

Bolton Council

THE FORMER HORWICH LOCO WORKS

**SUPPLEMENTARY PLANNING DOCUMENT
BOLTON COUNCIL**

March 2012

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SUMMARY

This document is a Supplementary Planning Document (SPD). It provides further details to policies in the Core Strategy, which is the primary source of guidance on planning issues. The SPD is not part of the Statutory Development Plan. However, it forms part of the Local Development Framework and as such will be an important consideration in determining planning applications.

The document is intended to support pre-application discussions about development proposals for the regeneration of the former Horwich Loco Works, although it is designed for use throughout the development control process. Applicants are advised to contact the council to discuss their proposals as early as possible. This SPD should also be read in conjunction with additional adopted guidance depending upon the nature and location of the application proposals.

PART 1: BACKGROUND

Introduction

- 1.1 Horwich is largely an independent township with many industries and amenities, including the Middlebrook Business, Retail and Leisure Park adjacent to which is the Reebok Stadium, the home of Bolton Wanderers Football Club. The former Loco Works site represents a key opportunity to expand the town, enhance the sustainability and vitality of the area and create better public transport links and accessibility to the M61 motorway.
- 1.2 Bolton's Core Strategy designates the Horwich Loco Works as a Strategic Development site to deliver a comprehensively developed mixed use scheme that will make a significant contribution to the employment and housing land requirements of the Borough.
- 1.3 The purpose of this Supplementary Planning Document (SPD) is to provide a robust planning framework within which the area can be successfully developed and to inform potential developers of land use, planning and transportation opportunities and constraints on the site. The SPD considers the existing range of approved strategies and guidance to assemble a set of robust, detailed guidelines and principles by which to successfully develop the former Loco Works.
- 1.4 The SPD builds upon the existing work and consultation which was carried out at the Core Strategy Examination stage. The SPD expands on the adopted Core Strategy policies and sets out a planning framework which is deliverable and achievable.
- 1.5 Development of the site is regarded as both a challenge and an exciting opportunity. Successful realisation of the vision set out in this SPD will create a place where people want to live and work, whilst also creating new prosperity and a source of pride for the local community.
- 1.6 As such it is an exemplar for the Bolton's key brand values:

'Open' – (friendly / welcoming)

- 1.7 This reflects the openness of the people, the spaciousness of the town and the green spaces that surround it. Bolton is, and should aim to be, friendly, welcoming and inclusive.

'Colourful' – (characterful/distinctiveness/interesting)

- 1.8 Bolton has a distinctive history and heritage, as well as many famous characters associated with the town. We should work to maintain and enhance this.

'Sound' – (decent / reliable / trustworthy)

- 1.9 Bolton has an underlying sense of quality and dependability, Bolton is somewhere that people can depend on.

Monitoring and Review

- 1.10 The council will monitor the effects of the SPD. The council is required to monitor its planning policies and the SPD will be included in this process.
- 1.11 The test of the effectiveness of this SPD will be whether the objective of the comprehensive regeneration of the former Loco Works is secured in accordance with the council's aspirations. The council's Strategic Development Unit will monitor all the stages in the development process including any developer selection, obtaining planning permission, construction of the approved development and occupation of the completed units. If there is evidence that the SPD is failing to meet its objectives, it will be reviewed.

Our Vision for the Site

- 1.12 The former Horwich Loco Works represents a major opportunity for the Borough of Bolton in delivering housing and employment needs over the course of the Core Strategy. It will position Bolton as a major Greater Manchester hub for economic prosperity and will be a compelling place to live and relax. New jobs are to be created which will assist in narrowing the gap between the most and least well off.
- 1.13 It is envisaged that due to the nature of office and “high tech” land uses being proposed, this will complement the wide range of education and skills prevalent in the Borough such as professional (university educated), skilled technical/trade (NVQ 3-4) and administration/manual labour (NVQ 1).
- 1.14 The development will create a sustainable community which will be inviting, high quality, sensitively designed and affordable. Up to 1600 new homes will be developed over the lifetime of the project, which is expected to be around 15 years. The new housing areas will create a sense of place, will be designed to high levels of energy efficiency and will consider renewable energy opportunities in accordance with the Core Strategy.
- 1.15 Green infrastructure at Red Moss will be protected and where possible enhanced in association with the Lancashire Wildlife Trust and Natural England. An appropriate level of informal and formal landscaped open spaces will be created and managed for the benefit of the immediate and wider population.
- 1.16 The linkages created will enable pedestrian and vehicular movement through the site, as well as improving public transport facilities.

Vision

- 1.17 ***‘To secure the renaissance of the former Horwich Locomotive Works strategic site as a high quality, sustainable and vibrant mixed-use neighbourhood.’***

Objectives

- 1.18 In support of the Vision the following Objectives have been identified:
- To deliver a high quality, sustainable and comprehensive development comprising around 1600 dwellings and between 7.5 and 15 ha of employment related uses together with open space and supporting infrastructure and services.
 - To create a vibrant, prosperous, environmentally sustainable neighbourhood where people want to live and work, and which reflects the sites heritage
 - To re-connect the strategic site with Horwich Town Centre, Middlebrook and neighbouring areas and to deliver new sustainable transport routes and linkages to support connectivity with the rest of Horwich.

Purposes of the SPD

- 1.19 There are three principal Purposes of this SPD namely:
- To provide guidance for developers and applicants;
 - To support swift and effective decision making by the council on application proposals; and
 - To assist in the delivery of a comprehensive and sustainable development across the site as a whole.

PART 2: POLICY CONTEXT

- 2.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that *“where in making any determination under the Planning Acts, regard is to be had to the Development Plan the determination shall be made in accordance with the plan unless material considerations indicate otherwise.”*
- 2.2 The Development Plan for Bolton comprises both the North West Regional Spatial Strategy (RSS) and Development Plan Documents (DPD) such as the Core Strategy and the Greater Manchester Waste Plan. Bolton Council still has saved policies from the Unitary Development Plan (UDP) which have not been superseded in addition to an Adopted Proposals Map. The emerging Greater Manchester Minerals Plan and Bolton Allocations Plan will become part of the Development Plan, once they are adopted.
- 2.3 Other national, regional and local documents, whilst not forming part of the statutory Development Plan, are also relevant such as topic specific SPD's and Planning Policy Statements/Guidance (PPS's/PPG's).

National Policy

- 2.4 National policy likely to be of relevance to proposals for the regeneration of the former Horwich Loco Works include:
- PPS1 Sustainable Development
 - PPS3 Housing
 - PPS4 Planning for Sustainable Economic Growth;
 - PPS5 Historic Environment
 - PPS9 Biodiversity
 - PPS22 Renewable Energy
 - PPS23 Pollution Control

- PPS25 Flooding
- PPG13 Transport
- PPG14 Development on Unstable Land
- PPG17 Open Space, Recreation and Sport
- PPG24 Planning and Noise

2.5 National planning policy is currently being revised and the Government will shortly issue a National Planning Policy Framework incorporating all national planning policy into a single document.

