landfill in the late 1950's.



Figure ground series:
Radcliffe in 1843, 1893, 1930 and 2003/2004
(anticlockwise from top left)

A figure ground shows the buildings and nothing else. It is used to explore the urban structure of a place.

The urban form of the town

In the Reinventing Radcliffe study we showed how Radcliffe developed as a dense industrial town with tightly packed housing and industry around a thriving town centre. Today, however, the town has hollowed out as the housing and industry around the centre has been cleared and the bypass has been cut through. This has left the centre isolated from its surrounding communities.

One of the aims of the Reinventing Radcliffe strategy is to consolidate the town by filling some of these gaps in

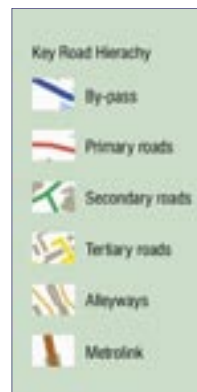


the urban fabric. This is very much the aim of the Radcliffe Town Centre SUN Quarter proposals. The three sites are also able to contribute to this aim. The ELPM site has always been a gap in the urban form of Radcliffe since it was originally the gap between the two settlements. The development of the area has the potential to fill this historic gap and to provide a new urban quarter to the east of the town centre. The two school sites have similarly always been gaps. However, the town has grown around them and there is now the potential to develop these sites to consolidate the town. One of the strengths of

Radcliffe is the way that the countryside penetrates into the town. This means that each of these sites is able to relate directly to the centre of the town while also facing onto open countryside.

The urban form analysis also looked at the character

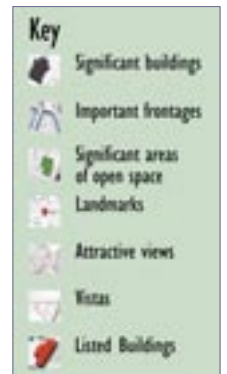
Radcliffe: current road hierarchy



and townscape of the town, the street network, the public realm and the open space network. We conclude that the town is undistinguished in terms of its built form and that the town centre has been disconnected from its surrounding neighbourhoods. However, we suggest

that it has some tremendous potential, particularly due to its topography, the river and the canal. We, therefore, conclude that the development opportunities around the town have the potential to transform the urban fabric and character of the town.

below: Townscape and heritage plan for Radcliffe





4. The sites



In this section, we look at the three sites covered by this masterplan. This includes a description of the sites, access arrangements, landscape and ecology and the impact of these factors on their development potential. In addition to the three sites we look at the E'es site to the southwest of the ELPM site.

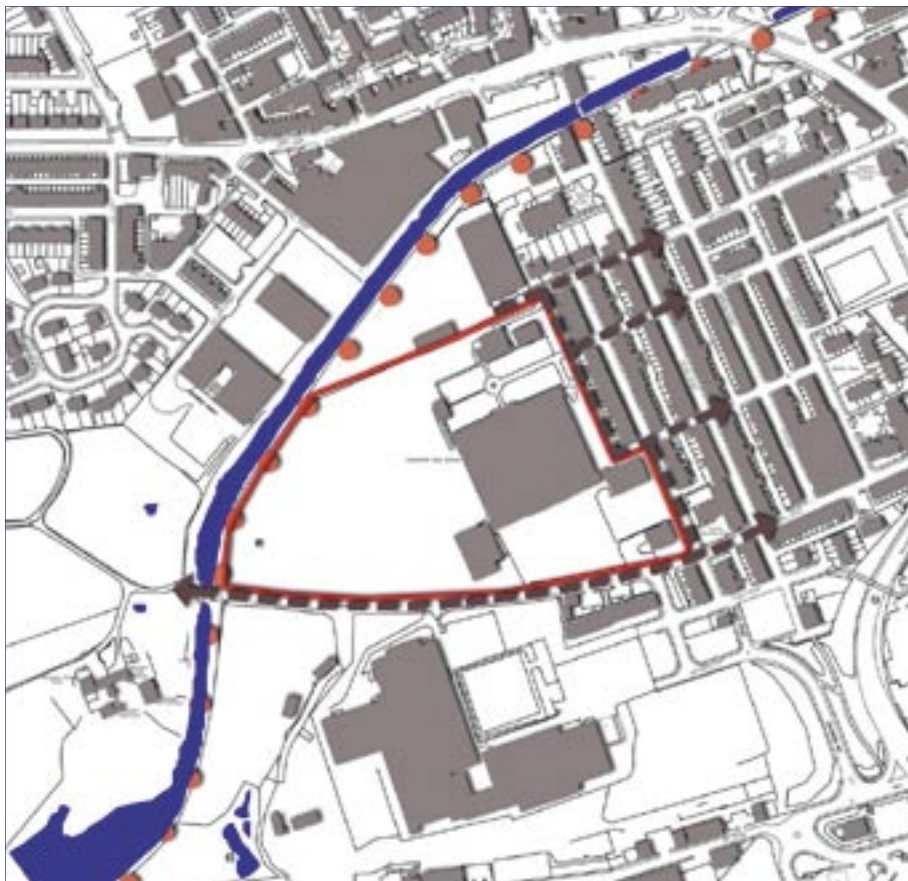
Radcliffe High School

The Radcliffe High School site covers 4.9ha and lies to the north west of the town centre. The school dates from the 1930s. It is a traditional school building in a cloister layout with a formal garden at the end of Abden Street.

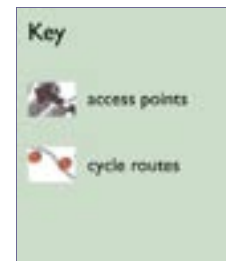
Context: The school site is bounded to the east by a terraced housing neighbourhood that runs through to Water Street. This is one of a number of important residential communities around Radcliffe and while not affluent appears to be stable and reasonably successful. To the north the site is bounded by a builder's yard and the Manchester, Bolton and Bury Canal. The canal has been disused for many years although the section through Radcliffe is intact with clear water. British Waterways have plans to reopen the canal and intend to start work on the section in Salford in 2005. The canal has traditionally attracted

industry, especially around the junction with Water Street. A number of factories remain in this area, such as New Fairfield Works – now vacant and consisting of a traditional mill with a weaving shed. To the west of the site across the canal is open farmland belonging to Scotson Fold Farm, together with adjoining land in Council ownership. To the south of the school is the former Strebor Engineering Site. This was originally a colliery and subsequently became a die casting engineering works. It has recently been granted planning consent for housing on appeal and is currently under construction.

Access: The Radcliffe High School feels quite cut off because of the barrier created by the canal and the Strebor site. This was traditionally the edge of the town so that there are no streets or footpaths beyond linking the site into the surrounding areas. Road access is via Abden Street/Lord Street, which join Blackburn Street at its junction with Spring Lane. As the work by TPP shows, this is one of the most congested junctions in Radcliffe, which will need traffic management measures if the school site is to support substantial new housing development. The only other road access is via a relatively



Radcliffe High
 top: images of the site
 left: access into the site



contorted route down Hutchinson Way to Sion Street in the valley bottom. The Reinventing Radcliffe masterplan suggested that access could be improved by creating a new bridge over the canal to Bolton Street. This would help to overcome the historic isolation of this area.

Pedestrian access is also quite limited. Apart from the links to the housing to the east the only pedestrian links are along the canal and over a canal footbridge at the end of School Street. The canal towpath is also a designated cycle route. There are currently no routes southwards through the former

Strebor site partly because of the steepness of the slope. It is not anticipated that the residential development of this site will create any new links. As a result School Street feels like a backwater.

Landscape and ecology: The site is currently predominantly open. The school buildings are sited in the eastern third of the site next to the formal gardens by the entrance. The western two thirds of the site are playing fields bounded by quite dense mature trees along School Street and the canal. These playing fields are subject to national policy regarding the



development of playing fields and are protected in the UDP under policy RT2/3. The nearest designated open space is the small square of grass on Abden Street and the bowling green within the former Strebor Site.

The canal corridor is designated as a wildlife corridor and is also a site of biological importance. However, within the school grounds it is not anticipated that there will be any ecological constraints on development. Beyond the canal to the west is an extensive area designated as Green Belt. The prospect to the west, over open farmland is, therefore, protected

and is potentially an important asset of the site.

Flooding: The site is not an area liable to flooding as identified by the Environment Agency.

Conclusions: The Radcliffe High School site is potentially a very attractive site for development. It has a significant frontage onto

Radcliffe High:
ecology analysis





the canal and is located in an attractive landscape setting with views out to open countryside. It is also next to a stable residential community although not one where there are particularly high housing values. Nevertheless the residential development to the south is likely to help establish this as a desirable residential location.

The drawbacks of the site relate to access and visibility. Road access is difficult and improvements will need to be funded as part of the development. The site is also on the 'wrong' side of Radcliffe with regard to the Metrolink station

although it is only a short walk from the town centre. It also suffers from not having a main road frontage from which to market the new development. These drawbacks can be overcome and would not preclude the development of the site for housing. They do, however, also make it well suited to elderly person housing.



