



West of Wingates

Westhoughton, Bolton

INDUSTRIAL AND WAREHOUSING
STRATEGIC MASTERPLAN (JPA6)
Places for Everyone Joint Development Plan
Supplementary Planning Document (SPD)
Consultation Draft November 2025



Bolton

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EXECUTIVE SUMMARY & STRATEGIC MASTERPLAN





1. EXECUTIVE SUMMARY

The West of Wingates Industrial and Warehousing Strategic Masterplan Supplementary Planning Document (SPD) sets out an ambitious vision to transform the land to the west of Wingates into one of the North West’s premier employment destinations. Allocated as part of the Places for Everyone Joint Development Plan under Policy JPA6, the site will deliver around 440,000 sqm of industrial and warehousing floorspace, attracting investment from local, national and international businesses.

1.1 A NEW EMPLOYMENT HUB

Strategically located within the Northfold growth corridor and 8km from the successful Logistics North development, the site offers unparalleled connectivity and market appeal. It is expected to generate approximately 6,000 new jobs, provide opportunities for business growth, and strengthen Bolton’s role as a driver of the regional economy.

1.2 A SUSTAINABLE, INCLUSIVE VISION

The development will be a sustainable and inclusive business community, shaped by strong design principles and underpinned by social value. Key priorities include:

- ▶ Reducing carbon emissions through clean energy, digital infrastructure, and active travel routes.
- ▶ Preserving and enhancing green corridors, biodiversity, and access to nature.
- ▶ Providing community benefits such as new recreational spaces, and health and wellbeing facilities.
- ▶ Ensuring local people benefit directly from jobs, apprenticeships, training and supply-chain opportunities through dedicated employment and skills programmes.

1.3 DELIVERING IN PHASES

The development will be delivered in four main phases. The first phase, already granted planning permission (ref. 16776/23), will provide 73,750 sqm of employment floorspace and a new access from Chorley Road (A6). Future phases will follow a comprehensive and coordinated approach, supported by new and upgraded infrastructure, and a strong environmental framework.

1.4 LONG-TERM BENEFITS

The Masterplan represents a once-in-a-generation opportunity to:

- ▶ Support inclusive economic growth in Bolton and Greater Manchester.
- ▶ Provide high-quality employment land where demand is strong.
- ▶ Enhance wellbeing through sustainable design, green infrastructure, and improved connectivity.
- ▶ Celebrate Westhoughton’s industrial heritage while building for a modern, low-carbon economy.

The purpose of the West of Wingates Strategic Masterplan is to guide the realisation of a thriving, sustainable and well-connected industrial and warehousing business destination that delivers real and lasting benefits for people, businesses and communities in Bolton and across Greater Manchester.

- 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





B

BACKGROUND & CONTEXT

- ▶ **Introduction**
- ▶ **Site & Context**
- ▶ **Planning Policy Framework**
- ▶ **Consultation & Engagement**





2. INTRODUCTION

2.1 OVERVIEW

Land to the west of Wingates, Westhoughton in the Metropolitan Borough of Bolton, Greater Manchester is a strategic employment location. This Strategic Masterplan SPD has been prepared for this location in accordance with Policy JP Allocation 6: West of Wingates (JPA6), of the adopted Places for Everyone (PfE), which is the Joint Development Plan 2022-2039 (the Development Plan) that will guide and inform the development of land to the West of Wingates. PfE JPA6 is allocated for around 440,000 sqm of industrial and warehousing floorspace.

The development of this draft SPD has been informed by a range of consultation activities and technical work. It will be considered by Bolton Council for adoption as a Supplementary Planning Document, which will then be used as a material consideration for the determination of planning applications within the boundary of the JPA6 allocation area. This draft SPD sets out the vision and development objectives for the site, which will be underpinned by a suite of design principles that will help shape the form and content of proposals for the site.

2.2 PURPOSE OF THE STRATEGIC MASTERPLAN

The Strategic Masterplan is designed to support the delivery of the PfE Strategic Objectives as well as the specific requirements of Policy JPA6. A key priority of the Strategic Masterplan is to contribute towards enabling a thriving and productive economy across the northern part of Greater Manchester by ensuring there is sufficient and diverse employment land and by encouraging the growth of high-value sectors such as advanced manufacturing and logistics. It also aims to reduce inequalities by improving access to jobs and skills training in the local neighbourhoods, providing a well-connected development site, and enhancing the local transport network to support its inclusive growth.

Sustainability and resilience are also central priorities, with a strong focus on promoting carbon neutrality and encouraging sustainable travel through reducing car dependency. The site is within walking distance of existing transport hubs and will be designed to support and promote active travel, while also ensuring the inclusion of digital infrastructure and cleaner energy systems where possible. The Strategic Masterplan also emphasises the enhancement of the natural environment, access to green spaces, and improved physical and social infrastructure including health and recreational facilities. These efforts will collectively aim to promote community wellbeing, reduce air pollution, and support PfE’s objective of a transition to a more sustainable and equitable future for the region.

This Strategic Masterplan complements PfE Development Plan Policy JPA6: West of Wingates and provides a comprehensive masterplan showing indicative phasing for large scale industrial and warehousing floorspace. Site constraints that need to be considered and addressed in planning applications are also identified. The primary purpose of the SPD is to shape proposals that will come forward through future planning applications, which are expected to consider and respond to the place-shaping principles and design parameters set out within this document.

2.3 PHASE 1

At the time of preparation of this Strategic Masterplan, Phase 1 of the site has already been approved (ref. 16776/23) on land to the south of Chorley Road (A6) and west of Wimberry Hill Road, Westhoughton, and site works have commenced. This phase delivers approximately 73,750sqm of employment floorspace through a range of unit types and sizes as well as the realignment of the A6 (ref. 16770/23) providing a new primary access junction into the site. These planning permissions were granted in January 2024 and served to replace the planning permission originally granted for the site in June 2021.





Phase 1 Site Masterplan



2.4 MASTERPLAN AMBITION

The ambition for the site is to create a flagship employment destination that not only delivers economic growth but also reflects the values of Places for Everyone. This means harnessing the site’s natural assets, embedding sustainable design, and maximising connections to the local and regional transport network to deliver a genuinely low-carbon, future-ready development.

In doing so, the site will play a key role in realising the PfE vision ‘to make Greater Manchester one of the best places in the world to grow up, get on and grow old’. Development here will support inclusive prosperity, environmental resilience, and opportunities for communities across Bolton and the wider city region. Future planning applications should therefore demonstrate how proposals respond positively to the ambitions of PfE, including the creation of high-quality employment opportunities, the fostering of sustainable travel and green infrastructure, and the delivery of a place that contributes to long-term wellbeing. Proposal should therefore address the following PfE ambitions where possible.



An Exemplar Place

A high-quality development that sensitively transforms the landscape, retaining and enhancing its defining features to create a distinctive, well-integrated exemplar place shaped by its natural character.

Habitat Creation and Enhancement

Where practicable, the retention of valuable habitats and the enhancement of biodiversity via green and blue infrastructure improvements including new habitat areas and hedgerow/tree planting.

Sustainable Drainage

A comprehensive SuDS network which provides robust flood protection and management, while utilising existing watercourses and drainage routes.

Renewable Energy and Low Carbon

Exploring the potential for, and where possible delivering, renewable energy generation and sustainable construction, and identifying opportunities to connect where possible, to deliver a low-carbon footprint development.

Existing Uses

Providing sufficient buffers to existing uses to maintain amenity levels and to preserve the setting of these areas.



Skills and Services

Providing opportunities for local people to learn new skills and deliver new services.

Recreational Space

Delivering formal recreational spaces across the site providing activity areas for local people to use as well as those working at the site and at the neighbouring Wingates Industrial Estate.

Health and Well-being

Provide opportunities for the development to support and integrate with local communities, supported by new green infrastructure and the enhancement of the existing Public Right of Way network including new trails, walking routes and information boards.

High Quality Employment Space

Around 440,000sqm of flexible, modern fit for purpose industrial / warehousing floorspace suitable for a variety of end users in line with the PfE Policy JPA6 with ancillary uses to serve the incidental needs of employees on the site.

Economic Growth

The retention and attraction of business investment which underpins sustainable economic growth.



Jobs

New Local Job Opportunities

The expected creation of circa 6,000 new local jobs at the site dependent on business type.

Local Economy Boost

Provide a continuing supply of land for industry and warehousing in the Northfold corridor making a significant contribution to the economy of Bolton, the northern part of Greater Manchester and the wider region.

Retention of Existing Businesses

Address the shortage of available employment floorspace within the region suitable for established businesses that have outgrown their existing accommodation, ensuring jobs stay in the area.

Mix of Typologies

The provision of smaller units and large format buildings will help attract new businesses by providing space for smaller as well as larger occupiers.



Connections

Footpaths and Cycleways

Maintain the integrity of the existing Public Right of Way network, and where appropriate adapt, consolidate and upgrade routes as well as providing new trails where possible to enable walk and cycle trips to, from and around the site. Upgrade links between the rail stations at Westhoughton and Horwich Parkway and the site.

Public Transport

Good connections to local bus stops immediately adjacent to the site and upgrades to bus services. Creation of sustainable transport links and sustainable travel hubs through the site.

Movement

Direct access onto key local and regional arterial transport networks, including the M61 and Chorley Road (A6).

Highway Infrastructure

Improvements to Chorley Road (A6) as well as upgraded junctions local to the site.



3. SITE & CONTEXT

3.1 THE SITE

Strategic Location

The site is located on land to the west of Wingates, Westhoughton in the Metropolitan Borough of Bolton, Greater Manchester and occupies an area of approximately 184ha.

This site provides a very significant opportunity to build on the economic success of Logistics North within the Northfold growth corridor to meet a current demand that cannot be accommodated on unallocated sites. The site is in an excellent location for employment uses and is allocated for industrial and warehousing floorspace.

Greater Manchester is one of the most successful conurbations in the UK and a world city region drawing in substantial investment and talent. Greater Manchester is well placed to deliver sustainable growth and help rebalance the UK economy.

The Places for Everyone spatial strategy seeks to deliver sustainable, inclusive growth. One of the key spatial elements outlined in the strategy states:

‘Boosting the competitiveness of the northern districts – addressing the disparities by the provision of significant new employment opportunities and supporting infrastructure’

Within Bolton there is a particular need for high quality employment space in close proximity to strategic transport corridors as without this, there is a risk of jobs, businesses and investment being lost.

The site is well located on the strategic movement network and enjoys easy access onto the M61 via Chorley Road (A6) and is within easy reach of a number of existing railway stations particularly Westhoughton, which provides direct connections to Bolton and Wigan.

