DP02

Blackrod
Neighbourhood Development Plan

2018 to 2033



Plan for Referendum: January 2020

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Foreword

The introduction of the Neighbourhood Planning system in 2011, together with the Localism Act in 2012, has given Blackrod Town Council the opportunity to review the issues facing the town, rediscover our many assets and identify opportunities as a local community to use the planning system for the benefit of local people.

The main driver behind the decision being the desire to properly and proactively manage the way in which the village would develop over the time span of the Plan, which is from January 2018 to January 2033 .The Town Council recognised that the village would inevitably have to change over time but in its view it was essential to ensure that any such development would be sustainable and in keeping with the intrinsic character of the village, which is essentially rural in nature.

This Plan has been prepared on behalf of Blackrod Town Council, by the Neighbourhood Development Plan Steering Group, which is a group of volunteers comprised mostly of members of the village community.

Although Blackrod, in the Parish of Blackrod, is strictly a town, it was evident from the various consultations and communications with members of the community that it was still viewed as a village and that residents want to maintain the village feel. In recognition of this throughout the Plan Blackrod is, therefore, referred to as a village.

With assistance from many people and organisations, in particular planning consultants Kieran Howarth and Keith Keeley, Locality, Bolton Council and the residents of Blackrod, we have worked together since early 2016 to develop a Plan that reflects the desires of the community.

Following initial consultation in February 2017 and pre-submission consultation in December 2018/January 2019 we have developed this Plan to cover the whole of the Parish.

We hope you share our vision and aims for Blackrod. Making the most of our Natural Environment, Local Heritage, Community Assets and by encouraging appropriate development to suit the needs of our community, we hope Blackrod can maintain its distinctive character, whilst still retaining its village feel.

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1: Introduction

1.1 The Blackrod Neighbourhood Development Plan (referred to as the NDP or the Plan) is a new type of planning document. It is part of the Government's new approach to planning, which aims to give local people more say about the future of their area. This is set out in the 'Localism Act' that came into force in April 2012.

1.2 The NDP is an opportunity for local people to have control over the future of the village, including:

- setting out how the character of the village can be protected and improved;
- protecting our green spaces, and community facilities; and
- protecting the village from uncoordinated speculative development.

1.3 This Plan has been prepared on behalf of Blackrod Town Council, by the Neighbourhood Development Plan Steering Group, which is a group of volunteers comprised mostly of members of the village community. The vision and policies within it are based on extensive consultation with local people, businesses and others with an interest in the Parish. A separate consultation report is available on our website that explains what consultation has been carried out and what people have said.

Location and NDP Boundary

1.4 Blackrod is located in the west of Bolton Borough in Greater Manchester, 15 miles north-west of Manchester. The town and parish are bounded to the north and west by the River Douglas, to the south and east it abuts the townships of Aspull, Westhoughton and Horwich respectively.

1.5 The location context of the Neighbourhood Development Plan Area is shown in Figure 1.1 and the detailed boundary is shown in Figure 1.2

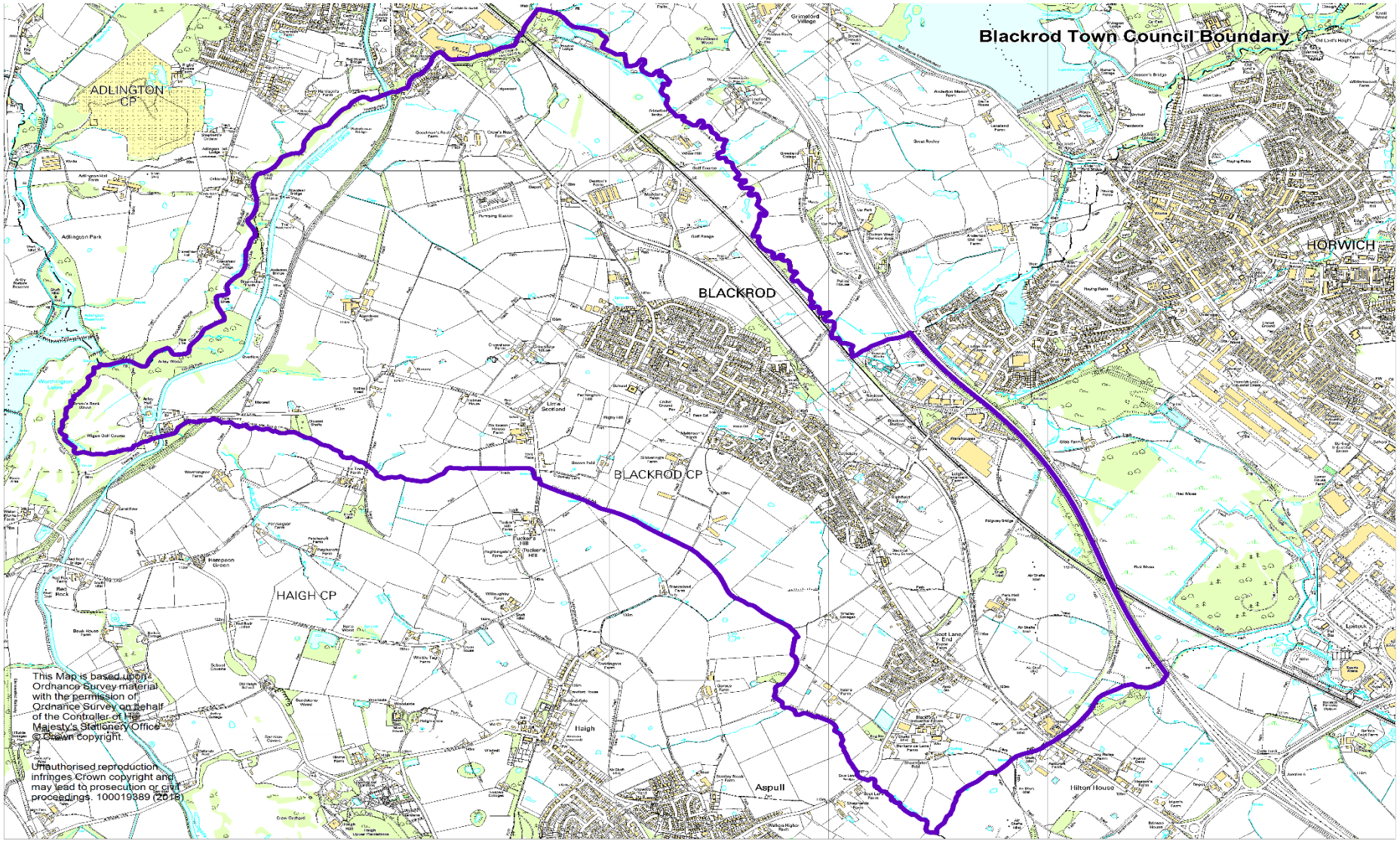


Rose Garden

Figure 1.1 Location of Blackrod within Bolton Borough



Figure 1.2 Blackrod Neighbourhood Area



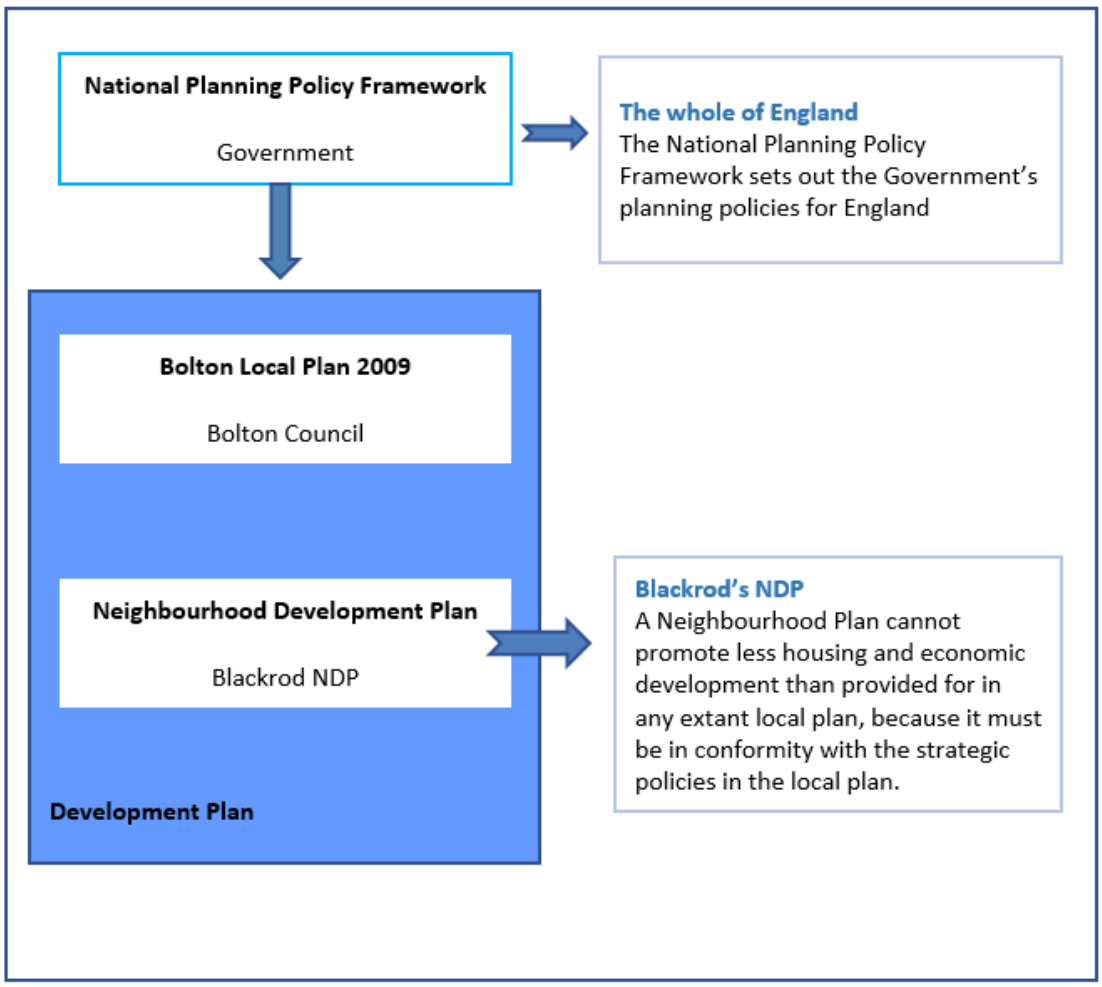
What is the Neighbourhood Development Plan and how does it fit into the planning system?

1.6 The planning system in England is based on legislation, planning policy and guidance. Policies are rules that indicate what development can and cannot take place. National planning policies are set by the Government for the whole of England and by Local Planning Authorities for their local areas.

1.7 The Localism Act 2011 (Part 6, Chapter 3) introduced neighbourhood planning, including provision for Neighbourhood Development Plans. If approved, by referendum following examination, this Neighbourhood Development Plan will form part of the statutory Development Plan and must be taken into account by Bolton Council when making decisions on planning applications.

1.8 The Neighbourhood Plan gives local people greater ownership of the plans and policies that affect their area.

Figure 1.3 shows how the Neighbourhood Plan fits into the planning system.



1.9 This NDP has been drawn up during the revision and publication of a new National Planning Policy Framework in February 2019 and a redrafting of a Spatial Framework for Greater Manchester in January 2019. The Town Council has worked

closely with Bolton Council to ensure that this Plan complements and “fits” together with these national and regional documents. Wherever possible the NDP takes a more localised approach and has tailored policies to reflect the particular circumstances facing our neighbourhood.

Meeting the statutory requirements and the basic conditions

1.10 The necessary requirements imposed by statute have been met, namely:

1.10.1 The Neighbourhood Development Plan (NDP) area is the Parish of Blackrod. The Town Council is authorised to act in respect of this area (Town and Country Planning Act 1990 (TCPA) s6F(1) as read with the Planning and Compulsory Purchase Act 2004 (PCPA) s38C(2)(a);

1.10.2 The NDP specifies the period for which it is to have effect, namely 2018 to 2033, does not include provision about development that is excluded development (as defined in TCPA s61K), and does not relate to more than one neighbourhood area (PCPA s38B(1));

1.10.3 No other Neighbourhood Development Plan has been made for the Parish of Blackrod or any part of it (PCPA s38B(2)); and

1.10.4 There is no conflict with PCPA sections 38A and 38B (TCPA Sch. 4B paragraph 8(1)(b) and PCPA s38C(5)(b)).

1.11 The NDP has met the basic conditions specified in Schedule 4B to the Town and Country Planning Act 1990 (inserted by the Localism Act 2011) as amended for Neighbourhood Development Plans, namely:

1.11.1 Having regard to national policies and advice contained in guidance issued by the Secretary of State, it is appropriate to make the Plan;

1.11.2 The making of the Plan contributes to the achievement of sustainable development;

1.11.3 The making of the Plan is in general conformity with the strategic policies contained in the development plan for the area of the authority (or any part of that area); and

1.11.4 The making of the Plan does not breach, and is otherwise compatible with, EU obligations.

1.12 In addition, the combined effect of TCPA Sch. 4B paragraphs 8(6) and 10(3)(b) and the Human Rights Act 1998 means that the Plan must be compatible with the convention rights contained in the European Convention of Human Rights and in those of its protocols that the UK has ratified.

1.13 A separate 'Basic Conditions Statement' sets out how this Plan meets statutory requirements and the basic conditions. This Statement can be found on our website.

What happens when a planning application is made?

1.14 If agreed by a referendum of the people of Blackrod, the NDP will be part of the statutory development plan for the area. It will be used to guide development and in the determination of planning applications.

Sustainability Appraisal

1.15 A Sustainability Appraisal was carried out for the Core Strategy in 2009 and for the Allocations Plan in 2013. Bolton Council has advised that the Blackrod Neighbourhood Plan is in line with their Local Plan Strategic Policies and there are no significant environmental, social or economic effects that have not already been addressed by the relevant local plan. Therefore, a sustainability appraisal is not required.

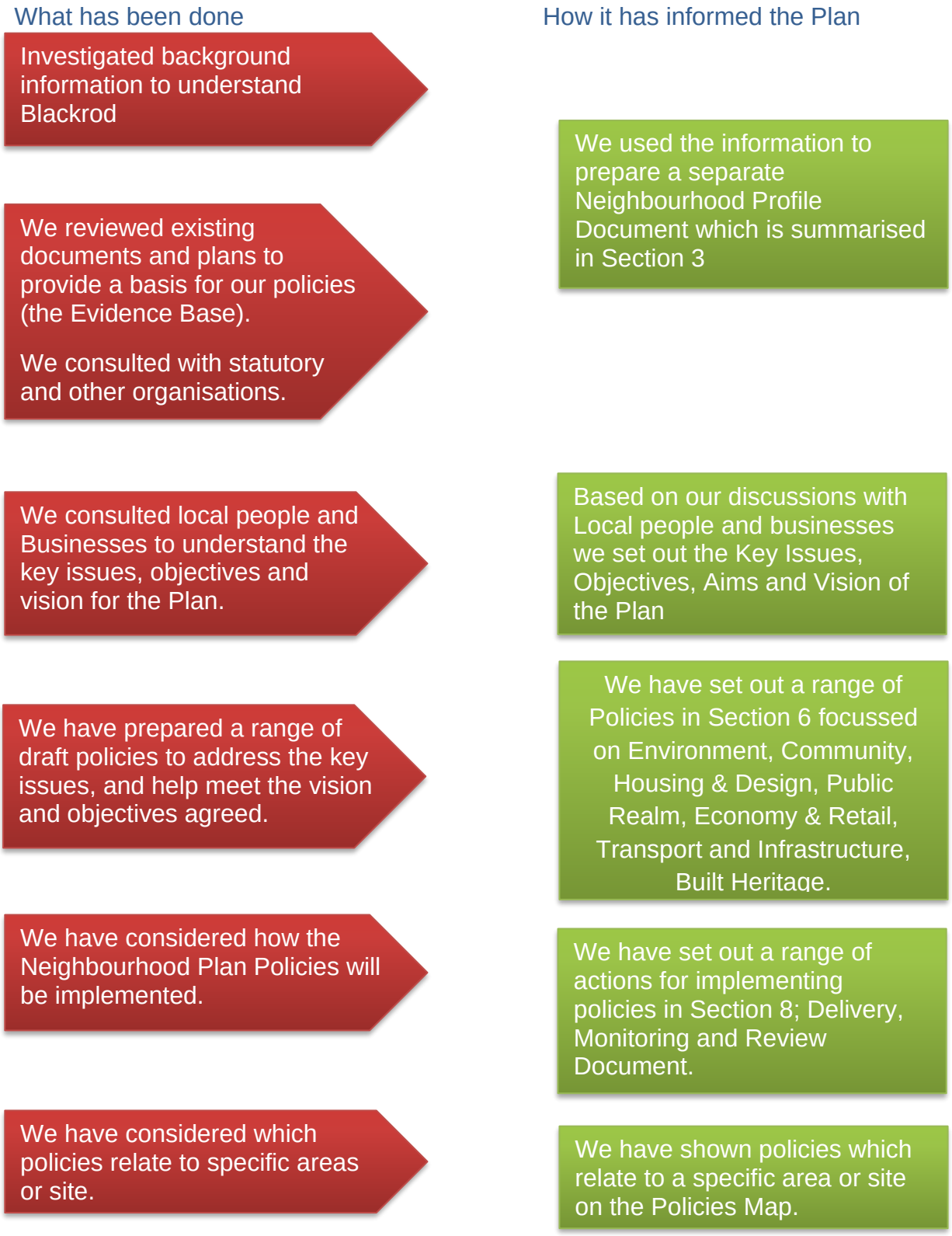
1.16 In addition the screening of the Neighbourhood Plan Policies has been completed and the statutory consultees have agreed with the conclusion of the screening report that a Strategic Environmental Assessment (SEA) is also not required.

How the Plan has been prepared

1.17 The process that was followed in preparing the NDP has been informed by the appropriate regulations and guidance. Figure 1.4 highlights the key stages.
Work on the Plan started in April 2016 and has involved the following:

April 2016	Initial meetings with key partners and stakeholders
April to October 2016	Preparation of Neighbourhood Profile Document (A comprehensive review of the background and evidence informing the Plan)
October to February 2017	Initial Consultation including public meeting on draft aims and issues
June 2017 to October 2017	Key Issues drafted and Housing Needs Assessment and Household Survey undertaken
November 2017 to January 2018	Housing Needs Assessment (HNA) findings and final report
February 2018 to October 2018	Policy documents drafted from Key Issues and findings of HNA
November 2018	Draft Report consideration by Town Council
7th December 2018 to 18th January 2019	Consultation on Pre-Submission Plan
February to March 2019	Consultation responses considered, preparation of Consultation Statement and revisions to the Plan.

Figure 1.4: The NDP Process



Supporting information and evidence base

1.18 The preparation of the plan and its policies have been informed by a review of a wide range of evidence sources, documents and studies set out in the separate Neighbourhood Profile Document and comments received during the previous consultations. This Profile document can be found on our website.

1.19 In addition, it was determined midway through the work of this Plan that a Housing Needs Assessment, including a Household Survey, was required due to the lack of sufficient local information on the housing stock and housing requirements of Blackrod. This document is titled Parish of Blackrod Housing Needs Assessment Report 2018. An Executive Summary of the Report can be found on our website.

2: Blackrod: a Brief History

2.1 The name Blackrod is derived from the Old English, and means a black, or bleak, clearing in a forest. Around 1200AD the name was spelt ‘Blakerode’ and in 1220 it was ‘Blacrode’. The village stands on an ancient Roman road, and is built on high ground. It commands a fine view of the surrounding countryside, which would have been heavily forested in Roman times and it was once claimed that Blackrod could have been the ancient Roman capital of Coccium, however, this has since been disclaimed.

2.2 The main road leading through Blackrod joins Bolton with Chorley and Preston, so Blackrod became an important stop for travellers in medieval times. Later merchants came weekly from Manchester to give out yarn to the local hand loom weavers.

2.3 In the first half of the 12th Century, Blackrod Manor was in the hands of William Peverel but it was confiscated by the King in 1153. In about 1190, it was granted to Hugh Le Norreys by John, who was crowned King shortly afterwards. In 1212 ‘Hugh de Blackrod’ was named as tenant. Around 1217 William, Earl Ferrers, who married William Peverel’s daughter and heir, Margaret, took possession. At a later period the Manor came into the possession of the Bradshaw family.

2.4 According to the Manchester Diocesan Calendar, the earliest record of a church in Blackrod dates from 1138, although the actual date of building is not known. Two centuries later, in 1338, Dame Mabella, widow of Sir William de Bradshaw and the Manorial owner of Blackrod in her own right, gave an endowment for a chantry priest in Blackrod, dedicated to St. Katharine. At the time of the Dissolution, in the mid-16th Century, the Blackrod Chapel was dismantled. A church was again built there in the reign of Elizabeth I and this church was subsequently restored in 1766. In more recent times both the chancel and nave have been rebuilt, in 1905 and 1911 respectively and today only traces of the older building remain, notably in the lower sections of the tower.

2.5 A castle is traditionally said to have stood in the village and a key and a crown were said to have been found at Castlecroft but these disappeared without trace after being taken to the blacksmith to be cleaned or mended. It has since been suggested that they were accidentally removed by a scrap dealer. Excavations were carried out at Castlecroft in 1952 in a field behind Pool Green. Although no traces of a castle or Roman Fort were found, there were several interesting finds, such as flints from the Bronze Age, Medieval tiles, fragments of pottery from the 15th Century onwards and two silver coins dating from the War of the Roses, struck around 1467. Pupils from Blackrod County Secondary School helped with the work and the finds were taken to Manchester Museum.

2.6 Blackrod was once a major coal mining centre and by the end of the 19th. Century, most of the working male population were employed in the pits. There were once over a thousand miners in Blackrod. However, at the time of the depression in the 1930’s, many collieries closed. Scot Lane Colliery, which had employed over 700 miners, closed in 1932, bringing great hardship to the community.

2.7 In the 19th Century the women of Blackrod were noted for their excellence at the old craft of hand loom weaving. Each week merchants from Manchester came to the old Leigh Arms Hotel, once the centre of the village social life, bringing their cops, or spools of thread, which the women wove into fine cloth. The Leigh Arms was demolished when the road was made wider but the old mounting block from the stables was preserved and now stands in front of Blackrod's original Council Offices.

2.8 A fair was held in Blackrod each year, beginning on the Thursday after the 12th of July. In 1804 there were horse races, a cock-fight and races up Anderton Hall Lane by the young women of the village for prizes such as ribbons and dress pieces.

2.9 A Grammar School was founded in 1568, by the Trustees of John Holme. A new Grammar School was built in 1798 to replace the older building which was later demolished. In 1875 this school was incorporated with the Rivington Free Grammar School and buildings were subsequently erected at the foot of Rivington Pike around 1881. The Blackrod School was then leased to the Local Board. It was extended to accommodate the Council Offices. New Council Offices were built within the library complex and the old building is now a children's nursery.

2.10 In 1846 John Boardman gave a piece of land for the building of a school for promoting the education of the children of the labouring and manufacturing classes in the Principles of the Church of England. Ellis Dorning, a mining engineer, gave the land for Scot Lane School for similar purposes to the Parish School, hence the name of nearby Dorning Street. The deeds of Scot Lane School date back to 1866.

2.11 The Methodist School opened in 1870, and the Senior School, which is now the Blackrod Primary School, was opened in 1939.

2.12 In 1980 the Blackrod National School and the Blackrod Methodist School merged to form the Blackrod Anglican Methodist School and moved to a new school building.

2.13 Modern Local Government in Blackrod began in 1872, when a Local Board was created; it provided the water supply and drainage for the township. In 1894 the Local Board was transformed into the Urban District Council, which continued until the Local Government reorganisation in 1974, when Blackrod became part of the Bolton Metropolitan Borough.

2.14 Blackrod contains some good examples of traditional stone cottages and farms, although they are gradually disappearing from the scene with the demand for new houses. Today Blackrod is mainly a residential town and commuters travel to work in larger industrial towns such as Chorley and Bolton as well as Manchester, Liverpool and London via the local bus and rail links.

3: Blackrod today

3.1 The Neighbourhood Profile Document sets out a detailed analysis of the socio-economic profile of the town. Some interesting data is summarised on the following pages which is based on the latest Census figures 2011.



