



# **West of Wingates Strategic Masterplan SPD**

**Findings by Consultation & Engagement Team**

**January 2026**

## 1. Background and methodology

Between Thursday 27 November 2025 and Thursday 22 January 2026, Bolton Council ran a public consultation, seeking views on the draft West of Wingates Strategic Masterplan Supplementary Planning Document (SPD). During the consultation period a comprehensive communication plan was implemented to raise awareness of the draft SPD across the borough, with a strong emphasis on engaging developers, landlords, agents, existing businesses on the adjacent West of Wingates Industrial Estate and residents.

Direct communications were distributed, via email, to all stakeholders, in accordance with the requirements of the Statement of Community Involvement and Planning Regulations. In addition, leaflets were distributed to households (949) and 172 businesses. Correspondence was also distributed to wider stakeholders including the Vision Partnership, Elected Members and community organisations. Furthermore, the Planning team met with the Westhoughton Town Council on the 8<sup>th</sup> December 2025 to share the consultation proposal. Supporting documentation in the form of the [West of Wingates Strategic Masterplan SPD](#) document and [Frequently Asked Questions](#) were made accessible on the council's consultation webpages and social media was utilised throughout the period to share key messages about the consultation. Paper surveys and the draft Masterplan was also made available in all borough libraries and the One Stop Shop at Bolton Town Hall.

A questionnaire\* made up of open and closed questions was made available over a period of 8 weeks, providing respondents the opportunity to reflect and share their thoughts on the draft Masterplan. The questionnaire was made available both digitally and offline, with the questionnaire being accessible on the council's consultation web page, as well as in hard copy format, on request.

In addition, a drop-in event was held on Monday 15 December 2025 at the Westhoughton Hub, Central Drive, BL5 3DS, between 1pm and 7pm, where people could view the West of Wingates draft Masterplan SPD document, exhibition boards, ask questions and speak to a planning officer or the developer, Harworth. Paper copies of the questionnaire were distributed at this event.

\*A copy of the questionnaire is included at the end of this document, located in Appendix A.

### Analysis notes

- Results are presented in the questionnaire format with 'Don't know' type responses removed unless stated.
- Comments have been categorised where feasible. Unless otherwise stated, categories with 10 or more responses are shown. Categories may overlap and a comment from one respondent included in multiple categories. A sample of comments [verbatim] are included in the report. Comments may be abbreviated so that only the relevant extract is included. One comment may be coded into multiple categories, and each category may only cover a certain aspect of the comment, for example a respondent may have made both positive and negative comments about the same aspect.
- Base: unless otherwise stated the base is the number of respondents to a particular question.
- Data has been cleansed where appropriate, e.g., comments moved into existing responses.
- All formal stakeholder responses and technical evidence will be analysed separately by the Planning Team

## 2. Consultation responses

Several open-ended questions were included in the questionnaire to give respondents the opportunity to comment on the proposals, suggest alternative approaches and outline the impact of the proposals if approved.

Throughout the consultation period the following responses were received:

- **59** completed electronic questionnaires from residents and stakeholders.
- **3** completed paper survey returns from residents and stakeholders.
- **11** formal responses from industry stakeholders (full list outlined in Appendix B)

A total of **62** residents and stakeholders took part in the survey, outlining their reflections on the draft West of Wingates Masterplan SPD, with **11** additional formal submissions received from industry stakeholders.

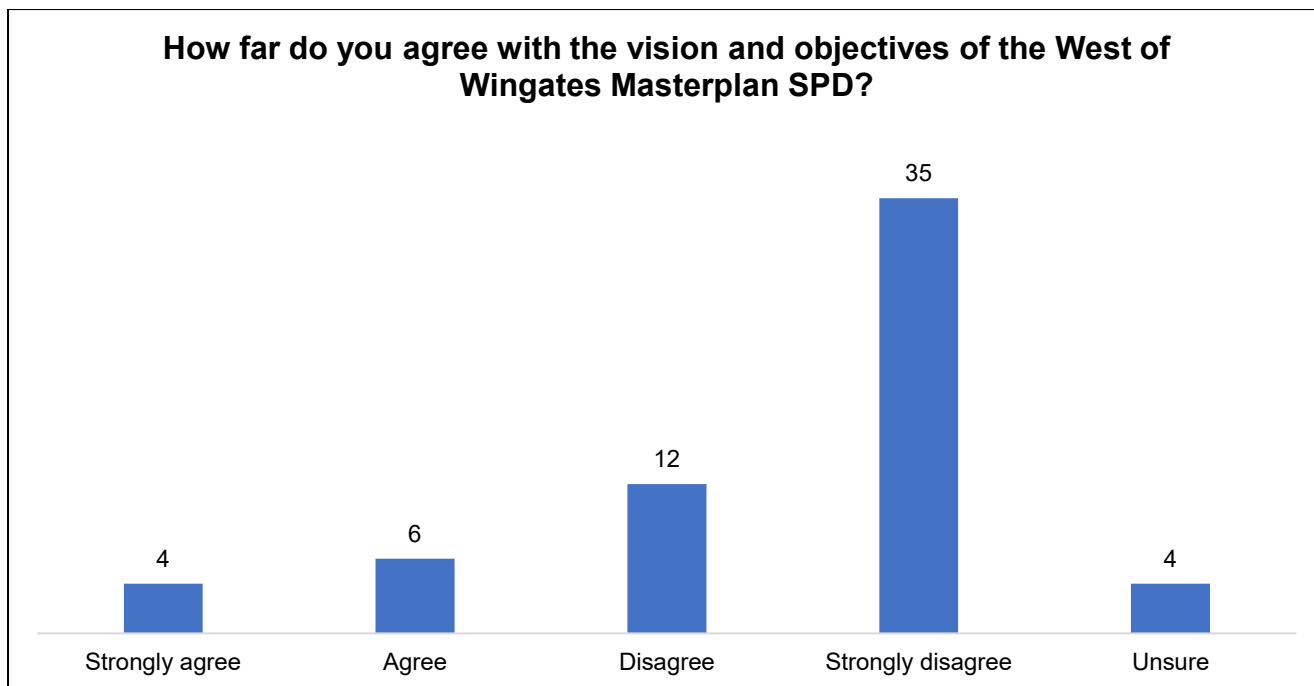
56, out of the 62 stakeholders outlining their interest in the proposal via the survey, 52 of the respondents reported that they lived in the borough, 2 respondents worked in the borough, and 2 were responding in an official capacity: The Coal Authority (trading as the Mining Remediation Authority) and The Lancashire Wildlife Trust. Of the 5 respondents who stated '*none of the above*' 2 went on to explain that they lived on the border of the Bolton borough, 1 was a developer / agent, and 2 did not provide any further detail of their interest.

## 3. Vision and Objectives

### 3a. How far do you agree with the vision and objectives of the West of Wingates Masterplan SPD

The questionnaire summarised the vision and objectives of the draft Masterplan SPD (pointing people to the SPD for full details) and then asked respondents to state how far they agreed or disagreed with them.

Of the 61 responses received, the majority (77%) disagreed with the vision and objectives (47 responses). Only 17% (10 respondents) agreed and a further 4 respondents were unsure.



Base: 61

### 3b. Further comments on the vision and objectives for West of Wingates

Respondents were given the opportunity to provide further comments on the vision and objectives, as set out in the draft masterplan SPD.

44 respondents took the opportunity to provide further comments. 5 respondents called for the land to be left alone / development not to go ahead; these comments are outside the scope of the consultation and have therefore been discounted, the remaining comments have been categorised and are provided in the table below:

Q2: Please use this space if you'd like to make any further comments		
Rank	Category	No. of Respondents
a.	Road infrastructure / traffic congestion	24
b.	Green spaces / wildlife	23
c.	Impact on existing residents / homes	9
d.	Question the demand for industrial / manufacturing	8
e.	Air pollution	8
f.	Noise pollution	5
g.	Issue around consultation / communication	5
h.	Don't believe vision and objectives will be met	3

### a. Road infrastructure / traffic congestion

24 comments related to the impact of the development on the road infrastructure and concerns around subsequent traffic congestion. There were also comments about the quality of the road infrastructure.

- *“Westhoughton is a small town with little road infrastructure and putting this huge development in Wingates will cause more traffic chaos.”*
- *“The roads on the A6, Dicconson lane are already horrendous at peak times with queuing in the morning back to Aspull and to get onto and off the M61. Teatime is already a danger with peak queuing at times backing up the slip road & 1st lane of the M61.”*
- *“Roads and transport network not suitable for the scale.”*
- *“The traffic situation is an absolute disgrace; this will cause mayhem to what is already a gridlock situation not only at peak times but throughout the day.”*
- *“The A6: access routes to the motorway junction and the motorway junction itself. These are already severely over stretched at peak times. The knock-on impact on the Blackrod A6 bypass, Scot Lane junction in Blackrod, the junction of the A6 with Station Road Blackrod all need to be considered, especially once the link road from the Loco works housing development is fully opened and the housing development complete.”*
- *“Having seen what took place on the existing Wingate's Industrial Estate I have no confidence in what will be created. The new aligned Chorley New Road is a great example of what goes wrong. Soon after being laid areas had to be dug up for new drainage. These area of road are now bumpy and will only settle more.”*

### b. Green spaces / wildlife

23 comments related to the loss of green space within the area and the subsequent effect on wildlife.

- *“Green spaces are at a massive premium if Westhoughton. There is plenty of land in parts of Bolton and the wider area that needs regeneration.”*
- *“Sadly, what was a lovely green space will be replaced with large industrial warehouses.”*
- *“I can't believe what you are doing to our open spaces.”*
- *“We live in the area, and we have seen a significant increase in Deer & other wildlife in the area of the proposed site since the current developments in the Wingates area.”*
- *“The land has been farmland producing food for the country for centuries and you are just going to concrete over it.”*
- *“I am surprised at only one veteran tree on the whole site and assume the trees have been surveyed.”*
- *“All flora incl. trees should be native. I would like to read something on native mammals, fox, badger, bats, deer as they are now and how they are modelled to survive long term, the buffers and travel networks are described for people and flora but fauna is missed.”*
- *“The West of Wingates area is an area of biological importance. The extension of West of Wingates is going to have a major detrimental impact on the current landscape, as well destroying the homes of the wide variety of wildlife that inhabit the area.”*

### c. Impact on existing residents / homes

9 respondents specifically mentioned the impact on themselves, or others as local residents, their wellbeing and their homes.

- *“As residents of Willowbank ...we feel like we are being completely forgotten about and the impact of this development on our homes has not been considered. We do not have the option to sell our house*

now until the development is complete (5-10 years) so we are effectively stuck and the whole development will significantly impact the resale of our homes in future.”

- “Our homes will be significantly impacted and have been impacted by these plans. Houses up for sale and no interest due to plans. We have absolutely no hope of ever selling our house when we are surrounded by industrial estates.”
- “Stop pretending that this is a benefit for those who live here.”
- “Strain on our quality of life for a small community.”
- “Residents don’t want to look out on humongous warehouses when they currently look out at protected greenbelt.”
- “Local residents do not want large eyesore buildings on our green belt and countryside.”

#### **d. Question the demand for industrial / manufacturing**

8 respondents questioned the need for industrial / manufacturing in the area, pointing out existing empty units locally.