Local Context

The site is bounded to the north by Chorley Road (A6), which provides direct access to Junction 6 of the M61 located to the northwest of the site. There are a number of residential and business units located along Chorley Road (A6), which back onto and overlook the site.

Dicconson Lane (B5239) runs along the northwestern boundary and provides a link to the village of Aspull located to the west of the site. A row of residential properties on Dicconson Lane overlook the site at the northwestern edge.

The western and southwestern edges of the site are bounded by a disused railway line and agricultural fields that all remain designated as green belt. As well as the edge of Aspull, there are two existing farmsteads that lie outside of the western part of the site between the disused railway line and a large area of ancient woodland at Borsdane Wood.

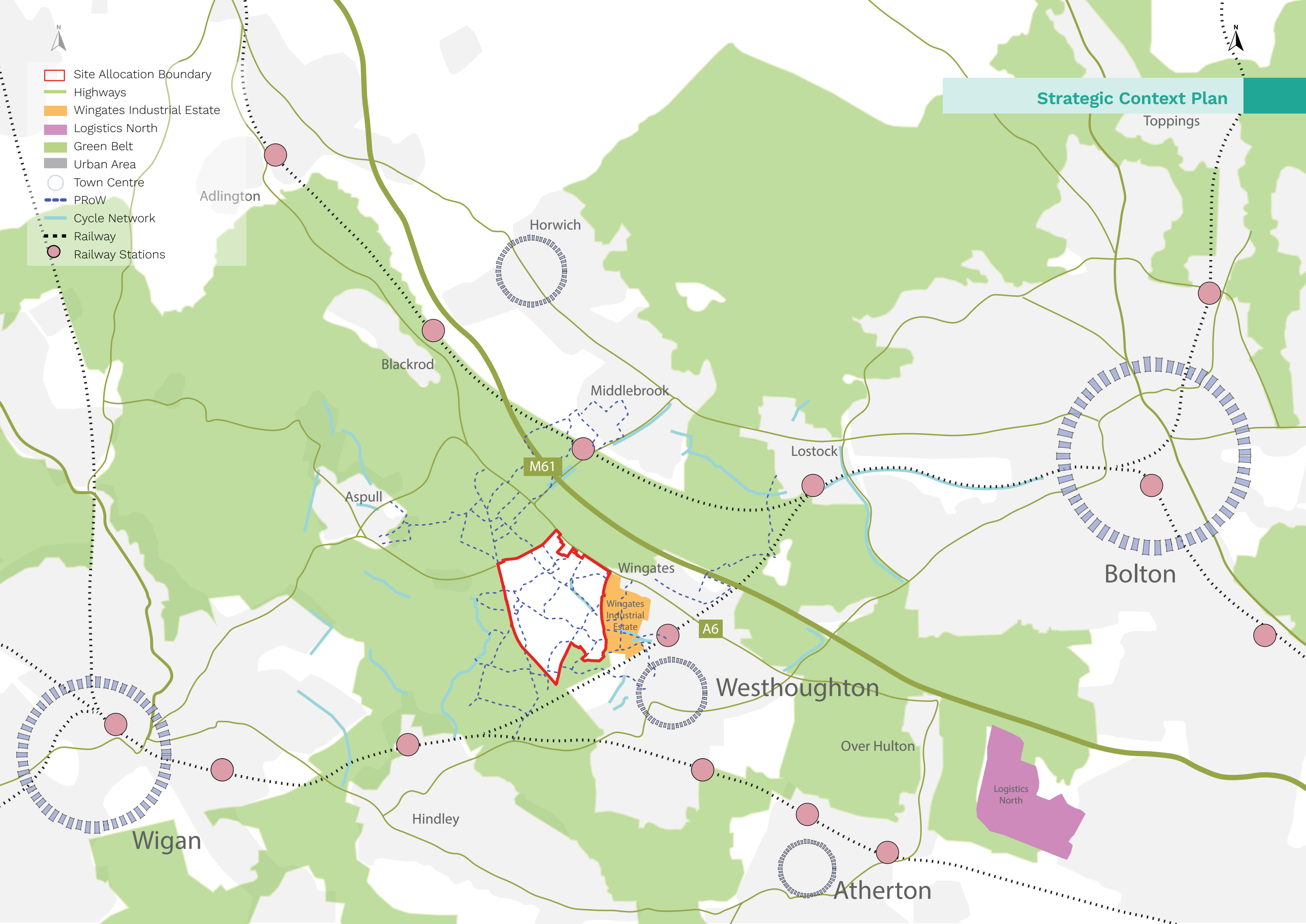
Wimberry Hill Road runs along the eastern boundary, which serves the neighbouring Wingates Industrial Estate. Beyond the neighbouring industrial estate lies the urban area of Westhoughton including the town centre and railway station. The train line runs adjacent but set back from the southern boundary of the site with Westhoughton Golf Club acting as a buffer between the two.

There are existing vehicular accesses on all sides of the site, many of which are narrow singular access points which serve the several existing farmsteads located across the site.

Ground levels vary across the site, generally sloping downwards from the northern most point, which is quite open and exposed containing long distance views looking southwest, down to the lower southern part of the site, which is relatively contained within the site’s landscape setting. The site is considered to be a logical extension of Westhoughton that will result in a sustainable pattern of development.

Key site features include:

- ▶ A significant change in land form and topography.
- ▶ Hedgerows and tree groups which define field patterns.
- ▶ A number of existing farmsteads, areas of hardstanding and individual access tracks that occupy various parts of the site.
- ▶ An extensive Public Right of Way network which crosses the site in all directions. However, some of the routes are not clearly visible and are somewhat unattractive given they run through existing farmsteads.
- ▶ A large number of permanent and seasonal ponds and water courses.



Existing Uses Across the Site

There are several existing farmsteads and dwellings dotted across the site, including Leeches Farm, Radcliffe House Farm, Corges Farm, Reeve’s House Farm, Taylor Farm, Carlies Farm and Willow Bank. Certain Farmsteads benefit from access through the site, which will need to be retained where possible or varied by agreement.

Across the northern parcel there may be remains associated with the historic use of the land by the Scot Lane Colliery and associated railway infrastructure. Archaeological evaluation of the phase 1 area of the site has shown that remains are present, that relate to this industrial past.

The site also includes the Four Gates Site of Biological Importance, as identified within policy JPA6, which is also located within the northern part of the site.



Existing Pond to the north of Reeve's House Farm



Taylor Farm along Dodd Lane

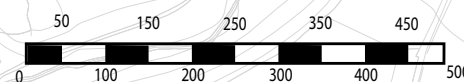


Carlies Farm



Site Location Plan

 Site Allocation Boundary



Surrounding Uses

The site is surrounded by a mixture of existing development. To the north along Chorley Road (A6), there are existing residential properties that face onto the site. There are also a number of commercial premises that back onto the site including vehicular service units, a restaurant and a religious establishment. A three storey older persons block also backs onto the site overlooking the northwest corner. Dicconson Lane forms the western boundary and contains several detached properties, including a number of bungalows, which are set back from the road behind a belt of mature landscaping. Further to the west of Dicconson Lane at the western corner is a row of terraced houses and some semi-detached properties, that back directly onto the site.

To the east is the Wingates Industrial Estate, covering approximately 54ha, which comprises a range of industrial and warehousing buildings that vary in size and height, and associated hardstanding yards, parking areas and access roads. A number of Public Rights of Way cross the site and link through to the Wingates Industrial Estate and beyond to Westhoughton Railway Station and the town centre. Westhoughton Golf Club is located along the southern boundary, as well as a disused railway line and two further farmsteads accessed via Dodd Lane.

There is a limited provision of local centre services and amenities within the wider Wingates area. Westhoughton Town Centre, located approximately 1.5km to the southeast of the site, represents the nearest established concentration of local services.



Residential Properties on Dicconson Lane



Westhoughton Town Centre



Unit on Farsley Park within the Wingates Industrial Estate

Historic Context

By the time of the Roman invasion of the north of England in the AD 70s, the landscape would have been open and cultivated, with dispersed farmsteads. The Roman Army utilised the existing road network and constructed new routes to link a network of forts. There were forts built at Manchester and Wigan, with the modern A577 and A6 both potentially following the routes of these historic roads.

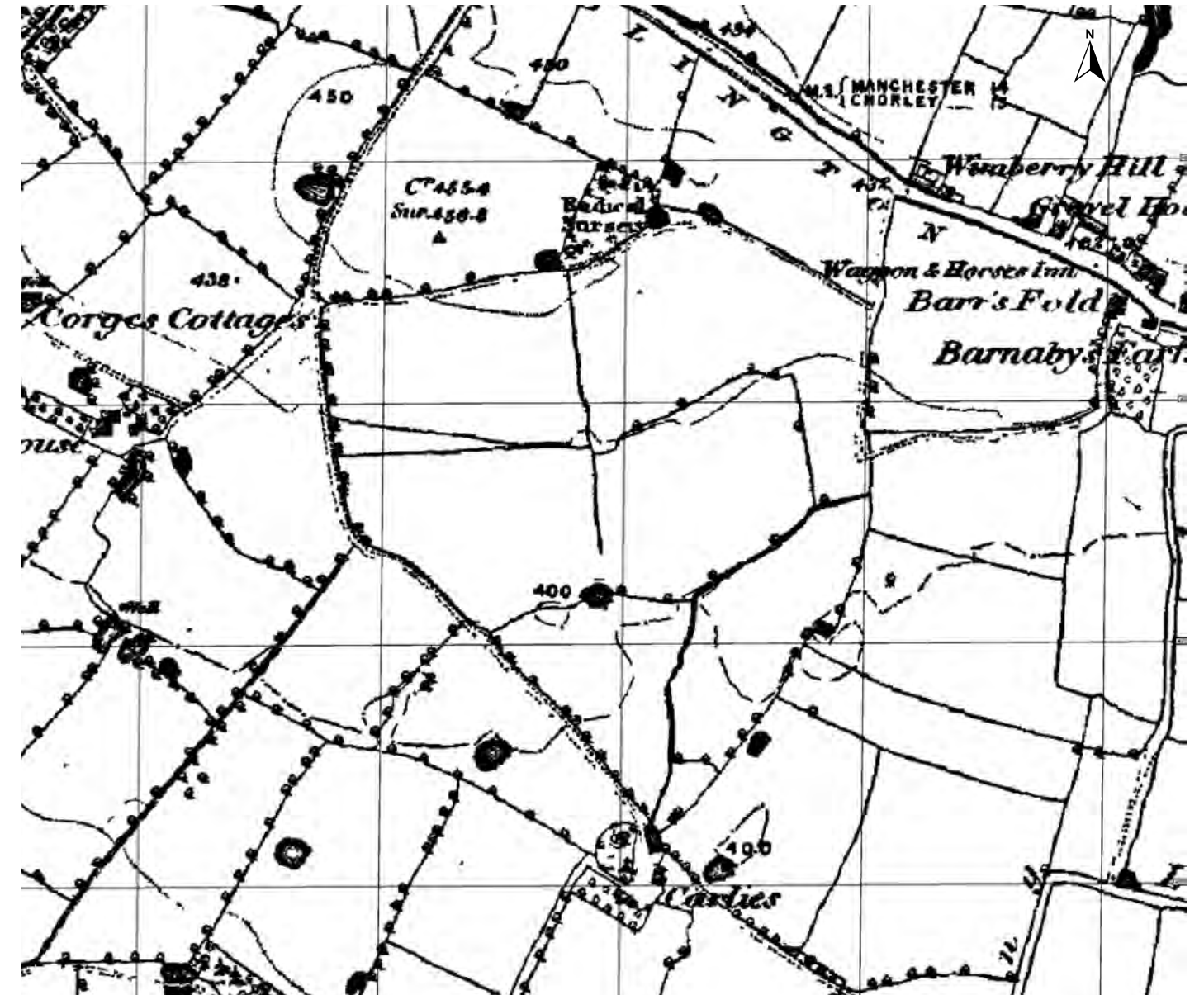
During the 7th to 9th centuries, the site would have been part of the kingdom of Northumbria. At this time there was an increasing influence by people of Scandinavian origin on the culture and politics of the area.