Blackrod seen from Tuckers Hill



Blackrod Scarecrow Festival



Ploughing Competition

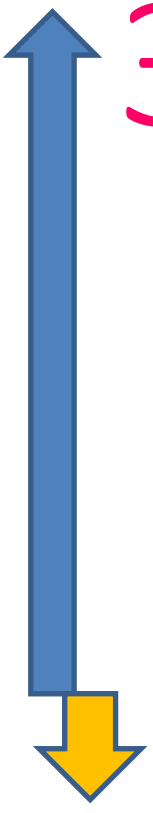
People

1.8%

of the population of Bolton lived in Blackrod in 2011

5,001

People were living in Blackrod in 2011



30.5%

of the population of Blackrod were over 60 years of age in 2011 compared to 21.5% in Bolton and 22.3% for England

5.6%

Is how much the population of Blackrod could increase if all sites with current planning permission (2018) were developed.

5.6%

Is how much the population of Blackrod decreased by between 2001 and 2011.

Homes

Blackrod has a higher percentage of 3 bedroom households than Bolton and England

2,298

Households in Blackrod in 2011

128

is the number of dwellings with planning permission on large to small sites in Blackrod in 2018 (HNA 2018)

41.6%

of households are owned outright. This is significantly higher than the average for Bolton at 30.4% and for England at 30.6%

30

new social rented homes were built in Blackrod between 2001 and 2011

81.6%

of households are owner occupied. Significantly higher than Bolton at 63.7% and England at 63.3%

7.8%

of properties are of social rented households. This is low compared to Bolton and England

48.5%

is the majority of households in the Parish that were in semi-detached properties. Significantly higher than in Bolton (34.5%) and in England (30.7%)

20.8%

is the percentage of detached households in the Parish. This is considerably higher than Bolton (16.3%) but lower than the average for England (22.3%)

Employment

of working age people living in Blackrod were employed in Manufacturing in 2011

11.4%

14.4%

of working age people living in Blackrod were employed in Health and Social work in 2011

of working age people living in Blackrod were employed in Wholesale and Retail Traders in 2011

14.9%

40.4%

of working age people living in Blackrod in 2011 were employed as Directors, Professionals, Associate Professional and Technical occupations

Benefits & Health

5.3% The unemployment rate for Blackrod and Horwich in 2011

4.4% of the population described themselves as being in bad health

Heritage

1 Site of Biological Interest

1 Ancient Scheduled Monument

13 Grade II listed Buildings and Structures

4: Key Issues

Summary of key issues

4.1 The initial review of evidence identified a wide range of issues facing Blackrod. Some could be tackled through the NDP, such as improving transport, housing and design, built heritage and community facilities and some of which were beyond the scope of the NDP such as the school curriculum. The full set of issues is set out in the Key Issues Document together with considerations of how they may best be tackled. This document can be found on our website.

4.2 After considering the issues the NDP Steering Group worked with planning consultants to decide the most appropriate and expedient approach for the Plan. The key issues which the NDP has sought to address can be summarised as follows against their relevant themes:

Housing:

- Establishing the housing needs of Blackrod to help determine future developments and the needs of the community; and
- Ensuring any growth in housing comes with compatible levels of improvement in local infrastructure, roads, other rights of way and community services & facilities (Schools, Health and Medical facilities etc).

Design:

- Ensuring new housing and existing neighbourhood developments are configured with quality construction, accessibility and safety in mind; and
- Ensuring new housing developments and re-development of existing housing are of designs and materials compatible with the existing street scene, townscape and character of the village and its surrounds.

Transport and Infrastructure:

- Design Standards – Addressing overall highway infrastructure design associated with new development complying with best practice (e.g. BfL12);
- New Development/Street Scene – Ensure that the street scene is softened through landscaping, with respect to on street car parking. (BfL12,etc);
- Block of shops in front of Greenhalgh's to Blackrod Motor Spares (105 – 123 New Street) – Seeking the re-location of the footway immediately in front of the shops, in order to remove the conflict between pedestrians and reversing cars;
- Scot Lane/Manchester Road Junction – Seeking the introduction of traffic lights/mini roundabout at Scot Lane/Manchester Road junction, together with general remodelling of the junction;

- 7.5T Weight restriction – seek the introduction of an HGV restriction (apart for access) along the main routes through the village (Scot Lane to Hill lane and Chorley Brow);
- A6/Blackrod Bypass Cycleway - Seek the introduction of shared use pedestrian/off-carriageway cycleway along the A6/Blackrod Bypass;
- Vehicle Charging Points – Ensuring all future development incorporates vehicle charging points. Seek to incorporate similar facilities in appropriate locations within the village car park areas;
- Footpaths and Bridleways - Identifying all public footpaths/bridleways within the NDP area and, where appropriate, identify any footpaths/bridleways in use or missing from the listing;
- New Footpaths and Cycleways - Ensuring that all new development incorporates dedicated footway/cycleway connectivity to the village centre;
- Existing Ginnels - Improve existing ginnels to make more user-friendly/attractive;
- Village Circular Way - Investigate the option/feasibility of creating a Circular Way around the village for pedestrians/horses/cycle;
- Disability Access – Undertake a survey of main routes within the village in respect to wheelchair/pram/pushchair users and the visually impaired; identifying the issues and implementing/seeking remedial measures;
- Bus Services - Seek better provision and frequency of Bus Services serving Blackrod to neighbouring conurbations and hospitals, medical services, etc.;
- Train Services - Seek increased frequency of rail services to Blackrod; greater park'n'ride facilities for residents; seek the introduction of cycle route(s) and the improvement of pedestrian routes to the railway station from the village;
- Parking Strategy – Investigate and promote the option of adapting the wide pavement areas (particularly along the main route through the village) to provide on-street resident parking. Specify minimum parking provision standards for the various types of development. (Existing developments where extended/modified (by certain % age floor area) also to comply with these standards);
- Car parking within the village – Identify all existing public car parking areas within the village and, where appropriate, ensure their safeguard;
- Cycle Storage – Ensure that all new development incorporates secure undercover cycle storage at a specified rate/bedroom; and
- Broadband Connectivity – Ensure that all new developments incorporate super broadband cabling to each dwelling (already a Housing Design requirement).

Public Realm:

- Promote and support the provision of safe and fit for purpose pathways, pavements, public rights of way and general access routes throughout the Town and Parish, for all pedestrians and disabled users where appropriate; and
- Improve and maintain the character and quality of the urban/rural landscape and townscape environment.

Natural Environment:

- Preserve our Open Spaces, expand and protect our Green Spaces for the benefit and enjoyment of all ages; and
- Improve and maintain the character and quality of the urban/rural landscape and townscape environment.

Economy and Employment:

- Encourage more local shops and start-up businesses to be established in Blackrod to meet the increasing demands of a growing community;
- Change of use - Resist change of use of existing retail facilities which would result in the loss of amenity to the village;
- Shopping in Blackrod - Make it easier to shop in Blackrod by ensuring adequate coverage across the length of the village of appropriate retail facilities that meet the needs of the residents and that these are served by convenient and adequate parking facilities;
- Support the development of a more modern and relevant Business Park to meet the demands of 21st century business opportunities in the current Blackrod Industrial Estate location; and
- Identify, review and seek to protect, as appropriate, all existing employment areas (including local “pockets”).

Town Centre and Retail:

- Core retail facilities - Ensure, as far as practical, the retention of the existing “core” retail facilities within the village;
- Encourage more retail space to meet the needs of the village; and
- Support the provision of farmers/craft market type shops/fairs in and around Blackrod.

Built Heritage:

- Note all existing Grade II Listed buildings and Scheduled Ancient Monuments for inclusion in the Neighbourhood Plan;
- Identify other buildings/structures that may meet the criteria for Listing and work with English Heritage to secure appropriate Listing;
- Identify other buildings/structures of local historical interest/importance to include in a Local List to become part of the Neighbourhood Plan; and
- Identify any “Areas of Special Character”, which are considered to be of distinctive character or quality and therefore worthy of local protection. These areas do not have the same status or level of protection as Conservation Areas, but designation helps identify and celebrate an area's special character and seeks to preserve and enhance it.

Community Facilities:

- Ensure that essential community facilities and infrastructure can meet the needs of current and future developments in Blackrod;
- Ensure there are sufficient primary school places in Blackrod for all children living in Blackrod;
- Ensure that the GP surgery and other essential Health and Care Facilities are located in Blackrod with sufficient capacity to serve the needs of Blackrod residents;
- Protecting, retaining and enhancing community facilities in Blackrod;
- Provide recycling facilities in Blackrod;
- Ensuring public access to toilet facilities in Blackrod; and
- Providing an appropriate level of policing for Blackrod.



Youth Centre

5: The objectives and vision of the Neighbourhood Plan

5.1 The adopted Bolton Local Plan sets out the Plan's Strategy as having the following broad goal for the district:

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

5.2 The 2017 developed Bolton Partnership Vision to 2030 states:

"In 2030, we want Bolton to be a vibrant place built on strong cohesive communities, successful businesses and healthy, engaged residents. It will be a welcoming place where people choose to study, work, invest and put down roots".

The purpose of our Neighbourhood Development Plan (NDP)

5.3 The NDP is designed to guide and promote action over a number of years, to realise our vision for Blackrod, reflecting the distinct character of our village. The NDP is made by and for the residents of Blackrod.

The purpose of the Neighbourhood Development Plan is to:

Set out a positive vision for the future of Blackrod, ensuring that it reflects the aspirations of its residents, who will be involved in making the Plan, monitoring its progress and delivering development.



Village Planter

Our Vision

5.4 We aim to:

5.4.1 Ensure that all new development is of the highest quality of design and that we protect and improve the distinct character of our village, together with its historic and architectural heritage; preserve and enhance our open spaces, countryside and natural environment;

5.4.2 Preserve and enhance employment, retail, and community activity strengthening our village core and ensure our village grows and develops in a sustainable way;

5.4.3 Ensure that there is a choice of sustainable transport options, reducing dependency on the car and providing a network of attractive routes for pedestrians and cyclists;

5.4.4 Improve the “gateways” into the village.

5.4.5 Extend opportunities for our residents to lead active, healthy lifestyles and ensure that our community has the facilities it requires for its needs and social well-being.

The vision of the Neighbourhood Development Plan is that:

Blackrod will bring forward development that will support the prosperity and quality of life of its residents.

What we aim to achieve

5.5 To further this, the Plan will have the following objectives.

Housing

1. **Support high quality housing and other development that meets our village's needs.**

Transport & Infrastructure

2. **Create a transportation and infrastructure framework that meets the needs of our community, both now and for the future.**

Natural Environment

3. **Create a safe and healthy environment.**

Public Realm

4. **Enjoy and utilise our natural landscape and green spaces whilst protecting these for enjoyment by future generations.**

Community Facilities

5. **Improve health, social and cultural wellbeing for all residents, encouraging and providing opportunities for an active lifestyle and ensuring high quality local facilities for existing and new residents.**

Economy & Employment

6. **Encourage a sustainable and prosperous local economy and support local business.**

Retail &Town Centre

7. **Encourage and support wider retail opportunities ensuring the village centre and existing shopping provision is maintained.**

Built Heritage

8. **Preserve and enhance our heritage assets.**

Design

9. **Secure high quality sensitive design, which prioritises local distinctiveness and enriches the landscape and built environment.**

6: The Policies of the Neighbourhood Plan

6.1 The NDP puts forward planning policies for the village, the successful delivery of which will achieve the community's vision for the village. Any development in the Parish will be subject to the policies of this Neighbourhood Plan, as well as the NPPF and Bolton's Local Plan.

6.2 The NDP contains policies that seek to achieve the objectives set out in Section 5. The policies are set out in sections, dealing with the following broad themes:

- Housing and Design;
- Transport and Infrastructure;
- Natural Environment;
- Public Realm;
- Community infrastructure;
- Village Centre and retailing;
- Economy and Employment; and
- Built Heritage.

Housing and Design

Housing in Blackrod

6.3 Blackrod has a population of around 5,000 people living in just over 2,200 households according to the 2011 Census. Analysis of the housing stock, demographic data, local housing market and a commissioned Housing Needs Assessment (HNA) 2018 with Household Survey revealed:

6.3.1 Blackrod housing stock has a disproportionate level of 3-bedroom semi-detached homes that are mostly owner occupied. As a consequence, there are a lower proportion of all other sized homes. 64% of the housing stock has 3 or more bedrooms. The Parish has a 20% larger proportion of 3-bedroom houses than the Borough of Bolton and England as a whole;

6.3.2 Semi-detached homes are nearly half of all homes sold with prices between £188,000 and £50,000. Around a third of all sales were terraced housing with prices in the range £190,000 and £70,000. The lower prices indicate they were very likely for a poorer quality home;

6.3.3 Almost 82% of homes are owner occupied;

6.3.4 The largest groups of people resident in the Parish are those aged 45 - 59 and are mostly married couples with no children living at home;

6.3.5 The Parish has a significantly larger population of people aged 45– 89 years than the Borough of Bolton and England, especially those aged 65-74. The disproportionately large population of those aged 60 and over means that the Parish may see greater growth in the proportion of older people than suggested by district population projections;

6.3.6 The Parish has a larger proportion of households that comprise of a single person over the age of 65. Older person households are around one third (32%) of all households resident in the Parish, which is significantly higher than the national average;

6.3.7 Projections for the Borough of Bolton show that by 2039 there will be significantly more old people resident in Bolton and by implication the Parish. The proportion of those aged 70 and over will increase by 70% over this period with the over 85's increasing by 135%. The proportion of older households that are infirm will increase with age, both increasing demand for support services and for suitable housing; and

6.3.8 There is a lack of good quality larger sized (4+ bedroom) family homes; and suitable 1-2 bedroomed home options within walking distance of the village centre for retirees who wish to downsize.

Community Feedback about Housing

6.4 Our consultation with the Community through the HNA Household Survey indicated that there was strong concern about housing. People felt that with recent housing developments the Parish had enough housing but not necessarily of the right mix. Although people were nervous about further development, the majority consulted recognised that there was a need for housing, providing it met the needs of the Community. Key themes that emerged were:

- There is not enough suitable housing for the ageing population;
- Homes for First Time buyers;
- Larger family homes;
- Affordable housing and more housing for local people; and
- The provision of parking and garden space is important.

6.5 Blackrod Town Council's housing policies are consistent with the emerging Local Plan Policies. However, the Town Council's policies differ in terms of a more detailed approach to housing provision in the parish. Specifically, it seeks to encourage a move towards a more sustainable and distinctive parish, with a housing mix more representative of the needs of its residents.

Housing Demand and Housing Mix

6.6 Bolton Council, as the Local Authority, has an adopted Local Plan, containing affordable housing targets, which this Plan recognises. In practical terms, affordable housing need should be met at the level of an entire housing market area and the Local Authority is, therefore, best placed to do this, delivering affordable housing in the most suitable locations across its whole area on the basis of the affordable need pertaining at the time of application determination.

6.7 Nevertheless, it is the aim of this Plan to enable, wherever viable, the inclusion of affordable dwellings on developments in line with Bolton Council affordable housing strategy, subject to viability.

6.8 The revised Greater Manchester Spatial Framework (GMSF) was submitted for consultation on 21st January 2019 for 8 weeks ending on the 18th March 2019. The revised draft has been re-written with a stronger emphasis on the role of brownfield land and town centres, a reduction in the net loss of Green Belt and stronger protection for important green spaces. The draft GMSF doesn't identify any sites for development in Blackrod and makes no change to green belt boundaries. Developers and landowners have put forward some sites for housing development in Blackrod outside the existing built up area, but their development is not supported by the draft GMSF. In general it is also the view that this Plan sits well with the revised GMSF having many synergies across a range of similar themes. The GMSF suggested housing development target for

Blackrod, over the life of the Plan, equates to a total of 196 homes which is slightly less than the target of 215 supported by Bolton Council and as set out in the Plan.

6.9 The introduction of a new revised NPPF on the 19th February 2019 and with Draft Planning Practice Guidance sets out new methods for Local Authorities to assess Housing Need. The Steering Group responsible for compiling this Plan has requested from Bolton Council, the Local Authority, what Blackrod's contribution to the housing supply would be in terms of the overall housing needs of the district (Bolton) calculated for the "life" of this Plan i.e. 2018 – 2033".

6.10 The informed response from Bolton states:

6.10.1 *A District figure is based on a methodology of using household projections adjusted according to affordability in each district. For Bolton this comes up with a figure of 798 additional dwellings per year from 2016 – 2026.*

6.10.2 *A Parish figure is then based on using the District figure apportioned according to population. The latest figures (2011 census) we have are that 1.8% of Bolton's population live in the Blackrod Parish; this would give a figure of 14.36 net additional dwellings per year in Blackrod from 2016-2026. This is not the same period that you are looking at but it would seem reasonable to use a similar annual figure for that period – this would give a figure of 215 (rounded to the nearest 1) for 2018-2033.*

6.11 The above methodology, therefore, suggests a target for the total number of new dwellings required in Blackrod Parish over the life of the Plan (2018 – 2033) to be 215.



House building on Hill Lane

Self and Custom Build Housing

6.12 The Government's 2017 White Paper on Housing (Titled: Fixing our broken housing market) identifies the contribution that self and custom build housing makes in

bringing forward new housing. In addition, the new 2019 NPPF recognises that self and custom build housing can help to meet the need of affordable housing.

6.13 It is the case that self and custom build housing is generally likely to cost less than the market equivalent and these properties tend to be of a higher quality and design standard when compared with an equivalent property delivered by the larger housing developer. In addition, once on site, they are usually completed in a shorter timescale.

6.14 Blackrod Town Council is keen to see the development of self and custom build housing in the Neighbourhood Area.

Windfall Sites

6.15 By definition these are sites not specifically allocated for development in a development plan but which unexpectedly become available for development during the lifetime of the Plan. Most Windfall sites are referred to in a housing context and tend to be small sites for a small number of homes.

6.16 A characteristic of land ownership in the parish of Blackrod is that there are lots of small plots of land which are owned by different people/organisations. These plots have become developed over time as the landowners seek to convert them into a financial gain. We are therefore confident that over the course of the Plan (15 years) the larger family sized dwelling requirement will be met with the addition of some smaller apartment/bungalow style units.

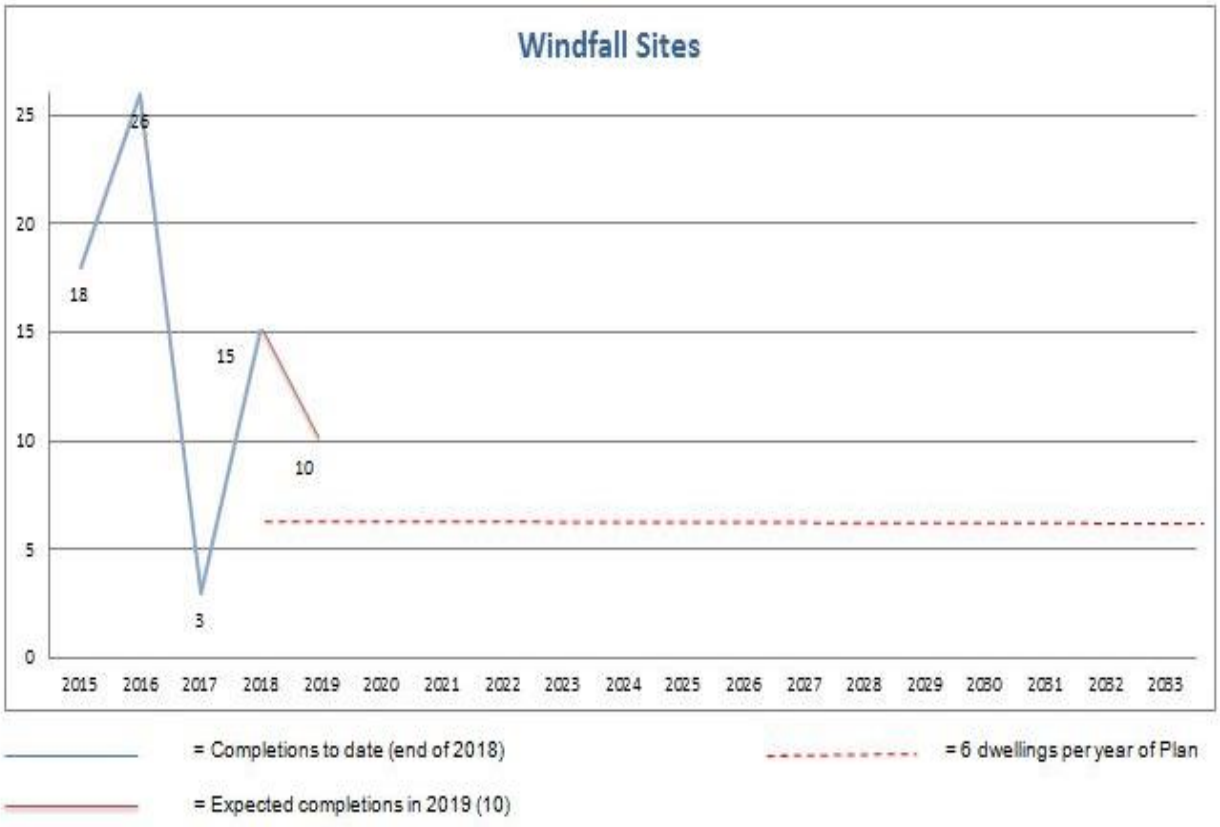
6.17 As an example there are two windfall sites that have become available during the writing of this Plan which provide 10 new homes at Paddocks Close and 3 new homes on Grimeford Lane. Windfalls will contribute to housing supply over the Plan period.

6.18 Past housing completions on windfall sites from data provided by Bolton Council indicate that a total of 130 dwellings have been built (completions) between 2013 and 2018 which is an average of 21 dwellings per year over the six years. A significant number (61) of these 130 dwellings were on the Hill Lane site whose numbers have been included elsewhere in the Plan as it is considered a major housing development. Even so with these 61 removed from the total of 130, an average of 11.5 dwellings per year for the six years is achieved. We do not expect to see any change to this kind of development on these types of sites and over the life of this Plan we anticipate that the average number of dwellings per year being completed will be at least 6. Over the Plan we therefore expect that a total minimum of 90 dwellings (6 per year X 15 years) will be built on windfall sites.

6.19 The mix and types of housing built on windfall sites will be determined by a number of factors but these should be influenced as much as possible by the aims of this Plan and the identified priority in housing need for larger family homes and apartment/bungalow style homes for the older population.

6.20 It should be highlighted at this point that the 90 dwellings created on windfall sites do not include the 20-60 dwellings outlined under Policy H4 which are regarded as a specific site allocation for development of Lifestyle Living for the Over 55's. This provides the potential, therefore, to exceed the housing target of 215 by the final number of dwellings actually built on the allocated site.

Figure 6.1 Windfall Sites



Housing and Design Policies:

6.21 The key findings of the Housing Needs Assessment (HNA) 2018 revealed 4 distinct groups for which the village needs to provide more suitable housing:

6.21.1 More suitable homes for older people and those with disabilities are required with more options for retiring downsizers;

6.21.2 There is an adequate supply of 3-bedroom homes however, for market housing family homes of 4 bedrooms plus, together with more bungalows are required;

6.21.3 Homes for younger people and first-time buyers; and

6.21.4 Affordable homes with local resident preference to ensure local families and their networks are maintained.

Housing Policy H1
New Housing Development

1. The development of a minimum of 215 homes in the Neighbourhood Area over the plan period will be supported.

2. New residential development should meet local needs, taking into account the most recent local housing needs survey available. The provision of housing to meet the needs of older people will be supported.

Housing Policy H2
Housing Mix

1. Housing development should provide for a mix of housing types and sizes, taking account of local needs. Major developments of dwellings of uniform type and size will not be supported. Proposals that contribute to meeting the needs of an ageing population, including homes for down-sizing, as well as residential or nursing care, will be supported.

Note: Bolton Policy SC1 section 4 suggests a number of 3-bedroom dwellings are required but this is not supported in this Plan due to the local evidence gathered in the HNA which indicates an over-supply of this type of dwelling in Blackrod.

6.22 A specific concern that was repeatedly expressed by the Community was the provision of suitable housing for an ageing population. This concern was well founded in the Blackrod HNA and Household Survey 2018, where it shows that the number of over 70's across the district is expected to increase by 70% over the lifetime of the Plan with over 85's increasing by 135%.

Housing Policy H3
Housing to meet the needs of an ageing population

1. New, converted and extended independent, assisted living and extra care facilities for older people will be supported, subject to respecting local character and residential amenity.

6.23 The village of Blackrod is surrounded by green belt, rural pastures and farm land with the potential for any significant development sites being unrealistic. The pressing need however for suitable dwelling options for the older population, which ideally need to be close to the village centre amenities, makes the search for suitable sites very challenging.

