

Chequerbent North, Bolton

GMSF ref. GMA5

Development Framework

March 2019



Planning
Economics

Turley

Drainage and
Flood Risk

AECOM

Transport
and Highways

1-Transport

Ecology

TEP | THE
ENVIRONMENT
PARTNERSHIP



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View north across Site towards motorway



Part A: The Proposed Scheme





01 Introduction

1.1 Bolton Metropolitan Borough Council (BMBBC) with the Greater Manchester Combined Authority (GMCA) has proposed the allocation of land to the north of Chequerbent Roundabout – referred to as Chequerbent North (“the Site”) – for an employment development as part of the emerging Greater Manchester Spatial Framework (GMSF).

1.2 The landowner Peel Investments (North) Ltd (“Peel”) supports the ‘allocation’ of the Site for a new, high quality urban extension.

1.3 To inform the next stages of the GMSF, Peel has commissioned a wide range of technical studies as part of an initial masterplanning study set out in this Development Framework. This work shows that the Chequerbent North site can make an important contribution to the sustainable growth of Greater Manchester. The Site can deliver around 25,000 sq m of high quality employment floorspace within a green infrastructure setting.

1.4 This study confirms that the initial work carried out by the local authority is sound and that the Chequerbent North site represents a genuinely sustainable development site without compromising the wider integrity of the strategic Green Belt.

1.5 The work is to be advanced further in consultation with the local authority and key stakeholders. The Development Framework can be refined and detailed in this process as the GMSF progresses.



A6 Manchester Road



M61

A58

GMA5

Chequerbent North

Chequerbent roundabout

Westhoughton

A6

Land South of Chequerbent Roundabout

Hulton Park

02 Strategic Context

Sustainable Growth of Greater Manchester

2.1 Greater Manchester is one of the most successful conurbations in the UK and a world city drawing in substantial investment and talent. As a leading component of the Northern Powerhouse, Greater Manchester is well placed to deliver sustainable growth and help rebalance the UK economy. To do so it needs a positive and ambitious plan.

2.2 The GMSF can deliver the growth required in key areas including:

- Attraction and retention of talent and knowledge.
- Attraction of investment of all scales and sectors.
- Development of transport and knowledge infrastructure.
- Delivery of new modern employment floorspace.

2.3 Greater Manchester aims to facilitate a long overdue step-change in productivity to fulfil the ambition of becoming a global city that will emerge through Northern Powerhouse investments in the knowledge economy, infrastructure, and growth sectors such as the logistics industry.

2.4 Within Bolton there is a particular need for high quality employment space in close proximity to strategic transport corridors.

2.5 Without these developments jobs, businesses and investment will be lost to surrounding areas of Lancashire, Merseyside and Cheshire.

2.6 One of the critical tasks of GMSF is to identify growth opportunities by making significant spatial allocations for development.

Exceptional Circumstances for Green Belt Release

2.7 The prosperity and success of Greater Manchester will not be realised without a significant release of land currently within the Green Belt over and above 'brownfield' sites that exist. The existing Green Belt was established in 1984 and has not been comprehensively reviewed since that date – it is seriously out of date.

2.8 The growth that is needed in all its components comprises the 'exceptional circumstances' for the release of carefully selected sites from the Green Belt. The way in which this takes place is critical.

Sustainable Site Selection

2.9 The most significant factor in the growth of the urban area is how it can be achieved in the most sustainable way.

2.10 As the conurbation is highly developed, site selection must make the best use of existing infrastructure and deliver the new facilities and benefits.

2.11 In this way new development can be successfully integrated with existing communities with wider net benefits.

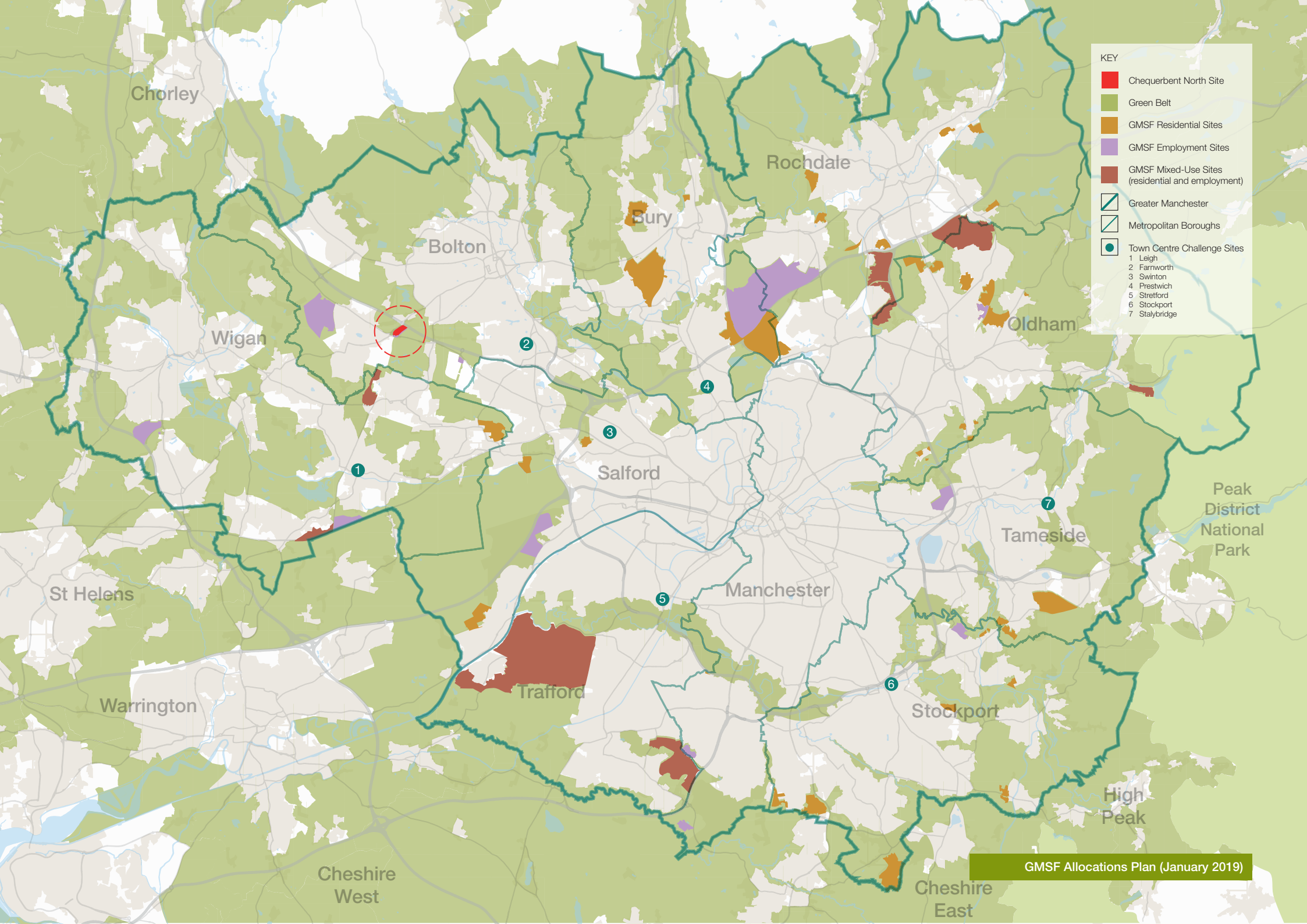
2.12 These developments will need to adopt the best place-making principles to deliver quality new developments that provide the best of what current practice can offer.

Strategic Green Belt

2.13 Identifying sites for sustainable urban extensions will require land to be released from the Green Belt. This will, by definition, harm some of the purposes of Green Belt such as restricting sprawl, preventing merger of towns and avoiding encroachment into countryside. This is part of the overriding exceptional circumstance justification and can be carried out in a way that pays particular attention to the larger swathes of 'strategic' Green Belt and the creation of new, defensible, long term boundaries.

2.14 In the case of the Chequerbent North site, the strategic Green Belt is the larger swathe of land between Bolton, Wigan and surrounding towns such as Westhoughton and Atherton (see plan opposite).

