



Infrastructure and Affordable Housing Delivery Strategy

October 2026

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01 Introduction

- 1.1 Bolton is one of the largest towns in the North West and part of Greater Manchester, about ten miles north-west of Manchester city centre. It has over 310,000 residents, with urban neighbourhoods, town centres, employment areas, main transport routes and rural communities around them. Its infrastructure supports daily life: transport, schools, health services, water, energy and digital networks, green space, sport and leisure, and community services.

Purpose

- 1.2 This strategy sets out the infrastructure needed to support the Bolton Local Plan over the Plan period, 2022 to 2042, how that infrastructure will be delivered, and how developer contributions will be used. The assessment starts from 2025. It sets out the position Bolton starts from, what growth will add, and how the Council and its partners will respond. It says where services are under pressure before any new home is built, and where funding is not yet in place.

Status and purpose of this document

- 1.3 This is a draft strategy, published with the Regulation 19 Publication Plan and is intended to be updated as the plan progresses and throughout the life of the plan. It is part of the evidence for the examination of the Plan.

Infrastructure first

- 1.4 The Local Plan plans growth with the infrastructure it needs: the site allocation policies require the schools, health facilities, open space and transport links each site needs to be provided as it is built, and Policy DEL1 secures contributions from other development. Investment and growth are already under way: the transformation of Bolton Town Centre, the expansion of the University of Greater Manchester, Health Innovation Bolton, and growth in advanced manufacturing, logistics and life sciences, with strategic transport and infrastructure schemes progressing. The Local Plan provides the framework for long-term growth that builds on it.
- 1.5 But it is recognised that Bolton’s infrastructure is under pressure before any growth is added. Limited capacity, ageing assets, changing demand for services and past patterns of investment have left pressure that varies across the borough. In some places congestion, pressure on health services, demand for school places, the capacity of utilities, and the quality of and access to community facilities already affect residents and businesses.
- 1.6 The pressure is uneven. Some communities have poorer health, less access to services and lower investment than others. Dealing with these existing pressures is part of this strategy, with supporting growth, and the Council will continue to work with infrastructure providers, statutory partners and communities as it does so.

How this document was produced

- 1.7 This document was produced with the infrastructure providers, drawing on the Local Plan evidence base, in stages:
- **Baseline:** working with each main provider to establish current provision, performance, the drivers of change in the service, and schemes already planned or committed.
 - **Demand:** working with providers to determine how demand from Local Plan growth is calculated and the standards of provision that apply.
 - **Sites:** briefing providers on the growth expected in each area and what potential site allocations mean for infrastructure.
 - **Response:** the response to each set of effects, drawn from the providers' projects, programmes and strategic approaches and the Plan's policies.
- 1.8 In addition, the Infrastructure Delivery Plans of the neighbouring authorities, Bury, Central Lancashire (Chorley, Preston and South Ribble), Salford and Wigan, were reviewed for cross-boundary infrastructure. The matters identified are the Wigan to Bolton Growth Corridor, the Little Hulton and Walkden school planning area in Salford, and Bolton Wastewater Treatment Works, which also serves part of Bury. The Council engages with Salford on the Little Hulton and Walkden school planning area on an ongoing basis.

02 Development in Bolton

Bolton today

- 2.1 Bolton has been one of the more active housing delivery authorities in Greater Manchester over the past decade: 6,840 homes were completed between 2015 and 2025. That development record, drawn from the Council's annual monitoring record, is the context for the infrastructure baseline in this document.
- 2.2 High rates of delivery in some areas have brought cumulative infrastructure pressure that is independent of what the Local Plan now proposes; in other areas, development has been absorbed with less impact. Understanding that pattern is essential to understanding where infrastructure investment is most needed.

Housing growth

- 2.3 Places for Everyone (2024) Policy JP-HS1, establishes Bolton's minimum housing requirement of 787 net additional homes per year (2022-2042). 2,023 homes were provided 2022-2025, leaving a requirement for at least 13,717 dwellings over the 2025 to 2042 period. The Plan identifies a supply of 14,052 homes against that requirement.

Housing land supply source	Homes
Sites with planning permission	4,976
Windfall sites	1,600
Neighbourhood Plan Allocations	20
Strategic Housing and Employment Land Availability Assessment (SHELAA, EVS02) sites	1,741
Strategic and key housing allocations	5,715
Total identified supply	14,052

- 2.4 Delivery is not even across the plan period. The trajectory below sets out when homes are expected to come forward:

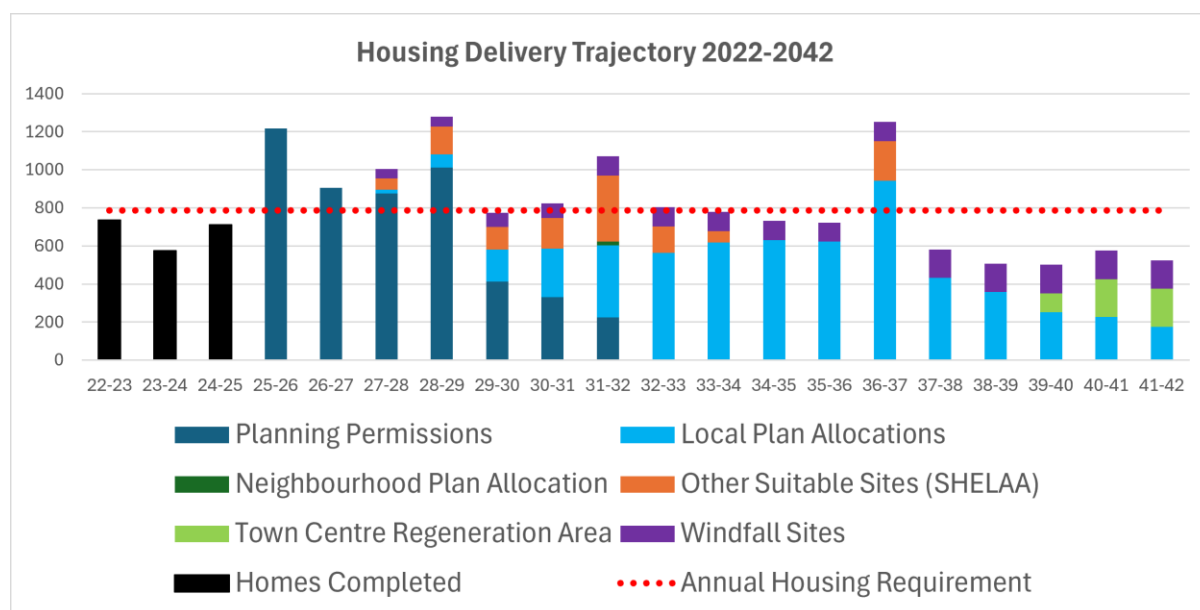


Figure 2.1 Housing delivery trajectory 2022 to 2042

Source: Bolton Council (2026)

2.5 Homes are expected to be distributed across seven areas:



1,600 additional homes are expected on predominantly small, windfall sites within the settlement boundaries

Figure 2.2 Homes expected in each area

Source: Bolton Council (2026)

Employment growth

2.6 Policy SP2 identifies a need for 811,727 sqm of industrial and warehousing floorspace over the Plan period, met from sites with planning permission (166,085 sqm), the Places for Everyone allocations at Bewshill Farm (JPA4),

Chequerbent North (JPA5) and West of Wingates (JPA6) (486,000 sqm), intensification within Protected Employment Land (12,145 sqm) and Local Plan allocations (135,099 to 185,099 sqm, including BSA02 Health Innovation Bolton, BSA07 Blackrod Employment Cluster and BSA08 Logistics North Extension), a supply of 799,329 to 849,329 sqm.

- 2.7 Policy SP2 identifies a minimum need for 16,700 sqm of office floorspace over the Plan period, directed to Central Bolton and met from sites with planning permission (8,026 sqm), Crompton Place (BSA01, 10,500 sqm) and Burnden Way, Middlebrook (BSA06, 2,500 sqm), a supply of 21,026 sqm. Health Innovation Bolton (BSA02) provides around 39,000 sqm of office, research and development and health innovation floorspace in addition.

Where growth is directed

- 2.8 Growth is directed to the borough's growth anchors: Central Bolton; Health Innovation Bolton, anchored by the Royal Bolton Hospital and the Bolton Institute of Medical Science; the NorthFold strategic employment locations; Middlebrook; and Hulton Park. Figure 2.3 shows the spatial strategy and the distribution of growth.

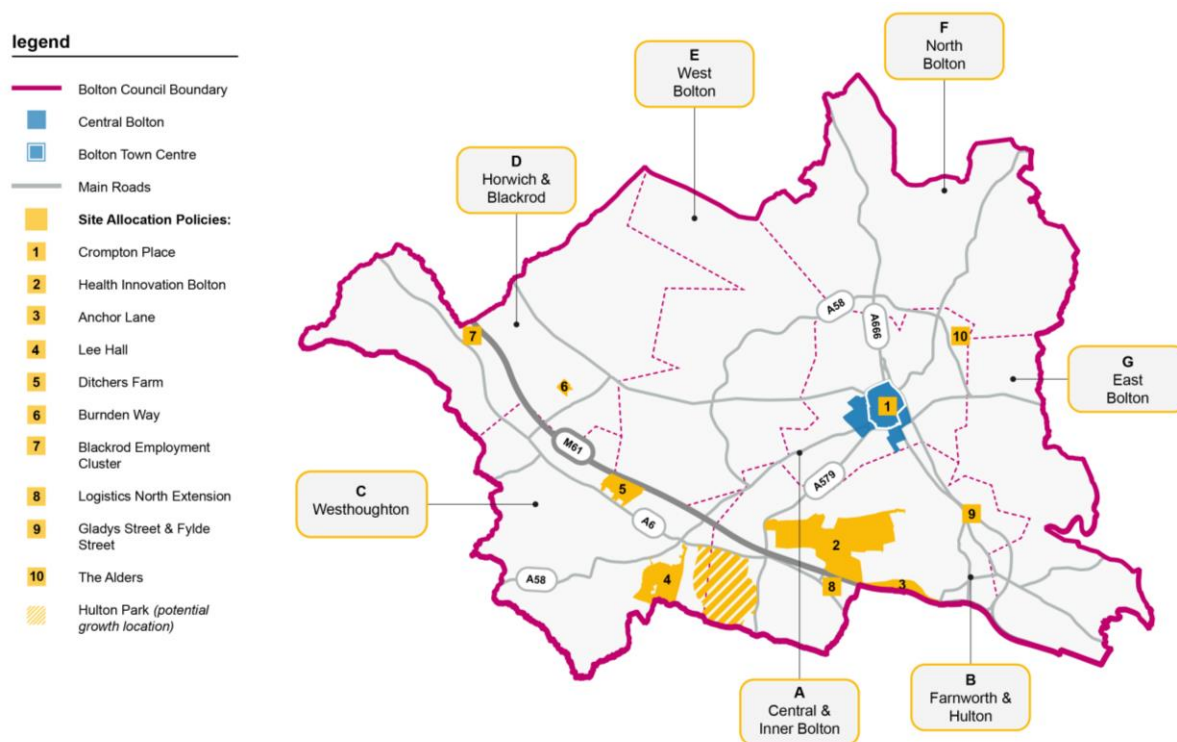


Figure 2.3 **Bolton spatial strategy and growth distribution**

Source: Bolton Council (2026)

03 Affordable Housing

- 3.1 Affordable housing is treated as a form of infrastructure in this strategy: a need generated by growth and delivered through policy and contributions.

Overview

- 3.2 Current provision across the borough:
- 3.3 Partners have delivered 7,059 affordable homes over the past 25 years, 1,079 of them in the last five years, through the Bolton Housing Partnership of the Council and its developing Registered Providers. 21,479 households are on the housing register (Bolton Local Plan, Chapter 8).

Main drivers of change

- 3.4 Bolton has two affordable housing problems. In the lower value zones around Central Bolton, rents and house prices are rising faster than anywhere else in the borough and the supply of social rent is thin against the housing register; in the higher value zones of north and west Bolton, market prices put ownership out of reach for most Bolton households (Bolton Local Plan, reasons for Policy HS1). Delivery depends on viability, which varies across the borough and is captured in the Whole Plan Viability Assessment (EVD01).

Current position

- 3.5 The gross annual affordable housing shortfall is around 2,259 dwellings; part of this need is met by the existing housing stock, leaving a need for 501 new affordable homes each year (3.7); over the past 25 years, partners have delivered 7,059 affordable homes, including 1,079 in the last five years¹. Bolton has a diverse tenure profile, but access to affordable, secure housing remains challenging for many residents, particularly households on lower incomes and younger people forming new households. The private rented sector growth has increased housing options but also brought challenges around affordability, quality, and security. Bolton has experienced a rapid increase in rental charges, with private rent rising to an average of £842 in October 2025, an annual increase of 8.7% from £775 12 months previously, set against the second highest increase nationally over the preceding 3 years. This exacerbates the shortage in affordable private rented homes to meet growing demand².

Impact of growth (before mitigation)

- 3.6 Overall housing need is already set by the Local Plan. The task here is to maximise the affordable share delivered within that need, in line with the Council's needs assessment.

¹ Bolton Council, Housing Strategy 2025–2027 (2025)

² Bolton Council, Housing Strategy 2025–2027 (2025)

- 3.7 Bolton needs to provide 501 new affordable homes each year for the next ten years for households already in need and for the expected number of newly forming households (Local Housing Need Assessment 2026, Arc4, EVH01). On the Policy HS1 rates (Health Innovation Bolton 35% under Policy BSA02; Lee Hall, Ditchers Farm and Burnden Way 35% in Value Zone 3; Anchor Lane 20% in Value Zone 2; none at Crompton Place), the six strategic allocations would provide around 1,800 affordable homes over the Plan period, around 120 a year against the need of 501. The SHELAA and windfall sites add to that at the rate for their value zone and there will be a further contribution from sites with planning permission.

Mitigation

- 3.8 Local Plan Policy HS1 requires all residential developments comprising ten or more homes, or 0.5ha or more to contribute towards the provision of affordable homes. To ensure the requirement can be viably delivered, the proportion of affordable homes required from each development varies according to typical land values in different areas of the borough.
- 3.9 The following paragraphs set Bolton’s expectations for partnership working to ensure the homes Bolton needs are delivered.

Partnership Working

- 3.10 Bolton has a well-established enabling partnership: Bolton Housing Partnership (BHP). The partnership brings together the borough’s developing Registered Providers (Be One Homes, Great Places, Irwell Valley, Mosscares St Vincent’s & Onward Homes) to co-ordinate investment, identify development opportunities and support the delivery of new affordable homes that meet local housing needs.
- 3.11 A key strength of the partnership is its place-based approach to development. Registered Providers within BHP operate across the borough and possess extensive local knowledge, existing housing stock, established community relationships and experience of delivering housing-led regeneration initiatives. This enables development opportunities to be considered within the context of wider neighbourhood investment, existing management arrangements and long-term stewardship of affordable housing assets.
- 3.12 Where affordable housing is required as part of a planning application, Bolton Council will engage BHP at the earliest opportunity. Through this process, an appropriate Registered Provider partner will be nominated by the Council to work with the developer, typically based on factors such as existing stock ownership, management presence, local capacity and delivery expertise. Be One Homes, as the borough’s largest Registered Provider, will also play a significant role in the delivery of affordable housing, particularly where opportunities are closely linked to its existing housing stock or regeneration programmes.

- 3.13 The value at which a Registered Provider can acquire an affordable unit from the developer is determined by the financing it can raise supported by predicted revenue and capital income from a property. The Council and Homes England do not support the delivery of affordable housing through s106 agreements to be reliant upon grant subsidy.
- 3.14 In assessing the impact of affordable housing requirements, the Council's indicative assumption is that Social Rent dwellings generate a receipt of 40% of Open Market Value, while Affordable Home Ownership/Intermediate tenure dwellings generate a receipt in the region of 70% of Open Market Value. The resulting differential between these transfer values and full market value represents the principal developer contributions towards affordable housing provision. Actual values will be determined through engagement between the developer, the Council and the nominated BHP Registered Provider and may vary depending on scheme-specific circumstances.

Strategic response

- 3.15 Affordable housing will form an important component of housing delivery over the Local Plan period. Evidence identifies a substantial existing need, including a requirement for around 501 additional affordable homes each year over the next ten years. The Local Plan will seek to maximise affordable housing delivery as part of planned housing growth, with Policy HS1 requiring qualifying developments to provide affordable housing at a level reflecting the value zone in which development is located, with higher requirements applying to relevant Green Belt sites.
- 3.16 Delivery will primarily be secured on-site through Section 106 agreements, with the tenure mix weighted towards Social Rent alongside Affordable Rent and Affordable Home Ownership or other intermediate tenures. Early engagement between developers, the Council and Bolton Housing Partnership will be important to identify an appropriate Registered Provider, agree the tenure and unit mix, and ensure affordable housing requirements are incorporated into site appraisal, design and phasing from the outset.
- 3.17 The principal risks to delivery are development viability, changing market conditions and build costs, Registered Provider capacity and financing, and scheme-specific abnormal costs. These factors may affect the number, tenure or timing of affordable homes delivered and, in exceptional circumstances, may result in consideration of off-site provision or a financial contribution.
- 3.18 These risks will be managed through viability-informed Local Plan requirements, early engagement with Bolton Housing Partnership and Registered Providers, transparent assessment of evidenced abnormal costs and scheme-specific viability where justified, and the use of Section 106 agreements to secure the agreed provision, tenure, phasing and delivery arrangements.
- 3.19 The Council is currently reviewing its Housing Delivery Plan to strengthen its role as a housing enabler, particularly for the delivery of brownfield sites and affordable housing.

04 Getting Around

- 4.1 This chapter covers movement across Bolton: the local and strategic road networks, bus and rail, and walking and cycling.
- 4.2 The effects of the Plan on the local and strategic road networks were assessed with a transport model built for the Council by Aecom. The model divides Bolton into 185 zones and forecasts how traffic between them changes as development comes forward. It was validated against 2025 traffic counts and journey time data, then run for 2039 and 2042 in two scenarios: without the Local Plan, with development limited to sites with permission or in planning and background traffic growth at Department for Transport rates; and with the Local Plan, with development as the Plan provides and the highway schemes it requires. The method and validation are in the Bolton Local Plan Transport Model: Model Development Report (AECOM, 2026, EVT01) and the forecasts in the Bolton Local Plan Transport Model: Traffic Forecasting Report (AECOM, 2026, EVT02).

Overview

- 4.3 Bolton’s transport network comprises the strategic road network (including three motorway junctions), 11 rail stations, the main bus corridors, and the walking and cycling network (Figure 4.1).
- 4.4 Different parts of the network are looked after by different organisations. Bolton Council is responsible for local highways (all roads in Bolton except the M61), footways and public rights of way. Transport for Greater Manchester sets overall transport policy, manages many bus services and provides a large proportion of transport funding. National Highways operates the M61, and train operating companies provide Bolton’s rail services. Kearsley Interchange, where the M60, M61 and A666 meet, and the rail lines through central Manchester are outside Bolton and affect travel in it.
- 4.5 Bolton town centre generates and attracts the largest number of trips in the borough, with Westhoughton, Blackrod and Farnworth the other main trip generators. Middlebrook is the main retail trip generator, and the stadium adds event traffic. Logistics North, at Junction 4 of the M61, is the focus of heavy goods vehicle movements. The M61 runs through the south and west of the borough and carries longer distance trips that pass through Bolton.
- 4.6 Population density is greatest in the south-east of the borough, where the road network is densest and includes the highest capacity links, the M61 and the A666. The north of the borough has the lowest population density and the sparsest network.
- 4.7 Most rail stations meet the Department for Transport definition of a frequent service (two trains an hour in each direction), so much of the borough has access to rail. The bus network is dense: Bolton is the focus of most services, with services to Wigan and Bury and to Chorley outside Greater Manchester.

- 4.8 The footway and cycleway network covers the borough and is being improved under Transport for Greater Manchester's Streets for All programme. Increasing walking and cycling is a policy priority for Greater Manchester and for Bolton.

Main drivers of change

- 4.9 Pressure on Bolton's transport network arises independently of new development. Car ownership and use are high and forecast to increase, and are highest in the western and northern settlements where public transport is least frequent. The infrastructure that supports a change in travel behaviour has to be in place before that change happens, so the network has to accommodate existing travel patterns while it is invested in for different ones.
- 4.10 The Bolton Transport Strategy³ sets the vision: "To work towards a zero-carbon transport network that is inclusive, safe, resilient, accessible and sustainable: taking a balanced approach, ensuring that all modes of travel are considered and connected, and responsive to technological change and innovation". The Local Plan coordinates the partners involved in transport so that development in Bolton contributes to the delivery of the Bolton Transport Strategy and of Transport for Greater Manchester's Local Transport Plan. Transport for Greater Manchester published the GM Transport Strategy 2050 for public consultation in December 2025 as the next Local Transport Plan.

legend

- Bolton Council Boundary
- Central Bolton
- Bolton Town Centre
- Main Roads
- Site Allocation Policies
- Railway Stations
- A Bolton Rail Station & Bus Interchange
- B Hall i' th' Wood
- C Bromley Cross
- D Moses Gate
- E Farnworth
- F Kearsley
- G Westhoughton
- H Lostock
- I Horwich Parkway
- J Blackrod
- K Daisy Hill

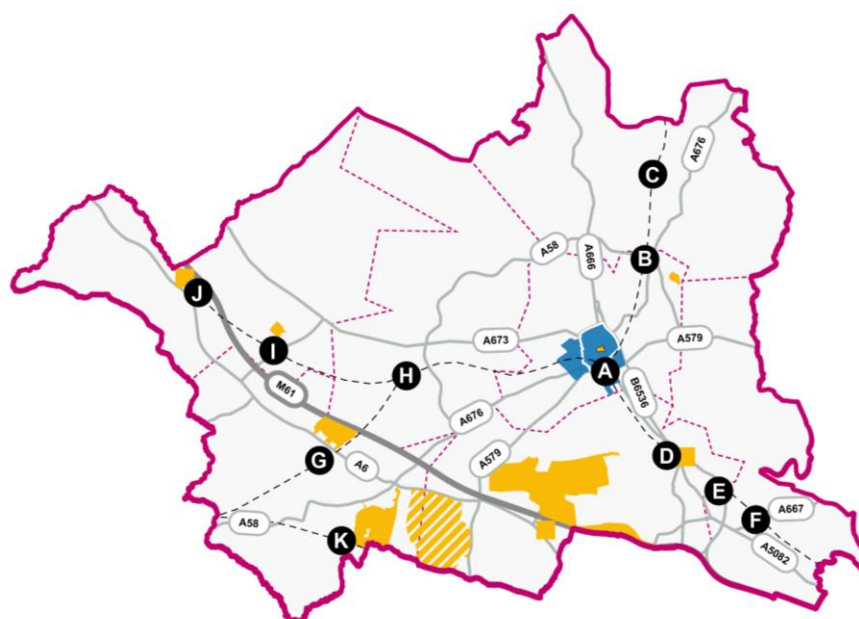


Figure 4.1 **Getting Around: current provision and growth**

Source: Bolton Council (2026).

³ Bolton Council Bolton Transport Strategy 2024

4.1 Local road network

Current position

- 4.11 Bolton’s local road network comprises 1,006 km of highways, being all the public roads in the borough except the M61. Key routes include the A666 from the M60 to Bolton Town Centre and on to Blackburn, the A58 outer orbital, the A673 to Preston and the A577 to Wigan, with the historic A6 running through the south of the borough. Keeping hundreds of bridges, junctions, signals and retaining walls in good, safe condition is a substantial task, made harder by increasing traffic volumes and vehicle weights and more extreme weather such as high summer temperatures and heavy rainfalls.
- 4.12 A majority of trips in Bolton take place by car, putting significant pressure on the network. Figure 4.2 shows that in a typical AM peak hour congestion (red and yellow colouring on roads) can be found on the approaches to Bolton Town Centre and at key junctions across the borough – for example, the A666/A58 junction at Astley Bridge and on the approaches to the A666/M61/M60 Kearsley Interchange. Many of the principal radial routes around Bolton (e.g. Bury Road, Blackburn Road, St Helens Road and Chorley New Road) also see congestion in the AM peak, as do roads in Westhoughton and Farnworth. Sections of road shown as green are generally free-flowing (although there may be congestion at the junctions or when there are incidents). The PM peak hour distribution is similar and, while the network is generally less congested between the peaks and at the weekends, there can still be congestion – because of roadworks or events which attract a lot of traffic – for example, festivals or sports matches – and some parts of the network experience slow traffic/unreliable travel times for much of the day.

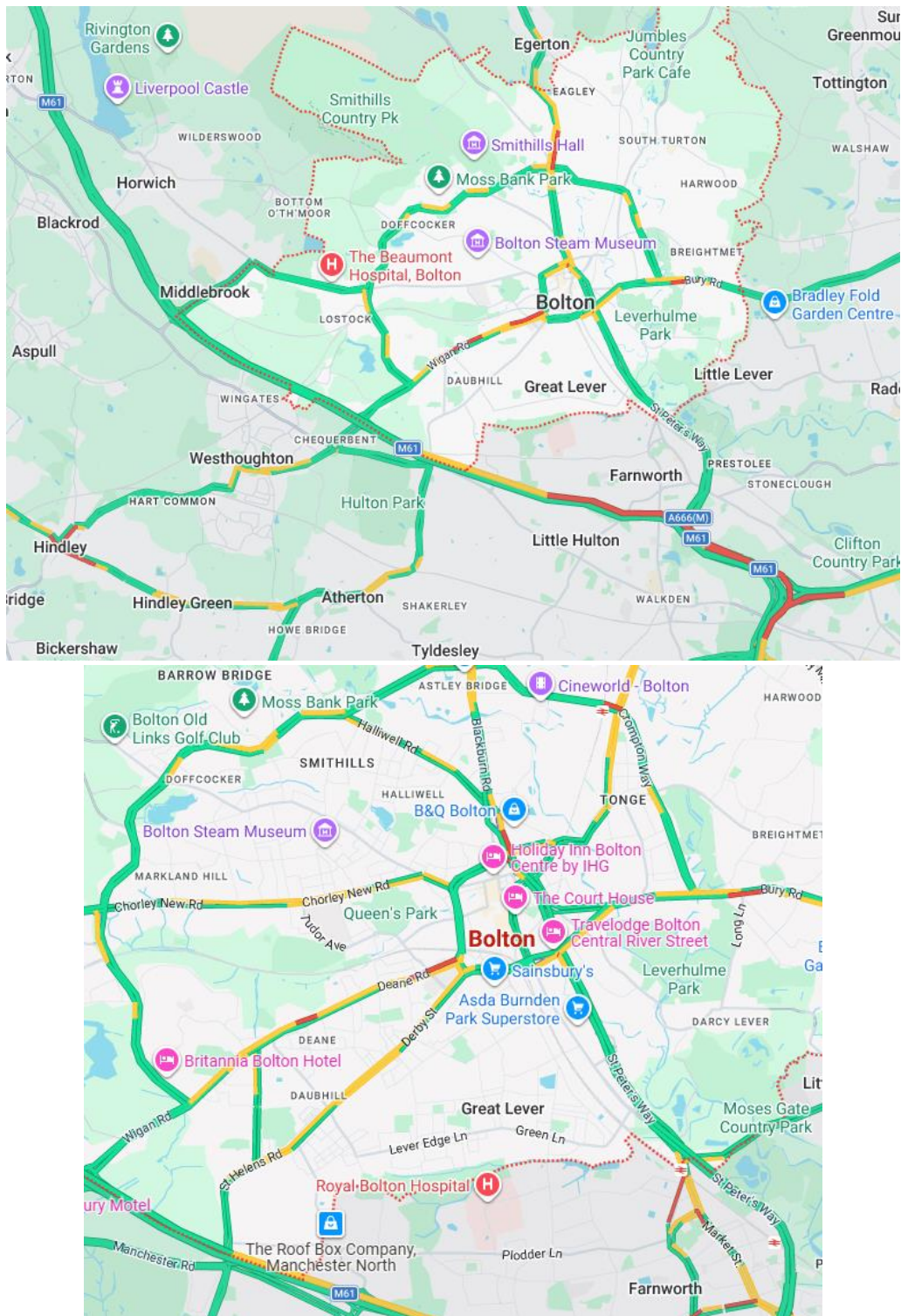


Figure 4.2 Typical AM peak traffic congestion

Source: Google Maps typical traffic at 08:40 on a Tuesday, June 2026, as an illustration of the pattern; the measured 2025 position is the baseline in Tables 4.2 and 4.3 (EVT01).

Table 4.1 gives the number of trips in each scenario. Most of the increase in trips to 2042 occurs without the Local Plan; the Plan adds around 5% to the no-Plan total.

Table 4.1 Trip numbers

	2025 Base Year	2042 “No Local Plan” Do Minimum	Increase over Base Year	2042 “Local Plan” Do Something	Increase over Do Minimum
AM peak hour	96,360	104,167	8.1%	109,437	5.1%
PM peak hour	94,997	102,246	7.6%	107,399	5.0%

Impact of growth (before mitigation)

- 4.13 Journey times were assessed on the road corridors shown in Figure 4.2, chosen to represent radial and orbital routes across the borough and, as routes 41 and 42, the M61. Tables 4.2 and 4.3 give the 2025 journey time on each corridor and the change forecast for 2042 without the Plan and with it, on the method described above; the 2039 results are in the Traffic Forecasting Report (EVT02). Increases of more than 5% or one minute are shown in red and reductions of more than 5% or one minute in green.
- 4.14 Journey times increase across the borough between 2025 and 2042 as trips increase by 7% to 8% (Table 4.1). Most increases are below 5% or one minute. The exceptions are the routes between Bolton and Wigan and St Helens Road, where the AM peak increase eastbound exceeds five minutes in 2042; most other increases there are one to two minutes, 5% to 10% of a present-day journey of 25 to 30 minutes. Increases are larger in the AM peak than the PM peak because there are more trips on the network.
- 4.15 Two local road schemes are committed and funded independently of the Local Plan: the Rivington Chase Link Road and the primary movement corridor at Lee Hall. The assessment assumes both are in place by 2039.
- 4.16 Without the Plan, the network shows small journey time increases on most corridors. Links and junctions are not generally saturated, and the network accommodates the additional demand without disproportionate increases in journey time.