- “Based on the economic state of the UK I cannot understand the need to build and develop more Industrial units. Several are empty on the existing site.”
- “A key argument for this development is high quality and sustainable employment but it’s heavily focused around industrial + warehousing + logistics. These roles are already being rapidly automated and are generally low quality, minimum wage work. This lacks foresight.”
- “There are currently numerous empty warehouse units in Wingates industrial estate and dozens of units being created locally.”
- “There are massive such developments at junctions 4, 6, and 8 of the M61 with many unoccupied buildings. Just how many do we need?”

#### **e. Air pollution**

A further 8 comments related to concerns around air pollution.

- “It also requires heavy load on the transport systems bringing large-scale heavily polluting industrial machinery and much greater volumes of lorries and commercial vehicles to the area reducing air quality which will have a negative impact on the lives of people in the area and their health outcomes.”
- “CO2 emissions with increased vehicles,”
- “There needs to be a thorough look at the volume of traffic and subsequent pollution passing through Westhoughton currently”.

#### **f. Noise pollution**

5 comments related to the noise impact of the development and the effects of this on residents.

- “Noise pollution - Distribution Centres will operate 24hrs with vehicles, reversing Bleepers, MHE bleepers etc Light pollution with 24hr lighting requirements for distribution operations.”
- “We are extremely worried about the noise level during the construction of the site (we can hear work happening now from the A6 so dread to think what it will be like when it’s closer) Furthermore will the completed sites have noise / working time restrictions being that they are next to residential properties?”
- “The noise impact will be enormous. Currently the units at Wingates have a work time restriction on noise - will these units and the building of them have such restrictions?”

#### **g. Issue around consultation / communication**

5 comments related to issues around the consultation, the amount of communication, the level of detail provided and a fear that concerns won't be considered.

- *“There are a number of missing images throughout the documents. This isn't a fair representation of the plan. We need details of massing, buildings on the corner of Chorley Road and Dicconson lane should be restricted to a maximum height in keeping with the existing building.”*
- *“As residents of Willowbank we have had no communication with anyone from Harworth or council until this meeting on 15/12. Despite several people saying they have knocked on our doors, written to us or reached out to keep us updated this is not true we have heard nothing!! We did get a letter about 18 months ago that was sent to one of the houses addressed to all the residents (5 separate houses).”*
- *“I have already commented, but I fear my comments will be lost or not considered.”*
- *“There is no clear plan on how the already congested and frustratingly busy roads in and around Wingates and Westhoughton will be improved.”*
- *“The objective for green and blue infrastructure is too caveated. Terms like 'provision for', 'where practicable' and 'take account of' give the impression that environmental considerations are secondary. I know this isn't the case as the council has endorsed the LNRS and is implementing a new Greenspace Strategy, so please firm up the language here to demonstrate our commitment to protecting and enhancing the natural environment.”*

#### **h. Don't believe vision and objectives will be met**

Finally, 3 comments related to concerns about whether the plans will meet the visions and objectives set out in the document.

- *“I agree with the vision and its goals/objectives, however, do not believe these will be met and the impact will be felt by residents in various ways.”*
- *“The vision and objectives will not be wholly adhered to; the area cannot cope with the proposals made.”*
- *“The vision is simply that. It's not what really materialises until the units are being used and there's a clear idea of the impact of those businesses on our community and surrounding area.”*

#### **Other comments**

Other comments were made around the opportunity for solar power / no mention of litter in the document / the risk of flooding and a strain on council amenities such as schools, public transport and sports facilities.

**Lancashire Wildlife Trust:** The Lancashire Wildlife Trust disagreed with the vision and objectives, making the following comments:

*“We agree that the development should be sympathetically accommodated within a strong landscaped green framework. We welcome that the development should make provision for green and blue infrastructure including taking appropriate account of the Four Gates SBI. However, the listed objectives make no reference to delivering biodiversity gains. One of the main objectives of the SPD should be to ensure that nature is in a better state post development and that measurable biodiversity gains are delivered. We feel that biodiversity needs to be better highlighted as one of the main objectives delivered. Outside of Great Crested Newt, there is little reference within the SPD to ensuring the protection and enhancement of habitat for priority species. This is particularly relevant to priority ground nesting bird species. These species that would not be able to be mitigated for within the development as they are especially vulnerable to disturbance. The development would result in a large loss of grassland habitat which has the potential to support priority species. It is important that where mitigation is not possible within the development site, then off-site provision should be made for key priority species should they be*

displaced from the development site. The Trust is concerned that the high level of recreational activity proposed within the designated green corridors could have an adverse impact on biodiversity objectives. Formal recreational activities such as outdoor gym equipment should be limited and would be better located within the main area of development itself. We note that one of the recreational hubs that appears to be centred on the wildlife mitigation area. This area must surely be prioritised for nature with low level recreational activities proscribed in the immediate area of the SBI. Focusing large amounts of recreational activity within this area could endanger the quality of the wildlife mitigation and should be located elsewhere.

**A Developer / Agent** strongly agreed with the vision and objectives making the following comments:

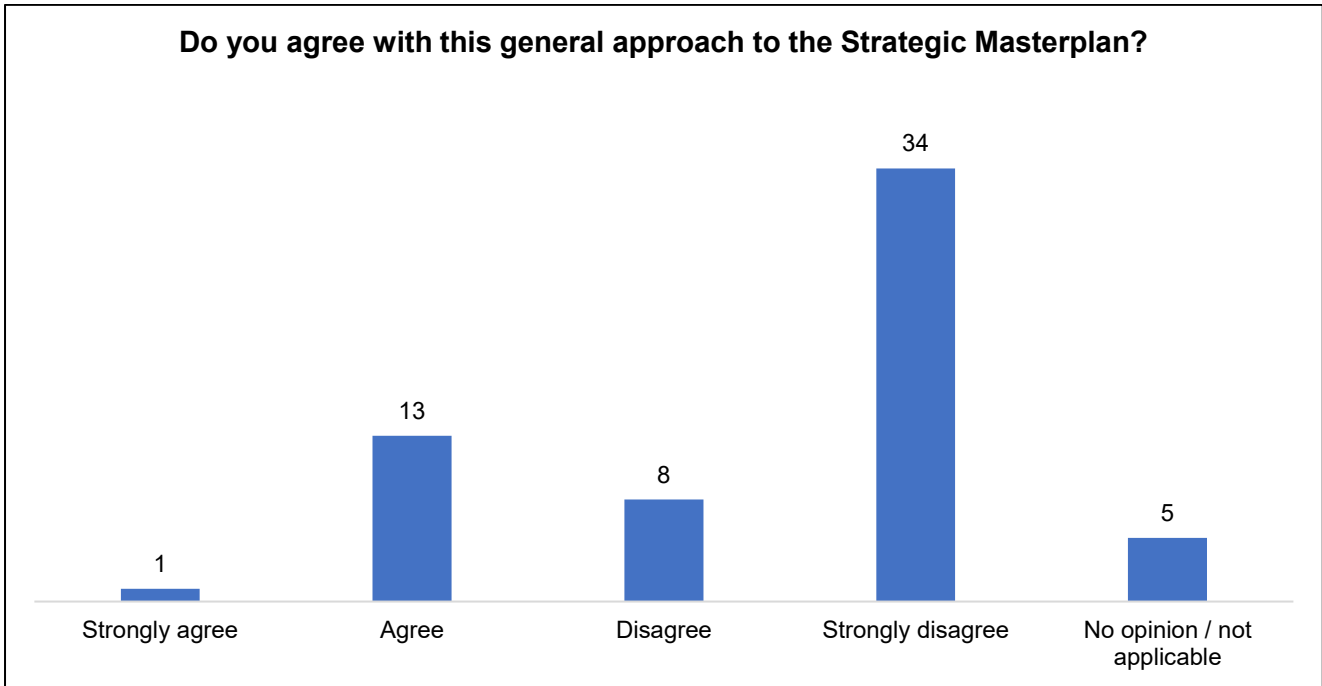
*“The site - West of Wingates has the opportunity to provide an anchor led-growth scheme, supporting the 'growth corridors' and has the potential to provide a bold connected vision for Bolton 'that links people, places and prosperity across the borough and beyond' Is supported by the areas around the Wingates Masterplan (Land at Lostock Lane (south) which has been submitted as a call for sites plan (and will be included within a masterplan via email REF: BREP- CFS01 - Masterplan of Land off Lostock Lane (south) to accompany Wingates SPD Consultation Survey)). The Wingates Masterplan Site leaves a 'gap' between the Middlebrook and Lostock Lane industrial/residential site and the master plan boundary which served no planning purpose. The 'gap' can support a mixed-use development which can support adjacent sites - specifically employment and residential development sites which are reflected in the areas surrounding Wingates. This will support much needed infrastructure investment from employment and industrial developers who can aid in providing financial contributions in order to provide infrastructure etc to also support residential development adjacent sites, supporting sustainable communities and reducing travel demand. Specifically, this can be supportive of between 1/3 to 2/3 of the site for housing and the rest employment or it could accommodate 1/3 to 2/3 of the site for employment and the rest for housing. As there is hardly any existing housing land supply around this site, there is support for the development of housing within the area which would create more sustainable patterns of development. Mixed-use development will support, all of the aims of the emerging Local Plan and provide the area with improved infrastructure (through innovative S106) and a stronger economy.*

#### **4. Principles**

**4a. The Strategic Masterplan sets out the main components of the West of Wingates development including key features to be retained and maximum extent of development. Do you agree with this general approach to the Strategic Masterplan?**

Residents and stakeholders were asked to reflect on the general approach to the draft strategic masterplan SPD and state whether they agreed or disagreed.

Of the 61 responses received, the majority (69%) disagreed with the general approach (42 responses), 23% agreed with the general approach (14 respondents) and a further 5 respondents had no opinion / not applicable.



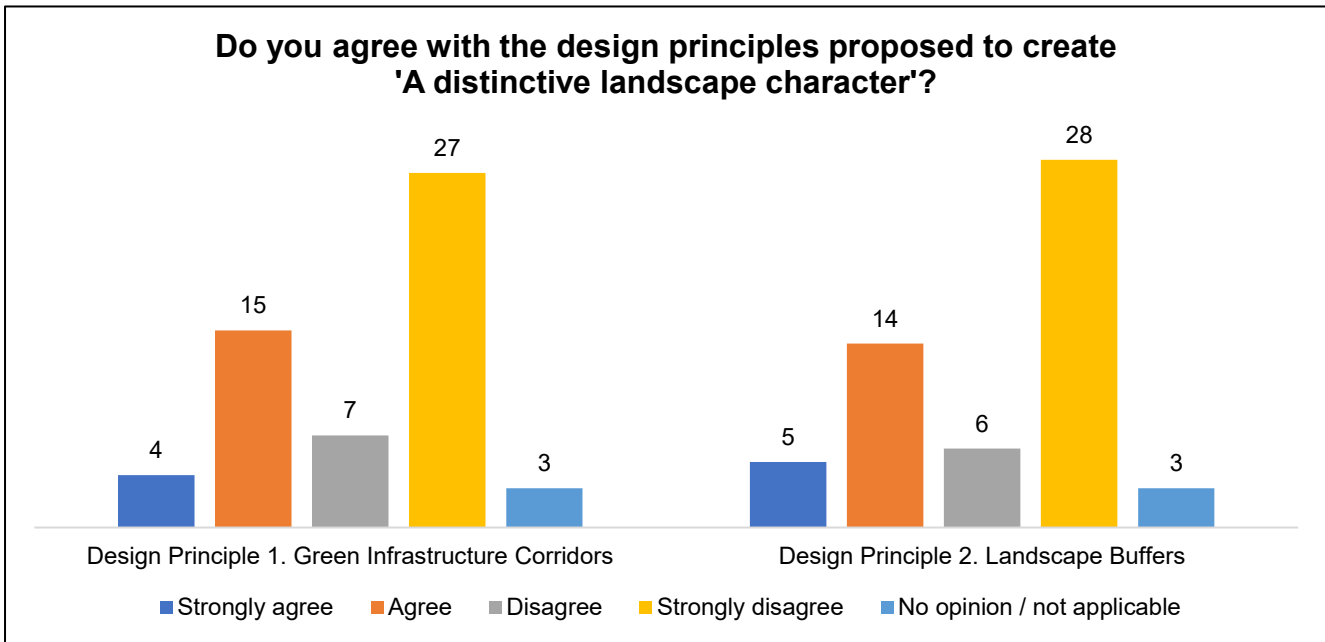
Base: 61

**4b. Do you agree with the design principles proposed to create ‘A distinctive landscape character’?**

Residents and stakeholders were then asked whether they agreed with the design principles proposed in the draft strategic masterplan SPD to create ‘A *distinctive landscape character*’.

