Elton Reservoir

Development Framework

JPA 7
Supplementary Planning Document

February 2026

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Foreword

The recently adopted Places for Everyone Joint Development Plan identifies the Elton Reservoir site as the location for a major new residential community. This development will provide new homes in a parkland setting, complemented by recreational facilities, education provision, and local amenities. It will be supported by strategic transport infrastructure, including a strategic link road, a new Metrolink stop and park-and-ride facilities, ensuring excellent connectivity.

Strategically positioned between Bury and Radcliffe, the Elton Reservoir site offers a unique opportunity to create a community within a rich, biodiverse landscape, while delivering infrastructure that benefits both towns. The development will integrate new neighbourhoods with high-quality, accessible green spaces for existing and future residents.

Alongside new homes and amenities, the project will boost the local economy and promote healthy, sustainable lifestyles through essential social infrastructure and improved transport links. This approach will generate lasting benefits for Bury, Radcliffe, and the wider area.

Our vision is to create a resilient, inclusive development that leaves a positive legacy for generations to come.

Bury Council is pleased to introduce the draft Elton Reservoir Development Framework, which sets out this vision and the critical infrastructure required to achieve it. This framework will guide future planning applications.

"Elton Reservoir offers a unique opportunity to create a new community in a parkland setting in harmony with nature. It will deliver new homes, green spaces, and local amenities.

Improved transport links, including a new Metrolink connection, will ensure excellent connectivity and lasting benefits for Bury, Radcliffe, and the wider area."

Cllr Eamonn O'Brien, Leader of Bury Council and Cabinet Member for Strategic Growth

Weave & Wander at Elton Reservoir

Chapter One

Introduction

Introduction to the Site

Site Description

The site is strategically located between Bury to the north and Radcliffe to the south, with the proposed development sitting approximately 1.5km south-west of Bury town centre and 0.5km north of Radcliffe town centre at its closest points.

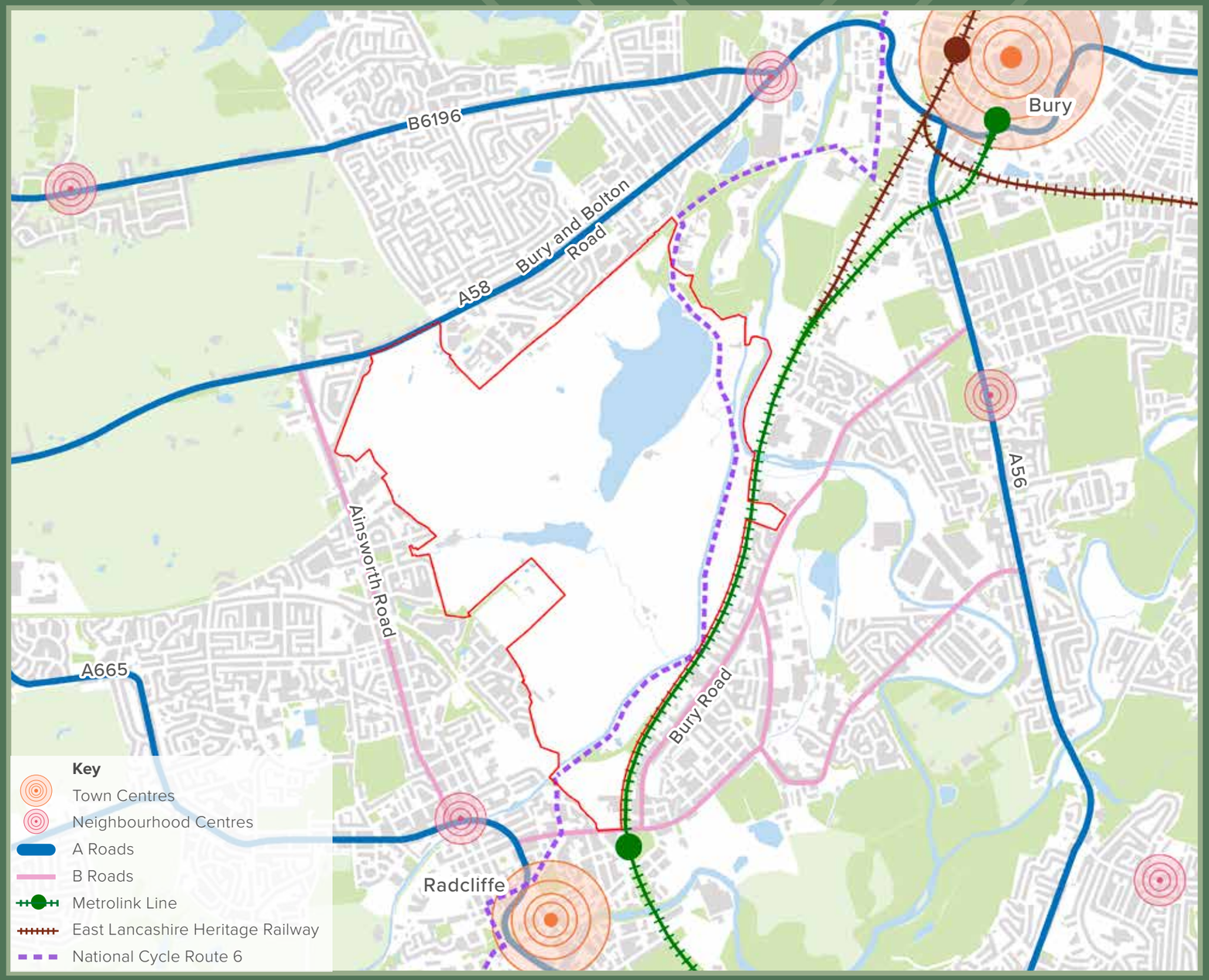
Bury and Bolton Road (A58) borders the northern boundary of the site, providing a direct route to Bury and Bolton. The A56 runs east of the site and provides connections towards Manchester; the A665, located south of the site, connects to Moses Gate.

The Bury-Manchester Metrolink line runs along the eastern boundary of the site and forms part of the Bee Network, which spans across Greater Manchester, with stations in both Bury and Radcliffe. The Radcliffe Metrolink stop, which provides connections to Bury and Manchester Victoria, is immediately adjacent to the southern part of the site.

The site is predominantly agricultural grasslands and also includes reservoirs, ponds, watercourses, woodland, hedgerows, scrub, and wetlands.

The southernmost part of the site, known as the Coney Green site, is a triangular parcel of land located just north of Radcliffe town centre, south of the Bury–Bolton Canal, and west of the Metrolink rail line. This section will host the new Star Radcliffe Academy, accessed from Spring Lane and scheduled for completion in Summer 2026.

The area within the red line covers a total area of approximately 244ha, of which approximately 115.5ha comprises land retained as Green Belt.



Strategic Location Plan

Introduction to the Site

Site Allocation

The Elton Reservoir site is allocated for development by Policy JPA7 of the Places for Everyone Joint Development Plan (PfE). This proposes a high quality sustainable new place comprising a broad mix of around 3,500 homes alongside schools, local retail and community facilities; and a range of transport and active travel infrastructure, all set within public open space.

Policy JPA7 requires proposals for the site to be in accordance with a comprehensive masterplan that has been approved by Bury Council, and to include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development.

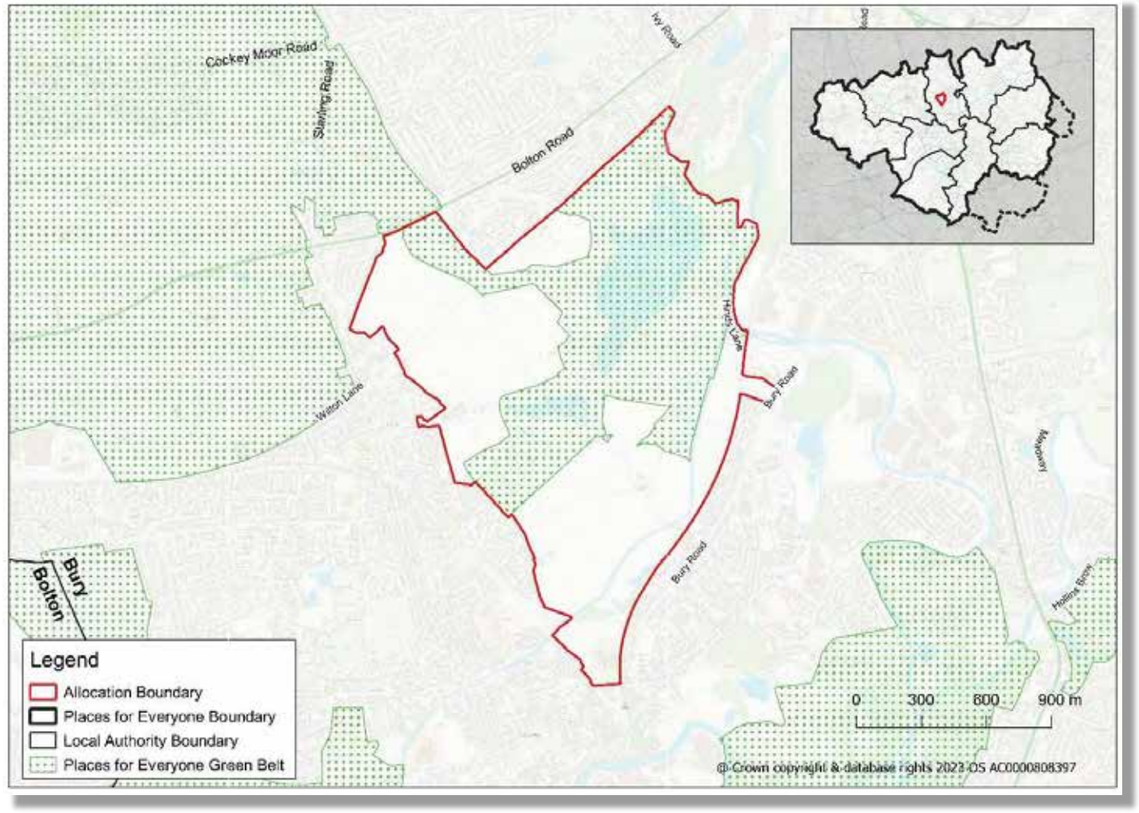
The Council has published further guidance, in Supplementary Planning Document (SPD) 18, on what it expects to see within future masterplans and phasing strategies for the Elton Reservoir site. This Elton Reservoir Development Framework (ERDF) and the Elton Reservoir Infrastructure Delivery and Phasing Strategy (IDPS) will fulfil the requirements of Policy JPA7 and SPD18.

The ERDF has been jointly prepared by Bury Council and Peel Land (as principal landowner and master developer). It has been informed by regular engagement with the Council and key stakeholders including Transport for Greater Manchester (TfGM), Greater Manchester Ecology Unit (GMEU), Greater Manchester Archaeological Advisory Service (GMAAS) and the Environment Agency (EA).

The structure of this ERDF is set out on page 11 of this document.

The extract below shows the Places for Everyone Joint Development Plan JP Allocation 7 - Elton Reservoir. This allocation is for:

"a broad mix of around 3,500 homes to diversify the type of accommodation in the Bury and Radcliffe areas. This includes an appropriate mix of house types and sizes, accommodation for older people, plots for custom and self-build (subject to local demand as set out in the Council's self-build register) and higher densities of development in areas with good accessibility and with potential for improved public transport connectivity, particularly in the southern areas of the allocation"



Extracts from Places for Everyone Joint Development Plan

Purpose of the ERDF

Delivery of the Elton Reservoir proposals will take place in phases and involve a range of delivery partners. The full development could take several years to complete. Developments of this scale, over this time period will be subject to many planning applications. The ERDF establishes a strategic framework for the delivery of the Elton Reservoir site to ensure the creation of a cohesive and sustainable place.

The preparation of the ERDF and its supporting evidence has enabled key issues to be identified and addressed to the satisfaction of the Council and key stakeholders at an early stage in the planning process. These have informed spatial parameters against which future planning applications will be considered, and helped to identify the necessary infrastructure required to support the development of the site.

The contents of the ERDF will inform the preparation of the Design Code(s) and the IDPS which will guide the overall development.

Role & Objectives

Once adopted, the ERDF will comprise a Supplementary Planning Document (SPD) and will be a material consideration in the determination of future planning applications. The ERDF, together with the IDPS, will be important documents to guide the preparation and determination of future planning applications within the masterplan area.

The ERDF's main objectives are to:

- establish an overall vision for the place being created;
- identify the likely extent of development and location of key infrastructure and facilities;
- set out key design and delivery principles with which future proposals for the site will be expected to comply; and
- provide certainty to the local community and future developers on the expectations for development across the area, whilst maintaining adequate flexibility to respond to further evidence and changing needs.

The ERDF sets out a high-level approach to the phasing of the development. The IDPS will provide further detail on phasing and the infrastructure that is expected to accompany the development of homes. The timing of individual phases will be dependent on a variety of factors including availability of funding for key infrastructure such as the Metrolink stop; and uptake of homes and commercial space. The IDPS will be a "living" document that is updated to reflect these and the overall progress of the development.

The ERDF does not grant planning permission for any aspect of the development. Approval will be sought through the submission of individual planning applications which the Council will consult upon and determine in the normal way. All applications within the Elton Reservoir site will be expected to be accompanied by evidence to show how they have taken account of the ERDF; are consistent with the site-wide vision and design principles; and will make fair and proportionate contributions to necessary infrastructure.

ERDF Structure

Section 2

Provides an overview of the site and its strategic policy context

Section 3

Presents the current understanding of the site drawing on the extensive technical studies and evidence base that has informed the masterplan

Section 4

Establishes a vision for the place to be created and the strategic objectives of ERDF

Section 5

Sets out the strategic design principles that have shaped the masterplan and identifies likely locations for facilities such as retail, community services and primary school provision

Section 6

Illustrates the proposed masterplan and identifies defining characteristics of proposed character areas within the site and the approach to varying densities across the site

Section 7

Sets out the development framework principles that reflect the key policy requirements that would be applied to planning applications for development on the site.

Outlines the strategic connecting infrastructure that will ensure a successful and sustainable place including the preferred alignment of the proposed link road; the creation of a travel hub at the proposed Metrolink stop; and the provision of a new Primary School

Section 8

Presents a high-level approach to the phasing and delivery of the development

Section 9

Summarises the sustainability strategy of the development

Section 10

Summarises the key benefits of the development, including social, environmental and economic benefits

Section 11

Sets out the social value strategy of the site

Chapter Two

Strategic Policy Context

Strategic Policy Context

The ERDF is prepared in accordance with relevant aspects of the development plan; Bury's and Greater Manchester's economic and transport strategies; and national planning policy and guidance at the time of adoption.

Policy and guidance which apply to the ERDF are summarised below. Policies of most relevance to particular topics are identified in Section 7.

Bury's Development Plan

Bury's statutory development plan currently comprises:

- The Places for Everyone Joint Plan (adopted March 2024);
- The Greater Manchester Joint Minerals Plan (adopted April 2013);
- The Greater Manchester Joint Waste Plan (adopted April 2012);
- The saved policies of the Unitary Development Plan (adopted August 1997); and
- The emerging Bury Local Plan (Regulation 18 consultation March-May 2025) which, once adopted, will replace the saved policies of the UDP.

Places for Everyone Joint Development Plan

Places for Everyone (PfE) is a long-term joint development plan for nine Greater Manchester authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes, and sustainable growth.

One of PfE's key spatial objectives is to boost the economic competitiveness of the northern districts of Greater Manchester. It proposes to achieve this partly by designating land within Bury, Rochdale and Oldham as the "North-East Growth Corridor" (Policy JP-Strat7). This is a strategic opportunity for economic growth and new housing in the northern part of Greater Manchester.

Bury is at the heart of the North-East Growth Corridor which includes part of the Northern Gateway allocation (Policy JPA1.1 and Policy JPA1.2), which forms part of the Atom Valley Mayoral Development Zone (MDZ). The strategic residential-led allocations including Elton Reservoir (JPA7); Seedfield (JPA8) and Walshaw (JPA9) are immediately adjacent to the Growth Corridor and are a key part of PfE's objective of boosting the competitiveness of Bury.

Elton Reservoir (Policy JPA7) is the largest housing-led allocation in Bury. The allocation allows for the delivery of around 3,500 homes (of which it is expected that around 2,100 homes will be delivered within the PfE plan period to 2039). It is specifically intended to diversify the type of accommodation in the Bury and Radcliffe areas.

Bury Unitary Development Plan

Policies of the UDP which remained saved after the adoption of Places for Everyone, have been taken into account in the preparation of this SPD. They will be taken into account in considering planning applications until they are replaced by the policies of the emerging Bury Local Plan.

Bury Draft Local Plan

Bury Council is preparing a new Local Plan which builds on the strategic framework established in PfE. While PfE sets out the overarching vision and strategic policies for growth and development across the Greater Manchester city-region, the Bury Local Plan focuses specifically on Bury's needs, challenges, and opportunities.

Bury Council consulted on a draft Local Plan between March and May 2025 and is currently considering the representations received.

The draft Local Plan includes a comprehensive set of locally specific planning policies that provide detailed guidance on a range of issues, including housing, employment, environmental protection, heritage, infrastructure, and design. It also identifies local designations that are essential to guiding development and protecting important assets within the borough.

Future planning applications within the masterplan area will be considered against the relevant adopted and emerging Local Plan policies.

Supplementary Planning Documents

The Council has adopted a number of SPDs to provide more detailed guidance on the implementation of a range of development plan policies. These are a material planning consideration and will be taken into account in considering planning applications within the masterplan area.

SPD18 "Development Frameworks for Strategic Site Allocations at Elton Reservoir and Walshaw" (April 2025) draws on the toolkit prepared by the Local Government Association and Planning Advisory Services for "The Effective Delivery of Strategic Sites" and provides more detailed guidance on the delivery of the Elton Reservoir and Walshaw allocations.

The ERDF has been prepared in accordance with guidance within SPD18 including in relation to:

- Collaborative working between the Council, landowners/ developers and key stakeholders on the form of development and approaches to its funding;
- Ensuring that the proposed development fulfils the vision and objectives that justified removal from the Green Belt;
- Making clear the evidence on which the proposed approach is based;

Strategic Policy Context

- Demonstrating a comprehensive approach to delivery across the whole site;
- Identifying strategic issues at an early stage and showing how they will be addressed in ways that are consistent with relevant planning policies;
- Establishing development parameters against which future planning applications will be considered;
- Ensuring that all development that would rely on or benefit from the infrastructure of the site makes fair and proportionate contributions to the delivery of that infrastructure for example through equalisation agreements and/or a tariff relating to each new dwelling on the site to support shared infrastructure; and
- Undertaking effective community and stakeholder engagement as part of the formulation of proposals and delivery of development.

National Policy and Guidance

The National Planning Policy Framework (December 2024) ('the NPPF') sets out the Government's planning policies for England and how these are expected to be applied, including guidance for plan-making and decision making. It confirms that in order to achieve sustainable development, the planning system has three overarching interdependent objectives, including:

- An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- A social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- An environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Paragraph 130 of the NPPF states that: *'Area-based character assessments, design guides and codes and masterplans can be used to help ensure that land is used efficiently while also creating beautiful and sustainable places…'*

The NPPF is supported by Planning Practice Guidance (PPG) which states that:
'Masterplans set the vision and implementation strategy for a development. They are distinct from local design guides by focusing on site specific proposals such as the scale and layout of development, mix of uses, transport and green infrastructure. Depending on the level of detail, the masterplan may indicate the intended arrangement of buildings, streets and the public realm…' and that 'A range of other plans and technical reports may be needed alongside a masterplan, to provide supporting evidence and set out related proposals, such as a local character study, landscape assessment, transport assessment and proposals for securing biodiversity net gain. An implementation strategy could also be included, especially where development is expected to be brought forward in a number of phases'. (Paragraph: 006 Reference ID: 26-006-20191001).

In describing how masterplans can be used most effectively, PPG states that:
'Masterplans are most likely to be produced by local authorities or developers. For local authorities, they can help to clarify design expectations early in the planning process, set a clear vision for the site, inform infrastructure and viability assessments and identify requirements for developer contributions or other investment.

Developers may produce a masterplan to help evolve their own vision for a site, assess options, engage the local planning authority and community in pre-application discussions and support an outline planning application.

Whoever prepares them, masterplans can benefit from a collaborative approach between the local planning authority, site promoters and local communities so that aspirations and constraints are understood early on. Masterplans produced by local planning authorities may be adopted as supplementary planning documents to give them weight in decisions on applications. Masterplans often apply to schemes that are developed over a long time period and so may need to be subject to regular review and be flexible to adapt to changing circumstances. Care should be taken to ensure that masterplans are viable and well understood by all involved and that graphic representations of what the development will look like do not mislead the public by showing inaccurate details or significant elements not yet decided upon'. (Paragraph: 007 Reference ID: 26-007-20191001).

This SPD has been prepared with full regard to the policies set out within the NPPF, as well as the Planning Practice Guidance which supports it.

In December 2025 the Government published proposed revisions to the NPPF for consultation. The revised draft NPPF currently carries very little weight but once adopted its contents will comprise important material considerations for planning applications.

Strategic Policy Context

Bury 2030 Strategy, 'LET'S Do It!'

In July 2020, Bury Council and NHS Bury Integrated Care Partnership launched an ambitious community strategy, "LET'S Do It!". This sets out a vision that by 2030 the borough of Bury will stand out as a place that is achieving faster economic growth than the national average, with lower than national average levels of deprivation.

The Bury 2030 Strategy seeks to build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity. The proposed housing at the Elton Reservoir site complements this objective.

Bury's Housing Strategy 2021-2025

The Council's housing strategy sets out intended outcomes from the Council's holistic approach to housing in the borough. These include delivering more homes in the borough; increasing affordable housing supply; and a more dynamic housing market. As set out above, the allocation of the Elton Reservoir site through PfE, supports these objectives.

Greater Manchester Transport Strategy 2040

The Greater Manchester Transport Strategy 2040 sets out Greater Manchester's long-term ambition for transport, with a vision for the city region to have *"world-class connections that support long-term sustainable economic growth and access to opportunity for all"*.

The strategy sets out a strong commitment to provide a transport system which: supports sustainable economic growth and the efficient and effective movement of people and goods; improves the quality of life for all by being integrated, affordable and reliable; protects the environment and supports the target to be net zero carbon by 2038 as well as improving air quality; and capitalises on new technology and innovation.

It sets a vision (referred to as the 'right mix vision') that 50% of all journeys in Greater Manchester are made by walking, cycling and public transport by 2040. This will mean one million more sustainable journeys every day enabling the delivery of a healthier, greener and more productive city region.

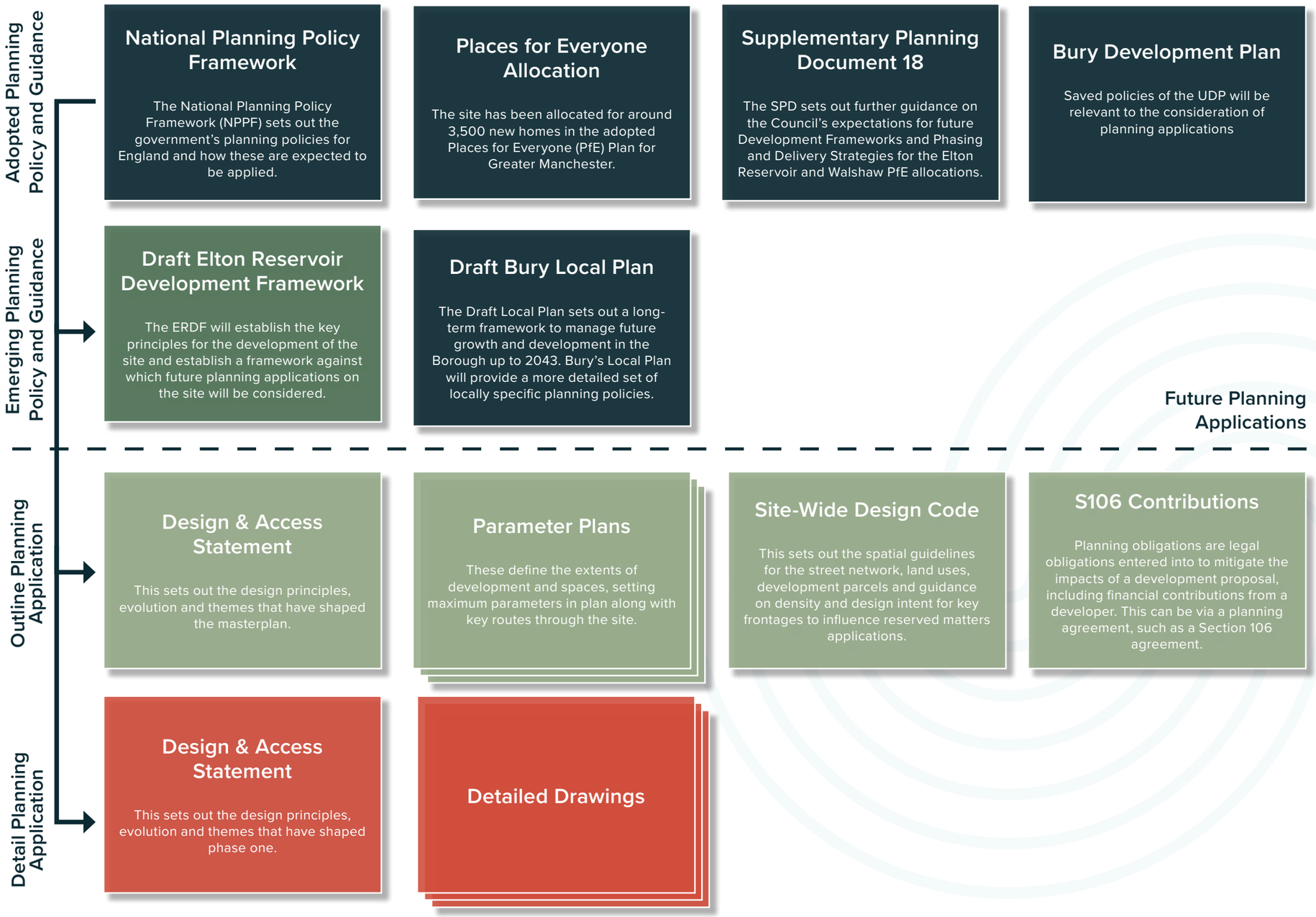
With appropriate layout and density of development, the provision for a new Metrolink stop, high quality bus services, and fully integrated active travel connections ensure that the masterplan as part of the Elton Reservoir development are consistent with these objectives.

Bury Local Transport Strategy

The Bury Local Transport Strategy was approved by the Council in October 2023 and sets out a plan for transport investment in Bury for the next 20 years and beyond, covering all modes of travel in the borough. The strategy aligns with the 'Let's Do It' vision for Bury and the Greater Manchester Transport Strategy 2040 and will be used to help secure investment for transport in the Borough.

The strategy seeks to link residents to new opportunities and to deliver on the Council's inclusive growth ambitions by connecting people to jobs, education, leisure and tourism. The ERDF makes provision for one of the strategy's investment priorities: a new Metrolink stop and travel hub/Park & Ride at the Elton Reservoir site including walking, wheeling and cycling connections to the new stops to make it safer and easier for people to walk, wheel and cycle to use the Metrolink at all times of the day.

Strategic Policy Context



Chapter Three

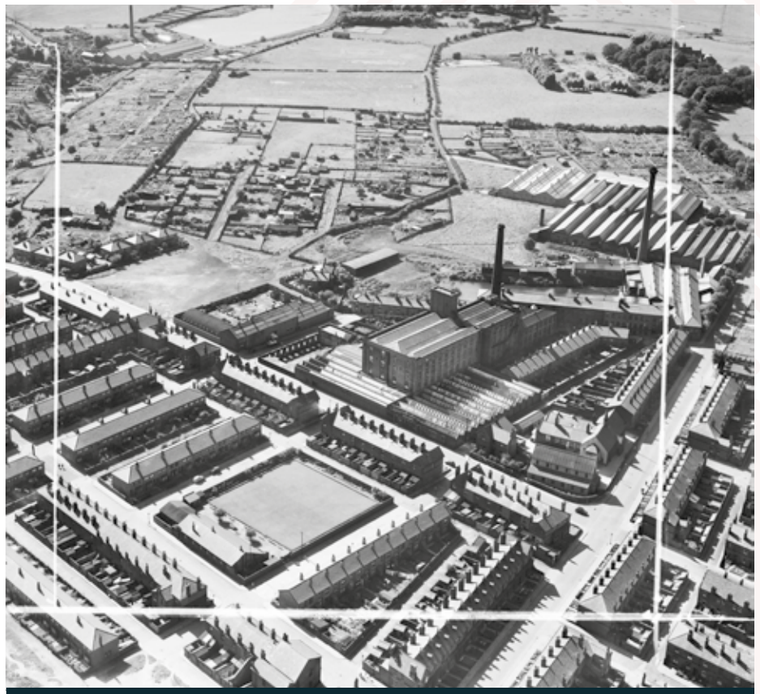
Understanding the Site

Site History

Evidence of prehistoric activity, including in the Radcliffe area, has been found across the borough of Bury. During the medieval period, the area was characterised by agricultural fields and common pasture, with scattered farmsteads (such as the Hams and Hardman's Fold) and the later 18th century farm buildings which reflected the continuing mix of rural activity.

The Industrial Revolution transformed Lancashire, with Bury and Radcliffe experiencing rapid change with mills built at speed following a boom in cotton production within the northwest from the late 18th century onwards.

The Manchester, Bolton and Bury Canal was completed in the 1790s, with Elton Reservoir constructed in 1808 and enlarged in the 1830s to secure its water supply.



Bury Cotton & Woollen Mills, 1933

Whittaker's Bridge

Railways soon followed, with lines through the area opening in the 1840s, and at one point Radcliffe had as many as seven stations. With this infrastructure, both towns developed into major industrial centres, not only for textiles but also for paper making, which would remain significant for the local economy well into the 20th century.

Leisure also began to emerge alongside industry, with the establishment of Elton Sailing Club in 1858. In 1904, the "Great Trespass" took place when local people successfully defended public access around the reservoir, paving the way for the 1949 Act that formalised Public Rights of Way.

The 20th century saw the significant growth of surrounding settlements. Early in the century, Radcliffe expanded northwards along Ainsworth Road, while Bury developed west towards Elton House with new housing, mills, and gas works.

After the Second World War, large areas of new housing were built on the edges of both towns, particularly along Bolton Road, Bury Road and Ainsworth Road. These changes reshaped the landscape around Elton Reservoir, with the area increasingly framed by expanding residential communities.

Site History

Up to 1890

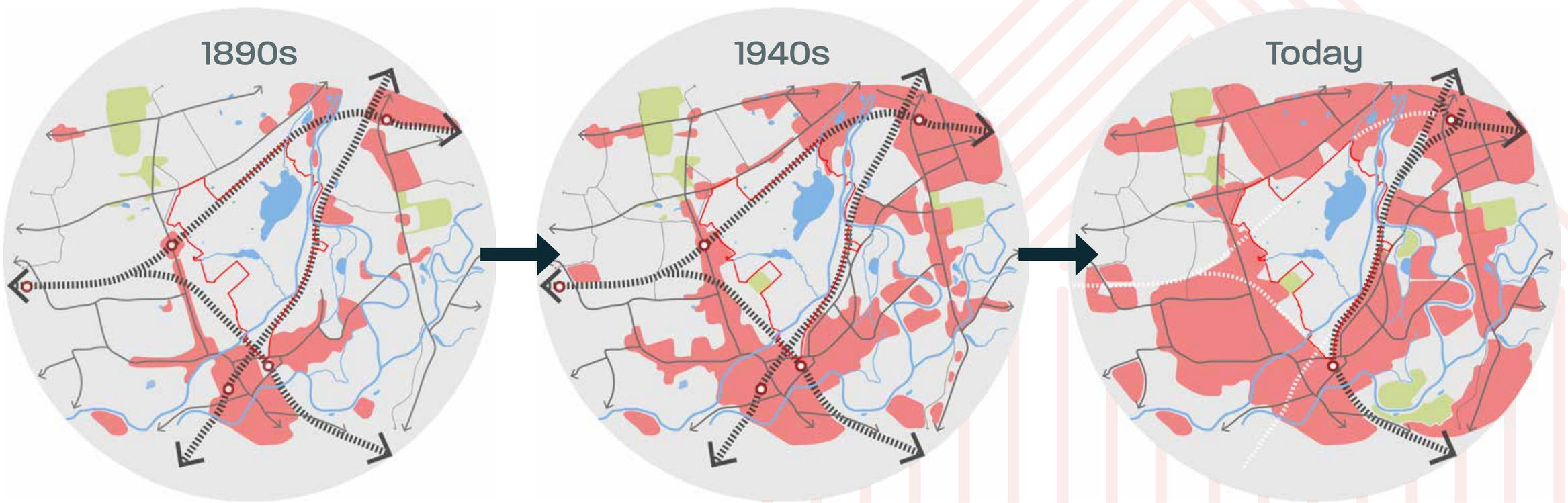
- From the mid-18th century, Bury and Radcliffe expanded rapidly;
- The Manchester, Bolton and Bury Canal completed in the 1790s, Elton Reservoir constructed in 1808 and enlarged in the 1830s;
- Railways arrived in the 1840s, including the Manchester, Bury and Rossendale Railway (1846) and the Liverpool and Bury Railway (1848);
- Construction of tightly packed terrace housing near Bury and Radcliffe town centres; and
- Elton Sailing Club was established in 1858.

1890 - 1945

- Continuing industrial growth peaking in early 20th century;
- Rapid residential growth of Bury and Radcliffe;
- Bury Bolton Canal falls out of use;
- Ribbon development along principal roads; and
- Public rights of way established across the site.

