

Chequerbent North

JPA5

Topic Paper

PfE 2021

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Section A – Background

1.0 Introduction

- 1.1 In November 2014, the AGMA Executive Board recommended to the 10 Greater Manchester local authorities that they agree to prepare a joint Development Plan Document (“Joint DPD”), called the Greater Manchester Spatial Framework (“GMSF”) and that AGMA be appointed by the 10 authorities to prepare the GMSF on their behalf.
- 1.2 The first draft of the GMSF DPD was published for consultation on 31st October 2016, ending on 16th January 2017. Following substantial re-drafting, a further consultation on the Revised Draft GMSF took place between January and March 2019.
- 1.3 On the 30th October 2020 the AGMA Executive Board unanimously agreed to recommend GMSF 2020 to the 10 Greater Manchester Councils for approval for consultation at their Executives/Cabinets, and approval for submission to the Secretary of State following the period for representations at their Council meetings.
- 1.4 At its Council meeting on 3 December Stockport Council resolved not to submit the GMSF 2020 following the consultation period and at its Cabinet meeting on 4 December, it resolved not to publish the GMSF 2020 for consultation.
- 1.5 As a joint DPD of the 10 Greater Manchester authorities, the GMSF 2020 required the approval of all 10 local authorities to proceed. The decisions of Stockport Council/Cabinet therefore signalled the end of the GMSF as a joint plan of the 10.
- 1.6 Notwithstanding the decision of Stockport Council, the nine remaining districts considered that the rationale for the preparation of a Joint DPD remained. Consequently, at its meeting on the 11th December 2020, Members of the AGMA Executive Committee agreed in principle to producing a joint DPD of the nine remaining Greater Manchester (GM) districts. Subsequent to this meeting, each district formally approved the establishment of a Joint Committee for the preparation of a joint Development Plan Document of the nine districts.

- 1.7 Section 28 of the Planning and Compulsory Purchase Act 2004 and Regulation 32 of the Town and Country Planning (Local Planning) (England) Regulations 2012 enable a joint plan to continue to progress in the event of one of the local authorities withdrawing, provided that the plan has ‘substantially the same effect’ on the remaining authorities as the original joint plan. The joint plan of the nine GM districts has been prepared on this basis.
- 1.8 In view of this, it follows that PfE should be considered as, in effect, the same Plan as the GMSF, albeit without one of the districts (Stockport). Therefore “the plan” and its proposals are in effect one and the same. Its content has changed over time through the iterative process of plan making, but its purpose has not. Consequently, the Plan is proceeding directly to Publication stage under Regulation 19 of the Town and Country Planning (Local Planning) England Regulations 2012.
- 1.9 Four consultations took place in relation to the GMSF. The first, in November 2014 was on the scope of the plan and the initial evidence base, the second in November 2015, was on the vision, strategy and strategic growth options, and the third, on a Draft Plan in October 2016.
- 1.10 The fourth and most recent consultation on The Greater Manchester Plan for Homes, Jobs and the Environment: the Greater Manchester Spatial Framework Revised Draft 2019 (GMSF 2019) took place in 2019. It received over 17,000 responses. The responses received informed the production of GMSF 2020. The withdrawal of Stockport Council in December 2020 prevented GMSF 2020 proceeding to Regulation 19 Publication stage and instead work was undertaken to prepare PfE 2021.
- 1.11 Where a local planning authority withdraws from a joint plan and that plan continues to have substantially the same effect as the original joint plan on the remaining authorities, s28(7) of the Planning and Compulsory Purchase Act 2004 provides that any step taken in relation to the plan must be treated as a step taken by the remaining authorities for the purposes of the joint plan. On this basis, it is proposed to proceed directly to Publication stage under Regulation 19 of the Town and Country Planning (Local Planning) England Regulations 2012.

1.12 A comprehensive evidence base was assembled to support the policies and proposals in the GMSF 2020. Given the basis on which the Plan has been prepared, this evidence base remains the fundamental basis for the PfE 2021 and has remained available on the GMCA's website since October 2020. That said, this evidence base has been reviewed and updated in the light of the change from GMSF 2020 to the PfE2021 and, where appropriate, addendum reports have been produced and should be read in conjunction with evidence base made available in October 2020. The evidence documents which have informed the plan are available via the GMCA's website.

2.0 Allocation Overview - Chequerbent North

2.1 Chequerbent North is a green belt site located on the M61 corridor which is considered to be a suitable site for logistics and industrial uses. This allocated site can accommodate around 25,000sqm of B2 and B8 uses and has access from the A6 with a potential additional access via Snydale Way. The site also has excellent access to Junction 5 of the M61. There is a current demand for employment uses in the M61 corridor, and this allocated site is considered to address these demands. There are no perceived barriers to development on site and therefore development proposals can come forward in the next 5 years.

3.0 Site Details

3.1 Chequerbent North is located within the boundaries of Bolton and is allocated within the Wigan-Bolton Growth Corridor. The Chequerbent North site is approximately 15.82ha and lies entirely within the Green Belt. It is comprised partly of previously developed land with greenfield land that is enclosed by hedgerows around most of the site. There is an industrial development located at the centre of the site. Chequerbent North lies approximately 4.5km southwest of Bolton town centre.

4.0 Proposed Development

- 4.1 PfE 2021 proposes the release of Chequerbent North from the Green Belt for the purpose of B2 and B8 logistical and industrial developments. Chequerbent North will *“provide a location for around 25,000sqm of B2 and B8 uses on the M61 Corridor”*.
- 4.2 There is strong demand for employment uses in the M61 corridor. Logistics North is expected to be fully committed by the early 2020s. The development can potentially come forward in the next 5 years, subject to releasing the site from the Green Belt within that timeframe.
- 4.3 The main changes from GMSF 2019 to GMSF 2020 were:
- Criterion three, which relates to good quality access to the site by motor vehicle, public transport, walking and cycling no longer requires financial contributions. However, The GMSF 2020 policy had an additional criterion which stated that ‘development at the site will be required to provide financial contributions to mitigate impact on the Local Road Network including improvements to Chequerbent Roundabout or other improvements identified through a transport assessment’. This change separates out the site specific requirement for access to the site by different modes and wider mitigation issues at Chequerbent Roundabout which may be required.
 - The GMSF 2020 policy had an additional requirement for high quality landscaping to the north along the M61.
 - The criterion relating to minerals has been removed. This is satisfactorily addressed through the Greater Manchester Joint Minerals Plan.
- 4.4 The Chequerbent North policy in PfE 2021 is identical to the policy in GMSF 2020. Appendices A-C provide the Chequerbent North policy wording in GMSF 2019, GMSF 2020 and PfE 2021.

5.0 Site Selection

- 5.1 In relation to the overall spatial strategy, Allocation JPA5 will support the aim of boosting the competitiveness of the northern boroughs in Greater Manchester.

- 5.2 The Site Selection Topic Paper has set out criteria which have been informed by the GMSF Objectives. Chequerbent North is considered to meet Criteria 3 which has been defined as *“land that can maximise existing economic opportunities, which have significant capacity to deliver transformational change and/ or boost the competitiveness and connectivity of Greater Manchester and genuinely deliver inclusive growth”*.
- 5.3 In relation to the GMSF Objectives, Criteria 3 of the Site Selection Topic Paper is informed by GMSF Objective 3 which seeks to: *“to ensure a thriving and productive economy in all parts of Greater Manchester”*.

6.0 Planning History

- 6.1 There is no relevant planning history for the Chequerbent North site.