2.15 With all the land releases a new local Green Belt boundary will be necessary and carefully defined.



KEY

- Chequerbent North Site
- Green Belt
- GMSF Residential Sites
- GMSF Employment Sites
- GMSF Mixed-Use Sites (residential and employment)
- Greater Manchester
- Metropolitan Boroughs
- Town Centre Challenge Sites
- 1 Leigh
- 2 Farnworth
- 3 Swinton
- 4 Prestwich
- 5 Stretford
- 6 Stockport
- 7 Stalybridge

03 Ambition and Masterplan

3.1 The Chequerbent North site will be a high quality employment destination which capitalises upon the area's excellent connections and transport network. It will be integrated with the existing urban area and the surrounding landscape.



High quality employment space

25,000 sq m of flexible, modern and high specification employment floorspace which will be suitable for commercial and industrial occupiers.

Economic growth

Retention and attraction of business investment which underpins sustainable economic growth.

Health and well-being

New green infrastructure and the enhancement of the Public Right of Way network, including the delivery of part of the new Hulton Trail.



An aspirational place

High quality landscaping to provide an attractive framework for the development.

Habitat creation and protection

Retention of valued habitats and enhancement of biodiversity resources via green infrastructure, wetlands and hedgerow/tree planting.

Sustainable drainage

A SuDS network which provides robust flood protection and management.

Sustainable energy

Exploring the potential for connections to renewable energy generation and sustainable construction to minimise carbon impact.



Highway infrastructure

Building on the increased capacity resulting from the Westthoughton bypass.

Public transport

Connections to local bus stops immediately adjacent to the Site.

Connections

Direct access to key arterial transport routes, including the A6 and M61.

Footpaths and cycleways

Maintain and enhance the Public Right of Way network, including the Hulton Trail.



Junction 5
M61

M61

A58 Syndale Way

A6

Landscape buffer

Over Hulton

Chequerbent
Roundabout

Landscape buffer

A6 Manchester Road

Atherton

A High Quality Recreational Route

3.2 The Site can deliver new recreational facilities which will benefit the wider local community in the surrounding area. The creation of the 'Hulton Trail' is a key component of the proposals for the Chequerbent North site.

3.3 The Hulton Trail is a proposed linear parkland. It is a recreational route comprised of footpaths and cycleways, set within a new green corridor including tree and hedgerow planting. It will be an extensive circular 'loop' encompassing a wider swathe of land between Bolton, Atherton, Over Hulton and Westhoughton. The trail will connect and integrate the new and surrounding communities and provide links to existing Public Rights of Way (PROW) and other recreational assets such as New Park Wood and the Cutacre Country Park. There will be new opportunities for leisure and exercise, including walking, running, cycling and horse-riding.

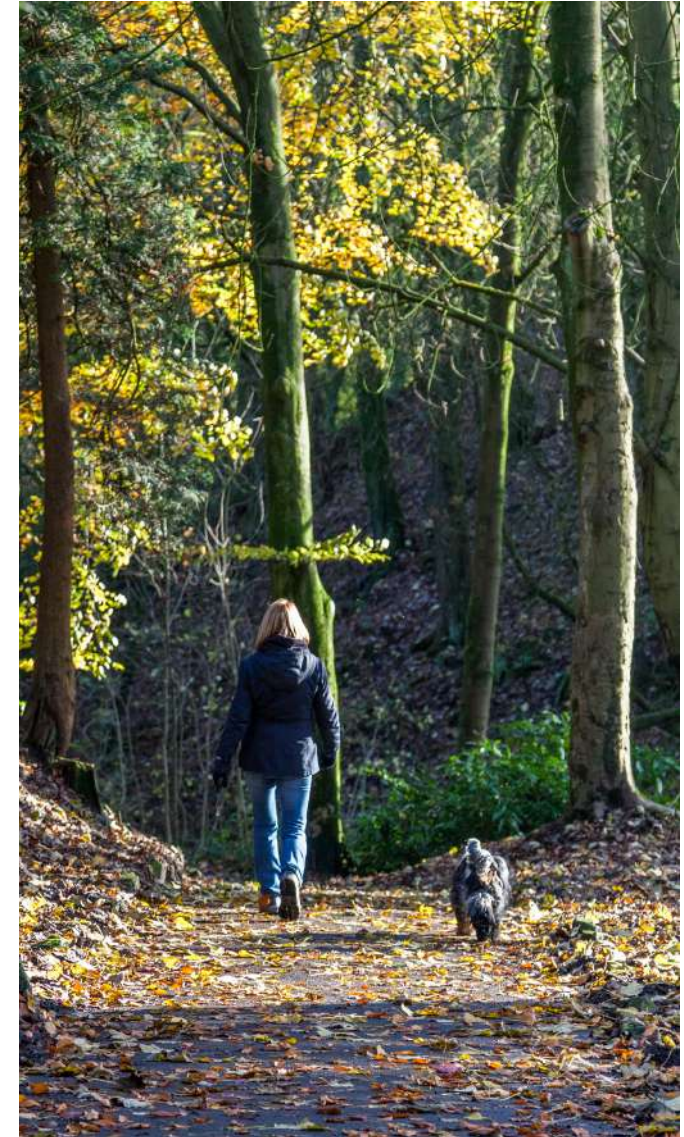
3.4 The Hulton Trail will include features such as:

- New wayfinding, including linkage to nearby train stations.
- New and improved footpaths.
- Cycle and equestrian friendly routes.
- Interpretation boards to learn about the heritage and key features of the area, such as its coal mining past.
- Car parking for visitors and entrance features at key locations.

3.5 The Hulton Trail will be available for all residents to enjoy, and will improve health and wellbeing. It will enhance the cultural 'offer' of the local area, providing an understanding of its history and connecting people with the natural environment.

3.6 The Hulton Trail will be delivered by new development within the local area, including Chequerbent North Site. The long term management of it will be secured through a service charge on the new homes and an independent management company.

3.7 The Chequerbent North site will be a high quality employment destination which capitalises upon the area's excellent connections and transport network. It will be integrated with the existing urban area and the surrounding landscape.



Hall Lee Bank Park



Pretoria Pit Memorial

Westhoughton

Chequerbent Incline Former Railway

Land north of Hulton Park

Hulton Park

Garnet Fold viewing points

Top o' Cow viewing point

South Bolton Opportunity Area

Over Hulton

Daisy Hill

links to Rotary Way

Sports Centre

links to Atherton

Pretoria Pit Woodland

Cutacre Viewing Points

Logistics North

links to Rotary Way

Gibfield Park

Hag Fold







Pretoria Pit Memorial

Atherton

Atherton

links to Atherton

KEY

-  Chequerbent North Site
-  Existing and proposed PROW forming the Hulton Trail
-  Proposed footpath links to local railway stations
-  Key linkages from the proposed Hulton Trail to the wider community
-  Railway station
-  Existing and proposed destinations along the Hulton Trail

Responding to the Opportunity for Logistics Development

3.8 The GMSF looks to capture an increased share of the UK logistics market, building on Greater Manchester's inherent infrastructure assets. It identifies the need for the 4,220,000 sq m of industrial and warehousing floorspace by 2037 to respond positively to the demands of the evolving logistics sector. Key drivers of change include:

- Increases in demand for freight haulage driven by an increase in online retailing.
- The national and local economic base including the jobs created in what can be relatively labour intensive activities.
- Further shifts in the UK's balance of trade, including rise in demand for imported goods.

3.9 There are a finite number of locations which can accommodate logistics and distribution development. The Government¹ has acknowledged that development in countryside locations will be needed. The Chequerbent North site will meet key locational requirements and respond positively to the drivers of change by:

- Building upon the area's existing links to strategic transport routes and planned infrastructure investments, including the Westhoughton bypass. This will enable it to provide new employment floorspace which is highly accessible and connected to key growth markets.
- Providing high quality, strategic scale logistics units built to a high specification, which can attract footloose national and regional operations.

3.10 The success of Logistics North (formerly 'Cutacre') to the east at Junction 4 of the M61 motorway demonstrates the strength of demand in this location. The Chequerbent North site will be an attractive and logical base of operations for logistics businesses serving the central and northern parts of the UK. It will help to underpin sustainable economic growth in Bolton, providing investment and jobs for local businesses.

¹. National Policy Statement for National Networks, Department for Transport (December 2014)







Part B: Demonstrating Acceptability





04 Sustainability & Suitability 1: Responding to Local Context

Location

4.1 The Chequerbent North site is located entirely within Bolton. The area has a range of towns and centres with high quality links to key destinations throughout Greater Manchester. It is highly accessible by strategic transport routes, including the motorway and rail network.