There may have been a pre-conquest settlement at Wingates, as the name of the settlement is derived from the Old English 'wind-geat' meaning 'wind-swept gap or pass', possibly based upon its exposed location above Westhoughton whose name is also derived from the Old English for 'westerly farmstead in a nook of land'.

Through the medieval and post medieval periods the area's land use remained primarily agricultural and several post medieval farmsteads are located within the site.

From the 18th century, developments in industry impacted the landscape through the construction of toll roads, collieries, mills and railways. Within the site is the Scot Lane Colliery, for which two pits were sunk in 1861. Evidence of the railway was found during trial trench evaluation for the Phase 1 site.

The 19th century saw the construction of the Westhoughton Connecting Railway Line along with the Hindley and Blackrod Branch Junction. It is now dismantled and overgrown.



1849 County Series Lancashire and Furness Plan showing the northeastern part of the site

3.2 ACCESSIBILITY AND CONNECTIONS

The site is well positioned on the local movement network and enjoys connectivity to various Public Right of Ways, is within easy reach of a number of existing bus stops and the local railway station and lies adjacent to Chorley Road (A6), a local primary highway link, which provides easy access onto the strategic highway network via the M61.

The Bolton Transport Strategy 2024 sets out an ambition to achieve the ‘Right Mix’ of sustainable transport, with around 50% of all journeys in the region made by sustainable modes by 2040, as set out in the Greater Manchester Transport Strategy.

The Bolton strategy emphasises the importance of making all transport modes accessible and inclusive for users. In particular, it highlights the need to improve walking, wheeling, and cycling routes and crossings, ultimately helping to reduce reliance on short car journeys.

Pedestrian and Cycle Routes

There are a number of Public Right of Ways (PRoW) which cross the site and link to the surrounding area including Westhoughton, Aspull, Middlebrook and Lostock. There is also a cycle network surrounding the site providing connections to various nearby settlements.

Pedestrian footways run along the Chorley Road (A6) boundary to the north of the site. These footways connect to the wider movement network that serves Westhoughton and beyond.

There are footpaths along Dicconson Lane to the west which lead to the village of Aspull as well as footpath connections to the east along Wimberry Hill Road connecting through to the Wingates Industrial Estate to Westhoughton and Westhoughton rail station.

Bus Service

The site’s nearest bus stops are located along Chorley Road (A6) and Dicconson Lane. The stops along Chorley Road (A6) are served primarily by the hourly 516 to Horwich and the less frequent 521 to Blackrod and Four Gates services. Those located along Dicconson Lane are served approximately hourly by the 615 service to Wigan in addition to the 915 and 980 services that run once a day to Rivington and Standish.

Rail Stations

Westhoughton Railway Station is the nearest train station to the site and is located approximately 1.5km to the east. This can be accessed from the site via the PRoW network via Long Lane or Great Bank Road or along Church Street via Chorley Road (A6). Trains at the station are operated by Northern Rail and provide connections from Westhoughton to Bolton and Manchester Victoria and also to Wigan Wallgate.

The quality of access to Westhoughton Railway Station is currently poor, with uneven road surfaces, inadequate lighting and street frontages, insufficient wayfinding, and a lack of pedestrian and cycling facilities, including safe crossings.

In addition to Westhoughton Railway Station, the site is also served by nearby stations at Horwich Parkway, Lostock, Daisy Hill, and Hindley, all located within 3km. Collectively, these stations provide access to three distinct rail lines, connecting through to Wigan, Bolton, Salford and Manchester, significantly enhancing connectivity to the site and supporting the employment opportunities it will generate for the wider area.

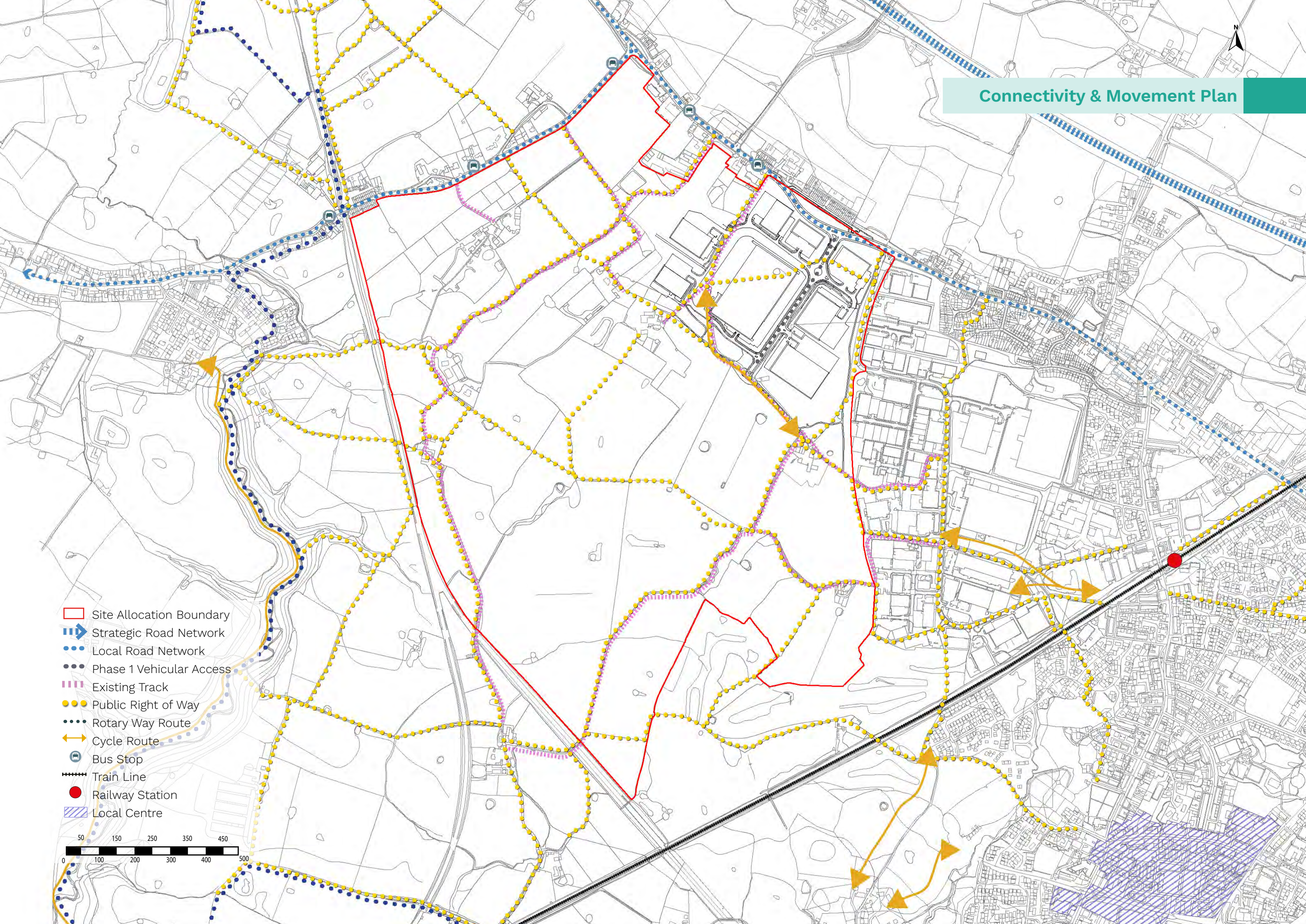
Highway Network

The site is served by a number of entrance points providing a right of access to the existing farmsteads located across the site. There is also the approved access point serving the phase 1 part of the site. The existing access points include:

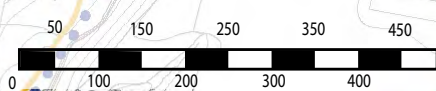
- ▶ Dodd Lane off the Chorley Road (A6) which provides a north south link across the site
- ▶ A single track lane from Chorley Road (A6) serving Reeve’s House Farm, Carlies Farm and Wilson’s Farm linking through to the Wingates Industrial Estate
- ▶ Code Lane providing access from the west via Dicconson Lane
- ▶ A farm track from Dicconson Lane providing access to Lower Leeches Farm
- ▶ Long Lane providing access from the east via the Wingates Industrial Estate and from the south over the disused railway line.

Chorley Road (A6), which runs along the northern boundary of the site, links directly onto the M61 via De Havilland Way at Junction 6 to the north. The A6 provides a link directly to Manchester from the site.

The M61 provides access between Manchester and Preston, linking the M60 with the M6 motorway. The B5239 Dicconson Lane, which runs to the west of the site, connects Wingates to Aspull, as well as further on to Wigan, and provides links to the M61 via the A6.



