

Bolton Local Plan Transport Model

Traffic Forecasting Report

Bolton Metropolitan Borough Council

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1. Introduction

1.1 The Purpose of the Report

AECOM was commissioned by Bolton Metropolitan Borough Council (BMBC) to develop the Bolton Local Plan Transport Model (BLPTM) to support the assessment of the emerging Bolton Local Plan. The BLPTM was developed from a validated 2025 base year highway assignment model, as reported in “Bolton Local Plan Transport Model, Model Development Report”, and provides the forecasting framework through which the transport impacts of future growth and associated mitigation measures can be assessed.

The purpose of this report is to document the development of the future year forecasting models and the methodology adopted to assess the transport impacts of planned growth across the borough. The forecasting process has been undertaken for two assessment years, 2039 and 2042, reflecting the Local Plan forecast horizons.

Forecasting has been undertaken through the development of two principal scenarios:

1. A Do-Minimum (DM) Scenario, which includes committed development and committed transport infrastructure schemes anticipated to be in place by the relevant forecast year in the absence of adopting assessed Local Plan (second scenario); and
2. A Local Plan (LP) Scenario, representing the Local Plan development allocations together with associated transport infrastructure and mitigation measures identified to support planned growth.

The future year models were developed from the validated 2025 BLPTM through the application of forecast demand growth, committed development assumptions and future highway network modifications. The resulting forecasting framework enables the impacts of Local Plan growth to be assessed relative to a baseline scenario reflecting the expected future transport network and development commitments.

This Traffic Forecasting Report (TFR) documents:

- The development of the 2039 and 2042 Do-Minimum scenarios, including committed developments and transport infrastructure schemes;
- The development of future year demand matrices to represent forecast travel demand within the assessment years;
- The development of future year highway networks for both the Do-Minimum and Local Plan scenarios;
- The incorporation of Local Plan development allocations and associated transport interventions within the forecast models;
- The assignment of future year demand matrices to the corresponding highway networks; and
- The assessment of future highway network performance and the transport impacts of the proposed Local Plan growth and associated infrastructure improvements.

The report therefore provides the forecasting evidence base used to assess the transport implications of the emerging Bolton Local Plan and to inform the identification and appraisal of measures necessary to support future growth across the borough.

1.2 Structure of the Report

This Traffic Forecasting Report (TFR) documents the development of the future year SATURN forecasting models prepared to support the assessment of the emerging Bolton Local Plan. The forecasting methodology has been developed with reference to the Department for Transport's Transport Analysis Guidance (TAG) and, where appropriate, has adopted the principles and recommendations contained within the guidance. TAG has also been used to inform key forecasting inputs, including economic parameters, forecast assumptions and reasonableness checks applied throughout the model development process.

The remainder of this report is structured as follows:

- **Section 2:** Summary of Base Year Model Performance outlines the calibration and validation performance of the 2025 BLPTM, which forms the basis of the forecasting models;
- **Section 3:** Forecasting Assumptions and Uncertainty Log describes the forecasting scenarios, development assumptions, committed infrastructure and uncertainty considerations incorporated within the future year models;
- **Section 4:** Forecast Matrix Development describes the methodology used to develop the future year demand matrices for the 2039 and 2042 forecast years;
- **Section 5:** Forecast Network Development describes the highway network modifications implemented to develop the future year Do-Minimum and Local Plan forecasting scenarios;
- **Section 6:** Forecast Model Results presents the forecasting outputs and assesses the impacts of future development and transport infrastructure on highway network performance; and
- **Section 7:** Summary and Conclusions summarises the forecasting methodology, key findings and conclusions arising from the assessment

Together, these sections describe the development of the future year forecasting models and provide the evidence base used to assess the transport implications of the emerging Bolton Local Plan.

2. Summary of Base Year Model Performance

2.1 Overview

The BLPTM was developed for a 2025 base year and represents the following modelled periods:

- Weekday AM Peak Hour: 08:00–09:00; and
- Weekday PM Peak Hour: 17:00–18:00.

The BLPTM was developed through the extraction and enhancement of a cordoned study area from the 2025 Greater Manchester Strategic Model (GMSM). The highway network, zoning system, user class structure and key modelling assumptions were inherited from the parent model to maintain consistency with the wider Greater Manchester modelling framework. The adopted model extent was defined to provide comprehensive coverage of the Bolton Local Plan area whilst retaining the strategic gateways and external movements necessary to represent wider travel patterns and cross-boundary interactions.

2.2 Model Performance

2.2.1 At Screenline/Cordon Level

The validation results indicate that approximately 63% of screenlines and cordons satisfy the TAG validation criterion during the weekday AM peak period, with approximately 44% satisfying the criterion during the weekday PM peak period.

These results should be considered in the context of the available traffic count data. As discussed in the Base Year Model Development Report, the screenlines and cordons adopted within the BLPTM are not fully watertight due to gaps in count coverage and the absence of additional survey data. Consequently, screenline and cordon totals were not used as constraints during the matrix estimation process. Instead, they were used primarily as diagnostic measures to assess the overall reasonableness of traffic movement patterns across key corridors and strategic movements within the study area.

Given the incomplete nature of the screenlines and cordons, greater emphasis has been placed on individual count validation and journey time validation when assessing overall model performance and fitness for purpose.

2.2.2 At Individual Count Level

Individual link flow validation was undertaken by comparing modelled and observed traffic flows at count locations across the study area in accordance with the guidance set out in TAG Unit M3.1.

The calibration results demonstrate a strong level of agreement between modelled and observed traffic flows following completion of the calibration process. 88% of count locations satisfied the TAG validation criteria during the weekday AM peak hour, whilst 86% satisfied the criteria during the weekday PM peak hour.

These results indicate that the BLPTM provides a robust representation of observed traffic flows across the majority of the highway network and that the calibration process was successful in achieving a realistic representation of travel demand and route assignment within the study area.

2.2.3 Journey Time Validation

Journey time validation was undertaken using a set of 22 one-way validation routes covering the principal radial and orbital corridors within the study area. Modelled journey times were compared against observed journey times derived from Teletrac Navman GPS data for both the AM and PM peak periods.

The validation results indicate a good level of agreement between modelled and observed journey times. Across all routes, 77% satisfied the TAG validation criteria in both the weekday AM and PM peak periods.

This level of performance demonstrates that the BLPTM provides a realistic representation of route choice behaviour, congestion levels and overall network performance across the study area and supports its application as a strategic forecasting tool.

2.2.4 Model Fitness of Purpose Statement

Consistent with TAG guidance, model performance has been assessed with regard to its intended purpose rather than solely against individual calibration and validation statistics. The model has been developed as a strategic forecasting tool and has been calibrated and validated proportionately to support the assessment of future travel demand, development growth and associated transport impacts across the borough.

The validation results demonstrate that the BLPTM is capable of reproducing observed highway network conditions to a level appropriate for its intended application. Whilst some localised discrepancies remain, these are not considered to materially affect the model's ability to support forecasting and transport assessment. The overall model performance, together with the level of convergence achieved and the consistency of the calibration and validation results across both peak periods, provides confidence in the robustness of the model.

It is therefore concluded that the BLPTM is fit for purpose for the development and assessment of future-year forecasting scenarios, including the evaluation of Bolton Local Plan growth options, strategic development allocations, transport interventions and the cumulative impacts of development on the highway network. In addition, the model is considered suitable for the assessment of individual development sites and planning applications, supporting Bolton Council's development management and development control functions where an understanding of the transport implications of proposed developments is required. The model may also be used to inform the identification, testing and appraisal of mitigation measures necessary to accommodate future development and manage highway network impacts.

It should be recognised that the BLPTM has been developed as a strategic highway assignment model and has therefore been calibrated and validated to support network-wide transport assessment rather than detailed operational analysis. The model is considered appropriate for assessing overall traffic flows, route choice patterns, corridor performance and the strategic impacts of development across the highway network. Whilst it can be used to identify locations where operational issues may arise and where mitigation may be required, it has not been developed to provide detailed operational assessments at individual junctions. Consequently, the model should not be relied upon in isolation for junction capacity assessments, signal optimisation studies, queue length estimation, reserve capacity calculations, or other forms of detailed operational analysis. Where such assessments are required, the findings of the BLPTM should be supplemented by appropriately scoped local junction models and/or microsimulation models.

Accordingly, the BLPTM is considered to provide a robust and proportionate evidence base for strategic transport planning, Local Plan examination, development-related transport assessment and development management activities within Bolton.

3. Forecasting Assumptions and Uncertainty Log

3.1 Introduction

This chapter describes the development and infrastructure assumptions adopted within the future year forecasting scenarios and the manner in which these have been incorporated into the BLPTM. The forecasting assumptions have been informed by development and transport infrastructure information provided by BMBC and form the basis of the future year demand and network forecasts.

In accordance with TAG principles, an uncertainty log was prepared to identify developments and transport schemes expected to influence travel demand and network performance within the assessment years. The uncertainty log was used to inform both the future year trip matrix development and the future year highway network assumptions.

Future traffic demand has been derived through a combination of National Trip End Model (NTEM) v8.0 growth forecasts through TEMPro and development-specific trip generation associated with committed and Local Plan development allocations. Development assumptions included within the forecasting scenarios are provided in Appendix A, together with the uncertainty log classifications adopted for the assessment.

For the Do-Minimum (DM) scenario, committed developments identified through the uncertainty log process were incorporated into the demand forecasts and combined with background growth assumptions. The resulting demand was subsequently constrained to NTEM v8.0 growth forecasts to ensure consistency with forecast travel demand trends at the relevant geographic level.

For the Local Plan (LP) scenario, demand associated with the proposed Local Plan allocations was added to the Do-Minimum demand matrices to represent the additional growth arising from planned development. In line with standard forecasting practice, this additional Local Plan demand was not subject to further NTEM v8.0 growth forecast constraint, thereby ensuring that the full impact of the proposed allocations was represented within the assessment.

In addition to development assumptions, a series of committed and proposed transport infrastructure schemes were incorporated within the forecasting scenarios. The treatment of these schemes within the future year networks is described in Chapter 5, whilst the infrastructure assumptions adopted for each forecast scenario are summarised within the uncertainty log.

The following sections describe the development assumptions and uncertainty log classifications adopted for the assessment and their application within the future year forecasting models.

3.2 Forecast Year Developments

In July 2026, BC issued AECOM an Uncertainty Log (UL), that had a list of developments and committed highway schemes within the Bolton area. The UL is provided in Appendix A. Based on the likelihood of implementation, the proposed development sites were placed into four categories as listed below.

- Near certain;
- More than Likely;
- Reasonably Foreseeable; and
- Hypothetical

Only those developments with a certainty defined as “Near Certain” or “More than Likely” are used in the DM scenario while those with “Reasonably Foreseeable” or “Hypothetical” are used in LP scenario.

Two forecast years have been considered: 2039 and 2042. Developments expected to be delivered by 2039 have been included in the 2039 matrices, while developments expected to be delivered by 2042 are included in the 2042 matrices.

The quantum of residential and employment development assumed within the Do-Minimum and Local Plan scenarios for both forecast years is summarised in Table 3-1. These development assumptions formed the basis of the future year demand forecasts described in Chapter 4.

Table 3-1 Summary of Housing and Employment Quantum – DM and LP

Scenario	2039		2042	
	Residential (Dwellings)	Employment (GFA)	Residential (Dwellings)	Employment (GFA)
Core (DM)	8,473	746,548	8,680	777,548
Additional for LP	8,073	263,516	9,518	273,907
Total LP	16,546	1,010,064	18,198	1,051,455

Figure 3-1 and Figure 3-2 present the spatial distribution of employment development for DM scenario for 2039 and 2042 forecast years respectively whilst Figure 3-3 and Figure 3-4 present the same for residential development. The size of the circles is proportional to the level of development as captured in the legend of the figures.

Figure 3-1 Distribution of Employment Development Sites Included in the 2039 Do Minimum Scenario

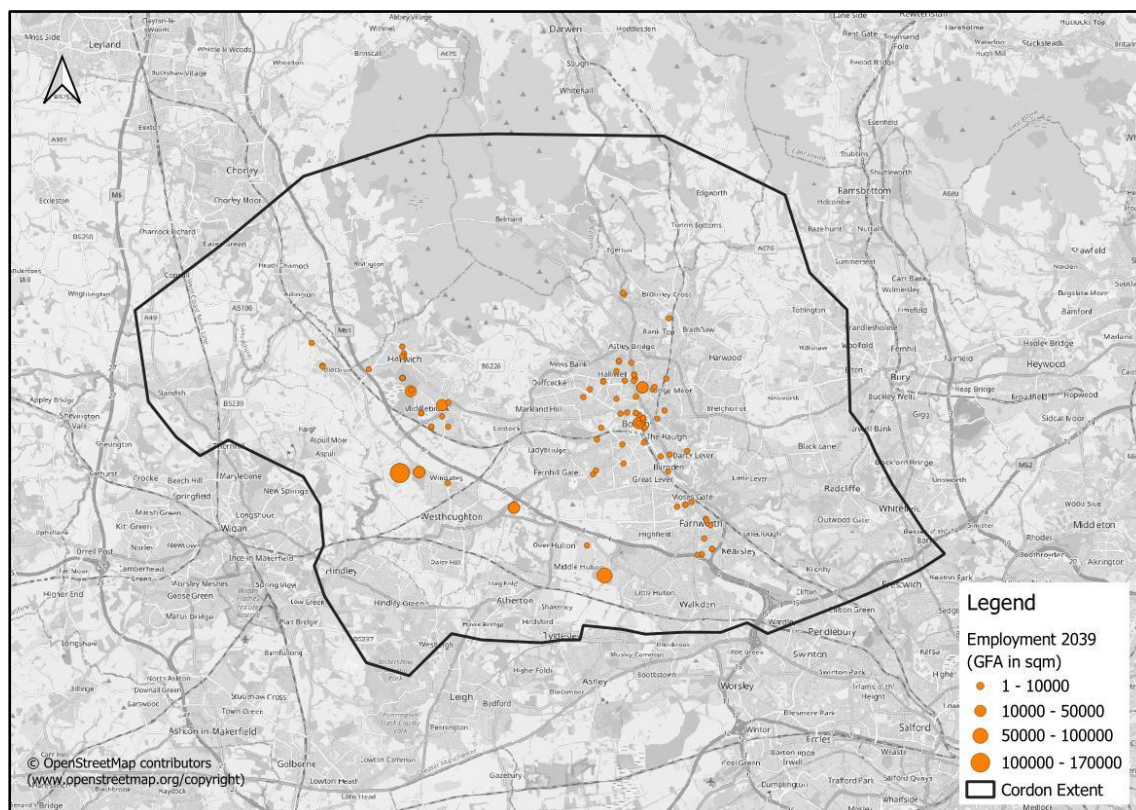


Figure 3-2 Distribution of Employment Development Sites Included in the 2042 Do Minimum Scenario

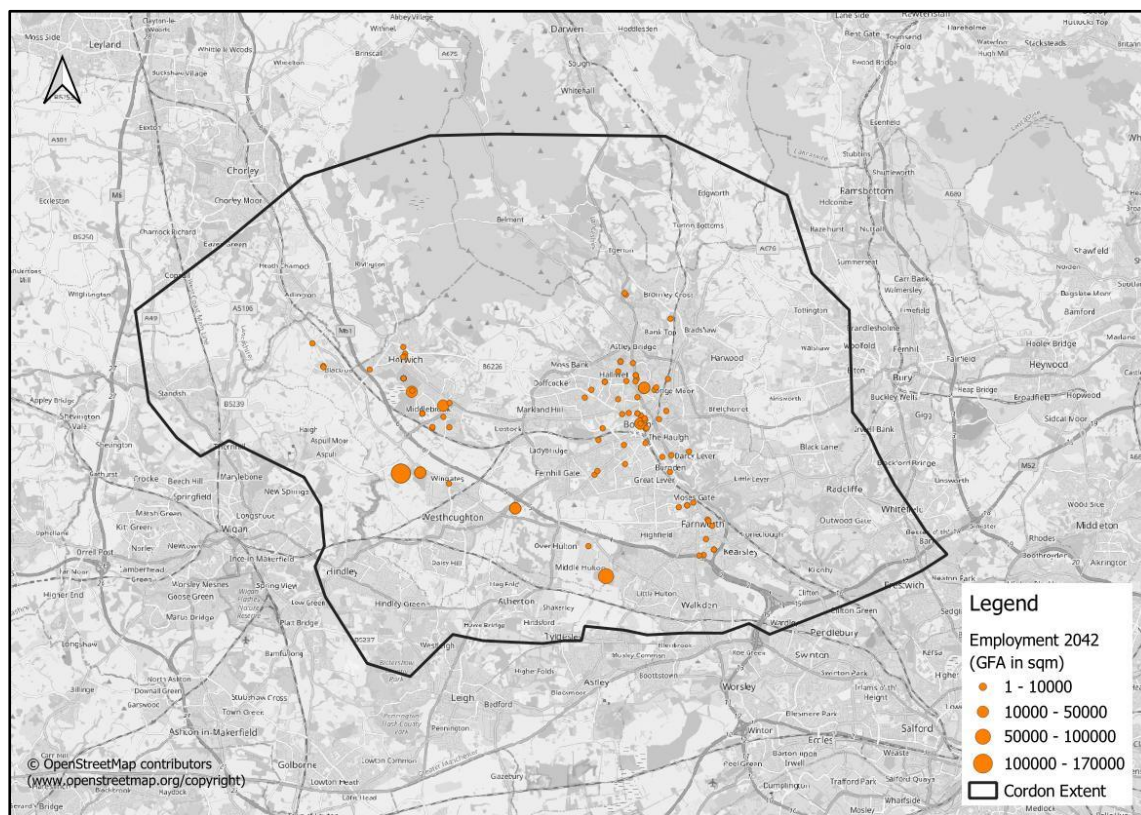


Figure 3-3 Distribution of Residential Development Sites Included in the 2039 Do Minimum Scenario

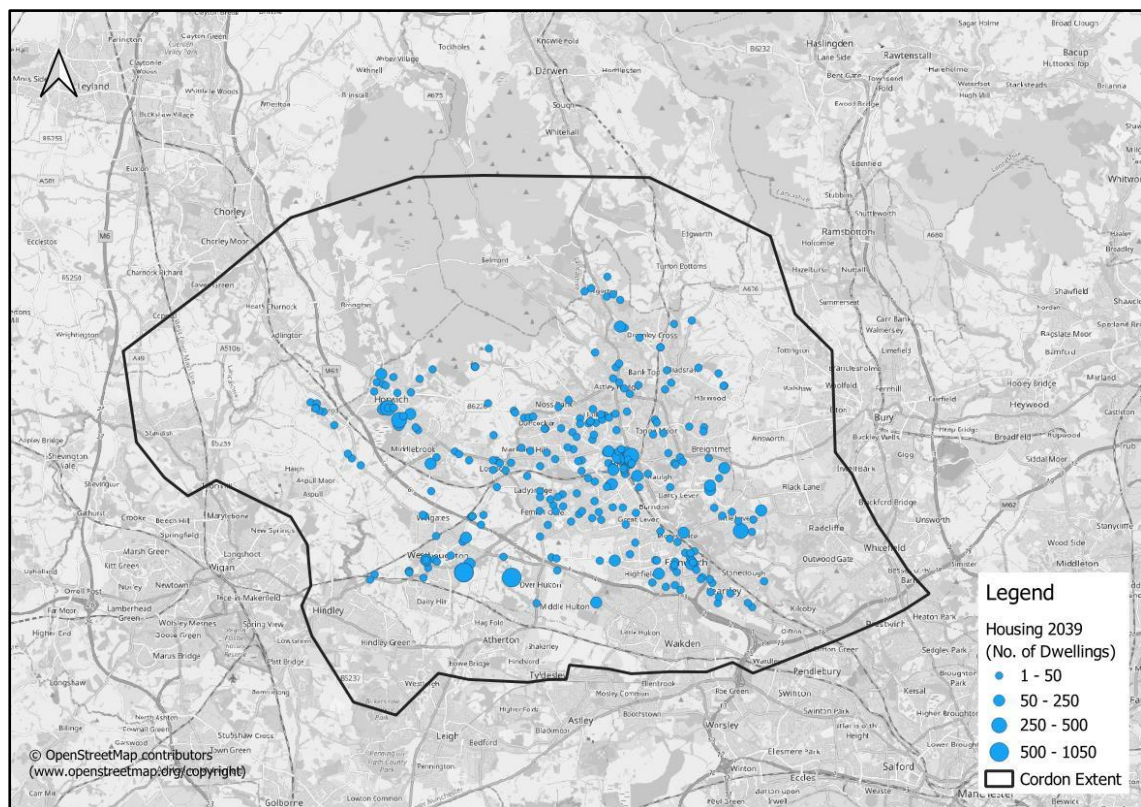


Figure 3-4 Distribution of Residential Development Sites Included in the 2042 Do Minimum Scenario

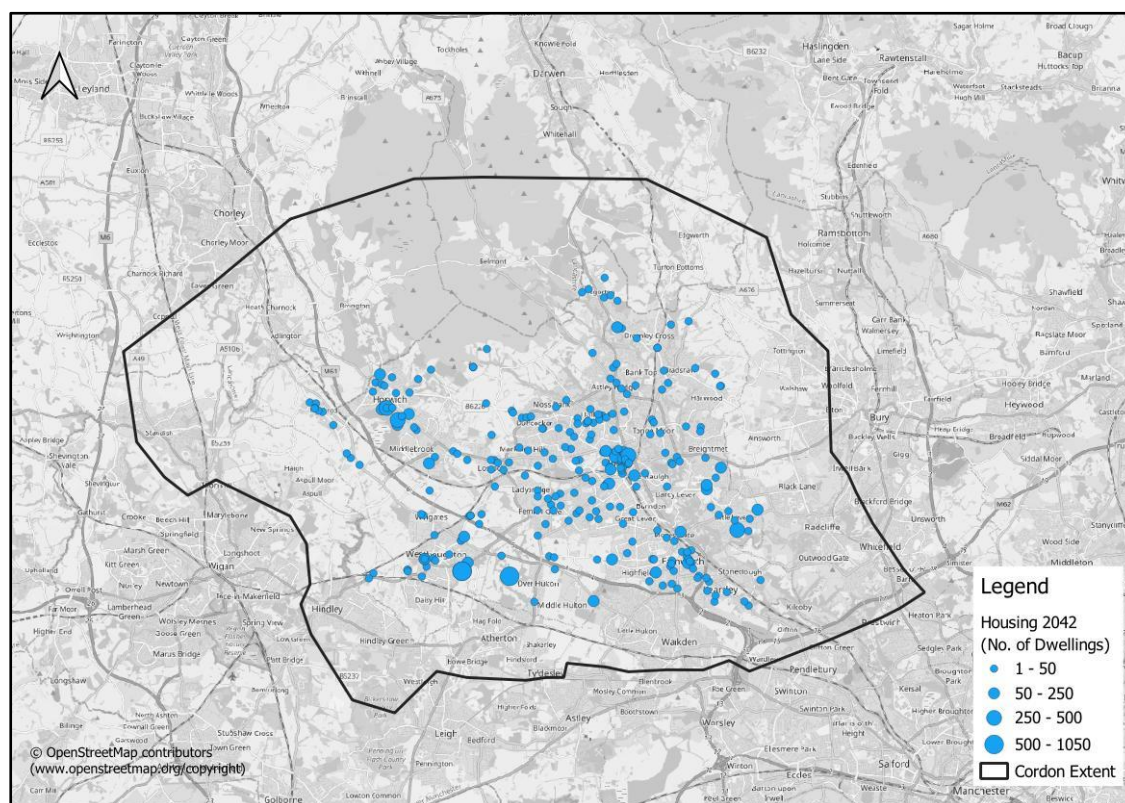


Figure 3-5 and Figure 3-6 present the spatial distribution of employment development for LP scenario (in addition to DM) for 2039 and 2042 forecast years respectively whilst Figure 3-7 and Figure 3-8 present the same for residential development.

Figure 3-5 Distribution of Additional Employment Development Sites Included in the 2039 Do Something Scenario

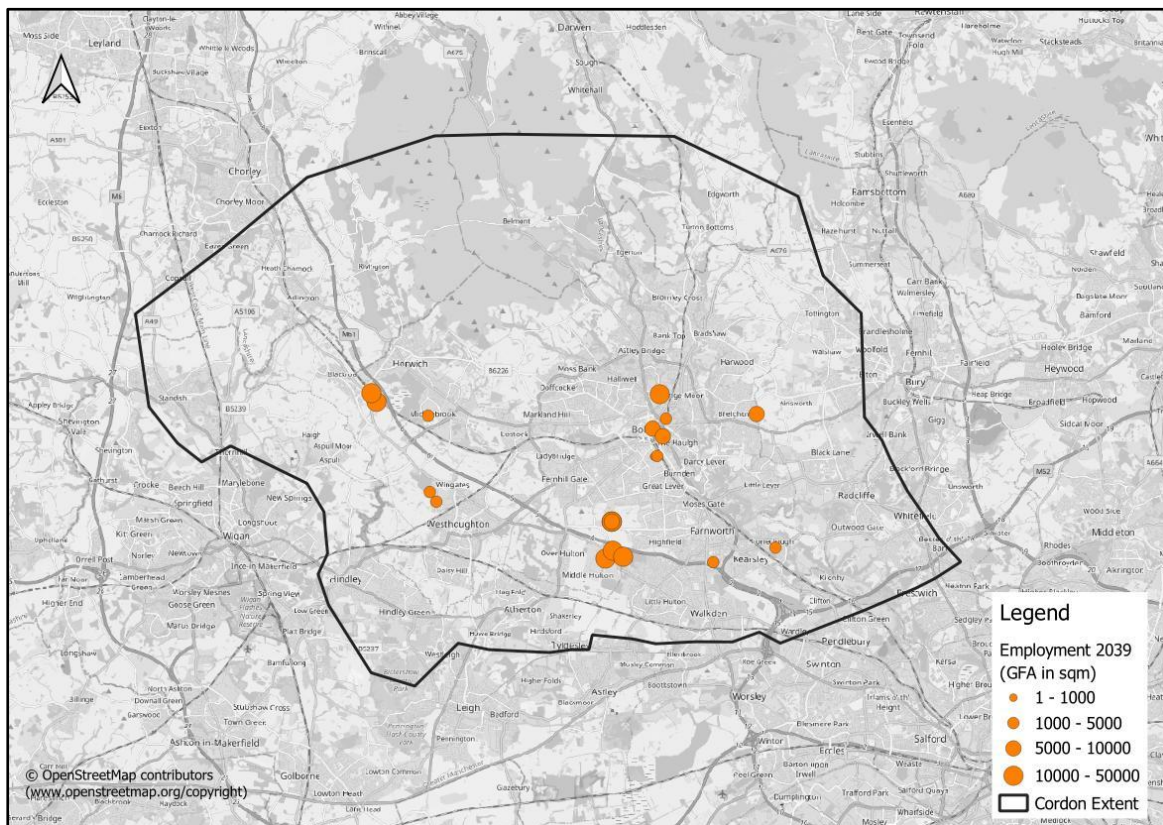


Figure 3-6 Distribution of Additional Employment Development Sites Included in the 2042 Do Something Scenario

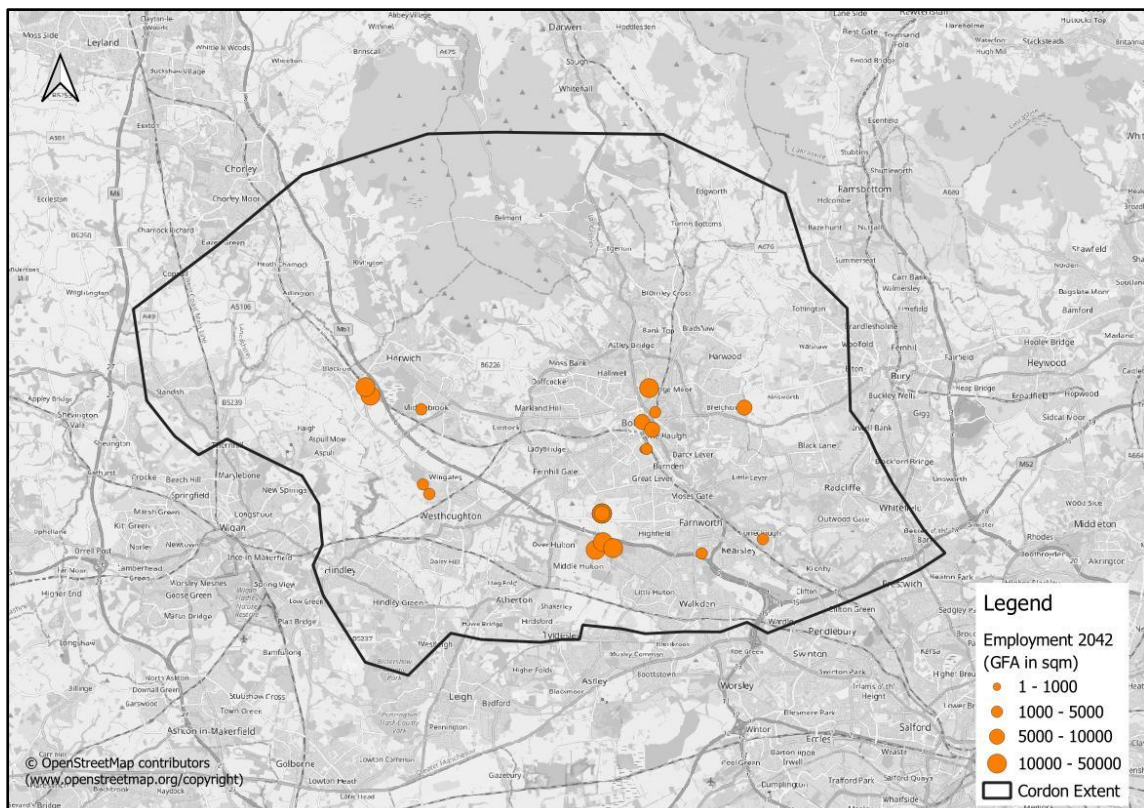


Figure 3-7 Distribution of Additional Residential Development Sites Included in the 2039 Do Something Scenario

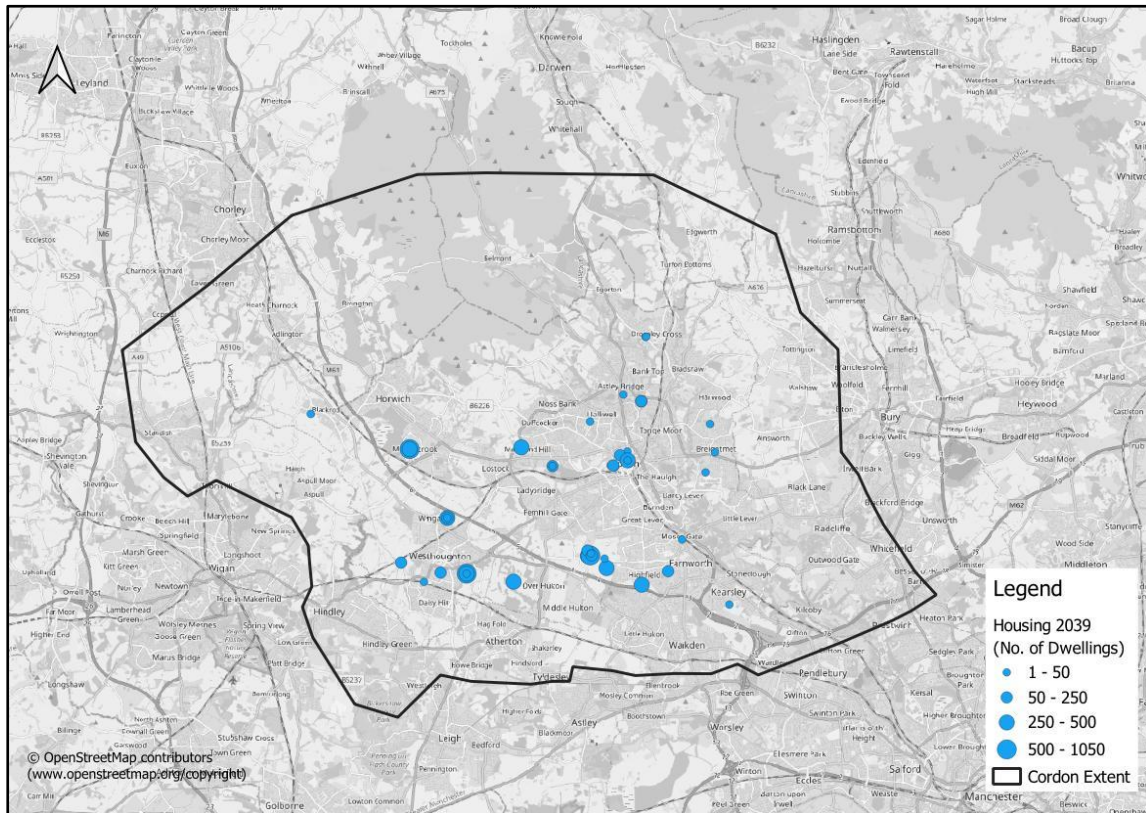
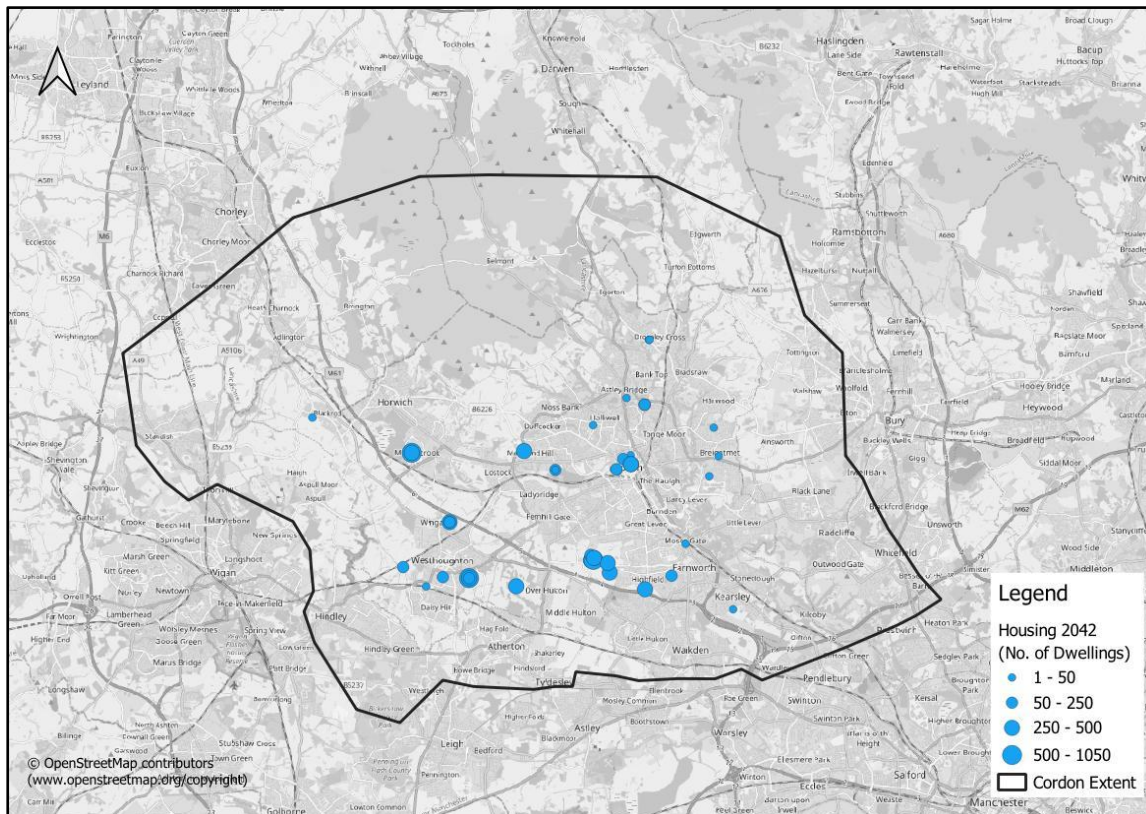


Figure 3-8 Distribution of Additional Residential Development Sites Included in the 2042 Do Something Scenario



4. Forecast Matrix Development

4.1 Introduction

This chapter describes the methodology adopted to develop the future year demand matrices for the 2039 and 2042 forecast scenarios.