1945 - Today

- Closure of local railway lines and loss of direct services to Manchester in the 1960s;
- Industrial contraction but paper industry remained important until 1990s;
- Significant suburban expansion; and
- Opening of Metrolink line between Bury and Manchester in 1992.



The Site Today

Site Features

The site is predominantly undeveloped agricultural land sub-divided by hedgerows and tree belts. It accommodates a number of farmsteads.

The area retains visible elements of its industrial heritage, including the Elton and Withins Reservoirs, and the Manchester, Bolton and Bury Canal, which runs along the site's eastern edge.

Site Boundaries

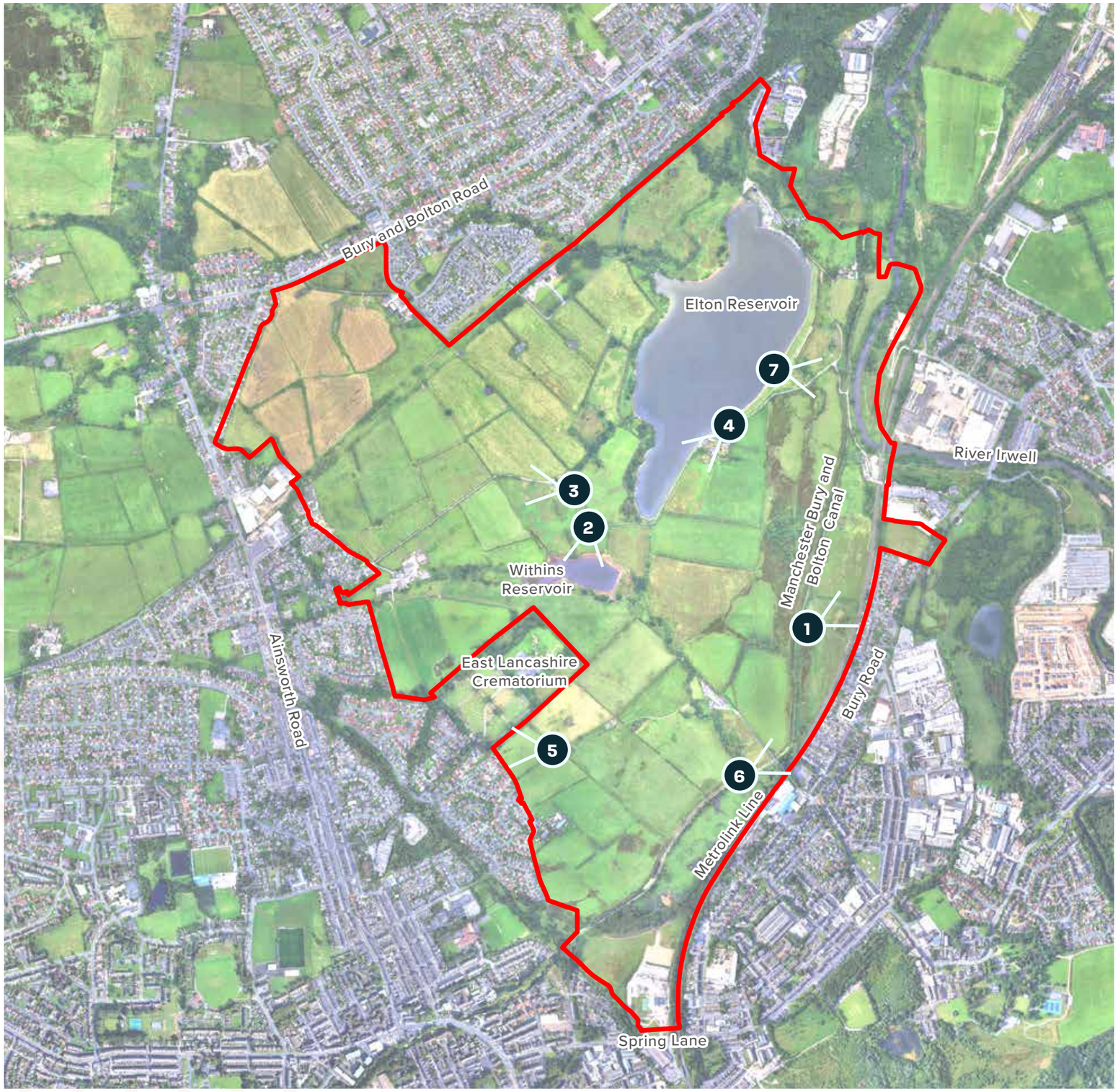
The site is largely enclosed by existing settlements, with Elton, Black Lane and Radcliffe located on three sides.

The western and north-western edges are characterised by existing residential properties predominantly backing onto the site, which create a well-defined boundary.

The site also encloses on three sides the Radcliffe Cemetery and the East Lancashire Crematorium, located along the western edge.

The eastern boundary largely comprises the Metrolink line, which also creates a strong physical edge separating the site from the existing residential area and industrial units to the east.

In contrast, the north-eastern boundary is more permeable, formed by a combination of open green space, woodland clusters and the River Irwell, of significant landscape and ecological value.



The Site & View Points

Metrolink

Withins Reservoir

Farmstead with Constellation Mill in the background

Radcliffe Old Hall Farm

Residential edge of Radcliffe

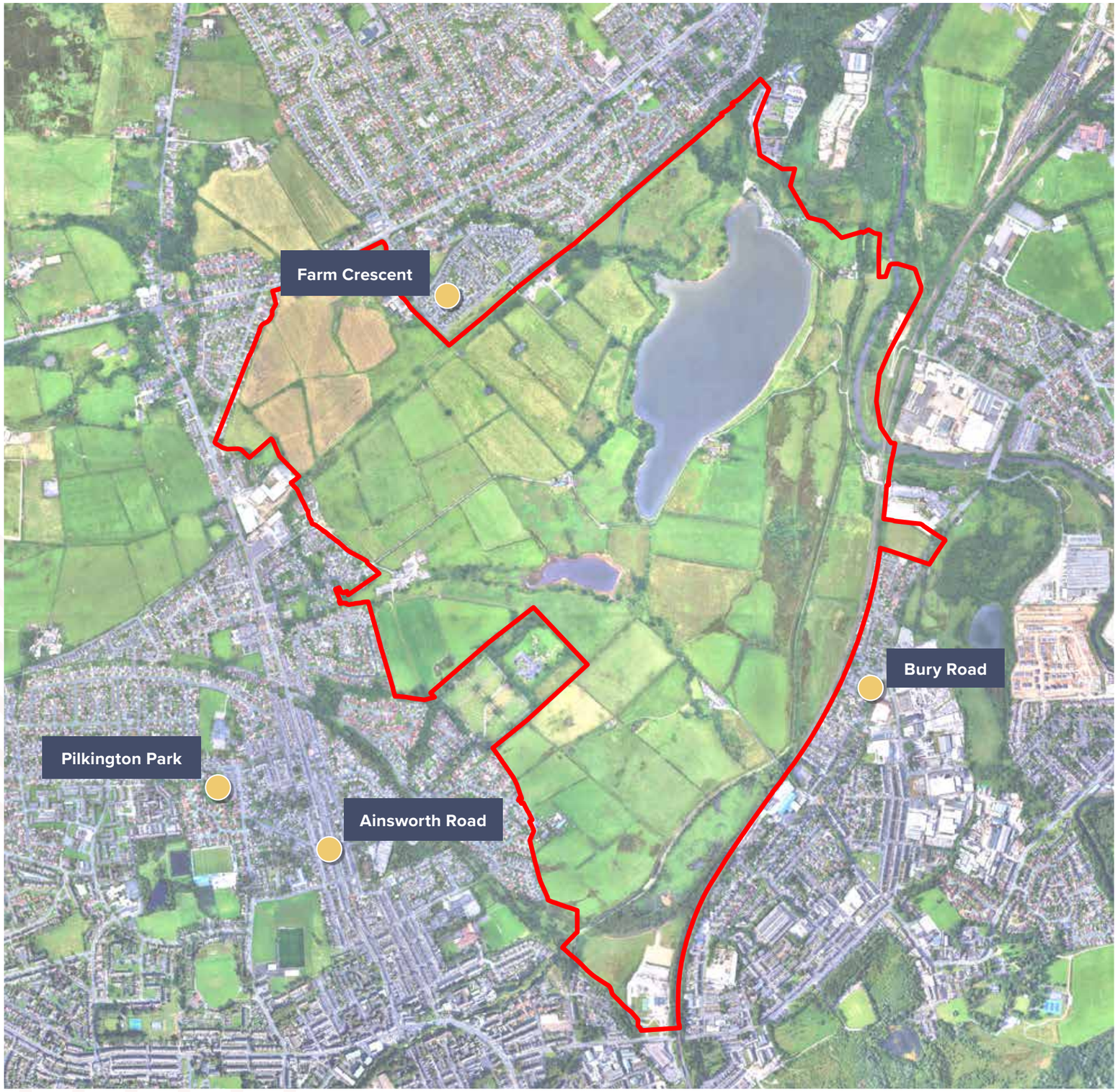
Manchester, Bolton & Bury Canal Towpath

Open Landscape and drainage channel linking to the canal

Local Context & Character

The site abuts numerous areas of residential development on the western, northern and south-eastern boundaries. Understanding the character of the local area and what makes this area distinctive will help inform the design of the new neighbourhood at the site, in particular the urban forms and public spaces.

The study on the following pages focuses on the key spaces within the neighbouring developments, including arrival points, pocket parks, mixed-use and residential streets of various densities. These are also identified on the adjacent plan.



Local Context & Character Key Plan

Local Context & Character

Bury Road

Key Features

- Tree lined main road and bus route;
- Formal and continuous building frontage with short set-back from back of footpath;
- Limited on-plot parking, majority of parking located to the rear;
- Tree lined green verge and footpath on both sides of the road; and
- 2 - 2.5 storeys terraces facing the road.

Lessons Learnt

- Buildings typologies, short set-back and frontage continuity give a sense of formality, in line with the road type;
- A variety of parking arrangements are needed to avoid uncontrolled street parking; and
- The use of terraces and orthogonal parcel arrangement helps increase density.

Ainsworth Road (Radcliffe) and surroundings

Key Features

- Orthogonal parcel layout;
- Mixed-uses located along main road;
- Formal and continuous building frontage with short set-back from back of footpath;
- No on-plot parking, all parking located to the rear of properties; and
- 2 - 2.5 storeys terraces facing the road.

Lessons Learnt

- Continuous building frontage with short set-back from back of footpath gives the street a sense of enclosure;
- Mixed-uses activate the space; and
- Frequent uncontrolled street parking in the surroundings roads.

Aerial View

Bury Road - Street View

Aerial View

Ainsworth Road, Radcliffe - Street View

Local Context & Character

Pilkington Park

Key Features

- Line of 2-storeys terraced homes fronts the park to the east;
- Detached homes back onto the park to the south and west;
- Terraces form a continuous and strong building frontage with short set-back from footpath (Young Street);
- Park is car-free on three sides, with parking of terraces located to the rear and parking of detached homes located on plot; and
- Local shops are located at the corner of the park, along the main street.

Lessons Learnt

- The use of terraces gives the park a sense of enclosure, providing overlooking and sense of safety for park users - as well as increasing density;
- Mixed-uses fronting the park activate the space and promote park use; and
- Dwellings backing onto the park limit the sense of safety on two sides, not providing overlooking.

Farm Crescent

Key Features

- 2 - 2.5 storeys detached and semi-detached homes facing a green corridor and active travel route;
- Fragmented building frontage with longer front gardens/set-back from shared driveway;
- Majority of parking located on-plot; and
- Shared driveways serving 5/6 homes are located along the edge of the parcel.

Lessons Learnt

- Longer front gardens create a softer edge to the open space;
- On-plot parking limits uncontrolled parking along the street and parking courts but also limits built form density;
- Shared driveways limit the amount of road along the edge of the green space; and
- Homes fronting open space and active travel routes provide overlooking and promote the use of these spaces and routes.

Aerial View

Pilkington Park - Street View

Aerial View

Farm Crescent - Street View

Site Characteristics and Opportunities

Transport & Highways

Characteristics & Constraints

The site benefits from strong connectivity. The site is well served by public transport, offering a range of sustainable travel options. Radcliffe Metrolink stop is immediately to the south of site. Parts of the Elton Reservoir site are within convenient walking distance of the stop.

Several bus routes operate in the surrounding area. Route 98 runs along the northern and western edges of the site, providing direct links to Radcliffe, while Route 513 runs via Bury Road, connecting to both Bury and Radcliffe.

The A58 Bury and Bolton Road is a key route running north of the site and one of the main points of access to the site. Spring Lane and Bury Road run south and east of the site, offering direct connection to Radcliffe, as well as access to the site.

The A58 is an important strategic east-west link between Bury and Bolton. It passes round the south side of Bury town centre before continuing east towards Rochdale. The alternative route around the north side of Bury town centre is formed by the A56. The roads around and approaching the town centre are the busiest roads within the local area. To the south of the Site, the roads to the north of Radcliffe town centre are the busiest.

Opportunities

- Opportunity for new homes within convenient walking and cycling distance of Radcliffe Metrolink stop;
- New Metrolink stop on the Bury-Manchester Metrolink line within the site, along the eastern boundary;
- All-modes primary access points from Bury and Bolton Road, Bury Road and Spring Lane; and
- With connections to the existing highway network to the north, south and east, the link road through the site presents an important opportunity to provide alternative routes for some of these trips, thereby relieving existing congestion.

Transport & Highways Plan

Site Characteristics and Opportunities

Public Rights of Way, Footpaths & Cyclepaths

Characteristics

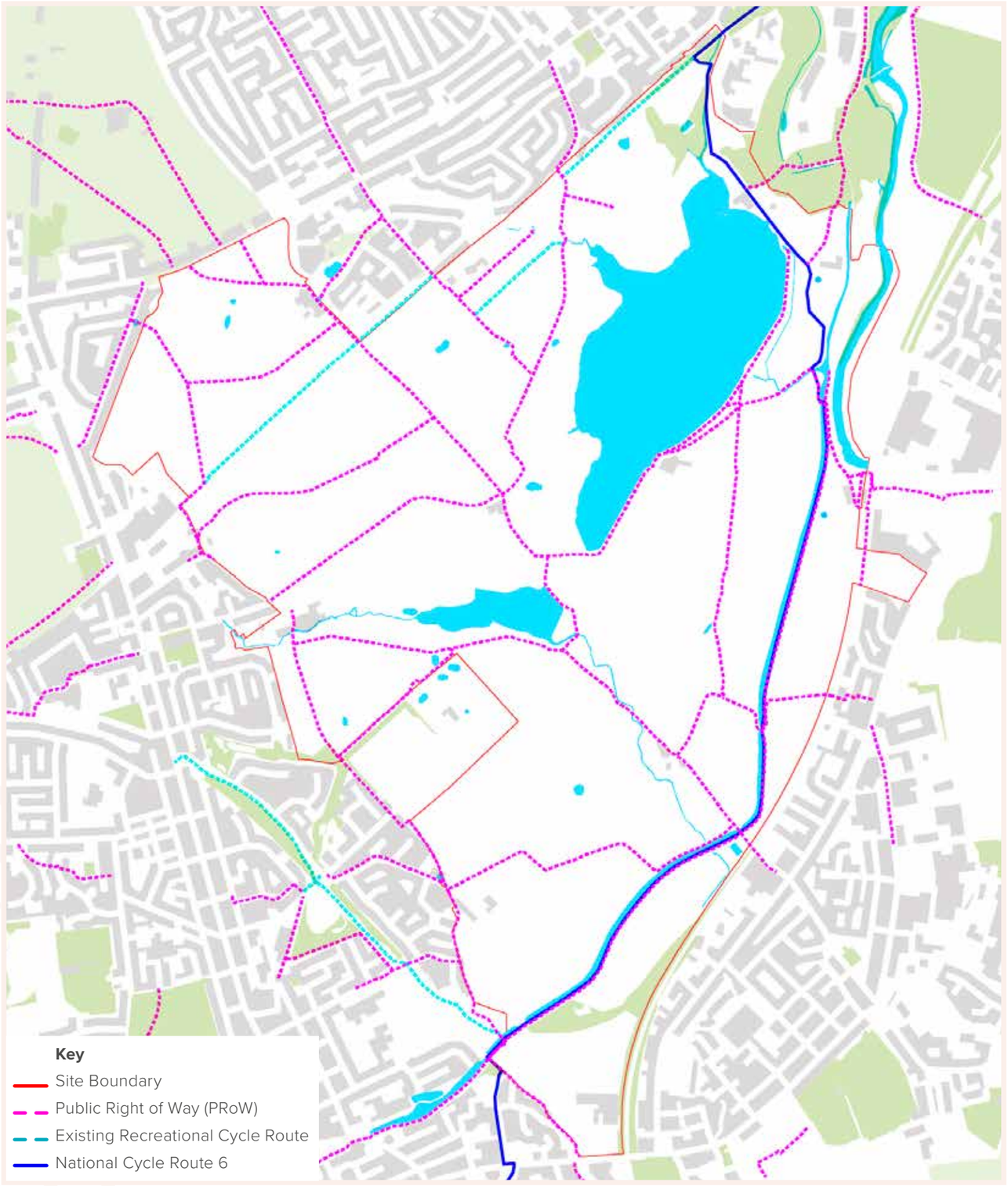
A network of Public Rights of Way (PRoW) runs through the site connecting to the wider network beyond the site boundary. National Cycle Route 6 runs along the Manchester, Bury and Bolton Canal, contributing to the area's active travel and long distance connectivity; and, a recreational cycle route runs along the north-western boundary.

Constraints

- PRoW and recreational routes require protection, continuity, and appropriate integration within future development;
- PRoW typically follow existing field boundaries and, as such, cannot always be retained entirely in situ without diversion; and
- A number of paths within the existing network are discontinued.

Opportunities

- Retain in situ and improve (if possible) the National Cycle Route 6, contributing to the area's long distance connectivity;
- Where possible, retain in situ the majority of PRoW and existing recreational routes, integrating them into the site's active travel network, improving links and creating new safe, more direct and traffic free connections;
- Where retaining is not possible, realign paths strategically and provide new linkages to create direct connections along users' desire lines; and
- Integrate paths within green infrastructure to promote sustainable travel and improve access to green space.



PRoW & Active Travel Plan

Site Characteristics and Opportunities

Built Heritage & Archaeology

Characteristics & Constraints

There are no heritage constraints that would preclude development of the site; however, there are several areas of potential historic interest within the site which should be considered at the outset of a design concept. The following heritage assets are located within the site:

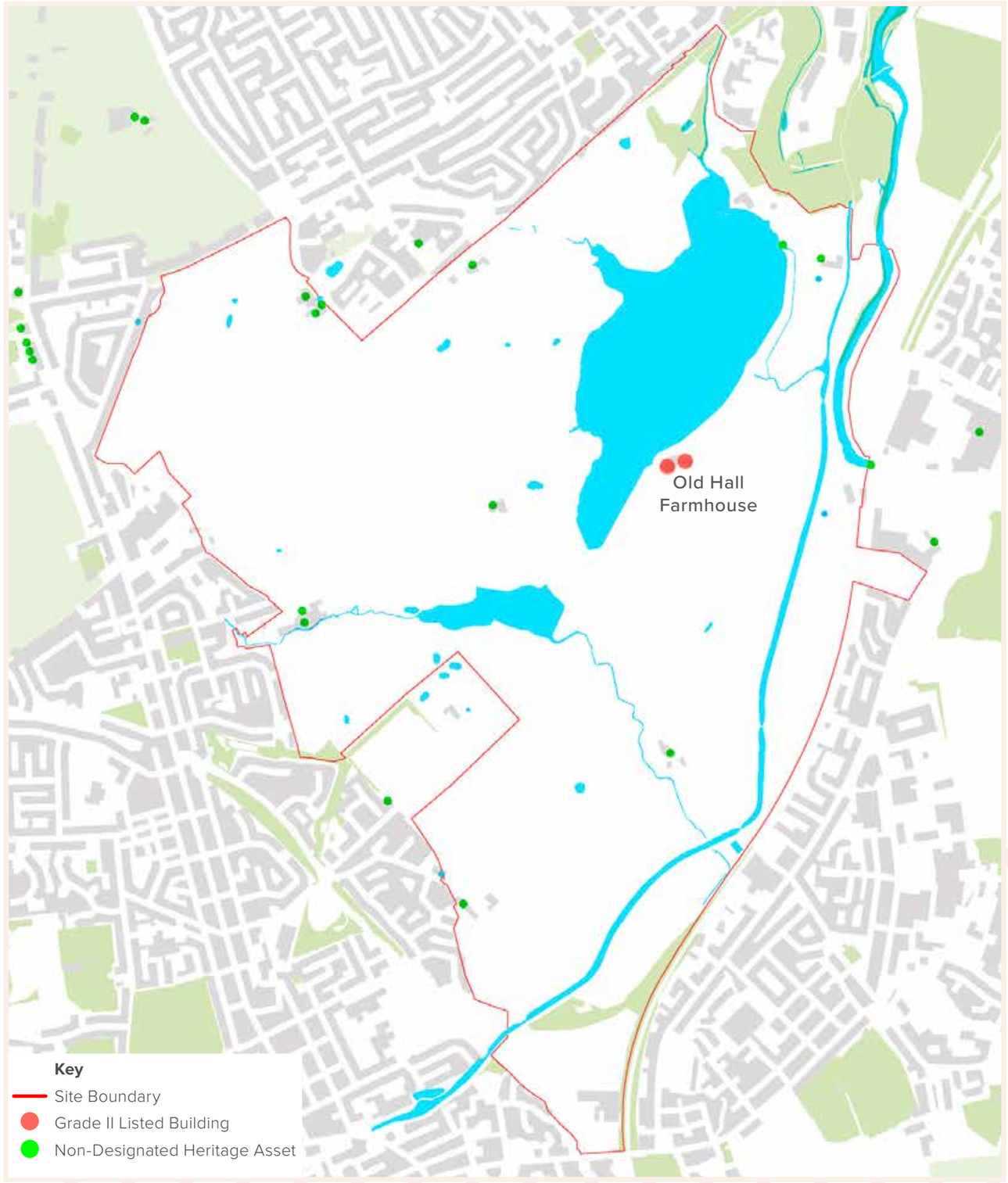
- Old Hall Farmhouse (grade II listed building) and the associated Gate Piers to the north west of Old Hall Farmhouse (grade II listed building).
- A number of farmsteads are included on the Draft Bury Local List. These are:
  - Higher Spen Moor Farm House
  - Doffer Fold Farm
  - Brook Bottom Farm
- A potential 'hengiform' monument and ring ditch south of Withins Reservoir and a nearby mound (near Hams Farm).

Dismantled railway routes and canals serve as a reminder of the area's industrial past with former mines, farmsteads and reservoirs present across the site and views to tall chimneys, warehouses and mills in the wider area.

In advance of development within the site further geophysical surveys, archaeological evaluation and sampling would be undertaken as required and archaeological mitigation strategies may subsequently be required in agreement with GMAAS. Future development at the site will subsequently be informed by the results of this programme of archaeological works.

Opportunities

- Retain Two Grade II listed buildings (Old Hall Farm and Gate Piers) within the development; and
- Aim to retain other non-designated heritage assets where possible.



Built Heritage Plan

Site Characteristics and Opportunities

Ecology

Local Wildlife Sites - Characteristics & Constraints

There are no statutory designated wildlife sites within or immediately adjacent to the site boundary. However, six non-statutory Sites of Biological Importance (SBIs) fall within the site boundary, recognising habitats and species of value in the local to regional context.

Habitats - Characteristics & Constraints

The site is predominantly characterised by agricultural grassland, supported by a range of engineered and semi-natural features including two reservoirs, smaller ponds, streams and canal sections, hedgerows, woodland, scrub and scattered trees. A single veteran tree is present, representing the only irreplaceable habitat on site.

The highest-value habitats, both intrinsically and in terms of wider ecological function, are those associated with the Elton Reservoir and Elton Goyt SBIs. These areas support a rich assemblage of birds and grassland fungi. The network of ponds across the site also provides important breeding and foraging habitat for amphibians, including great crested newt.

Species - Characteristics & Constraints

The site supports a broad range of protected and notable species.

Great crested newt surveys undertaken in 2021 recorded GCN in 11 ponds, comprising at least four distinct metapopulations. Other amphibians including common toad, common frog, palmate newt and smooth newt were also confirmed as present.

Badger surveys identified four setts within the site, including a main sett with five entrances.

Bat activity surveys show that common pipistrelle was the most frequently recorded species, followed by soprano pipistrelle, noctule, Myotis species and brown long-eared bat. All are generally considered widespread and relatively common.

Wintering bird surveys recorded a wide range of species of conservation concern within and adjacent to the site. Elton Reservoir SBI, Withins Reservoir SBI and Elton Goyt SBI represent the key areas of importance for wintering birds.

Breeding bird surveys recorded 84 species in 2021, of which 54 were confirmed breeders, with a further eight probable and three possible breeders.

Brown hare has been recorded frequently across the site, and otter are known to use the watercourses within the area.

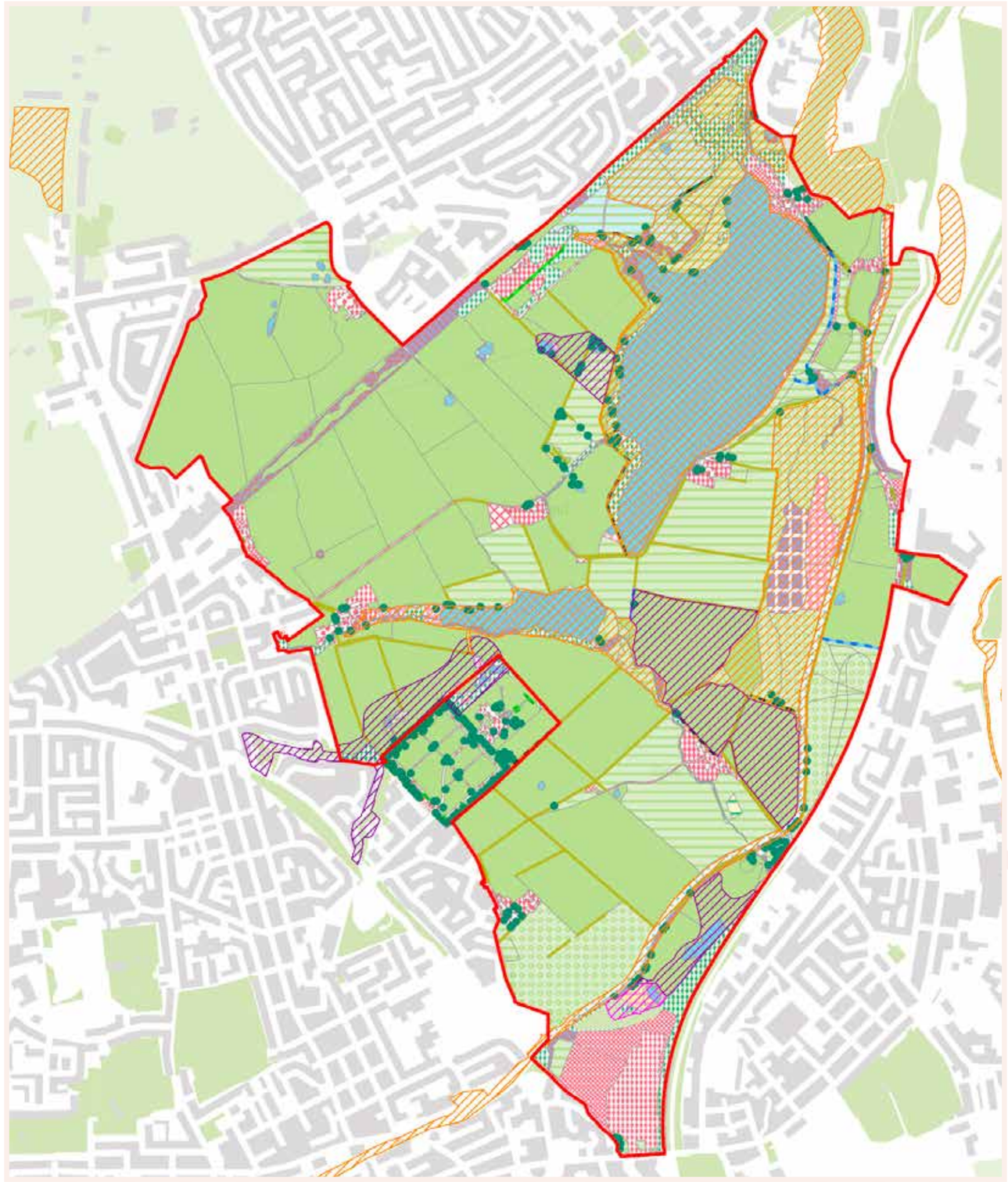
Existing Valuable Habitats

Site Characteristics and Opportunities

Opportunities

The development presents opportunities to deliver measurable enhancements to the site's ecological function through coordinated habitat protection, enhancement and creation.

Further detail on ecological opportunities is provided on the "Summary of Opportunities" pages at the end of this section.



UKHab Map

Site Characteristics and Opportunities

Flood Risk & Drainage

Characteristics

The site benefits from a varied waterscape that, as a result, generates areas of potential flood risk but also opportunities for enhancements.

Flood risk derives from fluvial sources (Withins Outfall), from surface water flow pathways associated with the natural topography, the minor field drains and watercourses, and from the residual flood risk from reservoirs.

Constraints

- Ecological and biodiversity constraints;
- SBI areas (including Elton Goyt) within the site. Future designs should take into account the discharge rates from development parcels near the SBI areas, needing to consider maintaining suitable baseflows to balance the water demand from these areas as well as water quality; and
- All anthropogenic sources of flooding such as the reservoirs and canal will be closely managed and mitigated within the drainage strategy plans to provide betterment to the development and surrounding area.

Opportunities

- The prevailing topography of the site falls from the highest point in the northwest to the lowest in the southeast. This elevation range allows the development to incorporate various natural SuDS features throughout the site, enhancing both drainage and the overall ecological and aesthetic appeal of the site.

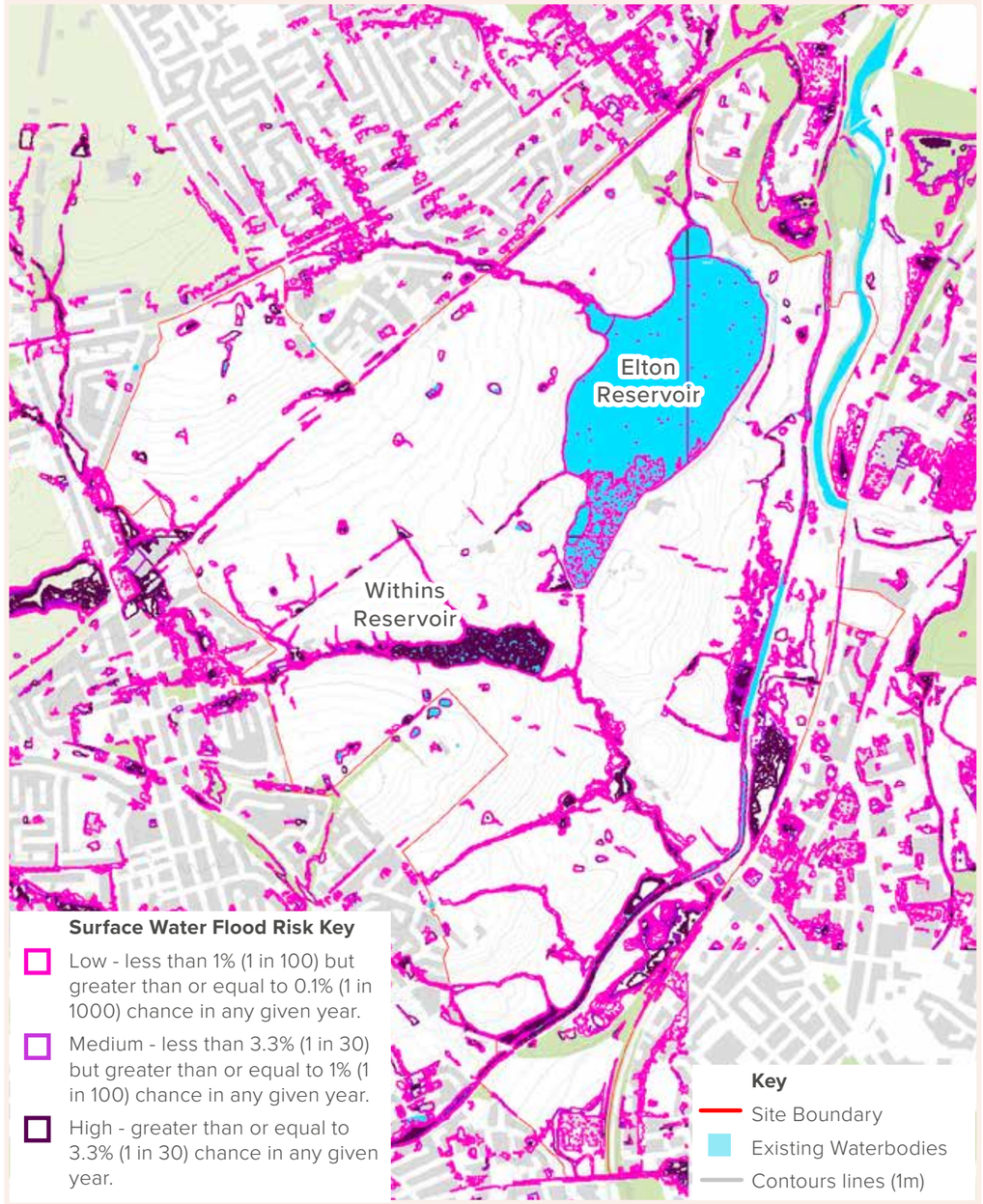
Surface Water Flood Risk

Characteristics

- Flood risk associated to surface water will not be a constraint to the site's development. Due to the minor watercourses and associated localised surface flood flow pathways, flood risk is limited and localised, mainly down to the limited upstream catchment size.

