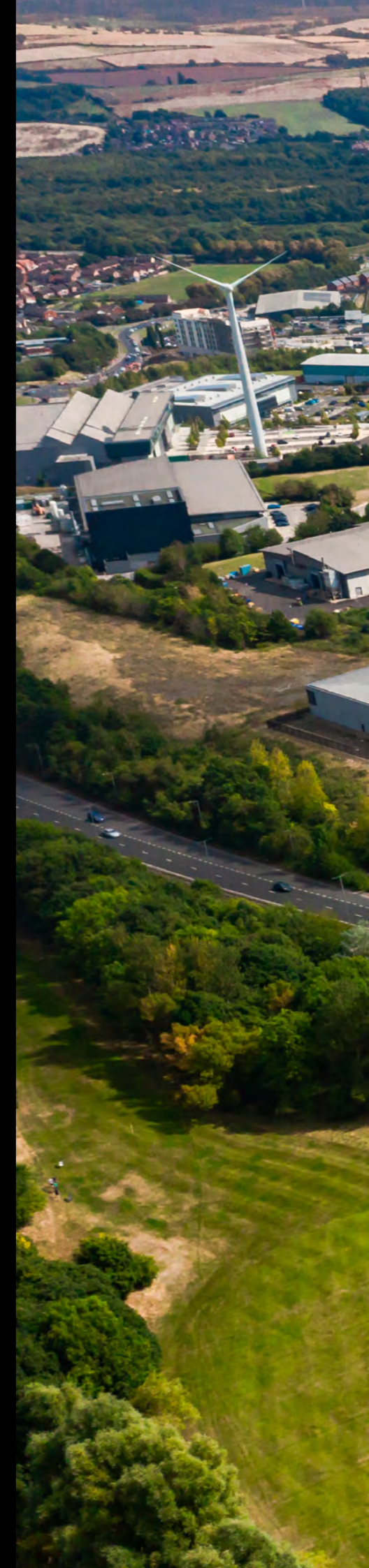




STRATEGIC MASTERPLAN

- ▶ **Vision**
- ▶ **Strategic Masterplan**
- ▶ **Design Concept & Principles**
- ▶ **Phasing, Delivery & Governance**





6. VISION

6.1 THE VISION FOR WEST OF WINGATES

The vision for the site is:

‘West of Wingates will be a sustainable and well-connected employment hub that delivers long-term economic and social value for Westhoughton and, by extension, Bolton. The development will provide modern, adaptable, and accessible business space in a strong landscape setting. Green corridors and open spaces will define the site’s character, supporting biodiversity, active sustainable travel, and wellbeing. This balance of high-quality employment space and integrated green infrastructure will create a place where businesses thrive, people want to work, and wider benefits are afforded to the local community’

Set within the strategic Northfold Growth Corridor, the site offers an opportunity to reform the local economy and create a vibrant new employment hub. More than a business park, it will create an exemplar business community, from ambitious local enterprises to international investors, while supporting the long-term prosperity of Westhoughton and the wider region. With the potential to accommodate around 6,000 new jobs, the site will not only boost the local economy but also address the region’s need for modern, sustainable employment hubs.

This vision builds on Westhoughton’s industrial heritage, from its mining history to its role in the industrial revolution, the development of the site will seek to continue this legacy, bringing forward employment opportunities that meet today’s economic needs.

The site will deliver a diverse mix of building typologies, carefully integrated with green spaces, active transport routes, and social value initiatives. Together, these will create an exemplar business community where nature will be at the heart of the site.

Development proposals will embrace the rich landscape and ecological features, integrating existing PRoW, key views, and new wetlands, habitats, play spaces, and trails. This proposed green network will create softer frontages and framing to the employment spaces, ensuring the site is both productive and restorative, a place where industry and ecology flourish side by side.

Recognising the climate emergency, development proposals will demonstrate how businesses can reduce carbon emissions, source renewable energy, and pioneer innovative solutions for a low-carbon future. Occupiers of the site will be encouraged to respond to climate challenges and actively help solve them.

West of Wingates will provide a high-quality working environment that supports employees, neighbouring businesses, and the wider community. Ancillary facilities such as local retail, food, health, and wellbeing services may be encouraged where they complement the principal employment uses and enhance the day-to-day experience of those working on and visiting the site. In doing so, the development will contribute positively to Westhoughton’s economy and sense of place.



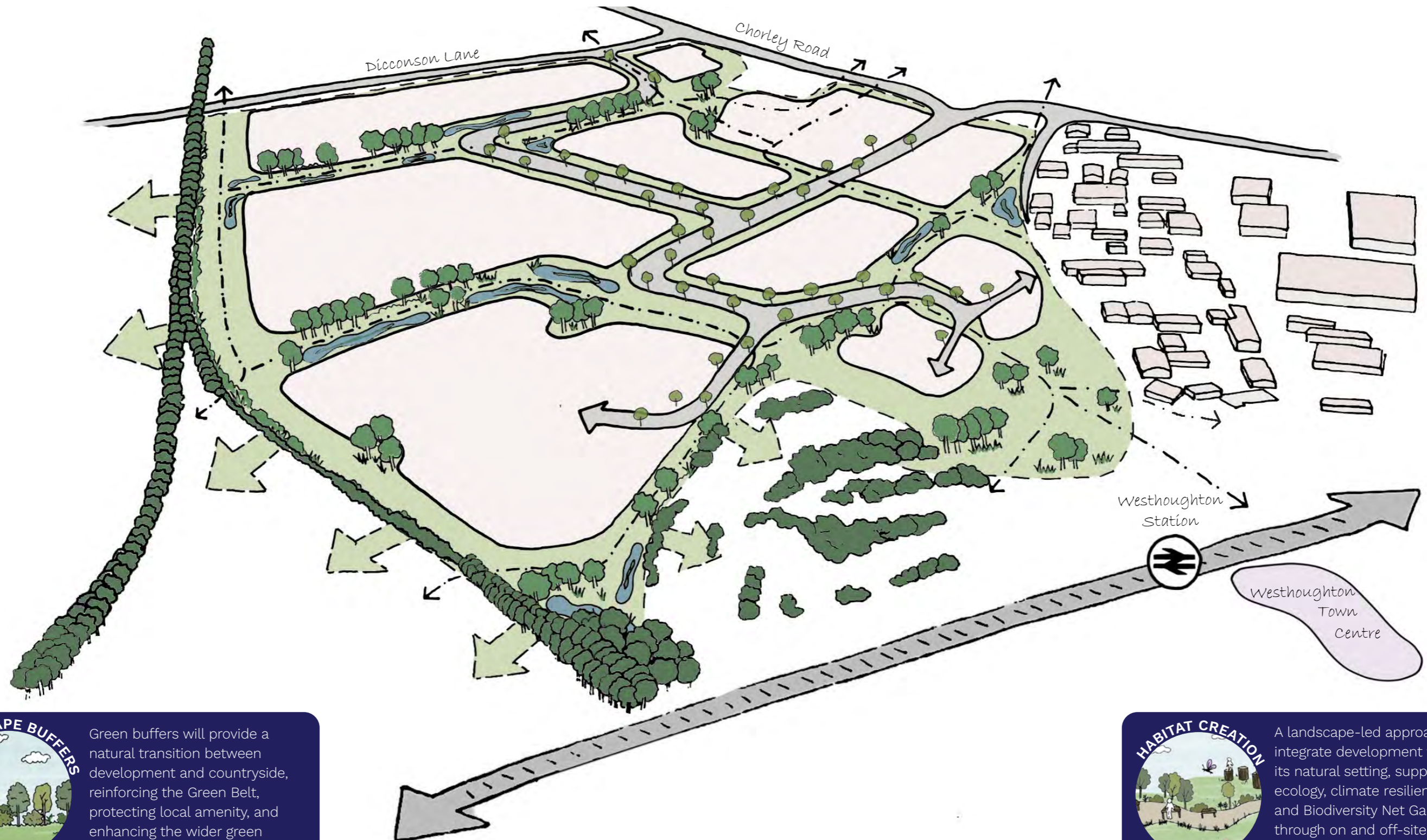
Sustainability will guide the design, combining low-carbon, energy efficient, and climate resilient measures with green infrastructure that enhances biodiversity, character, and wellbeing.



West of Wingates will create inclusive, accessible routes that connect seamlessly with the wider community, linking people to workplaces, amenities, and transport, while green corridors integrate social spaces that support active travel and wellbeing.



The layout will respond to site levels and views, using building scale and earthworks to maintain visual harmony and strengthen connections with the landscape and green corridors.



Green buffers will provide a natural transition between development and countryside, reinforcing the Green Belt, protecting local amenity, and enhancing the wider green infrastructure network.



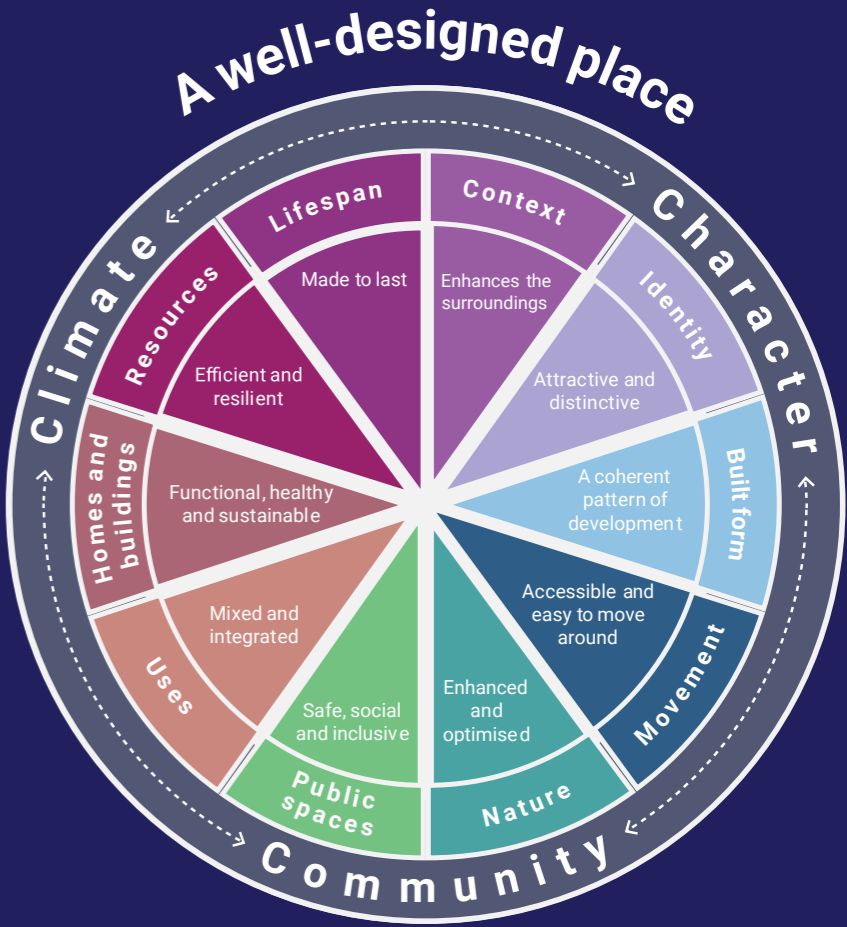
A landscape-led approach will integrate development with its natural setting, supporting ecology, climate resilience, and Biodiversity Net Gain through on and off-site habitat creation.

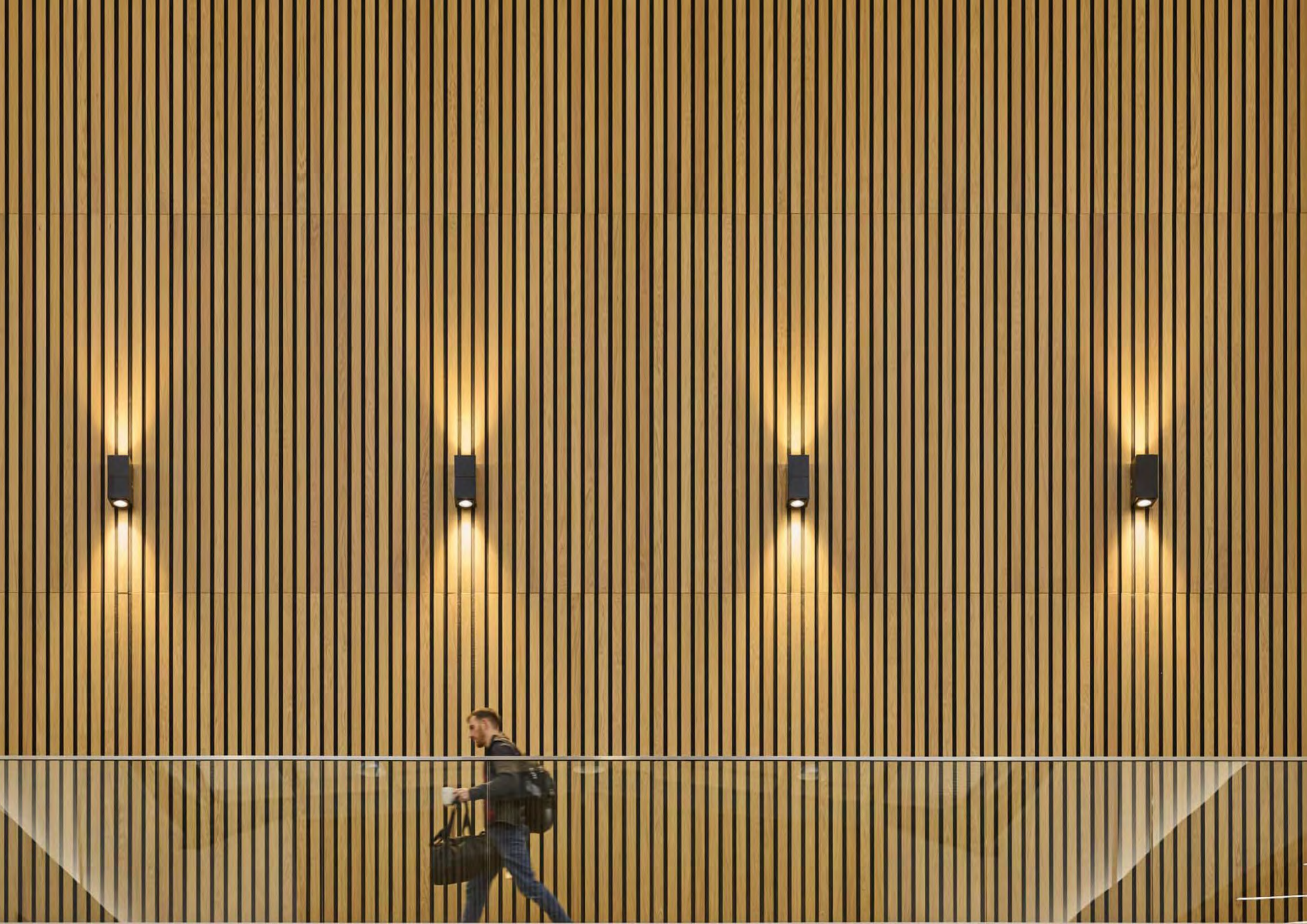
6.2 STRATEGIC OBJECTIVES

To achieve the objectives of the vision, development proposals should demonstrate that they:

- ▶ Ensure that all development, including large scale footprint buildings, is sympathetically accommodated within a strong landscaped, green framework, protecting high value ecology and maintaining permeability for the local community.
- ▶ Deliver best practice placemaking principles as set out within the National Design Guide’s 10 characteristics of well-designed places.
- ▶ Make provision for green and blue infrastructure through the retention and enhancement of existing woodland, hedgerows and watercourses where practicable, as well as delivering biodiversity net gain in line with national principles as well as local plan requirements, including taking appropriate account of the Four Gates Site of Biological Importance within the northern part of the site.
- ▶ Define and enhance the boundaries of the Green Belt around the site, particularly along the southern and eastern boundaries at Westhoughton Golf Course and following the disused railway line.
- ▶ Limit the impacts on the site’s rural setting to reasonably acceptable levels including minimising any light, noise and air pollution outside of developed areas.
- ▶ Proposals should provide flexibility in order to incorporate a variety of alternative development layout options and unit typologies to react to market demands in delivering the best jobs and opportunities for the local area.
- ▶ Minimise the impact on areas of the site that are to be retained and not developed to reasonably acceptable levels, such as existing farmsteads that may not form part of the development proposed.

- ▶ Create opportunities within the site for businesses in the area who have outgrown their existing premises to relocate to modern, fit for purpose units.
- ▶ Make provision for new and improved sustainable transport, public transport and highway infrastructure across the site, that integrates into the surrounding movement network.
- ▶ Create a network of walking and cycling routes including natural green pathways that protect the integrity of the existing PRow network and adapt to help improve the connections between the site and Westhoughton as well as the wider area. Provide enhanced active travel links to Westhoughton station and Horwich Parkway station.
- ▶ Provide opportunities within the site for health and wellbeing facilities that will provide opportunities for site users, local residents and employees of the neighbouring Wingates Industrial Estate.
- ▶ Contribute to Greater Manchester’s objectives in delivering a more resilient and carbon neutral region through the promotion of carbon neutrality. Where possible, the generation of renewable and low carbon energy solutions and sustainable development patterns should be included, minimising the need for travel, contributing to cleaner air, reducing car dependency, and facilitating the provision of infrastructure for cleaner vehicles.











6.3 DESIGN RATIONALE

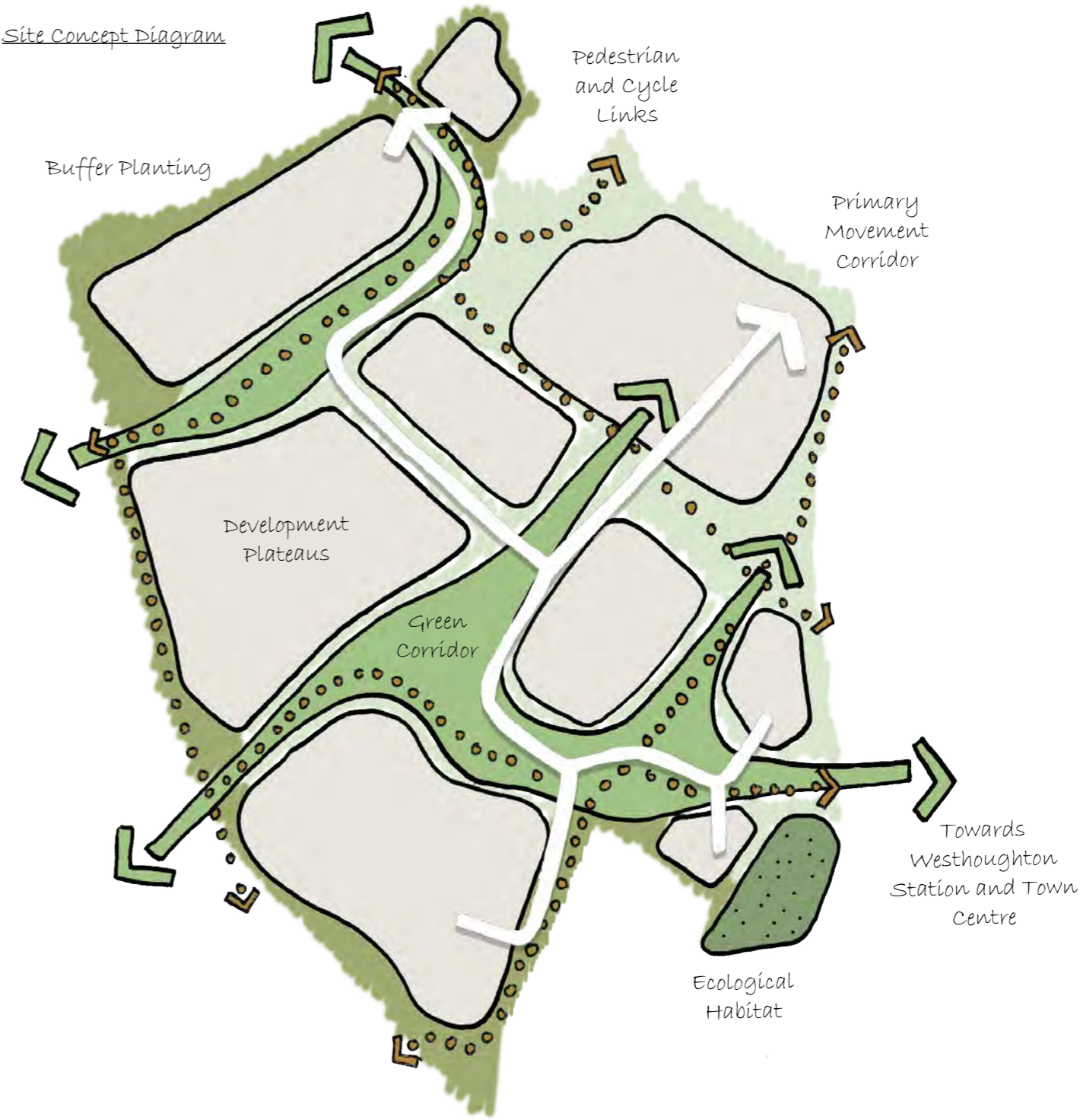
The design approach to the site must bring together the key influences and objectives identified within Part B of the SPD, in the context of the local and national planning policy requirements. Proposals must expand upon and provide clarity on how the vision and objectives will be applied spatially as part of a joined-up and comprehensive Strategic Masterplan.

Development at the site will potentially be delivered across a range of different land ownerships and through multiple planning applications. Therefore, this SPD is intended to help promote the delivery of a cohesive scheme across the entire site in order to help facilitate and expedite the planning and development process. The SPD will be used to assess individual planning applications as standalone schemes and as part of the wider development.

In developing a site concept, key influences have shaped the design rationale and guided the overall strategy.

These key influences are as follows:

-  A Comprehensive Joined Up Approach
-  Movement and Access
-  Landscape Characteristics
-  Spatial Influences and Considerations
-  Land Uses
-  Sustainable Active Travel





6.4 DESIGN STRATEGY

An initial site strategy plan has been developed that is informed by the site and contextual analysis, vision and development objectives and the application of the JPA6 allocation policy requirements

The strategy applies the identified key influences and focuses on the retention of high value environmental characteristics and integrating development areas into a strong landscape framework. It proposes a network of green corridors that traverse the site and include the retention and, where required, the re-provision of existing movement links including Public Rights of Way (PRoW) and access tracks.


It is recognised that future planning applications will seek to retain key environmental characteristics wherever possible. However, given the site’s allocation for industrial and warehousing floorspace, it is accepted that some existing landscape features will necessarily be altered or removed to enable delivery of the allocation.


A key element of the initial strategy is the creation of a series of development plateaus. These will be designed to accommodate large-scale industrial and logistics buildings and will respond directly to the site’s undulating topography, providing the level ground conditions required for modern employment operations, including efficient building layouts, servicing areas, and circulation routes. Their size reflects both the functional requirements of modern industrial and warehousing floorspace and the need to create practical development parcels that can be accessed safely and efficiently.


The plateaus have been carefully aligned with the natural landform of the site to minimise earthworks and to limit impacts on high-value environmental features. They also provide the foundation for identifying the alignment of the primary movement corridor and the arrangement of individual access points across the site. Alongside this, a high-level drainage strategy demonstrates how the site can manage surface water sustainably, utilising existing watercourses and integrating SuDS features within the green corridors.


Together, the plateaus and the green infrastructure network will ensure that the development works in harmony with the site’s landscape setting, balancing the operational needs of employment uses with the protection and enhancement of the site’s high value environmental assets.


It should be recognised that the consented phase 1 scheme is provided on the plan and this is a fixed consideration, that will influence the development strategy for the rest of the site.


-  Site Allocation Boundary


 Employment Development Area



 Community / Smaller Employment Uses


 Pedestrian / Cycle Movement


 Sustainable Travel Corridor


 Primary Highway Network


 Primary Vehicular Access Point


 Existing Vegetation
-  Proposed Planting


 Proposed Drainage


 Existing Pond


 Green Space

 Health & Wellbeing Space

 Green Corridor

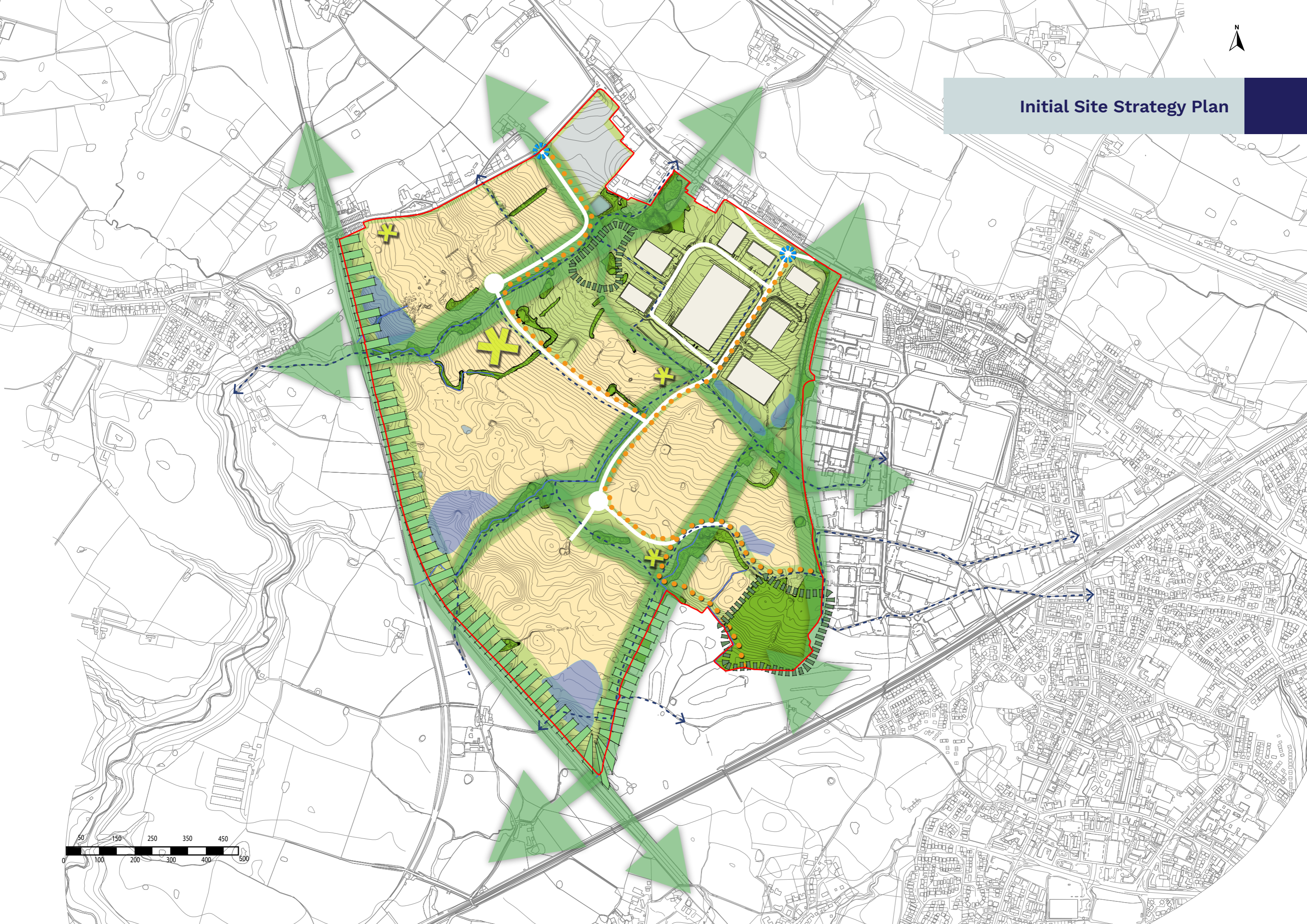
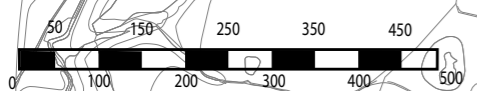
 Ecological Enhancement Area

 Green Belt Boundary Enhancement

 Site Topography



Initial Site Strategy Plan



7. STRATEGIC MASTERPLAN

7.1 STRATEGIC MASTERPLAN

The Strategic Masterplan is a result of the site analysis work covered within Part B (background and content) of this SPD and builds on the initial site strategy plan. It provides an indicative interpretation of how the following design principles can be applied across the site allocation to inform the development of the site.