Table 4.2 Travel Times – Bolton Corridors – Do Minimum (No Local Plan) scenario

Route	Description	2025 Baseline position (mins:secs)		2042 Do Minimum Position (seconds)		% change 2025 to 2042	
		AM peak hour	PM peak hour	AM peak hour	PM peak hour	AM peak hour	PM peak hour
1	Moss Bank Way/ Crompton Way Eastbound	20:06	20:02	12	20	1%	1%

Route	Description	2025 Baseline position (mins:secs)		2042 Do Minimum Position (seconds)		% change 2025 to 2042	
		AM peak hour	PM peak hour	AM peak hour	PM peak hour	AM peak hour	PM peak hour
1	Crompton Way/ Moss Bank Way Westbound	18:31	18:00	-3	19	0%	1%
2	A666 Northbound	12:13	13:20	5	49	0%	4%
2	A666 Southbound	15:57	13:14	26	17	2%	1%
3	A579 St Helens Road Northbound	12:42	14:00	106	109	8%	8%
3	A579 St Helen's Road Southbound	14:03	15:34	86	57	6%	4%
4	De Haviland Way/ Chorley New Road Eastbound	8:27	8:13	45	16	5%	2%
4	Chorley New Road/ De Haviland Way Westbound	6:56	9:02	23	26	3%	3%
5	A58/ A676 to A666/ A673 Eastbound	11:28	11:34	5	15	0%	1%
5	A666/ A673 to A58/ A676 Westbound	11:38	10:54	18	32	2%	3%
6	A673 Chorley New Road Eastbound	7:54	7:43	0	4	0%	1%
6	A673 Chorley New Road Westbound	6:38	7:57	9	2	1%	0%
8	Station Road/ Blackrod Bypass to Beehive Roundabout Eastbound	7:52	10:32	8	-8	1%	-1%
8	Beehive Roundabout to Station Road/ Blackrod Bypass Westbound	8:13	13:09	39	-108	5%	-8%
9	Station Road/ Blackrod Bypass to St Helen's Road/ Manchester Road Eastbound	14:46	14:22	144	8	10%	1%
9	St Helen's Road/ Manchester Road to Station Road/ Blackrod Bypass Westbound	14:15	14:15	-8	41	-1%	3%
21	Wigan Road/ Seaman Way to Moor Lane/ Spa Road Eastbound	28:14	29:02	312	118	11%	4%

Route	Description	2025 Baseline position (mins:secs)		2042 Do Minimum Position (seconds)		% change 2025 to 2042	
		AM peak hour	PM peak hour	AM peak hour	PM peak hour	AM peak hour	PM peak hour
22	Moor Lane/ Spa Road to Wigan Road/ Seaman Way Westbound	25:46	25:24	164	95	6%	4%
23	Trinity Street Bridge to Bolton Road/ Colville Drive Eastbound	13:45	14:34	27	25	2%	2%
24	Bolton Road/ Colville Drive to Trinity Street Bridge Westbound	14:02	13:51	18	19	1%	1%
41	M61 Eastbound from J6	8:58	9:11	8	15	1%	2%
42	M61 Westbound to J6	9:17	9:21	16	11	2%	1%

Source: Bolton Local Plan Transport Model: Traffic Forecasting Report (AECOM, 2026, EVT02).

Mitigation

Table 4.3 Travel Times – Bolton Corridors – Do Something (Local Plan) scenario

Route	Description	2025 Baseline position (mins:secs)		2042 Mitigated Position		% change 2025 to 2042	
		AM peak hour	PM peak hour	AM peak hour	PM peak hour	AM peak hour	PM peak hour
1	Moss Bank Way/ Crompton Way Eastbound	20:06	20:02	27	35	1%	2%
1	Crompton Way/ Moss Bank Way Westbound	18:31	18:00	7	35	0%	2%
2	A666 Northbound	12:13	13:20	13	117	1%	9%
2	A666 Southbound	15:57	13:14	32	57	2%	4%
3	A579 St Helens Road Northbound	12:42	14:00	177	155	14%	11%
3	A579 St Helen's Road Southbound	14:03	15:34	134	182	10%	12%
4	De Haviland Way/ Chorley New Road Eastbound	8:27	8:13	98	45	12%	5%
4	Chorley New Road/ De Haviland Way Westbound	6:56	9:02	28	33	4%	4%
5	A58/ A676 to A666/ A673 Eastbound	11:28	11:34	32	33	3%	3%
5	A666/ A673 to A58/ A676 Westbound	11:38	10:54	45	114	4%	10%
6	A673 Chorley New Road Eastbound	7:54	7:43	6	9	1%	1%
6	A673 Chorley New Road Westbound	6:38	7:57	15	8	2%	1%
8	Station Road/ Blackrod Bypass to Beehive Roundabout Eastbound	7:52	10:32	13	-1	2%	0%
8	Beehive Roundabout to Station Road/ Blackrod Bypass Westbound	8:13	13:09	36	-109	4%	-8%
9	Station Road/ Blackrod Bypass to St Helen's Road/ Manchester Road Eastbound	14:46	14:22	187	143	13%	10%
9	St Helen's Road/ Manchester Road to Station Road/	14:15	14:15	45	111	3%	8%

Route	Description	2025 Baseline position (mins:secs)		2042 Mitigated Position		% change 2025 to 2042	
		AM peak hour	PM peak hour	AM peak hour	PM peak hour	AM peak hour	PM peak hour
	Blackrod Bypass Westbound						
21	Wigan Road/ Seaman Way to Moor Lane/ Spa Road Eastbound	28:14	29:02	427	224	15%	8%
22	Moor Lane/ Spa Road to Wigan Road/ Seaman Way Westbound	25:46	25:24	251	168	10%	7%
23	Trinity Street Bridge to Bolton Road/ Colville Drive Eastbound	13:45	14:34	38	39	3%	3%
24	Bolton Road/ Colville Drive to Trinity Street Bridge Westbound	14:02	13:51	34	35	2%	3%
41	M61 Eastbound from J6	8:58	9:11	15	21	2%	2%
42	M61 Westbound to J6	9:17	9:21	26	24	3%	3%

Source: Bolton Local Plan Transport Model: Traffic Forecasting Report (AECOM, 2026, EVT02)

- 4.17 Table 4.3 gives the journey times with the Local Plan and the highway infrastructure it requires, principally the primary movement corridor and junction improvements at Health Innovation Bolton: a new road between Junction 4 of the M61 and Bradford Road, and improvements to existing junctions where transport assessments show severe adverse impacts.
- 4.18 Journey time increases are greater with the Plan than without it, because of the additional trips, and on most corridors the difference is small. The new roads reduce journey times where they relieve the existing network.
- 4.19 Table 4.4 gives the whole-network figures. In the 2025 AM peak hour an average journey takes 11.44 minutes, 9.12 minutes moving and 2.32 minutes queuing. Without the Plan in 2042 it takes 11.91 minutes with 2.72 minutes queuing; with the Plan it takes 12.21 minutes with 3.01 minutes queuing. The Plan adds 18 seconds of queuing to an average journey over the no-Plan position, and network speeds are 2.9% slower. The PM peak hour is similar.
- 4.20 With the Plan and the highway schemes it requires, AM peak journey times in 2042 are more than one minute or 5% above 2025 on six corridors (Table 4.3): Wigan Road eastbound to Moor Lane (route 21, 7 minutes 7 seconds, 15%), the same corridor westbound (route 22, 4 minutes 11 seconds, 10%), Station Road

and Blackrod Bypass to St Helen's Road eastbound (route 9, 3 minutes 7 seconds, 13%), St Helens Road northbound and southbound (route 3, 2 minutes 57 seconds and 2 minutes 14 seconds, 14% and 10%) and De Havilland Way eastbound (route 4, 1 minute 38 seconds, 12%). On each of them most of the increase occurs without the Plan (Table 4.2); the Plan adds between 43 seconds and 1 minute 55 seconds. In the PM peak the corridors above the threshold are routes 2 (A666 northbound), 3, 5 (A58 westbound), 9, 21 and 22. The other corridors, including the M61, are within one minute or 5% of 2025.

- 4.21 The schemes in the Table 4.3 run are the access and movement works the site allocation policies require: the primary movement corridors and junction works at Health Innovation Bolton and Lee Hall, the Burnden Way improvements and the Rivington Chase link road (Appendix 1, T01, T02, T07, T010, T011, T014 and T020). The Wigan to Bolton Growth Corridor (4.37) covers the Wigan Road corridor, routes 21 and 22.
- 4.22 Development above 80 dwellings or 500 square metres, and schools, healthcare facilities and larger retail, leisure and employment uses, must be accompanied by a Transport Assessment under Policy INF1, which identifies the mitigation for each application.

Table 4.4 **Whole Network Statistics**

Indicator	Base Year 2025	'Do Minimum'		Local Plan	
		2039	2042	2039	2042
AM PEAK HOUR	2025	2039	2042	2039	2042
Total number of trips (PCU ⁴)	96,360	102,898	104,148	107,500	109,406
Total time on the road (PCU/hrs)	18,375	20,276	20,674	21,635	22,272
Total distance travelled (PCU km)	725,189	782,189	793,158	815,259	830,486
Average Speed (kph)	39.5	38.6	38.4	37.7	37.3
Total Delays (PCU Hours)	3,730	4,538	4,716	5,184	5,490
Average trip length (minutes)	11.44	11.82	11.91	12.08	12.21

⁴ PCU = Passenger Car Unit – represents the highway space impact of a single passenger car unit on the road network

Indicator	Base Year 2025	'Do Minimum'		Local Plan	
Average trip time spent queuing (minutes)	2.32	2.65	2.72	2.89	3.01
PM PEAK HOUR					
Total number of trips (PCU)	94,997	101,084	102,231	105,588	107,373
Total time on the road (PCU/hrs)	18,466	19,931	20,259	21,444	22,140
Total distance travelled (PCU km)	743,907	799,305	809,430	836,267	851,300
Average Speed (kph)	40.3	40.1	40.0	39.0	38.5
Total Delays (PCU Hours)	3,622	4,097	4,225	4,864	5,246
Average trip length (minutes)	11.66	11.83	11.89	12.19	12.37
Average trip time spent queuing (minutes)	2.29	2.43	2.48	2.76	2.93

Assumptions in the forecasts

- 4.23 The forecasts assume no change in travel behaviour beyond the effect of the new roads and junctions. Transport for Greater Manchester's Local Transport Plan sets out measures to reduce car use and increase public transport and active travel, and the change is under way: walking increased by 23% and cycling by 58% between 2022 and 2024, and bus travel is growing. Transport for Greater Manchester's aim is for half of all trips to be made by active travel or public transport. To the extent that aim is met, car trip growth and congestion will be lower than forecast.
- 4.24 Public transport schemes without a committed budget and programme, including the extension of Metrolink to Bolton and Wigan, are excluded from the forecasts. The forecasts are therefore an upper bound on road traffic growth.

4.2 Strategic road network

Current position

- 4.25 The strategic road network in Bolton is the M61 and its three junctions in the borough. The M61 is one of the less congested motorways in Greater Manchester. There is regular peak-time congestion on the approach to Kearsley Interchange, where the M60, M61 and A666 meet, and significant delay on the M60 approach. The M61 carries traffic from Wigan and longer-distance flows, and Kearsley Interchange carries long-distance and local movements, so congestion there is the product of development across Greater Manchester and beyond as well as in Bolton. The A6 and other local roads become heavily congested when the M61 is closed.

Impact of growth (before mitigation)

- 4.26 The model forecasts travel time increases on the M61 of under one minute from background traffic growth (routes 41 and 42, Table 4.2). The model does not represent queuing at Kearsley Interchange, so the position there rests on the assessment of National Highways and Transport for Greater Manchester.

Mitigation

- 4.27 The Local Plan does not materially increase travel times on the M61 over the no-Plan position (routes 41 and 42, Table 4.3). No scheme is committed to add capacity on the M61 or M60. Congestion at Kearsley Interchange was recorded at the Places for Everyone examination, and a strategy for the interchange is being developed by National Highways, Transport for Greater Manchester and the adjoining boroughs, including Bolton, as part of the transport programme for the NorthFold Growth Corridor. The Plan's growth is accommodated within that position, and the strategy for the interchange is the response to the existing congestion.

4.3 Rail

Current position

- 4.28 Public transport information is from published timetables and station use data and from Transport for Greater Manchester. Active travel information is from the Council, including the WSP study of sustainable travel access to the strategic sites near the M61 (Bolton Local Plan Sites: Sustainable Transport Study, WSP, 2026, EVT03).
- 4.29 The borough has 11 rail stations. Bolton, the busiest, sees 3 million passengers a year and is served by seven trains an hour to central Manchester during the day, with direct services to destinations including Manchester Airport, Blackburn, Southport, Rochdale and Scotland. The other ten stations have typical daytime frequencies of one or two trains an hour in each direction. Use of rail is

increasing, with passenger numbers up 10% between 2023 and 2024, although the system can suffer from unreliability and capacity is constrained through central Manchester.

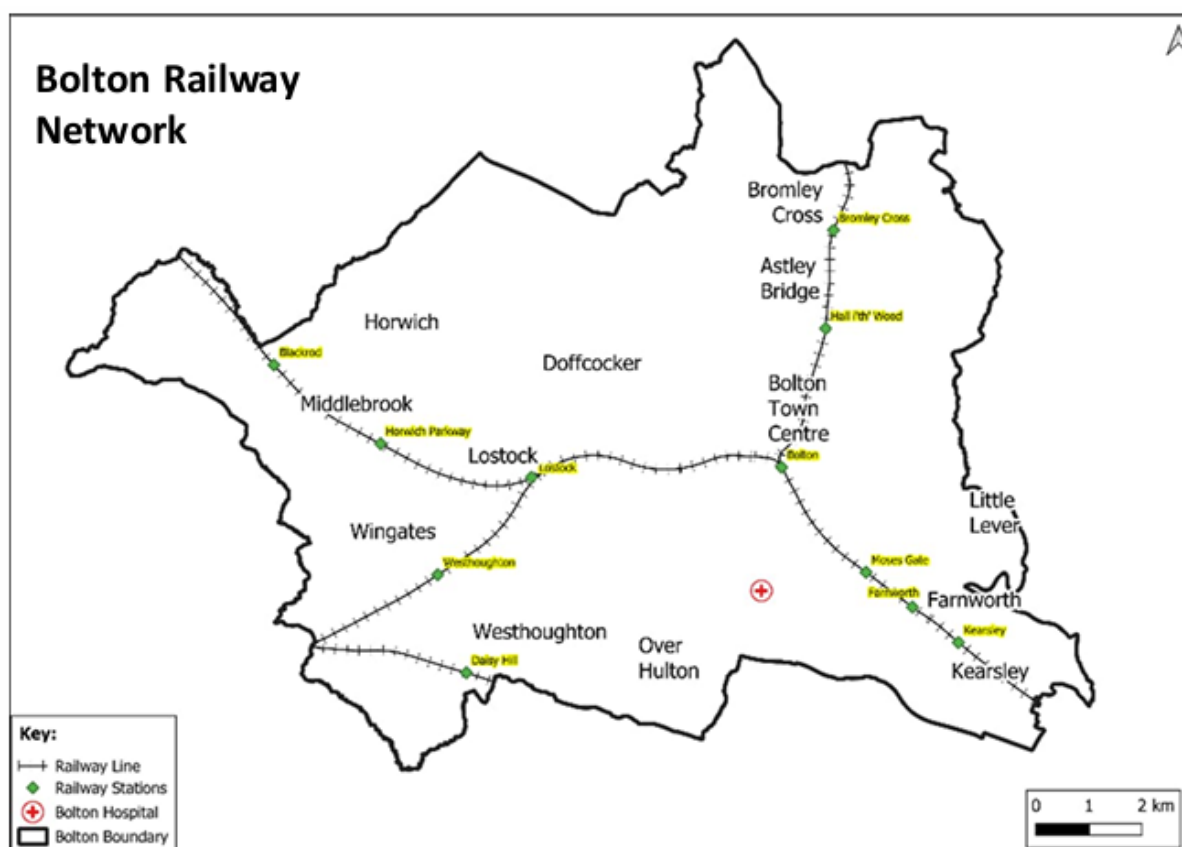


Figure 4.3 Rail lines and Stations

Source: Bolton Local Plan Transport Model: Traffic Forecasting Report (AECOM, 2026, EVT02).

Impact of growth (before mitigation)

- 4.30 Electrification and new rolling stock were delivered in 2025, following the construction of Bolton Interchange in 2020. The growth in the Plan adds to demand on services that are constrained through central Manchester, where some increase in crowding is expected.

Mitigation

- 4.31 Rail capacity and frequency can be increased, including reinstating the half-hourly service at Blackrod. Access for All schemes are being developed at Hall i'th'Wood, Westhoughton and Kearsley stations, and a longer-term aspiration to bring Metrolink to Bolton is being considered.

4.4 Bus

Current position

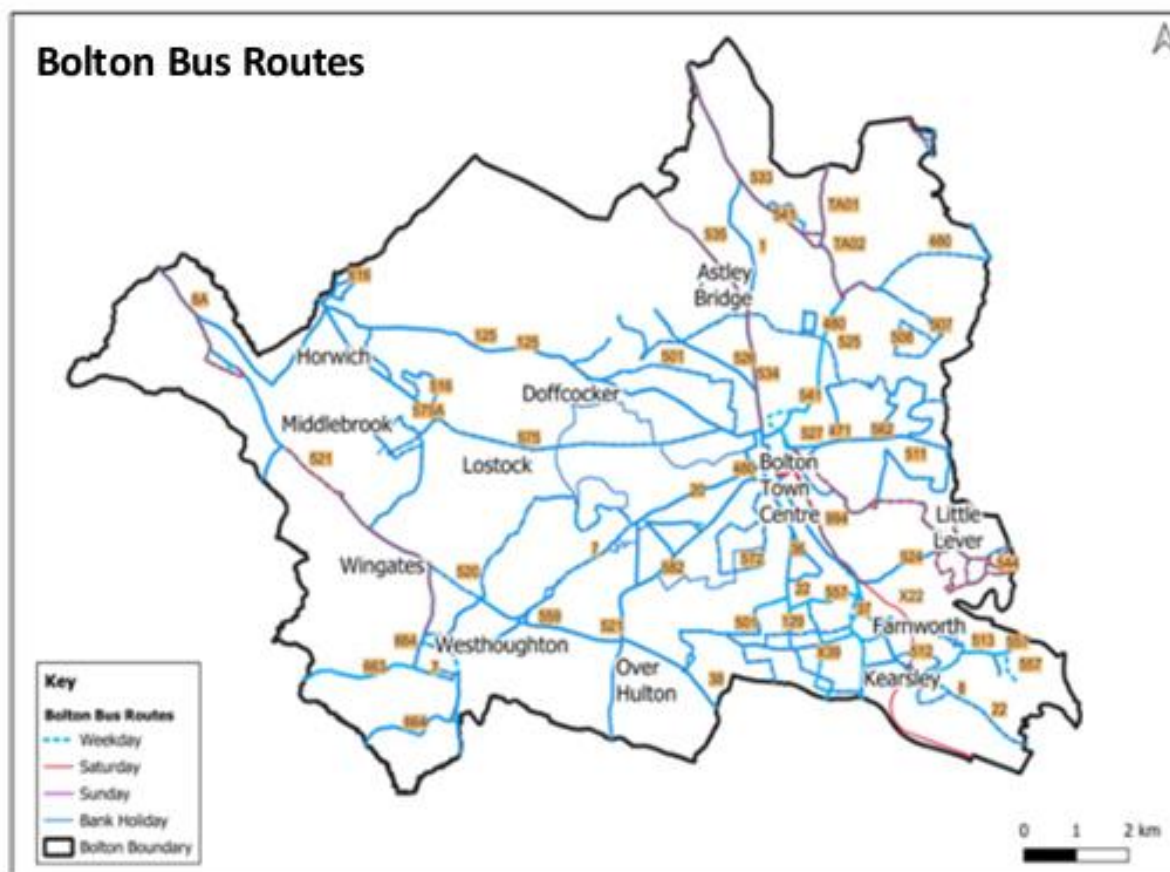


Figure 4.4 **Bolton Bus Routes**

Source: Bolton Local Plan Transport Model: Traffic Forecasting Report (AECOM, 2026, EVT02).

- 4.32 Bolton has a well-developed bus network and was part of the first tranche of the franchised Bee Network, with services beginning in September 2023. Bolton Interchange provides a hub adjacent to the rail station so passengers can change easily between bus and rail. Patronage grew by 14% between 2023 and 2025. Buses are not always insulated from congestion by bus lanes, so conditions on the road network affect punctuality, but significant capacity remains on the network and could be supplemented through increased frequency and new routes if required.⁵

Impact of growth (before mitigation)

⁵ Bus Network Delivery Report (2025)

- 4.33 There is capacity on the bus network to absorb the additional demand from the growth in the Plan. The Bolton to Wigan (A577 and A676) corridor scheme is under construction.

Mitigation

- 4.34 Bus services can be improved through frequency and bus priority.

4.5 Walking and cycling

Current position

- 4.35 All footways, roads and public rights of way form the active travel network, from unsurfaced bridleways to specialist cycle infrastructure. Increasing active travel is a policy priority for both the Council and Transport for Greater Manchester, and TfGM holds Active Travel England's highest rating for developing active travel infrastructure, with the Streets for All guide ensuring new infrastructure in Bolton is built to a consistently high standard. Demand is currently constrained by network quality and safety, particularly on routes between homes and schools, town centres and workplaces, and there is significant unused capacity on the network. A Local Cycling and Walking Infrastructure Plan will be finalised in 2027.

Impact of growth (before mitigation)

- 4.36 There is scope across Bolton to increase walking and cycling, and the footway and cycleway network has the capacity to accommodate it.

Mitigation

- 4.37 A programme of schemes is committed or being delivered, including active travel improvements in Bolton, Farnworth and Westhoughton town centres, the Bolton to Doffcocker and De Havilland Way to Middlebrook corridors, Astley Bridge and Crompton improvements, the Manchester Road scheme and the M61/Cleggs Lane cycle scheme. Large-scale development schemes in the Local Plan have been planned around improvements to sustainable travel networks and increasing rates of active travel is an important part of the transport strategy for the NorthFold Growth Corridor.

Strategic response

- 4.38 The Council's strategy is to accommodate the travel demand from growth while moving the network towards public transport, walking and cycling, in line with the Bolton Transport Strategy and Transport for Greater Manchester's aim for

half of all trips to be made by sustainable modes. Road capacity is managed and added where development requires it, with new highway infrastructure tied to the developments that need it.

- 4.39 The road network forecasts assume no change in travel behaviour. Delivery of the Local Transport Plan and of national transport and planning policy reduces car use, so congestion and delay are likely to be lower than forecast.
- 4.40 The largest increases in journey time with the Plan are in the south-west of the borough, on the Wigan Road, St Helens Road, Blackrod Bypass and De Havilland Way corridors around Westhoughton and Horwich and the M61 junctions (Table 4.3). The highway schemes in the Lee Hall planning application and those required at Health Innovation Bolton are in the Table 4.3 run; the primary movement corridors through Lee Hall and Health Innovation Bolton provide for pedestrians and cyclists and provide alternative highway capacity. More generally, schemes being developed by Bolton Council and TfGM, such as potential Metrolink extensions and greater provision for walking and cyclists, will help reduce queueing on the roads, such as those between Bolton and Wigan, where traffic growth is forecast to induce longer travel times.
- 4.41 The Wigan to Bolton Growth Corridor is the focus for highway, active travel and public transport schemes under Places for Everyone Policy JP-Strat8, which provides for new east-west road infrastructure between M6 Junction 26 at Orrell and M61 Junction 5 at Chequerbent. Wigan Council's Infrastructure Delivery Plan (August 2026) programmes the Wigan to Hindley link road for 2029 to 2031, with Major Road Network and Greater Manchester Good Growth funding, the South Hindley link road for 2028 to 2033 and the M58 link road for 2031 to 2033, and requires the West of Gibfield allocation to extend Gibfield Park Way northwards and safeguard a route to the Bolton boundary for connection to future road infrastructure in Bolton. The link road at Lee Hall is the infrastructure on the Bolton side: Policy BSA04 requires a link road from Manchester Road connecting to Junction 5 of the M61 via the A58 and forming part of a wider planned link to the M6. These schemes are expected to mitigate the forecast increases in travel times, which are small on most corridors.
- 4.42 The GM Transport Strategy 2050 consultation draft identifies the NorthFold growth location in Wigan and Bolton as requiring east-west transport infrastructure across the two boroughs. It names new roads and streets, strategic bus and rail services and a strategic cycle route as investment priorities to unlock development, with tram-train services on the Atherton line a longer-term possibility (paragraphs 4.27 to 4.29). Its delivery programme includes Access for All improvements at Daisy Hill station and Bee Network management of Horwich Parkway.

Local Plan response

- 4.43 Site selection considered the accessibility and connectivity of sites, including links to rail stations, and their congestion effects, and gave these significant weight in the multi-criteria analysis. The sites selected are those with the best

sustainable transport links and the greatest potential for trips by public transport and active travel.

- 4.44 Policy INF1 Transport and Active Travel requires development to mitigate its transport impacts, through Section 106 contributions sized to the impact of the scheme and works under section 278 of the Highways Act 1980. The site allocation policies set site-specific transport requirements, including the new road between Junction 4 of the M61 and Bradford Road at Health Innovation Bolton. The primary movement corridor at Lee Hall is part of the planning application for that site and contributes to active travel and to congestion relief in the south-west of Bolton, as does the new road at Rivington Chase. The Bolton Local Plan Sites: Sustainable Transport Study (WSP, 2026, EVT03) examines active travel and public transport connectivity for the strategic sites adjoining the M61 and how they can be developed to support the Greater Manchester and Bolton transport strategies.
- 4.45 Policy INF1 and the parking standards in Policy INF2 provide the conditions for active and sustainable travel to grow in line with the targets in Transport for Greater Manchester's Local Transport Plan.

Corporate and partner projects beyond the Local Plan

- 4.46 The Bolton Transport Strategy sets the Council's priorities across all modes: maintaining roads, footways and cycleways well; using technology to manage congestion; road safety improvements; highway improvements to support growth; better rail frequency, reliability and station access, including Access for All and the aspiration for a direct early and late London service; working with TfGM on bus network reviews, waiting facilities, travel hubs and quality bus corridors to Wigan, Bury and Rochdale; and a borough-wide network of safe walking, cycling and wheeling routes, school streets, cycle parking and community bike schemes. Transport for Greater Manchester's Local Transport Plan continues the development of the Bee Network, and National Highways, TfGM and the adjacent boroughs are working on a strategy for Kearsley Interchange.
- 4.47 Wigan Council's Infrastructure Delivery Plan (August 2026) programmes the Wigan to Hindley, South Hindley and M58 link roads between 2028 and 2033 as the Wigan end of the corridor's east-west route. Further transport investment in the corridor could include large-scale interventions such as development of the existing rail lines and extensions to the Metrolink tram network.

Funding and delivery

- 4.48 Transport infrastructure is funded through a combination of Council and Transport for Greater Manchester programmes, national funding streams and developer contributions. Where development generates a need for mitigation, contributions are secured through Section 106 under Policy DEL1 and works under section 278, as summarised in the infrastructure schedule (Appendix 1).

05 Learning

5.1 This chapter covers education: early years, primary, secondary, SEND and post-16 provision.

Overview

5.2 There are:

- 98 primary schools, including 64 Bolton primary schools with early years provision and 2 SEND schools.
- 20 secondary schools,
- 7 SEND settings, and
- 7 post-16 (6th Form) providers.
- 190 registered Early Years providers (75 nursery, 115 childminder)
- 2 Maintained Nursery schools

School Planning Areas

5.3 The demand in this section is reported against five geographic areas: West Bolton, South Bolton, North East Bolton, South East Bolton, North and Central Bolton as shown in Figure 5.1. The map below is provided for geographical reference.

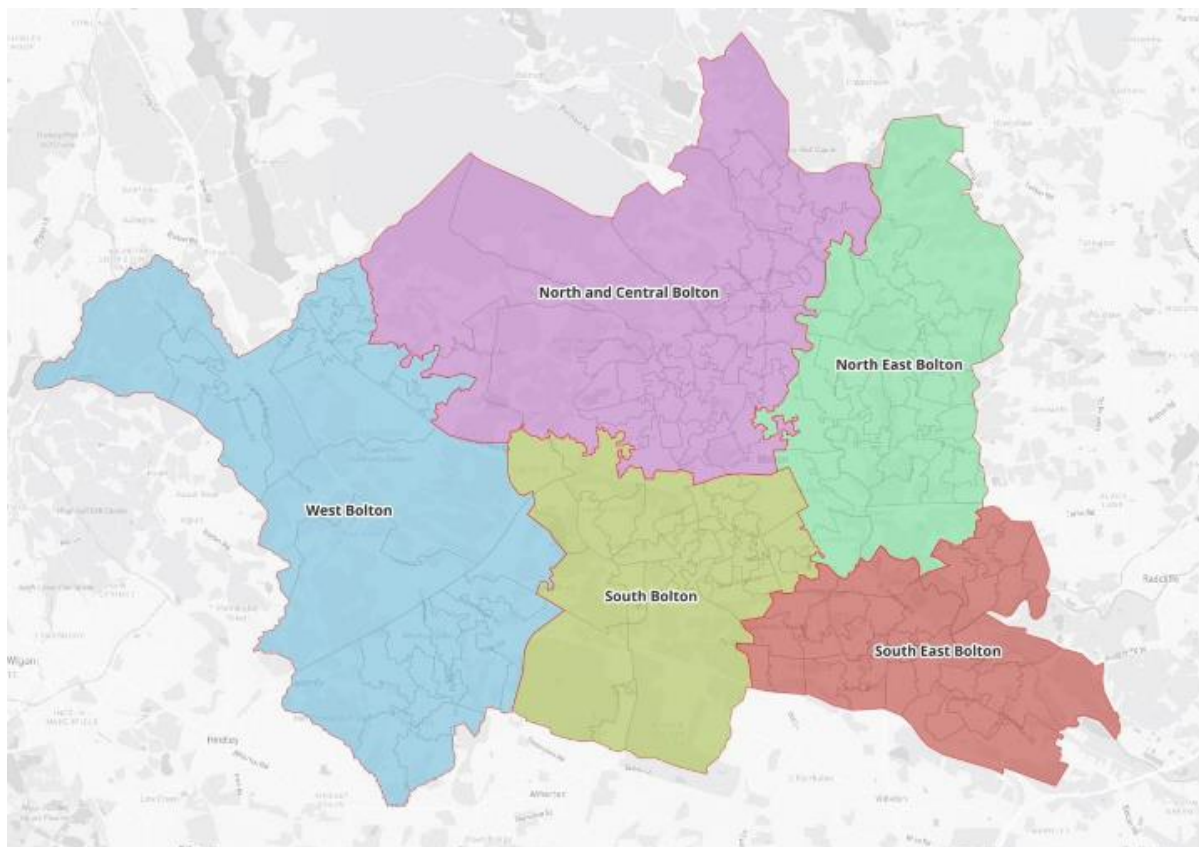


Figure 5.1 LDP Bolton School Planning Areas

Source: Bolton Council (2026) education and healthcare demand modelling prepared for this strategy.

