

Local Development Framework



Bolton's Core Strategy
Development Plan Document
Adopted 2 March 2011

Shaping the future of Bolton

Bolton
Council

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1. Introduction

What is the Core Strategy?

- 1.1** The Core Strategy is the key document in the Local Development Framework (LDF). It describes what we want Bolton to look like in the future up to 2026, and the planning policies that will be used to make it a reality. It reflects the spatial aspects of the work of Bolton Council and its partners.
- 1.2** Along with other documents within the LDF, the Core Strategy forms the basis for how planning application decisions are made in Bolton, and replaces the existing Unitary Development Plan (UDP). A site-specific Allocations Development Plan Document is also being worked upon which, once published, will also help guide planning decisions in Bolton on a site-by-site basis. National planning policy also needs to be taken into account in planning decisions, for example Planning Policy Statement (PPS) 1 on delivering sustainable development, PPS3 on housing, and PPS5 on planning for the historic environment. The council will determine planning applications in its role as local planning authority, but the Core Strategy policies refer to the council and its partners to reflect the importance of partners in delivering the policies.
- 1.3** The following diagram shows how the Core Strategy relates to other documents within the LDF folder.

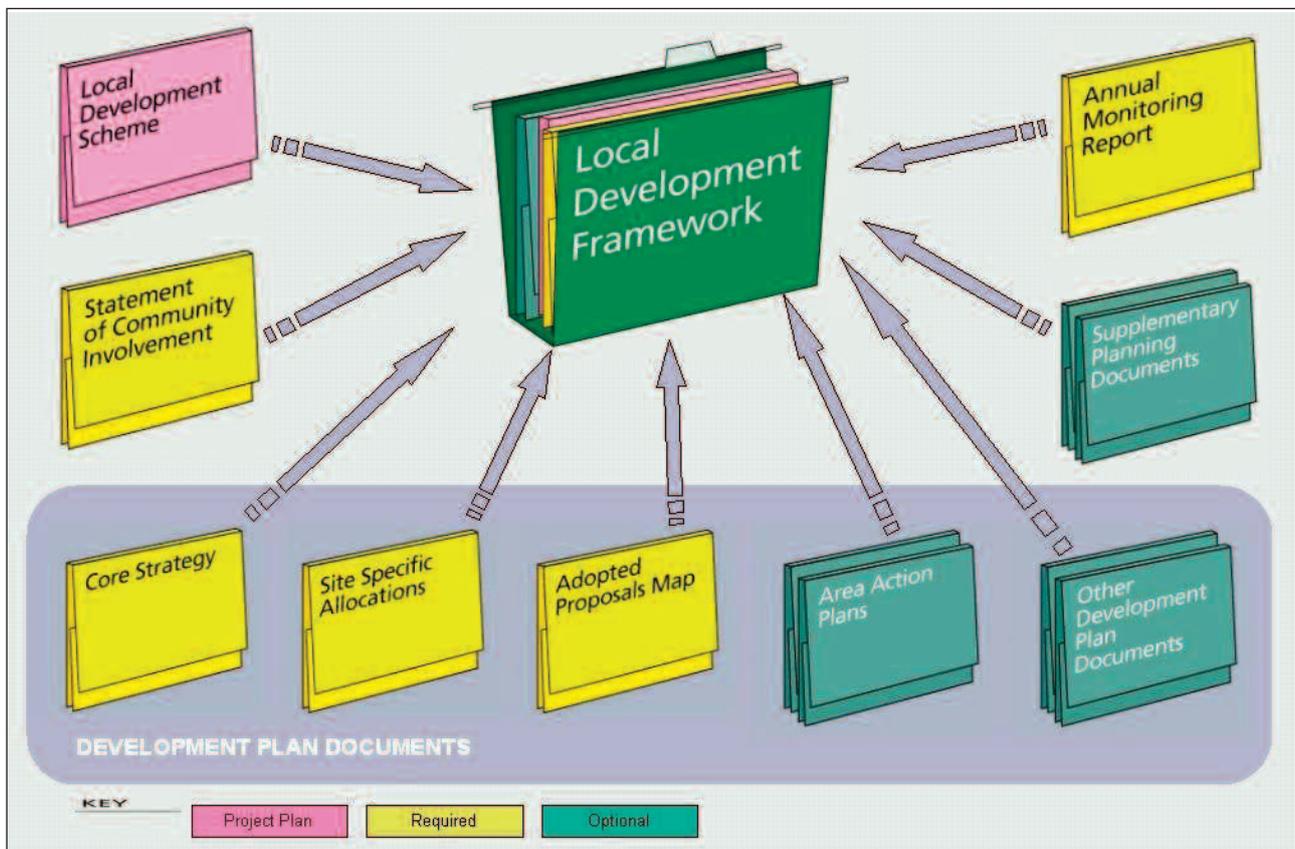


Figure 1.1: The Local Development Framework

- 1.4** This document is Bolton’s adopted Core Strategy and is the result of extensive public consultation, factual evidence collection, a Sustainability Appraisal and policy document reviews prepared by Bolton Council and its partners.
- 1.5** The Core Strategy goes beyond traditional land use planning, bringing together policies for the development and use of land with other policies that influence the nature and function of areas in Bolton. It sets out broad aims for the delivery of housing and other requirements such as employment, retail, leisure, community and essential public services and transport.
- 1.6** This document contains the following information:
- A description of the current state of Bolton and issues that need addressing.
 - The vision and objectives for Bolton’s development over the next fifteen years, including area-specific plans.
 - Information on how policies will be implemented and objectives achieved across Bolton.
 - A key diagram and other illustrations to explain the Core Strategy.
- 1.7** It is important to read this document as a whole, as each of the chapters and themes contained with the Core Strategy are integrated and describe an overall approach to the future spatial planning of Bolton.

Facts and strategies

- 1.8** The Core Strategy has been developed by taking into account information gathered from a wide variety of sources, including studies conducted on behalf of Bolton Council. It also reflects a wide range of relevant council and partner strategies at national, regional and local levels. Appendix 2 contains a full list of the evidence base and strategies used in developing this document.
- 1.9** National policies for the conservation of the historic environment are set out in PPS 5: Planning for the Historic Environment. Guidance on the implementation of this policy is provided in the accompanying Practice Guide.
- 1.10** The following studies and assessments are of particular importance:
- Employment Land Study
 - Strategic Housing Market Assessment
 - Strategic Housing Land Availability Assessment
 - Retail and Leisure Study
 - Open Space Assessment
- 1.11** These strategies have strong links with the Core Strategy:
- Bolton’s Sustainable Community Strategy
 - North West of England Plan – Regional Spatial Strategy to 2021
 - Greater Manchester Local Transport Plan 2006-2011
- 1.12** The Local Development Framework Annual Monitoring Report (AMR) tracks progress on the implementation of spatial planning policies. A wide range of up-to-date background information is contained in the latest version, published each December.

Sustainable development

1.13 Sustainable development is the core principle underpinning planning. At the heart of sustainable development is the simple idea of ensuring a better quality of life for everyone, now and for future generations. The Core Strategy ensures that sustainable development is treated in an integrated way. It considers the interrelationship between social inclusion, protecting and enhancing the environment, the prudent uses of natural resources and economic prosperity.

Stage	Process	Timescale
Key Issues Paper	Evidence gathering, establishing the baseline and initial identification of key issues	Public consultation January - April 2007
Core Strategy Issues and Options Report	Refinement of issues, development of alternative spatial options	Public consultation August - December 2007
Core Strategy Preferred Options Report	Formulation of preferred policy direction	Targeted consultation September 2008 - September 2009
Core Strategy Publication Document	Formulation of detailed policies, submission to the Secretary of State	Publication January 2010 Submission May 2010
Binding Inspector's Report	Independent examination by Inspector	Examination hearings September - October 2010 Inspector's Report January 2011
Core Strategy	Formal adoption	March 2011

Figure 1.2: The stages in preparing the Core Strategy

Geography

- 2.5** About half of the borough is built up, with the remainder being countryside, mainly in agricultural use or open moorland. The key landscape features of the borough are its moorland backdrop, remnant areas of woodland, river valleys and pastoral agricultural land. The undulating topography and rising land of the West Pennine Moors softens the central urban area and provides visual breaks across the large areas of built development.
- 2.6** Urban development is concentrated on a spine through the town centre, leading into the rest of the Greater Manchester conurbation to the south. Bolton is the most significant town centre in the borough, with smaller town centres in Horwich, Farnworth, Westhoughton and Little Lever, and freestanding towns in the west of the borough of Horwich, Westhoughton and Blackrod.

Accessibility

- 2.7** Bolton is more self-contained, in terms of employment and commuting patterns, than other districts in Greater Manchester. The 2001 census showed that 67.5% of economically active residents work in the borough. Although Bolton shows a relatively high level of self-containment, long-term trends show that the level of both out-commuting and in-commuting are increasing. Bolton has an increasing inter-dependency with other districts, especially with directly adjoining districts and Manchester.

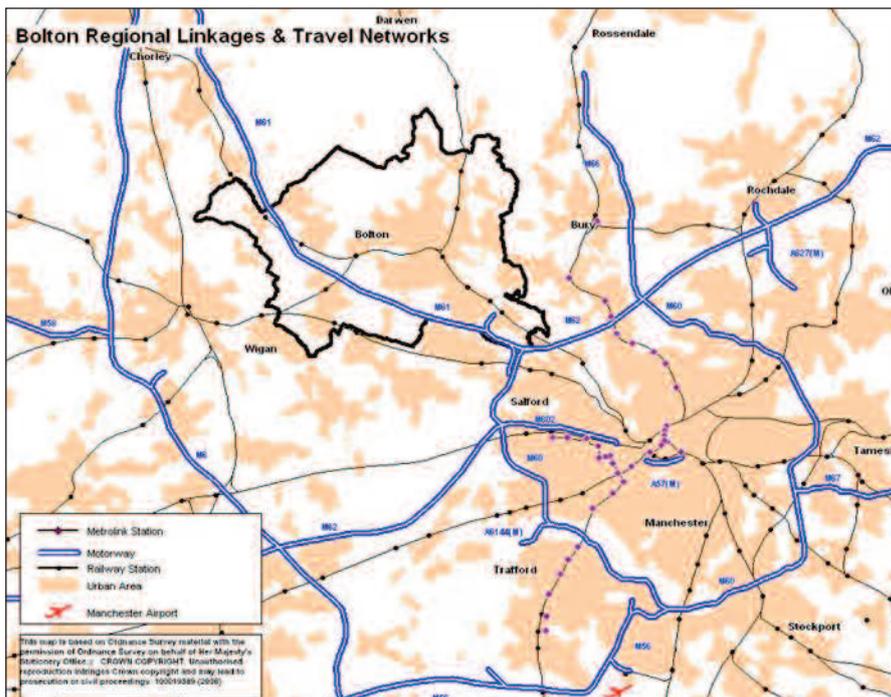


Figure 2.2: Bolton's travel linkages

- 2.8** The borough has good transport communications with adjoining areas and the rest of the country. The M61 motorway provides a link with the M6 to the north of Bolton and the M60 to the south of Bolton. There are eleven railway stations in the borough, with lines to Manchester to the south, and Blackburn, Preston, and Wigan to the north and west. Bolton railway station is the busiest in Greater Manchester, outside Manchester city centre. A steady increase in rail patronage has led to capacity issues on the rail network at peak periods, especially between Bolton and Manchester.

- 2.9** There is an established bus network focussed on the main radial routes into Bolton town centre. Since the start of Local Transport Plan 2, bus patronage has been increasing across Greater Manchester.
- 2.10** A strategic cycle route network has been part-implemented which will form part of Sustrans Regional Route 80 and National Route 50.
- 2.11** In general, monitoring indicates that the highway network in Bolton is not as congested as in the central areas of Manchester, but there are some issues of localised congestion.
- 2.12** Car ownership and usage increased within the borough in the 1990s and continues to grow. However in 2001, 31% households did not have access to a car or van, mainly concentrated in the inner areas.
- 2.13** In 2007/08 all new residential developments were within 30 minutes public transport time of a GP, primary school, secondary school, area of employment and major retail centre. However, only 11% of development was within 30 minutes of Royal Bolton Hospital.

Social characteristics

- 2.14** In mid 2007 Bolton had a population of around 262,300 living predominantly in the main urban areas of Bolton, Farnworth, Kearsley, Horwich, Westhoughton and Turton.
- 2.15** The age profile of Bolton's population is very similar to that of the national profile, although the borough has a higher proportion of children and a slightly lower proportion of older people than England. Around 1 in 5 of the population in Bolton is a dependent child, (aged 0-15), and slightly less than 1 in 5 is of pensionable age, (aged 60+ for women, and 65+ for men).
- 2.16** Bolton's population is projected to increase by around 8% in the next twenty-five years, from 262,400 in 2006, to 282,700 in 2031, according to the 2006-based sub-national population projections. This is a total increase of 20,300 people, with an average gain of 812 people per year. Bolton has an ageing population, with the proportion of the population aged 65 and above set to increase by 51% from 39,600 to 60,000 in 2031, an increase of 816 per year. Bolton's working age population is set to decrease slightly, whilst the number of dependent children is set to increase by 2,100, or 84 per year, throughout that same time period.
- 2.17** 2004-based household projections show that the number of households in Bolton is set to increase by 20%, from 110,000 in 2004 to 132,000 in 2029. This is a total increase of 22,000, or 880 households per year.
- 2.18** Bolton has a diverse population, with 11% belonging to a non-white ethnic group. Most residents feel that people from different backgrounds in Bolton get on well. The most recent census data shows that 20% of people assessed themselves as experiencing some form of long term illness, health problem or disability that limits their daily activities or the work they can do, higher than the England and Wales figure of 18%. In Bolton, death rates are above the national and regional rate and areas of higher mortality are concentrated in central urban areas.
- 2.19** Around 1 in 7 working age adults have no qualifications, a roughly similar proportion to the national average but slightly lower than the regional average. Bolton's Key Stage 2 pupils achieve at the same level or slightly above those in the whole of England and Wales, whereas by Key Stage 4, achievement levels are well below the England and Wales level.

2.20 Recorded crime in Bolton reduced over the period 2003/04 to 2007/08. There have been significant reductions in the perceptions of anti-social behaviour, except concern over teenagers hanging around on the streets. People within the Neighbourhood Renewal Strategy target areas are more likely to report higher perceptions of almost all aspects of anti-social behaviour. Road safety is a continuing aim, and since 2005, child fatalities on roads have decreased.

Economic characteristics

2.21 Unemployment in Bolton increased during the period April 2008 - March 2009, and is above the average for Great Britain. In March 2009, 4.8% of Bolton's resident population claimed unemployment benefit, compared to 4.5% in the North West and 4.0% in Great Britain. Unemployment is unequally spread across the borough with a higher concentration in the deprived central wards near the town centre. Recent trends have seen claimants of unemployment benefit continue to increase to 5.3% of Bolton's resident population by September 2009.

2.22 The amount of land developed for employment purposes increased between 2004 and 2007, but decreased between 2007 and 2009. The total amount of land developed for retail, office and leisure use has increased since 2007 with 69% of this in town centres in 2009.

2.23 Bolton has geological reserves of coal, gritstone, sand, gravel clay and peat. There are active coal and gritstone workings, and the borough must continue to provide an appropriate level of minerals to support economic aspirations at the same time as ensuring that environmental objectives are met.

Renewal areas and deprivation

2.24 Contrasting pockets of deprivation and relative affluence are a feature of the borough. In broad terms, deprivation is concentrated in the inner areas of Bolton and Farnworth, and the more prosperous areas are located in the north and west of the borough. One of the main aims of the Sustainable Community Strategy is to narrow the gap between the most and least well off. Many of the issues in the inner areas are associated with trying to improve existing physical, economic and social conditions. Farnworth has the second largest town centre in the borough, but it is much smaller than Bolton, and focuses on retailing. The inner areas also contain manufacturing employment, mainly in older premises, but with some newer manufacturing development in The Valley to the north of Bolton town centre.

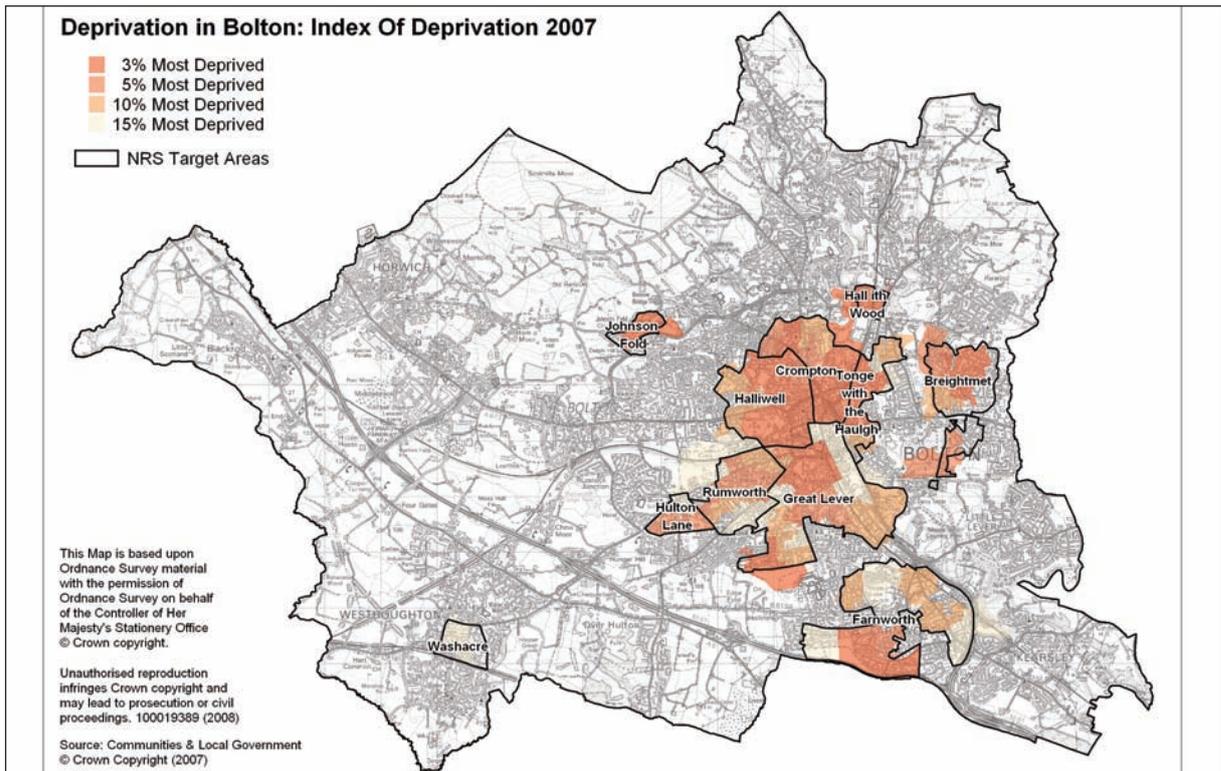


Figure 2.3: Deprivation in Bolton, source: CLG 2007

Environment

2.25 Horwich, Westhoughton and Blackrod, together with the northern and western parts of Bolton, tend to have a better physical environment with fewer social and economic problems than the rest of the borough. The best townscapes are concentrated in the 26 conservation areas, which vary in nature from town centres to former industrial villages and residential areas. All historic buildings and monuments are protected but 26 protected buildings remain at risk. There are many parts of the borough where the visual environment could be improved.

2.26 The borough is characterised by a network of green spaces, some along river valleys and others threaded through the urban area. These are accessible to residents and provide an attractive environment, opportunities for recreation, sustainability and climate change benefits. The borough has a number of specific sites for nature conservation including four nationally recognised Sites of Special Scientific Interest and a network of Local Nature Reserves and locally designated Sites of Biological Importance, and the continued protection of these sites is a key issue. There are also environment benefits from areas of biodiversity and geodiversity outside the designated areas.

Spatial areas

2.27 Some of the above issues apply across the borough as a whole, such as the needs to promote economic prosperity and to enhance our high quality natural and built environment. Other issues are related to specific areas. The areas are as follows:

Bolton town centre

2.28 Bolton town centre is the principal location for employment in the whole borough with an emphasis on retailing, offices and leisure; it is subject to considerable development pressure, and its role within the borough is a vital one.

Renewal areas

2.29 Three localities can be identified within the renewal areas, all on the urban spine of the borough. These are inner Bolton, Farnworth and Brightmet. These areas are the focus for initiatives and require investment and development in order for Bolton to narrow the gap between the most well off people and the least well off.

The M61 corridor

2.30 The M61 motorway provides a link to the M6 to the north and the M60 to the south. There is a major centre of employment at Middlebrook with a mix of retailing, leisure, office and manufacturing. There are also other significant centres of manufacturing in modern premises at Lostock and Wingates, as well as other locations with good access to the M61 motorway. The issues in these areas are to allow for change and to support an expanding economy whilst at the same time conserving high quality environments.

The outer areas

2.31 These areas include the towns of Horwich, Blackrod, Westhoughton and Little Lever, Kearsley and areas of North Bolton and West Bolton. The outer areas include the borough's agricultural areas and open moorland interspersed with built development. This area includes the borough's moorland backdrop, remnant areas of woodland, river valleys and pastoral agricultural land. Where the undulating topography and rising land of the West Pennine Moors meets the urban fringes is of importance.

Links to other areas

2.32 Bolton's relationship with adjoining areas, the rest of Greater Manchester, North West England and further afield is very significant as described above and its context will play a full part in its future development.

2.33 These areas form the spatial basis for the issues, challenges and opportunities described in the next section.

Issues, challenges and opportunities

2.34 Bolton has a clear vision and a committed local partnership of private, public, voluntary, community and faith sector organisations. The Sustainable Community Strategy, “Bolton: Our Vision” provides a route map that will guide Bolton to 2017 and states the following:

“Our vision for Bolton in 2017 is for it to be a place where everyone has an improved quality of life and the confidence to achieve their ambitions.”

2.35 To implement this vision, the Sustainable Community Strategy identifies two main aims:

- **To narrow the gap between the most and the least well off**
- **To ensure economic prosperity**

2.36 The Sustainable Community Strategy also identifies six themes that are described in more detail in the following chapter. The Local Development Framework will be a spatial expression of Bolton’s Sustainable Community Strategy.

2.37 The information from the spatial portrait, monitoring of policy, and the contextual, core and local indicators in the Annual Monitoring Report (AMR) have raised a series of issues, challenges and opportunities.

2.38 The current economic conditions are set to put downward pressures on growth in the North West and the Manchester City Region, with unemployment rising and business conditions worsening in the manufacturing and services sectors. The challenge is to make sure that the city region’s diverse knowledge economy is able to meet the demands of the current economic difficulties. The council is being pro-active in tackling these challenges to enable Bolton to be in the best position to respond to an improvement in the national economy. This influences all the issues and is not separately listed.

2.39 Issues include the following:

- The range of issues related to an ageing population.
- An increasing number of households year on year.
- A gap between the least and most well off, demonstrated by high deprivation levels in some areas.
- Lower life expectancy and higher death rates than the national average.
- Relatively poor educational attainment compared to the country as a whole.
- The imperative to improve accessibility to jobs and services.
- Current poor access to Royal Bolton Hospital by non-car modes.
- The vision to reduce the unemployment rate in the deprived areas.
- The fact that new jobs require higher skills.

- The beneficial economic relationship between Bolton and the city region.
- The opportunities in the town centre provided by planned investment in further education through bringing together the two colleges, and the fast-growing university.
- The vision to provide sufficient and well-located employment land and premises.
- Opportunities that will be provided in the transformed and vibrant Bolton town centre.
- The requirement to satisfy the identified need for facilities for disposal of waste and recycling.
- There are active minerals workings in Bolton and more geological reserves are known.
- Bolton's recorded crime levels are reducing but perception of crime remains high.
- The need to provide facilities for young people.
- To continue to reduce child fatalities on roads.
- The risk of flooding in river valleys.
- To avoid listed buildings on the "at risk" register being demolished or significantly damaged.
- Achieving the best from green space of all types as well as public open spaces and environments.
- The need to achieve reduction of greenhouse gas emissions.
- Improving the built environment especially in the inner areas of Bolton and Farnworth.
- The protection of Bolton's network of sites important for biodiversity and geodiversity beyond the designated sites, and the conservation and enhancement of landscape character and quality.
- The opportunity of providing sufficient and well located housing land to support the Growth Points Bid.
- The demonstrable need for affordable housing.
- To continue to strengthen relationships between established and new communities.

For up-to-date figures contained within this chapter, please see the latest Annual Monitoring Report (AMR), which is available at www.bolton.gov.uk.

3. Spatial vision and objectives

3.1 This chapter sets out a spatial vision and objectives for the Core Strategy, based on the issues identified in the spatial portrait and the priorities expressed in the Sustainable Community Strategy and the Regional Spatial Strategy. A fuller justification for the spatial vision and objectives is set out in Background Document BD1.

Bolton's Sustainable Community Strategy

3.2 "Bolton: Our vision 2007 – 2017" is Bolton's Sustainable Community Strategy. It is the route map that will guide Bolton to 2017, and states the following:

"Our vision for Bolton in 2017 is for it to be a place where everyone has an improved quality of life and the confidence to achieve their ambitions."

3.3 The Sustainable Community Strategy builds on what is already good about Bolton; its location within the region; friendly local communities; diversity and strong public services. The strategy aims to narrow the gap between the most and least well off communities; have an improved town centre; provide good quality leisure and cultural facilities; a pleasant local environment; good schools and colleges, and a thriving university.

3.4 To implement this vision, the Sustainable Community Strategy identifies two main aims:

- **To narrow the gap between the most and the least well off**
- **To ensure economic prosperity**

3.5 The issues identified in the spatial portrait pose challenges which are reflected in these aims. Together they demonstrate Bolton's ambition to seize opportunities for economic growth and investment, whilst ensuring that local people benefit by reducing the inequalities that currently exist.

3.6 Six priority themes support the aims of the Sustainable Community Strategy:

- Healthy
- Achieving
- Prosperous
- Safe
- Cleaner and Greener
- Strong and Confident

3.7 For each theme the Sustainable Community Strategy sets out the actions that the council and its partners need to take to achieve their vision for Bolton in 2017.

The North West Regional Spatial Strategy

3.8 The Regional Spatial Strategy has a two-fold vision, as described below:

“By 2021 we will see a region that has acted to deliver sustainable development, leading to a higher quality of life for all, and reduced social, economic and environmental disparities. Development will be seen in a global context, and the region will contribute to the reduction of carbon dioxide and other greenhouse gas emissions.

“By 2021 we aim to see Manchester and Liverpool firmly established as world-class cities thanks to their international connections, highly developed service and knowledge sectors and flourishing culture, sport and leisure industries. The growth and development of the Central Lancashire City Region as a focus for economic growth will continue, building on the existing individual strengths of the urban centres around commerce, higher education, advanced manufacturing and resort tourism. The economy of Cumbria will be improved. The region’s towns and cities will offer strong and distinctive centres for their hinterlands, with attractive, high quality living environments that meet the needs of their inhabitants. Our rural communities will enjoy increased prosperity and quality of life, whilst respecting the character of their surroundings and natural environment.”

3.9 RSS policy RDF1 places Bolton in the third priority for growth and development, after the regional centres of Manchester and Liverpool, and the inner areas surrounding these centres. It goes on to state that in the third priority, development should be focussed in and around the centres of towns. Policy MCR5 supports the transformation of the local economy, the regeneration of communities and the enhancement of the environment in the northern part of the Manchester City Region.

A spatial vision for Bolton

3.10 The spatial vision and objectives for the Core Strategy take account of the two main aims of the Sustainable Community Strategy, shown in paragraph 3.4. In addition they reflect the Regional Spatial Strategy’s emphasis on climate change.

3.11 In 2026 Bolton will be a sustainable community:

- Bolton town centre will continue to be a vibrant mix of uses and will be the principal location for retailing, leisure, cultural and civic activities. It will make a significant contribution to the 10,000 new jobs to be located in the borough over the next 10 years. It will be a main location for education, especially for those over 16 years old. It will be one of the main locations for new housing development. It will be a focus for transport infrastructure.
- Renewal areas will be transformed by new investment and development. They will be a focus for regeneration including new housing, together with some contribution to new jobs and provision of health, education and community facilities. Renewal areas are in the inner parts of Bolton and Farnworth (including Farnworth town centre), and at Brightmet. These areas require investment and development in order for the borough to narrow the gap between the most and the least well off people.

- The M61 corridor will be the focus for manufacturing and distribution development. In the area surrounding the M61, there is a high level of demand for employment sites, and there is good access for the movement of goods. It is also vital that good public transport, cycling and walking transport links are developed to allow people to access employment opportunities, especially for people living in renewal areas in Bolton, as well as deprived areas outside the borough.
- The high quality visual environments of the outer areas of the borough will be protected and enhanced. There will continue to be smaller scale developments within the urban area for a range of uses where the character of the area and the existing infrastructure allows it. In the rural areas of the borough there will be constraints on most forms of development, either because they are in the Green Belt or will continue to be areas of Protected Open Land. This objective covers a wide range of locations across the borough. In the west of the borough it includes the freestanding towns of Horwich, Westhoughton and Blackrod, together with Heaton, Over Hulton and Lostock; to the north it includes Smithills, Astley Bridge, Bromley Cross and Bradshaw; to the east it includes Little Lever and Kearsley; it also includes the open land between these built up areas.
- Bolton will be playing its full part in achieving the economic, environmental and social potential of Greater Manchester and the North West. Transport links from Bolton to central Manchester and Manchester Airport will be the priority. Links to the national motorway network, the national rail network and to Bury, Wigan, Blackburn and Chorley are also important.

The locations discussed above are all shown on the Key Diagram and are addressed in more detail in chapter 5.

- 3.12** This vision means that new development will be concentrated mostly in the existing urban area, which is defined as all land not in the Green Belt or Protected Open Land in the Unitary Development Plan. The existing Green Belt and Protected Open Land boundaries, delineated in the Unitary Development Plan, will remain unchanged, except in the south-eastern part of the borough where a Green Belt boundary adjustment may be made to provide for Bolton's employment land requirements; and at Horwich Loco Works where some Protected Open Land is included in the development site. The boundary of the strategic employment site will be set out in the Allocations Development Plan Document, but its extent, and any resultant changes in the Green Belt boundary will be informed by up-to-date evidence on the state of the local economy and regional policy.
- 3.13** The strategic objectives flow from this vision and are set out in the rest of this chapter, following the six priority themes in the Sustainable Community Strategy.
- 3.14** A full justification for the spatial vision and the strategic objectives are set out in the background document on the overall spatial approach, Background Document 1 (BD1).

Contingencies

3.15 The Core Strategy considers a 15-year period and this long time frame will inevitably lead to its delivery in changing sets of circumstances. It is a flexible plan; for each policy, or group of policies, there are tables explaining the key delivery items, and how they will be measured. These include how each policy will be flexibly delivered and, where appropriate, phased.

3.16 In addition to the flexibility of each policy, there are overall risks for the delivery of the Core Strategy as whole. Contingencies need to be considered for each of these risks.

3.17 The principal risks of this type, together with the relevant contingencies, are:

A fragile economy and market conditions could result in the quantities of development being below the set targets. This applies especially to the development of housing and land for economic purposes, such as offices, industry, retail and leisure.

3.18 In this set of circumstances, the council will work together with developers and landowners on specific sites, in accordance with the overall strategy, to bring them forward, for example through using the council's own land, using compulsory purchase powers, expediting planning permissions and preparing development briefs. The Allocations Development Plan Document will be used to ensure that deliverable sites are identified for development. In addition, reviews of the Strategic Housing Land Availability Assessment will be used to identify additional sites in line with the spatial strategy and to reassess the priority for development of existing sites. In appropriate circumstances public sector funding may be used to facilitate development of sites. This is an ongoing process that does not have a specific trigger point. The Annual Monitoring Report will assess how serious the implication of this risk is each year.