The Strategic Masterplan establishes the principal spatial components of development including the extent of development plateaus, land uses, areas of green open space, key existing environmental features, access points and routes, and the primary movement corridor, and demonstrates how a high-quality, sensitive and site-specific response based on best-practice placemaking and urban design, can be delivered on the site.

The Strategic Masterplan provides:

- ▶ The delivery of around 440,000 sqm of high-quality employment space suitable for industrial and warehouse uses, alongside other ancillary uses that must conform with PfE, Local Plan and NPPF policies and requirements.
- ▶ A permeable, safe and legible network of routes across the site, incorporating the PRow network creating a highly accessible and sustainable development, that fully integrates into the surrounding movement and transport infrastructure, including linking to bus stops and nearby rail stations, and promotes sustainable, active travel transport choices.
- ▶ A structured network of green and blue routes and spaces helping to provide a meaningful and accessible recreation resource to proposed and surrounding communities, helping to support and enhance local habitats and biodiversity, and provide naturalised mitigation to minimise any impacts the development may have on the surrounding context.

- ▶ The integration of the planning consented phase 1 scheme with the wider site to create a comprehensive development delivering the policy requirements of PfE.

This Masterplan is illustrative in nature and should be considered as such. It is intended to support the SPD as an illustrative but realistic interpretation of how the design principles contained within this document could be interpreted and delivered to help guide and inform future planning applications for the site.

There may be other acceptable ways that the PfE policy requirements and the design principles can be interpreted and implemented, which are in full accordance with the SPD but may differ spatially from the Masterplan.

The following site parameter plans establish the retained key features of the site and the maximum extent of development. The Strategic Masterplan has been developed based on a current understanding of the site and its constraints available at the time of this SPD preparation.

- Existing Green Space
- Existing Settlements
- Strategic Context
- Borsdane Woods
- Key Highways
- Railway Line
- Westhoughton Station
- Phase 1 Development
- Proposed Development Plateaus
- Proposed Green Space
- Retained Vegetation
- Ecological Habitat Area
- Junction Improvement to A6
- Phase 1 Primary Movement Corridor
- Proposed Primary Movement Corridor (PMC)
- Extension of PMC for Pedestrian and Cycle Use Only, Linking to Westhoughton Station and Town Centre
- Pedestrian and Cycle links, including Retained and Enhanced PRow
- Pedestrian Routes
- Cycle Routes



Strategic Masterplan



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Borsdane Woods

Wingates Industrial Estate

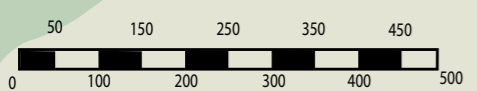
Westhoughton Railway Station

Westhoughton

Town Centre

Chorley Road (A6)

Dicconson Lane



7.2 RETAINED KEY FEATURES, GREEN CORRIDORS AND LANDSCAPE BUFFERS

The site analysis work undertaken as within Part B (background and content) of this SPD identifies all trees, hedgerows, watercourses and ponds that form the key existing environmental features across the site. These features have informed a green infrastructure strategy across the site, comprising of green corridors and landscape buffers.

The green corridors and landscape buffers form the areas of the site that should not be developed, as referred to in the site allocation JPA6 policy (item 2). These corridors and buffer areas shall not include built development but may include earthworks and landscaping works to create drainage infrastructure (i.e. attenuation basins) and landforms which retain the landscape integrity, amenity and movement function of the corridor or buffer.

Within the green corridors and landscape buffers, the key features identified shall be retained in the development of the site. Notwithstanding this, the primary movement corridor to serve the development is required to cross the green corridors and landscape buffers. Between each development parcel, connections should be limited to a single crossing point, located where there is least environmental impact.

The depth of landscape buffer indicated at the north corner of the site reflects the smaller scale and massing of building that is anticipated in this location, and potential to address the street frontage.

- Site Allocation Boundary

Existing Tree

Existing Hedgerow

Existing Watercourse

Existing Pond

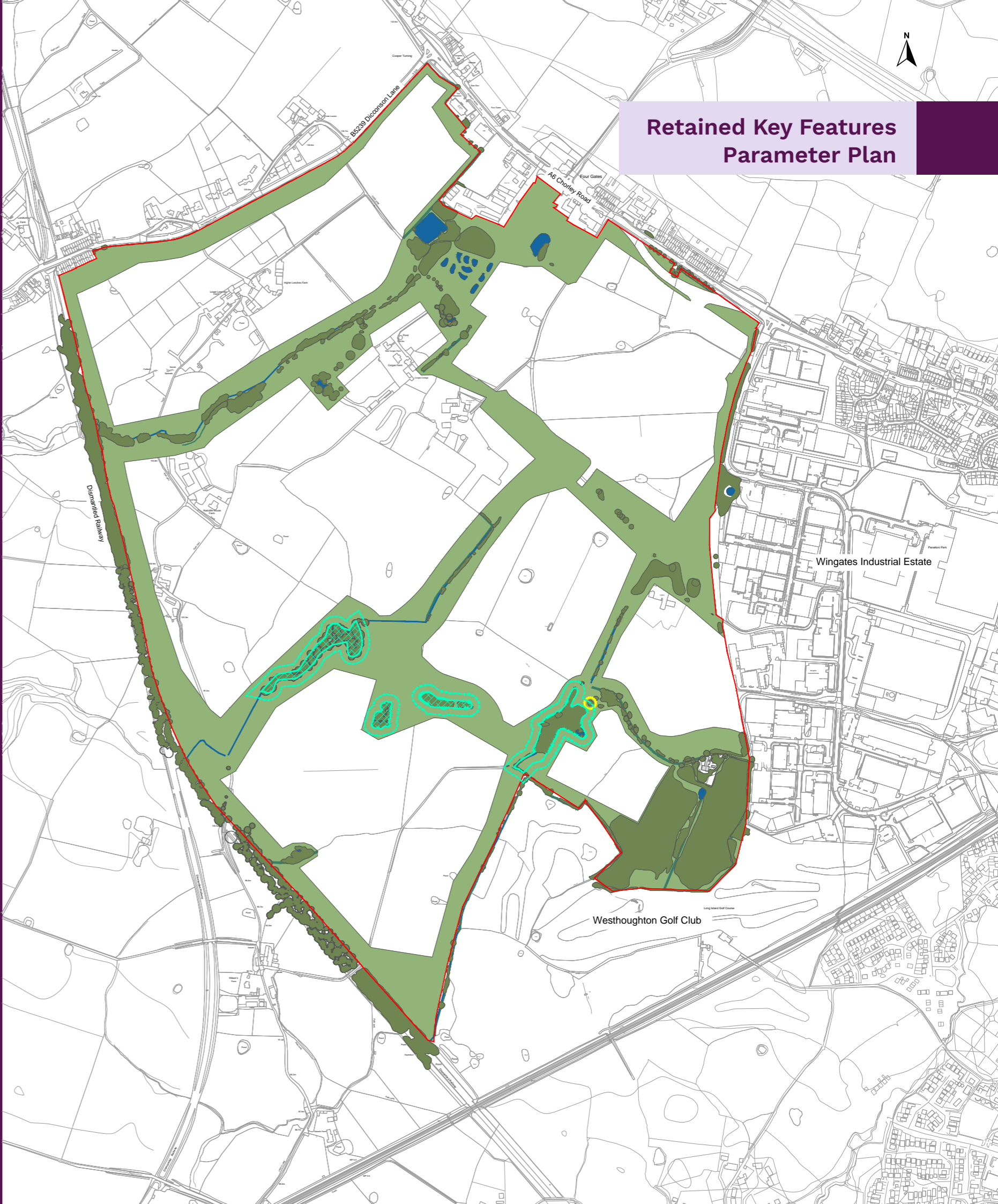
Proposed Green Infrastructure and Landscape Buffer

Ancient Woodland and SBI

Long Established Woodland (LEW)

15m Buffer to Ancient Woodland/LEW

Veteran Tree



7.3 MAXIMUM EXTENT OF DEVELOPMENT


The maximum extent of development plan opposite identifies the areas which may be proposed for built development in accordance with allocation policy JPA6 (item 2). These areas (shown in purple) preserve the green corridors and landscape buffers identified as the areas that should not be developed.

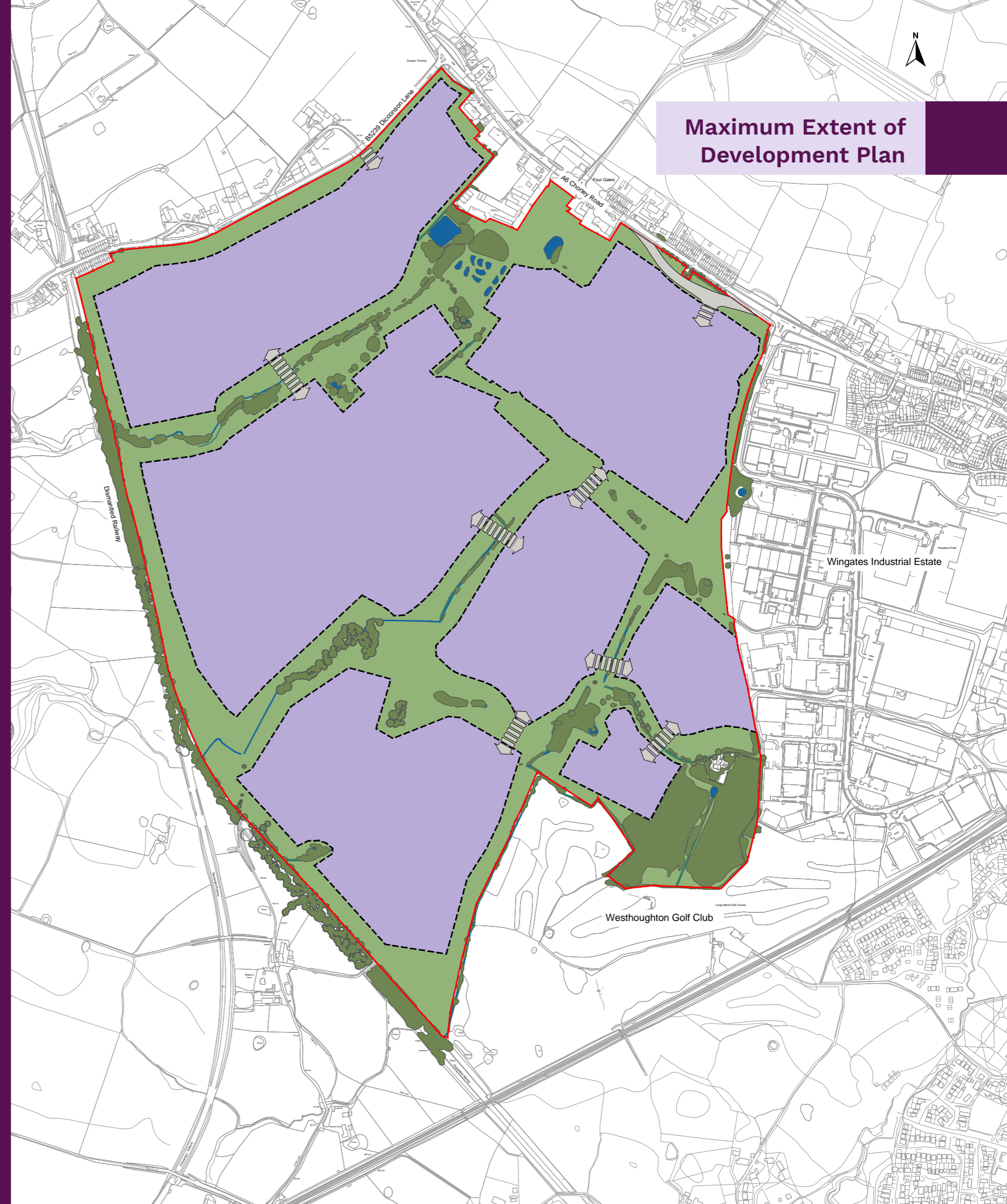
The maximum extent of development parameter plan opposite identifies all areas within the site allocation boundary that could potentially be developed. However, not all of this land may be brought forward for development, due to factors such as land assembly challenges, existing constraints, the need for green infrastructure, or opportunities to enhance biodiversity and provide recreational spaces.

All buildings, areas of hard-standing, plot / parcel vehicular accesses, service yard space, car parking and boundary treatments should be located within the maximum extent of development areas.

Earthwork embankments, attenuation basins, and new areas of landscaping, including public open space and paths, may be accommodated within these areas where required. The primary principle is that level changes should be designed to complement the surrounding landscape, green infrastructure network and retained key features.

The access road connections that are identified on the plan are indicative and, subject to further detailed technical assessment, shall cross the green corridors and buffers in a single location of least environmental impact.

- | | |
|--|--|
|  Site Allocation Boundary |  Proposed Green Infrastructure and Landscape Buffer |
|  Existing Tree |  Indicative Location of Primary Movement Corridor Connection (subject to technical design and crossing green infrastructure in single location of least environmental impact) |
|  Existing Hedgerow | |
|  Existing Watercourse | |
|  Existing Pond | |
|  Proposed Development Plateaus (to include all new buildings and hard standing) | |



8. DESIGN CONCEPT & PRINCIPLES

With such a large, complex site, the following design principles need to be considered in a site-wide context, offering flexibility where appropriate while also providing certainty on key aspects of the development. To ensure a clear and structured approach, a series of three guiding concepts have been identified. These concepts, shaped by the site's key influences, each contain a set of principles that guide and inform the Strategic Masterplan.

