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UNITARY DEVELOPMENT PLAN FOR BOLTON

Adopted April 2005

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CHAPTER 1 - INTRODUCTION

The Borough of Bolton

- 01.01 The Borough of Bolton is one of ten metropolitan districts in Greater Manchester. It is bounded in the north by Lancashire and on the remaining edges by the districts of Wigan, Salford and Bury. The Borough has a population of around 265,000 who live in the main urban area of Bolton, Farnworth, Kearsley and Turton, and the freestanding settlements of Little Lever, Horwich, Blackrod and Westhoughton. About half of the area is built up, but the remainder is countryside, mainly in agricultural use or open moorland.

Planning the Way Ahead

- 01.02 The first Unitary Development Plan for Bolton was prepared in the early 1990s and finally adopted in December 1995. It provided a context for the development of the Borough. The progress made in implementing the plan has been recorded in a series of Monitoring Reports published since 1994. These reports show that the first UDP for Bolton has, in general, been implemented. The Green Belt has remained intact; protected open land has mainly remained undeveloped; many of the housing allocations have been developed; shopping centres have been maintained and improved; new industrial developments have been completed; and public transport improvements carried out. In particular, much of the development has been on previously developed land with both substantial housing completions and industrial and commercial developments being located within the urban areas.

The Need for Review

- 01.03 Government advice is that plans should be kept up to date and this review plan looks forward to 2011 to provide a development framework for the Borough. Recent Government advice is incorporated in the plan and the opportunity has been taken to provide a new vision for the physical development of Bolton. This has to embrace the future of the urban areas and the need to protect and enhance the environment of the countryside.

Regional Planning Context

- 01.04 Regional Planning Guidance for the North West (RPG 13 and now called the Regional Spatial Strategy) was published in March 2003. Regard has been had to RPG in the preparation of this plan. In the absence of any more up to date guidance for Greater Manchester, the ten district councils have prepared and endorsed a Greater Manchester Planning Framework to guide the preparation of UDP reviews across the County. Bolton Borough Council have adopted the Planning Framework and used it to guide the preparation of this plan.

The Unitary Development Plan Process

- 01.05 The adopted Unitary Development Plan is the final stage of a process that started with the launching of an Issues Paper in January 1998. The comments received on the Issues Paper were taken into account and the Council published the "First Deposit Version" of the UDP on 5th June 2000 followed by a 6 week consultation period until 17th July 2000. The Council took the

consultation responses into account and published the "Second Deposit Version" of the UDP on 22nd January 2001 followed by a six week period for objection, until 5th March 2001. A Public Inquiry into objections was held from 27th November 2001 until 19th December 2002. The Council published the report of the planning inspector, who conducted the Inquiry, on 1st September 2003. The Council published modifications to the UDP as a result of the inspector's recommendation, for a six week period finishing on 20th December 2004, and adopted the Unitary Development Plan on 7th April 2005.

The Form and Content of the Plan

- 01.06 Under the Unitary Development Plan Regulations, the plan must consist of two types of policy. Part 1 policies consider strategic land use issues, taking into account current national and regional policies. Part 2 policies contain detailed proposals for the use of land and policies for development control. The proposals in Part 2 must be shown on a map on an Ordnance Survey base with inset maps if needed.
- 01.07 This introductory chapter is followed by Part 1 of the plan. Chapters 3 to 16 contain Part 2 of the plan. All policies are shown in bold text. The proposals map consists of a 1:10,000 map dividing the Borough into East and West sections showing the plan proposals, and an Inset Map of Bolton Town Centre at a larger scale.
- 01.08 In the reasoned justification to some policies, reference is made to the Council's Planning Control Policy Notes. These notes are Supplementary Planning Guidance and are not part of the UDP. They have been written to provide detailed guidance and have been subject to consultation. They are listed in Appendix 1. The Council also produces other SPG, for example Conservation Area Character Appraisals and planning briefs.

The Strategy

- 01.09 The previous UDP for Bolton was based on seven themes which were expressed through policies in Chapter 3 of the plan. In general, the consultation responses supported this strategy and wished to see it continue. There were suggestions, however, that the themes of the plan should be expressed as objectives rather than policies. This would enable individual subject policies to be assessed against them as part of the environmental, economic and social appraisal of the plan. It would also enable the Council's partners to see how their land use aspirations could be achieved.
- 01.10 Since the preparation of the original UDP, there has been a growth in working between the Council and partners. The UDP is one of the ways in which the goals set with these partners can be achieved. The "Vision for the Future" and "Local Agenda 21" proposals are particularly important in this context.
- 01.11 This plan seeks to integrate economic, social and environmental factors in its decisions about where to locate homes, jobs, shops and leisure facilities with the achievement of sustainable development the principle behind all the policies. It seeks to make progress towards an urban renaissance by restricting the supply of greenfield sites for development; concentrating future developments onto previously developed land; and enhancing the environment of the urban and rural areas.
- 01.12 The overarching purpose of this plan is to achieve sustainable development through the themes of:

1. Environmental protection
2. Prudent use of natural resources
3. Social progress which recognises the needs of everyone
4. Economic growth and employment

01.13 To implement these themes the plan has 23 objectives. These have been used to formulate the policies of the plan and provide a framework against which progress towards sustainability and urban renaissance can be assessed.

01.14 The objectives of the Plan, which are not set out in priority order, are to:

1. Maintain and enhance biodiversity, ensuring endangered and valued species and habitats are protected;
2. Make Bolton a more attractive place in which to live;
3. Improve air quality;
4. Protect and enhance the built heritage;
5. Maintain and enhance the character of the urban and rural landscape;
6. Secure the occupation and beneficial use of quality buildings;
7. Increase tree cover (especially broad-leaved woodland) and sustainable management of existing woodland;
8. Protect water resources and enhance water quality;
9. Reduce the consumption of undeveloped land;
10. Protect and enhance land and soil quality;
11. Reduce the use of, and reliance upon, non-renewable fuels;
12. Reduce the quantities of waste for disposal;
13. Reduce the consumption of minerals from primary sources;
14. Improve access for all sections of the community to housing, shopping, community, health, and recreation opportunities;
15. Provide good quality housing to meet the needs of local communities;
16. Promote socially inclusive neighbourhoods;
17. Increase safety and sense of security;
18. Reduce negative environmental impacts on health;
19. Provide accessible, high quality and safe integrated public transport services and reduce the need to travel by car;
20. Promote the creation of employment opportunities;

21. Protect and improve existing employment areas;
22. Provide for good accessibility to, and movement of, goods by business; and
23. Develop new sustainable leisure, cultural and tourism opportunities.

CHAPTER 2 - PART 1 POLICIES

COUNTRYSIDE AND THE RURAL ECONOMY

- 02.01 R1. THE COUNCIL WILL PERMIT DEVELOPMENT PROPOSALS THAT DO NOT ADVERSELY AFFECT THE CHARACTER AND APPEARANCE; ECONOMY; AND THE NATURAL AND HISTORIC ENVIRONMENT OF THE COUNTRYSIDE.**

GREEN BELT

- 02.02 G1. THE COUNCIL WILL NOT PERMIT DEVELOPMENT WITHIN THE DESIGNATED GREEN BELT UNLESS IT IS CLEARLY NEEDED FOR AGRICULTURE, FORESTRY OR OTHER APPROPRIATE USES AND DOES NOT PREJUDICE GREEN BELT'S PURPOSES AND OBJECTIVES.**

NATURE CONSERVATION

- 02.03 N1. THE COUNCIL WILL PERMIT DEVELOPMENT PROPOSALS THAT DO NOT ADVERSELY AFFECT THE NATURAL ENVIRONMENT AND BIODIVERSITY.**

ENVIRONMENTAL MANAGEMENT

- 02.04 EM1. THE COUNCIL WILL PERMIT DEVELOPMENT PROPOSALS THAT MAKE BOLTON A CLEANER SAFER PLACE.**

DESIGN AND THE BUILT ENVIRONMENT

- 02.05 D1. THE COUNCIL WILL PERMIT DEVELOPMENT PROPOSALS THAT CONTRIBUTE TO GOOD URBAN DESIGN AND PRESERVE LOCAL DISTINCTIVENESS.**

OPEN SPACE AND RECREATION

- 02.06 O1. THE COUNCIL WILL PERMIT DEVELOPMENT PROPOSALS THAT PROTECT AND IMPROVE RECREATIONAL LAND AND FACILITIES.**

ACCESSIBILITY

- 02.07 A1. THE COUNCIL WILL PERMIT PROPOSALS THAT RESULT IN AN INTEGRATED, AND SUSTAINABLE, LAND-USE AND TRANSPORT SYSTEM INCLUDING MODAL INTERCHANGE.**

HOUSING

- 02.08 H1. THE COUNCIL WILL GRANT SUFFICIENT PLANNING PERMISSIONS IN ORDER TO MAINTAIN A COMPLETION RATE OF 470 DWELLINGS PER YEAR IN THE PERIOD APRIL 2002 TO MARCH 2011 ON IDENTIFIED SITES AND ON SUITABLE LAND WITHIN THE URBAN AREA**

COMMUNITY PROVISION

- 02.09 CP1. THE COUNCIL WILL PERMIT THE DEVELOPMENT OF COMMUNITY FACILITIES IN ACCESSIBLE LOCATIONS.**

EMPLOYMENT AND THE ECONOMY

- 02.10 E1. THE COUNCIL WILL PERMIT OFFICE, INDUSTRIAL AND WAREHOUSE (B1, B2, B8) DEVELOPMENT ON ALLOCATED SITES AND SUITABLE LAND WITHIN THE URBAN AREA.**

RETAIL AND LEISURE

- 02.11 S1. THE COUNCIL WILL PERMIT RETAIL AND LEISURE DEVELOPMENT ON ALLOCATED SITES AND ON OTHER NON ALLOCATED SITES WHICH CAN BE SHOWN TO SATISFY THE SEQUENTIAL APPROACH AND WHICH HAVE BEEN DEMONSTRATED TO ALSO MEET THE TEST OF NEED AND OTHER NATIONAL POLICY TESTS.**

TOWN CENTRES

- 02.12 TC1. THE COUNCIL WILL PERMIT DEVELOPMENT PROPOSALS THAT SUSTAIN AND ENHANCE THE VITALITY AND VIABILITY OF THE CENTRES DEFINED IN POLICY S3.**

MINERALS

- 02.13 M1. THE COUNCIL WILL PERMIT DEVELOPMENT PROPOSALS FOR THE EXTRACTION OF MINERALS, SUBJECT TO THE MINERALS POLICIES AND OTHER POLICIES OF THE PLAN.**

WASTE

- 02.14 W1. THE COUNCIL WILL PERMIT DEVELOPMENT PROPOSALS FOR WASTE MANAGEMENT FACILITIES THAT RESULT IN REDUCTIONS IN WASTE ARISING THAT NEED TO BE DISPOSED, AS WELL AS THE RE-USE AND RECYCLING OF WASTE. PROPOSALS WILL BE ASSESSED AGAINST THE FOLLOWING PRINCIPLES:**

- (i) THE BEST PRACTICABLE ENVIRONMENTAL OPTION FOR EACH WASTE STREAM;**
- (ii) REGIONAL SELF SUFFICIENCY;**
- (iii) THE PROXIMITY PRINCIPLE; AND**
- (iv) THE WASTE HIERARCHY.**

CHAPTER 3 - COUNTRYSIDE AND THE RURAL ECONOMY

03.01 R1. THE COUNCIL WILL PERMIT DEVELOPMENT PROPOSALS THAT DO NOT ADVERSELY AFFECT THE CHARACTER AND APPEARANCE; ECONOMY; AND THE NATURAL AND THE HISTORIC ENVIRONMENT OF THE COUNTRYSIDE.

03.02 It is intended that the countryside should be safeguarded for its own sake, for its beauty, the diversity of its landscape, the wealth of its natural resources and its ecological, agricultural, recreational and archaeological value. The countryside is shown on the Proposals Map as Green Belt and Other Protected Open Land. Additional policies in Chapter 4 will apply in the Green Belt.

03.03 This chapter also seeks to secure the continued management of the countryside, in particular by promoting the rural economy through diversification. The Council will balance this against the need to continue to protect the best agricultural land in the Borough, existing water systems, landscape character, nature conservation designations and the Green Belt.

03.04 Over half of the Borough is open land. However, despite strict control of urban sprawl, land use conflicts and environmental problems are evident in areas of the urban fringe. Tackling these requires a positive approach to planning and management, aimed at securing environmental improvement and beneficial use of land, reducing conflicts between neighbouring land uses, improving public access and catering for appropriate leisure and recreation facilities so as to reduce pressure on the wider countryside and reduce the need to travel. The Community Forest Initiative will play an important role in providing a comprehensive approach to planning the urban fringe.

03.05 The Council is committed to producing a Countryside Strategy which will supplement the policies contained in this chapter and will be adopted as supplementary planning guidance.

Protected open land

03.06 R2. The Council will permit development proposals within the defined areas of Other Protected Open Land, shown on the Proposals Map, provided that they fall within one or more of the following categories:

- (i) the development represents limited infilling within an established housing or industrial area, is in scale with it and would not adversely affect its character or surroundings;
- (ii) it forms part of, and is required for, the maintenance of an existing source of employment;
- (iii) the development requires a location outside the urban area, but is inappropriate within the Green Belt, and providing it maintains the character and appearance of the countryside; or
- (iv) the development would be appropriate within the Green Belt.

Where new buildings are permitted they should be sited to form a group with existing buildings wherever possible. In cases where this is not possible, buildings, car parking areas and any other new structures, should be sited where they will be well screened and unobtrusive in the landscape. All buildings and extensions should be of a high standard of design, using materials that are compatible with the landscape.

03.07 The urban area is generally defined as that which is not open land or greenbelt. Countryside that is not Greenbelt is designated as open land and it is a general principle of national policy that its character and appearance should be protected from inappropriate development. This supports the Council's efforts to achieve urban regeneration. Some of this land could be appropriate for development some time in the future, but not during the plan period up to 2011 and not without a further review of the UDP.