Coney Green

Coney Green High School occupies 6.2ha of land immediately to the north of Radcliffe Metrolink Station. The school was built in the 1960s on land that was formerly railway sidings. The shape of the site is prescribed by the curving route of the railway lines that ran on all sides, and indeed through the site.

Context: The site occupies a unique position within Radcliffe. At its southern end it fronts Spring Lane and the Metrolink Station and to the north it fronts the canal and open countryside

in the Green Belt. It is bounded to the east by the Metrolink Line that runs on an elevated track and which is a source of noise. To the west is a mixed area with some terraced housing, some modern suburban property and institutional uses, such as the Council housing office and Whittaker House, a Council elderly persons home. Despite the proximity of the site to the centre of town it feels cut off. The direct route from the site to the town centre is partly blocked by an industrial estate and the St. Thomas' Estate.

Access: The site fronts onto Spring Lane, which provides



its only road access. There are possible connections to the residential area to the west (as explored in the Reinventing Radcliffe study) but these are likely to be resisted by existing residents and in any case have limited capacity. The site, therefore, is likely to be a large cul-de-sac with implications for emergency access and the design of roads. Solutions could be to seek to make two road connections onto Spring Lane or provide an emergency access at the head of Whittaker St. through the grounds of Whittaker House.

The only pedestrian access to the site is along the

canal towpath, which is also a cycle route. To the north west of this the former railway line has been designated and developed as a green corridor for both

Coney Green:
access into the site





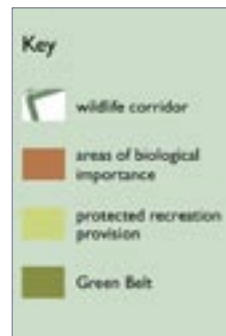
footpaths and cycle routes and connects with Spring Lane via a footpath on the western boundary of the site. There is an aspiration that these routes should be brought through the Coney Green site if it is developed.

Landscape and Ecology: The school buildings occupy the southern part of the site and the northern two thirds are used as playing fields although these have poor drainage and are not well used. The main tree cover on the site is on the Spring Lane frontage and the railway embankment to the east. The disused railway line has been colonised by scrub and trees

forming a useful buffer between the site and an adjoining SBI. The other site boundaries have sparse tree cover and the site feels quite open with views out to the surrounding farmland.

The nearest areas of open space are the disused railway line to the north, the formal landscaping area to the east of

Coney Green:
ecology analysis



the Metrolink Station, Festival Gardens, and a small area of open space on Spring Lane.

The canal together with the disused railway line to the north and the Metrolink line are designated as wildlife corridors - and they adjoin the triangular site on two sides. The canal in this area is also designated as a site of biological importance.

Flooding: The site is not an area liable to flooding as identified by the Environment Agency.

Conclusion: The Coney Green site is also a very good housing site. Its greatest asset is the fact that it is next to the

Metrolink Station and also close to the town centre and yet also connects to the Green Belt and has views of open countryside. There are issues about the connections to the town centre because of the St. Thomas' Estate, which may dissuade residents from walking into the centre. However, there is scope to overcome this by improving links via Bridgefield Street or Darbyshire Street. As former sidings there is the possibility that the ground is contaminated and there are potential noise issues from the Metrolink line. The site is also disconnected from its surroundings and there would be value in exploring con-

nections to the housing area to the east to prevent it from being developed as a large cul-de-sac. However, these issues can be dealt with and in principle the site is an excellent and valuable housing site.



East Lancs. Paper Mill

The largest of the three sites is the East Lancs. Paper Mill (ELPM). This extends to 17.75ha and consists of the former paper works, ancillary lodges and buildings and recreational facilities. As our review of the history of the site illustrated, the industrial use of the site dates back to the early 19th century, initially as a bleach and calico printing works and then from the mid 19th century onwards as a paper mill. The complex includes a variety of industrial buildings of different eras and a series of lodges. Historically there were seven lodges

of which the five largest remain (although they are currently being drained). The area between the lodges was originally used for filter beds but in the early 20th century became a cricket pitch connected to the works. The buildings occupy the southern part of the site next to the river. Some of these structures date back to the 19th century but none are listed and there is a programme of demolition that will soon see them entirely cleared. North of the works is the, now closed, social club with associated bowling green.

To the east of the original works is a modern Combined Heat and Power

Plant. This was built in 1996 and is a substantial structure. It was constructed by Scottish Hydro to provide steam for the paper works and in doing so to generate electricity for the National Grid. This is no longer required following the closure of the paper works although Scottish and Southern Energy (formerly Scottish Hydro) have a lease on the site, which has 15 years to run. Negotiations are continuing to procure this site and it is likely that the plant will be disassembled and sold if Scottish and Southern Energy can find a buyer.

The southeastern part of the site adjoins the E's

landfill site. The far southeastern part of the ELPM site has apparently also been used as a controlled waste tip in the past. This could constrain development in this part of the site.

The ownership of the ELPM site also includes land to the west of Cock Clod Street. There are a number of remaining terraced houses in this area together with the Papermakers Arms Pub. The open space to the east of Baybutt Street is affected by the Rectory Lane culvert that is subject to a current planning approval to United Utilities to upgrade the structure.



Context: As described above the site is in what was once an open area between Radcliffe Village and Radcliffe Bridge. To the west lies the formal Jubilee Gardens landscape area on Rectory Lane that is a gateway to the town centre and also potentially links to the Metrolink Station. This area together with Cross Lane is characterised by terraced housing. The area has suffered in recent years by both the general uncertainty of the future of the East Lancs. Paper Mill site, which Cross Lane (south) backs on to and a degree of housing unfitness – block 32-60 has been cleared through a recent CPO promoted

by the Council’s Urban Renewal Division. To the east in the original Radcliffe Village there are some remaining buildings of importance, such as the grade 1 listed St. Mary’s Church and the grade 2 listed Tithebarn. The most important building is Radcliffe Tower (circa 1403), which is scheduled as an Ancient Monument. This now stands in a field at the entrance to Radcliffe E’s and also links through to Close Park, which has a range of recreational facilities.

The site is bounded to the south by the River Irwell and the E’s site. The E’s site is described below. The river is

now an attractive feature and the green southern slopes of its valley dominate views from the site. On the south bank stands Pioneer Mill at the end of Milltown Street. This is a scruffy but well used industrial building accommodating a range of small firms.

Access: There are six points of vehicle access to the site; Rectory Lane, Pollitt Street, Cock Clod Street, Cheetham Street, Croft Lane, and the eastern end of Church Street East. These access points have traditionally served the paper works including truck access. However, none is ideal at present and

there is a need to upgrade a number of the access points to serve the scheme. The site includes Church Street East that runs east/west through the site although this has been closed and built across by the works in the past.

In addition to these road access points there is a pedestrian bridge over the river from Milltown Street. This is an important route because it is one of only four connections over the river in Radcliffe. There is currently no footpath along the river at this point but there is an aspiration that one should be created.

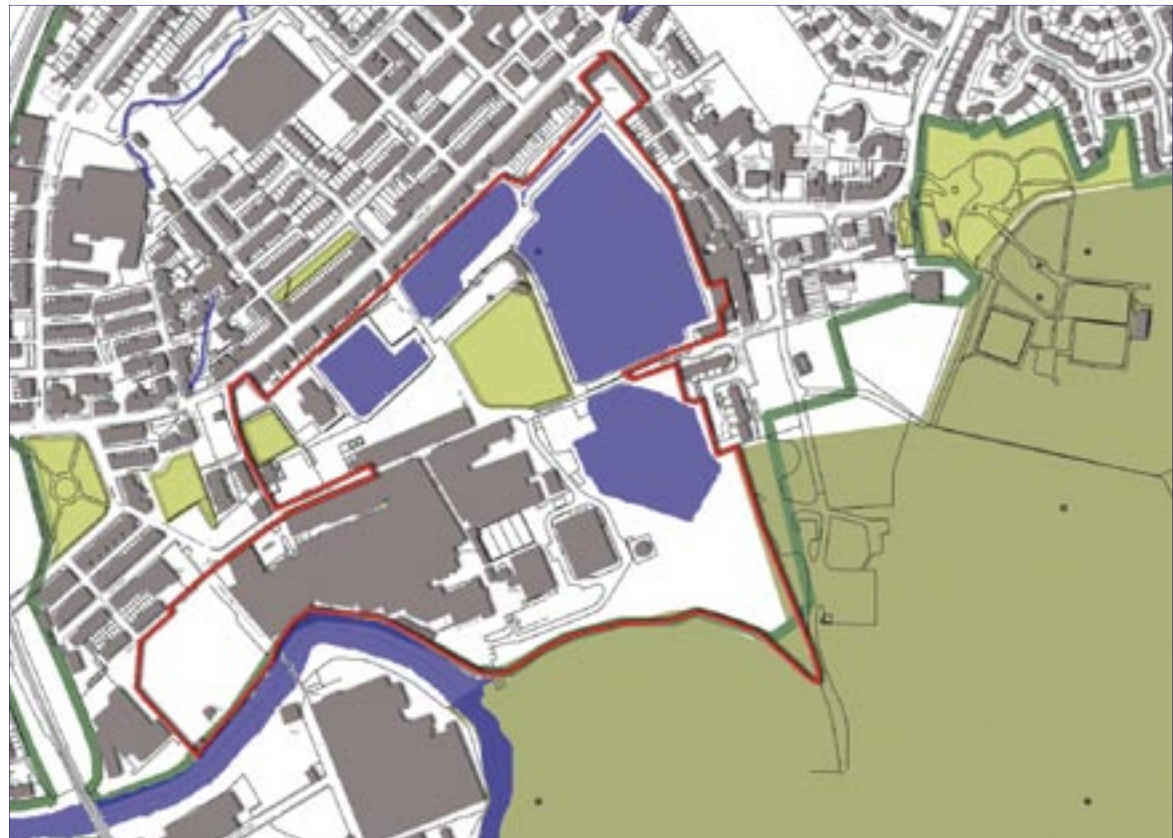
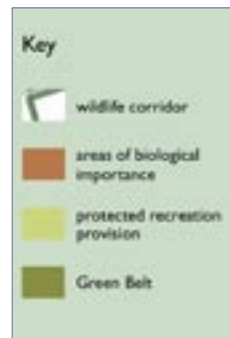