Lack of public sector investment could threaten the delivery of necessary infrastructure.

3.19 This set of circumstances is more likely to have implications for supporting infrastructure, rather than the quantities of development being below the set targets. The Core Strategy relies on a combination of public sector funding and private sector contributions for the provision of infrastructure. The delivery of infrastructure will be monitored on a yearly basis through the Infrastructure Delivery Plan and the Annual Monitoring Report. They will make an assessment of whether development and infrastructure are being delivered in an integrated way. If development is not being supported by the necessary infrastructure, then the council will need to seek more planning contributions through an updated Supplementary Planning Document subject to viability considerations. The council would also investigate the availability of other forms of funding with stakeholders and partners. This will be assessed on a two-yearly basis, and this will be done for the first time in 2013.

The development of key sites could be delayed resulting in the quantities of development being below the set targets.

3.20 Sites for development for all different types of use in Bolton town centre, the renewal areas and outer areas are likely to be small, and delays in the delivery of individual sites will not have a fundamentally adverse effect on the delivery of the Core Strategy. Other sites can be brought forward that are in line with the spatial vision.

3.21 In the M61 corridor there are potentially fewer and larger sites. The broad location at Cutacre is likely to be the largest single development site for employment development over the plan period. Once this site gets the go-ahead on planning policy grounds there should be very few

barriers to development. The area is in a single ownership of a willing developer. It is currently the subject of opencast coal operations; once these have been completed the area will effectively be ready for any subsequent development that is allowable on planning grounds. If, for any reason, development did not commence within 2 years of the expected adoption of the Allocations Development Plan Document (i.e. by 2014), then the council will investigate the reasons for delay in development at Cutacre and consider whether there is any action that the council or its partners can take. As appropriate, it will work with landowners and developers of other employment land sites in line with the spatial strategy to bring them forward for development. If development had not started by 2017, then this could necessitate a review of the Core Strategy, but this is likely to be necessary by this stage in any case.

- 3.22** The strategic site at Horwich Loco Works is for a mixed housing and employment use. If no development has started on this site by 2014, the council will investigate the reasons for delay in development at the Loco Works and consider whether there is any action that the council or its partners can take to assist its implementation. The Annual Monitoring Report will need to assess whether this is having a fundamental effect on the delivery of the necessary quantity of housing and employment land. If it is, then the council will work with landowners and developers of other sites in line with the spatial strategy to bring them forward for development. In addition, reviews of the Strategic Housing Land Availability Assessment will be used to identify additional sites in line with the spatial strategy and to reassess the priority for development of existing sites. If development had not started by 2017, then this could necessitate a review of the Core Strategy, but this is likely to be necessary by this stage in any case.

Strategic Objectives

Healthy Bolton

3.23 Strategic Objective 1

To maximise access to health facilities, sporting and recreation facilities, and to supplies of fresh food, especially for those living in the most deprived areas, and to increase opportunities for walking and cycling.

Achieving Bolton

3.24 Strategic Objective 2

To provide everyone in Bolton with the chance to learn, by locating over-16 education provision in Bolton town centre, and transforming Bolton's schools and colleges with new buildings and improved services.

Prosperous Bolton

3.25 Strategic Objective 3

To take advantage of the economic opportunities presented by Bolton town centre and the M61 corridor, and ensure that these opportunities benefit everybody in Bolton, including those people living in the most deprived areas.

3.26 Strategic Objective 4

To create a transformed and vibrant Bolton town centre.

3.27 Strategic Objective 5

To ensure that Bolton takes full economic advantage of its location in the Greater Manchester City Region.

3.28 Strategic Objective 6

To ensure that transport infrastructure supports all the aspects of the spatial vision, and that new development is in accessible locations and makes the best use of existing infrastructure.

3.29 Strategic Objective 7

To ensure that Bolton provides for sustainable waste management.

3.30 Strategic Objective 8

To ensure that Bolton provides minerals to support economic growth in an environmentally sustainable way.

Safe Bolton**3.31 Strategic Objective 9**

To reduce crime and the fear of crime, and improve road safety by ensuring that neighbourhoods are attractive and well designed.

Cleaner and Greener Bolton**3.32 Strategic Objective 10**

To minimise Bolton's contribution to climate change and mitigate and adapt to its adverse effects.

3.33 Strategic Objective 11

To conserve and enhance the best of Bolton's built heritage and landscapes, and improve the quality of open spaces and the design of new buildings.

3.34 Strategic Objective 12

To protect and enhance Bolton's biodiversity.

3.35 Strategic Objective 13

To reduce the likelihood and manage the impacts of flooding in Bolton, and to minimise potential flooding to areas downstream.

Strong and Confident Bolton**3.36 Strategic Objective 14**

To provide housing that meets the needs of everybody, reflecting the needs of an ageing population and a growth in the number of households.

3.37 Strategic Objective 15

To focus new housing in the existing urban area, especially in Bolton town centre, council-owned housing areas and in mixed-use developments on existing older industrial sites.

3.38 Strategic Objective 16

To develop mixed communities which encourage community cohesion and ensure access for all to community and cultural facilities.

4. Strategic policies

4.1 This section looks at each of the six Sustainable Community Strategy themes and sets out the policies in the Core Strategy that will contribute to achieving the strategic objectives set out in the spatial vision. Chapter 5 describes how the strategic objectives will be achieved in each part of the borough.

Healthy Bolton

4.2 The Core Strategy has a direct effect on the location of health facilities; Bolton Primary Care Trust has identified key locations for new and improved facilities, which are identified in chapter 5. The provision of health facilities can be partially achieved through planning contributions. Further details are set out in the background document on health, Background Document 2 (BD2).

4.3 As well as direct provision of healthcare, other opportunities that encourage and promote a healthy lifestyle must be taken into account, especially in areas of high health deprivation. These include physical recreation activities and access to sources of fresh food. The need for access for food and physical recreational activities links in with the Prosperous Bolton and Cleaner and Greener Bolton themes, and is addressed in policies under these themes.

Policy H1

The council and its partners will:

1. Support the development of new health facilities in accessible town centre locations, and in renewal areas.
2. Ensure that new developments contribute appropriately through planning contributions to meet the health needs that they generate.

Key Delivery Items – Healthy (H1)

Item	Cost and funding	Who	Delivery	Time Frame
Identification of sites for health centres	LDF budget	Bolton Council	Adoption of Allocations DPD	Completed by 2012
Health centres	Bolton Local Improvement Financial Trust (LIFT); Likely cost information not supplied by PCT	Bolton PCT (some centres combine facilities with other organisations including Bolton Council and the University of Bolton)	Construction of 7 health centres (3 in the programme already completed)	To be completed over up to 6 years to 2015
Royal Bolton Hospital consolidation	Bolton Hospitals NHS Trust funding	Bolton Hospitals NHS Trust	Ongoing redevelopment of RBH site	Not specified (ongoing)

Measuring Delivery – Healthy (H1)

Strategic Objectives met: SO1

Indicators (and targets)

Number of new health centres opened (three new health centres completed between 2009 and 2012).

All age all cause standardised mortality rate (716 in 2009/10, 688 in 2010/11).

Flexibility and phasing

Future NHS funding may be variable, but this policy allows for changes in phasing and specific locations.

Achieving Bolton

- 4.4** A respected university and improving colleges and schools will be central to Bolton's future success. The University of Bolton is focussing its activity on the Deane Road campus in Bolton town centre. The town is making a large investment in further education by moving two major colleges adjacent to the university. These issues are considered in more detail in chapter 5.
- 4.5** Bolton's secondary schools are going through a major reorganisation as part of the Building Schools for the Future and the Academy school programmes. Key locations are described in chapter 5.
- 4.6** Bolton's primary schools are going through a period of reorganisation funded by the Primary Capital Programme. The plans for reorganisation include some school closures. Any new school sites that are required in the future will be in locations that are accessible to the local community that they serve.
- 4.7** There are strong links to the Prosperous Bolton theme of the Sustainable Community Strategy and to the economic objectives of the Core Strategy. A well-educated and trained workforce will make a major contribution to Bolton's future economic success.
- 4.8** New developments generate additional requirements for education and training facilities.

Policy A1

The council and its partners will:

1. Support the development of secondary schools in accessible locations along transport corridors and in renewal areas.
2. Support the development of primary schools in locations accessible to the communities they serve.
3. Re-use any redundant school sites to support regeneration priorities.
4. Ensure that new developments contribute appropriately through planning contributions to meet the educational and training needs that they generate.

Key Delivery Items – Achieving (A1)

Item	Cost and funding	Who	Delivery	Time Frame
Identification of secondary school locations	LDF budget	Bolton Council	Adoption of Allocations DPD	Completed by 2012
Secondary schools; implementation of Building Schools for the Future (BSF)	Phase 1: £82.9 million funding to refurbish and rebuild a first phase of six secondary schools Phases 2 & 3: £80 million each (subject to approval)	Bolton Council / Local Education Partnership (joint LEP with Blackburn)	Construction and refurbishment of secondary schools Phase 1: 6 schools; Westhoughton, Ladybridge, Little Lever, Bolton Muslim Girls, Sharples and Smithills secondary schools Rumworth and Firwood special schools have also been accelerated to phase 1 due to Rumworth's current co-location with Ladybridge, and Firwood's future relocation to the site of Bolton St Catherine's Academy in Brightmet, with Withins and Top o'th' Brow schools Phases 2 & 3: 5 schools in each phase	1st phase completed by 2012
Secondary schools; Academies	Funding from academies programme and partner organisation	Bolton Council with third party partners	Construction or refurbishment of 3 secondary schools	Ongoing (various)

Key Delivery Items – Achieving (A1) (continued)

Item	Cost and funding	Who	Delivery	Time Frame
Primary schools	Primary Capital Programme Phase 1: replacement/expansion of 19 schools Phase 2: further works to be confirmed, to include at least one new school	Bolton Council (some faith schools)	Construction and refurbishment of primary schools	Phase 1 2009-11 Phase 2 commencing 2012 onwards (exact timings to be confirmed)
Further Education		Bolton College, Bolton Sixth Form College	Colleges relocation to town centre university site	Currently being implemented due for completion by 2011

Measuring Delivery – Achieving (A1)

Strategic Objectives met: SO2

Indicators (and targets)

New secondary schools completed.

The number of working age people qualified to NVQ Level 3+ (49.5% in 2008/09, 50.9% in 2009/10).

Flexibility and phasing

Future funding for education provision may be variable, but this policy allows for changes in phasing and specific locations.

Prosperous Bolton

4.9 The Core Strategy will help to implement a prosperous Bolton in a number of different ways. The Core Strategy can make sure that jobs are provided in accessible locations in a range of different sectors; it provides an integrated approach to ensure that employment provision is supported by the necessary infrastructure; it can make sure that there are an adequate supply of minerals and appropriate facilities for sustainable waste disposal.

Employment land

4.10 The Core Strategy proposes to provide for between 145ha and 165ha of employment land between 2007 and 2026. 155ha would represent an average annual rate of development of 8.2ha, a small decrease on the long term average rate of development of 8.44ha per annum over the twenty-two years to 2007, a slightly larger decrease on the ten year average (10.9ha) and the five year average (12.52ha). This falls below the 175-195ha of demand for employment land that the Bolton Employment Land Study and the Greater Manchester Employment Land Position Statement identified up to 2026. This reflects the lack of sustainable and deliverable sites, and the need to avoid strategic change to the green belt. It does, however, meet the objectives of the Community Strategy and the Core Strategy itself. The distribution of land is shown in the table below, and this is described in further detail in chapter 5. This scale of development would necessitate a change to the Green Belt boundary along the M61 corridor. Any changes to the Green Belt will be set out in the Allocations Development Plan Document and this will take into account up-to-date evidence on the state of the local economy and regional policy. A broad location for employment development in the vicinity of Cutacre tip is the optimum location, and the reasons for this are set out in Background Documents 4 and 9.

Location	Quantity of employment land to 2026 / ha
M61 corridor	105-110
Bolton town centre	25-35
Renewal areas	15-20

Figure 4.1: Quantities of employment land across the borough

4.11 Additional land for manufacturing will be concentrated in two broad areas: along the M61 corridor and in renewal areas. Along the M61 corridor, the Horwich Loco Works will have an emphasis on knowledge-based production. To meet the requirement for land in the M61 corridor, a further single strategic employment site is needed for general industrial and distribution uses. Further details of this are set out in the section of chapter 5 that covers the M61 corridor. Opportunities will be taken for redevelopment in existing industrial areas along the rest of the M61 corridor. Within renewal areas, new development opportunities for manufacturing will be limited, but there are existing employment locations, especially mills, that can be redeveloped for manufacturing or for mixed uses. Existing locations for manufacturing in renewal areas, and elsewhere, will be protected from development for other purposes, unless they are detrimental to the environment of the surrounding area, or no longer meet modern employment needs.

4.12 Office developments will be concentrated in Bolton town centre, especially in the Bolton Innovation Zone, Merchant's Quarter and Church Wharf. The town centre will be the principal location for financial and professional services, and the Innovation Zone will be a location for knowledge-based employment, benefiting from the location of the university and colleges. The Horwich Loco Works will have an element of knowledge-based office employment linked to manufacturing.

- 4.13** Distribution uses will be concentrated along the M61 corridor where there is good access to the strategic road network.

Policy P1

The council and its partners will:

1. Identify a range of employment sites for new development with a total area of between 145ha and 165ha up to 2026.
2. Safeguard existing employment sites where they are compatible with residential amenity and contribute to the sustainability of communities in which they are situated. Where they are not compatible, mixed uses will be encouraged to retain an element of employment.

Key Delivery Items – Employment (P1)

Item	Cost and funding	Who	Delivery	Time Frame
Allocations DPD	LDF budget	Bolton Council	Adoption of Allocations DPD	Completed by 2012
Assessment of planning applications	Planning Control budget and fees	Bolton Council	In line with PC targets	Ongoing
Develop 145-165 ha for employment use as follows: <ul style="list-style-type: none"> • M61 corridor: 105-110 ha • Bolton town centre: 25-35 ha • Renewal Areas: 15-20 ha 	Private sector finance	Developers, landowners and employers with public sector assistance	Existing planning consents, development briefs and site marketing	Ongoing up to 2026
Safeguard existing employment sites	LDF budget	Bolton Council	Development management	Ongoing
Ensure a constant supply of at least 50 ha of employment land	LDF budget	Bolton Council	Annual monitoring	Ongoing

Measuring Delivery – Employment (P1)

Strategic Objectives met: SO3, SO4, SO5

Indicators (and targets)

Amount of employment land developed (8ha annually on average).

Employment land supply (50ha to be available at any one time).

Losses of employment land to other uses.

Flexibility and phasing

The development of employment land should be constant through the plan period, but monitoring will establish whether this is the case.

Retail and Leisure

- 4.14** The Core Strategy proposes to increase the quantity of retail floor space in the borough, concentrated mostly in Bolton town centre. This reflects the objective of creating a transformed and vibrant town centre, as well as complying with Government advice contained in PPS4. This approach is supported by the findings of the council's Retail and Leisure Study. This identifies a requirement up to 2026, of between 9,200 and 11,000 square metres for 'convenience' goods and between 74,300 and 134,600 square metres for 'comparison' goods, in addition to schemes that already have planning permission. This additional floor space should be developed after 2016. The study identifies localised deficiencies in convenience shopping in Westhoughton, Little Lever and the northern parts of the borough around Egerton and Bromley Cross, as well as the need to identify easy access to facilities by people facing social exclusion including access to fresh foods.
- 4.15** A transformed and vibrant Bolton town centre is essential to Bolton's prosperity. The quality and scale of retailing will ensure that Bolton town centre is vibrant, safe, active and prosperous. It will act as a retail centre to serve the whole of the borough, as well as a wider catchment area. There is existing capacity within the town centre for further retail development, and this will provide for most of the additional comparison floor space. The Retail and Leisure Study also shows that Bolton town centre needs more high quality retail units, building on developments that have recently been completed or are proposed at the Market Place and Central Street.
- 4.16** Outside Bolton town centre, the town centres of Farnworth, Westhoughton, Horwich and Little Lever play an important role in serving their parts of the borough. The Retail and Leisure Study shows that there could be some need for some additional floor space in Farnworth, Westhoughton and Horwich but this will be limited in line with the strategy of concentrating most retail development in Bolton town centre. Little Lever town centre is smaller, but nevertheless fills a crucial role in that part of the borough. New shops to serve local communities will also be concentrated in the defined district and local centres; these centres are identified in chapter 5 on the areas of Bolton and are listed in the table below.

Sub-regional town centre	Bolton
Town centres	Farnworth Westhoughton Horwich Little Lever
District centres	Chorley Old Road Astley Bridge Brightmet Harwood
Local centres	Deane Road Derby Centre Tonge Fold Daubhill and St Helens Road Halliwell Road Tonge Moor Road Blackrod Bromley Cross Kearsley

Figure 4.2: Town, district and local centres across the borough

- 4.17** Some large, specialist shops selling bulky goods have special requirements in terms of retail space and parking provision that may make them inappropriate for them to be located in centres. In these cases, edge-of-centre sites, especially around Bolton town centre, will be favoured over other sites. The planning document PPS4 describes the issues to be taken into account in considering planning applications for shops outside centres.

Policy P2

The council and its partners will:

1. Identify a range of sites for new retail development to allow for a comparison goods floor space of up to 130,000 square metres after 2016, concentrated in Bolton town centre.
2. Concentrate bulky goods retailing on the edge of centres, especially Bolton town centre.
3. Plan for additional convenience goods floor space of up to 10,000 square metres in town, district and local centres where local communities have good access.

Key Delivery Items – Retail and Leisure (P2)

Item	Cost and funding	Who	Delivery	Time Frame
Allocations DPD	LDF budget	Bolton Council	Adoption of Allocations DPD	Completed by 2012
Assessment of planning applications	Planning Control budget and fees	Bolton Council	In line with PC targets	Ongoing
Provide up to 130,000 square metres of comparison goods floor space	Private sector finance	Developers, landowners and employers with public sector assistance	Existing planning consents, development briefs and site marketing	2016-2026
Provide up to 10,000 square metres of convenience goods floor space	Private sector finance	Developers, landowners and employers with public sector assistance	Existing planning consents, development briefs and site marketing	Ongoing up to 2026

Measuring Delivery – Retail and Leisure (P2)

Strategic Objectives met: SO3, SO4, SO5

Indicators (and targets)

Total amount of comparison retail floor space developed (65,000 square metres of additional floor space in each five year period after 2016).

Amount of retail floor space completed in, and out of, defined centres.

Bolton and Farnworth town centres prime yield data.

Flexibility and phasing

There should be minimal additional comparison retail floor space constructed before 2016, and there will then be a constant level of development from 2016 to 2026, but monitoring will establish whether this will be the case.

Tourism and leisure

4.18 Bolton has a varied tourism offer due to its rich heritage, proximity to the countryside and good transport links. Bolton's proximity to Manchester is a positive asset, as is its sporting and celebrity profile. Significant potential exists to raise the profile of Bolton as a visitor destination, particularly amongst business and conference visitors. The Tourism Development Plan sets out the overall vision for tourism in Bolton.

4.19 Policies for tourism are detailed in chapter 5 for the areas of Bolton. Tourism and leisure attractions will be concentrated in Bolton town centre, making the most of the existing visitor attraction at Bolton Museum and Aquarium, and the potential for new visitor attractions, such as a cinema and swimming pool. Bolton’s countryside is also of value in attracting tourists. Tourism facilities will be developed, provided that they do not affect the rural character and open nature of the countryside.

The following rural locations are of particular importance:

- The Manchester Bolton and Bury, and Leeds and Liverpool canals.
- Smithills Hall and Estate.
- Locations associated with Samuel Crompton at Hall i’ th’ Wood and Firwood Fold.
- The Croal-Irwell Valley.

Sustainable waste management

4.20 Bolton needs to provide for sustainable waste management. The Core Strategy will provide a framework for maximizing Bolton’s contribution to Greater Manchester’s approach to regional self-sufficiency in facilities for treating its own waste and utilise the principle that communities should take responsibility for their own waste. All waste management facilities should be developed in line with the principles of the waste hierarchy (reduce, reuse, recycle, energy recovery and disposal). They should also conform to the overall spatial strategy of concentrating waste treatment facilities in regeneration areas and along key transport corridors. This will enable facilities to be close to the locations that are generating waste and have access to good transport links, although it must be ensured that this is not to the detriment of residential areas.

4.21 The Greater Manchester Joint Waste Development Plan Document (JWDPD) will identify and safeguard sites within appropriate locations for a range of waste management facilities, to meet this need within acceptable social, economic and environmental parameters. The JWDPD will include consideration of facilities for all sources of waste. However as the provision of waste management facilities for municipal waste has been addressed through a contract with Viridor-Laing, the primary focus of the waste plan is on facilities to handle commercial, industrial, construction and demolition wastes. It will be based on a comprehensive assessment of waste needs.

4.22 The Core Strategy sets down a spatial framework for waste management in Bolton, and the JWDPD will interpret this on a more detailed basis across Greater Manchester. Sustainable waste management must support the economic and environmental objectives of the Community Strategy.

Policy P3

The council and its partners will:

1. Keep to the principles of the waste hierarchy, giving priority to waste minimization, and re-use and recycling of waste materials.
2. Locate facilities for waste management primarily concentrated in regeneration areas and along key transport corridors.

Key Delivery Items – Waste (P3)				
Item	Cost and funding	Who	Delivery	Time Frame
Greater Manchester Waste DPD	Planning Delivery Grant, corporate funding for remainder of the process	Bolton Council/ GM districts/ GMGU	Adoption of GM Waste DPD	Completed by 2012
Greater Manchester PFI contract	Private Finance Initiative	Bolton Council/8 other GM districts /GMWDA Viridor Laing (Greater Manchester) Limited	New municipal waste management facilities	Contract for 25 years, commencing 2009.
Assessment of planning applications	Planning Control budget and fees	Bolton Council	In line with PC targets	Ongoing

Measuring Delivery – Waste (P3)

Strategic Objectives met: SO7

Indicators (and targets)

Capacity of new waste management facilities by type (self sufficiency for waste capacity in Greater Manchester).

Amount of municipal waste arisings and managed by waste type, recycled, composted and energy recovery.

Flexibility and phasing

Future demand for waste management facilities may be variable, but this policy allows for changes in phasing. Specific locations will be considered through the Greater Manchester Joint Waste Development Plan Document.

Minerals

4.23 Bolton has geological resources of coal, gritstone, sand, gravel, clay and peat. There are active coal and gritstone workings, and the borough must continue to provide an appropriate level of minerals to support economic aspirations, whilst ensuring that environmental objectives are met. In the case of gritstone, sand and gravel, the borough must maintain an adequate land bank and a steady supply of aggregates in order to meet regional quota. The ten Greater Manchester districts are currently preparing a Joint Minerals Development Plan Document.

- 4.24** Minerals can only be worked where they occur, so it is not possible to apply the overall Preferred Spatial Option to mineral workings. The strategic approach will be to identify specific sites, preferred areas, or areas of search for minerals, and these will be identified in the Minerals Development Plan Document. It is expected that any requirement for a particular mineral would be met primarily from within these areas. Known resources of minerals will be safeguarded through the identification of Mineral Safeguarding Areas and appropriate safeguarding policies in the Minerals Development Plan Document. The council will promote the use of recycled and secondary aggregates.
- 4.25** Development for minerals workings will conform to national policies for minerals extraction. Developers will need to ensure that minerals workings are within acceptable social, economic and environmental parameters. Minerals must be transported in the most sustainable way possible. There must be effective restoration and aftercare of all temporary mineral sites.

Policy P4

The council and its partners will:

1. Maintain an adequate landbank of aggregates to make a contribution towards the maintenance of Greater Manchester's share of the regional production of aggregates.
2. Identify sites, preferred areas, or areas of search for gritstone mainly in the northern, upland parts of the borough; for sand, gravel and coal they will be identified mainly in the southern lowland parts of the borough.
3. Safeguard known resources of minerals, and existing and planned infrastructure that supports mineral exploitation including facilities for manufacturing and the handling, processing and distribution of substitute recycled and secondary aggregate material.

Key Delivery Items – Minerals (P4)				
Item	Cost and funding	Who	Delivery	Time Frame
Greater Manchester Minerals DPD	Corporate funding	Bolton Council/ GM districts/ GMGU	Adoption of GM Minerals DPD	2012
Assessment of planning applications	Planning Control budget and fees	Bolton Council	In line with PC targets	Ongoing

Measuring Delivery – Minerals (P4)

Strategic Objectives met: SO8

Indicators (and targets)

Production of primary land-won aggregates on a sub-regional basis.

Production of secondary/recycled aggregates on a sub-regional basis.

Flexibility and phasing

Future demand for minerals may be variable, but this policy allows for changes in phasing. Specific locations will be considered through the Greater Manchester Joint Minerals Development Plan Document.

Accessibility and transport

- 4.26** The provision of a high quality transport network is vital to the economic prosperity of the borough and the ability of residents to access all the new jobs that are being created. It is also vital to the achievement of objectives relating to all the other themes to enable people to access health, education and community facilities, and to ensure that the use of transport does not adversely affect the climate.
- 4.27** The Greater Manchester Local Transport Plan sets out the objectives and priorities for transport in Greater Manchester as a whole. The approach of the Core Strategy in concentrating most development in the urban area will ensure that new development is in locations that are accessible by public transport, cycling and walking and is therefore in accordance with the Greater Manchester Local Transport Plan.
- 4.28** Maximum parking standards are currently set out in Appendix 3.
- 4.29** Individual developments should take into account transport considerations and policy P5 sets these out. Safety considerations are contained in policy S1. Detailed requirements will be set out in a supporting SPD.

Policy P5

The council and its partners will ensure that developments take the following into account:

1. Accessibility by different types of transport, prioritising pedestrians, cyclists, public transport users over other motorised vehicle users.
2. The design of developments to enable accessibility by public transport.
3. Freight movement for industrial and storage uses.
4. Servicing arrangements.
5. Parking, including parking for cycles and powered two-wheelers, in accordance with the parking standards set out in Appendix 3.
6. The transport needs of people with disabilities.
7. The requirement for a Transport Assessment and Travel Plan with major trip generating developments.

Key Delivery Items – Accessibility (P5)

Item	Cost and funding	Who	Delivery	Time Frame
Allocations DPD	LDF budget	Bolton Council	Adoption of Allocations DPD	Completed by 2012
Assessment of planning applications	Planning Control budget and fees	Bolton Council	In line with PC targets	Ongoing
Implementation of Local Transport Plan	GMPTE, Bolton Council	Bus and rail providers, GMPTE	Local Transport Plan 2 runs until April 2011	Up to 2011
Implementation of Local Transport Plan	GMPTE, Bolton Council	Bus and rail providers, GMPTE	Local Transport Plan 3	2011 to 2020

Measuring Delivery – Accessibility (P5)

Strategic Objectives met: SO6, SO10

Indicators (and targets)

Proportion of new residential development within 30 minutes public transport time of areas of employment (100%).

Flexibility and phasing

The council will apply this policy flexibly by considering it as part of an assessment of the costs and benefits of a development.

Safe Bolton

- 4.30** The Core Strategy's most important direct contribution to reducing crime and the fear of crime is through the design of new development. A contributory factor to improving safety is to create and sustain a sense of place that enables people to identify with their surroundings or locality. This can be achieved through appropriate layout, high quality architecture, good lighting and landscape design. In considering design, the council will take into account national advice as currently set out in the Government publication "Safer Places – the Planning System and Crime Prevention."
- 4.31** The Core Strategy also has a significant indirect role to play in reducing crime. The availability of affordable housing and good access to training and employment are key components in the fight against crime. The Core Strategy's approach of concentrating investment and development in town centres and regeneration areas will ensure that resources are being directed towards those areas with the highest crime rates, to try and reduce them.
- 4.32** Making our roads safer also has a key role in promoting a safer Bolton. The Core Strategy will maximise road safety in new development and influence where investment in safety schemes takes place. The Core Strategy follows the approach of the Greater Manchester Local Transport Plan in directing investment towards locations with the worst safety record.

Policy S1

The council and its partners will:

1. Ensure that the design of new development will take into account the need to reduce crime and the fear of crime.
2. Promote road safety in the design of new development.
3. Target expenditure on road safety to locations with the worst safety record.

Key Delivery Items – Safe (S1)

Item	Cost and funding	Who	Delivery	Time Frame
Safer design of buildings/developments	Part of development design cost	3rd parties with GM Policy (Architectural Liaison Unit)	3rd parties (developers)	Ongoing
Road safety through new street design (as per Manual for Streets)	Developers	Developers, with advice from highways officers and planning control officers	Developers, Bolton Council (Highways Dept.)	Ongoing
Expenditure on road safety measures e.g. traffic calming (humps, chicanes, build outs), crossings, junction improvements	Bolton Council's local safety scheme highways capital programme. LTP funding c£700,000 pa in Bolton. Development management funding, planning contributions	Bolton Council	Through LTP2 (and later equivalents)	Ongoing

Measuring Delivery – Safe (S1)

Strategic Objectives met: SO9

Indicators (and targets)

Recorded data for Bolton key crimes (10% below the 2006/7 baseline in 2010/11, 15% below in 2011/12, and 25% below in 2017/18).

Number of people killed or seriously injured in road collisions (55% below the 1994/8 baseline in 2010/11, and above national targets in 2011/12 and 2017/18).

Flexibility and phasing

The council will apply this policy flexibly by considering it as part of an assessment of the costs and benefits of a development.

The council will regularly monitor the locations with the worst safety record and allocate funds accordingly.

Cleaner and Greener Bolton

4.33 Spatial planning is of fundamental importance for delivering sustainable development at a local level in a changing global context. The council is committed to improving environmental quality, and addressing and minimising the causes of climate change. Sustainable development and climate change issues are addressed directly through the Cleaner and Greener theme in this section, but also form an underlying thread through all the Sustainable Community Strategy themes expressed within the Core Strategy. The policies in the Cleaner and Greener section are split into four linked topics:

- Strategic Cleaner and Greener policies.
- Improving the environmental performance of new development.
- Guiding design within the built environment.
- A policy for compatible land uses.

4.34 Bolton's rural areas provide a significant element of the borough's green infrastructure, providing locations for biodiversity, recreation and agriculture, and supplying a cooling effect for the urban areas during hot weather. Ensuring that the rural areas remain an attractive setting for the urban areas will help in assisting a good environment for economic investment. These rural areas extend across the borough boundaries: the moorlands form part of the West Pennine Moors area extending into Chorley, Blackburn with Darwen and Bury districts; the Irwell Valley extends into Bury and Salford; and lowland agricultural areas extend into Salford, Wigan and Chorley. The Core Strategy will ensure that the rural areas of the borough are protected from substantial new development. The blanket bog habitats within the West Pennine Moors are a recognised resource for mitigating climate change. If poorly managed they can act as carbon dioxide producers but proper management allows them to act as carbon dioxide sinks. The positive management of land will ensure that these areas fulfil their potential for biodiversity, recreation, decreasing flood risk and combating climate change. It will also ensure that river valleys are protected and improved, offering opportunities for recreation, biodiversity, climate change mitigation and adaptation including flood risk.

4.35 Green infrastructure in the urban area is important for biodiversity and recreation, and provides a vital element in the visual environment. Urban open space includes parks and gardens, informal greenspace, allotments, cemeteries and graveyards, civic space and playing fields. An Open Space Assessment has been carried out for the borough, providing a key piece of evidence for formulating policies on green infrastructure in the urban area.