7.0 GMSF 2019 Consultation Responses

- 7.1 The main issues raised as objections are traffic concerns, specifically at the already congested Chequerbent Roundabout, increased flood risk, noise and air pollution, loss of green belt, especially with adequate vacant brownfield sites able to accommodate employment, decline in wildlife habitats, removal of farmer’s livelihoods and reduction of green spaces leading to poorer mental health. There are also numerous references to Bolton’s Allocations Plan up until 2026, where the Planning Inspectorate determined there to be no need for further green belt amendments.
- 7.2 There was some support highlighting the key strategic location of the Bolton-Wigan growth corridor. There were recommendations including the need for stronger references regarding Sustainable Drainage Systems, the protection and enhancement of the watercourse network and the requirement to deliver a net gain as part of the strategic approach to site delivery. There was objection due to the loss of grade 3 farmland and reference to previously rejected allocations.
- 7.3 Suggested alternative strategies include various ways of protecting the green belt such as identifying brownfield sites to accommodate employment, filling unused

industrial units at Logistics North and Wingates, reducing the plan period so that there is sufficient supply and ensuring net biodiversity net gain by protecting Chanters Brook.

8.0 GMSF 2019 Integrated Assessment

- 8.1 The 2019 Integrated Assessment concluded that the Chequerbent North allocation would make a very positive contribution to GMSF (now PfE) objectives including:
- Objective 2: Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation
 - Objective 3: Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development
 - Objective 6: Support improved health and wellbeing of the population and reduce health inequalities
 - Objective 9: Promote sustainable modes of transport
 - Objective 17: Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination
 - Objective 18: Promote sustainable consumption of resources and support the implementation of the waste hierarchy
- 8.2 The 2019 Integrated Assessment concluded that the Chequerbent North allocation would make a positive contribution to GMSF (now PfE) objectives including:
- Objective 9: Promote sustainable modes of transport
 - Objective 10: Improve air quality
 - Objective 12: Ensure communities, developments and infrastructure are resilient to the effects of expected climate change
 - Objective 15: Increase energy efficiency, encourage low carbon generation and reduce greenhouse gas emissions
 - Objective 17: Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination
- 8.3 The 2019 Integrated Assessment concluded that the Chequerbent North allocation would make a negative contribution to GMSF (now PfE) objectives including:

- Objective 15: Increase energy efficiency, encourage low carbon generation and reduce greenhouse gas emissions
- 8.4 The 2019 Integrated Assessment concluded that the Chequerbent North allocation would make a very negative contribution to GMSF (now PfE) objectives including:
- Objective 10: improve air quality
- 8.5 The 2019 Integrated Assessment suggested some mitigation measures. These have been incorporated where appropriate. Further information can be seen in the description of the GMSF 2020 Integrated Assessment below.

9.0 GMSF 2020 Integrated Assessment

The Integrated Assessment concluded that GM Allocation 5: Chequerbent North (PfE Allocation JPA5) scores positive or very positive in relation to the following objectives:

- Objective 2: Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation
 - Objective 3: Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development
 - Objective 6: Support improved health and wellbeing of the population and reduce health inequalities
 - Objective 9: Promote sustainable modes of transport
 - Objective 12: Ensure communities, developments and infrastructure are resilient to the effects of expected climate change
 - Objective 15: Increase energy efficiency, encourage low carbon generation and reduce greenhouse gas emissions
 - Objective 17: Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination
- 9.1 The allocation policy scored negatively against some detailed elements within objectives 10 (improving air quality) and 15 (increasing energy efficiency, encourage low carbon generation and reducing greenhouse gas emissions). However, these matters are addressed by thematic policies.

9.2 The Integrated Assessment has resulted in some changes to the Chequerbent North policy. As an example, in relation to objective 9 (promote sustainable modes of transport) changes were made to the policy wording including reference to the provision of good quality access to the site by motor vehicle, public transport, walking and cycling, including improvements to Chequerbent roundabout. For some elements of objective 9 the score changed from positive to very positive.

Section B – Physical

10.0 Transport

10.1 Peel's Development Framework states that due to the small size of Chequerbent North, only a limited amount of new infrastructure is required.

10.2 Peel have proposed the creation of a new highway access to Chequerbent North from A58 Snyderdale Way. Other improvements to local transport and access have also been proposed, including:

- Enhancing pedestrian crossing over the A58
- Improving the local highway network
- Creating safe pedestrian and cycling infrastructure alongside highway access
- Reinstating existing PROW and enhancing its settings.

10.3 Peel have also incorporated connections and transport networks in their masterplan for Chequerbent North, including:

- Building on the increased capacity resulting from the Westhoughton Bypass.
- Connections to local bus stops immediately adjacent to the site.
- Direct access to key arterial transport routes, including the A6 and M61.
- Maintaining and enhancing the Public Right of Way network, including the Hulton Trail.

10.4 The following necessary interventions were identified in the 2020 Locality Assessment:

- Site access off A58 Snyderdale Way
- Site access off A6 Manchester Road
- Link road (between Chequerbent roundabout and Platt Lane) or Chequerbent roundabout signalisation
- Footway and cycleway connectivity
- Travel plan measures

10.5 The Locality Assessment gave an indication that the Chequerbent North allocation is suitable for allocation, however, further work is required to progress with a scheme at Chequerbent roundabout. Workable solutions are considered feasible.

- 10.6 A 2021 Locality Assessment Review tested the above conclusions again using updated modelling where necessary. This reflects changes such as Stockport's withdrawal from the plan and a change in phasing at Chequerbent North.
- 10.7 The 2021 Locality Assessment Review concludes that the requirement for the above interventions is not altered and that Chequerbent North is suitable for allocation. It is noted that further work is required to progress a scheme at Chequerbent roundabout. Workable solutions are considered feasible.

11.0 Flood Risk and Drainage

- 11.1 With regards to viability in relation to flood risks, the SFRA states that the layout and design of the development proposed for Chequerbent North should consider flood risk.
- 11.2 The SFRA identified PfE Allocation JPA5: Chequerbent North as a "*less vulnerable*" site to flood risk. The SFRA's Level 1 Strategic Recommendation suggests 'Recommendation C' for this policy allocation. Recommendation C states the following: *consider site layout and design around the identified flood risk if site passes Sequential Test, as part of a detailed FRA or drainage strategy.*
- 11.3 As part of Peel's Chequerbent North Development Framework, the Statement of Flood Risk confirms that PfE Allocation JPA5 is located entirely within Flood Zone 1, with low probability of flooding. Although most of the site is considered to be at low risk of surface water flooding, there is an area of higher risk within the central parts of the site.
- 11.4 Peel have suggested implementing a comprehensive Sustainable Urban Drainage System (SUDs), which will utilise existing water features along with introducing new features which aim to manage surface water drainage and enhance the landscape setting and ecological value of green infrastructure and open space of the development.

12.0 Ground Conditions

- 12.1 According to *Peel's Development Framework* for Chequerbent North, the topography of the site gently slopes from north to south, which lends itself to development.
- 12.2 Detailed assessments of the ground conditions will be undertaken prior to the submission of any future planning application.

13.0 Utilities

- 13.1 Peel's Development Framework indicates that Chequerbent North is located immediately adjacent to a longstanding developed area which has a wide range of existing services, which currently serve the existing industrial uses, including water, gas and electricity mains as well as telecommunications infrastructure. Chequerbent North can be satisfactorily connected to the key utilities.

