

Radcliffe SRF Consultation Report August 2020

1. The Consultation Process

The draft Radcliffe SRF was approved for public consultation by Cabinet on 10 June 2020 and this subsequently took place over a six-week period from 22nd June to 3rd August 2020.

Due to COVID-19 restrictions, more traditional methods of consultation i.e. face-to-face meetings or drop-in sessions were not possible. Consequently a number of different approaches were introduced to raise the profile of the consultation process and to maximise engagement with local residents and stakeholders.

Although interested parties were encouraged to provide feedback via the online SRF questionnaire, it was also possible to respond via post or via the dedicated SRF email or telephone line.

Hard copies of the SRF document could also be requested and Council Officers were available to respond to queries or discuss the SRF proposals.

The consultation included:

- A specific Radcliffe SRF consultation page on the Council's web site which included full and summary versions of the SRF, Frequently Asked Questions and stakeholder questionnaire.
- A summary leaflet was sent directly to households in all three Radcliffe Wards.
- Unstaffed promotional exhibition panels were installed at Asda, Lidl, Dunelm, Market Chambers, Radcliffe Market and the Primary Care Centre.
- Press releases and press features.
- Targeted social media adverts on Facebook and Instagram running throughout the consultation period.
- Distribution of social media asset and SRF leaflet to community and business contacts/stakeholders.
- Presentations to various groups including the Radcliffe Regeneration Task Group and Radcliffe Ward Members/Bury South MP.
- A public Webinar was held as an alternative to face-to-face drop in sessions. 196 participants viewed the event which featured presentation and Q & A panel session. The recorded session, along with the question and answers from the event, was uploaded to the SRF webpages for the remainder of the consultation.

2. Consultation Responses

Online Survey

The Radcliffe SRF survey was accessed via the dedicated page on the bury.gov.uk website and utilised the Bury One Community system.

Stakeholders were invited to indicate whether they agreed or disagreed with each of the 18 main SRF interventions with a simple yes/no response. The responses to these questions are shown in the diagrams in section 3.

Please note that it was only where respondents answered 'no' they were then invited to submit comments setting out why they did not support that particular proposals.

In addition, all respondents were able to add in further general comments on the draft SRF at the end of the questionnaire, all of which have been analysed and considered as part of this process and have been included the summary tables in section 3

323 individuals complete the online survey and in addition to the yes/no responses provided around 1400 comments on all aspects of the SRF.

Wider responses

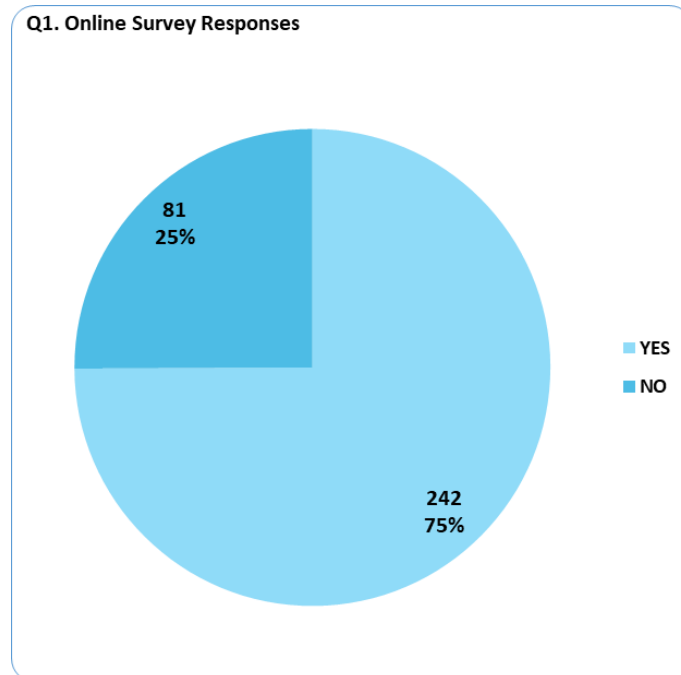
In addition to the Online Survey 28 responses were received via by post, email or telephone, along with direct responses from 13 key stakeholders.

Comments were also generated via the series of presentation events, including the public webinar, as set out Section 1.

All these comments have been considered fully and have been included in the summary tables in Section 3.

3. Consultation Summary Report

Q1. Do you support the SRF's vision and objectives?



Q1. Overall Responses

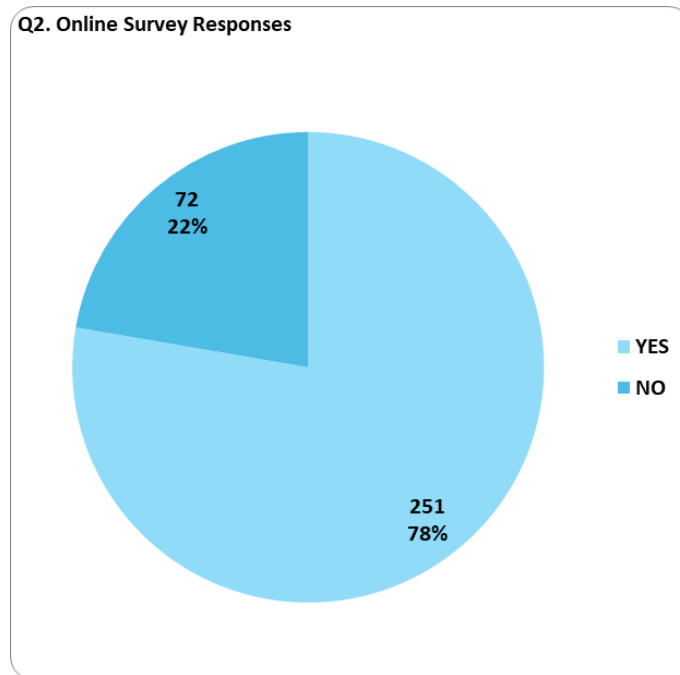
75% of responses to the online survey were supportive of the proposal. Where comments were received the focus was as follows:

- The vision is too long and should be more direct and focussed.
- "The basics" e.g. litter needs to be sorted before regeneration takes place.
- The SRF should have a stronger focus on active travel and public transport in its objectives.
- Though not listed as an objective, strong reservations were raised here regarding the installation of extra car parking spaces due to concerns about impact on Radcliffe's highways.
- Concern that extra housing would put extra strain on Radcliffe's road and service infrastructure. Also noted were concerns that affordable housing was not adequately referenced.
- The objective "A Distinctive Town" did not adequately cover matters relating to design and heritage.
- The objectives do not pay sufficient attention to matters of environment, ecology and sustainability.
- There should be a greater focus on improving resident's skills and career opportunities.
- There should also be a greater focus on the needs of children and young people within the town centre.
- Future development proposals should front onto the river so that it is integrated into the overall design and not separated.

Proposed amendments and commentary

- The Vision has been re-written to reflect the feedback and to provide more focus.
- A section on active travel is included under "A Healthy Town".
- The objective "A Distinctive Town" is split into two objectives - "A Unique Town Centre" and "A Distinctive Town". The former aims to improve Radcliffe's town centre and the latter ensures design is contextual and accessible for all.
- A new objective "A Sustainable Town" has been added.

Q2. Do you agree with the SRF's Strategic Priorities?



Q2. Overall Responses

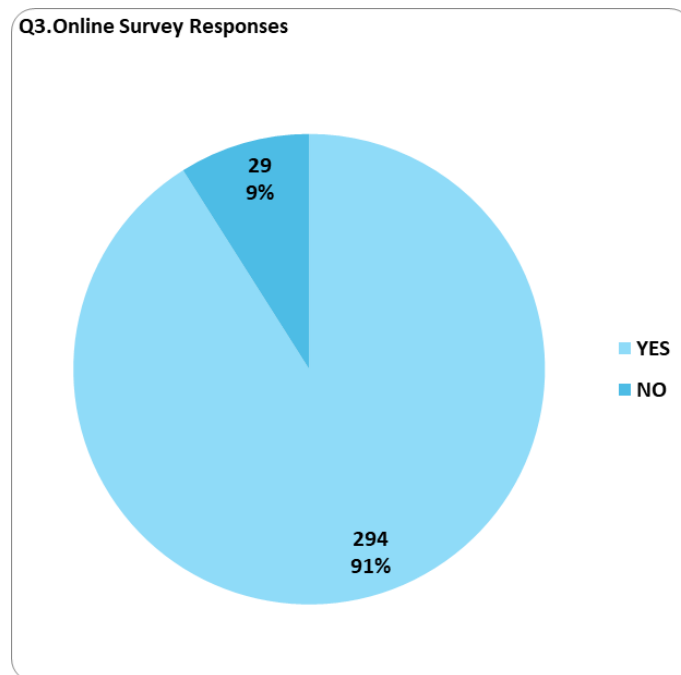
78% of responses to the online survey were supportive of the proposal. Where comments were received the focus was as follows:

- The delivery of a new secondary school must be a strategic priority.
- That the delivery of a secondary school and leisure facilities should be the main priorities rather than any other proposals, in particular changes to the bus station, the piazza and riverside walkways.
- Some concerns that the leisure proposals are not firmed up in the SRF and doubts over the suggestion that it should be split across two sites.
- The commitment to a civic function must be followed through.
- Addressing Radcliffe's traffic issues should be a priority.
- There is too much focus on the town centre at the expense its peripheries.
- The delivery of canal improvements should be included as a strategic priority.

Proposed amendments and commentary

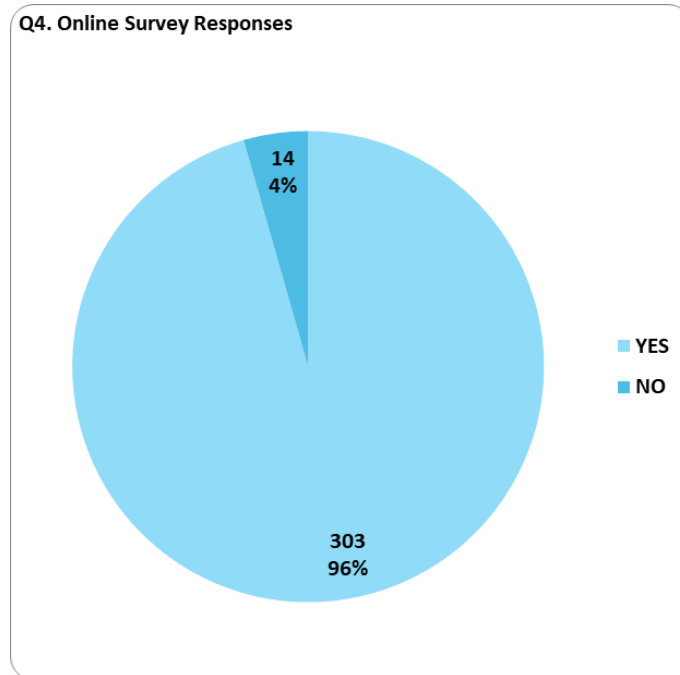
- The delivery of a new secondary school is part of the SRF but will also be added to the Strategic Priorities.
- Transport and Parking issues will become strategic priorities and these areas will require further analysis.
- The borough wide Leisure Review will firm up leisure provision within Radcliffe.

Q3 Opening up the front of the market to encourage footfall into the town centre?