The base year travel demand matrices for the BLPTM were derived from the 2025 GSM through the extraction of a cordoned model covering the Bolton study area. Following extraction, the matrices were refined through the calibration process, including matrix estimation, to produce the final calibrated 2025 base year demand matrices. These calibrated matrices form the starting point for the development of the future year forecasts.

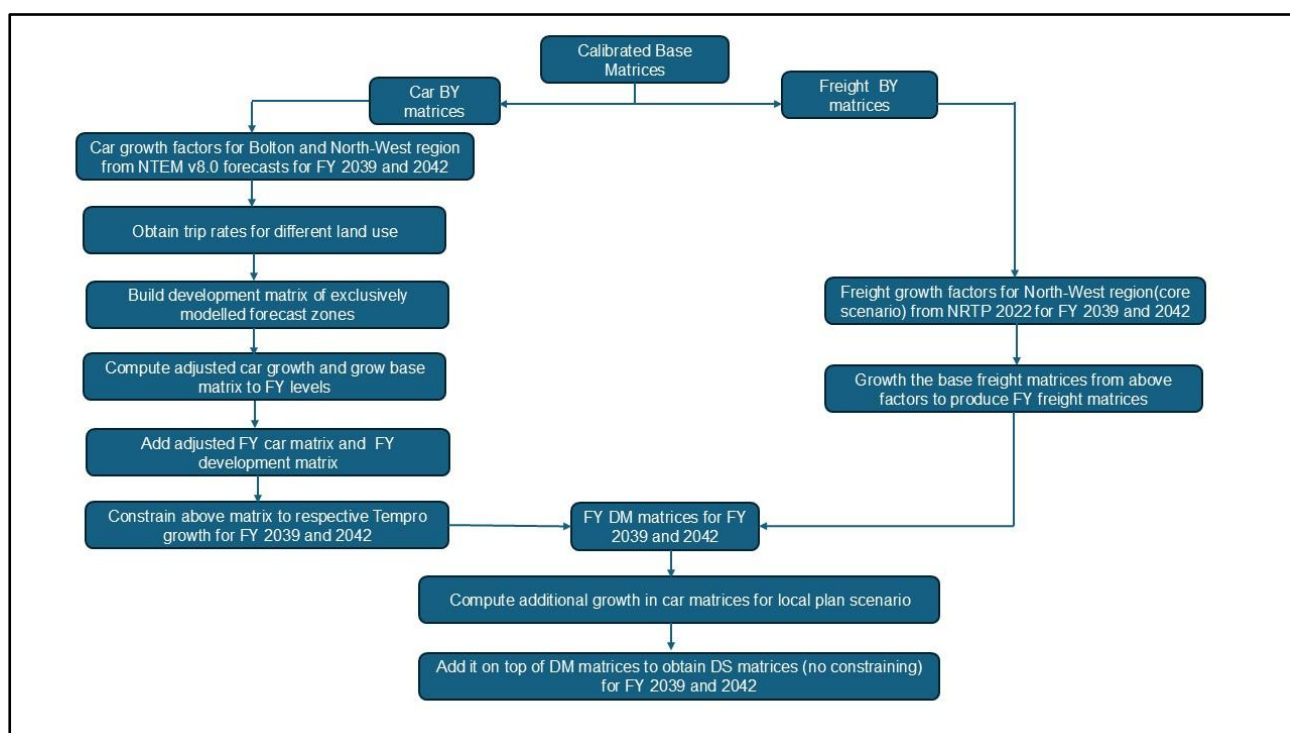
The development of the forecast matrices was undertaken to ensure that future travel demand reflects both national forecasting assumptions and the specific development aspirations of Bolton. In doing so, the forecasting process was required to satisfy two key requirements:

- Future travel demand should be consistent with the background growth forecasts contained within NTEM v8.0 growth forecasts; and
- Future travel demand should reflect the scale, location and phasing of development identified within the Bolton Local Plan and the associated uncertainty log.

4.2 Methodology

The forecast year (FY) matrices are developed from the calibrated and validated 2025 base year (BY) matrices. Figure 4-1 presents the methodology of creating the forecast year matrices for BLTPM.

Figure 4-1 Forecast Year Matrix development Methodology



4.2.1 NTEM Growth Factors

Background growth in car travel demand was forecast using growth factors derived from NTEM v8.0 growth forecasts using TEMPro . Consistent with the agreed forecasting methodology, separate growth factors were developed for zones within the Bolton study area and for external zones located outside the borough.

All internal BLPTM zones were adjusted using growth factors derived from the Bolton area, ensuring that forecast demand reflected the expected population and employment growth within the borough. External zones were grown using North-West regional growth factors, thereby reflecting forecast changes in travel demand outside the study area whilst maintaining consistency with the wider regional growth assumptions.

Growth factors were calculated relative to the 2025 base year for each forecast year and were subsequently applied to the base year car matrices as part of the matrix forecasting process. This approach ensured that future travel demand remained consistent with nationally recognised forecasting assumptions whilst allowing the impacts of local development growth to be represented separately through the development forecasting methodology.

The NTEM v8.0 growth factors adopted for the forecast matrix development process are summarised in Table 4.1.

Table 4.1 NTEM v8.0 Growth Factors (Car Driver)

Level	Name	2039				2042			
		AM		PM		AM		PM	
		Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
Region	NW	1.0681	1.0681	1.0665	1.0665	1.0784	1.0784	1.0763	1.0763
Authority	Bolton	1.0534	1.0687	1.0646	1.0550	1.0604	1.0790	1.0740	1.0622

4.2.2 Development Trip Rates

Different trip rates were used to estimate the traffic from the developments based upon the land use. These trip rates were obtained from the Trip Rate Information Computer System (TRICS) database v 8.26.6. For the selected land use category, all available survey observations conducted on weekdays were considered for the analysis. The corresponding trip rates were then calculated based on the aggregated weekday survey data to ensure representative and consistent estimates. Survey sites located in London, Wales, and Scotland were excluded from the analysis to maintain geographical consistency within the study area. Table 4.2 presents the car trip rates used in this study to calculate the trips from each development.

Table 4.2 Trip rates for car based on land-use

Land Use	Class	Units	AM Peak			PM Peak		
			Arrival	Departure	Total	Arrival	Departure	Total
Privately Owned Houses		Per Dwelling	0.113	0.321	0.434	0.287	0.137	0.424
Office	B1a		0.945	0.088	1.033	0.071	0.838	0.909
Business Park	B1b		1.434	0.116	1.55	0.096	1.069	1.165

Land Use	Class	Units	AM Peak			PM Peak		
			Arrival	Departure	Total	Arrival	Departure	Total
Industrial	B2	Per 100 sq.m GFA	0.368	0.087	0.455	0.126	0.371	0.497
Warehousing	B8		0.099	0.045	0.144	0.022	0.118	0.14
Retail_I			3.52	2.797	6.317	5.239	5.412	10.651
Hotel Food And Drink_A			0.101	0.265	0.366	0.242	0.116	0.358
Leisure_C			0.895	0.569	1.464	1.043	0.993	2.036
Education_F			4.169	3.364	7.533	0.273	0.525	0.798
Vehicle Services_A			1.066	0.447	1.513	0.098	0.587	0.685

4.2.3 Adjusted Car Growth

To ensure that future year demand reflected both forecast background growth and the spatial distribution of development proposed within Bolton, model zones were classified into three categories:

- Development Zones (DZ) - These are zones within Bolton where developments are proposed.
- Non-Development zones (NDZ) – These are zones within Bolton where no developments are proposed.
- Other Zones (OZ) – These are external zones.

The forecast matrix development methodology was designed to maintain consistency with NTEM v8.0 growth forecasts whilst ensuring that demand growth was allocated to locations where development was expected to occur. Two key principles were adopted:

- Where trips generated by development zones exceeded the level of growth implied by NTEM, development demand was reduced to align with the forecast NTEM growth, whilst demand in non-development zones was retained at the base year level; and
- Where trips generated by development zones were lower than the growth implied by NTEM, the remaining growth was distributed across the non-development zones to ensure that total demand remained consistent with the NTEM v8.0 growth forecasts.

To ensure that forecast developments were represented appropriately within the zoning structure, a minimum development threshold was adopted to determine whether a development should be represented explicitly through the creation of a dedicated development demand zone. For residential developments, this threshold was set at 200 dwellings, whilst for employment developments the threshold was set at 100 generated trips. Developments below these thresholds were incorporated into the existing model zones in which they were located.

Where possible, development demand was assigned to zones with a land-use characteristic consistent with the proposed development. However, in some instances a suitable zone was not available within the immediate vicinity. In such cases, a donor zone with a similar land-use profile was identified and used to derive trip distribution patterns, ensuring that forecast travel demand reflected realistic travel characteristics.

The uncertainty log also identified a number of regeneration developments, where future land use would replace or redevelop existing activity already represented within the base year model. For these sites, adjustments were applied to the associated base year trip ends to avoid double counting of demand. The scale of the adjustment was determined based on the size of the proposed regeneration development relative to the existing activity represented within the model zone.

The resulting adjusted demand matrices therefore reflect both forecast background growth and the spatial distribution of future development, whilst maintaining consistency with NTEM forecasts and preserving realistic travel demand patterns.

Table 4.3 summarises the trip-end totals for the Do-Minimum forecast matrices.

Table 4.3 Forecast Year Trip Ends for the DM matrices

FY Trip Ends	2039				2042			
	AM		PM		AM		PM	
	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination
FY DZ	30,888	30,943	32,379	31,185	31,220	31,391	32,804	31,525
FY NDZ	19,118	15,513	15,727	18,553	19,118	15,513	15,727	18,553
FY Other	27,858	32,132	35,244	33,156	28,127	32,442	35,568	33,460
Total	77,863	78,587	83,350	82,893	78,464	79,345	84,098	83,538

4.2.4 Freight Growth Factors

Growth factors for the freight matrices (LGV and HGV) were developed from the National Road Transport Project (N RTP) 2022 projections. To develop freight growth factors for BLPTM, projections from core scenario for North-West region were considered and growth calculated from the BY 2025 to respective forecast year. Table 4.4 presents the freight growth factors for LGV and HGV for both 2039 and 2042.

Table 4.4 Freight Growth Factors

Growth Factors	2039	2042
LGV	11.91%	15.52%
HGV	6.37%	7.71%

4.2.5 Do-Minimum matrices

A donor matrix, which contains appropriate distribution (as per the land-use) for every zone in forecast matrix, is created. The adjusted trip ends (presented in Table 4.3) are then distributed as per donor zone matrix in a doubly constrained furness process to produce DM FY matrices.

Table 4.5 Matrix totals for Do-minimum matrices

User Class	BY 2025		2039 DM		% Growth (2039 vs 2025)		2042 DM		% Growth (2042 vs 2025)	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
UC1 - Commuting car	18,689	25,290	19,821	26,734	6.1%	5.7%	19,993	26,958	7.0%	6.6%
UC2 -Employers' business car	2,780	2,458	2,948	2,599	6.0%	5.7%	2,974	2,620	7.0%	6.6%
UC3 -Other car	52,310	50,888	55,454	53,789	6.0%	5.7%	55,935	54,239	6.9%	6.6%

User Class	BY 2025		2039 DM		% Growth (2039 vs 2025)		2042 DM		% Growth (2042 vs 2025)	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
UC4 - LGV	11,892	10,277	13,315	11,502	12.0%	11.9%	13,745	11,873	15.6%	15.5%
UC5 - HGV	10,690	6,085	11,377	6,475	6.4%	6.4%	11,520	6,556	7.8%	7.7%
Total	96,360	94,997	102,916	101,097	6.8%	6.4%	104,167	102,246	8.1%	7.6%

4.2.6 Do- Something matrices

The Local Plan (LP) matrices were developed by incorporating the additional development allocations identified within the emerging Bolton Local Plan. These allocations were added to the corresponding Do-Minimum (DM) forecast matrices to represent the additional travel demand associated with planned growth across the borough.

As summarised in Table 3-1, the Local Plan scenario includes an additional 17,991 dwellings and approximately 1,010,064 m² GFA of employment floorspace by 2039. For the 2042 assessment year, the Local Plan scenario includes an additional 18,198 dwellings and approximately 1,051,455 m² GFA of employment floorspace.

Trip generation associated with the Local Plan developments was estimated using the trip rates presented in Table 4.2. The resulting trip ends were assigned to the relevant development locations and converted into forecast demand matrices using the same distribution methodology adopted for the Do-Minimum development demand.

Unlike the Do-Minimum matrices, the additional Local Plan demand was not constrained to NTEM growth forecasts. This approach ensures that the full impact of the proposed Local Plan allocations is represented within the forecast models and enables the transport implications of the planned growth to be assessed relative to the Do-Minimum scenario.

The additional forecast trip ends generated by the Local Plan developments are summarised in Table 4.6. The resulting demand matrices were subsequently combined with the corresponding Do-Minimum matrices to produce the final 2039 and 2042 Local Plan forecasting scenarios.

Table 4.6 Additional Trip ends for the LP matrices

FY Trip ends	AM		PM	
	Origin	Destination	Origin	Destination
2039	2,724	1,889	2,047	2,469
2042	3,164	2,105	2,289	2,864

Donor zones were identified for the local plan development, and the trip ends were distributed based on donor zone distribution.

This local plan matrix was added on top of the DM matrices and was left constrained to produce the LP matrices. Table 4.7 presents the totals for LP matrices.

Table 4.7 Matrix totals for Local Plan (DS) matrices

User Class	2039 LP		2042 LP		% Growth 2039 LP vs DM		% Growth 2042 LP vs DM	
	AM	PM	AM	PM	AM	PM	AM	PM
UC1 - Commuting car	20,995	28,203	21,334	28,635	5.9%	5.5%	6.7%	6.2%
UC2 -Employers' business car	3,118	2,734	3,167	2,775	5.8%	5.2%	6.5%	5.9%
UC3 -Other car	58,724	56,700	59,670	57,561	5.9%	5.4%	6.7%	6.1%
UC4 - LGV	13,315	11,502	13,745	11,873	0.0%	0.0%	0.0%	0.0%
UC5 - HGV	11,377	6,475	11,520	6,556	0.0%	0.0%	0.0%	0.0%
Total	107,529	105,613	109,437	107,399	4.5%	4.5%	5.1%	5.0%

It can be observed that the Local Plan development assumptions are focussed primarily on the generation of passenger car travel demand, with the freight demand matrices remaining unchanged between the DM and LP scenarios. Accordingly, no additional freight trips have been generated directly from the Local Plan development allocations. Instead, freight demand in both scenarios has been forecast using the growth factors derived from the NRTP22, as presented in Table 4.4.

This approach is considered appropriate for the purposes of the present assessment. Whilst a proportion of future freight growth is likely to be associated with new employment development, the level of information currently available is insufficient to robustly estimate site-specific freight trip generation and distribution patterns. The application of NRTP freight growth factors therefore provides a proportionate and consistent approach to forecasting freight demand across both scenarios, whilst avoiding the introduction of unsupported assumptions regarding future freight activity.

5. Forecast Networks Development

5.1 Introduction

In order to assess the future transport impacts of development within the Bolton area, the validated 2025 BLPTM highway network was updated to reflect anticipated future highway conditions. This ensured that future year traffic demand was assigned to networks that appropriately represent the forecast transport infrastructure available within each assessment year.

Separate future year highway networks were developed for the 2039 and 2042 forecast years, for both the AM and PM peak periods. Two forecasting scenarios were considered:

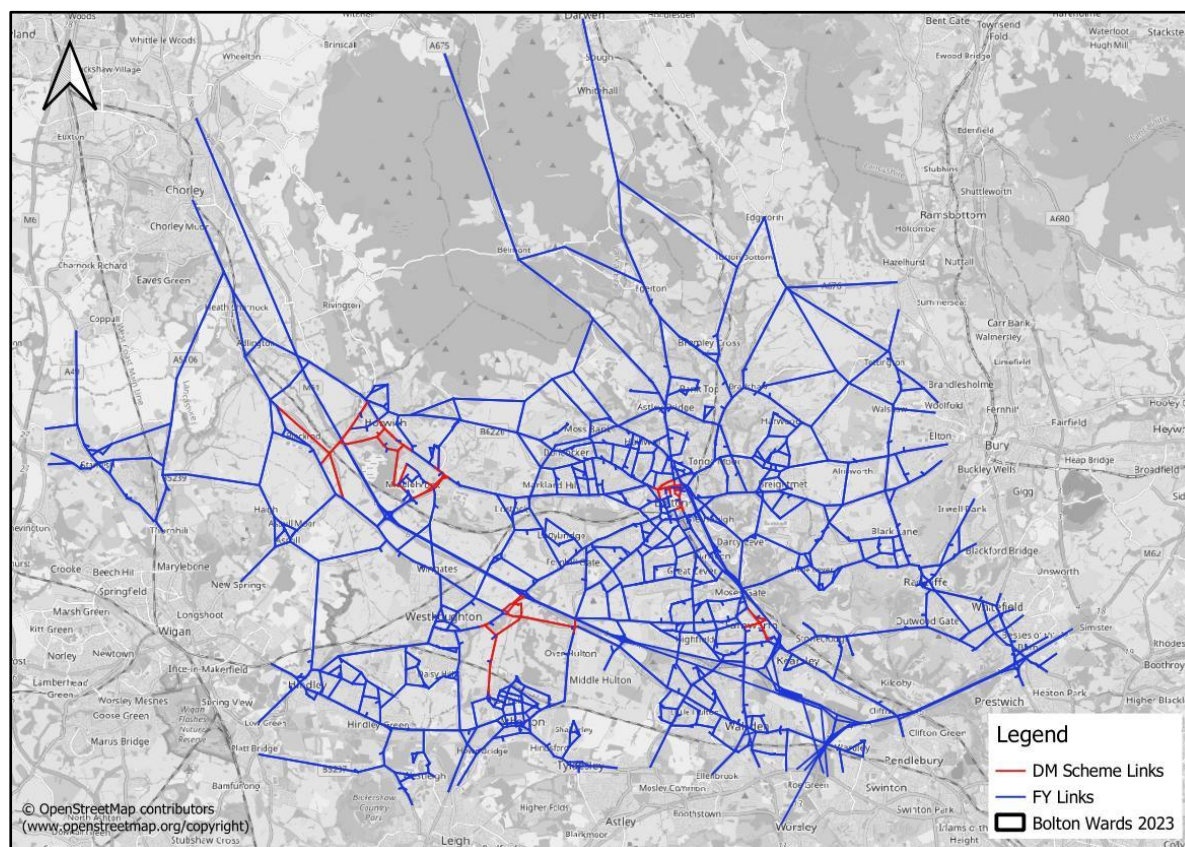
- Do-Minimum (DM) Network – comprising the validated 2025 highway network updated to include committed transport infrastructure schemes and network changes expected to be operational by the relevant forecast year; and
- Local Plan (LP) Network – comprising the Do-Minimum network together with transport infrastructure associated with the emerging Local Plan and identified mitigation measures required to support planned growth, in particular infrastructure associated with Health Innovation Bolton (HIB) development.

5.2 Do Minimum Network

The Do-Minimum network has been based on the validated base year (2025) highway network but also includes committed highway schemes that are programmed to be completed by the relevant future year. There are in total six highway/public realm schemes included in forecast year DM network as presented in Table 5.1 and presented in Figure 5-1

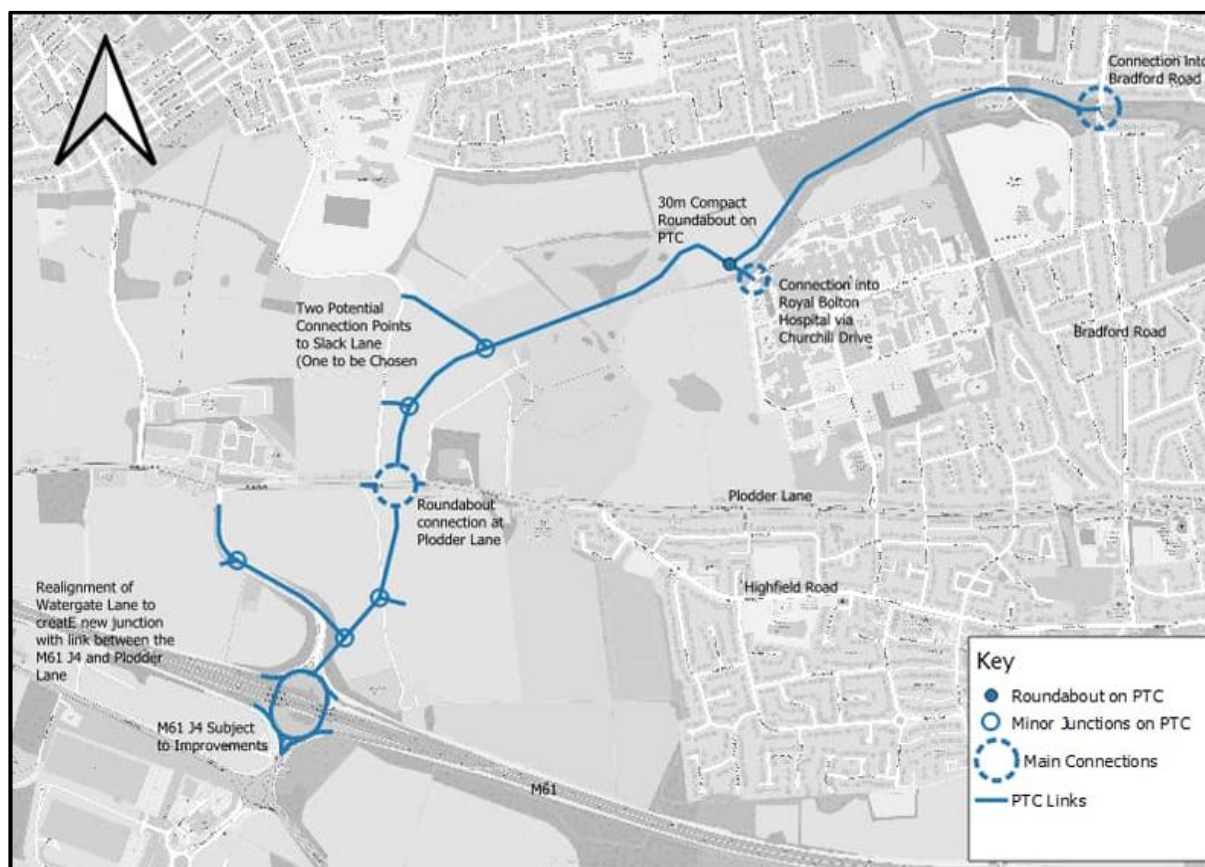
Table 5.1 Infrastructure Schemes in DM

SI.No	Location	Scheme	Certainty
1	Bolton Town Centre PT/AT Package	A package of measures aimed at improving public transport, active travel and the overall quality of the town centre environment.	Near Certain
2	Farnworth Town Centre Improvements	Improvements focused on enhancing active travel	Near Certain
3	Rivington Chase Link Road	A new link road in Horwich providing improved access to the Rivington Chase development and the surrounding network	Near Certain
4	Bolton Town Centre to Doffcocker	Active travel improvements providing enhanced facilities and connectivity between Bolton Town Centre and Doffcocker.	More than likely
5	De Havilland Way to Middlebrook	Active travel improvements improving connectivity for pedestrians and cyclists between De Havilland Way and Middlebrook.	More than likely
6	Lee Hall Link Road	The Park Avenue scheme, providing a new link road and improved connectivity within the local area.	More than likely

Figure 5-1 Location of DM Schemes

5.3 Do Something Network

As part of the Local Plan (LP) model build, only the Health Innovation Bolton (HIB) development has been included on top of the DM network. The HIB development includes two development sites, with the Primary Transport Corridor (PTC) and associated mitigation schemes incorporated into the network to provide improved access and connectivity to the developments. The location of the PTC is presented in Figure 5-2

Figure 5-2 Location of Primary Transport Corridor

The location of offsite mitigation schemes developed as part of HIB Transport Strategy is tabulated in Table 5.2

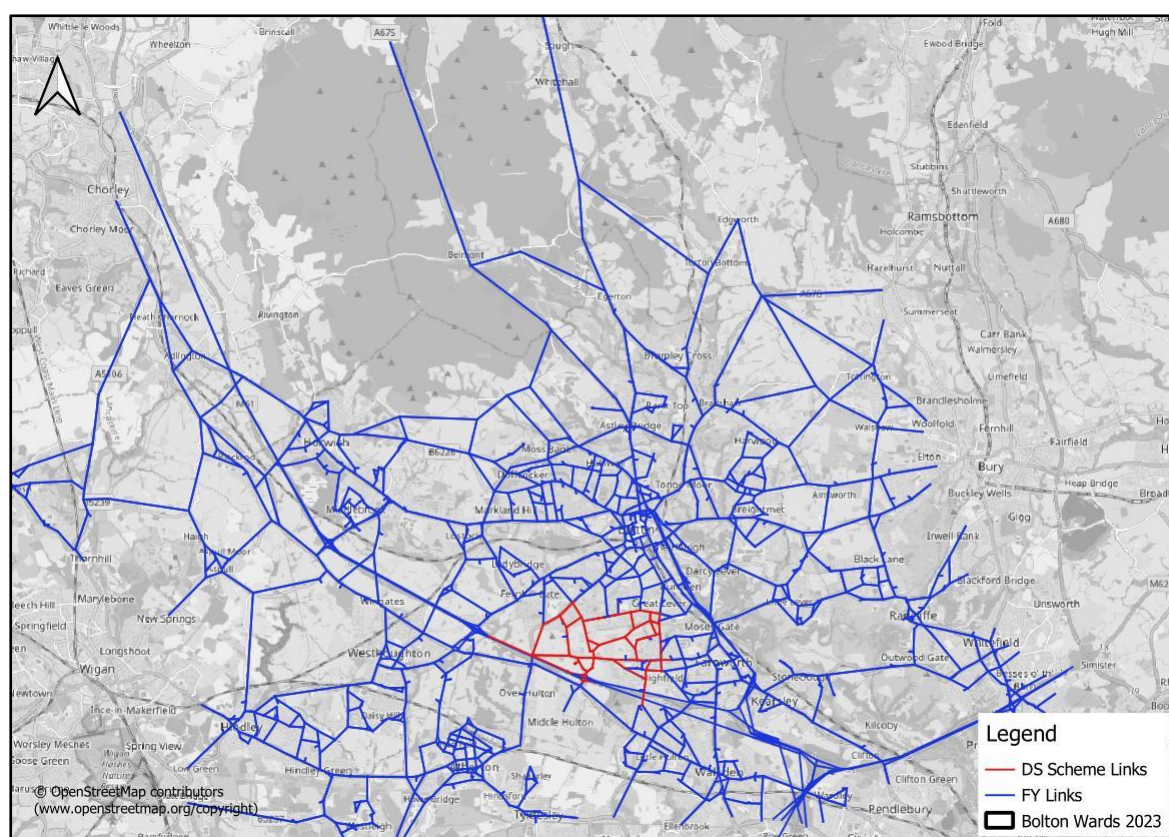
Table 5.2 Location of Off-Site Mitigation Scheme for HIB

Sl. No	Junction Name	Scheme details
1	Anchor Lane / Highfield Road	Proposed signalized Junction
2	Smethurst Lane / B6199 Plodder Lane	Proposed signalized Junction and Lane configuration has changed for Plodder Ln (WB)
3	Watergate Lane / B6199 Plodder Lane	Provided right turn storage lane for Watergate Lane and left turn storage lane for Plodder Ln (WB)
4	B6199 Plodder Lane Highfield Road	Proposed signalized Junction
5	B6199 Plodder Lane / Bradford Road / Marsh Lane	Provided right turn storage lane for Plodder Lane (WB)
6	A579 St Helens Road / Hulton Lane	Provided storage lane for Hulton Lane
7	St Helens Road / Smethurst Lane	Proposed signalized Junction and NB bus lane after the intersection
8	A579 St. Helens Road / Morris Green Lane / Deane Church Lane	Morris Green Lane configuration has been changed from two lanes to single lane

Sl. No	Junction Name	Scheme details
9	Morris Green Lane / Lever Edge Lane	Proposed signalized Junction
10	Lever Edge Lane / Rishton Lane	Proposed signalized Junction
11	Bradford Road / Green Lane	The lane configuration for Green Lane (EB) has been changed from two lanes to a single lane with a dedicated right-turn storage lane
12	Highfield Road / A6 Manchester Road	Proposed signalized Junction

Overall, the links effected by the HIB schemes are presented in Figure 5-3

Figure 5-3 Location of HIB Scheme



5.4 Economic Parameters

Generalised Cost (GC) values, Value of Time in Pence per Minute (PPM) and Vehicle Operating Cost in Pence per Kilometre (PPK) were calculated based on latest TAG data book V2026.6 (May 2026). GC values were calculated for all the modelled User Classes, modelled years, and modelled hours. The calculated GC values are tabulated in Table 5-3.

Table 5-3: GC Values for forecast year networks

User Class	Car Business	Car Commute	Car Others	LGV Average	HGV
AM PEAK - 2039					
Value of Time (PPM)	52.91	33.91	24.98	49.31	150.78
Vehicle Operating Cost (PPK)	13.32	5.68	5.68	18.07	42.86
PM PEAK-2039					
Value of Time (PPM)	51.12	34.40	25.97	49.31	150.78
Vehicle Operating Cost (PPK)	13.32	5.68	5.68	18.07	42.86
AM PEAK-2042					
Value of Time (PPM)	55.44	35.53	26.18	51.51	152.63
Vehicle Operating Cost (PPK)	12.61	5.21	5.21	17.85	42.43
PM PEAK -2042					
Value of Time (PPM)	53.56	36.04	27.22	51.51	152.63
Vehicle Operating Cost (PPK)	12.61	5.21	5.21	17.85	42.43

6. Forecast Model Results

6.1 Introduction

The future year demand matrices developed for the 2039 and 2042 forecast years were assigned to the corresponding Do-Minimum (DM) and Local Plan (LP) highway networks for both the AM and PM peak periods. The resulting assignments provide the basis for assessing future highway network performance and the transport impacts associated with Local Plan growth.