Opportunities

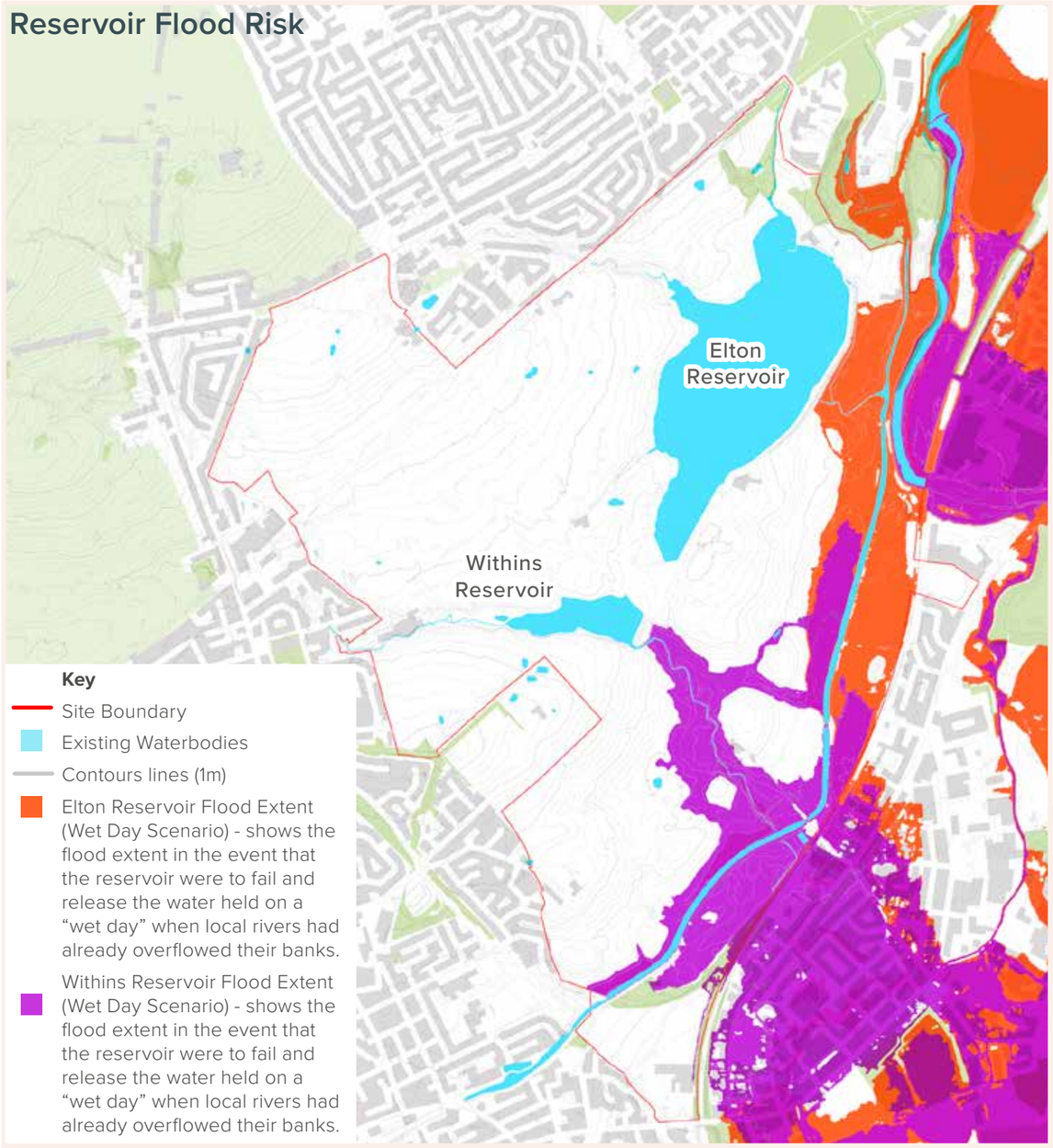
- By developing the site, surface water will be sustainably managed at a catchment level by incorporating a holistic strategy to provide an overall betterment;
- The SuDS features utilised across the development will be aligned to national policy and the Greater Manchester SuDS guidance, with the aim to manage water runoff within close proximity to the source;
- The proposed surface water management features will provide multi-faceted benefits by enhancing bio-diversity and the visual landscape character whilst capturing and attenuating rainfall; and
- Any remaining surface water flow paths will be incorporated into the development as blue-green corridors avoiding residential development.



Surface Water Flood Risk Plan

Site Characteristics and Opportunities

Reservoir Flood Risk

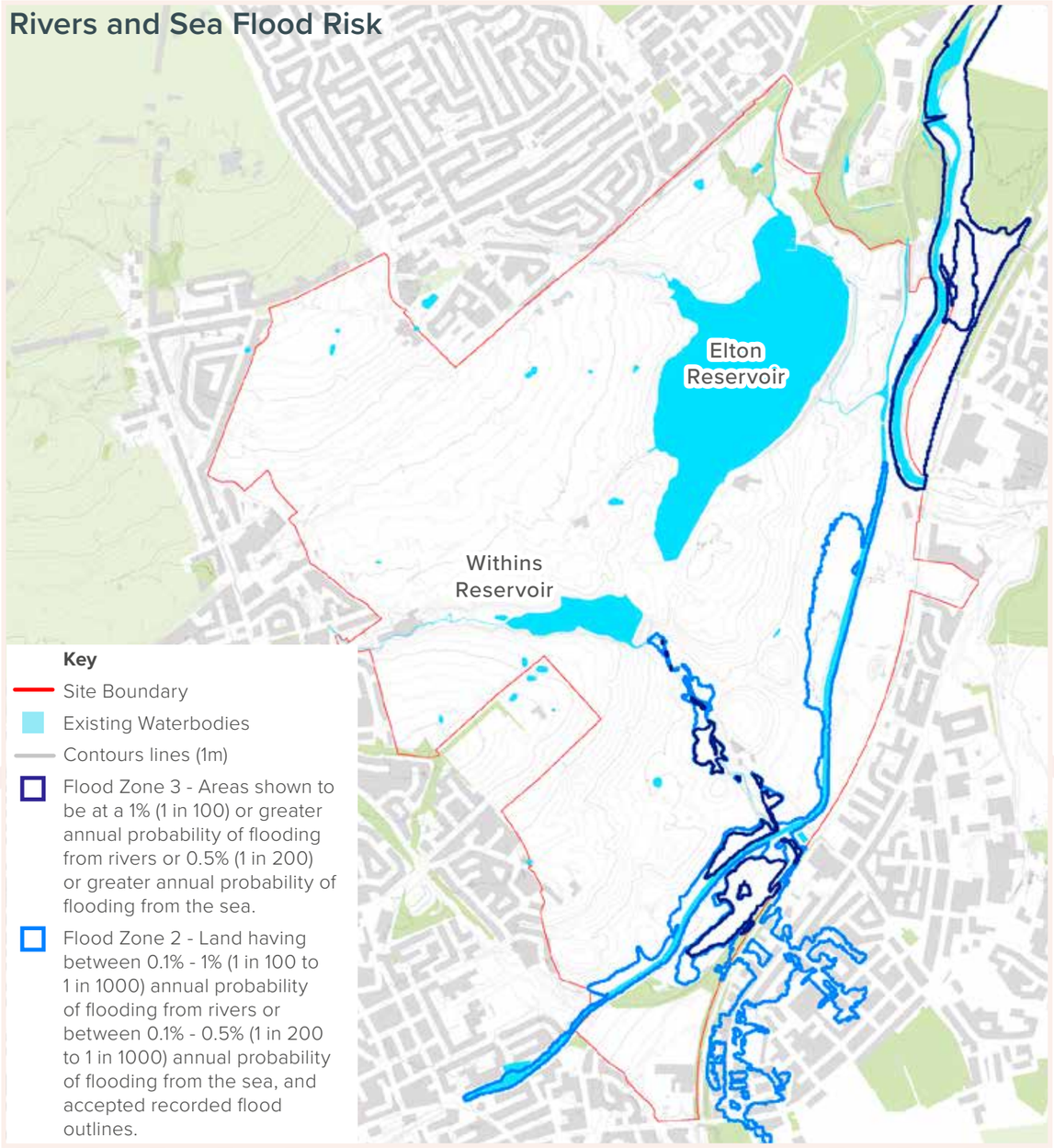


Key

- Site Boundary
- Existing Waterbodies
- Contours lines (1m)
- Elton Reservoir Flood Extent (Wet Day Scenario) - shows the flood extent in the event that the reservoir were to fail and release the water held on a “wet day” when local rivers had already overflowed their banks.
- Withins Reservoir Flood Extent (Wet Day Scenario) - shows the flood extent in the event that the reservoir were to fail and release the water held on a “wet day” when local rivers had already overflowed their banks.

Reservoir Flood Risk Plan

Rivers and Sea Flood Risk



Key

- Site Boundary
- Existing Waterbodies
- Contours lines (1m)
- Flood Zone 3 - Areas shown to be at a 1% (1 in 100) or greater annual probability of flooding from rivers or 0.5% (1 in 200) or greater annual probability of flooding from the sea.
- Flood Zone 2 - Land having between 0.1% - 1% (1 in 100 to 1 in 1000) annual probability of flooding from rivers or between 0.1% - 0.5% (1 in 200 to 1 in 1000) annual probability of flooding from the sea, and accepted recorded flood outlines.

Rivers and Sea Flood Risk Plan

Site Characteristics and Opportunities

Landscape & Visual Character

The site lies within National Character Area NCA 54: Manchester Pennine Fringe and Greater Manchester Local Character Area LCA 21: Little Lever and Elton Reservoir which are defined as Urban Fringe Farmland.

The site is typical of this character with rolling low grade pasture and semi-improved grassland dissected by a network of hedgerows and streams. Isolated woodland, wooded river corridors and sites of biological interest provide important habitats, particularly for waterfowl.

Green Belt - Characteristics & Constraints

- Nearly 50% of the site is designated Green Belt. Under planning policy, these areas are protected from development to safeguard the countryside and prevent urban sprawl.

Sites of Biological Interest (SBI) - Characteristics & Constraints

- The site contains no national designations and six local SBIs of various grades of importance. These areas require careful consideration and minimal intervention to ensure conservation of existing habitats.

Reservoirs and waterways - Characteristics & Constraints

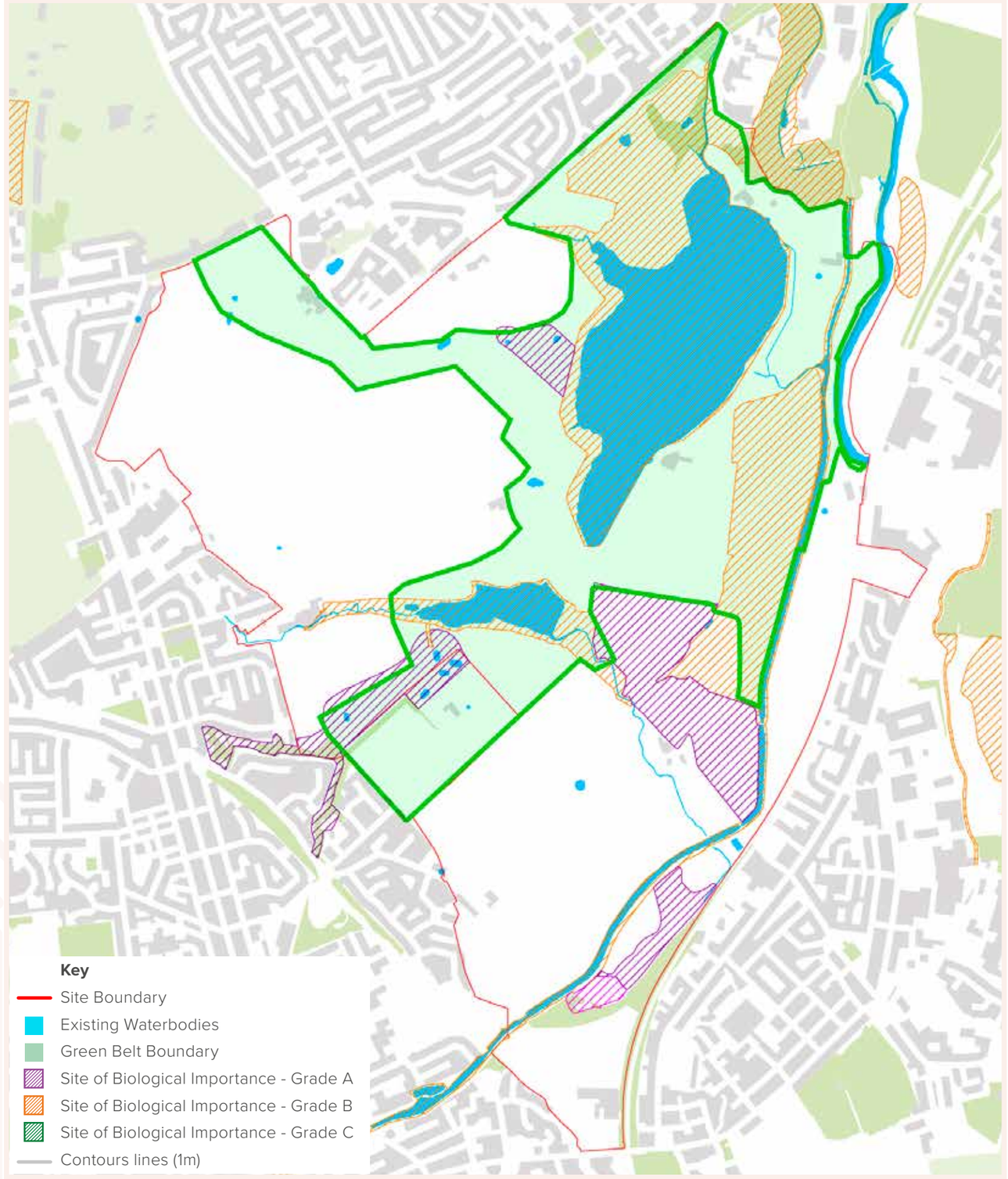
- The site includes two reservoirs (Elton Reservoir and Withins Reservoir), the Manchester, Bolton & Bury Canal and numerous streams, ponds and other watercourses. These are important habitat corridors and recreational and amenity assets.

Views and visual amenity - Characteristics & Constraints

- Panoramic views out to the surrounding countryside and hills are attractive and enhance walking routes. Key views to industrial buildings such as Constellation Mill and local churches are attractive and should be retained and enhanced where possible.

Opportunities

- Opportunity to enhance the Green Belt to create amenity green space for the community and natural open space beneficial to ecology and wildlife;
- Opportunity to enhance biodiversity across the site, avoiding (where possible) development on areas designated as SBI; and
- Opportunity to retain existing water features to create leisure destinations around these key landscape assets, as well as biodiversity net gain.



Landscape Constraints Plan

Site Characteristics and Opportunities

Trees, Woodland & Hedgerows

Characteristics & Constraints

- Pockets of trees and woodland and native hedgerows defining field boundaries provide habitat, shelter and a mature landscape character across the site;
- A single veteran tree of significant landscape value is located adjacent the cemetery and is the only irreplaceable habitat present on site;
- A number of other valuable trees have been identified and where possible, these will be retained and root protection buffer zones established and avoided by development; and
- The majority of trees and larger shrubs are contained within hedgerows along existing field boundaries. These have value for both wildlife as corridors and visual amenity, offering potential screening to new development.

Opportunities

- Opportunity to retain (where possible) existing landscape features such as hedgerows and tree lines, and integrate them within green corridors and open spaces, to ensure they continue to contribute to biodiversity and existing natural networks.

Trees, Woodland & Hedgerows Plan

Site Characteristics and Opportunities

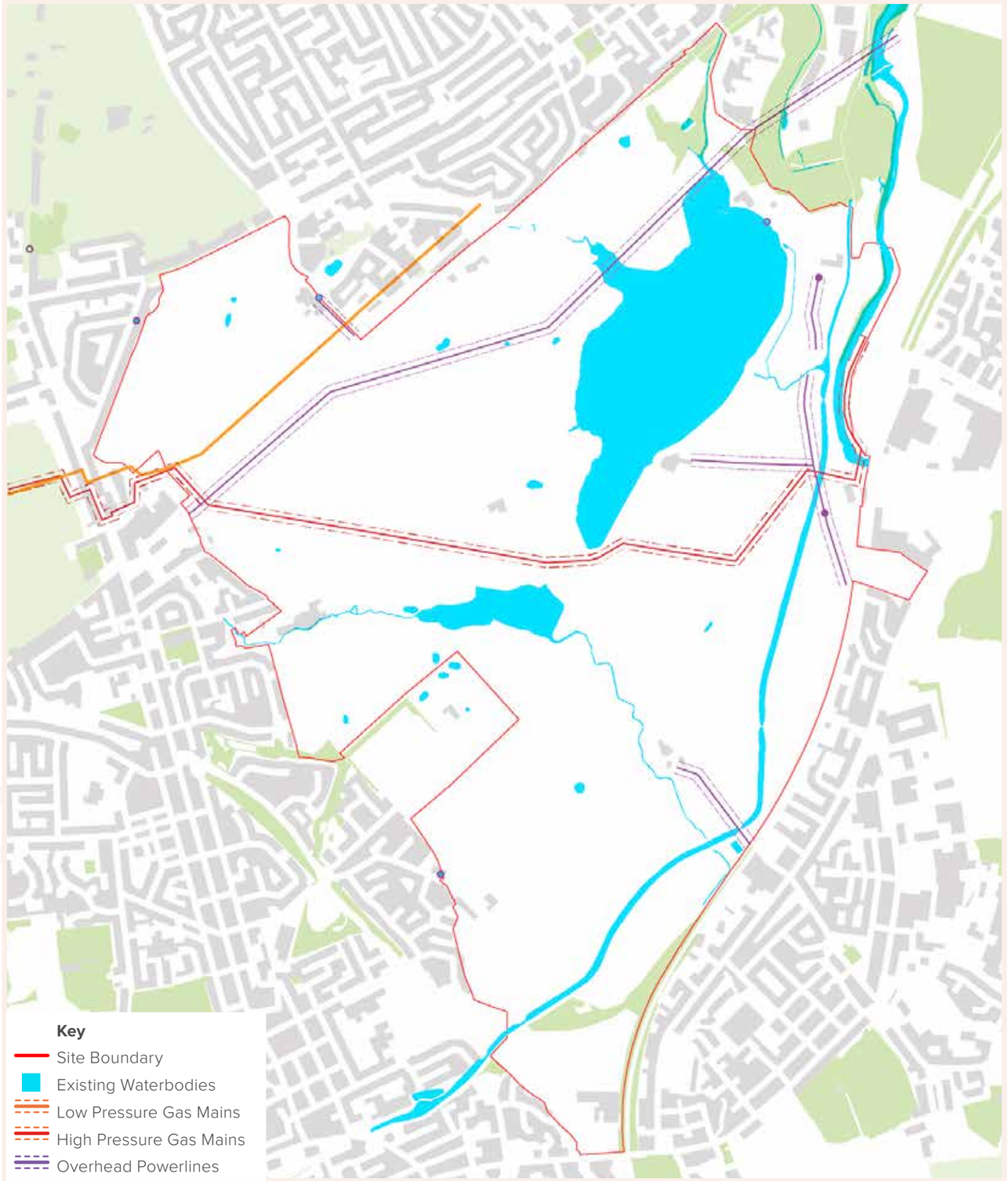
Utilities

Characteristics & Constraints

- High pressure gas main, low pressure gas main and overhead powerlines are present on site, which should be retained in place and development avoided within their easement zones;
- The existing developed areas around the site are served, in terms of surface and foul water, by United Utilities with an expansive system of consisting predominantly of combined sewer systems. A strategic foul sewer crosses the north of the wider development area. There are no other services within the site boundary; and
- With the current network, there will be available capacity for wastewater within the United Utilities strategic main located in the northeastern corner of the site as well as locally at the proposed highway connection points.

Opportunities

- Opportunity to create linear greenways along utility corridors preserving key views to industrial and community landmark buildings;
- The foul drainage strategy will include multiple connection points to aide to a flexible phasing strategy. This will include multiple sub-catchments and associated pumping stations; and
- Surface water will be dealt with within the site and does not need to connect to the external sewer network.



Utilities Plan

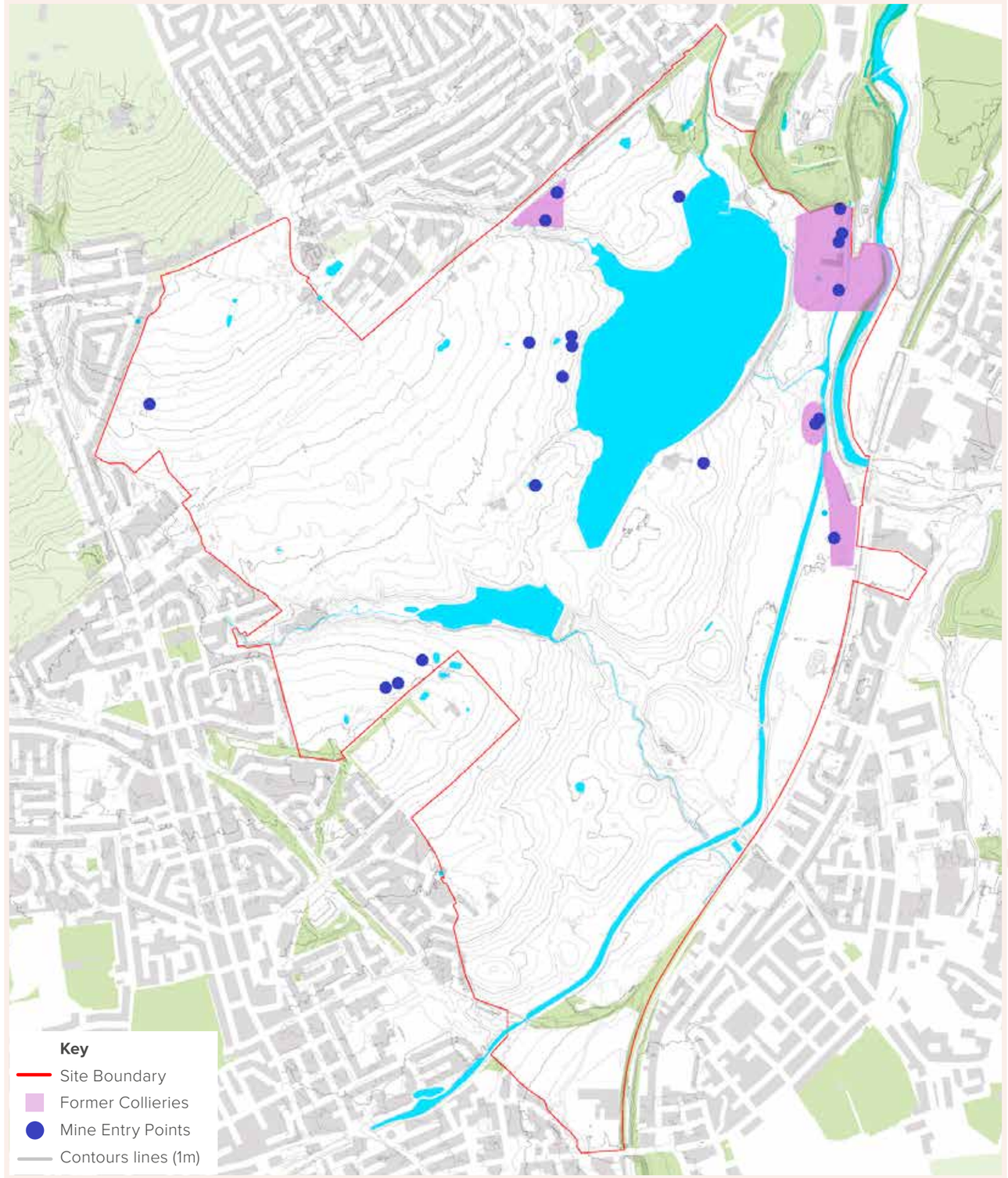
Site Characteristics and Opportunities

Topography

- The prevailing topography falls southeasterly from the highest level of 117 m Above Ordnance Datum (mAOD) alongside Bury and Bolton Road towards the lowest points of Manchester, Bolton and Bury Canal at 76 mAOD and Spring Lane at 70 mAOD;
- The site is undulating with height changes across its extent. Topographic valleys are present on site which naturally capture and channel surface water overland flow through to its lowest point. There are also ground depressions with lower elevations which can cause surface water to pool within them; and
- The disused canal passes through the site and is elevated against the surrounding ground.

Ground Conditions

- Through initial desktop studies the site is primarily glacial till underlain by Pennine Lower Coal Measures. Previous ground investigations of the site identified made ground to approximately 500mm overlaying sandy clay;
- The soil conditions are described as ‘slowly permeable seasonally wet and slightly acid but base-rich, loamy and clayey soils;
- Because of the underlying geology of the site, infiltration as a method of discharging surface water from the site would be limited and currently most likely not a viable widespread solution;
- Due to the historical use of the surrounding area for coal mining and the presence of reservoirs it is expected that groundwater levels will fluctuate across the site; and
- Former collieries and mine entry points are present on site, which development should avoid wherever possible.



Topography & Ground Conditions Plan

Site Characteristics and Opportunities

Retail & Services

The site is well positioned between Bury and Radcliffe, and benefits from proximity to a wide range of services and facilities located within both town centres.

Radcliffe town centre provides local services including retail, community facilities and recreational facilities, including the popular Radcliffe Market, a community owned and run market hall with local food.

Works are also ongoing at the site of the new Radcliffe Hub, in the town centre. The hub will bring a range of new leisure amenities, together with a new library, learning opportunities and community spaces, close to the Elton Reservoir site.

Bury is a larger town centre, located a short distance to the north and offering a broader mix of retail, cultural, and leisure amenities. There is a variety of restaurants and cafés, as well as the well-established Bury Market and The Rock and Millgate shopping centres. Bury also offers cultural attractions such as Bury Art Museum and The Met.

Additionally, the Elton Sailing Club at Elton Reservoir, the Outwood Country Park adjacent to Radcliffe, the Spring Water Park in Whitefield and Burrs Country Park in Bury provide access to open space and a variety of leisure routes.

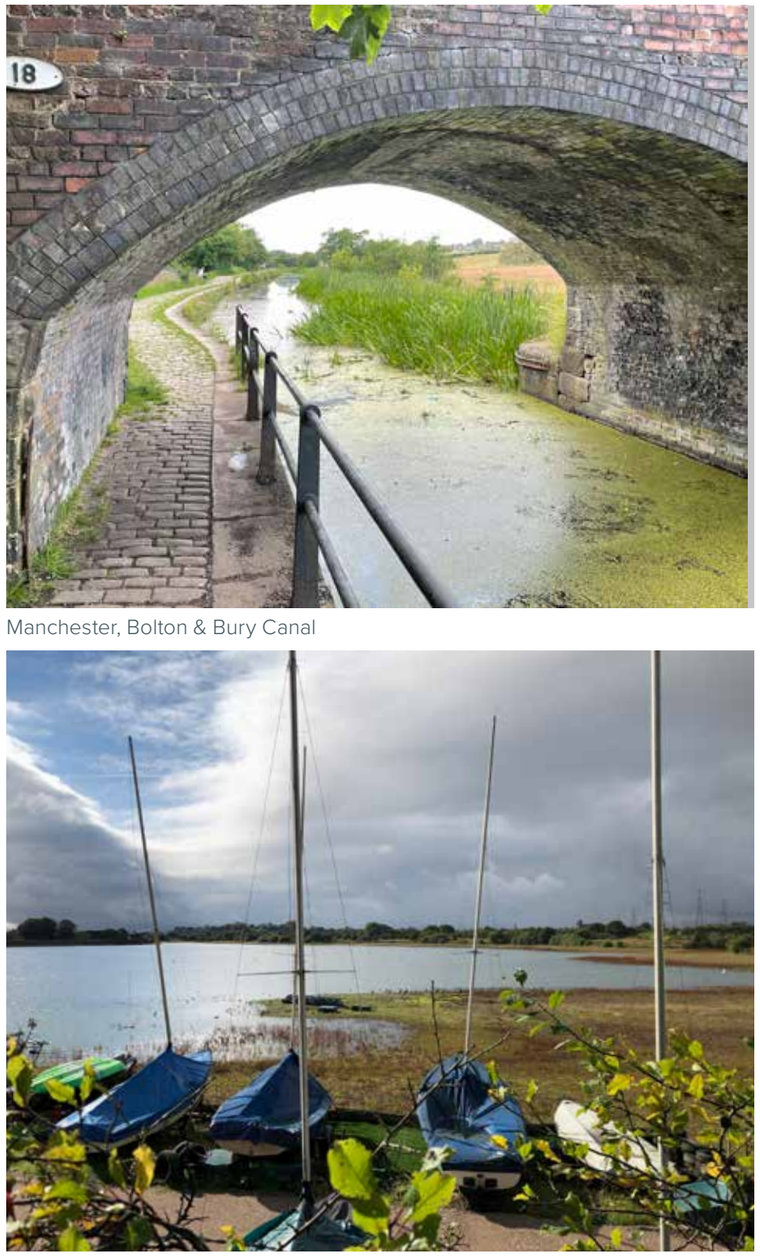
Community

The site is relatively well-served by community centres. There is a cluster of community spaces to the east of the Site, comprised of the directly adjacent Radcliffe Girls and Boys Club as well as the Dumers Lane Community Centre and Manchester Road Community Centre.

Opportunities

- Opportunity to provide new, more accessible local facilities on site and meet the needs generated from the development without creating the need to travel by car.

Bury Art Gallery David Dixon ©



Manchester, Bolton & Bury Canal

Radcliffe Hub (in construction)

Elton Reservoir Sailing Club

Site Characteristics and Opportunities

Education

There are 23 primary schools within a two-mile walking distance of the site with the nearest being: to the south west of the site – St Andrew's CEPS Radcliffe, Wesley Methodist, St Mary's RCPS Radcliffe, and Gorsefield; to the south east of the site – Radcliffe Hall; to the north east of the site – St Peters CEPS; and to north west of the site – St Stephen's CEPS, and Greenhill.

There are eight secondary schools within a three-mile walking distance of the site, including: Star Academy Radcliffe, Derby High, Bury CF High, St Gabriel's RC High, Elton High, Tottington High, Hazel Wood High, Unsworth Academy, Bury Grammar and Elms Bank School and College.

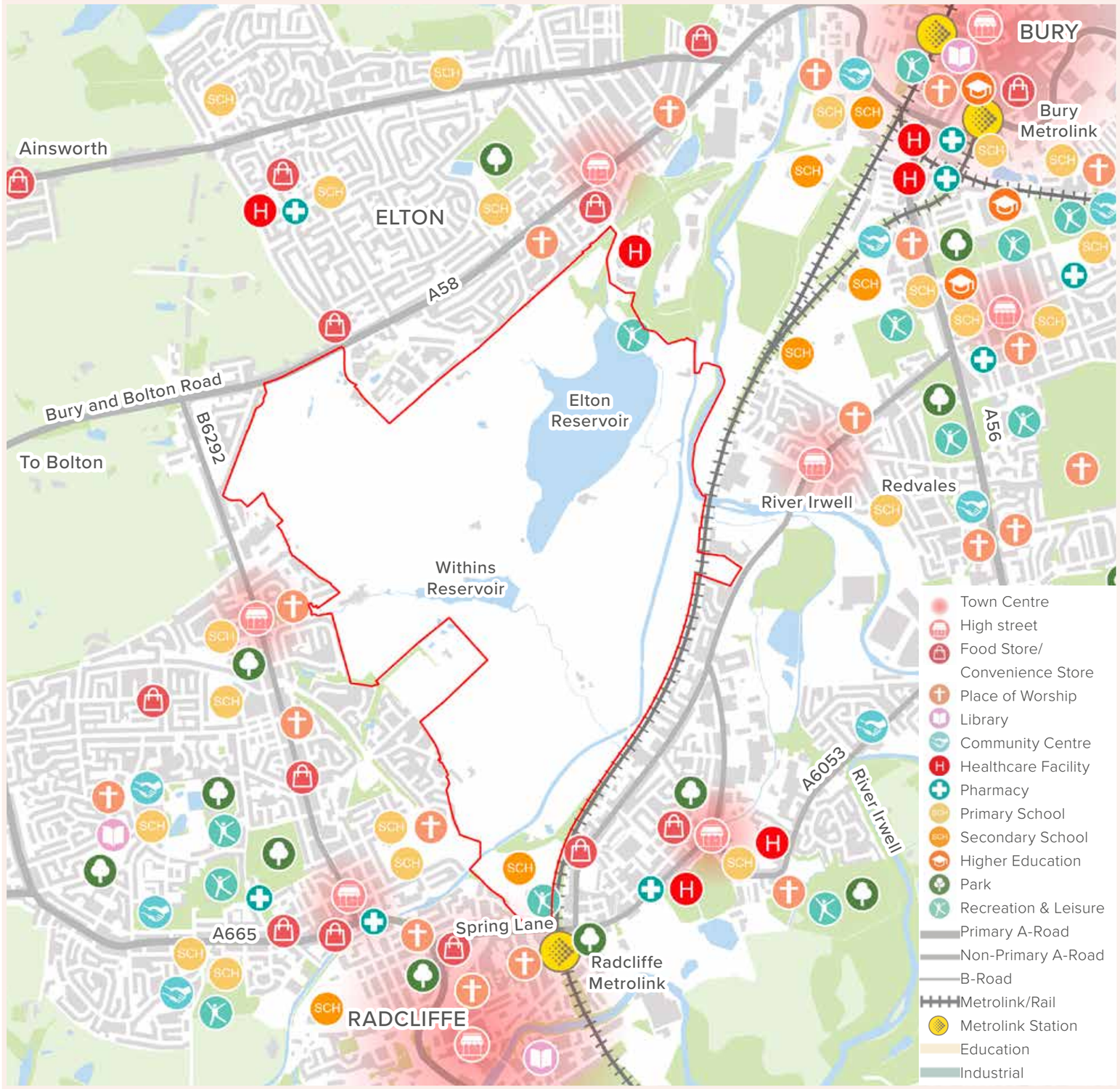
The need for school places arising from the development will be met through the provision of at least one new primary school on site and by utilising/expanding capacity within existing nearby schools.