4.2 Bolton is forecast to provide 903,784 sq m of employment floorspace by 2037. A key requirement is for new strategic logistics floorspace to respond to drivers of change within the sector and capture growth opportunities.

4.3 The Site is positioned in close proximity to existing areas of growth. It is within the M61 Corridor and at the northern edge of Westhoughton. It is an established urban area which is popular with businesses and working age families. Key features include:

- High quality strategic transport routes, including the M61 motorway, the A6 and the A58.
- A number of local employment destinations, including Logistics North to the east, Wingates Industrial Estate to the west and Middlebrook at Junction 6 of the M61.
- A diverse range of services and facilities, including schools, health services and community facilities.

4.4 The delivery of the long-proposed Westhoughton bypass – which has secured Government funding – will increase the capacity of the area for growth and investment.

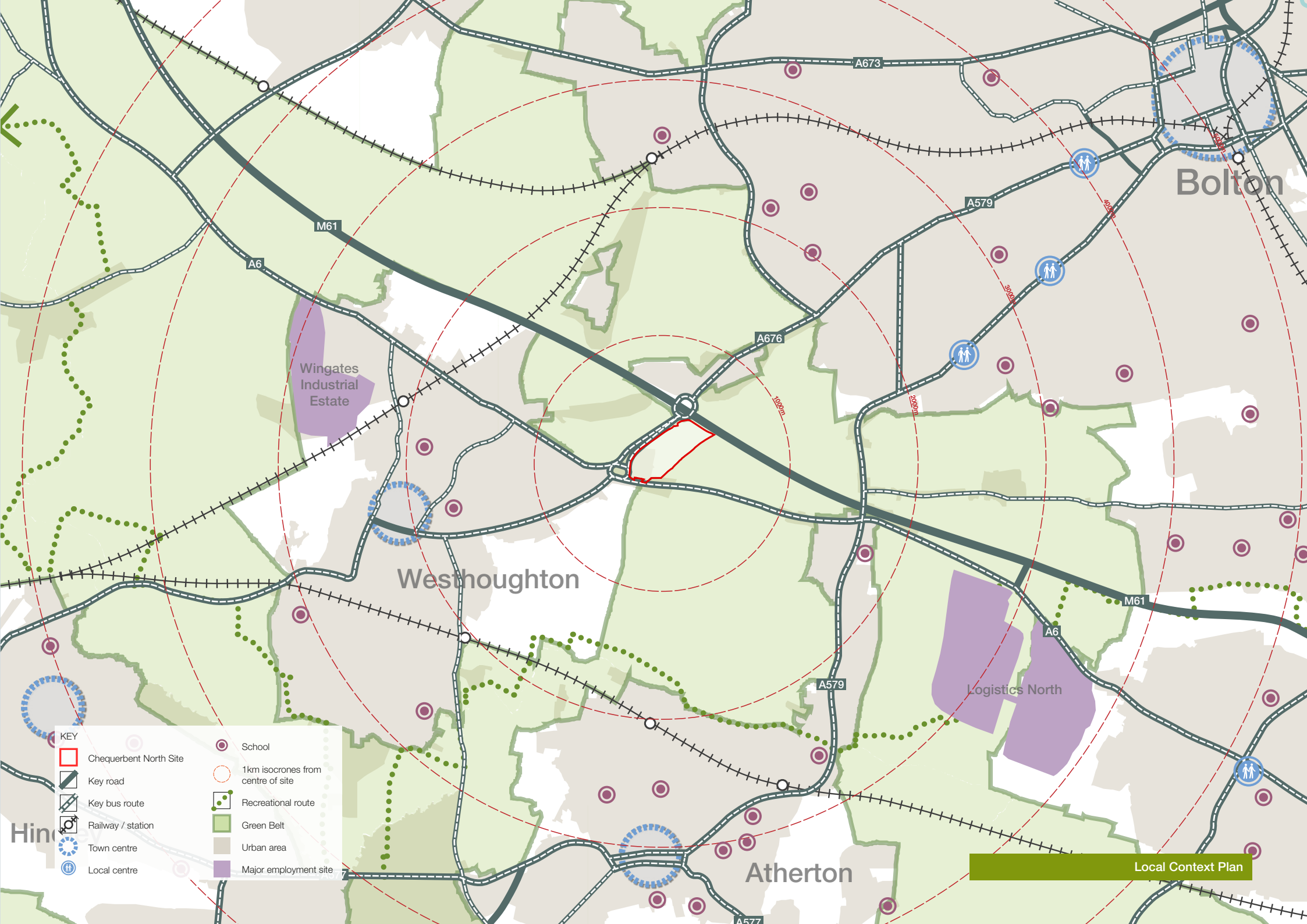
The Site

4.5 The Site is well related to the existing urban area and nearby infrastructure. It adjoins the northern edge of Westhoughton, with the A6 Manchester Road forming the southern boundary of the Site. The A58 Snyderdale Way and M61 motorway define the western and northern boundaries. It is contained to the east by mature woodland which marks the route of the former Bolton-Leigh rail line. The Site is a logical extension of Westhoughton which will result in a sustainable pattern of development.













4.6 The Site extends to 15.37ha (37.99 acres) and was previously used as a railway sidings and yard, associated with the former Bolton-Leigh rail line at the eastern boundary. It is now partly comprised of open agricultural fields to the north, whilst the southern part is developed and occupied by existing industrial uses. This includes a haulage and recycling business which is accessed from the A6. Key Site features include:

- A number of existing industrial structures and hardstandings which occupy the majority of the southern half of the Site, including on a former coal yard site.
- Hedgerows and scattered trees which define the field pattern.
- A Public Right of Way (PROW) which crosses the Site in a broadly north-south alignment between the A58 and the A6. However, the route of the PROW is not clearly visible and is somewhat unattractive given that it runs through existing industrial uses.
- A small number of permanent and seasonal ponds and water courses, including the Mill Dam Brook at the eastern boundary.





KEY

	Chequerbent North Site		School
	Key road		1km isochrones from centre of site
	Key bus route		Recreational route
	Railway / station		Green Belt
	Town centre		Urban area
	Local centre		Major employment site

Local Connectivity and Movement

4.7 The Site is in a highly accessible location and benefits from excellent local and strategic transport links. It has access to:

- The M61 motorway. This strategic highway provides a key arterial route into the heart of Greater Manchester and provides critical connections to other key economic centres, including Chorley and Preston.
- The A6 Manchester Road and A58 Snydale Way, which provide links to Bolton, Wigan, Salford and nearby employment centres such as Logistics North and Wingates Industrial Estate.