The concepts and design principles respond directly to the site's constraints and opportunities and will help shape future planning applications. The concepts are:

Landscape Concept: A Distinctive Landscape Character

- ▶ Design Principle 1. Green Infrastructure Corridors
- ▶ Design Principle 2. Landscape Buffers

Movement Concept: A Legible, Safe, and Accessible Place

- ▶ Design Principle 3. Movement Hierarchy, Wayfinding & Public Realm
- ▶ Design Principle 4. Walking, Wheeling, Cycling & Bridleway Network

- ▶ Design Principle 5. Public Transport, Shared Transport & Micromobility Facilities

- ▶ Design Principle 6. Vehicular Access: Shared, Private & Industrial Vehicles

Development Concept: An exemplar Scheme for the Industrial and Warehousing Sector

- ▶ Design Principle 7. Land Uses
- ▶ Design Principle 8. Building Design





8.1 A DISTINCTIVE LANDSCAPE CHARACTER







The character of the site will be landscape-led, with the ambition to create a strong and distinctive environment that integrates new industrial and warehousing uses into the surrounding rural landscape setting enhancing ecological and biodiversity qualities and providing new accessible public green space. This approach prioritises the retention and enhancement of existing trees, hedgerows, watercourses, and ecological habitats, complemented by new landscape buffers, planting, and green corridors that together deliver a comprehensive and connected network of green and blue infrastructure.

A landscape-led masterplan will balance the operational needs of the development with ecological protection, climate resilience, and placemaking. Built form will be integrated into the new landscape setting while meeting, and if possible, exceeding statutory Biodiversity Net Gain (BNG) targets through a combination of on-site habitat creation, off-site mitigation, and alignment with the Greater Manchester Local Nature Recovery Strategy.

This concept represents a comprehensive, joined-up strategy that embeds landscape, ecology, and amenity into every stage of site planning and delivery. This should result in the delivery of an exemplar industrial and warehousing development where landscape is not a backdrop, but the defining framework conserving and enhancing valued features, creating multifunctional green and blue infrastructure, supporting biodiversity, and providing accessible routes and open spaces for users of the development. In doing so, the site will establish a distinctive landscape character that is environmentally responsible, locally rooted, and a benchmark for high-quality, landscape-led development.

To support this concept, the following two design principles underpin creating ‘A Distinctive Landscape Character’.

- ▶ DP1: Green Infrastructure Corridors
- ▶ DP2: Landscape Buffers

-  Green Corridor
-  Strategic Buffer
-  Site-Specific Buffer
-  Indicative Location of Wetlands, Including Existing Watercourses
-  Key Amenity Space
-  Pedestrian and Cycle Route



Strategic Landscape Plan



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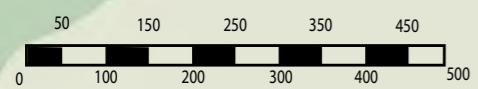
Borsdane
Woods

Wingates
Industrial
Estate

Westhoughton
Railway Station

Westhoughton

Town Centre



DP1: GREEN INFRASTRUCTURE CORRIDORS

Development proposals should deliver a comprehensive network of green infrastructure corridors that integrate ecological, landscape, recreational and social functions. These corridors must form the primary structural element of the site, shaping development plateaus, guiding access arrangements, and supporting a sensitive transition to the surrounding rural landscape.

Integration of Green and Blue Infrastructure

- ▶ Development proposals should conserve and enhance existing high-value landscape and ecological assets, including areas of ancient woodland, mature tree groups, watercourses and ponds, as identified on the Retained Key Features Parameter Plan. Proposals should include a high-level mitigation and compensation framework strategy, setting out overarching principles for protecting species potentially affected by the development, with detailed measures to be refined and delivered on a phase-specific basis.
- ▶ Corridors must be reinforced through new planting, habitat creation and climate-resilient landscaping to enhance biodiversity, strengthen ecological connectivity, and provide resilience to the impacts of climate change.
- ▶ Corridors should provide adequate separation between development plateaus, softening development edges and reinforcing the Green Belt boundary along the south-western and south-eastern edges of the site.
- ▶ Access road connections that are required to serve development plateaus shall only cross the green infrastructure corridors in a single location of least environmental impact. Where this is not possible, for safety reasons, this must be evidenced, and crossings should be kept to the fewest and least harmful points.
- ▶ Where corridors are crossed by the primary movement corridor, PRoW or other links, the functionality of the corridor should be

maintained. This may include solutions such as road tunnels, to allow wildlife to continue to move safely along the green corridors.

Recreation, Health and Wellbeing

- ▶ Development proposals should integrate existing Public Rights of Way (PRoWs) and establish new primary (strategic routes that form part of the primary movement corridor, for example to Westhoughton town and railway station) and secondary (recreational routes within green corridors) pedestrian and cycle links to create attractive, legible and safe routes. While most links are anticipated to be informal, unsealed paths appropriate to their landscape setting, proposed primary connections through the site should meet LTN 1/20 design standards.
- ▶ Corridors should accommodate a range of recreational uses, such as circular walking routes, trim trails, outdoor gym equipment, picnic areas, and natural play spaces. These facilities should support healthy lifestyles, provide wellbeing benefits, and be accessible to all ages and abilities.
- ▶ The design of recreational facilities should be sensitive to the site’s new landscape character and deliver multifunctional benefits, complementing ecological and biodiversity objectives.

Social and Community Infrastructure in the Landscape

- ▶ Development proposals should incorporate social and community infrastructure within green corridors to provide inclusive spaces for interaction, education and community use. This may include informal seating areas, education trails, small pavilions, and flexible spaces for informal and formal events and activities.
- ▶ Opportunities should be taken to use water features, both existing and proposed, as social infrastructure, supporting educational initiatives and recreational activities, alongside their ecological and drainage functions.

- ▶ Corridors should be designed to overcome barriers to participation, mitigate inequalities, and contribute to a resilient and inclusive local community by providing facilities that meet the needs of a diverse range of users.

Optimising Views and Landscape Experience

- ▶ The layout of corridors and development plateaus should be informed by opportunities to secure and frame linear and panoramic views to the south and west of the site.
- ▶ View corridors should be established between plateaus, along key routes, and within landscaped areas wherever feasible.
- ▶ Taller units should, where possible, be located on lower plateaus to maintain the prominence of the landscape framework and preserve the visual relationship with the surrounding countryside.
- ▶ Where earthworks are required to form development plateaus, they should be sensitively integrated with adjoining green corridors. The design and treatment of these works must reinforce the site’s landscape experience, ensuring a seamless relationship between built and natural environments.

Collectively, green infrastructure corridors across the development should support biodiversity net gain and ecological resilience, reinforce the Green Belt boundary and embed development within the surrounding rural setting, provide climate resilience through habitat creation, shade, and sustainable water management, deliver recreational, health and wellbeing benefits for workers, visitors and the local community, act as social and community infrastructure that encourages interaction, inclusion and education and frame and enhance views, ensuring the new landscape setting is the defining feature of the site. Development proposals must demonstrate, through their design and supporting assessments, how the green infrastructure corridors have informed the layout and function of the development.



Recreational route through a wooded landscape corridor



A landscape lined footpath



Multi-functional landscape corridor



Landscape corridor providing new habitat opportunities

DP1: Green Infrastructure Corridors

What good looks like:

- ▶ The site layout is structured by a connected network of green corridors linking nature, movement and people.
- ▶ Development sits outside corridor areas, which form the site's main framework.
- ▶ Crossings are limited to the fewest and least harmful points and maintain the functionality of corridors.
- ▶ Corridors strengthen the Green Belt edge and connect seamlessly to the countryside.
- ▶ Valued woodland, trees, ponds and streams are retained and enhanced.
- ▶ New planting and habitats create a continuous, measurable green and blue network.
- ▶ Safe, direct walking and cycling routes follow corridors and link key destinations.
- ▶ Spaces within corridors provide recreation, play and community uses.
- ▶ Water features support drainage, ecology and informal learning.
- ▶ Open views to the south and west frame the landscape and define site character.
- ▶ The provision of a high-level, phase-refined framework for mitigating and compensating impacts on protected species.

DP2: LANDSCAPE BUFFERS

The site is defined by a complex mix of existing dwellings, farmsteads, neighbouring land uses, and surrounding landscape features, all of which must be carefully considered in the development of future proposals. Existing farmsteads and residential dwellings that sit within separate ownership within the site and that are to be retained, should be sensitively integrated, with well-designed landscape buffers providing privacy, preserving high-value vegetation, and creating a clear transition between these retained buildings and new development.

Surrounding neighbouring properties, including residential dwellings along Dicconson Lane and those fronting or overlooking the site from Chorley Road (A6), must be considered as part of the design process. Development proposals should seek to manage potential impacts sensitively, including those relating to privacy, visual amenity, and noise. Landscape buffers, bunding, and green spaces will be essential in achieving appropriate separation and mitigating impacts from industrial and uses.

The relationship with the existing Wingates Industrial Estate should be explored to identify opportunities for meaningful connectivity, functional integration, and landscape transition between the sites. Similarly, proposals must integrate effectively with the consented development, including that established in Phase 1 which includes the primary movement corridor, pedestrian and cycle networks, and strategic planting, to deliver a coherent and unified development character across the wider site.

Beyond these local interfaces, the site is bounded by significant landscape edges, including Westhoughton Golf Course and the disused railway line. Development proposals must respect and reinforce these edges through appropriately designed landscape buffers that preserve the rural character of the area and support ecological and visual connectivity with the surrounding countryside.

Consultation with all relevant landowners will be essential to ensure that proposals are inclusive, minimise potential adverse impacts, and respond sensitively to both local and strategic needs. Landscape buffers are therefore a fundamental element of the site-wide strategy, providing multi-functional benefits that support privacy, amenity, biodiversity, and integration with the wider landscape.

Development proposals will be expected to provide a series of multi-functional landscape buffers that manage the relationship between new industrial and warehousing development, retained dwellings, neighbouring land uses, and the surrounding countryside. These buffers must form a fundamental component of the site’s landscape structure, ensuring that development is visually contained, sensitive to its context, and designed to protect existing residential amenity. Landscape buffers should be categorised into Strategic Buffers and Site Buffers.

Strategic Buffers

- ▶ Development proposals must incorporate strategic buffers around the perimeter of the site, along the Green Belt boundary, and in locations where the development interfaces with existing residential communities or sensitive receptors.
- ▶ Proposals adjacent to the Green Belt must demonstrate how built form integrates with the surrounding landscape, avoiding abrupt or visually intrusive edges and providing a gradual transition between the development and the rural surrounding countryside.
- ▶ Buffers should be reinforced with planting that reflects local character, including native hedgerows, shrubs, and woodland belts, to deliver visual screening and biodiversity value. Where existing boundaries are weak or gappy, proposals must establish a new, continuous green edge.

- ▶ External lighting should be minimised to protect the quality of dark skies. Where lighting is required, it must use directional fittings and low-level luminaires to reduce spill and glare. Buffers should incorporate planting belts and woodland blocks to further diffuse illumination.
- ▶ All proposals must align with Phase 1 of the development, ensuring continuity in access arrangements, movement networks and landscaping and ecological functions. Strategic buffers should provide visual and functional integration between phases to avoid fragmentation.

Site Buffers

- ▶ Development proposals adjacent to retained farmsteads or residential dwellings must be informed by an assessment of their heritage, amenity, and setting. Site buffers should safeguard their character and provide landscape planting to screen development.
- ▶ Privacy distances must comply with Bolton Council standards in order to protect residential privacy and amenity levels of surrounding properties. Additional bunding or denser planting should be used where topography or views make privacy more sensitive.
- ▶ Existing access arrangements to dwellings and farmsteads must be retained or re-provided. Routes should be resilient to agricultural use, clearly defined, and integrated with buffer planting to avoid severance.
- ▶ Buffers should mitigate noise and visual impacts by retaining and enhancing existing vegetation, reinforced with new planting, bunding, and/or acoustic fencing where required. Any fencing must be integrated into the landscape strategy to appear as a natural element.

Mitigation and Interventions

- ▶ Noise Bunds: Earth mounds planted with native species should be used to reduce noise levels and act as multifunctional green infrastructure. Where necessary, acoustic fencing may be added to the crest and screened with planting.
- ▶ Triple Glazing: Retained and neighbouring dwellings should be protected from operational noise using high-performance glazing where appropriate, alongside external buffers.
- ▶ Low-Level Luminaires: Lighting within or adjacent to buffer zones should use downward-directed, low-level fittings to limit glare, with planting used to diffuse residual spill and preserve the rural character of the surrounding area.

Landscape buffers should provide a clear and defensible transition between development and countryside and must protect the amenity, privacy and setting of existing dwellings and farmsteads that adjoin or surround the site. Buffers should also mitigate noise, light, and visual impacts from industrial and uses and reinforce the Green Belt boundary and settlement edge. Buffers, especially those forming part of green infrastructure corridors, should also contribute to biodiversity net gain through new planting and habitat creation.

Development proposals must clearly demonstrate, through masterplanning and supporting assessments, how landscape buffers have been incorporated at both strategic and site-specific levels, and how they will deliver these multiple functions as part of a cohesive and resilient landscape framework.