6.24 Housing **Policy H4** proposes a site on open protected grazing land as an ideal location for a number of appropriate dwelling units specifically constructed for the needs of an older population. The site is in close proximity to the village centre and can also serve as a centre or social "hub" for the older local residents living in nearby affordable housing schemes.

Housing Policy H4 **Housing development site allocation – Land behind Vicarage Road West between the Cricket Club and the Church School.**
1. The development of between 20 and 60 dwellings for people aged over 55, on land behind Vicarage Road West between the Church School and the Cricket Club, as shown on the Policies Map, will be supported.

6.25 Planning contributions, or obligations, known as Section 106 agreements are required to ensure that the additional requirements that arise from new developments, infrastructure, services and facilities are met, as well as addressing any impact on the environment.

6.26 The Town Council will seek to encourage locally effective contributions, which, within the Neighbourhood Area, are recognised as including: community tree planting, public transport improvements; improvements to the pedestrian and cycle network; improvements to car parking provision within the village core; and improvements to the appearance and quality of access gateways to the village.

6.27 High quality design of new buildings, building alterations and spaces helps to create pleasant, safe and functional environments. New developments should last for many years and it is therefore important to get them right. Poor design can leave a lasting "blot on the landscape" but if the design is good then generations of people will benefit.

6.28 Housing Design Principles **Policy DES1** does not seek to impose a particular architectural style but development is required to contribute to the vision of the NDP, whilst respecting and protecting our heritage and natural environment assets.

6.29 Building for Life12, Secured by Design and Lifetime Home standards provide guidance to support good design.

6.30 Quality construction also means that developers should consider technological designs in developments to make life easier and more comfortable for residents as well as improving the energy efficiency, sustainable water management and facilities for latest fibre optic communications and electric vehicle charging.

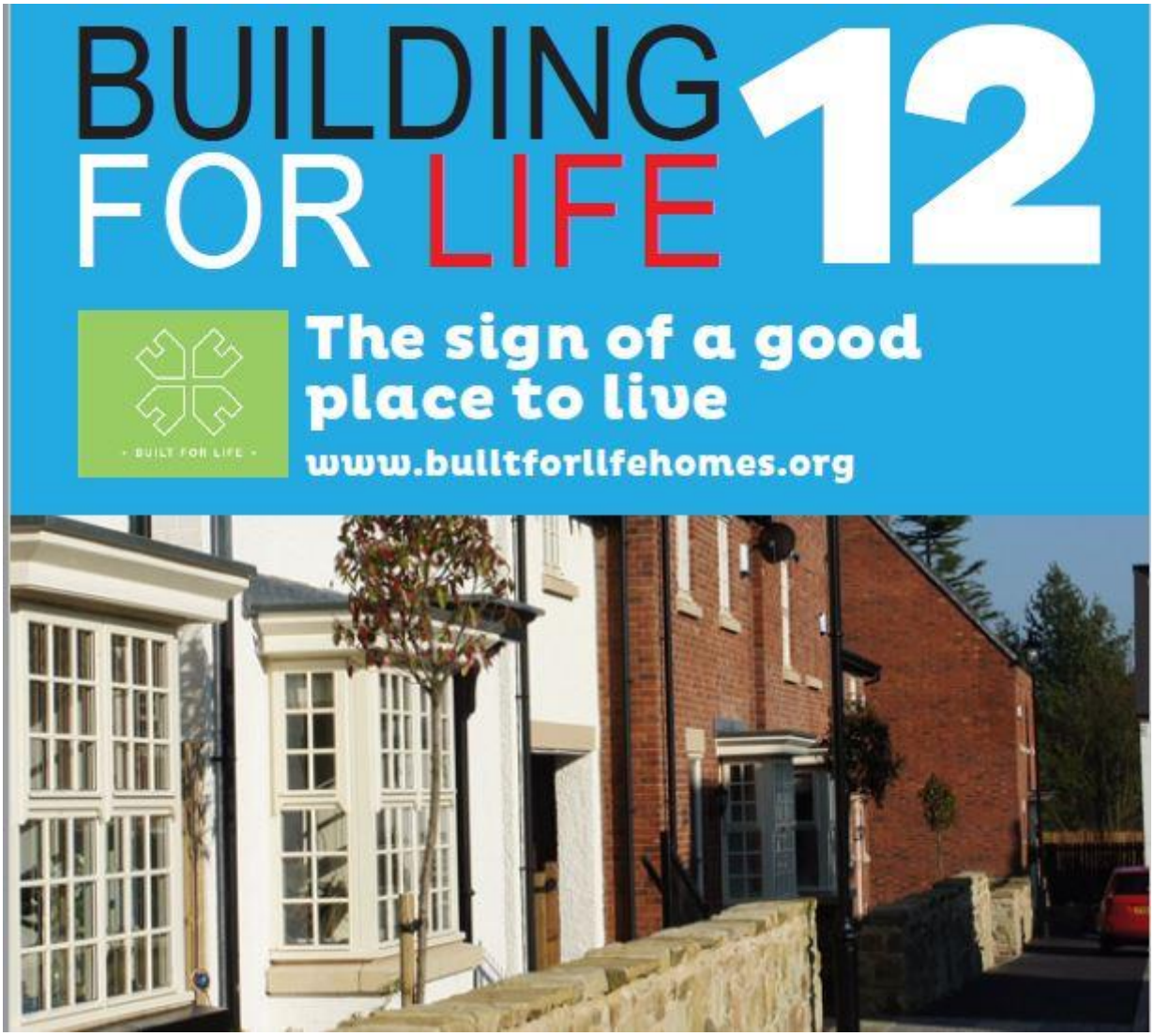
6.31 It is important that planning applications show that the proposed development, particularly for new housing, would be of a character that is appropriate to Blackrod. The area already has a distinctive character and identity, which is important to local people.

6.32 Blackrod has a varied built environment, including sites and buildings of historic and architectural interest. Our heritage assets are important to the village's character and the economic and social well-being of our residents. They help make Blackrod an attractive place to live.

6.33 Understanding the characteristics of the village is important in designing new development. Development next to any listed buildings must make sure that it preserves and enhances the character of the area and the setting of the listed buildings. Other areas may demand a different design approach, for example, there may be opportunities for new development to change the character of less positive places by introducing a new character.

6.34 Ideally the design of new buildings should reflect the design principles of their time so that the interest and quality continues into the future.

6.35 The plan area has a high proportion of elderly people and whilst wishing to meet the needs of younger families, this is likely to grow over the plan period. This presents particular design challenges and requirements, in particular in providing improved access, opportunities for exercise, and making our buildings, streets and public spaces more responsive to those suffering from dementia.


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Design Policy DES1
Design Principles

1. All new developments, extensions and alterations to existing buildings should demonstrate good quality design and respect the character and appearance of the surrounding area. Development proposals should give consideration to the following:

    a. Recognise and reinforce the distinct local character in relation to height, scale, spacing, layout, orientation, rural skyline, design and materials of buildings;

    b. Respect designated and non-designated local heritage assets and their settings;

    c. Consider the visual impacts of proposals on key views and vistas of the local landscape and adequately mitigate adverse impacts on these views and vistas;

    d. Incorporate landscaping to adequately mitigate the visual impact of the development and to ensure that proposals are in keeping with the existing village context. Where appropriate, landscaping schemes should seek to include native species. Where appropriate to the form of development proposed, a landscaping scheme should form a key part of new proposed development;

    e. Seek to retain mature or important trees;

    f. Ensure new boundary treatments reflect the distinct local character in relation to materials, layout, height and design;

    g. Ensure that car parking is positioned and designed to have minimal impact on the street scene;

    h. Consider guidance including Building for Life 12, Lifetime Home Standards, Space Standards, Secured by Design. Major developments should seek advice from a Police Architectural Liaison representative.

    i. Support better connections to other areas of the Parish, including access to local services and public open spaces;

    j. Include secure storage for cycles, mobility scooters and facilities for bin storage;

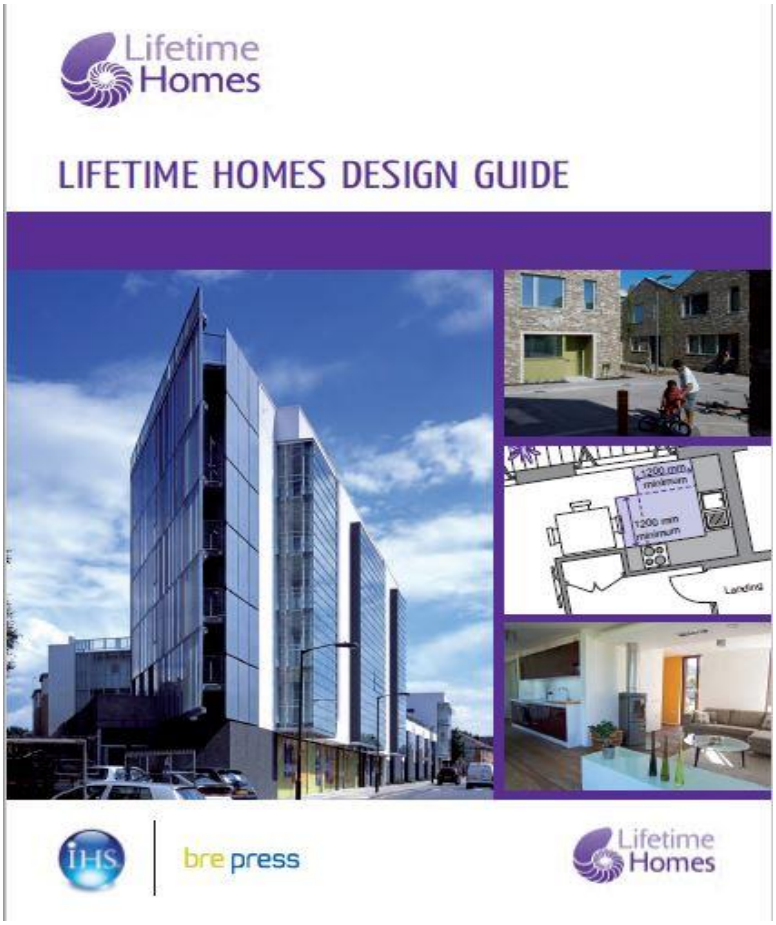
    k. Provide vehicle parking off-street (i.e. within the curtilage). Where it has been demonstrated by the developer that this is not feasible then all on-street parking and parking courts shall incorporate best practice landscaping areas;

l. Incorporate vehicle charging facilities - To be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations;

m. Incorporate superfast (fibre optic) broadband connection - equipped with a high speed ready in-building physical infrastructure, up to the network termination points;

n. Incorporate solar energy capture, sympathetically built within the roof construction.

o. Incorporate water efficient design principles and appropriate sustainable water management, such as reuse of rainwater and grey water for non- potable uses.


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POLICE

Transport and Infrastructure

Background

6.36 Historically, Blackrod was an agricultural and mining village that has gradually grown over the centuries to become an established village located on the original A6 route linking Manchester in the south to Preston and Carlisle in the north. In the early 19th Century the A6 through the village was an important road link, lying on the London – Carlisle – Glasgow mail coach route and in Victorian times was the main route to the north from the industrial heartlands of Manchester. Due to increased traffic congestion plans to by-pass Blackrod were first proposed by the Scottish engineer and road builder, John McAdam in the 1820's but it was not until 1934 that the by-pass was finally constructed.

6.37 The original A6 is now the B5408 and is the spine that runs from south to north though the village.

6.38 In the present day, Blackrod has the potential for good transport links to Manchester and Preston and further afield with Junction 6 on the M61 Motorway just to the south east of the village and Blackrod Railway Station, on the Manchester – Preston line, lying on the east side of the village, within 20 minutes walking distance or 5 minutes by bus or car from the village centre.



Blackrod Train Station

6.39 There are rail services from Manchester to Preston, with onward bound connections to London and Scotland, as well as Leeds and Liverpool and the rail line has very recently been electrified as part of the overall Great North Rail Project. The station itself has been upgraded to accommodate longer trains and there is a dedicated park and ride car park that is at capacity during commuting hours.

6.40 Blackrod is served by local buses that connect with the adjoining towns of Wigan and Bolton but with a poor service to Lancashire to the north.

6.41 There is a good network of footpaths throughout the village, together with a number of footpaths/bridleways connecting with the surrounding countryside.

6.42 The village has expanded over time with a number of major housing developments: Vicarage Road Estate in 1950's, Harrison Crescent Estate in 1960's, Castle Croft Estate in 1960's, Nightingale Estate in 1960's, Greenbarn Estate in 1970's and the Cheethams Estate in 1970's, with other smaller development over the years. Currently, there are about 2,200 homes and 5,000 residents and it is predominantly a commuter village, with car ownership significantly higher than the national average.

6.43 The large growth of development and car ownership has put pressure on the existing road systems and this can be seen within the village, particularly at peak times.

6.44 There have been road improvement schemes on two of the main accesses to the village, with traffic lights installed at the A6 Bypass/Tanners Brow junction and Manchester Road/A6 junction, but there is still significant congestion at the Scot Lane junction.

6.45 Increased housing development along the A6 corridor north of Blackrod is putting strain on the A6/M61 junction and during peak periods there is also a considerable build-up of traffic at the exit from the village south onto the A6, all the way to the M61 junction. There is also significant HGV traffic from Scot Lane entering through the spine of the village rather than taking the bypass route onto the A6.

6.46 The major housing development of Rivington Chase, at Horwich on the former loco works site, is likely to put further strain on the local road, motorway and rail networks, impacting on Blackrod.

6.47 At school pick-up time at the Blackrod Primary School, at the southern end of the village, there is considerable traffic congestion due to parked cars awaiting pupils. In addition, there are a number of other areas within Blackrod which are traffic hotspots. These are caused by a lack of off-road parking, especially limited car parking at the retail areas of the village which could be partly alleviated through a reorganisation of the existing layouts.

Community Feedback

6.48 Feedback from the Community raised a number of transport related key issues:

- Concerns that new development should have adequate provision made for pedestrian and non-vehicular movement through to the village centre and facilities;

- Concerns about the lack of adequate bus services linking with neighbouring conurbations, and medical and other services;

- Provision of better train services and park'n'ride facilities;

- Impact of traffic, including HGVs, passing through the village;
- Concerns about the congestion and the safe movement of traffic at the Scot Lane/Manchester Road junction;
- Provision of adequate routes for the mobility impaired through the village, particularly recognising the potential impact of an ageing population;
- Provision of adequate parking, including bay parking, along the main route through the village as well as at the retail areas;
- Concerns about on-street parking and, in particular, parking on pavements throughout the village;
- Concerns about the adequacy and condition of footpaths and ginnels in the village; and
- Improved facilities for pedestrians and cyclists along the A6 Blackrod By-Pass, as well as the potential for a circular footpath/cycle route around the outskirts of the village.

6.49 Policy TR1 seeks to address a number of issues raised by the Community.

6.50 By encouraging good quality and safe non-vehicular routes from and within any new development to the village facilities and services, together with good access to public transport and the surrounding countryside, it will help encourage people to walk or cycle to these facilities rather than be dependent on using the car.

6.51 Blackrod has a high proportion of the population aged 60 years or older and the overall age profile is such that this will increase further over time. It is important that this is recognised and the Town Council is keen to see that non-vehicular routes provide access to these services and make provision for the less mobile.

6.52 Transport **Policy TR 1** ensures that the provision of non-vehicular routes connecting any future development with the village facilities, public transport, and where appropriate, the surrounding countryside is a fundamental design consideration from the outset when determining the layout of the development, rather than a subsequent "bolt-on". In this way it will help to make Blackrod more pedestrian and cycle friendly.

Transport and Infrastructure Policy TR1
Public rights of way and access

1. The provision of safe and fit for purpose pathways, pavements, public rights of way and general access routes, throughout the Village and Parish, for all pedestrians, cyclists and disabled users will be supported.

Transport and Infrastructure Policy TR2
Car parking in Blackrod - General

1. There is a presumption that development will not be permitted which would result in the loss of off-road public car parking unless it can be demonstrated that there is no longer a demand for this public car parking, or that equal public car parking facilities will be provided in the immediate vicinity.

Community Project- Transport

6.53 The community has identified a number of transport issues that cannot be tackled through land use planning policies, but which the Town Council would like to address as Community Projects. Whilst Community Projects have no land use planning policy status, they recognise important community aspirations and identify future tasks for the Town Council.

6.54 Although there is currently a 15 minute bus service from Blackrod to both Bolton and Wigan, in the recent past the bus service connections with the surrounding conurbations has been problematic. There is still a very poor service to Adlington and Chorley to the north, and to the major retail and entertainment centre at Middlebrook. In addition, although the bus service to Bolton hospital is hourly, it does not run before approximately 10.00hrs during the week and not at all on Sundays.

6.55 Blackrod Train Station lies on the Manchester to Preston railway line. Data from the Office of Rail and Road (ORR) for 2017-18 (latest figures) shows that Blackrod Station is ranked third highest overall in the Bolton Borough based on footfall (entries and exits) behind Bolton Interchange and Horwich Parkway Stations and yet only has 25 trains per day, midweek, to Manchester compared with 51 trains per day at Horwich Parkway where the footfall is only 5.5% greater than Blackrod, and 35 trains per day at Lostock Station where the footfall is less than half of that of Blackrod.

In addition, Westhoughton Station, which lies on the Wigan-Bolton– Manchester railway line, and only has approximately one third of the footfall of Blackrod, has 40 trains per day, midweek, to Manchester.

6.56 The Manchester to Preston railway line has recently been electrified and this should provide the opportunity for an increased service at Blackrod station rather than the current hourly service, as well as an improvement to the rolling stock. However, the current park'n'ride facility at Blackrod station is inadequate and there will be increased pressure on this in the future due to the aforementioned major development in the surrounding area.

6.57 The Community Project below outlines how the Town Council intends to create a comprehensive transport strategy for Blackrod in order to ensure the residents and visitors are properly served by a high quality, fit for purpose, public transport provision that meets their needs both now and in the future.

Community Project- Transport 1: Improve the provision of Public Transport Services

1. The Blackrod Town Council will work with TfGM and other appropriate stakeholders to create a strategy that provides better public transport services for the residents of and visitors to Blackrod. In particular, this joint strategy shall: -

    a. Seek better provision and frequency of bus services connecting Blackrod with neighbouring conurbations, hospitals, schools and other facilities and services.

    b. Seek increased frequency of rail services connecting with Blackrod, together with greater provision of park'n'ride facilities for residents.

    c. Seek the introduction of cycle route(s) and the improvement of pedestrian routes to the railway station from the village.

2. The strategy shall explore how the better provision can be achieved and, where appropriate, the possible contributions from development that may be needed to help facilitate/implement any proposals and create long term viability.

6.58 The Town Council will seek to ensure that getting around Blackrod is a better experience for all concerned. This objective seeks to address a number of issues, including:

6.58.1 Investigating traffic calming and other measures to minimise the impact of the speed and volume of traffic, including HGVs, along the main routes through the village;

6.58.2 Making it easier for pedestrians, the mobility impaired and cyclists to move around the village through the provision of appropriate and high-quality facilities;

6.58.3 Ensuring that the existing public car parks within the Village are safeguarded and improved wherever possible as well as addressing the issue of on-street parking; and

6.58.4 Seeking to minimise the conflict between pedestrians and parked cars.

6.59 The Community Project below seeks to identify the mechanism by which a Public Realm and movement strategy will be developed to address the impact of high volume traffic through the village, including HGVs, as well as making Blackrod more pedestrian and cycle friendly, by introducing better facilities and connectivity for the non-vehicle user (including the mobility impaired). The strategy will seek to ensure that the car parking requirements meet the present and future needs of both the general public and the householders along the main routes, whilst providing the opportunity for improving the overall street scene through the introduction of public landscaping works such as street trees.



Manchester Road/Scot Lane junction



Pavement parking along New Street (current situation)



On-street bay parking along New Street with soft landscaping - street trees

(Artistic Impression)

Community Project- Transport 2: Getting about Blackrod

1. The Blackrod Town Council will work with TfGM and other appropriate stakeholders to develop a Public Realm and movement strategy to improve the overall experience of getting around and travelling through Blackrod, for both the residents and visitors by:

    a. Seeking the introduction of traffic calming measures along the main routes through the village through a combination of bay parking; “intrusive” landscaping and traffic direction priority signing.

    b. Seeking the introduction of traffic lights/mini roundabout at the Scot Lane/Manchester Road junction, together with general re-modelling of the junction.

    c. Seeking the introduction of a 7.5t weight restriction of HGV’s (apart from access) along the main routes through the village (Scot Lane to Hill Lane and Chorley Brow).

    d. Identifying all footpaths/bridleways within the NDP area and, where appropriate, identify any footpaths/cycleways in use that are missing from the definitive listing.

    e. Undertaking an Accessibility Audit throughout the relevant areas of the village, including reviewing access to facilities, services and provision of disability parking.

    f. Developing a strategy for the improvement of existing ginnels in order to make them more welcoming and user-friendly including where necessary improving/providing:

        - Lighting;
        - Surfacing/steps;
        - Landscaping; and
        - “Opening up” the boundaries.

    g. Seeking the introduction of a shared use pedestrian/off-carriageway cycleway along the A6/Blackrod By-Pass.

    h. Investigating the option/feasibility of creating a Village Circular path/bridleway around the edge of the village for pedestrians/cycles and horses.

    i. Seeking to introduce vehicle charging stations in appropriate locations within the village public car parking areas.

6.60 The Community Project below sets down a strategy for addressing public car parking issues in the village including the identification and enhancement of the existing public car parking areas, together with proposals for re-modelling the car parking at the two retail areas in the village in order to make better use of the facility and to remove conflict with pedestrians.

Community Project- Transport 3: Car parking in Blackrod- Improvements

1. The Blackrod Town Council will work with appropriate stakeholders to develop a public car parking strategy for the Village, including:

    a. Identify all existing public car parking areas within the village and wherever possible ensure their protection and improvement where required, including signing, surfacing, lighting and best-practice landscaping.

    b. Investigate and promote the adaptation of wide pavement areas (particularly along the main route through the village) to provide on-street bay parking for residents, incorporating best-practice landscaped areas to soften the street scene, wherever possible.

    c. At the New Street retail block (105-123 New Street) seek the relocation of the footway to immediately in front of the shops and re-model the area to provide 60° parking bays, together with best-practice landscaping and high quality bicycle rack(s), in order to remove the conflict between pedestrian and vehicle movement.

    d. At the Blackhorse Street retail block (6 – 28 Blackhorse Street) seek the re-modelling of the service road and outer footpath area to provide 60° parking bays, together with best-practice landscaping and high quality bicycle rack(s).