Health

There are several GP surgeries within a two mile radius of the site. At present most of these record patient numbers above recommended averages. There are also a number of dentist practices within a two mile radius of the site. Several indicate that they are accepting NHS patients. New residents will increase the need for healthcare facilities. The proposed local centres will provide opportunities for additional GP/dentist and other healthcare uses.

Opportunities

- Opportunity to provide and/or new or expanded education and health facilities on site and/or in the surrounding area to meet the needs generated from the development.



Local Amenities Plan

Site Characteristics and Opportunities

Noise

The site is surrounded by existing urban settlements and roads which generate the dominant noise sources. Noise from farming, commercial and industrial uses is also present, within isolated areas within and adjacent to the site. Noise sensitive receptors within and around the site are limited to private residential premises and farmsteads, and the Radcliffe Cemetery.

The incorporation of key design measures will ensure relevant noise thresholds are not exceeded from the development of the site. Appropriate mitigation measures for the development may include noise protection fencing and/or bunds for the link road, and adequate separation distances between the link road and residential properties. Such mitigation should be considered at the outset of a design concept, and should clearly demonstrate how noise mitigation has been carefully considered to protect the amenity of existing and future sensitive receptors.

Air Quality

The site is not within an Air Quality Management Area. Future development traffic has the potential to increase pollutant levels in the area, however with the implementation of best practice air mitigation measures, in the form of sustainable transport options and the increasing use of electric vehicles, it is not expected that the development of the site would result in exceedance of relevant thresholds.

Opportunities exist to improve the environment with respect to air quality through the design of the scheme. This should include sensitive positioning of the link road, the provision of green and blue infrastructure networks to provide health benefits, and the integration of sustainable means of transport, including cycling and walking routes, as well as a comprehensive Travel Plan to educate occupiers and encourage use of these measures.

Metrolink Line

Summary of Site Constraints

Key

- Site Boundary
- Existing Waterbodies

Landscape & Open Space

- Green Belt Boundary
- Site of Biological Importance - Grade A
- Site of Biological Importance - Grade B
- Site of Biological Importance - Grade C

Trees

- Existing Trees
- Hedgerows
- 5m Tree Protection buffer
- Veteran Tree Protection Buffer
- Stem Location and RPA of Potential Veteran Tree

Public Rights of Way

- Public Right of Way (PRoW)
- Existing Recreational Cycle Route
- National Cycle Route 6

Heritage

- Grade II Listed Building
- Non-Designated Heritage Asset

Drainage

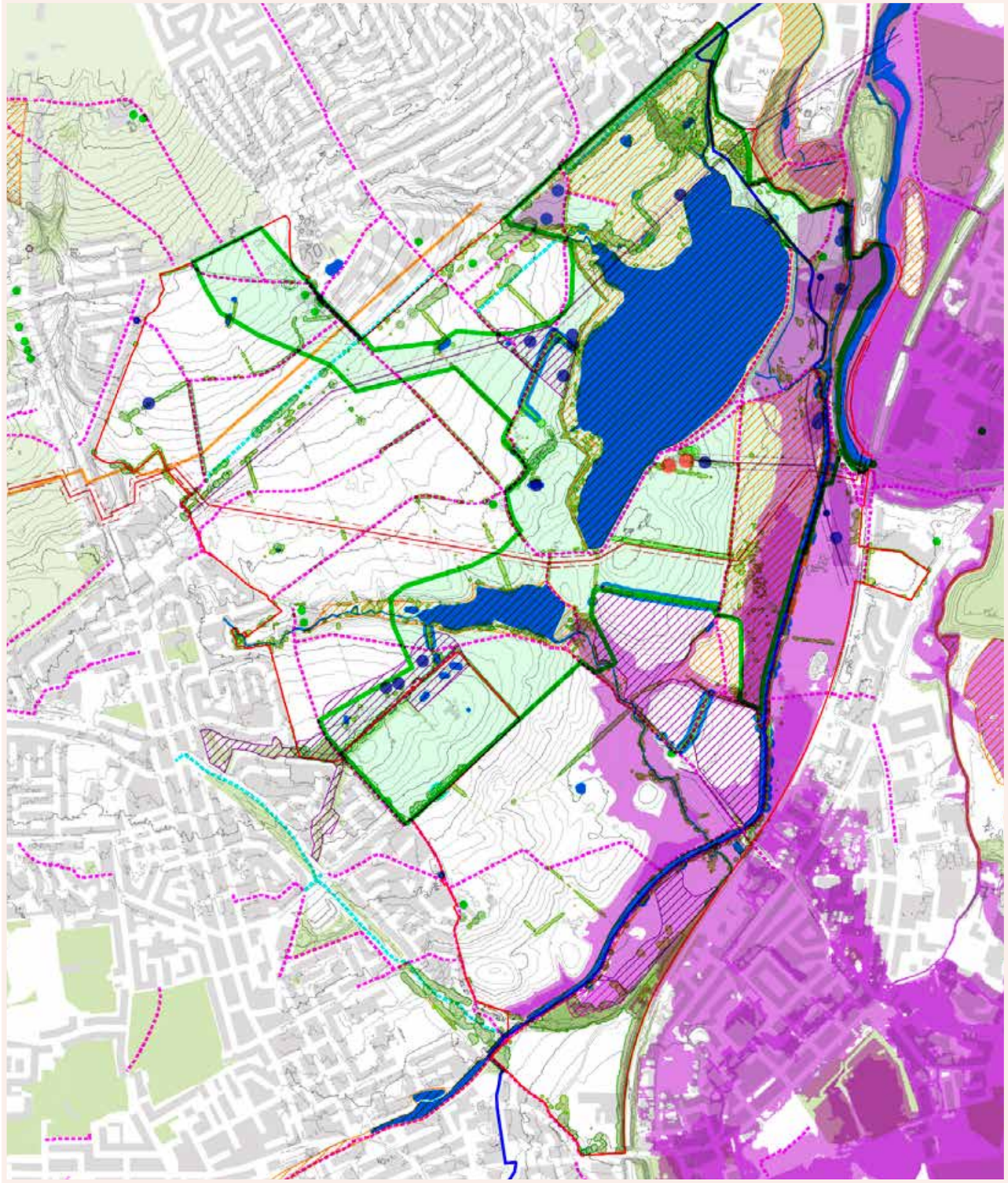
- Existing flood risk area

Ground Conditions

- Former Collieries
- Mine Entry Points
- Contours lines (1m)

Utilities

- Low Pressure Gas Mains
- High Pressure Gas Mains
- Overhead Powerlines



Constraints Plan

Summary of Site Opportunities

Transport, highways & Active Travel

The site is strategically located within the network of local buses, Metrolink service, A Roads and national cycle network, which make the Elton Reservoir site one of the most accessible and sustainable development sites in the Great Manchester area.

- Opportunity for sustainable travel using **existing Radcliffe Metrolink stop**;
- Opportunity for a **new Metrolink stop** on the Bury-Manchester Metrolink line within the site, along the eastern boundary;
- Opportunity for all-modes **primary access** points from Bury and Bolton Road, Bury Road and Spring Lane; and
- Opportunity for a **multi-functional link road** (including active travel, bus routes, local strategic highway and development access provision).

Public Rights of Way

- Opportunity to retain in situ (where possible) the majority of PRoW, National Cycle Route 6 and recreational routes, integrating them into the site's **active travel network** improving existing links, creating new connections and contributing to the area's long distance connectivity; and
- Opportunity for retained and new PRoW to **provide safe, more direct and traffic free connections** to existing bus services and local facilities.

Landscape & Open Space

There are a number of contained landscape features which can be retained and enhanced alongside the proposed development. These create the following:

- Opportunity to **create outdoor spaces** such as greenways, incidental open spaces and public realm to **encourage residents to spend time outdoors** walking, exercising and socialising (woodland, hedgerow, tree belt constraints); and
- Opportunity to **enhance the Green Belt to create amenity green** space for the community and natural open space beneficial to ecology and wildlife.

Trees, Woodland & Hedgerows

- Opportunity to retain (where possible) existing landscape features such as **hedgerows and tree lines**, and integrate them within green corridors and open spaces, to ensure they continue to **contribute to biodiversity** and existing natural networks.

Flood Zone & Drainage

- Opportunity to incorporate **existing water courses as ecological features** into the masterplan to enhance biodiversity, including the flood zones associated with these features as green space;
- Opportunity to design **surface water drainage features as multi-purpose landscape features**, for biodiversity as wetlands and/or for play areas or other recreational features; and
- Opportunity to **retain existing water features** such as Elton and Withins Reservoirs, the Manchester Bolton and Bury Canal and the River Irwell, to **create leisure destinations** around these key landscape assets, as well as biodiversity net gain.

Utilities

- Opportunity to create **linear greenways along utility corridors** preserving key views to industrial and community landmark buildings (views and visual amenity).

Ecology & Biodiversity

Local Wildlife Sites

- Opportunity to **safeguard and enhance the network of SBIs** through targeted habitat management, hydrological improvements and strengthened linkages via new and improved green corridors (avoiding, where possible, development on areas designated as SBI); and
- Opportunity to **create spaces for nature engagement** with increased public access to green space (an access management strategy will be required to address potential recreational pressure on sensitive habitats and species).

Habitats

- Opportunity to integrate and enhance existing reservoirs, ponds and watercourses with SuDS to **deliver wetland and aquatic habitat benefits**, supported by reinforcement of woodland, scrub and hedgerow networks and the **creation of species-rich grassland** within the green infrastructure framework; and
- Opportunity to achieve at least a **10% measurable Biodiversity Net Gain**, which is expected to be secured through a combination of on-site habitat creation and enhancement and delivery of a strategic biodiversity offset.

Species

- Opportunity to deliver a **species-specific mitigation programme** that will protect and enhance conditions for key species including amphibians such as great crested newt, bats, otter and a range of bird species.

Summary of Site Opportunities

Built Heritage

- Opportunity to **retain two Grade II listed buildings** (Old Hall Farm and Gate Piers) within the development;
- Opportunity to **retain** other non-designated heritage assets where possible; and
- Opportunity to retain heritage features and re-interpret them as **place-making opportunities**.

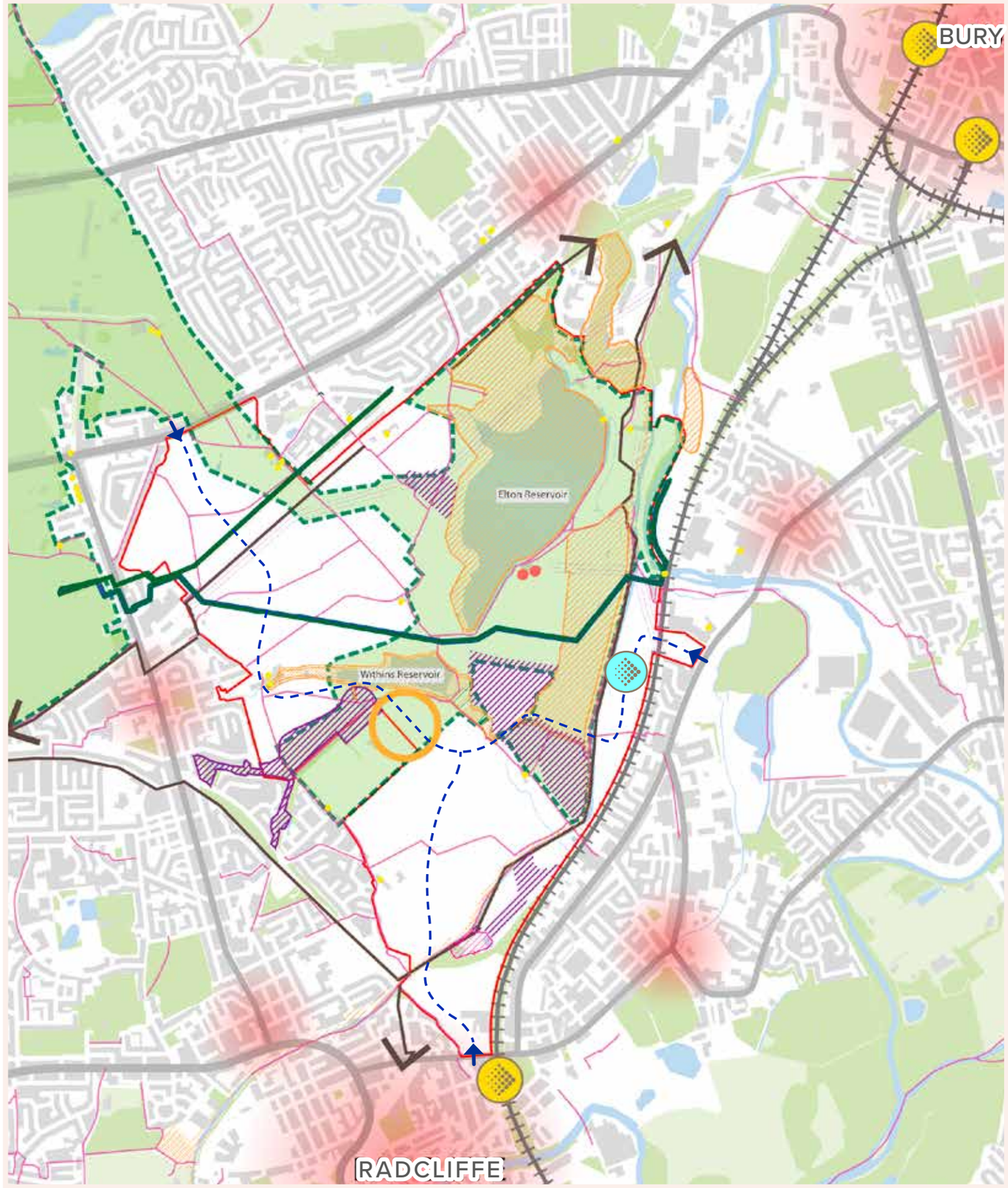
Retail, Services, Education, Community & Health Facilities

Together, Radcliffe and Bury ensure that residents and visitors have access to a comprehensive range of shopping, leisure, healthcare, and community services within a convenient distance of the site.

- Opportunity to create active travel **connections to existing services** beyond the site boundary and to **support the local economy**;
- Opportunity to provide new, more **accessible local facilities on site** and meet the needs generated from the development without creating the need to travel by car; and
- Opportunity to provide **new and/or expanded education and health facilities on site and/or in the surrounding area** to meet the needs generated from the development.

Key

- Site Boundary
- Utilities - Linear Greenway Opportunities
- Overhead Powerlines
- Grade II Listed Buildings
- Non-Designated Heritage Assets
- Public Rights of Way
- Existing Cycle Routes
- Town Centre
- Existing Metrolink Stop
- Green Belt
- SBI Grade A
- SBI Grade B
- SBI Grade C
- Archaeological Sites
- Access Points
- Potential Link Road
- Proposed Metrolink Stop



Opportunities Plan

Chapter Four

Vision & Objectives

Vision Statement

The Elton Reservoir site represents a significant opportunity to shape a thriving, **sustainable new community** within Bury. Its connectivity with existing and new **Metrolink stops**; new an enhanced bus services; and an extended network of **safe and direct routes for walking** and wheeling will enable sustainable movement and reduce reliance on cars.

Through the delivery of **new homes, local amenities,** and inclusive, vibrant community spaces, the development will play a central role in **boosting the local economy** and enhancing quality of life for residents of Bury, Radcliffe and the wider area.

This growth will be supported by the creation of essential social infrastructure including **schools and recreation facilities,** alongside new strategic highway infrastructure and sustainable transport connections. Together these promote **healthy, active lifestyles** encouraging **environmentally responsible living.**

The vision for the site is shaped by a **long-term commitment to placemaking** and the wider strategic ambitions set out in the Places for Everyone Joint Development Plan. At the core of this vision are seven key strategic objectives, which will guide the development and ensure that it delivers **meaningful, lasting benefits.**

Around
3,500
High Quality New Homes

Biodiversity
Enhancement

Over
160
ha of Open Space

1
New Primary School

3
New Local Centres

Active Travel
Routes Network

Recreation
Facilities

New Metrolink
Stop at Warth Fold

Strategic Objectives

1 Sustainable New Homes

Deliver a **sustainability located,** landscape-led development of around **3,500 high-quality homes** integrated within nature and knitting into its surroundings. Every element of the development will reflect a commitment to **social, environmental and economic sustainability.** The proposal takes account of all constraints; retains natural and built features of value wherever possible; minimises adverse impacts of development; and includes appropriate mitigation for unavoidable impacts.

2 Connectivity

Integrate the new development into the existing public transport network with the provision of a **multi-functional link road,** also serving as a **bus route and active travel route,** connecting neighbourhoods to the existing and new **Metrolink stops,** located on the eastern boundary, offering a 25-minute connection to Central Manchester.

A comprehensive **active travel network** will seamlessly connect into the existing network of pedestrian and cycle routes, ensuring safe, convenient, and **sustainable options for local travel,** encouraging residents to choose walking, cycling, and public transport as their primary means of movement.

3 Inclusivity

Create a truly **inclusive place,** from providing accessible green spaces and streets that are open and welcoming to all, to neighbourhoods designed to foster **community and interaction.** A **varied mix of homes** of various tenure, type and sizes will be delivered to cater for all demographics. These will be complemented by urban spaces that serve as a social focal point where communities can come together, meet and share.

4 Economic Growth

Support economic growth and regeneration of the area, including through integration with the existing urban area, increasing local spending, and providing new and improved infrastructure. Harnessing the growth and economic benefits of the project to attract further investment and **strengthen the local economy.** Contribute to the sustainability and resilience of the local economy by optimising local employment opportunities throughout all stages of development including by offering dedicated training and apprenticeship programmes.

5 Strategic partnerships

Facilitate the implementation of **long-term management** of the future development through **strategic partnerships** with governance structures, local businesses and communities, whilst establishing **community spirit and sense of ownership** amongst residents.

6 Health and Wellbeing

Create an environment where the **promotion of health and wellbeing** is fundamental to the design, supported by a network of active travel routes that offers easy and frequent **access to green spaces,** and direct links to existing and new local amenities and community hubs. Ensure that everything residents need, from schools and shops to parks and healthcare, will be within easy reach, promoting **healthier lifestyles** and fostering a **strong sense of community.**

7 Climate Resilience and Nature Recovery

Enhance **climate resilience** whilst creating spaces that people can enjoy and where nature can flourish. **Support biodiversity** by protecting areas of importance and safeguarding the most important existing ecological assets.

Integrate retained landscape features within a network of **interconnected green corridors** that manage water and support wildlife. Enhance **key habitats** by bolstering woodland and hedgerows and by connecting them to the wider natural environment beyond the site boundary.

Chapter Five

Strategic Design Principles

Strategic Design Principles

1 Connecting & Protecting Existing Assets

The masterplan will provide a significant green corridor which remains within the Green Belt and provides a strategic amount of new, high quality and publicly accessible open space.

Enhancement of the existing assets of Elton and Withins Reservoirs and the Manchester, Bolton and Bury Canal will create a network of blue infrastructure for recreation, tourism, leisure and nature.

2 Creating a Connected Nature Network

Green corridors will connect the parkland to the wider green nature network beyond the site boundary. These corridors will ensure that ecology, drainage features and active travel routes work together to create quality green spaces that act as nature super highways, connecting north to south and east to west.

Strategic Design Principles

3 Facilitating a Mosaic of Multi-Functional Landscapes

The masterplan will preserve nature whilst creating green spaces for both existing and new communities to enjoy. A network of multifunctional landscapes will provide spaces where both people and nature can flourish.

Recreation facilities along with active travel routes will be sensitively designed and located to minimise impact on existing habitats and vegetation.

4 Knitting into a Wider Active Travel Network

The Elton Reservoir site will be a place that actively supports health and wellbeing with a network of sustainable and safe active travel routes throughout the site, connecting into pedestrian and cycle routes beyond the site boundary.

Active travel routes will be accessible to all to ensure inclusivity, and that existing and future site assets are available to the existing and new communities.

Strategic Design Principles

5 Promoting Sustainable Modes of Transport

Radcliffe Metrolink stop is adjacent to the southern boundary of the site and a new Metrolink stop will be located at the eastern gateway. The new and existing stops will provide strategic transport connections and bus interchange, alongside the new bus through the development. A travel hub will also be located at the new Metrolink stop, providing a cycle hub, car club and other sustainable modes of transport. This will promote healthy and active lifestyles reducing reliance on private vehicles. Active travel routes will provide direct access to the Metrolink stops to further facilitate and encourage their use.

6 Supporting development with key Infrastructure

Three access points can be delivered from the A58, Bury Road and Spring Lane which will each connect via the multi-functional link road providing access through the site for pedestrians, cyclists, buses and other vehicles. The site will also offer multiple other access points for pedestrians and cyclists around its perimeter. With connections north, south and east, the link road will provide both a strategic alternative route function through the site as well as local access within it for vehicular and non-motorised modes. The link road may also incorporate new utilities infrastructure to service all phases of development.

Strategic Design Principles

7 Delivering a Rich Mix of Neighbourhoods

New neighbourhoods will be created with distinct characters. Lower density housing will be nestled within the heart of the masterplan, overlooking the waterscape. Higher density parcels will be located to the east, surrounding the new Metrolink stop and the associated amenities.

Other neighbourhoods will act as an expansion of existing development, knitting the proposed new homes into the wider context. This rich mix of neighbourhoods will provide a wide range of new homes and spaces to meet the needs of different sectors of the community.

8 Creating Three Distinct Local Centres

Three distinct local centres will be located in the eastern, western and southern neighbourhoods. These local centres will provide a diverse range of amenities and services, including later living, potential extra care, community facilities and employment.

A primary school will be provided in proximity to the north-western local centre. This will enable residents to access facilities within walking distance, reducing the need to travel.

Chapter Six

Masterplan

Masterplan

The masterplan has been informed by a significant evidence base of surveys of the site and its surroundings. These have been undertaken by a range of specialists and have been reviewed by relevant experts within the Council and consultees including Transport for Greater Manchester (TfGM); the Greater Manchester Ecology Unit (GMEU); the Greater Manchester Archaeological Advisory Service (GMAAS); and the Environment Agency (EA).

The evidence base has enabled the identification of the key characteristics, constraints and opportunities presented in section 3. Understanding these has shaped the vision and strategic objectives for the proposed development as set out in section 4 and the strategic design principles summarised in section 5.

This section of the ERDF introduces the masterplan for the site. It sets out how the proposals apply the vision, objectives and design principles to create the essential elements of a high quality and highly sustainable new place.

The masterplan illustrates the spatial principles that will shape the proposed place and identifies the key infrastructure that will be needed to support it. It applies minimum housing densities in accordance with relevant policies. It defines a range of character areas which will accommodate different development needs and create a distinctive sense of place and community.

The ERDF relates to proposals for:

- ✓ **Around 3,500 homes** including a broad mix of house types and sizes to include **affordable homes;** accommodation for older people, plots for custom and self-build homes, and higher density homes in the most accessible parts of the site
- ✓ A **strategic link road** connecting the Bury Bolton Road (A58) with Bury Road in Radcliffe and including a connection to Spring Lane in Radcliffe
- ✓ Optimising use of existing and making provision for **new public transport** opportunities including a new **Metrolink stop** and associated Park & Ride facilities in the Warth Fold area and new bus services
- ✓ Measures to **encourage active travel** including attractive routes for walking and wheeling; safe and convenient highway crossings; and high-quality cycle parking and storage at key nodes
- ✓ Other necessary highway, footway and crossing **improvements in the surrounding area**
- ✓ A two-form entry **primary school** (with potential to be extended to three-form entry if needed)
- ✓ A **new secondary school** (the Star Radcliffe Academy School is under construction on the Coney Green site in the south of the masterplan area)
- ✓ **Three local centres** which include a range of appropriate **retail, health and community facilities.** These will be within the proposed residential areas (Mill Quarter and Coney Folds) and adjacent to the new Metrolink stop
- ✓ Replacement of existing **recreation space** at Warth Fold with a facility of at least equivalent quantity and quality and in a suitable location
- ✓ A significant **green corridor** which remains within the Green Belt and provides a strategic amount of new, **high quality and publicly accessible open space**/parkland and a network of multi- functional green and blue infrastructure
- ✓ Provision for **biodiversity net gain** including taking appropriate account of SBIs at Elton Reservoir; Manchester, Bolton and Bury Canal (east); Elton Goyt; Withins Reservoir; Black Lane Marl Pits; and radcliffe wetlands
- ✓ **Mitigation for potential flood risk**

Masterplan

Access and Connectivity

1. Site access from Bury and Bolton Road
2. Site access from Spring Lane
3. Site access from Bury Road
4. Link Road
5. New Metrolink stop
6. Withins Lane Bridge
7. Active travel routes

Local Centres, Education & Healthcare

8. Redvales Works Local Centre
9. Withins Valley Local Centre
10. The Mill Quarter Local Centre
11. Primary School
12. Potential Extra Care
13. Later Living/Retirement Village
14. Potential healthcare facilities

Landscape & Heritage

15. Green Gateway Fields and Sports Pitches
16. Elton Greenway
17. Elton Shores
18. Heritage Park
19. Canal Side
20. Wetlands
21. Sailing Club
22. Old Hall Farm

Site Wide Density

The Elton Reservoir site will deliver a broad range and mix of homes as required by Policy JPA7 of PfE. The masterplan within this ERDF has applied the minimum residential densities in accordance with PfE policy JP-H4. These reflect higher densities in the most accessible parts of the site – especially close to the existing and proposed Metrolink stops and Radcliffe Town Centre – as shown on the adjacent masterplan.

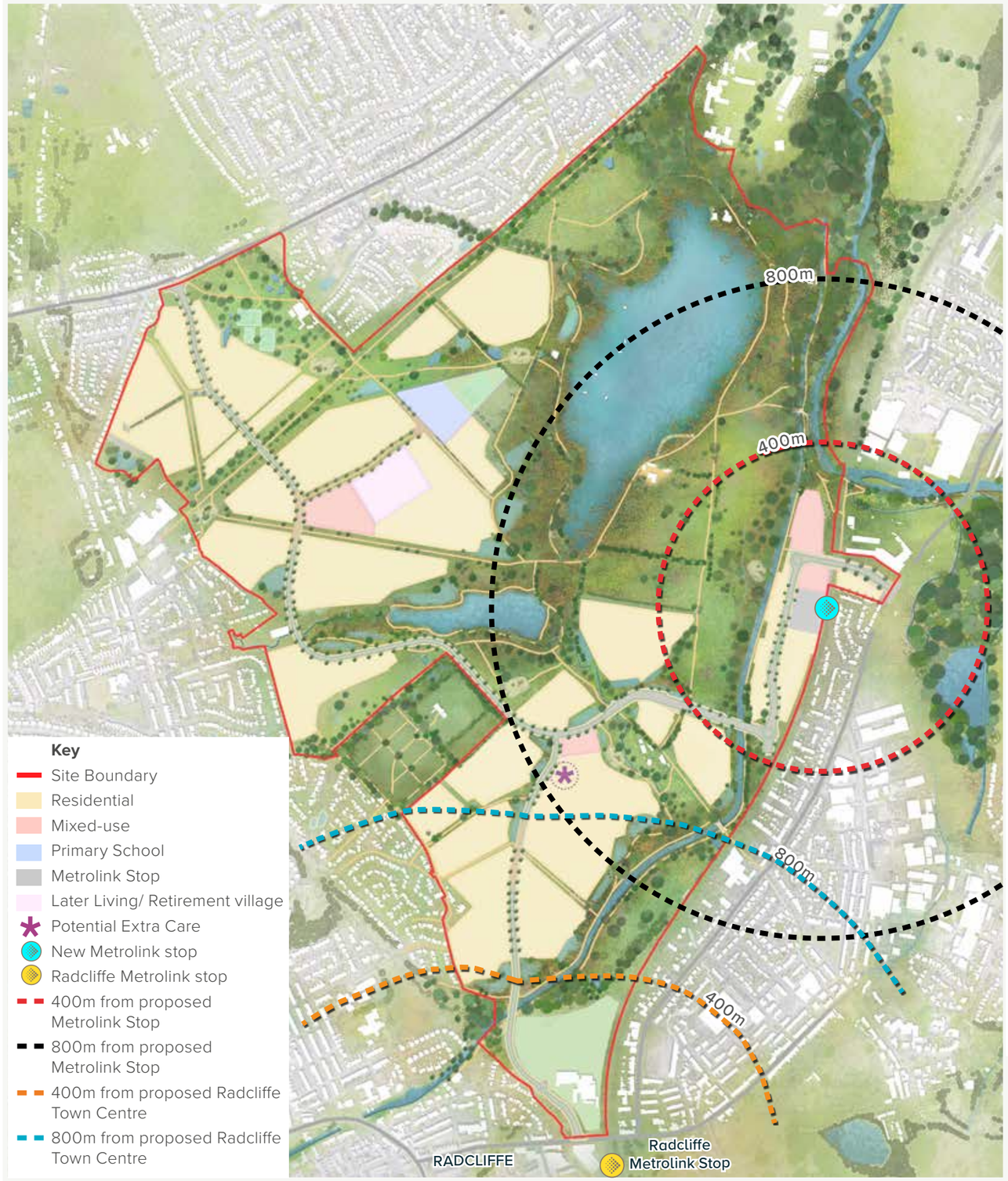
Applying these densities means that there is:

- an average of 35 homes per hectare to the north and west of the reservoirs. This will include elements of lower density adjacent to existing housing and adjacent to the retained Green Belt; and
- increased densities to the south and east of the reservoirs especially closest to the existing and new Metrolink stops where Policy JP-H4 seeks a minimum of 70 homes per hectare.

The indicative proposals show how the site has potential to deliver around 3,500 homes in accordance with Policy JPA7.

The proposed densities are indicative and the final amount of development and layout of each parcel will be subject to detailed design consideration at future planning application stages.

Planning applications will be expected to demonstrate that the design and density of development proposed is appropriate having regard to matters including relevant planning policy; townscape, landscape and heritage considerations; local market need and demand for particular types of homes; and design considerations including the interface with existing homes; the Green Belt; and the reservoirs and their settings.



Masterplan with walking distances from Radcliffe town centre and new Metrolink stop

6 Character Areas

Character Areas

The masterplan proposes six different character areas:

1. Spen Moor Meadows
2. The Mill Quarter
3. Elton Waterside
4. Coney Folds
5. Withins Valley
6. Redvales Works

These character areas are outlined on the adjacent plan and are described in the following pages. The new neighbourhoods will provide an array of facilities, including three village centres, one Primary School and one retirement village.

Each area will be designed to reflect its unique location and incorporate landscape, ecology and heritage features.

The design of each character area will also be underpinned by key placemaking principles that will give it interest, variety and uniqueness. These principles will be reflected and explored further at the next design stages.

Character Areas Location Plan

Spen Moor Meadows

The Green Gateway

Spen Moor Meadows will be the western gateway of the site, with access gained from Bury and Bolton Road.

Development parcels will be set back from the site entrance to create a landscape arrival. Built form will mark the gateway through the presence of larger dwellings acting as marker buildings.

Parcels in this area will have to be developed around a number of site constraints, including a mine shaft (with 2 m offset), a low pressure gas main running east-west, existing hedgerow lines and PRoW.

A semi-formal character at medium-density will be reflected along the southern and eastern edges, and along the link road.

A variety of sports, recreation and leisure opportunities will feature within the green spaces south and east of this character area.

Key Design Principles

Transport & Connectivity

- ✓ Signal controlled link road access junction with A58 Bury and Bolton Road, incorporating controlled pedestrian crossing facilities and CYCLOPS cycle provision providing direct access to Active Travel routes either side of the link road

Landscape

- ✓ Create a green and welcoming western entrance to the development linking through to the greenway
- ✓ New formal sports pitches nestled into the existing landscape structure with access from Bury & Bolton Road
- ✓ Retain existing SBI and recreational routes

Built Form & Density

- ✓ Lower density located along the western edge to respond to existing development
- ✓ Lower density along the eastern edge fronting onto Green Belt to create softer edge
- ✓ Medium density along the link road and along the southern edge to respond to the linear nature of the Elton Greenway, and to transition towards higher density areas of the mixed-use

Key

- Link Road (including active travel)
- Secondary Road/Access Road
- Public Right of Way
- Proposed Active Travel Route
- Residential Parcel

The Mill Quarter

Community Gateway to the Everyday

The Mill Quarter will feature mixed-use amenities, retirement village, community sports and recreation, within medium-high density development.