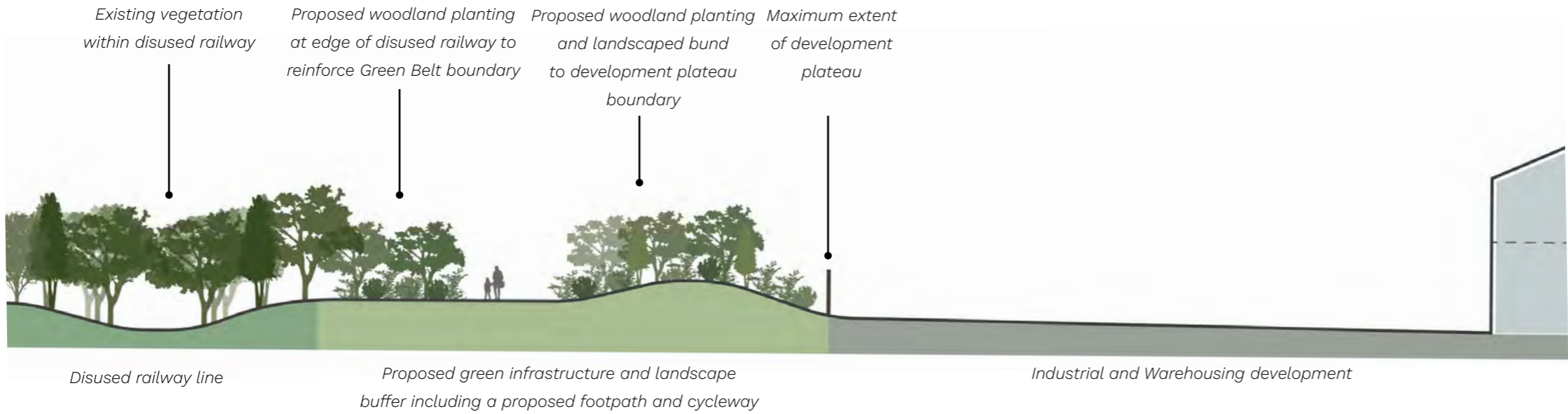


DP2: Landscape Buffers

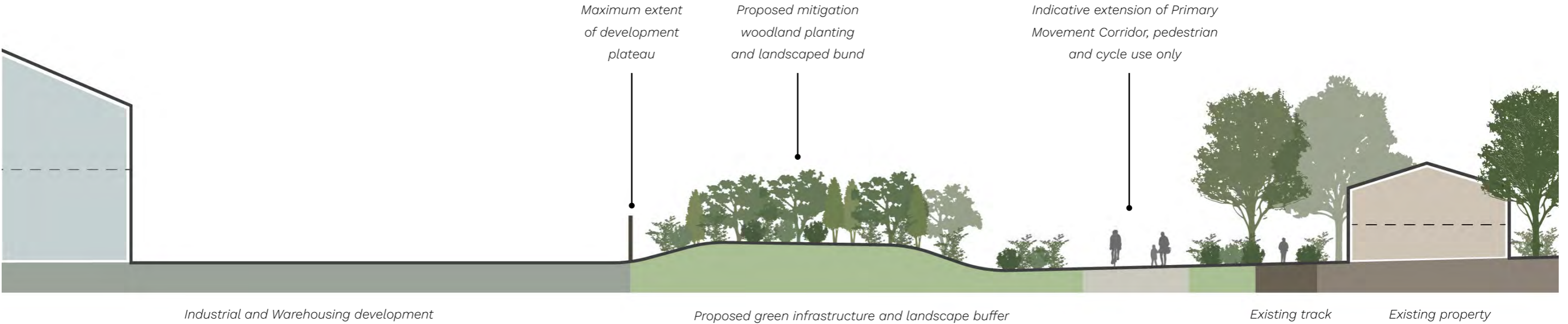
What good looks like:

- ▶ Soft green edges provide a clear transition between new development, existing homes and the countryside.
- ▶ Strategic buffers define the site boundary, reinforce the Green Belt and connect to wider green infrastructure.
- ▶ Buildings are visually contained by planting and landform.
- ▶ Native species planting strengthens boundaries, screens views and supports wildlife.
- ▶ Retained dwellings and farmsteads sit within green space that safeguards privacy and setting.
- ▶ Neighbouring homes are screened by planting, bunding or acoustic fencing where required.
- ▶ Access to existing dwellings and farms is safe, direct and maintained or improved.
- ▶ Lighting is low and directed to protect dark skies.
- ▶ Buffers reduce noise, light and visual impact while delivering measurable biodiversity gain.
- ▶ Local landowners and neighbours have been given the opportunity to help shape the buffers, creating a respectful edge between development and countryside.

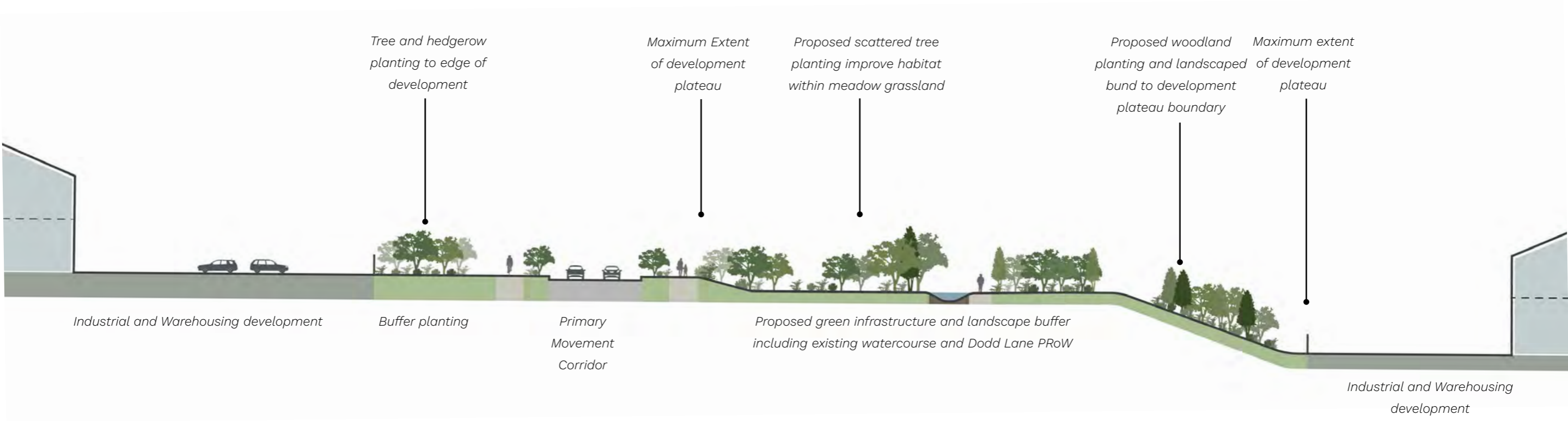
Illustrative Site Section: Strategic Buffer (AA)



Illustrative Site Section: Site Specific Buffer (BB)



Illustrative Site Section: Site Specific and Strategic Buffer Including Primary Movement Corridor (CC)



Illustrative Site Section: Site Specific and Strategic Buffer Including Primary Movement Corridor (DD)



8.2 A LEGIBLE, SAFE AND ACCESSIBLE PLACE

The site should be designed to provide a clear, legible, and safe movement network that prioritises walking, cycling, and other forms of active travel, promoting a healthy and productive workforce. Routes should connect key employment areas, public spaces, and other site uses to each other, as well as to surrounding communities, the countryside, and existing Public Rights of Way (PRoWs), ensuring that active travel is convenient, safe, and attractive for all users.

Development proposals will be expected to establish a hierarchy of movement across the site. The primary movement corridor should encompass strategic movement for active travel and for vehicular movement. For active travel, this involves links to Westhoughton town centre and station. For road vehicles, this involves access to Chorley Road and the M61. Strategic movement in both of these categories should be bundled in this same corridor to facilitate legibility and natural surveillance, while providing appropriate safety measures to avoid potential conflicts. A secondary movement network encompasses streets, paths and bridleways that provide a finer grain network for access, incidental and recreational movement through the site.











This hierarchy should make movement intuitive and legible, supporting both sustainable commuting and informal recreation during the working day. Existing PRoWs should be integrated and new walking and cycling routes provided within green infrastructure corridors to create direct, enjoyable, and accessible routes that encourage staff to choose active modes of travel.

Routes should be inclusive and accessible to all users, including those with mobility impairments, and should provide clear wayfinding to connect people to workplaces, amenities, and the wider community. Proposals should also provide safe and direct links to the surrounding road network, bus stops and nearby railway stations, and community facilities, ensuring that active travel is part of a fully integrated movement network that supports wellbeing and productivity.

Movement corridors should be aligned with landscape features and green infrastructure, reinforcing visual amenity and creating attractive, multifunctional spaces that encourage walking and cycling during breaks and commuting. By embedding active travel into the design of the site, development proposals will contribute to a healthier, more engaged, and productive workforce while enhancing connectivity, supporting sustainable transport, and strengthening the site’s integration with the surrounding communities and landscape.

To support this concept, the following four design principles provide the foundation for creating ‘A Legible, Safe and Accessible Place’.

- ▶ Movement Hierarchy, Wayfinding & Public Realm
- ▶ Walking, Wheeling, Cycling & Bridleway Network
- ▶ Public Transport, Shared Transport & Micromobility Facilities
- ▶ Vehicular Access: Shared, Private & Industrial Vehicles

-  Vehicular Access
-  Primary Movement Corridor (PMC)
-  Pedestrian and Cycle Route
-  Street Trees
-  Key Pedestrian and Cycle Connections
-  Key Frontages
-  Key Areas of Public Realm, to include Public Art
-  Extension of PMC for Pedestrian and Cycle Use Only
-  Extension of PMC for Pedestrian and Cycle Use Only, Linking to Westhoughton Station and Town Centre
-  Retained Vegetation



Strategic Movement Plan



DP3: MOVEMENT HIERARCHY, WAYFINDING & PUBLIC REALM

The creation of a safe, legible, and active environment is fundamental to the success of the site as a place where businesses and people can thrive. Buildings, landscaping, and plot boundary treatments should be coordinated to establish a coherent identity while promoting wayfinding, safety, and security. The design of frontages, the street hierarchy, and open spaces should encourage active use, natural surveillance, and social interaction, ensuring that the site is both functional and welcoming throughout the day and into the evening and night.

A comprehensive approach to wayfinding and public realm design will provide a distinctive environment that balances operational requirements with the health, wellbeing, and safety of users. This will involve a coordinated strategy that addresses active frontages, lighting, movement networks, public art, amenities, and measures to deter anti-social behaviour.

Route Hierarchy and Design

- ▶ A clear hierarchy of routes should define the movement framework. This hierarchy must be supported by the consistent use of materials, signage and landscaping to aid legibility and provide clarity for all users.
- ▶ The primary movement corridor connecting Phase 1 to Dicconson Lane must accommodate vehicles but be designed as a boulevard that prioritises walking, wheeling and cycling. Segregated active travel corridors should be provided, supported by planting, landscaping and shade to ensure routes are attractive and well used.
- ▶ Secondary corridors and green streets should provide safe and convenient connections between development plateaus. These routes should integrate into the wider green infrastructure network, creating multifunctional spaces that support movement, biodiversity and wellbeing.

- ▶ Bridleway-standard routes must be incorporated where possible to support equestrian users and align with Bolton Council’s aspiration to upgrade sections of the PRow network to bridleway status.

Frontages, Building Design and Natural Surveillance

- ▶ Development proposals should utilise active frontages to face streets and public spaces, ensuring entrances and ground-floor elevations are visible, engaging, and well-lit.
- ▶ A stronger design response should be provided along the primary movement corridor. Buildings should define the character of the site and contribute to a positive sense of place.
- ▶ Buildings should include windows and corner-turners to provide natural surveillance and promote safety across the site, particularly at night.
- ▶ Proposals should use building lines, hedges, and landscaping as security measures, minimising reliance on fencing. Where fencing is unavoidable, it should be reduced in height, visually permeable, and softened with planting or public art.

Safe and Legible Routes and Spaces

- ▶ The site layout must establish a clear hierarchy of movement, comprising a primary movement corridor that provides a direct, legible and multimodal route for vehicles, pedestrians, and cyclists, and a secondary movement network of more indirect, multipurpose routes focused on access, recreation, and connections within green corridors. The network should integrate with existing Public Rights of Way (PRowS) wherever possible to promote permeability and sustainable travel.
- ▶ Proposals should align streets and paths with building frontages, planting, and clear sightlines to enhance legibility and safety.

- ▶ Areas of public open space should be located adjacent to buildings and routes, ensuring these are overlooked and easily accessible.
- ▶ Wayfinding signage and visual cues should be clearly provided, supported by corner buildings and landmark features that anchor key routes and spaces.

Lighting and Night-Time Environments

- ▶ Development proposals should introduce a coordinated lighting strategy that ensures routes, entrances, and public spaces are well-lit, supporting safety and security.
- ▶ The proposed lighting strategy should balance provision with environmental considerations to minimise light spill and pollution.
- ▶ Lighting should be used to highlight key pedestrian routes, building entrances, and focal points, reinforcing wayfinding and site character.

Public Realm, Amenities and Street Design

- ▶ A high-quality public realm should be provided across the site including safe, inclusive, and attractive streets and spaces that foster identity and character.
- ▶ Street furniture, bus stops, and mobility hubs should be provided to support accessibility and encourage sustainable transport choices.
- ▶ Proposals should incorporate strategic planting, including native species and shade-giving trees, to create comfortable microclimates and mitigate urban heat.

- ▶ Proposals should ensure the design, use, and management of public spaces supports both day and night-time activity, encouraging interaction, recreation, and wellbeing.
- ▶ Proposals should integrate measures to deter anti-social behaviour through a mix of active surveillance, planting, lighting, and activity.

Public Art and Distinct Identity

- ▶ Development proposals should incorporate public art as a core component of the public realm, contributing to the distinctiveness and identity of the development.
- ▶ Proposals should support local artists in delivering innovative, dynamic, and site-specific works, whether permanent or temporary.
- ▶ Art trails, building façades and signage should all form part of a movement network for the site to reinforce wayfinding and celebrate the site's cultural and historical context.
- ▶ Proposals should ensure public art contributes to placemaking, offering visual interest and creating memorable moments across the site.

In combining wayfinding, safety, and public realm amenities into a single design strategy, the development will establish a distinctive and exemplar environment. The approach will be underpinned by a clear movement hierarchy that prioritises pedestrians and cyclists, while ensuring efficient access for vehicles. This will foster a sense of confidence, comfort, and community, making the site a welcoming destination for workers, visitors, and the wider public.



Buildings overlooking green routes



Down-lighting within a sensitive landscape area

DP3: Movement Hierarchy, Wayfinding and Public Realm

What good looks like:

- ▶ The site feels easy to navigate, safe and welcoming day and night.
- ▶ A clear hierarchy makes movement intuitive and legible.
- ▶ The main boulevard prioritises walking, wheeling and cycling, with shade and landscaping.
- ▶ Green streets connect plateaus and link to the wider green infrastructure network.
- ▶ Buildings face streets and spaces, creating activity and natural surveillance.
- ▶ Routes are direct, inclusive and connect with the walking and cycling networks defined in the movement hierarchy.
- ▶ Lighting highlights paths and entrances without glare or spill.
- ▶ Public spaces include seating, shade and planting for comfort and wellbeing.
- ▶ Boundaries use planting or public art rather than fencing wherever feasible.
- ▶ Public art and landmarks strengthen identity and help people find their way.
- ▶ Design balances operational efficiency with a people-friendly environment.
- ▶ Visible, well-used spaces discourage anti-social behaviour.