03.08 Category (iii) refers to uses which cannot be located in the urban area, either because they require too much space or because they are not appropriate close to housing, such uses would generally be recreational in nature. Particular regard will be had to the impact of the development on the character of the landscape, the visual intrusion of light sources, the setting of listed buildings or other buildings or historic interest and any intrinsic nature conservation interest of the proposed site.

Diversification in the Countryside

03.09 R3 The Council will permit development proposals that result in the diversification of the countryside provided that they do not adversely affect its character and appearance.

Here, the Council will permit proposals for the re-use of farm buildings provided that:

- (i) the building is of permanent and substantial construction that is capable of conversion without major reconstruction;**
- (ii) the form, bulk and general design of the proposal is in keeping with its surroundings; and**
- (iii) the proposed use would not include requirements for open storage, areas for vehicle parking or other associated development that would adversely affect the character and appearance of the area.**

03.10 Whilst a positive approach will be taken to diversification in the countryside, this needs to be balanced with the need to maintain the character and appearance of the countryside. In order to provide adequate information for the Council to judge whether a proposal meets the criteria of the policy, applications for the conversion of existing buildings may need to be accompanied by any of the following as appropriate:

- (a) an independent structural report detailing the present structural condition of the building and any structural work necessary to carry out the proposed development;
- (b) plans of the existing and proposed elevations, floor layout and sections; clearly indicating any new or replacement components;
- (c) details of any statutory protected species occupying the building and its curtilage, together with how they are to be safeguarded both during the development and catered for after;
- (d) a plan indicating the proposed curtilage of the development and how it will be defined on the ground; and
- (e) a chronological history of the building detailing when it was constructed, if known, and its original and subsequent functions as far as they may be ascertained.

- 03.11 In addition, special emphasis will be placed on maintaining and restoring local character and sense of place, as defined by the Landscape Assessment (Policy R5), to achieving the key objectives of the Red Rose Forest Plan (Policy N8) and exploring opportunities for Countryside Stewardship. In all cases, the Council will ensure that protected species and the setting, character and appearance of listed and other traditional farm buildings are safeguarded (Policies N9, D7 and D10). Proposals for the re-use of buildings in the Green Belt will also be subject to Policy G3.
- 03.12 Applicants should refer to Planning Control Policy Note - Conversion of Traditional Buildings in the Countryside and the Bolton Landscape Assessment.

Agricultural land

- 03.13 R4. The Council will permit development proposals that would result in the loss of Grade 3A, or better, agricultural land, provided that:**
- (i) there is an overriding need for the development, or**
 - (ii) there are no suitable alternative sites on lower grade land or**
 - (iii) available lower-grade land has an environmental value which is recognised by a statutory landscape, wildlife, historic or archaeological designation.**

03.14 The Borough has very limited amount of higher grade agricultural land. Government guidance stresses the importance of this as a national resource. Other policies in the plan protecting the countryside for environmental or other non-agricultural reasons apply equally to agricultural land, including land in lower grades.

03.15 Where waste or minerals developments are permitted conditions and legal agreements will be used to ensure that site working, restoration and aftercare will be carried out in ways that preserve the site's potential to be used as best and most versatile agricultural land.

Landscape Character

03.16 R5. The Council will permit development within the Landscape Character Areas, as indicated below, which contributes to or strengthens the character of the landscape.

03.17 A detailed landscape appraisal of Bolton has recently been carried out which has resulted in the identification of seven Landscape Character Areas as follows:

- | | |
|--------------------------|-------------------------------|
| 1. Upland Moorland Hills | 5. Urban Valleys |
| 2. Rural Fringes | 6. Agricultural Floodplains |
| 3. Wooded/ Rural Valleys | 7. Agricultural Coal Measures |
| 4. Settled Valleys | |

03.18 Where development is permissible under other policies in the plan it is important that it respects the landscape character of the surrounding countryside and maintains its distinctiveness. New development should respect, and where possible enhance, the environment in its location, scale and design. The appraisal also identifies important landscape features, potential threats to their character and future management needs. The

Landscape Appraisal is currently undergoing public consultation and will then be adopted by the Council for use as supplementary planning guidance.

- 03.19 Previously, 'Areas of Special Landscape Value' were identified as being of high value as areas of unspoiled countryside and forming attractive, richly varied human and natural landscapes. However, Government guidance has shifted emphasis from these local countryside designations towards enriching the quality of the entire countryside. The character and qualities for which these areas were originally identified will still be afforded protection by this Policy, although it will now be appropriate to consider their identified relationship with the remainder of their identified Character Area.
- 03.20 The West Pennine Moors (WPM) were specifically identified for their attractive landscape and their importance for informal recreation opportunities and wildlife and geological value. The area now forms a distinct Landscape Character Area (Upland Moorland Hills). The Council has adopted the Statement of Intent, (a policy statement produced by the WPM Management Committee), as supplementary planning guidance. This puts forward policies aimed at meeting the needs of people living and working in the area, and those wishing to use the area for recreation, in a sustainable way having regard to the environment. In determining planning applications the Council will also have regard to the South Pennine Landscape Assessment, the South Pennine Landscape Guidelines and the South Pennine Countryside Design Strategy.

CHAPTER 4 - GREEN BELT

04.01 G1. THE COUNCIL WILL NOT PERMIT DEVELOPMENT WITHIN THE DESIGNATED GREEN BELT UNLESS IT IS CLEARLY NEEDED FOR AGRICULTURE, FORESTRY OR OTHER APPROPRIATE USES AND DOES NOT PREJUDICE GREEN BELT'S PURPOSES AND OBJECTIVES.

04.02 The policies are in addition to those general policies for the countryside set out in the preceding Chapter.

04.03 The purposes of including land within Green Belts are set out in national policy advice. They are:

- (i) to check the unrestricted sprawl of large built-up areas;
- (ii) to prevent neighbouring towns from merging into one another;
- (iii) to assist in safeguarding the countryside from encroachment;
- (iv) to preserve the setting and special character of historic towns; and
- (v) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

04.04 In addition, the use of land within the Green Belt has a positive role to play in fulfilling the following objectives:

- providing access to the open countryside for the urban population;
- providing opportunities for outdoor sport and outdoor recreation near urban areas;
- retaining attractive landscapes, and enhancing landscapes near to where people live;
- improving damaged and derelict land around towns;
- securing nature conservation interests; and
- retaining land in agricultural, forestry and related open uses.

04.05 The purposes of including land in Green Belts are of paramount importance to their protection and take precedence over the land use objectives.

Control of development in the Green Belt

04.06 G2. The Council will not permit inappropriate development in the Green Belt. Inappropriate development includes any development which does not maintain the openness of land or which conflicts with the purposes of including land within the Green Belt, and the erection of new buildings except for:

- (i) **agriculture and forestry;**
- (ii) **essential facilities for outdoor sport and outdoor recreation, for cemeteries and for other uses which preserve the openness of the Green Belt;**
- (iii) **the limited extension or alteration of existing dwellings or their replacement where the new building is not materially larger than that which it replaces; and**
- (iv) **development proposals, which accord with policies G4, G5 and G6.**

In all cases, development should not prejudice the purposes and visual amenities of the Green Belt by reason of its scale, design and siting.

- 04.07 The key attribute of the Green Belt is the openness of land. It is this which Green Belt policy seeks to protect. Within the Green Belt there is a presumption against development excepting a few limited forms including mineral extraction. In addition, its visual amenity should not be injured by proposals for development within or conspicuous from the Green Belt which, although they would not prejudice the purposes of including land in the Green Belt, might be detrimental by reason of their siting, materials or design. In the case of mineral extraction this need not be inappropriate development: it need not conflict with the purposes of including land in the Green Belt provided that high environmental standards are maintained and that the site is well restored.
- 04.08 The Council will permit development proposals which fail to meet the above criteria only in 'very special circumstances.' It is the responsibility of the applicant to prove that such circumstances exist.

Re-use of buildings in the Green Belt

- 04.09 G3. The Council will consider the re-use of buildings within the Green Belt to be appropriate development, providing all the following criteria are met:**

- (i) it meets the criteria set out in Policy R3;**
- (ii) the proposal does not have a materially greater impact than the present use on the openness of the Green Belt and the purposes of including land within it; and**
- (iii) extensions of re-used buildings and any associated uses of land surrounding the building, do not conflict with the openness of the Green Belt and the purposes of including land within it.**

- 04.10 Re-use or conversion of existing buildings can help secure the continued stewardship of land, especially by assisting farm diversification and can contribute to the objectives for the use of land in the Green Belt.

- 04.11 Applicants should refer to the Planning Control Policy Notes - Conversion of Traditional Buildings in the Countryside.

Infilling in the Green Belt

- 04.12 G4. The Council will permit limited infilling in the Green Belt at Hart Common and Scot Lane End, within the area defined on the Proposals Map.**

- 04.13 Within the defined area, development proposals for limited infilling will be acceptable in principle provided they do not prejudice the purposes of including the land within the Green Belt.

Infilling at major developed sites in the Green Belt

- 04.14 G5. The Council will permit development proposals for the limited infilling, or the complete or partial redevelopment, of the existing major developed sites within the Green Belt, that are identified below and defined on the Proposals Map, providing that the proposal:**

- (i) is contained within the boundary shown on the Proposals Map;**

- (ii) has no greater impact upon the purposes of including land within the Green Belt than the existing development;
- (iii) does not exceed the height of the existing buildings on the site; and
- (iv) does not lead to a major increase in the developed proportion of the site.

The sites for the purposes of this policy are:

- | | |
|--|-----------------------------------|
| 1. Scot Lane Industrial Area, Blackrod | 4. Deakins Business Park, Egerton |
| 2. Dunscar Industrial Estate, Dunscar | 5. Coleman Milne, Hart Common |
| 3. Paper Mill, Little Lever | 6. Green Vale Works, Daisy Hill |
| | 7. Firwood Works |
| | 8. Edgefold Industrial Estate |

04.15 The sites above are identified for their opportunity for limited infilling, partial or complete redevelopment without further prejudicing the Green Belt.

Wallsuches Bleachworks, Horwich: A Major Developed Site in the Green Belt

04.16 G6. The Council will permit the regeneration of the former Wallsuches Bleachworks, Horwich as identified on the Proposals Map, providing that it:

- (i) has no greater impact than the existing development on the openness of the Green Belt and the purposes of including land in it, and where possible has less;
- (ii) contributes to the achievement of the objectives for the use of land in Green Belts;
- (iii) does not exceed the height of the existing buildings;
- (iv) does not occupy a larger area of the site than the existing buildings (unless this would achieve a reduction in height which would benefit visual amenity); and
- (v) does not harm the character or setting of the listed buildings.

04.17 The regeneration of this site may offer the opportunity for environmental improvement, safeguarding the listed buildings and their setting, without adding to its impact on the openness of the Green Belt and the purposes of including land within it. However, all proposals must be put forward in the context of a comprehensive long-term plan for the site as a whole. Sufficient information must accompany the application to enable the impact of the development on the listed building to be assessed. Any proposals should have regard to the existing public rights of way, a requirement to retain the woodland and lodge and the impact on the wider landscape character.

04.18 The relevant area for the purposes of G6 (iv) is the aggregate ground floor area of the existing buildings, *excluding* any temporary buildings and areas of hardstanding.

CHAPTER 5 - NATURE CONSERVATION

05.01 N1. THE COUNCIL WILL PERMIT DEVELOPMENT PROPOSALS THAT DO NOT ADVERSELY AFFECT THE NATURAL ENVIRONMENT AND BIODIVERSITY.

05.02 The Council aims to protect the natural environment, promote measures which will increase the range and diversity of its wildlife habitats and encourage the spread of wildlife throughout the Borough. It is an important aspect of sustainable development that wildlife protection should be incorporated into all aspects of development control and landscape management. The Council will seek, as far as practicable, to protect any nature conservation value an individual site or in certain cases, a suite of sites may hold.

05.03 The Council endorses the Biodiversity Audit of North West England 'Wild about the North West' and the Biodiversity Audit of Greater Manchester and has published the Bolton Wildlife Strategy. The Council will produce the Bolton Biodiversity Action Plan which will have the status of supplementary planning guidance.

Nature Conservation Sites

05.04 N2. The Council will specially scrutinise development proposals which are likely to affect Sites of Special Scientific Interest, as shown on the Proposals Map. Where such development will or is likely to have an adverse effect, either directly or indirectly, on the SSSI it will not be permitted unless the reasons for the development clearly outweigh the nature conservation value of the site itself and the national policy to safeguard the national network of such sites.

Where there is a risk of damage to a Site of Special Scientific Interest, the Council will consider the use of conditions or planning obligations in the interests of nature conservation.

05.05 There are four existing Sites of Special Scientific Interest in Bolton: Red Moss, Nob End, Gale Clough and Shooterslee Wood, and a section of the River Tonge. The first three are biological sites, the last a geological site. The Council will apply strict protection to these. The Council wishes to avoid development that would have an adverse effect on the integrity of a biological site in terms of the coherence of its biological structure and function; and its ability to sustain the habitat, complex of habitats and/or population levels, of the species for which it is classified. These conditions restrict the overall scope for development. As regards geological sites, the Council will aim to enhance their value for interpretation, education and visual amenity. The Council wishes to avoid development that would have an adverse effect on the integrity of geological and geomorphological features for which a site is classified. Development will not be permitted unless it can be demonstrated that there will or is likely to be no adverse effect on the integrity of biological sites or geological and geomorphological features, or where conditions can be imposed which will prevent damaging impacts on wildlife habitat or important physical features, or other material factors are sufficient to override nature conservation considerations.

05.06 N3. The Council will not permit development or land use changes likely to have an adverse effect, either directly or indirectly, on a Local Nature Reserve or a Site of Biological Importance as shown on the Proposals Map, unless it can be clearly demonstrated that there are

reasons for the proposal which outweigh the need to safeguard the substantive nature conservation value of the site.

Where development or land use changes are permitted which may damage the nature conservation value of the site or feature, proposals should demonstrate how any such damage can be mitigated and kept to a minimum. Where there is a risk of damage to a designated site under this policy, the Council will consider the use of conditions or planning obligations in the interests of nature conservation.