North West Regional Spatial Strategy

2.6 The 2011 Localism Act contains a provision to abolish Regional Spatial Strategies. The Government is currently considering the environmental effects of abolition. In the meantime, North West RSS (September 2008) remains part of the statutory Development Plan for Bolton. Proposals should therefore demonstrate consistency with these policies where appropriate. The relevant policies are:

- DP1- Spatial Principles
- DP2 – Promote Sustainable Communities
- DP4 - Make the Best Use of Existing Resources
- DP5 - Manage Travel Demand
- DP7 – Promote Environmental Quality.
- DP9 – Reduce Emissions and Adapt to Climate Change.
- EM1 Integrated Enhancement and Protection of the Region's Environmental Assets
- EM5 – Integrated Water Management
- EM15 – A Framework for Sustainable Energy in the North.
- EM16 – Energy Conservation and Efficiency

- EM17 – Renewable Energy
- W3 – Supply of Employment Land
- RT9 - Walking and Cycling

Core Strategy Policies

2.7 The following policies of the Core Strategy are relevant:

Strategic Policies

Healthy Bolton -	H1 Health Facilities
Achieving Bolton -	A1 School provision
Prosperous Bolton -	P1 Employment Sites
	P2 Retailing
	P3 Waste
	P5 Transport
Safe Bolton -	S1 Fear of Crime
Cleaner and Greener -	CG1 Green Infrastructure
	CG2 Sustainable Design & Construction
	CG3 The Built Environment
	CG4 Compatible Uses
Strong and Confident -	SC1 Housing
	SC2 Cultural and Community Provision

The Outer Areas

- 2.8 Of specific relevance to this SPD are Core Strategy policies OA1; M1 and M2 which are therefore reproduced in full below.

Policy OA1

The council and its partners will:

1. *Continue to promote Horwich town centre as being suitable for a mix of retailing, leisure, employment and housing uses.*
2. *Identify Horwich town centre as serving the western part of the borough for retailing.*
3. *Ensure the local centre at Blackrod will continue to serve local needs.*
4. *Concentrate new housing in Horwich town centre, at Horwich Loco Works and at urban infill sites.*
5. *Maintain current Green Belt boundaries.*
6. *Ensure Protected Open Land around Horwich and Blackrod remains undeveloped, except to the west of Horwich Loco Works where development will be allowed to support the regeneration of the Loco Works site.*
7. *Recognise the Community College site at Victoria Road as the principal focus for post-16 education in the western part of the borough.*
8. *Protect significant recreational areas in the West Pennine Moors and around Blackrod, including the Leeds and Liverpool Canal, from adverse development.*
9. *Protect, strengthen and enhance the character of the existing landscape and physical environment, especially the Conservation Areas at Horwich town centre, Horwich Loco Works and Wallsuchas.*
10. *Ensure that development in Horwich and Blackrod respects street patterns, the grain and the form of predominant architectural styles and where possible makes sympathetic use of locally distinctive materials such as stone.*
11. *Ensure that new development does not harm the landscape setting and protects views from public areas to the surrounding landscape.*
12. *Develop new or expanded medical and health facilities at both Horwich and Blackrod.*

The M61 Corridor

Policy M1

Horwich Loco Works will be developed for a sustainable mixed use community primarily for employment and housing.

Policy M2

The development of the Loco Works site will be guided by the following principles in order to ensure that it is economically, socially and environmentally sustainable:

- 1. It must ensure that the impact on the highway network is acceptable.*
- 2. It must provide transport links between Horwich town centre, Middlebrook and the site.*
- 3. It must be well served by public transport, and make effective provision for cycling and walking.*
- 4. It must maximise the potential for sustainable energy sources.*
- 5. Provision of open space will be required to meet the appropriate council standards.*
- 6. The value of the adjoining Red Moss Site of Special Scientific Interest must be protected.*
- 7. New or expanded education services will be provided to cater for the educational needs arising from the development.*
- 8. It should reflect the historic importance of the Horwich Loco Works.*

Community Strategy

- 2.9 The two main aims are to **narrow the gap** between the most and the least well off and to ensure **economic prosperity**.

Other Relevant Guidance

- 2.10 In addition to the planning policy and guidance the following publications should be used as reference material in working up development proposals;
- Building for Life: Delivering great places to live,
 - CABE By design – urban design and the planning system: towards better practice,
 - DTLR Urban Design Compendium 1 & 2, English Partnerships-Secured by Design

PART 3: THE FORMER LOCO WORKS SITE

Site Description

- 3.1 Plan 01 identifies the extent of the area covered by this SPD, a significant proportion of which was formerly the Horwich Loco Works. The heritage section of this document describes the former works in more detail but in essence the site was developed between 1884 and 1892 for the Lancashire and Yorkshire Railway Company, to replace the company's existing cramped locomotive works at Miles Platting in Manchester, utilising production techniques and layouts used at Crewe Works. At its peak the former Horwich Loco Works employed over 3000 staff.
- 3.2 The works closed in 1983 bringing to an end a century of engineering and manufacturing at the site, although the foundry operated in a low key fashion until 2004. Since then the site has been fragmented, both in terms of ownership and usage, and a number of the former buildings have been demolished in whole or part. Plan 02 shows the current extent of buildings within the site. In total these amount to some 57,500sq m (619,000 sq ft) gross floor space and are in varying states of disrepair. A number of buildings are vacant and some of these are in such poor condition as to be incapable of beneficial occupation.
- 3.3 It is estimated that approximately 80% of the buildings are occupied and in some form of active use. Current uses are for a wide range of relatively low grade/low value activities including concrete and steel fabrication, materials recycling, and storage of building materials.
- 3.4 A significant part of the eastern area of the site is occupied by Armstrong's Environmental which operates a materials recycling business. This use has in the past led to complaints from the local community and adjoining businesses in relation to the impact of the use on the amenities of surrounding residential properties and business premises.
- 3.5 In the northern part of the site, adjacent to the existing access off Chorley New Road is Rivington House, a building which originally formed the Chief Mechanical

- Engineer's Office. It is a substantial building which has, in recent years, been refurbished and converted with the aid (in part) of European Grant monies to provide modern office accommodation let on flexible lease terms.
- 3.6 In addition to the buildings themselves, substantial (albeit low key) activity takes place on the open land adjacent to and between the former railway workshop buildings. This use ranges from vehicle parking through to external storage of materials, including those used in association with businesses operating within the buildings.
- 3.7 The overall environmental quality of the built part of the site is low as a consequence of the poor quality and condition of the existing utilitarian buildings; the unsympathetic nature of many of the extensions and alterations carried out over the years and the existing low grade usage (including external storage).
- 3.8 Outside the built part of the site the SPD area includes extensive open land which has been previously developed, much of it in connection with the former railway use. Parts of this have been vegetated on the top soil layer overlying mainly tipped material by self-seeded, low grade trees; these areas include extensive infestation of Japanese Knotweed and Himalayan Balsam, which are highly invasive species.
- 3.9 These parts of the site are also proposed for remediation and development as part of the comprehensive regeneration of the area. A further area of open land, part of which is presently in use for grazing, is to form part of the new areas of public open space needed to support the residential development of the site. The extent of this land is also shown on plan 04. This area also includes a reservoir, formerly used in association with the Loco Works.
- 3.10 Along the northern boundary, in the vicinity of Chorley New Road, is a small area of woodland which is protected by virtue of the Bolton (Brindley Street Horwich) Tree Preservation Order, made by the council in April 2010.