DP4: WALKING, WHEELING, CYCLING & BRIDLEWAY NETWORK

Development proposals for the site will be expected to deliver a safe, legible and inclusive network of walking, wheeling, cycling and bridleway routes that form a fundamental part of the site wide movement strategy. The network must provide clear internal permeability while also providing strong external connections to destinations such as Westhoughton Railway Station and Westhoughton Town Centre, as well as other nearby stations and centres. Proposals should demonstrate how the network will promote active travel, reduce reliance on private vehicles, and embed active sustainable travel choices within the everyday operation of the site.

Destinations and Future-Proofing

- ▶ Development proposals must provide safe, direct and continuous connections to Westhoughton Railway Station and Westhoughton Town Centre. These destinations are critical to supporting sustainable travel to work and ensuring integration between the site and its wider community.
- ▶ Proposals should avoid creating a reliance on a single point of access. A range of routes must be safeguarded to ensure continuity and flexibility, reducing the risk of severance and allowing the network to evolve alongside future growth and investment. Wayfinding will support this.
- ▶ Opportunities should be explored to connect with other rail stations, centres and existing communities within the wider area, ensuring resilience and maximising accessibility for a broad range of users.

Public Rights of Way (PRoW)

- ▶ The existing PRoW network is a valuable asset and must form the foundation of the active travel strategy. PRoWs should be retained and enhanced wherever possible to encourage greater use for commuting and recreation.

- ▶ Where diversions or extinguishments are unavoidable, replacement routes must be of equal or higher quality, maintaining accessibility, directness and safety.
- ▶ Any new non-PRoW routes must be clearly identified, with their intended status and purpose defined within the wider movement network.
- ▶ Proposals should also ensure PRoW and bridleway routes are inclusive, step-free where appropriate, of sufficient width, and overlooked to promote safety and legibility.

Entrances, Crossings and Safety

- ▶ Main site entrances, junctions and service access points must be designed to prioritise the safety of pedestrians, wheelchair users and cyclists, ensuring inclusive access for all.
- ▶ Crossing facilities should be provided at all required junctions, car park bellmouths and service entrances, designed to prioritise active travel users over vehicles wherever feasible. Crossing design must be consistent with Greater Manchester’s Streets for All Design Guide and Local Transport Note 1/20.
- ▶ Lighting should be provided along routes where appropriate, to ensure safe access during evening and night-time hours, particularly for shift workers. Boundary treatments must avoid creating tunnelled effects, instead using landscaping to provide safe and pleasant corridors.

Cycle Parking and Facilities

- ▶ Development proposals must deliver a comprehensive range of cycle facilities to meet current and future demand. Provision should include both short-stay visitor parking and long-stay secure facilities at workplaces.

- ▶ Facilities must be accessible, overlooked and designed to accommodate non-standard cycles, such as cargo bikes and adapted cycles.
- ▶ Proposals should include complementary amenities such as showers, changing rooms, lockers, repair stands and e-bike charging, ensuring that active sustainable travel is practical and attractive for employees and visitors alike.

Integration with Wider Networks

- ▶ Proposals must demonstrate how the on-site network connects seamlessly to surrounding walking, wheeling, cycling and bridleway routes. This should include clear and legible links to Westhoughton Railway Station, Westhoughton Town Centre and other nearby destinations.
- ▶ Links should be designed to support both commuting and recreational activity, encouraging regular use and maximising wider community benefits.
- ▶ Where appropriate, land must be safeguarded to facilitate future upgrades or extensions to the off-site network, ensuring continuity of provision as the local infrastructure develops.

The walking, wheeling, cycling and bridleway network should create a coherent and resilient movement framework that supports a wide range of users. It should provide multiple and future-proofed connections to key external destinations, prioritise active and sustainable modes of travel, and integrate seamlessly with the site’s wider green infrastructure. The network must deliver social, health and wellbeing benefits, enhance accessibility, be safe, and establish the foundation for a sustainable, inclusive and well-connected industrial and development. Development proposals must clearly demonstrate, through a comprehensive site-wide Movement Strategy, how this network has informed the layout, access arrangements and wider masterplan for the site.



A connected movement network



Routes directly linking across the site



Adequate cycle infrastructure



Active travel opportunities including cycling

DP4: Walking, Wheeling, Cycling & Bridleway Network

What good looks like:

- ▶ A connected network makes active travel the easiest and safest choice.
- ▶ Routes link the site with Westhoughton Railway Station, Westhoughton town centre and nearby communities.
- ▶ Several access points ensure flexibility and avoid reliance on one route.
- ▶ Public Rights of Way are retained or replaced with routes of equal or better quality.
- ▶ Entrances and crossings prioritise pedestrians, wheelchair users and cyclists.
- ▶ Lighting ensures safe travel after dark without glare or tunnel effects.
- ▶ Cycle parking and facilities make active travel practical for all users including the provision of e-bike charging stations.

DP5: PUBLIC TRANSPORT, SHARED TRANSPORT & MICROMOBILITY FACILITIES

Development proposals will be expected to provide a comprehensive site wide strategy for public transport, shared transport and micromobility facilities. The approach must maximise the site’s proximity to existing rail infrastructure, provide reliable bus services that connect to surrounding centres and stations, and embed the facilities required to support shared and flexible modes of transport. Together, these measures should reduce dependency on private car use, improve accessibility to jobs and local services, and help to create a modern, low-carbon industrial and warehousing hub that supports the health and wellbeing of workers and local communities.

Rail Integration and Accessibility

- ▶ Transport scoping work for the site shows most pedestrians and many cyclists will approach from Westhoughton town and Westhoughton Railway Station. Therefore, safeguarding an effective walking and cycle link from the railway station is critical to the success of the site’s sustainable transport strategy in delivering modal shift. Proposals must consider how the development within the allocation boundary of the site will maximise the opportunity to support the delivery of this connection in the future, ensuring safe and direct access for pedestrians, cyclists and micromobility users.
- ▶ Within a 3km radius of the site, there are five stations across three distinct rail lines: Westhoughton, Horwich Parkway, Lostock, Daisy Hill and Hindley. This proximity to multiple services is a major strategic asset and must be fully capitalised upon. Development proposals should therefore demonstrate how bus services and mobility hubs within the site can provide effective links to all three lines, offering workers and visitors a broad range of sustainable travel choices.
- ▶ Proposals should set out how rail access can be supported by active travel, buses, shared transport and micromobility, ensuring that connections are resilient and inclusive for all users.

Bus Services and Connectivity

- ▶ Development proposals must facilitate reliable and efficient bus services that connect the site to Westhoughton Town Centre, surrounding residential communities and the wider transport network, especially nearby railway stations. A review of current routes and service levels near to the site should be undertaken to identify deficiencies and gaps in provision to understand if proposals could address these gaps and deliver a comprehensive public transport network.
- ▶ Bus stops should be located along the primary movement corridor and designed for inclusivity, safety and ease of access. Stops should integrate with active travel routes and be well-overlooked, with facilities such as shelters, seating and real-time information wherever feasible.

Shared Transport and Micromobility

- ▶ Development proposals must make provision for mobility hubs along the primary movement corridor within the site, that can align with potential future off-site hubs at Westhoughton Railway Station and Westhoughton Town Centre. These hubs will support shared transport and micromobility services, providing flexible options for workers and visitors.
- ▶ Hubs should incorporate facilities for shared bikes, e-bikes, e-scooters and car clubs, supported by secure parking, charging infrastructure and clear wayfinding.
- ▶ Hubs must be designed as integrated parts of the development, located close to workplaces and key destinations, and positioned to encourage easy interchange between walking, cycling, bus and rail.

- ▶ The provision of shared transport facilities should be phased to align with the delivery of the development and the growth of demand.

Health, Wellbeing and Climate Resilience

- ▶ Public transport, shared transport and micromobility facilities must be designed to deliver long-term benefits for workers, visitors and surrounding communities. Proposals should demonstrate how improved accessibility to jobs and services will be achieved, alongside support for healthier lifestyles through reduced car dependency and enhanced active travel options.
- ▶ The integration of low and zero-emission transport options will reduce greenhouse gas emissions, improve local air quality and contribute to Bolton Council’s climate resilience and carbon reduction objectives.
- ▶ Facilities should be inclusive and accessible, designed to meet the needs of a diverse range of users including those with mobility impairments, shift workers and visitors from surrounding communities.

Public transport, shared transport and micromobility facilities must deliver a resilient, flexible and future-ready movement framework. The strategy should maximise the site’s access potential to multiple rail lines, complement this with reliable and integrated bus services, and provide the infrastructure for emerging mobility solutions. Development proposals must demonstrate, through a comprehensive site-wide Movement Strategy, how these facilities have informed the site layout and access arrangements for the site.



Westhoughton Railway Station



Bus stop on Chorley Road (A6)



Bee Network bus



Example of Mobility Hub at Abbey Wood Shopping Park

DP5: Public Transport, Shared Transport & Micromobility Facilities

What good looks like:

- ▶ The site is easy to reach by public and shared transport.
- ▶ Direct, well-lit links connect to Westhoughton Railway Station and Westhoughton town centre.
- ▶ Bus stops are convenient, inclusive and integrated with walking and cycling routes.
- ▶ Services link to nearby stations and communities, supporting sustainable commuting.
- ▶ Mobility hubs provide shared bikes, e-scooters and car clubs with secure parking and charging.
- ▶ Hubs sit close to workplaces and key routes for convenient interchange.
- ▶ Low and zero-emission options cut carbon and improve air quality.
- ▶ Facilities are accessible to all users, including shift workers.
- ▶ Shared transport expands as demand grows through phased delivery.
- ▶ Together these measures make sustainable travel a realistic everyday option.

DP6: VEHICULAR ACCESS: SHARED, PRIVATE & INDUSTRIAL VEHICLES

Development proposals for the site will be expected to deliver a comprehensive vehicular access strategy that balances the needs of surrounding and adjoining landowners, private cars, LGVs and HGVs. The approach must safeguard access to retained dwellings and farmsteads, provide new strategic connections into the wider highway network, and integrate parking, servicing and EV charging infrastructure to support a modern, low-carbon industrial and development.

Retention and Re-Provision of Access to Dwellings and Farmsteads

- ▶ Existing farmsteads and residential dwellings within or adjoining the site must retain suitable vehicular and agricultural access. Where existing tracks are affected by the development, equivalent routes must be re-provided to maintain continuity of use.
- ▶ Proposals should demonstrate that access arrangements have been designed to respect environmental features, safeguard amenity and provide adequate privacy buffers to any retained residential dwellings and farmsteads.

New Vehicular Access Proposals

- ▶ The site’s primary movement corridor must integrate with the consented Phase 1 access onto Chorley Road (A6) and provide a new access from Dicconson Lane, establishing a through-route serving the development plateaus across the site.
- ▶ The Chorley Road (A6) junction should incorporate measures to encourage HGVs to route directly to the M61 (Junction 6), minimising impacts on traffic through Westhoughton.
- ▶ Additional access junctions on Dicconson Lane may be considered where justified by market conditions, phasing or local traffic requirements, subject to planning approval.

- ▶ All new junctions must be designed in accordance with prevailing standards and include segregated provision for pedestrians and cyclists.

Electric Vehicle Charging Infrastructure

- ▶ Development proposals should include EV charging infrastructure across the site, including within development plateaus, mobility hubs and service areas.
- ▶ Provision should support bikes, cars, vans and emerging eHGV technology, incorporating rapid charging where capacity permits.
- ▶ Facilities must be safe, convenient and accessible, encouraging adoption by employees, visitors and operators.

LGV and HGV Access and Parking

- ▶ Proposals must provide adequate off-street parking, loading and servicing facilities for LGVs and HGVs within each development plateau.
- ▶ Gatehouses and access points should be designed with sufficient queuing space to avoid vehicles queuing on the primary movement corridor.
- ▶ Service yards must provide safe turning movements, accommodate longer semi-trailers and avoid manoeuvring on the highway network.
- ▶ Overnight off-plot HGV parking must be avoided through the provision of appropriate on-site facilities and management measures.

Private Car Parking and Service Yards

- ▶ Adequate private car parking must be provided for employees and visitors, with blue badge bays located within 50m of principal entrances, in line with Bolton Council parking standards.
- ▶ Parking should be consolidated where feasible to use land efficiently and reduce the visual impact of hardstanding. Large car parks should be located away from the primary movement corridor and broken up with landscaping and boundary treatments.
- ▶ Car parking areas and service yards must be designed and lit to ensure safety and security, with clear segregation from pedestrian and cycle routes.
- ▶ Service yards must be configured to minimise their prominence in the streetscape, ensuring they are functional while remaining compatible with the wider landscape and site character. They should be screened from public view and separated from active frontages and sensitive receptors where possible, with landscaping used to minimise noise and visual impact.

Vehicular access arrangements must provide resilient and future-ready connections for all vehicle types, safeguard the needs of retained dwellings and farmsteads, and deliver efficient and well-managed parking, servicing and EV infrastructure. Development proposals must demonstrate how these requirements have been addressed as part of the site-wide movement strategy.



Electric fleet of HGVs charging



Parking integrated into the landscape



Re-alignment of Chorley Road (A6) to provide a new vehicular access into the site

DP6: Vehicular Access: Shared, Private & Industrial Vehicles

What good looks like:

- ▶ Efficient, safe and well-managed access supports both business operation and neighbouring uses.
- ▶ All dwellings and farmsteads retain or gain secure vehicular access.
- ▶ The main corridor links the Phase 1 A6 access with a new Dicconson Lane connection within the established movement hierarchy.
- ▶ HGV routes direct traffic to the M61, avoiding local roads and congestion.
- ▶ Additional access points respond to phasing and operational need where justified.
- ▶ EV charging is provided across the site for cars, vans and e-HGVs.
- ▶ Parking, loading and servicing areas are contained within plateaus and avoid highway queuing.
- ▶ Car parking is efficient, landscaped and safe, with accessible bays near entrances.
- ▶ Service yards are screened and separated from sensitive uses.
- ▶ Lighting supports safety and security while limiting glare and visual impact.

8.3 AN EXEMPLAR SCHEME FOR THE INDUSTRIAL AND WAREHOUSING SECTOR

The site will support the Northfold Growth Corridor, contributing to a thriving, productive, and resilient regional and local economy. Development proposals must deliver high-quality design and function, complementing the surrounding area while establishing a cohesive architectural identity that reflects the ambition and character of the wider context.