- Site Allocation Boundary
- Strategic Road Network
- Local Road Network
- Phase 1 Vehicular Access
- Existing Track
- Public Right of Way
- Rotary Way Route
- Cycle Route
- Bus Stop
- Train Line
- Railway Station
- Local Centre



3.3 ENVIRONMENT

Landscape

The site is made up of a variety of medium to large pastoral fields, enclosed mainly by post-and-wire fencing, with some sections of gappy thorn hedgerows and occasional mature field boundary trees. Strong wooded boundaries, small spinneys, and tree cover associated with ponds, often located near field edges, are interspersed across the farmland. These features combine with the site’s varied topography create a diverse landscape. There are various Public Rights of Way that dissect the site in all directions, with the majority along farm access tracks.

The site is located within the northeast part of the Lancashire Coal Measures National Character Area (NCA) 56. This NCA surrounds the towns of St Helens and Wigan, to the northeast it merges with the metropolitan areas of the Manchester Conurbation NCA and Manchester Pennine Fringe NCA. The key characteristics of NCA 56 include:

- ▶ Fragmented landscape created by a complex pattern of mining and industrial activity intermixed with housing;
- ▶ Gentle hills and valleys that run from the north-west to the south-east, creating a soft but varied topography;
- ▶ Underlain by Coal Measures, which are buried under a patchy layer of glacial deposits;
- ▶ Limited woodland cover across most of the area;
- ▶ Some large tracts and isolated pockets of agricultural land remain within the urban fabric;
- ▶ Field patterns are predominantly medium to large and rectangular, mostly from the 18th century and later, with field boundaries defined by poorly managed hedges or post-and-wire fencing. Scattered ponds and fragmented pockets of semi-natural habitat remain;

- ▶ Widespread ground subsidence, caused by coal mining activities, has resulted in the formation of subsidence flashes. These have created many areas of open water and wetlands, while scattered ponds and fragmented pockets of semi-natural habitat remain elsewhere;
- ▶ Significantly influenced by transport and utilities infrastructure, with motorways, major roads and rail lines criss-crossing the landscape.

The GMCA ‘Greater Manchester Landscape Character and Sensitivity Assessment (August 2018)’ identifies the site as being located within LCA 8: Standish Crest, Blackrod and Westhoughton. The key characteristics of this landscape character area include:

- ▶ Topography & Geology: Rolling landform with steep cloughs, varied bedrock and glacial deposits, transitioning to flatter Mersey and Bollin floodplains;
- ▶ Land Use & Fields: Mix of grazing, pasture and arable land with varied field patterns, hedgerows, fencing and recreational uses near the urban edge;
- ▶ Habitats & Woodland: Limited woodland focused on cloughs and plantations, with pockets of Ancient Woodland and SBI-designated heath, grassland and wetland habitats;
- ▶ Heritage: Industrial legacy of railways and canals alongside dispersed Scheduled Monuments, Conservation Areas and scattered Listed Buildings;
- ▶ Settlement & Movement: Dispersed farmsteads, some ribbon development, major road and rail infrastructure, and an extensive rights-of-way and cycle network; and

- ▶ Views & Character: Elevated areas provide wide panoramic views, while floodplains are more enclosed; major transport routes and pylons remain visually prominent.

In the Bolton Council published document ‘A Landscape Character Appraisal of Bolton’ (October 2001) the site is located within the ‘Agricultural Coal Measures’ Landscape Character Type. The key features of this landscape include:

- ▶ Undulating topography with hills and valleys falling to the Mersey basin in the south;
- ▶ Low grade agricultural land with ponds and flash areas;
- ▶ Structure provided by broadleaved woodland;
- ▶ Fragmented landscape with scattered settlements and dissecting transport links; and
- ▶ Lack of historical continuity and variety in landscape quality.

The proximity of urban influences to the east, north and northwest of the site, gives the site a rural-urban edge feel. This is similarly experienced within lower lying farmland to the north, with traffic on the M61, and settlement on higher ground visible to the south along Chorley Road (A6) and northern edge of Westhoughton and to the north in Horwich and the edge of Bolton. The farmland south and west of the site has a more rural feel, and particularly where tree belts and field boundary vegetation screen views of the nearby urban edges.

Views

There are a number of existing viewpoints towards the site. These include from various PRow within the site and surrounding countryside, road users (including pedestrians and cyclists) on Chorley Road (A6), Dicconson Lane and other local roads and from various residential, commercial and industrial properties near to the site. Nearby properties are largely associated with the western edge of Westhoughton, the linear settlement of Fourgates along Chorley Road (A6), linear development along Dicconson Lane, and scattered dwellings and farmsteads within the site and beyond.

Views of the site from the east are curtailed by the existing Wingates Industrial Estate and are largely filtered by trees lining the eastern site boundary. There are more distant views toward the site from higher ground on Bolton Road and at Hunger Hill, near Junction 5 of the M61, and towards Lostock Junction, beyond 2.5km to the east of the site.

Views from the north are largely filtered for road users on the section of Chorley Road (A6) immediately adjacent to the site boundary, and from the associated two storey houses. Existing vegetation along this boundary also largely screens any views into the site from ground-level. Further to the northeast, from rising open ground on the north side of Middlebrook and to the south of the A673 Chorley New Road, there are potential views towards the northeast boundary of the site. Also, from the north there are distant views towards the site from higher ground on the Pennine Fringe within and to the north of Horwich. There are also views towards Merseyside from within the site looking west and southwest.

From the PRow network crossing the southern part of the site, there are views of farmland on higher ground to the north, which is partially screened or filtered by intervening vegetation and or farmsteads.

There are some similar views from the western part of Westhoughton Golf Course, PRowS crossing it and a short section of the Bolton to Wigan active railway line adjacent to the southwest edge of the golf course. Tree belts planted within the golf course partially obscure and filter views to the north in places, but there are some open views available toward higher ground in the site.

Views from the northwest along Dicconson Lane include the site, visible above existing boundary hedgerows, towards the mature trees lining Dodd Lane. In places views are filtered or obscured by intervening vegetation and boundary walls. Views southwest along Dodd Lane are more distant in places as the land slopes away, with Wigan visible in the distance beyond Borsdane Wood. Further west intervening tree cover along the disused railway line and Borsdane Wood largely obscure views east towards the site

The site's position on a ridge of higher ground and localised high point to the west of Westhoughton means that there are distant views looking southeast toward the site from higher ground near Aspull and Blackrod.



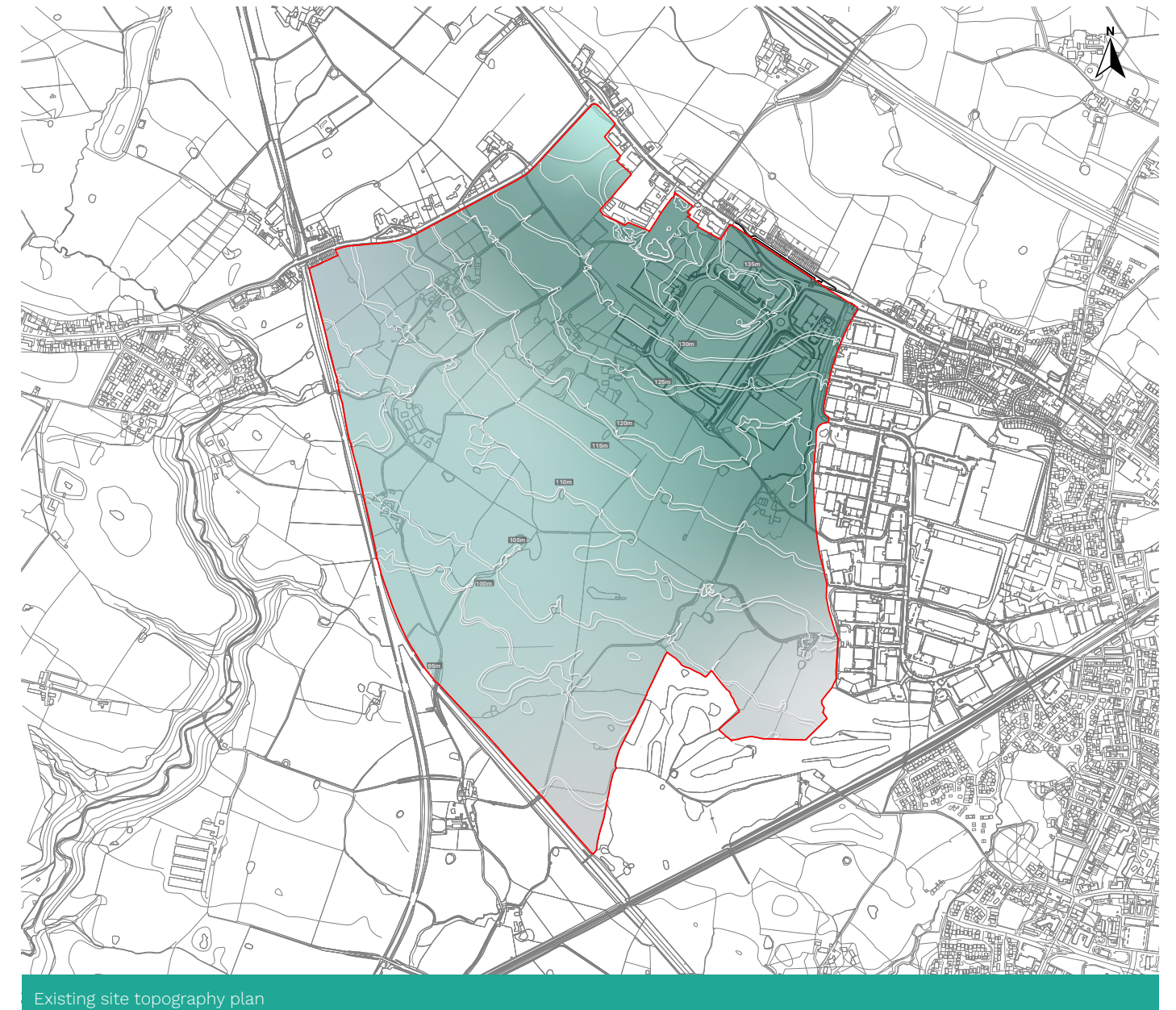
View looking north towards Taylor Farm

Topography

The site adjoins the existing Wingates Industrial Estate to the east, which sits at the northwest edge of Westhoughton and forms a localised high point at 136m above ordnance datum (AOD) along the ridge of land that runs northwest of Westhoughton toward Blackrod, on the southwest side of the Middlebrook Valley. This is marked by a concrete triangulation (trig) point.

This ridge is relatively low-lying in comparison with land on the opposite side of the Middlebrook valley, which rises up beyond Horwich to Winter Hill at 456m AOD. Although the masterplan site forms a localised high point, it is buffered to the east by the existing built development and associated tree cover of the Wingates Industrial Estate.