The assessment of model performance comprises two principal elements:

- Demonstration that the forecast year highway assignments have achieved an acceptable level of convergence, thereby ensuring that the assignment results are stable and suitable for analysis; and
- Comparison of network performance between the forecast scenarios to assess the impacts of future development and associated transport infrastructure interventions, i.e. between the DM and LP scenario.

The Do-Minimum (DM) scenario represents the future baseline position and incorporates committed development and committed transport infrastructure expected to be operational by the relevant forecast year. The Local Plan (LP) scenario includes the additional development allocations and associated transport interventions identified as part of the emerging Bolton Local Plan.

The performance of the Do-Minimum models has been assessed relative to the validated 2025 base year model to understand the effects of forecast background growth and committed development. The performance of the Local Plan models has then been assessed relative to the corresponding Do-Minimum scenario, enabling the incremental impacts of the Local Plan growth and associated infrastructure measures to be identified.

The model performance has been assessed for each forecast scenario, representing a combination of forecast year, modelled time period and highway network configuration. The assessment has been undertaken to understand the implications of future growth on the overall highway network's performance and to evaluate the effectiveness of the transport infrastructure incorporated within the Local Plan scenarios.

The evaluation considers the following key aspects:

- Assignment convergence statistics to demonstrate that stable and reliable solutions have been achieved for each forecast model;
- Overall networks performance statistics, including the total delays, average speed, total distance and time travelled (PCU.hrs & PCU.kms)
- Changes in junctions' performance indicators, including delays and volume-to-capacity (V/C) ratios, between the DM and Local Plan LP scenarios;
- Changes in journey times between the DM and LP scenarios on key corridors across the study area; and
- Comparisons with the validated 2025 base year model, where appropriate, to provide context on the scale and distribution of forecast traffic growth.

6.2 Network Performance Statistics

The key network statistics including the convergence results are summarised in Table 6-1 and Table 6-2 for the modelled years, time periods and scenario.

Table 6-1: AM Peak Convergence Statistics

Network Statistics	Base Year	Do Minimum		Local Plan	
	2025	2039	2042	2039	2042
Total Number of loaded trips (PCU) ¹	96,360	102,898	104,148	107,500	109,406
Total amount of time spent on the road (PCU hr)	18,375	20,276	20,674	21,635	22,272
Total distance travelled (PCU km)	725,189	782,482	793,158	815,259	830,486
Average Speed (kph)	39.5	38.6	38.4	37.7	37.3
Total Delays (PCU hrs)	3,730	4,538	4,716	5,184	5,490
Average Queue (PCU)	2,203	2,601	2,699	3,004	3,180
Convergence					
% Flows	98.4	99	99.1	98.2	98.4
Convergence (%Gap)	0.02	0.02	0.04	0.03	0.05

Table 6-2: PM Peak Convergence Statistics

Network Statistics	Base Year	Do Minimum		Local Plan	
	2025	2039	2042	2039	2042
Total Number of loaded trips (PCU)	94,997	101,084	102,231	105,588	107,373
Total amount of time spent on the road (PCU hr)	18,466	19,931	20,259	21,444	22,140
Total distance travelled (PCU km)	743,907	799,305	809,430	836,267	851,300
Average Speed (kph)	40.3	40.1	40.0	39.0	38.5
Total Delays (PCU hrs)	3,622	4,097	4,225	4,864	5,246
Average Queue (PCU)	2,069	2,262	2,318	2,670	2,879
Convergence					
% Flows	98.4	98.1	98.7	98.2	98.7
Convergence (%Gap)	0.02	0.03	0.05	0.04	0.04

TAG guidance states that a percentage GAP around 0.1% is the benchmark. The highest percentage GAP observed across the modelled scenarios is 0.05%, occurring in the AM Peak 2042 LP scenario and PM Peak 2042 DM scenarios. Therefore, all modelled scenarios satisfactorily meet the convergence criterion.

As would be expected, the increases in demand over the forecast years result in an increase in the total time spent on the network. In the AM Peak, total PCU hours spent on the network increase by around 10% in the 2039 DM scenario and around 13% in the 2042 DM scenario compared with the base year.

¹ It should be noted that the total number of loaded trips represents only the interzonal trips that are loaded onto the network in one modelled hour.

In 2039 AM Peak, PCU hours spent on the LP network increases by around 7% compared to the DM, while in 2042 the increase is around 8%. The increase in time spent on the network reflects the additional traffic and associated congestion across the modelled area. In the PM Peak, total PCU hours spent on the network increase by around 8% in the 2039 DM scenario and around 10% in the 2042 DM scenario compared with the base year. In the LP scenario the increases are around 8% and 9%, respectively compared with the DM scenario.

Average network speed decreases generally in the future years due to the increased trip demand and hence congestion. In the AM Peak, the average speed in the LP scenario is 0.9 kph lower than the DM scenario in 2039. In 2042, the speed in the LP scenario is 1.1 kph lower than the DM scenario. In the PM Peak, the average speed in the LP scenario is 1.1 kph lower than the DM scenario in 2039, whereas the difference increases to 1.5 kph in 2042.

6.3 Journey Time Comparison Across Forecast Year Scenarios

Comparison of journey times between the DM and DS models has been carried out on the routes that had been selected for base year model calibration/validation. The results for the JT comparison between DM and base are summarised in Table 6-3 and Table 6-4 while for those between LP and DM are presented in Table 6-5 and Table 6-6.

Table 6-3: Modelled JT Comparison between BY 2025 and DM 2039

ID Route	Route	Direction	DM 2039		BY 2025		Diff Mod (FY - Base)		% Diff Mod (FY - Base)	
			AM	PM	AM	PM	AM	PM	AM	PM
1	1	EB	1,216	1,217	1,206	1,201	10	17	1%	1%
2	1	WB	1,102	1,097	1,111	1,080	-9	17	-1%	2%
3	2	NB	737	843	733	800	4	43	1%	5%
4	2	SB	980	806	957	793	23	13	2%	2%
5	3	NB	864	946	762	840	102	106	13%	13%
6	3	SB	924	980	843	935	81	46	10%	5%
7	4	EB	553	508	507	494	46	14	9%	3%
8	4	WB	437	563	416	541	21	22	5%	4%
9	5	EB	694	707	686	694	8	13	1%	2%
10	5	WB	712	678	697	654	15	23	2%	4%
11	6	EB	474	467	474	463	0	4	0%	1%
12	6	WB	405	479	397	478	8	1	2%	0%
13	8	EB	478	627	473	631	4	-4	1%	-1%
14	8	WB	533	678	494	789	40	-111	8%	-14%
15	9	EB	993	875	887	862	105	14	12%	2%
16	9	WB	842	881	855	855	-14	26	-2%	3%
17	21	EB	1,964	1,832	1,693	1,742	271	90	16%	5%

ID	Route	Direction	DM 2039		BY 2025		Diff Mod (FY - Base)		% Diff Mod (FY - Base)	
			AM	PM	AM	PM	AM	PM	AM	PM
18	22	WB	1,680	1,609	1,546	1,524	134	85	9%	6%
19	23	EB	847	896	825	875	23	20	3%	2%
20	24	WB	854	848	842	831	13	17	2%	2%
21	41	EB	546	563	539	550	7	12	1%	2%
22	42	WB	570	571	556	561	14	10	2%	2%

Table 6-4: Modelled JT Comparison between BY 2025 and DM 2042

ID	Route	Direction	DM 2042		BY 2025		Diff Mod (LP-DM)		% Diff Mod (LP-DM)	
			AM	PM	AM	PM	AM	PM	AM	PM
1	1	EB	1,218	1,221	1,206	1,201	12	20	1%	2%
2	1	WB	1,108	1,099	1,111	1,080	-3	19	0%	2%
3	2	NB	738	849	733	800	5	49	1%	6%
4	2	SB	983	810	957	793	27	16	3%	2%
5	3	NB	868	949	762	840	106	109	14%	13%
6	3	SB	929	992	843	935	86	57	10%	6%
7	4	EB	552	510	507	494	45	16	9%	3%
8	4	WB	439	567	416	541	24	26	6%	5%
9	5	EB	694	709	686	694	8	15	1%	2%
10	5	WB	715	686	697	654	17	31	2%	5%
11	6	EB	474	467	474	463	0	3	0%	1%
12	6	WB	406	480	397	478	9	3	2%	1%
13	8	EB	481	623	473	631	7	-8	2%	-1%
14	8	WB	533	681	494	789	39	-108	8%	-14%
15	9	EB	1,031	870	887	862	144	8	16%	1%
16	9	WB	847	896	855	855	-8	41	-1%	5%
17	21	EB	2,005	1,860	1,693	1,742	312	118	18%	7%
18	22	WB	1,710	1,619	1,546	1,524	165	95	11%	6%
19	23	EB	852	900	825	875	27	25	3%	3%
20	24	WB	860	850	842	831	18	20	2%	2%
21	41	EB	547	565	539	550	8	14	2%	3%

ID	Route	Direction	DM 2042		BY 2025		Diff Mod (LP-DM)		% Diff Mod (LP-DM)	
Route			AM	PM	AM	PM	AM	PM	AM	PM
22	42	WB	572	572	556	561	16	12	3%	2%

Table 6-5: Modelled JT Comparison between LP and DM 2039 models

ID	Route	Direction	LP 2039		DM 2039		Diff Mod (LP-DM)		% Diff Mod (LP-DM)	
Route			AM	PM	AM	PM	AM	PM	AM	PM
1	1	EB	1,228	1,232	1,216	1,217	12	14	1%	1%
2	1	WB	1,115	1,112	1,102	1,097	13	15	1%	1%
3	2	NB	743	892	737	843	6	49	1%	6%
4	2	SB	974	828	980	806	-6	22	-1%	3%
5	3	NB	925	986	864	946	61	40	7%	4%
6	3	SB	967	1,021	924	980	43	40	5%	4%
7	4	EB	599	525	553	508	46	18	8%	3%
8	4	WB	441	571	437	563	4	8	1%	1%
9	5	EB	711	720	694	707	17	13	2%	2%
10	5	WB	733	729	712	678	21	51	3%	8%
11	6	EB	477	471	474	467	3	4	1%	1%
12	6	WB	409	483	405	479	4	4	1%	1%
13	8	EB	481	629	478	627	4	2	1%	0%
14	8	WB	529	682	533	678	-5	3	-1%	0%
15	9	EB	1,064	968	993	875	71	93	7%	11%
16	9	WB	870	942	842	881	29	61	3%	7%
17	21	EB	2,060	1,941	1,964	1,832	96	108	5%	6%
18	22	WB	1,745	1,688	1,680	1,609	65	79	4%	5%
19	23	EB	856	909	847	896	9	14	1%	2%
20	24	WB	869	857	854	848	14	10	2%	1%
21	41	EB	552	569	546	563	6	6	1%	1%
22	42	WB	578	583	570	571	9	12	2%	2%

Table 6-6: Modelled JT Comparison between LP and DM 2042 models

ID Route	Route	Direction	LP 2042		DM 2042		Diff Mod (LP - DM)		% Diff Mod (LP - DM)	
			AM	PM	AM	PM	AM	PM	AM	PM
1	1	EB	1,233	1,236	1,218	1,221	15	15	1%	1%
2	1	WB	1,118	1,115	1,108	1,099	10	15	1%	1%
3	2	NB	746	917	738	849	8	68	1%	8%
4	2	SB	989	850	983	810	5	40	1%	5%
5	3	NB	939	995	868	949	72	46	8%	5%
6	3	SB	977	1,117	929	992	47	125	5%	13%
7	4	EB	605	539	552	510	54	30	10%	6%
8	4	WB	444	574	439	567	5	7	1%	1%
9	5	EB	721	727	694	709	27	19	4%	3%
10	5	WB	742	768	715	686	28	82	4%	12%
11	6	EB	480	472	474	467	6	6	1%	1%
12	6	WB	412	486	406	480	6	6	2%	1%
13	8	EB	486	630	481	623	5	7	1%	1%
14	8	WB	530	680	533	681	-3	-1	-1%	0%
15	9	EB	1,074	1,005	1,031	870	43	136	4%	16%
16	9	WB	900	966	847	896	53	71	6%	8%
17	21	EB	2,120	1,966	2,005	1,860	115	106	6%	6%
18	22	WB	1,797	1,692	1,710	1,619	86	73	5%	4%
19	23	EB	863	914	852	900	11	13	1%	1%
20	24	WB	876	866	860	850	16	16	2%	2%
21	41	EB	554	571	547	565	7	6	1%	1%
22	42	WB	582	585	572	572	10	13	2%	2%

Comparison of the forecast assignments indicates that journey times generally increase in the Do-DM scenario relative to the 2025 Base Year. This reflects the combined effects of background traffic growth, committed development and increased demand on the operation of the highway network. The impact is more pronounced in the 2042 forecasts, where a greater number of routes experience increases in journey time compared with the 2039 scenario.

A further increase in journey times is observed in the LP scenarios when compared with the corresponding Do-Minimum scenarios, reflecting the additional travel demand generated by the proposed Local Plan allocations. In the majority of cases, the increases are relatively modest, although a number of routes experience more noticeable changes, indicating locations where forecast growth places additional pressure on network performance.

Whilst most routes experience increased journey times in the future year scenarios, a small number of routes show marginal reductions. These changes are likely to result from alterations in route choice and the redistribution of traffic across the network, leading to reduced traffic volumes and delay on certain corridors.

Overall, the results demonstrate that forecast growth gives rise to increased network pressures across much of the study area, with the greatest impacts generally occurring in the 2042 Local Plan scenario. However, the magnitude of change varies across the network, reflecting differences in local traffic growth, network conditions and route choice responses.

6.4 Study of Delays in the Model

The BLPTM is predominantly coded using fixed-speed links, with the majority of congestion effects represented through delays at junctions and other network control features. Consequently, instances of low link speeds or extended journey times within the model are generally indicative of significant junction delay rather than reduced link operating speeds.

To better understand the operational impacts of future growth, a review of modelled delays was undertaken for each forecast year and scenario. The analysis focuses on changes in junction delay between the DM and LP scenarios, thereby identifying locations where Local Plan growth results in additional pressure on network performance.

The results are presented in the following sections through a series of plots comparing network delays for all forecast years and modelled periods. These plots provide an indication of the spatial distribution and magnitude of delay across the highway network and highlight locations where congestion is forecast to increase as a result of future growth.

A supplementary review was also undertaken to determine whether locations exhibiting higher levels of delay are likely to have a material influence on the overall assessment outcomes. This review focussed on the change in delay between the DM and LP scenarios, rather than absolute delay values, in order to isolate the incremental impacts associated with the proposed Local Plan allocations.

6.4.1 Node Delay Plots for Do Minimum

Node delay plots for Do-Minimum 2039 and 2042 AM and PM peak periods are presented from Figure 6-1 to Figure 6-4. Delay values from 60 to 100 seconds in amber, and values above 100 seconds in red. Delay values below 60 are not included in the plot.

Figure 6-1 Node Delay Plots for the DM 2039 AM Peak

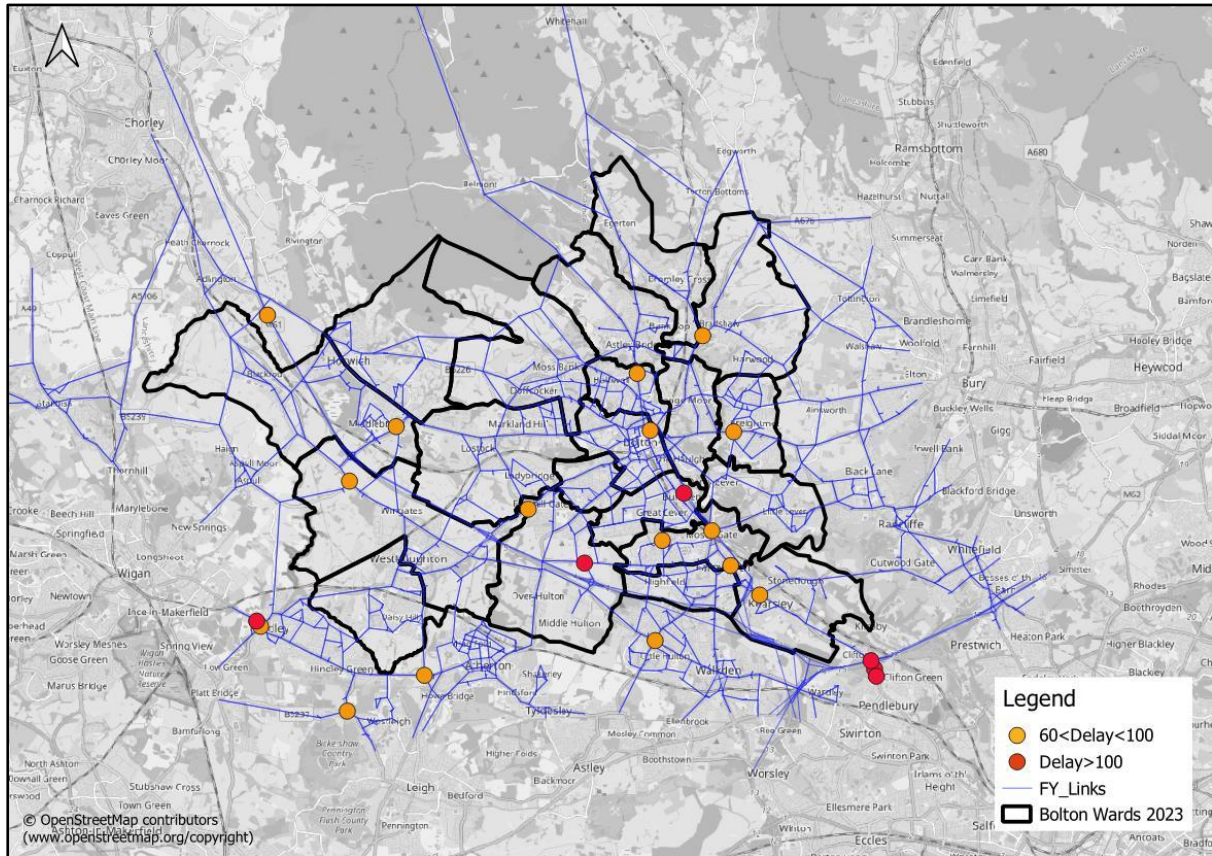


Figure 6-2 Node Delay Plots for the DM 2039 PM Peak

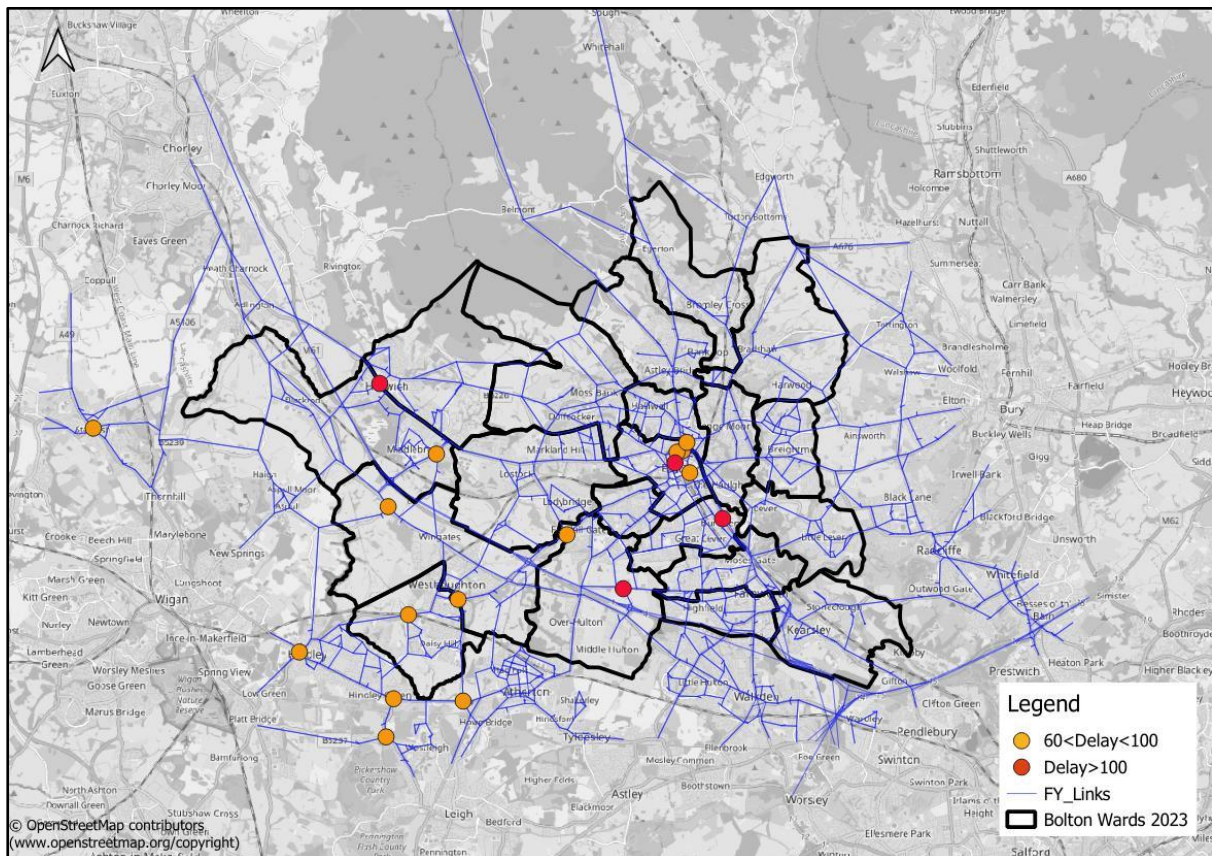


Table 6-7 presents the list of junctions and their corresponding delay values for the DM 2039 scenario, as illustrated in the Figure 6-1 and Figure 6-2.

Table 6-7 List of junctions with delay for DM 2039

Junction Name	Node	Delay value for AM (sec/veh)	Delay value for PM (sec/veh)
Chorley New Road / Manson Street /Winter Hey Lane	2048	54.11	138.37
Bridge Street / St. Georges Street	2059	30.59	72.55
Turton Road / Bolton Road	2091	60.47	35.04
Beaumont Road / Wigan Road	2109	68.06	74.16
Wigan Road / Wearish Lane	2117	51.75	89.89
Wigan Road / Lovers Lane	2146	81.2	98.32
Smith Lane / Leigh Road	2152	70.28	66.25
St Georges Road / Bath Street	2189	36.15	87.71
Manchester Road West / Peel Lane	2402	61.46	47.38
Bolton Road/ Stoneclough Road	2407	71.92	49.02
Bradshaw gate Road / Great Moor Street	2490	46.27	98.83
Atherton Road / Leigh Road	2516	51.02	63.79
Bolton Road / Rakes Lane	2615	132.54	0
Raikes Lane / St Peter's Way / Vincent Way	2642	118.65	118.07
Manchester Road / M60	2699	112.01	51.27
Watergate Lane/ Plodder Lane	2765	113.56	124.35
Topp Way / Kay Street	2799	58.61	71.73
Wigan Road / Liverpool Road	3011	69.36	81.79
Chorley Road / Dicconson Lane	3075	99.42	81.5
Long Lane / Bury Road	3082	65.22	52.61
Wigan Road/ Cross Street	3365	106.23	36.51
Deansgate / Howell Croft North Road	3409	31.78	108.21
High Street / School Lane / Preston Road	3442	50.72	69.32
A58 / Leigh Road	3810	19.22	61.43
Minerva Road /Bradford Road	3902	75.01	31.96
Gaskell Street / Bolton Road	4543	173.49	5.88
A6027 / Mansell Way	5501	78.23	50.53
A6027 / Lostock Lane	5502	42.58	94.6
Astley Street / Blackburn Road	7741	69.98	12.05

Junction Name	Node	Delay value for AM (sec/veh)	Delay value for PM (sec/veh)
M61 / Grimeford lane	12952	62.06	6.77
Manchester Road / Loxham Street	30355	61.15	56.7
Market Street / Market Street	30609	65.34	53.28
Bow street / All Saints Street	90019	67.2	39.26

Figure 6-3 Node Delay Plots for the DM 2042 AM Peak

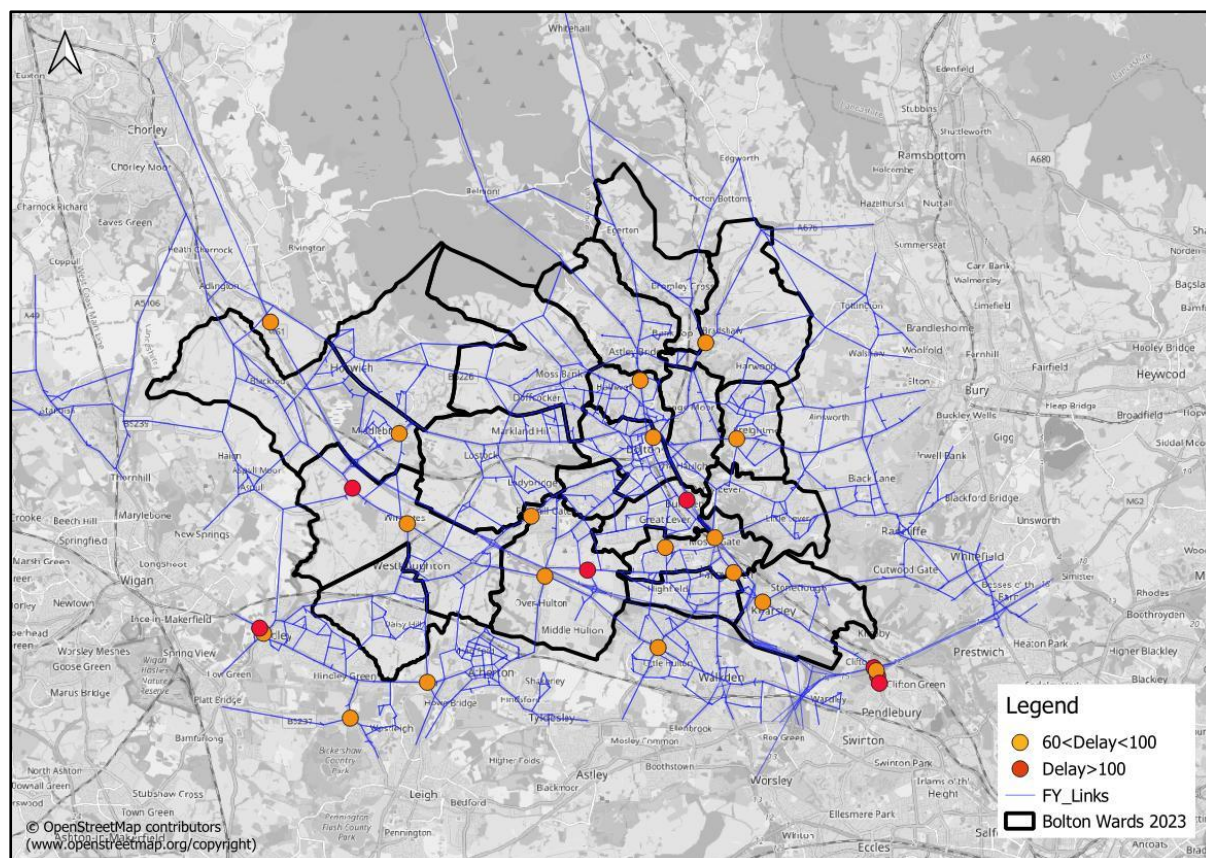


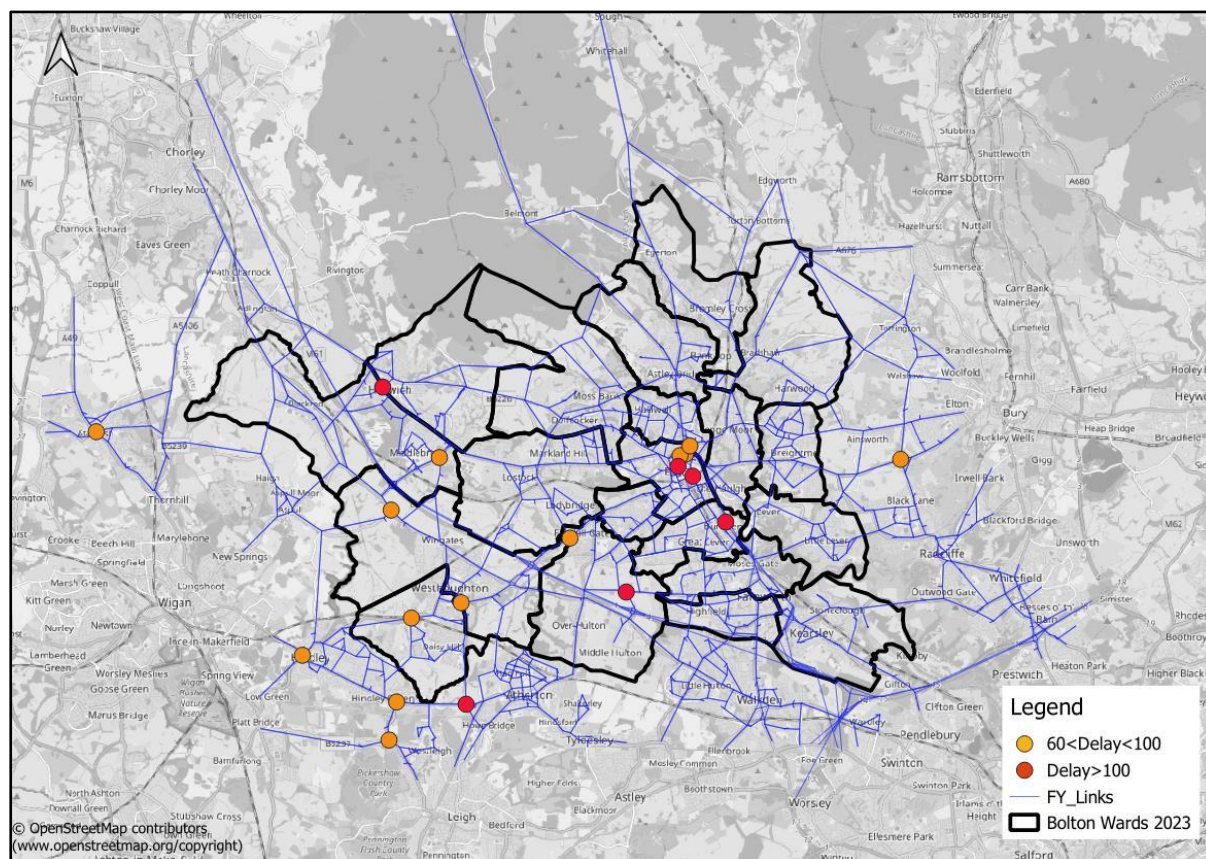
Figure 6-4 Node Delay Plots for the DM 2042 PM Peak

Table 6-8 presents the list of junctions and their corresponding delay values for the DM 2042 scenario, as illustrated in the Figure 6-3 and Figure 6-4.

Table 6-8 List of junctions with delay values for DM 2042

Junction Name	Node	Delay value for AM (s/veh)	Delay value for PM (s/veh)
Chorley New Road / Manson Street /Winter Hey Lane	2048	53.84	136.97
Bridge Street / St. Georges Street	2059	32.84	72.43
Turton Road / Bolton Road	2091	61.79	35.34
Beaumont Road / Wigan Road	2109	69.47	77.15
Chorley road / Church Street	2111	62.62	30.59
Wigan Road / Wearish Lane	2117	53.97	92.47
Newbrook Road / Manchester Road(A6)	2120	60.76	53.15
Wigan Road / Lovers Lane	2146	83.8	100.84
Smith Lane / Leigh Road	2152	74.1	68.55
St Georges Road / Bath Street	2189	36.32	87.36
Bury and Bolton Road / Starling Road	2253	50.33	60.61
Manchester Road West / Peel Lane	2402	63.25	48.01

Junction Name	Node	Delay value for AM (s/veh)	Delay value for PM (s/veh)
Bolton Road/ Stoneclough Road	2407	71.78	47.6
Bradshaw gate Road / Great Moor Street	2490	56.55	108.61
Atherton Road / Leigh Road	2516	54.8	65.72
Bolton Road / Rake Lane	2615	132.03	0
Raikes Lane / St Peter's Way / Vincent Way	2642	117.24	118.3
Manchester Road / M60	2699	111.6	50.98
Manchester Road / M60 Slip Road	2702	76.26	15.8
Watergate Lane/ Plodder Lane	2765	120.85	126.79
Topp Way / Kay Street	2799	59.37	74.3
Wigan Road / Liverpool Road	3011	71.61	87.32
Chorley Road / Dicconson Lane	3075	112.5	79.28
Long Lane / Bury Road	3082	66.67	53.23
Wigan Road/ Cross Street	3365	118.33	40.82
Deansgate / Howell Croft North Road	3409	32.09	107.81
High Street / School Lane / Preston Road	3442	52.02	69.09
A58 / Leigh Road	3810	19.13	60.66
Minerva Road /Bradford Road	3902	75.38	31.94
Gaskell Street / Bolton Road	4543	172.82	6.03
A6027 / Mansell Way	5501	76.52	52.85
A6027 / Lostock Lane	5502	44.09	94.88
Astley Street / Blackburn Road	7741	69.75	12.27
M61 / Grimeford lane	12952	64.48	7.05
Manchester Road/ Loxham Street	30355	61.75	57.16
Market Street / King Street	30609	66.88	53.65
Bow Street / All Saints Street	90019	83.13	39.68

6.4.2 Node Delay Plots for Local Plan Scenario

Node delay plots for the 2039 and 2042 AM and PM peak periods are presented in Figure 6-5 to Figure 6-8. Delay values from 60 to 100 seconds in amber, and values above 100 seconds in red. Delay values below 60 are not included in the plot.