Section C – Environmental

14.0 Green Belt Assessment

- 14.1 The total site size is 15.82 hectares, this lies entirely within the Green Belt. No Green Belt is being retained within the allocation. There is some proposed Green Belt loss outside the allocation boundary – this is a 0.46 hectare area consisting of housing on the frontage. Therefore, the total Green Belt loss associated with this allocation is 16.28 hectares.
- 14.2 The 2016 GM parcel assessment identifies Chequerbent North as being included in Green Belt parcel BT48, as shown in Appendix E. This green belt parcel is located to the south-east of the Bolton urban area, between Over Hulton in the east and Westhoughton in the west. With regards to purpose 1 of the green belt: *“Check the unrestricted sprawl of large built up areas”*, this parcel exhibits strong evidence of existing urban sprawl and consequent loss of openness. The assessment highlights that the existing urban features reduce the sense of openness, but with built features set within a landscape of farmland and woodland, there remains a relative sense of openness. Moreover, it is noted that the parcel plays a strong role in checking the unrestricted sprawl of Over Hulton and Westhoughton. The assessment also notes that this parcel moderately protects open land from the potential for urban sprawl to occur, as the M61 motorway acts as a strong and durable barrier feature on the northern boundary. Moreover, the parcel plays a significant role in constraining ribbon development north of the A6 and east of the A58. However, urban sprawl is not prevented from taking place within the parcel itself.
- 14.3 With regards to Purpose 2 of the green belt: *“To prevent neighbouring towns merging into one another”*, the 2016 GM parcel assessment highlights that parcel BT48 strongly prevents the merging or erosion of the visual or physical gap between neighbouring settlements. In relation to Purpose 3 of the green belt: *“To assist in safeguarding the countryside from encroachment”*, the parcel is considered to have been moderately affected by encroachment of urbanised built development. Moreover, the assessment concludes that the parcel does not contribute to the setting and ‘special character’ of a historic town.

- 14.4 According to the GB Harm Assessment, Chequerbent North is split into two parts GM5-1 and GM5-2, to reflect the variation of harm to the green belt purposes. The Green Belt Harm Assessment indicates that the release of Chequerbent in its entirety will result in high harm to the Green Belt purposes, due to its significant role in settlement separation. This type of release will result in the weakening of the gap between Westhoughton and Bolton.
- 14.5 GM5-1 is comprised of a recycling centre together with associated hardstanding and adjacent open land, surrounded by open land, lying adjacent to the Chequerbent roundabout. A release in this sub-area will result in a moderate impact on the Green Belt purposes, particularly on *Purpose 1* (Check the unrestricted sprawl of large built up areas) and *Purpose 2* (prevent neighbouring towns merging into one another). Releasing sub area GM5-1 would result in the reduction of the Green Belt gap between Westhoughton and Hunger Hill.
- 14.6 Sub area GM5-2 is characterised as farmland adjacent to the inset settlement of Hunger Hill, lying in the gap between the latter and Westhoughton. The overall harm to Green Belt purposes from release of GM5-2 is considered high. The release of this sub area would result in relatively significant sprawl and thus causing a relatively significant impact on preventing merging of towns and moderate encroachment on the countryside.
- 14.7 The *Identification of Opportunities to Enhance the Beneficial Use of Green Belt* report prepared by LUC stated that the land lying within 2km of Chequerbent North will form the focus of Green Infrastructure recommendations/ mitigation to enhance the 'beneficial use' of the Green Belt. Recommendations / mitigation relate to access, sport and recreation, biodiversity and wildlife corridors and landscape and visual. There is one proposed addition to the Green belt within 1.5km north west of Chequerbent at Ditchers Farm, Westhoughton. Appendix F illustrates the potential opportunities to enhance Green Infrastructure around the Chequerbent North site.

Site Specific Exceptional Circumstances

- 14.8 There are strategic exceptional circumstances for the release of employment land from the Green Belt. There are also allocation specific exceptional circumstances and the Green Belt Topic Paper sets these out. For Chequerbent North these include:

- The site lies within the Wigan to Bolton growth corridor and is accessible to M61 junction 5.
- The allocation is partly brownfield and provides opportunities for recycling land.

15.0 Green Infrastructure

15.1 Policy PfE JPA5 Chequerbent North, addresses GI improvements in the following criteria:

- Require high quality landscaping particularly alongside the western boundary to Snydale Way and to the north along the M61;
- Retaining screening along the eastern boundary comprising of trees and hedgerows.

15.2 In order to improve existing GI surrounding the Chequerbent North site, the following intervention projects have been identified in the *Identification of Opportunities to Enhance the Beneficial Use of Green Belt*:

Small scale interventions:

- Disabled spectator provision at Lostock Sports Club.
- Disabled spectator provision at Over Hulton Bowling Club.
- Woodland block planting within Hulton Park.
- Vegetation enhancements specific to each SBI, including reed bed improvements at Rumworth Lodge and woodland management at Hall Lee Bank.
- Woodland planting adjacent to M61 to reinforce green infrastructure corridor.
- Woodland structure planting along disused railway corridor to create contiguous habitat links.
- Additional Green Belt area to be intensively planted with Woodland habitat; creating linkages from the north east to the south west.

Investment projects:

- Development of cycleway along disused railway line east of Chequerbent North.
- Boundary improvements at Hulton Park.

16.0 Recreation

There are no recreation facilities included in the allocation.

17.0 Landscape

- 17.1 *The Greater Manchester Landscape Character and Sensitivity Assessment 2018* states that Chequerbent North lies within the Historic Parks and Wooded Estate LCT. The assessment stated that one of the most prominent features of this allocation is the landform of hills cut by deep sided wooded valleys. The site is also characterised by farmland and woodlands associated with the Hulton Park landscape to the south. However, the transport corridors including the A6 separate the landscapes and the M61 motorway distorts the sense of rural character at Chequerbent North.
- 17.2 PfE Allocation JPA5 states that development on Chequerbent North will be required to provide *“high quality landscape particularly alongside the western boundary to Snydale Way and to the north along the M61”*.
- 17.3 Guidance within the Landscape Character Assessment considers the following within the Landscape Character Area:
- Prevent further fragmentation of the landscape by associating new development with existing buildings and urban areas.
 - Ensure that any new development is in keeping with the form, density and vernacular of existing buildings.
 - Protect areas of semi-natural habitat, including wooded cloughs and wetland areas designated as SBIs. Seek to enhance these where possible and provide linkages to form robust habitat networks.
 - Protect areas of broadleaved woodland which provide important semi-natural habitat and create wooded skylines. Utilise the screening effects of existing woodland to integrate development into the landscape where possible.
 - Conserve and manage existing woodlands to encourage habitat diversity, using locally appropriate species and protecting from grazing during establishment.
 - Consider additional woodland planting to screen existing industrial areas and motorway corridors.
 - Design-in the introduction of SuDS to any new development.
 - Ensure any new development respects the character and historic qualities of the Registered Parks and Gardens (Hulton Park) and their settings.
 - Enhance existing public access and provide new informal recreational provision, for example, by improving connections between public footpaths and long-distance routes.

18.0 Ecological/Biodiversity Assessment

18.1 According to Peel's Ecological Assessment, Chequerbent North is heavily dominated by species-poor arable monoculture and semi-improved grassland, and therefore the majority of the site has relatively low ecological value.

18.2 Chequerbent North is also comprised of smaller areas of existing valuable habitats, this includes:

- Improved grassland and native bluebells to the south of the site.
- Areas of dense/ continuous scrub and mixed plantation woodland at the boundaries
- Mill Dam Stream at the eastern boundary
- Potentially bat roosts in existing industrial buildings

18.3 In order to mitigate the harm that may be caused by the proposed development, Peel's Ecological assessment states that the high value habitats will be "maintained and integrated with the development as part of a substantial green infrastructure network". The key habitat creation proposals include:

- Establishment of wild corridors which provide habitat connectivity between green spaces and areas of woodland
- Additional tree and hedgerow planting
- Creation of new bat roosts for any potential losses.
- Establishment of a comprehensive SUDS network

19.0 Habitat Regulation Assessment

19.1 The Habitats Regulation Assessment provides a screening opinion and assessment in regard to whether the Plan needs to be amended in order to avoid harm to European sites or needs to go forward for further, more detailed Assessment of impacts.

19.2 The outcomes from the screening process have concluded the following for Chequerbent North site:

There are no likely significant effects- the site is too distant and too separated from any European sites for discernible effects to occur.