4.36 The need to ensure that new development is resilient to the effects of climate change is addressed through a spatial approach that minimises susceptibility to flooding and incorporates green open space. Surface water run-off from existing and new development in Bolton has the potential to increase flooding in areas downstream. The council has carried out a Strategic Flood Risk Assessment jointly with the other nine districts in Greater Manchester. This assessment has shown that the risk from river flooding in Bolton is relatively low when compared with other boroughs, but that there are some locations that may be at risk of river or sewer flooding.

4.37 The need to produce renewable energy, for both domestic and commercial consumption, has been identified in the Regional Spatial Strategy, which states that the capacity for renewable energy in Greater Manchester should grow from 153.2MW in 2010 to 288.4MW by 2020. Across the borough, freestanding energy installations, on-site micro-generation, combined heat and power, and district heating schemes will be encouraged. This approach will be embedded

into the principles of the energy hierarchy by, in the first instance, concentrating on minimising energy requirements and then improving energy efficiency, lessening reliance on fossil fuel-based energy and ultimately reducing carbon dioxide emissions.

- 4.38** The Association of Greater Manchester Authorities Decentralised Energy and Zero Carbon Buildings Spatial Planning Study (see Appendix 2) shows that a co-ordinated approach to planning energy infrastructure across the City Region is required to build a successful low carbon economy, and recommends that: “A spatial energy plan should be developed for the city region, working at a number of different levels, and identifying strategic projects to be taken forward” (page 6). Bolton will play its part in contributing to regional and sub-regional targets to reduce carbon emissions and deliver decentralised, renewable and low carbon heat and energy networks, and will work with other local authorities to achieve these aims.

Policy CG1

The council and its partners will:

1. Safeguard and enhance the rural areas of the borough from development that would adversely affect its biodiversity including trees, woodland and hedgerows, geodiversity, landscape character, recreational or agricultural value; or its contribution to green infrastructure, reducing flood risk and combating climate change.
2. Safeguard and enhance biodiversity in the borough 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.
3. Safeguard and enhance parks, gardens, allotments, civic spaces, cemeteries and playing fields and improve the quality and multi-functional benefits of these assets.
4. Allow some development on informal green spaces in the urban area, provided that it allows for the improvement of remaining green spaces and helps to meet the strategic objectives for housing.
5. Reduce the risk of flooding in Bolton and other areas downstream by minimising water run-off from new development and ensuring a sequential approach is followed, concentrating new development in areas of lowest flood risk.
6. Work towards minimising energy requirements, improving energy efficiency, lessening the reliance on fossil fuel-based energy and reducing carbon dioxide (CO₂) emissions.
7. Maximise the potential for renewable energy development and encourage proposals that contribute towards the renewable energy targets set out in the Regional Spatial Strategy.

Key Delivery Items – Cleaner and Greener (CG1)

Item	Cost and funding	Who	Delivery	Time Frame
Assessment of planning applications	Planning application fees	Bolton Council Planning Control	In line with Planning Control targets	Ongoing
Allocations DPD	LDF budget	Bolton Council	Adoption of Allocation DPD	Completed by 2012
Environment Strategy 2009	Sustainable Development Team Budget	Bolton Council Sustainable Development Team	Bolton Council and Partners	Completed in 2009

Measuring Delivery – Cleaner and Greener (CG1)

Strategic Objectives met: SO10, SO11, SO12, SO13

Indicators (and targets)

Net gain or loss in sites of biological importance (no net loss).

Satisfaction with parks and open spaces (2010/11: 75%, 2012/13: 78%).

Flexibility and phasing

The council will apply this policy flexibly by considering it as part of an assessment of the costs and benefits of a development.

Sustainable design and construction

4.39 The planning system has a vital role to play in addressing the global issues of climate change, particularly through adaptation and mitigation in the built environment. Reducing greenhouse gas emissions is important, especially those of carbon dioxide (CO₂). In line with national targets, new residential development will need to be zero carbon by 2016 and non-residential development by 2019. A key way to address the need to reduce carbon dioxide emissions is to encourage the incorporation of renewable and low carbon technology into new development but this is not always feasible. Alongside low carbon micro-generation, investment in decentralised smaller-scale and larger-scale renewable energy generation will be needed to supply our future energy needs. These requirements have been explored through the AGMA decentralised energy study, which utilises a variety of case studies to show how CO₂ reductions can be achieved in different scenarios, and the use of off-site and allowable solutions. This study recommends that a City Region investment fund should be set up to: “enable the development of large scale stand-alone renewable energy generating schemes, which would result in greater CO₂ emission reductions at a lower cost to the developer.” Bolton will work with other local authorities to achieve these results, and the council will take a positive approach in supporting investment in the local area by Energy Service Companies (ESCos), working with its partners to achieve these aims.

- 4.40** Reducing CO₂ emissions is only one aspect of dealing with effects of climate change. It is also important to include a set of comprehensive policies within the Core Strategy to manage development. This will ensure Bolton is a sustainable place to live that is resilient to the effects of climate change.
- 4.41** The risk of flooding is increasing due to development with impervious hard landscaped surfaces, combined with more extreme and changing weather patterns brought about by global climate change. The benefits of the sustainable management of water include reducing the risk of flooding, reducing pressures on water treatment and supply facilities, supporting cooler microclimates and lowering environmental and economic costs.
- 4.42** The Code for Sustainable Homes (CSH) and the Buildings Research Establishment Environmental Assessment Method (BREEAM) are widely accepted rating systems for assessing the environmental performance and sustainability of homes and buildings. The council has produced a Supplementary Planning Document (SPD) that provides advice and guidance on how sustainable construction techniques and renewable energy can be incorporated into new development. This SPD will be updated to reflect new techniques and advice on a frequent basis.
- 4.43** It is anticipated that the national targets and standards for energy efficiency, CO₂ reductions, sustainable design and construction and onsite renewable energy production will increase throughout the plan period. Developers are encouraged to be mindful of this, and are strongly encouraged to implement higher standards than stipulated below, in advance of more rigorous targets being set.
- 4.44** The council has taken a two-stage approach for managing the aspects of sustainable development. The main policies will be implemented immediately, supplemented by the second stage policies once the City Region investment fund for renewable energy is established, as recommended by the findings of the AGMA decentralised energy study. A pragmatic policy approach with area-wide minimum and maximum targets allows flexibility to be factored in, based on the types of development expected during the plan period and improves the feasibility and viability for different building types. This will help Bolton to decouple growth from CO₂ emissions, and to contribute towards the low carbon economic area.

Policy CG2

The council and its partners will:

1. **Ensure that all development proposals contribute to the delivery of sustainable development, being located and designed so as to mitigate any adverse effects of the development and adapt to climate change by incorporating high standards of sustainable design and construction principles.**

The following two policies (CG2.2 and CG2.3) are applicable unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable. Scheme viability shall also take into account:

- The reduction in energy bills from the renewable energy technology over its life time.
- The equivalent cost on the environment for the additional carbon dioxide generated by not installing the renewable energy technology.

2. **Ensure that all proposals for 5 or more residential units, or 500m² or greater non-residential units:**

- a) Achieve Level 3 of the Code for Sustainable Homes or the “very good” BREEAM rating (or any subsequently adopted set of national sustainable construction standards).
- b) Incorporate appropriate decentralised, renewable or low carbon energy sources to reduce the CO₂ emissions of predicted regulated and unregulated energy use by at least 10%. The most appropriate technology for the site and the surrounding area should be used. For the purposes of calculating the CO₂ emissions, an energy assessment which includes a carbon budget should be provided for the proposed development.
- c) Demonstrate the sustainable management of surface water run-off from developments. On brownfield sites the rate of run-off should be 50% less than conditions before development. On greenfield sites the rate of run-off should be no worse than the original conditions before development.

The following policy clause will be implemented once the City Region investment fund has been established:

3. **Ensure that all proposals for 5 or more residential units, or 500m² or greater non-residential units:**

- a) Achieve the minimum targets for carbon reduction as outlined in the AGMA Decentralised Energy Study (table shown below).
- b) Connect to existing or planned/potential decentralised and/or power schemes, where appropriate.

Where these minimum standards can not be met on site, the use of allowable solutions and contribution into the City Region investment fund will be allowed.

Policy CG2 (continued)

Table based on AGMA decentralised energy study:

Planning designation	Minimum CO ₂ reduction targets from decentralised infrastructure				Proposed allowable solutions
	2010 - 2016		2010 - 2021		
	Minimum target (% of regulatory target)	Maximum target (Unregulatory target %)	% of regulatory target	Unregulated target %	
Target 1: Network expansion area	See policy CG2.2	80%	35%	balance % (regulated) 80% unregulated	Developer contribution to network expansion linking existing buildings
Target 2: Electricity intense area	See policy CG2.2	42%	100%	80%	Developer contribution to local installations or City Region investment fund
Target 3: Micro generation area	See policy CG2.2	34%	100%	80%	Developer contribution to local installations or City Region investment fund

Table assumptions:

1. CO₂ reduction targets are measured against Building Regulations part L 2006 baseline.
2. Unregulated energy use is to be estimated using the National Calculation Methodology for building types.
3. Allowable solutions could include on/near site technologies or offsite 'allowable' solutions.

Definitions:

Network expansion area: locations where the proximity of new and existing buildings creates sufficient density to support district heating and cooling.

Electricity intense area: locations where the predominant building type has an all electric fit-out, creating high associated CO₂ emissions.

Micro-generation area: locations where lower densities and a fragmented mix of uses mean that only building scale solutions are possible.

Key Delivery Items – Sustainable Design and Construction (CG2)

Item	Cost and funding	Who	Delivery	Time Frame
Assessment of planning applications	Planning application fees	Bolton Council Planning Control	In line with Planning Control targets	Ongoing
Refresh of Sustainable Design and Construction SPD	Bolton Council Staff time	Bolton Council	Preparation to commence in 2010	Completed by 2011

Measuring Delivery – Sustainable Design and Construction (CG2)

Strategic Objectives met: SO7, SO10, SO11, SO12, SO13

Indicators (and targets)

Per capita reduction in CO₂ emissions in Bolton (2010/2011: -10%, 2012/2013: -15%, 2017/2018: -26%).

Flexibility and phasing

The council will apply this policy flexibly by considering it as part of an assessment of the costs and benefits of a development.

The built environment

4.45 An attractive built environment makes an area a pleasant place to live and work. Spaces and places affect our every day activity and the Core Strategy will ensure that new development within Bolton is locally distinctive and sustainable, taking into account layout, density, height, massing, architectural style, materials and landscaping. The Core Strategy gives more detailed design policies for each area in chapter 5.

Policy CG3

The council and its partners will:

1. Expect development proposals to display innovative, sustainable designs that contribute to good urban design.
2. Conserve and enhance local distinctiveness, ensuring development has regard to the overall built character and landscape quality of the area.
3. Require development to be compatible with the surrounding area, in terms of scale, massing, grain, form, architecture, street enclosure, local materials and landscape treatment including hard and soft landscaping and boundary treatment. Historical associations should be retained where possible.
4. Conserve and enhance the heritage significance of heritage assets and heritage areas, recognising the importance of sites, areas and buildings of archaeological, historic, cultural and architectural interest and their settings.
5. Ensure development is designed in an inclusive manner which is accessible and legible to all, regardless of age, gender, background or disability.
6. Encourage the incorporation of design measures into new developments that allow adaptation and resilience to the impacts of climate change and extreme weather events and also to reduce the threat of fuel poverty, through the careful selection of aspect, layout and massing, and by making buildings increasingly energy efficient.
7. Maintain and respect the landscape character of the surrounding countryside and its distinctiveness. Any soft landscaping and landscape enhancement schemes should enhance biodiversity and be compatible with the nearby landscape character types identified by the Landscape Character Assessment.

Key Delivery Items – The Built Environment (CG3)

Item	Cost and funding	Who	Delivery	Time Frame
Assessment of planning applications	Planning application fees	Bolton Council Planning Control	In line with Planning Control targets	Ongoing

Measuring Delivery – The Built Environment (CG3)

Strategic Objectives met: SO11, SO12

Indicators (and targets)

CABE “Buildings for Life” standard for well designed homes and neighbourhoods.

Flexibility and phasing

The council will apply this policy flexibly by considering it as part of an assessment of the costs and benefits of a development.

Compatible uses

- 4.46** New developments can have a significant impact upon their surroundings. Whether these impacts are acceptable or not will depend on the nature of the surroundings. In turn it is important to avoid siting sensitive development close to other uses which may have impacts upon it, or which might lead to restrictions on those uses, or costly changes to reduce their effects.
- 4.47** The contamination, or instability, of land is also a consideration for development proposals. Bolton has a rich industrial and mining heritage and, because of this, land is likely to be affected by contamination or instability. It is important that contamination and instability issues are identified and addressed early in preparing proposals for a site. Remediation should remove unacceptable risk and make the site suitable for its new use. When approving planning applications, the following will also be taken into consideration:
- Water supply.
 - Agricultural land quality.
 - Archaeological designations.
 - Protection of natural resources.
- 4.48** Applicants are advised to consult PPS23: Planning and Pollution Control, PPS23 Annexes 1& 2 and PPG14: Development on Unstable Land.
- 4.49** The issue of flooding is covered in a strategic manner through policy CG1 of the Core Strategy.

Policy CG4

The council and its partners will:

1. Ensure that new development is compatible with surrounding land uses and occupiers, protecting amenity, privacy, safety and security.
2. Development should not generate unacceptable nuisance, odours, fumes, noise or light pollution, nor cause detrimental impacts upon water, ground or air quality.
3. Development proposals on land that is (or is suspected to be) affected by contamination or ground instability must include an assessment of the extent of the issues and any possible risks. Development will only be permitted where the land is, or is made, suitable for the proposed use.

Key Delivery Items – Compatible Uses (CG4)

Item	Cost and funding	Who	Delivery	Time Frame
Assessment of planning applications	Planning application fees	Bolton Council Planning Control	In line with Planning Control targets	Ongoing

Measuring Delivery – Compatible Uses (CG4)

Strategic Objectives met: SO10, SO11, SO12, SO13

Indicators (and targets)

Percentage of rivers good / fair (an improvement over the baseline of 90%).

Flexibility and phasing

The council will apply this policy flexibly by considering it as part of an assessment of the costs and benefits of a development.

Strong and Confident Bolton

Housing

- 4.50** The Core Strategy is a key determinant in quantity, location, quality, type and tenure of new housing. It also has an influence on improving the existing stock where public sector funds are used. The Regional Spatial Strategy sets down the minimum number of houses to be provided in Bolton to 2021 as 578 per annum, and indicates that the same level is appropriate between 2021 and 2026. It also states that in Bolton a minimum of 80% of new housing should be on Brownfield sites. The council has carried out Strategic Housing Market Assessments (both at a local level and jointly with other districts across Greater Manchester) and a Strategic Housing Land Availability Assessment.
- 4.51** The Core Strategy will plan for an average of 694 additional dwellings per annum between 2008 and 2026, an overall total of 12,492 dwellings. This is above the minimum level specified in the approved Regional Spatial Strategy and reflects the factual evidence from the Housing Market Assessments and the Sustainable Community Strategy aim of creating housing that meets Bolton's needs. This figure will need to have a degree of flexibility to enable the higher rate of housing delivery required in Bolton as part of the Greater Manchester Growth Point.
- 4.52** The location of new housing will reflect the overall spatial option of concentrating development in Bolton town centre, renewal areas and at Horwich Loco Works. There will continue to be some development in the outer areas where it is in character with the surrounding area and where there is adequate infrastructure. The Transforming Estates programme will provide new housing on sites in council-owned housing areas, as part of an integrated approach of transforming the physical environment, and fostering community and economic regeneration. This programme will be concentrated in regeneration areas and some of it will be on greenfield sites. Other greenfield sites, not in the Transforming Estates programme, are unlikely to be developed. Mill sites will be a source of land for housing, especially in the renewal areas, and the Action Plan for mills that the council has prepared will provide evidence to guide the future uses of specific sites. The New Growth Point for Bolton is based on a fourfold approach of locating housing in Bolton town centre, Horwich Loco Works, on mill sites and through the Transforming Estates programme. The distribution of housing will be in accordance with the table below.

Location	Percentage of new dwellings to 2026
Bolton town centre	10-20%
Renewal areas	35-45%
Horwich Loco Works	10-15%
Outer areas	20-30%

Figure 4.3: The distribution of housing across Bolton

- 4.53** The Housing Market Assessments have provided an evidence base to inform the required mix of housing types. This shows that there is a requirement to construct more larger houses than has recently been the case, as well as to continue to provide for the increasing proportion of small households. It also projects an increase of nearly 40% in the number of people aged over 65 by 2027, and an increase of over 50% in the number of people aged over 80. This will have an influence on the need to design houses that can accommodate older people. People from black and minority ethnic communities in Bolton have similar housing requirements to the rest of the population.

4.54 The Bolton Housing Needs Survey, which is part of the Housing Market Assessment, shows that there is a need to increase the provision of affordable housing to 35% of new housing, split 75% social rented housing and 25% intermediate housing. The planning contributions element of this is addressed in the Infrastructure Plan.

4.55 The Core Strategy must address the housing needs of gypsies and travellers, and travelling show people. Gypsy and Traveller Accommodation Assessments have been completed both for the North West region and Greater Manchester.

Policy SC1

The council and its partners will:

1. Identify a range of housing sites for additional provision of 694 dwellings per annum between 2008 and 2026.
2. At least 80% of housing development will be on previously developed land in accordance with the Regional Spatial Strategy; the Transforming Estates programme will provide up to 20% of housing development on Greenfield land.
3. Ensure that 35% of new housing is affordable, broken down into 75% for social renting and 25% for intermediate housing. All developments which incorporate open market housing and with a capacity of 15 or more dwellings should ensure that provision of affordable housing is made. On previously developed land 15% of total provision should be affordable and in the case of Greenfield land 35%. A lower proportion and/or a different tenure split may be permitted where it can clearly be demonstrated that development would not be financially viable and affordable housing provision is being maximised.
4. Ensure that for market and social rented housing, about 50% of dwellings are 3-bedroomed or larger, and no more than 20% (for market housing) or 10% (social rented) are 1-bedroomed. Ensure that for intermediate housing about 20% of dwellings are 3-bedroomed, and no more than 40% are 1-bedroomed.
5. Ensure that new housing has a density of at least 30 dwellings per hectare, and achieve higher densities where possible taking into account local character.
6. Provide an adequate supply of sites for gypsies and travellers, and travelling show people, taking into account such considerations as proximity to local services, the amenity of adjoining occupiers, the effect on the environment and the strategy of concentrating development in the existing urban area.

Key Delivery Items – Housing (SC1)

Item	Cost and funding	Who	Delivery	Time Frame
Allocations DPD	LDF budget	Bolton Council	Adoption of Allocations DPD	Completed by 2012
Assessment of planning applications	Planning Control budget and fees	Bolton Council	In line with PC targets	Ongoing
Development of 694 dwellings per annum	Private sector finance, Transforming Estates programme, Growth Point programme	Developers and landowners, registered social landlords, Homes and Communities Agency, Bolton Council	Existing planning consents, development briefs and site marketing	2008 - 2026
Gypsy, traveller and travelling showpeople provision	Council budget, gypsy and traveller site grant via HCA, private resources	Bolton Council, private developers	Provision of additional plots and pitches including the allocation of sites in the Allocations DPD	Up to 2016 and beyond

Measuring Delivery – Housing (SC1)

Strategic Objectives met: SO13, SO14

Indicators (and targets)

Net additional dwellings for the current year (694 per year).

Net additional dwellings total subdivided into Bolton town centre, renewal areas, Horwich Loco Works and outer areas.

Percentage of new and converted dwellings on previously developed land (80%).

Percentage of new dwellings completed at more than 30 dwellings per hectare (gross).
Affordable housing completions (243 per year).

Flexibility and phasing

The development of new dwellings should average 694 per year throughout the plan period. The other indicators are also expected to be broadly constant. Monitoring will determine whether this is the case. If the development of new dwellings falls significantly below the target for several years, the council will work with other implementation bodies to bring forward more housing on sites which conform to the overall strategy.

Cultural and community provision

4.56 The Core Strategy can achieve community cohesion in a number of different ways. It must take into account the needs of different groups in the borough, including different ethnic groups, age groups and faith groups. It must make sure that all these different groups have access to housing, employment, cultural and community facilities, and so there are important links to all the other themes.

Policy SC2

1. The council and its partners will ensure that local cultural activities and community facilities are located in the neighbourhoods that they serve.

Key Delivery Items – Cultural and Community Provision (SC2)

Item	Cost and funding	Who	Delivery	Time Frame
Allocations DPD	LDF budget	Bolton Council	Adoption of Allocations DPD	Completed by 2012
Assessment of planning applications	Planning Control budget and fees	Bolton Council	In line with PC targets	Ongoing

Measuring Delivery – Cultural and Community Provision (SC2)

Strategic Objectives met: SO16

Indicators (and targets)

Percentage of residents who feel that people from different backgrounds in their area get along (74% in 2010/11, 75% in 2011/12, 80% in 2017/18).

Flexibility and phasing

Future demand for cultural and community facilities may be variable, but this policy allows for changes in phasing and specific locations.

5. Area policies

Bolton town centre

- 5.1** Bolton town centre, or Central Bolton, will continue to be a vibrant mix of uses. The North West Regional Spatial Strategy identifies the town centre as a sub-regional centre and the Sustainable Community Strategy stresses its key role in the prosperity of the whole borough. The town centre is well connected by public transport and road.
- 5.2** In the spatial vision, Bolton town centre is the principal location in the borough for retailing, leisure, cultural and civic activities. Bolton town centre is the principal driver for the borough's economy; together with the M61 corridor they are the two key locations for new development in the borough that will facilitate the implementation of the council's economic objectives. The Allocations DPD will define the boundary of the town centre and the areas within it that are considered in policies TC1-10.
- 5.3** The policy on retail for the borough as a whole is to increase the quantity of retail floor space, concentrating mostly in Bolton town centre, where there will be an emphasis on high quality retail floor space. The additional floor space will be in, and immediately around, the existing civic and retail core and St Helena area, together with the Trinity area of the Bolton Innovation Zone; it will not be spread across the rest of the town centre. The Retail and Leisure Study identifies a requirement of between 74,300 and 134,600 square metres for 'comparison' goods after 2016 which is to be concentrated in the town centre. This is in addition to the Central Street scheme that has previously been granted planning permission. New leisure development will be concentrated in Church Wharf and will be complemented by cultural based leisure within the Innovation Zone. The former will have an emphasis on family-orientated restaurants and food-based bars to complement a major anchor such as a cinema. In the Innovation Zone, leisure for all ages will provide a balance for the existing concentration of youth and young adult-orientated leisure in the north-eastern part of the town centre. Cultural activities will be located in the existing Cultural Quarter taking advantage of the presence of the Octagon Theatre, library, museum, art gallery and market.
- 5.4** Office development will take place across the town centre, especially in Church Wharf, Merchant's Quarter and the Innovation Zone. In the Innovation Zone there will be an emphasis on knowledge-based growth employment with links to the university and colleges; in Church Wharf there will be an emphasis on new build offices; and at Merchant's Quarter on business services in refurbished buildings where creative industry will be encouraged. Between 25 and 35ha of land will be allocated for new office development. Many of the other new uses in the town centre will provide ongoing employment opportunities, for example retailing and leisure.
- 5.5** The town centre will be a main location for education. In the south-western part of the town centre within the Innovation Zone is the Knowledge Campus: a focus for education and training for the over-16s. The University of Bolton will be consolidated at the Deane Road campus, complemented by a new health, leisure and research facility, and the co-location of the Sixth Form and Community Colleges on the north side of Deane Road.
- 5.6** The town centre will be one of the main locations in the borough for new housing development. There will be an emphasis on providing higher density accommodation in keeping with the nature of the town centre, together with more family-orientated housing where feasible to address an identified need. Overall up to 2500 dwellings, or 10-20% of the borough's overall housing supply, will be built in the town centre over the next 15 years.

5.7 The council has already prepared a town centre transport strategy. Bolton town centre is the focus of the public transport network in the borough and is well served by both buses and trains. However, there is a need to improve the public transport to and from the town centre even further. This will enable more access to the additional jobs being created and will also allow people to travel to employment in other areas, especially central Manchester. The council and its partners are working towards the provision of a new bus and rail interchange in the area around the existing rail station. Associated work to provide a gyratory bus route around the town centre has already started, and in 2008 a free metroshuttle was launched serving the key town centre stops.



Figure 5.1: Bolton town centre

5.8 Parking in the town centre will increasingly be concentrated in multi-storey car parks commencing with phase 1 at Deane Road and Topp Way. This approach will allow for a more rational approach to traffic movement around the town centre, as well as for the redevelopment of existing surface car parks. The amount of car parking will remain at about its current level, which is expected to meet demand together with an increase in the use of more sustainable modes of transport. The council will monitor parking provision to ensure that appropriate demand can be accommodated and to safeguard the viability of major new developments.

Civic and retail core

5.9 The civic and retail core is at the heart of the town centre and includes the Town Hall, Victoria Square and the surrounding principal shopping streets. This area will continue to be the most significant retail location in the borough over the next 15 years. There are limited opportunities for major new development, but there is a constant need to renew retail floor space as it becomes outdated. Where opportunities do arise for redevelopment, it will be mostly for retail uses. There are already some restaurants, public houses, and financial and professional service uses in the area. Some expansion of these will be allowed, provided that they do not impinge on the area's principally retail character and are focused on food and drinks that cater for all ages rather than uses where the sale of alcohol is the main or only purpose. Victoria Square in particular will be a focus for leisure activity, with a presumption in favour of food-based restaurant and café uses including the use of the Square itself for events and outdoor seating areas. Ensuring that the whole of the civic and retail core is safe and attractive for pedestrians will be a priority.

Policy TC1

The council and its partners will:

1. Continue to support the civic and retail core as the principal location in the borough for retailing with an emphasis on renewal and improvement to achieve high quality floor space.
2. Support the expansion of restaurants, food-orientated public houses, and financial and professional services.
3. Promote Victoria Square for leisure and civic activities, and outdoor seating ancillary to restaurant and café uses.
4. Give priority to providing good pedestrian links to Bolton transport interchange and car parks.

Key Delivery Items – Civic and Retail Core (TC1)

Item	Cost and funding	Who	Delivery	Time Frame
Assessment of planning applications	Planning Control budget and fees	Bolton Council	In line with PC targets	Ongoing

St Helena

5.10 The St Helena area lies to the north-west of the civic and retail core, and is currently occupied by a mix of retailing, offices and surface car parking. Central Street is the largest single retail opportunity in the town centre with the potential to deliver over 30,000 square metres of floor space. King Street is a smaller opportunity to deliver a mixture of uses focused on retail-and housing-led developments. The area is characterised by a number of poor quality surface car parks and a poor visual and pedestrian environment.

Policy TC2

The council and its partners will:

1. Support the redevelopment of the Central Street phase for a retail-led mixed-use development including residential and community uses.
2. Support the redevelopment of the King Street phase for either retail or residential focused mixed-use development.

Key Delivery Items – St Helena (TC2)

Item	Cost and funding	Who	Delivery	Time Frame
Assessment of planning applications	Planning Control budget and fees	Bolton Council	In line with PC targets	Ongoing
Central Street	Expected development costs of £108m	Private sector developer	Planning approval granted in 2005	2012-2015

St Peter's

- 5.11** The St Peter's area lies to the east of the civic and retail core. It includes the historic centre of Bolton around the Parish Church and Churchgate, with most of the area being in either the Churchgate or Wood Street/Silverwell Street Conservation Areas. Bradshawgate and Churchgate contain a mix of retail and public houses with Bradshawgate being the current focus for the alcohol-based evening economy area. The main body of the area is mainly used for offices and business use which are generally medium to small in size. The area around Clive Street is dominated by new housing, primarily apartments.

Policy TC3

The council and its partners will:

1. Conserve and enhance the historic character of Churchgate, Wood Street and Silverwell Street, and encourage the existing mix of uses to remain the same with a presumption in favour of business and residential uses together with food and drink uses fronting Bradshawgate, Churchgate and Nelson Square.

Key Delivery Items – St Peter's (TC3)

Item	Cost and funding	Who	Delivery	Time Frame
Assessment of planning applications	Planning Control budget and fees	Bolton Council	In line with Planning Control targets	Ongoing

Bolton Innovation Zone

5.12 The Innovation Zone covers the southern and western parts of the town centre. It includes three distinctive areas: Trinity Gateway, Cultural Quarter and Knowledge Campus, as well as having close links to Merchant's Quarter. Together, the Innovation Zone and Merchant's Quarter form a significant opportunity for employment growth.

Trinity Gateway

5.13 The Trinity Gateway is an area around Bolton railway station and bus interchange. It includes surface car parking to the north of the station and retailing along Newport Street. The surface car parking and the existence of some vacant sites give opportunities for redevelopment, and the station is a key transport location for the whole borough. The Trinity Gateway includes the Westbrook area around Bolton Community College on Manchester Road, which is to be redeveloped following the relocation of the college to Deane Road.

Policy TC4

The council and its partners will:

1. Develop a high quality multi-modal interchange that will serve bus, rail and car borne passengers on the triangle of land between the Preston and Blackburn railway lines. This will replace the existing bus station at Moor Lane.
2. Redevelop the remainder of this site for new office, retail and leisure uses, and for a new multi-storey car park.
3. Ensure that there are good pedestrian links to the rest of the town centre.
4. Take opportunities to improve the commercial frontages along Newport Street and Bradshawgate.
5. Develop a new magistrates' court on Blackhorse Street.
6. Ensure that the Westbrook area is redeveloped for a mix of residential, leisure and small-scale non-food retailing.
7. Encourage improvements in the appearance of Ravenside Retail Park.

Key Delivery Items – Trinity Gateway (TC4)				
Item	Cost and funding	Who	Delivery	Time Frame
Assessment of planning applications	Planning Control budget and fees	Bolton Council	In line with PC targets	Ongoing
Multi-modal Interchange	£48m	Greater Manchester Passenger Transport Executive (Greater Manchester Transport Fund)	An outline application will be submitted in 2009	Completed by 2014/2015
New office, retail and leisure uses, and multi-storey car park at Interchange; residential, leisure and small-scale non-food retailing at Westbrook	A proportion of £182m for the Bolton Innovation Zone	Private developers	The council has commenced and paused a process to procure a development partner for the Innovation Zone	Post 2015
Magistrates' Courts	£25m	Her Majesty's Court Service	Final tenders will be invited following the Her Majesty's Court Service Procurement Review	Commencing 2012

Cultural Quarter

5.14 The Cultural Quarter is immediately to the west of Bolton Town Hall and Le Mans Crescent, and includes Cheadle Square, Moor Lane Bus Station, Bolton Market and the area to the west of Moor Lane. Moor Lane Bus Station will be relocated as part of the development at Bolton Interchange, allowing its site and Cheadle Square to be redeveloped comprehensively. The area west of Moor Lane contains a mix of modern housing, older industrial buildings and cleared areas.

Policy TC5

The council and its partners will:

1. Take opportunities to improve Bolton Market as a destination.
2. Redevelop Moor Lane Bus Station and Cheadle Square for a mixture of employment, cultural, residential and family orientated leisure uses.
3. Ensure that redevelopment and re-use of older industrial buildings and cleared areas on the west side of Moor Lane incorporates new housing uses.
4. Construct a multi-storey car park.