The Site in Context

- 3.11 The site lies in an area characterised by a mix of land uses, on the edge of Horwich. Immediate land uses are to the north, principally residential, including to the north east high density terraced housing developed originally to provide homes for those employed at the works; there is more recent residential development to the north west. To the east/south east is the Middlebrook retail and leisure park, including the Reebok football stadium. This area also contains a range of office and industrial/warehouse uses. To the immediate south is the Red Moss Site of Special Scientific Interest (SSSI), an extensive area of protected open land of high ecological interest, which is also designated as a Site of Biological Importance (SBI).
- 3.12 Beyond this, south of the Chorley/Bolton railway line is open agricultural land, protected as green belt. The M61 is also a strong physical feature in this location.
- 3.13 To the west of the site is a mix of residential development and industrial uses. Horwich town centre is located to the north of the site, approximately 200m to the north of Rivington House and is accessed off Chorley New Road.

Access and Connectivity

- 3.14 Access to the site is currently from two points off Chorley New Road. These are to the north west, adjacent to Rivington House which is the principal access for occupiers of the industrial estate. The second access further to the south east serves Armstrong Environmental Services' recycling business. Both of these are private accesses and unauthorised public access to the site is not permitted; the former Loco Works is privately owned and is effectively a secure site. Accesses from the residential roads running at right angles off Chorley New Road which terminate at the site's northern boundary have been blocked off many years ago.
- 3.15 New and enhanced access arrangements will be required in order to realise the council's aspirations for regeneration of the site as set out in the Core Strategy. In

addition the redevelopment plans provide opportunities to significantly improve pedestrian and cycle connectivity between the site and surrounding communities within Horwich including importantly, the town centre. Public access to the site will also be opened up as a consequence of its redevelopment, to provide new homes, associated public open space and employment opportunities. These matters are discussed in more detail in section 4 below.

Ecological Matters

- 3.16 The site has been the subject of a preliminary ecological investigation including a phase 1 habitat survey and walkover survey. These found that the ecological value of the former Horwich Loco Works buildings footprint, being the upper plateau of hard standing and building areas in the north of the site, is negligible. Possible ecological constraints are limited to the low potential of the buildings to support roosting bats and the potential presence of nesting birds using the buildings, some areas of scrub and trees and also open areas of yard.
- 3.17 The remainder of the site, situated at a lower level than the former Works platform, comprises a range of immature woodland, grassland and aquatic habitats located to the south and west of the main Loco Works site. The ecological value of these habitats varies; the woodlands support assemblages of scrub birds, but they are generally of low ecological value and, in the west, are dominated by invasive species (Himalayan Balsam and Japanese Knotweed) which significantly reduces their biodiversity value and creates a potential threat to the adjacent Red Moss SSSI.
- 3.18 The woodland to the south is generally more botanically diverse, but is still only young woodland. Neither area of woodland is of overriding ecological value.
- 3.19 Water courses are present throughout the presently undeveloped parts of the site and most have good potential to support water voles. Water voles are known to be present in the SSSI and water bodies in the west and east of the site. Surveys will be required to determine the existing distribution across the site and mitigation to provide

- replacement water vole habitat if any water features are affected by the development proposals or associated works.
- 3.20 Three areas of standing water within the site provide reasonable potential to support Great Crested Newts. Surveys are required to determine the presence or absence of GCN prior to works affecting these water bodies, with appropriate mitigation measures if GCN were proved to be present and if the water body were to be lost.
- 3.21 The single most significant ecological constraint upon the redevelopment proposals is the proximity of the SSSI. The favourable conservation status of the SSSI is currently assessed to be vulnerable, based upon Natural England's condition reporting. This is primarily due to detrimental drainage regimes but also due to past landfill events resulting in direct loss of habitat.
- 3.22 An impact assessment specific to the SSSI will be required, and this will necessitate a hydrological survey. A buffer zone, the extent of which will be informed by this survey, will be required around the SSSI in order to protect and enhance the hydrology of the area, and provide complementary habitats to support the species present in the SSSI. The redevelopment proposals therefore offer significant opportunities to contribute to improving the conservation status of the Red Moss SSSI.

Heritage

- 3.23 The developed part of the site comprising the former Loco Works forms a Conservation Area, the extent of which embraces all the existing buildings. The Horwich Locomotive Works Conservation Area was designated by the council in February 2006.
- 3.24 The Conservation Area is the subject of a Management Plan published in December 2007. Since then the context for the future development of the site has changed significantly as a result of the council's adoption of the Core Strategy. The Conservation Area Management Plan identified a total of 11 buildings within the site

- which were considered to make a positive contribution to the character of the Conservation Area. A further eight buildings were assessed as less significant, having a neutral impact on the character of the Conservation Area; whilst five buildings and structures were identified which have a negative impact on its character.
- 3.25 The Conservation Area Management Plan identified that the character of the Works has been adversely affected by the cumulative impact of poor maintenance and uncoordinated alterations, and by the deterioration of the setting; it identified radical change as being necessary in the future. It acknowledged that buildings without occupiers or viable uses are unlikely to be adequately maintained and will deteriorate rapidly. In relation to viability, the Conservation Area Management Plan document highlighted the significant funding gap between the cost of fully repairing/refurbishing the buildings to new uses and their potential end value, and noted that for this to be viable grant funding would be vital.
- 3.26 In 2010 a third party application was made to English Heritage to list the buildings at the former Loco Works. Following a site inspection and consideration of all the issues, English Heritage concluded that the criteria for listing were not fulfilled, and advised the Secretary of State at the Department for Culture, Media and Sport accordingly. The Secretary of State followed this advice and confirmed the decision not to list in August 2010.
- 3.27 The English Heritage Listing report on which the Minister based this decision describes the Horwich Works as of “utilitarian design with a few special characteristics of craftsmanship or decoration”. Many buildings have undergone partial demolition, and other significant changes made including extensions, new openings created and roofs and materials replaced with modern materials. Many railway lines within and connecting the buildings have been removed and virtually none of the original plant or machinery remains in situ. The group value of the former Loco Works was not considered sufficient to elevate the eligibility of the buildings for listing, as selectively the buildings have been significantly compromised by a combination of alterations and extensions, piecemeal demolition and removal of all original plant and machinery.

- 3.28 Since the Conservation Area was designated in 2006 the council has adopted the Core Strategy which now identifies and designates this as a Strategic Site, the mixed use development of which is critical to the achievement of its wider strategy for the Borough.

Technical Issues

Ground Conditions

- 3.29 The site has a legacy of contamination as a result of its historical industrial uses. Horwich Vision Ltd have carried out a desk based study and a site investigation. This evidence is reflected in the Masterplan in this Supplementary Planning Document. A site remediation strategy will be agreed in detail with the council's Environmental Health Officer as an integral part of any planning application.

Services

- 3.30 Existing main services are available within the site and in the immediate locality. Key services are likely to require reinforcement as a consequence of the scale of development proposed at the site, in order to meet future demand. This will be for the developers of the site to pursue with the relevant statutory undertakers.