It will be characterised by a series of linear parks and active travel routes connecting the new community to the wider context, along with promoting non-vehicular movement into the site.

The built form will reflect the linearity of the adjacent green corridors through more formal, regular terrace and semi-detached dwellings.

For the higher density areas around the local centre and retirement village, a more varied building typology will feature more informal courtyard spaces and mews/shared streets.

Key Design Principles

Transport & Connectivity

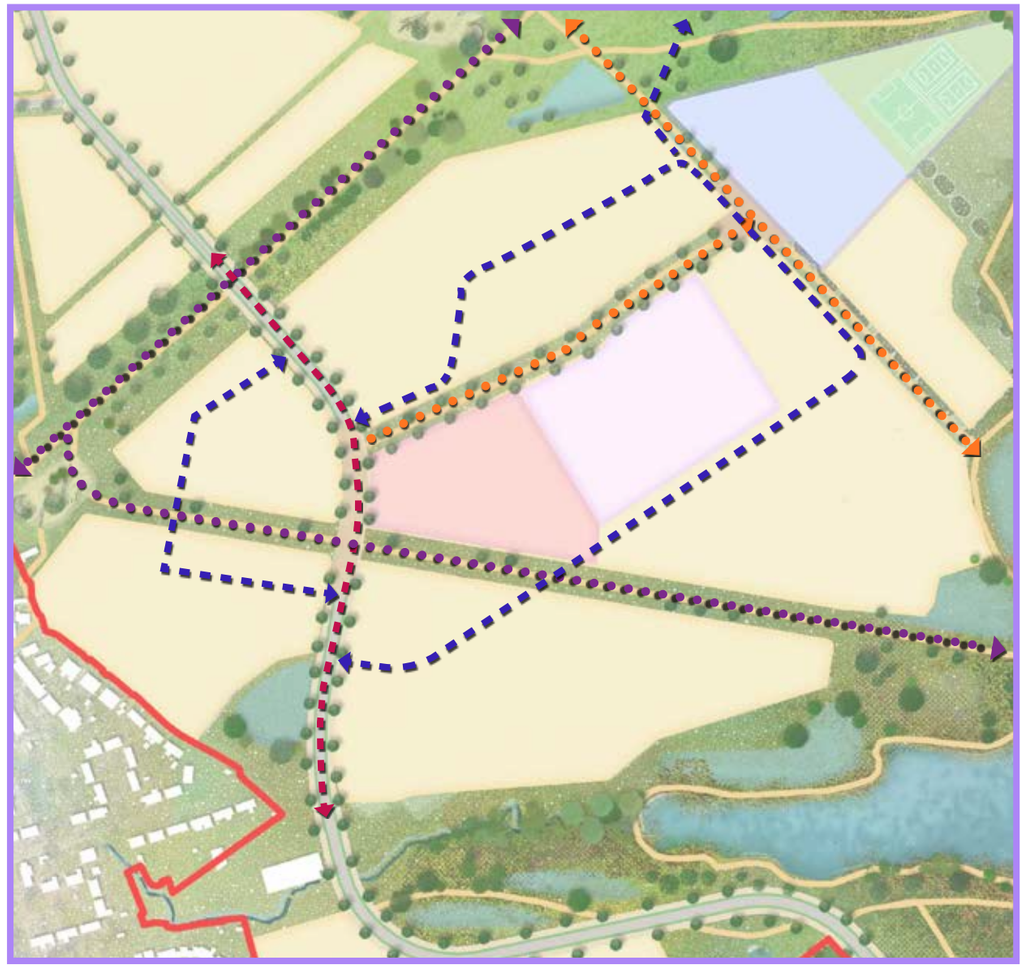
- ✓ Continuation of link road with adjoining Active Travel route provision assisting accessibility to school

Landscape

- ✓ New linear greenway integrating the existing Bolton-Bury Cycleway
- ✓ Greenway to include play, sports and productive landscapes
- ✓ Gateway amenity space with neighbourhood play at key nodes

Built Form & Density

- ✓ Higher density mixed-use local centre with retail and services at ground floor and residential units above
- ✓ Retirement village adjacent to mixed use
- ✓ Medium/high density residential development around mixed use centre, along link road and towards Primary School
- ✓ Lower density residential development along boundary with existing dwellings
- ✓ Lower density fronting onto Green Belt to create softer edge



Key

- Link Road (including active travel)
- Secondary Road/Access Road
- Public Right of Way
- Proposed Active Travel Route
- Residential Parcel
- Mixed-use Parcel
- Retirement Village
- Primary School

Elton Waterside

Homes Nestled within Waterscape

Elton Waterside will be located at the heart of the scheme, where the green and blue landscape converge in a proposed Nature Park on land around the reservoirs, which will include wetlands, amenity open space, recreation areas and active travel routes.

Mindful of the undulating topography, the reservoirs' frontages offer opportunities for long range views over the Nature Park and wetland, with homes nestled within landscape clusters.

Homes in this location will respond sensitively to the Green Belt and SBI areas, with low density homes creating a softer development edge.

The Primary School will also be located in this area. The playing fields will retain a sense of openness and views across the landscape and reservoir.

Key Design Principles

Transport & Connectivity

- ✓ Link road alignment continues south of Withins Reservoir which avoids potential ecological and environmental impacts relating to nesting birds and waxcaps which a central alignment between the reservoirs would adversely affect

Landscape

- ✓ Elton and Withins Reservoirs to be enhanced for recreational use. Proposed 'Nature Park' hub linked to the school and proposed Neighbourhood play area
- ✓ New and improved footpaths and cycleways to enhance accessibility
- ✓ Dual use sports pitches located at proposed primary school
- ✓ Existing semi-natural landscape character retained and enhanced with SuDS ponds, wetlands and naturalistic planting

Built Form & Density

- ✓ Lower density development fronting the Green Belt, featuring large detached family homes sat in landscape
- ✓ Medium density development closer to Primary School and mixed-use centre
- ✓ Medium development in the parcel east of the reservoirs, located within 800m from the Metrolink stop. Parcel also located within the SBI
- ✓ Predominantly 2 storeys buildings with occasional 2.5 - 3 storeys marker buildings

6 Character Areas

Coney Folds

Knitting into the Existing Context

Inspired by the agricultural heritage of the site, Coney Folds will be an extension to the existing residential area of Radcliffe.

This neighbourhood will grow around the East Lancashire Crematorium and Radcliffe Cemetery, and around existing non-designated heritage assets to be retained.

Medium density housing will knit into the existing context of the area forming back to back relationships with existing homes and pedestrian links connecting into the wider community. Future development will respond sensitively to each boundary condition, ensuring existing residents retain appropriate levels of amenity.

Frontage onto the link road will be formal in character, with a linear building line and consistent rhythm.

Key Design Principles

Transport & Connectivity

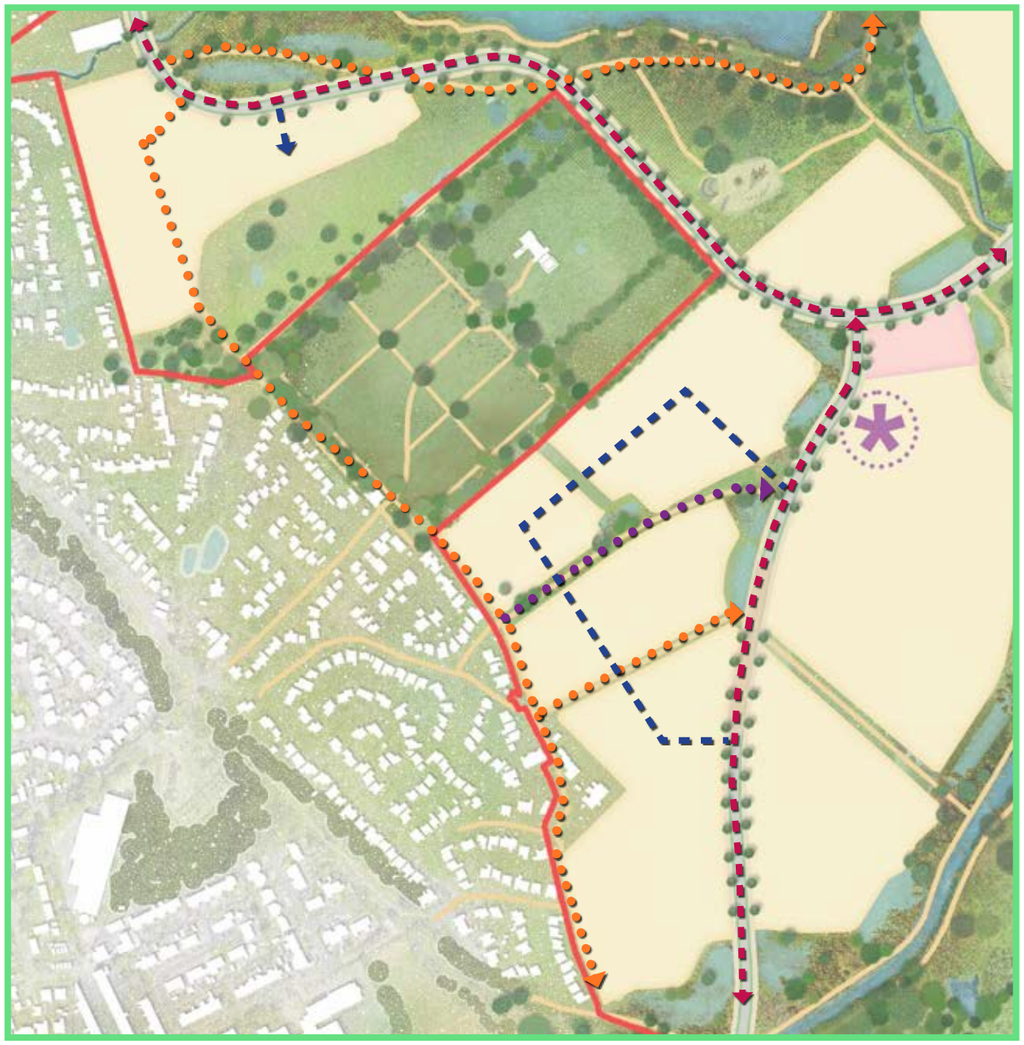
- ✓ The link road alignment routes alongside the north-eastern boundary of the Crematorium before providing a southern spur towards Coney Green and the Star Academy school which is currently under construction
- ✓ The junction interchange between the link road spurs will likely comprise a priority T junction arrangement with ghost island facility. Both the eastern and southern legs of the link road would continue to provide associated Active Travel routes
- ✓ Layout will encourage connectivity and integration with Radcliffe town centre including the Metrolink stop

Landscape

- ✓ Existing PROW retained
- ✓ New circular recreational routes around Withins Reservoir
- ✓ New Heritage Park with Neighbourhood play facilities and art/interpretation of archaeological interest. An opportunity to connect to the Irwell Sculpture Trail

Built Form & Density

- ✓ Lower density located along the western edge to respond to existing development, green belt and heritage asset
- ✓ Higher density located along the link road, closer to mixed-use and within 800m from Metrolink stop
- ✓ Predominantly 2 - 2.5 storeys buildings with up to 3 storeys marker buildings and along the link road



Key

- Link Road (including active travel)
- Secondary Road/ Access road (indicative)
- Public Right of Way
- Proposed Active Travel Route
- Residential Parcel
- Mixed-use Parcel
- Potential Extra Care

Within Valley

A Multi-functional Landscape Overlooked by Homes

Within Valley will have a range of high and medium-density housing with a local centre, overlooking a rich range of biodiverse landscapes and waterscapes.

The character along the nature corridor will be enclosed with a range of medium density homes that overlook the canal creating a strong formal frontage. Development along the brook corridor will be semi informal edge characterised by consistency, order and symmetry.

This neighbourhood will inspire a sense of discovery as one meanders through a series of green corridors and spaces leading to the canalside.

The landscape edge will provide various leisure and recreation opportunities across multi-functional basins, the brook and canalside.

Key Design Principles

Transport & Connectivity

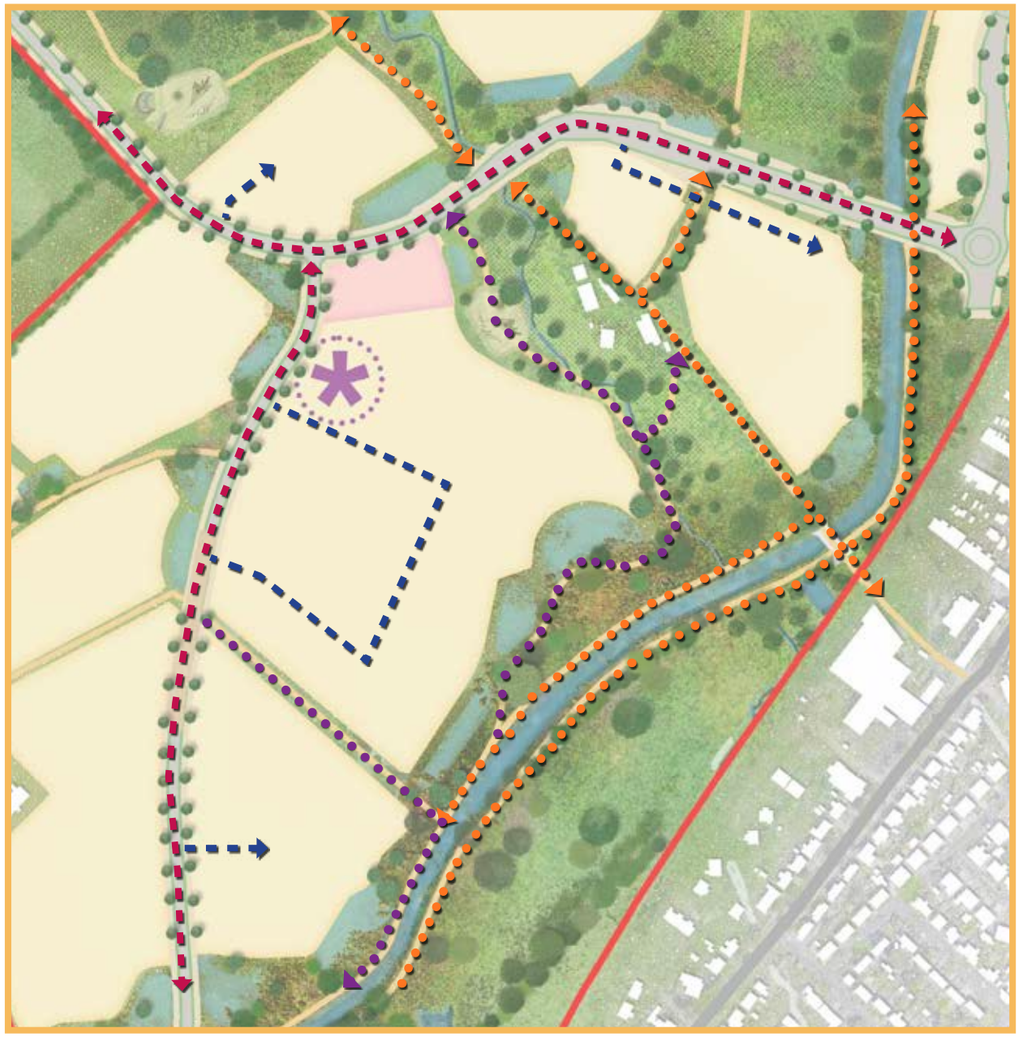
- ✓ The Within Valley eastern and southern components of the link road provide crossings of the canal via new bridge structures with associated Active Travel provision
- ✓ Layout will encourage connectivity and integration with Radcliffe town centre including the Metrolink stop

Landscape

- ✓ The canal will be enhanced for active travel and connected to the proposed Metrolink stop
- ✓ New attenuation ponds and wetland adjacent to the canal will create an attractive waterside environment integrating new leisure routes and play
- ✓ Neighbourhood play located within amenity green space close to the Neighbourhood centre

Built Form & Density

- ✓ Higher density located around mixed-use and within 400m from the existing and new Metrolink stop
- ✓ Medium/high density within parcels fronting the canal and within 800m from the existing (Radcliffe) and new Metrolink stop
- ✓ Higher density mixed-use local centre with retail and services at ground floor and residential units above
- ✓ Predominantly 3 storeys buildings with up to 4 storeys marker buildings



Key

- Link Road (including active travel)
- Secondary Road/ Access road (indicative)
- Public Right of Way
- Proposed Active Travel Route
- Residential Parcel
- Mixed-use Parcel
- Potential Extra Care

Redvales Works

Where Nature Meets Urban

Redvales Works will represent the eastern gateway of the site. It will be defined by mixed-use, high- density development, overlooking the canal and parkland beyond.

Inspired by the site's colliery heritage, the architecture will respond through its material palette and robust built form. Development in this location will have a regular building line and rhythm to reflect linear form of the parcel.

The opportunity to integrate the Metrolink stop within the public realm will be considered through the creation of a community square which provides 'spill-out' spaces and places for social interaction.

Key Design Principles

Transport & Connectivity

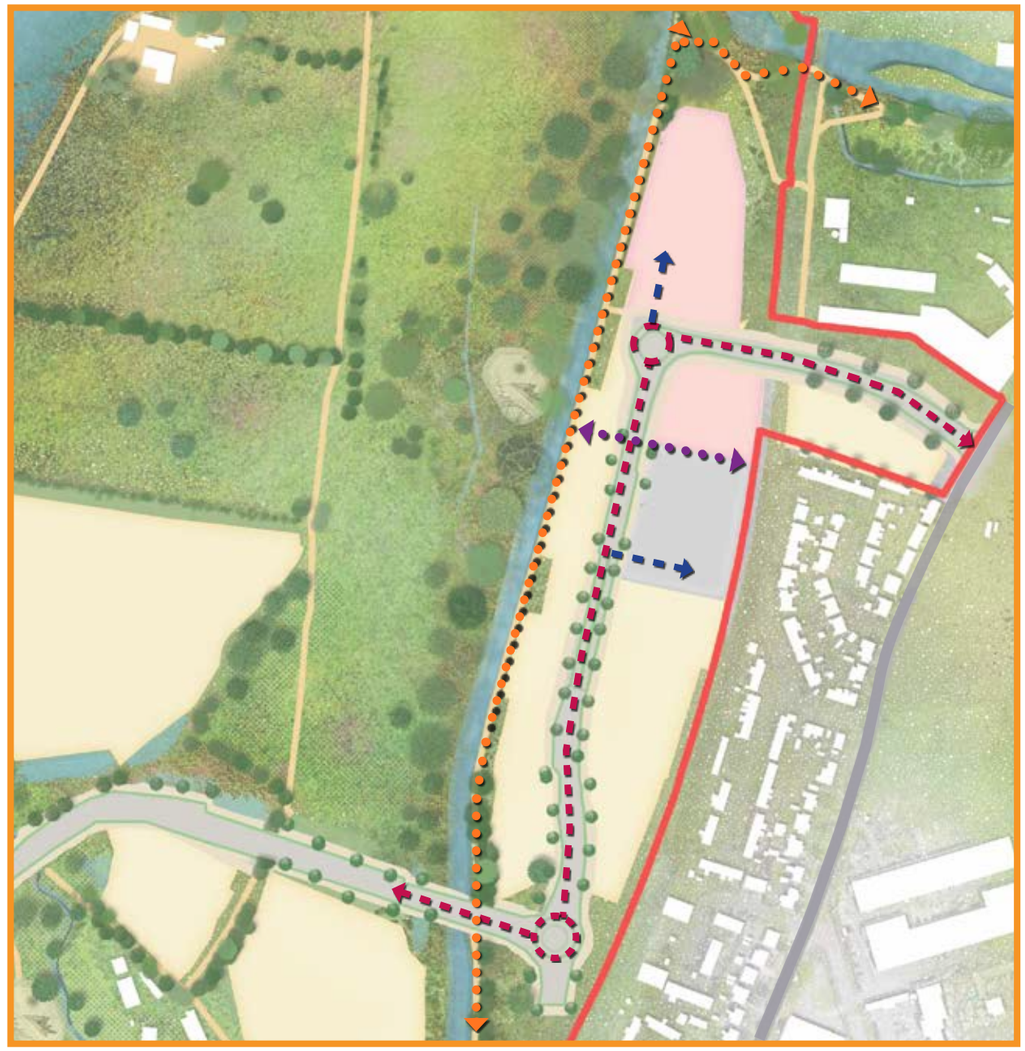
- ✓ The link road provision within this part of the Site would have a different character than other sections, incorporating a lower (20mph) design speed to aid pedestrian and cycle movement close to the Metrolink stop and Travel Hub area. This location would have the highest density of dwellings combined with mixed use development with frontage activity
- ✓ The link road would also provide access to the new Metrolink facility

Landscape

- ✓ Improved pedestrian / cycle routes along the existing towpath connecting to the proposed Metrolink station
- ✓ Enhanced urban canal character to the east – a sharp contrast to the attractive green grasslands of the western SBI
- ✓ Retain existing PROW network and protect valuable habitats
- ✓ Significant boulevard tree planting to the link road and higher density development areas

Built Form & Density

- ✓ Higher density mixed-use parcels with retail and services at ground floor and residential units above
- ✓ Higher density residential parcels within 400m from new Metrolink stop
- ✓ Up to 4 storeys buildings
- ✓ Parking and building typologies to be carefully considered due to constrained parcel sizes and high density



Key

- Link Road (including active travel)
- Secondary Road/ Access road (indicative)
- Public Right of Way
- Proposed Active Travel Route
- Residential Parcel
- Mixed-use Parcel
- New Metrolink Stop

Chapter Seven

Development Principles

Design

Introduction

The following Development Principles will inform the parameters for the development of the Elton Reservoir site and should be considered as part of any future planning applications. Bury Council will require all planning applications to include supporting information that demonstrates how the development proposed addresses relevant development plan policies, which are identified at the start of each section below, and incorporates these Development Principles.

Whilst the masterplan for the site is indicative, any significant deviation from the Development Principles must be justified by clear, robust and agreed evidence that demonstrates why an alternative approach is required, with reference to the Vision and Objectives set out in Chapter 4.

Design

Development plan policies of most relevance: PfE Policies JPA7: Elton Reservoir; JP-P1: Sustainable Places; and JP-G6: Urban Green Space

Development of the site should deliver high-quality, inclusive and sustainable places particularly in terms of:

- Responding positively to local context and character
- Place-making and urban design quality
- Climate responsiveness and resilience
- Respecting and responding to the natural environment

All development on this site should adopt a design-led approach from the outset, ensuring that design considerations shape the form, layout, scale and function of development rather than being applied retrospectively.

The following design principles must be incorporated into all development proposals within the site:

Responding positively to and being informed by a thorough understanding of the local context and character, including:

- The site's natural, built and historic environment;
- The local townscape, landscape and setting;
- Established patterns of development, street hierarchy and plot structure; and
- Local materials, detailing and architectural features.

Delivering high-quality and inclusive development that contributes to a distinctive sense of place, particularly in terms of:

- Being visually attractive and distinctive, through architecture, materials and detailing;
- Incorporating distinctive architectural reference points at key gateway locations and arrival points to assist with legibility;
- Ensuring that development blocks, individual buildings, streets and spaces function in a safe, inclusive and accessible way that creates a legible sense of place;
- Ensuring that the development makes an effective and efficient use of land and natural resources;
- Using high-quality, durable and sustainable materials that are easily maintained and resistant to the effects of ageing, weather and climatic conditions;
- Creating a fully connected community that enables effective, inclusive and safe patterns of movement with a clear hierarchy of routes within and around the development that promotes walking, wheeling, cycling and the use of public transport;
- Ensuring that the development is accessible to people with disabilities, the elderly and those with children;
- Being safe and secure by minimising actual and perceived opportunities for crime, anti-social behaviour, disorder and terrorism;
- Making appropriate provision for gardens and/or outdoor amenity space that reflects the type and size of each new dwelling;
- Making provision for high-quality green infrastructure, the provision of wildlife habitats and other wildlife-friendly features within the development;
- Ensuring opportunities are taken to minimise adverse impact and positively integrate and enhance existing natural assets, such as rivers, ponds and wetlands, into the development, where appropriate;
- Ensuring that the design follows principles of mitigation hierarchy, i.e. avoid; mitigate; compensate;
- Promoting health and wellbeing; and
- Considering opportunities for the incorporation of public art.

Delivering development that is resilient to the ongoing and predicted impacts of climate change, particularly by:

- Incorporating low carbon materials to reduce the embodied carbon of new development;
- Ensuring opportunities are taken to optimise the effectiveness of solar energy installations through the site layout, building orientation and design;
- Providing high quality sustainable travel options for day-to-day needs via convenient walking and cycling routes and catchments and easy access to public transport;
- Incorporating appropriate landscaping and urban greening;
- Ensuring that the design includes an assessment of and response to existing hydrological characteristics to ensure the sustainable management of water assets and identified sources of flood risk in the design of a site; and
- Sustainable drainage is considered at the outset and throughout the design process so that it is integrated with the site landscaping, including tree-lined streets.

Housing

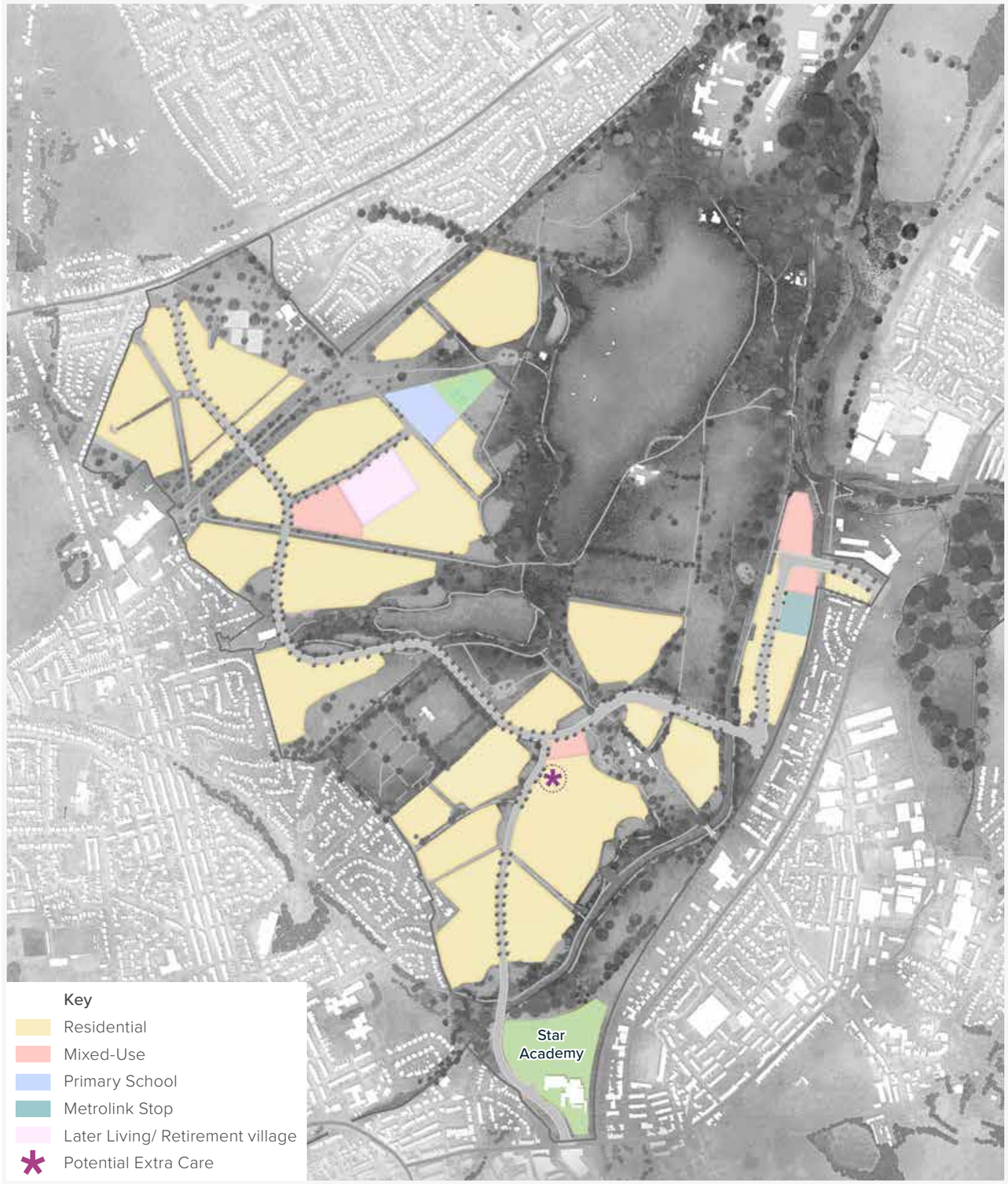
Development plan policies of most relevance: PfE Policies JPA7: Elton Reservoir; JP-H3: Type, Size and Design of New Housing; and JP-H4: Density of New Housing

Policy JPA7 provides that up to 3,500 new homes should be delivered to diversify the type of accommodation across Bury and Radcliffe.

Planning applications for the site will identify the precise number of dwellings that will be provided.

Development should offer a broad mix of house types and sizes including provision for families, first-time buyers and affordable housing. This should include provision for custom and self-build plots (subject to local demand having regard to the Council's self-build register and other relevant evidence), as well as specialist and older persons housing, having regard to the latest Housing Needs and Demand Assessment.

All new dwellings must comply with the nationally described space standards and be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable. The delivery of homes to meet the optional standard in Building Regulations Part M4(3) of the Building Regulations (or any subsequent revisions to the standard) is encouraged.



Land Uses Plan

Housing

Affordable Housing

Criterion 3 of PfE Policy JPA7 states that development at the site will be required to make provision for affordable housing in accordance with local planning policy requirements, equivalent to at least 25% of the dwellings on the site and across a range of housing types and sizes (with an affordable housing tenure split of 60% social or affordable rented and 40% affordable home ownership).

Development proposals should include the provision of affordable housing in line with the requirements of PfE Policy JPA7, across a range of house types, sizes and affordable tenures, and have regard to the latest Housing Needs and Demand Assessment. It is envisaged that 25% of homes will be affordable. Affordable housing provision will be sought on site unless exceptional circumstances can be demonstrated that would warrant off-site contributions. Off-site contributions should provide the number of units that would have been delivered on site. Contributions should be in the form of units erected off site, the provision of land to build units or as a last resort, be in the form of a financial contribution (commuted sum).

The affordable homes should be fully integrated with the development and dispersed throughout the site, unless there are specific circumstances that warrant otherwise. They should be indistinguishable from the market housing and built to the same specifications (i.e. not separate house types for affordable homes), unless there are particular reasons not to do so (e.g. if there is a specific requirement from a Registered Provider).

Care Home/Retirement Village

Provision should be made for specialist and older people's housing to contribute to meeting identified needs in the latest Housing Needs and Demand Assessment. Specialist and older people's housing should be in an appropriate and deliverable location to meet the needs of future residents.

Character and density

The density and character of new residential development will be shaped by:

- Characteristics, constraints and opportunities at different locations, both within the site and within the surrounding context; and
- The need to deliver sustainable forms of development including efficient use of land, management of environmental impact and promoting travel by non-car modes.

The approach to residential density should align with PfE Policy H4, with the highest densities delivered in the most accessible locations. Development should maximise the opportunity to create sustainable homes in walkable neighbourhoods.

To optimise densities within the site, residential uses will also be acceptable, in principle, on the upper floors of retail and community uses.

Such differentiation in density is essential to help create a varied mix of residential forms and typologies, helping to ensure a choice of housing while delivering an efficient and sustainable use of land.

Access, Highways & Movement

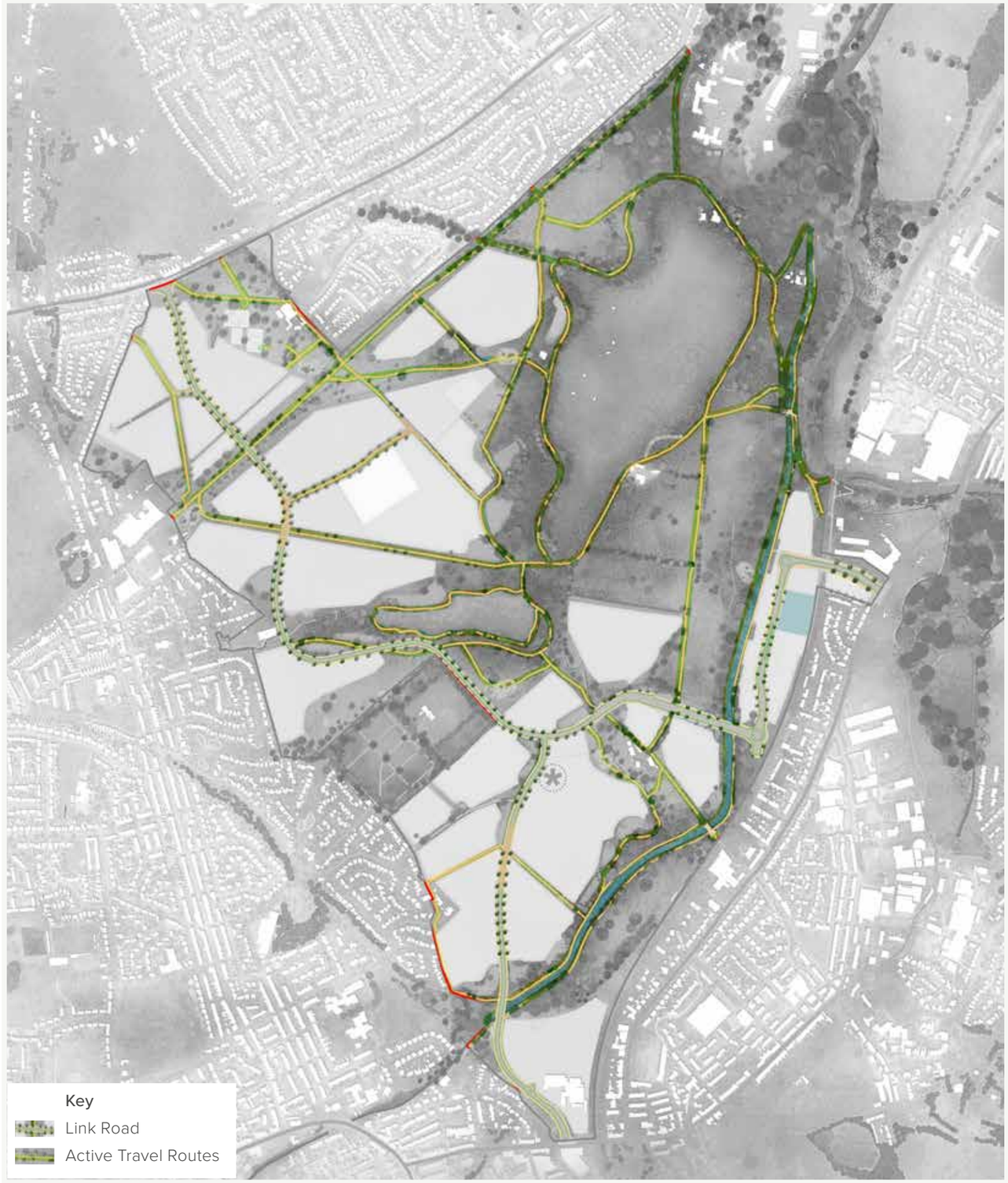
Development plan policies of most relevance are: PfE Policies JPA7: Elton Reservoir; JP-C1: An Integrated Network; JP-C5: Streets for All: and JP-C8: Transport Requirements of New Development; the Greater Manchester Streets for All Design Guide; and Bury Parking Standards

Development at the Elton Reservoir site represents a significant opportunity to optimise travel using sustainable modes while delivering new strategic highway infrastructure that provides relief for existing parts of the highway network and sustainable access to the site and its new neighbourhoods and facilities.