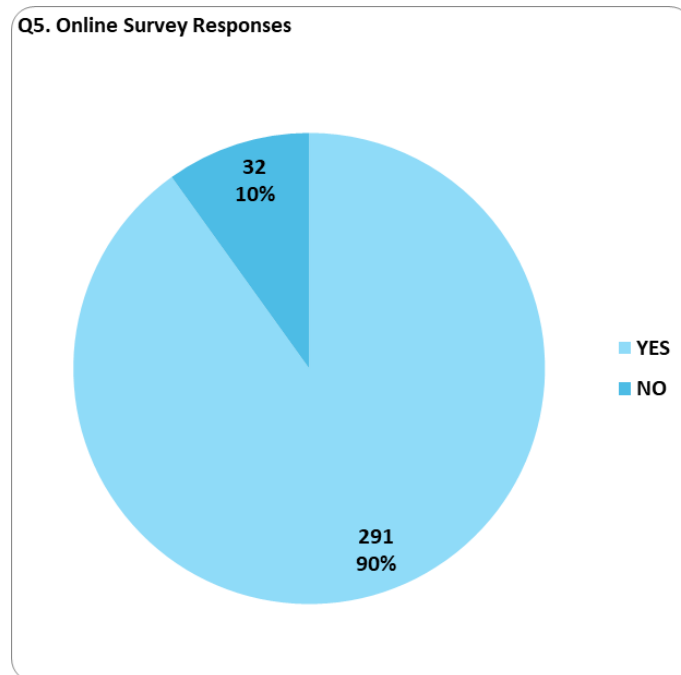
Q3. Overall Responses
<p>91% of responses to the online survey were supportive of the proposal. Where comments were received the focus was as follows:</p> <ul style="list-style-type: none"> The market needs to be more attractive physically, provide outdoor seating/tables, parking and higher quality goods and services before it becomes town's centre-piece.
Proposed amendments and commentary
<ul style="list-style-type: none"> The market is considered to be an important and popular element of the Framework, which alongside other proposals, will help act as a catalyst for regeneration of the core.

Q4. Re-purposing the Market Chambers building to provide flexible space for start-up businesses and community groups?



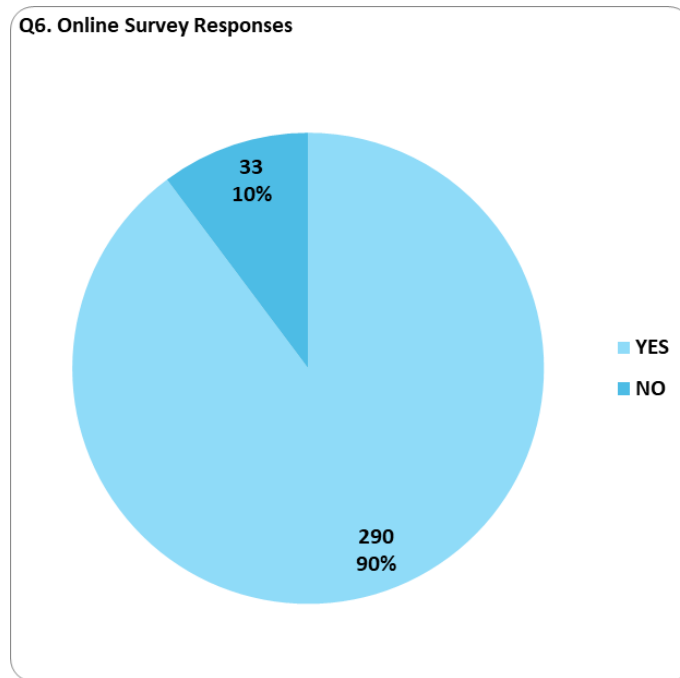
Q4. Overall Responses
<p>96% of responses to the online survey were supportive of the proposal. Where comments were received the focus was as follows:</p> <ul style="list-style-type: none"> • Market Chambers has suffered with flooding before and there may be better locations for this development. • A more active use such as restaurants would be preferable on this site.
Proposed amendments and commentary
<ul style="list-style-type: none"> • There was overwhelming support for this proposal. It is an integral part of the strategy and will help provide new jobs and space for community groups.

Q5. The creation of a civic hub to provide offices, council services, possibly cafe, retail and leisure?



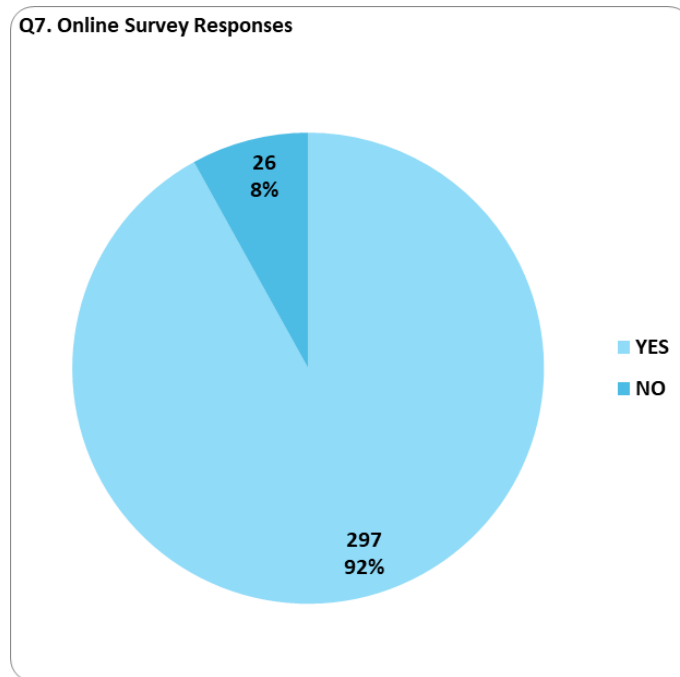
Q5. Overall Responses
<p>90% of responses to the online survey were supportive of the proposal. Where comments were received the focus was as follows:</p> <ul style="list-style-type: none"> • It must be ensured that the existing businesses are protected. • The café and retail elements should be excluded from this proposal. • Whittaker Street is not adequately considered in the document. • All of the leisure facilities should be provided on this site and more clarity should be provided on what is specifically being offered. • It should be ensured that ground floor uses are active.
Proposed amendments and commentary
<ul style="list-style-type: none"> • There was considerable support for this key proposal, which will provide jobs at the heart of the centre and increase footfall for other businesses, improving the general vibrancy of the core. • The comments suggesting the removal of the potential café and retail elements have been noted but it was considered keeping the option of having active uses on the ground floor was preferable in order to help make the piazza area feel safer through passive surveillance. • Further text has been added with regards to Whittaker Street.