Figure 6-5 Node Delay Plots for the LP 2039 AM Peak

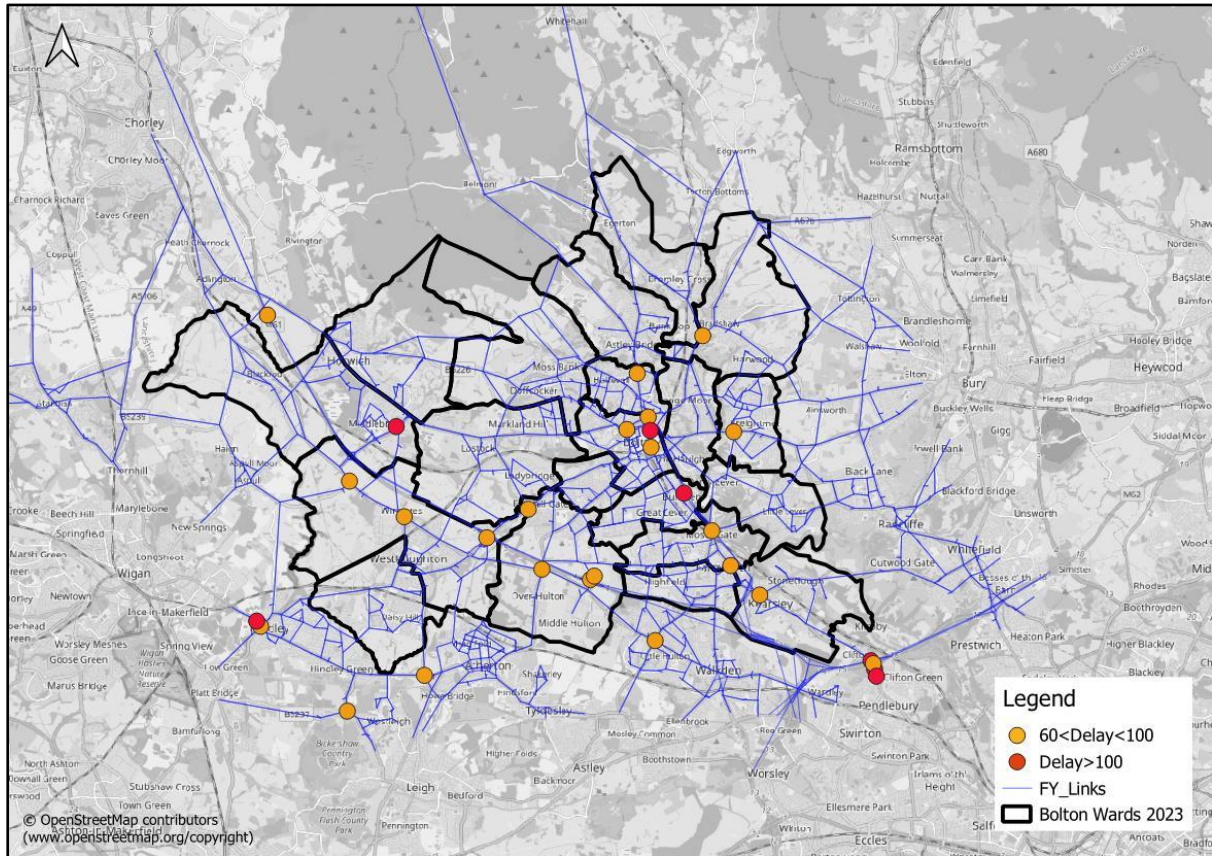


Figure 6-6 Node Delay Plots for the LP 2039 PM Peak

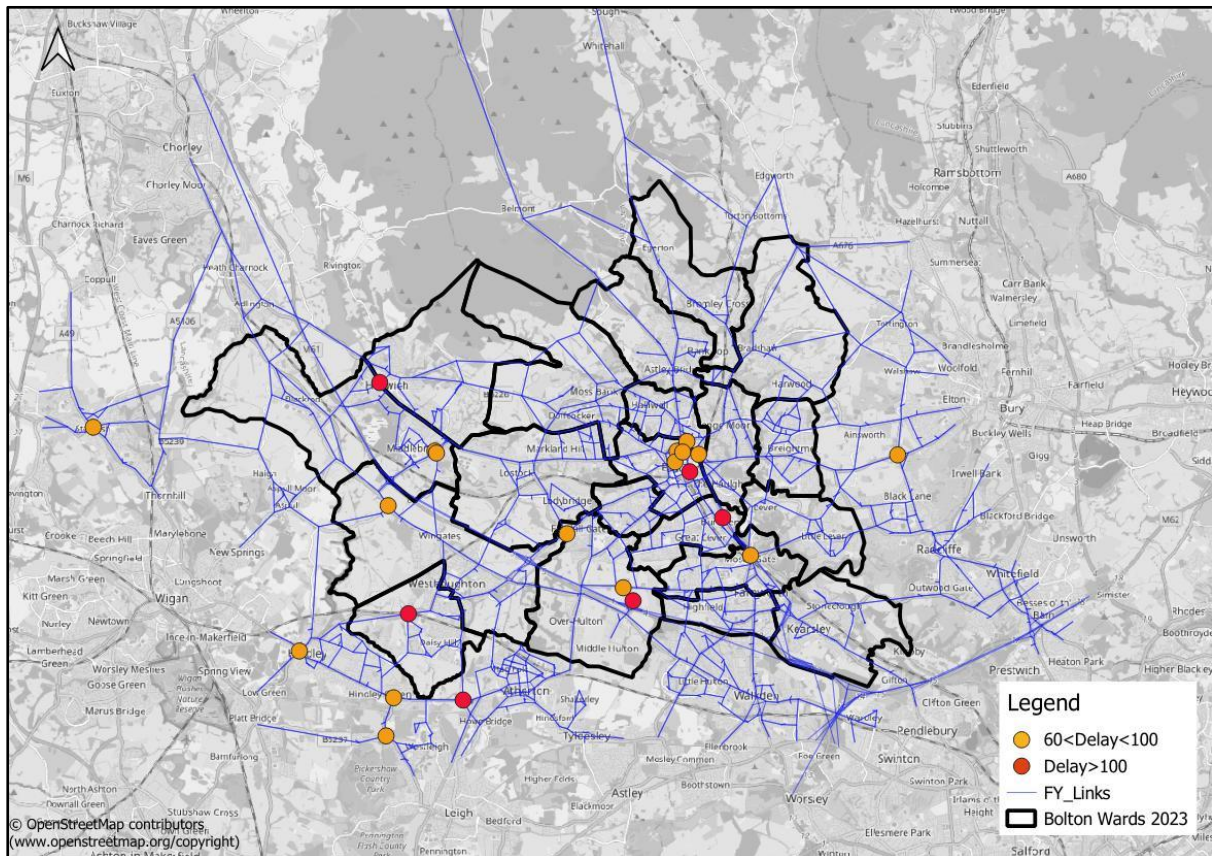


Table 6-9 presents the list of junctions and their corresponding delay values for the LP 2039 scenario, as illustrated in the Figure 6-5 and Figure 6-6.

Table 6-9 List of Junctions with delay for LP 2039

Junction Name	Node	Delay value for AM (sec/veh)	Delay value for PM (sec/veh)
Chorley New Road / Manson Street /Winter Hey Lane	2048	52.19	138.26
Bridge Street / St. Georges Street	2059	37.31	74.23
Turton Road / Bolton Road	2091	63.93	36.01
Beaumont Road / Wigan Road	2109	78.2	93
Chorley Road/ Church Street	2111	61.64	34.29
Wigan Road / Wearish Lane	2117	58.41	110.69
Newbrook Road / Manchester Road(A6)	2120	73.66	56.12
Wigan Road / Lovers Lane	2146	91.64	121.54
Smith Lane / Leigh Road	2152	72.23	70.19
St Georges Road / Bath Street	2189	45.34	86.09
Bury and Bolton Road / Starling Road	2253	51.31	68.76
Manchester Road West / Peel Lane	2402	93.59	49.75
Bolton Road/ Stoneclough Road	2407	75.44	53.12
Bradshaw gate Road / Great Moor Street	2490	72.58	148.25
Atherton Road / Leigh Road	2516	55.97	75.94
St Georges Road / Marsden Road	2564	61.15	52.63
Bolton Road / Rake Lane	2615	132.46	0
Raikes Lane / St Peter's Way / Vincent Way	2642	117.87	121.53
Manchester Road / M60	2699	111.09	49.83
Manchester Road / M60	2702	62.95	18.38
Watergate Lane/ Plodder Lane	2765	57.16	90.97
Topp Way / Kay Street	2799	63.79	88.29
Wigan Road / Liverpool Road	3011	76.6	96.63
Chorley Road / Dicconson Lane	3075	99.64	81.97
Long Lane / Bury Road	3082	71.64	54.77
Wigan Road/ Cross Street	3365	112.49	40.66
Deansgate / Howell Croft North Road	3409	37.01	90.64
High Street / School Lane / Preston Road	3442	50.68	69.12
Gaskell Street / Bolton Road	4543	173.39	5.92

Junction Name	Node	Delay value for AM (sec/veh)	Delay value for PM (sec/veh)
A6027 / Mansell Way	5101	74.21	54.78
Hunger Hill Interchange	5110	84.09	13.24
A6027 / Mansell Way	5501	114.01	66.2
A6027 / Lostock Lane	5502	43.13	93.36
Astley Street / Blackburn Road	7741	69.13	15.93
Bridge Street / Bark Street	7795	3.17	64.22
M61 / Grimeford lane	12952	72.81	8.34
Bury New Road / St Peter's Road	14156	49.04	64.29
Manchester Road / Loxham Street	30355	63.34	63.5
Market Street / Market Street	30609	62.04	59.76
Bow Street / All Saints Street	90019	107.24	46.77
Watergate Lane Interchange	90063	92.84	113.05

Figure 6-7 Node Delay Plots for the LP 2042 AM Peak

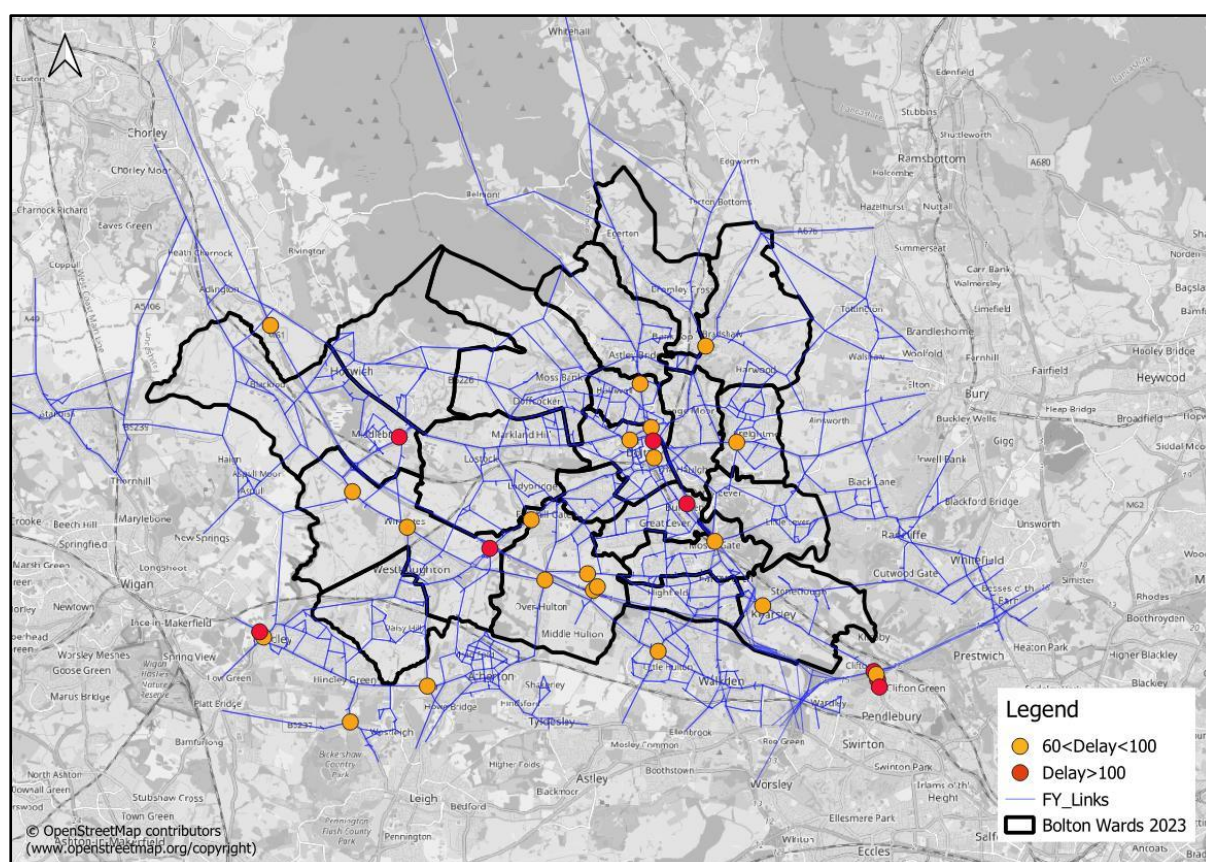


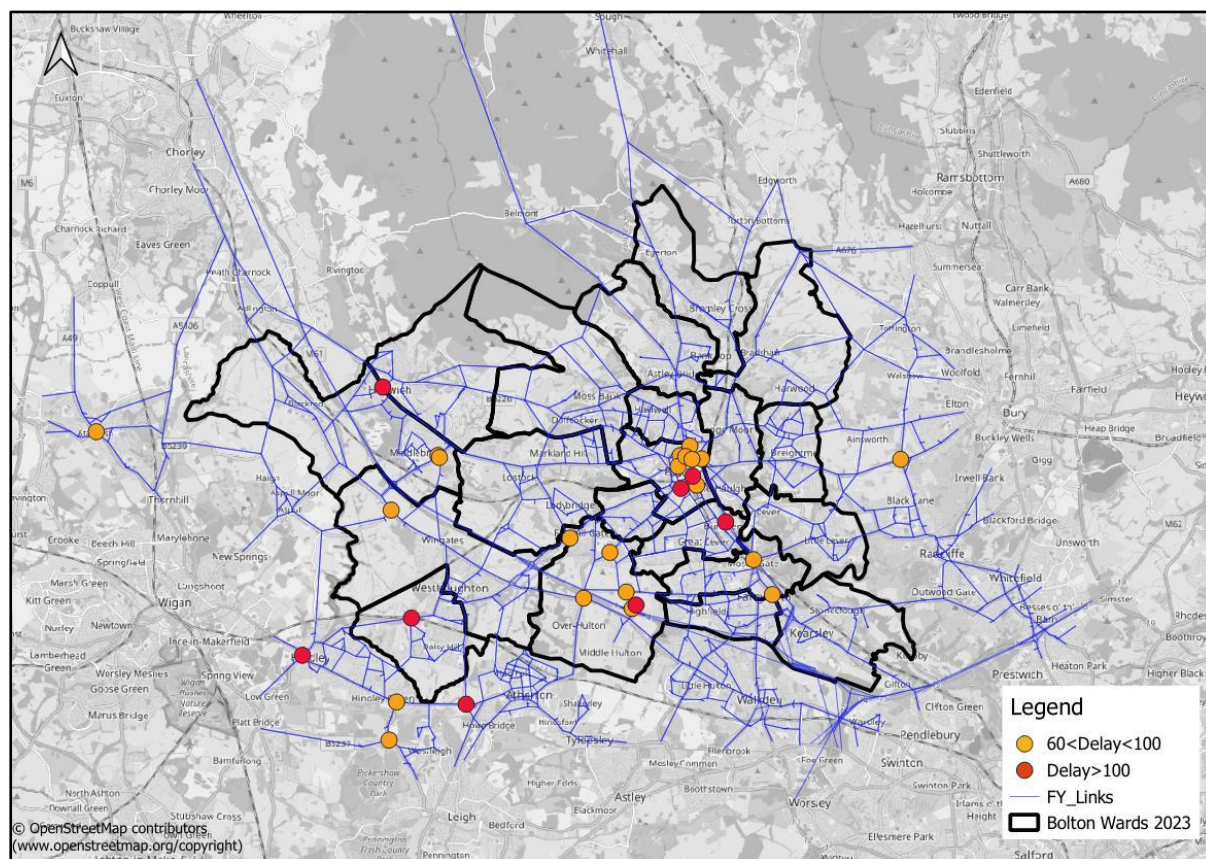
Figure 6-8 Node Delay Plots for the LP 2042 PM Peak

Table 6-10 presents the list of junctions and their corresponding delay values for the LP 2042 scenario, as illustrated in the Figure 6-7 and Figure 6-8.

Table 6-10 List of Junction with delay values for LP 2042

Junction Name	Node	Delay value for AM (s/veh)	Delay value for PM (s/veh)
Chorley New Road / Manson Street /Winter Hey Lane	2048	52.49	136.72
Bridgeman Place Road / Manchester Road / Trinity Street	2053	45.9	61.06
Bridge Street / St. Georges Street	2059	41.09	75.23
Turton Road / Bolton Road	2091	66.06	36.49
Beaumont Road / Wigan Road	2109	79.12	95.87
Chorley Road/ Church Street	2111	64.28	35.73
Wigan Road / Wearish Lane	2117	56.23	111.58
Newbrook Road / Manchester Road(A6)	2120	79.16	73.95
Wigan Road / Lovers Lane	2146	90.79	125.15
Smith Lane / Leigh Road	2152	81.68	73.47
St Georges Road / Bath Street	2189	54.48	84.95
Bury and Bolton Road / Starling Road	2253	52.83	72.41

Junction Name	Node	Delay value for AM (s/veh)	Delay value for PM (s/veh)
Manchester Road West / Peel Lane	2402	98.17	50.55
Bolton Road/ Stoneclough Road	2407	74.79	50.15
Bradshaw gate Road / Great Moor Street	2490	96.09	182.32
Atherton Road / Leigh Road	2516	59.93	78.58
St Georges Road / Marsden Road	2564	62.74	55.07
Bolton Road / Rake Lane	2615	131.94	0
Raikes Lane / St Peter's Way / Vincent Way	2642	120.06	124
Manchester Road / M60	2699	110.37	48.92
Manchester Road / M60	2702	85.24	18.99
Watergate Lane/ Plodder Lane	2765	64.37	95.94
Topp Way / Kay Street	2799	65.45	99.61
Wigan Road / Liverpool Road	3011	80.68	103.38
Trinity Street / Black Horse Street	3064	37.91	103.75
Chorley Road / Dicconson Lane	3075	94.89	94.7
Long Lane / Bury Road	3082	73.85	57.71
Wigan Road/ Cross Street	3365	124.82	46.17
Deansgate / Howell Croft North Road	3409	45.74	86.53
High Street / School Lane / Preston Road	3442	51.95	68.91
Gaskell Street / Bolton Road	4543	172.7	6.08
A6027 / Mansell Way	5101	82.46	81.18
Hunger Hill Interchange	5110	102.46	14.31
A6027 / Mansell Way	5501	117.2	76.08
A6027 / Lostock Lane	5502	45.11	92.71
Astley Street / Blackburn Road	7741	68.91	20.35
Bridge Street / Bark Street	7795	3.17	69.8
M61 / Grimeford lane	12952	76	8.78
Bury New Road / St Peter's Road	14156	51.01	66.43
Manchester Road / Loxham Street	30355	63.99	65.7
Market Street / Market Street	30609	58.16	61.56
St Helen's Road / Smerthurst Lane	30690	34.32	63.1
Bow Street / All Saints Street	90019	117.03	62.9

Junction Name	Node	Delay value for AM (s/veh)	Delay value for PM (s/veh)
Watergate Lane Interchange	90063	91.78	117.93

6.4.3 Node Delay Summary

The node delay assessment indicates that a number of junctions experience elevated delays across both the DM and LP scenarios primarily because of progressive demand growth, with traffic volumes increasing from the Base Year to the Do-Minimum scenario and further increasing under the Local Plan scenario. In general, these locations are concentrated on the principal radial routes into Bolton town centre, key strategic corridors and locations adjacent to major motorway junctions. The majority of the junctions identified as experiencing higher delays in the DM scenarios continue to perform relatively poorly in the corresponding LP scenarios, indicating that many of these locations are already subject to capacity pressures as a result of forecast background growth and committed development.

Comparison between the DM and LP scenarios indicates that the Local Plan allocations lead to additional delay at a number of junctions across the network, although the magnitude of change varies by location. The most notable increases generally occur at junctions serving strategic development corridors and key routes within and around Bolton town centre. However, the forecast impacts are not uniform, with some junctions experiencing relatively little change and others showing modest improvements as a result of changes in route choice and the redistribution of traffic across the network.

It is also evident that some junctions experience higher delays in one peak period than the other. This reflects the directional nature of travel demand and varying traffic patterns across the network during the AM and PM peak periods. Consequently, elevated delays at individual junctions should be viewed within the context of overall corridor performance and network-wide travel patterns rather than in isolation.

Consistent with the strategic nature of the BLPTM, the node delay assessment has been used to identify locations where future growth may result in increased operational pressure on the highway network. The results are therefore considered appropriate for identifying potential mitigation requirements and informing future transport planning. However, detailed operational assessments of individual junctions should be undertaken using appropriately scoped local junction models where more detailed design or capacity analysis is required.

It should be noted that traffic signal timings within the BLPTM are predominantly fixed and inherited from the base year network. Consequently, signal operation does not respond dynamically to changes in traffic demand within the forecast scenarios. Whilst a targeted review and optimisation exercise was undertaken at a limited number of locations exhibiting significant delays, a comprehensive signal optimisation exercise was outside the scope of this study. Accordingly, some forecast increases in junction delay may reflect the fixed nature of the signal control assumptions and should therefore be interpreted as an indication of increasing operational pressure rather than a prediction of future signal operation following detailed optimisation.

6.4.4 V/C Plots for Do Minimum

Node V/C value plots for 2039 and 2042 AM and PM peak are presented in Figure 6-9 to Figure 6-12 respectively. The node V/C is classified as green for values below 85%, amber for values between 85% and 100%, and red for values above 100%. V/C values below 85% are not included in the plot.

Figure 6-9 V/C Plots for the DM 2039 AM Peak

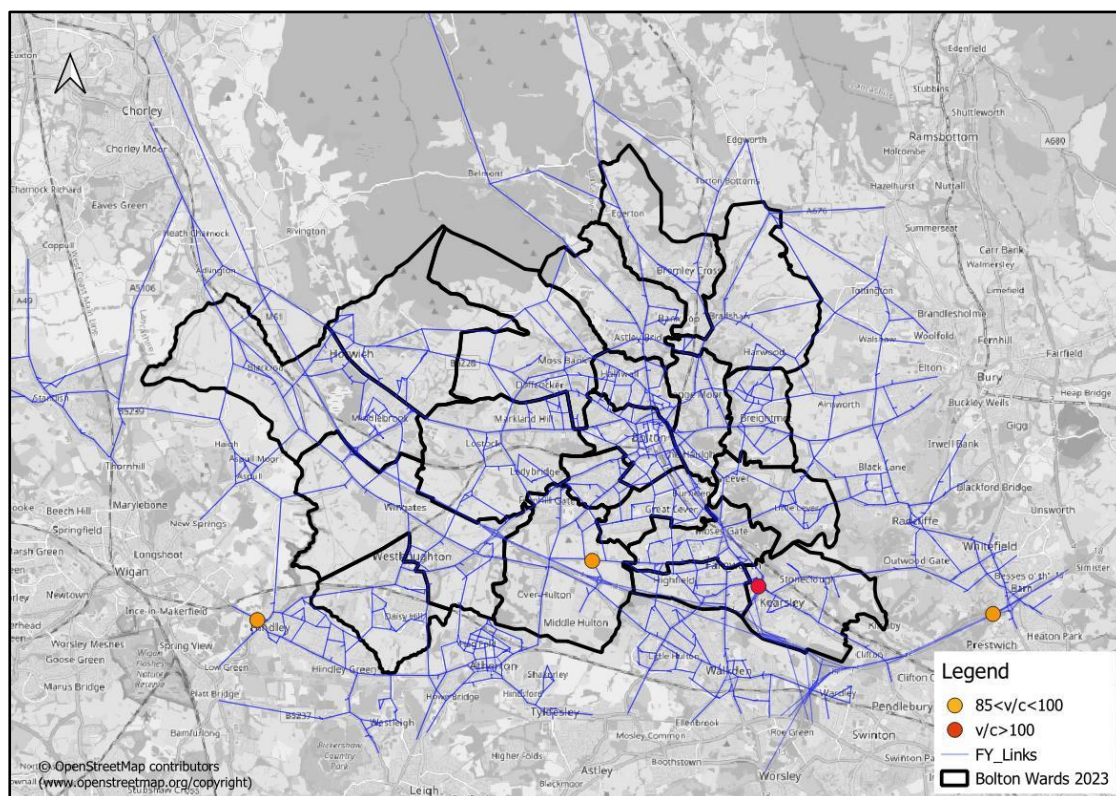


Figure 6-10 V/C Plots for the DM 2039 PM Peak

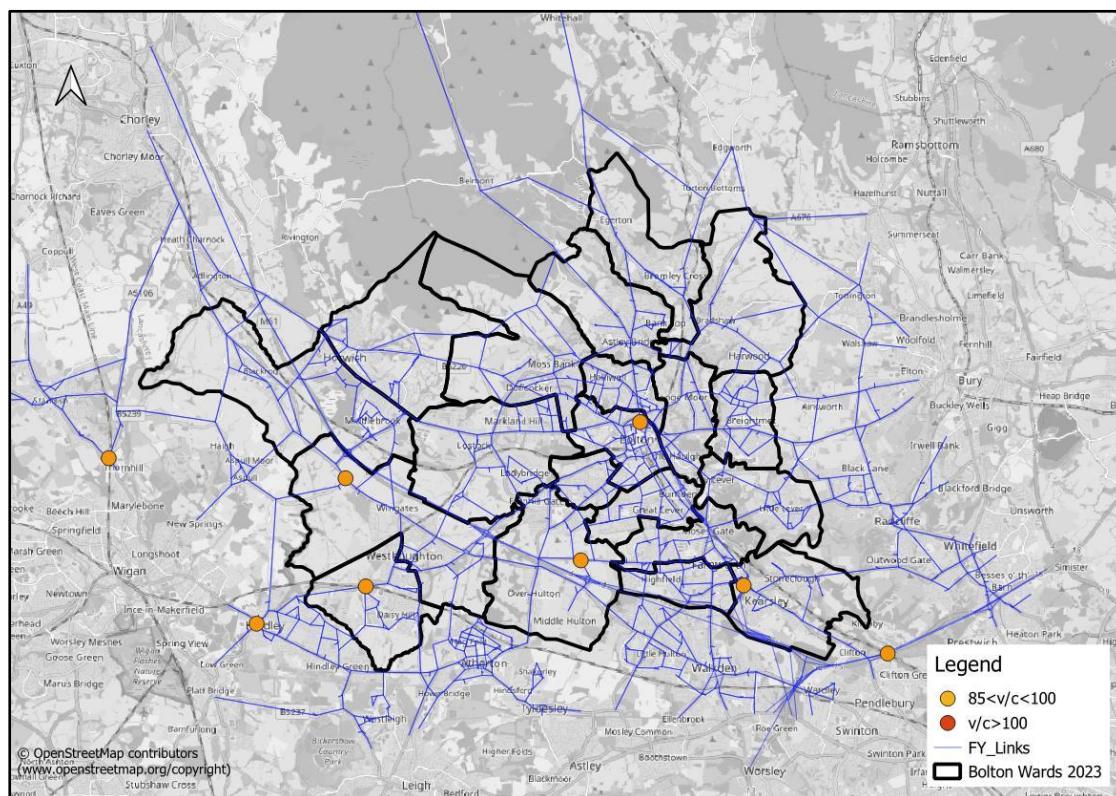


Table 6-11 presents the list of junctions and their corresponding V/C values for the DM 2039 scenario, as illustrated in the Figure 6-9 and Figure 6-10.

Table 6-11 List of junctions with V/C values for DM 2039

Junction Name	Node	V/C value for AM	V/C value for PM
Bridge Street / St. Georges Street	2059	58.13	85.84
Wigan Road / Wearish Lane	2117	70.92	88.22
Clifton Junction (M60 J16)	2701	83.54	86.28
Whitefield Interchange (M60 J17)	2707	86.82	81.86
Watergate Lane/ Plodder Lane	2765	91.84	96.66
Wigan Road/ Liverpool Road/ Atherton Road	3011	80.55	86.04
Chorley Road / Dicconson Lane	3075	82.59	89.02
Wigan Road/ Cross Street	3365	85.08	78.11
Wigan Lane/ Chorley Road/ Wigan Road	3443	78.58	87.58
Kearsley Interchange	5113	100.59	93.98

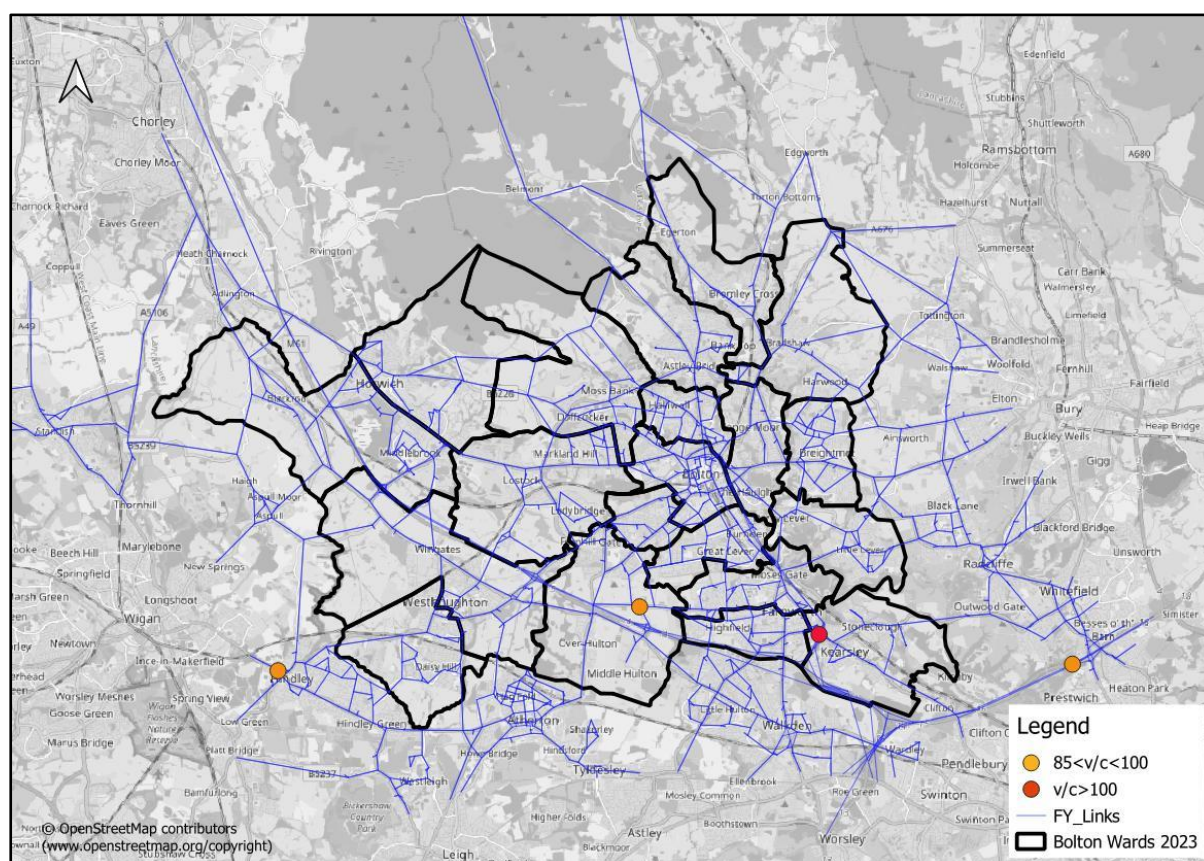
Figure 6-11 V/C Plots for the DM 2042 AM Peak

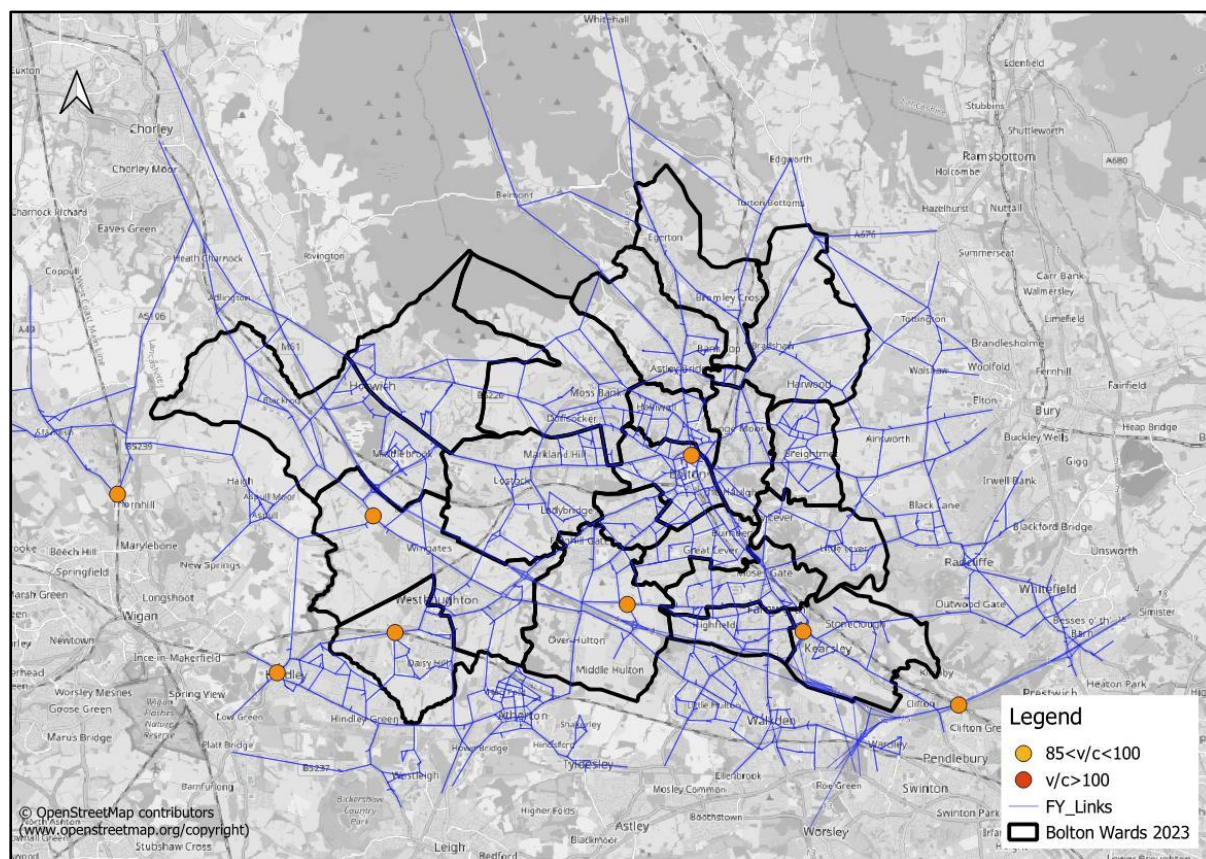
Figure 6-12 V/C Plots for the DM 2042 PM Peak

Table 6-12 presents the list of junctions and their corresponding V/C values for the DM 2042 scenario, as illustrated in the Figure 6-11 and Figure 6-12.