Drainage and Flood risk

- 3.31 Initial investigations confirm that the site is not at any significant risk of flooding, with the exception of a very small area close to the Middlebrook development. More detailed investigations will be necessary however which will include groundwater monitoring of the lower areas of the site, together with mitigation if necessary; investigation of the existing culverts and measures taken to ensure their capacity is not reduced as a result of the development proposals.

PART 4: MASTERPLANNING THE SITE: KEY DESIGN PRINCIPLES AND POLICIES

4.1 The council's overarching vision is for the regeneration of the former Loco Works site so as to be economically, socially and environmentally sustainable. Accordingly in developing a Masterplan for the site consideration should be given to the following guiding principles and associated policies which the council will use to assess planning proposals for the site.

Accessibility

4.2 The council's objectives set out in Core Strategy policy M2 are that:

1. *Development of the site must ensure that the impact on the highway network is acceptable;*
2. *Development must provide transport links between Horwich town centre, Middlebrook and the site; and*
3. *The site must be well served by public transport, and make effective provision for cycling and walking.*

4.3 The site is accessible from the Strategic Road Network at junction 6 of the M61, providing connections to Salford and Central Manchester, by the A580 and M60/M602, and Preston by the M65 and M6. In October 2010 the Department for Transport (DfT) announced that there will be two schemes for the M60 to deliver major upgrades to relieve congestion (between junctions 8-12 and 12-15) which will have a favourable impact on the capacity of the motorway, and particularly the M60/M61. At a local level, the highway network within the vicinity of the site includes the A673 Chorley New Road, which provides a locally significant connection between Horwich and Bolton. This route currently provides access to the site.

4.4 The operation of the junction of the A673 Chorley New Road with the A6027 to De Havilland Way (Beehive roundabout) is one of historic importance to the council and

- initial studies indicate that an improvement is likely to be required at this location in order to facilitate the development.
- 4.5 Other locations on the local highway network which are likely to require some improvement to mitigate the impact of the scheme include the De Havilland Way/Burnden Way junction and potentially the Chorley New Road/Crown Lane junction and Mason Street. A detailed study of the potential for impact on junction 6 of the M61 will be required, though initial indications are that this is operating within its design capacity. Plan 04 indicates the proposed movement infrastructure.
- 4.6 Transportation planning work to date carried out in support of the Core Strategy's allocation of the former Loco Works as a strategic development site, has indicated preferred access points to serve a redevelopment of the site. These are illustrated on plan 04. This envisages a number of access points with each access point graded as appropriate to reflect their intended purpose within the context of the overall site and the internal network of streets.
- 4.7 Two of these access points utilise existing access arrangements onto Chorley New Road (the main site access and Armstrong's access). A further (most probably pedestrian/cycle) link to Chorley New Road is proposed in broadly the centre of the site. There would also be a new route to the south east of the site connecting in to existing infrastructure serving the Middlebrook development at Aspinall Way. This route would provide access to the strategic road network at M61 J6 as well as providing local links to Horwich Parkway station.
- 4.8 A further linkage to Middlebrook through Mansell Way could be provided to form a "bus only" public transport route into the site, linking with Chorley New Road. This would provide a high level of bus penetration through the site, and deliver enhanced connectivity between Middlebrook, the site and Horwich town centre.
- 4.9 There may also be an option to use Crown Lane to provide enhanced accessibility to the site. The precise access arrangements at this point will need to be explored through the Transport Assessment process in conjunction with the council's Highway Engineers.

Walking and Cycling

- 4.10 The development of the site creates a significant opportunity to deliver a network of direct and traffic free routes for pedestrians and cyclists between local attractors, using links that were previously unavailable.
- 4.11 This will require careful planning of the internal street layout of the development within the Masterplan area, and enhancement of existing routes outside of the site boundary to provide off road pedestrian and cycle links. This may include the diversion of existing public footpaths.
- 4.12 Proposals for development should indicate how connectivity will be enhanced for pedestrians and cyclists between the site and key points including Horwich town centre; Horwich Parkway Railway Station; Blackrod Railway Station; Middlebrook Business Retail and Leisure Park and through to the A6 (Chorley Road).

Public Transport

- 4.13 The development will create an opportunity to improve the scope and coverage of public transport services within Horwich and the surrounding area. As development progresses, bus penetration into the site needs to be facilitated and planned for in a systematic way. As noted above, this may be achieved through the provision of a new bus link between Chorley New Road (at the site's main access) and Mansell Way and/or Aspinall Way within the Middlebrook Retail Park.
- 4.14 The council has an aspiration to complete a Quality Bus Corridor on Chorley New Road, and the development should support this wherever possible. Discussions with the council and Transport for Greater Manchester will be required in order to identify the potential for additional services and/or service diversions, to ensure the site benefits from an appropriate level of bus services, and for this to be phased in line with the development programme.

- 4.15 The proximity of Horwich Parkway and Blackrod rail stations provide an excellent opportunity to ensure the site is well served by rail transport. Transport for Greater Manchester has already identified both of these stations for improvement; these schemes will provide additional parking at Horwich Parkway and improved access to platforms at Blackrod and funding has already been secured. Discussions between the developer and Network Rail will be necessary to consider the potential for improvements to links between the stations and the site, as development progresses. In November 2010 the Department for Transport announced the electrification of the Preston to Manchester line, which will significantly increase the capacity of this line.
- 4.16 Travel plans would be required for non-residential buildings demonstrating how people would be encouraged to walk, cycle and use public transport to access the site.
- 4.17 As described below, a transport assessment will be required to accompany any planning application for development of the site. The assessment will examine the current transport situation in the area around the Loco Works, predict how the transport requirements will change as a result of development, and assess what resulting changes will be needed to accommodate additional journeys. The assessment will also take into account the transport situation should the Loco Works be fully occupied under the current permitted uses.

Policy 1. Accessibility and Sustainable Transport Policies

Proposals for the site should adhere to the following broad principles relating to accessibility:

- *Primary accesses to Chorley New Road and to the southern boundary with the Middlebrook development below Futura Park on Aspinall Way. Secondary routes may be provided from Chorley New Road, providing links to the internal street network*
- *Pedestrian/cycle links from the surrounding public highway network, including Chorley new Road, Middlebrook and possibly Crown Lane.*

- *Using the following strategies to minimise trip generation on surrounding local roads and the M61.*
- *Distribution and hierarchy of streets, spaces and linkages*
- *Public transport strategy- enhancements to the existing public transport network including diversion of services through the site, building on the inherent accessibility of Horwich Parkway and Blackrod Stations and Chorley New Road.*
- *Cycling and Walking Strategy-on and off site provision to enhance attractiveness and connectivity by non-car modes*
- *Sustainable Travel Plans on non-residential buildings to promote the use of public transport, walking and cycling and ITB (Influencing Travel Behaviour) measures as necessary*
- *Parking strategy – identifying design parameters and a range of appropriate parking ratios for the proposed uses*

4.18 Development will be phased as will the necessary on site or off site transport infrastructure as an integral part of a planning application.

Heritage

4.19 As noted above, the current stock of buildings within the site is within a Conservation Area, any proposed demolition of buildings must be approved by the council as local planning authority. Core Strategy policy M2(8) requires all development proposals for the site to reflect the historic importance of the Horwich Loco Works.