Q6. A revamped piazza with enhanced public realm (including improved surface treatments and the removal of the drop kerbs) to make a more pedestrian friendly space



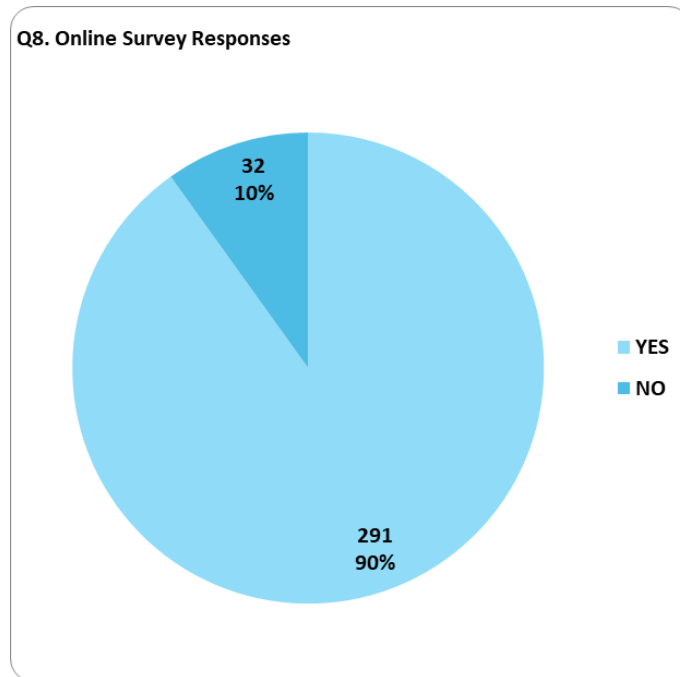
Q6. Overall Responses
<p>90% of responses to the online survey were supportive of the proposal. Where comments were received the focus was as follows:</p> <ul style="list-style-type: none"> • Fear that criminals will capitalise on the newly provided space. • The town centre offer needs to be stronger before this improvement takes place. • There have been recent works undertaken on the piazza and it is currently in a good condition. • It must be ensured that the piazza is friendly to those with disabilities.
Proposed amendments and commentary
<ul style="list-style-type: none"> • The public realm and usability of the piazza will form part of the wider improvements to the core and the comments raised will be considered as part of the detail proposals as these emerge. • The introduction of the new civic hub will change the shape of the piazza and will mean that its current form will have to be amended.

Q7. Reopening of the River Walkway and the installation of new riverside viewing platforms



Q7 Overall Responses
<p>92% of responses to the online survey were supportive of the proposal. Where comments were received the focus was as follows:</p> <ul style="list-style-type: none"> • Fear that criminals will capitalise on the newly provided space. • The platforms must be safe from being swept away and should be secured so that people cannot fall into the river. • Invasive species must be removed from the river for it to reach its full potential. • The creation of cantilevered viewing platforms might set an undesirable precedent and lead to a proliferation of similar proposals along the river Irwell. • The viewing areas must be set back into the bank where possible rather than structures that encroach into/over the river channel. • If constructed the viewing platform must be above design flood level sufficiently to enable floating debris to pass beneath. • The riverside walk should incorporate the north bank, include Radcliffe Tower and propose the reinstatement of the bridge by Pioneer Mills.
Proposed amendments and commentary
<ul style="list-style-type: none"> • The detailed design of these well supported proposals will take into consideration of the comments received, particularly in relation to safety issues. The SRF seeks to build on Radcliffe's river setting and turn it into an asset for the town. • The specifics of the riverside walk will be subject to more detailed proposals at a later stage.

Q8. Opening up the riverside around the Lock Keeper pub and create a new riverside park on the adjacent car park



Q8. Overall Responses

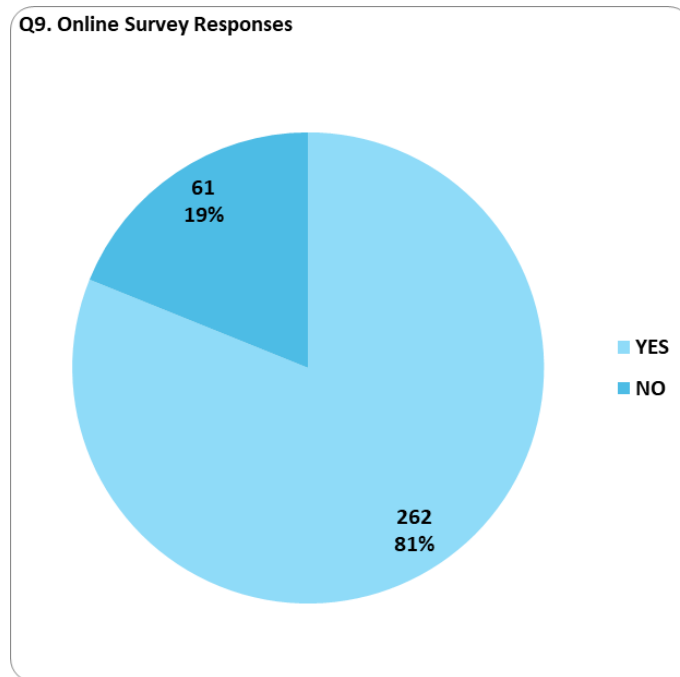
90% of responses to the online survey were supportive of the proposal. Where comments were received the focus was as follows:

- This proposal should not be a priority when Radcliffe needs a school and leisure more critically.
- It is hard to justify having new parks when the current ones are poorly maintained.
- Removing parking here will not encourage footfall into the centre.