Table 6-12 List of Junction with V/C values for DM 2042

Junction Name	Node	V/C value for AM	V/C value for PM
Bridge Street / St. Georges Street	2059	59.29	86.21
Wigan Road / Wearish Lane	2117	72.27	89
Cliffon Junction (M60 J16)	2701	84.74	87.35
Whitefield Interchange (M60 J17)	2707	87.82	82.86
Watergate Lane/ Plodder Lane	2765	92.6	97.13
Wigan Road / Liverpool Road	3011	81.41	87.82
Chorley Road / Dicconson Lane	3075	83.66	86.83
Wigan Road/ Cross Street	3365	86.01	79.11
Wigan Lnae/ Chorley Road/ Wigan Road	3443	79.07	88.63
Kearsley Interchange	5113	100.84	94.66

6.4.5 V/C Plots for Local Plan Scenario

Node V/C value plots for the 2039 and 2042 AM and PM peak periods are presented in Figure 6-13 to Figure 6-16 respectively. The node V/C is classified as green for values below 85%, amber for values

between 85% and 100%, and red for values above 100%. V/C values below 85% are not included in the plot.

Figure 6-13 V/C Plots for the LP 2039 AM Peak

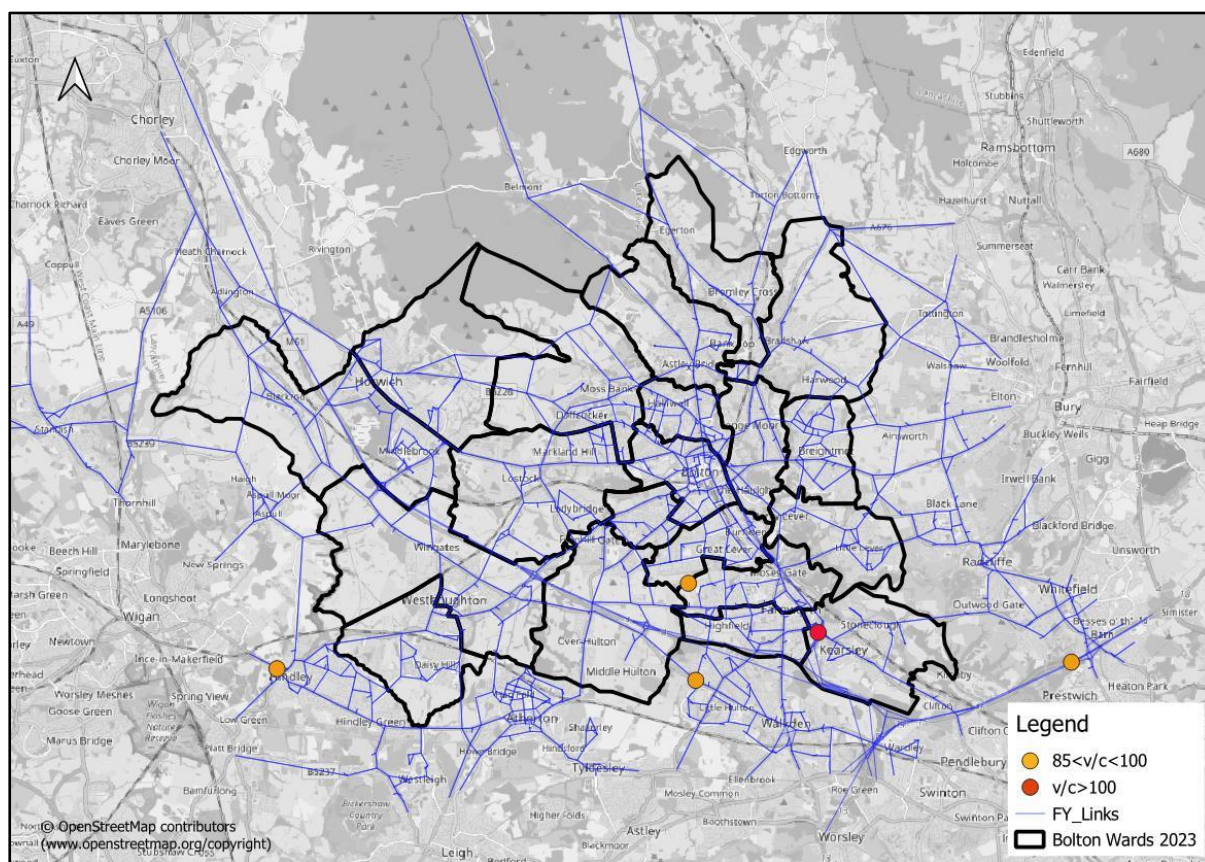


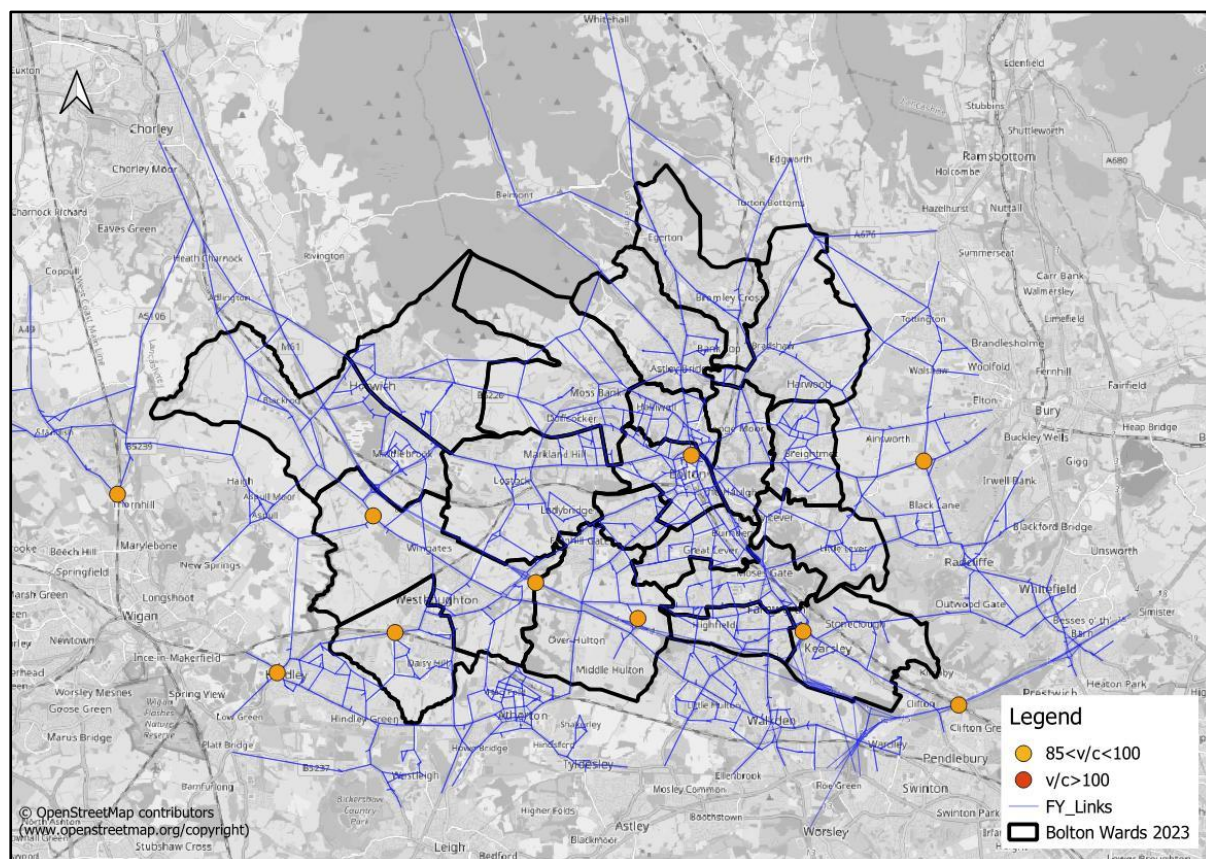
Figure 6-14 V/C Plots for the LP 2039 PM Peak

Table 6-13 presents the list of junctions and their corresponding V/C values for the LP 2039 scenario, as illustrated in the Figure 6-13 and Figure 6-14.

Table 6-13 List of Junctions with V/C values for LP 2039

Junction Name	Node	V/C value for AM	V/C value for PM
Bridge Street / St. Georges Street	2059	66.07	89.59
Wigan Road / Wearish Lane	2117	78.24	94.2
Bury and Bolton Road / Starling Road	2253	61.15	85.9
Cliffon Junction (M60 J16)	2701	84.39	88
Whitefield Interchange (M60 J17)	2707	87.68	83.09
M61 J5	2752	84.37	90.65
Wigan Road / Liverpool Road	3011	82.12	89.41
Chorley Road / Dicconson Lane	3075	84.93	92.02
Wigan Road/ Cross Street	3365	85.3	78.55
Wigan Lnae/ Chorley Road/ Wigan Road	3443	78.78	88.15
Kearsley Interchange	5113	101.04	96.21
Manchester Road West /Highfield Road	6746	86.31	80.24
Watergate Lane Interchange	90063	72.08	93.51

Junction Name	Node	V/C value for AM	V/C value for PM
Redgate Way / Church Drive	90075	93.28	76.76

Figure 6-15 V/C Plots for the LP 2042 AM Peak

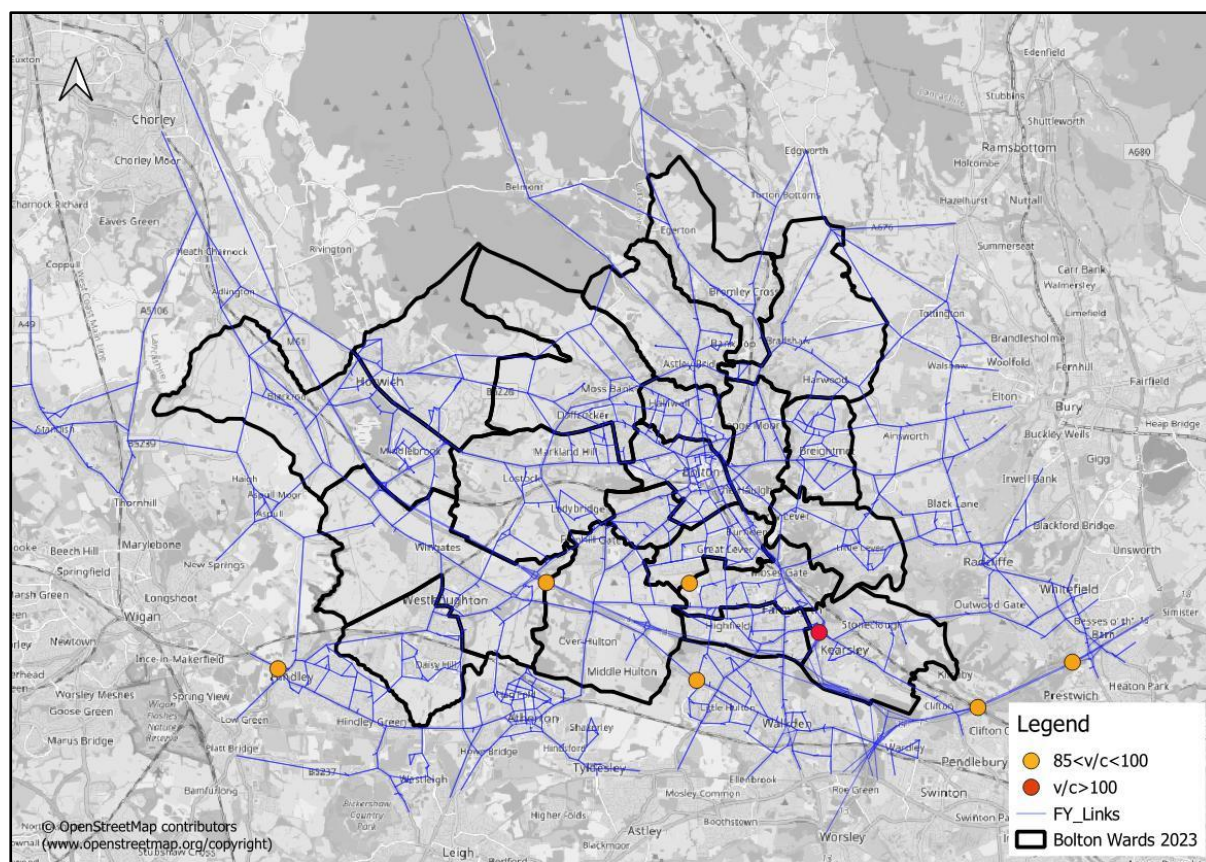


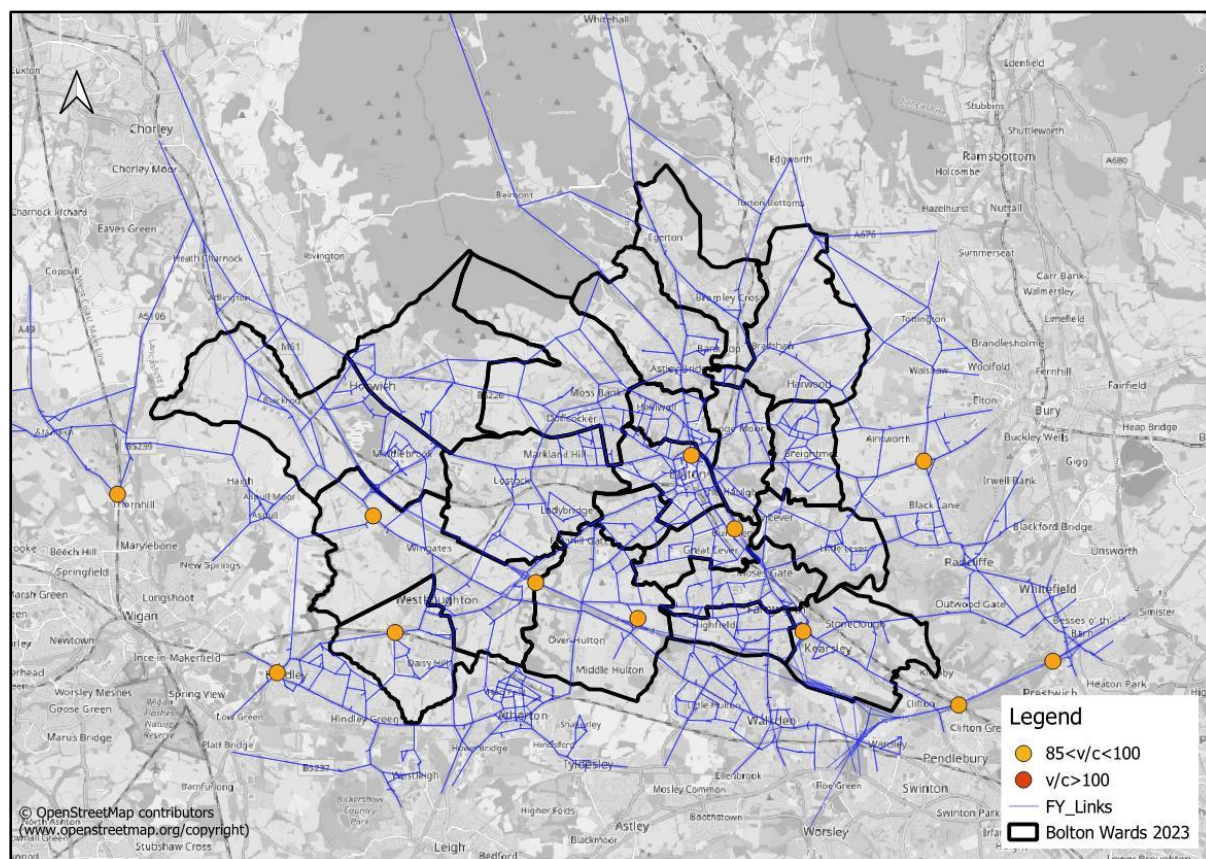
Figure 6-16 V/C Plots for the LP 2042 PM Peak

Table 6-14 presents the list of junctions and their corresponding V/C values for the LP 2042 scenario, as illustrated in the Figure 6-15 and Figure 6-16.

Table 6-14 List of Junction with V/C values for LP 2042

Junction Name	Node	V/C value for AM	V/C value for PM
Bridge Street / St. Georges Street	2059	69.67	90.89
Wigan Road / Wearish Lane	2117	78.41	94.22
Bury and Bolton Road / Starling Road	2253	62.54	87.5
Raikes Lane / St Peter's Way / Vincent Way	2642	72.59	86.18
Cliffon Junction (M60 J16)	2701	85.73	89.42
Whitefield Interchange (M60 J17)	2707	88.9	84.24
Whitefield Interchange (M60 J17)	2708	80.83	86.46
M61 J5	2752	87.23	91.39
Wigan Road / Liverpool Road	3011	84.12	90.5
Chorley Road / Dicconson Lane	3075	84.29	97.44
Wigan Road/ Cross Street	3365	86.08	79.55
Wigan Lnae/ Chorley Road/ Wigan Road	3443	79.12	89.25
Kearsley Interchange	5113	101.2	96.95

Junction Name	Node	V/C value for AM	V/C value for PM
Manchester Road West / Highfield Road	6746	88.67	82.58
Watergate Lane Interchange	90063	73.29	95.65
Redgate Way / Church Drive	90075	94.44	77.44

6.4.6 V/C Summary

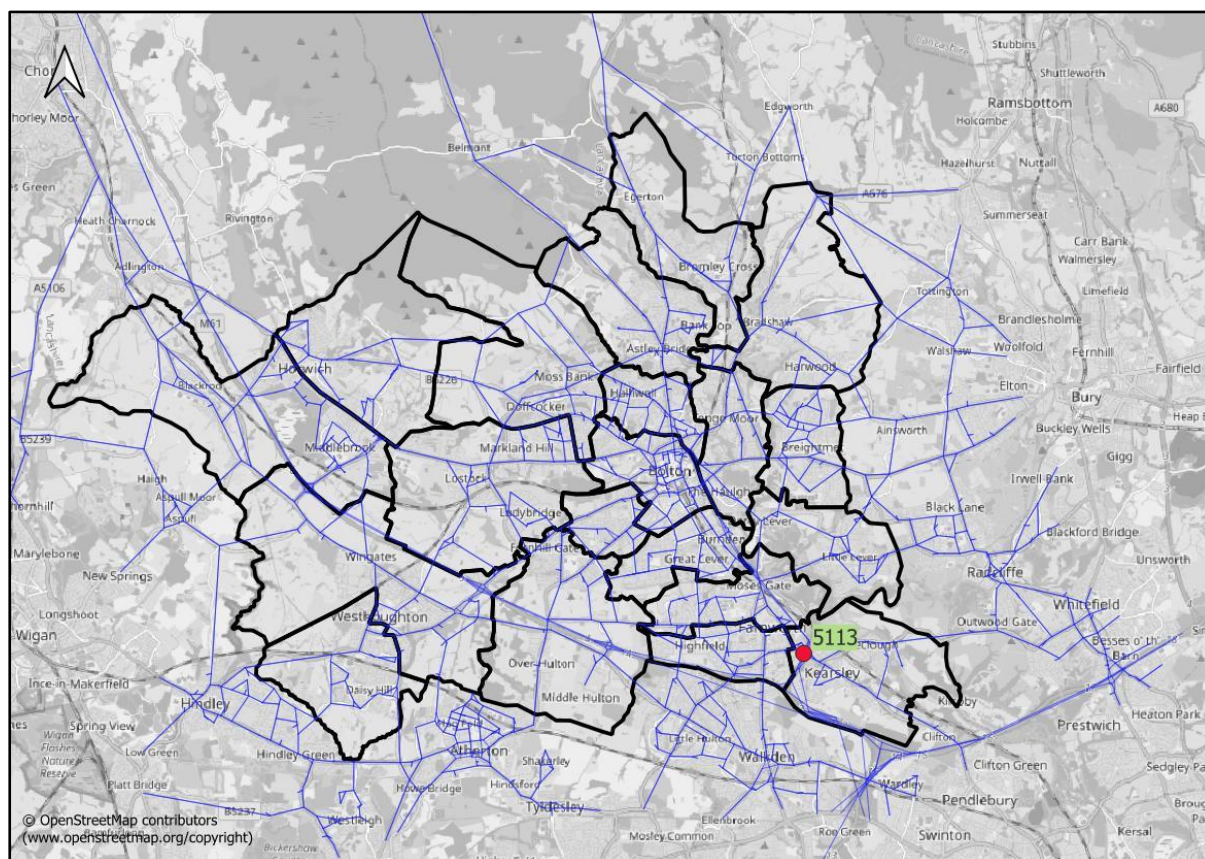
The V/C assessment indicates that the majority of junctions within the study area continue to operate below theoretical capacity in both the DM and LP scenarios. A number of junctions are forecast to operate within the 85% to 100% V/C range, indicating increasing operational pressure as a result of future growth. These locations are generally concentrated on key strategic corridors and motorway-access routes serving the wider study area.

Comparison of the DM and LP scenarios indicates that the Local Plan allocations result in a small number of additional junctions operating within the 85% to 100% V/C range, reflecting increased network pressure associated with the proposed growth. Whilst several additional junctions are identified amongst the higher V/C locations, the overall pattern of network performance remains broadly consistent between the two scenarios. Only one junction, Kearsley Interchange (Node 5113 - the observed node V/C in the Do Something has been compared against the Do Minimum Scheme is tabulated in Table 6-15), is forecast to operate above a V/C ratio of 100%, and this occurs in both the DM and LP scenarios.

Table 6-15: Comparison of Volume Over Capacity Greater than 100% across DM and LP

Node	LP_V/C (%)	DM_V/C (%)	Difference	Scenario
5113	101.04	100.59	0.5	LP & DM 39 AM

It can be observed there is only one node having V/C greater than 100%. This is node 5113 representing Kearsley Interchange. This comparison demonstrates that the difference between LP and DM is very minimal. The location of the node is presented in Figure 6-17.

Figure 6-17: Junction with V/C greater than 100%

7. Summary and Conclusions

This report has described the development and assessment of the 2039 and 2042 future year forecasting models for both the Do-Minimum (DM) and Local Plan (LP) scenarios.

The DM scenarios incorporate forecast background growth, committed developments and committed transport infrastructure identified through the uncertainty log process. The LP scenarios build upon the corresponding DM scenarios by incorporating the additional development allocations associated with the emerging Bolton Local Plan and the associated transport interventions.

7.1 Do-Minimum

Table 7-1 summarises the assignment statistics for the DM scenarios relative to the 2025 base year model.

- Approximately 6,538 PCUs were added to the AM peak matrix and 6,086 PCUs to the PM peak matrix for the 2039 DM scenario. By 2042, this increased to approximately 7,788 PCUs and 7,234 PCUs in the AM and PM peaks respectively.
- Total travel times are forecast to increase by approximately 8% to 13% relative to the 2025 base year.
- Total travel distances increase by approximately 7% to 9%, reflecting overall growth in travel demand across the network.
- Total delay increases by approximately 13% to 26%, whilst average network speeds reduce by approximately 1% to 3%.
- Journey time comparisons indicate that the majority of routes experience increased travel times relative to the base year, reflecting the combined effects of background growth, committed development and increasing pressure on the highway network.

Table 7-1. Comparison of assignment statistics for DM Scenario

Item	% Diff AM (DM 2039-BY 2025)	% Diff PM (DM 2039-BY 2025)	% Diff AM (DM 2042-BY 2025)	% Diff PM (DM 2042-BY 2025)
Matrix totals (pcus/hr)	7%	6%	8%	8%
Total Travel Times (Total-pcu.hrs)	10%	8%	13%	10%
Travel Distance (Total pcu-kms)	8%	7%	9%	9%
Average Speed (Overall- km/h)	-2%	0%	-3%	-1%
Delay (Total - pcu.hrs)	22%	13%	26%	17%

Overall, the DM forecasts indicate that forecast growth and committed development result in increasing levels of congestion and delay across parts of the study area, particularly along key strategic corridors and routes serving Bolton town centre.

7.2 Local Plan

Table 7-2 summarises the assignment statistics for the LP scenarios relative to the corresponding DM scenarios.

- Approximately 4,602 PCUs were added to the 2039 AM peak matrix and 4,504 PCUs to the PM peak matrix as a result of the Local Plan development allocations. By 2042, this increased to approximately 5,258 PCUs and 5,142 PCUs in the AM and PM peaks respectively.
- Total travel times increase by approximately 7% to 9% relative to the corresponding DM scenarios.
- Total travel distances increase by approximately 4% to 5%.
- Total network delay increases by approximately 14% to 24%, whilst average speeds reduce by approximately 2% to 4%.
- Journey time comparisons indicate that the majority of routes experience additional increases in journey time when compared to the corresponding DM scenarios. A limited number of routes show improvements in travel time, reflecting localised changes in route choice and traffic distribution associated with network modifications and development-related infrastructure.

Table 7-2. Comparison of assignment statistics for LP Scenario

Item	% Diff AM (LP 2039-DM 2039)	% Diff PM (LP 2039-DM 2039)	% Diff AM (LP 2042-DM 2042)	% Diff PM (LP 2042-DM 2042)
Matrix totals (pcus/hr)	4%	4%	5%	5%
Total Travel Times (Total-pcu.hrs)	7%	8%	8%	9%
Travel Distance (Total pcu-kms)	4%	5%	5%	5%
Average Speed (Overall- km/h)	-2%	-3%	-3%	-4%
Delay (Total - pcu.hrs)	14%	19%	16%	24%

The node delay and volume-to-capacity (V/C) assessments indicate that Local Plan growth results in additional operational pressure at a number of locations across the network. A small number of additional junctions move into the 85% to 100% V/C range compared with the DM scenarios, indicating increasing levels of utilisation. However, the overall pattern of network performance remains broadly consistent between the DM and LP scenarios.

It should also be noted that the BLPTM is a strategic highway assignment model and has not been developed to provide detailed operational assessments of individual junctions. Consequently, V/C ratios and node delays should be interpreted as broad indicators of operational pressure and relative network performance rather than definitive measures of junction capacity. The absence of widespread junctions operating above a V/C ratio of 100% should therefore not be interpreted as evidence that all junctions will operate satisfactorily under future conditions. Rather, the results demonstrate that, at a strategic level, the forecast growth does not give rise to widespread network capacity exceedances across the study area.

Overall, the forecasting results demonstrate that the additional growth associated with the Bolton Local Plan is expected to increase traffic demand, travel times and delays across parts of the network. However, the impacts are generally incremental relative to the Do-Minimum scenario and do not result in widespread strategic network failure. The BLPTM therefore provides a robust basis for understanding the strategic transport implications of the Local Plan and for identifying locations where more detailed assessment and mitigation may be required as development proposals come forward.