Landscape and Ecology: The site currently includes three areas of open space: the cricket field, the bowling green and the open area on Baybutt Street. All of these areas are designated as protected recreation provision in the Unitary Development Plan. There is also a reasonable amount of tree cover on the site. The main areas being the southern lodge, the boundary with the E'es site and the area around the social club and bowling green.

There are no areas either within or adjacent to the site that are designated as being of biological importance and there are no statutory protected species on the site. Work by

P&F Properties' consultants for the Environmental Statement has identified ecological value in the lodges and also bats foraging over the lodges although no roosts have been found. The river is designated as a wildlife corridor as is the whole of the E'es site, which is also part of the Green Belt.

ELPM site:
right: ecology analysis
top: aerial view of the site



Flooding: The site is some way above the level of the river and is therefore not within the 100 year flood area identified by the Environment Agency. Most of the site does however lie within the natural flood plain and is within the area shown by the Environment Agency as possibly subject to extreme flooding. This is categorised as an area where the chance of flooding each year is 0.5% (1 in 200) or less.

Conclusion: The ELPM site has been in long-standing industrial use and investigations are taking place to establish the levels of contamination. Remediation

works will be agreed with the Environment Agency. The mill and its lodges have been on the site for more than 150 years and have some historical, heritage and ecological value although not to an extent that should preclude development. The visual amenity of the site is currently marred by some of the remaining buildings, by views over the E'es site where tipping/restoration is still underway and by the poor quality of some of the access points. However, all of these things can be addressed. The E'es site will be improved following the completion of restoration operations in 12 months or so and the access

points can be addressed as part of the development.

The site can, therefore, become a very good housing site with very good links to the Metrolink Station and views out over the green slopes of the valley. The main constraints to housing development are therefore planning policy, reflecting its previous use as a paper mill.



The E'es site

The final part of the jigsaw is the E'es site. This was originally a gravel pit before becoming a tip in the 1960s. The life of the tip is coming to an end and is the subject of negotiations and possible enforcement action by the Planning Authority. Much of the site has been completed at its finished levels and covered with topsoil but it is yet to be planted. The final area of the site to be restored will be the area where Bealey's Goit formerly ran. The goit has since been diverted but the valley still exists. This is to be the subject of the final phase

of restoration to raise surface levels to that of the ELPM site. The planning consent for the tip requires that it be remediated following the completion of tipping. At one point this was to include a nine-hole golf course but this is no longer viable. The owners are, therefore, actively looking for alternative after uses.

Context: The site includes all of the land within the meander of the river and extends to the southern boundary of the ELPM site. It also includes the land to the rear of Radcliffe Tower.

Access: There is only one access road into the site that runs next to Radcliffe Tower. Indeed the road runs through the historic site of the tower and the Council is keen to see it diverted to avoid this sensitive site and carry out an enhancement scheme. There is currently no pedestrian or cycle access to the site but the Council has an aspiration to create a riverside walkway and is seeking this as part of the remediation works.

Landscape and ecology: The site lies within the Green Belt and the river wildlife corridor. However, there is very little of any ecological value on the site at present other than an area to the east of the tower that was never tipped. The sides of the valley to the south of the river are, however, all designated as sites of biological importance (SBIs).

Conclusion: The E'es site is severely constrained because of previous tipping, Green Belt designation and limited access. Therefore it cannot be used for inappropriate development. However, there is the possibility of using the site for outdoor recreational use that is compatible with the Green Belt designation. For example, this could include playing fields and recreational facilities subject to meeting the technical requirements of a site of this nature.

5. Market assessment



As part of the study King Sturge have undertaken an assessment of the market for development in Radcliffe. Their full report is available separate to this report and the main conclusions are summarised here.

The residential market

Bury as a Borough is undoubtedly an attractive residential location. Radcliffe, whilst lagging behind other parts of Bury in terms of house prices is experiencing a good demand for both older terraced properties and new build semi-detached and detached houses and flats and has experienced significant price growth in the last 24 months. Much of the accommodation presently available is lower qual-

ity terrace properties although with increases in demand improvements are being made to these properties.

The rise in town and city centre living has been fuelled by demographic change resulting in a greater number of smaller households being formed and a desire for a different housing product close to shops, entertainment facilities and public transport. Whilst improvements are required to the quality of the town centre and facilities, there

is potential to develop town centre living in Radcliffe and to attract a greater number of residents to live in Radcliffe overall.

All three of the sites that are the subject of this masterplan are attractive residential sites to both purchasers and therefore developers, and of a scale where they can create their own environment. The success of these sites will depend on the design and layout of the sites and the materials used.

B1 Office space

The three sites that are the subject of this study are not well located for significant of-

fice developments, i.e. within predominantly residential areas and lack of prominence. It may be possible to find better locations for what demand exists closer to the town centre. In addition, the Council has placed a high priority in the development of the Bury Town Centre Bury Ground site as the main strategic location within the borough for office development. We would not seek to dilute demand for this site by identifying the Radcliffe area as competition on what is an inferior site. At present the main source of demand in the Borough for office floor space is for small (less than 465 m²) self-contained and freehold premises

for local businesses. It is unlikely, however, that a developer would speculatively pursue a scheme in Radcliffe. Any such development is likely to occur only where schemes are commissioned on an individual basis or perhaps where they are required as part of a mixed-use planning permission. On this basis a small amount of office development i.e. total of 1860 m² in small units, could be incorporated into the larger site at ELPM as a part of a wider mixed-use scheme.

Industrial market

Discussions with local agents suggest that Bury has not

benefited from industrial development largely due to a lack of available industrial sites. Radcliffe does not benefit from immediate access to the motorway network and, therefore, is unlikely to benefit from large inward investments or from the current demand for large logistic/distribution facilities. We have identified a demand for premises in the range of 280 to 1,860 m² mainly from local companies (e.g. Bury, North Manchester, Bolton and Rochdale) who are either seeking to expand or consolidate and/or wish to purchase their own property whilst interest rates are low to provide a “pension fund”. This demand

comes from companies who both want to purchase their own property and those who want to build their own premises. It is, therefore, important that suitable land is made available to provide for this requirement and to have land available for the development of larger units if these can be pre-let.

Within the East Lancs. Paper Mill site developers would be seeking a site of around 2ha, which would allow the development of around 7,430 to 9,290 m² of floor space. This could take the form of freestanding units and a terrace of smaller units that could be combined to make larger units. Given the perception

that there is a pent up demand within Bury it is likely that a developer would speculate a number of units for both freehold and leasehold use.

Given the locations of the two school sites within predominantly residential areas, industrial development of these sites would be inappropriate.

6. Access assessment



TPP have undertaken an assessment of the access issues raised by the masterplan. These include the impact on the overall highway system in the town, access arrangements to each of the sites and public transport routes. Their report is available separate to this report and their main findings are summarised here.

The scale of development suggested for the three sites is considerable and the volume of additional traffic generated will inevitably have a significant impact on traffic conditions and on transport generally in the town centre, especially during the busy morning and evening peak periods. In addition to this, changes to traffic patterns in the town centre will be brought about by the planned develop-

ment of the SUN Quarter, the relocation of the bus station and the re-opening of Blackburn Street and these also need to be addressed as part of this exercise.

In this chapter, we therefore describe existing road traffic conditions in Radcliffe and outline the methods we have used to assess the impact of development traffic and the other proposed changes to the

road and transport network. We then summarise the results of this assessment and describe how we have used this to develop outline proposals to mitigate any adverse traffic effects and improve the operation of the transport network in Radcliffe. We have paid particular attention to the effects of relocating the school and the impact this will have on accessibility for existing and future school pupils. The impact on general traffic congestion in Radcliffe has been the main issue we have tried to address, but we have also looked at how the Masterplan can help to deliver improvements to

other important aspects of the transport network, including the bus network, accessibility to the Metrolink station, and facilities for walkers and cyclists.