05.07 Sites of Biological Importance are defined on a Greater Manchester wide basis in one of three grades. Grade A are the most important and are defined as sites of 'County' significance, Grade B of 'District' and Grade C are sites of 'more than local significance' (Appendix 2). In determining planning applications, the Council will have regard to the relative weight to be afforded to the different Grades and the importance of other material considerations. Further sites may be identified within the plan period and this policy will apply to these with equal weight.

05.08 There are currently six Local Nature Reserves at Doffcocker Lodge, Nob End, Borsdane Wood [part], Cunningham Clough, Eatock Lodge and Hall Lee Bank Park. The Council will continue to protect these and will actively pursue the declaration of other Local Nature Reserves (Policy N6).

05.09 N4. The Council will not permit development in a green corridor, identified for their wildlife, recreation or amenity value and shown on the proposals map if it would:

- (i) **impair the physical continuity and integrity of a corridor; or**
- (ii) **cause a reduction in a habitat of value in a corridor; or**
- (iii) **adversely affect any protected or biodiversity priority species known to be dependent on the use of the affected part of the corridor for migration, breeding, feeding or shelter.**

Development proposals in a green corridor 'gap' as identified on the proposals map should include measures, which will help, establish the continuity and function of the green corridor. If any adverse impacts are likely, developers should demonstrate how any damage can be avoided, mitigated and/or kept to a minimum. Where appropriate, the Council will use conditions and/or planning obligations to prevent avoidable damaging impacts or to provide compensatory measures.

05.10 Green corridors are a contiguous network of urban open land linked throughout the Borough in a variety of ways, for example, by features such as watercourses or tree lined routes. Their identification is based on their value as land which supports habitats and species throughout both urban and rural landscapes. Sites of Special Scientific Interest and Sites of Biological Interest are a key part of the Green Corridor network. In addition Green Corridors may form essential buffers to SSSIs and SBIs. Where proposed development will affect, directly or indirectly, these designations, Policy N2 or N3 will apply, as appropriate. There is evidence that corridors increase the viability of wildlife in urban areas by avoiding fragmentation and isolation of habitats. Benefits of green corridors are not confined to habitat protection. They can provide visual breaks, giving character and identity to built up areas, and provide linear recreation links between parts of the urban area and the Green Belt. Although green corridors have not been specifically identified within the Green Belt this does not mean they do not exist. Within the Green Belt, the features that link or identify Green Corridors may assist in securing Green Belt objectives.

- 05.11 Biodiversity priority habitats along rivers, canals and other water features are potentially the most valuable element in green corridors. However even improved grasslands and post-industrial sites, which may provide limited habitat value, can be significant as physical links in a corridor. With appropriate management, such sites can make an even more important contribution to the conservation of biodiversity and to human health and well-being.
- 05.12 Where the corridor passes through areas designated as other protected open land, a recreation site or a site of nature conservation value, these entire areas are to be maintained as links in the green corridor and development proposals must be considered in the context of the whole site and corridor network. The line of the Green Corridor network shown on the Proposals Map is indicative only of the intended direction of the corridor and generally follows identifiable landscape features although this is not always possible. When a development proposal comes forward alternative corridor lines within the development maybe acceptable, providing the overall continuity of the network is not compromised. Development briefs for allocations will provide guidance on the appropriate treatment of these corridors.
- 05.13 Where development is proposed which might affect a green corridor or increase the pressure on it, the Council will use planning conditions and agreements to enhance the wildlife and recreational value of the corridor, in accordance with Policy N6. Within planting schemes the Council will expect the use of locally native species, or those identified as biodiversity priority species.
- 05.14 The proposal also identifies breaks in the corridor where there is no obvious corridor feature. The provision of a physical link such as a footpath and planted area which would narrow or close the gap will be sought on development proposals within these breaks.

Landscape Features

- 05.15 N5. The Council will only permit development which may adversely affect the integrity or continuity of the landscape features listed below if:**
- a) it can be shown that the reasons for the development outweigh the need to retain the features.**
 - b) mitigating measures can be provided for, within the control of the developer, that retain the integrity and continuity of the features.**

Appropriate management of these features will be generally encouraged and particularly by the imposition of conditions or planning obligations and by entering into management agreements with the landowners and developers where appropriate.

Features

Hedgerows	Reedbeds
Ditches and banks	Heathlands
Stone Walls	Peatlands (<i>Lowland raised mire & Blanket bog</i>)
Tree Belts/ Shelter Belts	River Corridors
Plantations and small woodlands	Canals
Semi natural or ancient woodlands	Lakes
Semi natural grassland – (<i>Lowland dry acid, Lowland hay meadow & Calcareous</i>)	Lodges
	Reservoirs
	Ponds
	Spoil Heaps

05.16 This policy meets the statutory requirement of Regulation 37 of the Habitat Regulations 1994. Although not designated as sites under Policies N2 or N3, the features identified above can be important features in the landscape and because of their linear and continuous structure or their function as stepping stones, are essential for the migration, dispersal and exchange of species.

05.17 In considering planning applications on all sites, the Council will pay particular regard to Bolton's Wildlife Strategy, the Phase I Habitat Survey, the Biodiversity Audit of North West England, the Greater Manchester Biodiversity Audit and the emerging Bolton Biodiversity Action Plan. The Council is committed to maintaining biodiversity and local distinctiveness and this can only be achieved if development is carried out in such a way as to recognise the value of the wider environment and those natural features and habitats which impart distinctiveness. Whilst their importance may not be so great as to prevent development altogether, the siting and layout of buildings and any associated landscaping scheme, should retain, protect and re-establish them where appropriate.

05.18 Where a site contains a landscape feature or features, the applicant may be expected to submit an ecological assessment and/ or evaluation, to assess the value of the features present, the degree to which the proposed development is likely to affect them and suitable mitigation measures, where appropriate.

05.19 N6. The Council will enhance the biodiversity and the nature conservation interest of the Borough by:

- (i) ensuring development proposals involving land within a green corridor include measures which would help establish the continuity of the corridor;**
- (ii) only permitting extensive culverting of watercourses for access purposes;**
- (iii) designating Local Nature Reserves in the Borough at:**
 - **Clifton Moss**
 - **Captains Clough**
 - **Darcy Lever Sand Pits**
 - **Red Moss**

(iv) where appropriate, require the creation of new wildlife habitats or substantial woodland planting, particularly in association with the following types of development:

- **the reclamation of former mineral workings and waste disposal sites:**
- **schemes for derelict land clearance: and**
- **the development of major outdoor recreation facilities.**

05.20 The Council is empowered to declare Local Nature Reserves under the National Parks and Access to the Countryside Act 1949. They may be of importance for the preservation, study of, or research into flora, fauna or other features of special interest. All the proposed Local Nature Reserves are of great ecological interest and Red Moss is a Site of Special Scientific Interest. Its declaration as a Local Nature Reserve would assist in enriching and diversifying its wildlife value.

05.21 Some outdoor recreation developments can have unwelcome impacts through direct loss of wildlife habitats and species, physical damage to plants and geological features, localised disturbance to wildlife, and negative by-products such as noise, artificial lighting and litter. The Council will therefore expect new major outdoor recreation developments, such as golf courses and equestrian centres, to be designed in a way that ensures the maintenance of existing habitats where possible, and, where appropriate, includes measures to restore or create habitats. The reclamation of mineral workings and waste disposal sites provide a particularly good opportunity for new wildlife areas now that the return of land to agriculture is less compelling; however there will be a presumption against land reclamation in ecologically sensitive areas. Within planting schemes the Council will expect the use of locally native species, or those identified in the Bolton Biodiversity Action Plan and the Bolton Landscape Assessment. The planting of non-native species will be discouraged.

05.22 The introduction of a culvert to an open watercourse poses a threat to wildlife, habitats, open green space, flood defence and other aspects. For this reason proposals that involve a culvert will not normally be accepted, except for access purposes. Wherever opportunities arise the Council will encourage the reinstatement of watercourses to a more open and natural state.

Trees, Woodland & Hedgerows

05.23 N7. The Council will permit development proposals that reflect the intentions of the Red Rose Forest by:

- (i) not permitting development proposals which would result in the loss of trees, woodland areas or hedgerows of visual, historic or amenity importance and requiring replacement planting, on- or off-site as appropriate and directly related to the development where it is considered that the benefit of the development outweighs the loss of some trees or hedgerows;**
- (ii) requiring tree planting directly related to and as part of new development proposals and that a scheme of maintenance be approved;**
- (iii) seeking habitat management and creation through landscape improvements; and**
- (iv) making Tree Preservation Orders where trees of landscape or townscape significance are considered to be under threat.**

- 05.24 The Red Rose Forest is a major initiative to establish a new 'forest for the community' along the western edge of the Greater Manchester Conurbation and includes the entire Borough. It is one of 12 Community Forests in England established by the Countryside Agency and Forestry Commission. The aim, set out in the Red Rose Forest Plan, is to create a well wooded landscape to improve the appearance of open areas providing wildlife and amenity benefits, recreation resources for local people and opportunities for economic diversification. This Plan sets out objectives to increase woodland in the area. New planting in individual developments represents a significant contribution to this aim.
- 05.25 Where it can be directly related to the development proposal, the Council will use conditions, planning obligations and/or legal agreements to achieve the Key Objectives of the Forest Strategy as set out in the Red Rose Forest Plan.
- 05.26 All planning applications for the development of land containing existing trees will need to include a survey identifying the location, species, size and crown spread of all trees on the site.
- 05.27 The Council will encourage the creation of heathlands and wetland habitats and the planting of hedges, trees and woodlands with species in keeping with existing tree cover in the area. The planting of non-native species will be discouraged. In implementing this policy the Council will have regard to the need to safeguard important wildlife habitats. Protection of some hedgerows of historic or nature conservation importance is given through the Hedgerow Regulations 1997, which are administered by the Council.
- 05.28 N8. The Council will not authorise the felling or pruning of any tree protected by a Tree Preservation Order or in a Conservation Area unless:**
- (i) removal of the tree or trees forms part of an approved development scheme;**
 - (ii) the tree or trees are proven to be adversely affecting the structural condition or safety of buildings or other structures;**
 - (iii) the tree or trees should be pruned or felled as a matter of good silvicultural practice; or**
 - (iv) the tree or trees present an unacceptable risk to public safety.**
- Any tree, or trees, subject to this policy that is felled should be replaced in the same locality by a tree, or trees, of suitable size and species.**
- 05.29 Trees are protected by Tree Preservation Orders in the interests of amenity and this is the principal method the Council has to protect existing trees from felling or pruning. Trees within Conservation Areas are also protected and considered to contribute significantly to the character of the Conservation Areas in Bolton. There is therefore a presumption in favour of retaining protected tree or trees unless there are overriding reasons to the contrary. Applicants should refer to Planning Control Policy Note – Trees and also to Policy N9 on Species Protection, as trees are a valuable habitat to many protected species.

Species protection

- 05.30 N9. The Council will not permit development that would be liable to adversely affect a protected or other rare species or its habitat, unless it can be demonstrated, by the applicant, that any impact can be successfully mitigated and monitored. Where development is permitted, which may have an impact on these species, the Council will impose conditions, where appropriate, and will seek to use its powers to enter into planning agreements to ensure licensed species mitigation works which facilitate their survival, reduce disturbance to a minimum and provide alternative habitats to sustain at least the current levels of population.**
- 05.31 This Policy deals with species protected under Part 1 of the Wildlife and Countryside Act 1981, the Protection of Badgers Act 1992, the Habitat Regulations and other legislation. Their presence is a material planning consideration when a development proposal is likely to cause harm to the species or its habitat. The Council will seek to ensure their survival and to provide enhanced or alternative habitats, where appropriate. Where development is permitted which might affect protected species or their habitat the Council will consider the use of planning conditions or obligations, where it can be demonstrated by the applicant that these could mitigate any impact and secure the protection of the species.

CHAPTER 6 - ENVIRONMENTAL MANAGEMENT

06.01 EM1. THE COUNCIL WILL PERMIT DEVELOPMENT PROPOSALS THAT MAKE BOLTON A CLEANER SAFER PLACE.

06.02 The well-being of the Borough's physical environment is of fundamental concern to the Council. Every individual, group or organisation will have different priorities and the aim of the Council is to try to achieve a balance between these by ensuring that development takes place in a way which conserves and does not harm the Borough's resources.

06.03 This policy seeks to promote a safe, clean and healthy environment for the benefit of the Borough's residents, businesses and visitors, and also assists in reducing the harmful impacts of the various activities and processes on the wider environment.

Incompatible uses

06.04 EM2. The Council will not permit development that will result in unacceptable impacts on existing uses or likely future development by reason of noise, smell, safety, health, lighting, disturbance, traffic or other pollution.

06.05 New developments may have a significant impact upon their surroundings. Whether these impacts are acceptable will depend upon the nature of the surroundings. In turn, it will be important to avoid siting sensitive development close to other uses which might have similar impacts upon it, or which might lead to restrictions on those uses or costly changes to reduce their effects. Particular attention will be paid to the location of proposals and the characteristics of the surrounding area.

06.06 Conditions and planning agreements will be used if the effect of development proposals can be demonstrated to be mitigated through the provision of landscaping or other measures.

06.07 EM3. The Council will permit developments which do not adversely affect levels of air, water, land, noise or light pollution.

06.08 This policy aims to influence the location of development and the control of operations in order to avoid or minimise the adverse effects on the use of the land and on the environment. Dust, smell, noise and other pollution can cause serious environmental problems, particularly where processes or activities are close to housing or other sensitive uses. Consideration will be given to the effects of pollution created by development both on the environment generally and on other land uses in the vicinity. Measures will be taken to reduce existing levels of pollution.

06.09 Conditions and planning agreements will be used if the effect of development proposals can be demonstrated to be mitigated through the provision of landscaping or other measures.