Main drivers of change

- 5.4 Education infrastructure demand is driven by a combination of demographic change, migration, population growth, changing patterns of educational need, and the condition and capacity of the existing education estate. Demand for school places remains unevenly distributed, with some catchments experiencing significant pressure due to housing growth, population movement and the concentration of family housing.

Demand Created by Housing Growth

- 5.5 Primary school accounts for the largest number of places at 3,865 over the plan period, followed by secondary at 2,837. Early years, special needs and post-16 account for 718, 172 and 142 places respectively. In each phase the profile of demand follows housing delivery, with a peak in 2026–2027, a reduction in 2028–2030 and a second period of higher demand from 2032 to 2036. School place demand peaks early, in 2026 and 2027, and rises again from 2032 to 2036.

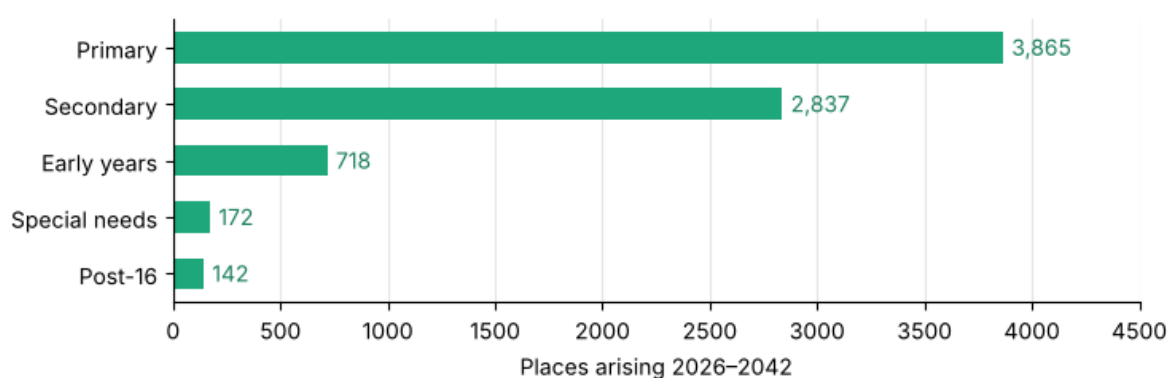


Figure 5.2 Places arising from new housing by education phase, 2026 to 2042

Table 5.1 Demand Created by Housing Growth

Phase	Places arising 2026–42	Housing-led population 2026	Change to 2042
Early years	718	11,385	+951
Primary	3,865	29,227	–905
Secondary	2,837	22,406	–2,412
Post-16	142	16,839	–1,634
Special needs	172	—	—
All phases	7,733	—	—

Source: Bolton Council (2026) education and healthcare demand modelling prepared for this strategy.

Housing growth against demographic change

- 5.6 The housing-led population combines the existing population with the additional population attributable to new housing. Early years is the only phase to increase over the plan period, by 951 children. Primary reduces by 905, secondary by 2,412 and post-16 by 1,634. New housing reduces the scale of these decreases. At primary the population reaches its lowest point in 2033 and then rises; at secondary and post-16 the lowest point falls in 2042. Demand from new housing therefore arises against a reducing demographic baseline rather than a rising one.

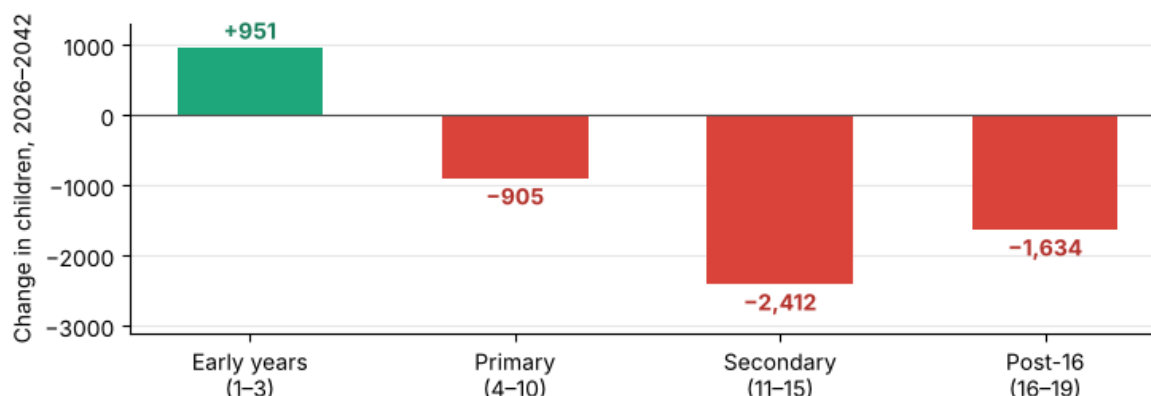


Figure 5.3 Housing growth against demographic change

Source: Bolton Council (2026) education and healthcare demand modelling prepared for this strategy.

Methodology & Assumptions

- 5.7 A large sum of the baseline data for education was provided by the Bolton Education Department and informed by their submission to School Capacity (SCAP) survey 2025. Details of their SCAP submission can be found on the Department for Education website⁶. To generate SCAP, local authorities generally forecast alongside population growth, local demographic and housing data as well as need for SEND⁷. The forecasting for the local plan is over a longer period (until 2042) than what is captured within the SCAP, therefore, to assess the longer-term impact of planned growth, the Council commissioned demand modelling to understand the education implications of the Local Plan housing trajectory. The modelling combines nationally recognised pupil yield factors published by the Department for Education with Bolton's housing trajectory, Office for National Statistics (ONS) population projections and local demographic assumptions to forecast demand for early years, primary, secondary and SEND provision across the borough.
- 5.8 The demand modelling utilises:

⁶ Department for Education, Local Authority School Places Scorecards, available at: DfE Local Authority School Places Scorecards (accessed 12 August 2026).

⁷ Department for Education (DfE) (2026) School capacity survey: guide for local authorities, GOV.UK. Available at: School capacity survey: guide for local authorities (accessed 12 August 2026).

- Department for Education pupil yield factors (August 2023)⁸, which estimate the number of early years, primary, secondary and SEND pupils generated by different housing types, tenures and bedroom sizes;
- Bolton Council's Local Plan housing trajectory, including assumptions on dwelling mix, tenure and delivery phasing for each allocation;
- Office for National Statistics (ONS) sub-national population projections⁹, aligned to education age groups; and
- A housing-led population forecast, which combines planned housing growth with demographic change, including births, deaths and migration, to assess future demand across the plan period.

5.9 This methodology enables the Council to distinguish between demand arising from planned housing growth and wider demographic trends, providing a robust evidence base for assessing future education infrastructure requirements and informing the Infrastructure and Affordable Housing Delivery Strategy.

5.10 The pupil yield factors applied in the modelling are the Department for Education factors of August 2023, published by education phase and by tenure, house or flat and bedroom count, 16 factors for each phase. Table 5.2 sets out the full set, as applied in the School Place Planning report, version 2 (Coplug, October 2026).

5.11 The demand figures in this chapter are from the second version of the School Place Planning report (Coplug, October 2026), which uses the Council's October 2026 housing trajectory of 14,462 homes; 1,197 of which have been completed to date. That trajectory accounts for potential housing delivery at Hulton Park in the event of the Ryder Cup and differs marginally in the phasing and mix of Health Innovation Bolton, Lee Hall and Middlebrook. This strategy uses the Plan's trajectory, and the education figures will be revised to it when the trajectory is finalised with the Plan.

5.2 Pupil yield factors applied in the demand modelling (places per dwelling)

Tenure	Type	Bedrooms	Early years	Primary	Secondary	Post-16	Special needs
Market	Flat	1	0.0029	0.0074	0.0015	0.0000	0.0000
Market	Flat	2	0.0300	0.0530	0.0088	0.0044	0.0013
Market	Flat	3	0.0403	0.0829	0.0210	0.0097	0.0079
Market	Flat	4	0.0403	0.0829	0.0669	0.0288	0.0079
Market	House	1	0.0029	0.0074	0.0015	0.0000	0.0000
Market	House	2	0.0533	0.2400	0.0622	0.0044	0.0013
Market	House	3	0.0716	0.3752	0.1478	0.0097	0.0079
Market	House	4	0.0385	0.3654	0.4712	0.0288	0.0079

⁸ Department for Education (DfE) (2023) Estimating Pupil Yield from Housing Development. Available at: Estimating Pupil Yield from Housing Development.

⁹ Office for National Statistics (ONS) (2025) Subnational population projections for England: 2022-based. Available at: ONS Subnational Population Projections for England: 2022-based.

Tenure	Type	Bedrooms	Early years	Primary	Secondary	Post-16	Special needs
Affordable	Flat	1	0.0250	0.0125	0.0000	0.0000	0.0010
Affordable	Flat	2	0.0058	0.0526	0.0351	0.0082	0.0241
Affordable	Flat	3	0.0058	0.0666	0.1032	0.0158	0.0526
Affordable	Flat	4	0.0058	0.0666	0.1032	0.0158	0.0526
Affordable	House	1	0.0250	0.0125	0.0000	0.0000	0.0010
Affordable	House	2	0.1721	0.5820	0.2336	0.0082	0.0241
Affordable	House	3	0.1132	0.7368	0.6868	0.0158	0.0526
Affordable	House	4	0.1132	0.7368	0.6868	0.0158	0.0526

Source: Department for Education, Estimating pupil yield from housing development (August 2023), as applied in Bolton Council, School Place Planning report, version 2 (Coplug, October 2026).

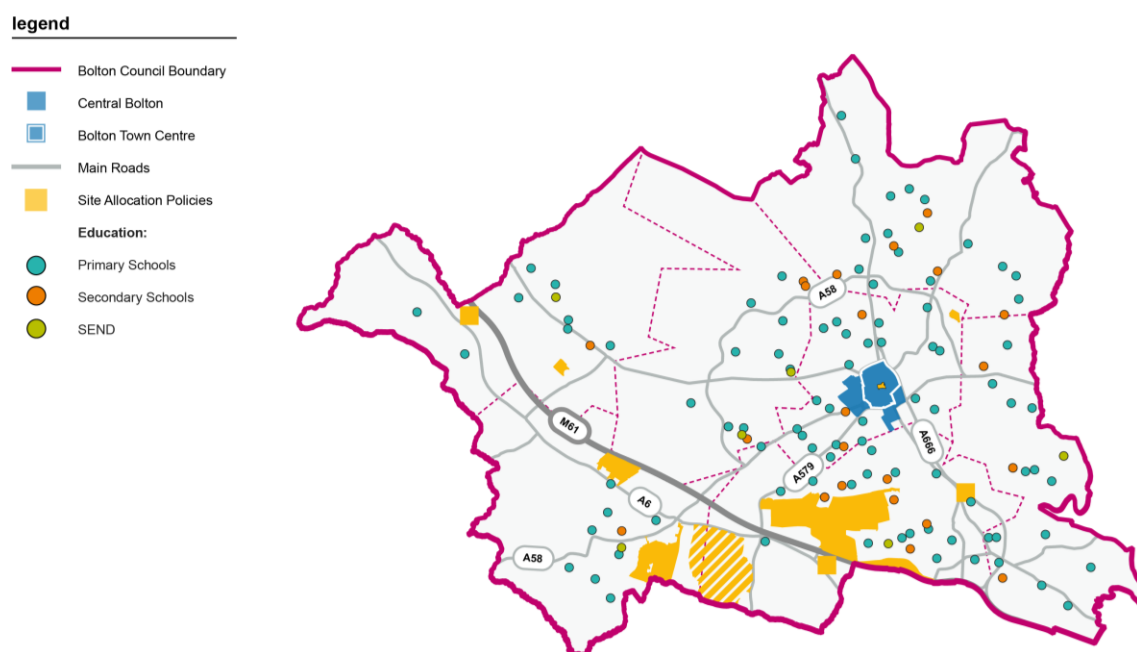


Figure 5.4 School locations (primary, secondary and SEND), with the growth areas overlaid

Source: Bolton Council (2026)

5.1 Early years

Current position

- 5.12 The availability of early years provision varies across the borough, with some areas demonstrating sufficient capacity while others experience tighter market conditions and limited flexibility. Existing evidence indicates that surplus childcare places are unevenly distributed, particularly in relation to funded childcare entitlements and the availability of 30-hour places. As a result, while capacity is broadly adequate at the borough level, localised shortages remain in some areas¹⁰.

Impact of growth (before mitigation)

- 5.13 Existing variation in early years capacity across the borough means that some areas have limited flexibility to accommodate additional demand.¹¹ As a result, planned housing growth, population movement and changes to childcare policy are expected to place increasing pressure on providers where spare capacity is already constrained. Even where capacity exists at a borough-wide level, local accessibility issues may still arise due to the uneven geographic distribution of places, provider operating models and parental preferences.
- 5.14 Based on planned housing growth alone, within the plan period, demand peaks at 72 to 81 places per year in 2026-2027, reduces to 24 to 29 places per year through 2028-2030, then returns to 56 to 60 places per year during the period of higher delivery from 2032 to 2036. Cumulatively, across 2026-2042, this totals 718 early years places. However, this demand is expected to be experienced unevenly across the borough, with the greatest pressures arising in areas where existing capacity is already limited.¹²

¹⁰ Bolton Council (2025) Bolton Schools Capacity Survey: Local Authority Commentary 2025.

¹¹ Bolton Council (2025) Bolton Schools Capacity Survey: Local Authority Commentary 2025.

¹² Bolton Council (2026) education and healthcare demand modelling prepared for this strategy.

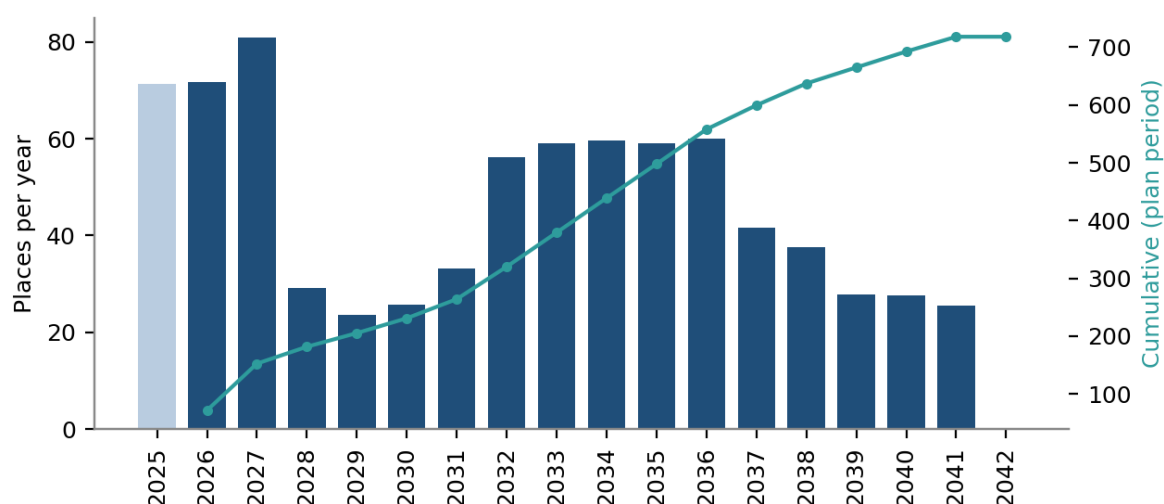


Figure 5.5 Early-years places arising each year from new housing (bars) and cumulative total

Source: Bolton Council (2026) education and healthcare demand modelling prepared for this strategy.

Mitigation

5.15 When looking at the above data in five-year bands, demand is 231 places in 2026–2030 and 267 in 2031–2035, reducing to 195 places in 2036–2040 and 26 in the final two years. Expressed as an annual rate, this is 46 to 53 places per year to 2035, reducing to 39 and then 13.

Table 5.3 Early-years places arising in each five-year band and per year

Period	EY places arising	Places per year
2025 base	71	71
2026–2030	231	46
2031–2035	267	53
2036–2040	195	39
2041–2042	26	13
Plan period total	718	42

Source: Bolton Council (2026) education and healthcare demand modelling prepared for this strategy.

5.16 Additional early years capacity is being delivered through the expansion of Lilliputs Nursery, Westhoughton, Eagley Infant School, Heathfield Primary

School, Bright Futures and The Valley, with all schemes expected to be completed by the end of 2026. These projects will provide additional capacity in areas of demand and improve the resilience of the borough's early years offer.

- 5.17 However, given the forecast increase in demand and the uneven distribution of childcare places, continued monitoring of occupancy levels, provider capacity and housing delivery will be required to identify where further intervention or investment may be necessary.

5.2 Primary

Current position

- 5.18 Mirroring the national trend, Bolton continues to experience declining birth rates, which are driving a sustained reduction in demand for reception places across the borough. The latest forecasts indicate that this trend has strengthened over the past 12 months, with borough-wide reception demand expected to remain significantly below current Published Admission Numbers (PAN) throughout next few years. While the overall trajectory is one of declining demand, the impact is not uniform across the borough and continues to vary considerably between planning areas.
- 5.19 The school capacity return for 2025/26 shows the 96 primary schools reporting with a net capacity of 28,590 places and 26,897 pupils, a utilisation of 94% and headroom of 1,693 places.
- 5.20 The graph below illustrates the latest (May 2026 Census) primary projected intakes for the borough (dotted line) against available capacity (solid line), which indicates the forecast fall in demand. The plateau 2026/27 to 2027/28 most likely reflects housing growth.

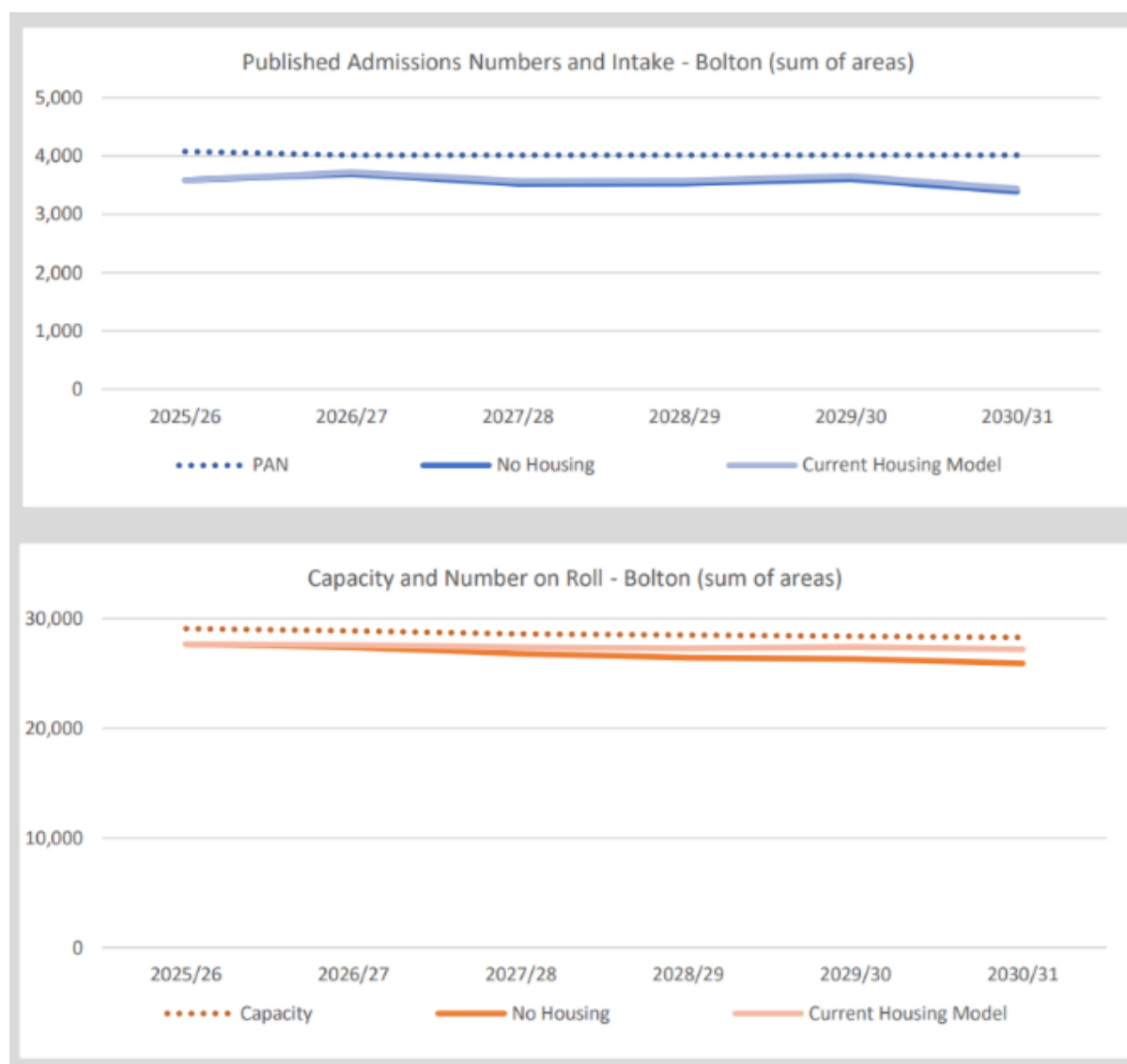


Figure 5.6 Primary School Intake Vs. School Capacity

Source: Bolton Council (2026) Bolton Schools Capacity Survey: Local Authority Commentary 2026.

- 5.21 Looking deeper, unlike the early years band, a sustained decline is shown across the plan period: from 28,783 in 2026 it reduces to 26,152 in 2036 before increasing to 26,513 by 2042, a net reduction of 2,270 children.

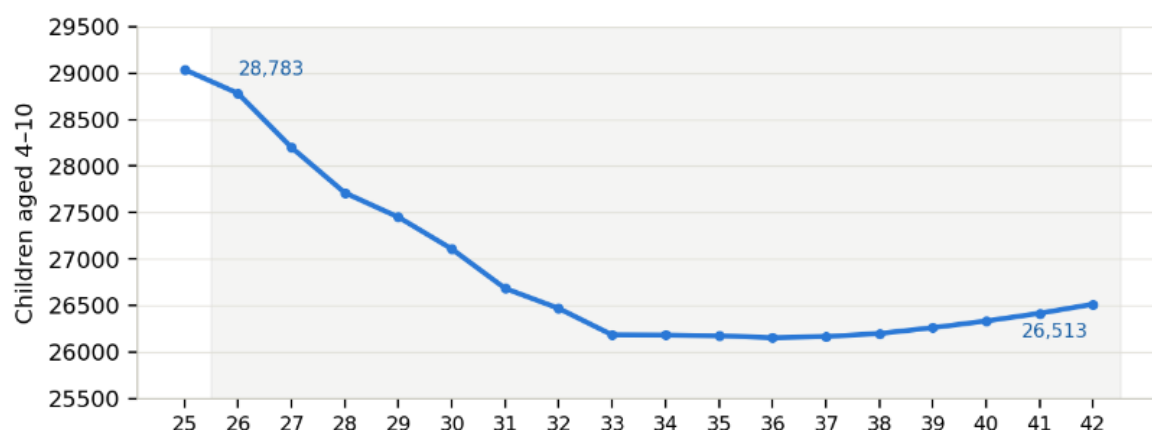


Figure 5.7 ONS projected population aged 4–10, Bolton, 2025–2042 (existing community, excludes new housing)

Source: Bolton Council (2026) education and healthcare demand modelling prepared for this strategy.

- 5.22 The most significant reductions continue to be evident within the peripheral planning areas around the borough boundaries where communities typically experience lower levels of residential mobility and where historic birth trends more directly influence school intakes. In these locations, cohorts currently progressing through Key Stage 2 and secondary education are not being replaced by equivalent numbers entering reception, resulting in increasing levels of surplus capacity.
- 5.23 Migration patterns, changing household composition and in-year pupil movements continue to influence demand for primary school places in ways that are not always reflected in headline population projections. While more children continue to move into the borough than leave, this trend is slowing across the primary age range. Pressure from in-year admissions remains greatest in central parts of the borough, particularly within the Deane and Daubhill and Halliwell and Heaton planning areas¹³.
- 5.24 Demand is also being influenced by the increasing prevalence and complexity of Special Educational Needs and Disabilities (SEND). As mainstream schools accommodate greater levels of specialist support, the operational capacity of some schools is reduced through the provision of intervention spaces and specialist facilities.

Impact of growth (before mitigation)

- 5.25 Housing growth is expected to generate a short-term increase in school place demand, peaking during 2026–2027 before reducing and then rising again

¹³ Bolton Council (2025) Bolton Schools Capacity Survey: Local Authority Commentary 2025.

between 2032 and 2036. However, when considering housing-generated demand alongside ONS sub-national population projections, the number of primary-aged children is forecast to decline from approximately 29,227 in 2026 to 28,321 by 2042, a net decrease of 905 children. The decline bottoms out in 2033 before recovering through the 2030s as the major allocations deliver. Housing growth reduces the scale of the decrease, and the population rises after 2033 but does not return to its 2026 level within the plan period.

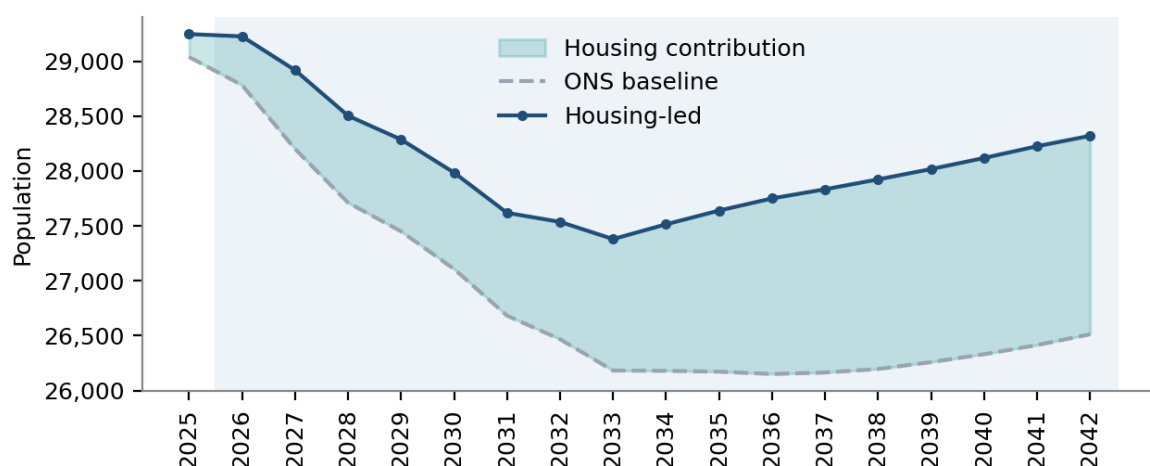


Figure 5.8 Housing-led population aged 4–10, incorporating net migration, births and deaths from new housing.

Source: Bolton Council (2026) education and healthcare demand modelling prepared for this strategy.

- 5.26 Notwithstanding this, when taking into account the yield per dwelling and with housing mix, the five largest growth sites together generate 1,824 of the 4,281 primary places arising across all years, from 5,915 of the 14,462 dwellings. Developments such as BSA02 Health Innovation Bolton and BSA04 Lee Hall are creating their own localised demand significant enough to require additional school provision, and West Bolton accounts for 1,872 of the 3,865 places arising across the plan period, more than the next two areas (South and North East Bolton) combined.

Table 5.4 Primary places generated by each of the five largest sites over the whole period

Site	Units	Primary places	Places per 100 dwellings
Health Innovation Bolton	1,895	571	30.1
Lee Hall	1,450	540	37.2
Bolton Town Centre Area	1,000	137	13.7
Middlebrook	1,000	372	37.2
Ditchers Farm	570	204	35.7
Top five total	5,915	1,824	30.8

Source: Bolton Council (2026) education and healthcare demand modelling prepared for this strategy.

Mitigation

- 5.27 The Council will continue to monitor pupil forecasts and in-year admissions to identify emerging localised capacity pressures especially in the short term. Five primary schools - St Andrew's CofE (Over Hulton), St Bernard's RC Primary School, St James (Daisy Hill) CE School, SS Simon and Jude CE Primary School and Thomasson Primary School¹⁴, together with other eligible schools - are benefiting from investment through the Department for Education's School Rebuilding Programme, improving the condition and resilience of the existing education estate.
- 5.28 In terms of capacity as noted above, the number of primary-aged children is forecast to decline from approximately 29,227 in 2026 to 28,321 by 2042, however larger developments such as BSA02 Health Innovation Bolton and BSA04 Lee Hall are creating their own localised demand significant enough to require additional school provision. Therefore, as part of the proposed Section106 provision each development will deliver its own primary school. Local authorities are required by section 6 of the Childcare Act 2006 to ensure there are enough childcare places within their locality for working parents or for parents who are studying or training for employment, of children aged 0 to 14 (or

¹⁴ Department for Education (DfE) (2026) School Rebuilding Programme: List of Selected Schools – February 2026. Available at: https://assets.publishing.service.gov.uk/media/6989ab466da2dee8230a9b99/School_rebuilding_programme_list_of_selected_schools_February_2026.xlsx (accessed 13 August 2026)

up to 18 for disabled children). All primary school expansions are to be supported by before and after school and holiday provision.

5.3 Secondary

Current position

- 5.29 The Borough has experienced sustained pressure on secondary school places in recent years as larger primary age cohorts have progressed into Years 7 to 11. While recent birth rate stabilisation and decline may begin to moderate future demand growth over the longer term, the impact of previous demographic increases continues to move through the system and is expected to place continued pressure on secondary provision over the short to medium term¹⁵.

¹⁵ Bolton Council (2026) Bolton Schools Capacity Survey: Local Authority Commentary 2026.

- 5.30 The 20 secondary schools have a net capacity of 24,353 places, including sixth forms, and 20,823 pupils, a utilisation of 86% and headroom of 3,530 places.