Proposed amendments and commentary

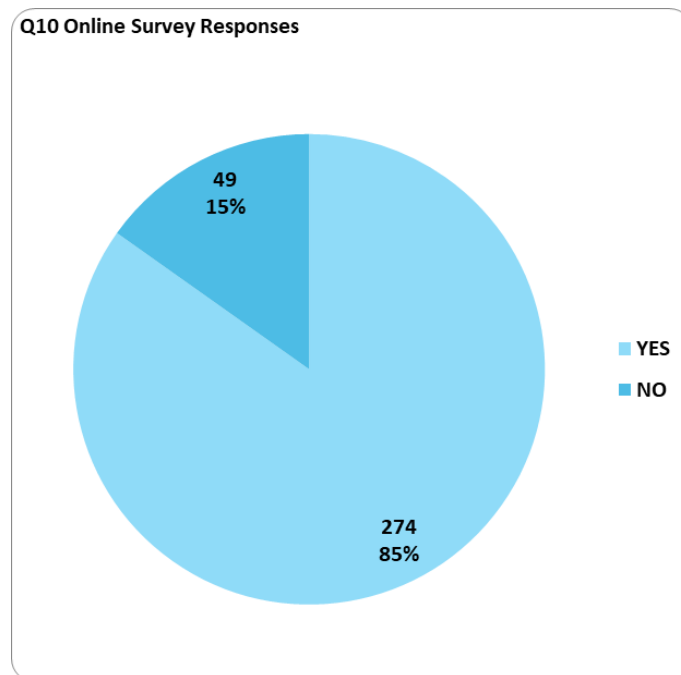
- This popular proposal will help to provide much needed green infrastructure within the core of the town.

Q9. Relocating the Royal Mail sorting office to open up Dale Street, with improvements to public spaces



Q9. Overall Responses
<p>81% of responses to the online survey were supportive of the proposal. Where comments were received the focus was as follows:</p> <ul style="list-style-type: none"> • Should the sorting office be removed it must be suitably replaced within Radcliffe. • The building is well used, well connected and its workers frequent the town centre. • Dale Street cannot be pedestrianised due to the requirements of buses, Royal Mail delivery vehicles and deliveries to town centre businesses. • Royal Mail have no plans to move in the short, medium or long term and would like to see the development of the Delivery Office removed as all but a long term aspiration. • It is required for vehicle movement that Dale Street is not pedestrianised.
Proposed amendments and commentary
<ul style="list-style-type: none"> • The redevelopment of the Royal Mail Delivery Office has been clarified as being a longer term objective • The public realm enhancements are retained as part of the proposals

Q10. Improvements to public spaces at the bus station, with strengthened town centre links



Q10. Overall Responses

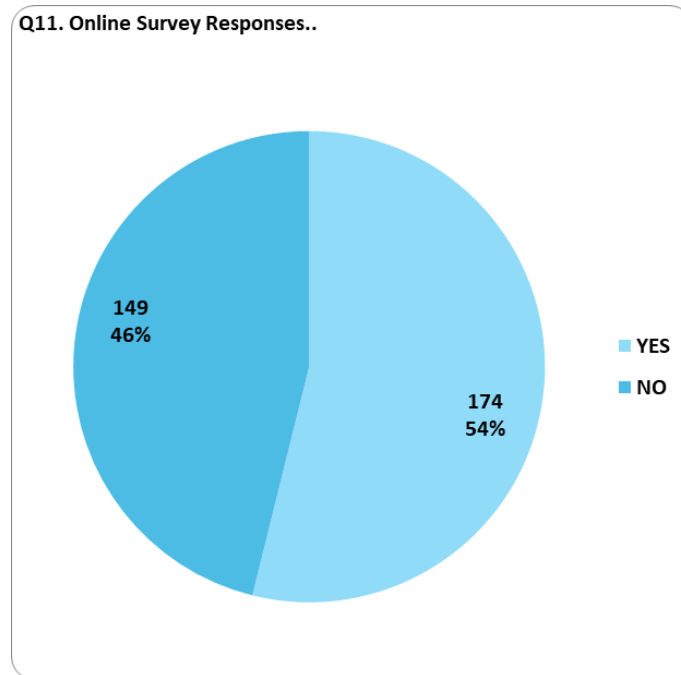
85% of responses to the online survey were supportive of the proposal. Where comments were received the focus was as follows:

- As the bus station is only recently opened a full or partial rebuild would be an unnecessary spend of money. But the quality of its environment could be enhanced by including more greenery, seating and shelter from the weather.

Proposed amendments and commentary

- In light of the comments received the proposals are altered to provide an enhancement of the current bus station. A partial reconfiguration of the bus station has become a longer term objective.