**Design Principle 1: Green Infrastructure Corridors:** Of the 56 responses to this question, 61% (34 respondents) disagreed, 34% agreed (19 respondents) and a further 3 respondents had no opinion / not applicable.

**Design Principle 2: Landscape Buffers:** Of the 56 responses to this question, 61% (34 respondents) disagreed, 34% agreed (19 respondents) and a further 3 respondents had no opinion / not applicable.



Base: 56

**4c Do you agree with the design principles proposed to create 'A legible, safe and accessible place'?**

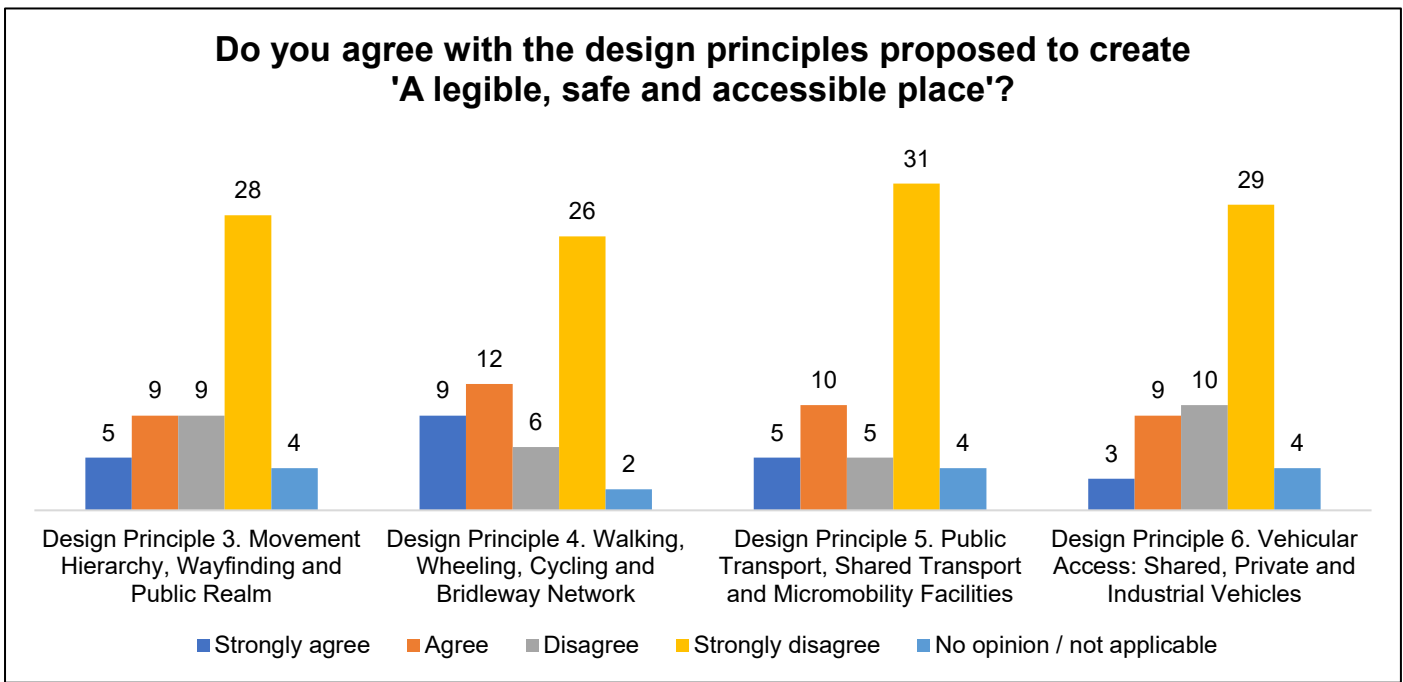
Residents and stakeholders were then asked whether they agreed with the design principles proposed in the draft strategic masterplan SPD to create 'A legible, safe and accessible space'.

**Design Principle 3: Movement Hierarchy, Wayfinding and Public Realm:** Of the 55 responses to this question, 67% (37 respondents) disagreed, 25% agreed (14 respondents) and a further 4 respondents had no opinion / not applicable.

**Design Principle 4: Walking, Wheeling, Cycling and Bridleway Network:** Of the 55 responses to this question, 58% (32 respondents) disagreed, 38% agreed (21 respondents) and a further 2 respondents had no opinion / not applicable.

**Design Principle 5: Public Transport, Shared Transport and Micromobility Facilities:** Of the 55 responses to this question, 65% (36 respondents) disagreed, 27% agreed (15 respondents) and a further 4 respondents had no opinion / not applicable.

**Design Principle 6: Vehicular Access: Shared, Private and Industrial Vehicles:** Of the 55 responses to this question, 71% (39 respondents) disagreed, 21% agreed (12 respondents) and a further 4 respondents had no opinion / not applicable.



**Base 55**

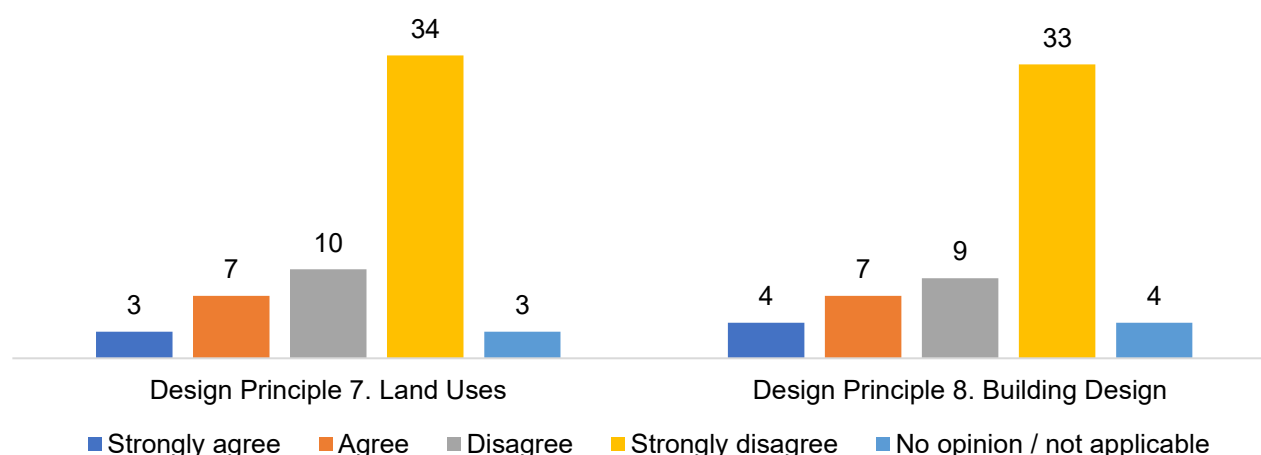
**4d. Do you agree with the design principles proposed to create 'An exemplar scheme for the Industrial warehousing sector'?**

Residents and stakeholders were then asked whether they agreed with the design principles proposed in the draft strategic masterplan SPD to create 'An exemplar scheme for the Industrial warehousing sector'.

**Design Principle 7: Land Uses:** Of the 57 responses to this question, 78% (44 respondents) disagreed, 17% agreed (10 respondents) and a further 3 respondents had no opinion / not applicable.

**Design Principle 8: Building Design:** Of the 57 responses to this question, 74% (42 respondents) disagreed, 19% agreed (11 respondents) and a further 4 respondents had no opinion / not applicable.

**Do you agree with the design principles proposed to create 'An exemplar scheme for the industrial warehousing sector'?**



Base: 57

**4e. Are there any other design principles that should be considered?**

Respondents were then given the opportunity to provide suggestions on other design principles that should be considered in the draft strategic masterplan SPD.

41 respondents took the opportunity to provide comments, 17 respondents called for the land to be left alone / development not to go ahead; these comments are outside the scope of the consultation and have therefore been discounted, the remaining comments have been categorised and are provided in the table below:

Q7: Are there any other design principles that should be considered?		
Rank	Category	No. of Respondents
a.	Road Infrastructure - traffic congestion	10
b.	Design / amount of green space	7
c.	Size / design of buildings	6
d.	Consider alternative (mixed) usage	3
e.	Pollution - air and noise	3

**a. Road infrastructure / traffic congestion**

10 respondents commented on the road infrastructure / congestion issues, some suggestions were made to alleviate the issue such as bypasses, dual carriageways and rail access for freight.

- *“Will add to great a load on existing infrastructure attracting huge loads of LGV / HGV vehicles off the M61 onto the A6, polluting and congesting the area”.*
- *“As a local resident living in Church Street at the James street junction, we are very concerned with the additional HGV use on Church Street and A6. The infrastructure is already at breaking point and causes*

road degradation that is poorly maintained, they also drop lots of dust/dirt which leads to drainage manholes being blocked regularly. The road access for new developments needs to be considered including limitations to HGVs in the local town. A bypass should be looked at from the A6 down towards Cricketers way & Wigan Road to help with this.”

- “There is not sufficient consideration for traffic impact, and a site this size should have rail access for freight and workers (in addition to Westhoughton station)”
- “Increased traffic down Wingates and Lostock Lane where there is no pavement means it’ll be even more dangerous to walk than it is now.”
- “Significant roadworks for the A6 - not just to the motorway but also toward Blackrod/ Adlington as the roads cannot cope.”
- “There needs to be a dual carriageway built to take traffic from J5 to Leigh and the M6. Forget everything else until decent infrastructure is built.”
- “Link roads from the M61 are already a problem and no attempt is being made to improve them.”

#### **b. Design / amount of green space**

7 respondents commented on the green space in the plans: the amount, the location and the design / usage.

- “I would like to see wider green corridors and landscape buffers”.
- “The area on the corner of A6 Chorley Road and Dicconson Lane should have much greater green buffering to minimise the impact on the typography of the area.”
- “Creation of land space for allotments and outdoor space for recreation (in addition of green field pockets, not instead of).”
- “The SPD should endeavour to retain the young woodland at the southeastern corner of the site. Protection and enhancement of this area will support our obligations within the Environment Act mitigation hierarchy. Any walking/cycling routes should avoid this area.”