20.0 Historic Environment Assessment

- 20.1 Peel's Development Framework stated that the Chequerbent North site does not contain any designated or non-designated heritage assets. The only nearby designated heritage assets are Hulton Park, which is a Grade II Registered Park and Garden of Special Historic Interest. Hulton Park is located approximately 200m to the southeast of the site.
- 20.2 Peel's Initial Heritage Appraisal highlights that the development of the Chequerbent North site could potentially impact the significance of the surrounding designated and non-designated heritage assets.
- 20.3 Peel have stated that they will carry out assessments "to determine the presence or absence of archaeological remains" prior to submitting a planning application. They state that any archaeological remains will be sensitively recorded prior to any development.

Historic Environment Screening Exercise

- 20.4 A historic environment screening exercise has been undertaken by the Greater Manchester Archaeological Advisory service and the Centre for Applied Archaeology. It is recommended that the site is 'screened in' as category three. Category three sites are sites where development could affect the setting of, or have visual impact upon, designated heritage assets and there is the potential for direct impact upon non-designated heritage assets.
- 20.5 There are no designated heritage sites within the land allocation, however, a number have been identified nearby which will require further assessment. There is high potential for archaeological remains from the industrial period, therefore further archaeological work is recommended.
- 20.6 The RPG of Hulton Park to the immediate southeast may be impacted upon visually and/or have their setting affected. There appears to be low potential for archaeological remains pre-dating the industrial period. There is also low potential for historic hedgerows.
- 20.7 Further work is recommended including:

- Further assessment of the potential impact on Hulton Park (HA1)
- Historic building assessment of Old Taylor's (HA2)
- Detailed research and walkover survey of the former Bolton and Leigh railway line (HA3), including the bridge and associated station and goods yard at Chequerbent followed by targeted intrusive work.

21.0 Air Quality

21.1 According to Peel's Development Framework, Chequerbent North lies immediately adjacent to, but outside the Air Quality Management Area (AQMA) at Chequerbent roundabout and Park Road to the north and west. The main air quality constraint is traffic emissions from this road network and the adjacent A58.

21.2 Peel state that the proposed delivery of the Westhoughton bypass will improve traffic flows within the local highway network and enhance air quality within the AQMA. The initiation of a Travel Plan will seek to encourage people working at the Chequerbent North to use sustainable travel options, including bus services and cycling, in hopes of improving the overall air quality.

21.3 PfE Policy JPA5 Chequerbent North states that development on Chequerbent North will be required to:

- Retain screening along the eastern boundary comprising of trees and hedgerows
- Provide good quality access to the site by motor vehicle, public transport, walking and cycling

22.0 Noise

22.1 Chequerbent North is located in close proximity to existing noise sources, such as M61 motorway, the A58 and the A6. Peel indicate that existing noise sources are not expected to prevent any proposed development on site.

22.2 PfE Policy JPA5 Chequerbent North states that development on Chequerbent North will be required to retain screening along the eastern boundary comprising of trees and hedgerows.

22.3 As a mitigative measure, Peel's Development Framework suggests a "*landscape buffer to the south will ensure that existing residential properties on the A6 do not experience adverse noise impacts arising from the development*". They also state that "*appropriate buffers and any necessary attenuation measures can be incorporated into the development to ensure that noise within the buildings is within acceptable limits*".

Section D – Social

23.0 Education

23.1 Not required because this allocation is for employment development only. There is no residential element to the proposals.

24.0 Health Impact Assessment

24.1 Not required because this allocation is for employment development only. There is no residential element to the proposals.

Section E – Deliverability

25.0 Viability

25.1 Three Dragons, Ward Williams Associates and Troy Design and Planning carried out a viability assessment. The Allocated Sites Summary Report outlines that Chequerbent North is a category one site. Category one sites are defined as follows: ‘the residual value is positive and the residual value is 10% or more above the benchmark land value. Schemes in this group are viable and should be able to proceed’.

26.0 Phasing

26.1 PfE 2021 states that the development of Chequerbent North can come forward in the next 5 years in the following paragraph:

“There are no obstacles to construction of the site and it could start to come forward within 5 years, subject to release from the Green Belt”

26.2 Peel have stated that there are no underlying obstacles to prevent Chequerbent North from coming forward for early development, subject to planning permission being granted and that the site will be completed within the plan period.

27.0 Indicative Masterplanning

27.1 Peel’s Development Framework for the Chequerbent North site provides a framework for it and states it as being a *high-quality employment destination which capitalises upon the area’s excellent connections and transport network*.

27.2 The Development Framework seeks to address high quality improvements in aspects relating to people, places and movement- through an integrated approach.

People	Place	Movement
High quality employment space	An aspirational place	Highway Infrastructure
Economic growth	Habitat creation and protection	Public Transport
Health and well-being	Sustainable drainage	Connections
	Sustainable energy	Footpaths

27.3 Appendix G and Appendix H illustrate the development plans and masterplans for the Chequerbent North site.

Section F – Conclusion

28.0 The Sustainability Appraisal

28.1 The Integrated Appraisal has shown that the allocation makes a range of positive and negative contributions to the PfE objectives. It has not been considered necessary to adjust the policy to mitigate against negative effects because they are addressed by other PfE policies.

28.2 The 2021 Integrated Appraisal Addendum concludes that the change from GMSF 2020 to PfE 2021 does not result in any changes to the scores for Chequerbent North.

29.0 The Main Changes to the Proposed Allocation

29.1 The main changes from GMSF 2019 to GMSF 2020 were:

- Criterion three, which relates to good quality access to the site by motor vehicle, public transport, walking and cycling no longer requires financial contributions. However, the GMSF 2020 policy had an additional criterion which stated that ‘development at the site will be required to provide financial contributions to mitigate impact on the Local Road Network including improvements to Chequerbent Roundabout or other improvements identified through a transport assessment’. This change separates out the site specific requirement for access to the site by different modes and wider mitigation issues at Chequerbent Roundabout which may be required.
- The GMSF 2020 policy had an additional requirement for high quality landscaping to the north along the M61.
- The criterion relating to minerals has been removed. This is satisfactorily addressed through the Greater Manchester Joint Minerals Plan.