From this point the land within and beyond the site falls to the west and southwest toward the wooded Borsdane Brook (approximately 1km from the site), and south towards the southwestern edge of Westhoughton and the settlement of Hindley in Wigan towards lower lying land in the Mersey estuary beyond.



Ecology and Biodiversity

There is one nationally designated wildlife site located within 5km of the site boundary, the Red Moss Site of Special Scientific Interest (SSSI), which lies 2km to the north. Red Moss is designated for its important lowland raised mire habitat and is considered to be one of the most extensive sites in Greater Manchester and Merseyside for presence of peat-forming vegetation and hydrology. The site falls within the SSSI Impact Risk Zone, however, the allocated employment uses do not fall within the risk criteria of concern. Also, there is no link between the SSSI and the site as the M61 acts as a barrier between them.

The locally designated Four Gates Site of Biological Importance (SBI) is located within the northern part of the site at the northern boundary adjacent to the phase 1 scheme. This is designated for supporting a population of Great Crested Newts (GCN).

No further locally designated sites are present within the site boundary, however there are a number of Local Nature Reserves (LNR) present within 2km which include:

- ▶ Borsdane Wood LNR, located 0.5km west, designated for ancient woodland habitats;
- ▶ Hall Lee Brook LNR, located 1.5km east;
- ▶ Cunningham Clough Brook LNR, located 1.2km south, designated for woodland and brook habitats;
- ▶ Eatock Lodge LNR, located 1.7km south;
- ▶ Hall Lee Bank Park LNR, located 1.7km southeast, designated for woodland habitats; and
- ▶ Lostock Hall LNR, located 1.8km northeast.

There are several non-statutory Sites of Biological Importance (SBI) within 2km of the site, as summarised below:

- ▶ Borsdane Wood (West and East) SBI, located 0.5km west, designated for ancient woodland habitats;
- ▶ Hart Common SBI, located 1km south, designated for presence of Great Crested Newts;
- ▶ Hall Lee Bank Park SBI, located 1.7km east, designated for woodland habitats;
- ▶ Junction 6, M61 SBI, located 1.8km north, designated for woodland habitats;
- ▶ Little Cannel Pit SBI, located 1km northwest, designated for deciduous woodland habitats; and
- ▶ Cunningham Brook SBI, located 1.2km south, designated for woodland and brook habitats.

The site is generally made up of poor semi-improved grassland to the east with improved grassland areas to the west. The majority of the fields are grazed by sheep with some smaller areas of horse grazing.

There are areas of ancient woodland present within the southern part of the site. Native hedgerows are located across the site and are species-poor, with many boundaries comprising fencing with little or no associated hedging. Occasional scattered broad-leaved trees are present and are generally associated with field boundaries. The trees range from middle-aged to mature, comprising predominantly ash, English oak, beech and sycamore. There are also scattered coniferous trees bordering Carlies Farm in the south of the site. There is also a large area of continuous dense scrub located to the southeastern corner of the site.

There are a number of small and medium sized ponds located across the site, as well as a number of ditches and watercourses that run adjacent to field boundaries and access tracks. Most contain standing water with a section of watercourse along the southeastern boundary, that abuts the Westhoughton Golf Course and is culverted underneath the neighbouring Wingates Industrial Estate. This contains running water.



Open watercourse running along the southeastern boundary

Historic Hedgerows

Across the site area, historic mapping demonstrates that there is potential for hedgerow field boundaries, to have been present for more than 30 years. Therefore, any extant hedgerow will be assessed against the criteria in Schedule 1, Part II of the Hedgerow Regulations 1997.

The 1849 County Series Lancashire and Furness Plan identifies a number of hedgerows that are still present today within the northern and eastern parts of the site. These primarily follow existing PRow routes and site boundaries. Any hedgerow which is assessed as important, should be retained where possible, and if it is to be removed there will need to be a provision of sufficient justification in terms of public benefit for that removal, and archaeological recording of those important hedgerows.

Ancient Woodland

In the southern part of the site, there are three areas of Ancient Woodland which form irreplaceable habitats and will require a minimum 15m buffer to protect root systems. Also, located 1km to the west of the site lies Borsdane Wood LNR and SBI which is designated as ancient woodland, contributing to the wider ecological network.

Heritage Considerations

There are no designated heritage assets located within the site, however there are a number of designated assets located within 1km of the site boundary, which include:

- ▶ Gidlow Hall moated site, a Scheduled Monument and Grade II listed buildings
- ▶ Church of St John the Evangelist Grade II listed building

- ▶ Westhoughton Conservation Area and 6 Grade II listed buildings.

Intervening distance, topography and urban environments may reduce any impacts on the settings of these designated assets.

The heritage constraints within the site area are as follows:

- ▶ Historic Farmsteads
- ▶ Historic Hedgerows
- ▶ Archaeology

There are six farmsteads and residential dwellings recorded on the earliest mapping within the site, which are still extant, as follows:

- ▶ Reeve’s House
- ▶ Carlies
- ▶ Leech’s Farm
- ▶ Corges Cottages
- ▶ Radcliffe House
- ▶ Taylor House

A suitable assessment of their significance will be required prior to final designs to inform design and planning decisions. If demolished as part of the development of the site, these would require archaeological recording. If they are to be retained, suitable mitigation will be required.

Archaeology

There are non-designated heritage assets recorded within the site and adjacent to the site boundary, including the site of coal workings at Four Gates and possible bell pits.

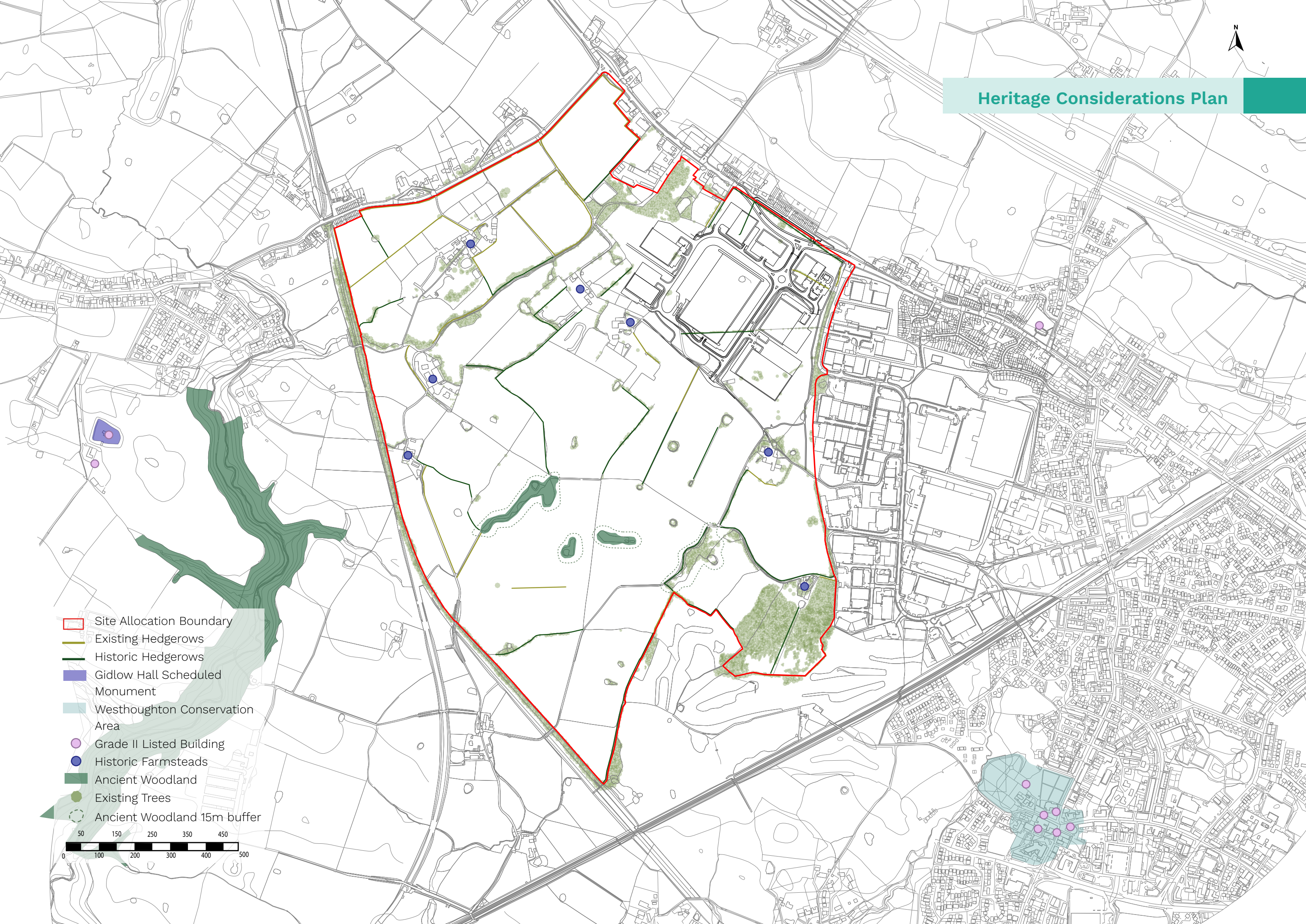
These workings are related to the Scot Lane Colliery, which was located within the northwestern part of the site. In the northern part of the site are the remains of a colliery railway which connected pits 6 & 7, sunk in 1861, with the main works identified during an archaeological evaluation.

There is a high potential for buried remains associated with the coal mining industry to be present within the northern half of the site. A review of the Westhoughton Tithe Apportionment 1850 records two field names of Great Brick Kiln and Little Brick Kiln, located adjacent to the southwest of the current Code Lane. These field names could record the location of a historic brick kiln and associated processes, with evidence of these surviving as below-ground remains.

Historic mapping also records the site of Holden Woods Gate, a historic farmstead located in the west of the site to the south of Long Lane. Foundations of buildings may survive as below-ground remains at this location. Archaeological evaluation and recording will be required ahead of any development within these parts of the site.



Heritage Considerations Plan



- Site Allocation Boundary
- Existing Hedgerows
- Historic Hedgerows
- Gidlow Hall Scheduled Monument
- Westhoughton Conservation Area
- Grade II Listed Building
- Historic Farmsteads
- Ancient Woodland
- Existing Trees
- Ancient Woodland 15m buffer



3.4 INFRASTRUCTURE

Flood Risk

The site is considered to be ‘greenfield’ with Environmental Agency (EA) mapping indicating that the site is located wholly within Flood Zone 1, i.e. land defined as having an annual probability of fluvial flooding less than 1 in 1000 (0.1%) in any year. It is therefore considered to be at ‘low’ risk of fluvial flooding.