#### **c. Size / design of buildings**

6 respondents commented on size and design (in particular the height) of the buildings within the plans.

- “High Bay warehousing should be limited, as these large units will be detrimental to maintaining the landscape character of the area”.
- “Height of buildings. Fit with the natural environment. Impact on residential area (do not want another Astley issue)”
- “Low rise buildings nothing like we have in the Wigan fiasco”.
- “Max eves height of 8-10m to prevent the monstrous incongruous developments at Cutacre and Astley.”
- “A warehouse is generally a large building with an office block attached. No matter how well you try and enhance the design the result is always the same with numerous different looking buildings on the same site which look crap ... The best site I worked on was for Northwest Water and the head offices at Warrington - the final development was like a university campus with matching buildings rather than a real mishmash of structures.”

#### **d. Alternative (mixed) use**

2 respondents suggested mixed use of the land / alternative uses, whilst 1 respondent felt that mixed use would cause more traffic congestion.

- “Alternative uses to industrial and warehousing which won’t create sustainable high quality employment opportunities.”
- “Include the opportunity for mixed-use development.”

- *“It should not be allowed to develop into another retail/leisure area with supermarkets, shops, pubs, as has happened at Logistics North, attracting even more traffic to the area.”*

#### e. **Pollution**

3 respondents raised concerns around air / noise pollution as a result of the development.

- *“Impact on noise levels if operating 24 hrs, pollutions - what are they making?”*
- *“Restricted operating hours for Operations Controls around noise & lighting over 24hrs.”*

#### **Other comments**

Other comments were made around the need for regular clearing of drains and pathways for local residents, improved accessibility from Lostock Lane (linking through to the industrial area to the north beyond Horwich train line), plans to help pedestrians cross at the motorway roundabout, the impact on local services such as schools and doctors, the impact on wildlife and on flooding. One respondent suggested the development was too big and should be kept further away from existing farmsteads and the properties adjacent to Dicconson Lane, and one respondent questioned whether a carbon assessment had been undertaken and if so, whether this was in line with Bolton’s carbon commitments.

**The Lancashire Wildlife Trust** made the following comments:

- *“Consider using Building with Nature. Building with Nature provides green infrastructure Standards as a benchmark to define what ‘good looks like’. There are 12 BwN standards that are built around the themes of Core, Wellbeing, Water, and Wildlife. Schemes can go forward for accreditation to show how high standards have been met. We would also refer to the Green Infrastructure Framework standards as set out by Natural England and Manchester Cities Urban Green Factor guidance which promotes the use of vegetation and surfaces that provide shade, passive cooling, flood risk mitigation, biodiversity, air quality and visual interest. Features such as permeable paving, rain gardens, street trees and green roofs are scored, and the aim is for a development site to achieve a collective threshold score. Whilst we would agree that the design should be landscaped led, we strongly recommend that habitats are based both on existing habitats within the site and the priority actions identified within the GMLNRS. We would also reiterate the point that where BNG is being delivered, the primary purpose of biodiversity delivery should not be impacted by any recreational requirements. We would also recommend an additional design principle of biodiversity planning.”*

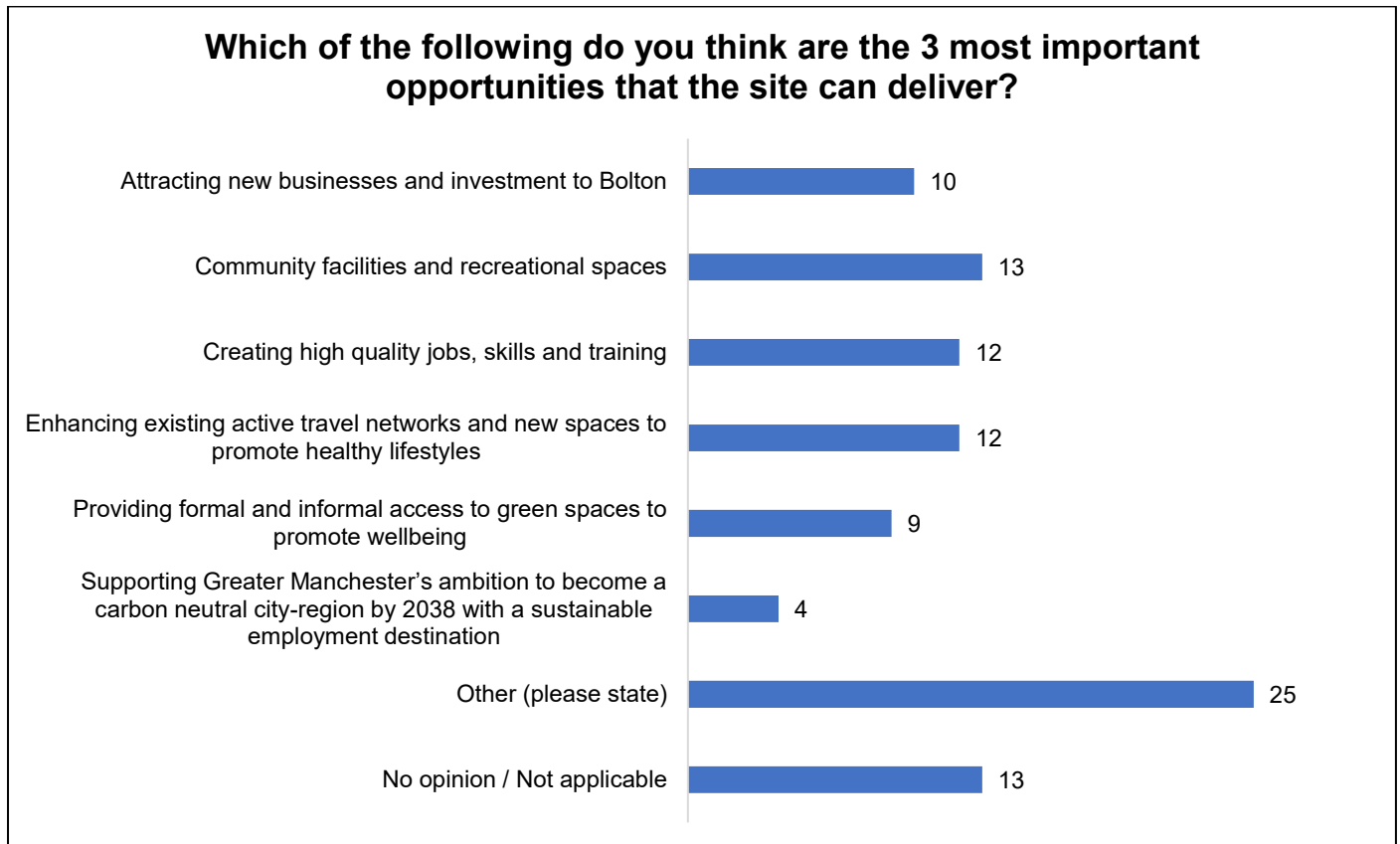
## **5. Economic, social and environmental benefits**

**5a. The Strategic Masterplan outlines a number of economic, social and environmental benefits that the site is hoping to deliver. Which of the following do you think are the 3 most important opportunities that the site can deliver?**

Residents and stakeholders were given a list of 6 economic, social and environmental benefits that the site is hoping to deliver and asked to choose the 3 most important.

A total of 57 respondents chose to answer this question. Of the 6 benefits listed, 'community facilities and recreational spaces' was considered most important, with 13 people (23%) choosing this as one of their top 3 opportunities, this was followed by 'creating high quality jobs, skills and training' (12 people) and 'enhancing active travel networks and new spaces to promote healthy lifestyles' (12 people).

Supporting Greater Manchester's ambition to become a carbon neutral city-region by 2038 with a sustainable employment destination was considered least important with only 4 respondents choosing this as one of their top 3 opportunities.



**Base 57**

**5b. Please outline any other economic, social and environmental opportunities that are important to you.**

Respondents who stated 'other' in the previous question were given the opportunity to outline any other economic, social and environmental opportunities that are important to them.

25 respondents provided further comments. The majority of these (21 respondents) made comments that did not answer the question and were outside the scope of the consultation. They were against any development in the area and raised concerns around i) loss of green space / environmental destruction ii) struggling infrastructure / traffic / pollution and iii) enough houses and warehouses already.

3 respondents made suggestions that could provide economic opportunities:

- Promotion of mixed-use development around the site.
- Need public transport and good road networks to support highly skilled jobs.
- Warehousing, logistics and manufacturing creates low quality jobs which pay minimum wage and require little skill, many will be automated by 2038 – need more ambition / high quality jobs.

1 respondent suggested that allotments could be an opportunity.

**The Lancashire Wildlife Trust** made the following comment about biodiversity:

- *“The Trust is very concerned that biodiversity is not explicitly listed as one of the main opportunities that can be delivered by the development. We are concerned that this absence within the opportunities list might be seen as reducing the important part biodiversity plays in ensuring that development is delivered in a sustainable way. Given the biodiversity emergency we are currently facing this must be seen as one of the main benefits that the development can deliver.”*

1 respondent made the following comment about ecological connectivity:

- *“Bolton has some fantastic countryside and landscape around Westhoughton. A range of very large developments including West of Wingates are coming online or planned in this area. Collectively these could have considerable impact on ecological connectivity. A primary opportunity here is to deliver a development that minimises the negative impact on our blue and green infrastructure and supports the boroughs natural environment.”*

## 6. Impact

### 6a. Please use this space to share how the West of Wingates development could impact you.

Respondents were given the opportunity to explain how the West of Wingates development would impact them. A total of 50 respondents chose to provide comments to this question; 3 respondents called for the land to be left alone / development not to go ahead; these comments are outside the scope of the consultation and have therefore been discounted. The remaining comments have been categorised and are provided in the table below:

Q10: Please use this space to share how the West of Wingates development could impact you.		
Rank	Category	No. of Respondents
a.	Road infrastructure / congestion	36
b.	Increased pollution (air, noise, light)	18
c.	Loss of green space / nice walking routes	14
d.	Impact on wildlife	8
e.	Impact on local services (including need for more housing)	7
f.	Increased risk of flooding	3

### a. Road infrastructure / congestion

Most of the responses to this question (36) related to the impact of traffic congestion and inadequate road infrastructure. Respondents felt that the roads in the area were already at capacity and the proposed plans wouldn't be enough to cope with all the extra cars / HGVs that the development would generate. Comments were also made about the quality of the roads.

- *"Huge increase in Traffic volume on an already stretched roads"*
- *"The proposed junction improvements outlined won't be sufficient to mitigate the extra traffic this development will generate, if it creates the anticipated 6000 jobs. Improvements to public transport, walking & cycling routes are unlikely to help much, as most people will still choose to travel to & from the site by car. Also, there will be an increase in HGVs on the local roads."*
- *"As a local resident living in Church St at the James street junction, we are very concerned with the additional HGV use on Church Street and A6. The infrastructure is already at breaking point and causes road degradation that is poorly maintained, they also drop lots of dust/dirt which leads to drainage manholes being blocked regularly"*
- *"Increase in traffic. More disrepair to our roads"*
- *"Increased traffic to an already overpopulated area...and its only getting worse. Invest in road infrastructure before any more builds in or around the local area."*
- *"The absolute saturation of traffic that would, undoubtedly, cause traffic chaos."*

### b. Increased pollution (air, noise, light)

18 responses related to concerns around pollution that would be caused by the development, this included a detrimental impact on air quality and an increase in noise and light pollution.