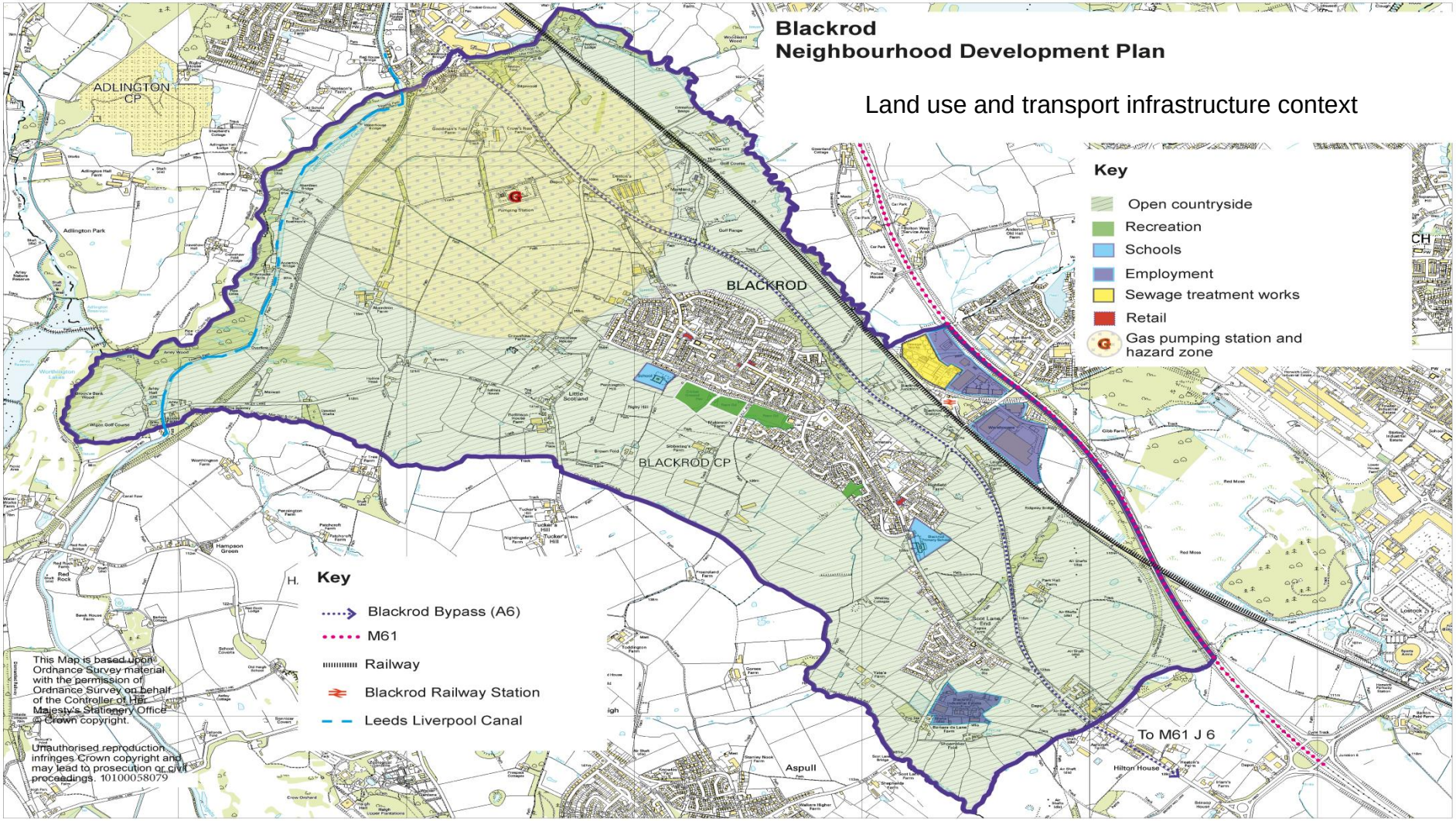
New Street Shops parking



Blackhorse Street Retail block

6.61 Feedback from the Community has raised a number of issues around parking including the overall lack of adequate parking and parked cars obstructing pavements. There are a number of areas in the village, particularly along the main route, where many of the dwellings consist of terraced properties and household parking is therefore limited. It seeks to protect existing public car parking areas from future development as far as possible.

Figure 6.2 Land use and transport infrastructure context



Natural Environment

Background

6.62 The Bolton Core Strategy recognises the need to protect and enhance the District's high-quality natural environment and its green infrastructure. Blackrod has significant areas of green belt, open space and open countryside. The open countryside is accessible by a network of public footpaths and provides a rich recreational and environmental resource for our residents and neighbours.

6.63 In the north-west corner of the Parish there are three areas of biological interest:

- Arley Woods East;
- Red Rock Railway Cutting North; and
- Leeds Liverpool Canal, Adlington to Wigan North.

6.64 The River Douglas, which runs along the northern boundary and to the west of Blackrod, is subject to flooding and lies within an area Flood Risk 3 on the Environment Agency web-based mapping resource. Figure 6.4, on page 65, is the Flood Risk map.

6.65 Blackrod is situated on high ground overlooking the River Douglas valley to the north, the open plains of Lancashire and the Fylde to the west and the undulating topography falling to the Mersey basin in the south.



Views over Lancashire and the Fylde

(Viewed from Dark Lane)

Community Feedback

6.66 The main comments raised by local people included:

- Preserve and enhance the open spaces used for recreation;
- Extending green networks to include planting trees on the street scene;
- Preserve and enhance the countryside pathways and other rights of way;
- Designate some open spaces to green spaces for specific uses like butterfly gardens, orchards, children's games etc.;
- Provide additional open space within new developments;
- Improve green access routes from the village to surrounding countryside; and
- Good scenery and scenic views.

6.67 Designating Local Green Space is a way to provide special protection against development for green areas of particular importance to local communities. The NPPF paragraphs 99 to 101, provides advice in respect of local green spaces which are identified as green areas of particular importance to local communities.

6.68 Open Space and recreational facilities are important assets to the area and need to be protected and maintained. New developments will add increasing pressures. It is vital, therefore, that the right infrastructure is in place to support future development and this includes "green infrastructure". Green Infrastructure is the network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Natural Environment Policy NE1
Local Green Space and Green Infrastructure

1- A high quality green infrastructure network will be achieved by:

Local Green Space

a. The sites listed below and shown in the following plans are designated as Local Green Space, to be protected in a manner that is consistent with Green Belt policy:

i. Nightingale Road- Land on both sides at junction with Chorley Road
ii. Coniston Road- Land opposite number 29
iii. Chorley Road- Land at junction with A6
iv. Ridgeway- Land at junction with New Street
v. Whitehall Lane- Land opposite numbers 23b to 41
vi. Greenbarn Way- Land opposite number 2 to 6
vii. Greenbarn Way- Land between Number 8 to 18
viii. Greenbarn Way- Land between Number 47 and 57
ix. Vicarage Road- Land at Greenbarn Junction and next to Old Vicarage
x. Vicarage Road- Land at junction of Vicarage Road and Manchester near Pool Green.
xi. Vicarage Road Playing Field- Land associated with the Community Centre
xii. Vicarage Road West Playing Field- Land between Half Acre and the Cricket Club.
xiii. Cranleigh Close- Land adjoining Cranleigh Close and Manchester Road
xiv. Blackrod Cemetery
xv. Wighams Terrace- Land fronting the terrace up to Manchester Road
xvi. Manchester Road- Land at junction with A6 By-Pass
xvii. Scot Lane- Land at the Manchester Road Play Area

Green Infrastructure

b. Improvements to the quality and accessibility of public open spaces and areas of sports provision will be supported.

c. Improvements to the connectivity between existing wildlife areas that enhance the green infrastructure of the Neighbourhood Area will be supported. The creation of new and the improvement of existing public rights of way, will be supported. Where new rights of way are being created, consideration should be given to the potential for routes to:

i. Be traffic free and/ or pedestrian and cycle friendly;
ii. Be safe and inspire confidence in visitors;
iii. Offer ‘easy access’ i.e. be reasonably easy to use for users with a wide range of mobility levels, including pushchairs, walking aids and

mobility scooters;

iv. Have the potential for future upgrading to use by cyclists (where not already possible);
v. Have designated, safe crossing points over motorised routes and suitable street furniture;
vi. Provide connections between where people live and where they want to travel (for recreational or employment purposes);
vii. Be clearly signed and easy to follow;
viii. Be easy to maintain;
ix. Provide enhanced user enjoyment through the provision of information boards and benches in attractive locations;
x. Where appropriate provide safe access for horses, particularly links to existing bridleways;
xi. Cause no damage to archaeological sites and their setting;
xii. Provide safe passing places on those paths with shared vehicular use including appropriate management of vegetation to the sides; and
xiii. Respect, protect and enhance local biodiversity.

d. The needs of all age and special needs groups, including those with mobility issues and dementia should be considered in the design of new or enhancements to existing green infrastructure.

e. Where appropriate future management responsibilities will be agreed through S106 agreement.

Local Green Space designations

LGS Site Ref 1: Nightingale Road– Land on both sides at junction with Chorley Road



LGS Site Ref 2: Coniston Road- Land opposite number 29



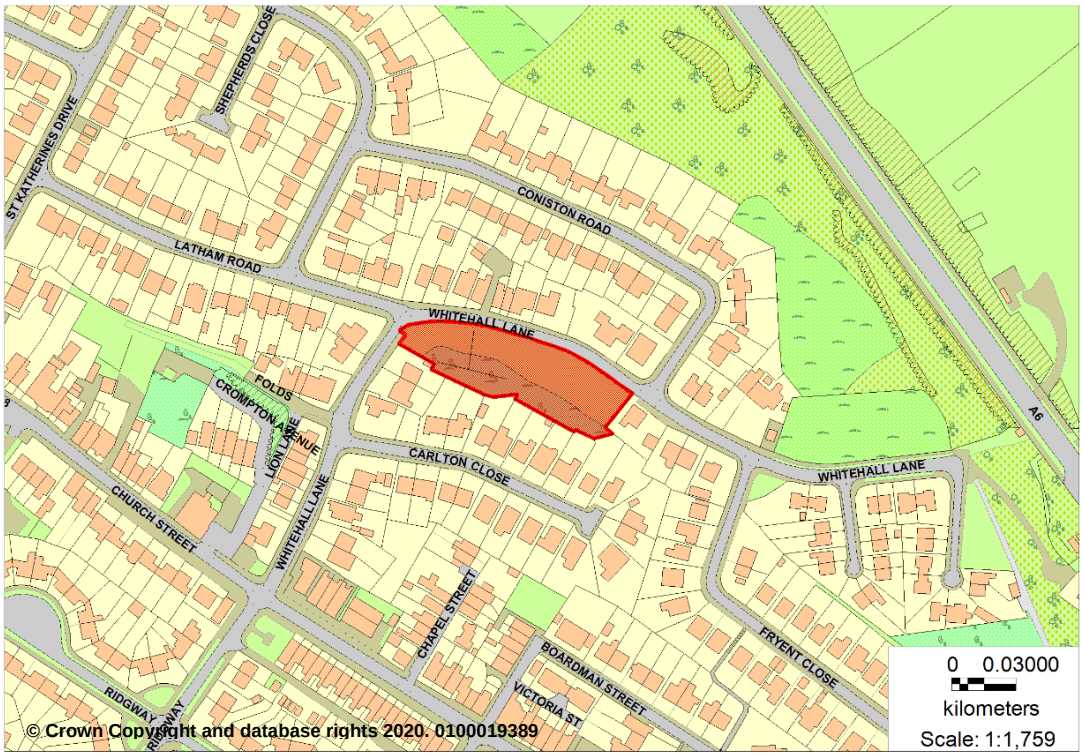
LGS Site Ref 3: Chorley Road- Land at junction with A6



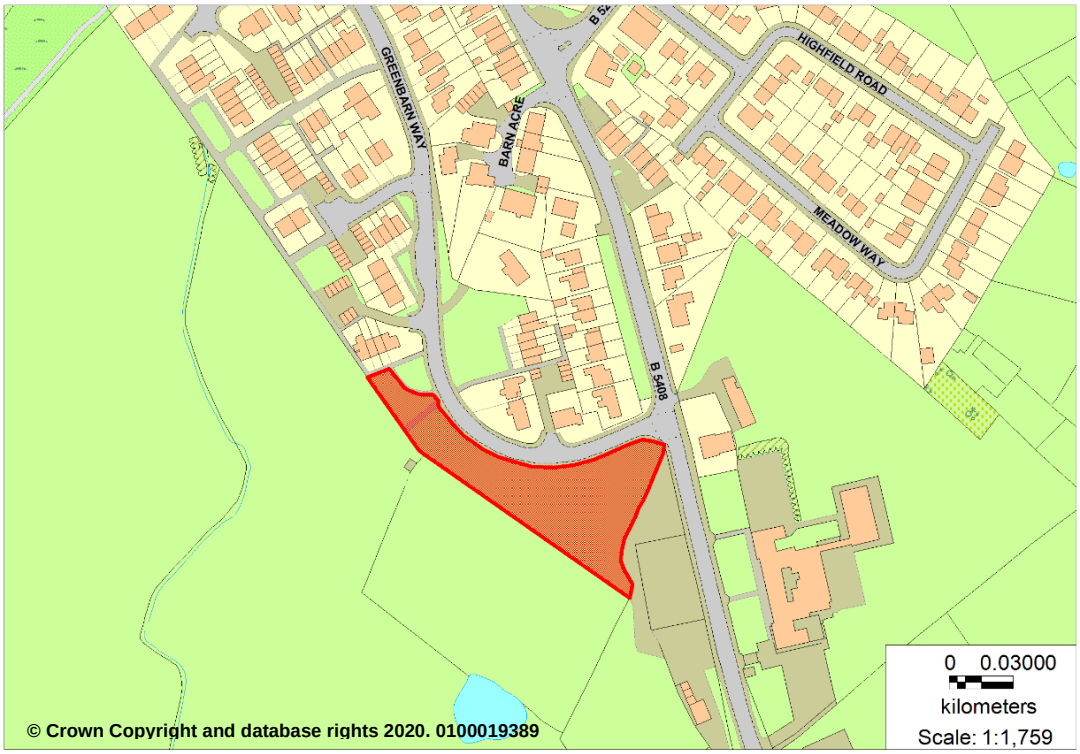
LGS Site Ref 4: Ridgeway- Land at junction with New Street



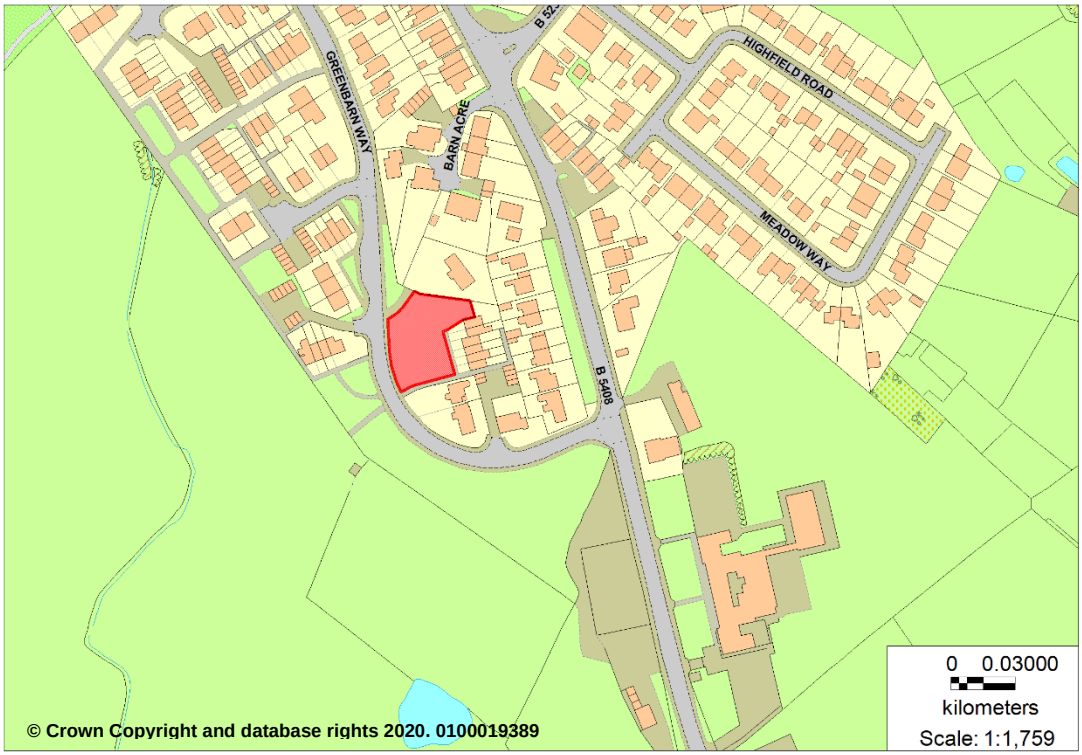
LGS Site Ref 5: Whitehall Lane- Land opposite numbers 23b to 41



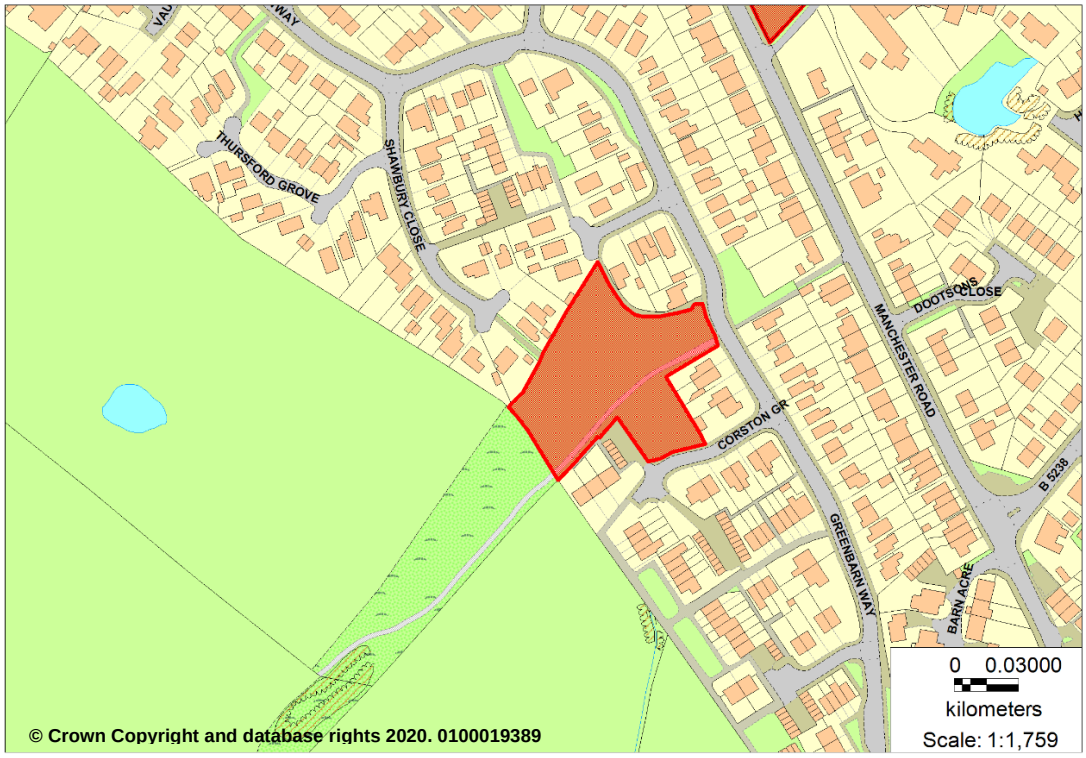
LGS Site Ref 6: Greenbarn Way- Land opposite number 2 to 6



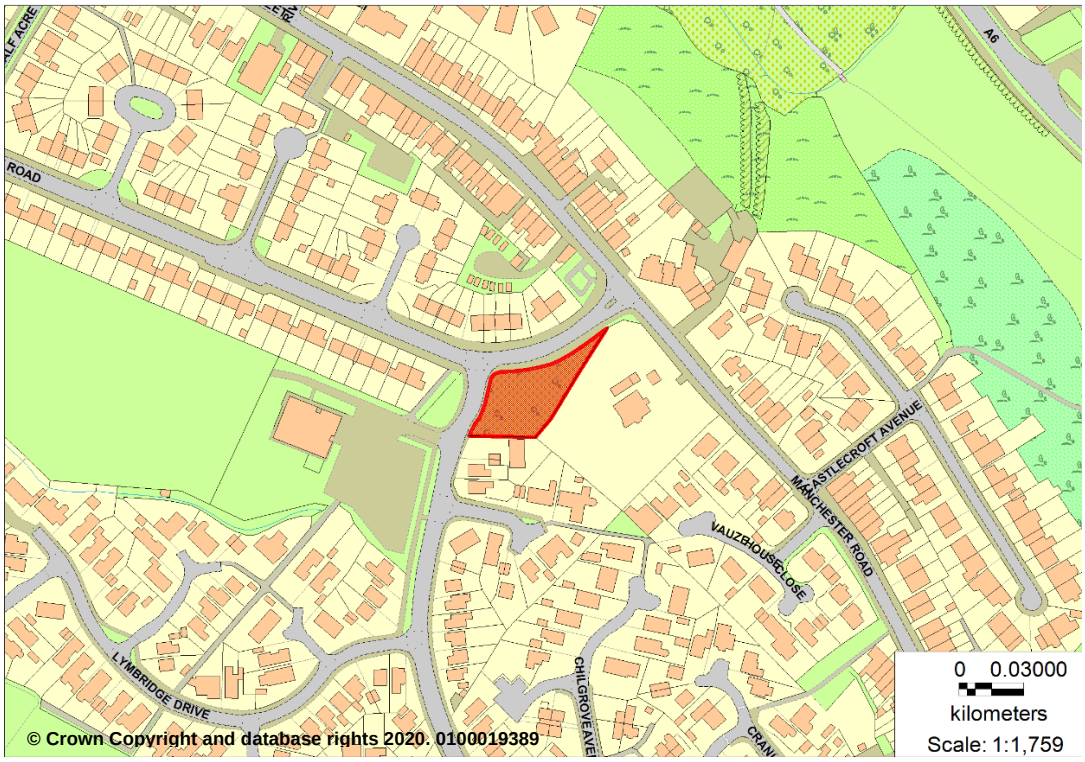
LGS Site Ref 7: Greenbarn Way- Land in front of number 8 to 18



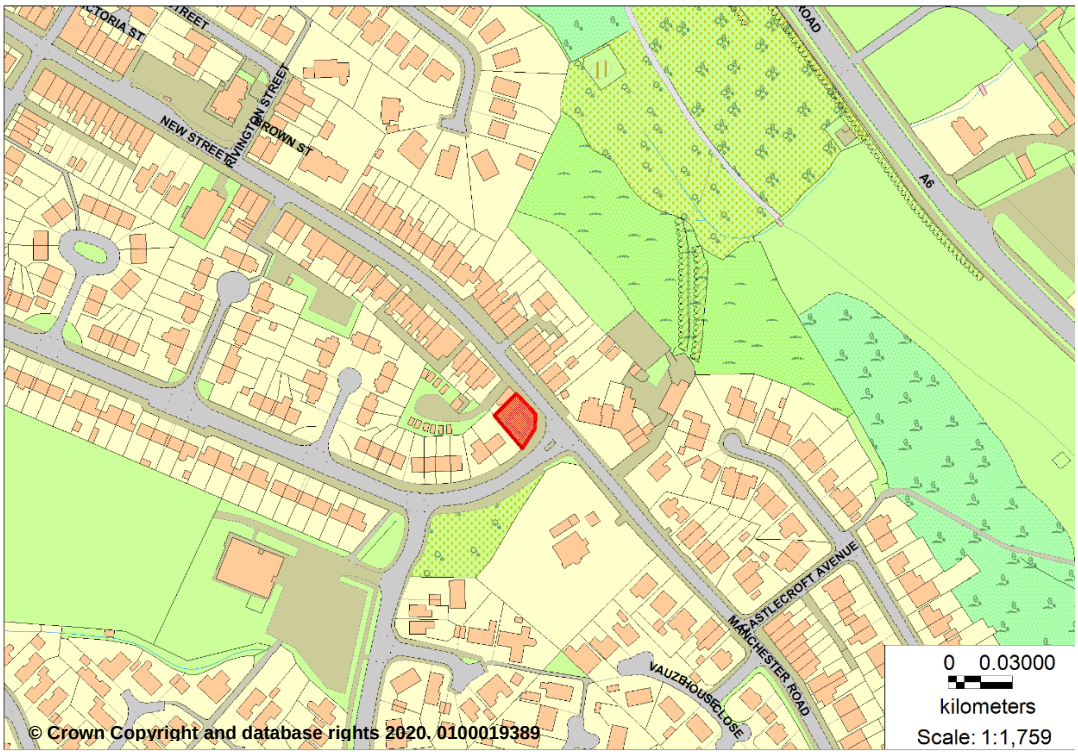
LGS Site Ref 8: Greenbarn Way-Land between number 47-57



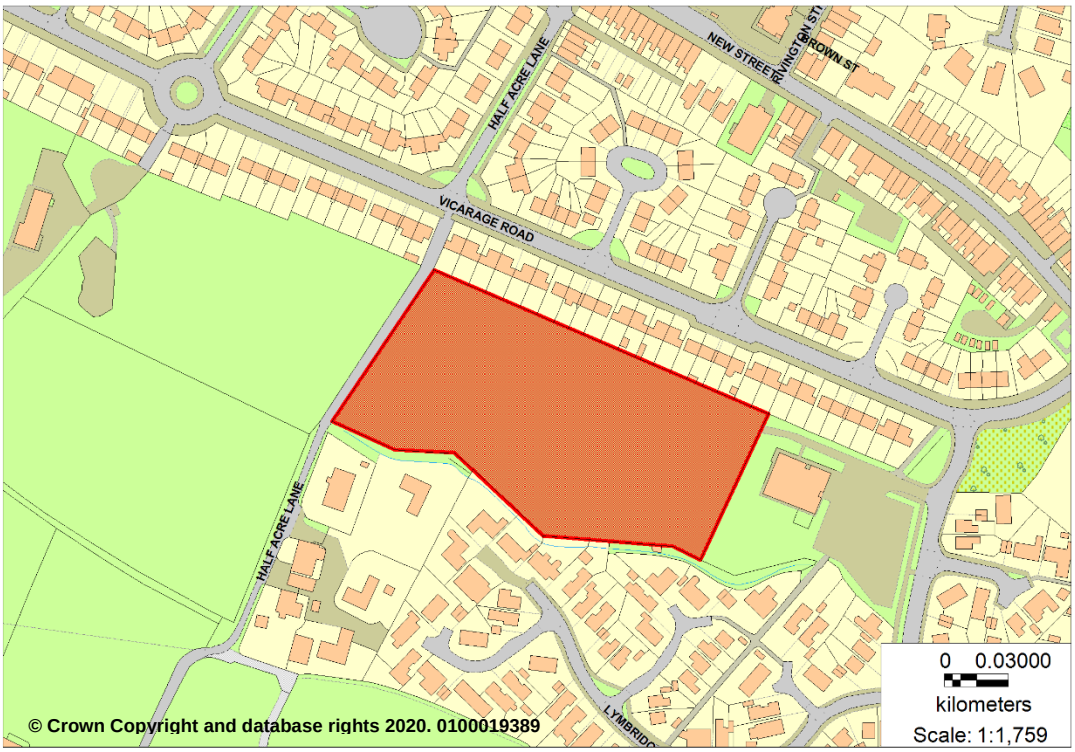
LGS Site Ref 9: Vicarage Road –Land at Greenbarn Junction and next to Old Vicarage