EA mapping also identifies a number of relatively small areas of flood risk within the site, varying from ‘Low’ to ‘High’. However, these areas of surface water flood risk are predictably associated with existing ditches, watercourses and ponds located across the site, where there are natural valley lines and topographical depressions.

A desk top review of other sources of flooding, including groundwater, reservoir flooding, canals and drainage infrastructure, has concluded that there are no other sources of flooding that affect the site. As the site is located wholly within Flood Zone 1, a Sequential Test is not required and the site is therefore sequentially preferable.

Based on a desktop review of British Geological Survey data, the site has limited potential for infiltration. To ensure that developing the site does not have any adverse offsite impacts, including the increase of flood risk elsewhere, surface water runoff will need to be sustainably managed and disposed of via discharge to existing watercourses.

In order to achieve predeveloped conditions, the use of attenuation features in accordance with Government requirements for developments with a lifetime of up to 2070, will be required to attenuate flows up to the 100 year +30% rainfall event. Proposals should also consider the requirements of PfE Policy JP-S4: Flood Risk and the Water Environment.

Drainage

Foul water drainage for the central and eastern parts of the site should be discharged by pumping to the public sewer system within Great Bank Road (via Long Lane) and the western area by gravity to the existing public sewers on Dicconson Lane. A capacity check has been undertaken by United Utilities and the pumped foul will be allowed to drain to the public combined / foul sewer network within Great Bank Road at a rate of 5l/s.

Utilities

The site is immediately adjacent to long-standing developed areas, including Wingates Industrial Estate, where a range of services are available and which serve the existing farmsteads within the site. This includes water, gas and electricity mains, alongside telecommunications infrastructure. The development should therefore be satisfactorily connected to key utilities. Any upgrades required to accommodate the development of the site can be made alongside the delivery of the scheme.

An existing 33kv overhead line traverses the site but is being under-grounded as part of the phase 1 development works. There are also two water mains that cross the site that will need to be considered as part of any development proposals.

Noise Considerations

The site is located within a mixed agricultural, industrial and residential area in proximity to existing sources of noise, including the M61 motorway and Chorley Road (A6). The existing Wingates Industrial Park bounds the site to the northeast. Existing residential dwellings are located adjacent to the northeastern and northwestern boundaries of the site, along Chorley Road (A6) and Dicconson Lane. Residential dwellings are also present at further distances to the west and south of the site, as well as there being existing farmsteads within the site, some of which are to be retained.

The design of the scheme should include measures to control noise associated with any proposed development, with respect to minimising potential adverse impacts on sensitive receptors such as neighbouring residential properties. There are a variety of measures which could interrelate, examples of which could include landscaped buffers, orientation of features such as service yards, control of plant at source and the use of localised screening in the form of bunds or acoustic fences. The requirement and type of specific mitigation measures would be established at appropriate stages of the design and planning process.

Air Quality

Bolton Council has designated one Air Quality Management Area (AQMA). This is the Greater Manchester Combined Authority AQMA and it covers the M61 to the north of the site, as well as a large proportion of the road network throughout the borough. The impact of the development (once operational) on the local area from an air quality perspective must be considered, including any effects on the AQMA.

Traffic movements are likely to be the most significant local source of pollutants produced by the development of the site during the operational phase. The principal pollutants likely to impact local receptors are nitrogen dioxide (NO2) and particulate matter (PM2.5). The operational impacts of the proposed development on existing receptors will be a material consideration in bringing forward the development, with any necessary mitigation forming an important component of future proposals. This is likely to include the preparation of a Travel Plan to promote sustainable travel choices for those working at the site, such as the use of public transport and cycling. In addition, opportunities for low or zero emission on-site energy sources including electric vehicle charging infrastructure, heat pumps, and renewable power, should also be considered.

N

Flood Risk Plan

- Site Allocation Boundary
- Existing Water Body
- Flood Zone 3



3.5 SUMMARY OF TECHNICAL & ENVIRONMENTAL ANALYSIS

A series of technical assessments and desktop studies have been undertaken to establish a comprehensive baseline for the site, identifying both existing influences and opportunities to be realised through the design and masterplanning process.

These assessments confirm that no significant constraints to development exist that cannot be appropriately addressed through sensitive masterplanning and the application of appropriate mitigation measures. Crucially, the findings highlight the site’s capacity to deliver an exemplar development that creates a high-quality environment for future users while safeguarding and enhancing its most valued environmental assets.

The following section summarises the key influences identified through the technical analysis, and their implications for development:

Accessibility Influences

The site is well connected to the local transport network, benefiting from proximity to public rights of way, local bus stops, railway stations, and direct access to Chorley Road (A6) and the M61. However, the scale of development has the potential to generate a significant number of vehicle trips.

There is therefore an opportunity to prioritise sustainable travel by enhancing bus services and delivering improved cycling and walking links to surrounding areas, including Westhoughton and its railway station, as well as Horwich Parkway station.

Environmental Influences

The site contains a strong network of blue and green infrastructure, including Category A and B trees, hedgerows, ponds, ditches, and watercourses. Linear tree belts follow watercourses and boundaries, with a large plantation buffer in the east and strong ecological links to nearby assets such as Four Gates SBI and Borsdane Wood.

Habitats across the site range from poor semi-improved and improved grassland to areas of dense scrub, with ancient and long-established woodland present in the south. These areas are considered irreplaceable and require protective buffers. A number of ponds support populations of Great Crested Newts, and while the site falls within the Red Moss SSSI Impact Risk Zone, the proposed use does not trigger significant risk concerns.

The landform is gently sloping, with a local high point of 136m AOD in the north falling towards Borsdane Brook and the southern edge of Westhoughton. Existing tree cover and adjacent development provide natural buffering to visual impacts.

No designated heritage assets lie within the site boundary, although non-designated assets are present on and adjacent to the site. Further archaeological and historic environment assessments will be required in line with Historic England and CIfA guidance, including consultation with GMAAS and recording of historic features prior to any demolition or intrusive groundworks.

The site development strategy will therefore need to accommodate and respond to the constraints of these features, while also creating large clear sites for industrial and warehouse development.

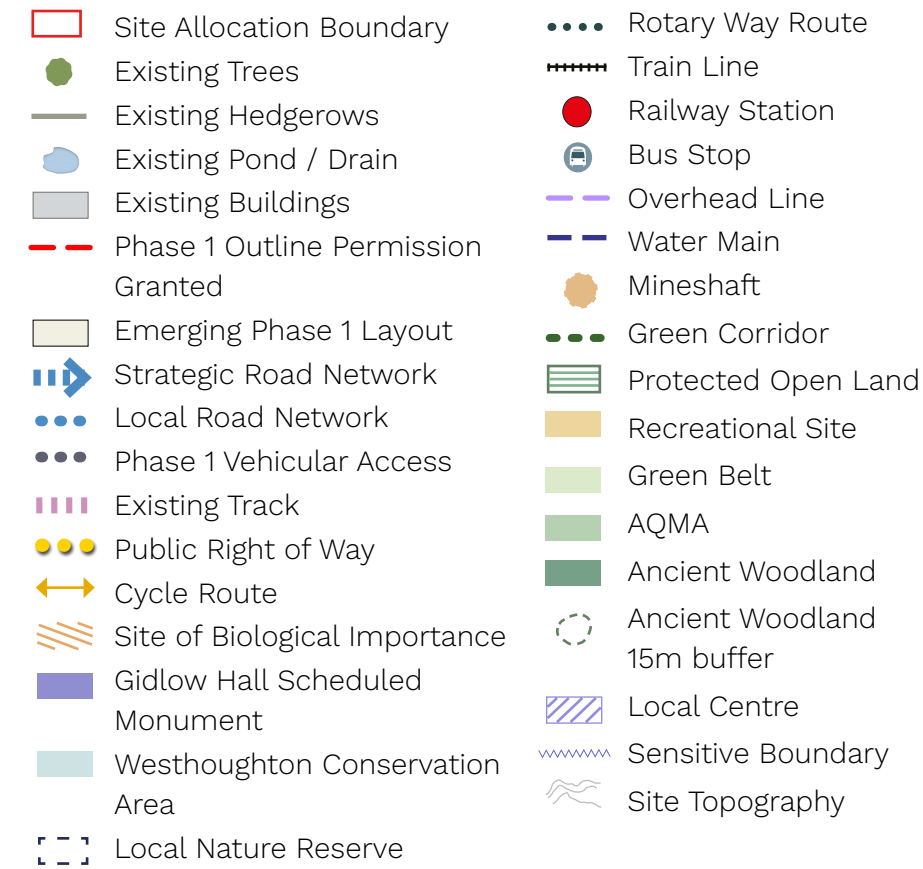
Infrastructure Influences

In terms of drainage and flood risk, the site is greenfield and lies entirely within Flood Zone 1. It contains a number of ditches and watercourses, some with standing water, that will require careful management to avoid downstream flooding.

Surface water runoff will need to be discharged sustainably into existing ditches and watercourses. Foul water drainage from the east and central areas will need to be pumped to the public sewer network, while the western part of the site will discharge via gravity, controlled at appropriate rates.