- *"The noise and the light pollution will be awful for residents."*
- *"Air pollution from industrial processing"*
- *"Pollution from heavy goods vehicles"*
- *"I am concerned about noise and disruption during and after construction."*
- *"Noise & Light Pollution"*
- *"Reduced air quality"*

### c. Loss of green space / nice walking routes

14 comments related to the impact of a reduction in green spaces and in particular nice walking routes within the area.

- *"As a keen walker and lover of the countryside, this plan will have a devastating effect on me, as I will lose one of my favourite places to walk from home, without having to get in the car. I regularly walk the public footpaths in the area, it is one of the last remaining green places in Westhoughton, a beautiful rural landscape of open farmland, bounded by trees and hedgerows, and wide-reaching views northwards to the west Pennine Moors and south to Merseyside. Even though the masterplan aims to protect the landscape, creating open spaces & green corridors, etc, nothing can compensate for the loss of natural open space, essential for our health & wellbeing and wildlife habitats. It will permanently alter the character of the area; I certainly won't be walking through an ugly industrial estate"*
- *GM and Bolton council are determined to destroy open spaces and reduce living standards to local communities. I find it all very depressing. The loss of farmland should be ringing alarm bells."*
- *"I will lose walking paths (public rights of way) across green fields towards Hindley. I dare say the actual paths will be retained, but hardly the same walking opportunities if all the greenery is gone and the surroundings are just grey warehouses and industrial units."*

- *“The loss of green spaces which is the main reason people live here.”*
- *“The loss of another green space to greedy developers and councillors.”*

#### **d. Impact on wildlife**

8 respondents were concerned about the impact of the development on the wildlife in the area.

- *“A quiet place and a haven to wildlife, e.g.: deer, lapwings, skylark.”*
- *“Impact on local wildlife (can already see the impact of phase 1 on local deer)”*
- *“Loss of wildlife habitat.”*

#### **e. Impact on local services, including the need for more housing**

7 respondents commented on potential issues raised by more jobs / people coming into the area and the impact of these people on local services / infrastructure and housing.

- *“The introduction of new jobs will put more pressure on Westhoughton to build more houses, The infrastructure in Westhoughton is not there and this needs to be address in the development.”*
- *“Greater pressure on local services which are not sufficient”.*
- *“There is waiting lists for doctors & dentists as there are too many people as it is... This tiny town was not built for such population growth.”*
- *“More jobs bring more houses, schools are at full capacity, no one can get doctors’ appointments.”*
- *“The small town urgently needs health facilities, new high school to accommodate all the new residents”.*
- *“There are not enough doctors, dentists, or school. This proposal will in turn create the need for even more houses, which the area does not need.”*

#### **f. Increased risk of flooding**

3 respondents were concerned about an increased risk of flooding in the area.

- *“In some instances, I have seen flooding and excess water heading towards Westhoughton Golf Club which will cause them major problems in the future. It’s a shame to see such green space disappear to be replaced with hard materials which do not aid the local water table. I just hope the design takes into account the 1 in 10,000-year storm”.*
- *“Water and drainage report not reflective of actual with flooding on Dicconson Lane at multiple points between A6 and Gerrard Arms pub. Borsdane brook increases to river like levels at times including property floods and to new build area in Aspull to south of proposed development”.*
- *“Increased risk of flooding (already an issue)”*

#### **Other comments**

Other comments related to concerns of increased litter (2 comments), crime and road traffic accidents, the impact on people’s health and quality of life generally. One respondent said it would provide a range of local job opportunities, another thought the plans lacked ambition, and suggested investment into tech, creative and scienced based roles rather than industrial buildings.

The three comments below highlight specific impacts on residents who live in the immediate area and didn't fit within the above categories,

*"I live at Willow Bank, there are 5 houses and we will now be surrounded by industrial units. As a resident I will probably be unable to sell my property, and it will certainly be devalued because of the proposed development. From the strategic master plan the self-seeded willow trees which now cover the field at the front of my property, is now classed as "retained woodland area". These fields have not been maintained by Harworth (all the other fields on the site have been regularly ploughed) and these have been left to self-seed and seemingly forgotten about. This area is designated as an amenity space, and I worry how this would impact residents. The proposed walking and cycling route to the site would run parallel with Willow Bank and there would be increased numbers of walkers passing by at all times of the day. The existing pedestrian path from the train station through Wingates industrial is an absolute mess and the plan shows this extending down past willow bank and again this will impact residents".*

*"I live in an apartment for over 55s. The immediate field/area will be destroyed. It will be an industrialised mess that causes chaos, dirt, noise, pollution. Destroys countryside and wildlife. It will go over budget like everything else. It will affect our lives by taking the view, the light, it will be running all night with increased traffic. Destroying every facet of our daily lives".*

*"I, and 17 other occupiers, live in the 3-storey apartment building at 419 Chorley Road, Westhoughton, which is directly next to the fields that are due to be developed. This is a peaceful area surrounded by beautiful natural landscape and wildlife. This development will have a severe detrimental impact on our wellbeing if no longer able to enjoy our home and immediate surrounding area. Why would we want to exchange a beautiful field for ugly industrial units that no amount of clever landscaping is going to disguise"?*

**Lancashire Wildlife Trust** made the following comment:

*"The Lancashire Wildlife Trust is a nature conservation charity that seeks to enable wildlife's recovery in our area by working in partnership with others to conserve, restore, create and connect habitats and to increase species abundance; and to connect people with nature and help them to act for wildlife, wherever they are. Given the potential negative impact on biodiversity issues that could occur without adequate mitigation and compensation then the Trust is especially keen that biodiversity gains are seen as one of the main outcomes and drivers from the successful delivery of the West of Wingates Development. The success of biodiversity outcomes will be dependent on the steer from documents such as the SPD. It is therefore vital that the SPD highlights the importance of the development providing full and meaningful biodiversity gains. We are particularly concerned that currently biodiversity deliver and recreational requirements have been conflated and that this could lead to reduced biodiversity gains due to increased disturbance. We are also concerned that priority S41 species such as ground nesting birds should be recognised and that sufficient and appropriate compensation action is provided to ensure that these species can begin to recover from their current dramatic population declines."*

**A Developer / Agent** made the following further comment:

*"The introduction of the anchor-led growth scheme, establishing the 'growth corridors,' which has the potential to provide a bold connected vision for Bolton 'one that links people, places and prosperity across the borough and beyond.' Is supported by the areas around the Wingates (e) which has the potential to align with all the 6 aims, specifically due to the surrounding infrastructure, where existing housing, employment, retail, and leisure can establish a mixed-use community. This can support surrounding areas such as Horwich and Westhoughton. The introduction of West of Wingates development will allow other satellite sites to come forwards in support of the masterplan area, in support of the proposed use as well as providing opportunity for Mixed-use developments."*

## 7. Overall

**Please use this if you'd like to make any further comments on the West of Wingates SPD.**

Please note that comments relating to PfE Policy JPA6 and the Phase 1 planning consent will not be taken into consideration within this consultation.

Respondents were given the opportunity to provide any further comments on the West of Wingates SPD. A total of 29 respondents chose to make a further comment. 10 respondents called for the development not to go ahead; these comments are outside the scope of the consultation and have therefore been discounted. The remaining comments have been categorised and are provided in the table below:

Q11: Please use this space to make a further comment on the West of Wingates SPD		
Rank	Category	No. of Respondents
a.	Concerns around volume of traffic / congestion	7
b.	Lack of consultation, won't listen anyway	4
c.	Concerns around air pollution	3
d.	Concerns around loss of green space	3
e.	Noise issues / noise abatement	3
f.	Consider neighbouring areas	2

### a. Concerns around volume of traffic / congestion

7 responses relating to concerns around volumes of extra traffic and congestion created by the development.

- *"Plan to deal with traffic issues properly. There is absolutely no consideration of the impact on the 4-6 M61 corridor".*
- *"Currently Westhoughton is often gridlocked at peak times and cannot accommodate further vehicles. Improvements to the link road between this site and M61 junction 6 need to be put in place BEFORE this site is developed any further. Also, highway signage needs to be in place from junction 6 only to avoid heavy traffic's through Westhoughton from Junction 5."*
- *"Transport detail is incorrect and not sufficient...There should be route restrictions from Hindley through Aspull for HGVs".*

### b. Lack of consultation / won't listen anyway

4 responses related to the consultation process, and scepticism around whether views will be taken into consideration.

- *"I know any objections are futile, my only option now is to look to find a new home elsewhere".*
- *"I would like to know how a plan can be produced without any meetings with residents whose homes will be blighted by this development."*
- *"What's the point, you won't listen anyway,"*

### c. Concerns around air pollution

3 respondents raised concerns around air pollution.

- *“The pollution from traffic will be horrendous”.*
- *“Local council’s these days just want to sell every single piece of land to developers ... bringing more pollution into our communities”.*

#### **d. Concerns around loss of green space**

3 respondents raised concerns around loss of green space.

- *“We need people to have access to MORE green spaces, not less”.*
- *“There should be good mounding between the properties at Willow Bank and the construction site – this should not impact any existing trees or shrubbery on long lane.”*

#### **e. Noise issues / noise abatement**

3 comments related to concerns around increased noise and suggested ways to alleviate this.

- *“Acoustic fencing will be necessary to keep noise to a minimum after construction”.*
- *“It will have an impact on noise levels if operating 24 hours”.*
- *“As this is so close to existing housing on both sides, acoustic fencing will be paramount. The noise from the current Wingates is often unacceptable and lessons need to be learned that acoustics MUST be prioritised this time, not just with mounds of earth”.*

#### **f. Consider neighbouring areas**

2 respondents mentioned that those in neighbouring areas also needed to be considered.

- *“The detail always relates to the Bolton Borough, however the border with Wigan is on Dicconson lane and the houses on Millgate Estate are under wigan but back onto the fields towards the development and are part of the surrounding area – however this does not seem to have had any consideration.”*
- *“The report does not consider wider implications on surround areas such as Aspull which have implications in terms of transport and flooding”.*

Other comments included the following:

- *“It fails to meet any of the principles it set out to achieve.”*
- *“The LNRS, and particularly nature network core and opportunity areas within the site redline boundary, should be flagged in the site context section.”*
- *“All existing conveniences on the private road (Long Lane) must be retained. This would also be a good opportunity to connect Willow Bank to the gas network.*

**Lancashire Wildlife Trust** made the following further comment:

*“Currently, there is little within the SPD relating to species protection and recovery. Habitat provision for woodland and scrub species looks to be sufficient, yet as we have outlined above, S41 priority ground nesting birds would not be able to be retained within the development boundary and would be lost to the site. Whilst we accept that the original bird surveys indicated low numbers of Lapwing, updated surveys would need to be undertaken to assess the value of the land for priority ground nesting birds. Given the decline in these species, it is important that appropriate off-site provision is made if found to be present within the development area. We note that the original bird survey report maintained that it is likely that these birds would disperse and compete for breeding territories in suitable habitat within the local area. We do not feel this approach is acceptable and such a strategy would no doubt lead to the piecemeal loss of these species from the area as a whole. Government guidance makes it clear that development should help to bring about nature’s recovery including priority species. The recently published UK Government’s Environmental Improvement Plan (EIP) 2025 reiterates the UK Government statutory target to: • halt the decline in species abundance by 2030 • increase species abundance so that, by 2042, it is greater than in 2022 and at least 10% greater than in 2030 • improve the Red List Index for England for species extinction*

by 2042 compared to 2022 levels. The UK Government has made it clear that impacts on priority species must be mitigated/compensated for. Action to ensure that the populations of these vulnerable species are not only protected but enhanced must be undertaken to ensure that the developments are high quality and environmentally sustainable. We therefore recommend that a compensation strategy is provided that is appropriate and commensurate that helps to maintain these birds in the locality”.