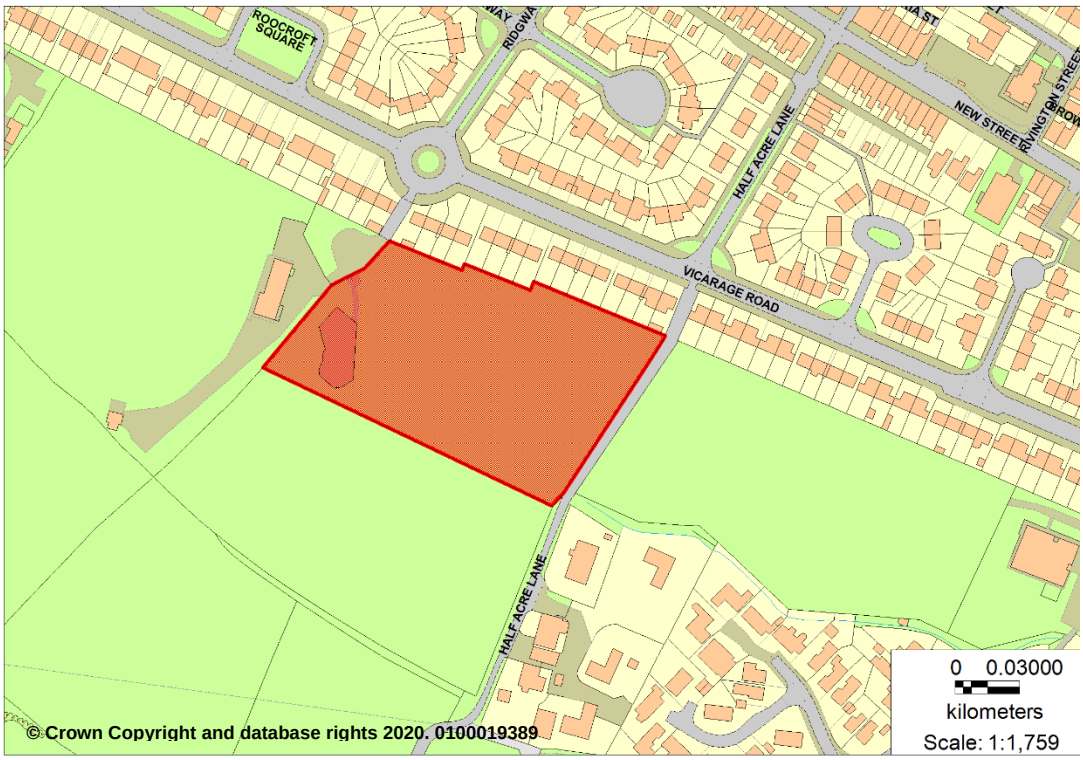
LGS Site Ref 10: Vicarage Road– Vicarage Road-Land at junction of Vicarage Road and Manchester Road near Pool Green



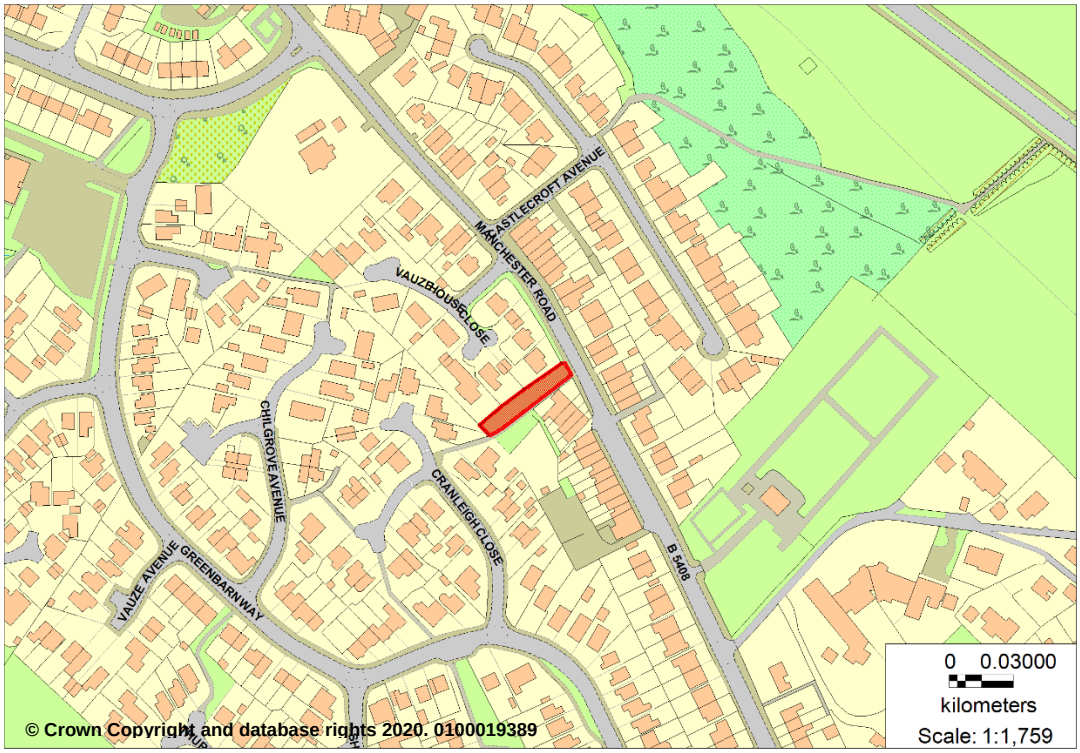
LGS Site Ref 11: Vicarage Road Playing Field– Land associated with the Community Centre



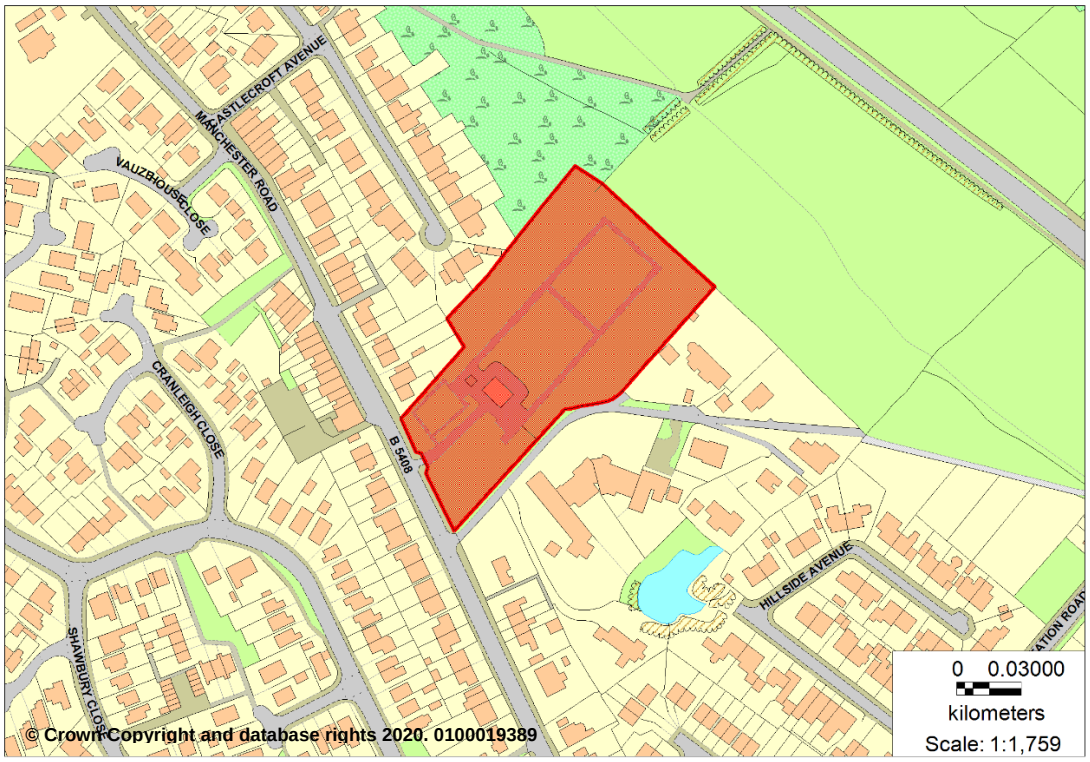
LGS Site Ref 12: Vicarage Road Playing Field– Land between Half Acre and the Cricket Club



LGS Site Ref 13: Cranleigh Close- Land adjoining Cranleigh Close and Manchester Road



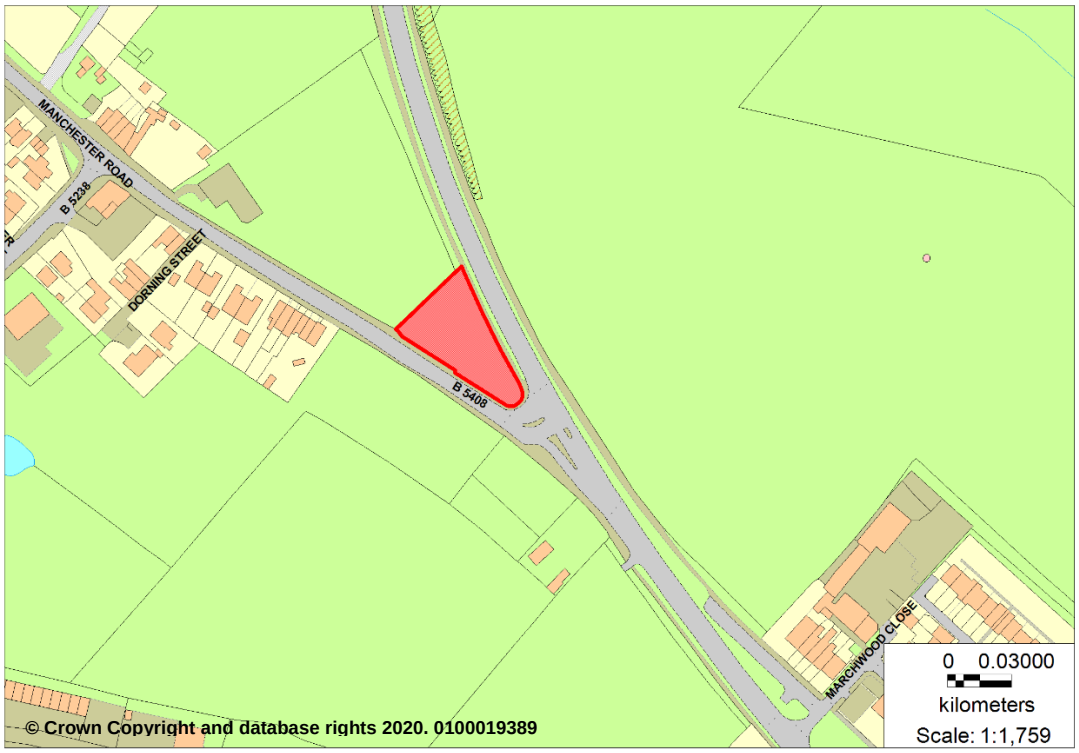
LGS Site Ref 14: Blackrod Cemetery



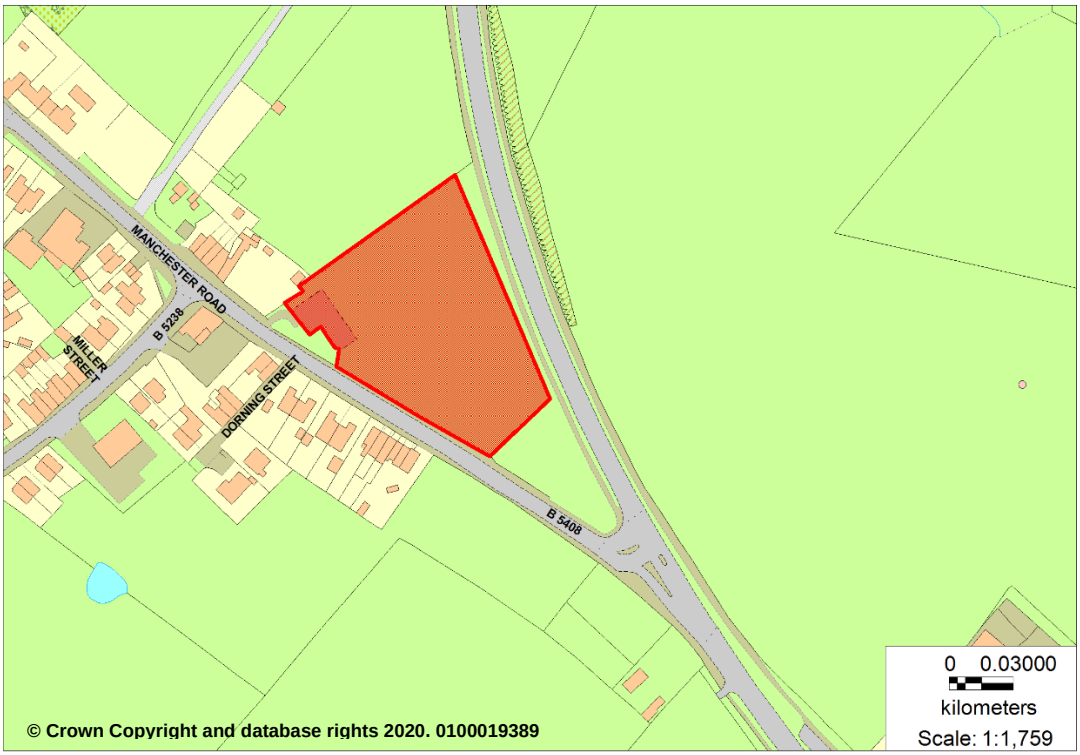
LGS Site Ref 15: Wighams Terrace- Land fronting the terrace up to Manchester Road



LGS Site Ref 16: Manchester Road- Land at junction with A6 By-Pass



LGS Site Ref 17: Scot Lane- Land at the Manchester Road Play Area



6.69 For Local Green Space designated site numbers 5 and 6, it is proposed that they will be enhanced by creating a Community Orchard on site 6 and a Community Amenity / Garden area on site 5.



Site number 6 for Community Orchard



Site number 5 for a Community Amenity/Garden

Policy NE2 Trees and Hedgerows

6.70 Trees and hedgerows are important to the biodiversity of the area. They control atmospheric pollution, improve water management and local micro-climate, enhancing the character and amenity of the area.

There is a lack of street trees within the area especially along the main route through the village. As well as the advantages outlined above, street trees also improve the aesthetic environment of the street scene and benefit the emotional and psychological health of local people.

Natural Environment Policy NE2
Trees and Hedgerows

1. Local ecological habitats should be preserved and development should minimise impacts on and provide net gains for, biodiversity. Development should not result in the overall loss of trees and hedgerows. Development proposals should retain trees and hedgerows of good arboricultural value, or which have a positive impact on local character. Where an Arboricultural impact assessment to BS5837 (2012) Trees (or equivalent) demonstrates that loss of trees or hedgerows is unavoidable, development should seek to mitigate any loss through appropriate replacement.

   The planting of native trees and hedgerows will be supported. Major residential development proposals should demonstrate how their approach to landscaping respects local character.

2. Proposals should be accompanied by a survey, or Arboricultural Impact Assessment to BS5837 (2012) Trees in relation to design, demolition and construction or the latest equivalent, that establishes the health and longevity of any affected trees or hedgerows. In addition, a management plan should be supplied to demonstrate how they will be protected and maintained in accordance with good practice, and/or Hedgerow Regulation 1997, or the latest equivalent.

3. All new developments should incorporate the planting of native trees and hedges in their plans.

4. Major developments (over 10 dwellings) will need to demonstrate they have been landscape led in order to avoid retrofitting of poor quality or token landscaping.

5. Where no mature trees exist, developers of sites greater than 10 dwellings will be expected to create a plan to incorporate a number of (ultimately) large trees on common Open Space within the development area. Developers must also demonstrate how they have implemented such plans.

6. New tree or hedgerow planting on public open space should be subject to an arboriculture management plan to ensure successful establishment.

7. Where the benefits of development are considered to outweigh the benefit of preserving trees and hedgerows which fall below the standards defined above, development will only be permitted subject to adequate compensatory provision being made.

Policy NE3 Vistas and Views

6.71 As expressed by many residents, a very pleasing aspect of living in Blackrod is the fact that, depending on where you live, there are so many different scenic views. The location of the village on high ground means that in certain places an unrestricted view can be enjoyed. These views include a wide panorama, across Rivington Pike and the West Pennine Moors on the northern side of the village; similarly from the west side of the village a wide view across the Fylde Plain, taking in Blackpool Tower and Cumbria on a good day, to Parbold Hill in the south.



View of Blackrod from Anderton

6.72 Whilst the majority of the Parish enjoys beautiful views over fields it is proposed that a few views should be given extra protection through this Neighbourhood Plan and to help inform potential development so that they do not detract the view or vista.

6.73 The general location of the vistas and views is shown on the Policies Map, with detailed designations shown as Policy Map insets in the supplementary document titled Vistas and Views.

Natural Environment Policy NE3 **Vistas and Views**
1. Development should take into account and respect important local views and vistas, as indicated on the Policies Map and detailed in the supporting document ‘Blackrod vistas and views’.



View across to Rivington Pike from Manchester Road

6.74 Figure 6.3 shows the key Environmental Assets within the Plan area.

6.75 Figure 6.4 is the Flood Risk Map of Blackrod. This is shown for information and indicates that the main potential cause of any flood risk is along the River Douglas, which forms part of the boundary of Blackrod.

Figure 6.3 Environmental Assets

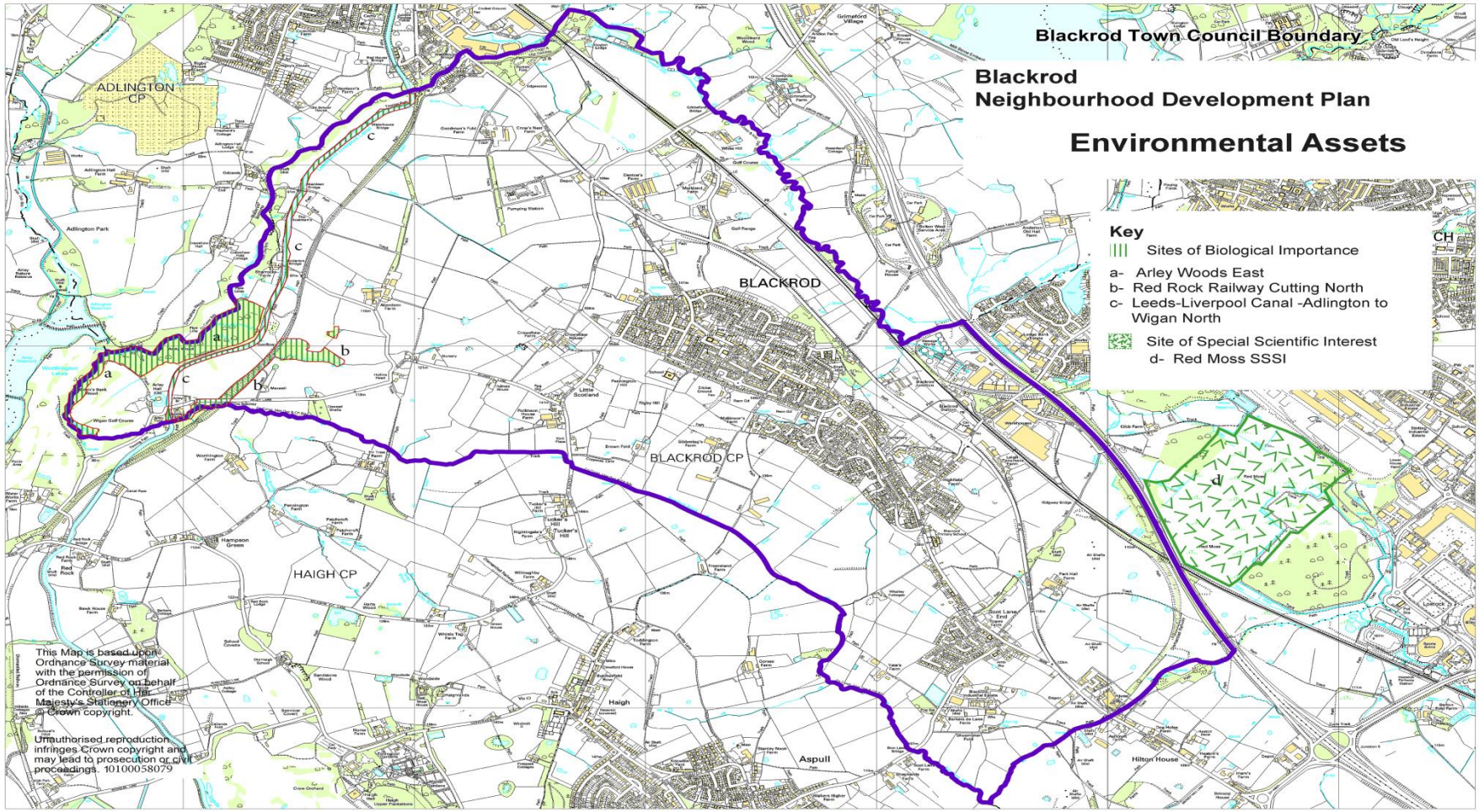
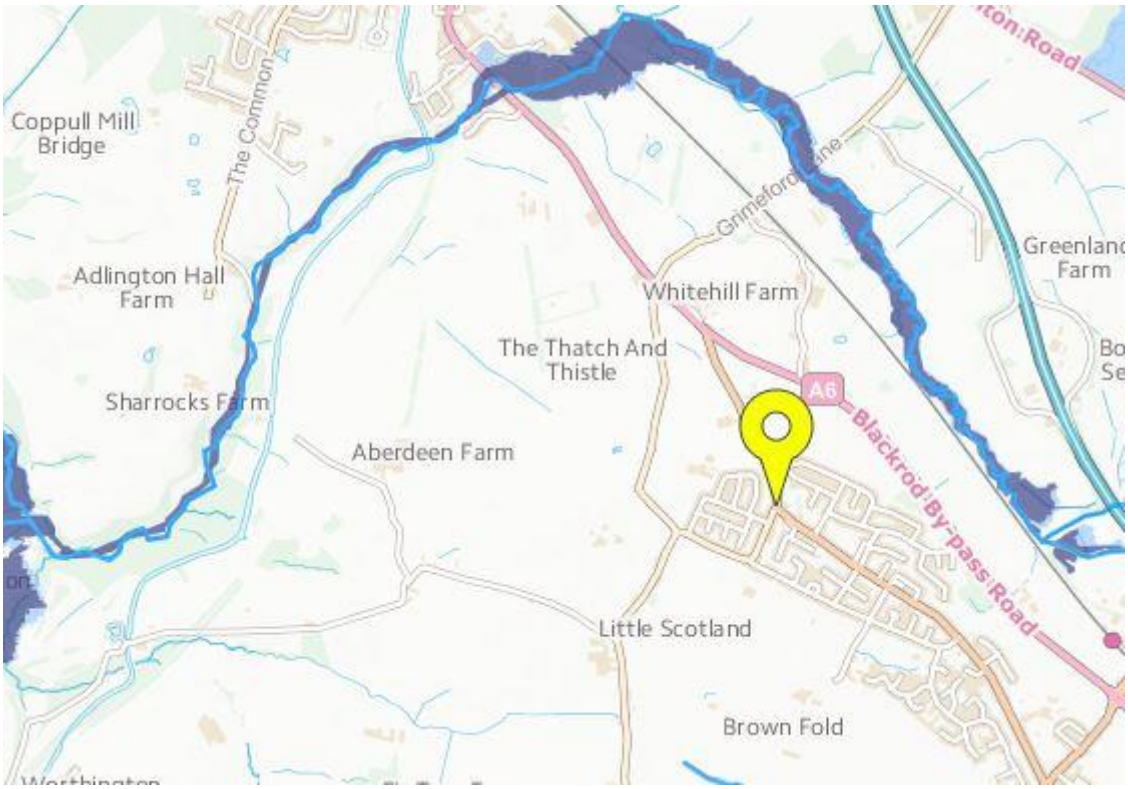


Figure 6.4 Flood Risk Map



Public Realm

Public Access Ways.