4.20 National Policy in PPS5 (Planning for the Historic Environment) sets out a series of policy requirements relating to “heritage assets” (whether these are included within a Conservation Area designation or not). These include the need to provide a description of the significance of the heritage assets likely to be affected and of the impact of the development proposal on them, potentially within the Design and Access Statement.

- 4.21 In considering proposals for the former Horwich Loco Works site which involve significant alterations to or the loss, through demolition of, existing buildings the council will need to give careful consideration to a range of factors including viability considerations; the significance of the building/structure; the availability of grant funding; changing market conditions from time to time; the degree of public benefit that would flow from the proposals and whether the harm to the heritage asset is outweighed by the benefits of bringing the site back in to use. Conservation Area Consent will be necessary for the demolition of any buildings inside the Conservation Area.
- 4.22 Applications which propose the loss of buildings within the former Loco Works site will therefore be required to set out a justification for this in line with the policy requirements of PPS5, specifically policy HE9.2, and having regard to the provisions of the Core Strategy to enable the council to take a balanced decision in the light of all relevant factors. The relevant policy considerations in PPS5 are:
- That substantial harm to or loss of significance is necessary in order to deliver substantial public benefits that outweigh that harm or loss; or
 - That the nature of the heritage asset prevents all reasonable uses of the site; and
 - That no viable use of the heritage asset itself can be found in the medium term that will enable its conservation; and
 - That conservation through grant-funding or some form of charitable or public ownership is not possible; and
 - That the harm to or loss of the heritage asset is outweighed by the benefits of bringing the site back into use.
- 4.23 Work to date undertaken by Horwich Vision Ltd in assessing the feasibility of retaining buildings within the Conservation Area and finding economic new uses which would support their retention in the long term has indicated that few if any of the existing buildings have a viable future. This exercise has been undertaken in conjunction with English Heritage, the Governments adviser on heritage matters. The indicative masterplan therefore proposes a Heritage Core where the focus would be on seeking to retain certain key buildings and striving to find new uses for these which could

- involve commercial, employment and community activities, subject to grant assistance making them viable. More detail on the design approach to this part of the site, which will require further development as proposals emerge, is set out in the Urban Design section of this SPD.
- 4.24 In any event, new development within the former Loco Works site should reflect the historic importance of the former Works in line with Core Strategy M2(8). This requirement relates particularly to the currently developed part of the site rather than those parts of the site which are currently undeveloped.
- 4.25 A wide range of designed responses to achieve this objective are possible. They include the creation of a layout reflective of the strong “grid” or linear character of the site currently; the reflection of key urban design principles in new buildings, for example through simplicity of design, window style and placing, use of materials and roof forms redolent of the current buildings, and careful design of the landscape structure of the site which might echo the nature of the spaces between the buildings and the linear form of layout which presently exists. Clearly it will be vital to ensure any new Masterplan layout secures a high quality living environment for those who wish to live or work within the new development, and all proposals must meet current standards (for example in privacy distances between dwellings and highway standards for safety reasons).
- 4.26 Opportunities also exist in interpreting the site's former use, through the use of interpretation boards, street naming etc; the incorporation of public art and artefacts and potentially the retention and incorporation of existing structures within new buildings or public spaces.
- 4.27 Information submitted with any planning application should include a statement explaining how the heritage issues have been reflected and incorporated in the Masterplan design and, where appropriate, the creation of specific character areas within the site, and the architectural approach to building design.

Policy 2. Heritage Policies

Regeneration proposals should reflect the heritage of the former Loco Works, including:-

- *Adoption of key design principles into locally distinctive design including principles of layout, architectural style, materials, building proportions*
- *Conservation and re-use of key buildings where viable and where new uses can be found. Planning Applications that propose the demolition of buildings which are considered to be Heritage Assets (i.e. buildings within the Conservation Area boundary) should demonstrate compliance with PPS5 policy HE9.2 through the submission of a justification statement.*
- *Incorporation of building facades and/or architectural or historic features within new development where feasible, viable and practical and no viable new use for buildings can be identified or they are unsuitable for conversion.*
- *Interpretation of the former locomotive and industrial uses through a range of means such as incorporating historic artefacts, structures and objects as public art; on site interpretation information and heritage trails; and street names; throughout the strategic site.*

Urban Design

- 4.28 Urban design has a very important role to play in contributing to the successful development on the site in several ways:
- Ensuring that the development has a strong and distinctive sense of place;
 - Creating long term value as an attractive and safe place to live, work and invest;
 - Ensuring that the new development integrates with the existing town in terms of permeability, character and access, community facilities and amenities.
- 4.29 Within the broad land use and principal access framework diagrams illustrated in plans 04 and 05 a series of more specific urban design principles should be followed.

Policy 3. Urban Design Policies

The following section addresses urban design policies which should guide development of the Masterplan for the site.

Scale and massing

The scale and massing of the proposed developments shall be coordinated visually at the outline planning stage. This could be through the creation of virtual massing models.

Layout

An indicative Masterplan layout for the SPD area is shown on plan 05. This is not intended to be prescriptive, but indicates a possible broad disposition of uses within the site having regard to currently known site constraints (including geotechnical), and has regard to the site access strategy, adjoining uses and the importance of connecting the new community with the existing built area and town centre of Horwich. Proposals for the site should therefore conform to the principles shown on the indicative Masterplan unless significant departures are necessary as further information comes to light as a result of further investigation of site conditions, services etc which will justify a different approach.

Design principles – distinctiveness (also see heritage section)

- *Development design should include the use of vernacular materials. Examples may include the use of red bricks, slate roofs and traditional fenestration details.*
- *Development of the Heritage character area should reflect the historic layout of the 'grid' or linear character of the former loco works buildings.*
- *The architectural style of all new buildings should be of a high standard which reflect the character of the locality.*

- *Development design should minimise opportunities for crime and anti-social behaviour*

Principal Access Routes and Streets

- 4.30 These will make a significant contribution to the identity of the development and are important pieces of public realm. As well as their function for carrying vehicular traffic, they are equally important as corridors for pedestrian and cycle movement and in establishing a setting for the built development. The latest guidance in Manual for Streets should be followed.
- 4.31 As a general principle, all roads should be designed as traditional streets, with active frontages, low vehicle speeds, on-street parking and buildings either fronting onto the street or directly overlooking it.
- 4.32 Well planned and managed tree-lined streets enhance property values and encourage pedestrian and cycle use.
- 4.33 Tree planting within road corridors should be the norm, to provide shade, shelter and protection, to reduce the urban “heat island” effect, for visual amenity and for biodiversity reasons.
- 4.34 A series of character area layouts shown on plans 06, 07 and 08 which illustrates the importance of the role played by the movement corridors in defining the sense of place for the whole development.
- 4.35 The treatment of development adjacent to movement corridors should be designed to contribute to the provision of safe, attractive and convenient public realm along all movement corridors. Extensive lengths of blank wall or fence should be avoided, as they create an insecure, intimidating environment. Large areas of car parking, service yards and rear gardens should be sited away from the movement corridors wherever possible.

- 4.36 Pedestrian entrances to buildings should be directly off, or clearly visible from, the street. Buildings should be designed to give good visibility over the streets, entrances and associated open spaces following best practice (such as Secure by Design).