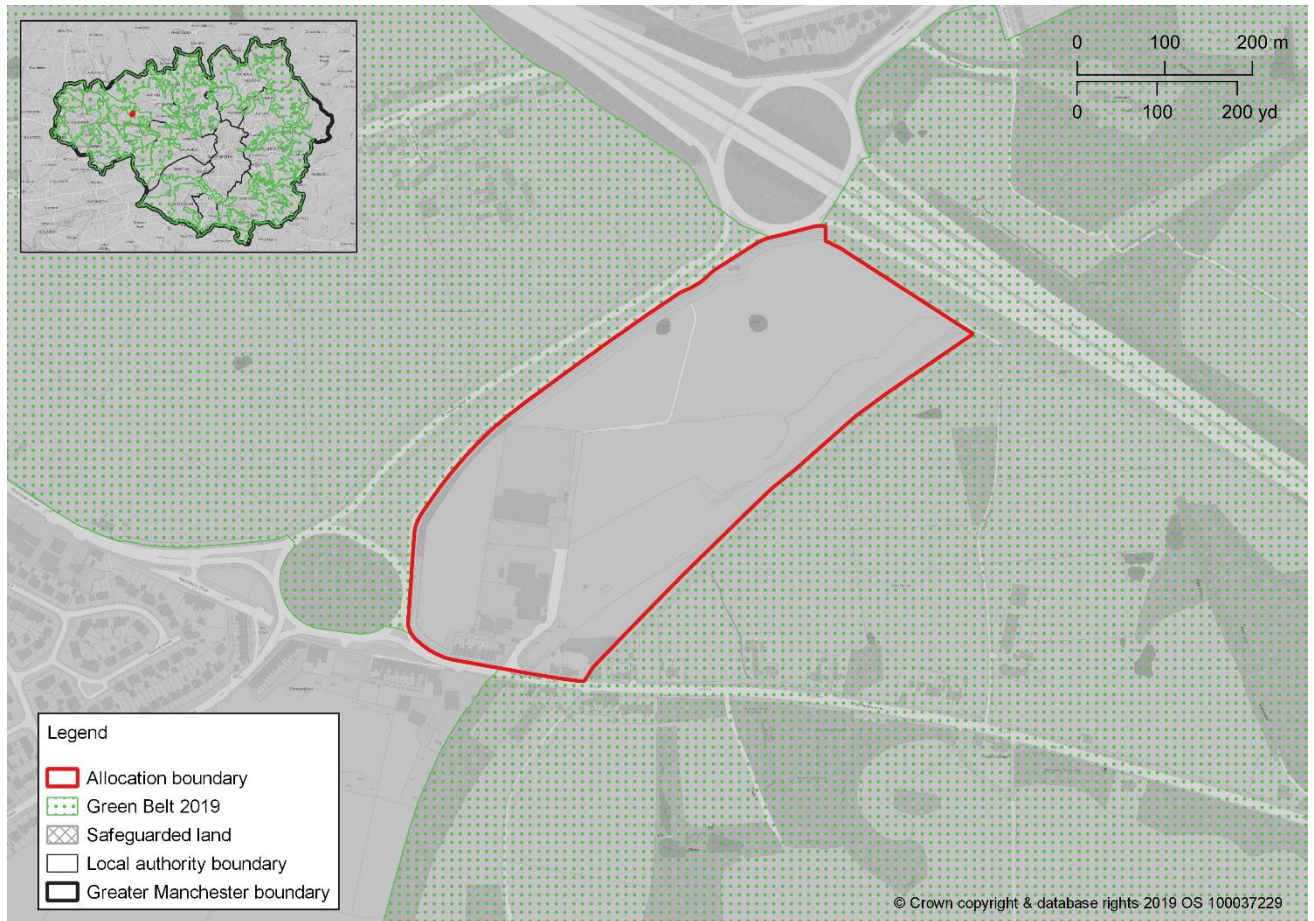
29.2 The PfE 2021 Policy JPA5 Chequerbent North is identical to the GMSF 2020 Policy GM Allocation 5 Chequerbent North.

30.0 Conclusion

- 30.1 The Wigan to Bolton growth corridor is an excellent location for logistics and industrial uses. Strong demand for employment uses in the M61 corridor is evidenced by the success of other developments including Logistics North. The site will provide a location for around 25,000 sq m of industrial and warehousing floorspace.
- 30.2 The site will be accessed from the A6, with a potential access via Snyderdale Way.
- 30.3 There are no obstacles to the construction of the site and it could come forward within 5 years, subject to release from the Green Belt. There are strategic and local exceptional circumstances justifying the release of this Green Belt land for employment development.
- 30.4 Development of the site will contribute to boosting the competitiveness of the northern boroughs of Greater Manchester.
- 30.5 The Chequerbent North Policy in GMSF 2019, GMSF 2020 and PfE 2021 can be seen in appendices A-C.

Section G – Appendices

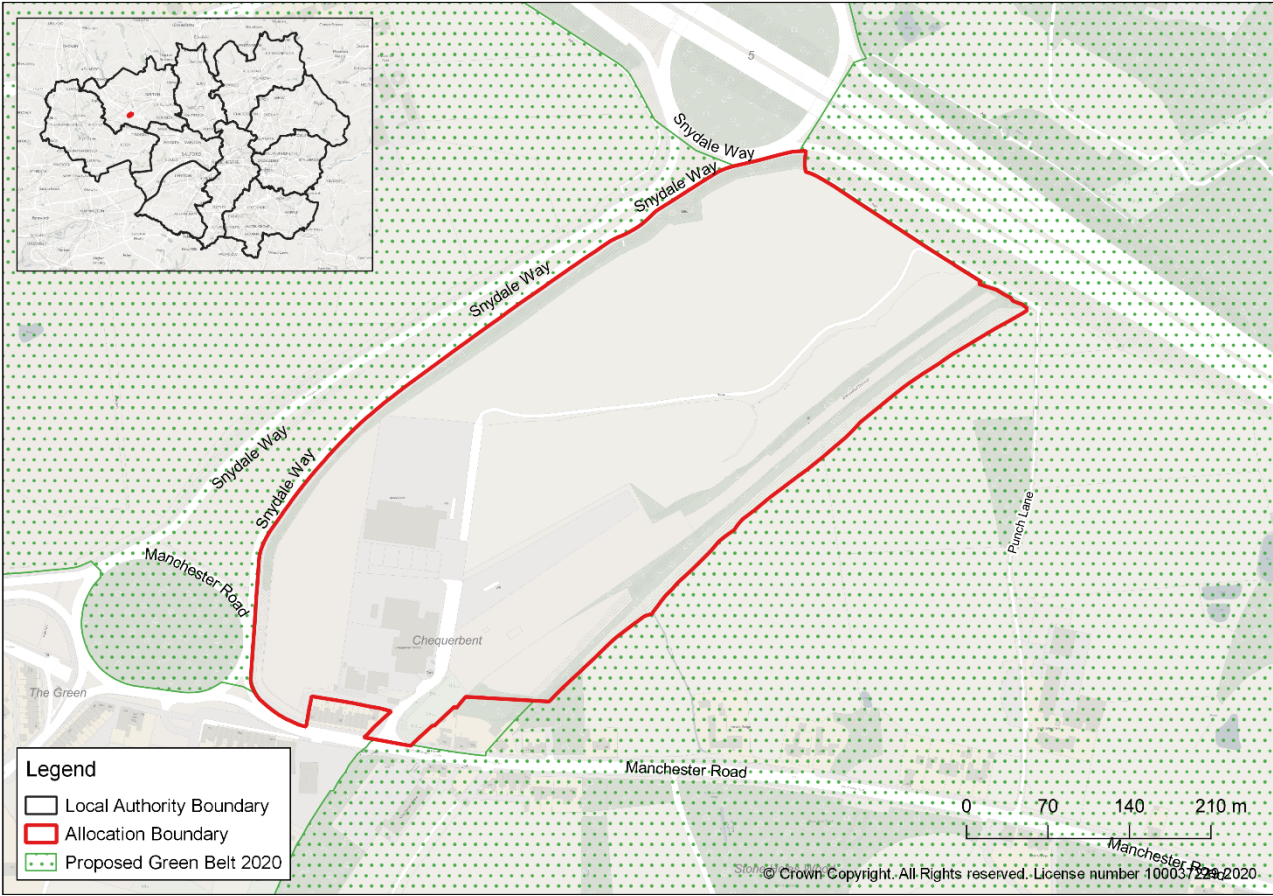
Appendix A: GMSF 2019 Policy GM Allocation 5 (Chequerbent North)



Development at this site will be required to:

1. Provide a location for around 25,000sqm of B2 and B8 uses in the M61 corridor;
2. Be accessed from the A6, with a potential additional access via Snyderdale Way, subject to detailed highway design considerations;
3. Provide financial contributions for good quality access to the site by motor vehicle, public transport, walking and cycling;
4. Require high quality landscaping particularly alongside the western boundary to Snyderdale Way;
5. Retain screening along the eastern boundary comprising of trees and hedgerows; and
6. Ensure the extraction of any viable sandstone, surface coal and/or brickclay resources in advance of construction, in accordance with the relevant policies of the Greater Manchester Joint Minerals Plan.