Key Delivery Items – Cultural Quarter (TC5)

Item	Cost and funding	Who	Delivery	Time Frame
Assessment of planning applications	Planning Control budget and fees	Bolton Council	In line with PC targets	Ongoing
Bolton Market	£6m	Bolton Council and private developers	The council has commenced and paused a process to procure a development partner for the Innovation Zone	2015
Redevelopment of Moor Lane Bus Station and Cheadle Square	A proportion of £182m for the Bolton Innovation Zone	Private developers	The council has commenced and paused a process to procure a development partner for the Innovation Zone	Post 2015
Performance space	£30m	Bolton Council, The Octagon Theatre, University of Bolton, private developers	The council has commenced and paused a process to procure a development partner for the Innovation Zone	Post 2015
West side of Moor Lane	£19m	Registered social landlords and private sector developers	Conditional planning approvals in 2006 and 2007	Initial dwelling completions in 2010

Knowledge Campus

5.15 The Knowledge Campus is around the University of Bolton, and also includes the site for the co-location of the Community College and Bolton Sixth Form College. The co-located college buildings will be completed by 2011 and will include a multi-storey car park. The concentration of education facilities means that there are opportunities for fostering knowledge-based employment.

Policy TC6

The council and its partners will:

1. Promote the development and use of this area as the main location for post-16 education in the borough.
2. Promote the development of knowledge-based employment and a Knowledge Centre for library purposes.
3. Construct a new road from Moor Lane to Blackhorse Street to enable the opening up of development sites in the Zone.
4. Construct a health, leisure and research facility on the University campus.
5. Improve pedestrian access between the area, and the civic and retail core.

Key Delivery Items – Knowledge Campus (TC6)

Item	Cost and funding	Who	Delivery	Time Frame
Assessment of planning applications	Planning Control budget and fees	Bolton Council	In line with PC targets	Ongoing
Knowledge-based employment	A proportion of £182m for the Bolton Innovation Zone	Private developers	The council has commenced and paused a process to procure a development partner for the Innovation Zone	2015
New road from Moor Lane to Blackhorse Street	£4m	Bolton Council (Local Transport Plan funding)	Negotiations with adjoining land owners have reached an advanced stage	Commencing 2010/11 Completed by 2011/12
Health, leisure and research facility	£30m	Bolton Council, Bolton PCT and University of Bolton	Construction will start in October 2009	Completed by 2012

Key Delivery Items – Knowledge Campus (TC6) (continued)

Item	Cost and funding	Who	Delivery	Time Frame
Knowledge Campus	£34m	Bolton Council, University of Bolton	The council has commenced and paused a process to procure a development partner for the Innovation Zone	Post 2015

Merchant's Quarter

5.16 Merchant's Quarter is in the south-eastern part of the town centre. It is laid out around a grid-iron of streets. It consists of mainly older industrial buildings, some of which have been converted to office uses, a retail frontage along Bradshawgate, and surface car parking. The council has published a Supplementary Planning Document to guide development in this area.

Policy TC7**The council and its partners will:**

1. Ensure that Merchant's Quarter will remain in predominantly employment uses focused on office, business and creative industries.
2. Encourage the refurbishment of buildings for office, business and creative industry uses.
3. Encourage some uses that are complementary to the predominant employment uses and sited in appropriate locations such as the Bradshawgate frontage or fronting new public squares or spaces.
4. Construct a multi-storey car park on part of the existing Brightmet Street surface car park.
5. Provide a new road access from St Peter's Way into the Merchant's Quarter area.
6. Provide a new pedestrian footbridge between Merchant's Quarter and Clive Street/ Institute Street.

Key Delivery Items – Merchant’s Quarter (TC7)

Item	Cost and funding	Who	Delivery	Time Frame
Assessment of planning applications	Planning Control budget and fees	Bolton Council	In line with PC targets	Ongoing
Office, business and creative industry uses	£220m	Private developers	The council is currently in discussion with various agents and landowners	Completed by 2017
Multi-storey car park	£9m	NCP	Identified as part of the contact between Bolton Council and NCP Planning application approved in 2008	Commenced 2009
Road access from St Peter’s Way	£1.06m	Bolton Council using ERDF funding and Local Transport Plan funding	A European Regional Development Fund bid has been submitted	Completed by 2010/11
Bridge between Merchant’s Quay and Clive Street	£925,000	Bolton Council using ERDF funding, Local Transport Plan funding, Section 106 contributions	Planning application submitted in 2009 A European Regional Development Fund bid has been submitted	Completed by 2010/11

Church Wharf

5.17 The Church Wharf area is in the north-eastern part of the town centre around Folds Road. It primarily consists of a mixture of older buildings and surface car parks, which together form a significant opportunity for a comprehensive mixed-use development focused on office, leisure and residential uses. The council has published a Supplementary Planning Document to guide development in this area.

Policy TC8

The council and its partners will:

1. Promote employment-led mixed uses, with an emphasis on new offices, leisure and retail uses on and around Manor Street and Bank Street with residential elements to the east and south of the area.
2. Allow for the retention or replacement of Bow Street multi-storey car park.
3. Ensure that the River Croal environment is preserved or enhanced and that full account is taken of flooding risk.

Key Delivery Items – Church Wharf (TC8)

Item	Cost and funding	Who	Delivery	Time Frame
Assessment of planning applications	Planning Control budget and fees	Bolton Council	In line with PC targets	Ongoing
Employment-led mixed uses, and multi-storey car park	£120m	Private developers	Planning application approved 2008	Completed by 2023

Little Bolton

5.18 Little Bolton is in the northern part of the town centre and includes the St George's Conservation Area.

Policy TC9

The council and its partners will:

1. Retain existing buildings within the conservation area where practicable and where necessary find new uses for them, including office, leisure, retail and residential.
2. Exploit opportunities outside the conservation area for redevelopment or refurbishment for a mix of residential, office or leisure uses.

Key Delivery Items – Little Bolton (TC9)

Item	Cost and funding	Who	Delivery	Time Frame
Assessment of planning applications	Planning Control budget and fees	Bolton Council	In line with PC targets	Ongoing

Urban Village

5.19 The Urban Village is on the western side of the town centre. It consists of a mix of industrial and storage uses, surface car parking, residential and a retail frontage along St George's Road. It also includes the eastern edge of the Queen's Park Conservation Area; Queen's Park as a whole is a strategic open space serving both the town centre and the inner area of Bolton, as well as being a listed historic park and garden.

Policy TC10

The council and its partners will:

1. Increase the number of houses in the area, focusing on family housing, affordable housing, executive homes and a range of sizes of apartments.
2. Be an example of good practice in implementing environmentally sustainable development.
3. Improve the quality and environment of Queen's Park and its connectivity to the town centre and surrounding areas.
4. Take into account the need to reduce flood risk along the River Croal, provide any flood storage capacity within Queen's Park and preserve or enhance the river environment.

Key Delivery Items – Urban Village (TC10)

Item	Cost and funding	Who	Delivery	Time Frame
Assessment of planning applications	Planning Control budget and fees	Bolton Council	In line with PC targets	Ongoing
Housing development	£53m	Private sector developers	A masterplan exercise has been commissioned	2015-2020
Improving Queens Park	£7.3m	Bolton Council using lottery funding	Heritage Lottery Funding and Big Lottery grants have been approved	Completed by 2012

Design in the town centre

5.20 Good urban design is recognised by the Commission for Architecture and the Built Environment (CABE) as being essential for producing attractive, high-quality, sustainable places in which people will want to live, work and relax. It is of particular importance for creating a successful and flourishing town centre. Achieving successful development in Bolton town centre is central to the aims and objectives of the Sustainable Community Strategy. In 2006, the council adopted the Supplementary Planning Document (SPD) 'Building Bolton', as a commitment to improving

the quality of the urban form in the town centre by raising the design standard and creating locally distinctive new development. It provides an urban analysis of the town centre that highlights building scale, landmarks, views, set pieces, permeability, street frontages and traffic impacts, all of which are important considerations for development proposals in the town centre. The SPD is complemented by the Public Realm Implementation Framework which supports major investment through planned public realm improvements. Subsequent masterplans and development briefs have further developed this design guidance. Visible achievements are now emerging with the development of iconic buildings and spaces, together with an overall improved built quality of the town centre. The council will, in appropriate circumstances, support landscaping schemes on vacant sites pending their redevelopment.

- 5.21** The main features of Bolton town centre are the architecturally significant buildings, the taller heights of buildings compared with the rest of the borough and the limited quantities of green spaces. The current pattern of streets reflects the historical evolution of the town centre and many of them have since been pedestrianised. Conservation Areas cover much of the town centre and there are a number of important landmark buildings, many of them listed. It is important to ensure that development is well-designed and compatible with the surrounding area to ensure the economic, social and environmental benefits of major regeneration projects and smaller development proposals are realised.

Policy TC11

The council and its partners will:

1. Protect, strengthen and enhance the distinctive townscape qualities of Bolton town centre. Development should conserve and enhance the special nature of the conservation areas and listed buildings.
2. Ensure that development along the gateways to the town centre enhances the townscape through the use of high quality design and improves street frontages and pedestrian permeability.
3. Ensure streets are designed in accordance with the Public Realm Implementation Framework to achieve a high standard of design which exhibits safety, consistency and accessibility, particularly for pedestrians, cyclists and users of public transport.
4. Require development to respect and enhance existing vistas. New architectural 'set pieces' will be supported where the design is of exemplary quality. Development must have regard to the existing hierarchy of built forms as indicated in Building Bolton SPD.
5. Make efficient and effective use of land in the town centre due to the existing levels of high density development, ensuring that development provides adequate amenity space and privacy, or attractive public areas, where appropriate for the site.

Key Delivery Items – Design in the Town Centre (TC11)

Item	Cost and funding	Who	Delivery	Time Frame
Assessment of planning applications	Planning Control budget and fees	Bolton Council	In line with Planning Control targets	Ongoing

Measuring Delivery – The Town Centre (TC1 - TC11)

Strategic Objectives met: SO1, SO2, SO11

Indicators (and targets)

Amount of employment land developed in Bolton town centre.

Amount of retail floor space in Bolton town centre.

Net additional dwellings constructed in Bolton town centre.

Flexibility and phasing

Policies TC1-10 allow for a flexible approach on development rates and land uses. The council will apply Policy TC11 flexibly by considering it as part of an assessment of the costs and benefits of a development.

Renewal areas

5.22 Renewal areas will be a focus for regeneration including new housing, contributing to new jobs and provision of health, education and community facilities. This section sets out the implications of the preferred spatial option for these renewal areas. The renewal areas consist of three geographically distinct locations: inner Bolton, Farnworth and Brightmet. Exact boundaries of these areas will be defined in the Allocations Development Plan Document (DPD). Between 35% and 45% of new housing development will be in the renewal areas. There will be 15-20ha of land for new employment development.

Inner Bolton

5.23 Inner Bolton contains a wide range of different land uses, but the area is characterised by concentrations of older private sector terrace housing, a high proportion of local authority owned housing and a large numbers of former textile mills. The council has prepared an Action Plan for all the borough’s mills, and this will guide decisions on their future to be taken in the Allocations DPD. There are concentrations of employment in The Valley and south of Bolton town centre. The fringe of the town centre has a number of retail parks and there are clusters of older shops along some of the radial routes, serving both local needs and in some cases specialist needs for a wider area. The area is mainly built up, but there are also areas of urban open space, including Queen’s Park, which is a nationally recognised historic park, and there are more extensive areas of open land to the south and east, some of which are in the Green Belt.

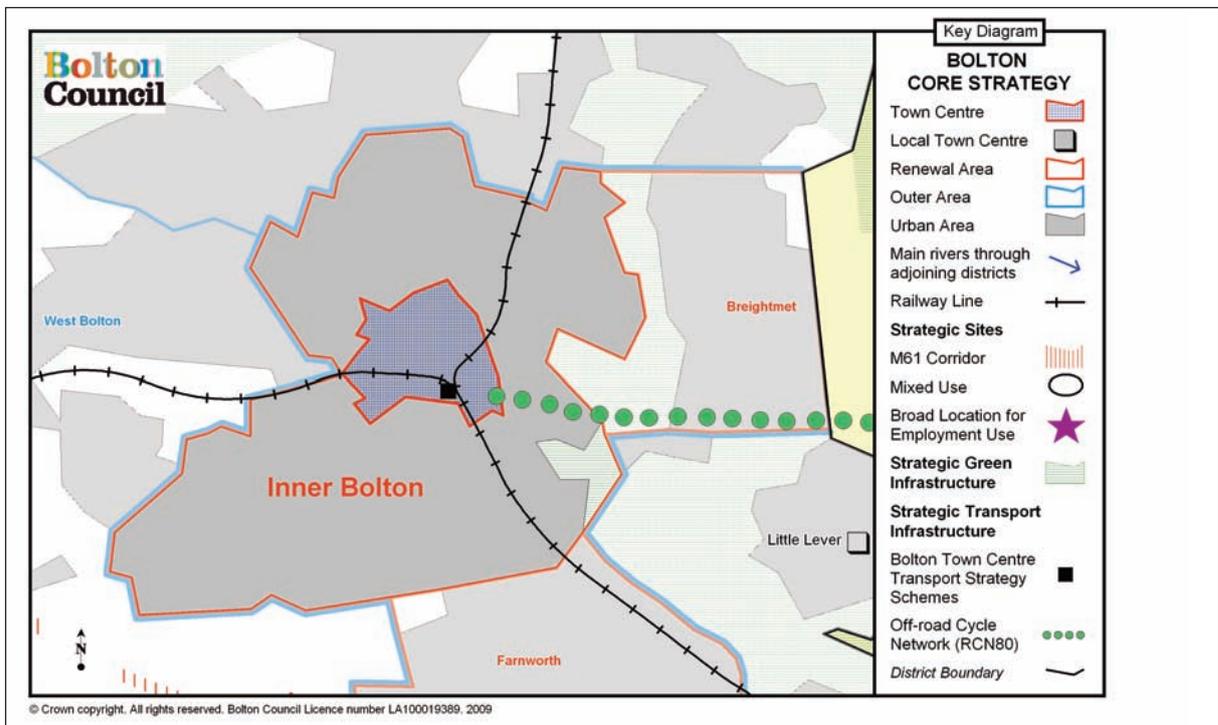


Figure 5.2: Inner Bolton

Policy RA1

The council and its partners will:

1. Continue to focus jobs in modern employment areas in The Valley.
2. Locate new employment-related development on undeveloped sites in The Valley and surrounding area.
3. Regenerate mills and other older industrial premises in the area with a mixture of new build and refurbishment for primarily employment uses, with supporting residential and mixed uses.
4. Focus both local shopping and specialist retailing within the existing district centres along Chorley Old Road and at Astley Bridge, and the local centres along Deane Road, Tonge Fold, Daubhill and St Helens Road, Halliwell Road and Tonge Moor Road, and at the Derby Centre.
5. Develop new housing throughout the area on a combination of brownfield sites and on a limited number of greenfield sites in existing housing areas.
6. Redevelop the Hayward School site as an Academy with some additional housing.
7. Renew the buildings of Bolton Muslim Girls School.
8. Protect the open recreational area at Queen's Park from adverse development.
9. Continue to protect existing Green Belt boundaries.
10. Protect significant recreational areas along the line of the Manchester, Bolton and Bury Canal from adverse development.
11. Conserve and enhance the distinctive character of the existing physical and natural environment, especially in Queen's Park which is a conservation area and a historic registered park.
12. Ensure that development has particular regard to massing and materials used, due to the predominance of red brick, slate-roofed, two-storied terraced housing.
13. Respect and strengthen the traditional grid-iron pattern and the street-scaping of existing housing and mills where it is compatible with good urban design.
14. Make efficient use of land in inner Bolton due to existing higher levels of development density, requiring development to provide adequate privacy and amenity space and conform to the overall spatial approach.
15. Ensure that development takes opportunities to improve upon the existing low levels of green infrastructure and soft landscaping in inner Bolton, using native plant species where appropriate.
16. Develop new or expanded health centres at Pikes Lane, Avondale, Halliwell, Tonge Moor, Great Lever, and Hulton Lane.

Key Delivery Items – Inner Bolton (RA1)

Item	Cost and funding	Who	Delivery	Time Frame
Allocations DPD	LDF budget	Bolton Council	Adoption of Allocations DPD	Completed by 2012
Hayward School	Department for Children, Schools and Families Academy programme	Bolton Council / ESSA Academy	Renewal of school building	Completed by 2012
Bolton Muslim Girls School	BSF	Bolton Council / Learning Education Partnership	New school buildings	Completed by 2012
Assessment of planning applications	Planning Control budget and fees	Bolton Council	In line with PC targets	Ongoing
Pikes Lane Medical Centre	PCT's annual capital programme	PCT	Improvements to existing centre	Completed by 2011
Avondale Medical Centre	PCT's LIFT tranche 3	PCT	Expansion of existing centre	Completed by 2011
Halliwell Medical Centre	PCT's annual capital programme	PCT	Improvements to existing centre	Completed by 2011
Hulton Lane Medical Centre	PCT's annual capital programme	PCT	Improvements to existing centre	Completed by 2011
Great Lever Medical Centre	PCT's LIFT tranche 3	PCT	Improvements to existing centre	Completed by 2011
Tonge Moor Health Centre	PCT's annual capital programme	PCT	Improvements to existing centre	Completed by 2011

Farnworth

5.24 Farnworth contains a wide variety of different land uses, focused on Farnworth town centre, which is the second largest town centre in the borough. The town centre benefits from a pedestrianised shopping area around Brackley Street and new college development at Queen Street. It will remain the main focus for retail, education, health, leisure and community facilities to serve Farnworth and opportunities will be maximised to improve its range of retailers and services, together with improvements in the quality of gateways, corridors and public realm. The council has prepared a Farnworth baseline and action plan to guide decisions.

5.25 There is a concentration of modern industrial buildings at Express Industrial Estate, as well as former textile mills and other older industrial buildings, with a concentration of these around

Lorne Street at Moses Gate. The council has prepared an action plan for all the borough's mills, and this will guide decisions on their future. Royal Bolton Hospital is the biggest single location for employment in the area. There is a concentration of older terraced housing around Farnworth town centre, with more modern housing in the western part of Farnworth. A co-located Sixth Form and Community College development is located on Queen Street; this is in addition to the larger co-located site in Bolton town centre. Farnworth is mainly built-up, but there are areas of open space, notably Farnworth Park, a nationally recognised historic park.

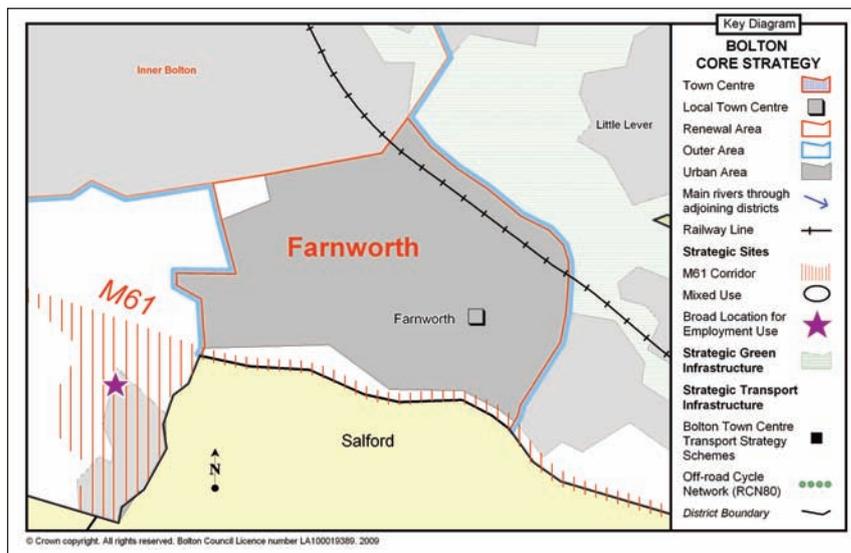


Figure 5.3: Farnworth

Policy RA2

The council and its partners will:

1. Continue to regenerate Farnworth town centre with a mix of retailing, leisure, employment, public service and housing uses.
2. Support the renewal, development and expansion of the retail precinct.
3. Support the improvement of gateways, transport corridors, pedestrian routes and pedestrian permeability in and around Farnworth town centre.
4. Continue to recognise the Royal Bolton Hospital as the principal hospital in the borough, supporting consolidation and opportunities for improvement and employment on its existing site.
5. Develop a new health centre close to Farnworth town centre.
6. Continue to focus jobs, opportunities and improvements at the modern employment area at Express Industrial Estate.
7. Regenerate former textile mills and other older industrial buildings with a mixture of new build and refurbishment for primarily employment uses, with supporting residential and mixed uses.
8. Take a comprehensive approach to regenerating the Moses Gate employment area.

9. Develop new housing throughout the area on a combination of brownfield sites and on a limited number of greenfield sites in existing housing areas.
10. Recognise Farnworth as an important public transport hub.
11. Protect the significant open recreational area at Farnworth Park from adverse development.
12. Ensure Protected Open Land to the north of Royal Bolton Hospital and along the M61 remains undeveloped.
13. Recognise the co-located Bolton Sixth Form and Community Colleges at the Queen Street site as the principal focus for post-16 education in the southern part of the borough.
14. Require development proposals in Farnworth to enhance the townscape through the use of excellent quality design.
15. Conserve and enhance the distinctive character of the existing physical and natural environment, especially in the Greenside Conservation Area and the historic registered Farnworth Park.
16. Respect and strengthen the traditional grid-iron pattern and the street-scaping of existing housing and mills where it is compatible with good urban design.
17. Make efficient use of land in Farnworth due to existing higher levels of development density, requiring development to provide adequate privacy and amenity space and conform to the overall spatial approach.

Key Delivery Items – Farnworth (RA2)

Item	Cost and funding	Who	Delivery	Time Frame
Allocations DPD	LDF budget	Bolton Council	Adoption of Allocations DPD	Completed by 2012
Assessment of planning applications	Planning Control budget and fees	Bolton Council	In line with PC targets	Ongoing
Royal Bolton Hospital	NHS funding	Royal Bolton Hospital NHS Trust	Consolidation and improvement of hospital	Ongoing
Farnworth health centre	PCT's LIFT tranche 3	Bolton PCT	Construction of expanded health centre	Completed by 2011
Farnworth college site	Learning and Skills Council	Bolton Sixth Form College/Bolton College	Consolidation and improvement of college site	Ongoing

Brightmet

5.26 Brightmet is predominantly an area of housing. There are some retailing and employment uses along Bury Road. There are areas of urban open space, and more extensive open areas of land along the Bradshaw Brook Valley, some of which is in the Green Belt. Brightmet also contains both Leverhulme Park and the Seven Acres Local Nature Reserve.

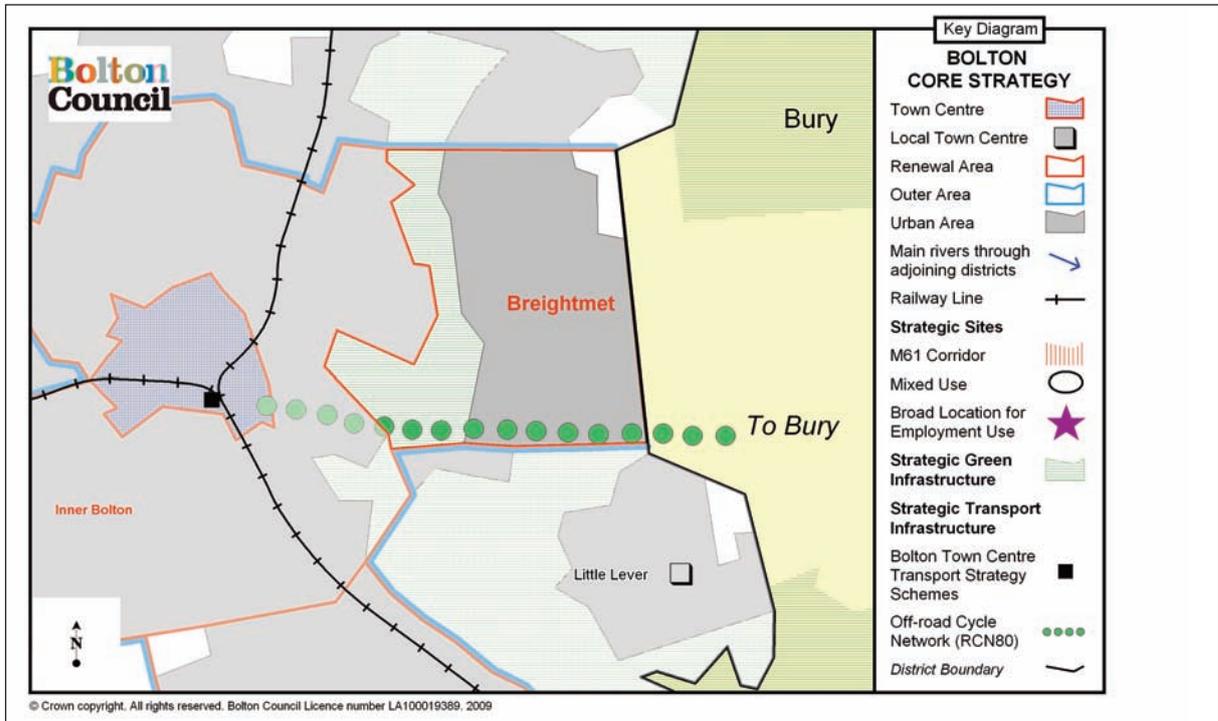


Figure 5.4: Brightmet

Policy RA3

The council and its partners will:

1. Develop new housing throughout the area on a combination of brownfield sites and on a limited number of greenfield sites in existing housing areas.
2. Identify the former Bolton to Bury railway line as a strategic cycle route.
3. Redevelop the Withins School site for an Academy together with a primary school and special needs school.
4. Maintain the existing local shopping centre along Bury Road at Brightmet as a focus for local shopping.
5. Keep Green Belt boundaries unchanged.
6. Improve public transport to link new and existing housing to employment opportunities.
7. Continue to focus jobs, opportunities and improvements in the employment area between Bury Road and Brightmet Fold Lane.

8. Require development to introduce increased levels of high quality, distinctive design that will enhance the local area, and conserve and enhance the character of the historic registered Tonge Cemetery.
9. Ensure that development respects the large amounts of open space and recreational open space in Brightmet. Development should take special care to incorporate high quality soft landscaping and green amenity spaces using native plant species, particularly those identified in the Landscape Character Appraisal.

Key Delivery Items – Brightmet (RA3)

Item	Cost and funding	Who	Delivery	Time Frame
Allocations DPD	LDF budget	Bolton Council	Adoption of Allocations DPD	Completed by 2012
Assessment of planning applications	Planning Control budget and fees	Bolton Council	In line with PC targets	Ongoing
Bolton to Bury strategic cycle route	Sustrans	Bolton Council / Sustrans	Construction of cycle route	Commencing 2015 dependent on inclusion in LTP3
Withins School site	BSF DCSF Academies Programme	Bolton Council / St Catherine's Academy	Construction of new school buildings	Completed by 2012

Measuring Delivery – Renewal Areas (RA1, RA2, RA3)

Strategic Objectives met: SO1, SO2, SO3, SO5, SO6

Indicators (and targets)

Amount of employment land developed in the renewal areas.

Net additional dwellings constructed in the renewal areas.

Flexibility and phasing

Policies RA1 - RA3 allow for a flexible approach on development rates and land uses. The council will apply built environment policies flexibly by considering them as part of an assessment of the costs and benefits of a development.

The M61 corridor

5.27 The M61 corridor runs along the motorway in its whole length through Bolton. It includes a number of existing locations for employment, including Middlebrook, and the Wingates and Lostock Industrial Estates. It will be a focus for manufacturing and distribution uses and altogether there will be between 105 and 110 hectares of land for new employment. The M61 corridor contains a new strategic economic development opportunity at Horwich Loco Works, allocated on a Proposals Map. It will be a mixed use site for employment and housing. To meet the requirement for land in the M61 corridor, a further strategic employment site of about 80 hectares is needed for general industrial and distribution uses. The broad location for this strategic site will be in the vicinity of Cutacre tip to the south of junction 4. Some of this area is not in the Green Belt and this will be developed for manufacturing and distribution uses with boundaries determined in the Allocations Development Plan Document. Other land in this broad area is in the Green Belt, and the Allocations Development Plan Document will determine the extent of any Green Belt release, depending on up-to-date evidence on the state of the local economy and regional policy. A country park will be laid out between the employment area and Over Hulton.

5.28 The M61 corridor is well located for the movement of goods and it is vital that good transport links are developed to allow people to access employment opportunities, especially for people living in renewal areas. New public transport, cycling and walking routes will be required. Development will need to take account of the traffic capacity of the motorway itself and the Air Quality Management Area along it. The M61 corridor also contains other smaller-scale locations for new economic development, which are detailed later in this section. The council will work with the Highways Agency and developers to ensure that congestion along the M61 is minimised.

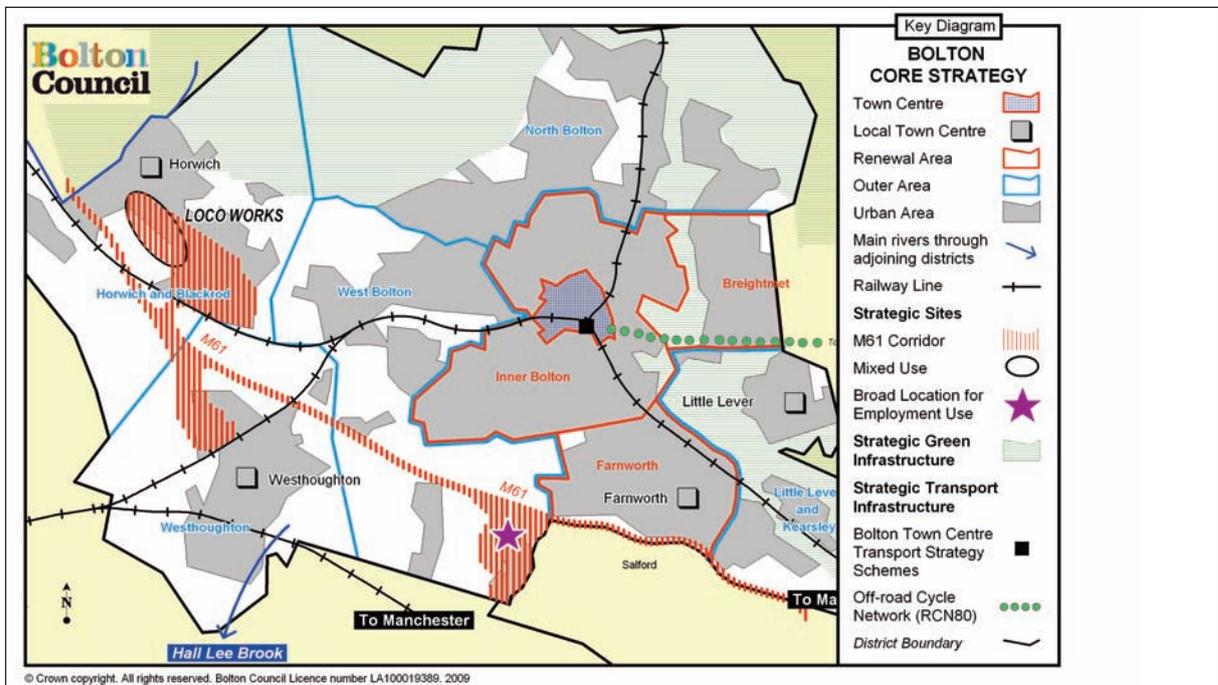


Figure 5.5: The M61 Corridor

Horwich Loco Works

5.29 Horwich Loco Works lies between Horwich town centre to the north-west, and the Middlebrook mixed-use development to the south-east. The Core Strategy allocates Horwich Loco Works for a comprehensively developed mixed-use site that will make a significant contribution to the employment and housing land requirements of Bolton. Its development will be in accordance with both the Regional Spatial Strategy's focus on brownfield sites and with the Core Strategy's overall approach of concentrating development mainly on previously developed land in the existing urban area. The site includes most of the Horwich Locomotive Works Conservation Area, which the council declared in 2006 to reflect its historic importance.