Contaminated land

06.10 EM4. The Council will only permit development proposed in areas which may have been contaminated by previous industrial or other uses, provided:

- (i) that appropriate investigations have been carried out by the applicant to establish the nature of the contamination and its potential impact on the development and the local environment; and
- (ii) where necessary, what suitable measures will be taken to remove or treat the contamination or to protect the development from its effects.

The Council will use conditions and legal agreements to ensure such measures shall then be carried out before the use of the site commences.

06.11 Where it is known or strongly suspected that a site is contaminated to an extent that would adversely affect the proposed development, an investigation by the developer and proposals for remedial action will be required to be submitted as part of any planning application.

06.12 Where there is a suspicion that the site might be contaminated, or subject to slight contamination, planning permission might be granted subject to conditions. This will require a site investigation and assessment to be carried out and for the development itself to incorporate any remedial measures shown to be necessary, prior to the commencement of any development.

Derelict Land & Buildings

06.13 EM5. The Council will permit proposals for the reclamation and beneficial use of derelict land and buildings, providing they do not have an unacceptable impact on the historic environment, archaeological features or on wildlife habitats.

06.14 Derelict land reclamation is an important means of improving the environment. Such sites should be reused for beneficial uses, whenever possible, thereby reducing pressure on greenfield sites. The Council will develop a Strategy to identify and promote the use of derelict land and buildings. This will seek to improve the environment, promote the reuse of buildings of architectural or historic value and provide development land and reclaim land for afforestation and nature conservation, where appropriate. The Council will also encourage the development of sites which may not be derelict but are not in a beneficial use. In assessing sites, the Council will have regard to any intrinsic nature conservation interest a site may have, in particular by the presence of a Landscape Feature (Policy N5) or protected species (Policy N9).

Energy Conservation and Efficiency

06.15 EM6. The Council will permit proposals for development which seek to reduce energy consumption by means of layout and design.

06.16 Energy conservation and improved energy efficiency are fundamental to sustainable development. Although many aspects of energy conservation lie outside land use planning, certain aspects apply directly to land-use and are encouraged by this policy. Examples of implementation include:

- energy-conscious siting, layout and orientation of new buildings.
- the enhancement of local micro-climates through the use of tree belts and tree planting to reduce wind speeds and trap air between buildings. These may be made the subject of planning conditions.

Renewable Energy

06.17 EM7. The Council will permit proposals for renewable energy where it can be shown that the installation, its associated infrastructure and operation will not have an adverse impact on:

- (i) the environment (including landscape character); and**
- (ii) the amenity of neighbouring uses by virtue of its size, scale, siting, design, noise, emissions or waste production.**

Wherever possible, developments should not be sited in prominent positions.

06.18 Whilst the Council encourages the principle of renewable energy, the costs and benefits of each proposal will have to be considered case by case. Environmental impacts will be weighed against the importance of developing renewable energy sources and the contribution which each proposal is expected to make, for example towards the reduction of CO² emissions, both in construction and in use. Particular regard will be had to the cumulative impact of developments.

06.19 Proposals are most likely to be acceptable where they are small in scale; unobtrusive; close to their source of fuel supply; well placed on the road network in those cases where they are likely to generate appreciable amounts of traffic; are not damaging to the amenities of residents or the character of quiet areas through noise.

06.20 EM8. The Council will permit proposals for wind power developments and individual generators provided they can meet the following criteria:

- (i) they are not on ridge top or summit locations where they would form prominent features against the skyline;**
- (ii) they do not have an adverse impact on the historic environment, archaeological features, a designated nature conservation site or a protected species;**
- (iii) they do not result in a significant increase in risk or nuisance arising from noise, shadow flicker, or interference;**
- (iv) they do not create an adverse impact on residential amenity;**
- (v) connections to the grid distribution system will be underground;**
- (vi) the disturbance of construction is minimised and any ancillary structures or roads do not create an adverse impact on the landscape;**
- (vii) public rights of way are not reduced by the development;**
- (viii) provision is made for removing any equipment and re-instating the site should the equipment no longer be required; and**
- (ix) there is no adverse effect on the landscape, having regard to the cumulative impact and the intervisibility of such developments.**

- 06.21 The most likely location for wind farms would be the West Pennine Moors which make a significant contribution to the character of the plan area, and has substantial areas of nature conservation and archaeological importance. Applications for wind power schemes will have to satisfy the above criteria to ensure that the environmental resources of the Borough are not put at risk by any proposals.

Hazardous Installations

- 06.22 EM9. The Council will only permit developments involving the use, movement or storage of a hazardous substance if there would be no additional risk to the health or safety of users of the site, neighbouring land or the environment.**

- 06.23 The aim of the Planning (Hazardous Substances) Regulations 1992 is to keep installations separate from other incompatible sensitive uses such as housing. Applications for proposals of this type should be able to demonstrate the nature of any possible impact, and the measures that will be put in place to ameliorate any such impact.

Surface Water Run-off

- 06.24 EM10. The Council will permit development proposals that are designed to minimise the increase in surface water run-off and the loss of natural surface water features. Planning permission may be refused where development will lead to an unacceptable increased rate of surface water run-off resulting in an increased risk of flooding, river channel instability or habitat damage. Planning conditions or agreements may be imposed to ensure mitigation works, including long-term maintenance, are carried out by developers.**

- 06.25 Development, particularly of greenfield sites, usually results in large areas of impermeable surfaces such as roofs, roads and car parking which can alter the natural water cycle. The amount of rainwater percolating down into the ground and entering local watercourses is reduced and the flow away from the site through drains is increased. Such changes waste valuable water resources, increase the possibility of flooding and increase pollution risk. The use of sustainable drainage systems can reduce the environmental impact of development and may allow development to proceed that would otherwise be refused.

- 06.26 The design of any development should ensure that surface water is managed locally to reduce this waste and prevent problems occurring away from the site. Using smaller areas of hard landscaping and more permeable surfaces is an effective means of reducing run-off. Effective management measures can also include using grass swales, wetlands and retention ponds as alternatives to traditional drainage systems. The use of sustainable drainage systems can reduce the environmental impact of development and may allow development to proceed that would otherwise be refused. On larger developments management will need to be maintained over the life of the development if it is to continue to be effective. Legal agreements will be used as necessary.

Flood Protection

06.27 EM11. The Council will only permit development within floodplains, as shown indicatively on the Proposals Map, if:

- (i) it would not increase the risk of flooding;
 - (a) by reducing the capacity of a floodplain;
 - (b) by increasing flows within a floodplain; or
 - (c) through the discharge of additional surface water;
- (ii) it would not be at risk itself from flooding; and
- (iii) adequate provision is made for access to watercourses for maintenance.

A Flood Risk Assessment may be required where it is considered that there would be an increased risk of flooding as a result of the development or the development itself would be at risk of flooding. Where development is permitted, the Council may impose conditions or seek agreements to ensure that compensatory measures that may be required to alleviate flood risk both on and offsite are provided.

06.28 The effectiveness of a floodplain should not be impaired by development; its occupiers put at risk nor additional run off from the development exceed the capacity of water resources and the floodplain downstream.

06.29 Where development is allowed, any compensatory measures should be included in development proposals together with an assessment of their effectiveness compared to the flood risk implications. It is important that the proposals do not damage, but protect and enhance the environmental quality of the river, its surroundings and natural history interests.

Water Resources and Quality

06.30 EM12. The Council will only permit development likely to have an adverse effect on the quality or supply of surface water and ground water resources where planning conditions or agreements can be successfully applied to secure their protection.

06.31 The protection of water resources and river quality is an important aspect of sustainable development. As demand for water continues to rise, further developments can place additional pressures on existing resources. In order to manage water resources in a sustainable way development should be limited to those locations where adequate resources already exist, or where new provision can be made without detriment to the natural environment or existing users.

Unstable Land

06.32 EM13. The Council will only permit development on unstable land where effective measures can be taken to treat, contain or control any instability so that all the following criteria are met:

- (i) **there is no unacceptable risk to the occupiers of the development or neighbouring land;**
- (ii) **there is no threat to the structural integrity of any building built, or to be built, on or adjacent to the site;**
- (iii) **the development would not cause the instability of adjoining land or buildings; and**
- (iv) **that all the remedial work proposed in a scheme approved by the Council has been completed before the development is first occupied.**

Applications for development on unstable, or potentially unstable land should be accompanied by a specialist investigation and assessment report to establish the nature and extent of the instability, any gas emissions that might be associated with any land filling and to identify any remedial measures to deal with the instability which may be required before the application can be determined.

The Council may impose conditions on any development to ensure that:

- 1) before any work begins, a scheme for the remedial work, and work appropriate of maintenance arrangements has been approved by the Council in writing; and
- 2) that all the remedial work proposed in a scheme approved by the Council is completed before the development is first occupied.

06.33 National guidance draws attention to the need to have safeguards in respect of possible subsidence on development sites. Local Authorities are advised to draw attention to the general areas where they may occur but the onus of proof that any instability can be overcome rests with the developer.

CHAPTER 7 - DESIGN AND THE BUILT ENVIRONMENT

07.01 D1. THE COUNCIL WILL PERMIT DEVELOPMENT PROPOSALS THAT CONTRIBUTE TO GOOD URBAN DESIGN AND PRESERVE LOCAL DISTINCTIVENESS.

07.02 Local identity and distinctiveness are important elements of a community. A variety of elements contribute to the local distinctiveness of an area such as building form and street pattern, open space, landscape character and ecology and the Council will take these into account in the development control process. The Council aims to maintain and enhance the quality of the built environment through good quality design and landscaping, and the protection of conservation areas and listed buildings. Good design is not only concerned with aesthetics but also with crime prevention and access to the built environment by people with mobility difficulties.

07.03 New buildings and their curtilages have a significant effect on the character and quality of an area. Good design can help promote sustainable development; improving the quality of the existing environment; thereby attracting businesses and investment and reinforcing civic pride.

07.04 The Council is committed to producing a Borough-wide Urban Design Strategy which will supplement the policies contained in this chapter and will be adopted as supplementary planning guidance.

Design

07.05 D2. The Council will permit development proposals that contribute to good urban design. Proposals should:

- (i) be compatible with, or improve, their surroundings - in terms of their layout, density, height, massing, architectural style, materials and landscaping;
- (ii) create a safe and secure environment which minimizes the possibility of crime; and
- (iii) be accessible and useable to people of a range of mobility and physical ability

07.06 It is the firm intention of the Council to significantly raise the standard of design and quality of all development, including extensions and alterations to individual buildings. In implementing this policy, it is not the intention of the Council to stifle responsible innovation, originality or initiative and therefore the qualities of an outstanding scheme may exceptionally justify a departure from policy.

07.07 A Design Statement will be expected on all sites of more than 1 hectare, 0.1 hectare within the defined town centres or 0.5 hectare in a Conservation Area or along a strategic transport route. It should set out the following:

- (a) the principles behind the architectural and landscape design;
- (b) an analysis of the site and its environs;
- (c) how the design relates to and enhances its context;
- (d) how development would relate to established patterns of movement and activity in the wider area;
- (e) the implications of the development for sustainability.

In assessing developments against point (iii) the Council will not duplicate Building Regulation controls.

Applicants should refer to the Planning Control Policy Notes.

Landscaping

07.08 D3. Where required, development proposals should include a landscaping scheme.

07.09 The treatment of the spaces within and around developments is of great importance and will require appropriate landscaping. Landscaping will be a concern of the Council either where trees, planting or other landscape features form part of public spaces within a development; or where they are visible from outside the site and are important to the appearance or character of the local area; or where they are important to the relationship of the development with its surroundings. Particular care also needs to be taken in countryside areas whose character is especially valuable and should be conserved in the long term, as identified within the Landscape Appraisal.

07.10 Examples of landscaping schemes would:

- (a) include a survey of any features of importance on the site, especially trees, hedges, watercourses, walls and historic or archaeological remains;
- (b) retain and integrate landscape features in the proposed landscaping scheme and include proposals for their protection during building works;
- (c) include proposals for new paving, structures and planting showing the location, species and planting size of new trees and shrubs;
- (d) provide arrangements for the replacement of failed planting and future maintenance for a specified period to allow it to become established. Longer term management will be necessary for features which are of importance for nature conservation.

07.11 Landscaping proposals should form an integral part of the design of any development and may affect the position and form of buildings, accesses, roads and footpaths within a site.

Advertisements

07.12 D4. The Council will only permit advertisements, (including banners, blinds or canopies) that do not adversely affect the amenity of the building, the site and the local area by reason of design, size, materials, illumination, colour or number. Within Conservation Areas they should, through the use of appropriate design and materials, contribute to the preservation or enhancement of the character or appearance of the area. In addition to matters of visual amenity, signs which prejudice highway safety will not be permitted.

07.13 The Council will exercise its powers to ensure that advertisements are located in such positions as to serve their function, but not detract from the surrounding area. Regard will be had to the cumulative effect of proposals. Applicants should refer to Planning Control Policy Note - The Display of Signs and Advertisements.

Public Art

07.14 D5. Built development proposals within the urban area should incorporate or provide works of art, craft or decoration on sites involving:

- (i) land of more than one hectare in area;**
- (ii) the construction of buildings containing 2500m² of floor space.**

07.15 Well conceived works of art can give a sense of identity to developments and add character to a locality, enhance the environment and contribute towards urban regeneration. The celebration of the historical background of a site or locality will be particularly welcome. In appropriate circumstances the Council will use conditions and/or legal agreements to achieve this objective subject to the tests of national policy guidance. Applicants should refer to Planning Control Policy Note - Public Art.

Telecommunications

07.16 D6. The Council will approve telecommunication developments provided the following criteria are met:

- (i) the applicant has demonstrated that the sharing of a site or apparatus with another operator is not possible in the proposed location or it can be shown that a new facility would have less impact than the intensification of use of an existing site;**
- (ii) the siting, scale and external appearance of the apparatus, and any associated landscaping, have been designed to minimise, eliminate or mitigate negative impacts on amenity, visual intrusion and, if applicable, the appearance of structures on which they are mounted; and**
- (iii) applications for masts demonstrate that the possibility of erecting antennas on existing buildings and other structures have been fully explored and that the size of the mast is justified in terms of operational efficiency, structural capacity and its relative importance in the network;**
- (iv) the applicant has demonstrated that any adverse effect from the development on landscape/townscape character, sites or features of nature conservation value, archaeological sites, conservation areas and listed buildings or their setting, can be suitably ameliorated;**

The Council will use conditions and legal agreements to secure the above.