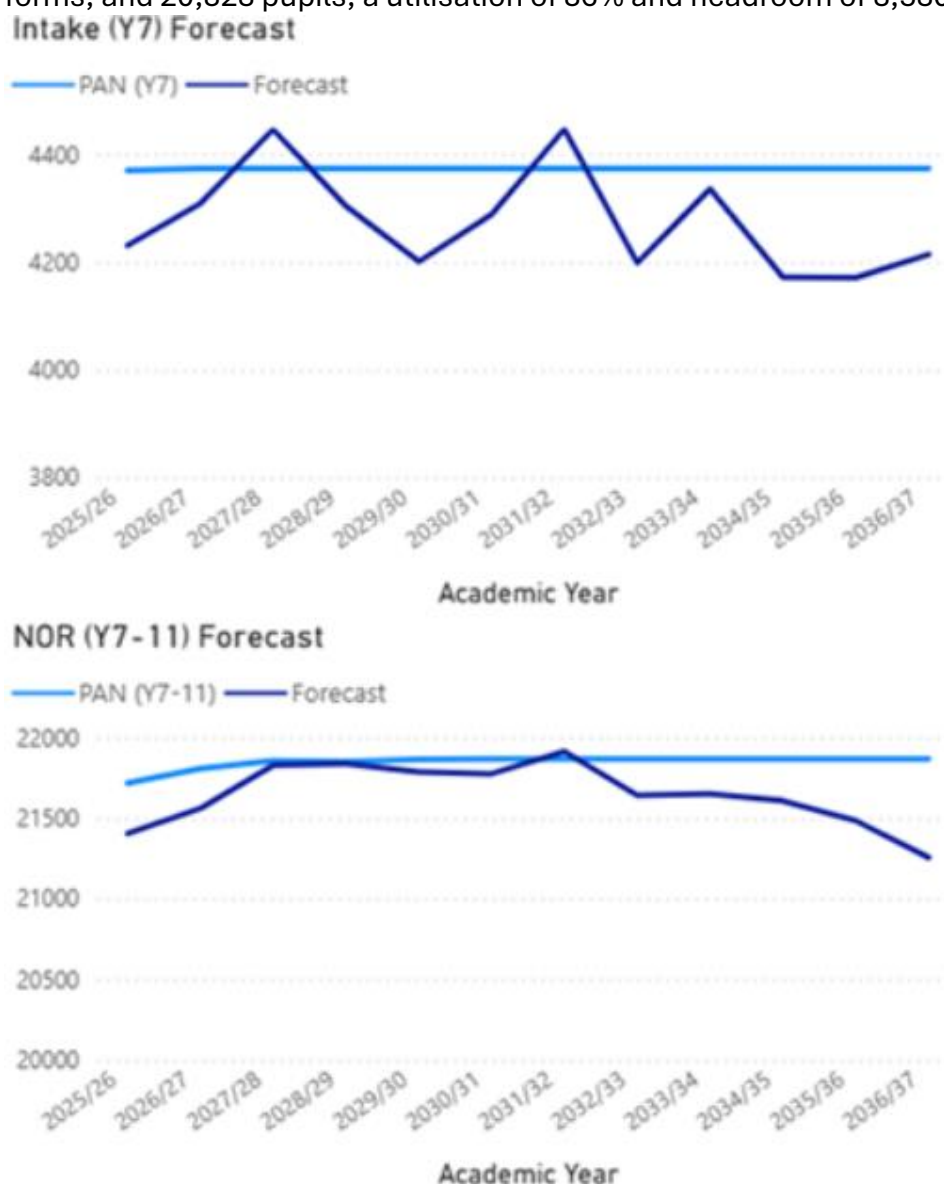


Figure 5.9 Secondary Projections – Borough Level (2% growth model to allow for in-year movement)

Source: Bolton Council (2026) Bolton Schools Capacity Survey: Local Authority Commentary 2026.

- 5.31 During the past year, the Council has continued to work proactively with secondary schools, academy trusts and the Department for Education to increase capacity where this can be achieved sustainably. The permanent expansion projects at Ladybridge High School and Little Lever School have progressed and are now reflected within the borough's capacity, improving resilience within the secondary estate and reducing the immediate forecast pressure for additional Year 7 places. These schemes represent a significant contribution towards addressing previously identified need and have

strengthened the Council’s ability to accommodate forecast demand in the short to medium term.¹⁶

- 5.32 Alongside demographic pressures, the increasing prevalence of Special Educational Needs and Disabilities (SEND) is affecting the effective operational capacity of mainstream secondary schools¹⁷. The need for additional support spaces, specialist provision and inclusive learning environments reduces flexibility within parts of the estate and places additional pressure on schools already operating at or close to capacity, this is discussed further in the next section.

Impact of growth (before mitigation)

- 5.33 Current forecasts indicate that demand for secondary school places is expected to remain under significant pressure over the short-medium term as larger pupil cohorts continue to progress through the education system¹⁸. Many schools continue to operate at or close to their physical capacity, limiting the ability to respond to unexpected increases in demand, in-year admissions or future housing growth without further investment.
- 5.34 When looking at the ONS sub-national projection for children aged 11–15, which reflects natural change and migration in the existing community and excludes the additional housing in the trajectory we can see that the data suggests a drop in population within the secondary age group, from 22,074 in 2026 it falls to 18,683 by 2042, a net fall of 3,391 children, with the lowest point at the end of the plan period rather than partway through.

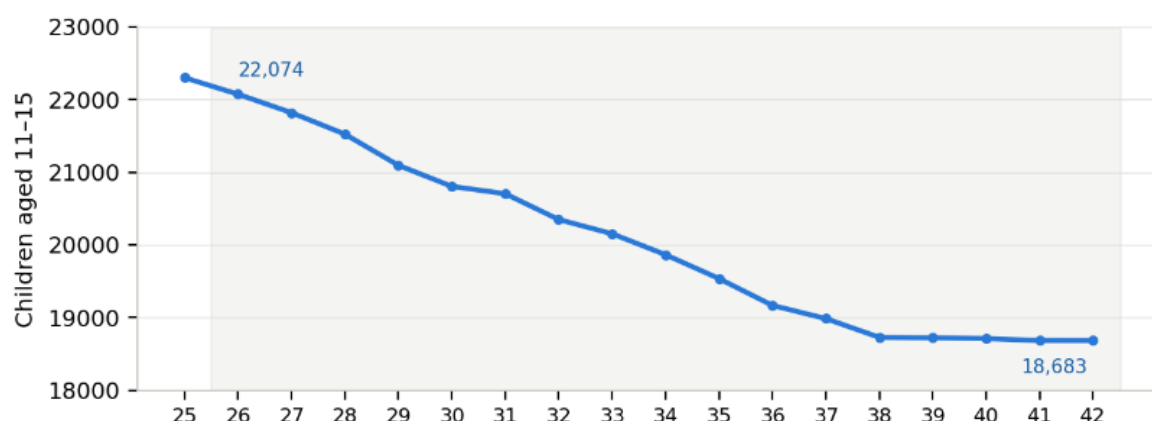


Figure 5.10 ONS projected population aged 11–15, Bolton, 2025–2042 (existing community, excludes new housing)

¹⁶ Bolton Council (2026) Bolton Schools Capacity Survey: Local Authority Commentary 2026.

¹⁷ House of Commons Committee of Public Accounts (2025) Support for Children and Young People with Special Educational Needs. Available at: <https://committees.parliament.uk/publications/49536/documents/265373/default/> (accessed 13 August 2026)

¹⁸ Bolton Council (2025) Bolton Schools Capacity Survey: Local Authority Commentary 2025.

Source: Bolton Council (2026) education and healthcare demand modelling prepared for this strategy.

- 5.35 This is important because when forecasting based on housing growth as well as the existing population a downward trend is highlighted, from 22,406 children in 2026 to 19,994 by 2042, a net decrease of 2,412 children. The housing contribution increases across the plan period and offsets approximately three tenths of the demographic reduction. Unlike primary, the population does not increase before the end of the plan period, and the lowest point falls in 2042. New housing does not address the reduction within the plan period at this phase.

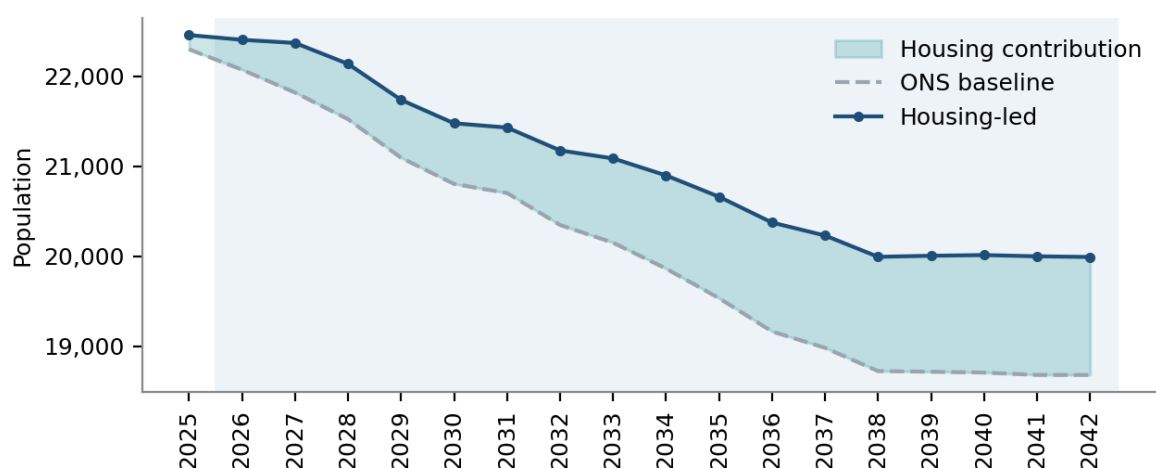


Figure 5.11 Housing-led population aged 11–15, incorporating net migration, births and deaths from new housing

Source: Bolton Council (2026) education and healthcare demand modelling prepared for this strategy.

- 5.36 Focusing on housing growth alone, within the plan period, demand peaks early at 319 to 352 places per year in 2026–2027, reduces to 87 to 112 places per year through 2028–2030, then returns to 211 to 228 places per year during 2032–2036. Cumulatively, across 2026–2042, this totals 2,837 secondary places. The 2025 completion, shown in a lighter shade in Figure 5.12, came before this study and is excluded from the plan-period cumulative.

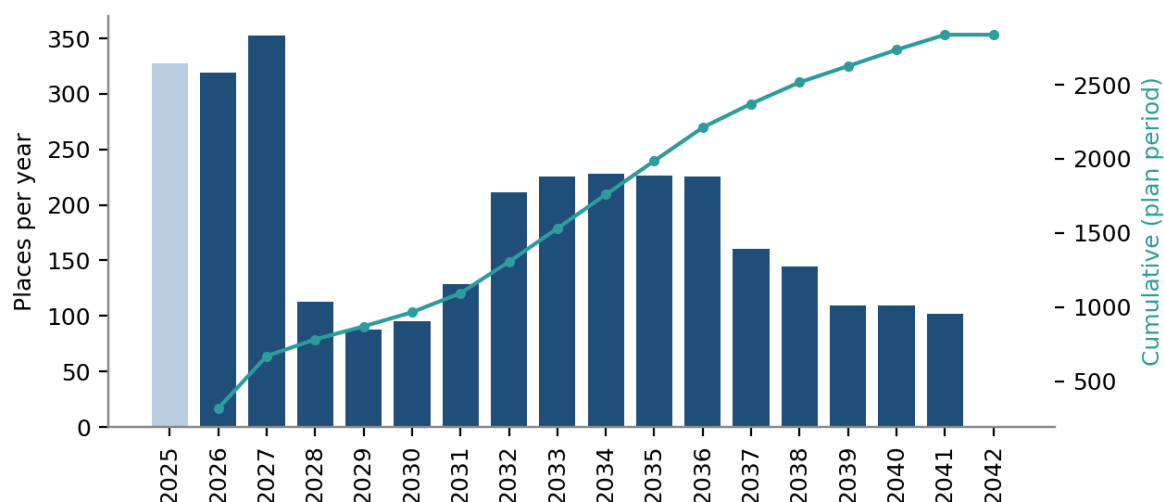


Figure 5.12 Secondary places arising each year from new housing (bars) and cumulative total (line)

Source: Bolton Council (2026) education and healthcare demand modelling prepared for this strategy.

5.37 This borough-wide position nevertheless masks local variation. The table below shows total secondary places arising in each five-year band, and the cumulative total by the end of the plan period. The chart that follows expresses the same figures as places per year, so the two-year final band is directly comparable with the five-year bands.

School planning area	2026–30	2031–35	2036–40	2041–42	Total by 2042
West Bolton	491	545	334	22	1,391
South Bolton	117	293	213	43	666
North East Bolton	135	27	101	20	283
South East Bolton	154	71	44	7	276
North and Central Bolton	71	84	57	10	221
Borough	967	1,020	749	102	2,837

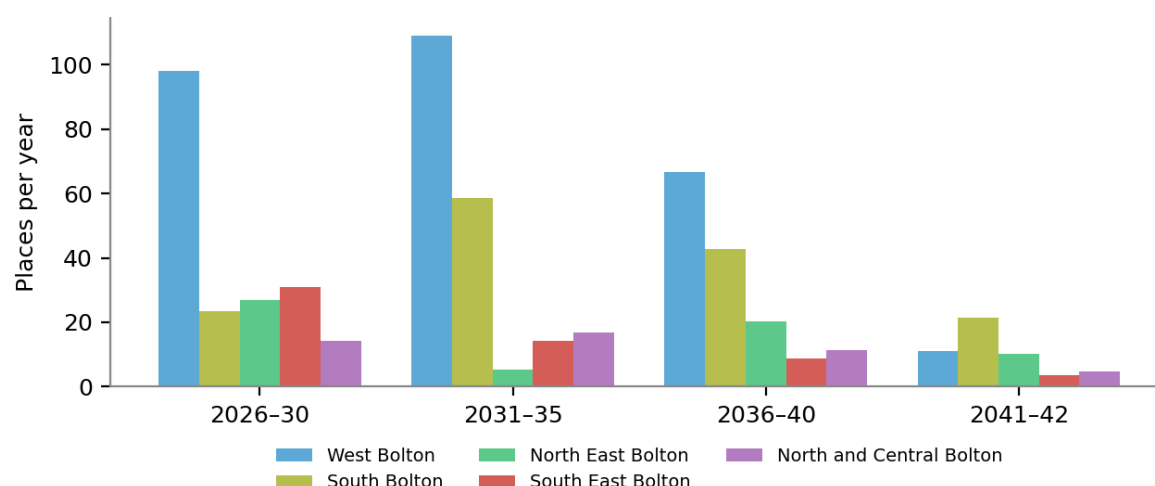


Figure 5.13 Secondary places arising per year from new housing, by school planning area and five-year band

Source: Bolton Council (2026) education and healthcare demand modelling prepared for this strategy.

- 5.38 West Bolton accounts for 1,391 of the 2,837 places arising across the plan period, and is the only area reaching 100 places per year. South Bolton is the only other area in which demand increases into the middle of the plan period, from 117 places in 2026–30 to 293 in 2031–35. South East Bolton reduces in each successive band, from 154 places to 7. North East Bolton shows the greatest variation between bands, reducing to 27 places in 2031–35 before returning to 101 in 2036–40.

Mitigation

- 5.39 Ladybridge High School¹⁹, Little Lever Academy²⁰ and Mount St Joseph Business & Enterprise College²¹ have been selected for new build expansions and remodelling. These schools are all due to accommodate Published Admission Numbers (PAN) increases and additional pupils, to be delivered between 2025 and 2029. Funding has been secured for these schools through the Department of Education's Basic need capital allocation funding, which is distributed annually to local authorities to support the creation of new school places and the expansion of existing facilities. This should sufficiently accommodate the short to medium term growth highlighted above, in certain areas.
- 5.40 Canon Slade CE Secondary School and Thornleigh Salesian College have also been included within the Department for Education School Rebuilding

¹⁹ Bolton Council (2026) Monitoring Report – January 2026. Available at: Bolton Council Monitoring Report – January 2026.

²⁰ Bolton Council (2025) Proposed Expansion of Little Lever Academy High School – Phase 2. Cabinet Report. 02 December 2025 (accessed 12 August 2026).

²¹ Bolton Council (2025) Proposed Expansion of Mount St Joseph Academy High School. Cabinet Report, 02 December 2025.

Programme²² due to their RAAC construction. Both are at feasibility stage, with delivery programmed for 2030 to 2035.

- 5.41 The projected longer-term decline in the secondary-age population is not unusual. However, the Council will continue to monitor secondary school capacity, particularly in areas such as West Bolton where greater localised growth is forecast. Where monitoring demonstrates that existing capacity and planned interventions are no longer sufficient, additional provision will be brought forward through the appropriate planning and delivery mechanism.

5.4 SEND

Current position

- 5.42 The Government's 2026 Schools White Paper, '[Every Child Achieving and Thriving](#)', and the accompanying SEND Reform consultation, '[Putting Children and Young People First](#)', set out the proposed future direction for the SEND system. Central to these proposals is a stronger focus on inclusive mainstream education, earlier intervention, access to specialist expertise, workforce development and reducing the need for exclusions through effective support delivered within local communities and educational settings. As with all Local Authority areas, Bolton is experiencing significant and sustained pressure across its SEND system. Demand continues to increase. Although the Council has expanded Rumworth Secondary Special School by 150 places, is delivering a primary special school expansion, progressing a further secondary expansion and has established a number of SEND Resource Provisions within mainstream schools, it is expected that further work is needed to ensure sufficient places available. The greatest anticipated pressures are in secondary Social, Emotional and Mental Health (SEMH) provision²³. The Bolton SEND reform plan will set out how Bolton will respond to the national reforms to meet local need.

Impact of growth (before mitigation)

- 5.43 Planned housing growth is expected to increase demand for specialist education provision across the borough by generating additional numbers of children requiring SEND support. This additional demand will be experienced alongside existing drivers of growth, including increasing numbers and complexity of SEND, improved identification of needs, rising autism diagnoses, greater numbers of pupils remaining in education for longer, financial pressures within mainstream schools reducing support capacity, and increasing parental demand for Education, Health and Care Plans.

²² Bolton Council (2025) Bolton schools containing RAAC listed for rebuilding scheme. Available at: <https://www.bolton.gov.uk/news/article/1694/bolton-schools-containing-raac-listed-for-rebuilding-scheme> (accessed 13 August 2026).

²³ Bolton Council (2025) Bolton Schools Capacity Survey: Local Authority Commentary 2025.

- 5.44 When the special needs pupil-yield factors are applied directly to each year's housing completions, within the plan period demand peaks at 19.7 to 21.9 places per year in 2026–2027, reduces to 5.8 to 7.4 places per year through 2028–2030, then returns to 13.2 to 14.3 places per year during 2032–2036. Cumulatively, across 2026–2042, this totals 172 special needs places.

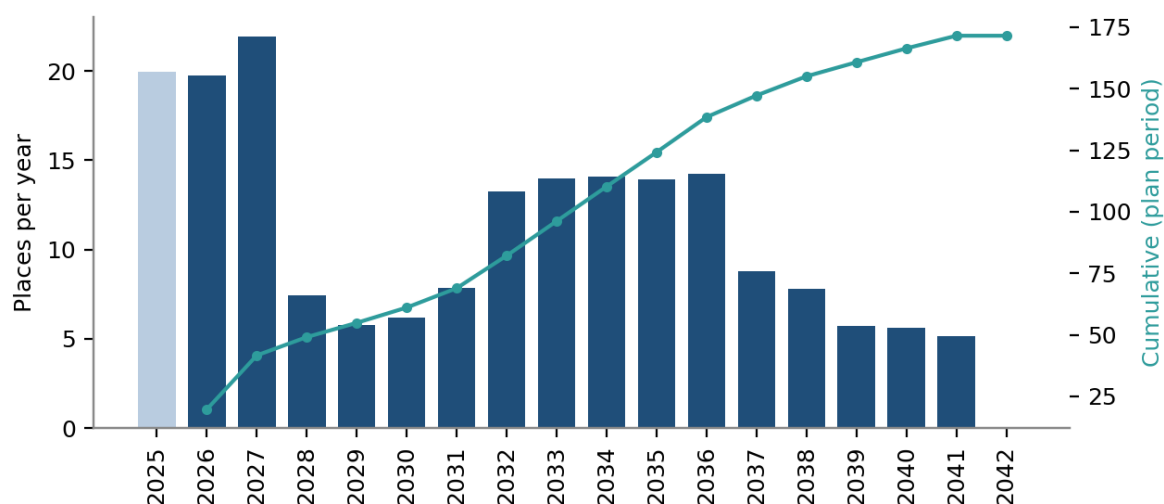


Figure 5.14 Special needs places arising each year from new housing (bars) and cumulative total (line)

Source: Bolton Council (2026) education and healthcare demand modelling prepared for this strategy.

- 5.45 In five-year bands below, demand is comparable across the first two bands at 61.1 and 63.1 places, reducing to 42.2 in 2036–2040 and 5.1 in the final two years, an annual rate of 12 to 13 places reducing to 8.²⁴

Table 5.5 Special needs places arising in each five-year band and per year

Period	SEN places arising	Places per year
2025 (base)	20.0	20.0
2026–2030	61.1	12.2
2031–2035	63.1	12.6
2036–2040	42.2	8.4
2041–2042	5.1	2.6
Plan period total	171.5	10.1

²⁴ Source: Bolton Council (2026) education and healthcare demand modelling prepared for this strategy.

Source: Bolton Council (2026) education and healthcare demand modelling prepared for this strategy.

Mitigation

- 5.46 The response is the Council's programme with the Department for Education. Rumworth Secondary Special School has been expanded by 150 places, a primary special school expansion is being delivered, a further secondary expansion is in progress, with 21 further places at Rumworth (Appendix 1, L022, £800,000, High Needs capital funding), and SEND Resource Provisions have been established in mainstream schools. The Bolton SEND reform plan will set out how Bolton responds to the national reforms and the further specialist capacity needed, funded through the High Needs Capital Allocation, with land safeguarded for new specialist provision where it is required. Growth adds 172 places over the Plan period to a need that is rising for the reasons in 5.43.

5.5 Post-16

Current position

- 5.47 Bolton has an established post-16 education and training sector, with provision delivered through school sixth forms, The Sixth Form Bolton, Bolton College and wider education and training providers. The Borough has a relatively significant post-16 population, with around 12,526 young people aged 16–18, representing approximately 4.0% of Bolton's population, compared with 3.6% nationally²⁵.
- 5.48 Available indicators suggest that the post-16 system is broadly supporting progression. Around 70% of Bolton's 16–18-year-olds progress to higher education or training, in line with the national rate. However, some young people remain outside education, employment or training, and continued monitoring of participation and provision is therefore required²⁶.
- 5.49 Post-16 provision also operates differently from statutory school-age education. Young people can access academic, technical, vocational and apprenticeship pathways across a range of providers, and provision is increasingly expected to respond not only to population demand but also to changing skills requirements. The Greater Manchester Local Skills Improvement Plan provides an important mechanism for aligning education and training provision with identified employer and economic needs.

Impact of growth (before mitigation)

- 5.50 Housing growth will increase the number of young people requiring access to post-16 education and training. However, demand needs to be considered alongside wider demographic change, participation rates and the greater

²⁵ Ofsted (2026) Explore an Area: Bolton – Further Education and Skills. Available at: <https://explore.ofsted.gov.uk/local-authorities/E08000001/> (accessed 14 August 2026).

²⁶ Greater Manchester Combined Authority, Greater Manchester Local Skills Improvement Plan 2025.

flexibility within the post-16 sector for students to access different providers and education or training pathways.

- 5.51 The available evidence does not currently identify a strategic post-16 infrastructure deficit attributable to Local Plan growth. The principal requirement is therefore to ensure that the capacity and range of provision continue to respond to changing demographics, participation and the skills required by Bolton and the wider Greater Manchester economy.

Mitigation

- 5.52 Specific infrastructure intervention has not currently been identified as necessary to mitigate the impact of Local Plan growth on post-16 provision. The Council will continue to work with education and training providers and Greater Manchester partners to monitor participation, demand and the capacity of provision as development is delivered.
- 5.53 Future requirements will also be considered alongside the Greater Manchester Local Skills Improvement Plan and wider skills strategies, ensuring that post-16 provision responds both to population growth and changing employer and skills requirements.

Strategic response

- 5.54 Demand for school places from new housing is short term and localised. In the medium to long term, it is expected to fall, but the forecast is sensitive to birth rates, migration and housing delivery and could change, so capacity needs to be monitored across the board. The Council's strategy is to maintain sufficient education capacity through investment in existing schools, expansion where capacity pressures arise, and new schools where the evidence shows they are required. Current evidence indicates that, with the two new primary schools on the strategic sites, primary provision can accommodate planned growth at borough level.
- 5.55 Existing secondary schools currently have the ability to accommodate planned growth through the use of available capacity; of course this position is sensitive to changes in birth rates, migration patterns, housing delivery rates, parental preference and the distribution of pupils across the borough. The Council will therefore maintain a robust programme of monitoring using annual pupil forecasts, school census data, housing trajectories and admissions information to identify emerging pressures at the earliest opportunity.
- 5.56 Where monitoring demonstrates that existing capacity can no longer accommodate forecast demand, the Council will work with the Department for Education, academy trusts and education providers to bring forward additional secondary provision. This may include expanding existing schools where appropriate or, where evidence demonstrates that expansion is no longer sufficient, identifying land and bringing forward proposals for a new secondary

school through supplementary planning policy or a future review of the Local Plan.

- 5.57 Alongside this, the Council will continue to expand specialist SEND provision and improve the inclusivity of mainstream schools, recognising the sustained increase in Education, Health and Care Plans and the growing complexity of pupil needs across the borough.

Local Plan response

- 5.58 Policy INF3: Social and Community Infrastructure requires development to mitigate the additional demand it generates for education, health and community infrastructure, ensuring that new residents have access to the services they need without reducing the level of service available to existing communities.
- 5.59 Policy DEL1: Developer Contributions establishes the framework for securing developer contributions towards education infrastructure where these are necessary to mitigate the impacts of development and to meet the relevant legal and policy tests.
- 5.60 Strategic Site Allocations recognise that major developments may require dedicated education infrastructure. Site-specific policies identify where new schools, land for future education provision or financial contributions are required, ensuring education infrastructure is planned and delivered alongside new communities. This includes the delivery of two new Two-Form Entry primary schools as part of the borough's strategic growth locations.

Corporate and partner projects beyond the Local Plan

- 5.61 The Council works in partnership with the Department for Education, academy trusts, diocesan authorities and individual schools to plan, fund and deliver education infrastructure across the borough. Current programmes include the expansion of specialist SEND provision, the creation of additional SEND Resource Provisions within mainstream schools, the Department for Education's School Rebuilding Programme, and ongoing monitoring of early years, primary and secondary capacity to respond to changing demographic trends and housing growth.

Funding and delivery

- 5.62 The majority of education infrastructure is funded through Department for Education capital programmes, including the Basic Need Capital Allocation, High Needs Capital Allocation, the School Rebuilding Programme and other targeted education funding streams. These programmes provide the primary mechanism for delivering new schools, expanding existing provision and improving the condition of the education estate.
- 5.63 The Council works with the Department for Education, academy trusts and school providers to identify investment priorities and deliver projects where

additional capacity is required. Where development generates a demonstrable need for education infrastructure, developer contributions will be secured through Section 106 agreements in accordance with Policy DEL1, while strategic site allocations will safeguard land and secure on-site education provision where necessary.

06 Staying Healthy

6.1 This chapter covers health provision: primary care, secondary (acute) care, and pharmacy, community and mental health services.

Overview

6.2 Current provision across the borough:

6.3 Health provision comprises Royal Bolton Hospital, 61 GP practices across Bolton, nine Primary Care Networks, 812 primary care staff FTE, 248 total GPs FTE and 70 nurses FTE and 459 total patient rooms (Figure 6.1).

Main drivers of change

6.4 Health infrastructure in Bolton faces pressures arising from both demographic change and entrenched health inequalities. National factors, an ageing population, the increasing prevalence of long-term conditions, growing demand for mental health services and the NHS shift towards community-based care, affect all local authorities, but the evidence suggests these challenges are particularly acute in Bolton.

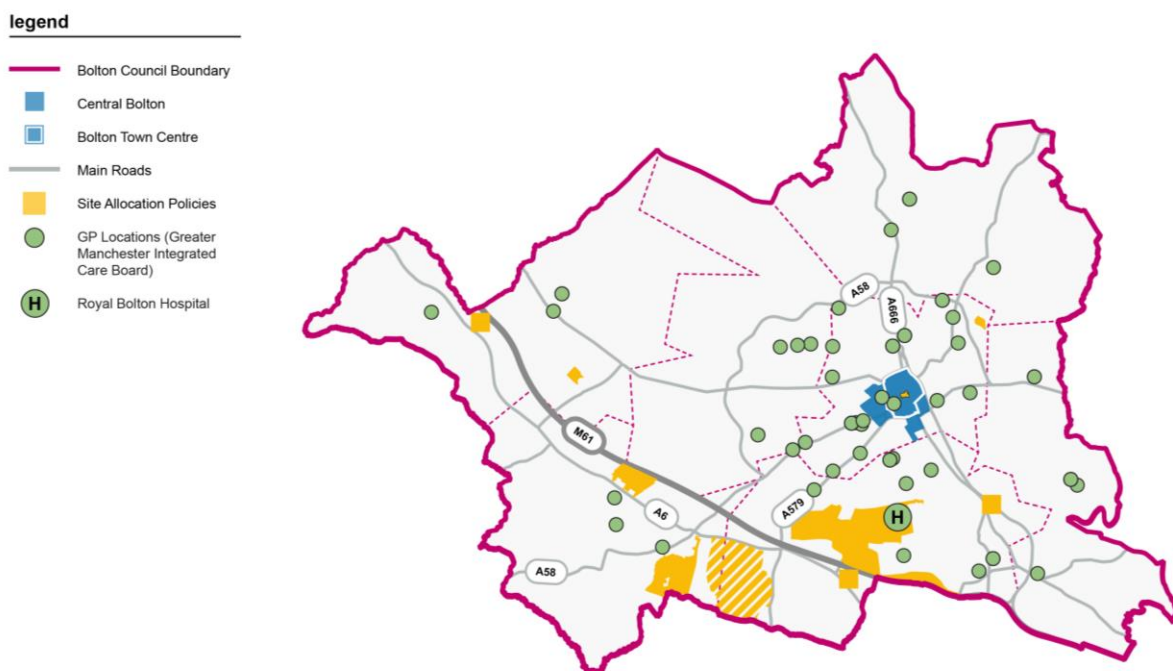


Figure 6.1 Staying Healthy: current GP and hospital provision

Source: Bolton Council (2026)

6.1 Primary care

Current position

- 6.5 Primary care provision across Bolton is generally sufficient to meet existing demand, although capacity and accessibility vary between Primary Care Networks and individual practices. The borough is served by an established network of GP practices supported by community health facilities, with the majority of residents able to access a GP surgery within a reasonable travelling distance²⁷. Total registered list size was approximately **337,800 patients in 2026**; registered lists exceed the resident population, reflecting cross-boundary registration and list inflation. Provision is densest in central Bolton, with clusters at Farnworth, Horwich, Westhoughton and along the A666 and A58 corridors. Pressures associated with growing and ageing populations, workforce availability and estate constraints mean that some practices have limited flexibility to accommodate additional demand²⁸.