All development within the allocation should be structured around a clear, coherent movement network that is resilient to an increasing quantum of development over time. This will be a legible and safe network both in its 'incomplete' early phases and incrementally through to final completion.

Development should:

- Deliver a street hierarchy within the site that is in line with local design standards and that is capable of accommodating buses, with provision of bus stops and related infrastructure at optimum locations, and provision for active travel;
- Provide primary routes from the key vehicular access points (as shown on the Access & Connectivity Plan) connecting the development with surrounding area;
- Ensure high quality, convenient, safe and attractive walking, wheeling, cycling and equestrian routes where appropriate, to, from and within the site;
- Provide off-site traffic mitigation measures to enable accessibility and mitigate highways impacts arising from the development; and
- Ensure that flood risk on-site and off-site from highway works is not increased and where possible a betterment is provided.



Access, Highways & Movement Plan

Access, Highways & Movement

Access & Link Road

To connect the Elton Reservoir site with the local highway network, a new multi-functional link road will provide new strategic highway capacity, public transport and active travel routes connecting the A58 Bury and Bolton Road in the north to Bury Road to the east of the site and with an additional strategic connection to Spring Lane, Radcliffe to the south.

With three connections to the existing highway network, the link road will have a strategic function which will help to provide resilience on the existing highway network, and provide routes for investment in public transport and active travel whilst also providing suitable access provision for development at the Elton Reservoir site.

Vehicular Access Points

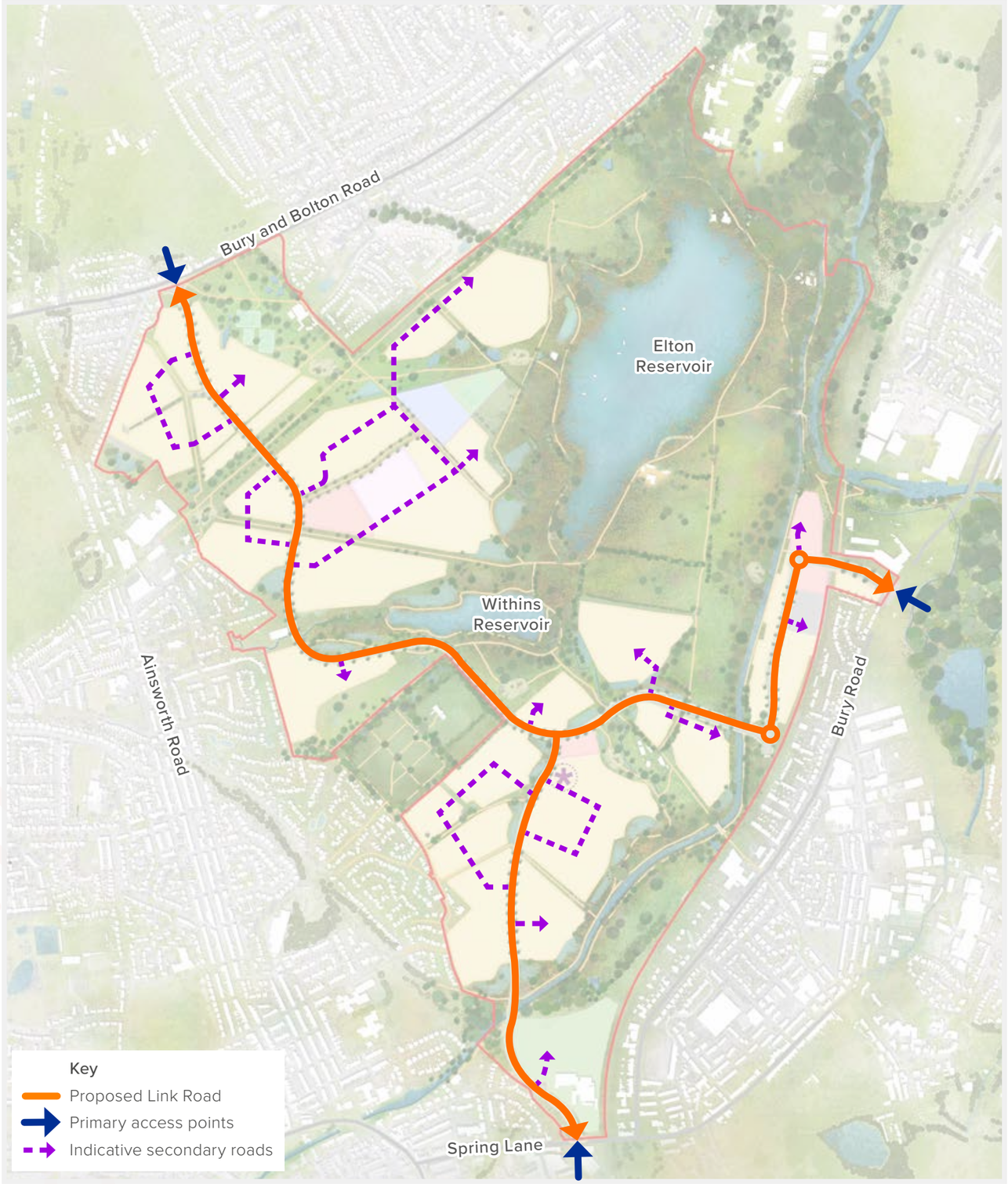
The link road junctions with the existing highway network points will be designed with particular emphasis on pedestrian and cycle provision.

The key access points for the site as shown on the Access & Link Road Plan and the Highways & Off-site Improvements Plan are:

1. A new junction with the A58 Bury and Bolton Road to the north of the site, comprising a three-arm signal-controlled layout with fully controlled pedestrian and cycle facilities.
2. A new signal-controlled junction with Bury Road to the east of the site, which will be provided in conjunction with the new Metrolink stop and connect the stop to the surrounding highway network.
3. A new signal-controlled junction with Spring Lane to the south of the site, comprising a signal control with full pedestrian and cycle provision, as well as maintaining existing access arrangements to the Radcliffe Metrolink car park. This junction has had full regard to the requirements of the Star Radcliffe Academy School, which is currently under construction. This access connects to the link road that connects Bury and Bolton Road to Bury Road.

The potential for additional access points to the development may be considered. These will be subject to detailed highways testing to ensure there is no unacceptable impact on the existing highway network.

Additional points of vehicular access, including for emergency use, may also be acceptable. The design of access junctions should be informed by a Transport Assessment, Traffic Modelling and Traffic Surveys, prepared to support planning applications.



Access & Link Road Plan

Access, Highways & Movement

Elton Reservoir Link Road

The link road is a critical element of the package of infrastructure supporting the full development of the site, given its strategic function, and its role in providing access and facilitating public transport. The scale and location of residential development within the allocation will be co-ordinated with the delivery of key and strategic infrastructure, including the timely delivery of the link road.

Further details regarding this will be determined by Transport Assessments submitted with planning applications which will also be used to update the Infrastructure Delivery and Phasing Strategy for the site.

The link road will:

- provide a strategic function which will help to provide resilience on the existing highway network;
- provide relief for existing parts of the highway network including an alternative route to Bury Bridge for residents in Bury West as well as providing access to the site with its new neighbourhoods and facilities;
- provide a new route for public transport, including bus movement through the site and direct access to the existing Metrolink stop and the proposed new stop;
- provide access to development parcels within the site;
- be designed in accordance with Greater Manchester's Streets for All guidance and LTN1/20 principles to support inclusive and sustainable access;
- provide for the main active travel route and connections throughout site and beyond;
- provide suitable access provision to all development parcels within the Elton Reservoir site; and
- Incorporate SuDS and utilities infrastructure.

Design Characteristics

The link road alignment and design should ensure that the road will serve its purpose as a strategic link road, whilst balancing technical and environmental requirements. Planning applications will be expected to demonstrate how its alignment and design minimises the impact on features such as the Elton Goyt SBI and on wildlife corridors (for example in the design of bridges and culverts).

The link road will comprise an appropriate width carriageway with adjoining segregated active travel provision either side.

To ensure the link road serves its strategic function, as well as providing development access, the principles of the design are that it will:

- Have no frontage/driveway access;
- Have limited side road access provision;
- Provide high quality segregated off-carriageway cycle lane and footpath provision; and
- Provide bus stops within lay-bys (or half lay-bys) if required.

The link road carriageway will play an essential role in respect of public transport, providing new bus routes for the local community which interchange with the proposed new Metrolink stop.

Speed Limit

The link road will have appropriate street lighting and be subject to a 30mph speed limit, with the potential exception being the section close to the Metrolink stop, where the use of a lower 20mph speed limit may be appropriate in order to prioritise active travel and bus connectivity.

The use of a 20mph limit in this area will be assisted by the inclusion of two mini-roundabouts to "gateway" this location, which will naturally slow traffic and help to provide highway transition between the two limits. These proposals are consistent with the place-making objectives for the site and achieving the strategic function of the link road.

Access, Highways & Movement

Highways

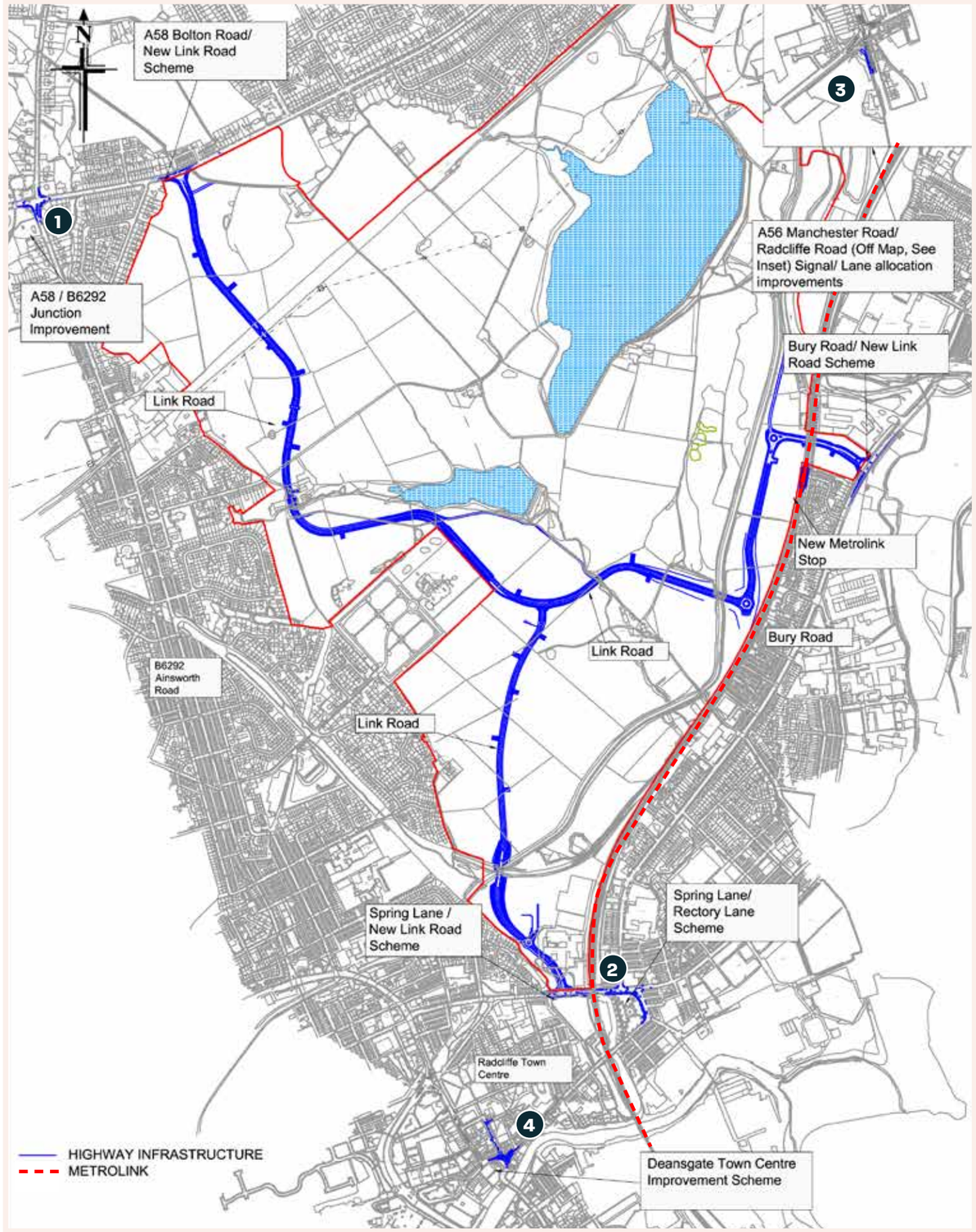
Residential development at the Elton Reservoir site must be integrated with the wider highway network. All development within the allocation will be expected to contribute to the off-site highway works listed in Appendix D of PfE (together with any additional or alternative necessary measures identified through Transport Assessments) to enable accessibility and mitigate highways impacts arising from the development. These include:

1. **The A58/Higher Ainsworth Road/ Starling Road junction**: the improvement is expected to comprise realignment of approach lanes and enhancement of pedestrian crossing provision which will enable signal staging adjustments to improve the operational efficiency of the junction.

2. **At the Spring Lane/Bury Road/Rectory Lane:** a scheme has been identified which links the existing mini-roundabout and priority junctions by way of signal control which enables controlled crossing provision for pedestrians and overall capacity enhancement.

3. **The improvement of the A56 Manchester Road/Parkhills Road/ Radcliffe Road junction:** this is likely to include an extension of the left turn flare on the northbound approach which provides additional capacity.

4. **The Deansgate/Church Street priority junction:** this is expected to be reconfigured to better reflect the north-south movements around Radcliffe town centre.



Proposed Link Road and Off-site Improvements Plan

Access, Highways & Movement

Public Transport

The development within the allocation will be expected to contribute to public transport infrastructure, including:

- Enabling the provision of a new Metrolink stop, Travel Hub, and Park & Ride facilities;
- Optimising the accessibility of new homes to Metrolink and bus services
- The provision for bus services to traverse the site, utilising the link roads; and
- Cycle storage and parking infrastructure including EV charging points.

Parking

Car and cycle parking, including Electric Vehicle (EV) charging facilities will be expected at key public facilities including the Metrolink stop, local centres and school.

Elton Metrolink Stop

Following collaborative working between the Council, TfGM, and the site promoter, a Metrolink stop and Travel Hub is proposed as part of the Elton Reservoir development at Warth Fold. The precise form and content of the stop and Travel Hub are to be agreed as design work progresses.

The delivery of a new stop (and development close to the new Radcliffe stop) will enable higher density of development and uptake by sustainable modes of transport, in turn resulting in a reduced impact on the surrounding highway network.

Its location, as shown in the masterplan, is relatively fixed, subject to further stages of feasibility and design being completed and consideration has been given to its likely scale, components and design. It will serve both the Site and the wider area and will include a new facility.

The intention is to deliver mixed-use development alongside the new Stop and Travel Hub in order to generate activity in the public realm throughout the day while supporting sustainable travel choices.

Consideration is being given to facilities associated with the new Metrolink stop including the type, nature and scale of Park & Ride facilities and travel hub. It is important that public transport infrastructure acts as an interchange between all modes of transport including buses and active travel.

Combined with the existing Radcliffe Metrolink stop (and complemented by bus and active travel measures), the stop provides an opportunity to deliver development across the site with access to sustainable modes of travel for their journeys, reducing the reliance on the private car.

Metrolink Line

Examples of bike share and cycle parking

Access, Highways & Movement

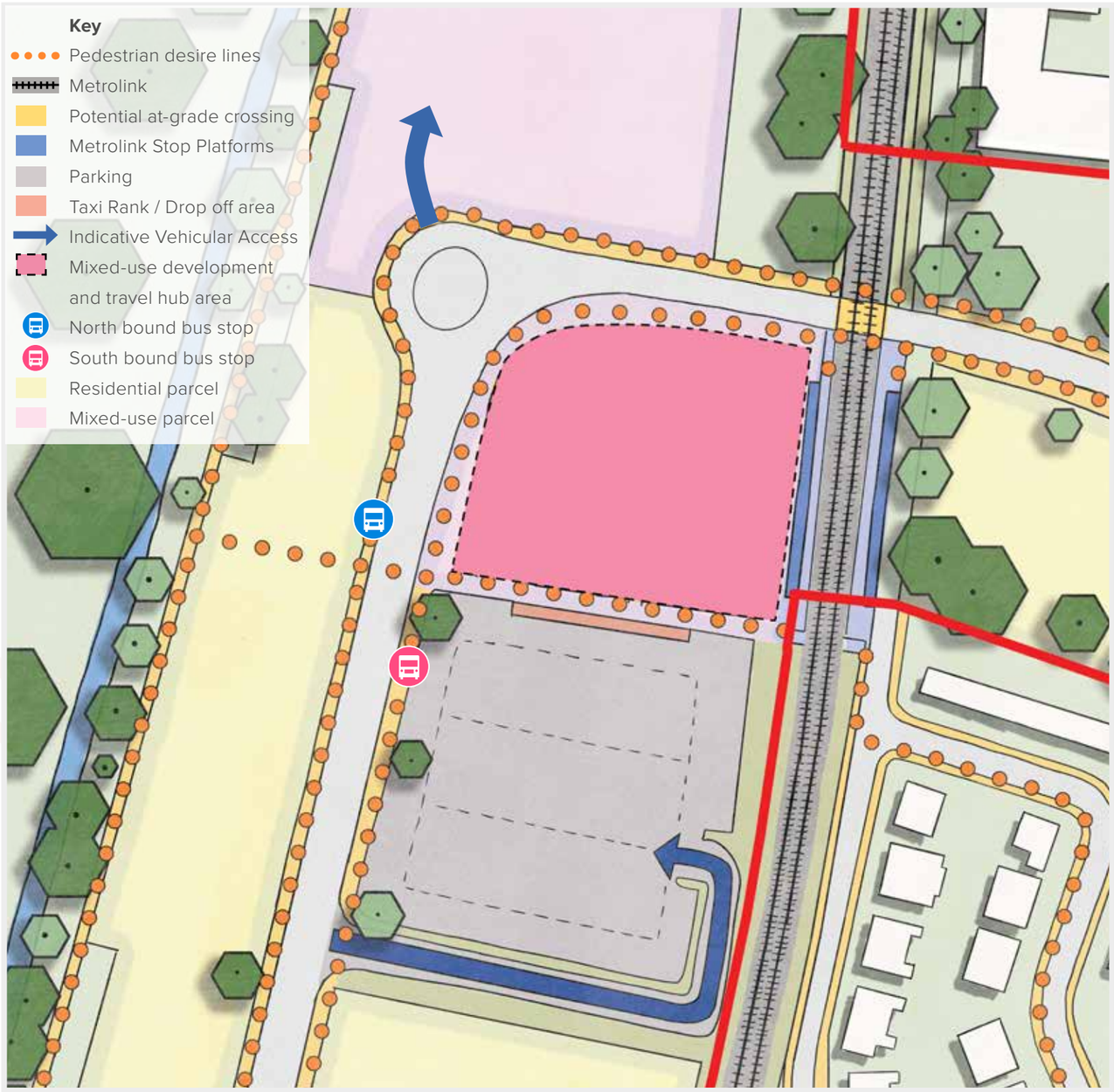
Located in the eastern part of the site at Warth Fold, the new Metrolink stop will be a strategic destination for the whole development and wider local community. A place which clusters modes of transport and other services and facilities in one “hub” location for ease of use by residents, workers, and visitors. The location, size, and mix of facilities within the hub will be designed to generate activity in the public realm throughout the day.

This will support one of the key objectives of the scheme to promote a culture of active travel and healthy living.

Design work in respect of the Metrolink Stop and associated travel hub is ongoing and being led by TfGM. It is envisaged that measures could include:

- Arrival from the Metrolink stop into a public square overlooked by mixed-uses (ex. shops, cafe, etc.);
- Seating areas;
- Play area;
- Cycle storage area to comprise a combination of Sheffield stands, cycle hub, e-bike/cargo bike storage etc.;
- Bus stop;
- Car park (Park & Ride);
- EV car charging;
- Motorcycle parking area;
- Secure parcel lockers for online shopping delivery/ collection; and
- Taxi pick-up/ drop-off area.

The delivery of the proposed new stop is subject to a business case and suitable funding strategy being developed. The proposed at-grade crossing of Metrolink is also subject to TfGM approval.



Metrolink Stop Concept Plan

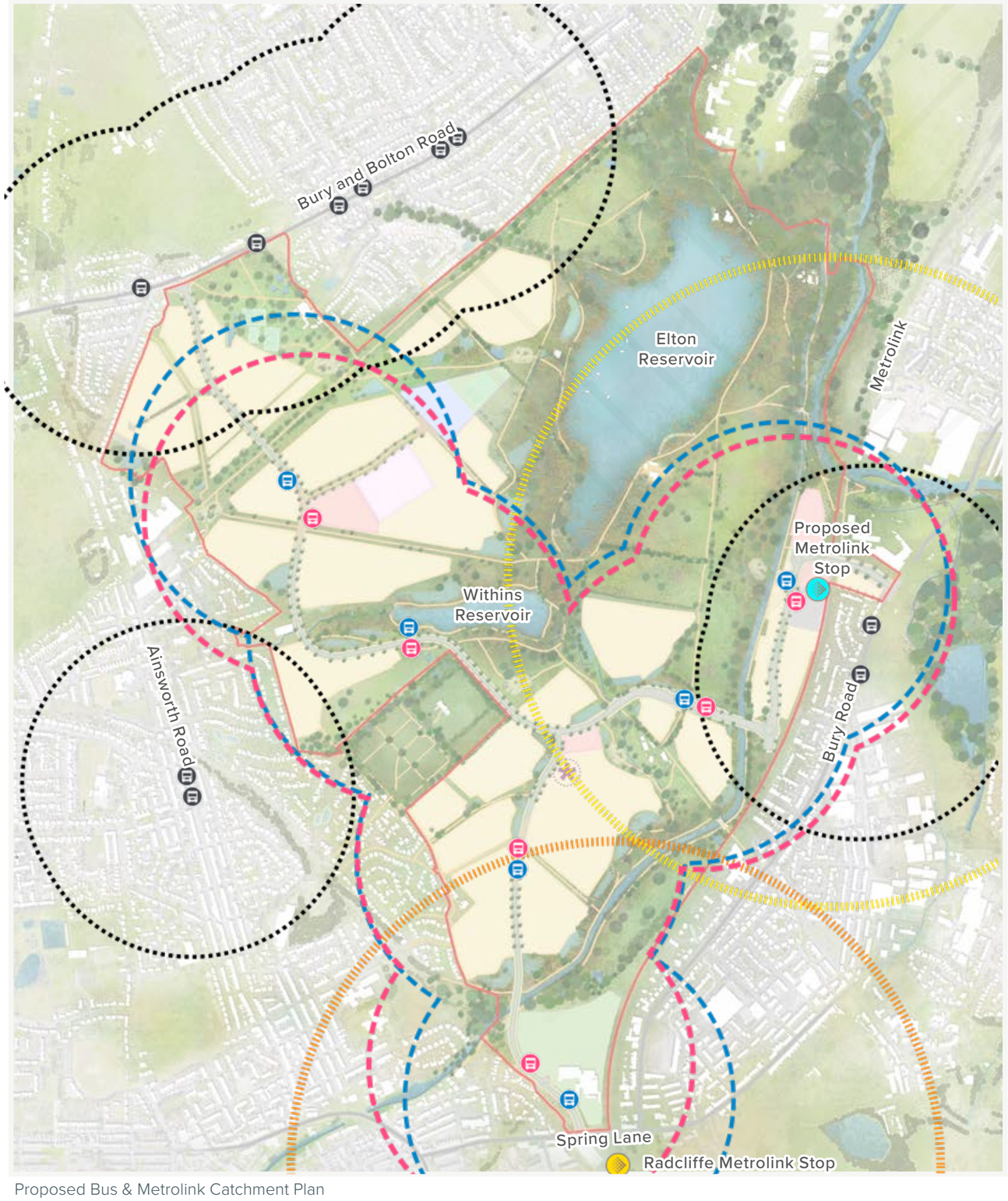
Access, Highways & Movement

Bus Services & Infrastructure Provision

Accessibility by bus will be key to the sustainable development of the site. The Greater Manchester Bus Strategy has an aim for 90% of Greater Manchester's population to be within 400m of a 30-minute bus or Metrolink service.

Consideration will need to be given to the location of bus stops along the link road having regard to bus stop catchment areas and the catchment areas for the new Metrolink stop.

Active travel routes to and from bus stops, the nature and location of crossing points on the link road and whether on-road bus stops or bus lay-bys are preferred will be determined at planning application stage.



Proposed Bus & Metrolink Catchment Plan

Key

- North Bound Bus Stops
- North Bound 400m Catchment Zone
- South Bounds Bus Stops
- South Bound 400m Catchment Zone
- Existing Bus Stops
- Existing Bus Stops 400m Catchment Zone
- Radcliffe Metrolink Stop
- Existing Metrolink (Radcliffe Stop) 800m Catchment Zone
- Proposed Metrolink Stop
- Proposed Metrolink Stop 800m Catchment Zone
- Development Parcels

Access, Highways & Movement

Active Travel & Movement

The promotion of sustainable modes of transport and permeable connections will be critical for the delivery of the Elton Reservoir site. Development should be designed to ensure ease of walking, wheeling, cycling and equestrian movement through the site.

Active travel infrastructure in accordance with LTN1/20 and other relevant design guidance will be required to be delivered both within and outside the site to support sustainable travel connections.

All development within the allocation should seek to conserve existing public rights of way (with diversions as appropriate), and improve walking, wheeling, cycling and equestrian connectivity for both active travel and recreation, through:

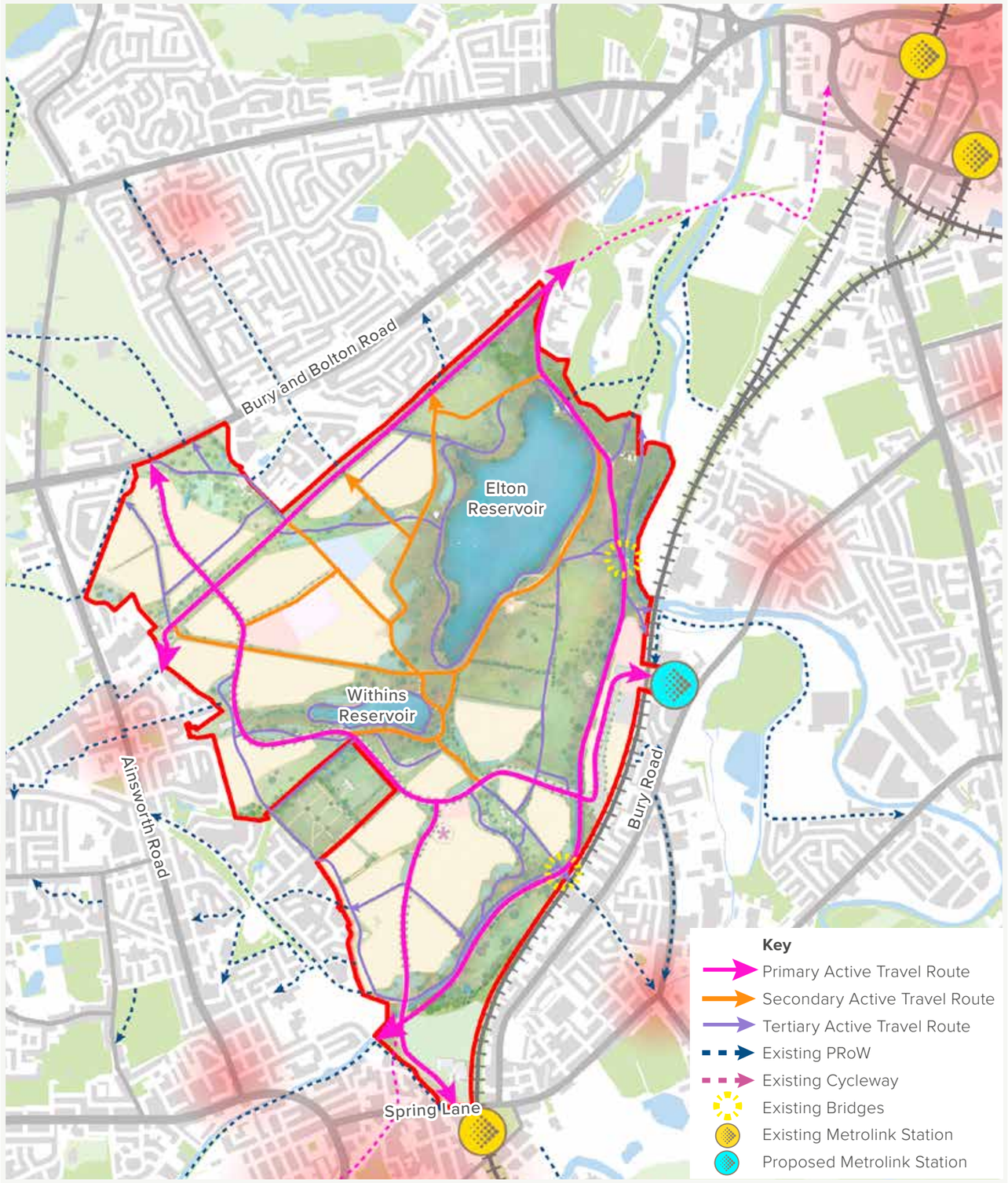
- Utilising the Manchester, Bury and Bolton Canal and Bolton-Bury Cycleway to provide strategic longer distance routes
- New north-south connections to the proposed Metrolink stop via the link road shared pathway and existing PROW network;
- Improved circular recreation routes focused around the reservoirs;
- Improved cycle connections to surrounding communities;
- Exploring opportunities to enhance the Irwell Sculpture Trail with new interventions located within the Heritage Park and along the canal corridor; and
- Retention of existing bridleways, with diversions where necessary.

The indicative masterplan presented in Chapter 6 and the adjacent active travel plan identify a network of dedicated active travel routes designed to permeate the development, including direct links between the local centres, schools, Metrolink stop and travel hub. These routes offer the quickest and most direct way to access key destinations, day-to-day needs as well as direct connections to surrounding areas by non-car modes.

The proposals identify a hierarchy of routes including:

- Primary active travel route, linking key destinations along strategic movement corridors and green corridors with walking, wheeling, cycling and equestrian provision;
- Secondary active travel routes, linking key destinations along open space and through neighbourhood parcels; and
- Tertiary active travel routes – leisure routes with pedestrian priority.

Delivery of active travel infrastructure in the immediate vicinity of the site and outside of the allocation will also be required to support sustainable travel connections.



Active Travel Plan

Ecology

Development plan policies of most relevance are: PfE Policies JPA7: Elton Reservoir; JP-G7: Trees and Woodland; and JP-G8: A Net Enhancement of Biodiversity and Geodiversity

The Elton Reservoir site contains a number of features of ecological interest, including Sites of Biological Importance (SBIs) at Elton Reservoir; Manchester, Bolton and Bury Canal (East); Elton Goyt; Withins Reservoir; Black Lane Marl Pits; and Radcliffe Wetlands. Potential impacts of the Elton Reservoir allocation on the ecological value of these sites were thoroughly considered as part of the overall planning balance by the Inspectors who conducted the Examination in Public of PfE. They concluded that the proposals meet the relevant tests of national policy and PfE was subsequently adopted.

Since the adoption of PfE the extent of the Elton Goyt SBI has been extended. The extended boundary includes land within the allocation. The masterplanning process has considered the implications of the extended SBI for the delivery of the allocation.