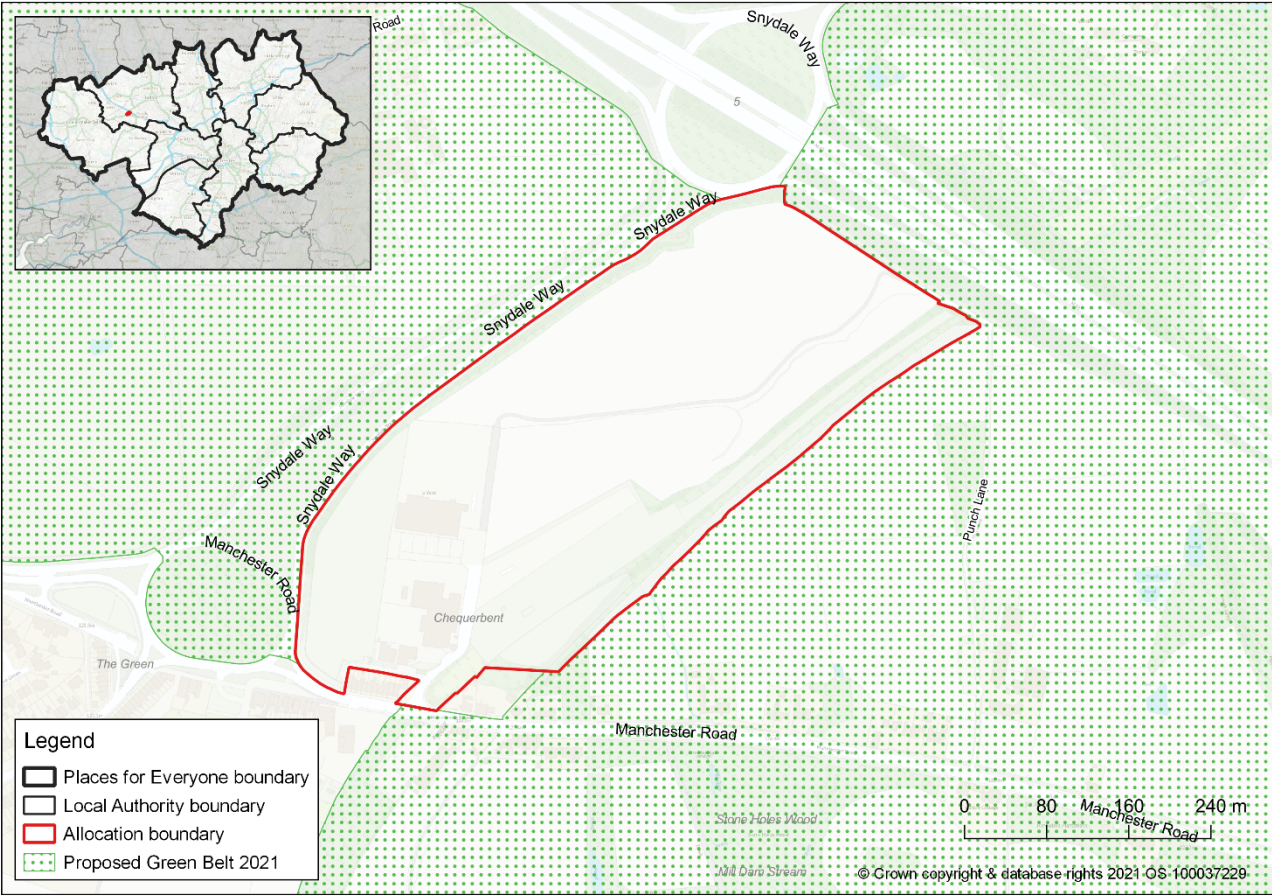
Appendix B: GMSF 2020 Policy GM Allocation 5 (Chequerbent North)



Development at this site will be required to:

1. Provide a location for around 25,000 sq m of industrial and warehousing floorspace in the Wigan to Bolton Growth Corridor;
2. Be accessed from the A6, with a potential access via Snydale Way, subject to detailed highway design considerations;
3. Provide good quality access to the site by motor vehicle, public transport, walking and cycling,
4. Provide financial contribution to mitigate impacts on the Local Road Network including improvements to Chequerbent roundabout or other improvements identified through a transport assessment;
5. Require high quality landscaping particularly to the west along Snydale Way and to the north along the M61; trees and hedgerows along the eastern boundary should be retained for screening.

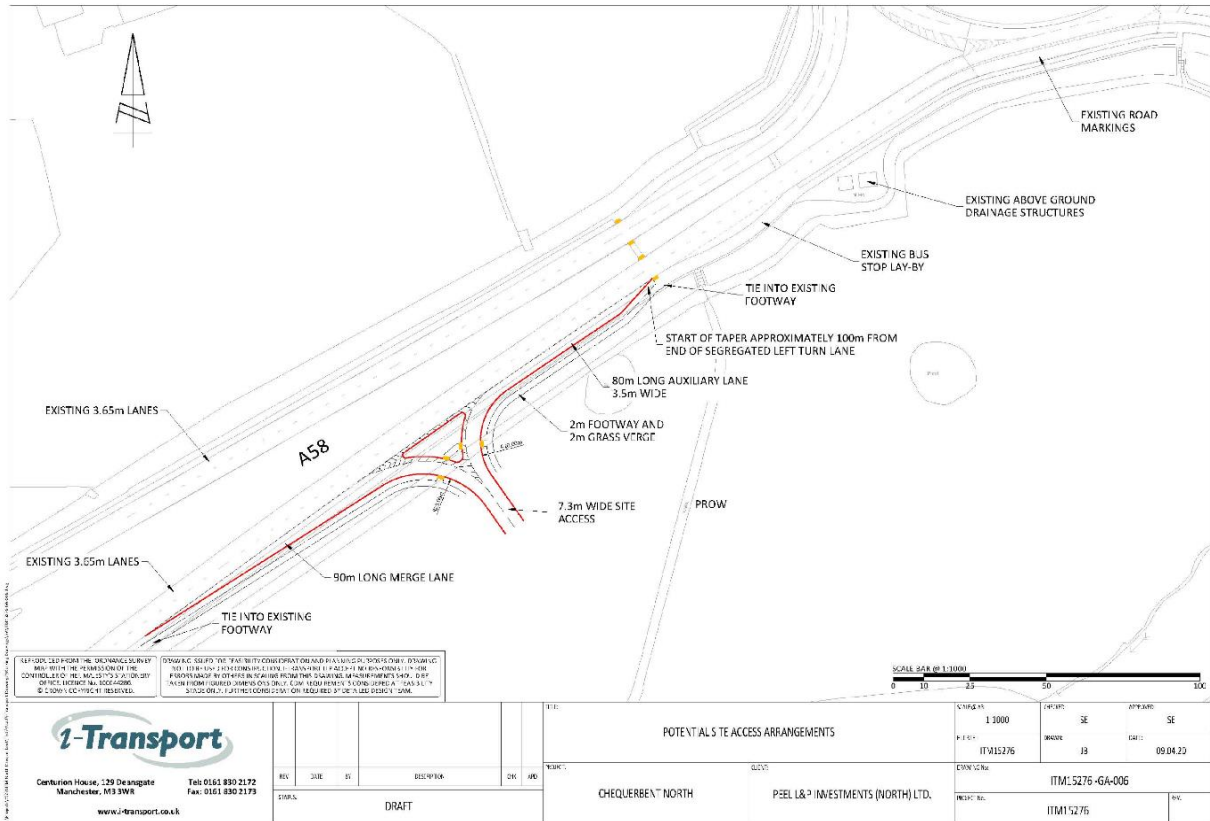
Appendix C: PfE 2021 Policy JP Allocation 5 (Chequerbent North)