**The Coal Authority** (trading as the Mining Remediation Authority) made the following comment:

“The Coal Authority (trading as the Mining Remediation Authority) records indicate that within the West of Wingates Masterplan area there are recorded coal mining features present at surface and shallow depth including mine entries, coal workings and surface mining. These features may pose a potential risk to surface stability and public safety. The information we hold indicates four mine entries located within the northeastern part of the site. These features lie in the vicinity of Phase 1. The Coal Authority is of the opinion that building over the top of, or in close proximity to, mine entries should be avoided wherever possible, even after they have been capped, in line with our adopted policy: <https://www.gov.uk/government/publications/building-on-or-within-the-influencing-distance-of-mine-entries> I have reviewed the Masterplan and am pleased to see that the recorded mineshafts are identified on the ‘Site Influences Plan’. Any formal planning application submitted for development in areas where our records indicate that coal mining features are present should be supported by a Coal Mining Risk Assessment, to assess the risks posed and set out any further works necessary to investigate and address these risks. I can confirm that the Planning team at the Coal Authority have no objections to the Masterplan as proposed”.

**A Developer / Agent** made the following further comment:

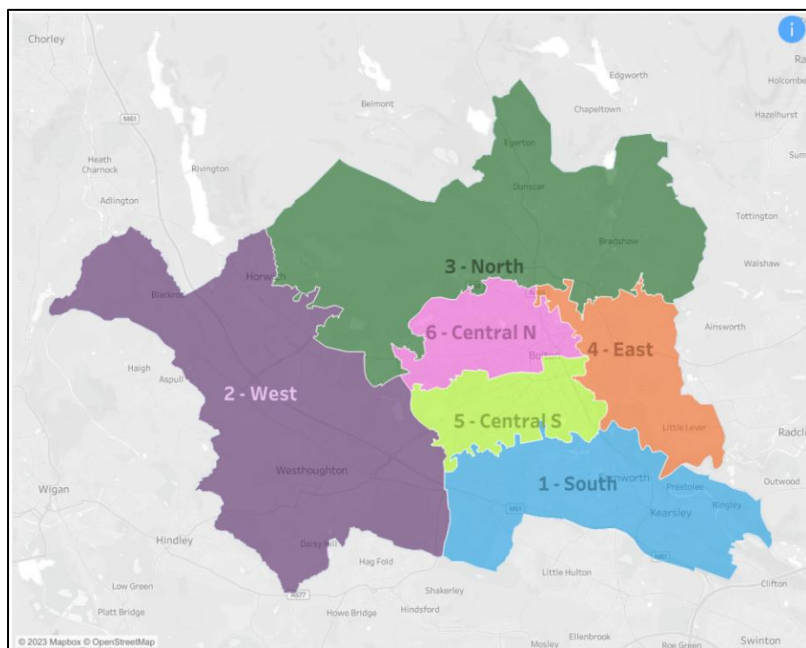
“The inclusion of satellite sites needs to be encouraged in order to promote growth and align with the Bolton Local Plan DoT (Local Character Area E and F). The area benefits from strong transport links, including the use of smaller, less frequently used road such as Lostock Lane, which would be enhanced by this type of development. The area already ‘contains a significant concentration of industrial and business parks and has attracted substantial investment interest.’ It also has a bus route. The site at Lostock Lane (south) can be connected to the northern development and the southern proposed West of Wingates master plan site which would support the provision of additional infrastructure, such as road improvements and serviced. This is further supported by the Local Area of Change (e) Wingates which is to include an employment-led mixed-use development. The placement of development along Lostock Lane (south) can be characterised as linking Local Character Areas e and f which will encourage this type of development. This is representative of the anchor-led growth (within the Bolton Local Plan DoT), which will create corridors of growth within areas that are able to support and be supported by the existing works.”

## **8. About you**

Demographic questions were included in the questionnaire to make sure views were gathered from different types of people.

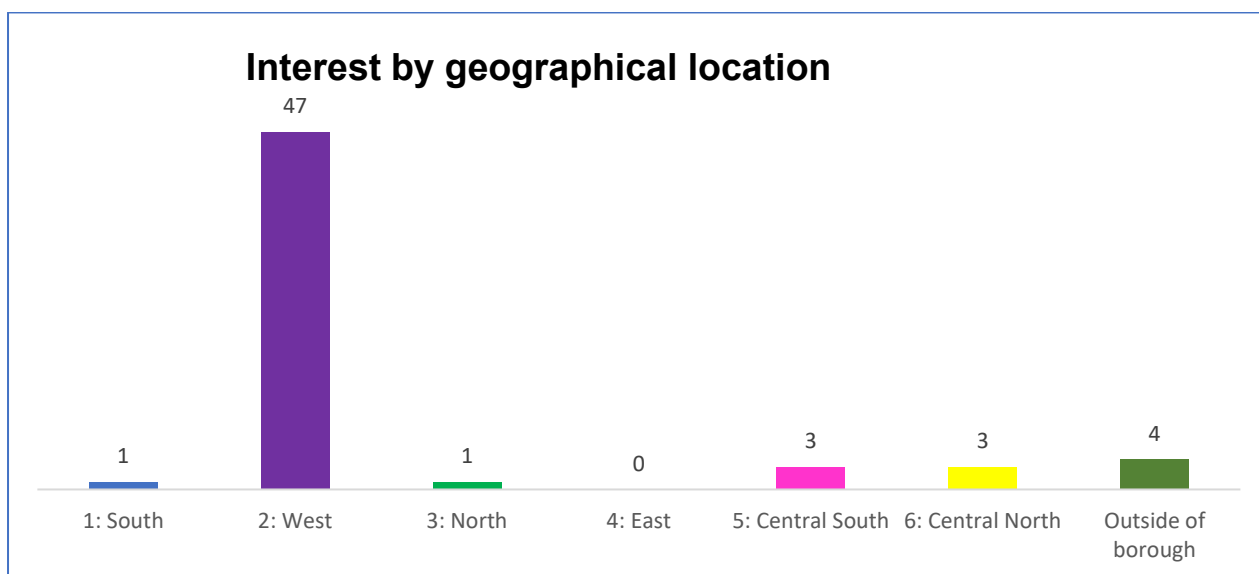
### **8a. Geographical**

The table below outlines the demographics of respondents by geographical neighbourhood and Ward.



\*Neighbourhoods are a local geography for integrated health and social care; all have a population of around 50,000 residents.

A total of 59 respondents provided their full postcode, with nearly all responses (47) coming from the West of the borough, primarily Westhoughton North & Hunger Hill and Westhoughton South.



**Base: 59**

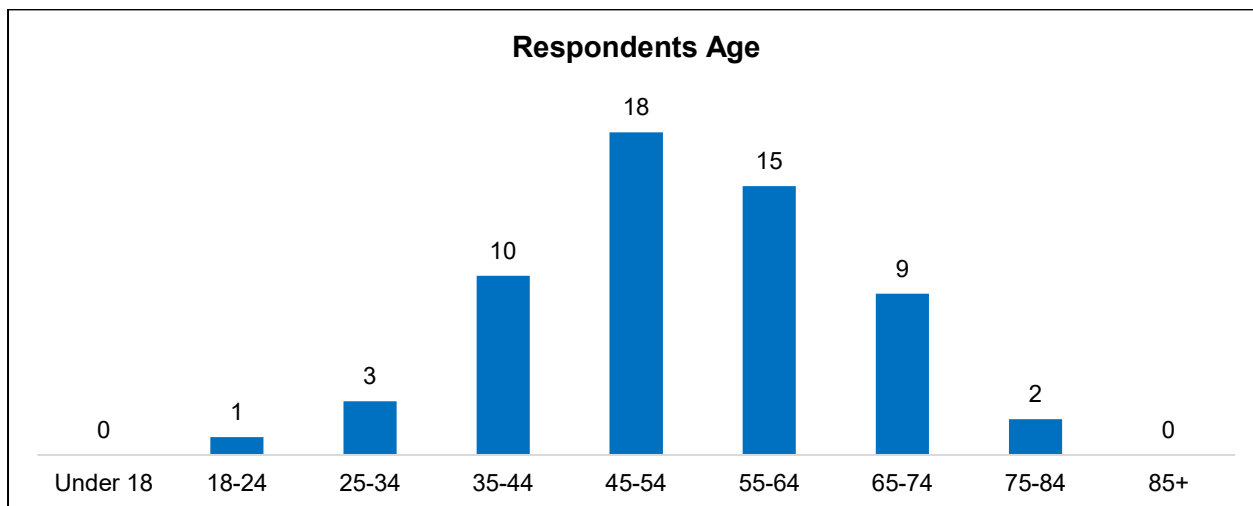
Ward	Number
Bradshaw	1
Farnworth North	1
Great Lever	1
Heaton, Lostock & Chew Moor	2
Horwich North	1
Horwich South & Blackrod	2
Queens Park & Central	1
Smithills	2
Westhoughton North & Hunger Hill	35
Westhoughton South	9

### 8b. Preferred identity

60 respondents provided an answer to the question on preferred identity. 31 respondents (52%) identified as being female, 28 (47%) as male and 1 said they identify in another way.

### 8c Age

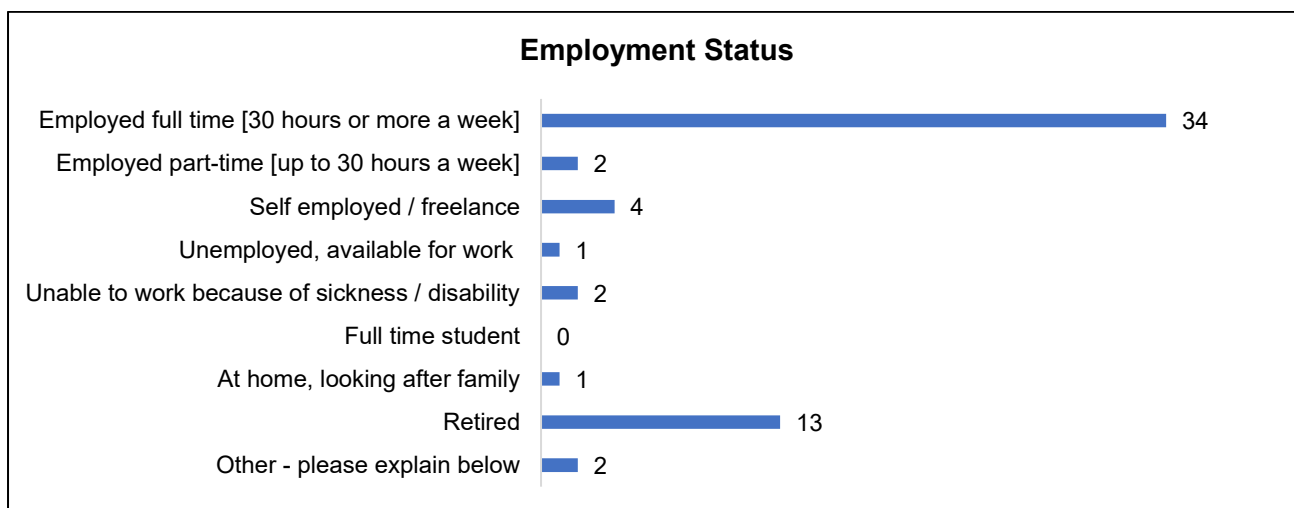
Responses were received from individuals in most age categories. The majority (74%) of respondents (43 respondents) were aged between 35 – 64 years. Just 4 respondents were under the age of 34 years, and 11 responses were received from individuals above the age of 65 years.