Public Realm including Entrances and Gateways

- 4.37 These have an important function in establishing character and identity. It is important that an appropriate urban design response is delivered to achieve this. This will rely on a combination of site and road layout, building siting and design, design of the public realm, signage and public art.
- 4.38 There are three major entrances, two from Chorley New Road from within the existing town and the third from the southern boundary with the Middlebrook development on Aspinall Way which would help link the site to the railway station and access to the M61 motorway.
- 4.39 There are two other potential entrances, one from the centre of Middlebrook on Mansell Way, which would (if used) be a bus route only, the other off Crown Lane in the north-west corner of the site. These are less important than the other three, but should be marked in a way appropriate to their role, for example by signage, landscape treatment, modest 'gateway' feature, or appropriately sited and designed building.
- 4.40 The north-eastern entrance off Chorley New Road already has a clear identity, defined by the war memorial and the existing buildings of Rivington House, the Water Tower and Stores.

Policy 4. Public Realm Policies

- *Public Realm spaces shall be identified and integrated into the development such as gateways, courtyards, residential and commercial use linkages to public open spaces.*
- *Public spaces shall be created which utilise high quality street furniture, paving, tree planting, lighting and benches*

Housing Development

- 4.41 The site is capable of accommodating a wide range of housing typologies, and so can respond flexibly to varying market demand and social needs.
- 4.42 In urban design terms, all housing should be designed to create a strong and distinctive sense of place, with good permeability and safe, attractive public spaces. These are essential components of places which support successful communities.
- 4.43 This will be achieved by avoiding standardised ‘pattern book’ layouts and designs, and by careful attention to road and site layout, building density, scale and massing, architectural treatment and design of the public realm.

Building Density, Scale and Massing

- 4.44 Widely varying approaches to these are possible within the site depending upon the character areas of the masterplan area. Plans 06,07 and 08 define three possible broad character areas (including the employment area). Those relating to the residential areas are described below.

Higher Density Housing; the “Heritage” Character Area

Heritage Core

- 4.45 A central area close to the existing site entrance off Chorley Road has been identified as a Heritage Core. The broad location of the Heritage Core is shown on plan 05. The intention here, subject to viability, is to retain some of the existing buildings so as to create a large central square. This will provide a clear focal point and public space with a character strongly rooted in the history and heritage of the site. It will establish a clear identity for the development as a whole.

- 4.46 It is intended that this Heritage Core will provide a focus for commercial, employment and community activities, located either in the existing buildings or associated new-build development. The location of this area, central within the development and also close to, and so accessible from, the existing town, will facilitate the integration of the new development and its services and amenities, with the existing town.
- 4.47 The public realm in this area will actively support this integration, with safe, convenient and attractive links for vehicular traffic, cyclists and pedestrians. The main square should be a pedestrian priority space, with traffic routes, parking and service access being sensitively integrated with high quality urban design.
- 4.48 The square should be designed as a flexible, multi-purpose space, suited to a wide range of public uses to create the character of a traditional market place. Design treatment should be simple and robust, with safe, sheltered, areas to encourage pedestrian use, gatherings and events.
- 4.49 It is particularly important that the ground floor uses of the surrounding buildings relate well to the square, with active frontages and both visual and physical connectivity. The design should allow appropriate uses, such as small scale local needs retail, bars, cafes and restaurants to 'spill out' into the public space, to create a lively and commercially vibrant sense of place.
- 4.50 As a large urban space surrounded by large buildings, tree planting should play a prominent role within the central square, providing shelter and a visual foil to the extensive hard surfaces.

Layout and Urban Design Elsewhere within the Conservation Area

- 4.51 Apart from the Heritage Core, all other development within the Conservation Area will be residential.

- 4.52 Layout, scale and massing, particularly in areas of the site closest to the Heritage Core, should reflect its traditional character with a grid layout, linear forms and simple, uncluttered architectural treatment. Pastiche and superficial imitation should be avoided. A robust and disciplined approach to architectural treatment should be adopted, with the proportions, fenestration, materials and detailing reflecting the site's heritage, albeit on a reduced scale compared with the original buildings. Within these general principles a range of 'stylistic' approaches is appropriate, from contemporary to traditional.
- 4.53 Relatively high density within the core 'heritage' area of the site close to Chorley New Road, from around 35 dwellings per hectare up to around 80 units/ha (as the existing terraced housing). The higher density will be appropriate to apartments and particular needs such as a care village, where heights of up to four storeys might be appropriate. Elsewhere, two and three storeys are appropriate.
- 4.54 The layout should provide good permeability along the north-eastern boundary, creating pedestrian and cycleway links to the existing terraced housing off Chorley New Road. The Thirlmere Aqueduct runs close to this boundary and will have a significant impact on the layout of new development.

Medium and Lower Density Housing; the “Suburban” Residential Area

- 4.55 Elsewhere on the site a range of medium and lower densities should be used, ranging from 15 – 35 units/ha, which is typical of the existing housing to the north-west of the site. In terms of layout, the two most important requirements are:
- to provide good permeability so that safe, convenient and attractive connections are created through the site and with the surrounding areas;
 - to ensure a good relationship between the new housing development and adjacent open space, with active frontages, avoiding rear gardens adjoining open space, and allowing a network of footpaths and cycle routes into the open space from the housing areas.

- 4.56 The character of the public realm will be largely dependent on the treatment of road corridors. With lower density development trees and private gardens will have increasing prominence. Where enclosure is required for privacy or security, brick walls should be used.
- 4.57 In general, all public streets and spaces should have active frontages with adjacent housing, windows, doors, front gardens, parking and pedestrian routes providing effective 'natural' surveillance.
- 4.58 Provided that this effective and high quality public realm is established, a wide range of approaches to building scale, massing and architectural treatment is acceptable. It is a large site, with little visual connection to existing urban areas. Density should vary, with the highest density close to the main site entrance and Heritage Core, and lowest density in the south-west, adjacent to open space areas.
- 4.59 The one exception to this is the strip of development between the Heritage Core and the SSSI. This is on prominent, high ground when viewed from the south-west, and has a close relationship with the Heritage Core. A good response would be to adopt the urban design approach from the heritage area to the lower density, larger sized houses in this location.

Policy 5. Housing Policies

- *Planning applications for Housing shall take account of the Core Strategy housing policies SC1, SC2, CG1, CG2, CG3, CG4, S1, P5, M1, M2, OA1 and IPC1.*
- *Estates should be laid out to an appropriate density as identified on the indicative Masterplan layout (plan 05)*
- *Dwellings should be of suitable size, massing, scale and height as not to cause an unacceptable impact on the amenity of existing and proposed occupants. Homes should also be provided with adequate private and amenity space. For further information please refer to the councils more detailed guidance notes PCPN2 and PCPN3.*

- *Subject to viability testing, residential development proposals shall incorporate 15% Affordable Housing. Affordable Housing should be provided in a mix of tenure, dwelling type and location in line with Core Strategy policy SC1 (3).*
- *Housing developments should be integrated and connected with the urban area and Horwich Town Centre by foot, cycle, car and public transport.*
- *The design of highways should be laid in accordance with Manual for Streets.*

Southern Employment Area

4.60 This is a low-lying area that is up to 10 metres lower than the main site in parts. It is more or less integral to the existing Middlebrook development, and forms an important gateway to the Loco Works site. A new road will provide major access to the main part of the site, and access to the employment land through which it passes.