07.17 The Council recognises the social and economic benefits of modern telecommunications and the need to facilitate the growth of new and existing systems in line with Government Guidance. The Council acknowledges the importance of adequate infrastructure and facilities to meet current operational needs and the capacity for operators to meet future requirements. However, it is not desirable to allow unrestricted developments which may be damaging to the amenity and environment of the Borough. The Council will not determine the need for the development but its potential impact in the proposed locality. In considering proposals the Council will seek to achieve a balance between the requirements of the telecommunications industry and environmental concerns and will require the operator to remove any apparatus when it becomes redundant, bearing the costs associated with site restoration.

07.18 The Council is currently preparing additional guidance on telecommunications development to supplement this policy, which will be adopted as supplementary planning guidance.

Conservation Areas

07.19 D7. The Council will permit development proposals that preserve or enhance the character or appearance of conservation areas. They should:

- (i) be of appropriate height, size, design, materials, roofscape and plot width;**
- (ii) retain materials, features, trees and open spaces that contribute to the character or appearance of the conservation area;**
- (iii) utilize appropriate materials for highway and footpath surfacing; and**
- (iv) not adversely affect important views into, and across, a conservation area.**

07.20 The desirability of preserving or enhancing the character or appearance of Conservation Areas is prescribed by the Planning (Listed Buildings and Conservation Areas) Act 1990. Conservation Areas represent a significant element of Bolton's architectural and historical heritage and contribute to local distinctiveness. The Council will preserve or enhance these areas through the control of development and through positive schemes of enhancement. The number and extent of Conservation Areas in the Borough has been recently reviewed, with a total of 25 Conservation Areas within the plan area (Appendix 3). However, it is possible that further Conservation Areas might be proposed during the life of the plan or the boundaries of existing Conservation Areas reviewed.

07.21 Detailed Conservation Area Character Assessments, setting out an analysis of the character and special qualities of each area are published separately and will be taken into account as supplementary planning guidance in considering planning applications and applications for Conservation Area consent. The Council will consider the use of Article 4 Directions to protect the integrity of the Conservation Area. Applicants should refer to English Heritage publications detailed in Planning Policy Guidance Note 15 Annex D and the Council's Planning Control Policy Note - Conservation Areas.

07.22 D8. The Council will permit development proposals - involving the demolition of an unlisted building or feature within a conservation area that contribute to its character or appearance - provided that the applicant can demonstrate that:

- (i) rehabilitation is impractical and there is no viable new use for the building; and**
- (ii) redevelopment would produce substantial benefits for the community that would outweigh the loss resulting from demolition; and**
- (iii) detailed proposals for the reuse of the site, including any replacement building or other structure, have been approved by the Council which incorporates agreements made to ensure**

that the replacement works will be carried out within a specified timescale.

07.23 Conservation area consent procedures for the demolition of most buildings within a conservation area are dealt with under Section 74 of the Planning (Listed Buildings and Conservation Areas) Act 1990. Under the consent procedures, the Royal Commission on the Historical Monuments of England must be notified of all proposals to demolish listed buildings, and allowed access to buildings that it wishes to record before demolition takes place. In the case of proposals for demolition of unlisted buildings within a Conservation Area, the Council will in specific instances condition any consent to require recording. There is a general presumption in favour of retaining buildings and features which make a positive contribution to the character and appearance of the Conservation Area. Applicants should refer the Conservation Area Character Assessments which identify buildings and features of particular interest and note.

07.24 Demolition of buildings in Conservation Areas may lead to the creation of 'gap sites', which can remain vacant for long periods before redevelopment takes place, damaging the appearance of the area. It is therefore important that consent should not be given for demolition unless it is clear that the site will be redeveloped in a way which will preserve or enhance the character of the area within a reasonable timescale. Before demolition, the Council will require an assessment to establish whether the building contains a protected species, such as bats (policy N9).

07.25 D9. The Council will require proposals for new or replacement shopfronts in Conservation Areas to:

- (i) **respect the period and style of the building and relate to it as a whole;**
- (ii) **be of a high standard of design, and use appropriate materials;**
- (iii) **avoid the use of large expanses of undivided glass;**
- (iv) **include historically accurate detailing; where the proposal is of traditional character; and**
- (v) **retain any features of architectural or historic interest.**

07.26 Shopfronts can play an important part in establishing the unique character of town centres. The Council will endeavour, through control of development and design advice, to improve the standard of shopfronts in the Conservation Areas in particular. Where the building involved is 'listed', the introduction of a new shopfront or changes to an existing one will almost always require Listed Building Consent. Because of the historic and architectural interest of these areas it will be essential that shopfronts should not conflict with the style or period of the building, weakening its character and its contribution to the area as a whole. Equally the quality of the design must be high: poorly proportioned shopfronts, for example, will detract from the visual quality of the area. Large expanses of undivided glass are a feature of modern shopfronts, and conflict with the historic character of these areas, as well as reducing the interest of the building in order to let the displayed goods predominate.

Applicants should refer to Planning Control Policy Note 4 – Shopfronts.

The Alteration and/or Extension of Listed Buildings

07.27 D10. The Council will permit development proposals for the alteration and/or extension of listed buildings provided that they do not adversely affect their character, appearance, setting or historic fabric.

Development proposals for listed building consent will also be assessed against the following criteria:

- (i) the materials, features and details of the proposal;**
- (ii) its character in terms of height, size, design, scale and roofscape; and**
- (iii) the setting and open spaces that surround the listed building.**

07.28 Listed buildings are valuable as part of Bolton's heritage and there is a presumption for their retention and against any damage occurring to their fabric. The character, historical significance and setting of a listed building can be damaged by unsympathetic proposals even of a relatively minor nature. Particular problems have arisen in recent years with proposals for the replacement of original doors, windows and other features with those constructed of non-traditional materials or of a non-traditional design. These are often features of importance in the building and will be protected. In addition it is important that the original plan form, roof construction and interior features should be retained. Where extensions and other development within the curtilage of a 'listed' building are proposed, proposals will need to be supported by a clear justification, and alternative and less damaging alternatives should be considered. Extensions should not dominate the original building in terms of scale, materials or location and will require sensitive handling of detail. Extensions may not be acceptable for some buildings at all. A detailed survey clearly showing all proposed changes should be submitted with any application together with details of any statutory protected species occupying the building (Policy N9).

07.29 The Council will try to ensure that necessary repairs are carried out to listed buildings whose condition is deteriorating. Development proposals covered by this policy should take into account Annex C to PPG 15 as well as 'The Repair of Historic Buildings: Advice on Principles and Methods', published by English Heritage. Applicants should also refer to the Planning Control Policy Note - Listed Buildings.

The Demolition of Listed Buildings

07.30 D11. The Council will permit development proposals for the demolition of listed buildings provided that:

- (i) all reasonable efforts have been made to sustain existing uses or find sympathetic, viable new uses and have failed; and**
- (ii) preservation in some other ownership would not be suitable or possible; or**
- (iii) its redevelopment would produce substantial benefits for the community which would decisively outweigh the loss of the building, and where agreements are made to secure that the approved redevelopment scheme will be carried out within a specified time scale.**

07.31 National policy guidance gives a strong presumption against any demolition and in favour of preserving listed buildings. For this reason, Listed Building Consent is rarely given for demolitions. The following policies will apply to development which requires planning permission and would generally lead to accord between a decision on a planning application and the decision on any parallel application for Listed Building Consent. Where exceptionally demolition is permitted the Council will use conditions to ensure demolition does not take place before a contract for carrying out the works of

redevelopment on the site has been made and planning permission has been granted for the redevelopment for which the contract provides. Legal agreements may be used to provide for the recording of the building together with the storage of features or materials.

07.32 D12. The Council will only permit proposals for alternative uses for listed buildings which conserve their character, appearance, setting and integrity of the historic fabric.

07.33 The first option when the future use of a listed building is considered is the continuation or reinstatement of the use for which the building was originally designed. However, some listed buildings are no longer required for their original uses and there is a danger that they can lie empty and deteriorate. The Council will try and avoid this by allowing alternative uses as long as they do not harm the character and appearance of the building and its setting. To help ensure that this is the case, it will be a requirement that details of any alterations required to facilitate the change of use are submitted as part of the application. Applicants should refer to the Planning Control Policy Note - Listed Buildings.

Historic Parks & Gardens

07.34 D13. The Council will ensure the protection of Queens Park, Smithills Hall and Farnworth Park as registered parks of historic interest, as shown on the Proposals Map, together with any other parks and gardens which may be identified in the future as being of historic interest by only permitting development which:

- (i) **preserves and enhances the special character, features and appearance of the park or garden or their setting; and**
- (ii) **ensures sympathetic design and the use of appropriate materials.**

07.35 The conservation of these, and any other historic parks and gardens if identified will be encouraged. Where planning permission is granted, the Council may seek to ensure benefits to the local landscape through conditions or legal agreements, where appropriate.

Archaeology

07.36 D14. The Council will not permit development which would adversely affect nationally important archaeological sites or monuments or their setting, be they scheduled or not.

07.37 There are currently three Scheduled Ancient Monuments in the Borough and these are shown on the Proposals Map. Scheduled Monuments rank in importance with Grade 1 or 2* listed buildings and the prime objective is the physical preservation in situ of remains. Once scheduled, the consent of the Secretary of State is required before any works are carried out which affect the monument or its setting. Not all nationally important monuments are scheduled; the schedule is continually being expanded to include newly discovered or reassessed sites. Thus the absence of an archaeological site from the schedule need not necessarily indicate that the site is not of national importance and worthy of preservation. The Council will encourage and develop the educational, recreational and tourist potential of Scheduled Ancient Monuments through suitable management and interpretation.

07.38 D15. The Council will only permit development which affects any known or suspected archaeological site subject to:

- (i) submission of archaeological assessment and/or evaluation, to assess the nature, extent and significance of the remains present and the degree to which the proposed development is likely to affect them;**
- (ii) a requirement that any archaeological remains are preserved in-situ by careful design, layout and siting of the new development; or**
- (iii) where in-situ preservation is not justified, a legal obligation, to make provision for recording and/or excavation prior to development, with publication of the results.**

07.39 Archaeological remains are a finite, non-renewable resource which in many cases are highly fragile and vulnerable to damage and destruction. Wherever possible, developments should be located or designed to avoid archaeological remains to ensure these are preserved in-situ. Where the Council decides that in-situ preservation is not justified, then the developer will be required to make provision for the excavation and recording of remains prior to development. Greater Manchester Archaeological Unit are notified of development proposals and maintain the Sites and Monuments Record and will advise on the appropriate treatment of the archaeological remains in relation to the application.

07.40 The Council will seek to maintain and develop the Sites and Monuments Record. Its purpose is not only to identify sites which might be affected by development but it also helps to encourage and develop the educational, recreational and tourist potential of sites and monuments through suitable management and interpretation and provides a sense of place and historic identity to communities.

CHAPTER 8 - OPEN SPACE AND RECREATION

08.01 O1. THE COUNCIL WILL PERMIT DEVELOPMENT PROPOSALS THAT PROTECT AND IMPROVE RECREATIONAL LAND AND FACILITIES.

08.02 Recreational activities can make an important contribution to the quality of life by increasing people's physical and mental well being. The Council seeks to improve the provision of recreational facilities to meet the needs of the Borough's residents. It sets out to protect existing recreational facilities from development for other purposes, to remedy deficiencies where resources allow, and to facilitate recreational use of the Countryside in appropriate parts of the Borough, as informed by the Borough-wide Landscape Assessment. The Council will seek to improve the retention, provision, attractiveness and accessibility of recreational open spaces, whilst having regard to nature conservation in their management, thereby contributing to the environmental quality of Bolton.

08.03 The Council intends to carry out an audit of the Borough's recreational land and facilities, which will review the quantity, quality, and location of existing sites. It will identify opportunities for their enhancement and localised deficiencies in provision. This will contribute to supplementary planning guidance.

Protection of recreational open space

08.04 O2. The Council will permit development proposals that result in the loss of, or damage to, public or private recreational open space - including parks, children's play areas, playing fields, sports grounds, allotments and amenity open space - provided that:

- (i) **alternative open space provision, to either an equivalent or better standard or of equivalent community benefit, is made as part of the proposal. It should be in place before the commencement of the development;**
- (ii) **the site is in need of significant improvement that can be secured by the development of a small part of the site, provided that this can be achieved without adversely affecting the recreational, townscape or nature conservation value of the site;**
- (iii) **the development is for a non-commercial community use; is ancillary to the recreational use of the area; and does not adversely affect the recreational, townscape or nature conservation area of the site; or**
- (iv) **it is established that limited benefit would result from retaining the site as recreational open space when assessed against present or future needs.**

Existing sites of 0.1 hectares or more subject to this policy, and within the urban area, are shown on the Proposals Map.

Development proposals will not be permitted that would adversely affect a Green Corridor

- 08.05 In recent years there has been growing concern about the loss of playing fields and other areas of recreational open space. This policy seeks to minimise further losses of recreational open space, and within the urban area the Proposals Map shows those existing sites of 0.1 ha or more which are to be protected. The Policy will, however, also apply to recreational open space outside the urban area and to new sites created, for example through Policy O4.
- 08.06 The plan generally encourages the reuse of derelict 'brownfield' urban land and includes only limited allocations of 'greenfield' and edge of settlement sites for development. This could increase development pressures on recreational open space within the urban area. However it is important that existing recreational provision is retained and safeguarded. Once lost, such facilities are difficult to replace. Many of the Borough's recreation sites also have wider value, for example for their ecological value and for the diversity they help create in the urban form. Most recreational open space is 'greenfield' land and any proposals for development as exceptions to policy O2 must have regard to the priority afforded to brownfield development (see policy H3 for example).