Q11. The consolidation of the town centre's car parking. Adding a second level onto ASDA's existing car park, allowing for the development of car parks in Radcliffe centre. Creation mixed use units on the ground floor of ASDA's car park



Q11. Overall Responses

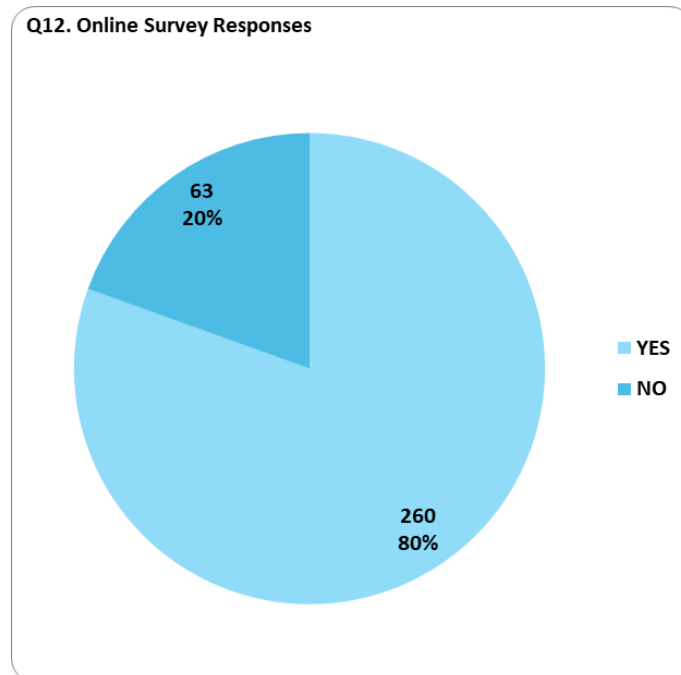
54% of responses to the online survey were supportive of the proposal. Where comments were received the focus was as follows:

- Pilkington Way is a barrier to pedestrian movement between Asda and the town centre. This severance could be compounded with the creation of additional parking capacity at the site.
- New parking/creation of mixed use units on the site may draw people away from the town centre.
- Planning permission recently secured for a drive through coffee shop on the site of the proposed additional car park deck. Whilst this may not preclude retention of the proposal within the SRF, it sets out the intention to develop the site which would reduce the overall development potential.
- Concerns were raised regarding the impact upon the existing highway network and management of the car park decks, and potential for an increase in anti-social behaviour.
- Effort should instead be targeted at improving the pedestrian crossing along Pilkington Way aimed at improving pedestrian movement.
- Better spaces can be found within the centre for the consolidation of car parking.
- A multi-storey car park is an unattractive entrance to a town.
- Lack of quantitative evidence to suggest the need to displace parking from the core to the Asda site.
- Extra parking provision at this site may discourage individuals to use public transport.
- A robust evidence required to ensure that the extra parking proposed at Asda fits with future parking requirements.

Proposed amendments and commentary

- Although a net-favourable proposal, the creation of a second parking deck and mixed use units will be removed from the SRF.
- The content of the SRF has been amended to ensure that car parking issues are considered as part of a wider transportation and parking strategy for the town centre to reflect the development proposals that will come forward in the SRF.

Q12. Improvements to the Metrolink stop for better links into town and parking improvements?



Q12. Overall Responses

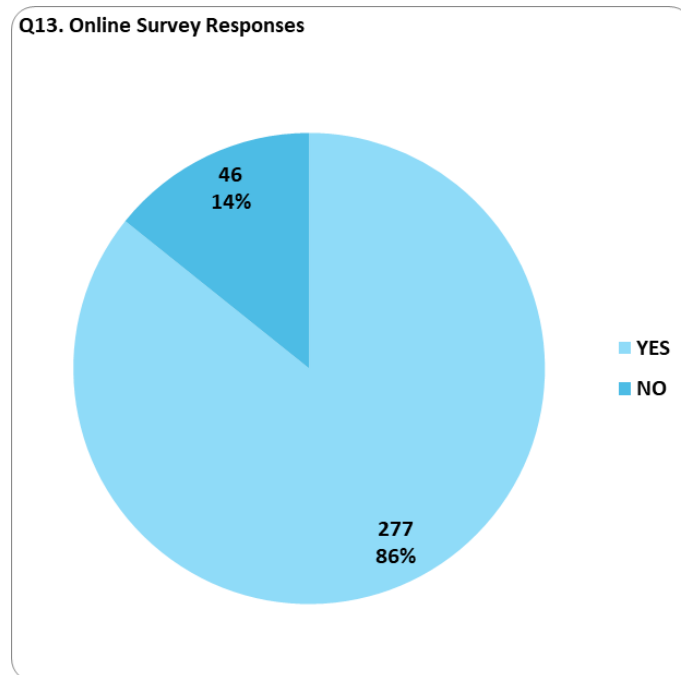
80% of responses to the online survey were supportive of the proposal. Where comments were received the focus was as follows:

- The improvements are unlikely to attract extra footfall into the centre.
- Extra congestion and pollution may be created through creating extra car parking capacity.
- The bus station and Metrolink stop need to be better integrated together.
- There are fears that the extra parking spaces will be used by people from outside of Radcliffe.
- There is not sufficiently strong focus on active travel infrastructure.

Proposed amendments and commentary

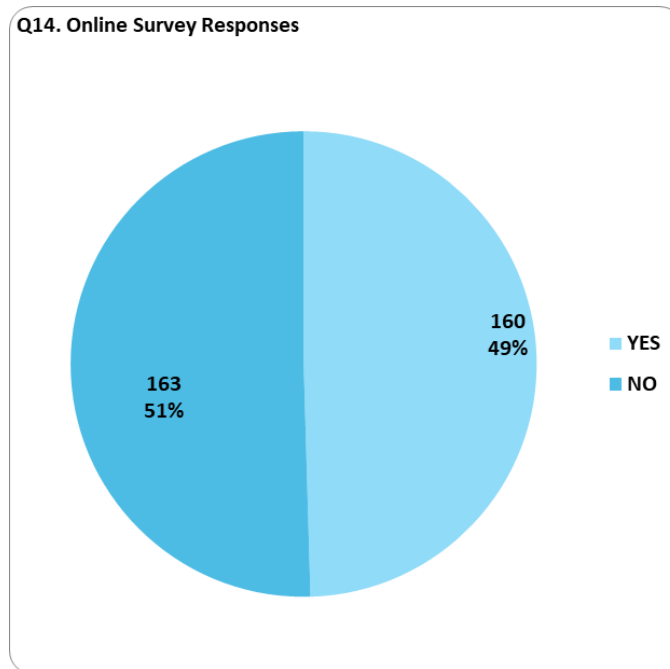
- The proposal is amended slightly, with greater emphasis placed on active travel routes in and out of the centre.