Proposals should adopt a clear and consistent architectural strategy across the site, addressing the scale, massing, form, and materials of buildings to create a visually coherent, legible and exemplar-quality industrial and warehousing environment. Buildings should be designed to respond to their landscape context, frame views, and integrate with green infrastructure, streetscapes and open spaces. Façades, rooflines and servicing areas must be carefully composed to minimise visual impact, reinforce legibility, and contribute to wayfinding. The architectural approach should provide a unifying language while allowing for variety and innovation.

Placemaking must be expressed most clearly at the site’s entrances, both vehicular and pedestrian. Gateways should be designed as legible markers, using landscape, architectural detailing and signage to create a strong sense of arrival and identity. Entrances must clearly signal transition into a high-quality environment, setting expectations for the design standards across the site. Junction treatments, boundary edges, and building frontages at entrances should all contribute to wayfinding, creating visual cues for orientation while reinforcing the site’s character and ambition.

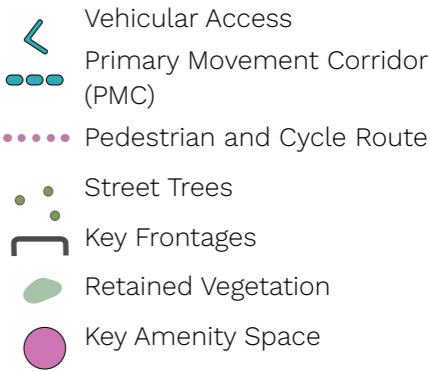
Sustainability should be embedded at the core of the design approach, with energy-efficient construction, low-carbon technologies, and climate resilience measures forming integral elements of the scheme. Green infrastructure and amenity spaces should be used not only to enhance biodiversity but also to shape distinctive streetscapes and create a positive working environment that supports health and wellbeing.

The site proposals must integrate effectively with the consented Phase 1 scheme and respect existing surrounding development, delivering a coherent and unified approach across the whole site. Connectivity should support the efficient movement of site users while ensuring safe, legible, and accessible routes for pedestrians, cyclists and vehicles. Entrances, corridors and hubs must be designed as part of a cohesive wayfinding strategy, making navigation intuitive and reinforcing the site’s placemaking ambitions.

By combining a robust architectural strategy with strong placemaking at entrances, sustainable design, operational efficiency, and integration with landscape and movement networks, proposals should deliver an exemplar industrial and warehousing development. This will set a benchmark for design quality, functional performance and place-making within the Northfold Growth Corridor.

To support this concept, the following two design principles inform the creation of ‘An Exemplar Scheme for the Industrial and Warehousing Sector’:

- Land Uses
- Building Design





Exemplar Development Plan



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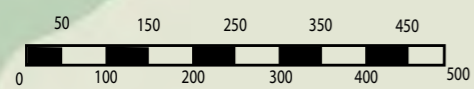
Wingates
Industrial
Estate



Westhoughton



Town Centre



DP7: LAND USES

Development proposals for the site will be expected to deliver a coordinated mix of land uses that establishes the site as an exemplar industrial and warehousing destination. The approach must define the role of primary industrial and warehousing uses, embed flexibility to respond to evolving market demands, and incorporate a carefully balanced range of ancillary uses to the strategic employment function of the site, that provide amenity and support the sustainability of the development. Together, these elements will create a resilient and attractive employment hub that is commercially competitive, socially inclusive and able to adapt over time.

Primary Industrial and Warehousing Uses

The development will be anchored by large format plateaus that can accommodate a variety of building typologies, including high-bay warehousing, manufacturing units and industrial premises.

Buildings should be designed with efficient footprints, flexible spans and clear operational layouts that allow for service yards, loading bays, parking and safe circulation.

Proposals must demonstrate how the scale, massing and configuration of units contribute to a coherent and high-quality identity across the site, integrating with green infrastructure and movement networks.

Anticipated building typologies should balance the need for large operators with provision for smaller and medium-sized businesses, encouraging a diverse economic base.

Flexibility and Adaptability to Market Demand

The development must be capable of adapting to future shifts in market demand, occupier requirements and new technologies. This means plots and buildings should be capable of subdivision, consolidation or phased development to meet different scales of occupation.

Materials, structural systems and façade treatments should be designed for longevity, resilience and adaptability, allowing occupiers to reconfigure spaces without the need for extensive rebuilding.

Proposals should allow for innovation, ensuring the site can accommodate new sectors and hybrid uses as the industrial and warehouse market evolves. Proposals should also demonstrate how resilience has been built into the design, ensuring the development continues to thrive throughout its lifetime.

Ancillary Non-Industrial and Warehousing Uses

Development of the site shall include a carefully considered mix of secondary ancillary uses to support the functionality and long-term sustainability of the development.

Appropriate uses may include food and beverage outlets, charging, convenience retail, leisure, nurseries, health and wellbeing services, training / skills and community facilities. These should be scaled and located to support the needs of workers and visitors at the site and be accessible to the local community while avoiding competition with established town centres.

Such uses could be arranged in accessible hubs, close to active travel corridors, public transport connections and mobility hubs, to maximise accessibility and integration with surrounding communities.

Ancillary uses must be supported by enabling infrastructure, including EV charging, sustainable mobility hubs and safe pedestrian and cycle connections to green and open spaces. Development proposals should demonstrate, how land uses have been planned, balanced and coordinated to deliver these outcomes.

Planning applications for development that includes ‘town centre uses’ as defined in national policy shall be supported by information to allow consideration of the proposal against the development plan and national policy including any requirement for a sequential test or impact assessment. Future planning applications must ensure that proposals comply with the requirements of the National Planning Policy Framework at the time of submission.



Incubator workspace for local businesses



Complementary uses located within accessible hubs



Integrating a mix of unit types and sizes



Mix of uses within development plateau

DP7: Land Uses Conformity Checklist

What good looks like:

- ▶ A coordinated mix of employment uses delivers a productive and adaptable industrial and warehousing hub.
- ▶ Large plateaus accommodate a range of building sizes and operational needs.
- ▶ Plots and layouts are efficient, with well-planned yards, loading areas and parking.
- ▶ Buildings and land uses together create a coherent and recognisable site identity.
- ▶ Provision is made for both major occupiers and smaller firms, supporting a balanced economic base.
- ▶ Plots and buildings can adapt to changing market and technological demands.
- ▶ Materials and structures are durable and designed for long-term efficiency.
- ▶ Ancillary uses such as small food, wellbeing or training facilities serve workers on site without competing with established centres.
- ▶ Ancillary uses are in accessible hubs linked to transport and active travel routes.
- ▶ Infrastructure such as EV charging and mobility hubs supports modern, sustainable operations.

DP8: BUILDING DESIGN

Development proposals for the site will be expected to deliver a high-quality and coherent architectural approach that balances functionality with placemaking, establishing the site as an exemplar industrial and warehousing destination. Buildings must be designed to integrate with the new and wider landscape setting, respond sensitively to neighbouring dwellings and farmsteads, and contribute positively to legibility, safety and identity. Scale, massing, orientation, materiality and detailing must be carefully composed to create a resilient and attractive working environment that minimises environmental impacts and delivers a distinctive sense of place.

Scale, Massing and Relationship to Context

- ▶ Development proposals must demonstrate how building scale and massing respond to site topography, existing environmental features and the proximity of neighbouring dwellings and farmsteads. Adequate separation, landscape buffers and careful siting must be used to safeguard residential amenity.
- ▶ Larger buildings must incorporate architectural treatments to break up their bulk, including varied rooflines, articulation, fenestration, circulation cores and vertical breaks, to avoid monotonous or overbearing frontages.
- ▶ Roofscapes of larger buildings must be designed to reduce visual impact and enhance the wider townscape, particularly when viewed from sensitive locations.
- ▶ Alternative massing options should be explored early in the design process to understand and mitigate potential impacts on sensitive receptors.

Mitigation of Environmental Impacts

- ▶ Building design and orientation must minimise and mitigate noise, vibration, light and visual impacts on neighbouring communities and within the site.
- ▶ Service yards, loading bays and mechanical equipment should be screened or acoustically treated, with orientation and landscaping used to reduce disturbance.
- ▶ External lighting must be designed to avoid glare and light spill, particularly towards retained residential properties and farmsteads, neighbouring and adjoining residential dwellings, areas of ecological sensitivity and onto the surrounding rural landscape.

Orientation and Frontages

- ▶ Buildings should be oriented to create active frontages onto key routes, streets and public spaces, with primary entrances facing the public realm to enhance accessibility and natural surveillance.
- ▶ A “fronts with fronts, backs with backs” approach should be taken, with service yards and parking areas positioned to the rear or screened from prominent views.
- ▶ Gateways, junctions and nodes should be defined by distinctive architecture, with enhanced design treatments to reinforce wayfinding and provide identity.

Parking, Service Yards and Plot Configuration

- ▶ Parking and service yards must be configured to minimise visual impact, located away from the primary movement corridor and sensitive receptors wherever possible.
- ▶ Service yards should provide sufficient space for safe circulation and servicing, with buffers and planting used to integrate them into the new landscape setting.
- ▶ Car parking areas should be consolidated where feasible, designed efficiently and broken up with landscaping to reduce hardstanding and improve visual quality.
- ▶ Layout and lighting of parking and service areas must prioritise safety and security whilst being mindful of environmental impacts, with clear segregation from pedestrian and cycle routes.

Materials, Colours and Architectural Character

- ▶ Development proposals must adopt a coherent and resilient palette of materials and colours, applied consistently to create a legible identity across the site.
- ▶ Materials should be robust, durable and sustainably sourced, informed by circular economy principles to ensure long-term adaptability.
- ▶ Naturalistic and hardwearing materials such as metals, timber, profiled glass and masonry should be considered, with careful attention to detailing.
- ▶ Colours should be coordinated and harmonious, drawing influence from the local landscape and built character, while introducing depth, texture and variation to break up large façades.

Safety, Security and User Experience

- ▶ Building design, orientation and external layouts must contribute to a safe and secure environment for all users. Entrances, circulation areas and active frontages must be well-lit, visible, and designed to promote natural surveillance throughout the day and night.
- ▶ Security measures must be integrated into the architectural and landscape design to avoid a hostile or defensive appearance. Where sensitive land uses or operators require enhanced protection, measures such as controlled access, secure yards and robust boundary treatments should be incorporated discreetly within a cohesive landscape framework.
- ▶ Boundary treatments should balance security with visual quality, using planting, walls or permeable fencing to maintain an attractive and consistent streetscape.

The approach to building design across the site should deliver a coherent and distinctive industrial and warehousing environment that balances operational requirements with architectural quality and placemaking. Proposals should demonstrate how scale, orientation, materials, colour and detailing have been used to integrate development within the surrounding landscape context, minimise impacts on neighbouring properties, and create a safe, legible and attractive environment. Development proposals should demonstrate how the approach to building design contributes to the site wide vision for an exemplar employment destination.



Strong street presence and active frontages



Architectural building identity

DP8: Building Design

What good looks like:

- ▶ Well-designed, efficient buildings create a cohesive and high-quality working environment.
- ▶ Scale and massing respond to topography and neighbouring dwellings.
- ▶ Larger buildings are broken down through roof variation, articulation and detailing.
- ▶ Orientation and siting minimise noise, light and visual impacts.
- ▶ Active frontages face key routes and spaces, with entrances visible and well-lit.
- ▶ Service yards and parking areas sit to the rear or are screened by landscape.
- ▶ Materials are robust, sustainable and coordinated to reinforce site identity.
- ▶ Colours are drawn from the local landscape and coordinated to break up large façades and reduce visual impact.
- ▶ Lighting and layout promote safety, visibility and natural surveillance.
- ▶ Buildings are energy-efficient, adaptable and clearly support the site's employment function.

9. PHASING, DELIVERY & GOVERNANCE

The site is identified as a major regional location for new employment-led development, with PfE anticipating around 440,000 sqm of industrial and warehousing floorspace. Delivering this will require a coordinated approach to strategic infrastructure, both on-site and off-site, to mitigate impacts on local communities and the environment while meeting PfE’s ambitions.

A West of Wingates Transport Vision Strategy, prepared in line with PfE Policy JP-D1, should be read alongside this SPD. As a living document, it will be updated outside the SPD process to reflect changing infrastructure needs as the site progresses.

Planning applications must show how proposals will deliver required infrastructure without compromising the comprehensive development of the site. Bolton Council must be assured that individual parcels are coordinated and that infrastructure is provided at the right time to support overall delivery. Proposals must align with the Transport Vision Strategy requirements and principles; piecemeal applications that fail to contribute to strategic infrastructure will be resisted.

Some site-wide measures, such as landscape and ecological enhancements, will be implemented during the early phases of earthworks and infrastructure, so they are delivered in advance of individual plots (as on Phase 1). However, elements such as the movement network and drainage strategy are impractical to complete in full upfront due to the site’s scale, viability

considerations, and long term delivery timescales. Infrastructure should therefore be phased in line with the Transport Vision Strategy as different plateaus and phases come forward.

9.1 PHASING AND INFRASTRUCTURE

Planning permission has already been granted for a first phase of development, to the northeastern part of the site, delivering approximately 73,750sqm of employment floorspace through a range of unit types and sizes as well as the realignment of the A6, providing a new primary access junction into the site.

Given the scale of the site, full delivery of the development is expected to take place over the next two decades. The development would be expected to come forward in a series of phases, alongside necessary infrastructure provision including highways, drainage and landscaping and ecology works and as such a flexible but joined-up approach is needed.

It is anticipated that there would be four general phases of development, including the first phase already subject to planning permission, across the lifespan of the scheme, however over time this may change, depending on the needs of future occupiers as well as landowners.

The approach to phasing is not necessarily intended to be chronological but rather reflects a natural and logical way the site could come forward in a deliverable fashion and being able to respond to market conditions. This approach would not restrict the potential for later phases to be accelerated where opportunities arise, or where infrastructure allows certain phases to be advanced earlier than currently envisaged. The boundaries and extents of the phasing areas shown on the plan opposite are not fixed and may be subject to change.

The indicative dates stated for the delivery of development at each phase reflect broadly anticipated dates at the time of the SPD preparation only. These do not prescribe or restrict the dates for delivery of any phase of the development.