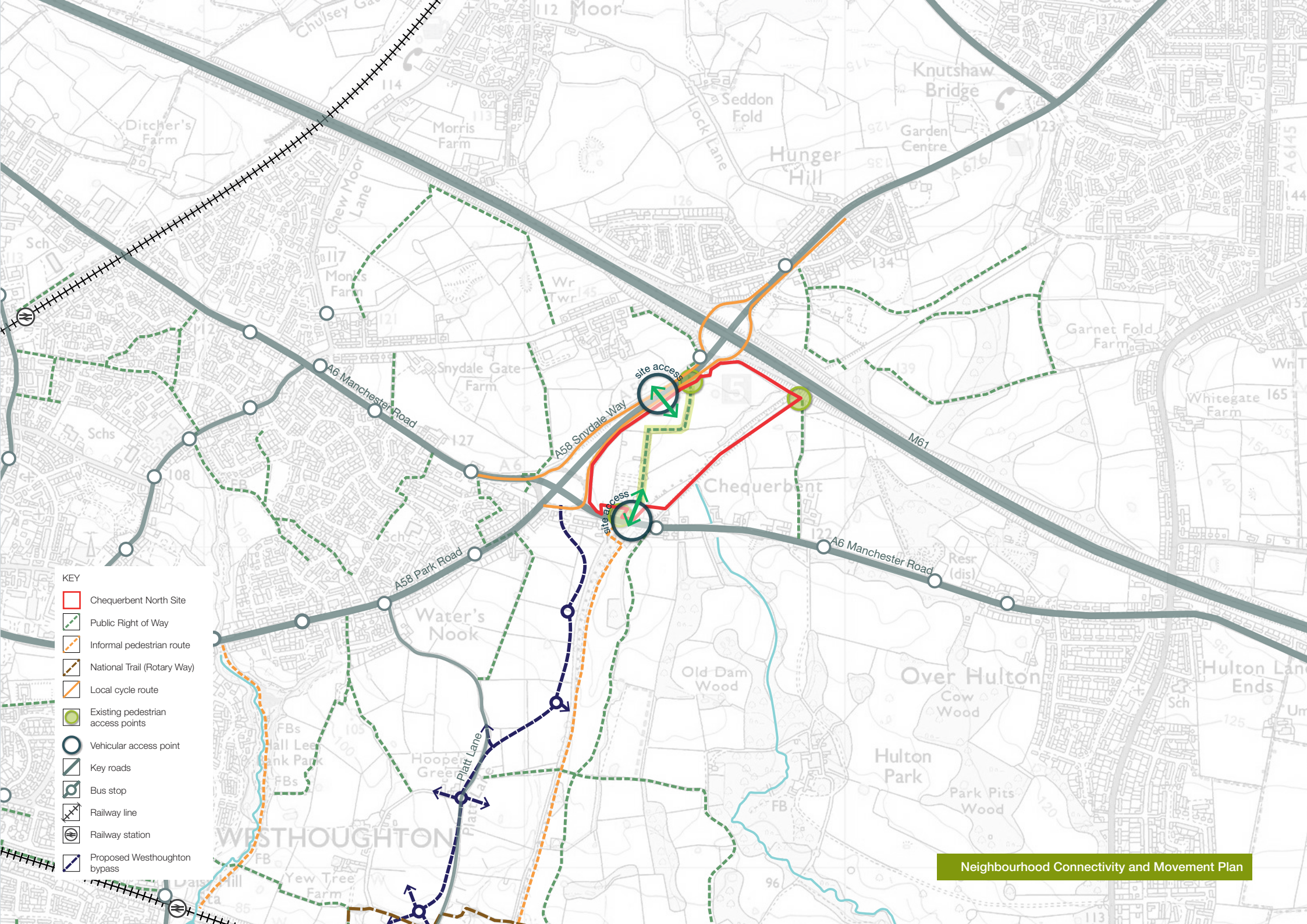
4.8 The delivery of the Westhoughton bypass will alleviate the existing congestion in the local highway network, providing the capacity for sustainable future growth.

4.9 The local area is well-served by public transport:

- Cycle paths are located within key highway routes, including the A6 and A58.
- Bus stops are located immediately adjacent to both the existing access on the A6 Manchester Road and the PROW access from the A58 Snydale Way. These provide access to bus services which provide connections to Walkden, Leigh, Atherton, Bolton, Salford and Manchester.
- Daisy Hill and Hag Fold rail stations are located within 2km. They provide regular and convenient rail connections to Wigan, Salford and Manchester.
- The existing PROW network provides good connectivity to the existing urban area, including to Westhoughton and Bolton.



Chequerbent roundabout



- KEY**
- Chequerbent North Site
 - Public Right of Way
 - Informal pedestrian route
 - National Trail (Rotary Way)
 - Local cycle route
 - Existing pedestrian access points
 - Vehicular access point
 - Key roads
 - Bus stop
 - Railway line
 - Railway station
 - Proposed Westhoughton bypass

Community Infrastructure

4.10 The Site is well related to local facilities within the existing built up area. Amenities which are in close proximity include:

- A petrol filling station and convenience store located 400m to the west on the A6 Manchester Road.
- A newsagent located 700m to the south on the A58 Park Road.
- A restaurant (Fat Pig) located within 100m to the west on Chequerbent roundabout.

4.11 Westhoughton town centre is located approximately 1,800m to the south west of the Site. It provides a range of services and facilities, including foodstores, banks and pharmacies.

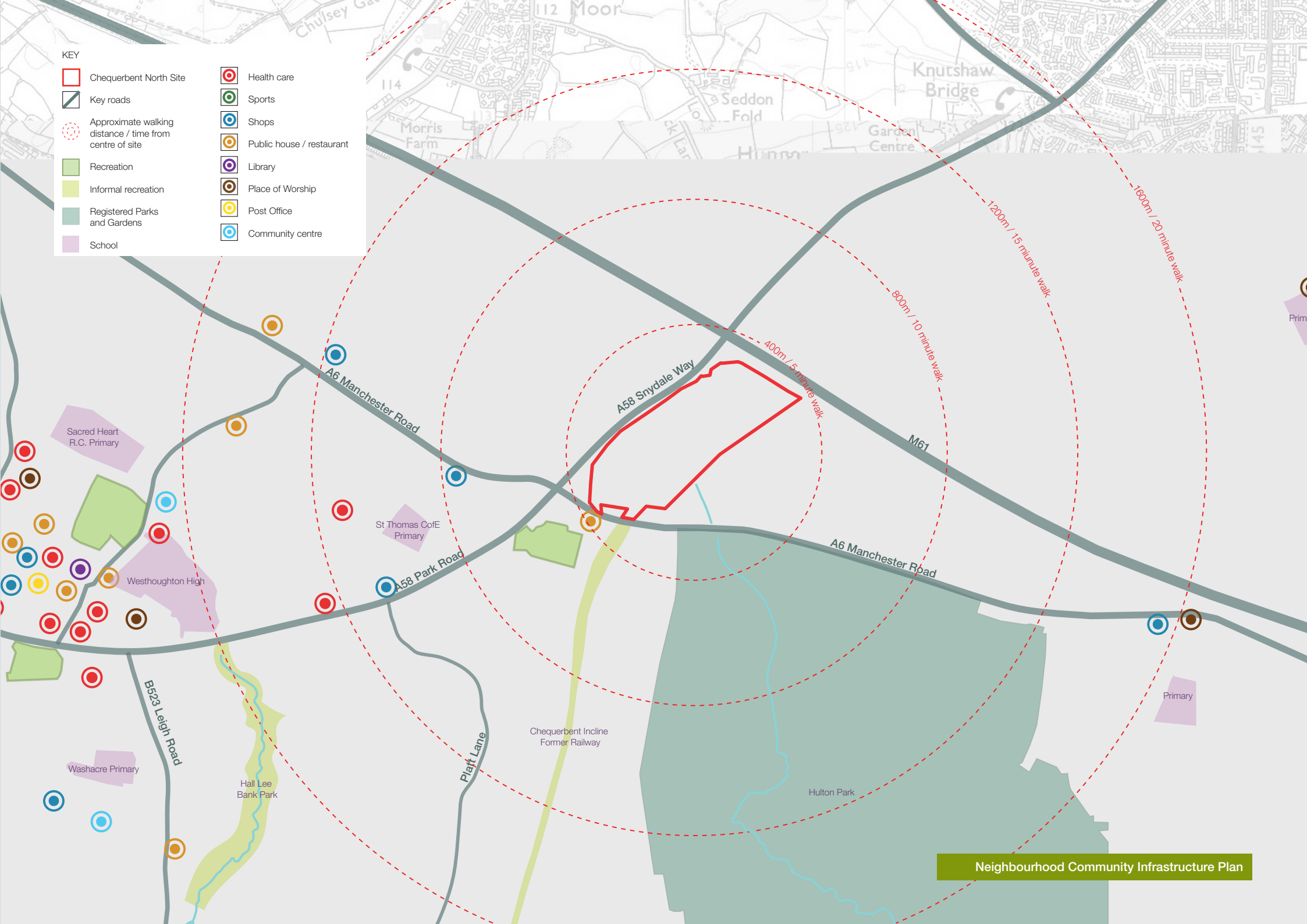
4.12 The Site is therefore in close proximity to a wide range of existing amenities which can be used by businesses and employees based at the Site. It will also be within walking distance of the new local centre which is included within the residential development proposals on the land south of Chequerbent roundabout. This could include new small-scale retail and community facilities, which would complement those elsewhere within the local area.