4.61 Development here will be visually prominent from the road, and also provides the 'urban edge' to the large areas of open space to the west. The layout and design of new development should respond to this visual prominence. Building form and cladding should be simple and carefully considered, if possible providing an interesting and prominent landmark feature. It could form a natural extension to Futura Park. Potentially unsightly external areas, such as storage, service yards and extensive parking should be screened by appropriate perimeter treatment. The visual impact of a boundary treatment visible from public areas should be carefully considered, with clearly identified entrances. Large scale, buildings and structures would be acceptable in this location, provided they respond to these guidelines.

Policy 6. Employment Areas Policies

- *Planning applications for Employment uses shall take account of Core Strategy Policies M1, M2, CG1, CG2, CG4, P1, P3, OA1*
- *No more than 20ha (gross) of land shall be allocated for employment uses which shall be primarily B1(a) offices and other B1 uses.*

- *B2 (general industrial) uses may be considered acceptable provided there is a high employment density*
- *A Sustainable Energy Plant may be acceptable to support Core Strategy policy M2(4).*
- *B8 uses in themselves (as opposed to ancillary accommodation) are generally not considered appropriate*
- *The Reserved Matters submission for the employment provision (where this relates to Class B office uses) shall include an evidence based approach to proposals using relevant market and other socio economic information where appropriate. This is in order to offer a distinctive employment development of the site and to complement the councils plans for Bolton town centre as set out in the Core Strategy.*
- *Employment areas shall allow for parking provision, loading bays (if appropriate), landscaping and footpaths to meet relevant council standards*

4.62 A high quality landscaping scheme for the proposed areas of employment development is required along with linkages and connectivity to publicly accessible parks and open spaces within the site

Sustainable Design and Construction

4.63 The council's overarching objective set out in Core Strategy M2 is to secure redevelopment of the site in a way which is "economically, socially and environmentally sustainable." Sustainability is therefore a core theme which should run through all aspects of planning for the sites future use. Potential components of this are described below.

Sustainable Transport

- 4.64 As discussed above under the accessibility heading, transportation planning for the development will encourage the use of sustainable transport to minimise additional vehicular traffic (and hence minimise the need for mitigation on the existing highway network). This will be required as part of the Transport Assessment (TA) and associated Travel Plan to be submitted with any application.

Sustainable Energy

- 4.65 The key objective should be the minimisation of energy demand from new development on the site through energy efficient, low carbon homes and employment floor space. The council will expect applicants to demonstrate their proposals meet Code for Sustainable Homes Level 3 and (for any commercial floor space) a BREEAM rating of “very good” as a minimum.
- 4.66 The opportunity might also exist, in line with Core Strategy policy CG2, for this major development to incorporate a decentralised or renewable energy source to serve the scheme. This might include the potential for Combined Heat and Power (CHP) to serve the development or existing users in the wider local area.

Sustainable Drainage

- 4.67 In line with Core Strategy policy CG2(2) the council will require applicants to demonstrate the sustainable management of surface water runoff from their proposals. As a brownfield site, the former Loco Works development should achieve a run off rate of 50% less than the conditions before development (i.e. the existing position), provided there is no adverse impact on adjacent land, particularly the SSSI.
- 4.68 SUDS as a mechanism for achieving this should be explored as part of the Masterplan proposals, and any planning application must include a drainage strategy to identify how the scheme will manage surface water runoff and the compliance with

this policy, taking into account the adjoining SSSI. This may include the following measures as appropriate: source control in each phase of development; a strategic network of swales and pond/wetlands; and a design which limits discharge rates. Design of SUDS should be in accordance with SUDS Manual (CIRIA Report C697).

Ecology

- 4.69 Core Strategy policy M2(6) requires the value of the adjoining Red Moss SSSI to be protected. Part of the site is also designated as a Site of Biological Importance (SBI). Core Strategy CG1(2) commits the council to safeguarding and enhancing biodiversity by protecting sites of urban biodiversity including trees, woodland and hedgerows from adverse development, and improving the quality and interconnectivity of wildlife corridors and habitats.
- 4.70 A high level ecological baseline study of the existing site has been presented in summary form above. As part of the development proposals the council will expect the Masterplan and associated application documents to identify how the ecological interest in the site is maintained and, where possible, enhanced through the development proposals. This will include the water courses which traverse the site, the SBI and the SSSI.
- 4.71 An ecological appraisal of the site, supported by species surveys as appropriate, will be required to accompany any planning application. The Masterplan should indicate how ecological matters have been addressed, including proposals for mitigation for any loss of ecological value. Ideally the council would wish to see enhancement of ecological interest, and positive benefit arising from the development, including in relation to the Red Moss SSSI.
- 4.72 It is imperative that the development proposals respect the sensitive ecosystems which comprise the SSSI, and incorporate an adequate buffer strip between this sensitive area and any proposed built development. The extent of this buffer strip should be informed by appropriate hydrological survey and is shown purely indicatively on the Masterplan (plan 05). The scope of this survey and measures to protect the SSSI, along with any mitigation measures in respect of ecological interest,

should be the subject of pre application discussion with the Environment Agency and Natural England.

Policy 7. Sustainable Development Policies

Energy

- *Carbon reduction targets shall be met through an appropriate means of building efficiency and renewable energy generation. Minimum requirements are set out within Core Strategy Policy CG2 (1,2,3)*
- *If a planning application for a Combined Heat and Power station is submitted for a location within the SPD site:*
 - *The location of a CHP plant will only be considered acceptable within the Southern Employment Area as identified on the indicative Masterplan.*
 - *The location of any CHP plant should have good access to the highway network.*

In advance of higher targets being stipulated in Building Regulations the council is actively progressing the creation of a City Region/Local Energy Investment Fund (following Core Strategy policy CG2.3) as part of an AGMA approach to spatial energy planning. This framework will assist developers to reduce emissions and/ or producing renewable energy on site through Allowable Solutions which will have been identified in the relevant local area. The draft Allocations Plan identifies the former Loco Works site as a potential district heating network and the developer could contribute to this Fund in lieu of on-site generation.

Water

- *Attenuation rates of 50% less than conditions prior to the comprehensive development commencing should be achieved through a range means including where practicable, SUDS, as such schemes add to biodiversity value and amenity as well as providing suitable storage/attenuation.*

- *Water conservation techniques shall be embraced by the development, such as low flush toilets, grey water recycling, rainwater harvesting.*
- *Middle Brook, Pearl Brook and Nellie's Clough Brook corridors shall be protected by an appropriate buffer zone as agreed with the Environment Agency. Existing open water courses should remain open and opportunities taken, where feasible, to open existing culverts.*

Waste

- *Development and demolition shall adhere to the Waste Hierarchy principles of prevention, minimisation, re-use, recycle, recovery and disposal.*
- *Sustainable Waste Management Plans are required as an integral part of the construction phase. These should include a demolition protocol for reclaiming, reusing and recycling demolished buildings/structures, and also internal and external recycling facilities for the end user of the proposed building/s and land, where feasible and practicable.*

Air Quality

- *Impacts on Air Quality must be mitigated by appropriate means. This will be determined through Environmental Impact Assessment of the proposals.*

Biodiversity

- *Red Moss SSSI should be protected and where possible enhanced with a buffer zone- extent to be informed by ecological, hydrological and landscape studies A sufficient buffer zone should be incorporated as part of the scheme design. Land within the site which is subject to stewardship should form part of this buffer. Red Moss SSSI hydrological regime should be protected, and preferably enhanced with appropriate mitigation.*
- *The potential of the SBI for biodiversity conservation should be protected and the SBI which lies within the boundary of the allocated site included within informal*

green space. Care should be taken in regards to the design principles and public realm to avoid indirect impacts on the sensitive SSSI from new formal open space and new surface water drainage. The integrity of the Green Corridor shall not be physically impaired by urban development, a clear and viable network for species and habitats must remain through the development site.