8. Appendix

Appendix A – UL Developments

Table A1: Residential Developments for Do Minimum Scenario

Ref	Location	Development	Source	Reference	Given Certainty	Reason	Dwellings	Timescale	Longitude	Latitude
Resi-001	31 - 33 Johnson Fold Avenue Bolton BL1 5SF	Residential	Planning Permission	19459/24	More than likely	Full Permission	2	0-5 Years	-2.479628419	53.59191447
Resi-002	Land At Roxalina Street Roxalina Street Bolton BL3 6PW	Residential	Planning Permission	18737/24	More than likely	Full Permission	43	0-5 Years	-2.434446329	53.56517619
Resi-003	Land North East Of Back Holly Street Back Holly Street Bolton BL1 8QT	Residential	Planning Permission	19527/24	More than likely	Full Permission	3	0-5 Years	-2.431536886	53.60268609
Resi-004	203 Wigan Road Bolton BL5 2AJ	Residential	Planning Permission	19276/24	More than likely	Full Permission	1	0-5 Years	-2.529936155	53.54359375
Resi-005	Stable And Premises Jacks Lane Bolton BL5 2DJ	Residential	Planning Permission	19306/24	More than likely	Full Permission	1	0-5 Years	-2.554585907	53.54450931
Resi-006	FORMER RAILWAY CUTTING TO THE NORTH OF SPRINGFIELD ROAD, KEARSLEY	Residential	Planning Permission	13910/22	More than likely	Full Permission	36	0-5 Years	-2.384770756	53.53982465
Resi-007	70/72 Moss Lane Bolton BL1 6LY	Residential	Planning Permission	19477/24	More than likely	Full Permission	2	0-5 Years	-2.462249185	53.59525017

Ref	Location	Development	Source	Reference	Given Certainty	Reason	Dwellings	Timescale	Longitude	Latitude
Resi-008	Land Between 30 Rydal Road And 2 Fearney Side Fearney Side Little Lever Bolton BL3 1BU	Residential	Planning Permission	18616/24	More than likely	Full Permission	1	0-5 Years	-2.379089977	53.562835
Resi-009	LAND NORTH OF CHRIST CHURCH, MARKLAND HILL, BOLTON, BL1 5AF	Residential	Planning Permission	01154	Near Certain	Under Construction	4	0-5 Years	-2.476321982	53.58198681
Resi-010	45 Hulton Lane Bolton BL3 4JD	Residential	Planning Permission	18608/24	More than likely	Full Permission	1	0-5 Years	-2.464506106	53.56565125
Resi-011	1 Kinross Drive Bolton BL3 4NW	Residential	Planning Permission	19308/24	More than likely	Full Permission	1	0-5 Years	-2.471258641	53.56990258
Resi-012	Land To The Rear Of 253 Lee Lane Bolton BL6 7JL	Residential	Planning Permission	19167/24	More than likely	Full Permission	1	0-5 Years	-2.554248284	53.60225375
Resi-013	The Bungalow Smithy Hill Bolton BL3 4LY	Residential	Planning Permission	18977/24	More than likely	Full Permission	1	0-5 Years	-2.466087091	53.56743
Resi-014	132 Turton Road Bolton BL2 3DY	Residential	Planning Permission	19358/24	More than likely	Full Permission	1	0-5 Years	-2.407454254	53.60645143
Resi-015	48 St Andrews Road Lostock Bolton BL6 4AB	Residential	Planning Permission	18378/24	More than likely	Full Permission	1	0-5 Years	-2.507265956	53.57900566
Resi-016	19 Hillside Bolton BL1 5DT	Residential	Planning Permission	19047/24	More than likely	Full Permission	1	0-5 Years	-2.471308514	53.57740028
Resi-017	Land North East Of Newgate Cottages	Residential	Planning Permission	18242/24	More than likely	Full Permission	1	0-5 Years	-2.465261641	53.5500047

Ref	Location	Development	Source	Reference	Given Certainty	Reason	Dwellings	Timescale	Longitude	Latitude
	Plodder Lane Bolton BL5 1AH									
Resi-018	21 Stopes Road Bolton BL3 1NW	Residential	Planning Permission	19262/24	More than likely	Full Permission	1	0-5 Years	-2.363363906	53.56170702
Resi-019	Timberyard And Sawmill Hollins Plodder Lane Bolton BL4 0LF	Residential	Planning Permission	18729/24	Reasonably Foreseeable	Outline Permission	1	6-10 Years	-2.440861921	53.54909941
Resi-020	11 Green Lane Bolton BL3 2EE	Residential	Planning Permission	18277/24	More than likely	Full Permission	1	0-5 Years	-2.427788331	53.56000833
Resi-021	Land North Of Harrowby Street Harrowby Street Farnworth Bolton BL4 7BU	Residential	Planning Permission	18704/24	Near Certain	Under Construction	1	0-5 Years	-2.402751335	53.5489373
Resi-022	Land North Of 659 Radcliffe Road Radcliffe Road Bolton BL3 1AN	Residential	Planning Permission	17490/24	More than likely	Full Permission	133	0-5 Years	-2.385263835	53.57057581
Resi-023	Tarmac Building Materials Ltd Stopes Road Little Lever Bolton BL3 1NR	Residential	Planning Permission	18089/24	More than likely	Full Permission	132	0-5 Years	-2.359395187	53.5645082
Resi-024	171 Park Road Bolton BL1 4RG	Residential	Planning Permission	18418/24	More than likely	Full Permission	3	0-5 Years	-2.450248814	53.57924316
Resi-025	53 Bradshawgate Bolton BL1 1DR	Residential	Planning Permission	18088/24	More than likely	Full Permission	6	0-5 Years	-2.426529118	53.57808864
Resi-026	Old Links Golf Club Ltd Chorley Old	Residential	Planning Permission	11497/21	More than likely	Full Permission	12	0-5 Years	-2.484797594	53.59403311

Ref	Location	Development	Source	Reference	Given Certainty	Reason	Dwellings	Timescale	Longitude	Latitude
	Road Bolton BL1 5SU									
Resi-027	Basement Ground And First Floors 8 Bank Street Bolton BL1 1TS	Residential	Planning Permission	17859/24	More than likely	Full Permission	2	0-5 Years	-2.426627186	53.58001094
Resi-028	282 Halliwell Road Bolton BL1 3QB	Residential	Planning Permission	18076/24	More than likely	Full Permission	2	0-5 Years	-2.438631683	53.59272328
Resi-029	1 Briercliffe Road Bolton BL3 5PN	Residential	Planning Permission	18248/24	More than likely	Full Permission	1	0-5 Years	-2.45264344	53.5692674
Resi-030	Gouldings Martial Arts St Germain Street Farnworth Bolton BL4 7BQ	Residential	Planning Permission	17320/23	More than likely	Full Permission	36	0-5 Years	-2.403670411	53.5471815
Resi-031	123 - 125 Church Street Horwich Bolton BL6 7BR	Residential	Planning Permission	18499/24	More than likely	Full Permission	8	0-5 Years	-2.543821716	53.59909721
Resi-032	1 Church Bank Bolton BL1 1HX	Residential	Planning Permission	18202/24	More than likely	Full Permission	2	0-5 Years	-2.424268686	53.57968007
Resi-033	Horwich Loco Industrial Estate Chorley New Road Horwich Bolton BL6 5UE	Residential	Planning Permission	17975/24	More than likely	Full Permission	126	0-5 Years	-2.54847508	53.59457819
Resi-034	180 Bolton Road Kearsley Bolton BL4 9BU	Residential	Planning Permission	17054/23	More than likely	Full Permission	1	0-5 Years	-2.383948631	53.54261408
Resi-035	147 Belmont Road Bolton BL1 7AW	Residential	Planning Permission	18099/24	More than likely	Full Permission	1	0-5 Years	-2.434656714	53.60393399

Ref	Location	Development	Source	Reference	Given Certainty	Reason	Dwellings	Timescale	Longitude	Latitude
Resi-036	Land North Of Lorne Street Lorne Street Farnworth Bolton	Residential	Planning Permission	17089/23	More than likely	Full Permission	10	0-5 Years	-2.405550271	53.55584823
Resi-037	Land To The North Of Park Road Park Road Little Lever Bolton	Residential	Planning Permission	16197/23	More than likely	Full Permission	4	0-5 Years	-2.383126157	53.56516881
Resi-038	Former Agricultural Building Horwich Moor Farm Matchmoor Lane Horwich Bolton BL6 6PR	Residential	Planning Permission	18007/24	More than likely	Full Permission	1	0-5 Years	-2.504610402	53.60714602
Resi-039	68 Chorley New Road Lostock Bolton BL6 4AL	Residential	Planning Permission	17927/24	More than likely	Full Permission	1	0-5 Years	-2.514462658	53.58160724
Resi-040	Northern House 24 - 26 Chorley Road Blackrod Bolton BL6 5JS	Residential	Planning Permission	17245/23	More than likely	Full Permission	2	0-5 Years	-2.587648176	53.59606245
Resi-041	White Horse 259 Bolton Road Westhoughton Bolton BL5 3ED	Residential	Planning Permission	17287/23	Reasonably Foreseeable	Outline Permission	4	6-10 Years	-2.51013416	53.55458834
Resi-042	106 - 108 St James Street Farnworth Bolton BL4 9RG	Residential	Planning Permission	17947/24	More than likely	Full Permission	1	0-5 Years	-2.414231998	53.54261589
Resi-043	96 - 98 Newport Street Bolton BL3 6AB	Residential	Planning Permission	17923/24	More than likely	Full Permission	2	0-5 Years	-2.428295125	53.5752007

Ref	Location	Development	Source	Reference	Given Certainty	Reason	Dwellings	Timescale	Longitude	Latitude
Resi-044	204 Wigan Road Bolton BL3 5QE	Residential	Planning Permission	18065/24	More than likely	Full Permission	1	0-5 Years	-2.459904515	53.56899335
Resi-045	Beechwood Shady Lane Bromley Cross Bolton BL7 9AF	Residential	Planning Permission	17962/24	More than likely	Full Permission	1	0-5 Years	-2.410816402	53.61334728
Resi-046	71 Market Street Farnworth Bolton BL4 7NS	Residential	Planning Permission	17702/24	More than likely	Full Permission	1	0-5 Years	-2.39469993	53.54970705
Resi-047	Star And Garter 11 Bow Street Bolton BL1 2EQ	Residential	Planning Permission	17958/24	More than likely	Full Permission	1	0-5 Years	-2.428048589	53.58117247
Resi-048	181 St Helens Road Bolton BL3 3PS	Residential	Planning Permission	17618/24	More than likely	Full Permission	2	0-5 Years	-2.451476602	53.56305832
Resi-049	Land North Of Guido Street Guido Street Bolton	Residential	Planning Permission	16520/23	More than likely	Full Permission	2	0-5 Years	-2.440402055	53.59285634
Resi-050	Land Adjacent Trafford Grove Farnworth Bolton	Residential	Planning Permission	17138/23	More than likely	Full Permission	2	0-5 Years	-2.392948532	53.55208999
Resi-051	Ground Floor 355 Chorley Old Road Bolton BL1 6AH	Residential	Planning Permission	17761/24	More than likely	Full Permission	1	0-5 Years	-2.455128256	53.5876635
Resi-052	Horwich Golf Club Victoria Road Horwich Bolton BL6 5PH	Residential	Planning Permission	16801/23	More than likely	Full Permission	17	0-5 Years	-2.537194128	53.59279351
Resi-053	Moorfield Farm St Johns Road Lostock Bolton BL6 4HD	Residential	Planning Permission	16225/23	More than likely	Full Permission	6	0-5 Years	-2.506080671	53.56200909

Ref	Location	Development	Source	Reference	Given Certainty	Reason	Dwellings	Timescale	Longitude	Latitude
Resi-054	183 - 183A Elgin Street Bolton BL1 3EU	Residential	Planning Permission	16793/23	More than likely	Full Permission	3	0-5 Years	-2.451256405	53.59185238
Resi-055	1 - 3 Red Lane Bolton BL2 5BL	Residential	Planning Permission	17223/23	More than likely	Full Permission	2	0-5 Years	-2.396017021	53.58955117
Resi-056	176 Lee Lane Horwich Bolton BL6 7AF	Residential	Planning Permission	17599/24	More than likely	Full Permission	1	0-5 Years	-2.551154775	53.60171387
Resi-057	12 Silverwell Street Bolton BL1 1PP	Residential	Planning Permission	17685/24	More than likely	Full Permission	3	0-5 Years	-2.425702327	53.57811697
Resi-058	Bank Chambers 3 King Street Farnworth Bolton BL4 7AB	Residential	Planning Permission	17467/24	More than likely	Full Permission	1	0-5 Years	-2.394017727	53.54896584
Resi-059	296 St Helens Road Bolton BL3 3RP	Residential	Planning Permission	17430/24	More than likely	Full Permission	2	0-5 Years	-2.455478342	53.56083139
Resi-060	13 St Katherines Drive Blackrod Bolton BL6 5EJ	Residential	Planning Permission	17544/24	More than likely	Full Permission	1	0-5 Years	-2.584500081	53.59575601
Resi-061	First Floor 506 Chorley Old Road Bolton BL1 6AB	Residential	Planning Permission	17468/24	More than likely	Full Permission	1	0-5 Years	-2.460803642	53.58885016
Resi-062	Moor House Grange Road Bromley Cross Bolton BL7 9AX	Residential	Planning Permission	17272/23	More than likely	Full Permission	1	0-5 Years	-2.40400443	53.62039751
Resi-063	876 Plodder Lane Bolton BL5 1AJ	Residential	Planning Permission	16833/23	Near Certain	Under Construction	1	0-5 Years	-2.462715562	53.54969571

Ref	Location	Development	Source	Reference	Given Certainty	Reason	Dwellings	Timescale	Longitude	Latitude
Resi-064	Land Adjoining 18 Savick Avenue Savick Avenue Bolton BL2 6JJ	Residential	Planning Permission	17050/23	More than likely	Full Permission	1	0-5 Years	-2.38605626	53.58011878
Resi-065	93 Market Street Farnworth Bolton BL4 7NS	Residential	Planning Permission	16834/23	More than likely	Full Permission	1	0-5 Years	-2.394137169	53.54924492
Resi-066	71 Tonge Moor Road Bolton BL2 2DL	Residential	Planning Permission	16967/23	More than likely	Full Permission	1	0-5 Years	-2.414232249	53.5871371
Resi-067	Land To The East Of 19 Princess Avenue Princess Avenue Kearsley Bolton	Residential	Planning Permission	17151/23	More than likely	Full Permission	1	0-5 Years	-2.381056958	53.53655446
Resi-068	5 FELTON WALK BOLTON BL1 8EN	Residential	Planning Permission	16627/23	More than likely	Full Permission	3	0-5 Years	-2.43343522	53.59326852
Resi-069	LAND BETWEEN BOUNDARY STREET AND BACK BOUNDARY STREET BOUNDARY STREET BOLTON	Residential	Planning Permission	16707/23	More than likely	Full Permission	3	0-5 Years	-2.440184999	53.59143301
Resi-070	LAND AT FRANK ST BOLTON BL1 3HT	Residential	Planning Permission	16860/23	Near Certain	Under Construction	2	0-5 Years	-2.443257218	53.59052701
Resi-071	307 WIGAN ROAD BOLTON BL3 5QX	Residential	Planning Permission	17214/23	More than likely	Full Permission	1	0-5 Years	-2.462255723	53.56813844
Resi-072	SPREAD EAGLE 313 MANCHESTER ROAD KEARSLEY BOLTON BL4 8RD	Residential	Planning Permission	16392/23	More than likely	Full Permission	1	0-5 Years	-2.363647454	53.53541429

Ref	Location	Development	Source	Reference	Given Certainty	Reason	Dwellings	Timescale	Longitude	Latitude
Resi-073	18 Wood Street Bolton BL1 1DY	Residential	Planning Permission	16942/23	More than likely	Full Permission	6	0-5 Years	-2.425632338	53.57868807
Resi-074	102 - 104 Deansgate Bolton Greater Manchester BL1 1BD	Residential	Planning Permission	16945/23	More than likely	Full Permission	5	0-5 Years	-2.432070478	53.57945841
Resi-075	Land To The West Of Dobb Brow Road Westhoughton Bolton	Residential	Planning Permission	15705/23	Reasonably Foreseeable	Outline Permission	10	6-10 Years	-2.537086592	53.54559296
Resi-076	Land Off Church Street Westhoughton Bolton BL5 3QT	Residential	Planning Permission	15741/23	Reasonably Foreseeable	Outline Permission	32	6-10 Years	-2.523642435	53.55618098
Resi-077	Land Adjacent To 43 Timberbottom Bolton BL2 3DQ	Residential	Planning Permission	15671/23	Reasonably Foreseeable	Outline Permission	1	6-10 Years	-2.405249897	53.60274355
Resi-078	First Floor 196 Deane Road Bolton BL3 5DP	Residential	Planning Permission	16906/23	More than likely	Full Permission	1	0-5 Years	-2.443623507	53.57284982
Resi-079	FORMER EDEN BOYS SCHOOL SITE COTTON STREET	Residential	Planning Permission	16079/23	Near Certain	Under Construction	27	0-5 Years	-2.445057538	53.59387613030738,
Resi-080	Land Off Manchester Road, Kearsley, Bolton.	Residential	Planning Permission	14498/22	More than likely	Full Permission	5	0-5 Years	-2.365876163	53.53666686
Resi-081	224 Deane Church Lane Bolton BL3 4EW	Residential	Planning Permission	16740/23	More than likely	Full Permission	1	0-5 Years	-2.459587009	53.56535179

Ref	Location	Development	Source	Reference	Given Certainty	Reason	Dwellings	Timescale	Longitude	Latitude
Resi-082	663 Chorley Old Road Bolton BL1 6BJ	Residential	Planning Permission	15311/23	More than likely	Full Permission	1	0-5 Years	-2.468770557	53.58868483
Resi-083	596 Manchester Road Blackrod Bolton BL6 5RX	Residential	Planning Permission	14172/22	More than likely	Full Permission	1	0-5 Years	-2.566581668	53.57934429
Resi-084	HORWICH LOCO INDUSTRIAL ESTATE CHORLEY NEW ROAD HORWICH BOLTON BL6 5UE	Residential	Planning Permission	16300/23	Near Certain	Under Construction	106	0-5 Years	-2.54847508	53.59457819
Resi-085	Singleton Avenue	Residential	Planning Permission	15341/23	Near Certain	Under Construction	5	0-5 Years	-2.545889681	53.6038829
Resi-086	Land At 106 - 110 St Georges Road Bolton BL1 2BZ	Residential	Planning Permission	08786/20	More than likely	Full Permission	14	0-5 Years	-2.434432582	53.58151709
Resi-087	Isherwood Fold Barn Brookfold Lane Bolton BL2 4LT	Residential	Planning Permission	16180/23	More than likely	Full Permission	1	0-5 Years	-2.381301458	53.60560731
Resi-088	731 Manchester Road Over Hulton Bolton BL5 1BA	Residential	Planning Permission	16136/23	More than likely	Full Permission	1	0-5 Years	-2.489523814	53.55009363
Resi-089	711 Crompton Way Bolton BL1 8TL	Residential	Planning Permission	16341/23	More than likely	Full Permission	1	0-5 Years	-2.429010245	53.60092635
Resi-090	85 Queensgate Bolton BL1 4EA	Residential	Planning Permission	16438/23	More than likely	Full Permission	1	0-5 Years	-2.454547385	53.58256571

Ref	Location	Development	Source	Reference	Given Certainty	Reason	Dwellings	Timescale	Longitude	Latitude
Resi-091	Land Off Inverbeg Drive Bolton BL2 6NA	Residential	Planning Permission	12412/21	Near Certain	Under Construction	94	0-5 Years	-2.378160759	53.57716919
Resi-092	Land To The South Of Dentdale Close, Lostock, Bolton	Residential	Planning Permission	15663/23	More than likely	Full Permission	3	0-5 Years	-2.488859004	53.57606751
Resi-093	Green Common Cottages Green Common Lane Westhoughton Bolton BL5 3BN	Residential	Planning Permission	15686/23	Near Certain	Under Construction	1	0-5 Years	-2.506856836	53.5410628
Resi-094	16 Delph Avenue Egerton Bolton BL7 9TT	Residential	Planning Permission	15841/23	More than likely	Full Permission	2	0-5 Years	-2.446086948	53.63102203
Resi-095	5 Dobson Road Bolton BL1 4RL	Residential	Planning Permission	16121/23	More than likely	Full Permission	1	0-5 Years	-2.452077997	53.57899158
Resi-096	77 - 79 Church Street Blackrod Bolton BL6 5EE	Residential	Planning Permission	09059/20	More than likely	Full Permission	2	0-5 Years	-2.585003582	53.59437589
Resi-097	207 St Georges Road Bolton BL1 2PG	Residential	Planning Permission	16310/23	Near Certain	Under Construction	1	0-5 Years	-2.438043841	53.58163871
Resi-098	Unit 1 Victoria Plaza Oxford Street Bolton BL1 1RD	Residential	Planning Permission	15420/23	More than likely	Full Permission	12	0-5 Years	-2.430228921	53.57910867
Resi-099	140 St Helens Road Bolton BL3 3PJ	Residential	Planning Permission	15346/23	More than likely	Full Permission	6	0-5 Years	-2.449972704	53.56395568
Resi-100	53 Newport Street Bolton BL1 1NE	Residential	Planning Permission	15406/23	More than likely	Full Permission	4	0-5 Years	-2.428711929	53.57620574

Ref	Location	Development	Source	Reference	Given Certainty	Reason	Dwellings	Timescale	Longitude	Latitude
Resi-101	Wenderholme Lodge Victoria Road Bolton BL1 5AN	Residential	Planning Permission	15410/23	More than likely	Full Permission	1	0-5 Years	-2.480803366	53.58291259
Resi-102	6 Higher Swan Lane Bolton BL3 3AJ	Residential	Planning Permission	15790/23	More than likely	Full Permission	1	0-5 Years	-2.441489306	53.56373815
Resi-103	26 Lostock Junction Lane Lostock Bolton BL6 4JR	Residential	Planning Permission	15437/23	More than likely	Full Permission	1	0-5 Years	-2.495024156	53.57616323
Resi-104	Land Adjacent To 129 Eldon Street Bolton BL2 2JF	Residential	Planning Permission	15248/23	More than likely	Full Permission	1	0-5 Years	-2.413371123	53.59159595
Resi-105	Land To The Rear Of 12 Halshaw Lane Kearsley Bolton BL4 8DD	Residential	Planning Permission	15249/23	More than likely	Full Permission	1	0-5 Years	-2.385243048	53.54376898
Resi-106	Little Stanrose Farm Cox Green Road Egerton Bolton BL7 9RJ	Residential	Planning Permission	14579/22	More than likely	Full Permission	1	0-5 Years	-2.431347287	53.6275153
Resi-107	FORMER BRACKLEY GOLF COURSE	Residential	Planning Permission	13196/22	More than likely	Full Permission	5	0-5 Years	-2.441284659	53.53815387824 026,
Resi-108	Land Adj. To 15 Essex Street Horwich Bolton BL6	Residential	Planning Permission	13280/22	Near Certain	Under Construction	1	0-5 Years	-2.53320099	53.58797296
Resi-109	24 MANCHESTER ROAD KEARSLEY BOLTON BL4 8NZ	Residential	Planning Permission	12979/22	More than likely	Full Permission	1	0-5 Years	-2.374752174	53.53947288

Ref	Location	Development	Source	Reference	Given Certainty	Reason	Dwellings	Timescale	Longitude	Latitude
Resi-110	OLD COBBLESTONES GREENWOODS LANE BOLTON BL2 4EQ	Residential	Planning Permission	14601/22	More than likely	Full Permission	1	0-5 Years	-2.37833636	53.60189551
Resi-111	22 Spa Road Bolton BL1 4SG	Residential	Planning Permission	15103/22	More than likely	Full Permission	15	0-5 Years	-2.436838356	53.57843649
Resi-112	12-16 Corporation Street Bolton BL1 2AN	Residential	Planning Permission	14747/22	More than likely	Full Permission	4	0-5 Years	-2.429252482	53.58008869
Resi-113	27 Bolton Road Kearsley Bolton BL4 8DB	Residential	Planning Permission	11882/21	More than likely	Full Permission	1	0-5 Years	-2.389055892	53.54432596
Resi-114	55 Gilnow Lane Bolton BL3 5EL	Residential	Planning Permission	15229/23	More than likely	Full Permission	1	0-5 Years	-2.4469875	53.57385419
Resi-115	Land Off Armadale Road Bolton	Residential	Planning Permission	15151/22	Near Certain	Under Construction	14	0-5 Years	-2.477853154	53.57443586
Resi-116	47 Bradshawgate Bolton BL1 1DR	Residential	Planning Permission	14543/22	More than likely	Full Permission	2	0-5 Years	-2.426630958	53.57832815
Resi-117	67 Evergreen Avenue Horwich Bolton BL6 5GQ	Residential	Planning Permission	12128/21	More than likely	Full Permission	2	0-5 Years	-2.550433764	53.59540817
Resi-118	Denelands 108 Junction Road Bolton BL3 4NE	Residential	Planning Permission	12878/21	Reasonably Foreseeable	Outline Permission	1	6-10 years	-2.47125487	53.56808731
Resi-119	5A Greenmount Lane Bolton BL1 5JF	Residential	Planning Permission	15250/23	More than likely	Full Permission	1	0-5 Years	-2.467970924	53.58146013

Ref	Location	Development	Source	Reference	Given Certainty	Reason	Dwellings	Timescale	Longitude	Latitude
Resi-120	106-108 Derby Street Bolton BL3 6HG	Residential	Planning Permission	12925/22	More than likely	Full Permission	1	0-5 Years	-2.436566867	53.57197584
Resi-121	Holdens Farm Coal Pit Road Bolton BL1 7PD	Residential	Planning Permission	15443/23	More than likely	Full Permission	1	0-5 Years	-2.497677562	53.61264899
Resi-122	Hairshop 299 Ainsworth Lane Bolton BL2 2QN	Residential	Planning Permission	15308/23	More than likely	Full Permission	1	0-5 Years	-2.409056035	53.58750793
Resi-123	Land At Fletcher Street Bolton BL3 6NF	Residential	Planning Permission	14070/22	More than likely	Full Permission	87	0-5 Years	-2.434910267	53.57214051
Resi-124	Land At Avenue Street (Small Site) Bolton BL1 3AW	Residential	Planning Permission	14816/22	More than likely	Full Permission	6	0-5 Years	-2.444941309	53.58546031
Resi-125	87 Wigan Road Westhoughton Bolton BL5 3RD	Residential	Planning Permission	13719/22	Near Certain	Under Construction	2	0-5 Years	-2.527562567	53.54660328
Resi-126	21 Market Street Bolton BL1 1BU	Residential	Planning Permission	15128/22	More than likely	Full Permission	2	0-5 Years	-2.429415175	53.57928055
Resi-127	Corner Land Plot Chorley Old Road Bolton BL1 5SQ	Residential	Planning Permission	09824/20	Reasonably Foreseeable	Outline Permission	1	6-10 Years	-2.484140705	53.59340648
Resi-128	57 And 57A Plodder Lane Farnworth Bolton BL4 0BX	Residential	Planning Permission	11658/21	More than likely	Full Permission	1	0-5 Years	-2.412781037	53.54936553
Resi-129	First Floor 94-96 Rishton Lane Bolton BL3 6QG	Residential	Planning Permission	15114/22	More than likely	Full Permission	1	0-5 Years	-2.42931191	53.56508688

Ref	Location	Development	Source	Reference	Given Certainty	Reason	Dwellings	Timescale	Longitude	Latitude
Resi-130	Land North Of 13 Boardman Street Blackrod Bolton BL6 5AJ	Residential	Planning Permission	14098/22	More than likely	Full Permission	1	0-5 Years	-2.581072235	53.59323229
Resi-131	220 Tonge Moor Road Bolton BL2 2HN	Residential	Planning Permission	15177/22	More than likely	Full Permission	1	0-5 Years	-2.412456154	53.59073303
Resi-132	Creams Mill land At Mytham Road Prestolee Road Boscow Road Hall Lane And Newbury Road Little Lever Bolton	Residential	Planning Permission	09775/20	More than likely	Full Permission	255	0-10 Years	-2.369672422	53.55827826
Resi-133	Loco Works	Residential	Planning Permission	14625/22	More than likely	Full Permission	145	0-5 Years	-2.542964085	53.58948535
Resi-134	Land On East Side Of Dorset Close Farnworth Bolton BL4 9TR	Residential	Planning Permission	13772/22	More than likely	Full Permission	8	0-5 Years	-2.40187442	53.54580109
Resi-135	22 Melville Street Bolton BL3 2BA	Residential	Planning Permission	14688/22	More than likely	Full Permission	2	0-5 Years	-2.422721387	53.56351854
Resi-136	25 & 27 Thorncliffe Road Bolton BL1 7ER	Residential	Planning Permission	14932/22	More than likely	Full Permission	1	0-5 Years	-2.433328434	53.60726106
Resi-137	36 Glenburn Street Bolton BL3 3DZ	Residential	Planning Permission	14904/22	More than likely	Full Permission	1	0-5 Years	-2.440264402	53.56139207
Resi-138	2 Sweetloves Lane Bolton BL1 7ET	Residential	Planning Permission	14827/22	Near Certain	Under Construction	1	0-5 Years	-2.43165197	53.60840443

Ref	Location	Development	Source	Reference	Given Certainty	Reason	Dwellings	Timescale	Longitude	Latitude
Resi-139	79 Raphael Street Bolton BL1 3EQ	Residential	Planning Permission	14718/22	More than likely	Full Permission	1	0-5 Years	-2.446933623	53.59035685
Resi-140	Lever Bridge Inn 206-210 Radcliffe Road Bolton BL2 1PF	Residential	Planning Permission	13766/22	More than likely	Full Permission	1	0-5 Years	-2.405502276	53.57133785
Resi-141	Century Mill George Street Farnworth Bolton BL4 9QT	Residential	Planning Permission	12836/21	Near Certain	Under Construction	63	0-5 Years	-2.410971803	53.545305
Resi-142	Land At Avenue Street Bolton	Residential	Planning Permission	14055/22	Near Certain	Under Construction	44	0-5 Years	-2.444219262	53.58696417
Resi-143	1 Whitehill Valley Blackrod Bolton BL6 5WN	Residential	Planning Permission	12161/21	More than likely	Full Permission	4	0-5 Years	-2.583250507	53.59360023
Resi-144	Egerton House Hotel Blackburn Road Egerton Bolton BL7 9PL	Residential	Planning Permission	13902/22	More than likely	Full Permission	15	0-5 Years	-2.438136126	53.62850361
Resi-145	31 Plodder Lane Farnworth Bolton BL4 0BZ	Residential	Planning Permission	13837/22	More than likely	Full Permission	1	0-5 Years	-2.411941421	53.54930803
Resi-146	30 Mawdsley Street Bolton BL1 1LF	Residential	Planning Permission	14364/22	More than likely	Full Permission	22	0-5 Years	-2.427978828	53.5771951
Resi-147	85-87 Market Street Farnworth Bolton BL4 7NS	Residential	Planning Permission	14026/22	More than likely	Full Permission	3	0-5 Years	-2.397732116	53.55161925
Resi-148	3 Ellesmere Gardens Bolton BL3 3GW	Residential	Planning Permission	12951/22	More than likely	Full Permission	1	0-5 Years	-2.4447844	53.56189342

Ref	Location	Development	Source	Reference	Given Certainty	Reason	Dwellings	Timescale	Longitude	Latitude
Resi-149	80 Chorley New Road Lostock Bolton BL6 4AL	Residential	Planning Permission	12945/22	More than likely	Full Permission	1	0-5 Years	-2.512338852	53.58086095
Resi-150	Horwich Golf Club Victoria Road Horwich Bolton BL6 5PH	Residential	Planning Permission	13681/22	Near Certain	Under Construction	207	6-10 Years	-2.537194128	53.59279351
Resi-151	Land At Bowlands Hey Westhoughton Bolton (Phase 5)	Residential	Planning Permission	11567/21	Near Certain	Under Construction	183	6-10 Years	-2.528608377	53.54893845
Resi-152	Land At Bowlands Hey Westhoughton Bolton (Phase 3 And 4)	Residential	Planning Permission	11568/21	Near Certain	Under Construction	102	0-5 Years	-2.528608377	53.54893845
Resi-153	Land At Academy Way Lostock Bolton BL6 4GH	Residential	Planning Permission	12992/22	Near Certain	Under Construction	32	0-5 Years	-2.523744191	53.57983568
Resi-154	Land At Minerva Road Farnworth Bolton	Residential	Planning Permission	11570/21	More than likely	Full Permission	26	0-5 Years	-2.422956622	53.55459496
Resi-155	Vacant Land Former Snooker Club Market Street Westhoughton Bolton BL5 3AZ	Residential	Planning Permission	13240/22	More than likely	Full Permission	18	0-5 Years	-2.524219278	53.5491225
Resi-156	28-30 Egerton Street Farnworth Bolton BL4 7LE	Residential	Planning Permission	09253/20	More than likely	Full Permission	3	0-5 Years	-2.401640405	53.55485519
Resi-157	Land At And Adjacent Hulton Park Manchester Road	Residential	Planning Permission	12218/21	Reasonably Foreseeable	Outline Permission	1036	10-15 years	-2.485295396	53.54387581

Ref	Location	Development	Source	Reference	Given Certainty	Reason	Dwellings	Timescale	Longitude	Latitude
	Over Hulton Bolton BL5 1BH									
Resi-158	Land At Brodick Drive Bolton BL2 6TZ	Residential	Planning Permission	12220/21	More than likely	Full Permission	1	0-5 Years	-2.380791168	53.57409579
Resi-159	13 Stratford Close Farnworth Bolton BL4 0LZ	Residential	Planning Permission	08684/20	More than likely	Full Permission	1	0-5 Years	-2.425598894	53.55110113
Resi-160	Umbertons Farm Salford Road Bolton BL5 1BP	Residential	Planning Permission	11872/21	More than likely	Full Permission	1	0-5 Years	-2.46234038	53.54608829
Resi-161	41 Meadow Close Little Lever Bolton BL3 1LG	Residential	Planning Permission	12840/21	More than likely	Full Permission	1	0-5 Years	-2.364012106	53.55800199
Resi-162	151-155 Market Street Farnworth Bolton BL4 8EX	Residential	Planning Permission	11548/21	More than likely	Full Permission	14	0-5 Years	-2.392709061	53.5483235
Resi-163	Mill Lane Fishery Pigery And Stables Mill Lane Horwich Bolton BL6 6AT	Residential	Planning Permission	12058/21	More than likely	Full Permission	1	0-5 Years	-2.536913921	53.59929339
Resi-164	Albion Hotel 34-36 Moor Lane Bolton BL1 4TH	Residential	Planning Permission	12428/21	More than likely	Full Permission	8	0-5 Years	-2.434564413	53.57730628
Resi-165	55 Market Street Farnworth Bolton BL4 7NS	Residential	Planning Permission	09605/20	More than likely	Full Permission	7	0-5 Years	-2.395207538	53.55009421
Resi-166	Land Rear Of 73 - 87 Buckley Lane	Residential	Planning Permission	12729/21	Reasonably Foreseeable	Outline Permission	2	6-10 Years	-2.402780588	53.54188326

Ref	Location	Development	Source	Reference	Given Certainty	Reason	Dwellings	Timescale	Longitude	Latitude
	Farnworth Bolton BL4 9PQ									
Resi-167	Hill Cottage 22 Hughes Avenue Horwich Bolton BL6 7RA	Residential	Planning Permission	13498/22	More than likely	Full Permission	1	0-5 Years	-2.555549658	53.59947838
Resi-168	Brownfield Land To The East Of Old Hall Street Kearsley (Farnworth) And South Of Bolton Road	Residential	Planning Permission	12211/21	Near Certain	Under Construction	14	0-5 Years	-2.389701326	53.54371291
Resi-169	Bolton Union Mill Vernon Street Bolton BL1 2PP	Residential	Planning Permission	11674/21	Near Certain	Under Construction	113	0-5 Years	-2.436778761	53.5820029
Resi-170	454 Darwen Road Bromley Cross Bolton BL7 9DX	Residential	Planning Permission	12829/21	More than likely	Full Permission	1	0-5 Years	-2.42897649	53.61918103
Resi-171	27 Barnfield Close Egerton Bolton BL7 9UP	Residential	Planning Permission	12015/21	More than likely	Full Permission	1	0-5 Years	-2.434906746	53.62916716
Resi-172	534 Wigan Road Bolton BL3 4QW	Residential	Planning Permission	12676/21	More than likely	Full Permission	1	0-5 Years	-2.471487467	53.56393802
Resi-173	Horwich Loco Industrial Estate Chorley New Road Horwich Bolton BL6 5WG	Residential	Planning Permission	12664/21	Near Certain	Under Construction	43	0-5 Years	-2.55098831	53.59413479