We have carried out peak hour observations at key locations in the town centre, we have consulted council officers and GMPTE and we have collected information from local residents and transport network users in Radcliffe, both as part of this study and as part of the earlier Reinventing Radcliffe study. Our observations confirm information from consultations, that areas of the existing road network in the vicinity of Radcliffe town centre currently

operate close to or in excess of theoretical capacity during busy periods, causing significant queues and delays. In particular, problems occur along the town centre by-pass (Pilkington Way) and Blackburn Street, especially during the evening peak at the Spring Lane traffic signal-controlled junction.

Peak traffic flows along the Pilkington Way route are highly tidal in nature, with approximately two-thirds of traffic heading southbound in the morning peak hour (0800-0900) and northbound in the evening peak hour (1700-1800).

The Pilkington Way and Blackburn Street bridges in the



centre of Radcliffe provide the only routes across the River Irwell between the A666 in Bolton and the A56 between Bury and Whitefield. For residents of areas in east Bolton, Little Lever, north Radcliffe and Ainsworth, who use their car to travel to and from work, Pilkington Way provides the only practical route between home and the regional centre and motorway network. As such, traffic demand along this corridor will always be high during peak periods. If this study were to identify and recommend major improvements to general traffic capacity along the Pilkington Way route, it is likely that more 'induced' traffic

growth would occur to fill it. Our aim has, therefore, been to identify and quantify the extent of capacity problems likely to result from the suggested development and to suggest balanced solutions, which are practical, affordable, and of appropriate scale.

We have used the TRANSYT signalised junction network software as our primary means of assessment of the highway network in Radcliffe. TRANSYT is a computer-modelling tool, which has been developed by the Transport Research Laboratory specifically for the assessment of closely spaced traffic signal

junctions in urban areas. We have used it to model the seven signalised junctions, including the ASDA Puffin crossing, along Water Street / Blackburn Street / Pilkington Way between Ainsworth Road and Stand Lane. Peak period turning counts were carried out at every junction along the route during September 2004, and the model we have built using this data shows that some junctions are currently operating above theoretical capacity at peak times. Queues and delays are particularly high during the evening at the Water Street / Spring Lane / Abden Street junction, when traffic often queues back along

Pilkington Way through the Blackburn Street junction as far as Dale Street and along Spring Lane almost to the Metrolink station. Measurements of actual queues taken from site observations at several junctions have been compared with modelling results and these show a reasonable correlation, sufficient for us to be confident that the junction models provide a suitable means of assessing the effects of future changes.

In addition to the Pilkington Way route, we have also carried out observations and collected traffic count data at the Metrolink car park access on Spring Lane, at the junctions of



Spring Lane with Bury Road and Rectory Lane, at the Blackburn Street / Church Street and Cross Lane / Eton Hill Road junctions and, further afield, at Dumers Lane / Manchester Road.

The Spring Lane / Rectory Lane priority controlled junction is immediately adjacent to the Spring Lane/ Bury Road mini roundabout and the two together form a good example of pragmatic urban traffic engineering. They operate reasonably well during peak periods and although there are short periods when queues can develop, especially on the Rectory Lane approach in the evening, they usually dissipate

quickly. However, the junctions together are clearly operating close to capacity and a small increase in traffic would lead to serious levels of congestion unless improvement works are carried out.

The current access to Radcliffe High School is via Abden Street and Lord Street from Spring Lane, with a secondary access via Sion Street / Hutchinson Way. The Reinventing Radcliffe study, recognising the current difficulties at the Spring Lane junction, recommended that a new access to Water Street should be created by building a new bridge across the canal, west of Spring Lane.

The scale of development now suggested for the site, including the proposed Care Village, is unlikely to justify this level of investment in access provision and a solution based on the existing access arrangement has therefore been investigated.

At Coney Green, a single access to Spring Lane has been assumed. The residential site access will need to accommodate the Metrolink car park access opposite, and because of visibility limitations and the need to accommodate pedestrian crossing movements, a single traffic signal junction is proposed. An emergency access through to Whittaker Street

may be needed.

The ELPM is a very large site, which will accommodate a range of different uses, and three or more access points are likely to be needed. We have assumed that a priority controlled access to serve the employment uses would be created from Bury Street, close to the junction with Eton Hill Road. We have placed the pedestrian school access off Rectory Lane, and have assumed that the primary vehicular access to both the school and the Cross Lane area will be from Cock Clod Street.

In order to carry out an assessment of the effects



of development traffic, it was necessary to carry out amendments to the observed base traffic flows described above. Additional development is already committed on the former Strebor site off Hutchinson Way and the traffic expected to be generated here has been added to existing network traffic. An estimate has also been made of the volume and distribution of traffic to and from the existing split site high school, and this traffic has been subtracted from existing base traffic.

Additional peak period traffic generated by the proposed developments, including the relocated school, has been

estimated using the TRICS traffic generation database. This additional traffic has been manually assigned to the existing network, with traffic from each of the sites being distributed in the following proportions:

To/From	Proportion
Bolton	15%
Bury	15%
Town Centre	10%
South	60%

Distribution of Generated Traffic

The traffic effects of network changes and the SUN Quarter development proposals envis-

aged in the Dale Street area, including a proposed relocation of the bus station and reopening of Blackburn Street, have also been assessed and these effects have been added to the development traffic impacts described above.

When tested on the unmodified Pilkington Way TRAN-SYT traffic junction model, extensive queues and delays are predicted at both Spring Lane and Stand Lane junctions. The congestion at Spring Lane is to be expected, given current levels of peak period queuing and delay here. Congestion is perhaps less expected at Stand Lane and is largely the result of

large volumes of residential traffic travelling between the Coney Green and ELPM sites and the south. Long queues are likely to develop for traffic turning left to New Road in the morning and turning right from New Road to Stand Lane in the evening.

Neither of these two locations offers scope for conventional capacity improvements by widening approaches to create additional traffic lanes. However, there is scope for improvements at both junctions by a combination of restricting some minor turning movements and re-phasing the traffic signal timings.



It is, therefore, recommended that the following turning movements be prohibited in order to ensure sufficient capacity at the junctions:

- ▶ The right turn into Spring Lane from Blackburn Street and
- ▶ Right turn into New Road from Stand Lane.

Prohibiting these movements can only be achieved by the promotion of traffic regulation orders. The bans will cause difficulties and inconvenience for some traffic, but the number of movements involved is in each

case comparatively small. The effects of traffic re-distributing have been tested and results show that they can be accommodated elsewhere on the network. The benefits of the turning bans are considerable and, on balance, will outweigh the costs incurred by those directly affected. With these turning bans and signal phasing amendments in place, the Pilkington Way route will operate more efficiently than is currently the case, even after making allowance for additional development traffic. The greatest benefit will be found at the Spring Lane junction, where evening peak queues will be reduced signifi-

cantly and will no longer block back across the Pilkington Way / Blackburn Street junction.

It is anticipated that the Spring Lane / Bury Road mini-roundabout and the Spring Lane / Rectory Lane priority junction will experience large increases in traffic flows due to the location of the Coney Green and ELPM residential development accesses on Spring Lane and Cross Lane. It is, therefore, recommended that these junctions be signalised for both capacity reasons and in order to provide crossing facilities for pedestrians, in particular school children walking to the new school site. A preliminary layout of this new

junction has been produced which shows a widening of the carriageway by approximately 3m to the south, affecting the existing open space east of the Metrolink Station.

A new signalised crossroads is also proposed as described above to the west of Bury Road in order to accommodate the residential development at Coney Green and a new two-way access to the Metrolink car park. This junction layout will provide sufficient capacity for both accesses. Other junction types here have been considered but could interfere with the satisfactory operation of the Spring Lane / Bury Road



/ Rectory Lane junction. A signalised crossing for pedestrians and cyclists will be incorporated into the new junction. An important cycle/pedestrian route currently exists between Spring Lane and the residential areas to the north of the town centre, known locally as the Banana Route. Its significance lies in its proximity to Coney Green High School and its use by pupils. Retention of this existing desire line is therefore important in the context of the location of the new school on the ELPM site. The development at Coney Green must retain the attractiveness of this route by providing adequate open space adjacent

to the route and not enclosing and concealing it. A diversion of the route through the site should be provided to link directly with the new traffic signal junction

The Metrolink station in Radcliffe is undoubtedly a valuable transport asset, providing a direct, reliable and quick route into the centres of Manchester and Bury, and other towns served by the Metrolink network. Consultation on the Reinventing Radcliffe study showed, however, that it is perceived to be to some extent a mixed blessing. The Metrolink Park & Ride facility has proved to be very successful in attracting commuters, with the

car park currently operating at capacity during weekdays. The station attracts approximately 600 passengers in the peak hour. Data from the GMPTE shows the majority of existing Metrolink users arrive at the station by car (53%, but not all of these use the park and ride car park - many are 'drop offs') with 37% walking and 7% by bus. Although the station is well used by commuters, leading to a decrease in car trips to Manchester and Bury, it does have the effect of increasing car use in the immediate vicinity.