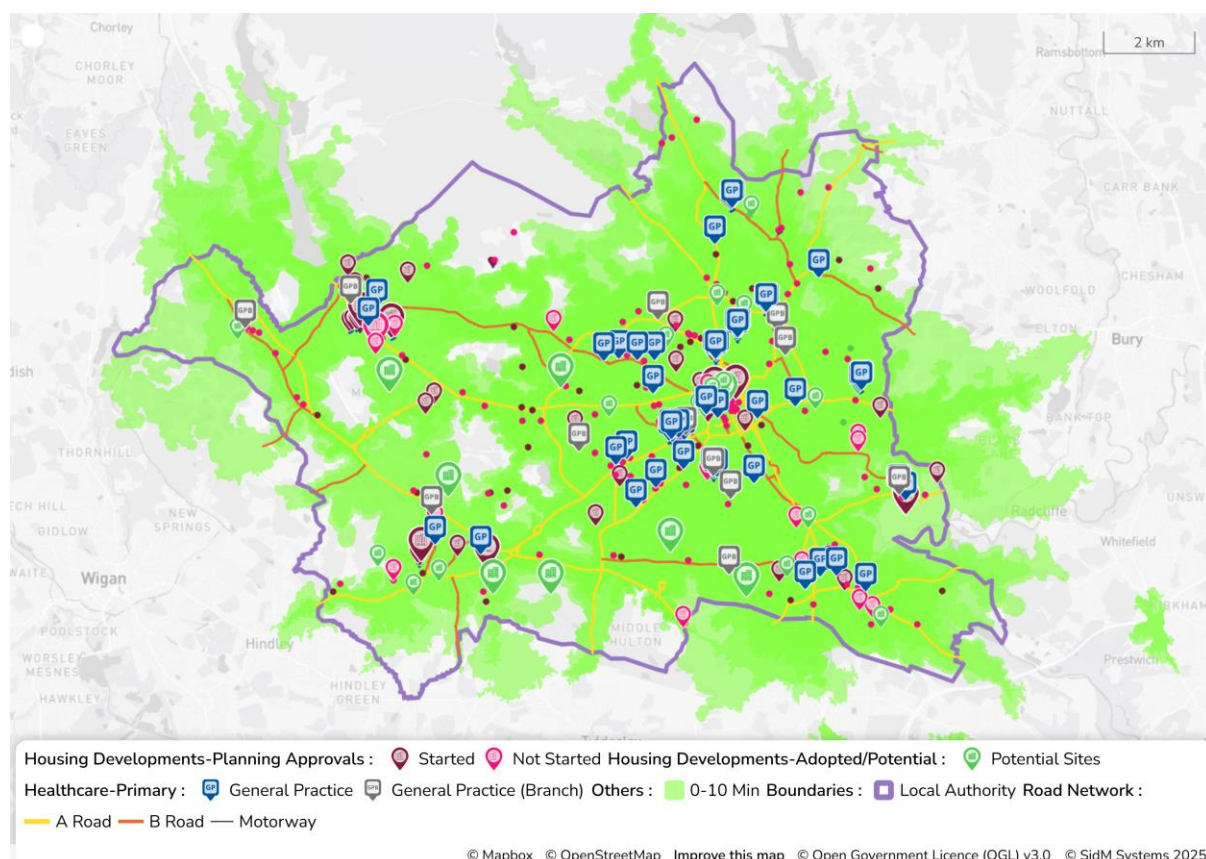


Figure 6.2 Staying Healthy: Primary Care sites within 10 minutes peak drive time

Source: Bolton Council (2026) education and healthcare demand modelling prepared for this strategy

Bolton Council (2026) education and healthcare demand modelling prepared for this strategy

²⁸ Greater Manchester Integrated Care Partnership (2026) About Primary Care in Greater Manchester. Available at: <https://gmintegratedcare.org.uk/primary-care/> (accessed 08 August 2026).

- 6.6 While the overall primary care estate provides good geographical coverage, access by walking and public transport is more variable, particularly within parts of the west and south-west of the borough where several of the strategic housing allocations are located. These variations mean that future housing growth is unlikely to impact all practices equally and local capacity pressures are already emerging in parts of the borough.

Impact of growth (before mitigation)

- 6.7 Planned housing growth will increase demand for primary care services across the borough. The distribution of planned growth means additional demand will be concentrated within a small number of Primary Care Networks and individual practices.
- 6.8 The demand and capacity estimates below are taken from the healthcare impact model run for the full housing trajectory. The model converts the phased dwelling trajectory into additional population by age band, applies age-specific consultation rates for GP and other primary care clinicians, and converts peak activity into clinical room and floorspace requirements. Demand for healthcare services peaks early, between 2026 and 2028, and rises again from 2032. The model was run on a 14,461-home trajectory; this strategy uses the Plan's supply of 14,052 homes (Section 2), and the health figures will be revised to it with the education figures when the trajectory is finalised with the Plan.

Measure	Value	Basis
Net additional dwellings	14,461	2025/26 – 2041/42
Additional population	31,700	At full build-out
Additional consultations a year	154,000	At full build-out
— of which GP consultations	81,400	53%
— of which other clinicians	72,600	47%
Additional clinical rooms required	32	Peak requirement
Additional floorspace (GIA)	2,993 sqm	

Table 6.1 Primary care impact of the housing trajectory, Bolton, all sites

Source: Bolton Council (2026) education and healthcare demand modelling prepared for this strategy.

- 6.9 At full build-out the housing trajectory generates approximately 154,000 additional primary care consultations a year, around 81,400 GP consultations and 72,600 with other primary care clinicians. Face-to-face activity accounts for 70% of the total. This activity converts to a requirement for 32 additional clinical rooms (15 GP-facing, 18 for other clinicians, subject to rounding) and approximately 3,000 sqm of additional floorspace, broadly equivalent to three to four medium-sized GP premises.
- 6.10 NHS Greater Manchester also undertook an analysis of the impact of the largest growth sites on existing primary care infrastructure by estimating the additional

primary care floorspace requirement generated by each allocation and comparing this with the capacity at GP practices likely to serve the development. The assessment identifies a mixed picture, with a number of practices already having capacity relative to the additional demand that could arise, with others showing that practices would be significantly over capacity. For example, at Lee Hall they found that where assessed capacity ranges from 49-181%, and Middlebrook, where identified capacity ranges from 40-64% across the practices assessed. The assessment therefore indicated that growth could place additional pressure on primary healthcare provision in a number of locations, particularly where allocations are served by practices with more limited existing capacity. It also demonstrates that capacity varies significantly between practices within the same development catchment, meaning that the ability to accommodate growth will depend on how additional patients are distributed across the local primary care network. Overall, the assessment concluded that there would be capacity deficits at the practices serving the largest sites: in Westhoughton and the south of the borough for Lee Hall and Ditchers Farm, and in Horwich for Burnden Way, Middlebrook.

Mitigation

- 6.11 Primary care delivery is increasingly moving away from traditional stand-alone GP surgeries towards integrated neighbourhood models, with a greater emphasis on multidisciplinary teams, community diagnostic facilities, digital healthcare and community health hubs. This approach seeks to improve access to services, reduce pressure on acute hospitals and deliver more care closer to where people live.²⁹
- 6.12 Alongside this evolving model of care, NHS Greater Manchester and Bolton's Primary Care Networks will continue to monitor population growth, patient registration trends and housing delivery to identify where additional capacity is required. Where development is of ten or more dwellings, or on a site of 0.5 hectares or more (the Policy INF3 threshold), and generates additional demand for services, financial contributions will be sought through Section 106 to provide additional capacity and mitigate the impact of growth. For the sites where the NHS analysis identifies deficits, the site allocation policies require the provision or contribution: Policy BSA02 Health Innovation Bolton provides health facilities on site (clause C), Policy BSA04 Lee Hall and Policy BSA05 Ditchers Farm contribute to health facilities serving Westhoughton and the south of the borough, and Policy BSA06 Burnden Way, Middlebrook contributes to health provision serving Horwich. Each contribution is calculated on the NHS floorspace method and spent on capacity at the practices or neighbourhood services serving the development.
- 6.13 A key opportunity to support future healthcare provision is provided through both BSA02: Health Innovation Bolton (HIB) and BSA04: Lee Hall strategic allocation. The Local Plan identifies the HIB site as a mixed-use health innovation district

²⁹ Greater Manchester Integrated Care Partnership (2026) About Primary Care in Greater Manchester. Available at: <https://gmintegratedcare.org.uk/primary-care/> (accessed 08 August 2026).

that will deliver expanded healthcare facilities allied to Royal Bolton Hospital, alongside research, education and commercial health innovation uses. Policy BSA02 clause C requires community facilities providing essential services for local people, comprising a new primary school and health facilities, delivered as part of a comprehensive masterplan alongside new homes, employment and supporting infrastructure. Lee Hall contributes to health facilities serving Westhoughton and the south of the borough, in accordance with Policy BSA04, with the capacity provided at the practices or neighbourhood services the NHS identifies.

6.2 Secondary (acute) care

Current position

- 6.14 Secondary healthcare for Bolton is principally provided by Royal Bolton Hospital, supported by the wider Greater Manchester acute care network. The hospital provides a comprehensive range of acute and specialist services and benefits from good accessibility across much of the borough. However, existing services continue to experience pressures associated with increasing demand, an ageing population and longer lengths of stay for patients with more complex healthcare needs, and patients who remain in hospital after they are medically fit to leave.

Impact of growth (before mitigation)

- 6.15 To measure the impact of growth, the healthcare impact model applies age- and sex-specific admission rates to the additional population arising from the housing trajectory, converting admissions into bed days using length-of-stay distributions and into bed and floorspace requirements using standard occupancy multipliers. Elective and non-elective activities are modelled separately. Figures are annual activity at full build-out of the trajectory.
- 6.16 At full build-out the housing trajectory generates approximately 9,200 additional admissions a year, divided almost equally between elective (4,670) and non-elective (4,500) activity. The bed-day consequences differ substantially: elective admissions are predominantly day-case and short-stay, generating approximately 2,440 bed days a year, while non-elective admissions generate approximately 49,870 bed days a year at an implied average length of stay of 11.1 days. Non-elective activity therefore accounts for 95% of the combined bed-day requirement.

Measure	Elective	Non-elective	Total
Additional admissions a year	4,670	4,500	9,170
Additional bed days a year	2,440	49,870	52,310
Implied average length of stay	0.5 days	11.1 days	—
Additional beds required	8	161	169

Measure	Elective	Non-elective	Total
Additional floorspace (GIA)	378 sqm	7,737 sqm	8,115 sqm

Table 6.2 Acute impact of the housing trajectory (admissions), Bolton, all sites

Source: Bolton Council (2026) education and healthcare demand modelling prepared for this strategy.

6.17 The profile of additional bed days follows the housing trajectory, with a concentration in 2025/26 to 2027/28 arising from committed development, a reduced requirement between 2028/29 and 2031/32, and a sustained second phase from 2032/33 arising principally from allocations.

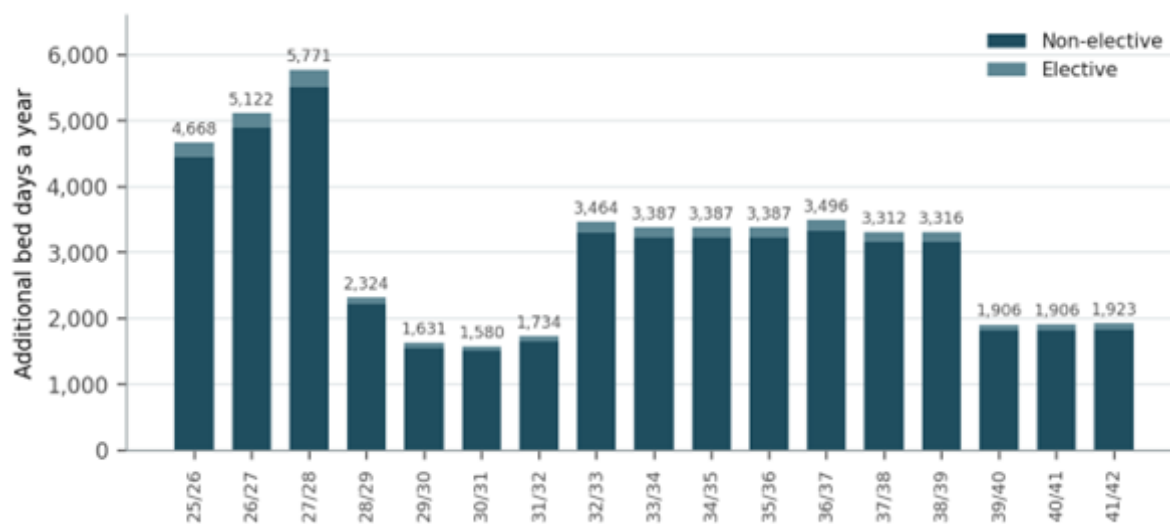


Figure 6.3 Additional bed days arising by year of delivery, elective and non-elective

Source: Bolton Council (2026) education and healthcare demand modelling prepared for this strategy

6.18 The largest impacts are expected to arise from the strategic growth locations within the south of the borough, particularly BSA02: Health Innovation Bolton, which generates a requirement of approximately 7,000 bed days a year at full build-out, equivalent to 23 beds (21.6 non-elective, 1.1 elective). Health Innovation Bolton adjoins the Royal Bolton Hospital campus and is expected to provide a large number of health facilities for the local area.

Mitigation

6.19 NHS Foundation Trust continues to review future service requirements alongside NHS Greater Manchester to ensure acute healthcare capacity keeps pace with population growth. Future mitigation is expected to focus on improving the efficiency of the existing hospital estate, expanding capacity where required and supporting the continued shift towards community-based healthcare services, reducing pressure on acute hospital provision.

6.20 As noted above, a key opportunity to support future healthcare provision is provided through both BSA02: Health Innovation Bolton (HIB) and BSA04: Lee

Hall strategic allocation. The Local Plan identifies the HIB site as a mixed-use health innovation district that will deliver expanded healthcare facilities allied to Royal Bolton Hospital, alongside research, education and commercial health innovation uses. Policy BSA02 clause C requires community facilities providing essential services for local people, comprising a new primary school and health facilities, delivered as part of a comprehensive masterplan alongside new homes, employment and supporting infrastructure. Lee Hall contributes to health facilities serving Westhoughton and the south of the borough, in accordance with Policy BSA04, with the capacity provided at the practices or neighbourhood services the NHS identifies. This supports the shift towards community-based healthcare services, reducing pressure on acute hospital provision.

6.3 Pharmacy, community and mental health

Current position

- 6.21 Community healthcare services, mental health provision and pharmacy services form an important part of Bolton's wider healthcare system, supporting preventative care, long-term condition management and reducing pressure on primary and acute healthcare services³⁰. Provision is generally distributed across the borough, although accessibility and demand vary between communities and continue to be influenced by health inequalities, deprivation and demographic change³¹.

Impact of growth (before mitigation)

- 6.22 Population growth is expected to increase demand for community-based healthcare, pharmacy services and mental health support alongside wider pressures arising from an ageing population and increasing levels of long-term health conditions. Continued growth will reinforce the need for accessible community services that support prevention, early intervention and integrated care closer to where people live.

Mitigation

- 6.23 The continued development of integrated neighbourhood healthcare models will enable a greater range of services to be delivered within community settings, reducing reliance on hospital-based care and improving access to healthcare closer to people's homes. Ongoing partnership working between Bolton Council, NHS Greater Manchester, Bolton NHS Foundation Trust and community

³⁰ Bolton Locality Board (2024) Bolton Locality Plan 2024–2029. Available at: <https://www.boltonft.nhs.uk/wp-content/uploads/2026/03/Bolton-Locality-plan-2024-2029-spreads.pdf> (accessed 20 August 2026).

³¹ Bolton Council (2022) Public Health Annual Report 2022; Bolton Health and Care Partnership (2024) Bolton Locality Plan 2024–2029.

healthcare providers will continue to inform future investment and service planning. Further mitigations were explored in Sections 6.1 and 6.2.

Strategic response

- 6.24 The Council's approach is to support the delivery of a modern, integrated healthcare system that is capable of responding to population growth while addressing existing health inequalities across the borough. This will be achieved through the continued development of community-based healthcare, investment in existing primary and acute healthcare estates, and the delivery of new healthcare infrastructure where evidence demonstrates it is required.
- 6.25 Healthcare provision is increasingly moving towards neighbourhood models of care, with a greater emphasis on multidisciplinary teams, community health hubs, mental health services and pharmacies providing a wider range of first-contact healthcare services. This approach seeks to deliver more care closer to where people live, improve access to services and reduce pressure on acute hospital provision.
- 6.26 The greatest strategic opportunity to support this transition is provided through the Health Innovation Bolton allocation. The site will deliver a health innovation district centred on Royal Bolton Hospital and the Bolton Institute of Medical Science, combining expanded healthcare facilities with research, education and commercial health innovation uses. Alongside the delivery of approximately 2,200 homes, 1,895 of them within the Plan period, the development will provide opportunities to modernise healthcare infrastructure, strengthen partnerships between the NHS, academia and industry, and support improvements to healthcare provision across the wider borough. Lee Hall contributes to health facilities serving Westhoughton and the south of the borough, in accordance with Policy BSA04, with the capacity provided at the practices or neighbourhood services the NHS identifies. This supports the shift towards community-based healthcare services, reducing pressure on acute hospital provision.

Local Plan Response

- 6.27 Policy INF3: Social and Community Infrastructure requires development to mitigate the additional demand it generates for health, education and community infrastructure, ensuring that new residents have access to the services they need without reducing the level of service available to existing communities.
- 6.28 Policy DEL1: Developer Contributions establishes the framework for securing planning obligations towards healthcare infrastructure where these are necessary to mitigate the impacts of development and meet the relevant legal and policy tests.
- 6.29 The Local Plan also embeds healthcare provision within its strategic site allocations to ensure that infrastructure is planned alongside growth.
- Policy BSA02: Health Innovation Bolton provides the borough's principal strategic healthcare investment, delivering expanded healthcare facilities

allied to Royal Bolton Hospital alongside health innovation, research, education and commercial uses. The site will be brought forward through a comprehensive Masterplan and Development Framework, ensuring healthcare infrastructure is delivered alongside approximately 2,200 new homes.

- Policy BSA03: Anchor Lane, Farnworth requires developer contributions towards healthcare infrastructure to mitigate the impacts arising from approximately 460 new homes.
- Policy BSA04: Lee Hall requires a contribution to health facilities as part of a wider package of community infrastructure, alongside a new primary school and community centre, supporting approximately 1,450 new homes.
- Policy BSA05: Ditchers Farm, Wingates requires developer contributions towards healthcare infrastructure to support the delivery of approximately 570 new homes.
- Policy BSA06: Burnden Way, Middlebrook requires developer contributions towards healthcare infrastructure to support the delivery of approximately 1,000 new homes as part of a mixed-use neighbourhood.

6.30 Collectively, these policies ensure that healthcare infrastructure is planned alongside growth through a combination of strategic healthcare investment, new on-site facilities and targeted developer contributions, enabling both the mitigation of development impacts and the long-term improvement of healthcare provision across the borough.

Corporate and partner projects beyond the Local Plan

6.31 The Council will continue to work in partnership with NHS Greater Manchester, Bolton NHS Foundation Trust, Primary Care Networks, local GP practices and other healthcare providers to monitor future healthcare demand and plan investment in healthcare infrastructure. This includes the continued development of integrated neighbourhood healthcare, improvements to community healthcare facilities, investment in primary care estates and the modernisation of Royal Bolton Hospital.

6.32 The Council plans its own estate with the NHS on the One Public Estate principle: public land and buildings are planned together, services are co-located where that serves residents better, and surplus public land is released for housing and services. The Council's Strategic Asset Management Plan 2020 to 2025 applies that principle in Bolton through integrated neighbourhood hubs that bring Council and health services together, a land programme for school places, and enabling projects for the Royal Bolton Hospital masterplan. The Council is renewing the Strategic Asset Management Plan and intends the renewed plan to take account of the growth in the Local Plan, so that the health estate, Council land and developer contributions are planned together for each of the six neighbourhoods in the Bolton Locality Plan.

6.33 The Council will continue to use housing and population monitoring to inform discussions with healthcare partners, ensuring that future investment reflects changing patterns of growth and supports the delivery of accessible healthcare across the borough.

Funding and delivery

- 6.34 NHS Capital Guidance 2026/27-2029/30 notes that NHS organisations should work with local authorities to secure developer contributions for extra capacity, the Local Plan complements this by securing developer contributions where development generates a demonstrable need for additional healthcare infrastructure. Contributions will be sought through Section 106 agreements in accordance with Policy DEL1 and directed towards mitigating the impacts of development on primary, community and, where appropriate, wider healthcare infrastructure.
- 6.35 Growth across the Plan period is forecast to require around 32 additional clinical rooms and 3,000 sqm of primary care floorspace (Table 6.1). Development will be required to contribute towards that capacity under Policy INF3, and the site allocation policies set the requirement for the strategic sites. The starting point for each contribution is the floorspace the development’s population generates, calculated on the NHS method in Health Building Note 11-01. NHS Greater Manchester provides the capacity and decides where it is provided within its neighbourhood model; the Section 106 agreement requires each contribution to mitigate the impact of the development that pays it.
- 6.36 Strategic developments will also contribute directly to healthcare delivery. Health Innovation Bolton will deliver expanded healthcare facilities allied to Royal Bolton Hospital as part of a comprehensive masterplan, while other strategic allocations will secure either on-site healthcare provision or financial contributions towards improvements to the local healthcare network. Together, these mechanisms will ensure that healthcare infrastructure is planned, funded and delivered alongside the borough's growth.

07 Well-being and Enjoyment

7.1 This chapter covers open space and play, playing pitches, leisure and sport, and community facilities including libraries, community centres and youth provision.

Overview

7.2 Current provision across the borough:

7.3 Provision comprises 1421 hectares of open space, 29 children's play areas, 32 allotments, 90+ grass pitches and 164 indoor leisure and sports facilities .

Main drivers of change

7.4 Open space, sport, leisure and community provision in Bolton serve communities that face significant health and economic pressures. The demand drivers for this infrastructure are as much about what people cannot afford to access commercially as about population growth.

7.1 Open space and play areas

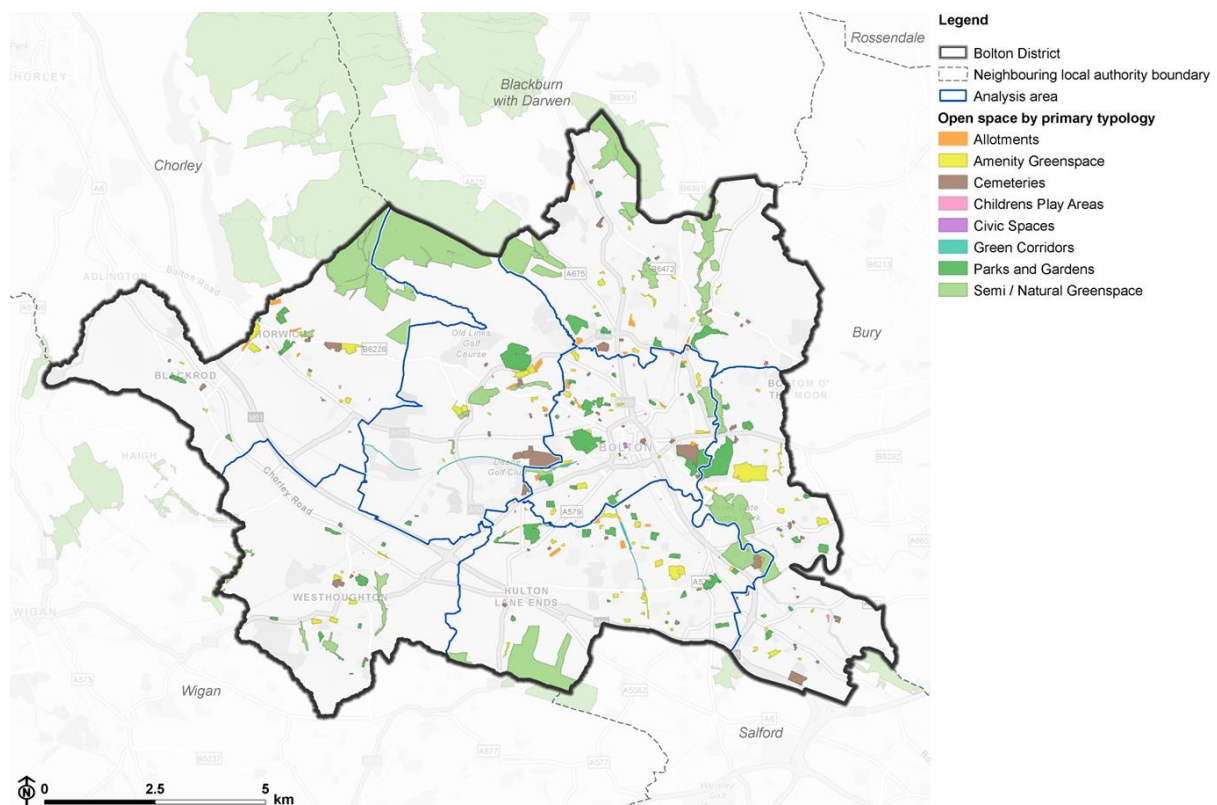


Figure 7.1 Bolton's existing open space network³²

Current position

³² LUC (2026) Bolton Open Space and Green Infrastructure Study Volume 1: The State of the Network (EVI02.1). Prepared for Bolton Metropolitan Borough Council, June 2026.

- 7.5 The Bolton Open Space and Green Infrastructure Study Volume 1: The State of the Network (LUC, 2026, EVI02.1) provides the Council's latest evidence base for open space, play provision and green infrastructure across the borough. The study assesses the quantity, quality and accessibility of open space, identifies areas of deficiency and surplus, and establishes the standards that underpin the emerging Local Plan.
- 7.6 The study concludes that Bolton benefits from an extensive and diverse network of publicly accessible open space, including approximately 1,421 hectares of provision, equating to around 4.6 hectares per 1,000 population, of which over 4 hectares per 1,000 population is accessible greenspace.³³
- 7.7 However, the borough-wide surplus masks significant spatial inequalities. Much of Bolton's accessible greenspace is concentrated within the West Pennine Moors, while more densely populated urban neighbourhoods experience substantially lower levels of provision. For example, the Central and Inner Bolton Sub-Area provides only around 1.4 hectares of accessible greenspace per 1,000 population. These deficiencies broadly coincide with areas experiencing higher levels of deprivation and poorer health outcomes, reinforcing the importance of improving access to high-quality open space as part of creating healthier and more equitable communities.

Impact of growth (before mitigation)

- 7.8 Planned housing growth will increase demand for accessible greenspace, children's play facilities and opportunities for informal recreation. Although the borough has sufficient open space overall, growth has the potential to exacerbate existing spatial inequalities by increasing pressure on parks and play facilities in areas that already experience accessibility deficiencies.
- 7.9 Under Policies INF5 and INF6, development provides open space and play on site, contributes to provision in the local area, or does both, according to the size of the development and its location. Off-site provision and contributions address identified deficiencies in the open space serving the development.

Mitigation

- 7.10 The Local Plan responds directly to the findings of the Bolton Open Space and Green Infrastructure Study (EVI02.1). Policy INF5: Open Space protects existing open space, establishes locally derived quantity and accessibility standards and requires new residential development to provide, or contribute towards, accessible greenspace that addresses identified deficiencies.

³³ LUC (2026) Bolton Open Space and Green Infrastructure Study Volume 1: The State of the Network (EVI02.1). Prepared for Bolton Metropolitan Borough Council, June 2026.

- 7.11 Policy INF6: Play Provision applies the same evidence-led approach to children's play, ensuring that new development either delivers on-site provision or contributes towards improving existing facilities where this provides the greatest community benefit. Together the two policies mitigate the impact of growth and reduce existing inequalities in access to open space and play.

7.2 Playing pitches, leisure and sport

Current position

- 7.12 Bolton has over 164 indoor leisure and sports facilities, including leisure centres, swimming pools, sports halls, health and fitness facilities, and school-based sports provision that supports both curriculum and community use, and more than 90 grass pitches³⁴. These facilities support athletics, junior and senior football, cricket, golf, padel, rugby, tennis and a number of other sports.
- 7.13 The Bolton Playing Pitch Strategy and Action Plan (2014) is the adopted evidence for outdoor sport. It covered football, cricket, rugby union and league, artificial grass pitches, tennis, netball, athletics, rounders and bowling greens, and set site-by-site recommendations, with priority projects at Moss Bank Park, Hulton Lane, Leverhulme Park, Harper Green and Bolton Arena and an emphasis on drainage, changing rooms and artificial grass pitches.
- 7.14 The Council has commissioned Knight Kavanagh and Page to prepare the Bolton Playing Pitch and Outdoor Sport Strategy, which will replace the 2014 evidence. It assesses the quantity, quality, accessibility and availability of playing pitches and outdoor sports facilities, current and future demand, and the priorities for investment. The Stage B summary of the summer sports (cricket, rugby league, tennis, athletics, bowls and rounders) was completed in October 2026. It records 19 cricket squares at 18 sites, five rated good and 14 standard; two rugby league pitches, both good; and 27 of the 40 tennis courts with a known rating as good. The full assessment report is due in January 2027 and the strategy and action plan will follow.

Impact of growth (before mitigation)

- 7.15 Growth will increase demand for playing pitches, indoor sports and leisure facilities. Pitch capacity is related to quality: poorly drained or lower-quality pitches accommodate fewer match-equivalent sessions before they are overplayed, so additional demand needs drainage and pitch improvements, better ancillary facilities, additional grass pitches or artificial grass pitches. The pressure is greatest where housing growth coincides with the sites the 2014

³⁴ Sport England (2026) Active Places Power: Detailed Report. Available at: <https://www.activeplacespower.com/pages/detailedreport> (accessed 1 September 2026).

strategy identified for improvement, pending the Playing Pitch and Outdoor Sport Strategy.

- 7.16 Bolton has six principal leisure centres and sports facilities, with a wider network of community, education and private facilities. Additional population will increase demand for swimming, fitness, sports halls and other indoor activities, particularly in the growth areas. New development will contribute in proportion to the demand it generates, with requirements set from the Playing Pitch and Outdoor Sport Strategy, the indoor sports and leisure evidence, and the location and scale of development.