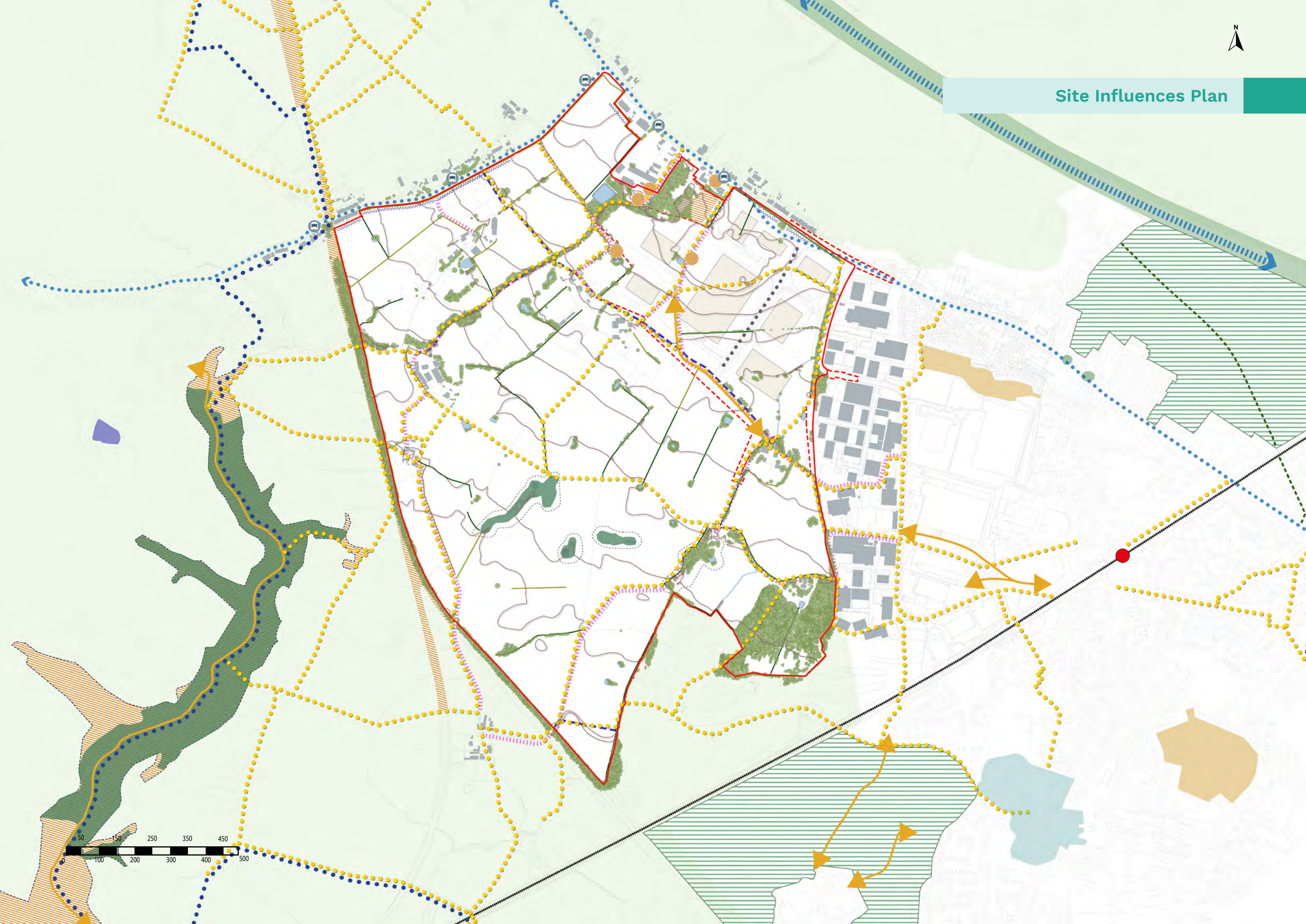
The site is influenced by existing noise from the M61 motorway, Chorley Road (A6), and Wingates Industrial Park. Noise mitigation will need to be incorporated into the design to protect nearby sensitive receptors, particularly residential areas. Air quality is another consideration, with the site located close to the Greater Manchester AQMA, where nitrogen dioxide (NO₂) and particulate matter (PM2.5) are the primary pollutants of concern. Sustainable travel planning and the integration of low or zero emission energy sources will help to reduce additional impacts.

Finally, the site is well served by utilities due to its proximity to established developed areas, with water, gas, and electricity networks readily available. Constraints include an overhead 33kv power line, which has been undergrounded as part of Phase 1 works, and two water mains crossing the site, that must be accounted for within the design process.





Site Influences Plan



4. PLANNING POLICY FRAMEWORK

The National Planning Policy Framework (NPPF) defines Supplementary Planning Documents as:

‘Documents which add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan’

This document is intended to provide guidance for all key parties involved in the planning process of bringing the site forward for development and expands on the policies and aims of the Places for Everyone (PfE) Joint Development Plan 2022-2039. In supplementing the relevant polices within PfE, the SPD will be used by:

- ▶ planning officers to assess the design quality of development proposals when determining planning applications and offering pre-application advice;
- ▶ council members when assessing development proposals in advance of and at planning committee; and
- ▶ applicants and developers when preparing planning applications.

As an adopted document, the SPD will be a material consideration and has weight in making decisions on planning applications.

4.1 NATIONAL PLANNING POLICY CONTEXT

The National Planning Policy Framework (December 2024) (NPPF) sets out the Government’s planning policies for England and how these are expected to be applied, including guidance for plan-making and decision making.

The NPPF confirms that in order to achieve sustainable development, the planning system has three overarching interdependent objectives, including:

An economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

A social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and

An environmental objective - to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Chapter 6 - Building a strong, competitive economy, outlines how planning policies should provide conditions for businesses to invest, expand and adapt to support economic growth and productivity. Paragraph 86(c) stipulates that planning policies should *‘pay particular regard to facilitating development to meet the needs of a modern economy, including by identifying suitable locations for uses such as laboratories, gigafactories, data centres, digital infrastructure, freight and logistics’.*

Paragraph 87 also sets out that decisions should recognise and address the specific requirements of different sectors. 87(b) stipulates that provision be made for *‘storage and distribution operations at a variety of scales and in suitably accessible locations that allow for the efficient and reliable handling of goods, especially where this is needed to support the supply chain, transport innovation and decarbonisation’* and 87(c) *‘the expansion or modernisation of other industries of local, regional or national importance to support economic growth and resilience’.*

This SPD and the masterplanning approach it takes to the site, must have full regard to the requirements of the relevant Development Plan policies and guidance. Paragraph 130 of the NPPF provides guidance on the use of masterplans to set clear expectations for the quality of places to be created and to ensure that land is used efficiently in creating a sustainable development. Paragraph 134 also sets out how design guidance can be prepared at a site specific scale and can carry weight in decision making if produced as an SPD.

The masterplan accords with the Development Plan, which the NPPF requires to provide a positive vision for the future of each area; a framework for addressing development needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings, with a key objective of contributing to the achievement of sustainable development via effective engagement between planmakers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees.



4.2 LOCAL PLANNING POLICY CONTEXT

Places for Everyone Joint Development Plan (adopted March 2024)

Places for Everyone (PfE) is a long-term joint development plan for nine Greater Manchester authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes, and sustainable growth. It has been produced by the Greater Manchester Combined Authority (GMCA) and the nine authorities and became part of the statutory Development Plan on 21st March 2024.

The PfE Joint Development Plan sets out how the nine authorities should develop over the plan period to 2039 and outlines the scale and locations for new housing, office spaces, industry, and warehousing and the main areas in which this will be focused. It supports the delivery of key infrastructure, such as transport and utilities and also protects important environmental assets across the city region. The plan allocates sites for employment and housing outside of existing urban areas, and also defines a new Green Belt boundary for Greater Manchester.

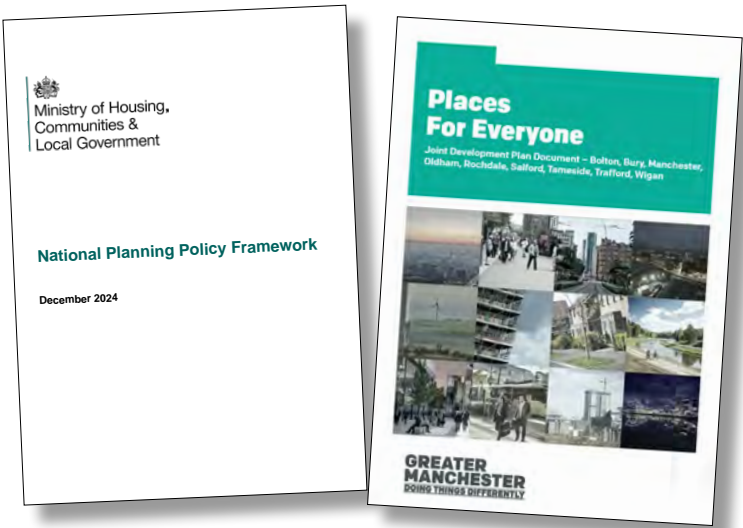
Policy JP Allocation 6: West of Wingates / M61 Junction 6 sets out the planning policy requirements for the site.

Development at this site will be required to:

- ▶ Provide a location for around 440,000 sqm of industrial and warehousing floorspace;
- ▶ Be in accordance with a comprehensive masterplan agreed by the local planning authority that shows phasing within the site, and which areas should or should not be developed, in accordance with Policy JP-D1 (Infrastructure);

- ▶ Make provision for new and improved sustainable transport and highways infrastructure having regard to the indicative transport interventions set out in Appendix D in accordance with Policy JP-C8 and which identifies:
 - Public transport improvements – Local Link established, or increased bus service frequencies
 - M61 J5 Chequerbent Roundabout mitigation – localised strategic improvements
 - Blackrod Road / Manchester Road localised junction improvements
 - A6 De Havilland Way / A6 Chorley Road – localised junction improvements
 - Spine road and Dicconson Lane roundabout
 - Hall Lane / Bolton Road localised junction improvements
 - M61 Junction 6 improvements - localised junction improvements
 - Mansell Way / De Havilland Way localised junction improvements
 - Active travel improvements including pedestrian and cycle enhancements
- ▶ Ensure that the siting and scale of buildings and the landscape planting scheme minimises the prominence of the development and its impact upon the surrounding landscape and views;
- ▶ Make provision for biodiversity, including taking appropriate account of Four Gates Site of Biological Importance, in accordance with Policy JP-G8;

- ▶ Make provision for green and blue infrastructure including, where practicable, the retention and enhancement of existing woodland, hedgerows and ponds in accordance with Policy JP-G2;
- ▶ Define and strengthen the boundaries of the Green Belt around the site, particularly at Westhoughton Golf Course, such that they will comprise physical features that are readily recognisable and likely to be permanent;
- ▶ Make provision for compensatory improvements to the environmental quality and accessibility of remaining Green Belt in the vicinity of the site in accordance with Policy JP-G2;
- ▶ Ensure that there is no undue adverse impact of light pollution from the development and its associated operations;
- ▶ Ensure that the integrity of the extensive network of existing rights of way network is protected; and
- ▶ Consider the extraction of any viable mineral resources within Mineral Safeguarding Areas, in accordance with Policy 8 of the Greater Manchester Joint Minerals Development Plan (or any relevant policies in subsequent minerals plans).



PfE also sets out a range of other policies relating to development management and technical / environmental matters which need to be considered as part of any development proposals for the site.