Q13. The creation of new live-work units at the Blackburn Street gateway site?



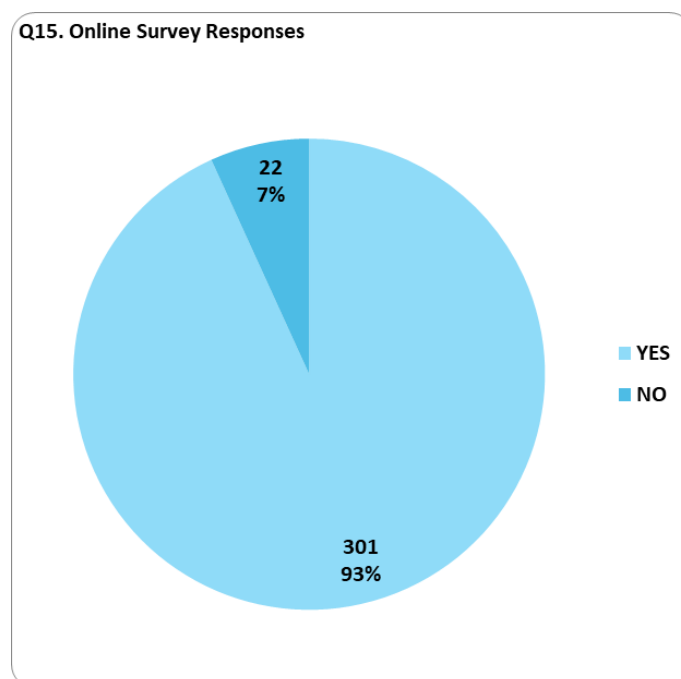
Q13. Overall Responses
<p>86% of responses to the online survey were supportive of the proposal. Where comments were received the focus was as follows:</p> <ul style="list-style-type: none"> • Confusion over what the proposal entails. • The surrounding infrastructure (roads, drains, GPs etc.) will struggle to support extra housing here. • The old leisure facilities should be reinstalled on this site. • Given the topography of the town and the site's relationship with the church of St Thomas and St John the scale of building proposed here needs to be carefully considered.
Proposed amendments and commentary
<ul style="list-style-type: none"> • The proposed use on site to be changed from a residential/ employment site to a more fluid town centre use. • Should the proposal that come forwards contain a car parking element it is expected that this would be a dual use car park for the business(es) and public. • Extra emphasis given to the design of the site given its setting and "gateway setting", with any new proposal having to front onto Blackburn Street. • Proposed public realm improvements to Blackburn Street are highlighted.

Q14. The development of part of the medical practice car park into housing with a second level added to the rest of the car park?



Q14. Overall Responses
<p>49% of responses to the online survey were supportive of the proposal, whilst 51% were not in support. Where comments were received the focus was as follows:</p> <ul style="list-style-type: none"> • The site is not suitable for residential development and offers limited development capacity for housing development. This in turn may impact upon the quality of residential development achievable. • Many of the parking users are elderly and would struggle with a multi storey parking facility. • Access to the site is quite difficult. • The car park is very well used and provides essential public parking serving the medical centre and as such is a key element of parking provision across the town centre.
Proposed amendments and commentary
<ul style="list-style-type: none"> • In light of the majority of respondents being opposed to this intervention, reference to housing and a second car parking deck on this site has been removed.

Q15. The development of a riverside park at Kenyon Street



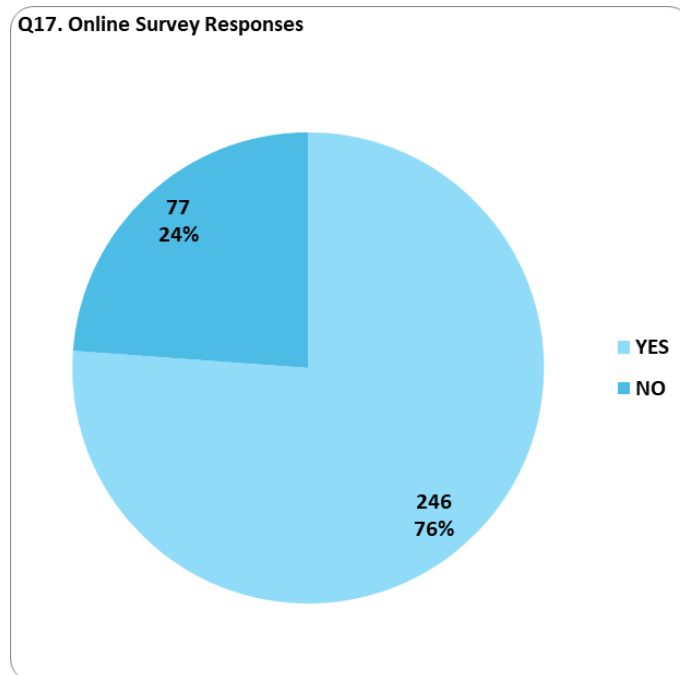
Q15. Overall Responses

93% of responses to the online survey were supportive of the proposal. Where comments were received the focus was as follows:

Proposed amendments and commentary

- This is a highly supported proposal which will aid in making the river more accessible.