6.76 In the context of this Plan, Public Realm refers to those areas in the designated area that provide public access such as streets, pathways, pavements, ginnels and general rights of way for pedestrian, cyclists and disabled users. In addition, the two main entrance routes to the village, or corridors, are also included as they are the first impressions of the Public Realm and of the Village.

Community Feedback

6.77 Our consultations with the community in determining this content of the Plan raised a number of specific issues and concerns:

- Overgrown pavements, pathways and ginnels, some with overhanging tree branches, make many access routes too hazardous to use safely;
- Improvements required to pathways for pedestrians and cyclists using the A6 bypass:
- Improved access to public spaces for wheelchair users;
- Need of a footpath from the houses on Dark Lane to the junction with Hill Lane;
- Plant street trees to improve the character of the Village; and
- Create character wherever possible to improve perception of Village.

6.78 Street trees and tree planting in general are subjects that the Community have expressed as important to the character of the area, as well as reducing pollution and the additional benefits of attracting wildlife and birds. These are included in other parts of this Plan.

6.79 Residents have often expressed throughout consultation that they wish to keep the feel of the village, they want to maintain and enhance the beauty and character of where they live. Having unique and distinct landmark Gateways at the two main entrances to the village will shape people's impressions and reinforce the character and sense of place for residents, visitors and travellers just passing through.

Public Realm Policy PR1
Gateways

1. Development at the gateways to the village, identified on the Policies Map, should be of high quality, in keeping with the importance of the gateways reflecting and helping to define the character of the village, taking into account the importance of trees and landscaping, the public realms and signage.



Artistic impression of what a Gateway might look like
Chorley Road – A6 Junction



Artistic impression of what a Gateway might look like
Manchester Road – A6 Junction

Community Facilities

Background

6.80 The population of Blackrod has a diverse age range with a higher than average percentage of older residents.

6.81 The residents of Blackrod have a strong interest in their community and the facilities that are available and that need to be protected and enhanced.



Blackrod Church School



Blackrod Primary School

6.82 The community is well served by two primary schools, Blackrod Primary School and Blackrod Church School, which currently can accommodate the majority of local primary age children.

6.83 The centrally located Health Centre includes a busy GP Practice and Community Health Facilities serving the medical needs of the Community. Current strategic changes in delivery models for Primary Care and Adult Social Care, under the local authority and clinical commissioning group, aim to enhance and improve the services available.

6.84 Blackrod has a very active community and voluntary sector. There is an extensive range of clubs, societies and organisations operating in the village, providing opportunities for residents and visitors of all ages to engage in a broad range of social, sporting and cultural activities, including the annual Scarecrow Festival.

6.85 The two local churches of St. Katharine's and the Methodist Chapel facilitate many activities for the local community which are open to all. Blackrod Sports and

Community Centre, the Library, the Council Offices and other buildings also offer spaces for the range of community groups operating in Blackrod.



Blackrod Library and Council Offices

6.86 Whilst there is some provision for older residents, there is an increasing demand for suitable clubs and groups providing activities that this growing demographic need. Social isolation and loneliness can be very unpleasant and depressing, so a greater provision of suitable facilities and activities is important.

6.87 There is also a shortage in provision of facilities for young people. Many teenage children are using recreational play areas that are designed for younger children and this brings with it the frustrations of mismatched recreational needs.

6.88 Blackrod has a number of sports pitches and recreational facilities. The main high standard football pitch is located at the Blackrod Sports and Community Centre and includes changing room facilities. Two Blackrod Town FC senior teams regularly play league fixtures and there is potential for additional senior teams and junior teams to use the facility as well as rounders teams. A second pitch is located nearby but drainage issues mean this cannot be used as much. A football pitch with goals is also provided at the Scot Lane end of the village for general football use.

6.89 There is an active Cricket Club in the village, located off Vicarage Road, with senior teams and junior teams all playing regularly.

6.90 There are two Golf courses in the parish as well as a number of other active sports clubs.

Community Feedback

6.91 Community feedback in relation to Community Facilities and services focussed on maintaining the existing provision of infrastructure as well as expanding and improving these facilities where viable. This includes provision of better facilities for children and teenagers and replacing some lost services.

6.92 A key area of feedback has been the significant concern expressed with regard to the impact of additional housing. This indicates that schools will not have sufficient places for all Blackrod primary age pupils, and the GP Practice and Health Centre will not have adequate capacity to deliver the medical services needed.

6.93 From the consultations with local residents the following key themes emerged:

- Concerns over new housing developments placing increased pressure on additional school places and GP and Health Centre services;
- Need for the local Health Centre to provide all the services necessary without residents having to travel outside of Blackrod for routine appointments;
- No dentist provision in Blackrod;
- Protect the two recreational fields off Vicarage Road from future development;
- More needs to be done to help the 13–16 year olds socially (provision of activities and facilities);
- Expand the support provided by Youth Services;
- Enhance the current provision of children's recreational facilities;
- Protect existing recreational areas, play areas and informal open and green spaces;
- The Community Centre needs to be used more;
- Keep the Library open and ensure its sustainability;
- Facilities such as Public Toilets have been lost, can an alternative provision be investigated;
- Local recycling centre has been lost, can suitable alternatives be found; and
- Not enough policing or crime reduction initiatives.

Community Facilities Policies.

6.94 To address the key issues arising from the consultations, a number of objectives have been identified. There are two policies, CF1 and CF2 which guide development to achieve these objectives.

Policy CF1 identifies essential community infrastructure, applications of developer contributions and provision of new, or improved, community facilities. CF1 may result in developer contributions either through planning obligation, Section 106, or Community Infrastructure Levy (CIL) if adopted by the local authority. CIL is currently in draft format at the Local Authority but may be initiated within the period of this Plan.

Policy CF2 seeks to protect, retain and enhance community facilities so that none are lost as a result of other forms of development.

Commentary

6.95 The Government is aiming to create healthy and safe communities. These communities should be able to access local services which reflect community needs. To achieve this, Local Neighbourhood Plans should ensure the right mix of community facilities. Paragraph 91 and 92 of the National Planning Policy Framework (NPPF) highlights the importance of Neighbourhood Plans to promote the retention and development of local services and community facilities.

6.96 Blackrod's resident population has a high proportion of retired people compared to proportions in the rest of England. There is, therefore, a need to satisfy the demands of the higher age range which extends well into the 70's, 80's and older.



Community Centre



Health Centre

6.97 Community feedback highlighted concerns that additional new homes built in Blackrod would put undue pressure on existing healthcare services and facilities for older people.

6.98 In terms of more traditional health care provision (Doctor's Surgeries and Community Health Services) discussions with the Bolton Clinical Commissioning Group and local GP practice has identified that there is currently adequate accommodation for

additional GP and other health support professionals. The whole Primary Care and Adult Social Care support structure is undergoing a strategic change under the Bolton Locality Plan, which is aimed at improving these services and facilities locally.

6.99 There is also a need to mitigate against the current decline in provision of Youth Services. This includes providing a sense of place where young people can go to find like-minded individuals and spend their time on appropriate activities for their age group.

6.100 With an increasing population as a result of new housing developments the Community was keen to ensure that education facilities should keep pace with demand. The current development of 110 homes on Hill Lane provided, through Section 106 contributions, the potential to increase capacity for primary school age children in Blackrod. Currently one of those schools, (Blackrod Primary School), has undergone expansion to accommodate increased numbers of children.

Making better use of the Community Centre was also a common suggestion by residents, including young people. Although the building looks dated the facilities are extensive with a large hall, stage, smaller activity/business rooms, kitchen and social area, large car park and outdoor spaces including a football pitch.

6.101 These facilities have recently undergone significant change in that the management and responsibility of running the site has passed from the Local Authority to a community based charitable organisation, Blackrod Sports and Community Centre. Use of the facility has increased in all areas of sport, social and community activities and wider publicity of its presence will provide more take up and increased appreciation of the available facilities.

Community Facilities Policy CF1
Community Facilities Infrastructure

1. The development of new and/ or improvements to existing, community facilities and other physical, social and green infrastructure will be supported subject to such development being accessible and demonstrating respect for local character, residential amenity and highway safety.

   Major residential development proposals should demonstrate how they will make reasonable provisions or contributions towards the cost of appropriate physical, social and/ or green infrastructure (such as education, health and community facilities) to mitigate the impacts of development and ensure that development is acceptable in planning terms.

Community Facilities Policy CF2
Retention and Improvement of Community Facilities

1. Proposals involving the loss of existing community facilities, will not be permitted unless:
   a. The proposal includes alternative provision on a site within Blackrod of equivalent or enhanced facilities. Such sites should be accessible by public transport, walking, cycling and have adequate parking; or
   b. It can be demonstrated that the facility is no longer viable, or that demand within the Community for the facility no longer exists and the facility is no longer active and has no prospect of being brought back into use.

2. Where it is demonstrated that an existing Community use is not viable, feasible or practical, preference will be given to the change of use or redevelopment to alternative Community uses before other uses are considered. Proposals for a development which involves the unavoidable loss of a Community facility (or facilities) for which there is a proven demand will be required to consider the scope for relocating or re-providing the facility (or facilities) either within the new development or on an alternative site within the locality and to make such provision, where viable, feasible and practical.



Scarecrow Tapestry in Library Foyer

6.102 Blackrod Town Council will seek to work with the local community to identify important Community facilities and nominate them, where appropriate, for registration as Assets of Community Value.

6.103 In October 2013, the only recycling facility in Blackrod Parish was closed as part of an efficiency strategy by Greater Manchester Waste Disposal Authority. The alternative nearest recycling centre is a round trip of 15 miles by car.

6.104 Apart from the obvious inconvenience to residents who had the means to travel to the new recycling centre, those residents without transport were doubly affected with the inconvenience.

6.105 This scenario inevitably led to an increase in fly tipping around the Parish which still continues.

6.106 This advent of increased fly tipping has led residents to request the return of a suitable recycling facility located back in Blackrod.

6.107 The initial outline action to be undertaken by Blackrod Town Council will be to work with the Local Authority, Environmental Services Department, to provide a solution to the local issues within the lifetime of this Plan.

6.108 The only public toilets in Blackrod were located in the centre of the village and were demolished as part of the redevelopment of the above recycling facility. Although the condition of the toilets was far from acceptable there was a loss to the village of an important amenity.

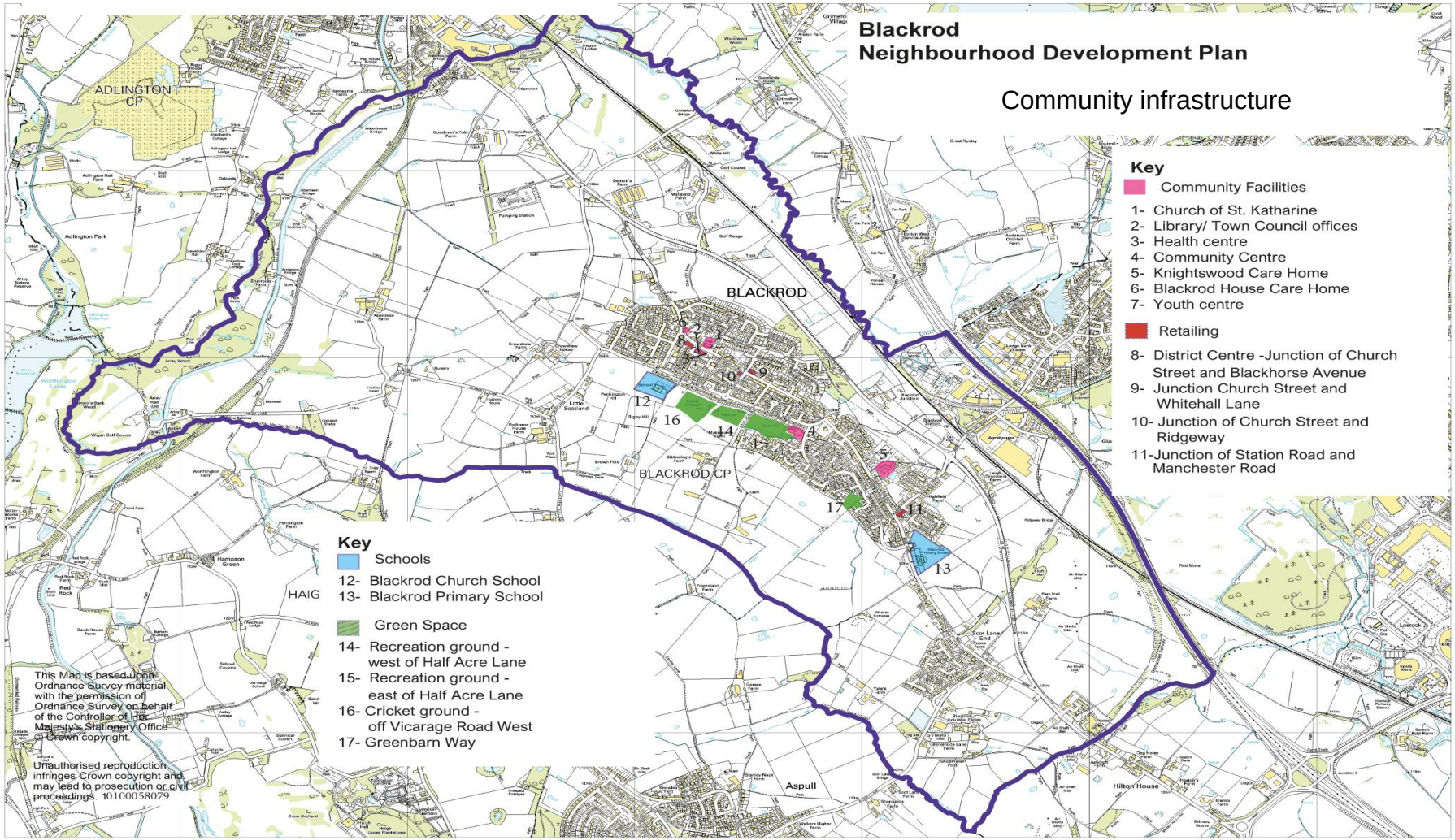
6.109 The outline action to be undertaken by Blackrod Town Council is to determine the availability of existing toilet facilities and seek to make these available to the public.

6.110 The reduction in local policing is well documented nationally and Blackrod is no exception with levels of anti-social behaviour and crime on the increase. Residents have expressed their concerns at Town Council meetings and regularly to local Councillors.

6.111 The outline action to be undertaken by Blackrod Town Council is to continue to lobby locally and regionally for an increased police presence on the streets of Blackrod.

6.112 Figure 6.5 shows the key local community infrastructure.

Figure 6.5: Community infrastructure



Retail

Background

6.113 Historically Blackrod has principally been a mining and farming community, with shops including, at one time, two co-operative shops, public houses, and ancillary services supporting the local Community. However, towards the end of the 19th Century the coal mining industry in Blackrod was coming to an end and by the earlier part of the 20th Century it had mainly ceased, with the consequent impact on the economics of the community.

6.114 Over the last 30 years, in common with many rural communities, there has been a general decline in the number and type of shops in the village, including such support services as banks. In addition, the proximity of the major development of the Middlebrook Retail Park, which opened in 1998 and continues to expand, has put pressure on the local shops.

6.115 However, notwithstanding this, Blackrod is well served with a basic core of essential retail facilities. At the present time this includes a bakery, butcher, chemist, florist, general hardware store, TV and electrical repair and betting shop, together with a small supermarket (incorporating a Post Office Counter and ATM facility) two convenience stores and a number of hairdressers and beauty salons.

6.116 Blackrod is predominantly a linear village and these retail facilities are situated along the main route through the village, principally in two main blocks – one at Blackhorse Street, at the north end of the village, and one at New Street towards the middle part of the village. In addition, there is a smaller block at the Station Road/Manchester Rd junction together with a scattering of other units elsewhere along the main route.



New Street Retail Block of shops

6.117 Some of the shops, especially the Blackhorse Street block constructed in the 1950's, are looking tired.

6.118 There is also a café and a number of hot food takeaways in the main area of the village, together with several restaurants within the village boundary. A major hotel lies on the southern outskirts. In addition, there is a Garage and MOT station and two Sports and Social Clubs.



Georgian House/Mercure Hotel

6.119 Over the recent years, in common with many places elsewhere, there has been a steady decline in the number of Public Houses in the Village – many being converted to private houses/apartments or demolished to make way for housing developments. At the present time there are now only two traditional public houses remaining within the village boundary and only one of those lies in the heart of the Village.

Community Feedback

6.120 The feedback from the community in respect to the retail facilities included:

- Overall Blackrod has a good core of essential retail facilities but there is a concern that these could be lost over time;
- A number of the retail businesses saw the Middlebrook Retail Park as a threat to their business;
- Concerns were expressed about the loss of banking facilities and a dedicated Post Office;
- There was also concern regarding the loss of Public Houses over the years- particularly in the heart of the village;

- There was a view that it is important to encourage the development of more local shops to meet the needs of new development; and
- It was felt important that, with an ageing population, the Community should be well provided with appropriate local support services.

6.121 Retail Policy ER1 seeks to address a common concern raised by the Community that over the years there has been a general loss of retail facilities and support services throughout the village. Although there remains a good core of shops, it is considered essential that, as far as possible, existing facilities should be retained and, based on demand, be encouraged to develop further to meet the needs of the growing Community. In particular, there is an understanding that Blackrod has an ageing population and that the ability to meet the needs of this sector of the community "on the doorstep" was very important.

6.122 Retail Policy ER1 seeks to ensure that, as far as possible, existing shops, together with such facilities as public houses and food outlets are retained within the village, unless it can be demonstrated that there is no viable market demand.

Retail Policy ER1
Retaining existing "core" retail facilities

1. Where planning permission is required, the loss of shops, cafes, takeaways and services (A1-A5 uses) in the village, will not be supported unless it can be demonstrated that there is no prospect of a sale or letting for the existing use, following active marketing at a realistic market price for at least twelve months.

6.123 With a planned growth in the number of dwellings in the village it is the view of the Town Council that there should be scope for additional retail facilities and, provided the proposed development is appropriate to its surroundings and includes suitable parking, this should be encouraged. Retail Policy ER2 seeks to address this.

Retail Policy ER2
Encourage more local retail space that meets the needs of the Village

1. Within the village core, as shown on the Policies Map, development within Use Classes A1-A5 will be supported, subject to it respecting local character, residential amenity and highway safety.

6.124 With the aim of supporting the vibrancy of the Village, the Town Council will seek to work with appropriate stakeholders to encourage the provision of a Farmer's and or Craft Markets/ Shops in Blackrod. In doing this, the Town Council will seek to ensure that such markets and/or shops have sufficient parking and respect the amenity of residents.

6.125 There is continuous pressure for the consolidation/centralisation of well-being services such as Clinics and Health Centres in adjacent conurbations. With Blackrod having an ageing population it is a concern that the loss of these local facilities could have a serious negative impact on the village. It is also considered important that the younger generation is encouraged to live in Blackrod and this will be partly achieved by ensuring that there are adequate facilities locally for that younger generation, for example day nurseries, together with other public service facilities.

Policy ER3 seeks to protect these existing services and encourage further development of these classes of facilities within the village.

Retail Policy ER3
Encourage the retention/expansion of well-being support facilities

1. Proposals that provide for new or expanded facilities in use Class D1 (e.g. clinics, health centres, creches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls) within or easily accessible to the village core, will be supported, subject to respecting local character, residential amenity and highway safety.

2. The loss of Class D1 uses will not be supported unless it can be demonstrated that there is no prospect of a sale or letting for the existing use, following active marketing at a realistic market price for at least twelve months.

Economy and Employment

Background

6.126 Due to its pleasant location within the surrounding countryside, together with good motorway and rail links to major areas of employment, Blackrod is an attractive village for commuters.

6.127 The majority of residents who are in active employment are in the management, professional and skilled trade occupations and the percentage in these categories is quite a bit higher than both Bolton and the North West of England as a whole. In addition, there are a number of sole traders principally working from home. Consequently, the majority of people who work in the employment areas within the Plan area are from outside of the village.

6.128 There are two main areas of employment within the Plan area:

- The main area towards the east boundary, either side of Station Road, between the railway and the M61 Motorway, including Blackrod Interchange and Rivington View Business Park; and
- Blackrod Industrial Estate, lying in open countryside, towards the south west boundary of the Plan area, just off Scot Lane.

6.129 In addition, there are a number of smaller employment pockets, again on the outskirts of the village boundary.

6.130 In practice there is very little interaction or communication between these areas of employment and the village Community as a whole. Certainly, for the two main employment areas, their location is more to do with historical factors than anything else. Blackrod Interchange was the site of the former Blackrod Mill which opened in the early 1900's but closed in the late 60's /early 70's. Blackrod Industrial Estate sits on the site of the former Scot Lane Colliery which closed in 1932 and is also often referred to as Scot Lane Industrial Estate.

6.131 Both these employment areas benefit from their close proximity to Junction 6 on M61 Motorway providing good motorway access to the rest of the north of England and beyond.



Blackrod Interchange

Feedback from the Community

6.132 All the employment sites were leafleted and had a letter drop during the consultation programme but there was no feedback from any of the individual businesses. Neither was there any particular issues raised in this respect by the members of the community.

6.133 However, the conclusion of the key issues workshop, including the SWOT analysis, raised the following points to be considered:

- An opportunity to improve the existing Blackrod Industrial Estate;
- A need to retain existing employment areas and to attract new businesses where possible; and
- If the demand is identified, a need to encourage new starter units.

6.134 Blackrod Town Council aims to ensure that the existing employment sites are retained and, where appropriate, seeks to encourage new businesses, especially start-up businesses.

6.135 In particular, it is considered that there is benefit in encouraging the provision of smaller, affordable, start-up businesses and workshops which will provide the opportunity for business growth.

6.136 Economy and Employment Policy ER4 seeks to deliver this.

Economy and Employment Policy ER4
Encourage the retention/expansion of existing employment

1. Development that helps to sustain or intensify employment generating uses on established employment sites will be supported.

6.137 It is considered important, for the benefit of the area as a whole, that the existing employment sites should be preserved and that any proposed change of use, that would result in the net loss of employment opportunities, should be resisted and would only be permitted if it has been satisfactorily demonstrated that there is no demand.

6.138 Economy and Employment Policy ER5 addresses this.

Economy and Employment Policy ER5
Support the retention of existing employment sites

1. Development proposals that would result in the loss of an employment site will not be supported unless it can be demonstrated that the site is no longer suited to employment use and that employment use is no longer viable, further to actively marketing the land for employment use at a market value for a period of at least twelve months.

6.139 The employment area at Scot Lane effectively is in two parts. The area immediately fronting Scot Lane currently includes the site of an independent business of some 35 years' standing operating UK wide. However, a major part of the Industrial Estate is a mix of small – generally poor quality – low tech industrial businesses, which include some of short-term life expectancy.



Blackrod Industrial Estate – Pallet manufacture

6.140 It is considered that there is a major regeneration opportunity to redevelop this Industrial Estate into a modern high-quality Business Park, relevant to the 21st Century and which is more appropriate to its setting, lying as it does, in the middle of open countryside. This could incorporate high tech starter units as well as other modern start-up workshops. Part of the delivery strategy would be to explore what funding opportunities could be made available to assist in the modernisation.

6.141 With the aim of supporting the improvement of Blackrod Industrial Estate, the Town Council will seek to work with the landowners and other stakeholders to support a programme of improvements aimed at modernising the Estate.

Built Heritage

Background

6.142 Despite many changes over the years Blackrod has managed to retain its village feel and distinctiveness supported mainly by the heritage of its buildings. The oldest buildings in the Parish include a scheduled Ancient Monument at Arley Hall - a Moated Manor House, St. Katharines Church - thought to date back to 1138, and various stone built cottages dotted about the Parish built in the late 1700 to early 1800's.



St. Katharines Church

6.143 Blackrod contains a number of historically and architecturally interesting buildings and structures, some of which have already been granted Grade II Listed status and these are detailed in Table 6.1. The latest addition to this list was Blackrod's War Memorial, which obtained Grade ll listing in September 2018.