Westhoughton Town Centre

KEY

 Chequerbent North Site	 Health care
 Key roads	 Sports
 Approximate walking distance / time from centre of site	 Shops
 Recreation	 Public house / restaurant
 Informal recreation	 Library
 Registered Parks and Gardens	 Place of Worship
 School	 Post Office
	 Community centre



05

Sustainability & Suitability 2: Technical Acceptability

Introduction

5.1 Peel has commissioned a range of technical assessments to demonstrate the suitability of the Site for development. These include the following:

- Transport Appraisal², prepared by i-Transport
- Statement of Flood Risk³, prepared by AECOM
- Ecological Representation⁴, prepared by TEP

5.2 These assessments have identified that there are no significant constraints to development at the Site which cannot be addressed through careful masterplanning and typical mitigation measures and the Site provides significant opportunities to create a high quality employment development, whilst protecting valued environmental assets.

Planning Policies

5.3 The Chequerbent North site is not subject to any restrictive environmental designations in the adopted local Development Plan for Bolton. The Site is, however, designated as a Minerals Safeguarding Area by Policy 8 of the Greater Manchester Joint Minerals Plan (April 2013). These policies are taken into account in the assessment of constraints and opportunities.

Planning History

5.4 The Site has had a series of planning permissions associated with the existing industrial operations and its previous use as a railway sidings and yard.

Land Ownership

5.5 The Site is owned freehold by Peel. It is not subject to any significant legal constraints which might present an obstacle to its development.

5.6 The northern part of the Site is in agricultural use, which will need to cease to facilitate development.

5.7 The existing industrial businesses to the south could either be relocated to new premises or retained alongside the logistics development at the Site.

2. Land North East of Chequerbent Roundabout: Transport Appraisal, i-Transport (September 2017)

3. M61C2(b): Land to the NE of Chequerbent roundabout – Statement of Flood Risk, AECOM (May 2017)

4. Land North East of Chequerbent Roundabout, Westthoughton: Ecological Representation, TEP (June 2017)



Top left: existing site access from A6 Manchester Road

Top right: view into site from A6 Manchester Road

Bottom: panorama of site

Movement

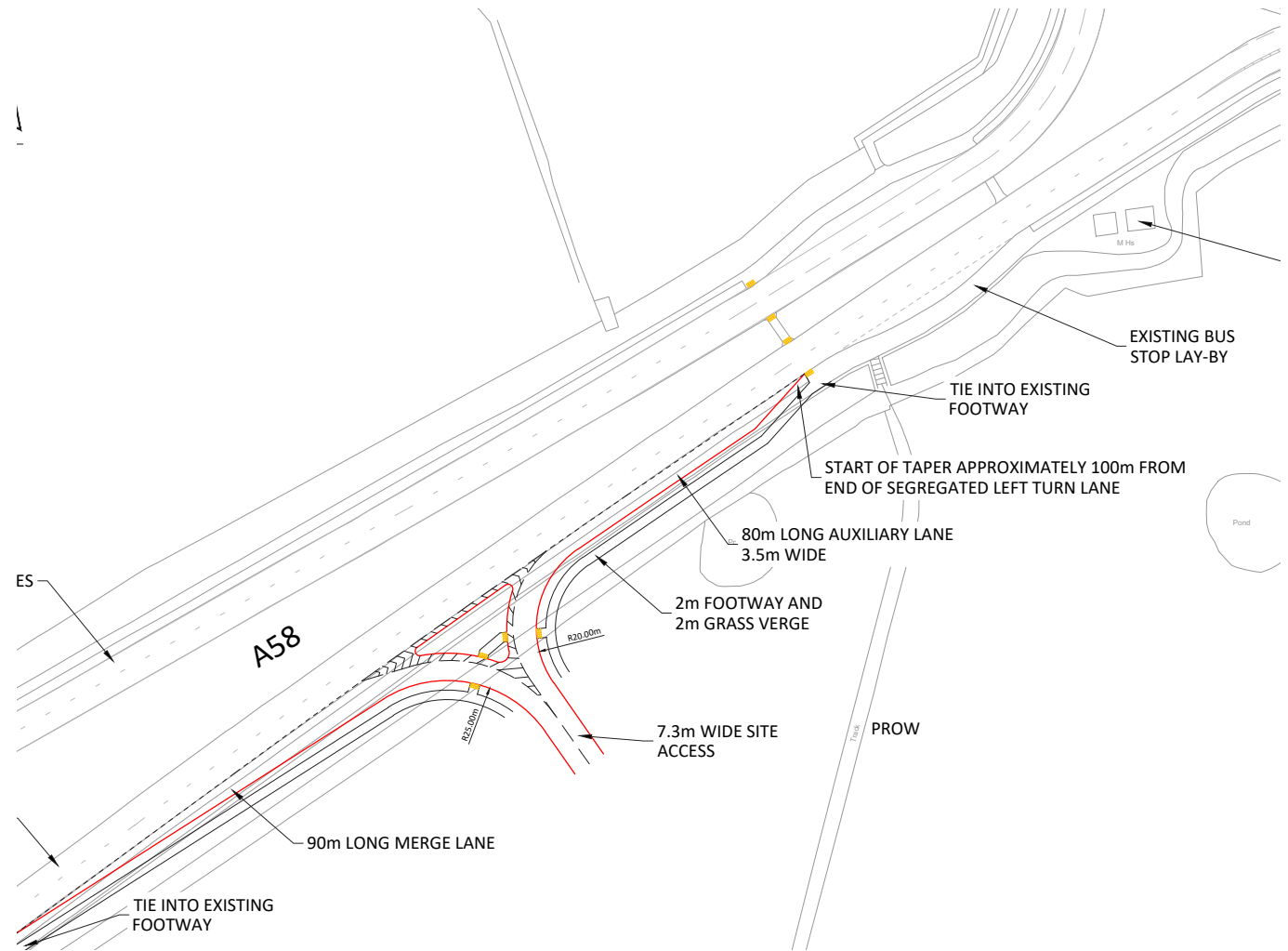
5.8 The Transport Appraisal sets out that a new highway access to the Site could be created from the northbound carriageway of the A58 Snyderdale Way. This would enable traffic from the M61 motorway to quickly access the Site. It would also mean that HGVs did not need to use the A6 Manchester Road, thereby preventing disruption to traffic flows within the local highway network. The proposed A58 access would comprise a left-turn in/out arrangement with segregated turning/merging lanes, ensuring that slow-turning vehicles do not disrupt traffic flows along the A58.

5.9 The existing A6 access could also be retained as a vehicular access option and would form the main point of access for pedestrians and cyclists.

5.10 Only one access point will be required and finalised arrangements will be determined at planning application stage

5.11 The PROW within the Site will be retained and potentially diverted. New surfacing and waymarking will reinstate the route. It will run through areas of green infrastructure, which will enhance its setting to make it more attractive to potential users. It will provide connections to the existing bus stops on the A6 and A58. The existing pedestrian crossing over the A58 could be enhanced to provide safe access to and from northbound bus services. A new footpath along the eastern boundary could also be provided.

5.12 The proposed delivery of the Westhoughton bypass will provide a new faster highway link from the M61 in the north to Atherton in the south. The Transport Appraisal demonstrates that the proposed access to the Site from the A58 can be delivered alongside the new bypass.





Junction 5
M61

M61 motorway

A58 Snydale Way

Chequerbent
roundabout

A6 Manchester Road

KEY

- Chequerbent North Site
- Existing PROW
- Existing site access
- Proposed site access

Drainage and Flood Risk

5.13 The Statement of Flood Risk confirms that the Site is located entirely within Flood Zone 1 with a low probability of flooding.