Ref	Location	Development	Source	Reference	Given Certainty	Reason	Dwellings	Timescale	Longitude	Latitude
Resi-174	The Link Crown Street / Bow Street Bolton BL1 2RU	Residential	Planning Permission	11514/21	More than likely	Full Permission	143	0-5 Years	-2.427423299	53.57992461
Resi-175	Atlas Mill Mornington Road Bolton BL1 4EU	Residential	Planning Permission	11791/21	More than likely	Full Permission	9	0-5 Years	-2.452940579	53.5862483
Resi-176	Knowsley Fold Chorley New Road Bolton Bolton BL1 5DQ	Residential	Planning Permission	12409/21	More than likely	Full Permission	1	0-5 Years	-2.486007522	53.57835242
Resi-177	Highfield Belmont Road Bolton BL1 7DB	Residential	Planning Permission	12471/21	More than likely	Full Permission	1	0-5 Years	-2.443856691	53.6116743
Resi-178	The Market Precinct Brackley Street Farnworth Bolton BL4 9DL	Residential	Planning Permission	13114/22	Near Certain	Under Construction	85	0-5 Years	-2.394715269	53.54820908
Resi-179	250 Newbrook Road Atherton M46 9HD	Residential	Planning Permission	10554/21	Reasonably Foreseeable	Outline Permission	3	6-10 Years	-2.472658419	53.53617917
Resi-180	833 Moss Bank Way Bolton BL1 5SN	Residential	Planning Permission	12558/21	More than likely	Full Permission	2	0-5 Years	-2.477250193	53.59203265
Resi-181	Higher Critchley Fold Farm Longworth Road Egerton Bolton BL7 9PU	Residential	Planning Permission	10336/21	More than likely	Full Permission	1	0-5 Years	-2.449371816	53.6299989
Resi-182	LAND AT LEVER PARK AVENUE, HORWICH, BOLTON	Residential	Planning Permission	8075	Near Certain	Under Construction	59	0-5 Years	-2.552040897	53.60473186

Ref	Location	Development	Source	Reference	Given Certainty	Reason	Dwellings	Timescale	Longitude	Latitude
Resi-183	LAND AT ST GEORGE'S ROAD/BARK STREET, BOLTON	Residential	Planning Permission	09160	Near Certain	Under Construction	4	0-5 Years	-2.431628591	53.58128713
Resi-184	RED ROCKS, 514 CHORLEY NEW ROAD, LOSTOCK, BOLTON, BL6 4JY	Residential	Planning Permission	09333	Reasonably Foreseeable	Outline Permission	2	6-10 Years	-2.493455681	53.57899347
Resi-185	MOOR LANE BUS STATION, MOOR LANE, BOLTON	Residential	Planning Permission	12097	Near Certain	Under Construction	60	0-5 Years	-2.434319351	53.57640707
Resi-186	Horwich Loco Industrial Estate Chorley New Road Horwich Bolton BL6 5WG (BAH/IV)	Residential	Planning Permission	9862	Near Certain	Under Construction	116	0-5 Years	-2.55098831	53.59413479
Resi-187	LAND OFF DARWEN ROAD, BROMLEY CROSS, BOLTON, BL7	Residential	Planning Permission	7518	More than likely	Full Permission	43	0-5 Years	-2.421368183	53.61617716
Resi-188	SHEPHERD CROSS STREET INDUSTRIAL ESTATE, SHEPHERD CROSS STREET, BOLTON, BL1 3DE	Residential	Planning Permission	05828	Reasonably Foreseeable	Outline Permission	22	6-10 Years	-2.446056773	53.59097502
Resi-189	Garnet Fold Farm	Residential	Planning Permission	09485	Near Certain	Under Construction	21	0-5 Years	-2.471123345	53.55625282859866,

Ref	Location	Development	Source	Reference	Given Certainty	Reason	Dwellings	Timescale	Longitude	Latitude
Resi-190	VACANT LAND, 19 - 21, BROMWICH STREET, BOLTON, BL2 1JF	Residential	Planning Permission	10121	Near Certain	Under Construction	1	0-5 Years	-2.416746527	53.57530923
Resi-191	LAND EAST OF CENTRAL STREET, BOLTON	Residential	Planning Permission	9993	Near Certain	Under Construction	167	0-5 Years	-2.43213046	53.58023389
Resi-192	ANNEXE, 9 GARS DALE LANE, BOLTON, BL1 5XW	Residential	Planning Permission	08532	Near Certain	Under Construction	2	0-5 Years	-2.491723812	53.57821336
Resi-193	1510 JUNCTION ROAD WEST, LOSTOCK, BOLTON, BL6 4EG	Residential	Planning Permission	09447	Near Certain	Under Construction	1	0-5 Years	-2.49312996	53.57104591
Resi-194	WESTHOUGHTON EQUESTRIAN CENTRE, WIGAN ROAD, WESTHOUGHTON, BOLTON, BL5 2DD	Residential	Planning Permission	11494	Near Certain	Under Construction	5	0-5 Years	-2.556859079	53.5429346
Resi-195	HORWICH LOCO INDUSTRIAL ESTATE, CHORLEY NEW ROAD, HORWICH, BOLTON, BL6 5UE	Residential	Planning Permission	06232/19	Near Certain	Under Construction	393	0-5 Years	-2.54847508	53.59457819
Resi-196	HALLIWELL HEALTH CENTRE, AYLESFORD WALK, BOLTON, BL1 3SQ	Residential	Planning Permission	08616	Near Certain	Under Construction	11	0-5 Years	-2.432825939	53.58834511

Ref	Location	Development	Source	Reference	Given Certainty	Reason	Dwellings	Timescale	Longitude	Latitude
Resi-197	HORWICH LOCO INDUSTRIAL ESTATE, CHORLEY NEW ROAD, HORWICH, BOLTON, BL6 5UE	Residential	Planning Permission	09469	Near Certain	Under Construction	8	0-5 Years	-2.54847508	53.59457819
Resi-198	565 MANCHESTER ROAD, BLACKROD, BOLTON, BL6 5RU	Residential	Planning Permission	08114	Near Certain	Under Construction	2	0-5 Years	-2.56204228	53.57727907
Resi-199	5 BANK STREET, BOLTON, BL1 1TS	Residential	Planning Permission	08358	Near Certain	Under Construction	3	0-5 Years	-2.426714693	53.57984029
Resi-200	LAND AT BOWLANDS HEY, WESTHOUGHTON, BOLTON	Residential	Planning Permission	06410	Near Certain	Under Construction	30	0-5 Years	-2.528608377	53.54893845
Resi-201	93 MANCHESTER ROAD, BOLTON, BL2 1ET	Residential	Planning Permission	08242	Near Certain	Under Construction	1	0-5 Years	-2.421190349	53.57126225
Resi-202	106 CHORLEY ROAD, WESTHOUGHTON, BOLTON, BL5 3PL (site of Windmill Hotel)	Residential	Planning Permission	07549	Near Certain	Under Construction	5	0-5 Years	-2.52934946	53.5621806
Resi-203	ROSCOES FARM	Residential	Planning Permission	6485	Near Certain	Under Construction	34	0-5 Years	-2.516189306	53.55036490084562,
Resi-204	1-11 BARK STREET EAST, BOLTON, BL1 2BQ	Residential	Planning Permission	05812	Near Certain	Under Construction	1	0-5 Years	-2.428045723	53.58175581

Ref	Location	Development	Source	Reference	Given Certainty	Reason	Dwellings	Timescale	Longitude	Latitude
Resi-205	LAND AT PINE STREET, BOLTON, BL1 8JY	Residential	Planning Permission	84925	Near Certain	Under Construction	2	0-5 Years	-2.427550118	53.59397281
Resi-206	RIVERSIDE, FOLD ROAD, STONECLOUGH RADCLIFFE, BOLTON, MANCHESTER, M26 1FT	Residential	Planning Permission	05246	Near Certain	Under Construction	1	0-5 Years	-2.357711598	53.54316619
Resi-207	348 DERBY STREET, BOLTON, BL3 6LF	Residential	Planning Permission	05568	Near Certain	Under Construction	1	0-5 Years	-2.443670199	53.56700798
Resi-209	VACANT LAND FORMERLY 216 PIGGOTT STREET, FARNWORTH, BOLTON, BL4	Residential	Planning Permission	06015	Near Certain	Under Construction	3	0-5 Years	-2.407379068	53.54134782
Resi-210	Eldercot Road	Residential	Planning Permission	04527	Near Certain	Under Construction	19	0-5 Years	-2.463231293	53.56388309
Resi-211	26-28 BRADSHAWGATE, BOLTON, BL1 1DG	Residential	Planning Permission	04462	Near Certain	Under Construction	7	0-5 Years	-2.426679401	53.57882903
Resi-212	GLOBE WORKS, LOWER BRIDGEMAN STREET, BOLTON, BL2 1DG	Residential	Planning Permission	4404	Near Certain	Under Construction	139	0-5 Years	-2.422205313	53.5746578
Resi-213	16/18 DEANS GATE, BOLTON, BL1 1BR	Residential	Planning Permission	03601	Near Certain	Under Construction	3	0-5 Years	-2.428949979	53.57968962

Ref	Location	Development	Source	Reference	Given Certainty	Reason	Dwellings	Timescale	Longitude	Latitude
Resi-214	LAND AT KIRKBY ROAD, HEATON, BOLTON,	Residential	Planning Permission	96329	Near Certain	Under Construction	1	0-5 Years	-2.457505936	53.58309014
Resi-215	VACANT LAND, LEVER STREET, LITTLE LEVER, BOLTON	Residential	Planning Permission	03994	Near Certain	Under Construction	3	0-5 Years	-2.374254294	53.56400674
Resi-216	HERCULES BUSINESS PARK, LOSTOCK LANE, HORWICH, BOLTON, GREATER MANCHESTER	Residential	Planning Permission	78297	Near Certain	Under Construction	89	0-5 Years	-2.526738016	53.57790667
Resi-217	TOTTINGTON ROAD METHODIST CHURCH, TOTTINGTON ROAD, BOLTON, BL2 4DA	Residential	Planning Permission	00891	Near Certain	Under Construction	1	0-5 Years	-2.391442639	53.6072823
Resi-218	CHESHIRE HOUSE, 185 ST JOHNS ROAD, LOSTOCK, BOLTON, BL6 4HD	Residential	Planning Permission	02274	Near Certain	Under Construction	1	0-5 Years	-2.505374915	53.56216587
Resi-219	LAND NORTH OF PLATT LANE, EAST OF PARK ROAD & SOUTH OF CHEQUERBENT ROUNABOUT, WESTHOUGHTON, BOLTON	Residential	Planning Permission	94696	Near Certain	Under Construction	187	0-10 Years	-2.506653258	53.54793753

Ref	Location	Development	Source	Reference	Given Certainty	Reason	Dwellings	Timescale	Longitude	Latitude
Resi-220	HOLE HILL FARM, MATCHMOOR LANE, HORWICH, BOLTON, BL6 6PR	Residential	Planning Permission	01145	Near Certain	Under Construction	2	0-5 Years	-2.504610402	53.60714602
Resi-221	81-83 MARKET STREET, FARNWORTH, BOLTON, BL4 7NS	Residential	Planning Permission	01715	Near Certain	Under Construction	3	0-5 Years	-2.394411593	53.54946507
Resi-222	364 TEMPEST ROAD, LOSTOCK, BOLTON, BL6 4HS	Residential	Planning Permission	01659	Near Certain	Under Construction	2	0-5 Years	-2.499783096	53.56260961
Resi-223	TONGE FOLD MILL, CLEGG STREET, BOLTON, BL2 6BL	Residential	Planning Permission	00050	Reasonably Foreseeable	Allocation	24	6-10 Years	-2.403516435	53.57856938
Resi-224	BURNTHWAITE OLD HALL, OLD HALL LANE, BOLTON, BL6 4LJ	Residential	Planning Permission	92882	Near Certain	Under Construction	3	0-5 Years	-2.49497004	53.5866479
Resi-225	66 ST GEORGES ROAD, BOLTON, BL1 2DD	Residential	Planning Permission	98140	Near Certain	Under Construction	5	0-5 Years	-2.431838886	53.58193111
Resi-226	BOLTON COMMUNITY COLLEGE HORWICH CAMPUS, VICTORIA ROAD, HORWICH, BOLTON, BL6 6ED	Residential	Planning Permission	96670	Near Certain	Under Construction	25	0-5 Years	-2.5325681	53.6033756

Ref	Location	Development	Source	Reference	Given Certainty	Reason	Dwellings	Timescale	Longitude	Latitude
Resi-227	18 ST GEORGES STREET, BOLTON, BL1 2EN	Residential	Planning Permission	96306	Near Certain	Under Construction	7	0-5 Years	-2.427831295	53.58233329
Resi-228	REAR OF 4 COPE BANK EAST, COPE STREET, BOLTON, BL1 6DX	Residential	Planning Permission	95397	Near Certain	Under Construction	1	0-5 Years	-2.451230168	53.59017358
Resi-229	LAND AT FORMER HORWICH LOCO WORKS, HORWICH, BOLTON	Residential	Planning Permission	91352	Reasonably Foreseeable	Outline Permission	496	6-10 Years	-2.54284036	53.59097308585331,
Resi-230	HORWICH MOOR FARM, MATCHMOOR LANE, HORWICH, BOLTON, BL6 6PR	Residential	Planning Permission	94622	Near Certain	Under Construction	1	0-5 Years	-2.504610402	53.60714602
Resi-231	LAND ADJACENT TO 57 TRAFFORD STREET, FARNWORTH, BOLTON, BL4 7PQ	Residential	Planning Permission	83640	Near Certain	Under Construction	1	0-5 Years	-2.39508533	53.55152027
Resi-232	GRUNDY FOLD FARM, CHORLEY OLD ROAD, HORWICH, BL6 6QA	Residential	Planning Permission	91673	Near Certain	Under Construction	4	0-5 Years	-2.497876884	53.59619049
Resi-233	134 DERBY STREET, BOLTON, BL3 6HG	Residential	Planning Permission	88454	Near Certain	Under Construction	2	0-5 Years	-2.437526498	53.57129068

Ref	Location	Development	Source	Reference	Given Certainty	Reason	Dwellings	Timescale	Longitude	Latitude
Resi-234	YEW TREE FARM, YEW TREE LANE, BOLTON, BL1 8TZ	Residential	Planning Permission	87352	Near Certain	Under Construction	1	0-5 Years	-2.421857883	53.60193872
Resi-235	218 HALLIWELL ROAD, BOLTON, BL1 3QJ	Residential	Planning Permission	83317	Near Certain	Under Construction	2	0-5 Years	-2.436629336	53.59210623
Resi-236	652 CROMPTON WAY, BOLTON, BL1 8TJ	Residential	Planning Permission	79724	Near Certain	Under Construction	1	0-5 Years	-2.426159141	53.59929054
Resi-237	LOWER HOUSE FARM, 565 CHORLEY NEW ROAD, LOSTOCK, BOLTON, BL6 4JU	Residential	Planning Permission	79833	Near Certain	Under Construction	2	0-5 Years	-2.495215546	53.57904682
Resi-238	FORMER CONGREGATIONAL CHURCH, LEE LANE, HORWICH.	Residential	Planning Permission	76785	Near Certain	Under Construction	11	0-5 Years	-2.549714935	53.6013021
Resi-269	Brightmet Hall IV	Residential	Housing Allocation	720-BOL	Reasonably Foreseeable	Allocation	80	6-10 Years	-2.398517317	53.55766679
Resi-416	7 Bailey Lane Bolton BL2 5EN	Residential	Planning Permission	HLA-988	More than likely	Full Permission	2	0-5 Years	-2.388500349	53.58939041
Resi-417	Land North Of Aldbarn Close Aldbarn Close Kearsley Bolton	Residential	Planning Permission	17828/24	More than likely	Full Permission	27	0-5 Years	-2.3805147	53.5384584
Resi-419	45 Newport Street Bolton BL1 1NE	Residential	Planning Permission	20305/25	More than likely	Full Permission	1	0-5 Years	-2.429138237	53.57683554

Ref	Location	Development	Source	Reference	Given Certainty	Reason	Dwellings	Timescale	Longitude	Latitude
Resi-420	185 St Johns Road Bolton BL6 4HD	Residential	Planning Permission	20960/25	More than likely	Full Permission	9	0-5 Years	-2.505374915	53.56216587
Resi-421	71 Church Street Bolton BL6 5EE	Residential	Planning Permission	20832/25	More than likely	Full Permission	1	0-5 Years	-2.585110368	53.59426219
Resi-422	17 Longhirst Close Bolton BL1 6NF	Residential	Planning Permission	20370/25	More than likely	Full Permission	1	0-5 Years	-2.457041006	53.59734594
Resi-423	2 Ryecroft Drive Bolton BL5 3PW	Residential	Planning Permission	20448/25	More than likely	Full Permission	5	0-5 Years	-2.53050889	53.56252688
Resi-424	Land at Church Wharf	Residential	Planning Permission	19281/24	More than likely	Full Permission	341	0-5 Years	-2.425261577	53.58072456176 833,
Resi-425	224 Chorley New Road Bolton BL6 5NP	Residential	Planning Permission	20786/25	More than likely	Full Permission	2	0-5 Years	-2.545582905	53.59464483
Resi-426	Hilltop Stables Georges Lane Bolton BL6 6RT	Residential	Planning Permission	20676/25	More than likely	Full Permission	1	0-5 Years	-2.526045527	53.60628079
Resi-427	Land Southwest Of Crescent Road & Lynwood Avenue Farnworth Bolton	Residential	Planning Permission	04459/18	More than likely	Full Permission	30	0-5 Years	-2.410325977	53.55807601
Resi-428	19 Palace Street Bolton BL1 2DR	Residential	Planning Permission	18885/24	More than likely	Full Permission	4	0-5 Years	-2.430434667	53.58269449
Resi-429	1 - 3 Scope Oth Lane Bolton BL2 3DP	Residential	Planning Permission	20021/25	More than likely	Full Permission	1	0-5 Years	-2.408347428	53.60069088
Resi-430	Land South Of Panton Street Panton Street	Residential	Planning Permission	20115/25	More than likely	Full Permission	4	0-5 Years	-2.534393483	53.58876132

Ref	Location	Development	Source	Reference	Given Certainty	Reason	Dwellings	Timescale	Longitude	Latitude
	Horwich Bolton BL6 6EE									
Resi-431	17 - 19 Silverwell Street Bolton BL1 1PP	Residential	Planning Permission	18306/24	More than likely	Full Permission	9	0-5 Years	-2.425436034	53.5781904
Resi-432	Sottovento 69 Worsley Road Bolton BL4 9LU	Residential	Planning Permission	20063/25	More than likely	Full Permission	4	0-5 Years	-2.399940632	53.54044405
Resi-433	1 Barnard Street Bolton BL2 2PN	Residential	Planning Permission	19889/25	More than likely	Full Permission	1	0-5 Years	-2.406499122	53.58155936
Resi-434	White Horse 259 Bolton Road Bolton BL5 3ED	Residential	Planning Permission	19482/24	More than likely	Full Permission	4	0-5 Years	-2.51013416	53.55458834
Resi-435	Lanskil Shady Lane Bromley Cross Bolton BL7 9AF	Residential	Planning Permission	18954/24	More than likely	Full Permission	2	0-5 Years	-2.410816402	53.61334728
Resi-436	Pindoria Superstore Gilnow Road Bolton BL1 4LL	Residential	Planning Permission	19090/24	More than likely	Full Permission	1	0-5 Years	-2.450339423	53.57602032
Resi-437	15 Bradshawgate Bolton BL1 1EL	Residential	Planning Permission	18053/24	More than likely	Full Permission	1	0-5 Years	-2.426946873	53.57953052
Resi-438	Land To West Of Dobb Brow Road Dobb Brow Road Westhoughton Bolton BL5 2AZ	Residential	Planning Permission	18950/24	More than likely	Full Permission	10	0-5 Years	-2.537365371	53.54557662
Resi-439	20 Higher Market Street Farnworth Bolton BL4 9AJ	Residential	Planning Permission	18926/24	More than likely	Full Permission	1	0-5 Years	-2.39204337	53.54651908

Ref	Location	Development	Source	Reference	Given Certainty	Reason	Dwellings	Timescale	Longitude	Latitude
Resi-440	Land Off Grizedale Close Bolton BL1 5TH	Residential	Planning Application	19020/24	Hypothetical	Undetermined Planning Application	20	5-10 Years	-2.474972076	53.59225678
Resi-441	Land To The South Of Doris Avenue Bolton BL2 6DB	Residential	Planning Application	20683/25	Hypothetical	Undetermined Planning Application	30	5-10 Years	-2.400602634	53.58027799
Resi-442	Former Harrowby Training Centre Mill Street Bolton BL4 7BH	Residential	Planning Application	19154/24	Hypothetical	Undetermined Planning Application	22	5-10 Years	-2.403103794	53.5479114
Resi-443	Shepherd Cross Street Industrial Estate Shepherd Cross Street Bolton BL1 3DE	Residential	Planning Application	21154/25	Hypothetical	Undetermined Planning Application	22	5-10 Years	-2.446056773	53.59097502
Resi-444	Land At Tongfields Bromley Cross	Residential	Planning Application	21506/25	Hypothetical	Undetermined Planning Application	86	5-10 Years	-2.431403212	53.61949904
Resi-445	5 - 9 Cedar Wood Court Chorley New Road Bolton BL1 5BJ	Residential	Planning Application	00002/26	Hypothetical	Undetermined Planning Application	24	5-10 Years	-2.463713168	53.5795377
Resi-446	Land South Of Windyhill Drive Windyhill Drive Bolton BL3 4TH	Residential	Planning Application	00431/26	Hypothetical	Undetermined Planning Application	49	5-10 Years	-2.467225605	53.55975838
Resi-447	Land North Of Plodder Lane Plodder Lane Bolton BL4 0LA	Residential	Planning Application	00441/26	Hypothetical	Undetermined Planning Application	250	5-10 Years	-2.433286189	53.54918109

Ref	Location	Development	Source	Reference	Given Certainty	Reason	Dwellings	Timescale	Longitude	Latitude
Resi-448	Land East Of Chew Moor Lane Chew Moor Lane Bolton BL5 3EN	Residential	Planning Application	00513/26	Hypothetical	Undetermined Planning Application	100	5-10 Years	-2.508587531	53.55576952
Resi-449	Lee Hall	Residential	Planning Application	21405/25	Hypothetical	Undetermined Planning Application	1450	5-10 Years	-2.502857239	53.544369620617026,
Resi-449_1	Lee Hall	Residential	Planning Application	21405/25	Hypothetical	Undetermined Planning Application	1450	5-10 Years	-2.502857239	53.544369620617026,
Resi-040	114 Market Street Farnworth Bolton BL4 9AE	Residential	Planning Permission	18887/24	Near Certain	Full Planning Permission	1	2026-2032	-2.393766584	53.54873657
Resi-061	377 Chorley New Road Bolton BL6 6DT	Residential	Planning Permission	21325/25	Near Certain	Full Planning Permission	1	2026-2032	-2.540698646	53.59212956629075,
Resi-132	Land To West Of Dobb Brow Road Dobb Brow Road Bolton BL5 2AZ	Residential	Planning Permission	21109/25	Near Certain	Full Planning Permission	1	2026-2032	-2.575601719	53.58925086264547,
Resi-133	9 Wood Street Bolton BL5 3AE	Residential	Planning Permission	21266/25	Near Certain	Full Planning Permission	1	2026-2032	-2.523191942	53.54849624
Resi-140	First Floor 327 - 329 Halliwell Road Bolton BL1 3PF	Residential	Planning Permission	20000/25	Near Certain	Full Planning Permission	1	2026-2032	-2.440771	53.593097
Resi-143	Equestrian Facility At Holdens Farm Cox Green Road Bolton BL7 9RA	Residential	Planning Permission	21468/25	Near Certain	Full Planning Permission	1	2026-2032	-2.437942278	53.63445612010558,

Ref	Location	Development	Source	Reference	Given Certainty	Reason	Dwellings	Timescale	Longitude	Latitude
Resi-147	Edditch Farm High Bank Street Bolton BL2 6BP	Residential	Planning Permission	00066/26	Near Certain	Full Planning Permission	1	2026-2032	-2.40277094	53.57812830315867,
Resi-148	Ormstons Farm Wingates Lane Bolton BL5 3LT	Residential	Planning Permission	21125/25	Near Certain	Full Planning Permission	1	2026-2032	-2.526309	53.569661
Resi-159	671 Chorley Old Road Bolton BL1 6BJ	Residential	Planning Permission	20028/25	Near Certain	Full Planning Permission	1	2026-2032	-2.469218	53.588667
Resi-161	375 Tonge Moor Road Bolton BL2 2JR	Residential	Planning Permission	00067/26	Near Certain	Full Planning Permission	1	2026-2032	2.412129162860398	53.59385787
Resi-030	2	Residential	Planning Permission	18789/24	Near Certain	Full Planning Permission	2	2026-2032	-2.388747	53.58809
Resi-103	25 Silverwell Street Bolton BL1 1PP	Residential	Planning Permission	20807/25	Near Certain	Full Planning Permission	2	2026-2032	-2.425022809	53.57837806103375,
Resi-145	Land Between 455 And 461 Manchester Road Bolton BL6 5SR	Residential	Planning Permission	21360/25	Near Certain	Full Planning Permission	2	2026-2032	-2.56860138	53.58071744119589,
Resi-151	466 - 466A Halliwell Road Bolton BL1 8AN	Residential	Planning Permission	19645/25	Near Certain	Full Planning Permission	2	2026-2032	-2.444778	53.59465
Resi-136	55 - 59 Dobb Brow Road Bolton BL5 2AZ	Residential	Planning Permission	20375/25	Near Certain	Full Planning Permission	3	2026-2032	-2.537099901	53.54512681395569,
Resi-072	308 Manchester Road Bolton BL6 5BB	Residential	Planning Permission	00071/26	Near Certain	Full Planning Permission	4	2026-2032	-2.50771602	53.54291583

Ref	Location	Development	Source	Reference	Given Certainty	Reason	Dwellings	Timescale	Longitude	Latitude
Resi-168	OLD COBBLESTONES, GREENWOODS LANE, BOLTON, BL2 4EQ	Residential	Planning Permission	96619	Near Certain	Full Planning Permission	4	2026-2032	-2.378769	53.601868
Resi-144	Land Adjacent To Morris Farm Pocket Nook Road Lostock Bolton BL6 4HW	Residential	Planning Permission	20735/25	Near Certain	Full Planning Permission	6	2026-2032	-2.500981	53.559633
Resi-146	Land To The East Of Little Lever Bowling And Social Club, Fletcher Street, Little Lever, Bolton, BL3 1HW	Residential	Planning Permission	20459/25	Near Certain	Full Planning Permission	8	2026-2032	-2.37102	53.561223
Resi-142	Moss Hill Farm Bradshaw Road Bolton BL2 4JP	Residential	Planning Permission	19656/25	Near Certain	Full Planning Permission	9	2026-2032	-2.395025	53.621456
Resi-244	Doris Avenue, South of	Residential	SHELAA	SHELAA417	Near Certain	Full Planning Permission	30	2026-2032	-2.399177	53.578962
Resi-081	Land South Of Salford Road Salford Road Bolton BL5 1DQ	Residential	Planning Permission	20734/25	Near Certain	Full Planning Permission	60	2026-2032	-2.442523773	53.53653871
Resi-093	Land North Of 659 Radcliffe Road Bolton BL3 1AN	Residential	Planning Permission	12387/21	Near Certain	Full Planning Permission	112	2026-2032	-2.385346	53.571893

Table A2: Employment Development for Do Minimum Scenario

Ref	Location	Development	Source	Reference	Given Certainty	Reason	GFA (sqm)	Timescale	Longitude	Latitude
Emp-002	Rivington Chase	Office	Planning permission; Allocations Plan Allocation 3P1.1	3P1.1_91352/14	Near Certain	Planning permission; Employment Allocation	10512	6-10 Years	-2.54347517	53.58742732
Emp-004	Stone Hill Road	Office	Expired Planning permission; Allocations Plan Allocation 11P1.1	11P1.1_10051/20	More than likely	Expired Planning Permission; Employment Allocation	410	1-5 Years	-2.396357635	53.53918637
Emp-006	3 The Parklands	Office	Planning permission	13647/22	Near Certain	Planning permission	3681	1-5 years	-2.533048941	53.57652929
Emp-007	194-196 BLACKBURN ROAD	Office	Planning permission	10438/21	Near Certain	Planning permission	144	1-5 years	-2.430980424	53.59280042
Emp-008	Iron Church	Office	Planning permission	13527/22	Near Certain	Planning permission	1559	1-5 years	-2.430567192	53.59177408
Emp-009	Ground Floor 109-111 Bradshawgate	Office	Planning permission	15184/22	Near Certain	Planning permission	440	1-5 years	-2.425868969	53.57684791
Emp-010	Part Ground Floor Pindoria Superstore	Office	Planning permission	15044/22	Near Certain	Planning permission	36	1-5 years	-2.447469705	53.57689104
Emp-011	Basement Ground	Office	Planning permission	17859/24	Near Certain	Planning permission	131	1-5 years	-2.426568549	53.57988271

Ref	Location	Development	Source	Reference	Given Certainty	Reason	GFA (sqm)	Timescale	Longitude	Latitude
	And First Floors 8 Bank Street									
Emp-012	St Andrews Place	Office	Planning permission	16874/23	Near Certain	Planning permission	331	1-5 years	-2.588000961	53.59494749
Emp-013	343 Church Street	Office	Planning permission	17002/23	Near Certain	Planning permission	48	1-5 years	-2.524473022	53.56004297
Emp-014	120 St Georges Road	Office	Planning permission	15840/23	Near Certain	Planning permission	162	1-5 years	-2.434393087	53.58152288
Emp-015	102 Lee Lane	Office	Planning permission	16264/23	Near Certain	Planning permission	124	1-5 years	-2.547922051	53.60077132
Emp-016	71 Market Street	Office	Planning permission	17702/24	Near Certain	Planning permission	142	1-5 years	-2.394542317	53.54979514
Emp-017	2 Deansgate	Office	Planning permission	17070/23	Near Certain	Planning permission; Under construction	818	1-5 years	-2.427063007	53.5795833
Emp-019	Chequerbent North	Industrial/warehousing	PfE Allocation JPA5	JPA5	More than likely	PfE allocation; Planning application received	25000	1-5 years	-2.491085532	53.55278581
Emp-020	West of Wingates / M61 Junction 6 - Phase 1	Industrial/warehousing	PfE Allocation JPA6; Planning applications 04766/18, 16776/23, 20931/25, 20929/25, 00100/26,	JPA6 - Phase 1	Near certain	PfE allocation; planning applications	100000	1-5 years, 6-10 years	-2.538940451	53.56325794

Ref	Location	Development	Source	Reference	Given Certainty	Reason	GFA (sqm)	Timescale	Longitude	Latitude
			20928/25, 20930/25							
Emp-021	West of Wingates / M61 Junction 6 - Future Phases	Industrial/warehousing	PfE Allocation JPA6	JPA6 - Future Phases	More than likely	PfE allocation; SPD masterplan	340000	6-10 years, 11-15 years	-2.548649806	53.56295242
Emp-026	Stone Hill Road	Industrial/warehousing	Allocated Employment Site 11P1.1; Planning permission 10051/20	11P1.1_10051/20	More than likely	Expired Planning Permission; Employment Allocation	450	1-5 years	-2.391242066	53.54082545
Emp-034	Land at Platinum Business Park	Industrial/warehousing	Planning permission	07088/19	Near certain	Planning permission	7259	1-5 years	-2.524491107	53.57689446
Emp-035	Land at Farnworth Industrial Estate	Industrial/warehousing	Planning permission	11552/21	Near certain	Under construction	166	1-5 years	-2.409006041	53.55343108
Emp-036	Old Station Park Buildings	Industrial/warehousing	Planning permission	11878/21	Near certain	Planning Permission	1401	1-5 years	-2.546981275	53.59878959
Emp-037	Metal Solutions Limited	Industrial/warehousing	Planning permission	12614/21	Near certain	Under construction	174	1-5 years	-2.456557362	53.5860532
Emp-038	Land at Shepherd Cross	Industrial/warehousing	Planning permission	14461/22	Near certain	Planning Permission	370	1-5 years	-2.446569038	53.59080714