Phase 1 - Anticipated development period: 2025-2035

Phase 1 has already received planning consent, for the provision of approximately 73,750sqm of employment floorspace through a range of unit types and sizes as well as the realignment of Chorley Road (A6) providing a new primary access junction into the site from the northeastern corner. The mix of unit types include large floorplate warehouse and distribution units and medium and small floorplate warehouse and manufacturing units.

This planning permission allows construction of a spine road through the site to serve the approved development and land to the south (phase 2). All blue and green infrastructure required to serve the development or mitigate its impact is provided within the site. Upgrades to the highway network in the vicinity of the site and bus service enhancements are funded by the development through a section 106 agreement.

Phase 2 - Anticipated development period: 2030-2040

Phase 2 could deliver a variety of unit types and sizes subject to market demand at the time of submission of a planning application. This phase of development shall include construction of an extension to the spine road delivered within the Phase 1 development to form the primary movement corridor and provide connectivity to the Phase 4 area. The Phase 2 area could facilitate the delivery of improved pedestrian and cycle access to the east linking through into the neighbouring Wingates Industrial estate and beyond.

Proposals would need to consider the boundary to the Westhoughton Golf Course and green belt. There are also green landscape corridors identified on the retained features plan, that would need to be integrated into any development proposals within this phase.



Phase 3 - Anticipated development period: 2030-2040

Phase 3 is located along the site boundary with Dicconson Lane and provides the opportunity for a second primary access and / or other junction into the allocation and would deliver an access route consistent with the primary movement corridor in Phases 1 and 2 for connection to the Phase 4 area. The existing green landscape corridor identified on the retained features plan would form the southern boundary of this phase.

This phase provides an opportunity for smaller scale development within the northern corner of the site fronting onto Chorley (A6). A mix of unit types and sizes could be accommodated within this phase that could step down the site following the topography and Dodd Lane.

Phase 4 - Anticipated development period: 2035-2045

Phase 4 of the allocation is located in the centre of the site and would allow the primary movement corridor to connect across in an east-west alignment between the Phase 2 and Phase 3 areas. A mix of unit types and sizes could also be accommodated within this phase. The green landscape corridors from Phase 2 would continue through this phase.



9.2 SITE-WIDE INFRASTRUCTURE

Whilst the provision of new infrastructure is important, there may be existing infrastructure that is required to be diverted or re-configured as part of the proposed development of the site.

A coordinated approach to these works would be required to support the delivery of site proposals. Each phase of the development would be required to provide or contribute to the infrastructure that is necessary to serve that phase, mitigate its impact and not prejudice further phases of the development.

It is expected that each phase of the development shall incorporate provision of the following infrastructure on site:

- ▶ Sustainable drainage system including attenuation to greenfield rate
- ▶ Spine road (primary movement corridor) to the same specification and nature as approved for Phase 1
- ▶ Active travel and public transport facilities
- ▶ Public rights of way to bridleway specification
- ▶ Landscape buffer zones and accessible green space
- ▶ Water, power and communication utilities
- ▶ On-site renewable energy generation

Each phase of development must mitigate its impacts and deliver a minimum 10% Biodiversity Net Gain (BNG), in accordance with statutory requirements and the mitigation hierarchy. Priority should be given to avoidance wherever feasible, followed by on-site or adjacent-land habitat creation and enhancement, with off-site measures or credit purchases considered only where necessary. This requirement applies to habitat creation and enhancement for BNG, as well as all relevant ecological features.

Each phase of development shall be required to mitigate its impact by provision or funding of off-site infrastructure in respect of:

- ▶ Upgrades to the local highway network (which may include contributions towards upgrade of appropriate active travel infrastructure).
- ▶ Public transport service enhancement

The Transport Vision Strategy should be referenced in relation to the off-site active routes and public transport service enhancements required alongside site phasing.

9.3 DELIVERY

The granting of planning permission for any phase of development may be subject to legal agreements that require financial contributions to be made to fund, or part-fund infrastructure works already delivered or yet to be delivered, such that each phase of development makes a proportionate contribution to the mitigation of impact of the overall development.

Developer contributions secured via Section 106 Agreements and the delivery of infrastructure in lieu, such as the new Phase 1 access junction, should be secured to assist in mitigating the impact of the development on the surrounding area. Contributions will be sought where they are necessary to make the development applied for acceptable in planning terms, and are fairly and reasonably related in scale to the development, as set out in Regulation 122 (2) of the Community Infrastructure Levy Regulations 2010.

Mechanisms must be in place to ensure that the costs of any site-wide strategic infrastructure, arising from the cumulative impacts of development, are apportioned fairly across all phases of the site and over time. This approach seeks to avoid the costs falling disproportionately on early phases of development or being pushed back to later phases, which may be to the detriment of the comprehensive delivery of the site.

There will also be infrastructure components that are specific to the individual development parcels within the site. Discussions with Bolton Council should identify parcel-specific infrastructure needs, which will be additional to the site-wide strategic infrastructure components that the wider development should contribute to.

Bolton Council, as the Local Planning Authority, has statutory powers that can enable and facilitate the delivery of major and comprehensive development opportunities. In order to ensure that the public benefits afforded by a comprehensive approach to development are fully realised, where necessary the council may consider the use of their statutory powers (including compulsory purchase powers (CPO) and the over-riding of third-party rights) to deliver the allocated development on a comprehensive basis

9.4 PLANNING OBLIGATIONS (SECTION 106 AGREEMENTS)

The grant of planning permission for development may be subject to the developer / landowner entering into a planning obligation as required to mitigate the impacts of the development proposals.

Any planning obligations shall be:

- ▶ necessary to make the development acceptable in planning terms;
- ▶ directly related to the development; and
- ▶ fairly and reasonably related in scale and kind to the development.

With reference to the above tests, where a potential impact may occur by the cumulation of phased development at the site, the local planning authority shall consider the anticipated impacts of the whole development allowed by the PfE site allocation and seek mitigation measures from each phase or part of the development proportionate to its scale and contribution to the overall impact.

Mitigation measures for cumulative impacts are expected to be in the form of financial contributions to infrastructure upgrade works to be undertaken by the local authority or other relevant party.

The local planning authority may use funds received from planning obligations to pay for the necessary infrastructure upgrades regardless of how many planning obligations have already contributed towards an item of infrastructure.

The infrastructure upgrades that are anticipated to be funded by contributions from multiple planning obligations include but are not limited to those listed below:

- ▶ Highway and junction upgrade to Chorley Road, Dicconson Lane, De Havilland Way and local highway network in the vicinity of the site.
- ▶ Construction of paths and facilities to enhance pedestrian and cycle movement in the vicinity of the site.
- ▶ Construction and installation of facilities to enhance use of and movement by public transport services in the vicinity of the site.
- ▶ Funding to support the delivery and operation of public transport services to the site.

Any future planning applications will need to be in full compliance with extant Core Strategy, Allocations Plan and emerging Local Plan policies.

9.5 GOVERNANCE

Governance will play a critical role in ensuring the long-term success, resilience and community integration of the site. A clear framework is required to manage how assets are maintained, how benefits are delivered, and how stakeholders are engaged over the lifetime of the development. This must go beyond the immediate delivery of buildings and infrastructure to embed stewardship, adaptability and social value as fundamental components of the site.

A long-term stewardship body will be required to manage communal assets across the site, including green and blue infrastructure, public open spaces, drainage features and rights of way. Such an organisation may take the form of a development trust or management company, and should include representation from future occupiers, landowners and local stakeholders. Its role will be to ensure that shared spaces and features are maintained to a high standard, that visual and environmental quality is preserved, and that the site develops into a sustainable and inclusive community.

Governance also has an economic dimension. The development is expected to accommodate a range of unit sizes and building typologies, but it must also remain flexible and adaptable to future shifts in market demand, occupier needs and new technologies. Governance structures should support this adaptability by encouraging collaboration between businesses, local authorities, and training providers. Partnerships with schools, colleges, universities and industry bodies should be promoted, ensuring that education and training opportunities are embedded within the scheme. By supporting apprenticeships, placements, mentoring and curriculum development, the site will foster a resilient local workforce and help to retain industry talent.

Alongside stewardship and adaptability, governance must ensure that social value is captured and delivered as an integral part of the scheme. The development represents a significant opportunity to generate benefits for both site users and the surrounding communities, extending beyond job creation to include training, volunteering, targeted support for disadvantaged groups, and active involvement with Bolton's Voluntary, Community and Social Enterprise (VCSE) sector. New social and community infrastructure, including amenity, wellbeing and recreational facilities, should enhance the quality of life for workers and neighbouring residents, complementing existing provision and strengthening the site's role as a community asset.

In this way, governance will provide the mechanism through which the site is not only delivered but sustained. It will ensure that infrastructure is well managed, that the local workforce is supported and upskilled, and that social value is realised in tangible ways. By embedding stewardship, adaptability and inclusivity at the heart of its governance, the site will deliver a lasting legacy of economic strength, social benefit and community integration.



GLOSSARY OF TERMS





10. GLOSSARY OF TERMS

Word / Term	Definition
Active Frontage	A building frontage with doors, windows, and uses that engage with the street to improve safety and vibrancy.
Active Travel	A form of transport that involves walking, cycling, and other non-motorised means. The masterplan promotes a connected, safe, and accessible active travel network across the site, integrating with public transport and the PRow (Public Rights of Way) network.
Air Quality Management Area (AQMA)	Area designated for targeted air quality improvements due to pollutant exceedances.
Amenity Uses	Facilities and services that enhance the usability and attractiveness of the site for occupants and visitors. Examples may include ancillary food and drink outlets, convenience retail, health and wellbeing spaces, and community facilities.
Ancient Woodland	Woodland continuously wooded since at least 1600 AD, protected as an irreplaceable habitat.
Biodiversity Net Gain (BNG)	A measurable improvement in biodiversity after development, achieved by enhancing or creating habitats so that they are in a better state than before the development took place. BNG delivery may include on-site improvements, off-site mitigation, or purchase of biodiversity credits.
Blue Infrastructure	Water-based elements of green infrastructure, such as ponds, watercourses, and drainage features, which contribute to biodiversity, amenity, and sustainable drainage.
Character Area	A defined part of the site with its own spatial, functional, or landscape identity.
Development Plateau	A levelled area of land created through cut-and-fill earthworks, designed to accommodate buildings alongside associated infrastructure.
Great Crested Newts (GCN)	A protected amphibian species requiring specific habitat protection and licensing.
Green Belt	Designated open land that aims to prevent urban sprawl, prevent neighbouring towns merging into one another, protect the countryside, preserve the setting and special character of historic towns and encourage urban regeneration. Development near Green Belt boundaries should respect rural character and reinforce boundaries.
Green Corridors	Linked areas of vegetation, habitats, and landscaping that connect different parts of the site and surrounding areas, supporting biodiversity, recreation, and visual integration of development.
Green Infrastructure	A strategically planned network of natural and semi-natural spaces that deliver ecological, recreational, and climate resilience benefits.
Historic Hedgerow	A boundary hedge considered of historic or ecological importance under the Hedgerow Regulations 1997.
Landscape Buffer	Landscape features and planting zones used to separate development from sensitive areas such as existing farmsteads and residential dwellings, the Green Belt, or ecological habitats, providing privacy, screening, and potential ecological value.
Low Carbon Development	Development designed to reduce greenhouse gas emissions through design, energy efficiency, and renewable technologies.
Material Consideration	A factor that must be taken into account in deciding a planning application.

Word / Term	Definition
Mitigation Hierarchy	A step-by-step approach to addressing environmental harm: first avoid, then minimise, then restore, and finally compensate for residual impacts.
Mobility Hub	A focal point within the development that integrates different modes of sustainable transport—such as walking, cycling, electric vehicle charging, and public transport—providing facilities like secure cycle parking, shared mobility options, and passenger amenities. Mobility Hubs encourage modal shift away from private car use.
Movement Hierarchy	The prioritisation of walking, cycling, and public transport ahead of private vehicle use.
Non-designated Heritage Asset	A locally significant heritage feature not formally listed or scheduled but valued for its contribution to local character.
Northfold Growth Corridor	A strategic transport and economic corridor along the M61 motorway, linking Greater Manchester to the wider Northwest region. It is a key location for logistics, industrial development, and business growth due to excellent motorway connectivity.
Places for Everyone (PfE)	A strategic development plan for Greater Manchester (excluding Stockport), covering housing, jobs, and infrastructure from 2022–2039. It sets out policies for growth and environmental protection and includes allocations such as JPA6.
Policy JPA6	A site-specific allocation within the Places for Everyone plan that designates land West of Wingates for approximately 440,000 sqm of industrial and warehousing development, alongside infrastructure and environmental measures.
Primary Movement Corridor	The main vehicular, pedestrian, and cycle route across the site, linking Phase 1 to Dicconson Lane and serving all development plateaus.
Public Right of Way (PRoW)	A legally protected path that the public has the right to use for walking, and in some cases cycling or horse riding. PRoWs should be retained or enhanced within the masterplan.
Renewable Energy Infrastructure	Systems such as solar PV, wind, or heat pumps integrated into development to generate clean power.
Site of Biological Importance (SBI)	A locally designated site for the conservation of biodiversity.
Statutory Development Plan	The collection of planning documents that have been formally adopted and are legally binding in decision-making for planning applications in an area.
Stewardship	The long-term management and maintenance of public spaces, green infrastructure, and community assets, often through a dedicated management body.
Supplementary Planning Document (SPD)	A non-statutory planning document that provides additional guidance on policies in the Statutory Development Plan. It is a material consideration in planning decisions but does not carry the same legal weight as the plan itself.
SuDS (Sustainable Drainage Systems)	Drainage solutions that manage surface water sustainably, often incorporating biodiversity and amenity benefits.
Sustainable Transport Corridor	A route through allocation JPA6 designed to prioritise low-carbon, accessible travel options.
West of Wingates Transport Vision Strategy	A strategic transport framework that establishes baseline travel patterns and required sustainable movement interventions. The strategy informs this SPD, will guide future planning applications, and be used to support funding bids for active travel, public transport, and phased infrastructure delivery.



Bolton

Bolton Council
Planning Strategy
Directorate of Place
Bolton Council
Town Hall
Bolton
BL1 1RU