Mitigation

- 7.17 The Local Plan responds to this evidence through Policy INF7: Playing Pitches and Sports Facilities, which protects existing provision and community access while requiring new development to contribute towards new, improved or expanded facilities where additional demand is generated. This is supported by Policy INF5: Open Space Standards & Green Infrastructure, which requires new residential development to provide or contribute towards accessible open space in accordance with the borough's standards. Together, these policies will help to ensure that growth is supported by sufficient, accessible and high-quality open space and sports provision, including opportunities for both formal and informal sport and physical activity.
- 7.18 The Local Plan also allocates a number of strategic sites that include the delivery of new schools as part of wider development proposals. These schools will provide opportunities for shared community use of sports halls, playing pitches and other recreational facilities outside school hours through appropriate community use arrangements. This will increase the overall supply of sports facilities available to local communities while helping to meet the needs arising from planned growth.

7.3 Community facilities

Current position

- 7.19 Bolton's community infrastructure comprises libraries, Family Hubs, community centres, youth provision, cultural venues, sports and leisure facilities and other formal and informal spaces, with green and blue spaces also used for recreation, social interaction and physical activity. Bolton Central Library and Aquarium combines culture, heritage and community activity; the former Slaters building on Oxford Street has been reused for community advice and well-being services; and Greater Manchester Moving's work with Bolton Flat Green Bowling Club is a community-led facility supporting participation.
- 7.20 There is no evidence of a borough-wide quantitative deficiency in community facilities. The Council's engagement through the Integrated Wellness Service

(Community Insight Feedback Review, 2026) and its leisure services identified a preference for less clinical forms of support, more opportunities for social connection and shared informal spaces, and demand for outdoor spaces, and raised the accessibility, quality, suitability and use of existing provision rather than its quantity. Use of facilities is also affected by perceptions of safety, lighting, supporting facilities and community ownership.³⁵

Impact of growth (before mitigation)

- 7.21 Growth will increase demand for spaces that support community interaction, participation, health and well-being. The demand does not translate into a fixed number of additional buildings; it depends on the communities concerned, the accessibility and capacity of existing assets, and how far existing buildings and spaces can be adapted or used more intensively. The pressure is greatest in the more densely populated inner neighbourhoods, including areas with higher deprivation and demographic change.
- 7.22 Informal infrastructure, including urban green spaces, community growing projects such as Sow the City's urban growing work, and sports facilities, meets part of the demand. Development can also create opportunities to protect, reconnect or improve locally important assets.³⁶

Mitigation

- 7.23 Provision focuses on the accessibility, quality, adaptability and use of existing community assets, with new facilities where need is demonstrated: refurbishment and repurposing of existing buildings, as at Rock Hall in Farnworth, improvements to public realm and green spaces, greater use of existing cultural, leisure and community assets, and community facilities within new development, including the community centres required at Lee Hall and Burnden Way.³⁷
- 7.24 Demand and need in each area are established with the Blackrod, Horwich and Westhoughton town councils and the community alliances, having regard to the priorities in neighbourhood plans, and inform where provision is improved or added.
- 7.25 Funding sources include the Bolton Fund and Crisis and Resilience Fund, Greater Manchester Moving programmes, the GMCA Green Spaces Fund and National Lottery funding; their availability and priorities will change over the Plan period.

³⁵ Bolton Integrated Wellness Support Service, Community Insight Feedback Review (2026); Bolton Council leisure services community engagement/insight work.

³⁶ Sow the City, Green Spaces in Urban Places.

³⁷ Bolton Council (2025) Rock Hall opens its doors: Public invited to explore historic site in Bolton. Available at: <https://www.bolton.gov.uk/news/article/1871/rock-hall-opens-its-doors-public-invited-to-explore-historic-site-in-bolton> (accessed 1 September 2026).

Strategic response

- 7.26 The priority is access to safe, welcoming and flexible spaces that support social connection, physical activity and well-being: parks, pitches, school facilities with community use, libraries, Family Hubs and community buildings. The Local Plan protects existing assets and requires new development to contribute to the provision that growth makes necessary.
- 7.27 Alongside planning policy, the Council and its partners will continue to invest in the improvement, refurbishment and reuse of community facilities, libraries, Family Hubs, cultural assets and green spaces, recognising that these places are fundamental to tackling health inequalities and building stronger communities.

Local Plan response

- 7.28 Policy INF3: Social and Community Infrastructure requires development to mitigate the additional demand it generates for education, health and community infrastructure, ensuring that access to services for existing communities is maintained while meeting the needs of new residents. Where necessary, developer contributions will be secured towards community infrastructure.
- 7.29 Policy INF5: Open Space Standards protects existing open space and requires development to contribute towards a high-quality network of accessible green infrastructure. These spaces provide opportunities for recreation, informal social interaction and improved health and well-being.
- 7.30 Policy INF6: Play Provision in New Development requires new residential development to provide or contribute towards children's play facilities, recognising that accessible play spaces form an essential part of healthy, inclusive and sustainable communities.
- 7.31 Policy INF7: Playing Pitches and Sports Facilities protects existing pitches and sports facilities and community access to them, and requires new development to contribute to new, improved or expanded facilities where it generates additional demand.
- 7.32 Strategic Site Allocations identify site-specific infrastructure requirements where larger developments will generate significant demand. This includes requirements for community facilities, education provision, healthcare contributions, accessible greenspace and children's play in the site allocation policies: BSA02 Health Innovation Bolton provides a local centre and community facility; BSA03 Anchor Lane, Farnworth provides open space, play space and playing fields on site with contributions to education and health; BSA04 Lee Hall provides a community centre, a primary school and a neighbourhood park with a contribution to health facilities; and BSA06 Burnden Way, Middlebrook provides a multifunctional community space and open space. BSA01 Crompton Place provides new streets and public realm.

Corporate and partner projects beyond the Local Plan

- 7.33 The Council will continue to work with health partners, community organisations, voluntary and faith groups, Greater Manchester partners and local communities to improve access to community infrastructure. Current priorities include the delivery of the Integrated Wellness Support Service, continued investment in Family Hubs, libraries and community buildings, the reuse of underutilised assets, and improvements to parks and green spaces. Community engagement will continue to inform investment priorities, ensuring that facilities are welcoming, flexible and responsive to local needs.

Funding and delivery

- 7.34 Community infrastructure will be delivered through a combination of Council investment, external grant funding and developer contributions. Funding sources include Section 106 planning obligations secured through Policy DEL1: Developer Contributions, together with Council capital programmes, Greater Manchester Combined Authority funding, Sport England, National Lottery funding and other external grants. Delivery will be undertaken in partnership with the Council, NHS organisations, voluntary and community sector organisations, cultural institutions and other infrastructure providers.

08 Utilities and Essential Services

8.1 This chapter covers water supply, drainage and flood risk, electricity, gas, waste and digital connectivity.

Overview

8.2 Current provision across the borough:

8.3 The borough is served by the water and drainage networks, the electricity and gas networks, waste facilities and digital (fibre and 5G) coverage.

Main drivers of change

8.4 Utility networks and essential services in Bolton are under pressure from forces that are both local and global. Climate change is intensifying flood events and drought risk; digital demand is growing faster than commercial rollout is reaching all parts of the borough; and the energy grid faces increasing demand from the electrification of heat and transport. These drivers have specific implications for Bolton's growth locations.

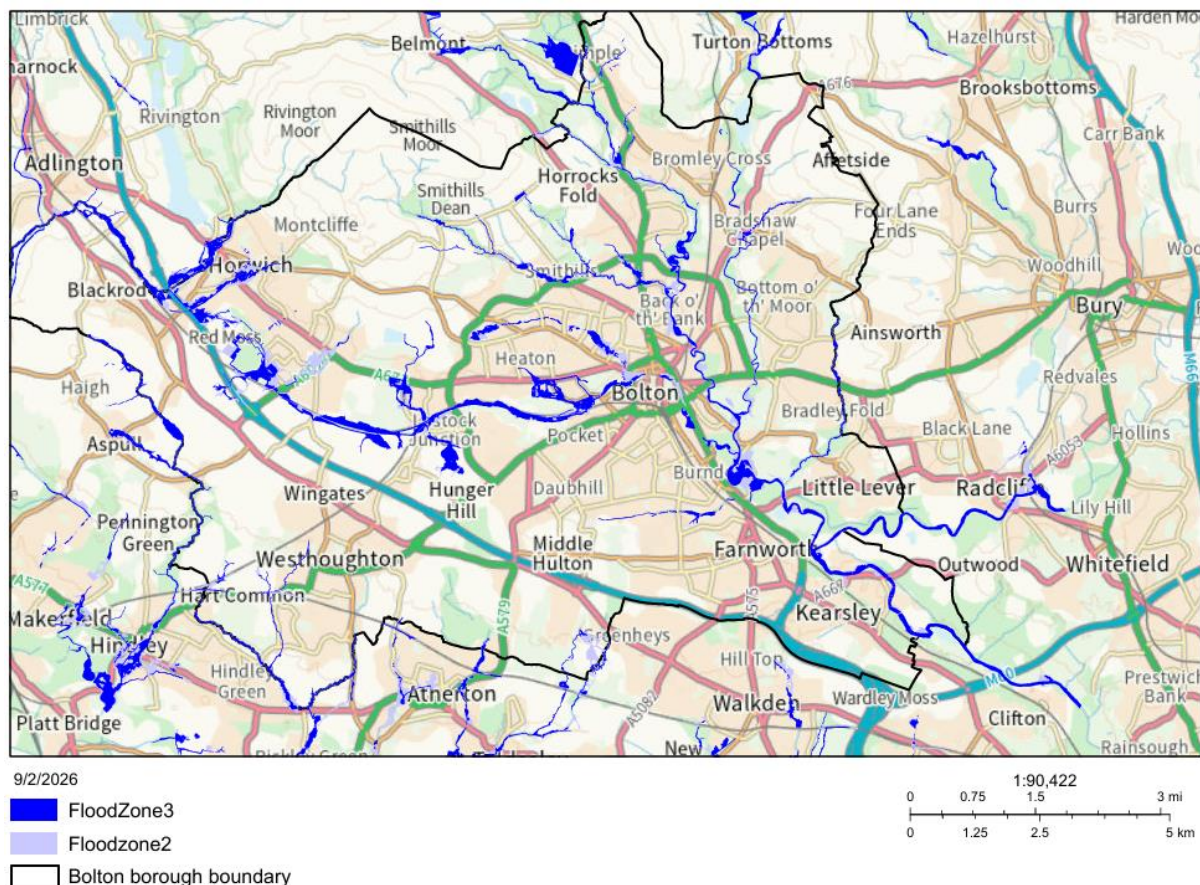


Figure 8.1 Flood Zones Map

Source: Bolton Council (2026).

8.1 Water supply

Current position

- 8.5 United Utilities is the statutory water undertaker for Bolton and is responsible for the infrastructure required to provide potable water across the borough, including strategic water resources, treatment and storage infrastructure, pumping stations and the local distribution network.
- 8.6 Bolton forms part of United Utilities' Strategic Resource Zone (SRZ), which serves most of the North West through an interconnected system of river sources and reservoirs linked by aqueducts, together with groundwater sources. The SRZ serves a population of approximately 7.17 million across an area of 11,962 km², with an average supply of approximately 1,794 million litres per day. Water resources are therefore planned and managed at a strategic resource-zone level rather than independently for Bolton.
- 8.7 United Utilities' Final Water Resources Management Plan 2024 (WRMP24) provides the long-term framework for maintaining secure and resilient water supplies between 2025 and 2050. The Plan takes account of a range of pressures affecting the future supply-demand balance, including population growth, climate change, drought resilience and reductions in abstraction required to protect the environment.
- 8.8 The baseline dry-year annual average supply-demand balance identifies a deficit in the SRZ throughout the planning period before the interventions contained within WRMP24 are applied. United Utilities identifies a potential deficit of approximately 52.6 ML/d in 2025/26, increasing to approximately 314.9 ML/d by 2049/50³⁸. The longer-term deterioration principally reflects population growth, climate change, increased drought resilience requirements and environmental changes affecting available abstractions.
- 8.9 The baseline position does not, however, represent the expected position following implementation of WRMP24. United Utilities has developed a package of interventions to address the identified deficit and maintain a secure supply over the plan period.

Impact of growth (before mitigation)

- 8.10 Planned housing and employment growth in Bolton will increase demand for potable water. This growth does not occur in isolation: WRMP24 incorporates population and household growth into its demand forecasts across the Strategic Resource Zone. The implications of Bolton's growth therefore form part of the wider strategic supply-demand balance rather than representing a separate borough-level water-resource deficit.

³⁸ United Utilities, Final Water Resources Management Plan 2024 (WRMP24): Main Report, December 2024.

- 8.11 Without intervention, population growth is one of the factors contributing to the deterioration in the SRZ supply-demand balance over the planning period. However, population growth is not the only driver. Climate change, environmental restrictions on abstraction and requirements to improve drought resilience also reduce the amount of water available or increase the level of resilience that must be provided.
- 8.12 At the local level, new development will also need to connect to and interact with the existing water distribution network. As part of its work with the Council, United Utilities produced an Initial Site Assessment of Constraints (May 2026) which has identified a number of proposed Local Plan allocations containing or affected by existing strategic water infrastructure, including water mains, easements, rights of way and other operational assets. This is particularly relevant to a number of the borough's larger strategic allocations, including Health Innovation Bolton (BSA02), Anchor Lane (BSA03), Lee Hall (BSA04), Hulton Park and Chequerbent North, where existing infrastructure will need to be taken into account as development proposals and masterplans are progressed. These constraints do not necessarily prevent development but may influence site layout, phasing and infrastructure design. Development may also require the protection, diversion or reinforcement of existing infrastructure. Early engagement with United Utilities will therefore be necessary to identify site-specific network requirements and ensure that development can be accommodated without adversely affecting the operation or resilience of the water supply network.

Mitigation

- 8.13 WRMP24 establishes the strategic measures required to address the identified supply-demand deficit and maintain resilient water supplies over the longer term. United Utilities adopts a twin-track approach combining demand reduction with measures to maintain and improve the resilience of supply.
- 8.14 Demand management forms a central part of the strategy. United Utilities plans to reduce leakage by 50% and reduce average customer consumption to 110 litres per person per day by 2050. Interim targets seek reductions in overall distribution input of 9% by 2026/27, 14% by 2031/32 and 20% by 2037/38 compared with the 2019/20 baseline. Measures include smart metering, household and non-household water-efficiency programmes, mains renewal, network monitoring and leakage reduction.
- 8.15 These interventions materially change the strategic position. United Utilities concludes that implementation of its measures to meet government targets for leakage reduction and per-capita consumption results in the Strategic Resource Zone moving from the baseline deficit to a forecast surplus throughout the planning period. WRMP24 also incorporates an adaptive planning approach so that further measures can be brought forward in response to uncertainty around

climate change, demand, water quality, environmental requirements and the performance of demand-management measures.

- 8.16 At the development level, early engagement with United Utilities will be required where sites interact with existing water infrastructure or where network improvements are necessary. This will allow infrastructure requirements to be incorporated into masterplanning, phasing and site design and enable any necessary protection, diversion or reinforcement works to be identified at an appropriate stage. The Local Plan supports this strategic approach through Policy ENV1: Meeting Energy and Water Standards, which seeks to reduce water consumption from new development. Improved water efficiency will help limit the additional demand associated with growth and contribute to the wider demand-management objectives established through WRMP24.
- 8.17 Taken together, the implementation of WRMP24, investment in the water supply network, water-efficiency measures and site-specific infrastructure improvements provide a framework for accommodating planned growth while maintaining the resilience of Bolton’s water supply. Continued monitoring and engagement with United Utilities will be necessary as development is brought forward and subsequent Water Resources Management Plans update the strategic supply-demand position.

8.2 Drainage and flood risk

Current position

- 8.18 Bolton is served by an extensive wastewater and drainage network operated by United Utilities, including foul and combined sewer systems, wastewater treatment works, pumping stations and associated strategic drainage infrastructure. The network comprises a combination of historic combined sewers and more modern separated systems, with surface water managed through sewered infrastructure, watercourses and, increasingly, sustainable drainage systems (SuDS)³⁹.
- 8.19 Bolton falls principally within the Irwell Strategic Planning Area identified in United Utilities’ Drainage and Wastewater Management Plan (DWMP) 2023. The Irwell catchment includes the heavily urbanised Croal-Irwell sub-catchment, within which Bolton forms a distinct Tactical Planning Unit for wastewater and drainage planning.
- 8.20 United Utilities’ assessment identifies existing and future pressures within the Irwell catchment associated with sewer flooding, storm overflow performance, wastewater treatment capacity, pollution and the effects of climate change. Of the 14 Tactical Planning Units assessed within the Irwell, 11 required further investigation following initial risk screening, with external sewer flooding and

³⁹ United Utilities, Drainage and Wastewater Management Plan (2023).

storm overflow performance among the most commonly identified risks⁴⁰. The DWMP subsequently assesses how these risks could change in 2030 and 2050.

- 8.21 The age and configuration of parts of the existing network are particularly relevant during periods of heavy rainfall. Combined sewer systems convey both wastewater and surface water and can therefore experience substantial increases in flows during storm events. United Utilities' modelling takes account of climate change, population and development growth and urban creep in assessing the future performance and resilience of the network. Flood risk also varies considerably across Bolton. Fluvial and surface-water flood risk is concentrated in particular locations associated with river corridors, watercourses, topography and the capacity of existing drainage infrastructure. The interaction between these different sources means that wastewater, drainage and flood risk need to be considered together when planning for future growth.

Impact of growth (before mitigation)

- 8.22 Planned housing and employment growth will increase foul wastewater flows requiring collection, conveyance and treatment. Development can also increase surface-water runoff where additional impermeable surfaces are introduced. United Utilities' DWMP explicitly incorporates projected development and population growth, alongside climate change and urban creep, when assessing future drainage and wastewater risks to 2050.
- 8.23 Without mitigation, these additional pressures could increase demand on existing sewerage and drainage infrastructure, particularly where network capacity is already constrained. Climate change compounds this risk by increasing the frequency and intensity of heavy rainfall events, while urban creep can progressively increase the proportion of existing developed areas that is impermeable. These factors increase the volume and rate of surface water entering drainage systems and watercourses and are particularly significant in areas served by combined sewers.
- 8.24 The cumulative effect of development is therefore important. While an individual development may generate a relatively modest increase in flows, planned growth across a catchment can collectively increase demand on sewer networks, wastewater treatment infrastructure and receiving watercourses. Development within or upstream of areas already susceptible to flooding can also increase risk elsewhere if surface water is not appropriately managed.
- 8.25 United Utilities' assessment of the Irwell catchment identifies a range of potential interventions for the larger Tactical Planning Units⁴¹, including Bolton, with investment principally directed towards surface-water control, improved system management, improvements at wastewater treatment works and

⁴⁰ United Utilities, Drainage and Wastewater Management Plan 2023: Irwell Strategic Planning Area, May 2023.

⁴¹ United Utilities, Drainage and Wastewater Management Plan 2023: Irwell Strategic Planning Area, May 2023.

additional storm-water storage. The identification of these interventions demonstrates the need for continued investment to manage existing and future pressures rather than reliance solely on existing infrastructure. Without mitigation and continued investment, planned growth combined with climate change, urban creep and existing network pressures could therefore increase the risk of sewer flooding, surface-water flooding, storm overflow operation and pressure on wastewater treatment infrastructure. Bolton Wastewater Treatment Works also serves part of Bury (Bury Infrastructure Delivery Plan, June 2026), so growth in Bury is part of the demand on the works and on the investment United Utilities plans for it.

Mitigation

- 8.26 United Utilities' DWMP 2023 establishes the long-term approach to managing wastewater and drainage between 2025 and 2050. The Plan identifies approximately £21.8 billion of potential capital investment across the North West over this period to meet its planning objectives and statutory requirements, including £16.5 billion associated with meeting the government's Storm Overflows Discharge Reduction Plan requirements. The preferred strategy combines measures to reduce demand on drainage systems, improve management of the existing network and create additional capacity where required.
- 8.27 Bolton is specifically identified within the Irwell DWMP for potential investment over the short, medium and long term. Measures considered include surface-water management, improved operation of the existing network, wastewater treatment improvements and additional storm-water storage. Sustainable drainage systems are specifically identified as an important part of the strategy for Bolton, helping to prevent rainwater entering the sewer network and reducing pressure on existing infrastructure.
- 8.28 Significant investment has already been delivered at Bolton Wastewater Treatment Works. United Utilities has invested approximately £110 million in improvements to the works, including additional treatment capacity, enhanced treatment processes and changes to storm overflow infrastructure. The improvements were designed to enable the works to treat approximately 20% more wastewater to respond to growing demand from the Bolton area, while reducing the frequency of storm overflow operation and improving water quality in the River Irwell.
- 8.29 New development will also have an important role in limiting additional pressure on the drainage network. Surface water is to be managed as close to source as practicable through sustainable drainage systems (Policy ENV2: Flood Risk and Sustainable Drainage), with opportunities taken to incorporate nature-based solutions and multifunctional green and blue infrastructure. This can reduce the rate and volume of runoff entering the sewer network while also contributing to biodiversity, climate resilience, water quality and the quality of new places.

- 8.30 Early engagement with United Utilities and the relevant flood and drainage authorities will be particularly important for strategic development and sites where existing infrastructure constraints have been identified. This will enable necessary drainage, wastewater treatment and network requirements to be incorporated into site design, masterplanning and phasing.
- 8.31 The Habitats Regulations Assessment of the Local Plan (Greater Manchester Ecology Unit, September 2026) finds that growth in Bolton, together with growth in the Places for Everyone, Halton, St Helens and Warrington plan areas, could add to pollution of the Mersey Estuary SPA and Ramsar site through the wastewater system. Two things deal with this. Policy INF8 requires each development to show that there is wastewater capacity for it, or that United Utilities has agreed the works needed. This strategy records the Council's work with United Utilities on wastewater capacity for the Plan's growth, and the assessment relies on that work continuing so that there is enough treatment capacity for development over the Plan period.
- 8.32 Taken together, substantial investment is being made in Bolton's wastewater infrastructure and further interventions are identified through the DWMP. However, the scale of existing pressures, continued development and the increasing effects of climate change mean that drainage and wastewater infrastructure will require ongoing investment, sustainable surface-water management and monitoring throughout the Plan period.

8.3 Electricity

Current position

- 8.33 SP Electricity North West (SP ENW) owns and operates the electricity distribution network serving Bolton, including Bulk Supply Points (BSPs), primary and distribution substations and the associated distribution network.
- 8.34 Bolton is principally supplied from the Kearsley Grid Supply Point (GSP), which forms part of the wider strategic electricity network serving Greater Manchester and surrounding areas. Four Bulk Supply Points serve Bolton and currently have available network capacity and are in good operational condition. The existing strategic network is therefore considered broadly adequate to meet current requirements.
- 8.35 Electricity networks are, however, undergoing significant change as demand increases and the energy system transitions towards greater electrification. SP ENW therefore monitors future requirements through its Distribution Future Electricity Scenarios (DFES) and Network Development Plan (NDP), enabling potential capacity constraints and necessary network interventions to be identified in advance.

Impact of growth (before mitigation)

- 8.36 Electricity demand across Bolton is forecast to increase over the Local Plan period. Planned housing and employment development will contribute to this increase through additional domestic, commercial and industrial connections. These demands will occur alongside wider changes in energy consumption, including increasing uptake of electric vehicles, heat pumps and other technologies associated with the transition to a low-carbon energy system.
- 8.37 SP ENW's Distribution Future Electricity Scenarios provide forecasts of future electricity demand and generation and inform the company's Network Development Plan. The forecasts incorporate information on planned development alongside wider assumptions about the uptake of low-carbon technologies, allowing future network requirements to be identified and planned for. The 2026 Network Development Plan identifies increasing electricity demand as requiring intervention at 24 Bulk Supply Points and 72 primary substations across the SP ENW network by 2035. This demonstrates that significant reinforcement will be required across the wider North West distribution network as electricity demand increases.
- 8.38 Within Bolton, strategic capacity currently remains available but forecast demand results in a number of planned interventions at Bulk Supply Points and primary substations serving the borough. These include works at Bolton BSP and future interventions affecting Westhoughton BSP and primary substations including Westhoughton and Harwood. The location and nature of development will be important in determining its impact on the network. Larger housing and employment developments can create concentrated increases in electricity demand which may require reinforcement of individual substations, transformers or local distribution circuits even where capacity remains available within the wider strategic network. Employment development with high power requirements may generate particularly significant connection requirements.
- 8.39 The timing and scale of network interventions will depend upon the pace and location of development, individual connection requests and the wider rate of electrification. Electricity infrastructure will therefore need to be considered early in the planning and delivery of strategic development to ensure that local network constraints do not delay growth. Overall, no borough-wide electricity infrastructure deficit has currently been identified as part of the Network Development Plan. However, planned growth and wider electrification will progressively use existing network headroom and require targeted reinforcement during the Plan period.

Mitigation

- 8.40 SP ENW's Network Development Plan establishes the programme for creating additional network capacity in response to forecast electricity demand. The NDP provides visibility of planned interventions to 2035 and identifies where asset-

based reinforcement and flexibility solutions will be required across the distribution network.

- 8.41 Within Bolton, funded and planned interventions include switchgear replacement at Bolton BSP, cable reinforcement at Barbara Street Primary Substation and switchgear replacement at Crown Lane Primary Substation. Further interventions affecting Westhoughton BSP, Westhoughton Primary and Harwood Primary are identified as future network requirements as electricity demand develops. Conventional network reinforcement will increasingly be complemented by flexibility services and active network management. These measures allow existing network capacity to be used more efficiently and can, where appropriate, reduce or defer the need for additional physical reinforcement.
- 8.42 The Local Plan supports the delivery of necessary electricity infrastructure through Policy INF8: Digital and Utilities Infrastructure, which requires development to demonstrate that adequate utility infrastructure can be provided to serve new development. Early engagement between developers and SP ENW will be particularly important for strategic sites and development with significant electricity requirements. This will allow connection requirements, land requirements and potential network constraints to be identified early and any necessary substations, cable routes or reinforcement works to be incorporated into site design, master planning and phasing.
- 8.43 The ability of the electricity network to accommodate Local Plan growth is supported by:
- existing strategic network capacity;
 - future demand forecasting through the DFES;
 - SP ENW’s planned programme of network investment; and
 - the ability to deploy flexibility solutions where required.
- 8.44 Taken together, these elements provide a strong indication that the additional electricity demand arising from Local Plan growth can be accommodated.

8.4 Gas

Current position

- 8.45 National Gas operates the national high-pressure gas transmission network, while Cadent Gas is responsible for the operation, maintenance and improvement of the local gas distribution network serving Bolton. The network continues to support domestic heating and commercial and industrial energy demand across the borough⁴². Cadent has not identified any significant strategic gas network capacity constraints affecting Bolton. Existing infrastructure is considered capable of accommodating current demand, although continued

⁴² Cadent Gas, Long Term Development Plan (2025).

investment is required to maintain the safety, reliability and resilience of the network.

Impact of growth (before mitigation)

- 8.46 Planned housing and employment growth may generate additional demand for gas infrastructure, particularly from commercial and industrial development and where new development continues to require connections to the gas network. However, the impact of growth needs to be considered alongside wider changes to the energy system.
- 8.47 Cadent's Long Term Development Plan forecasts a longer-term reduction in overall gas demand as energy efficiency improves and heating and other energy uses become increasingly electrified. The network is nevertheless expected to continue to play an important role in maintaining energy resilience and meeting peak demand during the transition to a lower-carbon energy system⁴³.
- 8.48 No strategic gas capacity constraints have been identified that would prevent planned growth within Bolton. However, the location and nature of individual developments may create local connection or reinforcement requirements, particularly where development generates significant commercial or industrial energy demand or interacts with existing gas infrastructure.

Mitigation

- 8.49 Cadent is undertaking continued investment in the safety and resilience of the gas distribution network, including the replacement of ageing metallic mains with modern polyethylene infrastructure through its mains replacement programme. This investment reduces leakage and improves the long-term integrity and resilience of the network⁴⁴. Within Bolton, a number of mains replacement schemes are programmed between 2026 and 2028. These works form part of Cadent's wider programme of network renewal and will help ensure that existing infrastructure remains safe and resilient as the role of the gas network evolves.
- 8.50 The Local Plan supports the provision of necessary gas and wider utility infrastructure through Policy INF8: Digital and Utilities Infrastructure, which requires development to demonstrate that adequate utility infrastructure can be provided to serve new development. Early engagement with Cadent will be important where development requires a new connection, generates significant gas demand or is affected by existing gas infrastructure. This will allow any necessary protection, diversion or local reinforcement works to be identified and coordinated with the design and phasing of development.

⁴³ Cadent Gas, Long Term Development Plan (2025).

⁴⁴ Cadent Gas, Long Term Development Plan (2025).

- 8.51 Given the absence of identified strategic capacity constraints and the anticipated longer-term reduction in gas demand, no significant strategic gas infrastructure intervention is currently required to support Local Plan growth. The position should nevertheless continue to be monitored as national energy and heat decarbonisation policy develops.

8.5 Waste

- 8.52 Waste collection in Bolton is undertaken by the Council. The treatment and disposal of the waste collected is managed across Greater Manchester by the Greater Manchester Combined Authority, through a network of transfer, recycling, recovery and disposal facilities, under the Greater Manchester Interim Recycling and Waste Plan 2026 to 2030, with the sites allocated by the Greater Manchester Waste and Minerals Plan, which forms part of the development plan. Bolton’s facilities are the Salford Road Household Waste Recycling Centre and Transfer Loading Station, both in good condition and operating at capacity; Hurstwood Court Household Waste Recycling Centre, in good condition and operating over capacity; and the Raikes Lane Energy Recovery Facility, operating at capacity, in intermediate condition, with a condition review expected around 2030.⁴⁵
- 8.53 Growth increases the households and material the system handles, alongside the national reforms (Simpler Recycling, Extended Producer Responsibility and the Deposit Return Scheme) that change collection requirements and the composition of waste. The Interim Plan takes population growth, demographic change and housing type into account, and GMCA intends a new materials recovery facility able to sort a wider range of plastics, with improvements to existing processing infrastructure.⁴⁶
- 8.54 Waste infrastructure for the growth in the Plan is therefore planned and provided at Greater Manchester level. The Local Plan’s part is design: Policy HS4 requires waste and recycling storage, appropriately sized and located, in new homes, which matters most on the strategic and higher-density sites. The Council works with GMCA and its waste services as Bolton’s facilities and the Raikes Lane review come forward.

8.6 Digital connectivity (fibre and 5G)

Current position

⁴⁵ Greater Manchester Combined Authority, Greater Manchester Interim Recycling and Waste Plan 2026–2030 (2026).

⁴⁶ Greater Manchester Combined Authority, Interim Recycling and Waste Plan 2026–2030 (2026).