5.30 Between 15ha and 20ha of employment land will be developed to provide employment space in a combination of refurbished buildings and new development. This approach means that up to 4000 jobs will be created at the site – a major increase on the current number. About 1600 dwellings will be provided on the Loco Works site. The development of the site will transform it from an under-used resource to a sustainable mixed-use community. A full justification is set down in Background Document 8. Development should commence in 2013 and should be complete around the end of the plan period in 2026. Development is likely to proceed at a constant rate throughout the period from 2013-2026 and will be phased to ensure that a sustainable mixed-use development is achieved. The current principal access proposals provide for access from the existing Chorley New Road and a new road to link the site to Middlebrook to the south east. Depending on detailed design and land ownership issues, additional secondary accesses may be provided to Chorley New Road, Middlebrook (Mansell Way), and from the west of the site at Crown Lane/Station Road, all to deal with existing and anticipated traffic flows. The council will work with partners to produce a Supplementary Planning Document to guide the development of the site.

Policy M1

1. Horwich Loco Works is a strategic site that 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 additional traffic generated does not result in serious inconvenience or danger on the public highway.
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. Any new or expanded education services must be provided to cater for the educational needs arising from the development.
8. It should reflect the historic importance of the Horwich Loco Works.

Key Delivery Items – Horwich Loco Works (M1 and M2)

Item	Cost and funding	Who	Delivery	Time Frame
Housing	Private sector funding	Horwich Vision	Development of a range of housing	A phased approach from 2013
Employment	Private sector funding	Horwich Vision	Development of employment units	A phased approach from 2013
Access to site	Private sector funding	Horwich Vision	Construction of new access road, and cycling and pedestrian access	2013/14
Improved highway infrastructure	Private sector funding	Horwich Vision	Off-site highway improvements	A phased approach from 2013
Public transport	Private sector funding	Horwich Vision and bus operators	Bus routes running through site	A phased approach from 2015
Open space	Private sector funding	Horwich Vision	Provision of open space and play areas	A phased approach from 2013
School provision	Private sector funding	Horwich Vision and Bolton Council	Provision of school sites and/or construction of buildings	A phased approach from 2017 (2013 housing start +4 years to primary school start age)
Supplementary Planning Document	LDF budget	Bolton Council working with private sector partners and the local community	Adoption of SPD	2011

Measuring Delivery – Horwich Loco Works (M1 and M2)

Strategic Objectives met: SO2, SO3, SO5, SO6, SO10, SO11, SO12, SO13, SO14, SO15

Indicators (and targets)

Amount of employment land developed at Horwich Loco Works (an average of 1ha annually after 2013).

Net additional dwellings (an average of 100 annually after 2013).

Flexibility and phasing

There will be a comprehensive development approach delivered in phases with both employment and housing land being developed throughout the plan period after 2012. Annual monitoring will assess whether targets have been reached and whether any adjustment to them is necessary.

Broad Location for Employment Development

Policy M3

1. The council will identify in the Allocations Development Plan Document a site for manufacturing and distribution in the vicinity of Cutacre tip. The extent of this site will be up to about 80 hectares, with up to about 40 hectares potentially removed from the Green Belt, and this will be determined by the context set out in paragraph 5.27.

Key Delivery Items – Broad Location for Employment Development (M3)

Item	Cost and funding	Who	Delivery	Time Frame
Identification of site for employment development in Allocations DPD	LDF budget	Bolton Council	Adoption of Allocations DPD	2012

Measuring Delivery – Broad location for employment development (M3)

Strategic Objectives met: SO3, SO5, SO6

Indicators (and targets)

Amount of employment land developed (a target will be determined in the Allocations Development Plan Document).

Flexibility and phasing

There will be a comprehensive development approach delivered in phases with employment land being developed throughout the plan period after 2012.

Annual monitoring will assess whether the target has been reached and whether any adjustment to it is necessary.

Other locations in the M61 corridor for employment uses

5.31 Horwich Loco Works, and a broad location for employment development in the location of Cutacre tip, will be the strategic sites for new employment uses in the M61 corridor over the next 15 years. There are also a number of other locations that have already been developed for employment uses, but continue to have potential for additional development or redevelopment.

Middlebrook

5.32 Middlebrook has been a significant location over the last 10 years for office and light industrial uses (B1) and some general industrial uses (B2), as part of a wider comprehensive development. There are a small number of remaining sites for office development and these are likely to be developed before 2012. The future of retailing at Middlebrook is considered separately.

Policy M4

1. The council and its partners will develop the remaining Middlebrook sites for office development.

Key Delivery Items – Middlebrook (M4)

Item	Cost and funding	Who	Delivery	Time Frame
Allocations DPD	LDF budget	Bolton Council	Adoption of Allocations DPD	Commencing 2012

Parklands and the Lostock Industrial Area

5.33 This is the area to the east of De Havilland Way, currently used for a mix of general industrial (B2) and office (B1) uses. There are still a small number of undeveloped sites in this area.

Policy M5

1. The council and its partners will develop the remaining Parklands and Lostock sites for a mix of general industrial, light industrial and office uses, but with an increasing focus on light industrial and office development.

Key Delivery Items – Parklands and the Lostock Industrial Area (M5)

Item	Cost and funding	Who	Delivery	Time Frame
Allocations DPD	LDF budget	Bolton Council	Adoption of Allocations DPD	Commencing 2012

Wingates Industrial Estate

5.34 Wingates Industrial Estate is almost fully developed for a mix of general industrial (B2) and distribution (B8) uses.

Policy M6

1. The council and its partners will refurbish and redevelop Wingates for B2 and B8 employment uses as opportunities arise.

Key Delivery Items – Wingates Industrial Estate (M6)

Item	Cost and funding	Who	Delivery	Time Frame
Allocations DPD	LDF budget	Bolton Council	Adoption of Allocations DPD	Commencing 2012

The M61 Corridor Built Environment

Policy M7

The council and its partners will:

1. Ensure that the scale and massing of new development along the M61 corridor respects the distinctive landscape qualities and relates sympathetically to the surrounding area.

Key Delivery Items – The M61 corridor Built Environment (M7)

Item	Cost and funding	Who	Delivery	Time Frame
Allocations DPD	LDF budget	Bolton Council	Adoption of Allocations DPD	Commencing 2012

Measuring Delivery – The M61 corridor (M4 - M7)

Strategic Objectives met: SO3, SO5, SO6

Indicators (and targets)

Amount of employment land developed (an average of 2ha annually until 2015).

Flexibility and phasing

Annual monitoring will assess whether targets have been reached and whether any adjustment to them is necessary.

The council will apply built environment policies flexibly by considering them as part of an assessment of the costs and benefits of a development.

The outer areas

- 5.35** In the borough's outer areas there will continue to be smaller scale developments within the urban area for a range of uses where the character of the area and the existing infrastructure allows it. In the rural areas of the borough there will be constraints on most types of development, either because they are in the Green Belt or they will continue to be areas of Protected Open Land.
- 5.36** The outer areas of Bolton include the freestanding towns of Horwich, Blackrod and Westhoughton; the west Bolton areas of Heaton, Ladybridge, Over Hulton and Lostock; the north Bolton areas of Smithills, Astley Bridge, Bromley Cross and Bradshaw; and the Little Lever and Kearsley areas in the south-east of the borough. They also include the open land between these built up areas. They do not include the employment areas along the M61 corridor. Exact boundaries of these areas will be defined in the Allocations Development Plan Document.

Horwich and Blackrod

- 5.37** Horwich includes a traditional town centre, three conservation areas and a wide variety of housing in terms of age, size and tenure. There are small industrial areas along Chorley New Road and Crown Lane, but the major potential for new employment is at the Horwich Loco Works, Parklands and in the Lostock Industrial area, which are considered in the section on the M61 corridor (see paragraph 5.27 onwards). Horwich also embraces the mixed-use Middlebrook area and adjoins the West Pennine Moors. There is a Site of Special Scientific Interest (SSSI) at Red Moss.
- 5.38** Blackrod is on the opposite side of the M61 from Horwich. The town itself is mainly residential, though there are industrial uses along Station Road. Blackrod is surrounded by open countryside, and the Leeds and Liverpool Canal runs close to the western edge of the borough.

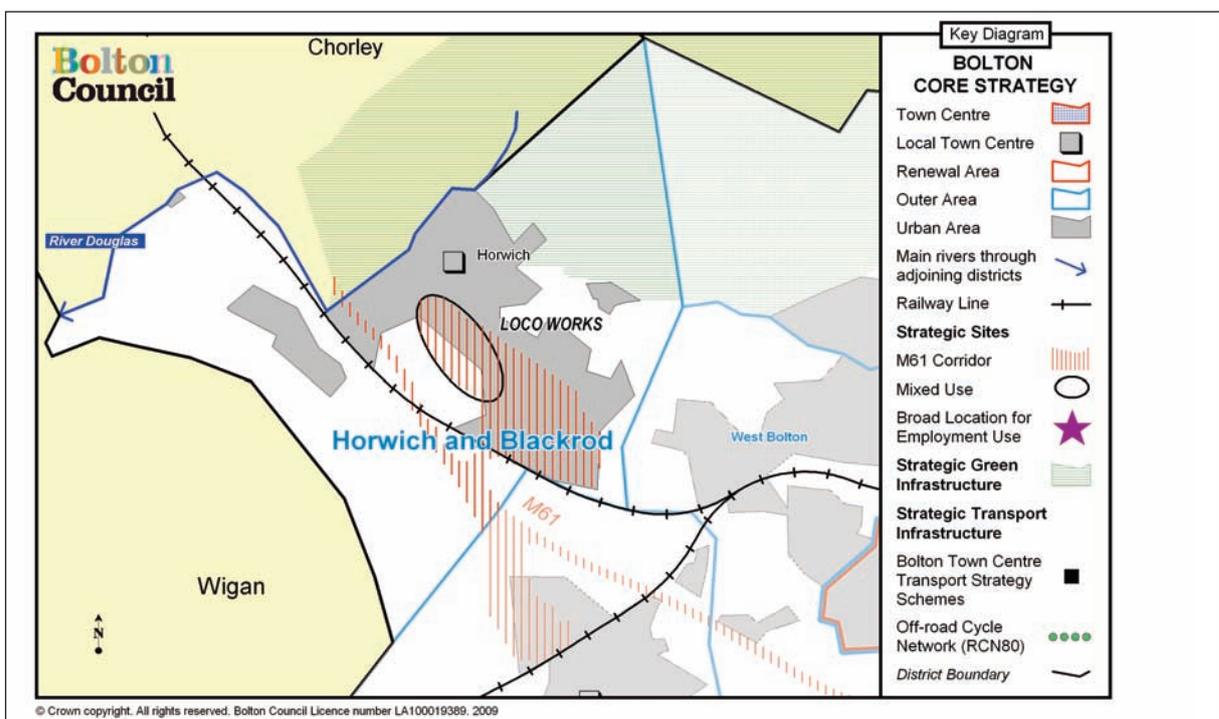


Figure 5.6: Horwich and Blackrod

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 sites for new housing in Horwich town centre, at Horwich Loco Works and on other sites within the existing urban area.
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. Conserve and enhance the character of the existing landscape and physical environment, especially the conservation areas at Horwich town centre, Horwich Loco Works and Wallsuches.
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.

Retail and leisure uses at Middlebrook

5.39 Middlebrook is a mixed-use development centred on the Reebok Stadium, and includes retailing, employment, leisure and housing. The retail and leisure elements of Middlebrook are fully developed and there will be only incremental changes in the number of buildings.

5.40 The Retail and Leisure Study shows that further expansion of retailing at Middlebrook would make it harder to achieve the necessary transformation of Bolton town centre's overall performance and would not sit easily with national and regional policy, and this also applies to any proposals to vary the range of goods that can be sold. In addition the access by public transport, walking and cycling does not warrant the reclassification of Middlebrook as a town centre. The Core Strategy does not identify Middlebrook as a town centre, but policy OA2 considers it in more detail.

Policy OA2

1. The council and its partners will plan for changes in retailing and leisure at Middlebrook provided there is no adverse effect on Bolton town centre or any other centres, and that there is no substantial increase in floor space.

Key Delivery Items – Horwich and Blackrod & Retail and Leisure Uses at Middlebrook (OA1 and OA2)

Item	Cost and funding	Who	Delivery	Time Frame
Allocations DPD	LDF budget	Bolton Council	Adoption of Allocations DPD	Completed by 2012
Assessment of planning applications	Planning Control budget and fees	Bolton Council	In line with PC targets	Ongoing
Bolton College – Victoria Road site	Learning and Skills Council	Bolton College	Consolidation and improvement of college site	Ongoing
Horwich health centre	PCT's LIFT tranche 4	Bolton PCT	Construction of expanded health centre	2012
Blackrod health centre	PCT's annual capital programme	Bolton PCT	Construction of new health centre	2011

Westhoughton

5.41 Westhoughton includes a traditional town centre and a wide variety of housing. A large proportion of the housing has been built in the last forty years and there is continued pressure from developers and landowners for more housing on the open areas immediately around the built-up areas of the town. The major industrial area in Westhoughton is the Wingates Industrial Estate, which is considered in the section on the M61 corridor (see paragraph 5.27 onwards). The Washacre area to the south of the town centre suffers from a degree of deprivation. There is a conservation area in Westhoughton town centre. For the purposes of the Core Strategy, the settlement of Chew Moor, on the north side of the M61, is considered with Westhoughton. Consultation on the early stages of the Core Strategy shows that residents are concerned that the provision of infrastructure has not kept pace with housing development in Westhoughton, including lack of transport provision resulting in congestion. The overall approach of the Core Strategy will ensure that infrastructure will be provided to support new development. In addition funding for the straightening of Platt Lane to access the Chequerbent roundabout directly, is being investigated through the Transport Innovation Fund.

5.42 Westhoughton is surrounded by extensive areas of open countryside, much of which is in the Green Belt. On the edge of the urban area, some of the countryside is not in the Green Belt. This land has been the subject of pressure for development, but the Unitary Development Plan identifies it as Protected Open Land and protects it from substantial new building.

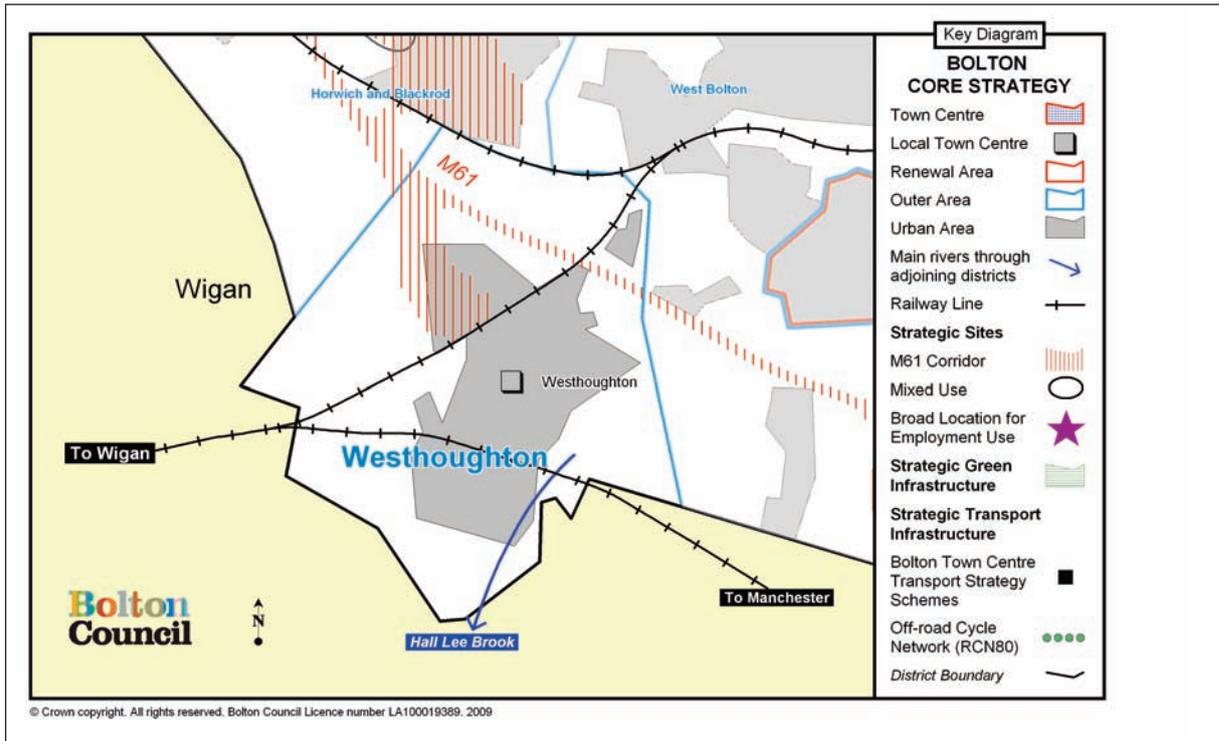


Figure 5.7 Westhoughton

Policy OA3

The council and its partners will:

1. Continue to promote Westhoughton town centre as being suitable for a mix of retailing, leisure, employment and housing uses.
2. Retailing in Westhoughton town centre will serve the south-western part of the borough; the town centre will be allowed to expand for additional convenience floorspace if sites become available.
3. Concentrate sites for new housing in Westhoughton town centre and on other sites within the existing urban area.
4. Renew the buildings of Westhoughton High School.
5. Maintain current Green Belt boundaries.
6. Ensure Protected Open Land around Westhoughton remains undeveloped.
7. Conserve and enhance the character of the existing physical environment, especially the conservation area in Westhoughton town centre.
8. Ensure regard is had to the character of farm complexes, folds, vernacular cottages and the wider open landscape.
9. Develop expanded medical and health facilities at Westhoughton.

Key Delivery Items – Westhoughton (OA3)

Item	Cost and funding	Who	Delivery	Time Frame
Allocations DPD	LDF budget	Bolton Council	Adoption of Allocations DPD	Completed by 2012
Assessment of planning applications	Planning Control budget and fees	Bolton Council	In line with PC targets	Ongoing
Westhoughton High School	Building Schools for the Future	Bolton Council	Renewal of school buildings	Completed by 2012
Westhoughton health centre	PCT's LIFT tranche 4	Bolton PCT	Construction of expanded health centre	Completed by 2012

West Bolton

5.43 West Bolton includes the areas of Heaton, Ladybridge, Over Hulton, the residential parts of Lostock, and Hunger Hill. It also includes the open areas between them. West Bolton's urban areas are mainly residential. Heaton and Lostock in particular are characterised by low density housing, which has been the subject of pressure from house builders for infill and redevelopment schemes. There are two conservation areas at Deane and Chorley New Road. The Middlebrook Valley forms an important gap between Heaton and Ladybridge, and other countryside areas are in the Green Belt. To the east of Over Hulton is the Cutacre strategic employment site, which is considered in the section on the M61 corridor (see paragraph 5.27 onwards).

Policy OA4

The council and its partners will:

1. Concentrate sites for new housing within the existing urban area.
2. Renew the buildings of Ladybridge High School.
3. Maintain current Green Belt boundaries, except around Cutacre, where a boundary adjustment to allow economic development will be considered.
4. Conserve and enhance the character of the existing physical environment, especially the conservation areas at Deane and Chorley New Road, and the historic registered Hulton Park.

5. Ensure that development in West Bolton has particular regard to the overall density, plot sizes, massing and materials of the surroundings – these features should be retained where possible.
6. Ensure that development respects the large amounts of open space and lower density development in West Bolton. Development should take special care to incorporate high quality soft landscaping using native plant species, particularly those identified in the Landscape Character Appraisal.

Key Delivery Items – West Bolton (OA4)

Item	Cost and funding	Who	Delivery	Time Frame
Allocations DPD	LDF budget	Bolton Council	Adoption of Allocations DPD	Completed by 2012
Assessment of planning applications	Planning Control budget and fees	Bolton Council	In line with PC targets	Ongoing
Ladybridge High School	Building Schools for the Future	Bolton Council	Renewal of school buildings	Completed by 2012

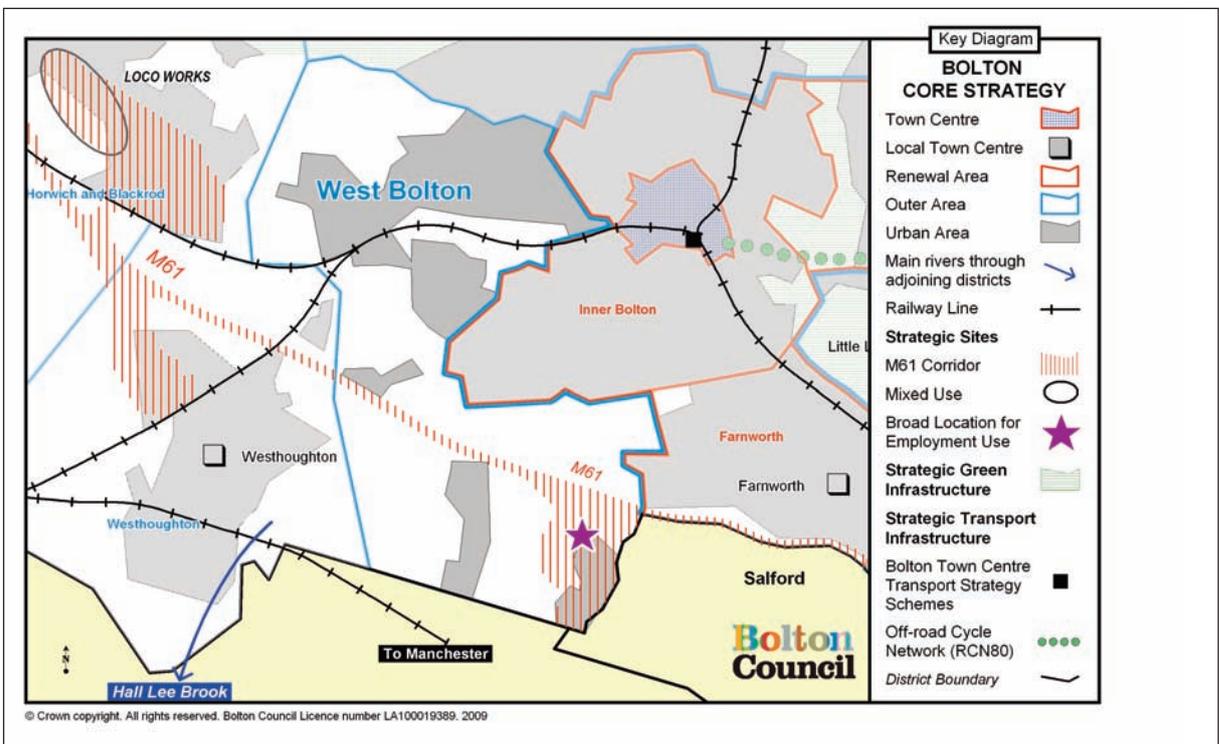


Figure 5.8: West Bolton

North Bolton

5.44 North Bolton includes the urban areas of Smithills, Astley Bridge, Bromley Cross and Bradshaw, as well as the open areas to the north to the borough boundary. The urban areas are mainly residential, though there are significant shopping areas in Astley Bridge and Harwood and a smaller one at Bromley Cross. The Retail and Leisure Study has shown that there is a shortage of convenience shopping in the Bromley Cross area. There are no major concentrations of employment. There are several conservation areas and a historic park and garden at Smithills Hall. The open areas to the north are in the Green Belt and include parts of the West Pennine Moors. The Eagley and Bradshaw valleys provide corridors of open land extending between the urban areas. Many of the open areas are well used for recreation, and the Jumbles, Smithills Hall and Estate, and Moss Bank Park are all foci for recreational activity. The Johnson Fold and Hall i'th'Wood housing areas both suffer from a degree of deprivation and have been identified as Neighbourhood Renewal Areas. There are also some other parts of North Bolton that are relatively deprived such as the Oldhams Estate.

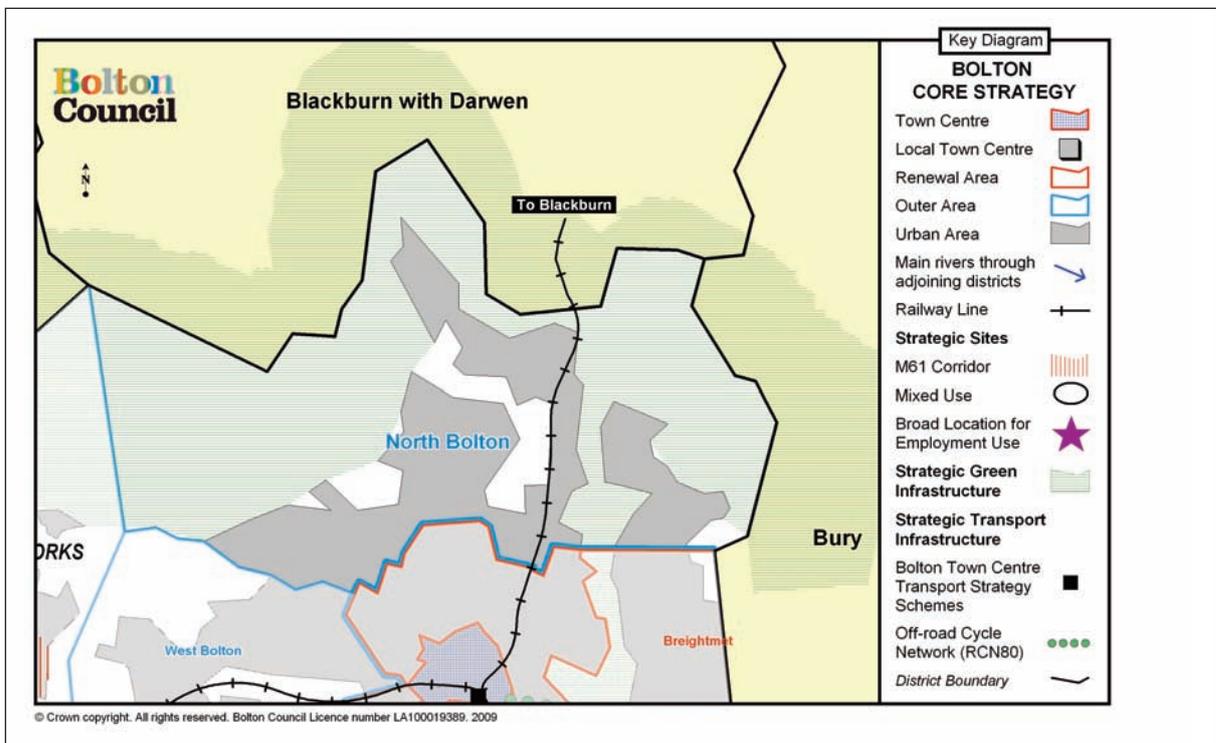


Figure 5.9: North Bolton

Policy OA5

The council and its partners will:

1. Concentrate sites for new housing within the existing urban area.
2. Take opportunities to renew Johnson Fold and Hall i'th'Wood with new housing where appropriate.
3. Ensure that the district centres at Astley Bridge and Harwood, and the local shopping centre at Bromley Cross continue to serve local needs. Bromley Cross will be allowed to expand for additional convenience floor space if a site became available.

4. Renew the buildings of Smithills and Sharples High Schools.
5. Maintain current Green Belt boundaries.
6. Protect significant open recreational and tourism areas at the Jumbles, Smithills Hall and Estate, Moss Bank Park and in the Croal Irwell Valley from adverse development.
7. Focus tourism at Hall i'th'Wood and Firwood Fold.
8. Conserve and enhance the character of the existing physical environment, especially the conservation areas, the historic listed Smithills Hall and park and the historic townscape cores.
9. Ensure regard is had to the character of farm complexes, folds, vernacular cottages and the wider open landscape.
10. Require special attention to be given to the massing and materials used in new development.
11. Ensure that new development does not harm the landscape setting and protects views from public areas to the surrounding landscape.
12. Ensure that development respects the large amounts of open space and the open aspects of North Bolton. Development should take special care to incorporate high quality soft landscaping using native plant species, particularly those identified in the Landscape Character Appraisal.
13. Develop expanded medical and health facilities at Egerton or Dunscar.

Key Delivery Items – North Bolton (OA5)

Item	Cost and funding	Who	Delivery	Time Frame
Allocations DPD	LDF budget	Bolton Council	Adoption of Allocations DPD	Completed by 2012
Assessment of planning applications	Planning Control budget and fees	Bolton Council	In line with PC targets	Ongoing
Smithills School	Building Schools for the Future	Bolton Council	Renewal of school buildings	Completed by 2012
Sharples School	Building Schools for the Future	Bolton Council	Renewal of school buildings	Completed by 2012
New health centre serving Egerton and Dunscar	PCT's Annual Capital Programme	PCT	New health centre	Completed by 2011

Little Lever and Kearsley

5.45 For the purposes of the Core Strategy this area includes the whole of Little Lever, those parts of Kearsley to the east of the A666, and the open areas between them. The urban area of Little Lever is mainly residential, but includes a local town centre. In the Unitary Development Plan, Little Lever is identified as one of four local town centres in the borough, the second tier of retailing, with Bolton town centre in the top tier. The Retail and Leisure Study shows that Little Lever is of insufficient size and turnover to retain this position, but it will remain as a town centre to serve the south eastern parts of the borough. It also shows that there is a shortage of convenience shopping in Little Lever. The urban area of Kearsley contains residential areas, and there are significant industrial locations at Europa and Lyon Industrial Estates. Kearsley also has a small shopping area. There is a conservation area at Ringley.

5.46 The open areas lie principally along the Croal and Irwell Valleys. There is a significant recreational area at Moses Gate Country Park and a Site of Special Scientific Interest at Nob End. Although most of this land is in the Green Belt, there is some land around Kearsley and smaller areas at Little Lever that are in the category of Protected Open Land in the Unitary Development Plan.