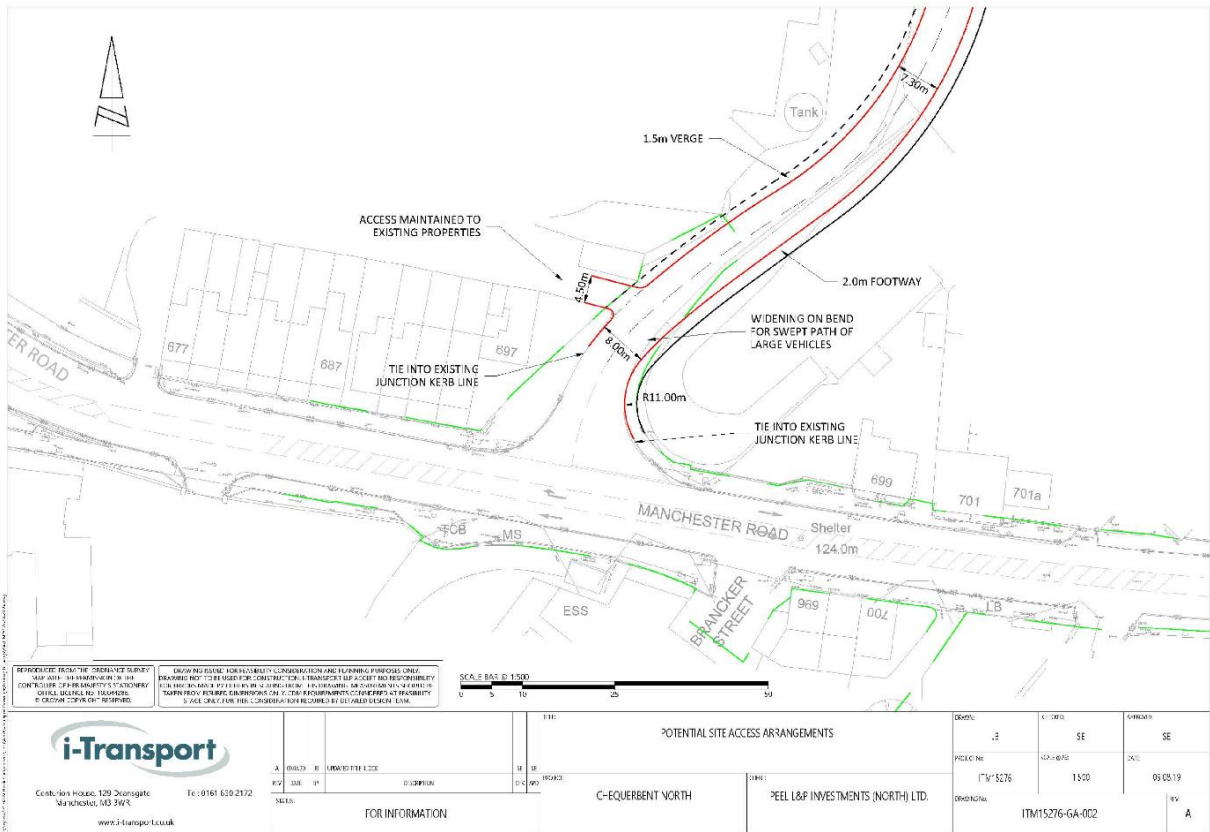
Development at this site will be required to:

1. Provide a location for around 25,000 sqm of industrial and warehousing floorspace in the Wigan to Bolton Growth Corridor;
2. Be accessed from the A6, with a potential access via Snyderdale Way, subject to detailed highway design considerations;
3. Provide good quality access to the site by motor vehicle, public transport, walking and cycling;
4. Provide financial contribution to mitigate impacts on the Local Road Network including improvements to Chequerbent roundabout or other improvements identified through a transport assessment;
5. Require high quality landscaping particularly to the west along Snyderdale Way and to the north along the M61; trees and hedgerows along the eastern boundary should be retained for screening;

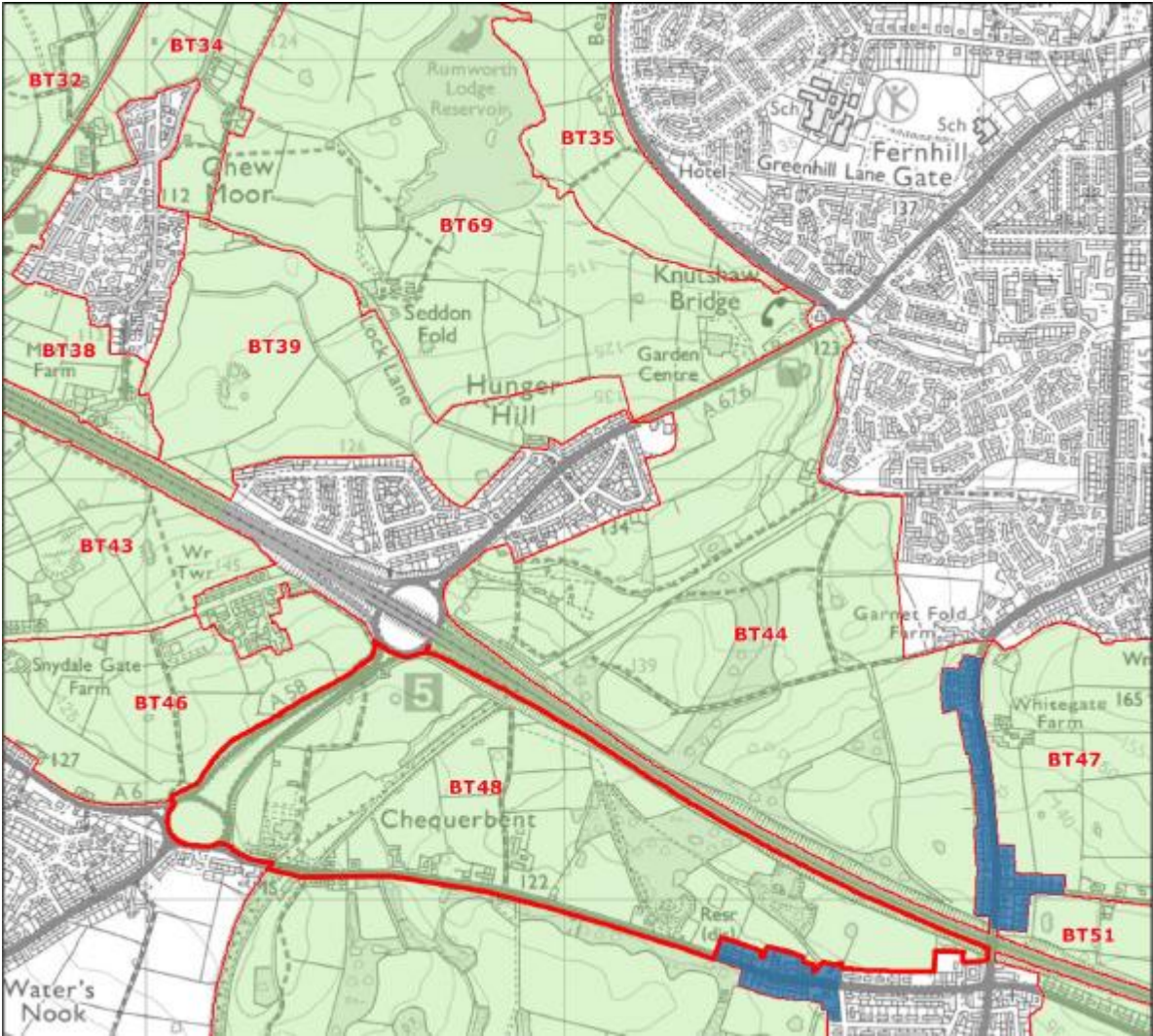
Appendix D Map of Proposed Access off A58 Snydale Way