5.14 The majority of the Site is at low risk of surface water flooding. However, there is an area of higher risk within the central part of the Site. This area of risk is associated with the Mill Dam Stream at the Site's eastern boundary. The risk can be reduced through the implementation of a comprehensive Sustainable Drainage System (SuDS). This will utilise the existing ponds alongside new water features to:

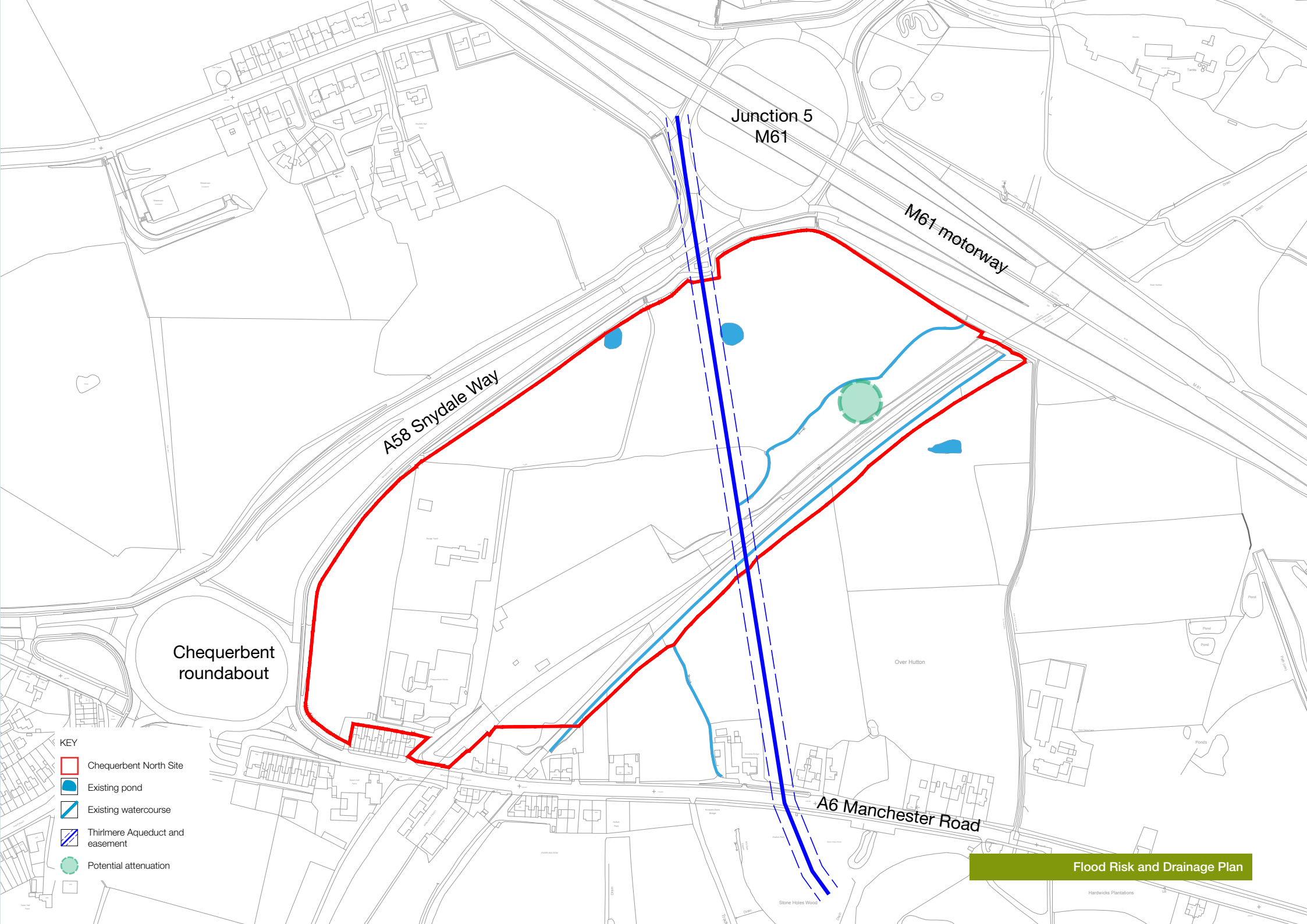
- Manage surface water drainage such that run-off rates do not exceed existing greenfield rates. This will ensure that there will not be an increased risk of flooding either at the Site or in the surrounding area.
- Enhance the landscape setting and ecological value of the green infrastructure and open spaces within the development.

5.15 The Thirlmere Aqueduct passes under the Site. Development will not be located over the Aqueduct or within its easement.

5.16 A suitable foul drainage strategy for the proposed development will be developed through formal consultation with United Utilities.



Existing wooded boundary / Mill Dam to the eastern boundary





Junction 5
M61

M61 motorway

A58 Snyderdale Way

Chequerbent
roundabout

A6 Manchester Road

- KEY
-  Chequerbent North Site
 -  Existing pond
 -  Existing watercourse
 -  Thirlmere Aqueduct and easement
 -  Potential attenuation

Flood Risk and Drainage Plan

Ecology and Biodiversity

5.17 The Ecological Assessment identifies that the Site is heavily dominated by species-poor arable monoculture and semi-improved grassland. The majority of the land is therefore of relatively low ecological value.

5.18 Some smaller areas of the Site comprise existing valuable habitats, including:

- Areas of improved grassland and native bluebells to the south of the Site.
- Areas of dense/continuous scrub and mixed plantation woodland at the boundaries.
- The Mill Dam Stream at the eastern boundary of the Site.
- The existing industrial buildings, which may have the potential to support bat roosts.

5.19 These existing high value habitats will be maintained and integrated with the development as part of a substantial green infrastructure network. The development could achieve a net gain in the biodiversity value of the Site. Key habitat creation proposals include:

- The establishment of wildlife corridors which provide habitat connectivity between green spaces and areas of woodland.
- Additional tree and hedgerow planting which will mitigate for any losses.
- The creation of new bat roosts to mitigate for any potential losses.
- The establishment of a comprehensive SuDS network.

5.20 Detailed ecological assessments will be required alongside any future planning applications. However, there are no major ecological constraints to development and the proposals can enhance biodiversity value.



Site boundary to A58 Snydale Way



Junction 5
M61





M61 motorway

A58 Snyderdale Way

Chequerbent
roundabout

Over Hutton

A6 Manchester Road

- KEY**
-  Chequerbent North Site
 -  Existing pond
 -  Existing watercourse
 -  Existing trees / woodland

Heritage

5.21 The Site does not contain any designated or non-designated heritage assets. The only nearby designated heritage asset is Hulton Park, which is a Grade II Registered Park and Garden of Special Historic Interest. It is located approximately 200m to the south east of the Site. It is not functionally connected to Hulton Park and is visually separated from it by the mature woodland buffer at the Site's eastern boundary. There are also existing industrial uses at the Site. The development will not have any direct impacts on any nearby designated or non-designated heritage assets. Any impacts on setting can be addressed through the application process.

5.22 Assessments to determine the presence or absence of archaeological remains will be undertaken prior to any planning application and any remains will be sensitively recorded prior to the development of the Site.

Air Quality

5.23 The Site lies immediately adjacent to but outside of the Air Quality Management Area (AQMA) at Chequerbent roundabout and Park Road to the north and west. The main air quality constraint associated with the Site relates to the traffic emissions from this road network and the adjacent A58. The proposed delivery of the Westhoughton bypass will improve traffic flows within the local highway network and enhance air quality within the AQMA. A Travel Plan will encourage people working at the Site to use sustainable travel options, including bus services and cycling.

Noise

5.24 The Site is located in close proximity to existing sources of background noise, including the M61 motorway, the A58 and the A6. It is not expected that these noise sources will prevent the development of the Site for logistics uses. Appropriate buffers and any necessary attenuation measures can be incorporated into the development to ensure that noise within the buildings is within acceptable limits.

5.25 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.

Ground Conditions

5.26 The topography slopes gently from north to south, which lends itself to development. Detailed assessments of the ground conditions, the value of any minerals resource and to identify any previous mining operations will be undertaken prior to the submission of any future planning application. These will also identify the extent of any remediation required as a result of the existing industrial uses at the Site.

Utilities

5.27 The Site is immediately adjacent to a long-standing developed area where a range of services are available and which serve the existing industrial uses within the Site. This includes water, gas and electricity mains, alongside telecommunications infrastructure. The development can therefore be satisfactorily connect to key utilities. Any upgrades required to accommodate new employment floorspace can be made alongside the delivery of the development.







Green Belt

5.28 The Site is currently located within the Greater Manchester Green Belt. As explained in chapter 2, there are exceptional circumstances which justify releases of land from the Green Belt to deliver sustainable urban extensions which protect the larger swathes of 'strategic' Green Belt around Greater Manchester.

5.29 The Site is located to the south of a strategic area of Green Belt which separates the urban parts of Bolton, Wigan and surrounding towns such as Westhoughton and Atherton. It is surrounded by existing communities and infrastructure. The GMSF Green Belt Appraisal has concluded that:

- The M61 motorway to the north is a strong defensible boundary which will prevent further urban sprawl following the development of the Site.
- The Site is surrounded by urban influences such as the A58 and M61 and contains industrial buildings within it. It does not therefore play a strong role in safeguarding the countryside from encroachment.