Existing access arrangements for pedestrians from the car park side of the

station are generally good, however, pedestrian facilities from the east are currently non-existent.

It is, therefore, recommended that additional facilities for non-car modes be provided at the station. These improvements would include:

- ▷ A high quality pedestrian and cycle access from the east, serving the developments on the ELPM and Coney Green sites, and
- ▷ Secure cycle parking at the station.

7. Consultations



As part of the study we organised a workshop on 2nd November to bring together a wide range of stakeholders with an interest in the development of these sites. The workshop took place in the Radcliffe High School site of the Riverside School and involved 50 people.

The workshop included a presentation by URBED of the initial findings of the study followed by four sessions: In the first session groups discussed current strengths and weaknesses of the three sites plus

the E'es site. In the second they discussed a menu of possible uses for the sites, in the third they looked to apportion these uses to the sites using cut-outs of each of the main elements such as the school, playing fields, a possible Care Village, 750 homes, employment uses and various sports pitches.

The following sections set out the views expressed at the workshop. These of course represent the views of the participants at the workshop rather than those of the Council.

Session 1: The good and the bad:

East Lancs. Paper Mill

The Good

- Riverfront location
- Proximity to Metrolink
- Lodges
- Its size
- Views across the valley
- Brownfield site
- Proximity to the E'es
- History
- Cricket & bowling pitches
- Surrounding greenery
- Potential for employment uses
- Developer interest

The Bad

- River forms a barrier
- Traffic congestion
- Ownership (highways)
- Poor access from / to town centre
- Brownfield site
- Contamination
- Next to tip (E'es)
- CHP plant
- View across to Pioneer Mill
- Poor quality of Cross Lane

Coney Green

The Good

- Proximity to Metrolink
- Canal side / frontage
- Open space provision
- Potential development value
- Main road frontage

- Access to Spring Lane
- Access to countryside
- Land is in council ownership
- Opportunity for higher density development
- Current community uses

The Bad

- Poor drainage on sports fields
- Limited access
- Noise from Metrolink
- Possibly contaminated

Radcliffe High School

The Good

- Located alongside the canal
- Proximity to countryside / Green Belt
- Proximity to town centre



- ❑ Playing fields
- ❑ Close to Strebor site (new housing) and town centre
- ❑ Current community use
- ❑ Access to Green Belt
- ❑ Developer interest in adjacent sites
- ❑ Topography (it's flat)

- (employment/industry)
- ❑ Planning constraints (playing fields)
 - ❑ Adjacent neighbourhoods are very deprived
 - ❑ Poor image of adjacent area
 - ❑ Accessibility for pupils is difficult

The Bad

- ❑ Contamination
- ❑ Poor access
- ❑ Landfill site
- ❑ It cannot be built upon
- ❑ No access from Whitefield

Ingredients

The workshop went on to look at the ingredients that could be included on at least one of the sites. The following uses were listed by participants.

Housing including:

- ❑ A Care village for elderly people
- ❑ Flats
- ❑ Affordable housing

- ❑ Some expensive units
 - ❑ Commuters' homes
- Employment uses including:**
- ❑ Live / work units
 - ❑ Technology businesses
 - ❑ Local employment

Other:

- ❑ Live theatre
- ❑ Indoor leisure
- ❑ Petrol station
- ❑ Marina

The Bad

- ❑ Situated at the edge of town
- ❑ Difficult access
- ❑ No existing through route
- ❑ Traffic congestion
- ❑ Access routes through existing terraces
- ❑ Poor public transport
- ❑ Canal forms a barrier
- ❑ Next to Showman's Guild winter quarters

The E's Site

- The Good
- ❑ Greenery
 - ❑ Size
 - ❑ River frontage
 - ❑ Proximity to countryside
 - ❑ Potential recreation use
 - ❑ Visibility from surroundings
 - ❑ Close proximity to proposed school

School

Open space and Leisure including:

- ❑ Green corridors
- ❑ Separate pedestrian routes away from streets
- ❑ Play areas for children
- ❑ Combined sport pitches
- ❑ Riverside walkway
- ❑ Cricket & bowling pitches



Vision for the sites

The groups were asked to discuss where these ingredients should go.

Employment: People felt that there was a need for local jobs and that these should be accommodated in workshops, starter units or a green business park, preferably on the East Lancs. Paper Mill site. It was suggested that workshops and technology businesses should go onto the northeastern corner of the ELPM site to ensure easy access to these businesses and protect adjacent residential developments from noise.

Care Village: The possible Care Village was seen as a controversial ingredient and some in the workshop felt that it should not be built and that units for elderly people should be integrated within new development. Those groups that accepted the idea of the Care Village felt that it could go onto any of the sites. One group put it on the ELPM site so that it could be integrated with the community and is close to public transport. It was also suggested that there would be value placing it next to the school to encourage multigenerational thinking. Other groups suggested that it should be placed on the Radcliffe High site

so that it is close to the Green Belt and would put less pressure on the road system.

Residential: It was suggested that residential use would be appropriate on all three sites. The groups were also asked to consider different densities. Higher density development would include apartments and townhouses, lower density would include semi-detached and detached properties. Most were in favour of a mix of housing and flats.

Coney Green, it was suggested, should be developed at higher densities towards Spring Lane

with more suburban densities next to the canal.

On Radcliffe High the opposite was suggested with higher density flats along the canal and medium density houses in the centre of the site.

The ELPM site was seen by most groups accommodating a mix of densities. Some had flats along the river, others nearer to the town.

There was strong support for a mix of private and “affordable” housing and a concern that all sites included affordable homes.

There was also an acceptance that some up-market housing was a good thing.

Open space/ recreational

facilities: The E'es site due to its location in the Green Belt was seen as an ideal location for playing fields and other recreational facilities, such as the cricket pitch and bowling green. The majority of groups suggested that the cricket pitch and bowling green should be relocated to the area next to Radcliffe Tower and Close Park. However, there was also support for the cricket pitch to be retained in its current location.

A number of the groups suggested green fingers to link development sites with the countryside. A riverside walk-

way was suggested to make the river more accessible and to link the new residential areas on ELPM site to the town centre. There was a strong view that the reservoirs should only be removed if they could be replaced elsewhere as they are a leisure facility and base for wildlife.

School: The groups were unanimous in suggesting that the new school should be built on the ELPM site. There was a strong view that the best location was at the western end of the site close to the Metrolink station and within reasonable distance of the town centre. One group also suggested that it should

have a frontage onto Cross Lane so that the transformation of the area was made visible. There was also a strong view that the school should include facilities for the wider community.

Playing fields: Most people felt that the playing fields should go onto the E'es site. There was an acceptance that the school could be separate from the playing fields but in the event most of the groups placed the school in a position where it could link directly to its playing fields.

8. Proposed uses



As a result of our consultations, the discussions at the workshop and the market study we have drawn up a list of uses that are appropriate for these sites. We outline below the details of each of these uses and their suggested location.

The Riverside School

There has been an assumption from the start of the process that the school should be located on the ELPM site. This has been tested through our discussions against the possibility of rebuilding the school on one of the existing school sites. From this it is clear that there is advantage in building a new school on the ELPM site for the following reasons:

- There is a desire that the school should have a fresh start on a new site to overcome any negative image that the existing schools have.
- It becomes easier to make the finances of the school stack up if the residential value of both of the existing schools sites can be realised.
- It makes sense to locate the school playing fields on land that cannot be developed for housing – namely the E's site because it is in the Green Belt.
- The school is consolidating at the moment onto Coney Green, which would mean that the Radcliffe High School site would be the obvious choice for redevelopment. However, it is generally felt that this is not a good site for the school because it is landlocked within a residential area and is perceived to be too far

from the town centre and Metrolink Station. The site is also too small unless Cam's Lane Track is included as playing field.

- The redevelopment of the Coney Green site for a new school would have to be done by building on the existing playing fields while the existing school remained operational. The site fails to meet minimum size requirements and sequential development would leave the new school without playing fields for at least two years.

It is, therefore, proposed that the ELPM site is the best location for the new school. The disadvantage of this is that the timescale of the development of the school, which is very tight, is at the mercy of third party landowners. It is, therefore, suggested that detailed negotiations about a land swap need to be conducted with P&F as a matter of some urgency. While these negotiations are ongoing it is important that the Council does not rule out a fallback option.

The brief for the school is being developed by the Council's Education Department and EC



Harris. This involves the following elements :

- It should be a 900-place school and should follow DfES guidelines giving a minimum site area of 6.08ha and a maximum of 7.47ha.
- The above site areas include the playing fields and the school itself requires a site of up to 3.8ha. This is to accommodate school buildings totalling 7,000m² with a potential 2,000m² extension in the future, together with associated space such as car parking, circulation space and hard play areas.

- The school should be located within easy reach of the town centre and there is a desire that the building should be prominent and access should avoid conflict with residential areas.