- *Biodiversity within the site should be sustained, and should be suitably enhanced where possible, as identified from an Ecological Survey.*

Local Facilities and Community Provision

- 4.73 The proposals to enhance connectivity between the site and Horwich town centre are designed to help the development underpin the continued health and vitality of existing retail and other community provision within Horwich, as a result of the increase in population that will arise from implementation of the regeneration proposals. It is not intended that the Masterplan site will include retail provision which could compete with the town centre. In any event significant non-food and food retail provision is available at the adjoining Middlebrook development for higher order purchases.
- 4.74 An element of local needs retail provision within the site will be appropriate, to cater for the day to day requirements of occupiers of the new scheme: this will include for example, newsagents; small scale top up food shopping and similar “corner shop” provision.
- 4.75 In relation to education, primary schools around the site are currently at or close to capacity. The development of significant new housing over the next 15 years will necessitate the provision of further spaces. It is likely that additional local provision will therefore be required within the SPD site, to accord with the council’s Adopted Policy, which may include making provision for a new primary school on site to meet the needs of the development. Discussion will be required with the Local Education Authority over the most appropriate means by which needs arising from the development can be met.

Policy 8. Local Facilities and Community Provision Policies

- *Additional health facilities may be required by way of a commuted sum in lieu of providing health care for future residents of the SPD site. The appropriate contribution will be calculated in accordance with council policy.*
- *A new 2 form primary school may be required to accommodate the additional places arising from the former Loco Works development. If a new location is required within the SPD site, a site of up to approximately 2 hectares (which includes playing fields, buildings and car park) may be required.*
- *A commuted sum may be required for secondary school places to facilitate extensions to existing schools in the catchment area of the SPD site.*
- *A community facility is required by the development. The Heritage Core is well located to potentially meet this need, and this aspect requires further consideration as the planning applications are developed.*
- *Public art shall be secured on site and in line with the councils detailed guidance in PCPN 22.*
- *Other ancillary uses including retail appropriate to the scale and nature of the new sustainable neighbourhoods being created will also be acceptable.*

Neighbourhoods should be cohesive and socially integrated communities where a range of activities can be coordinated and delivered for the good of the locality. The following list of activities are supported and encouraged:

- *Community Allotments*
- *Car sharing communities*
- *Community neighbourhood watch schemes*
- *Community Centre Crèche*
- *Recycling/Waste collection points*
- *Online community web sites e.g. 'Horwich Loco Community Online'*

Policy 9. Green Space Policies

- *Core Strategy policy M2(5) requires the provision of open space to meet council standards. The relevant standards are currently set out in the National Playing Fields Association standards. This will require in the order of 9.6 hectares of recreation open space to be provided within the site, which the Masterplan will need to distribute appropriately to ensure all parts of the site are adequately served. Formal playing fields provision is not required as this is adequately provided for in the local area.*
- *Green Infrastructure/ Recreational Open Space, informed by Bolton Council's standards to be located where appropriate, and should not detrimentally impact on the ecological status of the SSSI.*
- *A hierarchy of public open spaces shall be provided within the masterplan, distributed so as to be safely and conveniently accessible to all parts of the new residential neighbourhoods, to include equipped areas for children's play as well as formal and informal recreation, in line with the councils standards.*

Comprehensive Development

- 4.76 The council requires proposals for the site to be brought forward by means of a single planning application covering the entirety of the SPD area, in order to achieve a comprehensive and viable development and to ensure the timely provision of infrastructure, services, open space and other facilities in a properly coordinated fashion.

Policy 10. Comprehensive Development Policy

The Core Strategy allocates the former Horwich Loco Works as a comprehensive mixed use site. The council will require a single initial application for the entire SPD area in order to ensure its comprehensive and viable regeneration, the timely provision of infrastructure and appropriate mitigation. Development of the site will be

phased and it is essential that all development accords with an overall Masterplan for the site. It must not compromise the overall vision of a high quality, viable, sustainable and vibrant mixed use neighbourhood.

Subsequent development of any part of the site should therefore:

- *Be an integral part of a high quality, sustainable and vibrant mixed use neighbourhood*
- *Not constrain the overall development and viability of the entire site*
- *Contribute to the total cost of all on and off site infrastructure works, including highways and services, education, public open space and other development and planning requirements and obligations necessary for the development of the entire site*

The employment and housing elements of the scheme will be brought forward in an integrated way. Planning applications for development must provide a phasing plan that links the number of houses completed to the amount of employment land made available during the development period.

The amount of employment land should be flexible, and if there is sufficient demand, then subject to viability, the Southern Employment Area could expand on to areas shown for residential uses on Plan 05

Development Infrastructure

4.77 The development shall accord with the Infrastructure Delivery Plan of the Core Strategy which details infrastructure requirements such as:

- Electricity
- Gas
- Water
- Drainage
- Telecoms/broadband

PART 5: IMPLEMENTATION

Application Requirements

- 5.1 The council encourages early pre application discussions with prospective applicants seeking to promote development proposals at the former Loco Works site and will adopt a development team approach. These pre application discussions should also include other key stakeholders such as the Highways Agency, Natural England, English Heritage and the statutory undertakers/service providers.
- 5.2 The council's validation checklist specifies what documents are required to support planning applications. This can be found on the council's website. The extent of supporting studies and reports, as well as their scope, should be prior agreed with the Development Management section of the council to ensure the application can be swiftly validated on submission.
- 5.3 Any substantive proposals for the site are likely to require Environmental Impact Assessment (EIA). Prospective applicants are advised to discuss this with the council at an early stage. A formal Scoping and Screening Request under the Environmental Impact Assessment Regulations should be submitted to confirm the need for and scope of the Environmental Statement (ES).

Land Assembly/CPO

- 5.4 The council wishes to ensure a comprehensive development is possible across the entire SPD site which will be underpinned by the council's use of CPO powers if necessary, in line with the councils formal resolution of June 2010 which established the principle of using CPO powers if necessary to achieve comprehensive regeneration of the area.

Public Consultation/Community Engagement

- 5.5 Applicants should ensure compliance with the council's Statement of Community Involvement which sets out requirements regarding consultation with the local community prior to submission of any major planning application.

Sustainability Appraisal

- 5.6 The SPD expands on the adopted Core Strategy policies. The significant economic, social and environmental effects of the development of the former Horwich Loco Works have been assessed and recorded in the Sustainability Appraisal and Habitat Regulations Assessment of the Core Strategy.