5.30 The development will result in only a minor northwards extension of Westhoughton, given that the southern part of it is already partly developed. The M61 is an existing physical feature which is highly recognisable within the landscape and can form a new defensible Green Belt boundary. This will protect the strategic function of the wider Green Belt to the north.

KEY	
	Chequerbent North Site
	Other development sites
	Green Belt boundary
	Proposed revision to Green Belt boundary



Opportunities and Constraints

5.31 The key technical and environmental constraints and opportunities to be addressed include:

Highways and Access

- Establishment of a highway access point from the A58 Snyderdale Way.
- Retention of the existing A6 access as a potential secondary access and pedestrian / cycle route.
- Improvements to footpath and cycleway links, including reinstatement of the PROW and enhancement of its setting.
- Connections to adjacent bus services.

Flood Risk and Drainage

- Locating development in areas of low risk of flooding.
- Delivery of a comprehensive SuDS network to mitigate potential surface water risks associated with the Mill Dam Stream.
- Protect the route of the Thirlmere Aqueduct.

Ecology and Biodiversity

- Integration of existing habitats of value as part of a green infrastructure network, including new open spaces, wildlife corridors and water bodies.
- A net gain in the biodiversity value of the Site.










Noise and Air Quality

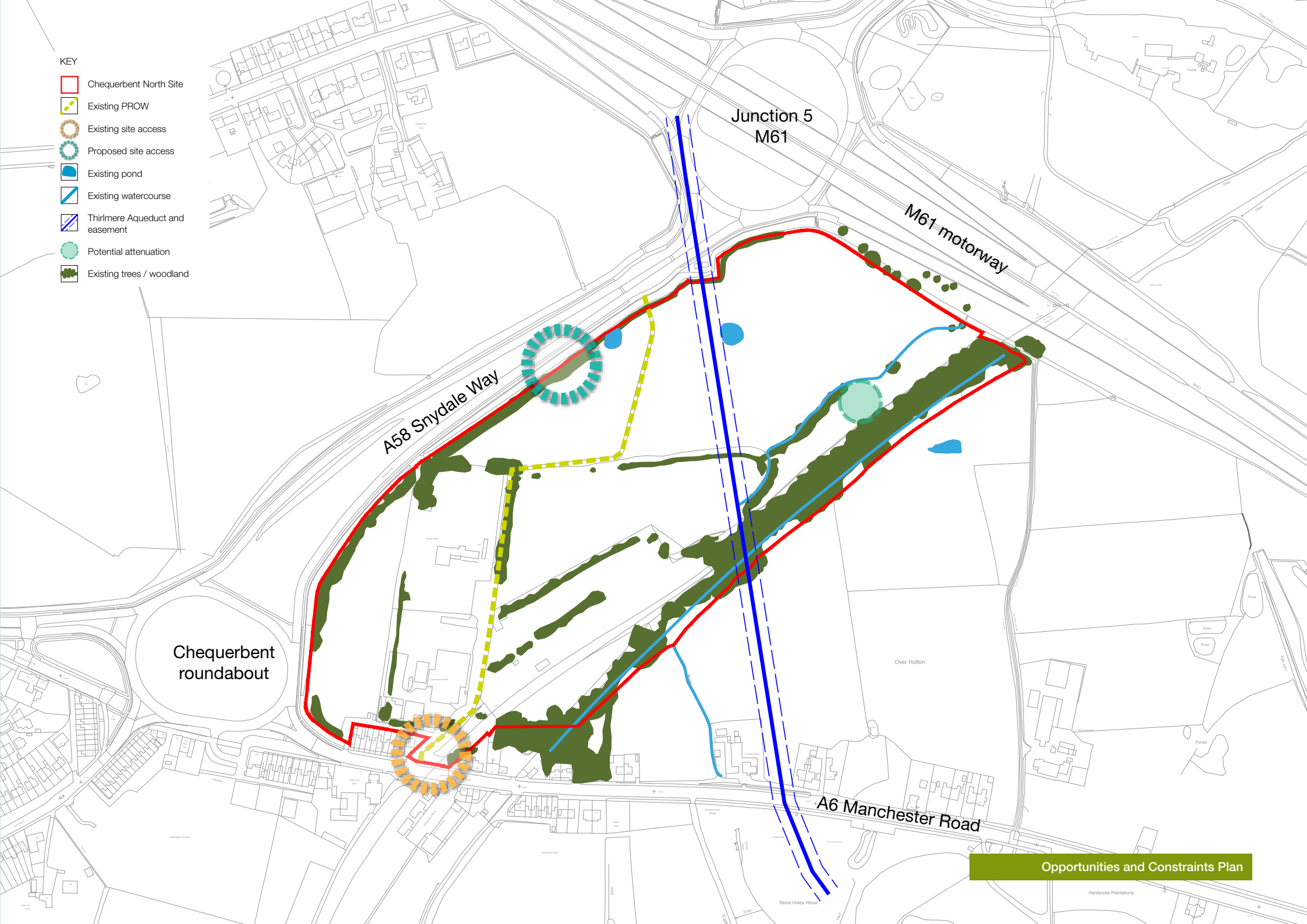
- Inclusion of a buffer zone to the M61 motorway and A58 Snyderdale Way.
- Inclusion of a buffer zone to existing properties to the south.

View north across Site to M61 motorway



KEY

-  Chequerbent North Site
-  Existing PROW
-  Existing site access
-  Proposed site access
-  Existing pond
-  Existing watercourse
-  Thirlmere Aqueduct and easement
-  Potential attenuation
-  Existing trees / woodland



06 Development Framework

6.1 The Site has the essential components for a high quality development. It is well-connected to the existing and future highway network; has a strong landscape framework; and can form a key gateway to the Chequerbent Area.

Design Principles

6.2 The design principles which underpin the proposals for the Site are set out as follows:

- The development will include a new principal access from Snyderdale Way with direct access to Junction 5 of the M61 motorway. An alternative option will be to access the Site from the A6.
- Frontage to Snyderdale Way; the M61 motorway; and the A58 Manchester Road roundabout to create a sense of presence and visibility to this strategic location.
- Retention and enhancement of the existing strong woodland along the south eastern boundary to form a landscape buffer to adjacent land.

The Development Framework

6.3 The Development Framework Plan (shown opposite) illustrates how the site could deliver around 25,000 sq m of new employment space.

Access

6.4 A new access into the Site will be created from A58 Snyderdale Way on the north western boundary of the site. This will comprise a left in/out arrangement and merge lanes to serve an internal access road to future employment units and associated parking areas.

6.5 Improvement works will be required to the Chequerbent roundabout comprising the widening of the A58 on approach from the north and relining works along the northern side of the roundabout. Works will also be required to the M61 roundabout on the A58 approach from the south.

6.6 An existing footpath cross the Site will be retained and enhanced but could be diverted accounting for the final development layout. A potential new footpath located on the eastern boundary of the site could also be created.

Green Infrastructure

6.7 The design of the Site seeks to include a strong and legible landscape framework, and to retain and enhance existing boundary trees and woodland where possible, supplemented with on-site landscaping and retention of key habitat areas wherever possible.

6.8 The Site will provide high quality landscaping, particularly alongside the western boundary to Snyderdale Way

Drainage

6.9 Flood risk would be mitigated through the implementation of a surface water management strategy, and Sustainable Drainage Systems (SuDS) and Water Sensitive Urban Design (WSUD) would be used to ensure that the risk is not increased as a result of future development.

6.10 The two small ponds located within the Site boundary could be removed, subject to ecology. If retained, residual risk could be mitigated through an appropriate surface water drainage strategy and setting back of development.

Design Commitment

6.11 Peel has a track record for facilitating and delivering high quality developments throughout the North West and beyond. The Chequerbent North site will be a sustainable place which is built in line with high quality urban design principles.

6.12 Peel will work with key stakeholders such as BMBC and the local community to prepare a planning application which, as far as possible, reflects a shared ambition for the development of the Site to create a high quality place reflecting the urban design principles agreed through the planning process. The process will include:

- Design and Access Statement and associated parameters which provide assurances about design quality.
- A Sustainability Assessment which ensures that the sustainability of the development is maximised.
- Exploring the feasibility of providing sustainable energy generation.