Location: We have, therefore, revisited the proposal in the Reinventing Radcliffe study that the school be located at the eastern end of the ELPM site so that its playing fields could extend onto the E'es site. The workshop agreed that the school should be connected more closely to the town centre and suggested a location in the western part of the site. Most

groups came to a consensus that a site on the bend of the river was the ideal location because it could relate to the route through Rectory Lane from the Metrolink stop and yet could extend to the E'es site and so link to its playing fields. This has been incorporated into the masterplan.

Size of the school: The brief for the school suggests a total site area of up to 7.47ha of which 3.8ha is taken up by the school buildings element. The masterplan has sought to accommodate this site area. However, the proposed site for the school is slightly below

this target area because it is constrained by the following factors:

- The location of the CHP Plant: We have taken the view that it would be sensible to avoid this because of the possible need for a CPO to acquire Scottish and Southern Energy's interest. This could easily disrupt the timetable for the school.
- The east west access through the site: If the school was to extend northwards it would cross the line of Church Street East. There is a practical issue here in

that the freehold under the road is owned by the Wilton Estates (although this can probably be overcome). More important is the fact that the school would cut the site in half isolating the housing to the east from the town centre so undermining one of the regeneration benefits of the scheme.

It is, therefore, suggested that the school be allocated a slightly smaller site area of 3.6ha, which would still be above DfES guidelines.

Playing fields: Decisions about the size and nature of the new



playing fields need to take into account both of the needs of the school and the policy issues relating to the loss of playing fields on the existing school sites. We would estimate that the development of the two existing school sites would involve the loss of around 7.5ha of playing fields. At least half of these are currently unused due to drainage problems at Coney Green. The new school, according to DfES guidelines, would require up to 4ha of playing fields. It is recommended that the Council develops a playing fields audit in consultation with Sport England, the NPFA and Strategic Leisure to establish an

acceptable approach for dealing with existing and future levels of playing field provision.

It is possible to provide a much larger area of playing fields on the E'es site. It may, therefore, be sensible to make provision in excess of the needs of the school to more fully compensate for the loss of the existing fields. The use of the E'es site for playing fields has been discussed with the owners of the site, NSR (Radcliffe) Ltd. They are amenable to reprofiling the landform to create a suitable base for playing fields. This would be designed with appropriate falls and would include the provision of core base and

drainage. This is currently under discussion with the planning authority with regard to the additional tipping and the appropriate remediation and monitoring. The satisfactory resolution of the planning situation should be linked to the acquisition of the site. We, therefore, believe that this is a solution that the Council should pursue directly with NSR rather than through P&F Properties. As a first step we understand that the Council is shortly to commission a risk assessment of the Radcliffe E'es site, the result of which will be an essential input to any agreement between the Council and NSR (Radcliffe) Ltd.

Employment uses

Throughout the Reinventing Radcliffe process there has been a desire to see the town continue to provide local employment so that it does not become entirely a commuter town. This needs to be set in context by King Sturge's findings on their review of the market. This identified demand for up to 2,000m² of office space and 8-10,000m² of industrial space.

In addition to this the Reinventing Radcliffe strategy suggested the possibility of artists and creative businesses in the town centre although this has received a setback with the

collapse of the CITE studio proposal. If this was to now happen it is likely to be within the SUN Quarter.

We are, therefore, suggesting that the employment uses identified by King Sturge should be accommodated on the ELPM site. This is likely to amount to some 70 jobs in the office space and 200 jobs in the industrial space. In addition to this the new school will employ some 60 people giving an employment yield on the ELPM site of 330. This is below the 1,000 jobs aspiration of the Council. It is, however, broadly comparable to the employment numbers in the latter years of



the paper mill and is in our view the most that can be achieved at the present time. There would be a possibility of leaving land fallow for future employment development. It is, however, unlikely that the situation will change greatly in the near future and it is therefore suggested that these employment figures should be accepted.

We have explored a number of options for the location of these employment uses. The B1 office space is compatible with the residential development and we would suggest that it is incorporated into mixed-use blocks providing live / work accommodation, which are ac-

cessible to the town centre and the Metrolink Station.

The industrial provision will be single storey units around a central service yard requiring around 2ha. The early P&F schemes suggested that this should be located to the west of Rectory Lane. The riverside location and proximity to Metrolink, however, makes this a good residential location. We have explored instead sites in the eastern part of the site. One possibility would be the south eastern area next to the E'es. While in the medium term, once the E'es is restored, this could be an attractive site, it is affected by proximity to a former

landfill site. The other possibility is a site towards the junction of Cross Lane and Bury Street. It is the latter that we have shown on the masterplan but we believe that the strategy could allow both options with a final selection influenced by market opinion and the consideration of possible contamination issues.

Care Village

Bury Council is currently undertaking a process to select a development partner for a Care Village. This is a residential scheme for elderly people requiring some care but wishing to live independent lives.

Radcliffe is one of a number of locations being explored for this facility and a final decision will not be made until a development partner has been appointed. The specification for the facility suggests a site of 2.5ha.

At the workshop all but one of the groups suggested that a Care Village was a good idea and of these five groups, four suggested that it should be located on the Radcliffe High School site. This would take up about half of the site. It would make it easier to overcome the access difficulties of the site because it would generate less traffic. However, it will impact

on values, which may affect the viability of the school.

It is, therefore, suggested that, if the Care Village is proposed to be located in Radcliffe, it should be located on the Radcliffe High School site. This site should, therefore, be allocated for either this or residential development.

Residential development

The development of housing on the three sites is currently the main value generator. As the King Sturge market review indicates, there is a healthy demand for new housing in Radcliffe as witnessed by the

values achieved on the Radcliffe Paper Mill site. Further more the trend towards urban apartments and town centre living is spreading out of Manchester via Prestwich, Whitefield and is now present in Radcliffe. King Sturge are currently suggesting residential values of around £1.5 million per hectare and a potential combined build rate across the 3 sites of 160 homes per year. There is, therefore, the potential to use the development of the school sites to help realise the value of the new school and to meet the Reinventing Radcliffe objectives of consolidating the residential community around the town. This, however,

needs to be monitored carefully to ensure that the market is not flooded and that the overall strategy is not affected by a downturn in the national housing market. With this in mind we would suggest the following housing yields:

Radcliffe High School: This is envisaged as medium density urban housing made up mostly of terraced and semi-detached houses with some three-storey flats on corners. The site extends to 4.9ha and would be built at a net density of 60 units/ha. Taking into account the open space requirements set out below, this is likely to translate into

a gross density across the site of 40 units/ha which would give a yield of 200 units if it was built entirely for housing. This would be reduced proportionately if the site was to be allocated for the Care Village.

Coney Green High School: This is envisaged as medium density urban houses and apartments (up to 4 storeys) at the southern end of the site next to the Metrolink Station with more suburban housing to the rear. The site is 6.2ha, the front half of which would be built to urban net densities of 75 units/ha with the rear half achieving net densities of 40 units/ha. Taking



into account open space requirements this suggests gross densities of 50 and 27 units/ha respectively suggesting a yield of around 250 units.

The ELPM Site: This site extends to 17.75ha and needs to accommodate the new school, employment facilities and open space requirements. We have, therefore, assumed 3.6ha of land for the school, 2ha for employment and 0.7ha for retained water. This leaves 12ha of land for potential residential uses. Taking account of open space requirements this is likely to translate into an average gross density of 40 units/ha. This

would generate a residential yield of around 500 units.

In addition to the three sites, the proposals being developed for the SUN Quarter include 190 units of high-density apartments adjacent to the town centre. Other housing developments in Radcliffe include the Strebor site, the last phase of the Radcliffe Paper Mill and flats at New Road under construction, an approval at New Road (formerly Kilroe), and various proposals in the Hollybank Street area... There is, therefore, the potential for a significant number of new houses in the pipeline in Radcliffe including the Reinventing

Radcliffe proposals. Care will, therefore, need to be taken to avoid too many homes coming onto the market at the same time.

Open space provision

The preservation of existing recreational facilities and the provision of new open space, play and sports facilities is dealt with in the following section.

9. Planning policy



This masterplan raises a number of planning policy issues that are dealt with in this chapter. These issues include housing land supply, employment policy, and the loss of playing fields, affordable housing and recreational provision.

Housing land supply

Government Office North West (GONW) is currently concerned about the effect of housing development on the Housing Market Renewal Areas. The concern is that an oversupply of housing in stronger housing markets will make it more difficult to generate demand in Housing Market Renewal Areas. Bury neighbours a number of HMR areas including Oldham/Rochdale and

Manchester/Salford and already has a supply which exceeds 15 years based on existing housing commitments (calculated against Bury's current housing requirement in the North West Regional Spatial Strategy (NWRSS) of 230 dwellings per annum). These proposals will impact significantly on future housing land supply and will need to be brought forward in consultation with, and cleared by GONW.

The proposals include provision for 950 units on the three sites plus an additional 190 units in the SUN Quarter. However, it is considered that these housing numbers can be justified on the basis of the housing led regeneration of the town.