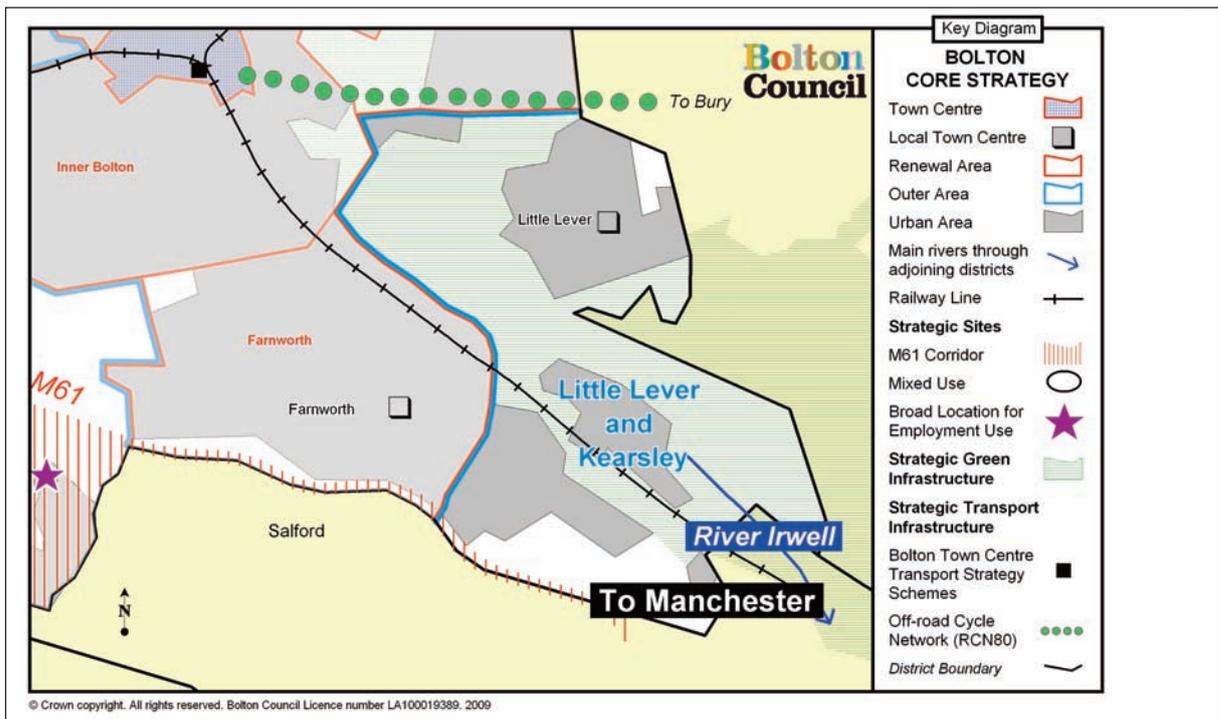


Figure 5.10: Little Lever and Kearsley

Policy OA6

The council and its partners will:

1. Identify Little Lever town centre as serving the south-eastern part of the borough. The centre would be allowed to expand for additional convenience floor space if a site became available.
2. Ensure that the local centre at Kearsley will continue to serve local needs.
3. Concentrate sites for new housing within the existing urban area.

4. Continue to support the employment areas at Europa and Lyon Industrial Estates and take opportunities for improvement.
5. Renew the buildings of Little Lever High School and George Tomlinson School, Kearsley.
6. Maintain current Green Belt boundaries.
7. Ensure Protected Open Land remains undeveloped.
8. Protect significant open recreational areas in the Croal Irwell Valley at Moses Gate Country Park, and along the line of the Manchester, Bolton and Bury Canal, from adverse development.
9. Conserve and enhance the character of the existing physical environment, especially the conservation area at Ringley Fold.
10. Respect and enhance the built form and pattern of existing development.
11. Develop new or expanded medical and health facilities at Little Lever.

Key Delivery Items – Little Lever and Kearsley (OA6)

Item	Cost and funding	Who	Delivery	Time Frame
Allocations DPD	LDF budget	Bolton Council	Adoption of Allocations DPD	Completed by 2012
Assessment of planning applications	Planning Control budget and fees	Bolton Council	In line with PC targets	Ongoing
Little Lever School	Building Schools for the Future	Bolton Council	Renewal of school buildings	Completed by 2012
Little Lever health centre	PCT's LIFT tranche 4	PCT	Expanded health centre	Completed by 2012

Measuring Delivery – The Outer Areas (OA1-OA6)

Strategic Objectives met: SO1, SO2, SO6, SO11, SO13, SO14, SO15, SO16

Indicators (and targets)

Net additional dwellings constructed per annum in the outer areas.

Flexibility and phasing

Policies OA1-OA6 allow for a flexible approach on development rates and land uses. The council will apply built environment policies flexibly by considering them as part of an assessment of the costs and benefits of a development.

Links to other areas

- 5.47** Bolton's central location in the north west means that the town has strong links with the rest of the region. It is within the Manchester City Region and adjacent to the Central Lancashire City Region. The Spatial Portrait identifies the beneficial economic relationship between Bolton and the Manchester City Region. The Regional Spatial Strategy sets out the spatial policies that put Bolton in a regional context.
- 5.48** Manchester city centre is the most significant location for employment in the Manchester City Region. For Bolton residents to exploit its location and access jobs in Manchester, it is vital that transport routes between Bolton and Manchester continue to be improved, both inside and outside the borough. Rail services between Bolton and Manchester will be improved through the provision of additional rolling stock. Improvements to Bolton Interchange are part of this coordinated approach to improving the rail network. In addition, the Bolton to Bury cycle route will provide a cross boundary transport link.
- 5.49** Economic opportunities in Bolton will also provide employment opportunities for residents of surrounding areas. Bolton town centre, Horwich Loco Works and Cutacre must all be accessible across borough boundaries and, although the town centre will benefit from the same transport improvements outlined in the previous paragraph, the development of the Loco Works and Cutacre must take account of the need for transport connections outside the borough.
- 5.50** Bolton's housing, retail and leisure markets overlap with other districts, and this is shown in the Strategic Housing Market Assessment and the Retail and Leisure Study.
- 5.51** In relation to new housing, Bolton proposes to use the figure of 694 net additional dwellings per annum to be provided in line with the Greater Manchester Growth Points bid. This will enable it to make a more significant contribution to Greater Manchester housing requirements than using the Regional Spatial Strategy figure of 578 net additional dwellings per annum.
- 5.52** The Core Strategy proposes to grow the retail offer in the borough, concentrating on Bolton town centre. This approach is likely to have only minimal effects on adjoining districts, but it could marginally increase the catchment area of the town centre.
- 5.53** Bolton's green infrastructure also has an important role to play in a sub-regional and regional context, providing a location for recreation, wildlife habitat and as resource to mitigate and adapt to climate change. The West Pennine Moors, shared with Bury, Blackburn with Darwen and Lancashire, and the Croal Irwell Valley, shared with Bury and Salford, have especially important roles in this respect. The possible implications of what happens in Bolton, in relation to flooding downstream, also need to be taken into account. The Greater Manchester Strategic Flood Risk Assessment identifies that development in Bolton has the potential to impact on the flood risk of downstream districts. This impact needs to be addressed through limiting development which could adversely affect flood storage or flood flow routes, incorporating green open spaces and promoting sustainable drainage.

Policy LO1

The council and its partners will:

1. Improve rail links from Bolton to surrounding areas, especially Manchester city centre.
2. Provide an off-road cycle route from Bolton town centre to Bury town centre.
3. Develop employment areas and sites in Bolton town centre, Horwich Loco Works and other sites along the M61 corridor to ensure that they will provide employment opportunities for people living outside the borough.
4. Protect green infrastructure of sub-regional importance in the West Pennine Moors and the Croal Irwell Valley from adverse development.
5. Reduce the impact of flooding on areas downstream.

Key Delivery Items – Links to Other Areas (LO1)

Item	Cost and funding	Who	Delivery	Time Frame
Allocations DPD	LDF budget	Bolton Council	Adoption of Allocations DPD	Completed by 2012
Trinity Interchange	GM Transport Fund £48m	GMPTE Bolton Council	Construction of Interchange	Completed by 2014/15
Bolton – Bury strategic route	Sustrans & support funding to be identified	Bolton Council / Sustrans	Construction of cycle route	Commencing 2015 dependent on inclusion in LTP3

Measuring Delivery – Links to Other Areas (LO1)

Strategic Objectives met: SO5, SO6, SO10, SO12, SO13

Indicators (and targets)

Numbers of passengers travelling by rail between Manchester and Bolton (increase over 2008 figure).

Flexibility and phasing

The policy allows for flexibility in implementing the wide range of issues that are covered.

6. Infrastructure and planning contributions

- 6.1** The development proposed in the Core Strategy must be supported by appropriate infrastructure which is provided in a timely and co-ordinated way. Infrastructure has a broad definition as identified in PPS12 and includes physical, social and green infrastructure.
- 6.2** The council has worked with other infrastructure providers both within the council and external agencies, including utility providers, the Highways Agency, Bolton Primary Care Trust and the Environment Agency. This provides the understanding of infrastructure needs and costs, phasing of development, funding sources and responsibility for delivery.
- 6.3** A separate background document has been prepared which includes details of current and future infrastructure provision together with funding sources where these can be identified. In terms of physical infrastructure this includes transport, water supply, waste water, gas, electricity and communications. In respect of social provision it looks at health, education and emergency services. Open space provision and the wider issue of flood risk are also considered under the heading of Green Infrastructure.
- 6.4** No significant infrastructure need has been identified within the area which cannot be met by the provisions of the Core Strategy.
- 6.5** With the exception of Cutacre and Horwich Loco Works, there are no exceptionally large sites identified in the Core Strategy where significant infrastructure requirements have been identified, either by the council or by relevant providers (as evidenced during consultation), that will be required prior to development.

Cutacre and Horwich Loco Works

- 6.6** Site specific infrastructure requirements will be made by the prospective developers.

Funding gaps

- 6.7** The analysis in the Infrastructure Delivery Plan demonstrates some gaps in funding over and above identified sources of funding. Where existing infrastructure would not be able to meet the additional demands being placed upon it by the proposed development, the council would expect the developer(s) to pay for or contribute to the cost of all, or that part of, the additional infrastructure provision which would not have been necessary but for the development.

Planning contributions

- 6.8** This policy sets out the council's approach to planning contributions (which can also be known as 'planning obligations'). These contributions, often known as section 106 agreements (s106), are required to ensure that the additional requirements that arise from new development for infrastructure, services and facilities are met as well as addressing any impact on the environment. National advice, including appropriate tests for these agreements, is set out in Circular 05/2005 'Planning Obligations'.
- 6.9** Planning contributions can be used to prescribe the nature of development; to secure a contribution to compensate for loss or damage created; or to mitigate a development's impact, the overall purpose being to bring proposed development into line with national, regional or

local planning policies. The planning document on housing, PPS3, is also important since this establishes a minimum indicative threshold for seeking provision of affordable housing at 15 units and requires authorities to set out the approach to seeking developer contributions to facilitate the provision of affordable housing. An economic viability study has been undertaken to support the affordable housing target which is set out in policy SC1.

- 6.10** The council has for some years pursued planning obligations in respect of affordable housing, open space, off-site access and transport of all types including public transport, cycling and walking, health and well-being, education and public art.
- 6.11** It is clear that Government expects development to contribute more to infrastructure requirements arising from new development. In addition, the move towards more sustainable development and the increasingly important issue of climate change requires a broader range of possible contributions.
- 6.12** With the focus on Bolton town centre development as a vital driver for Bolton's future, contributions have been prioritised within this area towards the public realm as this is seen as critical for success of inward investment. The council's approach to the public realm in Bolton town centre is set out in the Public Realm Implementation Framework (PRIF). This was approved in July 2007. In July 2008 the council approved an interim statement of council policy entitled "Bolton Town Centre Planning Obligations". This establishes current practice with regard to the use of planning obligations for public realm improvements in Bolton town centre.

Implementation

- 6.13** Detailed implementation matters will be addressed through the use of an SPD. This will contain additional information on when planning obligations may be needed and may cover matters such as:
- When contributions may be needed.
 - The type and scale of contributions.
 - The circumstances when financial rather than direct provision will be required.
 - How financial contributions will be calculated.
 - The form and timing of legal agreements.
- 6.14** Implementation of this policy will need to take into account Government's proposals for the introduction of a Community Infrastructure Levy (CIL). The purpose of CIL is to ensure that development contributes to the mitigation of its impacts in order to ensure that development is delivered in a more sustainable way. If the Council wishes to pursue CIL, it will need to produce a charging schedule which will be subject to consultation and independent examination. This will set out which existing planning obligations will be replaced by CIL and which may remain where s106 agreements will still be required.

Policy IPC1

The council will seek to ensure that developers make reasonable provision or contribution towards the cost of appropriate physical, social and green infrastructure required by the proposed development and/or to mitigate the impact of that development. In doing so, the council will ensure that a scheme is made acceptable in planning terms and achieves the objectives of sustainable development.

In determining planning applications the council will apply a threshold of 15 dwellings in assessing whether planning contributions will be required from proposed housing developments. For all other forms of development a size threshold of 0.4 hectares will be applied to sites.

For new residential development specific contributions will be sought for:

- Affordable housing.
- Open space provision and maintenance.
- Health and well-being.
- Education.
- Community facilities.

For all types of development, including housing, contributions will be sought for additional types of infrastructure necessary to remedy site-specific deficiencies that arise from development or any other mitigation or compensatory measures required.

These may include where relevant:

- Off-site access and transport of all types including public transport, cycling and walking.
- Biodiversity where a development would have an adverse effect on a feature of biodiversity interest.
- Green infrastructure where a development would have an adverse effect on existing green infrastructure; this would be in addition to the requirement on residential development for open space.
- Flood protection and mitigation measures including those to address the adverse effects of surface water run-off, where a flood risk assessment shows it to be necessary.
- Mitigation or compensation against air quality impacts in Air Quality Management Areas.
- Contributions to the public realm improvements within Bolton town centre.
- The pursuit of any other material policy considerations or site specific matters, for example contributions towards the wider plans to restore the Manchester, Bolton and Bury Canal.

The council also expects public art from all development above one hectare in area or from the construction of buildings containing the threshold of 2500m² of floor space.

Within Bolton town centre it is anticipated that the council will primarily seek contributions to secure high quality improvements to the public realm.

The above policy is applicable unless it can be demonstrated by the applicant that the scheme would not be viable if contributions were sought or offered.

Key Delivery Items – Infrastructure and Planning Contributions (IPC1)

Item	Cost and funding	Who	Delivery	Time Frame
Assessment of planning applications	Planning application fees	Bolton Council Planning Control	In line with Planning Control targets	Ongoing

Measuring Delivery – Infrastructure and Planning Contributions (IPC1)

Strategic Objectives met: SO1, SO2, SO4, SO6, SO9, SO10-SO14, SO16

Indicators (and targets)

Appropriate Core Strategy policy targets and indicators, specifically policies H1, A1, P5, S1, CG1, SC1 and SC2.

Flexibility and phasing

The council will apply this policy flexibly by considering the requirements for planning obligations together with an assessment of scheme viability.

7. Maps

7.1 The following pages express visually the preferred spatial option and consequential changes to the adopted UDP due to the proposed strategic sites.

Key diagram

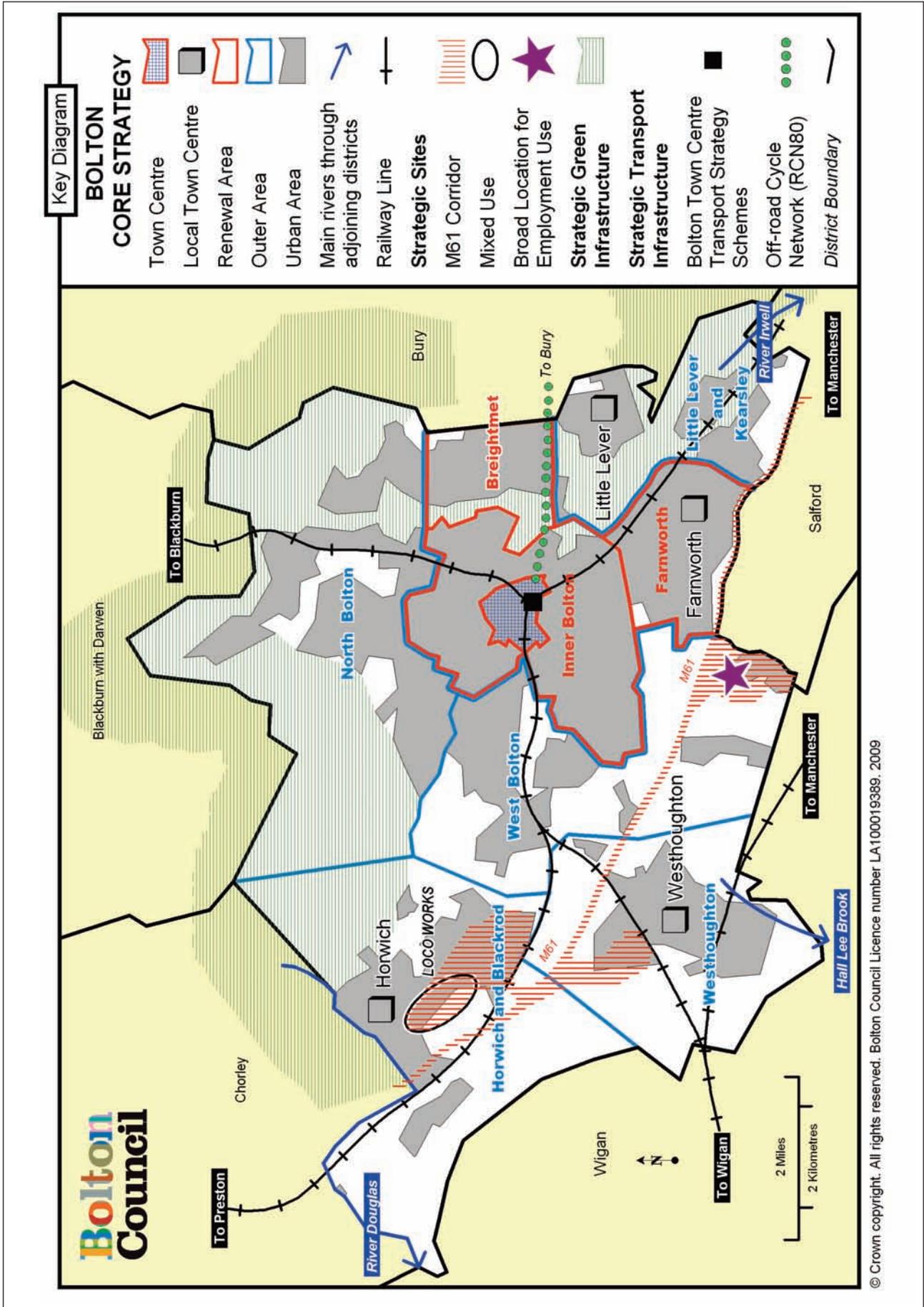
This shows:

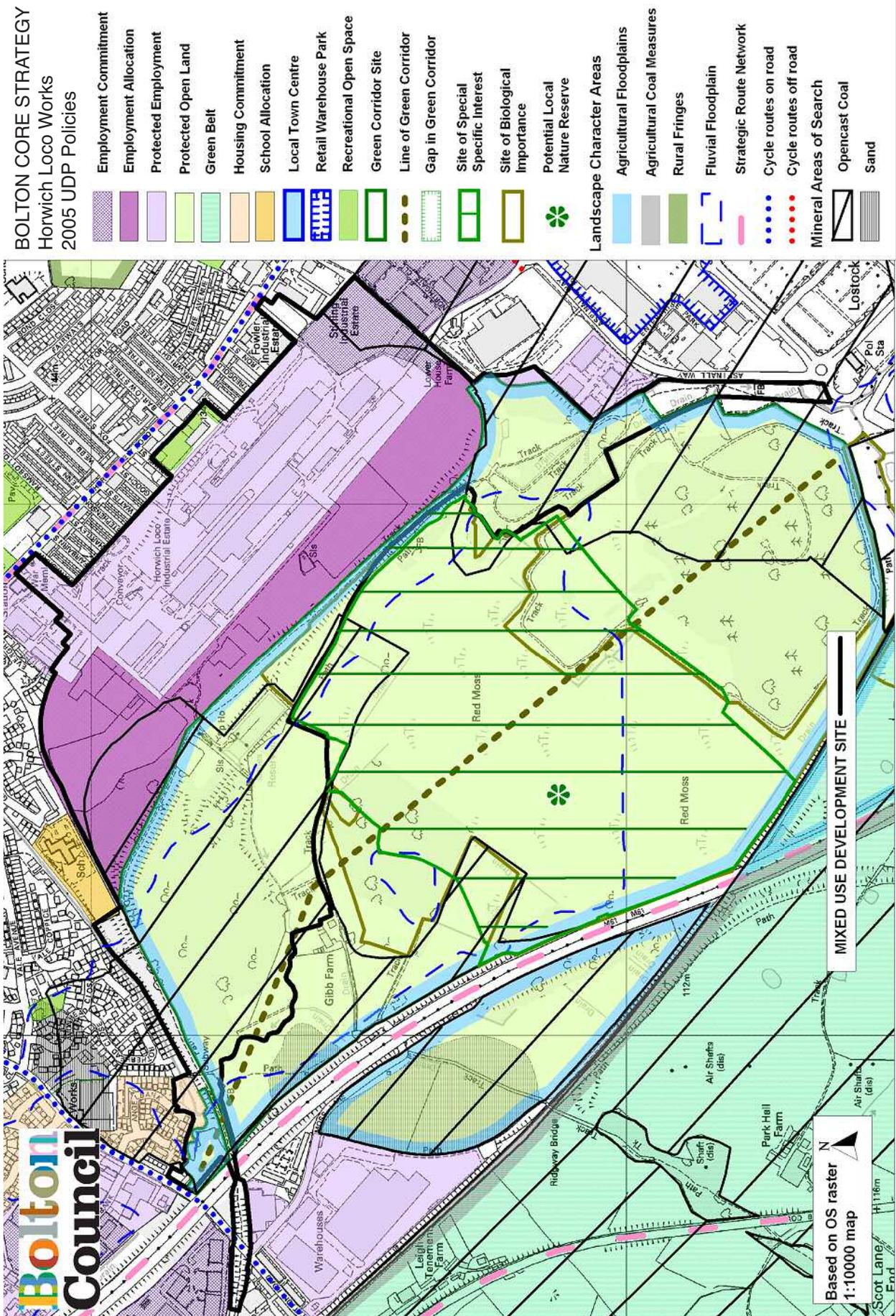
- The main areas of Bolton including local town centres in Farnworth, Horwich and Westhoughton, Little Lever and renewal areas.
- The proposed strategic site at Horwich Loco Works and the broad location for employment development at Cutacre.
- Key transport corridors and schemes.
- Strategic green infrastructure.

Proposals maps

The proposals maps show the strategic site at Horwich Loco works in more detail: as it is now under the current Unitary Development Plan, followed by a map showing the revised allocations. In brief the changes are as follows:

- Addition of Loco Works mixed-use development site.
- Addition of conservation area.
- Removal of employment commitment within Loco Works mixed-use development site.
- Removal of employment allocation within Loco Works mixed-use development site.
- Removal of protected employment within Loco Works mixed-use development site.
- Deletion of protected open land to align it with the south-western boundary of the Loco Works mixed-use development site.
- Changes to boundary of agricultural floodplains landscape character area to align it with the south-western boundary of the Loco Works mixed-use development site.
- Deletion of recreational open space within the north-eastern boundary of Loco Works mixed-use site.

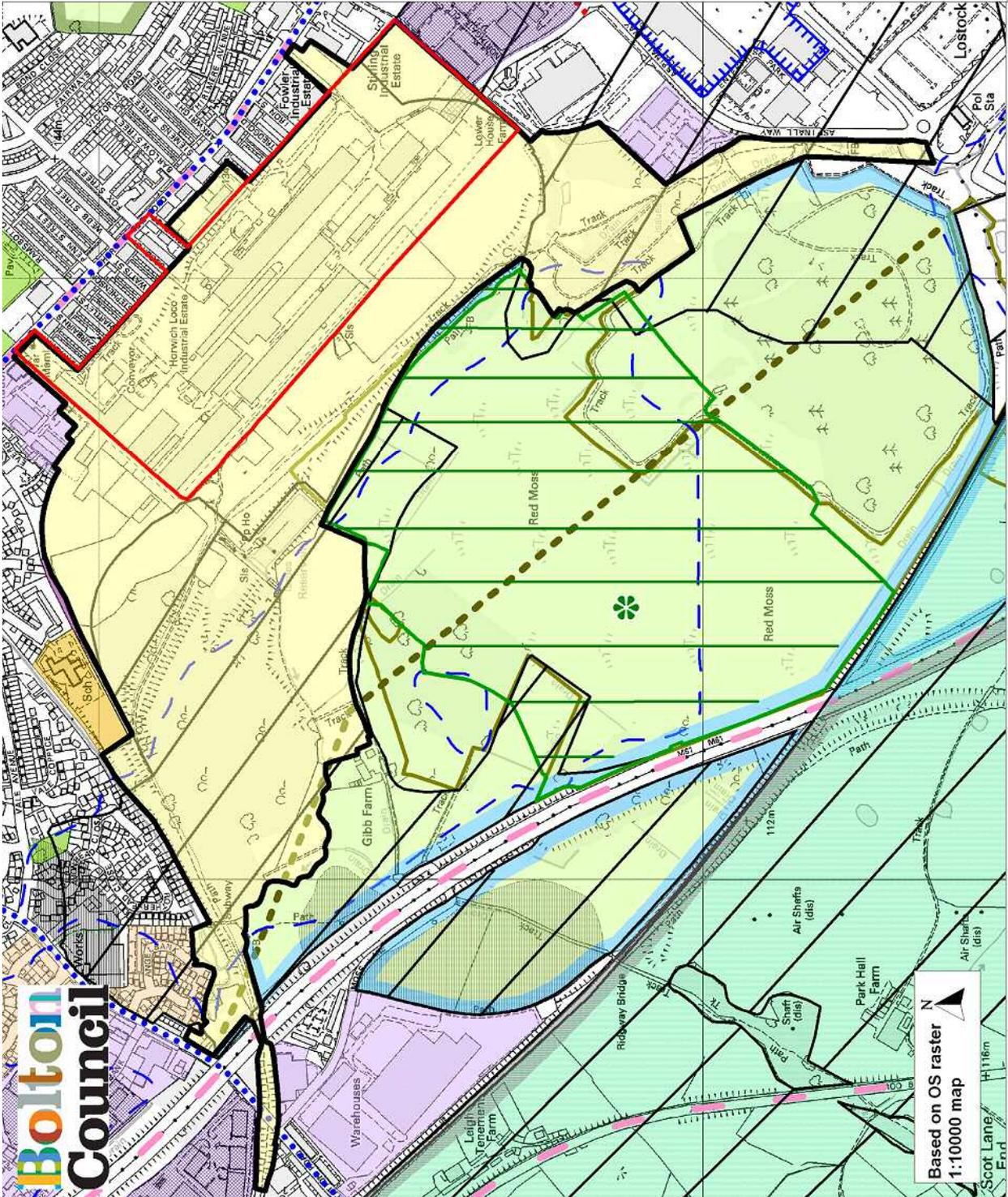




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BOLTON CORE STRATEGY
Horwich Loco Works
Adopted Proposals

-  Mixed Use Development Site
-  Conservation Area



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Appendix 1: Policy summary strategic policies

Healthy Bolton

Policy H1

The council and its partners will:

1. Support the development of new health facilities in accessible town centre locations, and in renewal areas.
2. Ensure that new developments contribute appropriately through planning contributions to meet the health needs that they generate.

Achieving Bolton

Policy A1

The council and its partners will:

1. Support the development of secondary schools in accessible locations along transport corridors and in renewal areas.
2. Support the development of primary schools in locations accessible to the communities they serve.
3. Re-use any redundant school sites to support regeneration priorities.
4. Ensure that new developments contribute appropriately through planning contributions to meet the educational and training needs that they generate.

Prosperous Bolton

Policy P1

The council and its partners will:

1. Identify a range of employment sites for new development with a total area of between 145ha and 165ha up to 2026.
2. Safeguard existing employment sites where they are compatible with residential amenity and contribute to the sustainability of communities in which they are situated. Where they are not compatible, mixed uses will be encouraged to retain an element of employment.

Policy P2

The council and its partners will:

1. Identify a range of sites for new retail development to allow for a comparison goods floor space of up to 130,000 square metres after 2016, concentrated in Bolton town centre.
2. Concentrate bulky goods retailing on the edge of centres, especially Bolton town centre.
3. Plan for additional convenience goods floor space of up to 10,000 square metres in town, district and local centres where local communities have good access.

Policy P3

The council and its partners will:

1. Keep to the principles of the waste hierarchy, giving priority to waste minimization, and re-use and recycling of waste materials.
2. Locate facilities for waste management primarily concentrated in regeneration areas and along key transport corridors.

Policy P4

The council and its partners will:

1. Maintain an adequate landbank of aggregates to make a contribution towards the maintenance of Greater Manchester's share of the regional production of aggregates.
2. Identify sites, preferred areas, or areas of search for gritstone mainly in the northern, upland parts of the borough; for sand, gravel and coal they will be identified mainly in the southern lowland parts of the borough.
3. Safeguard known resources of minerals, and existing and planned infrastructure that supports mineral exploitation including facilities for manufacturing and distribution of substitute recycled and secondary aggregate material.

Policy P5

The council and its partners will ensure that developments take the following into account:

1. Accessibility by different types of transport, prioritising pedestrians, cyclists, public transport users over other motorised vehicle users.
2. The design of developments to enable accessibility by public transport.
3. Freight movement for industrial and storage uses.
4. Servicing arrangements.

5. Parking, including parking for cycles and powered two-wheelers, in accordance with the parking standards set out in Appendix 3.
6. The transport needs of people with disabilities.
7. The requirement for a Transport Assessment and Travel Plan with major trip generating developments.

Safe Bolton

Policy S1

The council and its partners will:

1. Ensure that the design of new development will take into account the need to reduce crime and the fear of crime.
2. Promote road safety in the design of new development.
3. Target expenditure on road safety to locations with the worst safety record.

Cleaner and Greener Bolton

Policy CG1

The council and its partners will:

1. Safeguard and enhance the rural areas of the borough from development that would adversely affect its biodiversity including trees, woodland and hedgerows, geodiversity, landscape character, recreational or agricultural value; or its contribution to green infrastructure, reducing flood risk and combating climate change.
2. Safeguard and enhance biodiversity in the borough 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.
3. Safeguard and enhance parks, gardens, allotments, civic spaces, cemeteries and playing fields and improve the quality and multi-functional benefits of these assets.
4. Allow some development on informal green spaces in the urban area, provided that it allows for the improvement of remaining green spaces and helps to meet the strategic objectives for housing.
5. Reduce the risk of flooding in Bolton and other areas downstream by minimising water run-off from new development and ensuring a sequential approach is followed, concentrating new development in areas of lowest flood risk.
6. Work towards minimising energy requirements, improving energy efficiency, lessening the reliance on fossil fuel-based energy and reducing carbon dioxide (CO₂) emissions.

7. Maximise the potential for renewable energy development and encourage proposals that contribute towards the renewable energy targets set out in the Regional Spatial Strategy.

Policy CG2

The council and its partners will:

1. Ensure that all development proposals contribute to the delivery of sustainable development, being located and designed so as to mitigate any adverse effects of the development and adapt to climate change by incorporating high standards of sustainable design and construction principles.

The following two policies (CG2.2 and CG2.3) are applicable unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable. Scheme viability shall also take into account:

- The reduction in energy bills from the renewable energy technology over its life time.
 - The equivalent cost on the environment for the additional carbon dioxide generated by not installing the renewable energy technology.
2. Ensure that all proposals for 5 or more residential units, or 500m² or greater non-residential units:
 - a) Achieve Level 3 of the Code for Sustainable Homes or the “very good” BREEAM rating (or any subsequently adopted set of national sustainable construction standards).
 - b) Incorporate appropriate decentralised, renewable or low carbon energy sources to reduce the CO₂ emissions of predicted regulated and unregulated energy use by at least 10%. The most appropriate technology for the site and the surrounding area should be used. For the purposes of calculating the CO₂ emissions, an energy assessment which includes a carbon budget should be provided for the proposed development.
 - c) Demonstrate the sustainable management of surface water run-off from developments. On brownfield sites the rate of run-off should be 50% less than conditions before development. On greenfield sites the rate of run-off should be no worse than the original conditions before development.

The following policy clause will be implemented once the City Region investment fund has been established:

3. Ensure that all proposals for 5 or more residential units, or 500m² or greater non-residential units:
 - a) Achieve the minimum targets for carbon reduction as outlined in the AGMA Decentralised Energy Study (table shown below).
 - b) Connect to existing or planned/potential decentralised and/or power schemes, where appropriate.

Where these minimum standards can not be met on site, the use of allowable solutions and contribution into the City Region investment fund will be allowed.