Base 58

### 8d. Employment Status

The majority (68%) of respondents (40 individuals) were in some form of employment. 13 respondents were retired, 2 respondents were unable to work due to sickness or a disability, 2 respondents stayed at home to look after the family, and 1 person was unemployed but available for work. A further 2 people stated 'other' but did not explain their answer.



Base 59

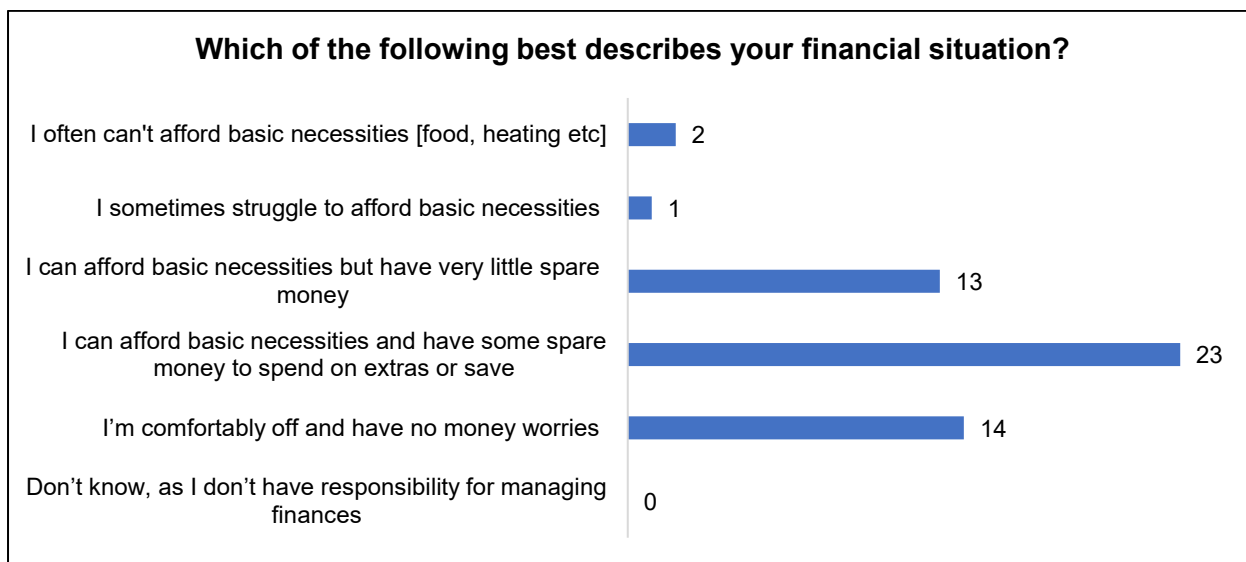
### 8e. Ethnicity

57 respondents provided their ethnicity on the questionnaire, the majority of which (54 respondents) reported as being white – British. 3 respondents reported as being from other ethnically diverse communities.

### 8f. Financial Situation

Respondents were asked to look at a list of statements and ask which best describes their financial situation. This question is asked to aid understanding of how people are being affected by the cost of living.

Just under half of the respondents (23 individuals) said they could afford the basic necessities and had some spare money, 14 individuals had no money worries, 13 individuals said they could afford basic necessities but had little spare money and a further 3 respondents were struggling.



Base 53

## 9. Drop-in event

A drop-in event was held on Monday 15 December 2025 at the Westthoughton Hub, Central Drive, BL5 3DS, between 1pm and 7pm

The drop-in event allowed residents and interested stakeholders to view the West of Wingates draft Masterplan SPD document, exhibition boards, ask questions and speak to a planning officer and/or the developer, Harworth.

Paper copies of the questionnaire were also distributed at this event.

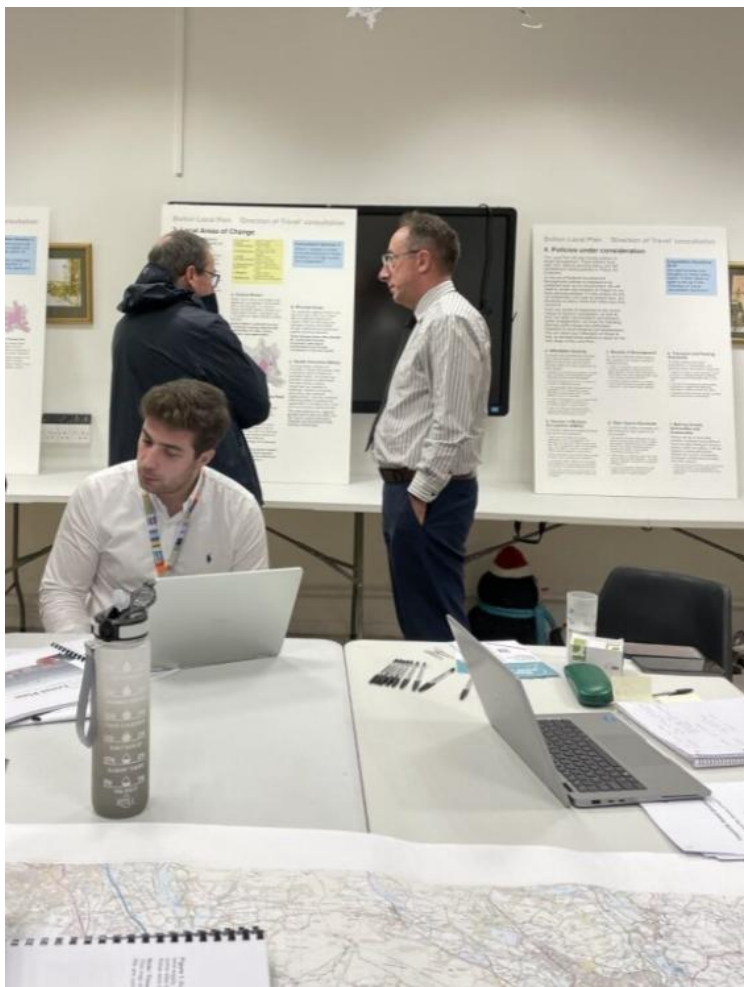
A total of 57 people attended this event, including several residents who live adjacent to the site.

The dwell time of most attendees was high (estimate of 40 – 60 mins).

The following comments were noted during the drop-in session:

- Proportion of land identified for development is too high / Scale excessive.
- Proportion of green corridors/buffers too low especially to Dicconson Lane, Concern over disappearance of green spaces generally in Westhoughton
- Insufficient focus on ecology/wildlife in the document, could do more e.g. increase or create linkages to Borsdane Wood.
- Concern about downstream impact on watercourses (erosion, silting etc).
- Already congested road network to be made worse / Traffic impact. Local highway network can't accommodate additional traffic volumes, cumulative impact of development in Westhoughton
- Concern regarding impact of adjacent development on their property (applicable to the 5 houses at Willow Bank) in terms of noise, visual, scale, hours of operation etc.
- Reassured that the woodland area south of Willow Bank is to be retained for habitat enhancement – don't want this to be an amenity area which could attract anti-social behaviour.
- A number of residents referred to the [Astley Business Park, Tyldesley \(Peel\) development](#) expressing concern of similar impact on residential amenity.
- Support for development access at Dicconson Lane from residents on Chorley Road.
- Retention of / opportunity for existing gym business within the development (e.g. Farmer Strong)
- Compliments about the quality of the A6 realignment and the boundary treatments.
- Welcome improvements to cycling and walking network both onsite and offsite.
- Scepticism about ability to improve linkages to Westhoughton rail station.
- Support for a less intensive / small supermarket/ convenience offer adjacent to existing residents (corner of Chorley Road/ Dicconson Lane).
- Request for more detailed engagement on relationship with existing residents.
- Interest in wider community benefits.
- Need to consider the risk of flooding.

Photographs of the Westhoughton Hub drop-in session



## 10. Report Summary

Bolton Council ran a public consultation, seeking views on the draft West of Wingates Strategic Masterplan Supplementary Planning Document (SPD). 62 survey responses were received during the consultation period, with 9 formal responses from industry stakeholders. Responses were predominantly received from residents of the borough.

In addition, a drop-in event was held on Monday 15 December 2025 which attracted 57 people. Comments received at the drop-in event reflected views expressed through the survey.

The majority (77%) of respondents disagreed with the vision and objectives of the West of Wingates Masterplan SPD, raising concerns around road infrastructure and congestion, the loss of greenspace and the impact of development on wildlife, residents and pollution levels.

The majority (69%) of respondents disagreed with the general approach to the Strategic Masterplan SPD, and most (between 58% and 78%) disagreed with the design principles. When asked to suggest other design principles, respondents made comments on the road infrastructure, the green spaces and the size / design of buildings.

Of the economic, social and environmental benefits that the site is hoping to offer, community facilities and recreational spaces was considered most important amongst respondents, however 21 respondents said that there were no benefits / the development should not go ahead.

When asked about the impact of the proposals, respondents made comments around congestion / traffic issues, increased pollution and the loss of green spaces.



## West of Wingates Masterplan Supplementary Planning Document

**Consultation closes on Thursday 22nd January 2026**

**Bolton Council is consulting on a draft Supplementary Planning Document (SPD) and we want to hear your views.**

West of Wingates is a key employment destination, which could create up to 6,000 new jobs over the next 20 years. The development will provide high-quality, modern industrial and warehousing space, boosting the economy of Bolton and Greater Manchester. It is located to the south of the A6 Chorley Road and to the west of the Wingates Industrial Estate in Westhoughton, close to Junction 6 of the M61.

The site is allocated for industrial and warehousing development in the Places for Everyone (PfE) joint development plan (JPA6) and Phase 1 already has planning consent for 73,750 sq m of industrial and logistics space. **PfE Policy JPA6 and the Phase 1 planning consent are not being reconsulted upon.**

### **What is the West of Wingates Strategic Masterplan SPD?**

Responding to the Places for Everyone allocation, the draft Strategic Masterplan SPD has been produced to provide more detail of how the development may be delivered and provides a framework against which the Council will consider future planning applications for the site.

If the Masterplan is adopted, it will become a Supplementary Planning Document (SPD) which will be considered when determining any planning applications for the site.