Protection of Education Recreation Facilities

- 08.07 O3. The Council will permit development proposals that would result in the loss of school or college playing fields, provided that:**
- (i) the development is for educational purposes and the educational requirements for playing fields now and in the future can still be met, or**
 - (ii) the land is not needed for educational purposes now or in the longer term, and there is no need to retain the land for wider community recreational use.**
- 08.08 School and college playing fields are an important component of open space in the Borough, and they are sometimes used by the wider community. Where school and college playing fields become surplus to educational requirements they should not be developed for other purposes if their use by the wider community would help to meet a deficiency in the provision of playing fields or informal open space. This policy is in accordance with advice in Planning Policy Guidance Note 17: Sport and Recreation. The school and college playing fields to which this policy applies are not shown on the Proposals Map.

Provision of open space in new developments

- 08.09 O4. The Council will permit proposals for housing development that make provision for landscaping, amenity open space and children's play. In assessing proposals, the following considerations will apply:**
- (i) the use of landscape features at the site;**
 - (ii) development sites of 30 or more dwellings should include a minimum of 0.4 hectares per 1000 population (0.1 hectares per 100 houses and 0.05 hectares per 100 flats) of landscaped amenity open space - including the use of existing natural landscape features, site perimeter planting and the provision of landscaped buffers to play areas;**
 - (iii) development sites of 30 or more houses suitable for family accommodation should include provision for children's play.**

This requirement will be considered met where the developer can demonstrate that the houses proposed are within a safe, 400 metre walking distance of an existing equipped play area that has equipment and capacity to serve the new development. Otherwise, the proposal should:

either, make provision for children's play within a safe 400 meter walking distance of the houses by a minimum of 0.8 hectares per 1000 population (0.2 hectares per 100 houses) of equipped and laid out play area

or, contribute to the improvement of existing recreational facilities in the vicinity to meet the demands arising from the proposed development.

Children's play provision will not be required either for flats or for sheltered or special needs housing for elderly people.

- (iv) very large developments, likely to accommodate 600 or more occupants, should provide open space provision to full NPFA standards - including that for youths and adults; and**
- (v) developments requiring the provision of land and/or equipment under this policy will include an agreement to ensure its maintenance for at least 10 years**

08.10 This policy is to ensure that new housing coming forward in the plan contains an appropriately landscaped green element as recommended in Planning Policy Guidance which does not result in or exacerbate any localised deficiencies in open space for children's play. The provision of landscaped open space should be an integral part of new housing and can contribute to bio-diversity as well as enhancing the quality of the development. Open space provision and its design should take into account the conditions, requirements and aspirations of nearby residents and the need to ensure a safe environment. Where local children's play space provision is inadequate to meet the needs of new development, facilities must be provided as part of the development, or close to it, which may involve the enhancement of existing facilities. In assessing proposals, including provision of play facilities, the requirements of different age groups and whether facilities need to be physically separate will be taken into account. The provision of landscaped open space and children's play space requirements and distance threshold are derived, taking into account local conditions, from the National Playing Field Association standards. The threshold of 30 or more dwellings for on-site provision has been chosen to ensure that provision is of a size large enough to be properly laid out and give genuine a recreational resource to residents. If very large developments (likely to accommodate 600 people or more) come forward for approval there will be a substantially increased demand for facilities and in such instances open space provision to full NPFA standards (including provision for youths and adults) will be required.

08.11 Revised Supplementary Planning Guidance on the provision of open space within new housing developments will be prepared providing detailed criteria and advice relating to the provision and laying out of these areas within new developments. As part of its intention to carry out an audit of the Borough's recreational land and facilities an assessment will be undertaken of local open space to reflect national policy guidance.

Canals & Waterways

08.12 O5. The Council will protect the line of the Leeds-Liverpool Canal and the Manchester, Bolton and Bury Canal. It will seek the conservation and reinstatement of the canals and ancillary buildings and promote their use for recreation. Development which would prejudice the recreation use or restoration of either canal will not be allowed.

08.13 These canals provide features of historic and industrial archaeological interest and are important for recreational and tourism activities such as angling, walking, boating, nature study and towpath cycling and their nature conservation value. Policy N9 (Species protection) is also of relevance. The canals have potential to increase their recreation value, whilst also protecting their historical and ecological importance.

08.14 Where development has taken place on the line of the Manchester, Bolton and Bury Canal, the Council will seek to secure the reinstatement of the canal if the opportunity arises.

08.15 O6. The Council will only permit developments at waterside locations that are sited and designed to protect or enhance the visual and physical quality and natural history interest of rivers or canals, and their landscape setting. Where possible, the Council will seek to encourage their use for recreation purposes.

08.16 The Borough's rivers and canals offer recreational and tourism opportunities as well as being of amenity, landscape and wildlife value. Development may have a wide range of effects. It may increase the risk of pollution, or affect water chemistry even where water entering the river is "clean"; it may affect the quantity of water, the speed of flow or the extent of flooding, or result in disturbance to wildlife. Policy N9 (Species protection) is also of relevance. Development can also result in changes to the physical character of rivers, with a loss of variety and 'naturalness' and their transformation into artificial, 'canalised' channels, or the intrusion of new building into the green corridors which form the setting of the rivers. Other, well-designed development proposals may be entirely compatible with protection of rivers and watercourses and their landscape, or may bring about positive improvements to them. The policy seeks to protect the visual and physical quality and natural history interest of rivers or canals and their landscape setting, and to maintain and enhance the open character and value of the watercourses. The nature conservation interests of water bodies are specifically included within Policy N5.

Public Rights of Way

08.17 O7. Development proposals affecting public rights of way will be permitted, provided that they retain their integrity.

08.18 The Council gives priority to the retention and maintenance of the existing linked network of routes in line with other policies of the Plan. Where developments are proposed which affect existing Public Rights of Way their retention must be incorporated into the proposals and legal agreements will be sought in appropriate cases. This will help make developments more attractive in encouraging alternative modes of travel to the site whilst helping to promote informal recreation opportunities.

- 08.19 The Council will continue with its programme to improve and promote Public Rights of Way on its own land. Supplementary planning guidance for the provision of Public Rights of Way in new developments is currently under preparation.

The Croal/Irwell Valley

08.20 O8. The Council will permit development proposals that maintain the open character and recreational value of the Croal/Irwell Valley.

- 08.21 The Croal-Irwell Valley is an area of open land in the borough adjoining the neighbouring boroughs of Bury and Salford and is of sub-regional significance. In recent years the Council, in conjunction with Bury and Salford, has worked to bring a range of improvements to the valley and promote its development as a recreational asset. This policy, together with other relevant plan policies, will provide a firm basis for this work to continue.

CHAPTER 9 - ACCESSIBILITY

09.01 A1. THE COUNCIL WILL PERMIT PROPOSALS THAT RESULT IN AN INTEGRATED, AND SUSTAINABLE, LANDUSE AND TRANSPORT SYSTEM, INCLUDING MODAL INTERCHANGE.

09.02 The Council aims to reduce the need to travel and to bring about modal shift from the car to alternative, more sustainable forms of transport. The results will be improved air quality and less congestion on the Borough's roads. A high quality, fully integrated, safe and sustainable transport system, with an emphasis on public transport, cycling and walking, are objectives of the Council's transport strategy, as contained within the Greater Manchester Local Transport Plan. Full integration requires land use policies that take account of these objectives. The allocation of land for development is an important means of reversing the trend to dispersal and decentralisation and favouring locations accessible by public transport, cycling and walking. In the case of major developments the Council will require the submission of a Transport Assessment as part of a planning application. This must identify the effects of a proposal on all transport modes and what measures would be needed to deal with those effects as well as any improvements to infrastructure or public transport services that can reasonably be achieved as part of the development.

09.03 The accessibility policies complement and underpin the Greater Manchester Local Transport Plan and allow the key land use related elements of the LTP strategy to be delivered in Bolton. The plan can assist in delivering the strategy in the following areas:

- Planning for local facilities;
- Permitting sustainable freight movement;
- Permitting home working, where appropriate;
- Requiring Travel Plans for new major developments;
- Providing a framework for developer contributions for public transport, cycling and walking facilities and preventing development that would sever or reduce the attractiveness of existing public transport, cycling and walking routes;
- Formulating *maxima* car parking standards and *minima* cycle parking standards;
- Limiting the construction of new roads to situations where they will remove or reduce through and non-essential traffic in centres, improve the environment, reduce conflict with other users, promote public transport, cycling and walking, support economic development and provide for the safe movement of traffic;
- Providing for taxis, private hire vehicles and powered two wheelers;
- Providing for walking;
- Providing for cycling;
- Providing for people with impaired mobility;
- Providing for a better public transport infrastructure for people in more remote, semi-rural areas in the conurbation;
- Enabling a more efficient use of existing highway infrastructure.

Sustainable freight movement

- 09.04 A2. The Council will permit the development of freight distribution, warehousing and transshipment centres on allocated employment/business sites that are easily accessible to the Strategic Route Network for road freight and the rail network for rail freight. Proposals that would give rise to heavy good vehicles using local and residential roads for access will not be permitted, nor will proposals which would result in unacceptable problems of noise, vibration, lighting, emissions or other pollution for neighbouring residential occupiers.**
- 09.05 Appropriately located freight depots, warehouses and transshipment centres can achieve improved efficiencies for the freight sector and lead to enhanced economic prosperity. However, the nature of freight traffic is such that it can be intrusive in more sensitive locations, particularly where it passes close to residential accommodation and on local roads.
- 09.06 The need to achieve a switch from road to rail for more freight will require the location of terminals on appropriate sites next to the rail network. The Greater Manchester Local Transport Plan's freight strategy, based on detailed discussions with the freight industry and its partners across the region, will identify sites across the Conurbation suitable for such development.
- 09.07 Urban transshipment centres may enable the transfer of goods from large, long distance vehicles, to smaller, local vehicles that can gain access to places in town centres or in the built-up area where deliveries can be made more efficiently and less obtrusively. The Council recognises over the period of the UDP there is likely to be an increase in LGV deliveries as a result of home and technology-based activities. Home delivery services as well as environmentally friendly delivery and freight movements will be supported as they can contribute to sustainable transport objectives

Travel Plans

- 09.08 A3. The Council will require the formulation and implementation of Travel Plans for all major developments, and in other situations, where existing or future congestion problems could be mitigated through such an approach.**
- 09.09 Major development is defined by the amount of proposed floorspace identified in Planning Policy Guidance Note 13 on Transport (PPG13).
- 09.10 Employers have an important role to play in setting the framework within which their employees and visitors make travel decisions. Travel Plans, through a package of measures, can reduce car dependency in the workplace. The more employers who adopt them the more significant the impact on traffic levels on the Borough's roads. Bolton MBC is implementing its own Travel Plan and will be willing to share its lessons with other employers.
- 09.11 The Council also recognises the importance of promoting safer routes to school for walking and cycling. It will therefore require the development and implementation of Travel Plans where schools are expanding and will resist proposals which would result in walking and cycling journeys to school becoming more hazardous.

Developer Contributions

- 09.12 A4 In assessing development proposals, the Council will consider developer contributions towards transport improvements as part of the development, particularly where this would deliver more sustainable transport options.**
- 09.13 As most developments will normally generate new travel movements it will be necessary that new developments provide for an adequate infrastructure and transport system to deal with that increase. Any alterations to the highway infrastructure or transport system that are required will be expected to be incorporated within development proposals. Where they are not incorporated then permission will be refused. The Council will negotiate with developers on the use of planning obligations to deliver more sustainable transport solutions. These can be used to promote improved accessibility to sites through improvements to public transport, walking and cycling. In deciding whether to seek a planning obligation the Council will apply the statutory and policy tests set out in Circular 1/97.
- 09.14 In assessing development proposals, the Council will consider developer contributions towards transport improvements as part of the development, particularly where this would deliver more sustainable transport options.
- 09.15 In partnership with the nine other Greater Manchester Districts and the Passenger Transport Authority the Council has formulated a number of transport proposals to improve accessibility by non-car modes. The Greater Manchester Local Transport Plan is the principle means of delivering these initiatives, which include bus priority measures, cycle schemes, pedestrian priority initiatives, car park management, and park and ride. Developer contributions towards any or all of these sorts of measures will be sought through negotiation where the nature and scale of development proposal is considered by the Council to warrant it.

Roads, paths, servicing and car parking

- 09.16 A5. In assessing development proposals, the Council will permit those that have taken into account provision for:**
- (i) pedestrians and cyclists;**
 - (ii) road design, layout and construction;**
 - (iii) vehicle servicing and access arrangements;**
 - (iv) car, cycle and motor-cycle parking; and**
 - (v) access to, and by, public transport**

Development proposals should not adversely affect the safety of highway users, including pedestrians, as well as the safe and efficient circulation of vehicles

- 09.17 Although the Council is seeking to reduce reliance on the private car it is inevitable that many trips will continue to be made by the car. It is important that as far as possible developments do not add to existing highway problems. Appropriate provision therefore will need to be made to ensure road safety in new developments is taken into account through minimising the risk of accidents and ensuring mobility by foot and cycle. Developments should

incorporate measures to encourage and assist access by foot and cycle. The Council will seek to ensure high standards of design and highway safety in all developments

09.18 The use of car parking restraint as a demand management tool is accepted but minimising on-site parking must be balanced against the problems associated with uncontrolled on and off-street parking. The application of car parking standards for new development, now applied as *maxima* throughout the Borough, will help to ensure that a balance is achieved between essential and non-essential car journeys to a site. By locating major travel generators close to public transport interchanges with high frequency services the reduction in car parking spaces can be offset by the proximity of a viable travel alternative.

09.19 Applicants should refer to the detailed advice in Planning Control Policy Notes 1, 18 and 21 – Car Parking and Cycle Parking Standards and Provision for Cyclists, and Highways Considerations, as listed at Appendix 1.

09.20 A6. The Council will require new development to provide car parking based on the Council's maximum car parking standards.

09.21 Car parking is a major use of land and its supply is frequently a factor influencing trip generation. There is a balance to be struck between providing more car parking spaces in centres to deal with increasing demand, arising from growing car ownership levels and the centres' improving attractiveness to visitors, and the need to reduce car dependency and achieve a shift towards more sustainable modes.