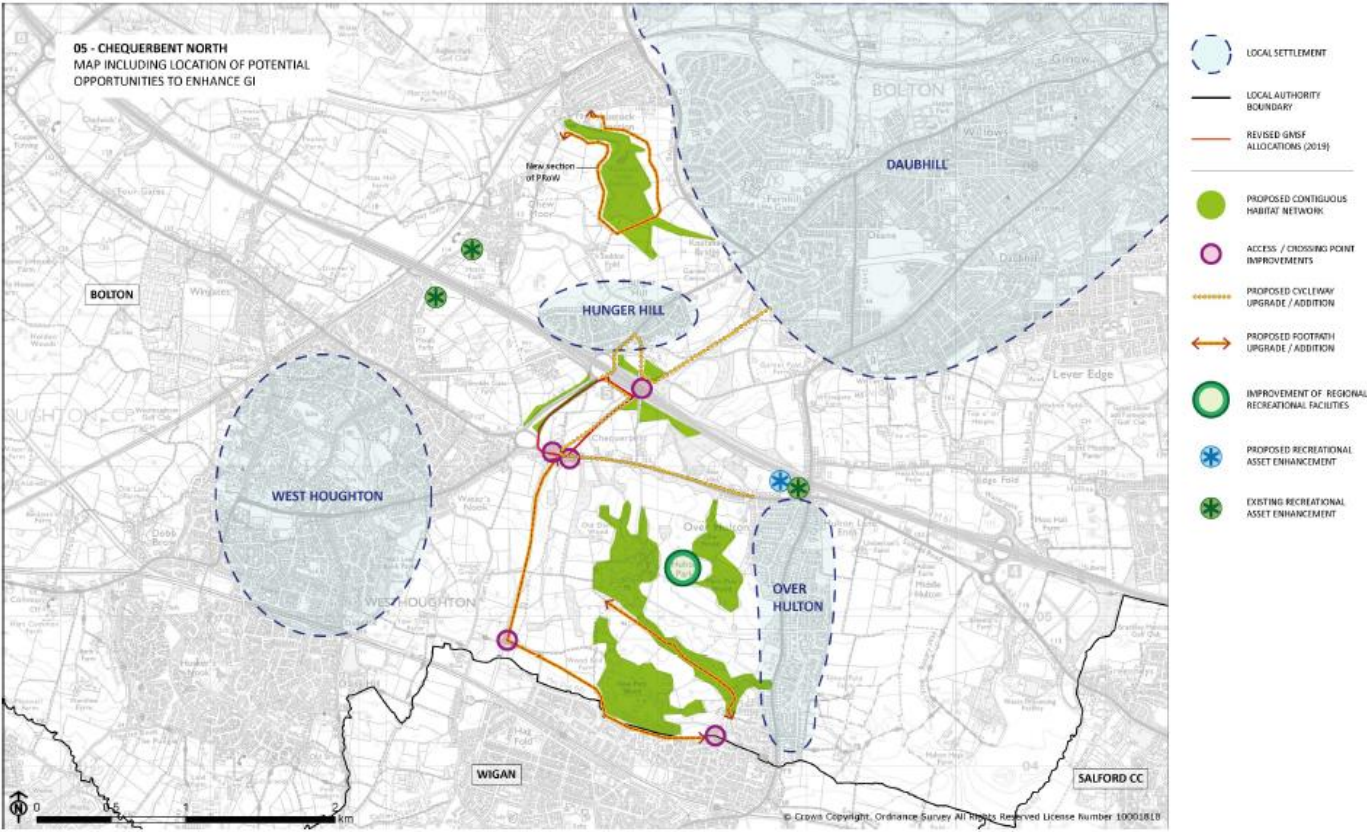
Proposed Access off Manchester Road



Appendix E- Map of Bolton green belt parcels



Appendix F- Map including location of potential opportunities to enhance GI



Appendix G- Peel's Masterplan context plan for Chequerbent North site



Appendix H- Peel's illustrative development framework plan for Chequerbent North JPA5



Section H: Bibliography

Places for Everyone Written Statement

Places for Everyone Consultation Summary Report

Employment Topic Paper

Green Belt Topic Paper

Carbon and Energy Topic Paper

Natural Environment Topic Paper

Transport Topic Paper

Greater Manchester Transport Strategy 2040 Refresh

Our 5-year Transport Delivery Plan 2020-2025

Greater Manchester Transport Strategy – 2040 Right Mix Technical Note

Transport Strategic Modelling Technical Note

Existing Land Supply and Transport Technical Note

Transport Locality Assessments – Introductory Note and Assessments – Bolton Allocations

Addendum: Transport Locality Assessments Review – Bolton Allocations

Places for Everyone Integrated Appraisal Report

Places for Everyone Integrated Appraisal Addendum Report

Greater Manchester Spatial Framework Integrated Appraisal Non-technical Summary 2020

Places for Everyone Integrated Appraisal Non-technical Summary 2021

Greater Manchester Spatial Framework Integrated Assessment Scoping Report 2020

Places for Everyone Integrated Assessment Scoping Report Addendum 2021

Integrated Assessment of GMSF Growth and Spatial Options Paper

Habitat Regulations Assessment of Places for Everyone

Habitat Regulations Assessment of Places for Everyone – Air Quality Assessment

Places for Everyone Strategic Viability Assessment Stage 1

Places for Everyone Strategic Viability Assessment Stage 2: Technical Appendices

Places for Everyone Strategic Viability Assessment Stage 2: Allocated Sites

Carbon and Energy Implementation Part 1 - Technical Analysis

Carbon and Energy Implementation Part 2 – Carbon Offsetting

Carbon and Energy Implementation Part 2 – Fund Size Appendix B

Greater Manchester Strategic Flood Risk Assessment Level 1 Report

Greater Manchester Strategic Flood Risk Assessment Level 1 Appendix A Bolton
Interactive Maps

Greater Manchester Strategic Flood Risk Assessment Level 1 Appendix B Sites
Assessment Part 1

Greater Manchester Strategic Flood Risk Assessment Level 1 Appendix B Sites
Assessment Part 2

Greater Manchester Strategic Flood Risk Assessment Level 1 Appendix C Development Sites Assessments Summary Reports

Greater Manchester Strategic Flood Risk Assessment Level 1 Appendix D Functional Floodplain Methodology

Greater Manchester Strategic Flood Risk Assessment Level 1 Appendix E GMCA Climate Change Models

Greater Manchester Strategic Flood Risk Assessment Level 1 Appendix F: SUDS Techniques and Suitability

Greater Manchester Flood Risk Management Framework

Greater Manchester Flood Risk Assessment Level 2 – Report

Greater Manchester Flood Risk Assessment Level 2 – Appendices

Flood Risk Sequential Test and Exception Test Evidence Paper

Carbon and Fracking Evidence Paper

Economic Forecasts for Greater Manchester

Employment Land Needs in Greater Manchester

COVID-19 and Places for Everyone Growth Options

Green Infrastructure Policy Context

Guidance for Greater Manchester: Embedding Green Infrastructure Principles

Biodiversity Net Gain Proposed Guidance for Greater Manchester

Integrated Assessment of Places for Everyone Growth and Spatial Options Paper

Stage 1 Greater Manchester Green Belt Assessment (2016)

Stage 1 Greater Manchester Green Belt Assessment – Appendices (2016)

Greater Manchester Spatial Framework Landscape Character Assessment (2018)

Stage 2 Greater Manchester Green Belt Study: Cumulative Assessment of Proposed 2020 GMSF Allocations and Additions

Stage 2 Greater Manchester Green Belt Study: Cumulative Assessment of Proposed 2021 PfE Allocations and Additions (Addendum 2021)

Stage 2 Greater Manchester Green Belt Study: Assessment of Proposed 2019 Allocations – Appendix B (2020)

Stage 2 Greater Manchester Green Belt Study - Addendum: Assessment of Proposed GMSF Allocations (2020)

Stage 2 Greater Manchester Green Belt Study - Assessment of Proposed PfE Allocations (Addendum 2021)

Stage 2 Greater Manchester Green Belt Study - Identification of Opportunities to Enhance the Beneficial use of the Greater Manchester Green Belt (2020)

Greater Manchester Spatial Framework 1 Historic Environment Assessment Summary Report June 2019

Environment Partnership (2019), Chequerbent North Ecological Representation

Peel (2019), Chequerbent North Development Framework

Turley (2020), Chequerbent North Initial Heritage Appraisal

The above documents can be found on the [GMCA](#) website.