6.144 There are other non-designated buildings and structures in Blackrod that are of local architectural and historic interest, which are important to the overall composition and character of the village. Whilst these assets may not meet the criteria for Grade II listing, they have a local value which adds to the distinctiveness of the Parish and this Plan seeks to recognise these and preserve them for future generations. This Local List is detailed in the document entitled Blackrod Local List of Buildings and Structures, a supplementary document that accompanies this Plan and which can be found on our website.

Community Feedback

6.145 Consultations with local residents identified a number of key issues in relation to the built heritage of Blackrod and these include:

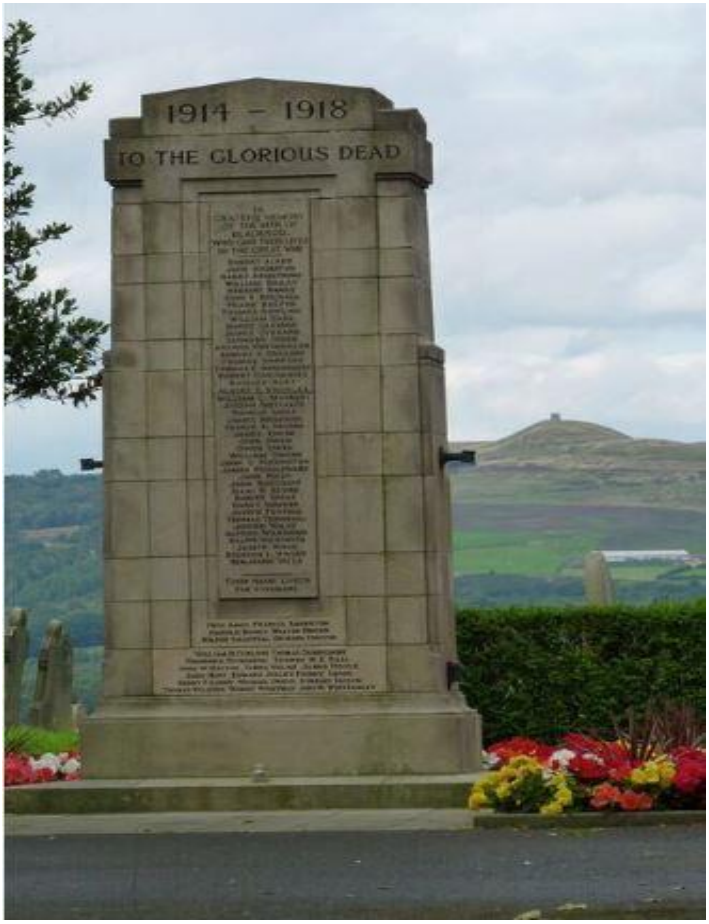
- Almost all the original stone cottages have been demolished including pubs and I'm hoping that there will be no more vanishing of the local landscape;
- Much of the original character of the village is gone forever. It would be good to see an attempt at saving character wherever possible; and
- As a building of historical importance, the Old Vicarage on Manchester Road should be considered as an important part of our heritage.

6.146 There are 13 Grade ll Listed buildings in Blackrod Parish and one Scheduled Ancient Monument. These are detailed in the following Table 6.1 and also shown in Figure 6.6, the Map of Heritage Assets.

Table 6.1 Grade II Listed Buildings and Structures

1	Arley Hall
2	Blackrod War Memorial
3	Church of St. Katharine
4	Coach House to West of Arley Hall
5	Folly approximately 114 metres West of Arley Hall
6	Georgian House/Mercure Hotel
7	Green Barn Farm House
8	Holmes Farmhouse
9	Leeds and Liverpool Canal Bridge (No 64)
10	Leeds and Liverpool Canal Aberdeen Bridge (No 66)
11	Leeds and Liverpool Canal Anderton Bridge (No 65)
12	Leeds and Liverpool Canal Aquaduct over River Douglas
13	Leeds and Liverpool Canal Waterhouse Bridge
14	Moated site at Arley Hall – Scheduled Ancient Monument

6.147 Designated heritage assets are protected by statute. Policy BH1 reflects this and sets out the requirement for development impacting on a designated asset or its setting to recognise and demonstrate understanding of the asset affected.



Blackrod War Memorial

Built Heritage Policy BH1
Protection of Designated Heritage Assets (Listed Assets)

1. All heritage assets and their settings must be conserved according to their significance. Development proposals affecting designated heritage assets and/or their settings must be accompanied by a heritage assessment that describes the significance of any heritage assets affected, including any contribution made by their setting. The assessment should demonstrate that the Historic Environment Record has been consulted.



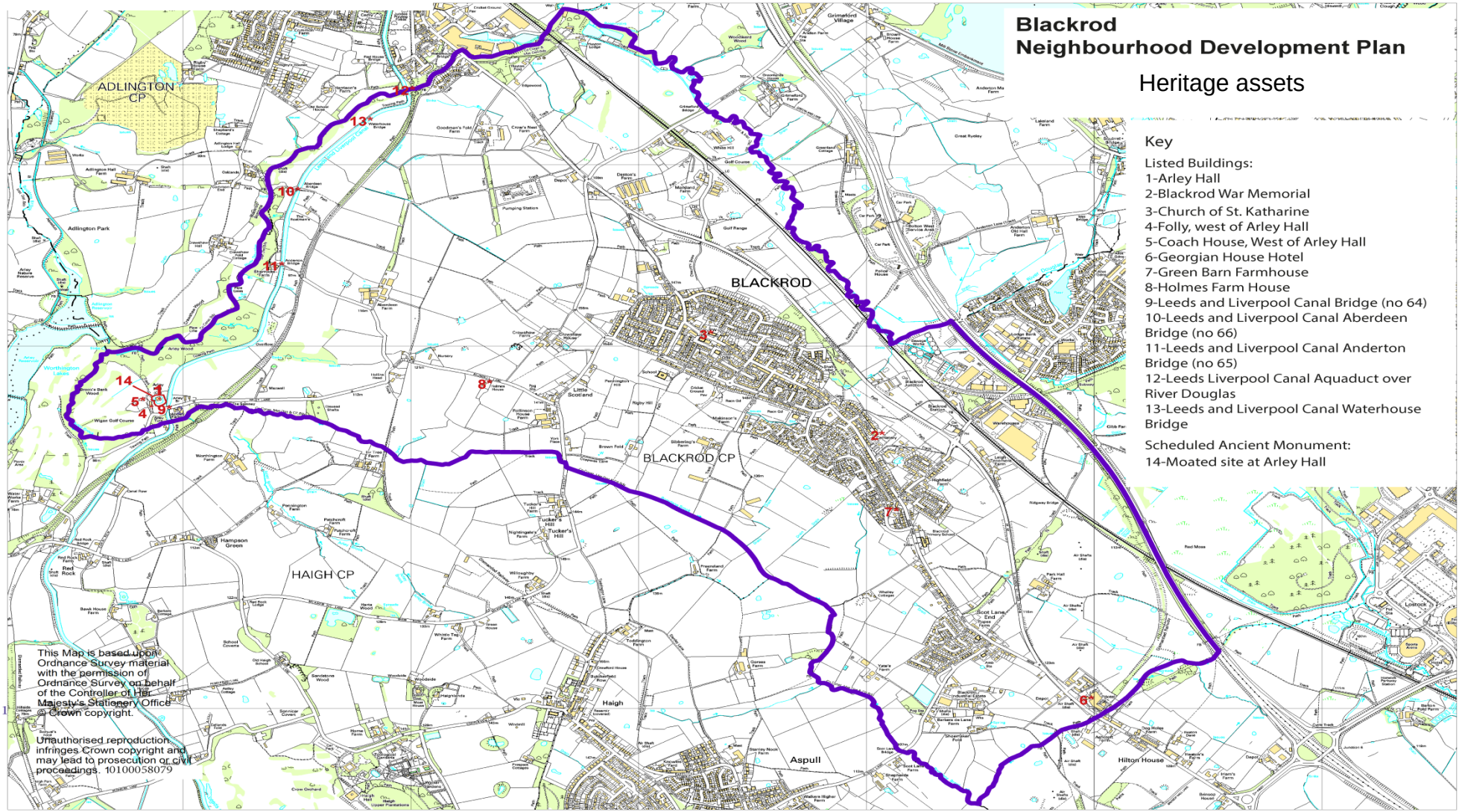
The Folly West of Arley Hall



Coach House West of Arley Hall

6.148 Figure 6.6 is a Map showing the locations of the Designated Heritage Assets (listed Assets).

Figure 6.6: Heritage assets



6.149 Residents have expressed their feelings about the loss of heritage and character from the village and the need to save and protect what is left wherever possible. Distinctive buildings such as the Green Barn Pub, a stone building circa 1800's, have been lost to development because there was no level of protection in place.



Old Chapel in Blackrod Cemetery

6.150 From consultation, the Old Vicarage has been identified as a building of architectural and historic interest and value. This building and the Old Chapel in Blackrod Cemetery were both the works of talented British Architect Richard Knill Freeman. These buildings and others of character and distinction have been identified as important to the heritage of Blackrod and therefore should be protected.

6.151 Table 6.2 is the Local List of the buildings important to the heritage of Blackrod that should be protected. This Local List of non-designated heritage assets is the focus of Policy BH2. Blackrod's Local List is set out in the accompanying document titled Blackrod Local List of Buildings and Structures, which outlines the selection, justification, criteria, photograph, and inset location maps of each building/structure on the Local list.



Old Police Station



Old Vicarage

Table 6.2 Blackrod Local List of Buildings and Structures

	Building Reference Name	Building Address
1	Barkers de Lane Farm	1 – Barkers de Lane, Blackrod. BL6 5SP
2	Berry Square	10 Berry Square, Blackrod. BL6 5DU
3	Bobbin Hall	205 New Street, Blackrod. BL6 5AT
4	Bobbin Hall Cottage	203 New Street, Blackrod. BL6 5AT
5	Bobbin Hall Cottage	201 New Street, Blackrod. BL6 5AT
6	Bobbin Hall Cottage	199 New Street, Blackrod. BL6 5AT
7	Bobbin Hall Cottage	197 New Street, Blackrod. BL6 5AT
8	Bobbin Hall Cottage	195 New Street, Blackrod. BL6 5AT
9	Bobbin Hall Cottage	193 New Street, Blackrod. BL6 5AT
10	Bobbin Hall Cottage	191 New Street, Blackrod. BL6 5AT
11	Cemetery Chapel	Blackrod Cemetery, Manchester Road, Blackrod. BL6 5LS
12	Design Lights	1 Chorley Road, Blackrod. BL6 5JR
13	Flounders	108 Church Street, Blackrod. BL6 5EG
14	Heroes Bar	308 Manchester Road, Blackrod. BL6 5BB
15	Highfield House	Station Road, Blackrod BL6 5BN
16	Huyton Grange	Off Chorley Road, Blackrod. BL6 5LH
17	Methodist Church	New Street, Blackrod. BL6 5AN
18	Old Boatmans Pub	Boatmans Arms, Aberdeen, Blackrod. BL6 5LL
19	Old Grammar School	76 Church Street, Blackrod. BL6 5EQ
20	Old Police Station	227 and 229 New Street, Blackrod. BL6 5AT
21	Old Vicarage	260 Manchester Road, Blackrod. BL6 5AY
22	Old Victoria Pub	141 New Street, Blackrod. BL6 5AW
23	Owls Nursery (Scot Lane School)	580 Manchester Road, Blackrod. BL6 5SN
24	Park Hall Farm	A6 Blackrod ByPass, Blackrod. BL6 5RT
25	Pool Green Cottage	235 Manchester Road, Blackrod. BL6 5AY
26	Pool Green Cottage	237 Manchester Road, Blackrod. BL6 5AY
27	Pool Green Cottage	245 Manchester Road, Blackrod. BL6 5AY
28	Red Lion Pub	101 Church Street, Blackrod. BL6 5EF
29	Stone Cottages	135, 137, 139 New Street, Blackrod. BL6 5AG
30	Stone Cottages	25 – 29 Whitehall Lane, Blackrod. BL6 5DQ
31	The Folds	28 – 29 off Whitehall Lane, Blackrod. BL6 5EP
32	The Poacher Pub	1 Scot Lane, Blackrod. BL6 5SG
33	W.Fitten Licensee	22 Chorley Road, Blackrod. BL6 5JS
34	Milestones / Waymarkers	1 - On B5408 Manchester Road Opposite No. 492 1 – On B5408 Next to Red Lion Pub 1 – On A6 near Crows Nest Farm
35	Cobbled Paths	Path Numbers 024, 026, 027 and 083

Milestones



6.152 There are approximately 16 Milestones in the Bolton area and three of these are in Blackrod. The records of all recorded Milestones, or waymarkers, is kept by The Milestone Society with responsibility for protection resting with the Local Authority, Bolton Council.

6.153 All recorded waymarkers are considered to have been erected in the 19th Century, however, those erected on original Turnpike routes may be much earlier. The Turnpike route through Blackrod is recorded at a date of 1753, which makes the three Milestones important features in the Heritage of Blackrod and worthy of protection.

6.154 These Milestones are included in the Local List.

Cobbled Pathways and Access areas

6.155 The main cobbled public footpaths run down the hill through the fields from Blackrod Village. These are recorded on Bolton Council's definitive map for Public Rights of Way and they are protected under the Highways Act 1980 s130.

6.156 These paths are a legacy of the mining and railway heritage, running down the hill from the village to former collieries, the Train Station and to Blackrod Mill. Even today these pathways are used by commuters walking out of the village down the hill to the Train Station. These cobbled pathways are included in the Local List.

6.157 There are also parts of the village near some of the older stone cottages that still retain areas of original cobbles and these should be protected under the Highways Act or as part of the curtilage of the dwellings as appropriate.



Pathway to The Folds



Gregory's Yard

Built Heritage Policy BH2
Protection of Non - Designated Heritage Assets (Local List)

1. The enhancement of non-designated heritage assets identified on the Neighbourhood Area's Local List will be supported. Development proposals affecting a non-designated heritage asset should demonstrate how they will conserve that asset in accordance with its significance.

6.158 A local area of special character will normally have to meet one or more of the following criteria. Be:

- An area or group of buildings possessing an overall character with identifiable or distinctive features (e.g. details, decoration and materials) that are worthy of preservation;
- An area or group of buildings which can be considered as a good and well preserved example of a particular style of architecture;
- An area or group of buildings of particular character, built as a single development over a short period of time;
- An area or group of buildings representative of a good example of a particular style or age of housing;
- An urban area that is distinguished by the quality or extent of its landscape; and
- An area that is distinguished from the surrounding area by the planned layout of its road pattern combined with a consistent style of architecture.



Abbey Farm and Abbey House


Canal Bridge 64



Arley Hall

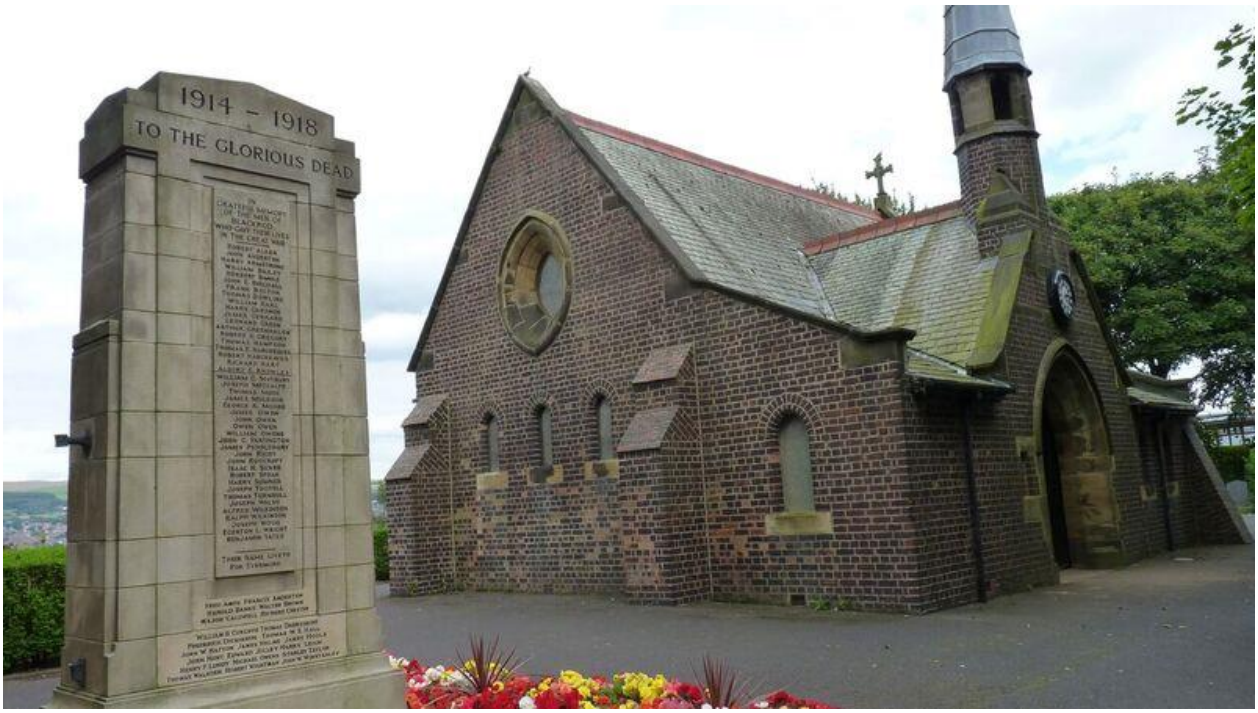
6.159 Built Heritage **Policy BH3** sets out the Areas of Special Character in Blackrod that are important to protect.

Built Heritage Policy BH3
Protection of Areas of Special Character

1. The following areas in Blackrod have been identified in recognition of their special character:

    a. Pool Green cottages and Old Vicarage;
    b. Bobbin Hall and adjoining cottages;
    c. Arley Hall, Coach House, Folly, Abbey Farm, Abbey House and Canal Bridge 64;
    d. Blackrod Cemetery, Chapel and War Memorial;
    e. Stone cottages 135-139 Manchester Road;
    f. Stone cottages 25-27-29 Whitehall Lane; and;
    g. The Folds (off Whitehall Lane).

    Development proposals should demonstrate how they respect these areas of special character.



Blackrod Cemetery, War Memorial and Chapel



Bobbin Hall



Pool Green

7: Supporting Documents

7.1 There are a number of supporting documents that are referred to in this NDP that provide additional detailed information to support certain sections and these are listed here for reference.

- Housing Needs Assessment 2018;
- Neighbourhood Profile;
- Key Issues Document;
- Blackrod Local List of Buildings and Structures;
- Blackrod Designations of Local Green Spaces; and
- Blackrod Vistas and Views.

7.2 Documents that provide the required information for the Plan under the Neighbourhood Planning process:

- Basic Conditions Statement;
- Consultation Strategy;
- Consultation Statement (Part One);
- Consultation Statement (Part Two); and
- SEA and HRA Screening Statement

7.3 All the above documents can be found on our website:

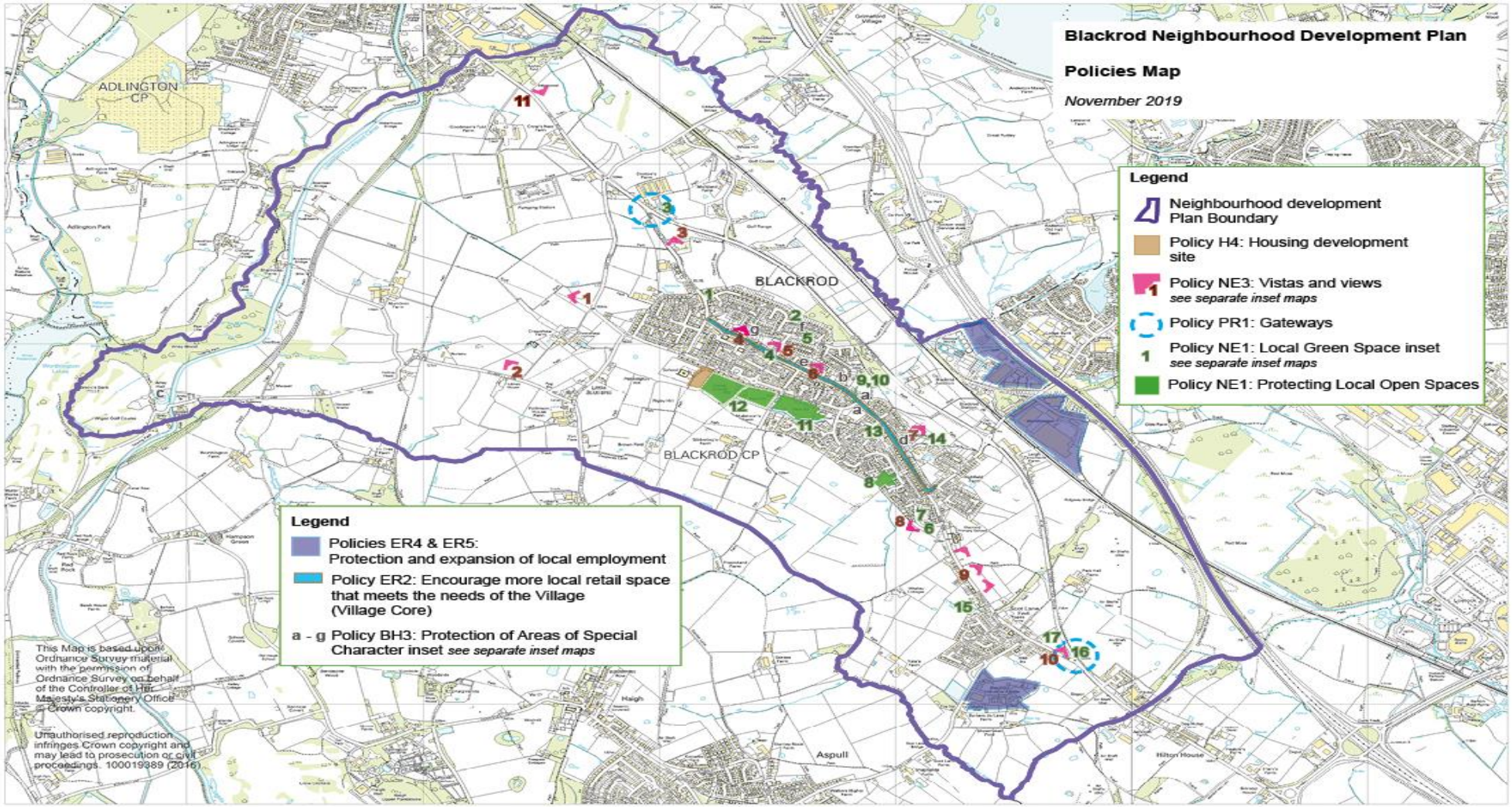
www.blackrodneighbourhoodplan.org.uk

8: Delivery, Monitoring and Review

8.1 The made Policies of the Neighourhood Plan form part of the development plan for the Neighbourhood Area. As such, the Policies serve to control development and together with the rest of the development plan, form the basis upon which the local planning authority, Bolton Council, will determine planning applications within Blackrod.

8.2 Monitoring and reviewing new development against the NDP's policies will ensure the success of the NDP. The Town Council will monitor development across the Neighbourhood Area and carry out an annual review.