Policy CG2 (continued)

Table based on AGMA decentralised energy study:

	Minimum CO ₂ reduction targets from decentralised infrastructure				Proposed allowable solutions
	2010 - 2016		2010 - 2021		
Planning designation	Minimum target (% of regulatory target)	Maximum target (Unregulatory target %)	% of regulatory target	Unregulated target %	
Target 1: Network expansion area	See policy CG2.2	80%	35%	balance % (regulated) 80% unregulated	Developer contribution to network expansion linking existing buildings
Target 2: Electricity intense area	See policy CG2.2	42%	100%	80%	Developer contribution to local installations or City Region investment fund
Target 3: Micro generation area	See policy CG2.2	34%	100%	80%	Developer contribution to local installations or City Region investment fund

Table assumptions:

1. CO₂ reduction targets are measured against Building Regulations part L 2006 baseline.
2. Unregulated energy use is to be estimated using the National Calculation Methodology for building types.
3. Allowable solutions could include on/near site technologies or offsite 'allowable' solutions.

Definitions:

Network expansion area: locations where the proximity of new and existing buildings creates sufficient density to support district heating and cooling.

Electricity intense area: locations where the predominant building type has an all electric fit-out, creating high associated CO₂ emissions.

Micro-generation area: locations where lower densities and a fragmented mix of uses mean that only building scale solutions are possible.

Policy CG3

The council and its partners will:

1. Expect development proposals to display innovative, sustainable designs that contribute to good urban design.
2. Conserve and enhance local distinctiveness, ensuring development has regard to the overall built character and landscape quality of the area.
3. Require development to be compatible with the surrounding area, in terms of scale, massing, grain, form, architecture, street enclosure, local materials and landscape treatment including hard and soft landscaping and boundary treatment. Historical associations should be retained where possible.
4. Conserve and enhance the heritage significance of heritage assets and heritage areas, recognising the importance of sites, areas and buildings of archaeological, historic, cultural and architectural interest and their settings.
5. Ensure development is designed in an inclusive manner which is accessible and legible to all, regardless of age, gender, background or disability.
6. Encourage the incorporation of design measures into new developments that allow adaptation and resilience to the impacts of climate change and extreme weather events and also to reduce the threat of fuel poverty, through the careful selection of aspect, layout and massing, and by making buildings increasingly energy efficient.
7. Maintain and respect the landscape character of the surrounding countryside and its distinctiveness. Any soft landscaping and landscape enhancement schemes should enhance biodiversity and be compatible with the nearby landscape character types identified by the Landscape Character Assessment.

Policy CG4

The council and its partners will:

1. Ensure that new development is compatible with surrounding land uses and occupiers, protecting amenity, privacy, safety and security.
2. Development should not generate unacceptable nuisance, odours, fumes, noise or light pollution, nor cause detrimental impacts upon water, ground or air quality.
3. Development proposals on land that is (or is suspected to be) affected by contamination or ground instability must include an assessment of the extent of the issues and any possible risks. Development will only be permitted where the land is, or is made, suitable for the proposed use.

Strong and Confident Bolton

Policy SC1

The council and its partners will:

1. Identify a range of housing sites for additional provision of 694 dwellings per annum between 2008 and 2026.
2. At least 80% of housing development will be on previously developed land in accordance with the Regional Spatial Strategy; the Transforming Estates programme will provide up to 20% of housing development on Greenfield land.
3. Ensure that 35% of new housing is affordable, broken down into 75% for social renting and 25% for intermediate housing. All developments which incorporate open market housing and with a capacity of 15 or more dwellings should ensure that provision of affordable housing is made. On previously developed land 15% of total provision should be affordable and in the case of Greenfield land 35%. A lower proportion and/or a different tenure split may be permitted where it can clearly be demonstrated that development would not be financially viable and affordable housing provision is being maximised.
4. Ensure that for market and social rented housing, about 50% of dwellings are 3-bedroomed or larger, and no more than 20% (for market housing) or 10% (social rented) are 1-bedroomed. Ensure that for intermediate housing about 20% of dwellings are 3-bedroomed, and no more than 40% are 1-bedroomed.
5. Ensure that new housing has a density of at least 30 dwellings per hectare, and achieve higher densities where possible taking into account local character.
6. Provide an adequate supply of sites for gypsies and travellers, and travelling show people, taking into account such considerations as proximity to local services, the amenity of adjoining occupiers, the effect on the environment and the strategy of concentrating development in the existing urban area.

Policy SC2

1. The council and its partners will ensure that local cultural activities and community facilities are located in the neighbourhoods that they serve.

Area Policies

Town Centre

Civic and Retail Core Policy TC1

The council and its partners will:

1. Continue to support the civic and retail core as the principal location in the borough for retailing with an emphasis on renewal and improvement to achieve high quality floor space.
2. Support the expansion of restaurants, food-orientated public houses, and financial and professional services.
3. Promote Victoria Square for leisure and civic activities, and outdoor seating ancillary to restaurant and café uses.
4. Give priority to providing good pedestrian links to Bolton transport interchange and car parks.

St Helena Policy TC2

The council and its partners will:

1. Support the redevelopment of the Central Street phase for a retail-led mixed-use development including residential and community uses.
2. Support the redevelopment of the King Street phase for either retail or residential focused mixed-use development.

St Peter's Policy TC3

The council and its partners will:

1. Conserve and enhance the historic character of Churchgate, Wood Street and Silverwell Street, and encourage the existing mix of uses to remain the same with a presumption in favour of business and residential uses together with food and drink uses fronting Bradshawgate, Churchgate and Nelson Square.

Trinity Gateway Policy TC4

The council and its partners will:

1. Develop a high quality multi-modal interchange that will serve bus, rail and car borne passengers on the triangle of land between the Preston and Blackburn railway lines. This will replace the existing bus station at Moor Lane.

2. Redevelop the remainder of this site for new office, retail and leisure uses, and for a new multi-storey car park.
3. Ensure that there are good pedestrian links to the rest of the town centre.
4. Take opportunities to improve the commercial frontages along Newport Street and Bradshawgate.
5. Develop a new magistrates' court on Blackhorse Street.
6. Ensure that the Westbrook area is redeveloped for a mix of residential, leisure and small-scale non-food retailing.
7. Encourage improvements in the appearance of Ravenside Retail Park.

Cultural Quarter Policy TC5

The council and its partners will:

1. Take opportunities to improve Bolton Market as a destination.
2. Redevelop Moor Lane Bus Station and Cheadle Square for a mixture of employment, cultural, residential and family orientated leisure uses.
3. Ensure that redevelopment and re-use of older industrial buildings and cleared areas on the west side of Moor Lane incorporates new housing uses.
4. Construct a multi-storey car park.

Knowledge Campus Policy TC6

The council and its partners will:

1. Promote the development and use of this area as the main location for post-16 education in the borough.
2. Promote the development of knowledge-based employment and a Knowledge Centre for library purposes.
3. Construct a new road from Moor Lane to Blackhorse Street to enable the opening up of development sites in the Zone.
4. Construct a health, leisure and research facility on the University campus.
5. Improve pedestrian access between the area, and the civic and retail core.

Merchant's Quarter Policy TC7

The council and its partners will:

1. Ensure that Merchant's Quarter will remain in predominantly employment uses focused on office, business and creative industries.
2. Encourage the refurbishment of buildings for office, business and creative industry uses.
3. Encourage some uses that are complementary to the predominant employment uses and sited in appropriate locations such as the Bradshawgate frontage or fronting new public squares or spaces.
4. Construct a multi-storey car park on part of the existing Brightmet Street surface car park.
5. Provide a new road access from St Peter's Way into the Merchant's Quarter area.
6. Provide a new pedestrian footbridge between Merchant's Quarter and Clive Street/Institute Street.

Church Wharf Policy TC8

The council and its partners will:

1. Promote employment-led mixed uses, with an emphasis on new offices, leisure and retail uses on and around Manor Street and Bank Street with residential elements to the east and south of the area.
2. Allow for the retention or replacement of Bow Street multi-storey car park.
3. Ensure that the River Croal environment is preserved or enhanced and that full account is taken of flooding risk.

Little Bolton Policy TC9

The council and its partners will:

1. Retain existing buildings within the conservation area where practicable and where necessary find new uses for them, including office, leisure, retail and residential.
2. Exploit opportunities outside the conservation area for redevelopment or refurbishment for a mix of residential, office or leisure uses.

Urban Village Policy TC10

The council and its partners will:

1. Increase the number of houses in the area, focusing on family housing, affordable housing, executive homes and a range of sizes of apartments.
2. Be an example of good practice in implementing environmentally sustainable development.
3. Improve the quality and environment of Queen's Park and its connectivity to the town centre and surrounding areas.
4. Take into account the need to reduce flood risk along the River Croal, provide any flood storage capacity within Queen's Park and preserve or enhance the river environment.

Design in the town centre Policy TC11

The council and its partners will:

1. Protect, strengthen and enhance the distinctive townscape qualities of Bolton town centre. Development should conserve and enhance the special nature of the conservation areas and listed buildings.
2. Ensure that development along the gateways to the town centre enhances the townscape through the use of high quality design and improves street frontages and pedestrian permeability.
3. Ensure streets are designed in accordance with the Public Realm Implementation Framework to achieve a high standard of design which exhibits safety, consistency and accessibility, particularly for pedestrians, cyclists and users of public transport.
4. Require development to respect and enhance existing vistas. New architectural 'set pieces' will be supported where the design is of exemplary quality. Development must have regard to the existing hierarchy of built forms as indicated in Building Bolton SPD.
5. Make efficient and effective use of land in the town centre due to the existing levels of high density development, ensuring that development provides adequate amenity space and privacy, or attractive public areas, where appropriate for the site.

Renewal Areas

Inner Bolton Policy RA1

The council and its partners will:

1. Continue to focus jobs in modern employment areas in The Valley.
2. Locate new employment-related development on undeveloped sites in The Valley and surrounding area.
3. Regenerate mills and other older industrial premises in the area with a mixture of new build and refurbishment for primarily employment uses, with supporting residential and mixed uses.
4. Focus both local shopping and specialist retailing within the existing district centres along Chorley Old Road and at Astley Bridge, and the local centres along Deane Road, Tonge Fold, Daubhill and St Helens Road, Halliwell Road and Tonge Moor Road, and at the Derby Centre.
5. Develop new housing throughout the area on a combination of brownfield sites and on a limited number of greenfield sites in existing housing areas.
6. Redevelop the Hayward School site as an Academy with some additional housing.
7. Renew the buildings of Bolton Muslim Girls School.
8. Protect the open recreational area at Queen's Park from adverse development.
9. Continue to protect existing Green Belt boundaries.
10. Protect significant recreational areas along the line of the Manchester, Bolton and Bury Canal from adverse development.
11. Conserve and enhance the distinctive character of the existing physical and natural environment, especially in Queen's Park which is a conservation area and a historic registered park.
12. Ensure that development has particular regard to massing and materials used, due to the predominance of red brick, slate-roofed, two-storied terraced housing.
13. Respect and strengthen the traditional grid-iron pattern and the street-scaping of existing housing and mills where it is compatible with good urban design.
14. Make efficient use of land in inner Bolton due to existing higher levels of development density, requiring development to provide adequate privacy and amenity space and conform to the overall spatial approach.

15. Ensure that development takes opportunities to improve upon the existing low levels of green infrastructure and soft landscaping in inner Bolton, using native plant species where appropriate.
16. Develop new or expanded health centres at Pikes Lane, Avondale, Halliwell, Tonge Moor, Great Lever, and Hulton Lane.

Farnworth Policy RA2

The council and its partners will:

1. Continue to regenerate Farnworth town centre with a mix of retailing, leisure, employment, public service and housing uses.
2. Support the renewal, development and expansion of the retail precinct.
3. Support the improvement of gateways, transport corridors, pedestrian routes and pedestrian permeability in and around Farnworth town centre.
4. Continue to recognise the Royal Bolton Hospital as the principal hospital in the borough, supporting consolidation and opportunities for improvement and employment on its existing site.
5. Develop a new health centre close to Farnworth town centre.
6. Continue to focus jobs, opportunities and improvements at the modern employment area at Express Industrial Estate.
7. Regenerate former textile mills and other older industrial buildings with a mixture of new build and refurbishment for primarily employment uses, with supporting residential and mixed uses.
8. Take a comprehensive approach to regenerating the Moses Gate employment area.
9. Develop new housing throughout the area on a combination of brownfield sites and on a limited number of greenfield sites in existing housing areas.
10. Recognise Farnworth as an important public transport hub.
11. Protect the significant open recreational area at Farnworth Park from adverse development.
12. Ensure Protected Open Land to the north of Royal Bolton Hospital and along the M61 remains undeveloped.
13. Recognise the co-located Bolton Sixth Form and Community Colleges at the Queen Street site as the principal focus for post-16 education in the southern part of the borough.
14. Require development proposals in Farnworth to enhance the townscape through the use of excellent quality design.

15. Conserve and enhance the distinctive character of the existing physical and natural environment, especially in the Greenside Conservation Area and the historic registered Farnworth Park.
16. Respect and strengthen the traditional grid-iron pattern and the street-scaping of existing housing and mills where it is compatible with good urban design.
17. Make efficient use of land in Farnworth due to existing higher levels of development density, requiring development to provide adequate privacy and amenity space and conform to the overall spatial approach.

Brightmet Policy RA3

The council and its partners will:

1. Develop new housing throughout the area on a combination of brownfield sites and on a limited number of greenfield sites in existing housing areas.
2. Identify the former Bolton to Bury railway line as a strategic cycle route.
3. Redevelop the Withins School site for an Academy together with a primary school and special needs school.
4. Maintain the existing local shopping centre along Bury Road at Brightmet as a focus for local shopping.
5. Keep Green Belt boundaries unchanged.
6. Improve public transport to link new and existing housing to employment opportunities.
7. Continue to focus jobs, opportunities and improvements in the employment area between Bury Road and Brightmet Fold Lane.
8. Require development to introduce increased levels of high quality, distinctive design that will enhance the local area, and conserve and enhance the character of the historic registered Tonge Cemetery.
9. Ensure that development respects the large amounts of open space and recreational open space in Brightmet. Development should take special care to incorporate high quality soft landscaping and green amenity spaces using native plant species, particularly those identified in the Landscape Character Appraisal.

The M61 Corridor

Horwich Loco Works Policy M1

1. Horwich Loco Works is a strategic site that will be developed for a sustainable mixed-use community primarily for employment and housing.

Horwich Loco Works 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 additional traffic generated does not result in serious inconvenience or danger on the public highway.
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. Any new or expanded education services must be provided to cater for the educational needs arising from the development.
8. It should reflect the historic importance of the Horwich Loco Works.

Broad Location for Employment Development Policy M3

1. The council will identify in the Allocations Development Plan Document a site for manufacturing and distribution in the vicinity of Cutacre tip. The extent of this site will be up to about 80 hectares, with up to about 40 hectares potentially removed from the Green Belt, and this will be determined by the context set out in paragraph 5.27.

Middlebrook Policy M4

1. The council and its partners will develop the remaining Middlebrook sites for office development.

Parklands and the Lostock Industrial Area Policy M5

1. The council and its partners will develop the remaining Parklands and Lostock sites for a mix of general industrial, light industrial and office uses, but with an increasing focus on light industrial and office development.

Wingates Industrial Estate Policy M6

1. The council and its partners will refurbish and redevelop Wingates for B2 and B8 employment uses as opportunities arise.

The M61 Corridor Built Environment Policy M7

The council and its partners will:

1. Ensure that the scale and massing of new development along the M61 corridor respects the distinctive landscape qualities and relates sympathetically to the surrounding area.

The Outer Areas

Horwich and Blackrod 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 sites for new housing in Horwich town centre, at Horwich Loco Works and on other sites within the existing urban area.
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. Conserve and enhance the character of the existing landscape and physical environment, especially the conservation areas at Horwich town centre, Horwich Loco Works and Wallsuches.
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.

Retail and Leisure Uses at Middlebrook Policy OA2

1. The council and its partners will plan for changes in retailing and leisure at Middlebrook provided there is no adverse effect on Bolton town centre or any other centres, and that there is no substantial increase in floor space.

Westhoughton Policy OA3

The council and its partners will:

1. Continue to promote Westhoughton town centre as being suitable for a mix of retailing, leisure, employment and housing uses.
2. Retailing in Westhoughton town centre will serve the south-western part of the borough; the town centre will be allowed to expand for additional convenience floorspace if sites become available.
3. Concentrate sites for new housing in Westhoughton town centre and on other sites within the existing urban area.
4. Renew the buildings of Westhoughton High School.
5. Maintain current Green Belt boundaries.
6. Ensure Protected Open Land around Westhoughton remains undeveloped.
7. Conserve and enhance the character of the existing physical environment, especially the conservation area in Westhoughton town centre.
8. Ensure regard is had to the character of farm complexes, folds, vernacular cottages and the wider open landscape.
9. Develop expanded medical and health facilities at Westhoughton.

West Bolton Policy OA4

The council and its partners will:

1. Concentrate sites for new housing within the existing urban area.
2. Renew the buildings of Ladybridge High School.
3. Maintain current Green Belt boundaries, except around Cutacre, where a boundary adjustment to allow economic development will be considered.
4. Conserve and enhance the character of the existing physical environment, especially the conservation areas at Deane and Chorley New Road, and the historic registered Hulton Park.

5. Ensure that development in West Bolton has particular regard to the overall density, plot sizes, massing and materials of the surroundings – these features should be retained where possible.
6. Ensure that development respects the large amounts of open space and lower density development in West Bolton. Development should take special care to incorporate high quality soft landscaping using native plant species, particularly those identified in the Landscape Character Appraisal.

North Bolton Policy OA5

The council and its partners will:

1. Concentrate sites for new housing within the existing urban area.
2. Take opportunities to renew Johnson Fold and Hall i'th'Wood with new housing where appropriate.
3. Ensure that the district centres at Astley Bridge and Harwood, and the local shopping centre at Bromley Cross continue to serve local needs. Bromley Cross will be allowed to expand for additional convenience floor space if a site became available.
4. Renew the buildings of Smithills and Sharples High Schools.
5. Maintain current Green Belt boundaries.
6. Protect significant open recreational and tourism areas at the Jumbles, Smithills Hall and Estate, Moss Bank Park and in the Croal Irwell Valley from adverse development.
7. Focus tourism at Hall i'th'Wood and Firwood Fold.
8. Conserve and enhance the character of the existing physical environment, especially the conservation areas, the historic listed Smithills Hall and park and the historic townscape cores.
9. Ensure regard is had to the character of farm complexes, folds, vernacular cottages and the wider open landscape.
10. Require special attention to be given to the massing and materials used in new development.
11. Ensure that new development does not harm the landscape setting and protects views from public areas to the surrounding landscape.
12. Ensure that development respects the large amounts of open space and the open aspects of North Bolton. Development should take special care to incorporate high quality soft landscaping using native plant species, particularly those identified in the Landscape Character Appraisal.
13. Develop expanded medical and health facilities at Egerton or Dunscar.

Little Lever and Kearsley Policy OA6

The council and its partners will:

1. Identify Little Lever town centre as serving the south-eastern part of the borough. The centre would be allowed to expand for additional convenience floor space if a site became available.
2. Ensure that the local centre at Kearsley will continue to serve local needs.
3. Concentrate sites for new housing within the existing urban area.
4. Continue to support the employment areas at Europa and Lyon Industrial Estates and take opportunities for improvement.
5. Renew the buildings of Little Lever High School and George Tomlinson School, Kearsley.
6. Maintain current Green Belt boundaries.
7. Ensure Protected Open Land remains undeveloped.
8. Protect significant open recreational areas in the Croal Irwell Valley at Moses Gate Country Park, and along the line of the Manchester, Bolton and Bury Canal, from adverse development.
9. Conserve and enhance the character of the existing physical environment, especially the conservation area at Ringley Fold.
10. Respect and enhance the built form and pattern of existing development.
11. Develop new or expanded medical and health facilities at Little Lever.

Links to other areas

Policy LO1

The council and its partners will:

1. Improve rail links from Bolton to surrounding areas, especially Manchester city centre.
2. Provide an off-road cycle route from Bolton town centre to Bury town centre.
3. Develop employment areas and sites in Bolton town centre, Horwich Loco Works and other sites along the M61 corridor to ensure that they will provide employment opportunities for people living outside the borough.
4. Protect green infrastructure of sub-regional importance in the West Pennine Moors and the Croal Irwell Valley from adverse development.
5. Reduce the impact of flooding on areas downstream.

Infrastructure and planning contributions

Policy IPC1

The council will seek to ensure that developers make reasonable provision or contribution towards the cost of appropriate physical, social and green infrastructure required by the proposed development and/or to mitigate the impact of that development. In doing so, the council will ensure that a scheme is made acceptable in planning terms and achieves the objectives of sustainable development.

In determining planning applications the council will apply a threshold of 15 dwellings in assessing whether planning contributions will be required from proposed housing developments. For all other forms of development a size threshold of 0.4 hectares will be applied to sites.

For new residential development specific contributions will be sought for:

- Affordable housing.
- Open space provision and maintenance.
- Health and well-being.
- Education.
- Community facilities.

For all types of development, including housing, contributions will be sought for additional types of infrastructure necessary to remedy site-specific deficiencies that arise from development or any other mitigation or compensatory measures required.

These may include where relevant:

- Off-site access and transport of all types including public transport, cycling and walking.
- Biodiversity where a development would have an adverse effect on a feature of biodiversity interest.
- Green infrastructure where a development would have an adverse effect on existing green infrastructure; this would be in addition to the requirement on residential development for open space.
- Flood protection and mitigation measures including those to address the adverse effects of surface water run-off, where a flood risk assessment shows it to be necessary.
- Mitigation or compensation against air quality impacts in Air Quality Management Areas.
- Contributions to the public realm improvements within Bolton town centre.
- The pursuit of any other material policy considerations or site specific matters, for example contributions towards the wider plans to restore the Manchester, Bolton and Bury Canal.

The council also expects public art from all development above one hectare in area or from the construction of building containing the threshold of 2500m² of floor space.

Within Bolton town centre it is anticipated that the council will primarily seek contributions to secure high quality improvements to the public realm.

The above policy is applicable unless it can be demonstrated by the applicant that the scheme would not be viable if contributions were sought or offered.

Appendix 2: Evidence base

National evidence base and strategies

2.1 National evidence

- DCLG (2007) Indices of Multiple Deprivation
- Jenkins, G.J., Perry, M.C., and Prior, M.J.O (2007). The climate of the United Kingdom and recent trends. Met Office Hadley Centre, Exeter, UK.
- Secured by Design (2008) Secured by Design
- English Heritage (2008) Heritage at Risk Register

2.2 National strategies

- Planning Policy Statements (PPS) were produced by the Office of the Deputy Prime Minister (ODPM) until 05/05/2006, after which they were produced by the Department for Communities and Local Government (DCLG). They include:
 - PPS1: Delivering Sustainable Development (2005)
 - Supplement to PPS1: Planning and Climate Change (2007)
 - PPS3: Housing (2006)
 - PPS4: Planning for Sustainable Economic Development (2009)
 - PPS5: Planning for the Historic Environment (2010)
 - PPS7: Sustainable Development in Rural Areas (2004)
 - PPS9: Biodiversity and Geological Conservation (2005)
 - PPS10: Planning for Sustainable Waste Management (2005)
 - PPS11: Regional Spatial Strategies (2004)
 - PPS 12: Local Spatial Planning (2008)
 - PPS 22: Renewable Energy (2004)
 - PPS 23: Planning and Pollution Control (2004)
 - PPS 25: Development and Flood Risk (2006)
- Planning Policy Guidance (PPG) Notes were produced by the Office of the Deputy Prime Minister. They include:
 - PPG2: Green Belts (2001)
 - PPG5: Simplified Planning Zones (1992)
 - PPG8: Telecommunications (2001)
 - PPG13: Transport (2001)
 - PPG14: Development on Unstable Land (1990)
 - PPG17: Planning for Open Space, Sport and Recreation (2002)
 - PPG18: Enforcing Planning Control (1991)
 - PPG19: Outdoor Advertisement Control (1992)
 - PPG20: Coastal Planning (1992)
 - PPG24: Planning and Noise (1994)
- Other National Strategies include:
 - Housing Issues:
 - a. DCLG (2005) Sustainable Communities: Settled Homes, Changing Lives, a Strategy for tackling Homelessness
 - b. DCLG (2005) Providing more Settled Homes
 - c. DCLG (2006) Preventing Homelessness: A Strategy Health Check.
 - DCLG (2006) Good Practice Guide on Planning for Tourism
 - DCLG (2008) Sustainable Development Action Plan 2007-2008
 - Natural England (2000) Planning Tomorrow's Countryside

- Natural England (2008) The State of the Natural Environment

Regional evidence base and strategies

2.3 Regional evidence

- Highways Agency (2007) Highways Agency Advice Forecasts
- North West Regional Assembly (2005) North West Employment Land Study
- Salford Housing & Urban Studies Unit and the University of Salford (May 2007) North West Regional Gypsy and Traveller Accommodation and Related Services Assessment

2.4 Regional strategies

- Government Office North West (2008) The North West of England Plan Regional Spatial Strategy to 2021.
- Moving Forward: The Northern Way (consisting of the North West Regional Development Agency, One NorthEast and Yorkshire Forward). Key documents include:
 - The Northern Way Growth Strategy
 - The Business Plan 2005-2008
 - Action Plan 2005
 - Annual Report and Submission to the Government on the comprehensive spending review 2007.
- North West Regional Assembly (2005) Regional Housing Strategy
- North West Regional Assembly (2007) North West Housing Statement
- North West Regional Development Agency (2006) North West Regional Economic Strategy

Sub-regional evidence base and strategies

Sub-regional evidence

2.5 Housing

- Association of Greater Manchester Authorities (2007) Making Housing Count
- Association of Greater Manchester Authorities (2008) Greater Manchester Strategic Housing Market Assessment
- Arc4 (2007/8) Gypsy and Traveller Accommodation and Service Delivery Needs in Greater Manchester

2.6 Employment

- Manchester Enterprises (2006) Demand for Employment Land in Greater Manchester
- Manchester Enterprises (2006) Assessment of Employment Land in Greater Manchester
- Nathaniel Lichfield and Partners (2009) Greater Manchester Employment Land Position Statement
- The Manchester Independent Economic Review (2008) Economic Baseline

2.7 Transport

- MVA Consulting (2009) Assessing the transport impacts of the Greater Manchester Local Development Frameworks
- Association of Greater Manchester Authorities (2008) Transport Modelling

2.8 Environmental

- Association of Greater Manchester Authorities (2007) Greater Manchester Waste Needs Assessment
- Association of Greater Manchester Authorities (2007) Greater Manchester Municipal

Waste Management Strategy

- Association of Greater Manchester Authorities (2008) Towards a Green Infra Structure for Greater Manchester
- Association of Greater Manchester Authorities (2008) Greater Manchester Ecological Framework
- Association of Greater Manchester Authorities (2008) Greater Manchester Flood Risk Assessment
- Association of Greater Manchester Association of Greater Manchester Authorities (2010) Decentralised and zero carbon energy planning, by URBED, AECOM and Quantum Strategy & Technology
- Greater Manchester RIGS (Regionally Important Geological and Geomorphological Sites) Group – Local Geodiversity Action Plan Greater Manchester
- Greater Manchester Archaeological Unit (2008) Greater Manchester Urban Historic Landscape Characterisation Project (HLC)
- Manchester University (Post Graduate Students) (2008) Change for the Better? Reshaping Bolton for a Changing Climate.
- Deloitte (2008) 'Mini Stern' for Manchester - Assessing the economic impact of EU and UK climate change legislation on Manchester City Region and the North West

2.9 Sub-regional strategies

- Environment Agency (2008) River Douglas Catchment Flood Management Plan
- Environment Agency (2008) River Irwell Catchment Flood Management Plan
- Greater Manchester Passenger Transport Authority (2006) Greater Manchester Local Transport Plan 2: 2006/7-2010/11
- Manchester Enterprises (2006) The Manchester City Region Development Programme 2006: Accelerating the Economic Growth of the North
- Lancashire County Council, Bolton Metropolitan Borough Council and Blackburn Borough Council (2000) The West Pennine Moors Statement of Intent
- Lancashire County Council, Bolton Metropolitan Borough Council and Blackburn Borough Council (2001) The West Pennine Moors West Pennine Moors Landscape Character Assessment

Local evidence base and strategies

Local evidence

2.10 Housing

- A. P. Sheehan & Co. (2009) Bolton Affordable Housing Economic Viability Study
- Bolton Council (2006) Strategic Homeless Review 2006-07
- David Couttie Associates (2007) Housing Market and Needs Survey 2006
- Roger Tym and Partners (2007) Bolton Strategic Housing Land Availability Assessment.
- David Couttie Associates (2008) Bolton Strategic Housing Market Assessment.
- Bolton Council also produces Annual Housing Land Availability Reports

2.11 Employment

- Jones, Lang, LaSalle (2007) Development and Regeneration Position Statement.
- ARUP and Keppie Messie (2008) Bolton Employment Land Study
- Bolton Council also produces Annual Employment Land Availability Assessments.

2.12 Retail and leisure

- Drivers Jonas (2009) Redevelopment of Church Wharf, Bolton
- Jones, Lang, LaSalle (2007) Development and Regeneration Position Statement.

- Roger Tym and Partners (2008) Bolton Retail and Leisure Study.
- Bolton Council also commissions Annual Town Centre Vitality and Viability Reports.

2.13 Environmental

- Bolton Council (2007) Open Space, Sport and Recreation Study: Assessment Report.
- Bolton Council (2008) Bolton Air Quality Management Area
- Information about Bolton's Air Quality Management Zone can be found at www.airquality.co.uk
- Scott Wilson (2009) Bolton Strategic Flood Risk Assessment

2.14 Transport

- JMP Consulting (2004) Bolton Transport Study
- Bolton Council (2007) Great Lever and Farnworth Neighbourhood Management Areas: Accessibility Audit.
- Bolton Council (2008) Public Transport Accessibility Mapping
- Census (2001) Travel to Work in Bolton Data.
- Greater Manchester Passenger Transport Authority (2007) Greater Manchester Integrated Transport Strategy, Corridor Partnership No. 7 Manchester-Salford Central-Farnworth-Bolton-Lostock/Bromley Cross
- Greater Manchester Transportation Unit (2006) Transport Statistics Bolton 2005
- Greater Manchester Transportation Unit (2007) Transport Statistics Bolton 2006.
- Greater Manchester Transportation Unit (2008) Accidents at Junctions Data

2.15 Health

- Bolton NHS Primary Care Trust (2001) The Bolton Health Survey 2001
- Bolton NHS Primary Care Trust (2005) Public Health: Annual Report 2005
- Bolton NHS Primary Care Trust (2007) The Bolton Health Survey 2007

2.16 Other

- Bolton Council (2007) Bolton Mills Action Framework: Guidance for the Future Role of Bolton's Mills
- Bolton Council (2007) People in Bolton: Key Facts and Figures
- Bolton Council (2007) Ward Profiles
- Bolton Council also produces Annual Monitoring Reports

Local strategies

2.17 Strategic council wide

- Bolton Council (2006) The Bolton Plan 2006-2009: Setting the targets for Bolton's Future
- Bolton Council (2006) Bolton's Local Area Agreement 2006-2009
- Bolton Council (2007) Sustainable Community Strategy. Bolton: Our Vision 2007-2017.