09.22 The Council's approach to town centre car parking is to rationalise the current level of provision by creating high quality parking environments on fewer sites but in purpose built, well designed and security conscious facilities. (See also Policy TC8).

09.23 The application of maxima car parking standards reflects Government and regional planning guidance and establishes the principle that the control of parking supply will significantly affect the number of trips generated by private car. The Car Parking Standards are contained in Appendix 7. Development proposals that seek to provide a higher number of car parking spaces than the standards require will not be permitted.

09.24 A7. The Council will require new development to provide secure cycle parking and parking for powered two wheelers in accordance with its parking standards which will be applied as *minima*.

09.25 Where development is permitted, in order to address the need to reduce reliance on the car, provision for cycle and motorcycle parking in accordance with the Council's parking standards will be required. The Council's parking standards in relation to these forms of transport will be applied as *minima* and are set down in Planning Control Policy Note No1. "Car and Cycle Parking".

Major Development

09.26 A8. The Council will permit major development proposals that reflect the plan's locational criteria and which have taken into account:

- a) **accessibility to the site by public transport, cycling and walking;**
- b) **improving public transport infrastructure and services;**
- c) **providing enhanced opportunities for cycling and walking to, from and within the site;**
- d) **providing taxi ranks and space for private hire vehicle collection/drop off points**

09.27 Two of the major objectives of this plan are to reduce reliance on the private car and to promote a sustainable pattern of land use and transport movement. Developments that are highly accessible to the public transport network will assist these objectives and help realise the countywide transport strategy set out in the Greater Manchester Local Transport Plan. Where accessibility by public transport is already good then sites in the vicinity of interchanges will be favoured for travel intensive land uses. The Council's locational criteria seek to focus development in town and district centres and accessible urban areas as detailed in the other policies of the plan including policy H3, E3 and S4. Policies A5 and A10 cover a range of considerations including design and safety, traffic management and traffic calming, which are relevant when considering proposals for major developments.

09.28 Improvements to public transport services will generally be supported by the Council as will a redirection in the balance of resources towards public transport and other more environmentally friendly forms of transport.

09.29 Taxis and private hire vehicles play an important role in the provision of a fully integrated transport system and provide another alternative to travel by private car. It is important that major new development makes adequate provision for them so that visitors and employees at the site have access to a range of viable alternatives.

Access for People with Disabilities

09.30 A9. The Council will not permit development, to which Part M of the Building Regulations 1991 apply, which fails to make appropriate provision for people with disabilities within parking facilities, or as part of the route between the car park and the entrance to the development.

09.31 There is a need to make better provision for people with mobility difficulties within new development. The Disability Discrimination Act 1999 places additional requirements on the owners of buildings to which the public require access to make proper provision for people with disabilities. However the building is only one part of a person's experience of a development. Car parking areas, walkways and entrances into the development also need to accommodate the special requirements of people with disabilities.

Traffic Management and Calming

09.32 A10. The Council will permit development where associated highway proposals do not result in the needs of cyclists, pedestrians and public transport users being subordinate to those of the private motorist.

Highways proposals associated with new development should therefore have regard to the following:

- (i) road safety measures**
- (ii) the environmental and residential quality of the area**
- (iii) walking, cycling and the use of public transport**
- (iv) access by emergency and service vehicles**

09.33 Traffic management and traffic calming measures are important means of reducing the impact of traffic on local roads. In residential areas in particular such schemes have a benefit in bringing about improvements in road safety, environmental quality and the general ambience of the locality. Careful consideration of the design layout of a new development can result in the physical enforcement of a low speed limit, to benefit pedestrians and cyclists and encourage safer streets for children to play and for neighbours to interact. Home Zones and lower speed limits in zones around schools can bring about major improvements in the physical safety of children and allow a car dominated environment to give way to a softer landscape.

09.34 The benefits of traffic calming can also be appreciated in commercial environments. Pedestrian safety and improved environmental quality are equally valid objectives in such locations.

09.35 A11. The Council will permit development proposals, which reflect the Council's locational criteria that improve bus facilities and services or give the bus increasing priority over the private car.

09.36 In Bolton the bus is the most widely used and ubiquitous form of public transport. Its role in the Borough is currently being enhanced in partnership with the Greater Manchester Passenger Transport Authority, in the context of the Local Transport Plan, through a variety of bus priority measures and facilities. The Council will use its development control powers to ensure that new development can support and enhance current levels of bus service. The Council's locational criteria seek to focus development in town and district centres and accessible urban areas as detailed in the other policies of the plan including policy H3, E3 and S4

09.37 A12. The Council will permit development proposals that reflect the plan's locational criteria and would improve the quality of the waiting environment, and the range of facilities for passengers at existing public transport terminals and interchange facilities.

09.38 The availability of high quality rail and bus stations and interchange facilities is fundamental to achieving a fully integrated transport system. The safety and convenience to passengers of the switch between local and regional or national services or between train and bus is a critical factor in how they decide to travel. The location and design of such facilities, along with the availability of travel information and the security offered are also major considerations. The provision of cycle storage facilities at interchanges is also important if car use is to be reduced. The role of interchanges is significant in meeting the objective of achieving modal switch away from the private car to public transport.

09.39 The Council continues to work with the PTE/A and public transport operators to secure enhancements to existing interchange facilities and provide additional facilities in appropriate locations. The Council's locational criteria seek to focus development in town and district centres and accessible urban

areas as detailed in the other policies of the plan including policy H3, E3 and S4

09.40 A13. The Council will permit development proposals that increase rail investment in the Borough.

09.41 The Council wishes to see new rail investment in the Borough, particularly proposals which:

- a) maintain or enhance passenger facilities at the Borough's railway stations;
- b) provide a new railway station at Dobb Brow;
- c) provide for additional platforms at Lostock; and
- d) promote freight movement by rail.

Proposals which would prevent these objectives being met will not be permitted.

09.42 The railways through Bolton offer an important means of transport for many of the Borough's residents. They link neighbourhoods within Bolton and link Bolton with other parts of the region and beyond. The Council recognises that investment in the rail network is complicated by the way the rail industry is structured and concurs with the Greater Manchester Local Transport Plan that rail investment should not be considered in isolation. Investment needs to reflect existing policies and priorities and to support wider transport objectives. The LTP identifies a number of policy areas to which rail investment in Greater Manchester should contribute. These are integration, urban regeneration, social inclusion, modal shift and improved interchange. The Council recognises these policy linkages and aims to support them by permitting development that can contribute to the enhancement of the rail network and its usage.

09.43 A significant enhancement of passenger services would be achieved if the line between Manchester and Blackpool via Bolton were to be electrified, something the Council has sought in partnership with the rail industry and through the Local Transport Plan process.

09.44 New rail-freight facilities are supported in principle. They can only be located where existing rail infrastructure is in place. The specific circumstances of any development proposal arising would need to be assessed - including any adverse effect on the environment, as well as the living conditions of nearby residents.

09.45 A14. The Council will permit development proposals for Park and Ride facilities subject to:

- (i) **the accessibility of the site by existing or new public transport services;**
- (ii) **the proposal resulting in a reduction in vehicle trips by private car on the wider road network;**
- (iii) **an assessment of traffic levels and road safety on the road network adjacent to a proposed site;**
- (iv) **the effect of a proposal on the local environment and the living conditions of nearby residents.**

09.46 The Council is promoting park and ride as a means of reducing private car trips. However, in considering new park and ride proposals, the Council will take into consideration the accessibility of the site by public transport and the local environmental, safety and amenity impacts that may arise. The quality and quantity of car parks varies between railway stations in the Borough. Demand is likely to increase as patronage levels increase although improved facilities will also help increase the attractiveness of rail services to potential facilities. The Council will seek to identify suitable sites for parking in consultation with operators, landowners and the GMPTA to meet these needs. Opportunities for bus based park and ride facilities are likely to be limited within the Borough, given the amount of land they require, although seasonal facilities on under-used or vacant sites may be appropriate as temporary uses of land. The Council is promoting park and ride as a means of reducing private car trips. However, in considering new park and ride proposals, the Council will take into consideration the accessibility of the site by public transport and the local environmental, safety and amenity impacts that may arise.

09.47 A15. The Council will protect from development former railway lines which have an existing or potential function as a pedestrian footpath, cycle or bridleway or on to which a new public transport facility or an extension to an existing network might be introduced in the future.

09.48 Within the Borough there is an extensive network of former railway lines, many of which are already in use for recreational purposes as footpaths, cycle ways or bridleways. Others may be brought into such use in the future where they would contribute to an enhancement of the existing network. In some instances these informal routes may be potentially suitable to reintroduce certain forms of public transport. For example, guided busways or light rail systems could usefully be introduced onto former track beds without too much modification, although the impact on the quality of adjacent localities would have to be assessed first. The Council will therefore not permit development that severs this network of routes, unless appropriate alternative, convenient, safe and attractive provision can be made.

Pedestrians

09.49 A16. The Council will permit development proposals that improve the environment for pedestrians. Considerations in the assessment of proposals will be:

- (i) the reallocation of road space for pedestrians;**
- (ii) traffic calming and management;**
- (iii) the provision of new, or the improvement of existing, pedestrian facilities as part of the development;**
- (iv) the impact of new development on all highway users, including pedestrians;**
- (v) the protection of pedestrian rights of way from closure or diversion arising from new development; and**
- (vi) the identification of safer pedestrian routes between important origins and destinations**

- 09.50 Walking is the most environmentally friendly form of transport. In the built-up area it is a particularly important mode of travel and the ease of movement of pedestrians therefore is a high priority. In Bolton Town Centre the Town Centre Transport Strategy places pedestrians at the top of a hierarchy of road users, requiring infrastructure investment to be directed towards improving the quality and safety of the environment for those on foot. The reallocation of road space for pedestrians and the provision of new, or the improvement of existing, pedestrian facilities are important considerations in the assessment of proposals. When considering development proposals the Council will consider the impact of the development on all highway users including pedestrians.
- 09.51 As a form of exercise walking can offer potential health benefits. An increase in pedestrian activity can make areas feel safer and less isolated. The Greater Manchester Local Transport Plan seeks to improve the environment for pedestrians by introducing traffic calming, traffic management and pedestrian priority measures. The Council supports these measures and will ensure that new development, where appropriate, will provide for and enhance facilities for pedestrians through safe, attractive and convenient routes. Traffic calming and traffic management will also be considered in the assessment of proposals.
- 09.52 Where possible and practicable new residential developments will be expected to provide routes linking them with town or district centres, schools, employment areas, public amenities and public transport facilities and interchanges. The identification of safer pedestrian routes between important origins and destinations will also be considered in the assessment of proposals.
- 09.53 The quality of the links between car parks and the areas or buildings they serve is also an important consideration and will be taken into account when assessing development proposals.
- 09.54 The designation of a strategic network of primary pedestrian routes, as may be required in a walking strategy for the Borough, will be supported through the development process. Where new development can contribute to the implementation of parts of this network through developer contributions or by direct provision then this will be pursued by the Council.
- 09.55 The convenience of pedestrian routes is a major consideration. Even relatively short diversions of a footpath or walkway can result in major inconvenience for the user. The Council will therefore require new development to respect existing pedestrian route alignments and make alternative, equally attractive provision, should diversion be absolutely necessary. The Council also wishes to improve access opportunities and, where practicable and desirable, will seek the creation of new routes and links between development and other existing facilities or areas. The protection of rights of way from closure or diversion is also a consideration in the assessment of proposals.
- 09.56 The tests set out in national planning guidance will be applied where off-site provision is made to improve the pedestrian environment.

Cyclists

09.57 A17 The Council will permit development proposals that improve the environment for cyclists by:

- (i) reallocating road space;**
- (ii) providing for cyclists, including secure cycle parking;**
- (iii) safeguarding existing cycle routes;**
- (iv) assessing the effect of development proposals on cyclists;**
- (v) implementing a cycle route network, reflecting the Council's cycling strategy.**

09.58 Cycling is a safe and healthy form of travel and can offer comparable or better journey times over shorter distances than the private car in certain conditions. The majority of journeys are over distances that can be comfortably covered by bicycle. The Council has adopted a cycling strategy that aims to increase the proportion of trips made by cycle in line with national targets. The Cycle Route Network is a means by which on- and off-road cycle routes can be developed to provide safe and convenient journeys for commuter and recreational cycling, increasing the attractiveness of the mode for those who may otherwise rely on the private car. Existing routes will be protected from development unless suitable, equally convenient and safe alternatives can be provided. Linking Bolton's cycle network to the networks of neighbouring Authorities will be undertaken wherever possible. The proximity of cycle related facilities to the journey's end is an important consideration as is the completion of the missing sections of the Borough's cycle network.

09.59 The network of recreational off-road routes, many of which follow the line of former railway lines, offer a valuable opportunity for safe and convenient cycling. Where such routes exist these will be protected from development to allow for the future development of cycle routes. In certain situations the shared use of these routes with pedestrians and horse riders will be possible and the Council will secure enhancements to such routes through the development process where this is both practical and relevant to the development.

09.60 The Council is preparing a Town Centre Transport Strategy that will ensure optimum accessibility throughout the town centre to meet the needs of all users including pedestrians and cyclists. This strategy will assist in ensuring cyclists' needs are met in Bolton Town Centre.

09.61 Once at their destination it is important that cyclists have somewhere secure to leave their cycles. The provision of shower and changing facilities should also be considered in developments where a significant existing or potential demand exists. Residential developments, particularly flats and apartments without garaging or storage facilities, will need to make provision for the secure and convenient parking of cycles. The Council's parking standards make reference to the minimum level of cycle parking provision that will be required in new development. If a developer is unable to provide such facilities on site then the Council will seek a contribution, either in whole or in part, towards the cost of providing these elsewhere.

The Road Network

09.62 A18. The Council will safeguard the Strategic Route Network along which major traffic flows will be directed and will support the development of public transport and improvements for cyclists in appropriate locations on this network.