### **What does the West of Wingates Strategic Masterplan SPD include?**

- Details about the site, proposed use and overall vision.
- The proposed approach to transport and access, including promoting public transport and active travel.
- Design principles to ensure high-quality, sensitive development with well-crafted landscape and placemaking to promote community wellbeing.
- Key environmental considerations, including retention of trees and watercourses, and protection of residential amenity.
- How sustainability and resilience are central considerations to the development.
- How the site will support regional economic growth and attract new businesses.
- The approach to phasing, infrastructure and delivery.

Before completing this survey, please take a look at all the background information, including the draft West of Wingates Strategic Masterplan SPD. This will help inform your comments. The questionnaire refers to specific chapters within the SPD, however there is also space for you to provide general comments: [www.bolton.gov.uk/directory/13/consultations/category/195](http://www.bolton.gov.uk/directory/13/consultations/category/195).

Your views will help inform the Masterplan and may result in changes to the Masterplan.

**Your response - keeping your data safe**

Most questions are optional; just miss out any that you don't want to answer.

Through legislation, Bolton Council are required to undertake public consultation when producing local planning policy documents, such as SPDs. This is a legal obligation to comply with the following legislation:

- The Planning and Compulsory Purchase Act 2004, as amended
- The Town and Country Planning (Local Planning) (England) Regulations 2012, as amended
- Bolton Council Statement of Community Involvement

Bolton Council are required to undertake public consultation when producing local planning policy documents, such as SPDs. This is a legal obligation to comply with legislative duty. All comments will be held by Bolton Council and made available in accordance with our Planning Strategy Privacy Notice (available on Bolton Council's Active Consultation webpage).

A summary of the main issue raised in your response will be published with your full name and organisation details. We may also contact you for further discussion of your comments.

Data will be shared with Bolton Council and Font Communications Ltd for analysis purposes only. Any personal data you provide will be held securely, in line with our retention schedules and privacy policies.

Bolton Council's privacy notice can be accessed here:

[www.bolton.gov.uk/data-protection-freedom-information/privacy-notice](http://www.bolton.gov.uk/data-protection-freedom-information/privacy-notice)

Bolton Council use Snap Surveys professional software to collect and process your data. Snap Surveys Ltd. follow the UK General Data Protection Regulation, and their privacy policy can be found by following this link:

[www.snapsurveys.com/survey-software/privacy-policy-uk/](http://www.snapsurveys.com/survey-software/privacy-policy-uk/).

Font Communications Ltd privacy notice:

Your survey responses enable Font Communications Ltd, on behalf of Bolton Council, to assess the reach of the consultation and analyse responses. Survey responses will be held securely by Font Communications Ltd in accordance with the Data Protection Act 2018 and will not be passed to any additional third parties.

## **Vision and objectives**

The vision of the West of Wingates Masterplan SPD 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.'

The objectives of the West of Wingates Masterplan SPD are summarised below (please see the SPD for full details):

- Ensuring all development is sympathetically accommodated within a strong landscaped, green framework;
- Delivering best practice placemaking principles as set out within the National Design Guide's 10 characteristics of well-designed places;
- Making provision for green and blue infrastructure including taking appropriate account of the Four Gates Site of Biological Importance;

- Defining and enhancing the boundaries of the Green Belt around the site;
- Limiting the impacts on the site's rural setting including minimising any light, noise and air pollution;
- Providing flexibility in order to incorporate a variety of alternative development layout options and unit typologies to react to market demands;
- Minimising impact on areas of the site that are to be retained and not developed;
- Creating opportunities for businesses in the area who have outgrown their existing premises;
- Making provision for new and improved sustainable transport and highway infrastructure;
- Creating a network of walking and cycling routes;
- Providing opportunities for health and wellbeing facilities; and
- Contributing to Greater Manchester's objectives in delivering a more resilient and carbon neutral region.

1. **How far do you agree with the vision and objectives of the West of Wingates Masterplan SPD, as set out in Chapter 6 (Vision and Objectives)?**

- |   |  |
|---|--|
| <input type="checkbox"/> Strongly agree | <input type="checkbox"/> Strongly disagree |
| <input type="checkbox"/> Agree          | <input type="checkbox"/> Unsure            |
| <input type="checkbox"/> Disagree       |  |

2. **Please use this space if you'd like to make any further comments on the vision and objectives for West of Wingates.**

## Principles

3. The Strategic Masterplan sets out the main components of the West of Wingates development, including the key features to be retained and the maximum extent of development.

**Do you agree with this general approach to the Strategic Masterplan? Please refer to Chapter 7 for this question.**

- |   |  |
|---|--|
| <input type="checkbox"/> Strongly agree | <input type="checkbox"/> Strongly disagree           |
| <input type="checkbox"/> Agree          | <input type="checkbox"/> No opinion / Not applicable |
| <input type="checkbox"/> Disagree       |  |

4. **Do you agree with the design principles proposed to create 'A distinctive landscape character'? Please refer to Chapter 8, Section 8.1 for this question.**

	Strongly agree	Agree	Disagree	Strongly disagree	No opinion / Not applicable
Design Principle 1. Green Infrastructure Corridors	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Design Principle 2. Landscape Buffers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. **Do you agree with the design principles proposed to create 'A legible, safe and accessible place'? Please refer to Chapter 8, Section 8.2 for this question.**

	Strongly agree	Agree	Disagree	Strongly disagree	No opinion / Not applicable
Design Principle 3. Movement Hierarchy, Wayfinding & Public Realm	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Design Principle 4. Walking, Wheeling, Cycling & Bridleway Network	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Design Principle 5. Public Transport, Shared Transport & Micromobility Facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Design Principle 6. Vehicular Access: Shared, Private and Industrial Vehicles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6. **Do you agree with the design principles proposed to create 'An exemplar scheme for the industrial warehousing sector'? Please refer to Chapter 8, Section 8.3 for this question.**

	Strongly agree	Agree	Disagree	Strongly disagree	No opinion / Not applicable
Design Principle 7. Land Uses	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Design Principle 8. Building Design	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

7. **Are there any other design principles that should be considered?**

**Economic, social and environmental benefits**

8. The Strategic Masterplan outlines a number of economic, social and environmental benefits that the site is hoping to deliver.

**Which of the following do you think are the 3 most important opportunities that the site can deliver?**

- |   |  |
|---|--|
| <input type="checkbox"/> Attracting new businesses and investment to Bolton                                     | <input type="checkbox"/> Supporting Greater Manchester's ambition to become a carbon neutral city-region by 2038 with a sustainable employment destination |
| <input type="checkbox"/> Community facilities and recreational spaces   | <input type="checkbox"/> Other (please state)  |
| <input type="checkbox"/> Creating high quality jobs, skills and training  | <input type="checkbox"/> No opinion / Not applicable   |
| <input type="checkbox"/> Enhancing existing active travel networks and new spaces to promote healthy lifestyles |  |
| <input type="checkbox"/> Providing formal and informal access to green spaces to promote wellbeing              |  |

9. **If "Other", please outline any other economic, social and environmental opportunities that are important to you.**

## Impact

10. **Please use this space to share how the West of Wingates development could impact you.**

## Overall

11. **Please use this space if you'd like to make any further comments on the West of Wingates Supplementary Planning Document.** Please note that comments relating to PFE Policy JPA6 and the Phase 1 planning consent will not be taken into consideration within this consultation.

## Your interest

12. **Which of the following best describes you / your family's interest in this consultation?**

- Live in Bolton borough [Bolton Council area]
- Work in Bolton borough
- Study / have children at school in Bolton borough
- Visitor to Bolton
- Official response from Parish / Bolton borough Councillor / Elected Member
- Official response from a business / organisation / community group. You must have their permission to submit an official response on their behalf
- None of the above - please explain below

**Please say what your interest is.**

**Please say which ward, business organisation or community group you represent.**

**Please say what your role is - in what official capacity do you represent the ward, business, organisation or community group?**

## About you

Your answers in this section help us to make sure we are getting views from different types of people. We may contact you for further discussion of your comments.

13. **What is your name?**

14. **What is your email?**

15. **Please give your full postcode.**

16. **Preferred identity.**

- Female
- Male
- Identify in another way

17. **Which most closely describes you?**

- |   |  |
|---|--|
| <input type="checkbox"/> Employed full time [30 hours or more a week] | <input type="checkbox"/> Unable to work because of sickness / disability |
| <input type="checkbox"/> Employed part-time [up to 30 hours a week]   | <input type="checkbox"/> Full time student                               |
| <input type="checkbox"/> Self employed / freelance                    | <input type="checkbox"/> At home, looking after family                   |
| <input type="checkbox"/> Unemployed, available for work               | <input type="checkbox"/> Retired   |
|   | <input type="checkbox"/> Other - please explain below                    |

**If 'other' please explain**

18. **Which age group are you in?**

- |                                  |                                     |
|----------------------------------|-------------------------------------|
| <input type="checkbox"/> Under18 | <input type="checkbox"/> 55 - 64    |
| <input type="checkbox"/> 18 - 24 | <input type="checkbox"/> 65 - 74    |
| <input type="checkbox"/> 25 - 34 | <input type="checkbox"/> 75 - 84    |
| <input type="checkbox"/> 35 - 44 | <input type="checkbox"/> 85 or over |
| <input type="checkbox"/> 45 - 54 |                                     |

19. **What is your ethnic group?**

- |   |   |
|---|---|
| <input type="checkbox"/> White British                  | <input type="checkbox"/> Asian or Asian British                     |
| <input type="checkbox"/> White other                    | <input type="checkbox"/> Black, Black British, Caribbean or African |
| <input type="checkbox"/> Mixed or Multiple ethnic group | <input type="checkbox"/> Other ethnic group                         |

20. **Which of the following best describes your financial situation?**

**This question helps us to see how people are being affected by the cost of living.**

- |  |  |
|--|--|
| <input type="checkbox"/> I often can't afford basic necessities [food, heating etc]      | <input type="checkbox"/> I can afford basic necessities and have some spare money to spend on extras or save |
| <input type="checkbox"/> I sometimes struggle to afford basic necessities                | <input type="checkbox"/> I'm comfortably off and have no money worries                                       |
| <input type="checkbox"/> I can afford basic necessities but have very little spare money | <input type="checkbox"/> Don't know, as I don't have responsibility for managing finances                    |

**Thanks! Please send to Freepost RTTT-YTEL-YSXS Consultation & Research Team, 2nd Floor, Town Hall, Victoria Square, Bolton, BL1 1RU.**

## Appendix B: Formal Responses from Industry Stakeholders

Name of business / organisation	Name of documents submitted
Antalis	Email with comments, photographs and diagrams Powerpoint presentation with strengths, weaknesses and opportunities outlined
Community Campaigner	18-page PDF document and covering email
Environment Agency	Email from Helen Telfer containing summary and context for a flood risk capital scheme in Hindley and considerations for WoW in terms of managing drainage PDF letter (4 pages) from Sylvia Whittingham with feedback on the draft SPD
Greater Manchester Ecology Unit	1-page map outlining a Site of Biological Importance in Greater Manchester Email from the Ecology Planning Manager
Natural England	1-page letter from the Consultations Team
Peel Land (via Turley)	Letter (4 pages) and i-Transport appendix (3 pages)
Resident response	Illustrative masterplan diagram and comments within a completed questionnaire
Sport England	5-page PDF response
Transport for Greater Manchester	8-page response
United Utilities	6-page letter from Strategic Planning and Sustainability
Westhoughton Golf Club	3-page email from the Development Director