Extensive ecological evidence has informed the masterplanning of the Elton Reservoir site and will continue to be considered throughout the planning process, including through any subsequent planning applications. The masterplan has sought to minimise impacts on SBIs within the site and whilst the protection of ecological assets is clearly an important objective for planning, so too is meeting future development needs. Planning can often face difficult choices around achieving an appropriate planning balance and the reconciliation of often competing interests.

In this regard, the masterplan shows parcels of development and part of the link road on land that was subject to the recent extension of the Elton Goyt SBI. This will have an unavoidable adverse impact on the SBI. Future planning applications on this part of the site will therefore need to demonstrate that an appropriate strategy is in place to mitigate or compensate for the adverse impact on the SBI in accordance with PfE Policy JP-G8.

Consideration of ecological mitigation and of the approach to Biodiversity Net Gain at the site have informed the draft ERDF. The delivery of each phase of the site will be informed by more detailed ecological mitigation strategies and Biodiversity Net Gain strategies prepared in accordance with PfE Policies JPA7, JP-G7 (Trees and Woodland) and Policy JP-G8 (A Net Enhancement of Biodiversity and Geodiversity). The strategies will focus on protecting key habitats and species of most importance at the site, following best practice through implementation of the mitigation hierarchy.

A green and blue infrastructure network will be created by retaining and enhancing many existing features such as the network of SBIs, and ponds, watercourses, mature trees, hedgerows and woodland outside of these designated areas. This approach will safeguard the most valuable ecological areas whilst creating a connected network for wildlife movement both within the site and into the wider landscape.

Targeted improvements will include enhancing inflows and outflows to Elton and Withins Reservoirs, strengthening riparian habitats, and improving ponds and woodlands. Additional measures will include new attenuation ponds, extensive trees, woodland and scrub planting, and the retention and management of grassland outside the developable area.

The development will deliver at least the statutory 10% Biodiversity Net Gain (BNG). However, some retained habitats which fall within SBIs may have limited potential for measurable BNG uplift, and some multifunctional green spaces are not suitable for BNG delivery due to the potential conflict of human interference with habitats (dog walking, play, sports). On site BNG will be optimised but it is likely that off-site measures will be required. These will be delivered in the first instance through Bury Council's local offsetting capacity, supplemented by a strategic offsetting site if needed.

Further ecological surveys and strategies should be submitted with all planning applications within the site to ensure that these reflect the latest position. The following principles must be adhered to in all ecological strategies:

Sites of Biological Importance

- Direct impacts on the SBIs should be avoided or minimised where possible.

Biodiversity Net Gain

- Avoid where possible the medium and high distinctiveness habitat within the site;
- Built development should be focused within the lower distinctiveness habitats; and
- Opportunities to enhance retained habitats are to be explored.

Great Crested Newts

- Retain all confirmed GCN breeding ponds, and most optimal terrestrial habitats in close proximity to breeding ponds; and
- Create and enhance breeding and terrestrial habitat to improve habitat connectivity.

Birds

- Retain the most valuable habitats within the site for the breeding and wintering bird assemblages;
- Habitat creation and enhancement within open space;
- Mitigate for displacement of ground nesting species likely to be delivered through off-site compensation; and
- Management of access to balance recreational activity with environmental protection.

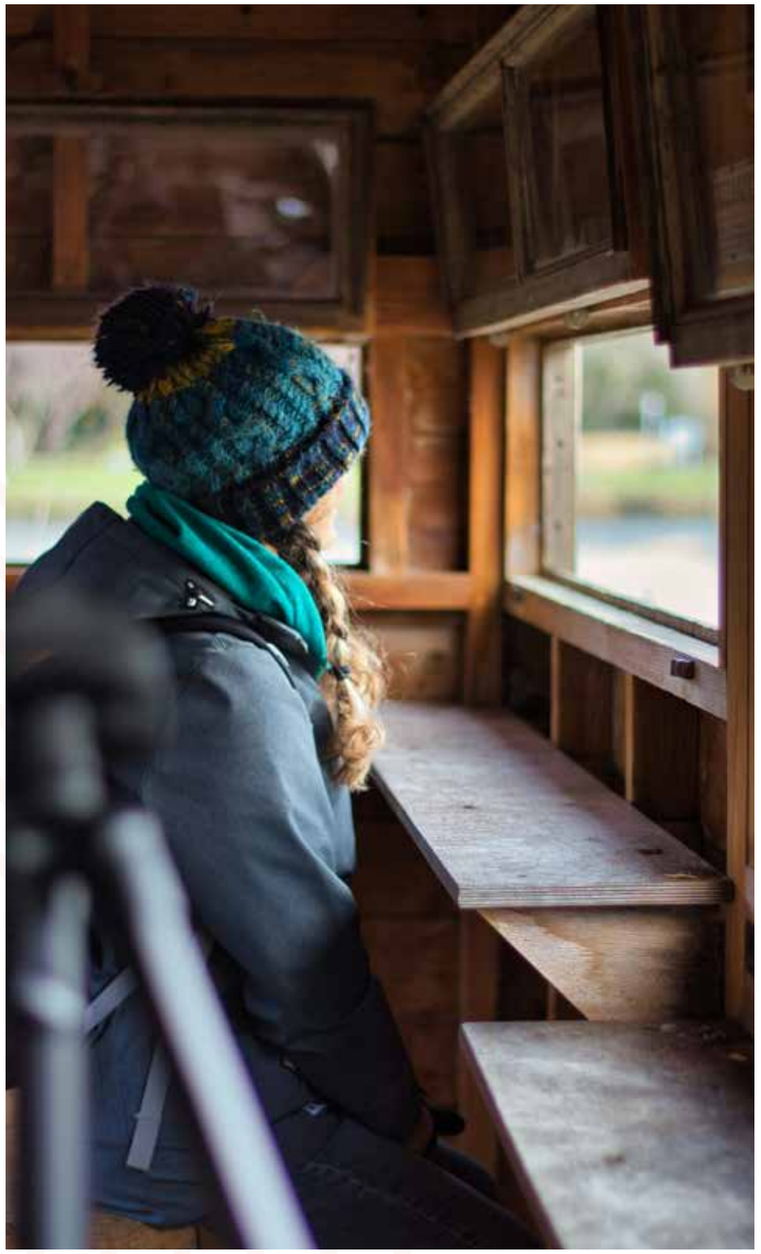
Ecology

Maintenance & Management

The long-term positive management of green spaces and in particular the retained and newly created habitats, including those within SBI designations should be secured through Landscape and Habitat Management Plan(s) (LHMP). These plans should also cover any off-site habitats delivered as part of the BNG and mitigation strategy.

Ongoing monitoring will be embedded within the LHMP to track habitat condition, species use and the effectiveness of management measures. Results will be regularly reviewed, allowing management practices to be adapted as necessary to ensure long-term ecological benefits are achieved.

Planning applications will be expected to include an Access Management Strategy to guide where public access is encouraged, controlled or restricted, depending on ecological sensitivity and functional objectives. This will be particularly important for preventing disturbance to breeding and wintering birds.



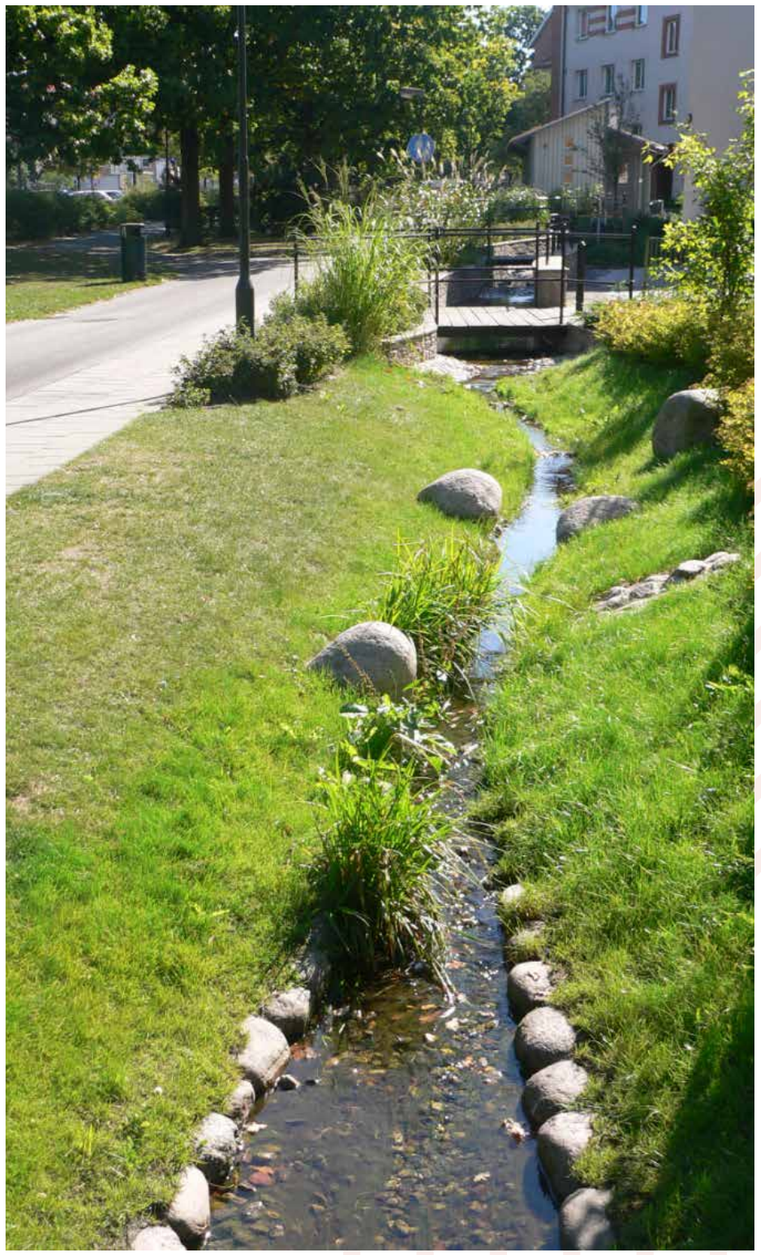
Bird Hide- ©SvenAllebas: Unsplash

Sustainability, Energy & Carbon Reduction

Development plan policies of most relevance are: PfE Policies JP-S2: Carbon and Energy; and JP-S3: Heat and Energy Networks; and GMCA Net Zero Design and Submission Guidance (Parts 1, 2 and 3)

Greater Manchester's ambition is to become a carbon neutral city region by 2038. This ambition is supported by Bury Council through a declaration of a climate emergency.

The Elton Reservoir site offers the opportunity to support Bury and Greater Manchester's commitment to net zero through the delivery of a sustainable, low carbon neighbourhood. Delivery of the site should be in accordance with the sustainability principles set out in Chapter 9.



Flood Risk & Drainage

Development plan policies of most relevance are: PfE Policy JP-S4: Flood Risk and the Water Environment

The site provides many opportunities for sustainable water management and to incorporate multi-functional SuDS features, particularly around the two reservoirs and their associated watercourses.

The masterplan has been informed by a site-wide drainage strategy which has been developed with a holistic approach to ensure that each development parcel has suitable water storage to operate independently and as part of the whole development. To ensure the development is future-proofed, the drainage strategy has been designed with consideration for climate change with an additional 45% allowance to provide protection from flooding across the lifespan of the development.

The drainage strategy incorporates a range of SuDS features including swales and attenuation basins to manage the flow of water. The drainage should be designed sensitively around the SBIs and retained ponds in the area. These sites are particularly sensitive to development; therefore, water flow rates will be controlled to provide a solution to any water demands required at these sites and wildlife friendly SuDS design will be incorporated.

Water quality is a key consideration throughout the site. Water quality treatment should be incorporated at source to reduce the impact of any contaminants on site, in accordance with PfE policy JP-S4 and water quality standards.

The drainage strategy may consider using the Elton Reservoir for some of the additional storage, where necessary, in extreme weather events. However, the potential use of the reservoir for additional storage will need to be tested further as part of the planning application process.

Relevant planning applications should be accompanied by a Flood Risk and Drainage Assessment and Strategy which includes the following principles:

- Ensure that individual flood risk and drainage proposals are in line with the site-wide strategy;
- Locate and design development to minimise the impacts of current and future flood risk to increase resilience to flooding;
- Maintain greenfield run-off rates through the incorporation of attenuation features across the site;
- Drain impermeable areas via an adoptable surface water drainage network, attenuated into strategic basins, controlled and discharged at greenfield discharge rates to existing watercourses;
- Develop an effective foul drainage system, including pumping stations, which is to be accepted and adopted by United Utilities;
- Ensure that sustainable drainage systems are designed in accordance with GM SUDS Design Guidance to provide multifunctional benefits wherever possible, including for water quality, nature conservation and recreation; and
- Avoid adverse impacts on water quality and any possibility of discharging hazardous substances to ground.

Example of drainage feature

Flood Risk & Drainage

The adjacent plan illustrates the proposed indicative strategic drainage strategy for the development.

Example of drainage feature integrated within green corridor

Strategic Drainage Plan

Education

Development plan policies of most relevance are: PfE Policies JPA7: Elton Reservoir and JP-P5: Education, Skills and Knowledge

The development will contribute to new and expanded education provision to meet the needs of the development. PfE Policy JPA7 requires the provision of two new two-form entry primary schools and additional secondary school provision.

In recent years, there has been a sustained decline in the birth rate in Bury and the number of primary school children living in Bury is projected to fall in the medium term. Consequently, in terms of primary school provision, it is now clear that some surplus capacity has emerged within the locality particularly to the south of the site. With this surplus capacity forecast to grow, it is unlikely that two new two-form entry primary schools will be required on site.

Given the scale of the site and that there is insufficient capacity in surrounding schools around the northern part of the site to accommodate the full expected pupil yield from the development, the indicative masterplan provides for one new two-form entry primary school with potential for it to grow to a three-form entry primary school should that be required.

The proposed location of the new school is shown to the north of the site near to the Mill Quarter Local Centre. It is anticipated that this new school will serve the pupils located in the north of the development where the majority of family housing is to be located. However, the location of the new school is not fixed at this stage and would be subject to detailed design.

Initially it is likely that the primary school is developed as a two-form entry school, increasing over time to a three-form entry school if required. The precise timing of delivery of the primary school will be determined by the Council's Education Needs and Demand Assessment, which will also be used to update the Infrastructure Delivery and Phasing Strategy for the site. Planning applications for the site will need to reflect this evidence to ensure that the additional education needs generated from the development are provided for at the appropriate time.

There is currently surplus capacity within existing primary schools which could assist in absorbing the demand generated by pupils located in the southern parts of the development. As the development comes forward, these existing schools could be expanded if needed at an appropriate time.

The Council will continue to carefully monitor and model the forecast demographic changes so that new education provision provided on-site within the masterplan will be delivered at the appropriate trigger points aligned to the phasing of the scheme and taking into consideration wider demographic trends.

The allocation includes land for a new secondary school on the Coney Green site. This is already under construction and due to be completed in 2026. Whilst this will increase secondary school provision in the area, there is likely to be a need for additional secondary school places as the development progresses. Financial contributions towards the cost of additional provision will be secured as part of relevant planning applications for each phase of development.

Education

Primary School Provision

The indicative masterplan provides for one new two-form entry primary school with potential for it to grow to a three-form entry primary school, should that be required, within the Mill Quarter to the north of the site.

Whilst the location of the proposed school will be kept under review, the proposed location seeks to reduce reliance on car travel for short trips and supports walking, wheeling and cycling to school. It also considers the surrounding road network to avoid traffic congestion and parked cars dominating the street scene.

The proposed new school is also located near to the Mill Quarter Local Centre acting as a catalyst for activity, promoting community interaction and boosting the local economy.

Primary School Concept Plan

Local Centres & Healthcare Provision

Development plan policies of most relevance are: PfE Policies JPA7: Elton Reservoir

The masterplan proposes three distinct local centres which will provide a diverse range of appropriate retail, healthcare and community facilities, varying in character depending on their surrounding context and offering a variety of employment opportunities.

These are:

1. Redvales Works Local Centre
2. Withins Valley Local Centre
3. Mill Quarter Local Centre

Healthcare Provision

The necessary mix and specific location for the provision of healthcare facilities will be determined in consultation with the Greater Manchester Integrated Care Board's (ICB) Primary Care and Estates teams for the Bury Locality, in line with the principles set out in this chapter.

On-site healthcare provision should be within a single building with a planned mix of compatible uses in proximity. The design of any on-site healthcare facility will need to meet the most up to date model of health care provision standards and be sized to incorporate the building as well as operational requirements related to parking, servicing and access for emergency vehicles.

Opportunities to consolidate existing health provision within the area will also be explored. Where there is potential for co-location of the primary care services required by the development with other complementary services, consideration will be given to ensure that the specific clinical design requirements of primary care can be satisfied.

Local Centres Location Plan

Local Centres

Redvales Works Local Centre

Redvales Works Local Centre will be one of the primary mixed-use centres, and it is proposed to be the civic and cultural quarter of the future development. Benefitting from the Metrolink stop and travel hub, it will be a primary meeting point for the community and a hub of activity at the eastern gateway.

This centre will be the promoter of the modal shift towards active travel and car use reduction, therefore urban grain and parking requirements of this local centre will need to reflect the new needs of the evolving community, through the use of civic squares and car-free zones amongst buildings.

A variety of mixed uses will feature in this local centre, with potential for restaurants, cafes, shops and community facilities located on the ground floor of apartment blocks, spilling onto pedestrianised streets and catering for the footfall created by the travel hub.

Local Centres

Withins Valley Local Centre

Withins Valley Local Centre is proposed to be a place where nature and community meet. Smaller in size, it will cater for the day-to-day needs of residents and create a focal point in the southern part of the development. It will also include provision to meet identified needs for older persons' housing.

It is located at the meeting point of a number of active travel routes and green corridors, which will draw people in creating opportunities for natural play, community growing areas, and leisure activities.

It is also a place where the community can come to rest, connect with others, and gather in contact with nature.

Local Centres

The Mill Quarter Local Centre

The Mill Quarter Local Centre is also a primary mixed-use centre, which will provide a range of facilities including a retirement village, community and healthcare facilities, retail and co-working spaces in the western part of the development.

This local centre will be a primary meeting point for the community, accommodating working, learning and leisure opportunities. The primary school is proposed to be located in proximity to the Mill Quarter Local Centre, acting as a catalyst for activity, promoting community interaction and boosting the local economy.

The co-location of uses, including shops and services, residential, retirement village and school, will create activity and vibrancy. The built form will support these uses through the incorporation of courtyards and intimate streets, using a combination of hard and soft landscape where people can rest, meet and socialise.

Open Space, Sport & Recreation

Development plan policies of most relevance are: PfE Policies JPA7: Elton Reservoir and Bury UDP Policy RT2/2: Recreation Provision in New Housing Development

In line with existing local policy requirements and standards, the sport and recreation demands arising from the development are likely to be:

- 6.24ha of parkland;
- 32ha of natural and semi-natural greenspace;
- 4.99ha of amenity greenspace;
- 1.95ha of allotment provision;
- 1.95ha of children and young people's play spaces;
- Youth (11v11 and 9v9) and mini (5v5 and 7v7) grass pitches;
- 3G pitches; and
- Replacement of existing recreation space at Warth Fold.

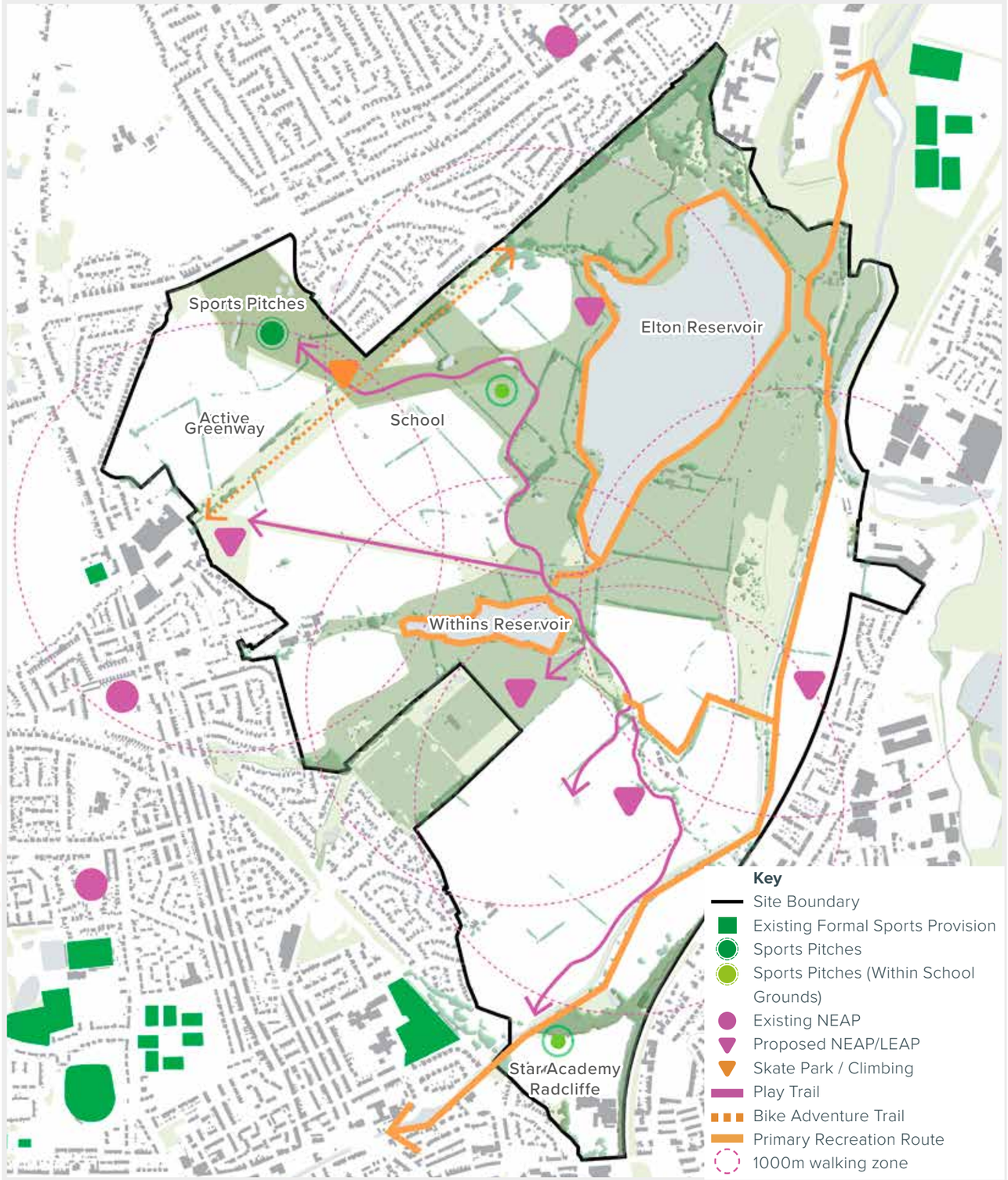
The masterplan includes proposals for a significant green corridor, which provides a strategic amount of new, high quality and publicly accessible open space. This approach seeks to meet the sport and recreational needs arising from the development, whilst conserving and enhancing the retained Green Belt and existing reservoirs, waterways and active travel corridors. It will maximise access and recreational benefits for existing and future communities. Opportunities for the dual use of facilities through new school provision should be explored along with the potential for 3G provision to help to accommodate mini formats of pitch sports.

Neighbourhood Equipped Play Areas (NEAPs) should be located within key open spaces and adjacent to existing recreation assets (Elton Reservoir).

The masterplan proposes a holistic approach to sports and play across the site harnessing the potential of existing natural assets and community facilities while respecting sensitive habitats and ensuring managed access. Creating a more accessible network of amenity open space and enhanced PRoW will provide greater connectivity across the Elton Reservoir site and deliver multi-functional space that can support recreation, play, sport and other community activities.

The water bodies and watercourses provide a great opportunity for recreation and a focus for residents to enjoy the green spaces. Opportunities to enhance the range of publicly accessible activities at Elton Reservoir will be explored with the Canal and Rivers Trust and Elton Sailing Club.

A focus on nature-based education and play will reflect the sensitive nature of the Green Belt and surrounding protected habitats. Contact with nature provides a wide range of benefits, including physical, mental and social well-being benefits, as well as learning opportunities and the chance to develop an understanding of nature.



Open Space, Sports and Recreation Plan

Open Space, Sport & Recreation

The masterplan proposes key areas of open space at:

1. Western Gateway
A green and welcoming arrival space with formal sports provision and community uses.

2. Elton Greenway
A new ecological and recreational greenway providing enhanced east-west connectivity, improved wildlife corridor and community play, leisure and growing space.

3. Nature Park
Focused around the existing reservoirs, the Nature Park will provide an enhanced network of walking and cycling routes, access to the water for recreation and improved facilities.

4. Heritage Park
A new community greenspace with play, informal sports and historic interpretation to celebrate the site's historic features.

5. Canal Waterside
The Manchester, Bolton & Bury Canal will provide an attractive waterside living environment and become a focus for recreation, active travel and biodiversity.

Key Open Spaces Plan

Green Belt, Landscape & Heritage

Green Belt

Development plan policies of most relevance are: PfE Policies JPA7: Elton Reservoir; JP-G2: Green Infrastructure Network; and JP-G7: Trees and Woodland

The identification and deliverability of compensatory improvements to the environmental quality and accessibility of the remaining Green Belt in the vicinity of the site should be submitted as part of a planning application. It is anticipated that this could be achieved within the area of retained Green Belt within the site. Open space proposals for the site are described in the previous section of this chapter, *Open Space, Sport & Recreation*.

Trees & Woodland

An assessment of trees is expected to accompany all planning applications. Where mature trees are removed, these should be replaced with trees of suitable number, size and maturity, taking into consideration the width of the tree and contributions to the treescape, biodiversity and other ecosystem services to provide adequate compensation.

Engagement with City of Trees as part of the planning process is recommended.

Heritage

Development plan policies of most relevance are: PfE Policies JPA7: Elton Reservoir and JP-P2: Heritage

Development should take appropriate account of relevant heritage assets, and their settings, including the Old Hall Farmhouse Grade II Listed Building.

The indicative masterplan shows development set back from Old Hall Farmhouse and associated gate piers ensuring separation between the listed assets and new development to preserve an appreciation of their rural setting and views to and from the principal northern elevation.

The indicative location of the link road avoids the potential ‘hengiform’ allowing remains to be retained in situ. The creation of a new publicly accessible heritage park will improve public understanding and appreciation of the heritage of the area, including through public art and interpretation. The route of the Roman road will also be retained and referenced through public art and footpath alignment.

Subject to further assessment, development is to be set back from Higher Spen Moor Farm House allowing for the potential retention of the farmstead in situ.

Other Technical Matters

Digital Connectivity

Development plan policies of most relevance are: PfE Policy JP-C2

It is expected that internet connections will be operational and immediately accessible to network providers when occupiers move into new properties. A digital connectivity statement is expected to accompany all planning applications.

Minerals

Development plan policies of most relevance are: PfE Policy JPA7: Elton Reservoir and GM Minerals Local Plan Policy 8: Prior Extraction of Mineral Resources

Planning applications will be expected to be accompanied by evidence of how the requirements of Policy 8 of the Minerals Local Plan have been addressed.

Landfill & Contamination

Details of remediation and coal mining risk assessments are expected to accompany all planning applications, where required.

Chapter Eight

Elton Phasing Strategy

Phasing & Delivery

The Elton Reservoir site provides a major residential-led development opportunity with potential to deliver around 3,500 new homes, supported by a range of essential physical and social infrastructure, including a new Metrolink stop, a new link road and new primary school. This Development Framework provides a high-level strategy for the site and establishes the key principles for the future delivery of the Elton Reservoir site, whilst retaining flexibility to allow for opportunities across the site.

Given the size of the development, it will take several years for the development to be fully delivered and therefore it is important to prepare a phasing and delivery strategy to bring the site forward. This phasing and delivery strategy helps to shape the parameters within which future planning applications will be brought forward, and provides a holistic and coordinated approach to the delivery of on and off-site physical and social infrastructure. Development is expected to come forward in a series of phases alongside necessary infrastructure provision and a flexible approach is proposed in order to be responsive to opportunities.

To support the delivery of infrastructure across the site, an Infrastructure Phasing and Delivery Strategy ("IPDS") will be prepared in accordance with the PfE Policy JPA7 and JP-D1 and SPD18. This IPDS should be read alongside this SPD, noting that the IPDS is intended to be a "live document" that is continuously reviewed and updated as plans, evidence, infrastructure costs and the potential of funding become available.

Planning applications within the site will be required to demonstrate how proposed development would assist in the delivery of key infrastructure, without compromising or prejudicing the comprehensive development of the site. Proposals will need to demonstrate how the development of individual plots is consistent with the ERDF, the IPDS and any other material considerations. Planning applications should not sterilise, frustrate or otherwise constrain the delivery of other parts of the site or the strategic infrastructure requirements.

All development plots will need to be sufficiently coordinated with appropriate infrastructure delivered at the correct time to support a sustainable and comprehensive development. Planning applications which fail to deliver or contribute towards the wider strategic infrastructure requirements will be resisted.

The link road through the site will accelerate development and delivery, and will provide a new strategic highway and public transport asset that will help movement in Radcliffe and Bury West. Planning applications will be expected to demonstrate how delivery of housing and other development, including social infrastructure within the site will be coordinated with the delivery of transport and other physical infrastructure that is needed to support it.

Given the link road's strategic importance, the Council will work with key stakeholders and developers to help advance the necessary highway works and other key infrastructure as early as possible in the delivery programme. Early delivery of this road will facilitate development across the zones outlined below so that they come forward at pace.

Ecological mitigation and the timely delivery of key green and blue infrastructure are fundamental to the successful phasing of the Elton Reservoir development. Habitat and species protection, ecological connectivity and sensitive access management must be implemented ahead of, or in parallel with, development to ensure that early construction phases do not adversely affect retained ecological features.

Early establishment of strategic green corridors - including SBIs, pond networks, riparian habitats and woodland edges - will safeguard ecological function while providing the foundation for Biodiversity Net Gain delivery and high-quality placemaking.

The recreation and sports provision should be delivered alongside development to ensure that both demand is met and communities have the opportunity to connect with this infrastructure as the site becomes occupied.

Key Infrastructure Requirements

Development proposals must:

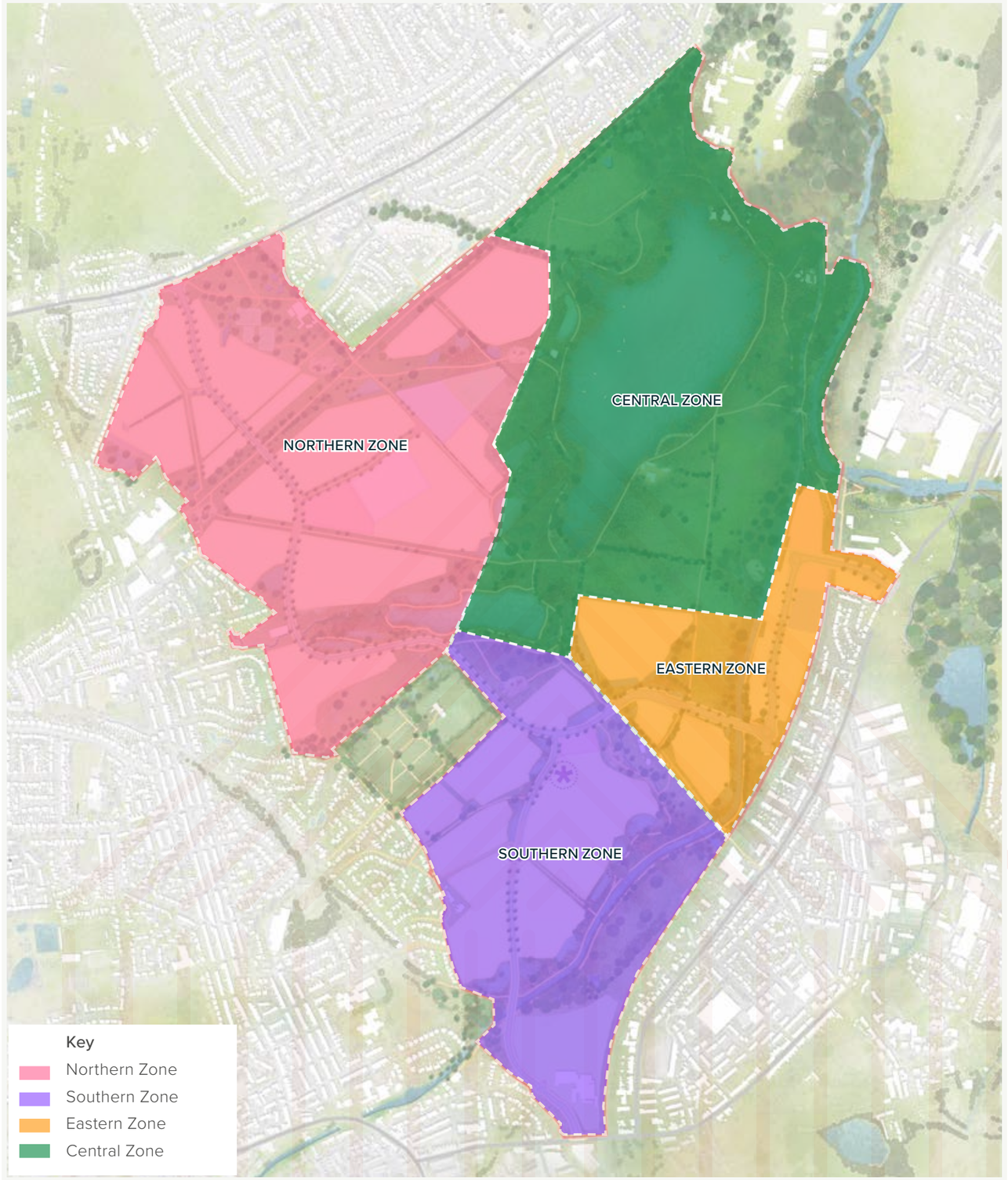
- Ensure that they are acceptable in planning terms, such that they mitigate their on and off-site impact in accordance with this Development Framework;
- Make an appropriate contribution to ensure the delivery of the strategic infrastructure identified by the Development Framework; and
- Ensure that they will not prejudice the delivery of strategic infrastructure and development on third party land.