Policies Map



Appendix 1

Schedule of Local Green Spaces (Policy NE1)

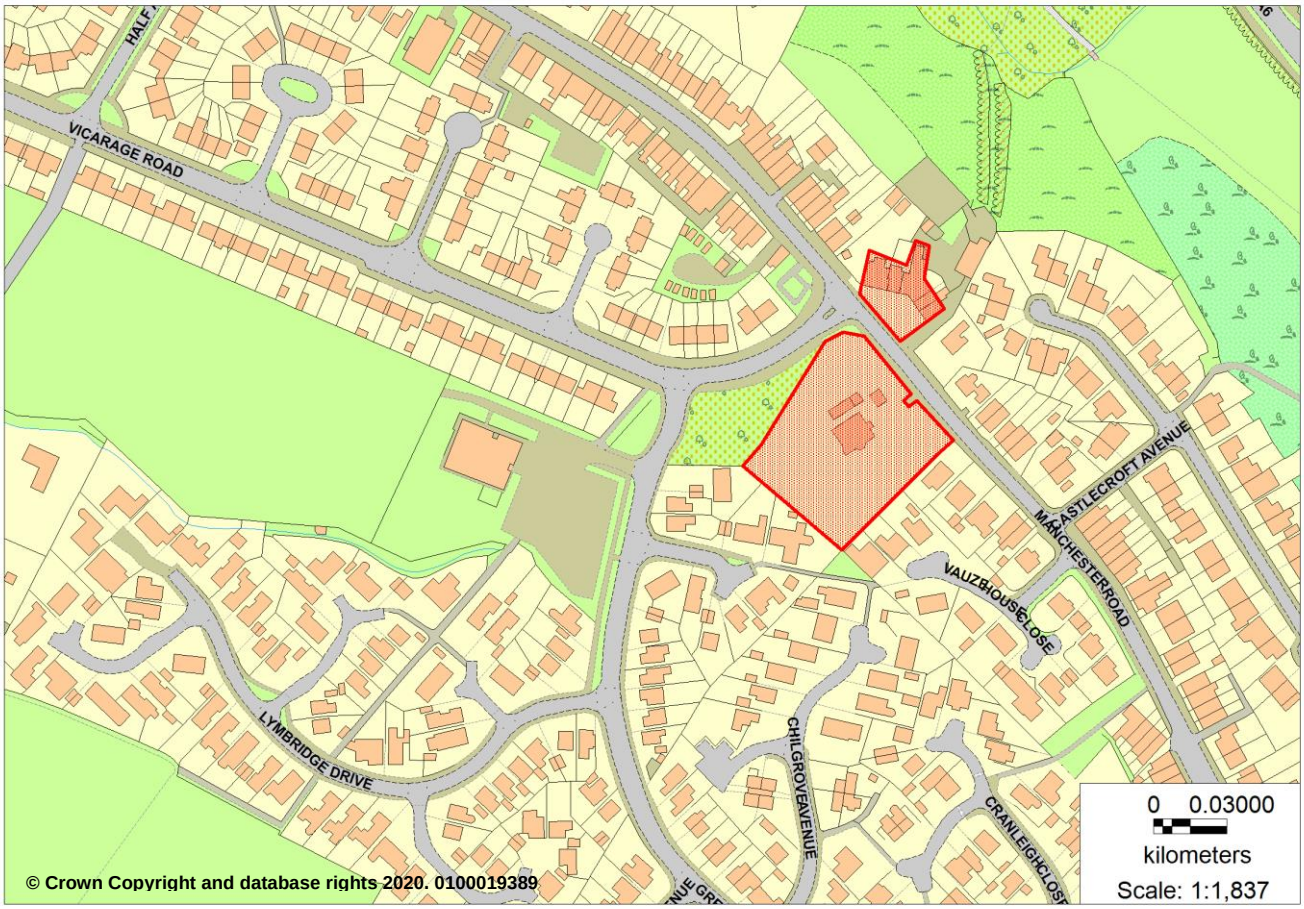
	Proposed Local Green Space	**Current use**	**Justification for Proposed designation** Beauty, Historic significance, Recreational value (including as a playing field), Tranquillity or Richness of its wildlife
1	Nightingale Road – Land on both sides at junction with Chorley Road	Open Space	Refer to accompanying Supplementary document – Blackrod Designations of Local Green Spaces.
2	Coniston Road – Land opposite number 29	Open Space	Refer to accompanying Supplementary document – Blackrod Designations of Local Green Spaces.
3	Chorley Road – Land at junction with A6	Open Space	Refer to accompanying Supplementary document – Blackrod Designations of Local Green Spaces.
4	Ridgeway – Land at junction with New Street.	Open Space	Refer to accompanying Supplementary document – Blackrod Designations of Local Green Spaces.
5	Whitehall Lane – Land opposite numbers 23b to 41.	Open Space	Refer to accompanying Supplementary document – Blackrod Designations of Local Green Spaces.
6	Greenbarn Way – Land opposite number 2 to 6	Open Space	Refer to accompanying Supplementary document – Blackrod Designations of Local Green Spaces.
7	Greenbarn Way – Land in front of Number 8 to 18	Open Space	Refer to accompanying Supplementary document – Blackrod Designations of Local Green Spaces.
8	Greenbarn Way – Land between Number 47 and 57	Open Space	Refer to accompanying Supplementary document – Blackrod Designations of Local Green Spaces.

9	Vicarage Road – Land at Greenbarn Junction and next to Old Vicarage	Open Space	Refer to accompanying Supplementary document – Blackrod Designations of Local Green Spaces.
10	Vicarage Road – Land at junction of Vicarage Road and Manchester Road near Pool Green.	Open Space	Refer to accompanying Supplementary document – Blackrod Designations of Local Green Spaces.
11	Vicarage Road Playing Field – Land associated with the Community Centre	Playing Field	Refer to accompanying Supplementary document – Blackrod Designations of Local Green Spaces.
12	Vicarage Road West Playing Field – Land between Half Acre and the Cricket Club.	Open Protected Land	Refer to accompanying Supplementary document – Blackrod Designations of Local Green Spaces.
13	Cranleigh Close – Land adjoining Cranleigh Close and Manchester Road	Open Space	Refer to accompanying Supplementary document – Blackrod Designations of Local Green Spaces.
14	Blackrod Cemetery	Open Space	Refer to accompanying Supplementary document – Blackrod Designations of Local Green Spaces.
15	Wighams Terrace – Land fronting the terrace up to Manchester Road	Open Space	Refer to accompanying Supplementary document – Blackrod Designations of Local Green Spaces.
16	Manchester Road – Land at junction with A6 By-Pass	Open Space	Refer to accompanying Supplementary document – Blackrod Designations of Local Green Spaces.
17	Scot Lane – Land at the Manchester Road Play Area.	Open Space	Refer to accompanying Supplementary document – Blackrod Designations of Local Green Spaces.

See also separate supporting document: Blackrod Designations of Local Green Spaces.

Appendix 2

Protection of Areas of Special Character – Inset Maps (Policy BH3)



Key:

Area of Special Character

Policies Map: Policy BH3
Protection of Areas of Special Character inset:
Area (a) Pool Green Cottages and Old Vicarage



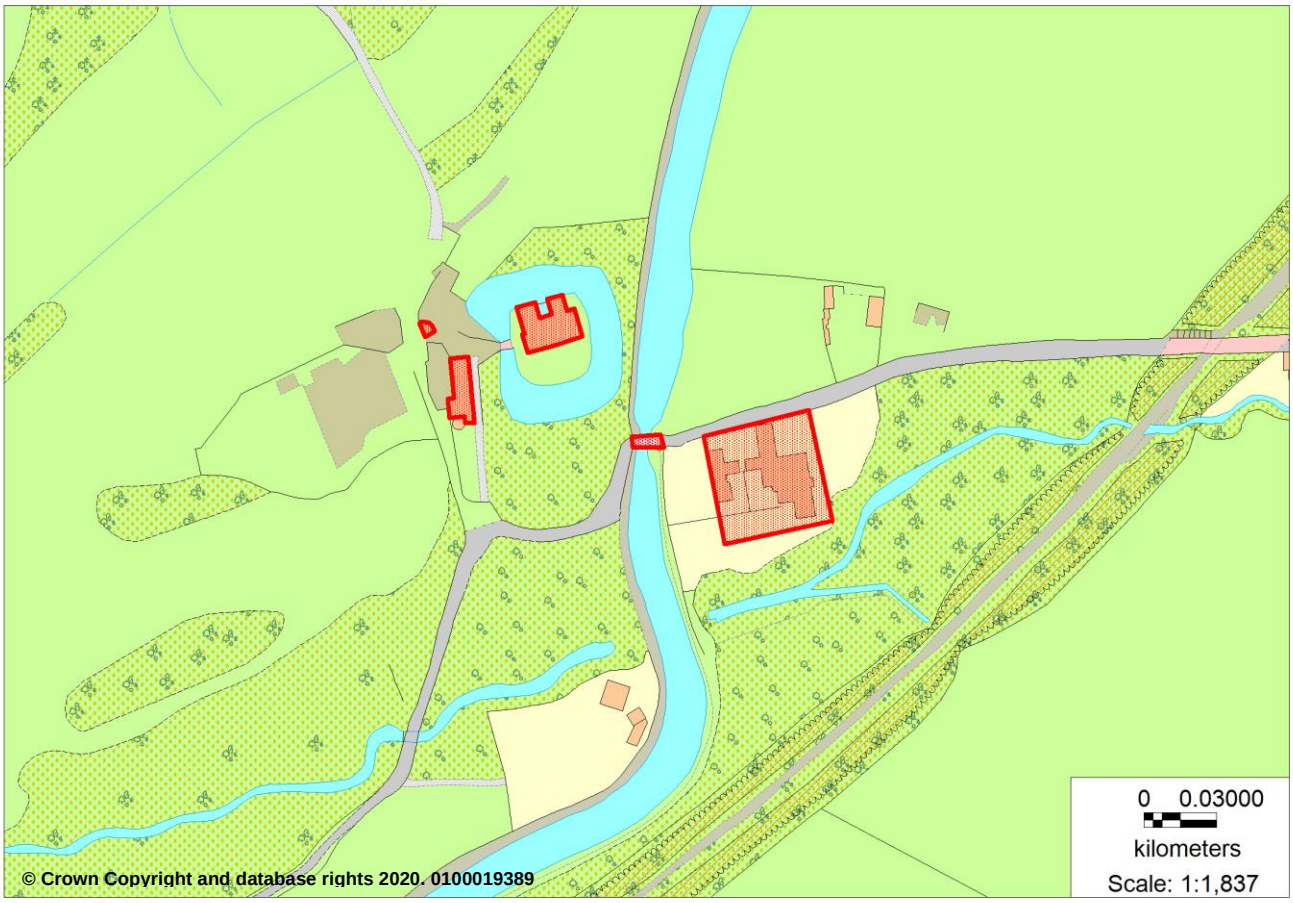
Key:

Area of Special Character

Policies Map: Policy BH3

Protection of Areas of Special Character inset:

Area (b) Bobbin Hall and adjoining Cottages



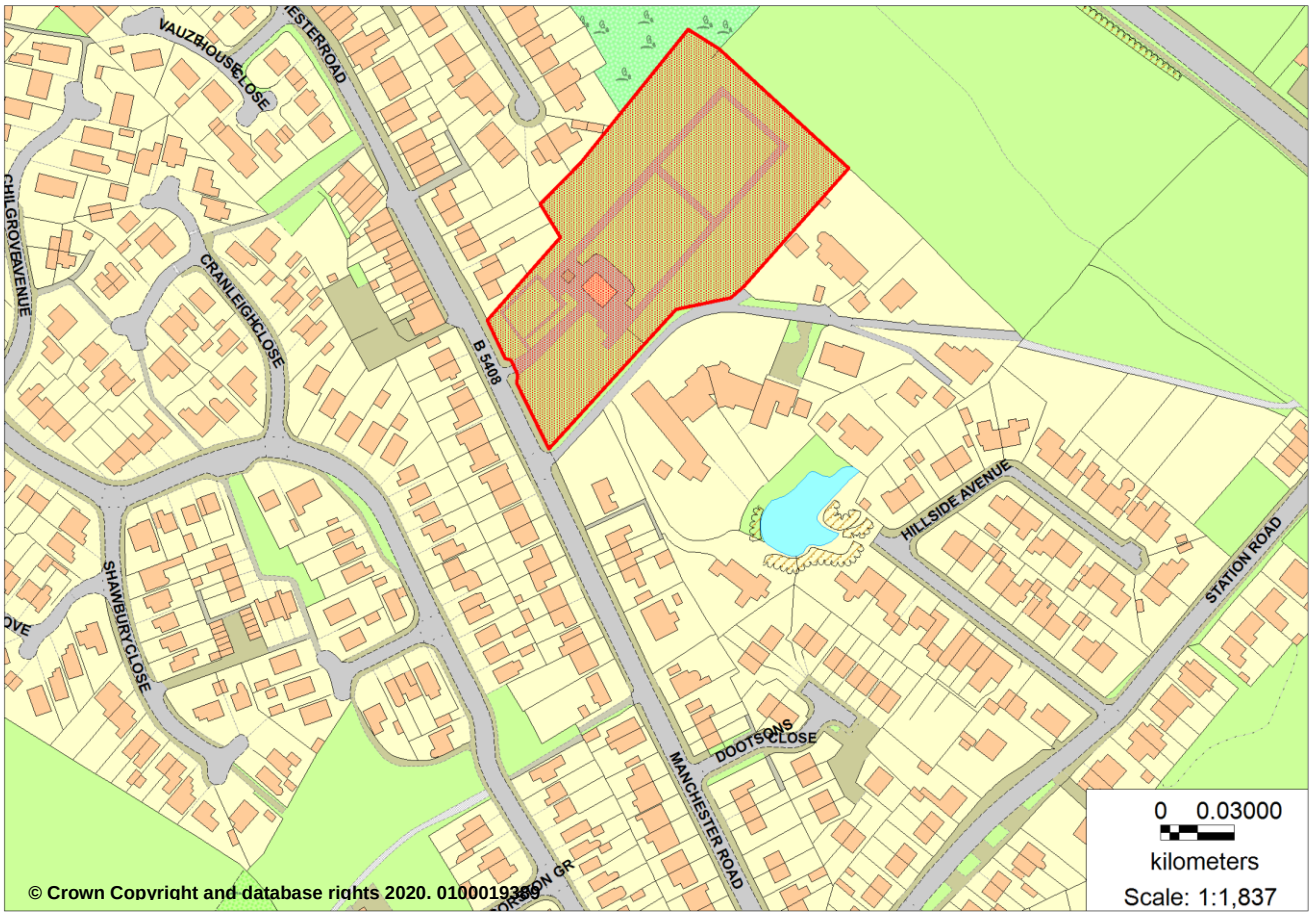
Key:

Area of Special Character

Policies Map: Policy BH3

Protection of Areas of Special Character inset:

Area (c) Arley Hall, Coach House, Folly, Abbey Farm, Abbey House, Canal Bridge 64



Key:

Area of Special Character

Policies Map: Policy BH3

Protection of Areas of Special Character inset:

Area (d) Blackrod Cemetery, Chapel and War Memorial



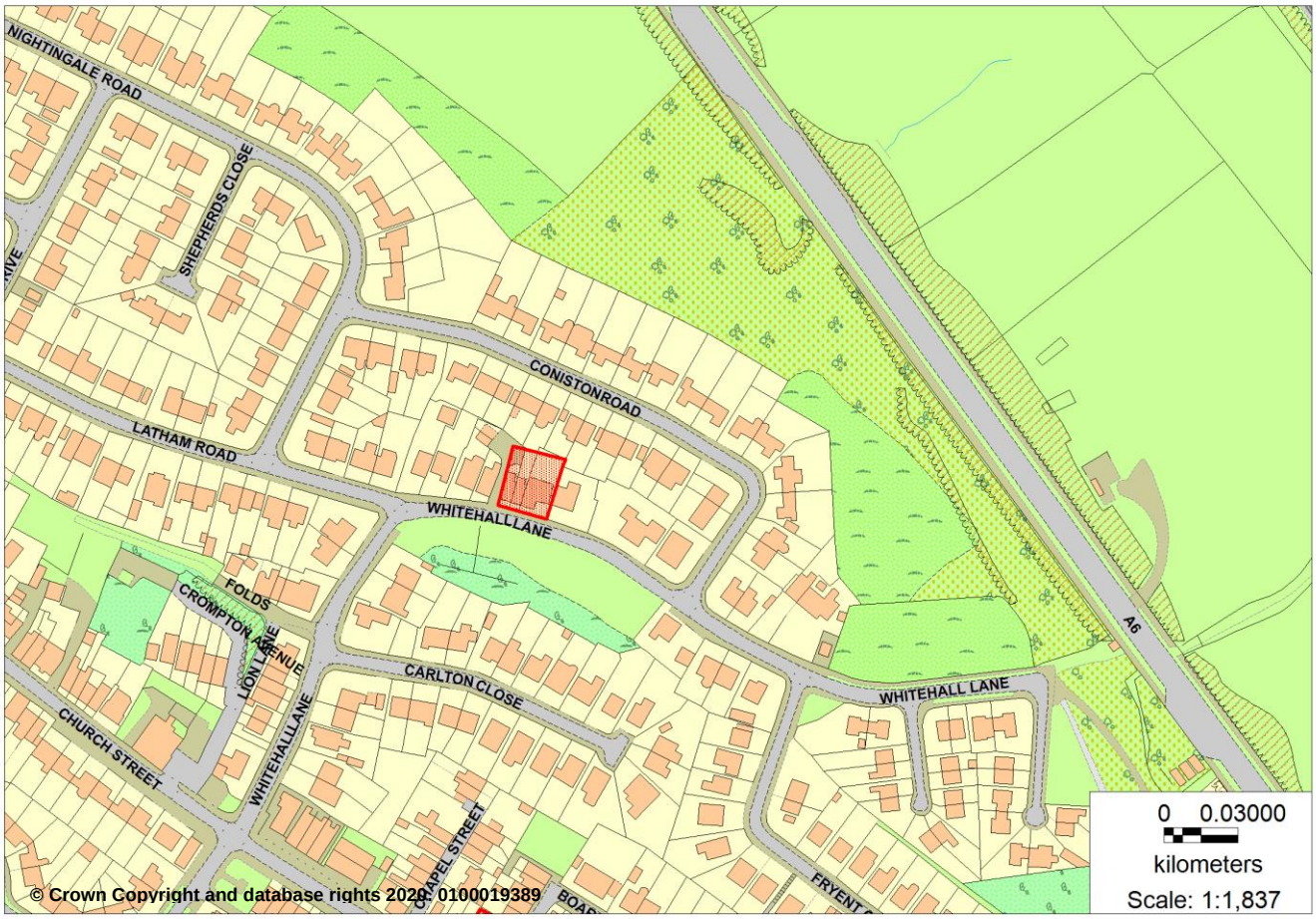
Key:

Area of Special Character

Policies Map: Policy BH3

Protection of Areas of Special Character inset:

Area (e) Stone Cottages 135 – 139 Manchester Road



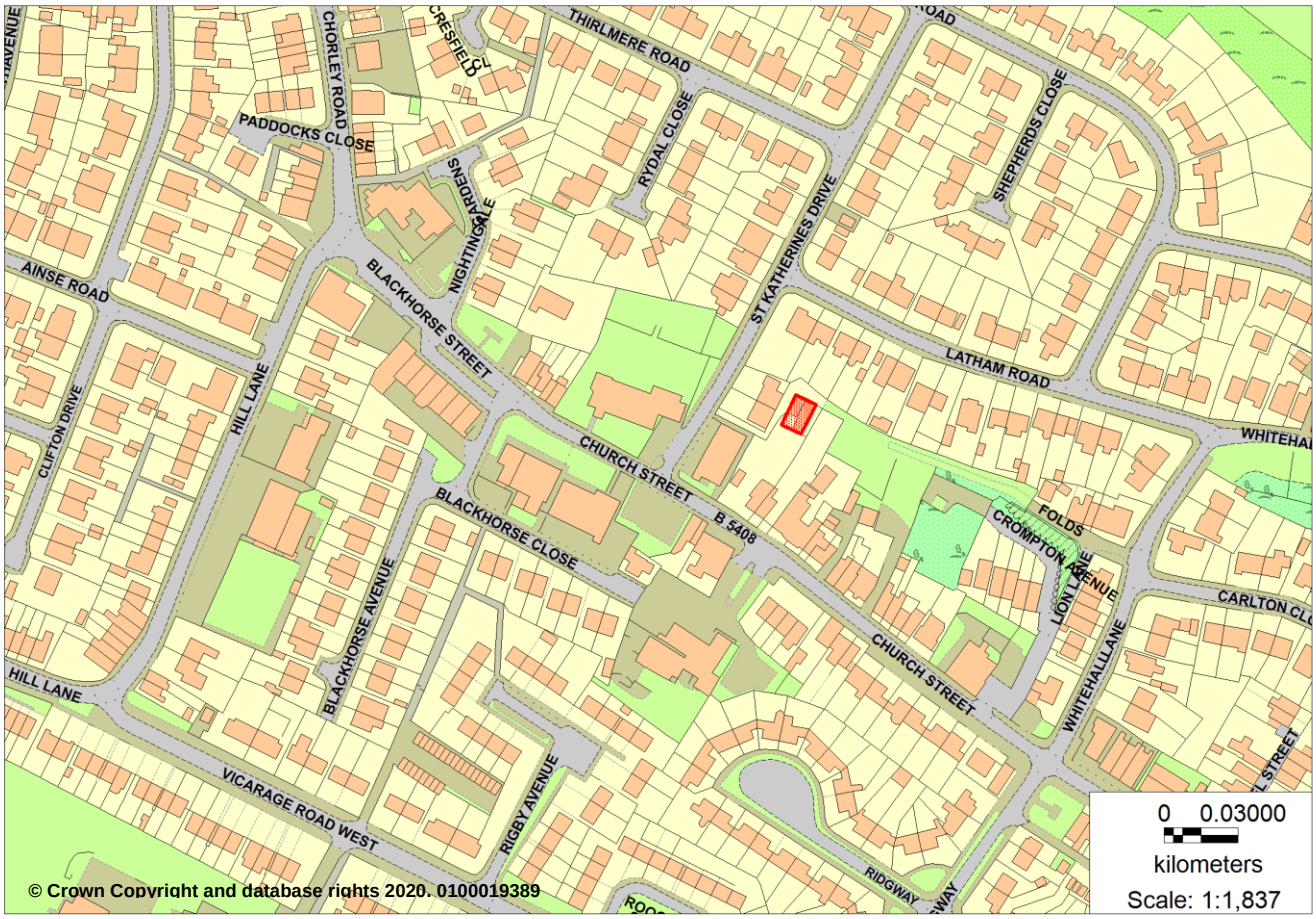
Key:

Area of Special Character

Policies Map: Policy BH3

Protection of Areas of Special Character inset:

Area (f) Stone Cottages 25 – 27 – 29 Whitehall Lane



Key:

Area of Special Character

Policies Map: Policy BH3

Protection of Areas of Special Character inset:

Area (g) The Folds (off Whitehall Lane)

Jargon Buster

ABBREVIATIONS
The following abbreviations are used in this Neighbourhood Development Plan

NPPF	National Planning Policy Framework (July 2018)
EU	European Union
NDP	Blackrod Neighbourhood Development Plan
Parish	Parish of Blackrod
PCPA	Planning and Compulsory Purchase Act 2004 (as amended)
Sch	Schedule
TCPA	Town and Country Planning Act 1990 (as amended)
HNA	Housing Needs Assessment
GMSF	Greater Manchester Spatial Framework
BFL12	Building for Life
TfGM	Transport for Greater Manchester

GLOSSARY

Affordable Housing

Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

Building for Life 12 (BfL12)

BfL12 is a government-endorsed industry standard for well-designed homes and neighbourhoods. Building for Life 12 (BfL12) is led by three partners: Cabe at the Design Council, Design for Homes and the Home Builders Federation, supported by Nottingham Trent University.

Design and Access Statement

Design and Access statement is a report accompanying and supporting a planning application that explains the design thinking behind planning application.

Greater Manchester Spatial Framework (GMSF)

The GMSF is a plan that has been jointly prepared by the ten Greater Manchester authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford and Wigan) - the Greater Manchester Combined Authority. It sets out proposals on how Greater Manchester could be developed over the next 20 years, to make Greater Manchester a better place to live, work, learn and play.

When it is adopted it will become a statutory planning document for each of the ten districts. It will not cover everything and individual districts will still need to produce local plans and local policies to deal with local issues.

Localism Act 2011

The Localism Act 2011 is an Act of Parliament that changes the powers of local government in England. The aim of the act is to facilitate the devolution of decision-making powers from central government control to individuals and communities.

Office of Rail and Road (ORR)

Is the independent safety and economic regulator for Britain's railways and monitor of Highways England.

Secured by Design (SBD)

Established in 1989, Secured by Design (SBD) is the title for a group of national police projects focusing on the design and security for new and refurbished homes, commercial premises and car parks as well as the acknowledgement of quality security products and crime prevention projects.

Self and Custom Build

Self and custom build housing is housing built by individuals or groups for their own use, either by building the home on their own or by working with builders.

Sustainability Appraisal

In UK planning law, a sustainability appraisal is an appraisal of the economic, environmental, and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development.

Lifestyle Living for the over 55's

Purpose built, high quality, serviced accommodation providing independent living for the over 55s who may wish to downsize"

Windfall Sites

The National Planning Policy Framework (NPPF) defines windfall sites as: 'Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.'

Acknowledgements

The Town Council would like to thank all those people and organisations who have provided their time and knowledge in the preparation of this document, including:

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The Businesses of Blackrod

Bolton MBC Officers and Staff

Bolton at Home

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