- 8.55 Digital connectivity across Bolton is strong and continues to improve through ongoing investment in gigabit-capable broadband infrastructure. Full-fibre broadband is available to approximately 88% of premises, exceeding the national average for English local authorities, while gigabit-capable broadband is available to the vast majority of homes and businesses. Alongside infrastructure investment, the Council continues to support digital inclusion through community-based initiatives that improve access to devices, connectivity and digital skills⁴⁷.

Impact of growth (before mitigation)

- 8.56 Planned housing and employment growth will increase demand for high-speed digital connectivity as homes and businesses become increasingly reliant on digital services, home working, cloud computing and smart technologies. However, existing network capacity and planned investment are expected to accommodate this growth.
- 8.57 Ofcom's planned network deployment programme indicates that gigabit-capable broadband coverage within Bolton will continue to expand throughout the plan period, with over 132,000 properties expected to have gigabit connectivity by 2028, alongside increasing network competition and resilience. As a result, digital connectivity is not expected to constrain the delivery of the Local Plan⁴⁸.

8.6.1 5G connectivity

Current position

- 8.58 Mobile connectivity across Bolton continues to improve through the expansion of 5G infrastructure across Greater Manchester. Coverage is strongest within the main urban area, town centre, strategic employment locations and along key transport corridors, with the majority of residents able to access outdoor 5G services from at least one mobile network operator. While coverage reduces in some peripheral and rural locations, overall provision is considered sufficient to support existing demand⁴⁹.

Impact of growth (before mitigation)

- 8.59 Future growth will increase demand for high-capacity mobile connectivity, supporting new homes, businesses, digital healthcare, advanced manufacturing, education and smart infrastructure. However,

⁴⁷ Ofcom, Connected Nations Update: Spring (2025).

⁴⁸ Ofcom, Connected Nations: Planned Network Deployments (2026).

⁴⁹ Ofcom, Connected Nations Update: Spring (2025).

telecommunications providers continue to expand 5G infrastructure across Greater Manchester, and there is no evidence that planned growth will exceed the capacity of the existing or planned mobile network.

- 8.60 Continued investment in next-generation mobile technology will improve network resilience, increase capacity and support the growing use of connected technologies throughout the plan period.⁵⁰

Mitigation

- 8.61 Digital connectivity across Bolton will continue to be strengthened through ongoing investment by telecommunications providers, planned network deployment and regional digital infrastructure initiatives supported by the Greater Manchester Combined Authority. Planned investment will expand gigabit-capable broadband coverage, improve network resilience and continue the rollout of 5G infrastructure across the borough⁵¹.

- 8.62 The Local Plan supports this approach through Policy INF8: Digital and Utilities Infrastructure, which requires new development to incorporate high-quality digital infrastructure, including full-fibre broadband and infrastructure capable of supporting current and future mobile technologies. Early engagement with telecommunications providers will ensure that digital infrastructure is delivered alongside new development, enabling homes, businesses and community facilities to benefit from resilient, future-ready connectivity.

Strategic response

- 8.63 The Council's approach is to ensure that utilities and digital infrastructure are delivered alongside planned growth, maintaining resilient, reliable and future-ready networks that support new homes, employment and the transition to a low-carbon economy. While current evidence indicates that strategic capacity is generally sufficient across electricity, gas, water and digital infrastructure, local network reinforcement and infrastructure upgrades will be required as development moves forward.
- 8.64 The Council will continue to work proactively with utility providers, telecommunications operators and infrastructure partners to monitor future demand, identify emerging constraints and coordinate investment programmes. Early engagement between developers and infrastructure providers will be essential to ensure that network reinforcement, new connections and utility diversions are delivered alongside development and do not delay the implementation of the Local Plan.

⁵⁰ Ofcom, Connected Nations Update: Spring (2025).

⁵¹ Ofcom, Connected Nations: Planned Network Deployments (2026).

Local Plan response

- 8.65 Policy INF8: Digital and Utilities Infrastructure requires development to demonstrate that adequate utility and digital infrastructure can be provided to support new homes, employment and community facilities without placing unacceptable pressure on existing networks. Where necessary, applicants will be expected to undertake utility capacity assessments and work with infrastructure providers to identify any reinforcement or connection requirements.
- 8.66 The Local Plan also supports the efficient use of resources through Policy ENV1: Meeting Energy and Water Standards, which promotes energy efficiency, reduced water consumption and the integration of low-carbon technologies within new development. Together, these policies seek to reduce demand on existing utility networks while ensuring infrastructure is delivered in step with growth.
- 8.67 The borough's strategic site allocations will be required to incorporate appropriate utility infrastructure, digital connectivity and network upgrades where necessary through site-specific master planning and the planning application process.

Corporate and partner projects beyond the Local Plan

- 8.68 The Council will continue to work closely with United Utilities, SP Electricity North West, Cadent Gas, telecommunications providers, Ofcom and the Greater Manchester Combined Authority to coordinate infrastructure investment across the borough.
- 8.69 Current investment programmes include electricity network reinforcement, water network improvements, gas network modernisation through the Iron Mains Replacement Programme, continued expansion of gigabit-capable broadband and the rollout of 5G mobile infrastructure. These programmes will help ensure that utility and digital infrastructure continues to meet the needs of existing communities while supporting planned growth.

Funding and delivery

- 8.70 The majority of utilities and digital infrastructure will be funded and delivered by the respective statutory undertakers and network operators through their regulated investment programmes, including SP Electricity North West, United Utilities, Cadent Gas and telecommunications providers. These programmes are supported through national regulatory frameworks, including Ofgem and Ofcom, together with wider commercial investment.
- 8.71 Where development generates a need for new utility infrastructure or network reinforcement, developers will be expected to fund the necessary connections and any site-specific upgrades required to serve their development. Where appropriate, developer contributions may also be secured through Section 106 agreements in accordance with Policy DEL1, particularly where infrastructure is

required to mitigate the impacts of development or support the delivery of strategic growth locations.

09 Developer Contributions

- 9.1 Developer contributions are one of the tools by which the Plan enables growth and mitigates its effects. They fund or provide the infrastructure and affordable housing that development makes necessary, alongside the investment programmes of infrastructure providers, the Council’s capital programmes and external funding. Contributions are intended to mitigate the impact of the development that pays them. They may fund a proportionate share of a scheme that also meets existing need; the rest of that need is for the Council and providers through their own programmes. Planning obligations are limited by law to what is necessary to make the development acceptable in planning terms, directly related to it, and fairly and reasonably related to it in scale and kind (regulation 122 of the Community Infrastructure Levy Regulations 2010). They enable development by providing the infrastructure it needs and mitigate its impacts; they do not fund existing shortfalls.
- 9.2 Policy DEL1 Developer Contributions sets the framework. Planning obligations under Section 106 of the Town and Country Planning Act 1990 secure the infrastructure contributions, affordable housing and other mitigation that the Plan’s policies require (DEL1(1)). The policy schedule sets out each obligation, the development it applies to, the policy that sets the threshold and how it is secured. Table 9.1 reproduces the schedule and adds how the Council applies each obligation. Strategic-scale development delivers these obligations with on-site provision where the scheme supports it, and the site allocation policies in Chapter 10 of the Plan set the additional site-specific requirements and phasing (DEL1(5) and (6)). The Council publishes an Infrastructure Funding Statement each year, reporting the contributions secured, received and spent.
- 9.3 The Council’s Infrastructure and Planning Contributions Supplementary Planning Document (July 2016) sets out how contributions to open space and play, health, education and community facilities are calculated under Core Strategy Policy IPC1, which Policy DEL1 replaces. The Whole Plan Viability Assessment (EVD01, draft) tests an average Section 106 cost of £5,000 a dwelling for the site typologies, against £2,207 a dwelling secured on monitored schemes, so that the higher obligations under the Plan’s policies are tested, and tests the site-specific costs in Appendix 1 for Health Innovation Bolton, Ditchers Farm and Burnden Way. The Lee Hall obligations are settled through its planning application, and Anchor Lane is of a kind the site typologies represent. The relevant provisions of the Supplementary Planning Document will be brought up to date to reflect the policies and requirements of the new Local Plan and incorporated into future revisions of this strategy. This will include updated details on developer contributions, taking account of development viability and relevant legislation, alongside the Councils consideration of a Community Infrastructure Levy.

Table 9.1 Planning obligations under Policy DEL1 and how the Council applies them

Obligation	Applies to	Threshold set by	How it is secured	How the Council applies it
Affordable housing	Residential development, and specialist residential development where Policy HS3 applies	Policies HS1 and HS3	On-site affordable housing, or payment in lieu	Rates by value zone and tenure split under Policy HS1, calculated as set out in this section. A review mechanism where a scheme is consented below policy.
Education	Residential development	Policy INF3	Section 106 contribution sized to the additional pupil yield, where additional capacity is required	Pupil yield from the Department for Education factors (Table 5.2). A contribution where the development generates a demonstrable need for education infrastructure (5.63). New two-form entry primary schools on site at Health Innovation Bolton and Lee Hall, where the demonstrable need is identified: the two sites generate 571 and 540 primary places (Table 5.4) and Policies BSA02 and BSA04 require the schools.
Health	Residential development	Policy INF3	Section 106 contribution sized to the health care demand the scheme generates, where additional capacity is required	The NHS floorspace method (Health Building Note 11-01), spent by NHS Greater Manchester on capacity that mitigates the impact of the development.
Open space and play	Residential development	Policies INF5 and INF6	On-site provision, a financial contribution, or a combination,	The standards in Policies INF5 and INF6. On-site provision is expected at 50 or more dwellings, with

Obligation	Applies to	Threshold set by	How it is secured	How the Council applies it
			including maintenance	payment in lieu in town centre locations or where existing provision is within reach; smaller schemes provide on site where practicable; off-site provision and contributions are directed to identified deficiencies serving the development.
Trees	Development with new streets	Policy PQ1	Maintenance costs	Provision and establishment by the developer, with maintenance arrangements agreed with the highway authority.
Other community and sports facilities	Residential and commercial development	Policies INF3 and INF7	On-site provision or improvements to community and sports facilities	Priorities from the Playing Pitch and Outdoor Sport Strategy. Community facilities required on the strategic sites by the site allocation policies.
Transport and public realm	All development	Policy INF1	Section 106 contribution sized to the impact of the scheme, or works under section 278 of the Highways Act 1980	Through the transport assessment and the site allocation requirements. The Employment Area Mitigation Fund is a ring-fenced contribution for transport and public realm works at West of Wingates (DEL1(4)).
Employment and Skills Plan	Commercial development	Policy EC3	Plan secured by Section 106	Construction and operational plans at the thresholds in Policy EC3.
Holcroft Moss	Development adding more than 100 vehicles or 20 heavy goods vehicles a day	Places for Everyone and the Holcroft Moss Planning	Section 106 contribution in proportion to the traffic the development adds	The Habitats Regulations Assessment finds no effect on the integrity of the Manchester Mosses SAC while the SPD is

Obligation	Applies to	Threshold set by	How it is secured	How the Council applies it
	on the M62 past Holcroft Moss	Obligations Joint SPD		applied to development in Bolton.
Community Infrastructure Levy	All liable development, if a charging schedule is in place	The charging schedule	Under the CIL Regulations	Bolton does not charge a CIL. The Council's exploration of one is set out below.

9.4 The Habitats Regulations Assessment of the Local Plan finds that traffic from growth in Bolton, with growth under Places for Everyone and the Warrington Local Plan, could add nitrogen to Holcroft Moss, part of the Manchester Mosses SAC, from the M62 between junctions 11 and 12, where the critical load is already exceeded. The Holcroft Moss Planning Obligations Joint SPD, adopted by the Council with effect from 8 May 2025, deals with this: development adding more than 100 vehicles or 20 heavy goods vehicles a day on that section of the M62 contributes to restoration measures at Holcroft Moss in proportion to its traffic. The assessment concludes that there will be no effect on the integrity of the SAC while the SPD is applied to development in Bolton.

Affordable housing contributions

9.5 Developments which include ten or more houses, or sites of 0.5ha or more, are expected to make provision for affordable housing. The recommended process for these applications is as follows:

Pre-Application Discussions

9.6 Contact should be made with the Council's Planning Team at the earliest opportunity, well before the submission of any planning application. Any requirement for affordable housing will be confirmed at this stage and the enquiry referred to Bolton's Housing Partnership (BHP) is Bolton's strategic housing partnership who will discuss these requirements and negotiate on behalf of the Council. Developers will be required to supply evidence to back any claims for 'abnormal' development costs through detailed and open book financial appraisals.

9.7 Affordable housing negotiations are performed on a site-by-site basis and often require considerable discussion. Pre-application discussions will enable affordable housing policy requirements to be addressed and provisional agreement reached prior to planning submission and will help speed up the planning process.

Planning Application Submission

9.8 Following the submission of planning applications, the Local Planning Authority will consult with BHP and confirm the requirement for affordable housing provision on sites at or above the threshold of ten units or 0.5 hectares. If agreement has not been reached at the pre-application stage, BHP will discuss further with Planning colleagues and the Developer to reach an agreement. Agreements for affordable housing provision including the number, phasing, plot numbers, unit types, Open Market Value (OMV) discount, tenure and agreement of the relevant Registered Provider should be reached before consideration by Planning Committee.

Planning Decision and Section 106 Agreements

9.9 Following the decision by Planning Committee, the requirement for affordable housing provision will be included in S106 agreements.

9.10 The Council will require 100% nominations for all affordable housing provision and access to social and affordable rental units through the Council's Housing register (Choice Based Lettings scheme) and, to ensure that initial and successive occupiers enjoy the benefits, occupancy restrictions may be the subject of conditions or legal agreements.

9.11 Bolton's requirement is for on-site delivery in accordance with Local Plan Policy HS1. In exceptional circumstances the Council will accept affordable housing provision to be met partly or fully off-site. The onus is on the developer to demonstrate why this affordable housing obligation should be discharged in this manner and all parties must agree. If accepted, an offsite provision or financial contribution will need to be of a broadly equivalent value.

Calculating the Affordable Housing Requirement and the Tenure Split

9.12 The starting point is to calculate the total affordable housing requirement for the site; this is set by the ward the site is within. There are three value zones, with an additional 15% requirement where the development is on Green Belt land or on land released from the Green Belt post-2024. If the site straddles two or more value zones, the requirement of the highest value zone will apply.

9.13 The total affordable housing requirement will be rounded to the nearest whole number, when this results in a tenths figure equal or more than 0.5, the requirement will be rounded up; if the tenths figure is less than 0.5, the requirement will be rounded down.

9.14 The next step is to break down the total affordable housing requirement by tenure.

9.15 **Affordable Home Ownership or Other Intermediate Tenures** – homes sold at a price equivalent to 30% below local market value. This should comprise no more than 26% of the total affordable housing requirement, rounded down to the nearest whole number.

9.16 Affordable Rent – homes for rent set in accordance with the government’s rent policy for affordable rent, or at least 20% below market rents. This should comprise no more than 21% of the total affordable housing requirement, rounded down to the nearest whole number.

9.17 Social Rent – Registered provider homes for rent set in accordance with the government’s rent policy for social rent. This should comprise a minimum of 53% social rent (the remaining share subject to a minimum of 53% of all affordable homes provided by the development).

9.18 Developers should be aware that the provision of affordable housing through Section 106 agreements will result in affordable units being transferred to the nominated BHP Registered Provider at below market value. Social Rent Units are typically transferred at approximately 40% of OMV (60% discount), while Affordable Home Ownership/Intermediate units are typically transferred at approximately 70% of OMV (30% discount). These transfer values form part of the cost of delivering affordable housing and should be taken into account at the earliest stages of site appraisal and scheme design.

9.19 The table below is an illustrative example showing both the assumed transfer value to a BHP Registered Provider and the equivalent receipt to the developer for a dwelling with an OMV of £250,000.

Tenure	Open Market Value	Typical Transfer Value to BHP RP	Discount from OMV	Developer Receipt
Open Market Sale	£250,000	£250,000	0%	£250,000
Affordable Home Ownership / Intermediate Housing	£250,000	£175,000	30% (£75,000)	£175,000
Social Rent	£250,000	£100,000	60% (£150,000)	£100,000

9.20 The following table provides example calculations for a development comprising 100 new homes, to give an indication of the levels of affordable housing that would be required: Sites within the Central Bolton Policy Area, as defined on the Policies Map, have no affordable housing requirement under Policy HS1; the Plan keeps this under review and will require provision again when land values improve.

Value Area	Affordable Housing Requirement	No. Units by Tenure*
Value Zone 1 (Comprises Bolton Wards – Great Lever, Halliwell, Tonge with the Haulgh, Queens Park & Central, Rumworth and excludes sites within the Central Bolton Policy Area)	10% - 10 homes	Affordable Home Ownership - 2 homes
		Affordable Rent - 2 homes
		Social Rent - 6 homes
Value Zone 1 (Green Belt land)		Affordable Home Ownership - 6 homes

Value Area	Affordable Housing Requirement	No. Units by Tenure*
	25% - 25 homes	Affordable Rent - 5 homes
		Social Rent - 14 homes
Value Zone 2 (Comprises Bolton wards – Brightmet, Farnworth North, Farnworth South, Kearsley, Little Lever & Darcy Lever)	20% - 20 homes	Affordable Home Ownership - 5 homes
		Affordable Rent - 4 homes
		Social Rent - 11 homes
Value Zone 2 (Green Belt land)	35% - 35 homes	Affordable Home Ownership - 9 homes
		Affordable Rent - 7 homes
		Social Rent - 19 homes
Value Zone 3 Comprises Bolton Wards – Astley Bridge, Bradshaw, Bromley Cross, Heaton, Lostock & Chew Moor, Horwich North, Horwich South & Blackrod, Hulton, Smithills, Westhoughton North & Hunger Hill, Westhoughton South)	35% - 35 homes	Affordable Home Ownership - 9 homes
		Affordable Rent - 7 homes
		Social Rent - 19 homes
Value Zone 3 (Green Belt land)	50% - 50 homes	Affordable Home Ownership - 13 homes
		Affordable Rent - 10 homes
		Social Rent - 27 homes

Commutated Sums

- 9.21 Where it is not possible to provide affordable housing on-site, the Council will require the payment of a commuted sum to be spent on providing affordable housing elsewhere in the borough. The payment required will be equivalent to the financial cost to the developer of on-site delivery.

Community Infrastructure Levy

- 9.22 A Community Infrastructure Levy (CIL) is a charge that a council may set on new development to fund infrastructure across its area, at a fixed rate per square metre of new floorspace. The rates are set in a charging schedule, which must be supported by viability evidence, consulted on and independently examined before it is adopted. Bolton does not charge a CIL. Contributions are secured through Section 106 under Policy DEL1, so the Plan does not depend on a levy. DEL1(3) provides that if a charging schedule is in place when an application is determined, CIL applies in addition to planning obligations at the published rates.

- 9.23 The Council is exploring a CIL. A levy secures contributions from development of all sizes, including schemes below the thresholds for Section

106 contributions that add to demand cumulatively. Its receipts can be pooled for strategic infrastructure that serves more than one site, and a share of receipts (15%, or 25% where a neighbourhood plan is in place) goes to the town or parish council (in Bolton, the Blackrod, Horwich and Westhoughton town councils), or is spent in the neighbourhood where there is no such council.

- 9.24 The CIL Regulations require the Council, in setting rates, to strike an appropriate balance between funding infrastructure and the effect of the charge on the viability of development across Bolton. Rates may vary by area, by type of development and by scale, including a nil rate, so that what the strategic sites already provide through Section 106 is reflected in what they are charged. Section 106 would continue to secure affordable housing and site-specific infrastructure. The final version of this strategy will reflect the outcome of this work, including how the two would operate together. Any charging schedule will be the subject of consultation with developers, communities and infrastructure providers.

10 Conclusions

10.1 This strategy has assessed each type of infrastructure with the organisation that provides it, now, with the growth in the Plan, and after the response. Its conclusions by section are:

Table 10.1 The issues and the strategy, by section

Section	The issues	The strategy
Affordable housing (Section 3)	A need of 501 affordable homes a year against around 215 a year delivered (1,079 in the last five years), across the whole borough.	Policy HS1 secures affordable housing from development of ten or more homes, on site as the starting point, at the rate for each value zone; the Bolton Housing Partnership and the Registered Providers' programmes.
 Getting around (Section 4)	Road capacity at Westhoughton and the three M61 junctions, the approaches to Bolton Town Centre and Farnworth, and Kearsley Interchange, which the model does not represent. Rail capacity is adequate, with some increase in crowding expected through central Manchester. Bus, walking and cycling have capacity for the additional trips.	Highway works tied to the sites that need them: M61 Junction 4 and the primary movement corridor at Health Innovation Bolton, the Lee Hall link road, the Burnden Way improvements. The National Highways and Transport for Greater Manchester strategy for Kearsley Interchange and the Wigan to Bolton Growth Corridor. Contributions under the Holcroft Moss Planning Obligations Joint SPD from development adding traffic on the M62 past Holcroft Moss. The Council supports increases in rail capacity and frequency; Access for All at Hall i'th'Wood, Westhoughton and Kearsley. Bus frequency and priority improvements with contributions from Anchor Lane and Health Innovation Bolton; walking and cycling routes on the strategic sites and the Streets for All programme.
 Learning (Section 5)	Demand for school places from new housing is short term and localised: in-year primary admissions in Deane and Daubhill and Halliwell	New primary schools at Health Innovation Bolton and Lee Hall under Policies BSA02 and BSA04; expansions at Ladybridge High

Section	The issues	The strategy
	and Heaton, secondary places in West Bolton, early years capacity uneven across Bolton. In the medium to long term demand is expected to fall, but the forecast is sensitive to birth rates, migration and housing delivery. SEND provision is in deficit across Bolton, driven by rising levels and complexity of need.	School, Little Lever and Mount St Joseph due by 2029; five nursery expansions; contributions under Policy INF3 where development generates a demonstrable need; the programme with the Department for Education to expand specialist places, funded through High Needs capital; capacity monitored across the board.
 Staying healthy (Section 6)	Primary care capacity is adequate now; growth would put the practices serving the largest sites, in the Westhoughton and Horwich Primary Care Networks, into deficit. Health Innovation Bolton and the strategic sites add demand on Royal Bolton Hospital.	Health facilities on site at Health Innovation Bolton under Policy BSA02; contributions from Anchor Lane, Burnden Way, Ditchers Farm and Lee Hall under Policy INF3, calculated on the NHS floorspace method and spent by NHS Greater Manchester on capacity that mitigates the impact of the development; Bolton NHS Foundation Trust's service planning; integrated neighbourhood services under NHS Greater Manchester.
 Well-being and enjoyment (Section 7)	Accessible greenspace is lowest in Central and Inner Bolton. Playing pitch deficits are at the sites identified in 2014 (Moss Bank Park, Hulton Lane, Leverhulme Park, Harper Green and Bolton Arena), which the Playing Pitch and Outdoor Sport Strategy is reassessing. Community facilities are adequate, with the pressure on the quality, accessibility and use of existing buildings.	Open space and play on site, through contributions to the local area, or both, under Policies INF5 and INF6, with off-site provision directed to identified deficiencies; public realm and green space in Central Bolton under Policies CB01 to CB03; the parks and play space on the strategic sites; contributions under Policy INF7 and community use of the school pitches and sports halls on the strategic sites; contributions under Policy INF3, refurbishment and reuse of existing buildings, and the community centres at Lee Hall and Burnden Way.

Section	The issues	The strategy
 Utilities and essential services (Section 8)	Water supply is in surplus under WRMP24; gas and digital networks have capacity, with gigabit coverage to over 132,000 properties by 2028. Electricity headroom at Westhoughton and Harwood is used up as demand grows. Combined sewers in the older urban areas of the Croal and Irwell catchment are the constraint.	Sustainable drainage on every site under Policy ENV2 and site-wide drainage strategies on the strategic sites; wastewater capacity for each development under Policy INF8, which the Habitats Regulations Assessment relies on; £110 million at Bolton Wastewater Treatment Works and further United Utilities investment; funded electricity works at Bolton, Barbara Street and Crown Lane, with reinforcement at Westhoughton and Harwood as headroom is used; site connections agreed with United Utilities; Cadent mains renewal.

- 10.2 **Developer contributions (Section 9).** Policy DEL1 secures contributions to enable development and mitigate its impacts, within the statutory tests and the viability evidence; a Community Infrastructure Levy is being explored.
- 10.3 Taken together, the strategy has found constraints and limitations and, for each one, a response: who provides it, how it is funded and when. With that mitigation the growth in the Plan can be accommodated. Most new homes and jobs are in four areas, and the largest sites there provide schools, health facilities, open space and transport links, or contribute to them, as the site allocation policies require.

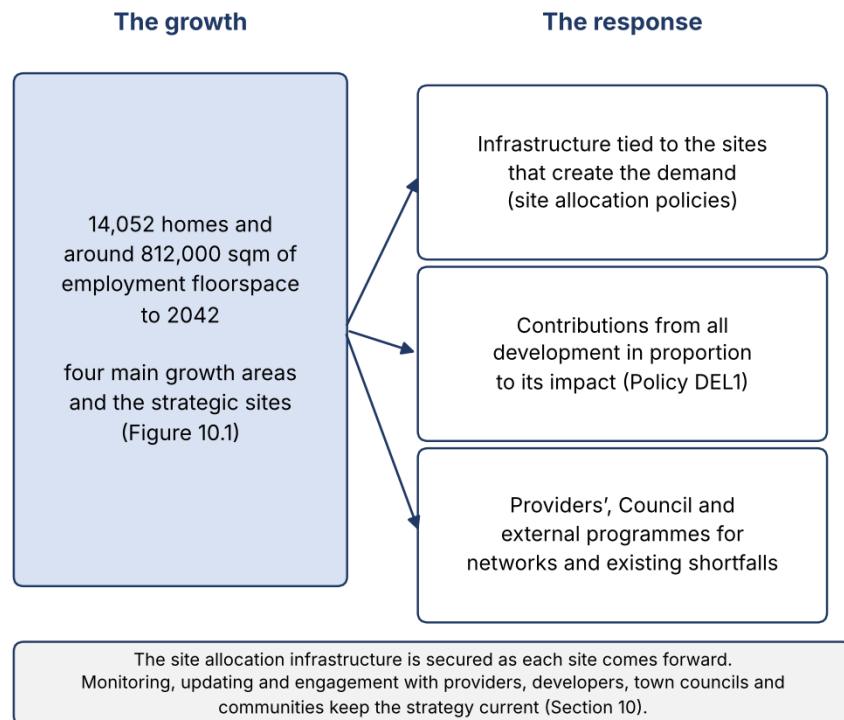


Figure 10.2 The growth in the Plan and the response

Spatial implications

10.4 The spatial strategy is shown in Figure 10.1. Growth is directed to Central Bolton, Health Innovation Bolton, the NorthFold employment locations, Middlebrook and Hulton Park, and the homes are distributed across seven areas.

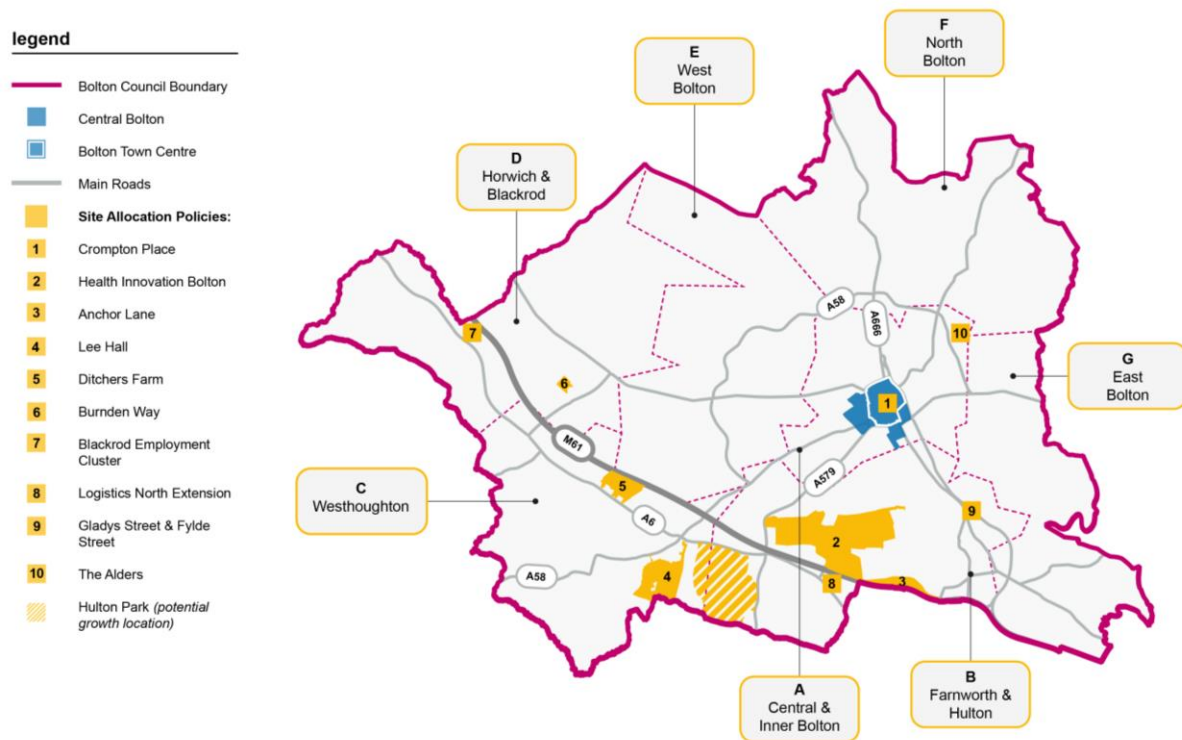


Figure 10.1 The spatial strategy and the homes identified in each area: a. Central and Inner Bolton 2,154; b. Farnworth, Great Lever and Hulton 3,149; c. Westhoughton 2,843; d. Horwich and Blackrod 2,953; e. West Bolton 166; f. North Bolton 210; g. East Bolton 977; windfall sites 1,600

10.5 Affordable housing is treated as infrastructure because it is a need that growth must help to meet. Section 3 sets out the need and Section 9 how contributions are calculated and secured.

Employment growth

10.6 Employment growth is at the Places for Everyone sites at Bewshill Farm, Chequerbent North and West of Wingates, the Blackrod Employment Cluster, the Logistics North extension and Health Innovation Bolton, close to the M61 junctions. Employment development contributes to transport and public realm works in proportion to its impact, with a ring-fenced fund for West of Wingates, and larger schemes provide Employment and Skills Plans under Policy EC3. The Places for Everyone sites were allocated through Places for Everyone (2024), which sets their site-specific requirements, and West of Wingates is supplemented by the West of Wingates Strategic Masterplan Supplementary Planning Document.