Infrastructure requirements to support development at the Elton Reservoir site have been categorised as being either strategic infrastructure (primary infrastructure needed to support the full delivery of the site) or local infrastructure (on-plot infrastructure delivered directly as a matter of course by each developer to meet the requirements of individual development parcels).

Triggers for the strategic infrastructure will be identified through relevant and updated technical evidence. These triggers will also be included and refined in the IPDS and during pre-application discussions between applicants and the Council, ensuring proper determination of the appropriate triggers for the delivery of infrastructure.

The Elton Reservoir site is split into four broad 'zones', each of which will include multiple phases of development. These zones are shown on the adjacent Development Zones plan and comprise:

- **Northern Zone** - with potential to deliver up to 1,620 homes;
- **Eastern Zone** - with potential for up to 770 homes;
- **Southern Zone** - with potential for up to 1,100 homes; and
- **Central Zone** - comprising the Nature Park, recreational routes, ecological mitigation, Biodiversity Net Gain provision and Green Belt compensation.



Development Zones Plan

Key infrastructure Requirements

Strategic Infrastructure Requirements (site wide)

All development will be required to contribute to the strategic infrastructure requirements identified in the table below.

Infrastructure Element	Infrastructure Requirement	Comments
Highways and Public Transport	A north-south strategic link road connecting Bury and Bolton Road (A58) to Bury Road, Radcliffe, with a strategic connection from the link road to Spring Lane, Radcliffe	The link road will need to be operational at an appropriate time in the development programme to facilitate public transport and active travel through the site. The point at which this becomes necessary will be determined through a detailed Transport Assessment (TA) for the whole site and factored into planning applications as they come forward. With development anticipated to be undertaken simultaneously across all three development zones, the TA will provide the evidence to determine the capacity of the network and shape junction designs in the relevant locations. The TA will identify when the transport mitigation (including secondary access / egress) will be required.
	New Metrolink Stop and Public Transport Hub.	The new Metrolink Stop and Public Transport Hub is identified in the 2050 Greater Manchester Local Transport Plan Delivery Plan. The Bury West Transport Framework reinforces this public transport intervention at this site. Subject to final funding and business case approvals, the scheme will be delivered or be in delivery before 2032
	Active travel network including cycleways and pedestrian links.	These will be required throughout the site and within individual zones. The primary active travel routes will run alongside the Link Road, ensuring connectivity with all zones. Each development plot will need to demonstrate linkages to the site wide network (existing and new as appropriate).
	Bus Stop Provision	Triggers to be determined through a Transport Assessment for the site and in conjunction with TfGM.
	Off-site highway improvements	Triggers to be determined through a Transport Assessment for the site.
Social Infrastructure	Primary School Provision including new 2-form entry primary school with capacity to increase to 3-form	Triggers to be determined though Bury Council's Education Needs and Demand Assessment, in accordance with evidence of need for provision generated by the development.
	Secondary School Provision	Triggers to be determined in accordance with evidence of need for provision generated by the development.
	Local Centres, including retail/community/health facilities	Triggers to be determined through up-to-date needs assessments.
Environmental Infrastructure	Nature Park, Heritage Park, Green infrastructure including public open spaces, sports facilities and playgrounds.	Triggers to be determined by Bury Council's Open Space Assessment (2026) and Playing Pitch Strategy and a Heritage Strategy for the site.
	Surface water attenuation and SuDS, integrated with areas of green infrastructure.	Triggers to be determined through a drainage strategy for the site.
	Measures to protect hydrology and water quality throughout the development.	Triggers to be determined through a drainage strategy for the site.
	Nature areas, ecological mitigation and biodiversity net gain.	Triggers to be determined through an ecology strategy for the site.

Key infrastructure Requirements

Local Infrastructure Requirements (per plot)

In addition to the strategic infrastructure requirements above, each development proposal coming forward in the site will be required to provide specific necessary infrastructure to allow it to come forward.

Whilst there may be some bespoke requirements on some development plots, it is likely that the following will be required on each plot:

- Appropriate access/egress arrangements into the development plot from A58 Bolton and Bury Road, Radcliffe Road, Spring Lane or the proposed spine road;
- Active travel access from A58 Bolton and Bury Road, Radcliffe Road, Spring Lane or the proposed spine road;
- Internal highways;
- Internal walking and cycling routes;
- Utilities;
- Drainage (SuDS and attenuation ponds);
- Drainage (foul water);
- Water Supply;
- Power Supply;
- Telecoms Supply;
- Noise and Air Quality mitigation; and
- Green Infrastructure.

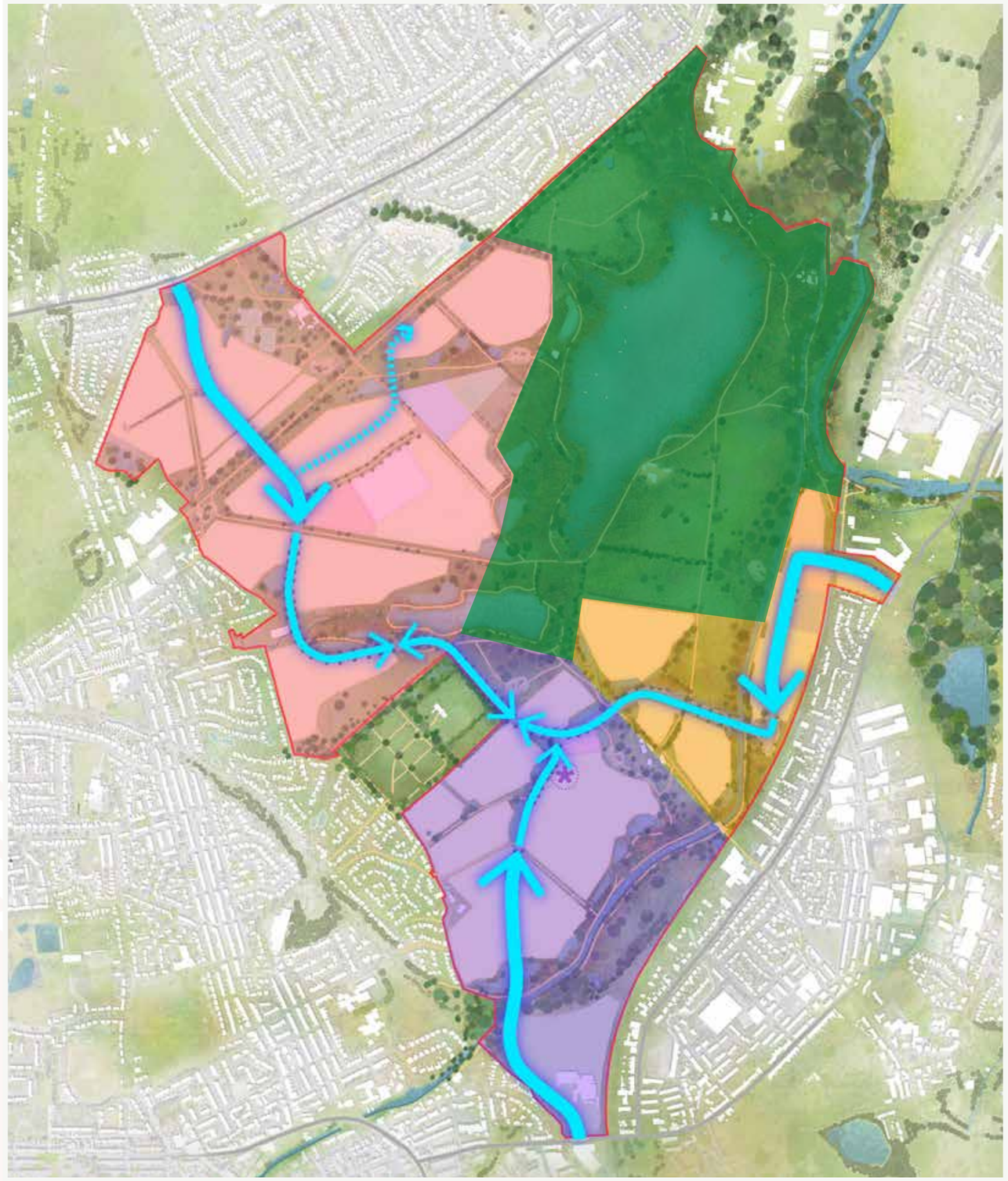
Phasing

The Elton Reservoir site includes four broad zones, shown on the adjacent plan.

Phasing of development, including the amount of development capable of being delivered within each zone, will be informed by more detailed evidence on site conditions and capacity, and timing will be determined by the delivery of the link road and the extent of available capacity within the surrounding highway network. This will need to be managed to ensure that highway and junction improvements are delivered outside of the site to accommodate additional movements.

Critical to this will be the need to exploit the sustainable location of this site and to deliver early investment in and around the site to improve public transport and active travel infrastructure. The delivery of the link road will be vital in ensuring that existing and new residents in this area and the surrounding local communities are able to gain easy access to this new infrastructure (e.g. providing access to both the new Metrolink stop and the existing stop at Radcliffe).

All phases of development will be delivered in line with the comprehensive vision for the wider development, supporting the site-wide requirements for infrastructure, particularly with regards to the link road, active travel, public transport, education provision and greenspace.



Spatial Areas and Phasing Plan

Phasing

Northern Zone

It is envisaged that residential development will commence in the Northern Zone of the allocation, with the key features in this area including:

- A mix of up to 1,620 homes;
- Affordable housing in line with PfE Policy JPA7;
- Primary access taken from the A58 Bolton and Bury Road;
- A significant new junction at the A58 access designed to provide for movement throughout the whole allocation, providing connectivity to later phases / southern and eastern zones within the development;
- Off-site highway and junction improvements including at the A58/ B6292 Bury Bolton Road junction;
- A new two-form entry primary school (with the ability to extend this to a three-form entry should there be a future need);
- A local centre, with community, healthcare and retail facilities;
- Specialist accommodation for later living;
- Green space provision, including new sports pitches, neighbourhood play spaces and new linear greenways linked to active travel routes throughout the zone, connecting into the other two zones and beyond; and
- Early strategy for mitigation to enhance connectivity between the network of retained ponds.

Development in this zone will start on the development plot which fronts the A58 Bury and Bolton Road. The link road in this plot will support development either side of it and enable future access into the site for the more residential development, and the primary school and local centre.

Highway infrastructure and other physical and social infrastructure will be carefully phased alongside the new homes. The timing of delivery of the new primary school will be determined by the Council's Education Needs and Demand Assessment and ensure that appropriate provision is in place and available before existing schools in this part of Bury West reach their pupil capacity.

Northern Zone

Phasing

Eastern Zone

The Eastern Zone will provide important infrastructure that is essential to facilitate an increased volume of development and to create sustainable transport options. The key features in this area include:

- A mix of up to 770 homes;
- Affordable housing in line with PfE Policy JPA7;
- Primary access to serve the zone will be taken from Radcliffe Road, with an at-grade crossing across the Metrolink line;
- A significant new junction at Bury Road will be designed to provide for movement throughout the whole allocation, providing connectivity to later phases / northern and southern zones within the development;
- Off-site highway and junction improvements, including at Radcliffe Road and the A56;
- A new Metrolink stop and associated Travel Hub and facilities;
- A local centre, providing for neighbourhood retail provision and other mixed uses;
- Enhancements to the canal corridor, including provision for active travel;
- Strategic element of the link road which provides a crossing over the canal to link into the Northern and Southern Zones; and
- Green space provision in the form of informal sport/recreation facilities, productive landscapes (e.g. allotments, community orchard) and neighbourhood play spaces.

It is envisaged that development of the transport infrastructure will commence at the same time or closely following the early phases of development in the Northern and Southern Zones. This will ensure that the transport provision (including highway, public transport and active travel) is programmed to be operational in time for when the link road is joined up from the Northern and Southern Zones. This linkage and ability to access the new transport infrastructure in this zone will help to facilitate the full quantum of development across the site, as well as the development opportunities in this zone.

The Council will work with stakeholders, including TfGM, to help shape and deliver the new Metrolink stop and travel hub as quickly as possible.

Eastern Zone

Phasing

Southern Zone

The Southern Zone will provide a significant amount of residential development, and the intention is to commence development in this zone as part of the early development phases. The key features in this area include:

- A mix of up to 1,100 homes;
- Affordable housing in line with PfE Policy JPA7;
- Primary access to the zone taken from Spring Lane, with some of this early infrastructure already being developed alongside the new secondary school in this location;
- Off-site highway and junction improvements, including at Spring Lane, Rectory Lane, Church St West and Deansgate;
- A new structure bridging over the canal is required as part of the first phase in this zone, which will provide highway access into the zone (eventually connecting through to the Northern and Eastern Zones);
- Highway which will provide for public transport movement and active travel, with strong linkages through to the existing Radcliffe Metrolink stop and Radcliffe town centre;
- A local centre, providing for neighbourhood retail and other mixed uses;
- Later living opportunities;
- Enhancements to the canal corridor, including for active travel provision and sensitive lighting where appropriate; and
- Green space provision, including a heritage park, play space, informal sports/recreation, neighbourhood play spaces and community orchard/allotment space.

It is envisaged that this zone could come forward at the same time as the Northern and Eastern zones. To enable this, the intention is to advance details on the design of the bridging structure that is needed to cross the canal to access the development parcels in this zone.

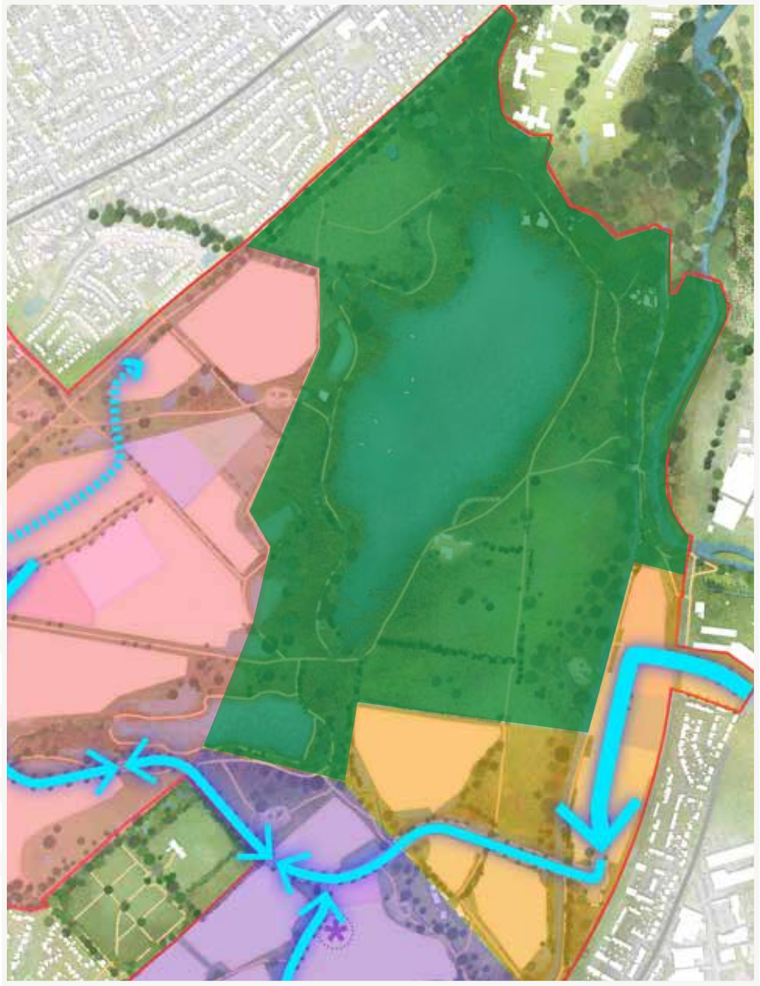
Early delivery of this zone will help to ensure residents have access to a range of services and facilities in Radcliffe Town Centre including Radcliffe Metrolink stop primary and secondary schools, retail and leisure facilities.

Southern Zone

Phasing

Central Zone

The Central Zone – comprising the Nature Park, recreational routes, ecological mitigation, Biodiversity Net Gain provision and Green Belt compensation – will be delivered in phases in association with each of the three key development zones. All planning applications for development within the site will be expected to demonstrate how the development would contribute proportionately to delivery of the Central Zone, either in kind or through financial contributions.



Central Zone

Summary

The approach to phasing set out in this ERDF is not intended at this stage to be chronological. Instead, the phasing and delivery approach outlined above seeks to accelerate development across all three development zones. Development within these zones will reflect a natural and logical way the site will come forward physically given the spatial principles established by the ERDF and infrastructure integrated within it, coupled with the aspiration to deliver the site successfully.

Due to the scale and nature of the proposed uses, and the timescales within which it is anticipated to be delivered, the ERDF needs to be robust as well as flexible. The ERDF provides suitable controls and principles to guide future proposals and to manage design qualities, whilst being able to adapt to changing market conditions, site constraints and opportunities to accelerate delivery.

The phased delivery of the Elton Reservoir site will be kept under review and will be determined by up-to-date evidence prepared to support future planning applications and the IDPS. Triggers for the strategic infrastructure will be identified through relevant and updated technical evidence.

The Council will work with all partners and stakeholders to bring forward the strategic link road and other strategic infrastructure and development in a coordinated manner that provides significant benefits to new and existing residents in this part of the Borough. This will include the Council (or other public sector bodies) potentially using its statutory land assembly powers (including Compulsory Purchase powers) to enable and facilitate the delivery of this major opportunity.

Funding & Equalisation

Funding

A range of funding and delivery mechanisms will be required, including:

- **Planning conditions and Section 106 Agreements to secure on-site infrastructure:** to secure the delivery of on-site infrastructure required to deliver development.
- **Developer contributions secured via Section 106 and Section 278 Agreements to support off-site infrastructure:** Developer contributions and/or delivery of infrastructure off-site will be secured to assist in mitigating the impact of the development (or relevant phase of the development). In line with the CIL Regulations, contributions will only be sought where they are necessary to make the development applied for acceptable in planning terms and will be fairly and reasonably related in scale to the development.
- **Public sector funding:** Where appropriate, sources of public sector funding will be investigated to assist or accelerate the delivery of strategic infrastructure such as the Metrolink stop.

Equalisation

Equalisation is a mechanism to ensure the fair and proportionate distribution of the necessary costs of the strategic infrastructure requirements, regardless of which specific parcel of land is developed. This approach seeks to avoid the costs falling disproportionately on early phases of development or being pushed back to later phases, which could be to the detriment of the comprehensive delivery of the site.

An equalisation approach will be followed in respect of the Elton Reservoir site. This means that all development proposals within the site must contribute towards the strategic infrastructure in a fair and proportionate manner.

Details regarding the mechanism for identifying fair and proportionate contributions will evolve through the IPDS and any associated documentation to support the delivery of the site.

In line with the Planning Practice Guidance, land values within the site should reflect the requirement to fund strategic and plot-specific infrastructure and mitigation.

The IPDS will continue to be updated to reflect the costs of wider infrastructure requirements at the site as they are understood and will expand upon the approach to equalisation through the contributions to be sought.

Pre-application discussions with the Council will refine local infrastructure requirements, which will be additional to those site-wide strategic infrastructure requirements that all development should contribute towards.

Chapter Nine

Sustainability

Sustainability Strategy

Delivering low carbon, sustainable homes

Greater Manchester's ambition is to become a carbon neutral city-region by 2038. This ambition is supported by Bury Council through a declaration of climate emergency. Achieving this goal will reduce the need for buildings and homes to be retrofitted in future to achieve carbon neutral goals set by Greater Manchester and the UK.

Strategic Objective 7 of PfE "playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city region" includes two specific themes of relevance to this chapter which are to:

- Promote carbon neutrality of new development by 2028, and
- Improve energy efficiency and the generation of renewable and low carbon energy.

The Elton Reservoir site provides an opportunity to support Bury and Greater Manchester's commitment to net zero through the implementation of the policies within PfE and the delivery of low carbon and highly sustainable homes.

This chapter focuses on the expectations and likely benefits from the Elton Reservoir site with respect to carbon, energy, resource efficiency and climate resilience which, collectively, would make a significant contribution to climate change mitigation and address the impacts of climate change. The specific policies within PfE that are relevant to this section and are considered in turn below are:

- Policy JP-S1: Sustainable Development;
- Policy JP-S2: Carbon and Energy;
- Policy JP-S3: Heat and Energy Networks;
- Policy JP-S4: Flood Risk and the Water Environment; and
- Policy JP-S6: Resource Efficiency.

Carbon and Energy

Policy JP-S2 includes an expectation that new development will be net zero in a phased approach, unless it can be demonstrated that this is not practicable or financially viable:

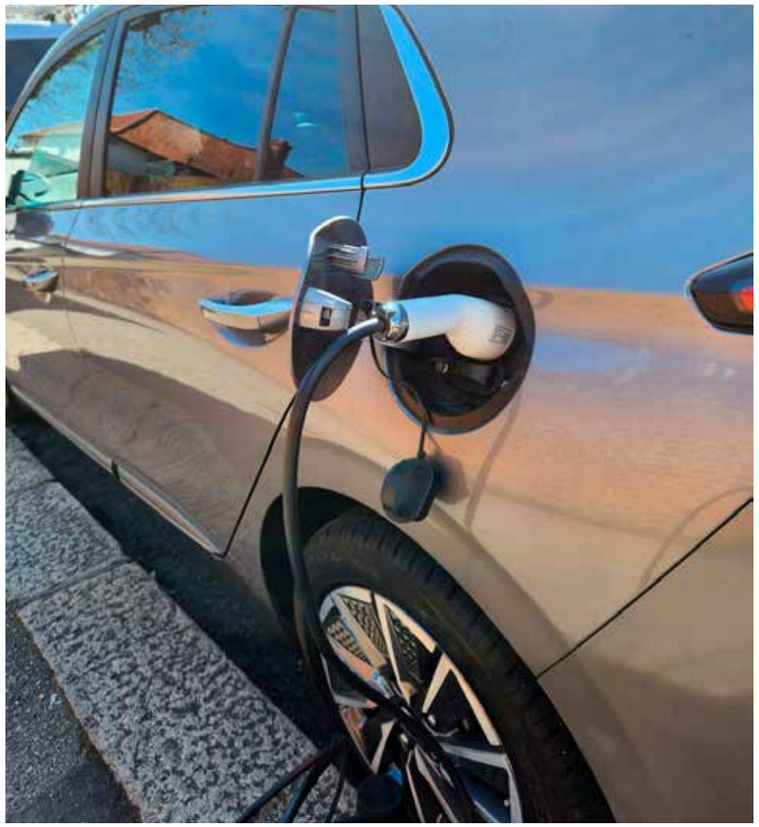
(a) From adoption (2024) – regulated operational carbon emissions: When the amount of carbon emissions associated with the building's operational energy on an annual basis is zero or negative. A net zero carbon building is highly energy efficient and powered from on-site and / or off-site renewable energy sources, with any remaining carbon balance offset.

(b) From 2028 – the above plus all emissions 'in construction': When the amount of carbon emissions associated with a building's materials and construction stages up to practical completion is zero or negative, through the use of offsets. For clarity, construction carbon is defined as life stages A1-A5.

Policy JP-S2 takes the definition of Net Zero Carbon from the UK Green Building Council (UKGBC) Net Zero Carbon Buildings Framework (UKGBC (2019)).

The UKGBC Framework is due to be superseded by the emerging UK Net Zero Carbon Building Standard (UK Net Zero Carbon Building Standard). Implications of this change will need to be considered once the UKNZCBS is launched.

The GMCA has published guidance on the application of its approach to net zero. These are considered in the following pages.



Sustainability Strategy

Net Zero in Operation

The GMCA Net Zero Design Guidance states that for Applicants to comply with Policies JP-S2 and JP-S3, all new buildings should be designed and built to be Net Zero Carbon in operation in compliance with the following where practical and viable:

(a) Fabric efficiency

- Space heating demand of ≤20kWh/m2/year for houses; and
- Space heating demand of ≤15kWh/m2/year for flats.

(b) Energy use and carbon emissions

- BREEAM 'Excellent' standard (or equivalent) for the 'Ene 01 – reduction of energy use and carbon emissions' credit issue is achieved, rising to BREEAM 'Outstanding' equivalent from 2028.

(c) Energy Use Intensity (EUI)

- EUI of ≤35kWh/m2/year for TANZ homes only; and
- EUI to be calculated using appropriate methodology e.g. CIBSE TM54.

(d) No fossil fuels and low carbon heat

- The energy strategy will be all-electric to ensure that energy demand is met through the increasingly decarbonising electricity grid; and
- It is expected that heat pumps will be used to deliver the space heating and cooling demand.

(e) On-site renewable energy generation and energy balance

- Roof mounted solar photovoltaics will be prioritised; and
- Residential development should aim to provide PV equivalent to 40% footprint area.

(f) Offsetting (as last resort)

- To be used where practical and viable via a fund which will be developed by Bury Council; and
- It is not expected that emissions associated with unregulated energy will be offset.

Additional requirements listed within the GMCA Net Zero Design Guidance include:

(a) Upfront embodied carbon reporting
(See *Net Zero in Construction* in the next page)

(b) Overheating risk reduction

- Residential uses should avoid mechanical cooling; and
- Non-residential uses should pass CIBSE TM52.

(c) Reporting energy consumption in-use

As the GMCA Net Zero Design Guidance is not incorporated into PfE, the targets included are aspirational but will be used to guide the design and construction of new developments. The exception is the space heating demand targets, which are included within Policy JP-S1 as best practice thresholds and will be applied where practical and viable.

Sustainability Strategy

Net Zero in Construction

The GMCA Net Zero Design Guidance includes aspirational targets for residential development as follows:

- 500kgCO2/m2 for homes; and
- 600kgCO2/m2 for flats.

No targets are provided for non-residential development.

Reductions in construction carbon will focus on material efficiency (e.g. ‘use less’) in the first instance, before exploring the use of low carbon and innovative materials.

Carbon Offsetting

Where a development cannot achieve net zero requirements or targets, carbon offsetting will be considered; this involves a financial contribution to mitigate or compensate for the effects of unavoidable carbon emissions by investing in an off-site scheme which reduces or removes greenhouse gases elsewhere, such as tree planting or renewable energy.

In collaboration with the GMCA, Bury Council is developing a Carbon Offset Fund to enable applicants to contribute to and achieve Net Zero Carbon where practical and viable.

Heat and Energy Networks

The JPA7 Allocation Site falls within the Bury Town Centre Heat and Energy Network Opportunity Zone.

Initial analysis shows that a district heating system(s) is not likely to offer advantages or carbon savings as individual heat pumps will deliver better environmental performance, lower overall cost and be more flexible to phasing.

As part of any reserved matters and detailed applications, a Low Carbon Heat Appraisal will be prepared setting out a comparative analysis of feasible heating systems, and proposals for a heating strategy which is practical, financially viable, and delivers carbon savings over the course of its operation.

Opportunities for smart energy networks should also be considered, including:

- Energy demand and generation balance;
- Energy storage;
- Microgrid(s); and
- Electric vehicle charging strategy.

Resource Efficiency

Circular economy is a key part of GM’s ambition to be a carbon neutral and leading green city region by 2038, and Northern Gateway will have a role in supporting this.

PfE Policy JP-S6 (Resource Efficiency) requires development to use sustainable design and construction techniques to reduce carbon emissions, adapt and future proof to the impact of climate change, reduce and recycle waste and minimise water use.
It is expected that circular economy measures implemented in the development will include, but are not limited to:

- Material efficiency, minimising the quantity of materials used in construction;
- Use of recycled materials and materials with a high recycled content;
- Use of materials which can be repurposed or recycled at end of life;
- Resource (energy and water) efficiency measures during construction and operation; and
- Reduction of waste generated during construction and operation, and diversion of residual waste from landfill.

Sustainability Strategy

Climate Resilience

GM will experience changes to the climate in the future, including:

- Increased annual temperatures;
- Increased winter rainfall; and
- Decreased summer rainfall.

Impacts associated with these changes to climate and measures to mitigate them are set out within PfE Policy JP-S4.

Development will need to demonstrate how climate adaptability and resilience measures have been incorporated, through design measures which are appropriate for the Elton Reservoir site. Design measures expected to be implemented on site include:

- Reducing overheating risk through passive measures in the first instance, using active cooling where necessary;
- Reducing flood risk through Sustainable Drainage Systems (SuDS), without significantly increasing embodied carbon emissions;
- Incorporating green and blue infrastructure to mitigate overheating, flood risk, and contribute to biodiversity;
- Minimising water use during operation through reducing water demand and incorporating rainwater or greywater harvesting; and
- Appropriate landscaping strategy which suits current and future climate scenarios and doesn't rely on mechanical irrigation.

Environmental Accreditation

PfE Policy JP-S2 requires any non-residential development should achieve a minimum of BREEAM 'Excellent' standard (or equivalent) for the 'Ene 01 – reduction of energy use and carbon emissions' credit issue, rising to BREEAM 'Outstanding' equivalent from 2028.

BREEAM provides a holistic approach to demonstrating sustainability, including categories in Energy, Water, Materials, Waste, and Pollution. The assessment process provides a robust approach to carbon and energy, resource efficiency, and climate resilience.

Applicants are therefore encouraged to pursue certification under BREEAM for non-residential uses over 1,000sqm.

Where feasible and viable, additional accreditation is encouraged to demonstrate the sustainability credentials of the site.

Chapter Ten

Scheme Benefits

Social Benefits

Around

3,500

High Quality New Homes

Active Travel Routes Network

A comprehensive, safe and attractive network of paths connecting to key destinations, in and around new development

3 New Local Centres

With community and health facilities, services and amenities

New Metrolink Stop at Warth Fold

Connecting the new development to the sustainable transport network

1 New two-form entry Primary School

With potential to be extended to three-form entry

Recreation Facilities

Making new development a destination by enhancing water assets for nature and recreation

Environmental Benefits

Over

160 ha of **Open Space**

Including a rich mosaic of multifunctional landscapes for people to enjoy and nature to prosper

Biodiversity Enhancement

Protecting and enhancing existing habitats and creating new opportunities for wildlife to thrive

Mitigation for Potential Flood Risk

In addition to a site-wide strategic drainage strategy

Economic Benefits during Operational Phase

7,730

Residents

3,420 of whom will be in employment, enhancing the economic competitiveness of the local economy

£7.8 million

Public Sector Revenue

From Council Tax and Business Rate payments to be collected by Bury Council

Supporting
180 Gross FTE on-site jobs

Across a mix of uses within the local centres

£111.2 million

Resident Income

Increasing local spending power

470

New Retail and Leisure Jobs

Supported by resident expenditure

£71 million

Resident Expenditure

On retail and leisure goods and services

£9.7 million

Economic Boost

Per annum including £6.5 million concentrated in Bury

Economic Benefits during Construction Phase

£££

40 Gross Jobs

Full Time Equivalent (FTE) jobs supported on average during construction

Generating
30 Net Direct Jobs

Within Greater Manchester, of which 15 FTE jobs filled by residents of Bury

Plus
15 Net Indirect/ Induced Jobs

Within Greater Manchester, of which 5 FTE jobs filled by residents of Bury

£63 million

Economic Boost

During the construction period including £48.6 million concentrated in Bury

Chapter Eleven

Social Value Strategy

Social Value

Social value is about the positive impacts that can be delivered in society and is measured by the actions taken to improve community benefit.

There are notable inequalities within Bury's communities around levels of deprivation, health and life expectancy, employment, and educational attainment. The development will help to address these and can deliver social value for local communities. Requirements for social value in planning have the power to unlock additional community benefit from the development which can contribute towards addressing some of the deep-rooted inequality.

To help to address issues around inequalities, it will be necessary for new development on the site to take all practicable measures to maximise its wider social value and its contribution to social inclusion. Opportunities to deliver social value through new development arise in both the construction and operational phases.

A key aspect of this is economic inclusion and ensuring that residents have the opportunity to share in the benefits of development and economic growth. For example, new development that includes effective initiatives around economic inclusion could help residents into employment and/or training, helping to tackle deprivation by raising people out of poverty and reducing inequalities, whilst benefiting the development directly through improved access to a larger, healthier and more highly skilled labour supply.

Planning applications for new homes within the Elton Reservoir site will be expected to be supported by a Social Value Strategy. The production of a Social Value Strategy provides a mechanism for thinking about how social value and social inclusion can be maximised, securing the implementation of suggested measures and enabling the public to understand the positive impact that new development will have on their neighbourhood and community.

The Council will positively engage in the production and implementation of Social Value Strategies, but the involvement of other stakeholders, including local residents, is also strongly encouraged in order to maximise their impact and the acceptance of new development.

Monitoring & Review

This draft ERDF provides a clear vision for the delivery of the Elton Reservoir site. However, if circumstances change and have implications for the vision, design and development principles set out in this document, then a review of this document will be appropriate.

The scope and content of any review would be agreed and the updated ERDF would be subject to a proportionate statutory and/or public stakeholder consultation prior to it being finalised.

Bury Council

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