6.13 The development will ultimately be built out by development partners to the agreed specifications.



Junction 5
M61

M61

A58 Syndale Way

Landscape buffer

Chequerbent
Roundabout

Landscape buffer

A6 Manchester Road

07 Infrastructure

7.1 The Chequerbent North site is relatively small in size. It does not need a significant amount of new infrastructure.

7.2 However, some new infrastructure is required to ensure that the development is sustainable and is successfully integrated with the existing urban area. This Framework provides an initial explanation of those infrastructure requirements.

7.3 The delivery of new infrastructure will be phased throughout the build period and will be delivered in tandem with the new employment floorspace. Peel is keen to work with the GMCA, BMBC and other stakeholders to identify new infrastructure requirements and define an appropriate approach to delivery.

Transport and Access

7.4 A new highway access will be created to the Site from the A58 Snydale Way. This will be delivered alongside other improvements within the local transport network, including:

- Enhancements to the pedestrian crossing over the A58.
- Minor improvements to the local highway network, including lane widening and the introduction of new dedicated turning/merging lanes.
- The creation of safe pedestrian and cycling facilities alongside the highway access.
- The reinstatement of the existing PROW and enhancement of its setting through new surfacing, wayfinding, and routing through areas of green infrastructure.

7.5 The precise nature of the works and other necessary improvements which may be required will be the subject of further discussions and agreement with BMBC, Transport for Greater Manchester and other stakeholders.

Green and Blue Infrastructure

7.6 The development will include SuDS to mitigate and manage surface water at the Site. It will be provided alongside new areas of green infrastructure, including new landscape planting. This will ensure that the Site provides a sustainable and ecologically sound framework for development. It will provide areas of green space which can be used by people working at the Site.

Sustainable Energy

7.7 Peel recognises the ambition of the emerging GMSF to pursue sustainable energy generation. Sources of renewable energy are typically only provided for within strategic developments which provide the 'critical mass' to ensure that they are viable. Peel will work with BMBC to explore the feasibility of such infrastructure, to identify an appropriate means of sustainable energy generation, and/or to determine the methods that can be applied to minimise carbon emissions.

Summary

7.8 The Chequerbent North site will provide a range of new and expanded infrastructure, which could include:

- Improvements to the local highway network.
- Enhancements to footpath and cycleway connectivity, including:
 - The reinstatement and improvement to the setting of the existing PROW within the Site.
 - Improvements to the pedestrian crossing over the A58.
 - Links to nearby shops and services.
- New landscaping and tree planting, including enhancements to existing wildlife corridors. A net gain in the biodiversity value of the Site.
- Sustainable Drainage Systems (SuDS).

7.9 This will ensure that the development is sustainable and integrates with the existing urban area.



Daisy Hill railway station



Benefits

8.1 The Chequerbent North site presents an opportunity for Bolton and Greater Manchester to deliver a high quality development. It can deliver new state-of-the-art employment floorspace in a sought-after location, which can underpin sustainable growth.

Economic Benefits

8.2 The Chequerbent North site will have a positive impact on the local and regional economy. New state-of-the-art logistics facilities will provide potential occupiers with a new base of operations in a location with access to the strategic road network and close to key markets. This will make the development a sustainable and logical location for businesses serving the central and northern parts of the UK. It can offer an attractive location from which to base a UK-wide logistics operation.

8.3 A Local Employment Framework will maximise the local take-up of employment opportunities. It will, where possible, prioritise the use of local businesses and suppliers during construction, use local procurement to fill job opportunities, provide jobs for those who are currently unemployed, and provide training and apprenticeships for young people to boost local skills.

Community Benefits

8.4 The development will help to meet an identified need for new modern and high quality employment floorspace in Bolton and Greater Manchester. It will help to retain and attract businesses and investment to the area, and support the creation of jobs for local people.

8.5 The green and blue infrastructure within the Site, including the enhancements to the PROW and its setting, will expand the opportunities for leisure and exercise.

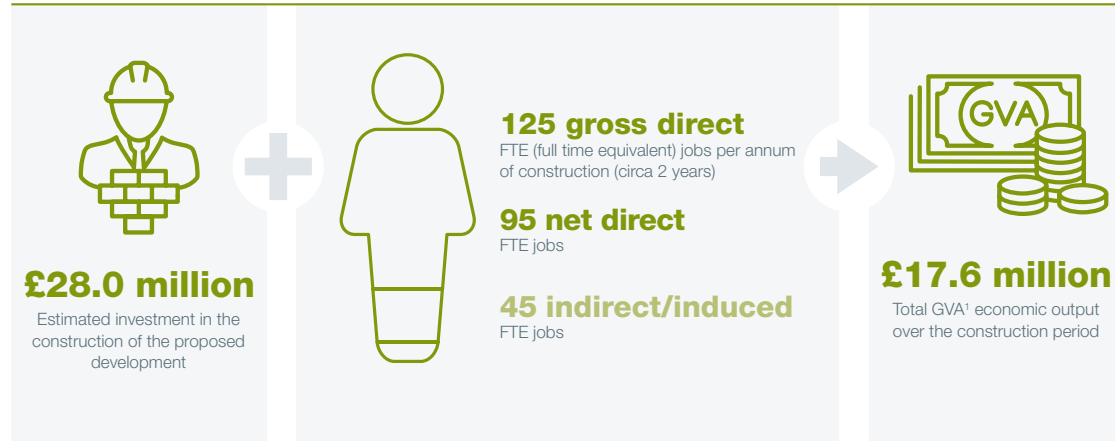
8.6 The development will provide significant planning gain which will deliver significant benefits for the local community. This could include:

- Enhanced footpaths and cycleways.
- Highway and public transport infrastructure.
- A network of green spaces.

Environmental Benefits

8.7 The development will retain existing natural assets alongside new landscape planting. It will include new tree planting, ecological habitats, SuDS and water bodies, and linear parks. It will deliver a net enhancement to the Site's biodiversity value. The landscaping will provide a strong framework which provides a high quality setting for the development.

Construction Phase



Operational Phase



¹ GVA (Gross Value Added) measure the value of output created (i.e. turnover) net of inputs used to produce a good or service (i.e. production of outputs). It provides a key measure of economic productivity. Put simply the GVA is the total of all revenue into businesses, which is used to fund wages, profits and taxes.

09 Phasing and Delivery

9.1 Peel is one of the UK's leading developers. It has a specialist team with a proven track record in bringing forward major development proposals that range from high density mixed-use developments on complex brownfield sites to major sustainable urban extensions on previously undeveloped land.

9.2 Peel can confirm that the Site is:

- Within its ownership and is not subject to significant legal constraints which might present an obstacle to early delivery. The Site is available for development with the grant of planning permission.
- Achievable and viable for logistics development in the short to medium term. It is an attractive location for logistics development given its accessibility to the strategic road network and proximity to nearby centres of population.

9.3 The Site represents a deliverable development opportunity which is capable of delivering logistics development, subject to the grant of planning permission.

9.4 The delivery of the employment floorspace will be led by the needs and demands of the market, in response to the requirements of prospective occupiers. Based on evidence of the need and demand for additional floorspace with high quality transport connections, it is considered that there is a very strong prospect that the Site will commence shortly after the adoption of the GMSF and will be completed in its entirety early within the plan period.



10 Summary and Conclusion

10.1 The Chequerbent North site can create a high quality employment development.

10.2 The masterplan has been informed by a range of technical assessments that demonstrate that the Site is suitable and deliverable for development. It is located in close proximity to existing and proposed infrastructure assets in the local area which define and contain the Site. The development will protect the strategic function of the Green Belt.

10.3 The development will be a high quality employment destination. It will build upon the area's existing links to strategic transport routes and planned infrastructure investments, including the Westhoughton bypass. This will enable the Site to provide new employment floorspace which is highly accessible and connected to key growth markets.

10.4 The Chequerbent North site will provide high quality and modern logistics units built to a high specification, which can attract footloose national and regional operations. The development will include new green infrastructure and enhancements to the PROW network, including part of the Hulton Trail, which will integrate it with the existing urban area. It will be an attractive and logical base of operations for logistics businesses serving the central and northern parts of the UK. It will help to underpin sustainable economic growth in Bolton, providing investment and jobs for local businesses.





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