Q17. The delivery of a range of new, sustainable homes at the site adjacent to Millwood Primary Specialist School



Q17. Overall Responses

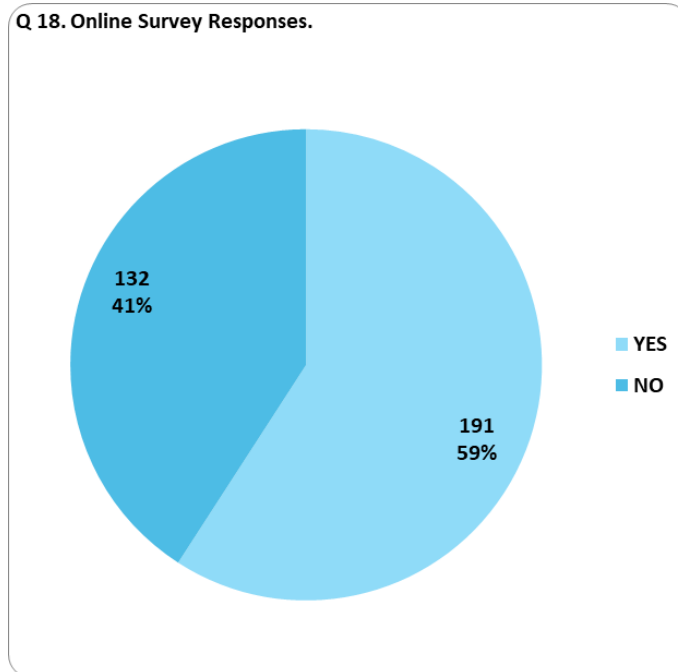
76% of responses to the online survey were supportive of the proposal. Where comments were received the focus was as follows:

- The surrounding infrastructure (roads, drains, GPs etc.) will struggle to support extra housing here.
- There is an opportunity to use some of the land here in a way which supports Millwood School/ the disabled community.
- The houses here need a concrete commitment to sustainability.
- The canal-side development should take into account the existing ecology of the area.

Proposed amendments and commentary

- The proposals in this site enjoyed favourable support and will help aid the SRF's housing objectives.
- Detailed technical reports will be required demonstrating that infrastructural issues have been sufficiently considered before any construction can take place.
- Likewise, aspects such as ecology will be dealt with at a more detailed and technical stage

Q18. The development of up to 400 homes with improvements to riverside access and green space at the site of the former East Lancashire Paper Mill



Q18 Overall Responses

59% of responses to the online survey were supportive of the proposal. Where comments were received the focus was as follows:

- The surrounding infrastructure (roads, drains, GPs etc.) will struggle to support extra housing here.
- The site must be well designed, have a high percentage of affordable houses and assurances that the ecology on site will be enhanced.
- It must be ensured that the proposals do not compound flooding issues.

Proposed amendments and commentary

- The proposals for the East Lancashire Paper Mill were supported by a majority of those contributing to the questionnaire.
- Detailed technical reports will be required demonstrating that infrastructural issues have been sufficiently considered before any construction can take place.
- Likewise, aspects such as ecology will be dealt with at a more detailed and technical stage.

General Comments (including those received across the whole consultation process.)

General Comments
<ul style="list-style-type: none"> • Delivery: More emphasis needs to be put on implementation and delivery. • Design: Where possible green roofs and green walls should be installed on new buildings and retrofitted onto old buildings. • The design of new buildings should be “modern but industrial” to reflect Radcliffe’s heritage. These buildings should reference a local palette of materials which reinforces local identity and distinctiveness. • Pioneer Mills: A commitment should be made to redeveloping rather than demolishing Pioneer Mills. • Although in poor condition Pioneer Mills is a significant and visible historic asset in Radcliffe. It should repurposed and reference to its possible demolition removed. • The complex’s redevelopment would be difficult due to it being very low lying and prone to flooding, likely significantly reducing the potential of the site • Active travel: The SRF needs to take a more joined up approach to active travel, incorporating National Cycle Route 6. • Increase references to Mayors Challenge fund, Bee Network and Active Travel Generally in the SRF. • Reference should be made to a Streets for All approach within the SRF • Sustainability: More emphasis should be given to the green/blue interventions that could be utilised within the urban fabric to improve the environment. • The SRF should support the incorporation of SUDs in new development and also look for opportunities to facilitate the retrofitting in the town centre. • Opportunities should be identified around the utilisation of district heating systems and a whole system approach to energy networks. • Green and blue infrastructure: Any bridge crossing of the river must be designed to be above flood levels to enable floating debris to pass beneath and avoid any potential increase in flood risk. It should also be open span in design, with any new abutments set back from river’s edge to minimise any ecological issues. • A separate green/ blue infrastructure plan should support the riverside proposals due to the complexity of the constraints on the River Irwell. This plan should include an invasive species management plan and should consider SUDS. • Reference should be made of the Water Framework Directive within the SRF and that it will be a requirement that any development on or adjacent to the river, leads to a step change in the ecological potential of the river. • A full ecological assessment of the River Irwell and its (culverted) tributaries, from Close Park to the Outwood Viaduct is carried out, to identify opportunities for enhancement. • Extra emphasis should be put on the development of the canal, with its full restoration proposed, as well as extra lighting, security measures and enhanced links to the Metrolink station.
Proposed amendments and commentary
<ul style="list-style-type: none"> • Delivery: A re-written delivery and governance section. • Design: “A Distinctive Town” objective amended to incorporate design matters. • A high-level design guide is added. • Pioneer Mills: Reference to its demolition is removed. • Active Travel: A section relating to active travel is added to the SRF’s objectives. • The Active Travel section of the document is improved. • Sustainability: A new objective “A Sustainable Town” is created, which incorporates SuDS and district heating. Also included is a clear link to the 5 Year Environment Plan For Greater Manchester 2019-2024.