2.18 Economy

- Bolton Strategic Economic Partnership (2003) The Economic Strategy for Bolton 2003-2008.
- Bolton Vision Partnership (2005) Town Centre Action Framework 2005-2008

2.19 Transport

- Bolton Council (2007) Coming to Bolton: Town Centre Transport Strategy

2.20 Housing

- Bolton Council (2005) Supporting People Strategy 2005-2010
- Bolton Council (2006) Looking Forward: A Gypsy and Traveller Strategy for Bolton 2006-2011.
- Bolton Council (2006) Bolton Temporary Accommodation Use Reduction Plan
- Bolton Council (2007) Homelessness Strategy 2007-2010
- Bolton Council (2007) Housing Strategy 2007-2010
- Bolton Council (2007) Affordable Housing Delivery Plan 2007-2010

2.21 The Environment

- Bolton Council (2006) Our Future: Environment Strategy 2006-2011
- Bolton Council (2001) A Biodiversity Action Plan for Bolton
- Bolton Council (2001) A Landscape Character Appraisal of Bolton

2.22 Area specific

- Bolton Council (2006) Bolton's Neighbourhood Renewal Strategy: Improving our Neighbourhoods, Changing our Lives.

2.23 Health

- Bolton NHS Primary Care Trust (2006) Better Health for Bolton: A Manifesto for Improving Health Services 2006-2009.

2.24 Other

- Bolton Council (2006) Bolton 2011: 5 Year Tourism Development Plan 2006
- BSAFE Partnership (2005) Crime, Disorder and Drugs Misuse Reduction Strategy 2005-2008.
- Other Local Planning Authorities Local Development Plan Documents
- Bolton Council (2007) Public Realm Implementation Framework 2007-2012
- Bolton Council (2008) Listed Buildings Register
- Bolton Council (2009) All Landscapes Matter Draft

This list is not intended to be exhaustive.

Appendix 3: Parking standards

Accessibility and Transport Parking Standards				
Type of development	Maximum standard for car parking provision (excluding disabled parking)	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking
A1 - Shops				
Food retail <900 sqm	1 per 25 sqm	Up to 200 bays - 3 bays or 6% of total capacity, which ever is greater	1 per 200 sqm – minimum of 2	Individual consideration
Food retail >900 sqm	1 per 16 sqm	Over 200 bays - 4 bays plus 4% of total capacity	1 per 200 sqm	1 per 600 sqm, minimum of 2 spaces
A1 - Shops				
Non-food retail <900 sqm	1 per 30 sqm	Up to 200 bays - 3 bays or 6% of total capacity, which ever is greater	1 per 200 sqm – minimum of 2	Individual consideration
Non-food retail >900 sqm	1 per 22 sqm	Over 200 bays - 4 bays plus 4% of total capacity	1 per 200 sqm	1 per 900 sqm, minimum of 2 spaces
A2				
Financial and professional services	1 per 35 sqm	Up to 200 bays - 3 bays or 6% of total capacity, which ever is greater Over 200 bays - 4 bays plus 4% of total capacity	1 per 400 sqm, minimum of 2 spaces	Individual consideration
A3 - Food & drink				
Restaurants	1 per 7 sqm public floor area	Up to 200 bays - 3 bays or 6% of total capacity, which ever is greater	1 per 140 sqm public floor area – minimum of 2 spaces	1 per 280 sqm public floor area- minimum of 2 spaces
Fast Food – Drive Through	1 per 8.5 sqm gross floor area	Over 200 bays - 4 bays plus 4% of total capacity		

Accessibility and Transport Parking Standards				
Type of development	Maximum standard for car parking provision (excluding disabled parking)	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking
A1 - Shops				
B1 - Business				
Stand alone offices	1 per 35 sqm	Up to 200 bays - Individual bays for each disabled employee plus 2 bays or 5% of total capacity, whichever is greater Over 200 bays - 6 bays plus 2% of total capacity	1 per 400 sqm – minimum of 2 spaces	1 per 1,400 sqm – minimum of 2 spaces
Business Parks	1 per 40 sqm			
B2 - General industry	1 per 60 sqm	Up to 200 bays - Individual bays for each disabled employee plus 2 bays or 5% of total capacity, whichever is greater Over 200 bays - 6 bays plus 2% of total capacity	1 per 700 sqm – minimum of 2 spaces	1 per 2,800 sqm – minimum of 2 spaces
B8 - Storage or distribution	1 per 100 sqm	Up to 200 bays - Individual bays for each disabled employee plus 2 bays or 5% of total capacity, whichever is greater Over 200 bays - 6 bays plus 2% of total capacity	1 per 850 sqm – minimum of 2 spaces	1 per 4,000 sqm – minimum of 2 spaces
C1 - Hotels	1 per bedroom including staff – leisure and conference facilities should be considered separately if appropriate	Up to 200 bays - 3 bays or 6% of the total capacity, whichever is the greater Over 200 bays - 4 bays plus 4% of total capacity	1 per 10 bedrooms, minimum 2 spaces	1 per 40 bedrooms – minimum of 2 spaces

Accessibility and Transport Parking Standards				
Type of development	Maximum standard for car parking provision (excluding disabled parking)	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking
A1 - Shops				
C2 - Residential institutions				
Hospitals	To be determined through a Transport Assessment	To be determined through a Transport Assessment	To be determined through a Transport Assessment	To be determined through a Transport Assessment
Care / nursing homes	1 per 4 beds	Up to 200 bays - 3 bays or 6% of the total capacity, which ever is the greater Over 200 bays - 4 bays plus 4% of total capacity	1 per 40 beds, minimum of 2 spaces	1 per 160 beds – minimum of 2 spaces
C3 - Dwelling houses				
Sheltered Housing	1 per 2 beds	10% of sheltered housing parking should be disabled persons parking standard compliant	1 space per 20 beds	1 space per 50 beds
1 bedroom	1 space	Where parking is located centrally for flat and apartment developments, at least 5% of the car parking spaces should be disabled persons parking standard compliant	Flats and apartments – 1 secure locker per 5 dwellings – minimum of 2 spaces.	No Standard
2 to 3 bedroom	2 spaces			
4+ bedroom	3 spaces			
D1- Non-residential institutions				
Medical or health facility	1 per 2 full time equivalent staff + 3 per consulting room	Up to 200 bays - 3 bays or 6% of the total capacity, which ever is the greater	1 per 10 full time equivalent staff, minimum of 2 spaces	1 per 40 full time equivalent staff, minimum of 2 spaces
Crèche, day nursery or day centre	1 per full time equivalent staff	Over 200 bays - 4 bays plus 4% of total capacity	1 per 10 full time equivalent staff, minimum of 2 spaces for pupils	No standard
Schools	1.5 spaces per classroom		1 per 10 full time equivalent staff + 1 per 10 pupils	1 per 40 full time equivalent staff – minimum of 2 spaces

Accessibility and Transport Parking Standards				
Type of development	Maximum standard for car parking provision (excluding disabled parking)	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking
D1 - Non-residential institutions				
Higher or further education	1 per 2 full time equivalent staff	Up to 200 bays - 3 bays or 6% of the total capacity, which ever is the greater	1 per 20 full time equivalent staff + 1 per 20 students	1 per 80 full time equivalent staff + 1 per 600 students
Art gallery, museum, exhibition hall or library	1 per 30 sqm public floor area	Over 200 bays - 4 bays plus 4% of total capacity	1 per 300 sqm public floor area – minimum of 2 spaces.	1 per 1200 sqm public floor area – minimum of 2 spaces
Public hall or place of worship	1 per 5 sqm public floor area	Up to 200 bays - 3 bays or 6% of total capacity, which ever is greater	1 per 50 sqm public floor area – minimum of 2 spaces	1 per 200 sqm public floor area – minimum of 2 spaces
D2 - Assembly & Leisure				
Cinema, bingo hall or casino, concert hall	1 per 8 seats	Up to 200 bays - 3 bays or 6% of total capacity, which ever is greater	1 per 80 seats – minimum of 2 spaces	1 per 320 seats – minimum of 2 spaces
Indoor sports or recreation	1 per 25 sqm	Over 200 bays - 4 bays plus 4% of total capacity	1 per 250 sqm – minimum of 4 spaces	1 per 1,000 sqm – minimum of 2 spaces
Outdoor sports and recreation	Individual consideration.	Individual consideration	Individual consideration	Individual consideration
Miscellaneous				
Stadia/spectator seating	1 space per 18 seats 1 coach parking space per 1000 seats (minimum standard)	Up to 200 bays - 3 bays or 6% of total capacity, which ever is greater Over 200 bays - 4 bays plus 4% of total capacity	1 per 150 seats – minimum of 2 spaces	1 per 600 seats – minimum of 2 spaces
Railway/bus stations, and tram stops	Individual consideration	Individual consideration	Minimum of 10 per station Individual consideration for tram stops	Individual consideration

Appendix 4: Glossary

Adoption

Confirmation, usually by a legal notice in a newspaper, stating the final adoption of a Development Plan Document or Local Development Document by the local planning authority.

Adopted proposals map

A component of a Local Development Framework showing the location of proposals in all current Development Plan Documents, on an Ordnance Survey base map.

Affordable housing

Affordable housing includes social rented and intermediate housing (described below), provided to households whose needs are not met by the market. Affordable housing should:

- Meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices.
- Include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be used for alternative affordable housing provision.
- **Social rented housing**
Rented housing owned and managed by local authorities and registered social landlords, for which guideline target rents are determined through the national rent regime. It may also include rented housing owned or managed by other persons and provided under equivalent rental arrangements to the above.
- **Intermediate affordable housing**
Housing at prices and rents above those of social rent, but below market price or rents, these can include shared equity products (e.g. HomeBuy), other low cost homes for sale and intermediate rent.

Where such homes meet the definition above, they may be considered as affordable housing. Whereas, those homes that do not meet the definition, for example, 'low cost market' housing, may not be considered, for planning purposes, as affordable housing. Please see PPS3 for further information on affordable housing.

Allocations Development Plan Document (DPD)

The Allocations DPD is a key part of the Local Development Framework (LDF). It identifies appropriate sites to deliver the objectives of the Core Strategy. These will be for a range of uses including housing, employment and retail, as well as for other uses such as open space and community facilities.

Amenity

A positive element or elements that contribute to the overall character or enjoyment of an area. For example, open land, trees, historic buildings and the interrelationship between them, or less tangible factors such as tranquillity.

Annual Monitoring Report (AMR)

The Annual Monitoring Report contains information relating to Bolton, and is one of a number of documents that need to be included in the Local Development Framework. The report is submitted to the government by the local authority to assess the progress and effectiveness of the LDF.

Biodiversity

Biodiversity is the biological diversity of an area and expresses the genetic, species and ecosystem variation of living things including all plants and animals.

Brownfield land

See under “previously developed land”.

Bulky goods

Goods of a large physical nature (for example DIY, furniture, carpets) that sometimes require large areas for storage or display.

Catchment (in retailing terms)

The geographical area from which a retail destination draws its trade.

Character

A term relating to conservation areas or listed buildings, but also to the appearance of any rural or urban location in terms of its landscape or the layout of streets and open spaces, often giving places their own distinct identity.

Climate change

Long-term changes in temperature, precipitation, wind and all other aspects of the earth's climate. It is often regarded as a result of human activity and fossil fuel consumption.

Comparison retail

Comparison retailing is the provisions of items not obtained on a frequent basis. These include clothing, footwear, household and recreational goods.

Conservation area

Areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. They are subject to a formal declaration procedure.

Contaminated land

Land that has been polluted or harmed in some way making it unfit for safe development or usage unless cleaned.

Conurbation

A large densely populated urban sprawl formed by the growth and coalescence of individual towns or cities.

Convenience retail

Convenience retailing is the provision of everyday essential items, including food, drinks, newspapers/magazines and confectionery

Development plan

The development plan is made up of the Regional Spatial Strategy (RSS) which covers the whole region, and Development Plan Documents (DPD) produced by local planning authorities within the Local Development Framework. The Core Strategy is the principal DPD.

Development Plan Document (DPD)

A Development Plan Document has to be independently tested by a Government inspector and carries full weight in relation to planning applications, which distinguishes it from a Supplementary Planning Document. It is a statutory component of the Local Development Framework, one example of a DPD is the Core Strategy.

Evidence base

The information and data, including the physical, economic, and social characteristics of an area gathered by local authorities to advise the production of the Local Development Framework. To be “sound” a Development Plan Document should be founded on a robust and credible evidence base.

Flood plain

Generally low lying areas adjacent to a watercourse, tidal lengths of the river or sea, where water flows in times of flood or would flow but for the presence of flood defences.

Government circulars

These documents provide non-statutory advice and guidance on particular issues to expand on subjects referred to in legislation.

Government Office for North West (GONW)

The government’s regional office, it is the first point of contact for submitting documents to the Secretary of State.

Greater Manchester Local Transport Plan

A five-year integrated transport strategy, prepared by the ten local authorities in Greater Manchester, setting out how to co-ordinate & improve local transport provision

Green Belt (not to be confused with the term 'greenfield')

A designation for land around certain cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped. The purposes of the Green Belt are to:

- check the unrestricted sprawl of large built up areas
- prevent neighbouring towns from merging
- safeguard the countryside from encroachment
- preserve the setting and special character of historic towns
- assist urban regeneration by encouraging the recycling of derelict and other urban land

Green Belts are defined by local authorities in the development plan.

Greenfield land

Land that has not been occupied by a permanent structure or any associated surface infrastructure, or does not fit into the definition of brownfield land.

Greenhouse effect

The gradual heating of the Earth due to greenhouse gases, leading to climate change and rising sea levels.

Greenhouse gases

Naturally occurring examples include water vapour, carbon dioxide, methane, nitrous oxide and ozone. Some human activities increase these gases, such as burning fossil fuels to power cars and power stations.

Independent examination

This is when a planning inspector publicly examines a Development Plan Document, or Statement of Community Involvement before issuing a binding report.

Infrastructure

A collective term for services such as roads, electricity, sewerage, water, children’s services, health facilities and recycling and refuse facilities.

Inspector's Report

A report issued by a planning inspector regarding the planning issues discussed at the independent examination of the development plan or a planning inquiry. Reports into Development Plan Documents (DPDs) will be binding in the local planning authority's area.

Intermediate affordable housing

See under "affordable housing".

Key diagram

The diagrammatic interpretation of the spatial strategy as set out in a local authority's Core Strategy.

Key issues, issues and options, and preferred options

The "pre-submission" consultation stages on a Development Plan Document (such as the Core Strategy) with the objective of gaining public consensus before submission of documents for independent examination.

Knowledge-based industries

These are activities that require a depth and breadth of knowledge, and result in the generation of innovative actions. They are often associated with the application of university-level research, producing high technology industries such as computers and pharmaceuticals, and knowledge-based services, for example, telecommunications and information technology.

Listed building

A building of special architectural or historic interest as designated by English Heritage on behalf of the Department for Culture, Media and Sport.

Local Development Document (LDD)

Any document (statutory and non-statutory) within the LDF. Compulsory Local Development Documents are: the Core Strategy, Development Plan Documents and Statements of Community Involvement. Optional Local Development Documents are: Area Action Plans, Supplementary Planning Documents and Local Development Orders. Collectively the LDDs make up the spatial strategy for the borough.

Local Development Framework (LDF)

The Local Development Framework is the collection of Local Development Documents produced by the local planning authority which collectively delivers the spatial planning strategy for its area. The Core Strategy is the key plan within the Local Development Framework.

Local Development Scheme (LDS)

This is the project plan for production of the Local Development Framework (LDF). It identifies and describes the Development Plan Documents (DPDs) and when they will be produced. It covers a three-year timespan and is subject to updating following production of an annual monitoring report to check progress.

Open space

All space of public value, including public landscaped areas, playing fields, parks and play areas, and also including not just land, but also areas of water such as rivers, canals, lakes and reservoirs, which can offer opportunities for sport and recreation or can also act as a visual amenity and a haven for wildlife.

Planning Policy Guidance (PPG)

Central government guidance on a range of topics from transport to retail policy giving advice to regional and local policy makers on the way in which they should devise their policies in order to meet

national planning goals. They are gradually being replaced by the newer Planning Policy Statements.

Planning Policy Statement (PPS)

Sets out national land use policy and indicates how this should be reflected in regional and local policies. Intended to concentrate on national land use policy advice and remove advice on practical implementation. They are a material consideration in the determination of planning applications and local plan making.

Previously developed land

Previously developed land (often referred to as brownfield land) is that which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure.

The definition includes defence buildings, but excludes:

- Land that is or has been occupied by agricultural or forestry buildings.
- Land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures.
- Land in built-up areas such as private residential gardens, parks, recreation grounds and allotments, which, although it may feature paths, pavilions and other buildings, has not been previously developed.
- Land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time (to the extent that it can reasonably be considered as part of the natural surroundings).

There is no presumption that land that is previously-developed is necessarily suitable for housing development nor that the whole of the curtilage should be developed.

Proposals map

See "Adopted Proposals Map".

Regional Spatial Strategy (RSS)

The North West RSS is published by GONW. Government Offices work with regional partners to develop, implement and monitor 'Regional Spatial Strategies,' which set out Government's planning and transport policy for each region for a 15-20 year period. The strategies provide frameworks for determining planning applications, as well as for preparing both Local Development Documents and Local Transport Plans. The North West RSS was published in September 2008.

Saved policies/plan

These are the policies within Unitary Development Plans that are saved for continued use in determining planning applications, until they are superseded by new policies in the replacement Development Plan Documents.

Section 106 agreements (s106)

Planning obligations (or "s106 agreements") are private agreements negotiated, usually in the context of planning applications, between local planning authorities and persons with an interest in a piece of land (or "developers"), and intended to make acceptable development which would otherwise be unacceptable in planning terms. For example, planning obligations might be used to prescribe the nature of a development (e.g. by requiring that a given proportion of housing is affordable); or to secure a

contribution from a developer to compensate for loss or damage created by a development (e.g. loss of open space); or to mitigate a development's impact (e.g. through increased public transport provision). The outcome of all three of these uses of planning obligations should be that the proposed development concerned is made to accord with published local, regional or national planning policies.

Sequential approach

A planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example, brownfield sites before greenfield sites, or town centre retail sites before out-of-centre sites.

Sites of Biological Importance (SBI)

These are locally valued sites for wildlife, and designating them as an SBI is a means of protecting these sites of local interest and importance. SBIs have no statutory protection, but do receive some protection through different planning policies and they must be taken into consideration when planning applications affect the site.

Sites of Special Scientific Interest (SSSI)

A site identified under the Wildlife and Countryside Act 1981 (as amended by the Countryside and Rights of Way Act 2000) as an area of special interest by reason of any of its flora and fauna geological or physiological features (plants, animals and natural features) relating to the earth's structure.

Social rented housing

See under "affordable housing".

Spatial planning

Spatial planning is a way of incorporating competing uses of land whilst retaining local identity and values. It goes beyond the traditional idea of drawing boundaries on maps, and looks at supporting the needs of different groups of people, business, leisure and transport in a variety of ways.

Stakeholders

Groups, individuals or organisations that may be affected by or have a key interest in a development proposal or planning policy. They may often be experts in their field or represent the views of many people.

Statement of Community Involvement (SCI)

A document which sets out how the council will consult and involve the public in the production of the LDF and major development control matters.

Strategic Environmental Assessment (SEA)

An appraisal of the impacts of policies and proposals on economic, social and environmental issues.

Submission document

A Development Plan Document submitted to the Secretary of State for independent examination by a government-appointed planning inspector.

Supplementary Planning Documents (SPDs)

Supplementary Planning Documents (SPDs) give further guidance on specific policy topic areas such as affordable housing provision, that have been identified in core policy in the Local Development Framework (LDF), or to give detailed guidance on the development of specific sites in the form of a master plan or development brief.

Supplementary Planning Guidance (SPG)

Additional advice issued by the local planning authority expanding its statutory policies. They are now replaced by SPDs.

Sustainability Appraisals (SA)

The “sustainability appraisal” required by s19(5) of the Planning and Compulsory Purchase Act 2004 should be an appraisal of the economic, social and environmental sustainability of the plan. The aim of the appraisal process is to minimise adverse impacts and resolve as far as possible conflicting or contradictory outcomes of the plan or strategy.

Sustainable Community Strategy (SCS)

All local authorities produce a SCS, a document that demonstrates how local organisation and agencies work together to improve the social, economic and environmental well-being of their area. In Bolton it is called: “Bolton: Our Vision 2007-2017”.

Sustainable development

Development which meets the needs of the present generation without compromising the ability of future generations to meet their own needs.

Unitary Development Plan (UDP)

The UDP is a plan that sets out how land within the borough should be used over the coming years. It consists of a written statement and proposals map. The UDP determines the type and location of development in Bolton such as houses, schools, shops and industry and protects open areas, green belt and natural and historic resources. The UDP will be replaced by the LDF.

Appendix 5: Replacement of Saved UDP Policies

All the policies in Bolton's Unitary Development Plan (UDP) have been saved until they are replaced by policies of the Local Development Framework. The following list sets out the UDP policies that are intended to be replaced by Core Strategy policies when they are adopted. UDP policies that are not contained within the list below will remain in force after the adoption of the Core Strategy, until they are replaced by policies in other development plan documents as part of the Local Development Framework.

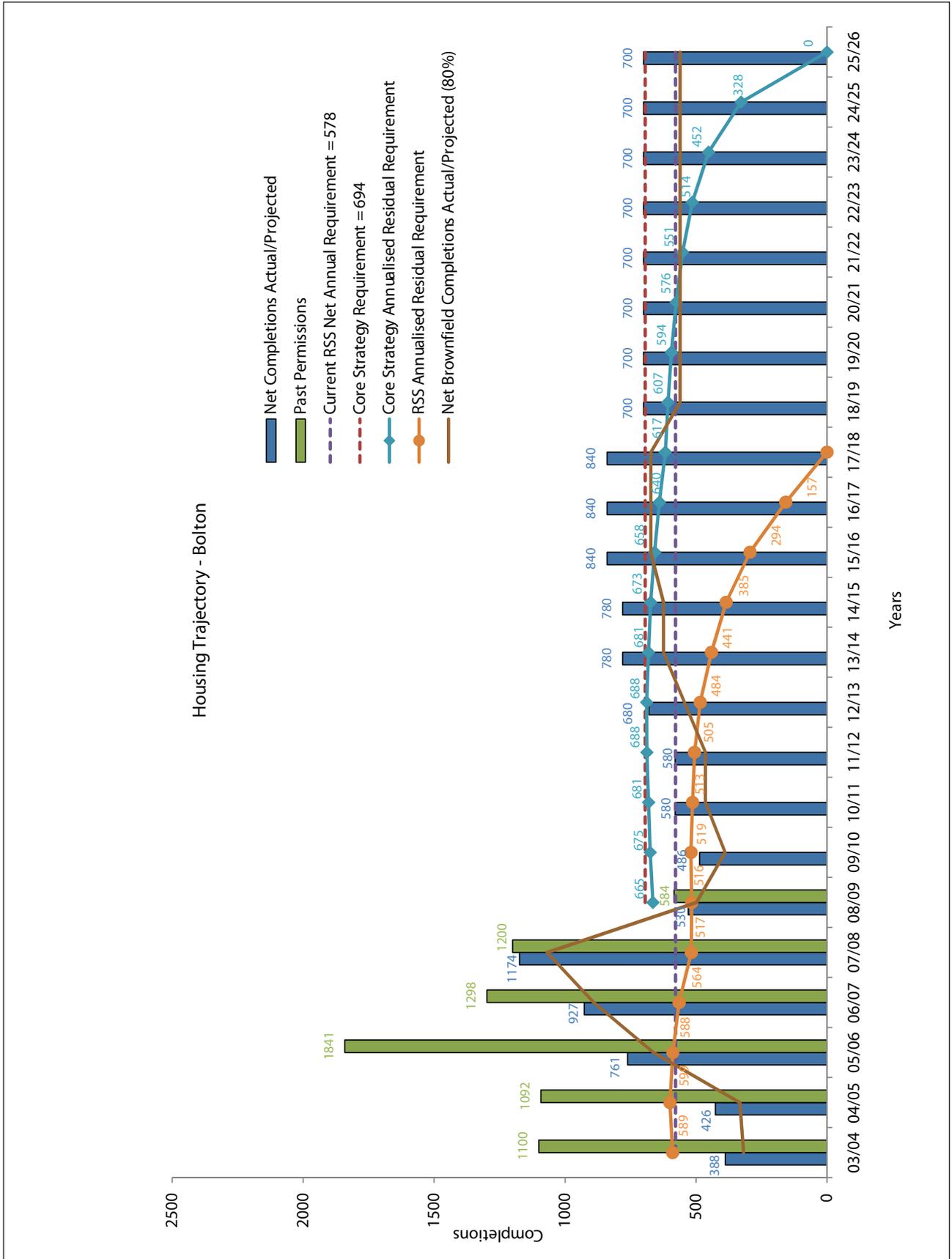
	Saved Unitary Development Plan Policy	Replacement Core Strategy Policy
Part 1 Policies		
R1	Countryside and rural economy	Core Strategy – Policy CG1
N1	Nature Conservation	Core Strategy – Policy CG1
EM1	Environmental management	Core Strategy – Policy CG1
D1	Design and built environment	Core Strategy – Policy CG3
O1	Open space and recreation	Core Strategy – Policy CG1
A1	Accessibility	Core Strategy – Policy P5
H1	Housing	Core Strategy – Policy SC1
CP1	Community provision	Core Strategy – Policies H1, A1, SC2
E1	Employment and the economy	Core Strategy – Policies P1
S1	Retail and leisure	Core Strategy – Policy P2
TC1	Town centres	Core Strategy – Policies, P1, P2, SC1 TC1-10
M1	Minerals	Core Strategy – Policy P4
W1	Waste	Core Strategy – Policy P3
Part 2 Policies		
R4	Agricultural land	Core Strategy – Policy CG1
R5	Landscape character	Core Strategy – Policy CG3
N2	Nature conservation sites - SSSI	Core Strategy – Policy CG1
N3	Nature conservation sites - SBI and LNR	Core Strategy – Policy CG1
N4	Green corridors	Core Strategy – Policy CG1
N5	Landscape features	Core Strategy – Policy CG3
N6	Biodiversity	Core Strategy – Policy CG1
N7	Trees, woodland and hedgerows	Core Strategy – Policy CG1
N9	Species protection	Core Strategy – Policy CG1
EM2	Incompatible uses	Core Strategy – Policy CG4
EM3	Location of uses	Core Strategy – Policy CG4

	Saved Unitary Development Plan Policy	Replacement Core Strategy Policy
EM4	Contaminated land	Core Strategy – Policy CG4
EM6	Energy conservation and efficiency	Core Strategy – Policy CG2
EM7	Renewable energy	Core Strategy – Policy CG1
EM8	Wind power	Core Strategy – Policy CG1
EM10	Surface water run-off	Core Strategy – Policy CG1
EM11	Flood protection	Core Strategy – Policies CG1, CG2
EM12	Water resources and quality	Core Strategy – Policy CG4
EM13	Unstable land	Core Strategy – Policy CG4
D2	Design	Core Strategy – Policy CG3
D3	Landscaping	Core Strategy – Policy CG3
D5	Public art	Core Strategy – Policy IPC1
D6	Telecommunications	Core Strategy – Policy CG3
D7	Conservation areas	Core Strategy – Policy CG3
D8	Demolition within conservation areas	Core Strategy – Policy CG3
D9	Shop fronts within conservation areas	Core Strategy – Policy CG3
D10	Alteration and/or extension of listed buildings	Core Strategy – Policy CG3
D11	The demolition of listed buildings	Core Strategy – Policy CG3
D12	Alternative uses of listed buildings	Core Strategy – Policy CG3
D13	Historic parks and gardens	Core Strategy – Policy CG3
D14	Archaeology - nationally important sites	Core Strategy – Policy CG3
D15	Archaeology	Core Strategy – Policy CG3
O2	Protection of recreational open space	Core Strategy – Policy CG1
O3	Protection of education recreation facilities	Core Strategy – Policy CG1
O4	Provision of open space in new developments	Core Strategy – Policy IPC1
O5	Canals and waterways	Core Strategy – Policies RA1, OA1, OA6
O8	The Croal/Irwell Valley	Core Strategy – Policy CG1
A2	Sustainable freight movement	Core Strategy – Policy P5
A3	Travel plans	Core Strategy – Policy P5
A4	Developer contributions	Core Strategy – Policy IPC1
A5	Road, paths, servicing and car parking	Core Strategy – Policy P5
A6	Car parking standards	Core Strategy – Policy P5
A7	Cycle and motorcycle parking	Core Strategy – Policy P5
A8	Major development	Core Strategy – Policy P5
A9	Access for people with disabilities	Core Strategy – Policy P5
A10	Traffic management and calming	Core Strategy – Policy S1
A11	Improvement of bus facilities and services	Core Strategy – Policy P5
A12	Improvement of public transport facilities	Core Strategy – Policy P5

	Saved Unitary Development Plan Policy	Replacement Core Strategy Policy
A13	Rail investment	Core Strategy – Policy P5
A16	Pedestrians	Core Strategy – Policy P5
A17	Cyclists	Core Strategy – Policy P5
A20	Implementation	Core Strategy – Policy P5
A21	Planning obligations	Core Strategy – Policy IPC1
H2	Identified housing sites	Core Strategy – Policy SC1
H3	Determining planning applications	Core Strategy – Policy SC1
H4	Affordable housing	Core Strategy – Policy SC1
H5	Density	Core Strategy – Policy SC1
H6	Sites for gypsies and travelling showpeople	Core Strategy – Policy SC1
CP2	Allocated school sites	Core Strategy – Policy A1
CP3	Provision for the expansion of education facilities	Core Strategy – Policy A1
CP4	Provision of health and community facilities	Core Strategy – Policy H1
E2	Office, industrial and warehouse allocations	Core Strategy – Policy P1
E3	Siting of offices and industrial development on unallocated land	Core Strategy – Policy P1
E4	General industrial and warehousing development on unallocated sites	Core Strategy – Policy P1
E5	Protection/regeneration of existing employment areas	Core Strategy – Policy P1
E7	Working from home	Core Strategy – Policy CG4
E8	Tourism	Core Strategy – Policies TC5, TC6, TC8, RA1, OA1, OA5, OA6
S2	Retail allocations	Core Strategy – Policy P2
S3	Retail development on unallocated sites within centres	Core Strategy – Policy P2
S4	Assessment of retail proposals outside defined centres	Core Strategy – Policy P2
S5	Local shopping facilities	Core Strategy – Policy P2
S6	Retail warehouse parks	Core Strategy – Policy P2
S7	Hot food take aways and restaurants	Core Strategy – Policy CG4
S8	Leisure	Core Strategy – Policies TC1, TC3, TC4, TC5, TC6, TC8, TC9
TC2	Town centre living	Core Strategy – Policy SC1
TC5	Mixed use allocations	Core Strategy – Policies TC1, 8, 9
TC6	Commercial allocations	Core Strategy – Policies TC3, 7
TC7	Sites for multi-storey car parks	Core Strategy – Policies TC4, 7, 8

	Saved Unitary Development Plan Policy	Replacement Core Strategy Policy
TC8	Bollings Yard strategic opportunity site	Core Strategy – Policy TC4
TC9	Open space links	Core Strategy – Policy TC11
TC10	Restriction of new car parking within Bolton town centre	Core Strategy – Policy P5
M2	Minerals areas of search	Core Strategy – Policy P4
M3	Determining planning applications	Core Strategy – Policy CG4
M5	Aggregate mineral workings	Core Strategy – Policy P4
W2	Determination of planning applications	Core Strategy – Policy CG4

Appendix 6: Housing trajectory



Large print, translations, text-only or audio formats of this document can be produced on request. Please call 01204 333218 or email LDFconsultation@bolton.gov.uk

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