Ref	Location	Development	Source	Reference	Given Certainty	Reason	GFA (sqm)	Timescale	Longitude	Latitude
	Street Industrial Estate									
Emp-039	Builders Yard Opposite 51 Valletts Lane	Industrial/warehousing	Planning permission	12787/21	Near certain	Planning Permission	600	1-5 years	-2.453315674	53.58837582
Emp-040	Vil Resins Ltd	Industrial/warehousing	Planning permission	14518/22	Near certain	Planning Permission	104	1-5 years	-2.421682309	53.58851736
Emp-041	Lever Bridge Mills	Industrial/warehousing	Planning permission	14541/22	Near certain	Planning Permission	1637	1-5 years	-2.404076962	53.57009777
Emp-042	194-196 BLACKBURN ROAD	Industrial/warehousing	Planning permission	10438/21	Near certain	Planning Permission	144	1-5 years	-2.430980424	53.59280042
Emp-043	Unit W3 Union Road	Industrial/warehousing	Planning permission	15766/23	Near certain	Planning Permission	472	1-5 years	-2.420708961	53.58922527
Emp-044	Albion Mill	Industrial/warehousing	Planning permission	16393/23	Near certain	Planning Permission	65	1-5 years	-2.404840694	53.55399887
Emp-044	Albion Mill	Industrial/warehousing	Planning permission	16393/23	Near certain	Planning Permission	65	1-5 years	-2.404840694	53.55399887
Emp-045	57 - 61 Tonge Bridge Way	Industrial/warehousing	Planning permission	16276/23	Near certain	Planning Permission	262	1-5 years	-2.415560458	53.58219696
Emp-046	Bolton Enterprise Centre	Industrial/warehousing	Planning permission	15719/23	Near certain	Planning Permission	4555	1-5 years	-2.449578227	53.57339452

Ref	Location	Development	Source	Reference	Given Certainty	Reason	GFA (sqm)	Timescale	Longitude	Latitude
Emp-047	Northern Garage	Industrial/warehousing	Planning permission	15899/23	Near certain	Planning Permission	44	1-5 years	-2.432477144	53.59645857
Emp-048	Shepherd Cross Street Industrial Estate	Industrial/warehousing	Planning permission	16449/23	Near certain	Planning Permission	163	1-5 years	-2.446569038	53.59080714
Emp-049	462 Manchester Road	Industrial/warehousing	Planning permission	16709/23	Near certain	Planning Permission	107	1-5 years	-2.413575922	53.56396385
Emp-050	Unit 1 Lostock Park Industrial Estate	Industrial/warehousing	Planning permission	16901/23	Near certain	Planning Permission	900	1-5 years	-2.527511262	53.57999874
Emp-051	Maxilin	Industrial/warehousing	Planning permission	17114/23	Near certain	Planning Permission	937	1-5 years	-2.438699141	53.59689257
Emp-051	Maxilin	Industrial/warehousing	Planning permission	17114/23	Near certain	Planning Permission	937	1-5 years	-2.438699141	53.59689257
Emp-052	Land To The Rear Of Jangro House And Land At Storebox Self - Storag	Industrial/warehousing	Planning permission	17157/23	Near certain	Planning Permission	1070	1-5 years	-2.39864505	53.53901334
Emp-053	Burnden Works	Industrial/warehousing	Planning permission	17785/24	Near certain	Planning Permission	565	1-5 years	-2.412864997	53.56893994

Ref	Location	Development	Source	Reference	Given Certainty	Reason	GFA (sqm)	Timescale	Longitude	Latitude
Emp-054	RBS Parklands	Industrial/warehousing	Planning permission	18409/24	Near certain	Planning Permission	2231	1-5 years	-2.532959082	53.57693595
Emp-055	Orlando Bridge	Industrial/warehousing	Planning permission	18408/24	Near certain	Planning Permission	4800	1-5 years	-2.425925036	53.57257408
Emp-056	Lodge Bank	Industrial/warehousing	Planning permission	18479/24	Near certain	Planning Permission	178	1-5 years	-2.56469521	53.59397029
Emp-057	Nelson Mill	Industrial/warehousing	Planning permission	17818/24	Near certain	Planning Permission	908	1-5 years	-2.439804812	53.58563295
Emp-058	Land Adjacent to Unit 1, 68 Chorley Street, Bolton BL1 4AL	Industrial/warehousing	Planning permission	18292/24	Near certain	Planning Permission	216	1-5 years	-2.437729406	53.58116881
Emp-059	Essity UK	Industrial/warehousing	Planning permission	18890/24	Near certain	Under construction	30448	1-5 years	-2.52766893	53.58337626
Emp-060	Tyrers Works	Industrial/warehousing	Planning permission	19089/24	Near certain	Planning permission	149	1-5 years	-2.547003148	53.59791505
Emp-061	Land Adjacent To London Street And High Street	Industrial/warehousing	Planning permission	16894/23	Near certain	Planning permission	256	1-5 years	-2.436140988	53.56625111
Emp-062	35 - 137 Higher Bridge Street	Industrial/warehousing	Planning permission	17165/23	Near certain	Planning permission	840	1-5 years	-2.43015722	53.58625402

Ref	Location	Development	Source	Reference	Given Certainty	Reason	GFA (sqm)	Timescale	Longitude	Latitude
Emp-063	Rivington Chase	Industrial/warehousing	Mixed Use Allocation 3P1.1; Planning Permission 91352/14	3P1.1_91352/14	Near certain	Planning permission	7008	6-10 years	-2.543241767	53.58777574
Emp-064	Plot G1 And G2, Logistics North,	Industrial/warehousing	Allocated Employment Site 5P1.1; Planning permission 04904/18 (expired), planning permission 12906/22	5P1.1_Plots G1/G2	Near certain	Planning permission	92751	1-5 years	-2.445319	53.532672
Emp-065	Crompton Way	Industrial/warehousing	Mixed Use Allocation: 7P6AP, Planning permission 14751/22	7P6AP_14751/22	Near certain	Planning permission	4855	6-10 years	-2.414805	53.591752
Emp-066	Land Adjacent To Anchor Inn Eagle Street Bolton BL2 2BU	Industrial/warehousing	Planning application	16755/23	More than likely	Undetermined planning application	398	1-5 years	-2.419219226	53.57971997
Emp-067	Paragon Business Park Chorley New Road	Foodstore	Planning permission	20163/25	Near certain	Planning permission	1804	1-5 years	-2.524468	53.584194

Ref	Location	Development	Source	Reference	Given Certainty	Reason	GFA (sqm)	Timescale	Longitude	Latitude
	Bolton BL6 6HG									
Emp-068	Longcause way Service Station Longcause way Farnworth Bolton BL4 9BW	Foodstore	Planning permission	14587/22	Near certain	Planning permission	287	1-5 years	-2.395264	53.543938
Emp-069	181 St Helens Road Bolton BL3 3PS	E(a) Retail	Planning permission	17618/24	Near certain	Planning permission	104	1-5 years	-2.451378	53.562992
Emp-070	New York New York 34 Bridge Street Bolton BL1 2EH	Retail	Planning permission	15082/22	Near certain	Planning permission	880 - retail	1-5 years	-2.428307	53.58757
Emp-071	Land at Former Horwich Loco Works, Horwich, Bolton	A1 Retail, A3/A4/A5, C1 Hotel, D1 Leisure	Planning permission	3P1.1 91352/14	Near certain	Planning permission	A1 Retail: Up to 2500,A3/ A4/A5: Up to 2500,C1 Hotel: 3655,D1 Leisure:	1-5 years	-2.54764	53.5914

Ref	Location	Development	Source	Reference	Given Certainty	Reason	GFA (sqm)	Timescale	Longitude	Latitude
							Up to 2500			
Emp-072	Land at Former Horwich Loco Works, Horwich, Bolton	A1,A3 , A4, A5	Planning permission	3P1.1 92214/14	Near certain	Planning permission	A1 - 1842,A3 - 1842,A4 - 1842,A5 - 1842,B1 - 1842	1-5 years	-2.54764	53.5914
Emp-073	Crompton Place Shopping Centre, Victoria Square, Bolton; and 56 & 58 Bradshawgate; and 33 Victoria Square	A,1A2,A3,A4,A5 ,B1a,C1 Hotel,D1,D2 Leisure	Planning permission	07954/20	Near certain	Planning permission	4250 A1,2150 A2,4250 A3,4250 A4,2150 A5,20000 B1a,5300 C1 Hotel,1550 D1,2000 D2 Leisure	6-10 years	-2.4285	53.5784
Emp-074	Land Off Darwen Road Bromley Cross Bolton	A1,A2.A3,A4,A5 ,B1a,C1 Hotel,D1,D2 Leisure	Planning permission	17974/24	Near certain	Planning permission	1962 A1	1-5 years	-2.41371	53.60977

Ref	Location	Development	Source	Reference	Given Certainty	Reason	GFA (sqm)	Timescale	Longitude	Latitude
Emp-075	Reebok Stadium and Bolton Arena, Burnden Way, Horwich, Bolton, BL6 6LW	A1,A3,D2,Sports building (D2),Hotel	Planning permission	89159/12	Near certain	Planning permission	A1 - Upto 2500,A3 - Upto 2500,D2 - Upto 2500,Sports building (D2): 4725,Hotel - Upto 60 rooms	1-5 years	-2.5381	53.58094
Emp-076	The Market Place Bolton BL1 2AL	Leisure, Event and Music Venue, Education, Pitches	Planning permission	14908/22	Near certain	Planning permission	Basement:Leisure 1577,Event and Music Venue 957,Upper Ground/First Floor:Education 920, Fourth Floor:Pitches 3527, Total: 6981	1-5 years	-2.43002	53.5814
Emp-077	Unit 7 Dunscar	Leisure: Gym	Planning Permission	17576/24	Near certain	Planning permission	477	1-5 years	-2.436171	53.61688353

Ref	Location	Development	Source	Reference	Given Certainty	Reason	GFA (sqm)	Timescale	Longitude	Latitude
	Industrial Estate Egerton Bolton BL7 9PQ									
Emp-078	147-149 Market Street Farnworth Bolton BL4 8EX	Leisure: Snooker Hall	Planning Permission	14964/22	Near certain	Planning permission	536	1-5 years	-2.392192	53.54793
Emp-079	Units 11 First Floor Halliwell Mills Bertha Street Bolton BL1 8AH	Leisure: Gym	Planning Permission	16162/23	Near certain	Planning permission	1000	1-5 years	-2.4399	53.593945
Emp-080	189 Halliwell Road Bolton BL1 3NN	Leisure: Gym	Planning Permission	15206/22	Near certain	Planning permission	308	1-5 years	-2.435769	53.591067
Emp-081	Unit 12 12A And 12B Dunscar Industrial Estate Egerton Bolton BL7 9PQ	Drinking establishment	Planning Permission	16908/23	Near certain	Planning permission	1274	1-5 years	-2.436864	53.617354

Ref	Location	Development	Source	Reference	Given Certainty	Reason	GFA (sqm)	Timescale	Longitude	Latitude
Emp-082	157-159 Blackburn Road Bolton BL1 8HE	Restaurant/Cafe	Planning Permission	17278/23	Near certain	Planning permission	135	1-5 years	-2.431116	53.591039
Emp-083	The Cherry Tree Chorley Road Blackrod Bolton BL6 5LA	Restaurant/Cafe	Planning Permission	15961/23	Near certain	Planning permission	246	1-5 years	-2.593597	53.601677
Emp-084	12 Churchgate Bolton BL1 1HL	Restaurant/Cafe	Planning Permission	14349/22	Near certain	Planning permission	240	1-5 years	-2.426165	53.579453
Emp-085	32 Egerton Street Farnworth Bolton BL4 7LE	Bakery	Planning Permission	13117/22	Near certain	Planning permission	108	1-5 years	-2.401766	53.554846
Emp-087	Unit 5 Burnden Park Manchester Road Bolton BL3 2NE	Drive through restaurant	Planning Permission	12495/21	Near certain	Planning permission	440	1-5 years	-2.417447	53.568437
Emp-088	St Andrews Place Hill Lane Blackrod	Open Class E	Planning Permission	16874/23	Near certain	Planning permission	566	1-5 years	-2.587952	53.594559

Ref	Location	Development	Source	Reference	Given Certainty	Reason	GFA (sqm)	Timescale	Longitude	Latitude
	Bolton BL6 5JP									
Emp-089	93 Market Street Farnworth Bolton BL4 7NS	Open Class E	Planning Permission	16834/23	Near certain	Planning permission	103	1-5 years	-2.394047	53.549371
Emp-090	Basement Ground And First Floors 8 Bank Street Bolton BL1 1TS	Open Class E	Planning Permission	17859/24	Near certain	Planning permission	131	1-5 years	-2.426487	53.579928
Emp-091	Ground Floor 109-111 Bradshawgate Bolton BL1 1QD	Open Class E	Planning Permission	15184/22	Near certain	Planning permission	440	1-5 years	-2.425446	53.577046
Emp-092	Unit 3 Tyrers Works Canada Street Horwich Bolton BL6 7PB	Kitchen showroom	Planning Permission	16716/23	Near certain	Planning permission	324	1-5 years	-2.548001	53.597814
Emp-093	140 St Helens Road	Retail	Planning Permission	15346/23	Near certain	Planning permission	255	1-5 years	-2.449986	53.564085

Ref	Location	Development	Source	Reference	Given Certainty	Reason	GFA (sqm)	Timescale	Longitude	Latitude
	Bolton BL3 3PJ									
Emp-094	Regent Park Golf Club Links Road Lostock Bolton BL6 4AF	Lesiure: Adventure golf	Planning Permission	14789/22	Near certain	Planning permission	0	1-5 years	-2.505102	53.576179
Emp-095	104 Derby Street Bolton BL3 6HG	A4, A3	Planning Permission	13171/22	Near certain	Planning permission	436	1-5 years	-2.436721	53.571972
Emp-096	Land Between Salford Road And M61 Salford Road Bolton BL5 1BX	Industrial/warehousing	Planning application	00563/26	More than likely	Planning application	30000	6-10 Years	-2.426770239	53.5890649

Table A3: Residential Development for Do Something Scenario

Ref	Location	Development	Source	Reference	Certainty	Reason	Dwellings 2039/2042	Longitude	Latitude	Timescale
Resi-250	Toppings Barn	Residential	SHELAA	SHELAA508	Reasonably Forseeable	Deliverable SHELAA Site	2	-2.420485	53.616105	2026-2032
Resi-248	Darley Court EPH	Residential	SHELAA	SHELAA494	Reasonably Forseeable	Deliverable SHELAA Site	11	-2.448038	53.590793	2026-2032
Resi-226	Darwen Road #4 (?)	Residential	SHELAA	SHELAA021	Reasonably Forseeable	Deliverable SHELAA Site	12	-2.420188	53.616131	2026-2032
Resi-245	West of Vicarage Road (?)	Residential	SHELAA	SHELAA431	Reasonably Forseeable	Neighbourhood Plan Allocation	20	-2.588001	53.592419	2026-2032
Resi-231	Westpoint - Junction of New Holder Street and Garside Street Westpoint	Residential	SHELAA	SHELAA061	Reasonably Forseeable	Regeneration Priority	31	-2.437497	53.577767	2026-2032
Resi-232	Ditchers Farm	Residential	SHELAA	SHELAA076	Reasonably Forseeable	Proposed Local Plan Allocation	40	-2.51921	53.56175	2026-2032
Resi-225	Heaton Grange	Residential	SHELAA	SHELAA019	Reasonably Forseeable	Deliverable SHELAA Site	52	-2.466684	53.577434	2026-2032
Resi-241	Valley Leisure Park #1 (?)	Residential	SHELAA	SHELAA407	Reasonably Forseeable	Deliverable SHELAA Site	60	-2.422432	53.596922	2026-2032
Resi-242	Former Westhoughton Service Reservoir	Residential	SHELAA	SHELAA410	Reasonably Forseeable	Deliverable SHELAA Site	60	-2.522325	53.545471	2026-2032
Resi-228	Century Lodge	Residential	SHELAA	SHELAA038	Reasonably Forseeable	Deliverable SHELAA Site	68	-2.408461	52.546331	2026-2032

Ref	Location	Development	Source	Reference	Certainty	Reason	Dwellings 2039/2042	Longitude	Latitude	Timescale
Resi-234	Bowlands Hey (Forshaw)	Residential	SHELAA	SHELAA289	Reasonably Forseeable	Deliverable SHELAA Site	87	-2.542152	53.548348	2026-2032
Resi-240	Anchor Lane	Residential	SHELAA	SHELAA380	Reasonably Forseeable	Proposed Local Plan Allocation	120	-2.42164	53.54225	2026-2032
Resi-239	Health Innovation Bolton	Residential	SHELAA	SHELAA377	Reasonably Forseeable	Proposed Local Plan Allocation	297	-2.44659	53.55101	2026-2032
Resi-238	Lee Hall, Manchester Road (South)	Residential	SHELAA	SHELAA375	Reasonably Forseeable	Proposed Local Plan Allocation	367	-2.50466	53.54283	2026-2032
Resi-266	NA	Residential	SHELAA	Windfall	Reasonably Forseeable	Deliverable SHELAA Site	500			2026-2032
Resi-249	Sandhurst Drive	Residential	SHELAA	SHELAA503	Reasonably Forseeable	Deliverable SHELAA Site	4	-2.390011	53.575813	2032-2037
Resi-233	Site of former St Andrew's Chapel	Residential	SHELAA	SHELAA095	Reasonably Forseeable	Deliverable SHELAA Site	9	-2.387859	53.590247	2032-2037
Resi-229	Quakers Field	Residential	SHELAA	SHELAA049	Reasonably Forseeable	Deliverable SHELAA Site	12	-2.530643	53.542673	2032-2037
Resi-251	Dover Street	Residential	SHELAA	SHELAA515	Reasonably Forseeable	Deliverable SHELAA Site	14	-2.401546	53.555796	2032-2037
Resi-227	Holcombe Close West	Residential	SHELAA	SHELAA031	Reasonably Forseeable	Deliverable SHELAA Site	16	-2.377752	53.536474	2032-2037
Resi-252	Former Ikon site, corner St George's Road and Bridge Stret	Residential	SHELAA	SHELAA653	Reasonably Forseeable	Regeneration Priority	17	-2.429211	53.581924	2032-2037

Ref	Location	Development	Source	Reference	Certainty	Reason	Dwellings 2039/2042	Longitude	Latitude	Timescale
Resi-237	Former Withins Pub	Residential	SHELAA	SHELAA361	Reasonably Forseeable	Deliverable SHELAA Site	22	-2.3853561	53.5818178	2032-2037
Resi-230	Biz Gas Street Westpoint	Residential	SHELAA	SHELAA055	Reasonably Forseeable	Regeneration Priority	25	-2.4353823	53.5772847	2032-2037
Resi-225	Heaton Grange	Residential	SHELAA	SHELAA019	Reasonably Forseeable	Deliverable SHELAA Site	36	-2.466684	53.577434	2032-2037
Resi-247	St Paul CE School Playing Field	Residential	SHELAA	SHELAA493	Reasonably Forseeable	Deliverable SHELAA Site	42	-2.431415	53.598875	2032-2037
Resi-241	Valley Leisure Park #1 (?)	Residential	SHELAA	SHELAA407	Reasonably Forseeable	Deliverable SHELAA Site	60	-2.422432	53.596922	2032-2037
Resi-235	Bark Street	Residential	SHELAA	SHELAA334	Reasonably Forseeable	Regeneration Priority	62	-2.432957	53.58079	2032-2037
Resi-246	Westpoint	Residential	SHELAA	SHELAA455	Reasonably Forseeable	Regeneration Priority	82	-2.436302	53.577746	2032-2037
Resi-232	Ditchers Farm	Residential	SHELAA	SHELAA076	Reasonably Forseeable	Proposed Local Plan Allocation	335	-2.51921	53.56175	2032-2037
Resi-236	Crompton Place	Residential	SHELAA	SHELAA342	Reasonably Forseeable	Regeneration Priority	340	-2.482357	53.58297	2032-2037
Resi-240	Anchor Lane	Residential	SHELAA	SHELAA380	Reasonably Forseeable	Proposed Local Plan Allocation	340	-2.42164	53.54225	2032-2037
Resi-266	NA	Residential	SHELAA	Windfall	Reasonably Forseeable	Deliverable SHELAA Site	500			2032-2037
Resi-243	Middlebrook	Residential	SHELAA	SHELAA413	Reasonably Forseeable	Proposed Local Plan Allocation	600	-2.538325	53.582203	2032-2037

Ref	Location	Development	Source	Reference	Certainty	Reason	Dwellings 2039/2042	Longitude	Latitude	Timescale
Resi-238	Lee Hall, Manchester Road (South)	Residential	SHELAA	SHELAA375	Reasonably Forseeable	Proposed Local Plan Allocation	607	-2.50466	53.54283	2032-2037
Resi-239	Health Innovation Bolton	Residential	SHELAA	SHELAA377	Reasonably Forseeable	Proposed Local Plan Allocation	948	-2.44659	53.55101	2032-2037
Resi-232	Ditchers Farm	Residential	SHELAA	SHELAA076	Reasonably Forseeable	Proposed Local Plan Allocation	134	-2.51921	53.56175	2037-2039
Resi-266	NA	Residential	SHELAA	Windfall	Reasonably Forseeable	Deliverable SHELAA Site	200			2037-2039
Resi-239	Health Innovation Bolton	Residential	SHELAA	SHELAA377	Reasonably Forseeable	Proposed Local Plan Allocation	247	-2.44659	53.55101	2037-2039
Resi-238	Lee Hall, Manchester Road (South)	Residential	SHELAA	SHELAA375	Reasonably Forseeable	Proposed Local Plan Allocation	294	-2.50466	53.54283	2037-2039
Resi-243	Middlebrook	Residential	SHELAA	SHELAA413	Reasonably Forseeable	Proposed Local Plan Allocation	400	-2.538325	53.582203	2037-2039
Resi-257	Town Centre MDC Area	Residential	SHELAA	Town Centre MDC Area	Reasonably Forseeable	Regeneration Priority	500	-2.42906	53.57928	2037-2039
Resi-232	Ditchers Farm	Residential	SHELAA	SHELAA076	Reasonably Forseeable	Proposed Local Plan Allocation	61	-2.51921	53.56175	2039-2042
Resi-238	Lee Hall, Manchester Road (South)	Residential	SHELAA	SHELAA375	Reasonably Forseeable	Proposed Local Plan Allocation	182	-2.50466	53.54283	2039-2042
Resi-266	NA	Residential	SHELAA	Windfall	Reasonably Forseeable	Deliverable SHELAA Site	300			2039-2042

Ref	Location	Development	Source	Reference	Certainty	Reason	Dwellings 2039/2042	Longitude	Latitude	Timescale
Resi-239	Health Innovation Bolton	Residential	SHELAA	SHELAA377	Reasonably Forseeable	Proposed Local Plan Allocation	402	-2.44659	53.55101	2039-2042
Resi-257	Town Centre MDC Area	Residential	SHELAA	Town Centre MDC Area	Reasonably Forseeable	Regeneration Priority	500	-2.42906	53.57928	2039-2042
Resi-267	Hulton Park	Residential	Planning Permission Predicated on The Ryder Cup	12218_21	Hypothetical	Outline planning permission dependent on Ryder Cup Award	200	-2.48576	53.5429	2026-2032
Resi-267	Hulton Park	Residential	Planning Permission Predicated on The Ryder Cup	12218_21	Hypothetical	Outline planning permission dependent on Ryder Cup Award	300	-2.48576	53.5429	2032-2037

Table A4: Employment Development for Do Something Scenario

Ref	Location	Development	Class for review	Source	Reference	Certainty	Reason	GFA (sqm)	Timescale	Longitude	Latitude
Emp-005	Land at Toughsheet Stadium	Office	B1a	Planning permission	89159/12	Reasonably Foreseeable	Planning permission	2500	6-10 years	-2.53763282	53.5817519
Emp-018	Crompton Place	Office (Mixed Use Allocation)	B1a	Local Plan Allocation	MU1	Reasonably Foreseeable	Local Plan Mixed Use Allocation	7432	6-10 years	-2.426697	53.578411
Emp-019	Trinity Quarter	Office (Mixed Use Allocation)	B1a	Local Plan Allocation	MU2	Reasonably Foreseeable	Local Plan Mixed Use Allocation	6675	1-5 years, 6-10 years	-2.421637	53.57618657
Emp-020	Bewshill Farm	Industrial/warehousing	B2	PfE Allocation JPA4	JPA4	Reasonably Foreseeable	PfE Allocation; No planning application	10500	11-15 years	-2.449631859	53.54012918
Emp-020	Bewshill Farm	Industrial/warehousing	B8	PfE Allocation JPA4	JPA4	Reasonably Foreseeable	PfE Allocation; No planning application	10500	11-15 years	-2.449631859	53.54012918
Emp-024	Barrs Fold Close	Industrial/warehousing	B2	Allocations Plan Allocation 2P1.1	2P1.1	Reasonably Foreseeable	Allocations Plan Employment Allocation	823	6-10 years	-2.536508288	53.5593414
Emp-024	Barrs Fold Close	Industrial/warehousing	B8	Allocations Plan Allocation 2P1.1	2P1.1	Reasonably Foreseeable	Allocations Plan Employment Allocation	823	6-10 years	-2.536508288	53.5593414
Emp-025	Watermead	Industrial/warehousing	B2	Allocations Plan Allocation 8P1.1	8P1.1	Reasonably Foreseeable	Allocations Plan Employment Allocation	6633	6-10 years	-2.423291413	53.5885419

Ref	Location	Development	Class for review	Source	Reference	Certainty	Reason	GFA (sqm)	Timescale	Longitude	Latitude
Emp-025	Watermead	Industrial/warehousing	B8	Allocations Plan Allocation 8P1.1	8P1.1	Reasonably Foreseeable	Allocations Plan Employment Allocation	6633	6-10 years	-2.423291413	53.5885419
Emp-026	Mill Street	Industrial/warehousing	B2	Allocations Plan Allocation 9P1.1	9P1.1	Reasonably Foreseeable	Allocations Plan Employment Allocation	928	6-10 years	-2.420124759	53.58139683
Emp-026	Mill Street	Industrial/warehousing	B8	Allocations Plan Allocation 9P1.1	9P1.1	Reasonably Foreseeable	Allocations Plan Employment Allocation	928	6-10 years	-2.420124759	53.58139683
Emp-029	Express Industrial Estate B	Industrial/warehousing	B2	Allocated Employment Site 12P1.1	12P1.1	Reasonably Foreseeable	Allocations Plan Employment Allocation	1348	6-10 years	-2.396381178	53.53928253
Emp-029	Express Industrial Estate B	Industrial/warehousing	B8	Allocated Employment Site 12P1.1	12P1.1	Reasonably Foreseeable	Allocations Plan Employment Allocation	1348	6-10 years	-2.396381178	53.53928253
Emp-035	Long Lane	Industrial/warehousing	B2	Was allocated for employment in the 2005 UDP but below the threshold for the Allocations Plan (2014). UDP reference	7E	Reasonably Foreseeable	Potential Local Plan Allocation	683	6-10 years	-2.533255	53.556518

Ref	Location	Development	Class for review	Source	Reference	Certainty	Reason	GFA (sqm)	Timescale	Longitude	Latitude
				was 7E. Vacant land within Protected Employment Designations							
Emp-035	Long Lane	Industrial/warehousing	B8	Was allocated for employment in the 2005 UDP but below the threshold for the Allocations Plan (2014). UDP reference was 7E. Vacant land within Protected Employment Designations	7E	Reasonably Foreseeable	Potential Local Plan Allocation	683	6-10 years	-2.533255	53.556518
Emp-069	Land to the south of Leigh Tenement Farm and east of Blackrod Bypass (A6), Blackrod, Bolton.	Industrial/warehousing	B2	Local Plan Allocation	SHEELA404	Reasonably Foreseeable	Local Plan Allocation	10500	11-15 years	-2.563219	53.585717

Ref	Location	Development	Class for review	Source	Reference	Certainty	Reason	GFA (sqm)	Timescale	Longitude	Latitude
Emp-069	Land to the south of Leigh Tenement Farm and east of Blackrod Bypass (A6), Blackrod, Bolton.	Industrial/warehousing	B8	Local Plan Allocation	SHEELA404	Reasonably Foreseeable	Local Plan Allocation	10500	11-15 years	-2.563219	53.585717
Emp-070	Land southeast of Junction 4 of the M61, Farnworth	Industrial/warehousing	B2	Local Plan Allocation/planning application 00563/26	00563/26	Reasonably Foreseeable	Local Plan Allocation	15000	1-5 years	-2.445976	53.542461
Emp-070	Land southeast of Junction 4 of the M61, Farnworth	Industrial/warehousing	B8	Local Plan Allocation/planning application 00563/26	00563/26	Reasonably Foreseeable	Local Plan Allocation	15000	1-5 years	-2.445976	53.542461
Emp-071	North of Salford Road	Industrial/warehousing	B2	Local Plan Allocation	SHEELA401	Reasonably Foreseeable	Local Plan Allocation	25000	6-10 years	-2.440849	53.540708
Emp-071	North of Salford Road	Industrial/warehousing	B8	Local Plan Allocation	SHEELA401	Reasonably Foreseeable	Local Plan Allocation	25000	6-10 years	-2.440849	53.540708
Emp-072	Leigh Tenement Farm #1	Industrial/warehousing	B2	Local Plan Allocation	SHEELA421	Reasonably Foreseeable	Local Plan Allocation	11900	6-10 years	-2.565765	53.588267
Emp-072	Leigh Tenement Farm #1	Industrial/warehousing	B8	Local Plan Allocation	SHEELA421	Reasonably Foreseeable	Local Plan Allocation	11900	6-10 years	-2.565765	53.588267
Emp-073	Europa Trading Estate	Industrial/warehousing	B2	Vacant land within Protected	PrEmp01	Reasonably Foreseeable	Iceni: Vacant land within Protected	700	6-10 years	-2.365707	53.543627

Ref	Location	Development	Class for review	Source	Reference	Certainty	Reason	GFA (sqm)	Timescale	Longitude	Latitude
				Employment Designations			Employment Designations				
Emp-073	Europa Trading Estate	Industrial/warehousing	B8	Vacant land within Protected Employment Designations	PrEmp01	Reasonably Foreseeable	Iceni: Vacant land within Protected Employment Designations	700	6-10 years	-2.365707	53.543627
Emp-074	Great Lever – Plot 1	Industrial/warehousing	B2	Vacant land within Protected Employment Designations	PrEmp02	Reasonably Foreseeable	Iceni: Vacant land within Protected Employment Designations	263	6-10 years	-2.425885	53.57021
Emp-074	Great Lever – Plot 1	Industrial/warehousing	B8	Vacant land within Protected Employment Designations	PrEmp02	Reasonably Foreseeable	Iceni: Vacant land within Protected Employment Designations	263	6-10 years	-2.425885	53.57021
Emp-075	Great Lever – Plot 2	Industrial/warehousing	B2	Vacant land within Protected Employment Designations	PrEmp03	Reasonably Foreseeable	Iceni: Vacant land within Protected Employment Designations	578	6-10 years	-2.424386	53.570391
Emp-075	Great Lever – Plot 2	Industrial/warehousing	B8	Vacant land within Protected Employment Designations	PrEmp03	Reasonably Foreseeable	Iceni: Vacant land within Protected Employment Designations	578	6-10 years	-2.424386	53.570391
Emp-077	Bury Road/Brightmet Fold Lane	Industrial/warehousing	B2	Vacant land within Protected	PrEmp05	Reasonably Foreseeable	Iceni: Vacant land within Protected	3850	11-15 years	-2.37536	53.582886

Ref	Location	Development	Class for review	Source	Reference	Certainty	Reason	GFA (sqm)	Timescale	Longitude	Latitude
				Employment Designations			Employment Designations				
Emp-077	Bury Road/Brightmet Fold Lane	Industrial/warehousing	B8	Vacant land within Protected Employment Designations	PrEmp05	Reasonably Foreseeable	Icen: Vacant land within Protected Employment Designations	3850	11-15 years	-2.37536	53.582886
Emp-106	Health Innovation Bolton B2 Floorspace	B2	B2	Local Plan Allocation	SHELAA377	Reasonably Foreseeable	Local Plan Allocation	22229	2031-2042		
Emp-107	Health Innovation Bolton B8 Floorspace	B8	B8	Local Plan Allocation	SHELAA377	Reasonably Foreseeable	Local Plan Allocation	11373	2031-2043		
Emp-108	Health Innovation Bolton E(g)(i) Office Floorspace	E(G)(i)	B1a	Local Plan Allocation	SHELAA377	Reasonably Foreseeable	Local Plan Allocation	12485	2031-2044		
Emp-109	Health Innovation Bolton E(g)(ii) Research & Development Floorspace	E(G)(ii)	B1a	Local Plan Allocation	SHELAA377	Reasonably Foreseeable	Local Plan Allocation	26571	2031-2045		
Emp-110	Health Innovation Bolton E(g) (iii) Light Industrial	E(G)(iii)	B2	Local Plan Allocation	SHELAA377	Reasonably Foreseeable	Local Plan Allocation	7237	2031-2046		