These include:

Sustainable and Resilient Places

- ▶ JP-S1 - Sustainable Development
- ▶ JP-S2 - Carbon & Energy
- ▶ JP-S3 - Heat & Energy Networks
- ▶ JP-S4 - Flood Risk & the Water Environment
- ▶ JP-S5 - Clean Air
- ▶ JP-S6 - Resource Efficiency
- ▶ JP-J2 - Employment Sites and Premises
- ▶ JP-J4 - Industry and Warehousing Development

Greener Places

- ▶ JP-G2 - Green Infrastructure Network
- ▶ JP-G6 - Urban Green Space
- ▶ JP-G7 - Trees & Woodland
- ▶ JP-G8 - A Net Enhancement of Biodiversity & Geodiversity

Places for People

- ▶ JP-P1 - Sustainable Places
- ▶ JP-P2 - Heritage
- ▶ JP-P6 - Health
- ▶ JP-P7 - Sport & Recreation

Connected Places

- ▶ JP-C1 - An Integrated Network
- ▶ JP-C5 - Streets for All
- ▶ JP-C6 - Walking & Cycling
- ▶ JP-C7 - Freight & Logistics
- ▶ JP-C8 - Transport Requirements of New Development
- ▶ JP-D1 - Infrastructure Implementation



Greater Manchester and the Pennines

In addition to PfE, the adopted Development Plan for Bolton sets out a range of policies relating to development management and technical / environmental matters. These have also been taken into account in preparing this SPD.

Bolton Local Development Framework Core Strategy (saved policies March 2024)

The Local Development Framework Core Strategy was adopted in March 2011, which pre-dates the identification of land West of Wingates as a development site. The Core Strategy, a key document in the Development Plan, sets out the policies for Bolton’s future development up to 2026.

As of March 2024, some policies in the Core Strategy were replaced by policies in PfE, which are listed within appendix 1 of PfE. Regarding policies that are retained in the Core Strategy, where there is inconsistency with PfE, the newer plan (PfE) will take priority. Those policies that are retained and that are relevant, either as a whole or in part, to the site, include:

M7 - The M61 Corridor Built Environment

The council and its partners will:

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

OA3 - Westhoughton

The council and its partners will:

- 7. Conserve and enhance the character of the existing physical environment, especially the conservation area in Westhoughton town centre.
- 8. Ensure regard is had to the character of farm complexes, folds, vernacular cottages and the wider open landscape.

P4 - Minerals

The council and its partners will:

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

Policy P5 - Accessibility

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

- 5. Parking, including parking for cycles and powered two-wheelers, in accordance with the parking standards set out in Appendix 3 of the Core Strategy.

Policy CG2 - Sustainable Design and Construction

The council and its partners will:

- 2. Ensure that all proposals for 500m2 or greater non-residential units:
 - c) Demonstrate the sustainable management of surface water run-off from developments. On greenfield sites the rate of run-off should be no worse than the original conditions before development.

Policy CG4 - Compatible Uses

The council and its partners will:

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

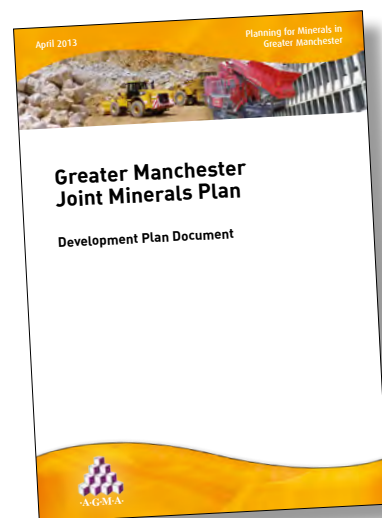
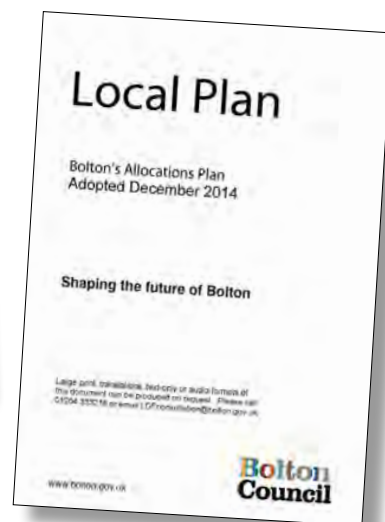
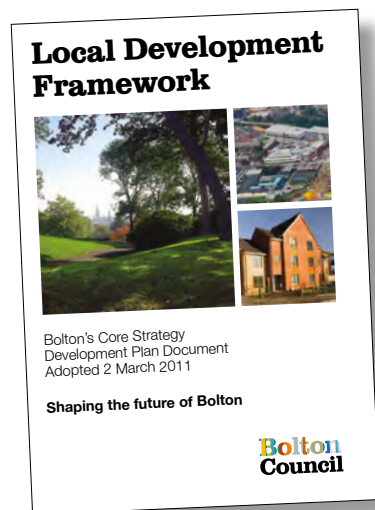
Policy LO1 - Links to Other Areas

The council and its partners will:

- 3.Develop employment areas and sites in Bolton town centre, Horwich Loco Works and other sites along the M61 corridor to ensure that they will provide employment opportunities for people living outside the borough.
- 5.Reduce the impact of flooding on areas downstream.

Policy IPC1 - Infrastructure and Planning Contributions

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



Bolton Local Development Framework Allocations Plan (adopted December 2014)

The Local Development Framework Allocations Plan was adopted in December 2014, which pre-dates Places for Everyone and the identification of land West of Wingates as a development site.

Accordingly, this is superseded in respect of the West of Wingates allocated employment site (JPA6). Other elements of this development plan document shall remain applicable until superseded by a new Local Plan for Bolton.

Paragraph 3.7 sets out the approach to consideration of proposals for alternative non-Class E(g)/B2/B8 uses on allocated employment land.

Bolton Local Plan Issues and Options (August 2025)

The new Bolton Local Plan will guide development within the borough up to 2042 and will be used to make decisions alongside the 'Places for Everyone' Joint Development Plan and will add detailed policies that meet local needs and circumstances for Bolton.

The Local Plan will establish a clear vision for the future development of Bolton. Its ambition statement highlights that modern businesses will create higher-skilled jobs in health and other key sectors, flourishing across the borough within designated employment areas such as the M61 Bolton-Wigan Growth Corridor. The Local Plan proposes five key objectives, with the first being Jobs and Businesses for Bolton, with the aim of growing and diversifying the economy to improve access to skills and good jobs. The third objective 'Transport' promotes making active travel on foot and cycle the easy choice, and prioritises fast, reliable and low-carbon travel by bus and rail. The five objectives work towards the goal of better health and well-being, which is a key driver of the development of the site.

The Issues and Options document also refers to the Bolton Economic Growth and Resilience Action Plan (2024), which targets sector growth, skills and local supply chains to widen opportunities and urge Bolton to expand modern employment floorspace, support start-ups and apprenticeships, and steer investment to neighbourhoods that need it most, helping to reduce inequality and build a stronger, more diverse economy.

The Bolton Blueprint (2024) is also referred to, which sets out ambitious plans for growth and investment across the borough including the realisation of the Northfold Growth Corridor, and will support major employment growth.

Greater Manchester Joint Minerals Plan DPD (adopted April 2013)

The Greater Manchester Joint Minerals Plan Development Plan Document (DPD) forms part of a suite of individual development plans for the Greater Manchester councils and was adopted in April 2013.

Policy 8 - Prior Extraction of Mineral Resources Within Mineral Safeguarding Areas, is referred to within the Policy JPA6 PfE and states that:

All non-mineral development proposals within the Mineral Safeguarding Area should extract any viable mineral resources present in advance of construction. Proposals for prior extraction of minerals will be permitted provided the proposal is in accordance with Policy 2 Key Planning and Environmental Criteria.

Greater Manchester Joint Waste Plan (adopted April 2012)

The Greater Manchester Joint Waste Plan sets out policies to guide future waste development and identifies sites and areas suitable for the location of waste development across Greater Manchester to 2027. Any development proposals incorporating waste-related uses shall have regard to the content and policies of this plan.

5. CONSULTATION & ENGAGEMENT

5.1 TECHNICAL WORKSHOPS

An initial three workshops were held in November 2024 with representatives from Bolton Council, Greater Manchester Ecology Unit, Transport for Greater Manchester and Greater Manchester Archaeological Advisory Service to discuss the emerging Strategic Masterplan SPD for the site.

These workshops covered:

- ▶ Landscape, Ecology, Drainage & Watercourses
- ▶ Amenity & Community
- ▶ Sustainable Transport and Movement

Various points were discussed across all three workshops with early iterations of the site development strategy plan presented supported by site analysis and constraints mapping. There were a number of key takeaways from the workshops including highway considerations, how existing landscape features were to be treated and various points around amenity and community uses on the site and how they could complement what is available in the surrounding area of Westhoughton.

A number of these points have been addressed as part of the ongoing design work on the masterplan and integrated into the proposals.

Further workshops were held during October 2025 with officers from Bolton Council to discuss and finalise a consultation draft of the SPD. These workshops were focused on environmental and movement topics.

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5.2 STAKEHOLDER ENGAGEMENT

As part of the public consultation period, a number of meetings will take place with key stakeholder groups to discuss the emerging strategic masterplan proposals and key objectives for the site.

These meetings will encourage early conversations in order to understand local aspirations for the site and surrounding area, identify and highlight any issues that could potentially be addressed as part of the development of the site and to share any general progress and updates on the phase 1 works.

Stakeholder meetings will be held with the following groups (this is not an exhaustive list):

- ▶ Westhoughton Town Council
- ▶ Ward Councillors
- ▶ Other interested community and stakeholder groups

West of Wingates Community Liaison Group (CLG)

A CLG has been formed to promote and encourage a two-way dialogue with the local community and stakeholders during the development of proposals for the West of Wingates Employment Site, during its construction and beyond.

Regular meetings with the group will encourage discussion and allow parties, such as elected members and community representatives to provide feedback as the project progresses and receive direct updates from the project team.

West of Wingates Economic & Employment Group (EEG)

An Economic & Employment Group has also been established to help ensure that the economic benefits of the scheme are maximised locally.

The objectives of the group are to:

- ▶ Maximise job opportunities for local people.
- ▶ Maximise supply chain opportunities for local businesses.
- ▶ Work with local training providers to ensure that local people have the right skills to take advantage of the opportunities the project presents, including re-skilling people that are unemployed.
- ▶ Raise awareness of the jobs on offer as part of the Wingates project, and support local people to take advantage of them.
- ▶ Quarterly meetings during the project lifespan with the group will enable regular conversations to take place with stakeholders to ensure that local people and businesses, including those on the neighbouring Wingates Industrial Estate, can take advantage of the economic and social value opportunities that the project will bring.

5.3 PUBLIC CONSULTATION

A statutory public consultation is being undertaken on this draft document from 27th November 2025 to 22nd January 2026 with the local community and others. This exceeds the four week period required in Bolton Council's adopted Statement of Community Involvement (SCI). This will provide an opportunity for people to provide their thoughts and comments before the SPD is finalised.

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