The first set of issues, therefore, relates to the need for regeneration in Radcliffe:

- The Reinventing Radcliffe study indicated that Bury is below regional and national averages with regard to prosperity and deprivation. It is, however, in a better position than the other North

Manchester boroughs and as a result does not have access to regeneration funding.

- Radcliffe is a deprived pocket within the borough and is comparable in terms of economic indicators with many of the more deprived areas in surrounding boroughs.
- The average value of terraced housing in Radcliffe is £60-80K. This is well above the level of the HMR areas when they were designated last year. However, it is now comparable to the HMR areas in Rochdale and parts

of Oldham, therefore the terraced areas of Radcliffe are not all that different to those in the HMR boroughs.

- The town centre of Radcliffe has experienced severe decline, greater than that in many HMR and assisted areas. The Reinventing Radcliffe study identified an important cause of this decline as being the depopulation of the area around the town centre.
- Radcliffe has experienced severe economic restructuring in the very recent past with, in particular, the

closure of its paper mills and major engineering works. These factory closures have left large Brownfield sites with little prospect of them being re-used or redeveloped for major employment uses.

Resisting housing development in Radcliffe with the intention of deflecting investment to other HMR areas would, therefore, undermine the prospects for regeneration in Radcliffe with no guarantee that the HMR areas would benefit. The development of new housing in Radcliffe would serve the regeneration of the town in a number of ways:

- It increases the number of people and the spending power within the catchment of the town centre.
- The development of these sites for housing makes possible the redevelopment of the school that will overcome the poor image of the existing schools and contribute to the regeneration of the town. The benefits of this have been recognised through a grant from the DfES but will not be possible unless the residential value of the school sites can be realised.

- New housing development on the ELPM site will bring a very prominent Brownfield site back into productive use and contribute to the restoration of the E'es site.

In addition to this, it would be our contention that the housing market is growing across the Greater Manchester conurbation. Whilst NWRSS seeks to avoid the oversupply of housing in Districts across the North West, it is considered that the exceptional circumstances of a housing-led regeneration initiative accords with the NWRSS strategic aim of urban renaissance. Therefore, housing

expansion in Radcliffe is considered to be in line with the main thrust of the NWRSS, given the regeneration benefits, and we do not consider that this would be at the expense of regeneration efforts in neighbouring districts.

Also, King Sturge have identified significant recent demand for commercial development in North Manchester and significant numbers of jobs are predicted in Central Manchester as a result of the Knowledge Capital Initiative. They have also shown how this demand is flowing out of the centre along the Metrolink lines while more traditional housing demand

is spilling over into Radcliffe because of the rise of prices in adjacent neighbourhoods. This is a complex system and it does not follow that housing expansion in Radcliffe will divert demand from elsewhere. This is supported by work currently being undertaken by GVA Grimleys in a study for the Oldham / Rochdale Pathfinder.

We would, therefore, contend that the development of the housing numbers set out in this report is the only means of regenerating Radcliffe and raising funds for the new school. We would further contend that the housing and the residents that

it retains and attracts are vital to the regeneration of the town centre and the regeneration of a significant amount of Brownfield land and that this is unlikely to impact on demand in adjacent HMR areas.

Employment Policy

The ELPM site is allocated as an Employment Generating Area (EGA) under policy EC2/1 of the Bury UDP. A change of use of all or part of the site would therefore normally be resisted.

As described above, we have explored the likelihood of the ELPM site being taken up en-

tirely for new employment uses and concluded that this is unlikely. The work by King Sturge suggests that demand is in the order of 2,000m² of office space and 8-10,000m² of industrial space. Provision has been made for this level of employment use as part of the overall masterplan and we anticipate that this will create 270 new jobs on the site. While this is well below the historic peak of employment in the paper mill (around 1,000 jobs) it is comparable to the number of jobs that existed there in recent years. These lower job numbers were not the result of the plant being run down but rather of productivity improvements.

It can, therefore, be argued that the level of employment proposed is equivalent to that which could have been expected today had the mill not closed.

This needs to be placed within the wider strategic context that is seeing many older industrial sites under pressure for residential development in Bury. This has been the subject of a Bury borough-wide study by King Sturge to identify those types of site likely to attract employment uses in the future and those where the prospects of economic development are low. Once adopted, this strategy will assist in the identifica-

tion of sites, which could be released for housing or mixed-use development and puts in place a mechanism for securing compensation for the loss of employment sites, where appropriate, in order to assist in the creation of employment elsewhere. The release of the ELPM site for mixed-use development is in line with this strategy.

Recreational provision

Protected provision: A number of areas of open space on the ELPM Site are protected under UDP Policy RT 1/1. These include the cricket pitch and bowling green. The policy says

that these need to be either preserved or replaced with equivalent provision elsewhere. The masterplan, therefore, suggests the relocation of both facilities to land adjacent to Radcliffe Tower/Close Park. This is likely to be acceptable in local planning terms.

The UDP also protects education recreation facilities from development under Policy RT2/3 unless a number of tests can be satisfied.

UDP Policy EN6/3 also seeks to retain features of ecological value in assessing development proposals. In the case of the

ELPM site the relocation of the angling activity to the Withins Reservoir is likely to be acceptable. The suggestion is that an area of water also be retained on the site to mitigate the ecological impact of the loss of the lodges on the site.

Playing Fields: The school playing fields are protected by both national and local policy. PPG 17 provides a strong degree of protection to existing playing fields and there are cases where the loss of playing fields to development has not been acceptable even when it has been intended to improve a school. UDP Policy RT2/3 prescribes

a number of tests for consideration before development of such sites can be permitted. These tests include considering long term demand, demand from other users and sporting bodies and adequacy of supply in the area. As described above the two schools currently have 7.5ha of playing fields. DFES standards would require the new school to have 4ha of playing fields. We, therefore, believe that the provision of less than 7.5ha of playing fields is justified for the following reasons:

- The existing school provision is based on a time when the combined school population

of the two schools was far higher than that planned for the new school.

- The proposed 4ha of playing fields is entirely in line with DfES guidelines for the new school.
- The Coney Green playing fields have not been used for a number of years because of drainage problems. The proposed playing fields are therefore a qualitative improvement and will provide a larger area of usable playing fields than the school is currently able to use.

- The current playing fields are subject to only limited public use whereas the new provision will be fully accessible.

However, as described above, there is the potential to create a larger area of playing fields as part of the overall resolution of the E'es site if required.

New open space provision

The UDP contains Policy RT2/2, which requires developers of new housing to make provision for the recreational needs of the prospective residents, for larger developments of 50 or

more dwellings, this provision is normally required to be made within or adjacent to the site to a standard of 2.4 hectares per 1000 population (based on the 2001 Census average household size for Bury of 2.4).

However, since the publication of PPG3 and the requirement to accommodate higher density residential development on sites, the Council has recognised that the requirement for more dwellings would also increase the requirements for recreation within the same site and that this can potentially create a conflict. In recognition of this, the Council has, in some

cases, been prepared to adopt a more flexible approach whereby part of the provision could be made within the site and the shortfall being addressed by the developer making provision elsewhere and/or a one-off payment to the Council that would be invested in the implementation or enhancement of recreation space in the nearby area. We believe that this may be an option available to the developers on the three sites.

The masterplans currently achieve 1ha of open space on the Radcliffe High School site, 0.64ha on Coney Green and 1.34ha on the ELPM site.

Affordable Housing

Bury's policy on affordable housing is set out in UDP Policy H4/1 and expanded in the SPG Note 'Affordable Housing in New Residential Developments'. This seeks 25% affordable housing provision in all residential developments over 25 units. The Council's starting point is that this should be achieved on all three of the sites covered by this plan. It is, however, recognised that this will impact on values and could, therefore, affect the appraisal for the school. The Council will seek to achieve the 25% level unless evidence is provided that this will affect the

overall viability of the development in accordance with the SPG.

Other policy issues

The UDP includes the following additional provisions relevant to the scheme:

- The developments are in excess of £3 million and so will be expected to integrate public art into the design and layout of the scheme under UDP Policy EN 1/6 and SPG Note 'Percent For Public Art'.
- The canal is protected under UDP Policy RT 4/7 and canal

side development will be expected to enhance the canal environment. The canal corridor is also protected under Policies EN 6/1, EN 6/4, as a site of biological importance and a wildlife corridor and Policies RT3/4, HT6/3 promote the canal towpath as a recreational route and cycle path.

- The former railway lines and Metrolink line bounding Coney Green area are also wildlife links under Policy EN6/4.
- Policies OL5/2, OL5/3 and EN 10/2 relate to river valleys

and canal side areas and seek to maintain and provide open land corridors to help to re-establish the continuity of the river valleys and waterside areas. Each of the sites adjoin or are situated in close proximity to the Green Belt and development will be expected to respect the visual amenities of the Green Belt areas and not be conspicuous when viewed from or within the Green Belt.

10. Masterplan



In this section, we bring together these elements into a masterplan for the sites. The discussion in this report so far has been about the ingredients of the plan and the location of each of the elements. We have developed these ingredients into illustrative masterplans for each of the sites as set out in this section.