Further work to finalise the strategy

10.7 The Council will continue to work with the organisations below on the matters listed and will update the strategy: The Council also engages with the neighbouring authorities on cross-boundary infrastructure on an ongoing basis.

- Blackrod, Horwich and Westhoughton town councils and the community alliances.
- The Department for Education and schools: capacity, land and funding for SEND places over the Plan period.
- Greater Manchester Police, Greater Manchester Fire and Rescue Service and North West Ambulance Service: the assessment of emergency services, for the next update of this strategy.
- NHS Greater Manchester and Bolton NHS Foundation Trust: where and when additional primary care capacity is provided, and the health estate in the renewal of the Strategic Asset Management Plan.
- SP Electricity North West: the timing of reinforcement at Westhoughton and Harwood.
- Transport for Greater Manchester, National Highways and Wigan Council: the Wigan to Bolton Growth Corridor schemes and the strategy for Kearsley Interchange.
- United Utilities: network and treatment capacity ahead of development, and wastewater treatment capacity for the Plan's growth, which the Habitats Regulations Assessment relies on.

Working with developers and implementing permissions

10.8 The Council will work with developers to deliver the infrastructure this strategy identifies. Policy DEL1 and Section 9 set out what is sought from which

development, so that the cost is reflected in the price paid for land.

Contributions are intended to mitigate the impact of the development that pays them. They may fund a proportionate share of a scheme that also meets existing need; the rest of that need is for the Council and providers through their own programmes.

- 10.9 Early engagement with the Council, United Utilities and SP Electricity North West before applications are made keeps network constraints from delaying delivery. Infrastructure may be provided directly, as land, as a financial contribution or in combination. For the strategic sites the allocation policy and, where required, the masterplan set the requirements; the Section 106 agreement, planning conditions and section 278 agreements then fix what is provided, by whom and at what stage.

Glossary

Plain-English definitions of terms used in this document.

Term	Meaning
2FE (two-form entry)	A primary school with two classes in each year group, 420 places in all.
Access for All	The Department for Transport programme that funds step-free access and other accessibility improvements at railway stations.
AGP (Artificial Grass Pitch)	A sports pitch with a synthetic playing surface, designed for intensive use in most weather conditions.
Bee Network	Greater Manchester’s integrated public transport network of buses, trams and, in time, local rail services, managed by Transport for Greater Manchester.
BSP (Bulk Supply Point)	A major point on the electricity network where power is transferred from the higher-voltage grid to the local distribution network
CIL (Community Infrastructure Levy)	A charge that a council can choose to set on new development to help fund infrastructure across its area. It is a fixed rate per square metre of new floorspace, set out in a charging schedule that is examined before adoption. Unlike a Section 106 agreement, it is not negotiated site by site. Bolton does not currently charge CIL and is exploring its introduction.
DfE (Department for Education)	The government department responsible for schools, which publishes the pupil yield factors and school place cost data used in this strategy.
Do Minimum and Do Something	The transport model scenarios: Do Minimum is 2042 without the Local Plan; Do Something is 2042 with the Local Plan and the highway schemes it requires.
DWMP (Drainage and Wastewater Management Plan)	A long-term plan prepared by a water company for managing drainage and wastewater, including sewer capacity, flooding, pollution and future demand.

Term	Meaning
EHCP (Education, Health and Care Plan)	A legal document describing a child or young person’s special educational, health and social care needs and the support they must receive.
ERF (Energy Recovery Facility)	A facility that treats waste and recovers useful energy, usually heat or electricity, from it.
ESP (Employment and Skills Plan)	A plan setting out how a development will provide local employment, apprenticeships, training, supply chain and skills opportunities.
GIA (gross internal area)	The floor area of a building measured to the internal face of the external walls.
GMCA (Greater Manchester Combined Authority)	The combined authority for the ten Greater Manchester districts, including Bolton.
GSP (Grid Supply Point)	A point where electricity passes from the national transmission system into a regional distribution network.
Headroom	The places or capacity available: net capacity less the pupils, patients or demand using it.
HIB (Health Innovation Bolton)	A proposed mixed use health innovation district next to Royal Bolton Hospital, combining healthcare, research, education, employment and housing.
HWRC (Household Waste Recycling Centre)	A site where residents can take household waste and recyclable materials that are not collected through normal household collections.
Infrastructure Funding Statement	The annual report each council must publish on the developer contributions it has secured, received and spent.
LHNA (Local Housing Need Assessment)	An assessment of how many homes, and what types and tenures of homes, are needed in a local area.
Metrolink	Greater Manchester’s light rail network.
MRF (Materials Recovery Facility)	A facility that sorts mixed recyclable materials so they can be processed and reused.

Term	Meaning
NorthFold	The growth location across Wigan and Bolton identified in Places for Everyone, including the employment sites along the M61 between Wigan and Bolton.
One Public Estate	The national programme under which public bodies plan and manage their land and buildings together.
ONS (Office for National Statistics)	The UK’s independent producer of official statistics, including population estimates and projections.
PAN (Published Admission Number)	The number of pupils a school is formally permitted to admit into its normal entry year.
PCN (Primary Care Network)	A group of GP practices working together to provide services at a larger scale.
PCU (passenger car unit)	The unit the transport model uses for road space, with a car counting as one unit and larger vehicles as more.
Places for Everyone	The joint development plan for nine Greater Manchester districts, adopted in 2024.
RAAC (Reinforced Autoclaved Aerated Concrete)	A lightweight concrete building material used in some older public buildings that can require investigation, repair or replacement because of safety concerns.
Regulation 19	The stage at which the Council publishes the plan it intends to submit for examination and invites representations on its soundness and legal compliance.
RIIO GD3	Ofgem’s price control for the gas distribution networks for 2026 to 2031, which sets what Cadent may invest.
Ring-fenced contribution	Money legally or administratively restricted for use on a defined purpose or within a specified geographical area.
Safety Valve	The Department for Education programme that agrees additional high needs funding with a council

Term	Meaning
	in return for a plan to bring its SEND spending into balance.
SCAP (School Capacity Survey)	The Department for Education annual collection of information from local authorities about school places, capacity and pupil forecasts.
Section 106 (S106)	A legal agreement securing contributions or works from a developer to make a development acceptable in planning terms.
Section 278 (S278)	A legal agreement under section 278 of the Highways Act 1980 that allows a developer to fund or carry out works to a public highway.
SEMH	A category of special educational need involving difficulties that affect a child or young person's emotional wellbeing, behaviour, relationships or learning.
SEND	Special Educational Needs and Disabilities.
SP ENW (SP Electricity North West)	The electricity distribution network operator serving Bolton. The strategy refers to it as part of SP Energy Networks.
Streets for All	Transport for Greater Manchester's programme for improving streets for walking, cycling and public transport.
SuDS (sustainable drainage systems)	Drainage designed to manage rainfall close to where it falls, slowing and cleaning surface water before it enters watercourses or sewers.
TfGM (Transport for Greater Manchester)	The transport body for Greater Manchester, responsible for transport policy, the Bee Network and much of the region's transport funding.
Windfall sites	Sites that come forward for housing without being specifically allocated in the plan.
WRMP (Water Resources Management Plan)	The statutory plan in which a water company sets out how it will balance supply and demand over at least 25 years; United Utilities' current plan is WRMP24.

Appendix 1

The Infrastructure Delivery Schedule lists each infrastructure scheme identified in this strategy, with its reference, scheme, site, area, what it delivers, cost estimate, delivery mechanism, who pays, responsible party, phase, status and whether it is critical, essential or desirable to the Plan. A scheme is critical where the Plan’s growth, or a site, cannot proceed or be occupied without it, whoever provides or funds it; essential where it is needed to mitigate the impact of the growth and is delivered alongside it; and desirable where the Plan’s growth does not depend on it and the scheme has other drivers, such as the condition of a building or the renewal of a network. The reference prefix gives the group: L learning, T transport, U utilities and W well-being. The schedule is maintained by the Council and updated periodically.

The Council’s Infrastructure and Planning Contributions Supplementary Planning Document (July 2016) sets out how contributions to open space and play, health, education and community facilities are calculated under Core Strategy Policy IPC1, which Policy DEL1 replaces. The Whole Plan Viability Assessment (EVD01, draft) tests an average Section 106 cost of £5,000 a dwelling for the site typologies, against £2,207 a dwelling secured on monitored schemes, so that the higher obligations under the Plan’s policies are tested, and tests the site-specific costs in Appendix 1 for Health Innovation Bolton, Ditchers Farm and Burnden Way. The Lee Hall obligations are settled through its planning application, and Anchor Lane is of a kind the site typologies represent. The Supplementary Planning Document will be brought up to date to accompany the Local Plan, in future revisions of this strategy and as the Council tests a Community Infrastructure Levy.

Table A1.1 Infrastructure Delivery Schedule

Ref	Category	Type	Scheme	Site	Area	What the scheme delivers	Estimated Cost where known	Delivery mechanism	Who pays	Responsible party	Phase	Status	Critical, essential or desirable
T01	Transport	Strategic Road	Primary Movement Corridor	BSA2	Farnworth, Great Lever and Hulton	Delivery of the Primary Movement Corridor to provide the principal transport connection through the development, improving access, connectivity and movement between the site and surrounding transport network.	£28,700,000	S106	Developer	Developer	Years 1 to 15 and beyond	Proposed allocation in the Local Plan (Regulation 19)	Critical
T02	Transport	Strategic Road	M61 Junction 4 improvements	BSA2	Farnworth, Great Lever and Hulton	Improvements to M61 Junction 4 to provide additional highway capacity, improve access to the development and mitigate the impact of additional vehicle movements generated by the scheme.	£7,030,000	S106	Developer	Developer	Years 1 to 15 and beyond	Proposed allocation in the Local Plan (Regulation 19)	Critical
T03	Transport	Strategic Road	Walking and cycling connections to local services	BSA2	Farnworth, Great Lever and Hulton	Provision and improvement of walking and cycling connections between the development and nearby services, facilities and destinations to support safe and sustainable travel.	£28,848,000	S106	Developer	Developer	Years 1 to 15 and beyond	Proposed allocation in the Local Plan (Regulation 19)	Essential

Ref	Category	Type	Scheme	Site	Area	What the scheme delivers	Estimated Cost where known	Delivery mechanism	Who pays	Responsible party	Phase	Status	Critical, essential or desirable
T04	Transport	Transport	Right of Way and Cycle network improvements	BSA2	Farnworth, Great Lever and Hulton	Enhancement of existing rights of way and cycle routes to improve active travel connectivity, accessibility and links between the development and the wider walking and cycling network.	£4,956,000	S106	Developer	Developer	Years 1 to 15 and beyond	Proposed allocation in the Local Plan (Regulation 19)	Essential
T05	Transport	Transport	Public Transport Improvements	BSA2	Farnworth, Great Lever and Hulton	Provision and enhancement of public transport infrastructure and services to improve accessibility to the development and encourage sustainable alternatives to private car travel.	£437,000	S106	Developer	Developer	Years 1 to 15 and beyond	Proposed allocation in the Local Plan (Regulation 19)	Essential
T06	Transport	Transport	Bus Rapid Transit connection to Bolton Town Centre	BSA2	Farnworth, Great Lever and Hulton	Delivery of improved rapid public transport connections between the development and Bolton Town Centre, supporting reliable and accessible sustainable travel for residents, employees and visitors.	£2,822,000	S106	Developer	Developer	Years 1 to 15 and beyond	Proposed allocation in the Local Plan (Regulation 19)	Essential
T07	Transport	Transport	Off site Highway Improvements	BSA2	Farnworth, Great Lever and Hulton	Delivery of necessary off-site highway works to improve capacity, accessibility and highway operation and to mitigate the wider transport impacts generated by the development.	£10,450,000	S106	Developer	Developer	Years 1 to 15 and beyond	Proposed allocation in the Local Plan (Regulation 19)	Critical
T08	Transport	Transport	Relocations	BSA2	Farnworth, Great Lever and Hulton	Delivery of supporting infrastructure required to facilitate the health innovation Bolton development, including necessary transport, highways, public realm, utilities and other infrastructure improvements to support the site and mitigate the impacts generated by the development	£1,500,000	S106	Developer	Developer	Years 1 to 15 and beyond	Proposed allocation in the Local Plan (Regulation 19)	Essential
T016	Transport	Transport	Anchor Lane bus service contribution	BSA3	Farnworth, Great Lever and Hulton	Contribution towards enhanced bus services, with a new site access on Anchor Lane and walking and cycling routes, in accordance with Policy BSA03.		S106	Developer	Developer	Years 1 to 15	Proposed allocation in the Local Plan (Regulation 19)	Essential

Ref	Category	Type	Scheme	Site	Area	What the scheme delivers	Estimated Cost where known	Delivery mechanism	Who pays	Responsible party	Phase	Status	Critical, essential or desirable
T010	Transport	Transport	Primary Movement Corridor	BSA4	Westhoughton	Delivery of the Primary Movement Corridor to provide the principal transport connection through the development, improving access, connectivity and movement between the site and surrounding transport network.	£70,000,000	S106	Developer	Developer	Years 1 to 15	Planning application submitted	Critical
T011	Transport	Strategic Road	Lee Hall Strategic Highway Improvements	BSA4	Westhoughton	Delivery of strategic highway and transport improvements required to provide suitable access to the development and mitigate additional traffic impacts on the surrounding highway network.	£400,000	S106	Developer	Developer	Years 1 to 15	Planning application submitted	Critical
T012	Transport	Transport	Lee Hall Bus service enhancements	BSA4	Westhoughton	Enhancement of bus services serving the Lee Hall area improve public transport accessibility, connectivity and capacity. improvements may include increased service frequency, improved routes and better connections to key local destinations, helping to support additional travel demands	£5,000,000	S106	Developer	Developer	Years 1 to 15	Planning application submitted	Essential
T013	Transport	Strategic Road	New Off site works	BSA4	Westhoughton	Provision of new off site works required to support the development and mitigate its impacts on surrounding infrastructure. works may include highways, access, pedestrian, cycling, public realm or other infrastructure improvements outside the development site.		S106	Developer	Developer	Years 1 to 15	Planning application submitted	Critical
T014	Transport	Transport	Burnden Way Transport Improvements	BSA6	Horwich and Blackrod	Delivery of transport and highway improvements at Burnden Way to improve accessibility, connectivity and highway capacity and mitigate the transport impacts of development.	£1,500,000	S106	Developer	Developer	Years 6 to 15	Proposed allocation in the Local Plan (Regulation 19)	Essential

Ref	Category	Type	Scheme	Site	Area	What the scheme delivers	Estimated Cost where known	Delivery mechanism	Who pays	Responsible party	Phase	Status	Critical, essential or desirable
T015	Transport	Transport	Burnden Way Reprovided carparking	BSA6	Horwich and Blackrod	Reprovision of existing car parking at Burnden way to replace spaces affected by development and maintain appropriate parking capacity and accessibility. the provision will support continued access to the area and help mitigate parking and transport impacts arising from development	£15,000,000	S106	Developer	Developer	Years 6 to 15	Proposed allocation in the Local Plan (Regulation 19)	Essential
T020	Transport	Local road	Rivington Chase Link Road		Horwich and Blackrod	New link road through the Rivington Chase development, constructed and awaiting opening.		Developer	Developer	Developer	2025 to 2029	Constructed	Critical
T018	Transport	Bus	Bolton to Wigan bus corridor (A577 and A676)		West Bolton and Westhoughton	Quality bus corridor improvements between Bolton and Wigan.		Transport for Greater Manchester programme	Transport for Greater Manchester	Transport for Greater Manchester	2025 to 2029	Under construction	Essential
T017	Transport	Rail	Access for All at Hall i'th'Wood, Westhoughton and Kearsley stations		Borough-wide	Step-free access and accessibility improvements at the three stations.		Department for Transport Access for All programme	Department for Transport	Transport for Greater Manchester and Network Rail	2025 to 2029	Being developed	Essential
T019	Transport	Walking and cycling	Active travel programme		Borough-wide	Active travel improvements in Bolton, Farnworth and Westhoughton town centres, the Bolton to Doffcocker and De Havilland Way to Middlebrook corridors, Astley Bridge and Crompton, the Manchester Road scheme and the M61 and Cleggs Lane cycle scheme.		Council and Transport for Greater Manchester programmes	Transport for Greater Manchester and Bolton Council	Bolton Council	2025 to 2029	Committed or being delivered	Essential
L08	Learning	Nursery	The valley Nursery Expansion		Central and Inner Bolton	Expansion of the existing nursery to provide 32 additional places for 2 year olds, increasing local years childcare capacity	£72,763	Grant	School - Based Nursery Capital Grant	Bolton Council	2025-2029	Completed	Essential

Ref	Category	Type	Scheme	Site	Area	What the scheme delivers	Estimated Cost where known	Delivery mechanism	Who pays	Responsible party	Phase	Status	Critical, essential or desirable
L01	Learning	Primary school	Health Innovation Bolton new 2FE primary school	BSA2	Farnworth, Great Lever and Hulton	Delivery of a new 2FE form entry primary school to provide sufficient primary education capacity for children generated by the proposed residential development at Health Innovation Bolton.	£8,350,860	S106	Developer	Developer	Years 1 to 15 and beyond	Proposed allocation in the Local Plan (Regulation 19)	Critical
L025	Learning	Education contribution	Anchor Lane education contribution	BSA3	Farnworth, Great Lever and Hulton	Contribution to education services for the development, in accordance with Policy BSA03.		S106	Developer	Developer	Years 1 to 15	Proposed allocation in the Local Plan (Regulation 19)	Essential
L06	Learning	Primary school	Heathfield Primary School Nursery expansion		Farnworth, Great Lever and Hulton	Expansion of the existing nursery to deliver 28 additional places for 2 year olds, increasing early years capacity in the area.	£305,807	Grant	Childcare Expansion capital grant 2023-2024	Bolton Council	2025-2029	Completed	Essential
L07	Learning	Nursery	Bright Futures Nursery expansion		Farnworth, Great Lever and Hulton	Expansion of the existing nursery to provide 42 additional childcare places, comprising 5 places for under 2s and 37 places for 2 year olds	£40,400	Grant	Childcare Expansion capital grant 2023-2024	Bolton Council	2025-2029	Completed	Essential
L015	Learning	Secondary school	MSJ HS expansion		Farnworth, Great Lever and Hulton	New build expansion to accommodate 60 PAN increase, 300 additional pupils overall	£3,550,000	Department for Education	DfE Basic need capital allocation funding	St Teresa's of Calcutta Academy Trust	2025-2029	Approved	Essential
L018	Learning	Primary school	Highfield primary school Expansion		Farnworth, Great Lever and Hulton	New build expansion and remodelling of both sites	£8,700,000	Department for Education	DfE Safety Valve & High Needs capital funding	Bolton Council	2025-2029	Under Construction	Essential
L02	Learning	Primary school	Lee Hall Primary school	BSA4	Westhoughton	Development of a new primary school at Lee Hall to provide additional primary school places and support increased demand arising	£8,350,860	S106	Developer	Developer	Years 1 to 15	Planning application submitted	Critical

Ref	Category	Type	Scheme	Site	Area	What the scheme delivers	Estimated Cost where known	Delivery mechanism	Who pays	Responsible party	Phase	Status	Critical, essential or desirable
						from new housing and population growth in the area							
L023	Learning	Education contribution	Ditchers Farm education contribution	BSA5	Westhoughton	Contribution to early years and primary school places for the development, in accordance with Policy BSA05.	£6,348,203	S106	Developer	Developer	Years 1 to 15	Proposed allocation in the Local Plan (Regulation 19)	Essential
L04	Learning	Nursery	Lilliputs Nursery expansion		Westhoughton	Expansion of existing nursery to deliver 13 additional child care places for 2 year olds, increasing early years provision in the area	£84,912	Grant	Childcare Expansion capital grant 2023-2024	Bolton Council	2025-2029	Approved	Essential
L024	Learning	Education contribution	Burnden Way education contribution	BSA6	Horwich and Blackrod	Contribution to early years and primary school places for the development, in accordance with Policy BSA06.		S106	Developer	Developer	Years 6 to 15	Proposed allocation in the Local Plan (Regulation 19)	Essential
L013	Learning	Secondary school	Ladybridge HS Expansion		West Bolton	New build expansion and remodelling to accommodate 30 PAN increase, 150 additional pupils overall	£6,000,000	Department for Education	DfE Basic need capital allocation funding	Bolton Council	2025-2029	Under Construction	Essential
L022	Learning	Secondary school	Rumworth School additional places expansion		West Bolton	Determination of provision to place additional pupils over and above existing capacity for Rumworth appropriate children. 21 places required. Options appraisal in process	£800,000	Department for Education	DfE High Needs Capital funding	Bolton Council	2025-2029	Pre-feasibility	Essential
L010	Learning	Primary School	DfE School Rebuilding Programme, secondary schools		North Bolton	Rebuilding of Canon Slade and Thornleigh Salesian College (RAAC) under the Department for Education's School Rebuilding Programme		Department for Education	DfE School Rebuilding Programme	Bolton Council	2030 to 2035	Feasibility	Desirable
L05	Learning	Nursery	Eagley Nursery expansion		North Bolton	Expansion of the existing nursery to introduce provision for 23 2 year	£170,000	Grant	Childcare Expansion capital	Bolton Council	2025-2029	Under Construction	Essential

Ref	Category	Type	Scheme	Site	Area	What the scheme delivers	Estimated Cost where known	Delivery mechanism	Who pays	Responsible party	Phase	Status	Critical, essential or desirable
						olds, increasing access to early years child care			grant 2023-2024				
L014	Learning	Secondary school	Little Lever HS expansion		East Bolton	New build expansion to accommodate 30 PAN increase, 150 additional pupils overall	£6,700,000	Department for Education	DfE Basic need capital allocation funding	Lever Academy Trust	2025-2029	Approved	Essential
L019	Learning	Secondary Post-16	Firwood School Expansion		East Bolton	Satellite new build post-16 facility to accommodate 100 total students; 50 additional to existing provision	£15,000,000	Department for Education	DfE High Needs Capital funding	Woodbridge Trust	2025-2029	Approved	Essential
L020	Learning	Secondary school	Firwood School Expansion		East Bolton	Modular provision to provide additional 30nr Y7 places for September 2026		Department for Education	DfE High Needs Capital funding	Woodbridge Trust	2025-2029	Feasibility	Essential
L09	Learning	Primary School	DfE School Rebuilding Programme, primary schools		Borough-wide	Rebuilding of St Andrew's CE, St James (Daisy Hill) CE, St Bernard's RC, SS Simon and Jude CE and Thomasson primary schools under the Department for Education's School Rebuilding Programme		Department for Education	DfE School Rebuilding Programme	Bolton Council	2025 to 2029	Feasibility	Desirable
W02	Wellbeing	Community Facility	Health innovation Bolton healthcare facility	BSA2	Farnworth, Great Lever and Hulton	Provision of a new or enhanced healthcare facility at the health innovation Bolton site to support local healthcare needs and additional demand arising from development.	£2,770,651	S106	Developer	Developer	Years 1 to 15 and beyond	Proposed allocation in the Local Plan (Regulation 19)	Critical
W03	Wellbeing	Community Facility	Local centre	BSA2	Farnworth, Great Lever and Hulton	provision of a new or enhanced local centre to support the needs of the development and surrounding community		S106	Developer	Developer	Years 1 to 15 and beyond	Proposed allocation in the Local Plan (Regulation 19)	Essential
W013	Wellbeing	Open space	Anchor Lane open space, play space and playing fields	BSA3	Farnworth, Great Lever and Hulton	Integrated hierarchy of open space, food-growing space, outdoor play space and playing fields on site, in accordance with Policy BSA03.		Site allocation and S106	Developer	Developer	Years 1 to 15	Proposed allocation in the Local Plan	Essential

Ref	Category	Type	Scheme	Site	Area	What the scheme delivers	Estimated Cost where known	Delivery mechanism	Who pays	Responsible party	Phase	Status	Critical, essential or desirable
												(Regulation 19)	
W014	Wellbeing	Health contribution	Anchor Lane health contribution	BSA3	Farnworth, Great Lever and Hulton	Contribution to primary care capacity at the practices serving the development, in accordance with Policy BSA03.		S106	Developer	Developer	Years 1 to 15	Proposed allocation in the Local Plan (Regulation 19)	Essential
W04	Wellbeing	Open space	Lee Hall Open space Provision	BSA4	Westhoughton	Provision of new accessible public open space to meet the recreational needs generated by development at Lee Hall and support the creation of a high-quality residential environment.	£10,440,000	S106	Developer	Developer	Years 1 to 15	Planning application submitted	Essential
W05	Wellbeing	Community Facility	Lee Hall Public open Space Improvements	BSA4	Westhoughton	Provision and enhancement of public open space, including appropriate recreational and amenity facilities, to meet additional demand generated by the development.	£2,000,000	S106	Developer	Developer	Years 1 to 15	Planning application submitted	Essential
W06	Wellbeing	Community Facility	Lee Hall community provision and community centre	BSA4	Westhoughton	Accessible community open space and associated facilities, and the community centre at the neighbourhood centre, open by the completion of 1,000 units or as the masterplan specifies, in accordance with Policy BSA04.	£784,000	S106	Developer	Developer	Years 1 to 15	Planning application submitted	Critical
W07	Wellbeing	Open space	Ditchers Farm open space provision	BSA5	Westhoughton	Provision and enhancement of accessible public open space at Ditchers Farm to meet additional recreational demand arising from development and improve local open space provision.	£651,040	S106	Developer	Developer	Years 1 to 15	Proposed allocation in the Local Plan (Regulation 19)	Essential
W011	Wellbeing	Health contribution	Ditchers Farm health contribution	BSA5	Westhoughton	Contribution to primary care capacity at the practices serving the development, in accordance with Policy BSA05.	£833,829	S106	Developer	Developer	Years 1 to 15	Proposed allocation in the Local Plan (Regulation 19)	Essential

Ref	Category	Type	Scheme	Site	Area	What the scheme delivers	Estimated Cost where known	Delivery mechanism	Who pays	Responsible party	Phase	Status	Critical, essential or desirable
W016	Wellbeing	Health contribution	Lee Hall health contribution	BSA4	Westhoughton	Contribution to primary care capacity serving the development, in accordance with Policy BSA04.		S106	Developer	Developer	Years 6 to 10	Planning application submitted	Critical
W08	Wellbeing	Playing pitches, leisure and sport	Burnden Way playing pitches, leisure and sport	BSA6	Horwich and Blackrod	Provision or enhancement of accessible open space at Burnden Way to support the development and meet additional recreational and amenity needs.	£1,018,590	S106	Developer	Developer	Years 6 to 15	Proposed allocation in the Local Plan (Regulation 19)	Essential
W012	Wellbeing	Health contribution	Burnden Way health contribution	BSA6	Horwich and Blackrod	Contribution to primary care capacity at the practices serving the development, in accordance with Policy BSA06.	£1,129,870	S106	Developer	Developer	Years 6 to 15	Proposed allocation in the Local Plan (Regulation 19)	Essential
U02	Utilities	Energy	Bolton BSP/Switchgear replacement		Central and Inner Bolton	Switchgear replacement		Provider regulatory programme	SP ENW	SP Electricity North West	2025-2029	Under Construction	Critical
U01	Utilities	Waste	New materials recovery facility		Borough-wide	Materials recovery facility able to sort a wider range of plastics, under the Greater Manchester Interim Recycling and Waste Plan 2026 to 2030	£ 25,000,000	GMCA	GMCA	GMCA	2025-2029	Feasibility	Essential
U04	Utilities	Energy	Barbara St - Cable overlay		Farnworth, Great Lever and Hulton	Cable overlay		Provider regulatory programme	SP ENW	SP Electricity North West	2025-2029	Under Construction	Essential
U03	Utilities	Energy	Westhoughton BSP/Switchgear replacement		Westhoughton	Switchgear replacement		Provider regulatory programme	SP ENW	SP Electricity North West	2030-2035	Feasibility	Critical
U07	Utilities	Energy	Westhoughton primary Substation Scheme		Westhoughton	Load transfers and Switchgear replacement		Provider regulatory programme	SP ENW	SP Electricity North West	2030-2035	Approved	Critical

Ref	Category	Type	Scheme	Site	Area	What the scheme delivers	Estimated Cost where known	Delivery mechanism	Who pays	Responsible party	Phase	Status	Critical, essential or desirable
U05	Utilities	Energy	Crown Lane - Switchgear replacement		Horwich and Blackrod	Switchgear replacement		Provider regulatory programme	SP ENW	SP Electricity North West	2025-2029	Under Construction	Essential
U11	Utilities	Gas	Iron mains replacement, Horwich and Blackrod		Horwich and Blackrod	HSE iron mains replacement programme (IMRRP): five schemes, NWGA280133 to NWGA280137		Network Plus & Local Delivery Partners	RIIO GD3	Cadent	2027 to 2028	Feasibility	Desirable
U10	Utilities	Gas	Iron mains replacement, West Bolton		West Bolton	HSE iron mains replacement programme (IMRRP): four schemes, NWGA270404 and NWGA280130 to NWGA280132		Network Plus & Local Delivery Partners	RIIO GD3	Cadent	2026 to 2028	Approved and feasibility	Desirable
U06	Utilities	Energy	Harwood Interconnector scheme		North Bolton	Interconnector		Provider regulatory programme	SP ENW	SP Electricity North West	2030-2035	Feasibility	Essential
U08	Utilities	Gas	Iron mains replacement, North Bolton		North Bolton	HSE iron mains replacement programme (IMRRP): five schemes, NWGA270240 to NWGA270244	£20.7 million programme total across the four areas	Network Plus & Local Delivery Partners	RIIO GD3	Cadent	2026 to 2027	Approved	Desirable
U09	Utilities	Gas	Iron mains replacement, East Bolton		East Bolton	HSE iron mains replacement programme (IMRRP): three schemes, NWGA270245 to NWGA270247		Network Plus & Local Delivery Partners	RIIO GD3	Cadent	2026 to 2027	Approved	Desirable
U25	Utilities	Wastewater	Bolton Wastewater Treatment Works capacity		Borough-wide	Investment allowing the works to treat around 20% more wastewater.	£110,000,000	Provider regulatory programme	United Utilities	United Utilities	Completed	Completed	Critical
U26	Utilities	Wastewater and drainage	Further wastewater and drainage investment in Bolton		Borough-wide	Interventions identified in the Drainage and Wastewater Management Plan 2023 for the Bolton tactical planning unit: surface-water control, system management, treatment works		Provider regulatory programme	United Utilities	United Utilities	2025 to 2050	Planned	Essential

Ref	Category	Type	Scheme	Site	Area	What the scheme delivers	Estimated Cost where known	Delivery mechanism	Who pays	Responsible party	Phase	Status	Critical, essential or desirable
						improvements and storm-water storage.							