These illustrative plans are just that. They are intended to show how the sites could be developed to highlight the potential. They are not prescriptive layouts and developers will want to commission their own layouts. However, the illustrative layouts do embody a series of principles that we would anticipate being a requirement of the masterplans brought forward for each site.

East Lancs. Paper Mill

Vision: Our vision for the paper mill site is for it to be developed as a mixed-use neighbourhood. This large site has the potential to create an entirely new quarter for Radcliffe with a mix of housing and apartments along with the school and employment uses in a riverside setting. The masterplan is designed around a traditional street-based layout to ensure that the scheme is integrated with the rest of the town. It does, however, incorporate within it one of the lodges and a spine of green space linking it to the E'es site.

Uses: It is proposed that the East Lancs. Paper Mill should accommodate the following uses:

- Riverside School: This is to include school buildings, ancillary spaces and playing fields. It is to be located at the end of Rectory Lane on a site that is easily accessible to the Metrolink station and town centre as well as adjoining the E'es site where its playing fields can be located. The school site is to cover 3.6ha with an additional 4.6ha for playing fields.
- Office uses: The site is to accommodate 2,000m² of office space, which we suggest could include a small element of live/work development (units where people live but can also run a business). It is suggested that this be accommodated in a mixed-use element at the centre of the scheme.
- Industrial uses: There is a requirement that the scheme accommodates 8-10,000m² of industrial space. This is to consist of single-storey units around a yard. It is suggested that this be located to the east of the site, either in



the northern part of the site near Cross Lane or next to the E's site.

- **Housing:** The site is able to accommodate around 500 homes. This is based on gross densities of 40 units/ha including open space. This is likely to require net densities of 50-60 units/ha, which implies a mixture of housing with some low-rise flats.

- **Open space and recreation:** In addition to the school playing fields the scheme needs to deal with the relocation of the protected facilities on the site, namely the bowling green and the

cricket pitch. It also needs to provide for the retention of one of the lodges as a resource for wildlife as well as providing for the recreational needs of the proposed residents on the site. The masterplan includes 1.34ha of open space, including the lodge. This will incorporate a LEAP (Local Equipped Area of Play) and a couple of smaller LAPs (Local Areas of Play). The cricket pitch and bowling green are relocated to a new site next to Radcliffe Tower.

Access: There are eight potential points of access to the site so that in principle there is no

difficulty in gaining access to the scheme. The main traffic issues as set out by TPP relate to the accommodation of traffic generated by the site within the wider network of the town. There are, however, a number of issues that need to be addressed regarding to access to the ELPM site. These include:

- A requirement by the school that pupils should not need to pass too many homes on their way to and from school: This is due to concern about potential conflicts with residents. However, we were also concerned not to create a route to school that had no natural supervision.

- The possibility of bus services diverting through the site at school start and close times: This means that we need a route through the site that is capable of accommodating bus traffic.
- The need to avoid conflict between industrial and residential access: In a mixed use neighbourhood this will never be entirely possible and it is not anticipated that the industrial units will generate large amount of traffic. However, we have sought to ensure that these units can be accessed without passing housing.

- The need to avoid a rat run through the site. Bury's highways engineers are concerned that traffic could divert through the site when there is congestion on Cross Lane.

It is, therefore, proposed that access to the site should be taken from the following points running from east to west:

- Sandford Street/Church Street East: This is the eastern end of the Church Street East access that runs through the site and will provide the main point of access from the East. As part of the works at this end of the

site it is proposed to extend Tower Street so that access to the E'es no longer passes through the historic site of the tower. This will provide access to the cricket ground and bowling green as well as to the E'es site. Church Street East will be designed to accommodate buses in the mornings and evenings.

- Bury Street: We have proposed a new access to Bury Street near to the junction with Cross Lane. This is intended as an access used by all vehicles. However, its particular role will be to accommodate access to the industrial units.

- Croft Lane: This street is historically important because, as described earlier in this report, it was once part of the Roman Road. It is envisaged as a vehicle access to the site.
- Cheetham Street: There is the potential for a minor access point from this existing road.
- Cock Clod Street: In addition to having the most colourful name this has the potential to provide a significant access point because there is scope to improve the junction. It is, therefore, proposed that this should be the main vehicle access point

to the west of the site. It would be signposted as the main access to the school and may provide the main residential access. It will also need to accommodate the bus route as it rejoins Cross Lane.

- Rectory Lane: This is a historic route and provides the most direct link between the school and the town centre/Metrolink station. It is proposed that it be predominantly a pedestrian route to the school and beyond to the footbridge over the river. It will accommodate a small amount of local traffic, however, it is proposed that it should not connect to Cock

Clod Street so that it is not used for through traffic.

- Glebe Street: There is a small access point from Glebe Street into the far western part of the site. It is proposed that this be used for access to the housing in this part of the site.

Overall the access strategy is, therefore, to provide multiple points of access so that people can enter and exit the site in the direction that they wish to travel. The advantage of this is that the traffic generated by the development is dispersed across the system rather than being concentrated on a couple of junctions. It does bring with

it the risk of rat-running which is why we are proposing the closure of Church Street East in front of the school. The possibility of rat running will need to be monitored and further corrective action taken if it becomes a problem.





Coney Green

Vision: The proposals for Coney Green are that it should be developed as a housing site. The masterplan is, therefore, relatively straight-forward and is a development of the plan included in the Reinventing Radcliffe study. This includes medium density apartments on Spring Lane facing the Metro-link station with slightly lower density housing to the north towards the canal.

Uses: The use of the site is entirely residential and we have estimated that it will accommodate 250 units. This includes apartments on Spring Lane

built at around 75 units/ha net. This would require three and four storey apartments. The rear of the site is planned at net densities of 40 units/ha, which can be developed with a mix of semi-detached and terraced housing.

The site includes 0.64ha of open space. This is distributed in four areas, in the north western and north eastern corners of the site there are two landscaped play areas. These overlook the canal and mean that all residents of the site will be able to gain access to the waterside. On the Spring Lane frontage we have created a small area of open space because of the existing

mature trees in this location. This will create a gateway into the site. There is also a square (although it is a triangle) in the heart of the scheme to create a community focus.

Access: The site currently only has one street frontage – to Spring Lane. This is a busy road that carries buses, provides access to the Metrolink Station and also has sight line restrictions due to the railway bridge. It is, therefore, proposed that one access point be created as part of a traffic-light controlled junction that also serves the station. The masterplan shows a twin access. This could either be part of a gyratory of one of

the access routes or could be pedestrian only.

We have explored the possibility of a second access to avoid the area becoming a large cul-de-sac. In the Reinventing Radcliffe masterplan we made a link to Shirebrook Drive, something that was unlikely to be popular with existing residents. There is now a possibility that an emergency access route through the Whittaker House, an old people's home, site next to the canal may be possible. The masterplan has, therefore, been designed to allow for this possibility should this be achievable. The site is also linked by important footpath routes. There is a

green route, which runs along the former railway line from the north, that is an important pedestrian and cycle route to school. This currently runs along the western edge of the site. We have incorporated this into a new avenue through the scheme. There is also a route along the canal. Here we have ensured that the housing faces onto the canal so creating a supervised canalside environment.



Radcliffe High School

Vision: The Radcliffe High School site is also seen as a residential site and the masterplan is again similar to the proposal in the Reinventing Radcliffe study. The masterplan is a more formal composition than Coney Green based around the landscaped square that forms the entrance to the school at the end of Abden Street. The plan is based around a set of urban blocks of terraced housing with possibly flats on the corners leaving a generous landscaped strip along the canal. The aim is to create a masterplan that feels like an extension to the Abden Street

neighbourhood but also has its own distinct identity.

Uses: The use of this site is entirely residential. It is anticipated that the site will accommodate 200 units at net densities of 60 units/ha. This is broadly comparable to the development that has taken place in Hulme in Manchester. This housing will be made up of mostly terraces with the corners accommodating 3 storey flats.

It is proposed that this would be a good site for the proposed Care Village if the companies tendering for this development so wish. If this was to be accommodated on this site

it is suggested that it should be incorporated into the urban structure established by the masterplan possibly by combining two blocks.

The masterplan incorporates about 1ha of open space. This includes the retained formal garden along with a substantial strip of space along the canal. This canalside land is overlooked by housing and contains a variety of mature trees. It is, therefore, seen as an attractive space for residents of the new housing and the surrounding area.

Access: The main access problem associated with the site

is the junction of Water St/Lord St and Water St/Spring Lane/Abden St. This is one of the most congested junctions in the town and TPP have proposed a number of measures to increase capacity. Immediate access to the site is less of a problem and we are proposing that the site be integrated into the existing street network with connections from Lord Street, Abden Street, Chard Street and School Street.

The Reinventing Radcliffe Vision proposed a new bridge into the site linking to Water Street via Bolton Street. This is a possibility to overcome the problems at the Abden Street junction. However, we are concerned about

the cost of the bridge given that it would have to assume that the canal will be reopened. This would impact on viability and affect the land receipt to the Council for investment in the school.

11. Information

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