09.63 The Strategic Route Network, shown on the proposals map, comprises those roads which carry the highest volumes of traffic and provide the major connections within the Borough. The network includes the M61, a trunk road for which responsibility rests with Department of Environment, Transport and the Regions. It comprises twenty four other roads including one urban motorway (St Peters Way A666), six dual carriageway by-pass roads, carrying traffic round urban areas and feeding the trunk road network, and seventeen other "A" and "B" category roads, which are of more than local significance, such as radial routes into Bolton Town Centre, or roads connecting local towns and other settlements.

09.64 By safeguarding these routes from developments that would increase congestion or reduce road safety the Council can ensure that the network continues to assist the process of urban regeneration by providing for the efficient distribution of goods and the movement of people. By directing through traffic onto the network the Council can reduce the problems associated with traffic passing through environmentally sensitive areas and thereby safeguard residential amenity, promote highway safety and conserve environmental assets.

09.65 Apart from the motorway, typically these roads carry main bus routes around the Borough and are suitable for the implementation of bus priority measures. In addition, as major commuter routes, they offer the most direct links between residential areas and commercial centres and so, potentially, represent the most convenient and shortest trip for cyclists. In many locations cycle lanes have been introduced and the Council will continue to provide such facilities where segregation is considered necessary and in accordance with the Council's adopted Cycle Strategy.

09.66 The Borough's road network can be considered in terms of a hierarchy, according to the size of road and the volume of traffic handled. At the other end of the hierarchy to the Strategic Route Network are local residential roads. These provide access to and from the premises they serve. They should not be used for through traffic taking short cuts. To reinforce this the Council will carry out traffic management measures to reduce traffic and improve the environment in local residential areas, including the implementation of "Home Zones".

Road Schemes/Improvements

09.67 A19. The Council will permit development proposals that would not prejudice the construction of roads, road improvement schemes and junction improvements that form part of an integrated transport strategy.

09.68 Some road proposals can bring economic and environmental benefits, particularly where they are considered in the context of providing an integrated transport system. New development requiring access via a new road will need to demonstrate that all alternatives have been considered. Where new roads are to be constructed their design, layout and construction should ensure that they and the traffic that uses them have the least possible impact on the local environment. In addition, new roads serving major new development will be

required to be capable of accommodating buses and cater for the special needs of pedestrians and cyclists.

09.69 The Greater Manchester Local Transport Plan (GMLTP) is prepared jointly by the ten Greater Manchester Districts and the Greater Manchester Passenger Transport Authority. It sets out objectives, policies and a clear programme of schemes to develop an integrated transport system improving safety and accessibility, and protecting the environment. PPG12 stresses the need for the Local Transport Plan and the UDP to be consistent. This Plan has been prepared in the context of the GMLTP 2001/02 to 2005/06 and is consistent with that LTP. In cases where new roads or improvement schemes are required to relieve congestion, bring about other environmental improvements or contribute to the integration of the transport network, they will be expected to be constructed to the highest environmental standards. They should also accommodate provision for pedestrians, cyclists and public transport users where appropriate. A material consideration in the assessment of development proposals to be assessed under this policy will be the provisions of the Greater Manchester Local Transport Plan.

09.70 Where new development would require access via a proposed road scheme or would be likely to give rise to significant increases in traffic movement, for which a new road would be a means of providing sufficient additional capacity, the Council will expect the development to meet the costs of constructing the new road, either in part or in whole.

Implementation

09.71 A20. Where development is acceptable, having satisfied all other policy criteria, the Council will grant planning permission subject to conditions, where these are relevant, necessary and appropriate, to require on-site transport measures and facilities as part of development, including one or a combination of any of the following:

- **secure cycle parking and changing facilities**
- **safe pedestrian routes**
- **facilities for public transport**
- **specifying the number of parking spaces, and their size**
- **the management and use of parking spaces**
- **the removal of parking spaces after a specified period**
- **the provision of information to staff and visitors at the development about public transport, walking and cycling access to the site**
- **deliveries to the site, including vehicle specification and hours of delivery**
- **specifications for lorry parking and turning facilities**
- **junction and road layouts**
- **implementation of a transport plan, details of which will be agreed by the Council**
- **other measures that may be required to facilitate accessibility of the development in a sustainable manner**

09.72 Conditions may legitimately be used to require a development proposal to meet the accessibility requirements it generates in a manner that is sustainable and socially inclusive. Conditions will be applied to achieve specific on-site measures, or measures on land in the control of the developer, which will meet the needs of the development and address some or all of the

objectives of the Local Transport Plan and those identified in the Unitary Development Plan.

09.73 A21. Having regard to the sequential approach to the location of development, the Council will use planning obligations in relation to transport based on securing the greatest degree of access by all modes, but particularly public transport, walking and cycling.

09.74 The individual circumstances of each site and the nature of the development proposal will influence the nature of the planning obligation, (in isolation or in conjunction with Grampian style planning conditions outlined in A21 above), and the expected size of the contribution. Where development proposals come forward which may have a widespread impact on the capacity of the highway network, or which require an improved standard of access by public transport, walking and cycling, such development will be required to contribute to the cost of formulating and implementing new transport schemes. Such measures as may be formulated and implemented will be expected to cope with the cumulative extra demands placed on the network by the development.

09.75 In circumstances where significant travel generating development is proposed and not located in areas close to public transport nodes, the developer will be expected to meet the costs of achieving adequate accessibility by all modes. This may be achieved either through contributions payable to the Council or by making direct and permanent service and infrastructure provision.

CHAPTER 10 - HOUSING

10.01 H1. THE COUNCIL WILL GRANT SUFFICIENT PLANNING PERMISSION IN ORDER TO MAINTAIN A COMPLETION RATE OF 470 DWELLINGS PER YEAR IN THE PERIOD APRIL 2002 TO MARCH 2011 ON IDENTIFIED SITES AND ON SUITABLE LAND WITHIN THE URBAN AREA

10.02 The housing provision figure complies with the figure of 450 dwellings to be provided annually in Bolton, set in Regional Planning Guidance for the North West (March 2003), together with an allowance for clearance of 20 dwellings per annum (which will be monitored). This figure will be met through the development of identified sites with planning permission and unidentified previously developed suitable land within the urban area. The urban area is the land not contained within the Green Belt or areas of Protected Open Land as shown on the Proposals Map.

10.03 Careful monitoring and management of the housing land situation will be essential to the successful operation of this policy to ensure the right amount of new housing is provided in accordance with annualised figures and that overprovision or underprovision does not occur. The Council will keep an up to date assessment of housing land and development trends.

10.04 The Council is committed to maximising the re-use of previously developed land and empty properties and the conversion of non-residential buildings for housing, in order to promote regeneration and minimise the amount of greenfield land being taken for development.

10.05 In formulating housing policies the Council has taken account of: Planning Policy Guidance Note 3 (Housing); Regional Planning Guidance; and Council documents including the Housing Strategy, the Housing Needs Survey and the Empty Property Strategy.

10.06 The Council has aimed to:

- (i) reflect the changing trends in household growth including the increase in smaller households;
- (ii) promote the recycling of previously developed land and empty properties so that they contribute to, rather than detract from, the urban fabric;
- (iii) promote higher density developments and good design to ensure that urban land is used as efficiently as possible to reduce the pressure on greenfield sites;
- (iv) ensure new housing developments are accessible by public transport, cycling and walking in order to reduce reliance on the car;
- (v) ensure developments provide choice and a suitable mix of house types, sizes and tenures;
- (vi) promote housing as an element within mixed use developments reducing the need to travel long distances to places of work, community facilities and services; and
- (vii) promote social inclusion by allowing suitable provision of housing which reflects diverse community needs.

10.07 There is a shortage of resources to deal adequately with the problem of clearance of unfit dwellings. In view of this, it has been assumed that there will be only nominal levels of clearance throughout the plan period estimated at 20 dwellings per annum. The Council will continue to bid for resources for housing renewal and pursue a range of approaches to the improvement of unfit dwellings.

10.08 H2. The Council has granted planning permission for housing development on the sites shown on the Proposals Map, the Town Centre Inset Map, and listed in Appendix 4. It is anticipated these sites will contribute 1,835 dwellings to the housing supply over the period 2002 to March 2011.

10.09 In meeting the requirements for new housing of 450 dwellings per year set in Regional Planning Guidance for the North West (March 2003), the Council has taken into account the contribution from both identified and unidentified sites in the Plan period. The supply April 2002 to March 2011 has been derived as follows:

	<u>Nine year supply</u>	<u>Annual Rate</u>
<i>Large sites, 0.4 hectares or more, with planning permission (April 2002 to March 2011) 1,835 dwellings.</i>	1,835	204
<i>Anticipated completions on unidentified sites 0.4 hectares or larger in the period April 2002 to March 2011 (219 x 9 = 1974).</i>	1,974	219
<i>Anticipated completions on unidentified small sites below 0.4 hectares in the period from the April 2002 to March 2011 (90 x 9 = 810).</i>	810	90
TOTAL	<u>4,619</u>	<u>513</u>

10.10 The identified sites (listed in Appendix 4) are those that had planning permission for housing development at 1st April 2002.

10.11 While all the sites with planning permission are capable of being developed, the Council does not expect all these dwellings to be provided. Sites may be delayed or not implemented for a number of reasons, such as marketing or ownership factors, or the number of dwellings may be changed through revised applications. The Council will closely monitor progress on these identified sites, together with the contribution from windfalls and manage supply to ensure the right amount of new housing is provided in accordance with annualised figures and that overprovision or underprovision does not occur.

10.12 Applications to renew planning permissions on these sites will be determined in accordance with the recommendations in Paragraph 40 of PPG3, for example in terms of the need for a higher quality development which makes more efficient use of the land.

10.13 The Council anticipates that unidentified large sites (0.4 hectares and over) will come forward at a rate of 219 dwellings per annum. This figure represents only the completion rate on brownfield sites between mid-1996 and the end of 1999. No allowance has been made for greenfield windfalls in accordance with Paragraph 36 of PPG3.

- 10.14 The re-use of brownfield land and existing buildings is important not only to revitalising urban areas but also sustainable development. Existing buildings (including empty residential properties) are usually supported by existing infrastructure and, overall, their re-use is likely to be more energy efficient and resource friendly than building new properties.
- 10.15 It is anticipated that small sites (less than 0.4 hectares) will continue to contribute to housing supply at a rate of 90 per annum based on recent completion rates.

Determining Housing Applications

- 10.16 H3. The Council will permit housing development within the urban area provided that the following criteria are met:**

- (i) the site is accessible by public transport, cycling and walking, and is well located in relation to places of work and services;**
- (ii) the development would help to provide a wider choice and better mix of housing types, sizes and tenures;**
- (iii) the existing and potential infrastructure has the capacity to absorb the development; and**
- (iv) if the proposed site has not been developed previously it can be clearly demonstrated that previously developed sites elsewhere in the Borough are so physically and environmentally constrained that they cannot be developed for housing.**

- 10.17 The Policy reflects the aims of PPG3, including: the promotion of sustainable development; urban regeneration through the recycling and efficient use of previously developed land; accessibility; and social inclusion.
- 10.18 The Government believes that it is important to help create mixed and inclusive communities, which offer a choice of housing and lifestyle. It does not accept that different types of housing and tenures make bad neighbours. The Council will encourage the development of mixed and balanced communities and ensure that new housing developments help to secure a better social mix by avoiding the creation of large areas of housing of similar characteristics. The Council will seek to promote mixed tenure by negotiating with developers and liaising with housing association partners to secure the provision of affordable housing.
- 10.19 The Council will give favourable consideration to proposals which provide housing to meet the needs of specific groups, for example, sheltered accommodation for the elderly, and which reflect the housing requirements of ethnic minority communities.
- 10.20 The Council is committed to maximising the re-use of previously developed land and empty properties, and the conversion of non-residential buildings for housing in order to promote regeneration and minimise the amount of greenfield land being taken for development. If a greenfield site is to be considered the applicant must demonstrate that previously developed land (as defined in Annex C of PPG3) elsewhere in the Borough cannot be developed for housing because of the nature of the constraints on the site, for example: the level of contamination; flood risk; and land stability.

- 10.21 Exceptions to the Policy may be made where a proposal conforms with Plan policies R2 and G2 which relate to proposals within countryside and Green Belt respectively.

Affordable Housing

- 10.22 H4. The Council will negotiate with developers to provide an element of affordable housing on suitable sites of 25 dwellings or more, or 1 hectare or more in size. The suitability of sites will be assessed with regard to the following:**

- (i) there is an identified housing need for people on low incomes who cannot afford to rent or buy their own home in current open market conditions in the area of the proposed development;**
- (ii) the proximity of local services and facilities and access to public transport;**
- (iii) the opportunity to secure a broader social mix by adding to the choice of housing types, sizes and tenures available;**
- iv) the particular costs associated with the development of the site; and**
- (v) whether the provision of affordable housing would prejudice the realisation of other planning objectives that need to be given priority.**

Where it is agreed that affordable housing would be more appropriately provided on an alternative site the Council will require a commuted sum from the developer to secure provision elsewhere.

To ensure that initial and successive occupiers enjoy the benefit of affordable housing, occupancy restrictions may be the subject of conditions or legal agreements. However, the Council will not impose controls where occupancy is to be controlled and managed by a Registered Social Landlord.

- 10.23 Government Circular 6/98 - Planning and Affordable Housing, defines affordable housing as 'low-cost market and subsidised housing (irrespective of tenure, ownership – whether exclusive or shared – or financial arrangements) that will be available to people who cannot afford to rent or buy houses generally available on the open market'. Affordability is based on the relationship between local income levels and house prices/rents for different types of household.
- 10.24 The Council will negotiate with developers to provide affordable housing on suitable sites, and encourage and enable provision which is appropriate in meeting identified need and demand.
- 10.25 In some cases it may be agreed between the Council and the developer that affordable housing would be more appropriately provided on an alternative site. In such cases the Council will seek a commuted sum secured by legal agreement to make this provision elsewhere.

- 10.26 The Council considers that there are barriers to accessing affordable housing in Bolton and these can clearly be demonstrated by considering changes in demand and need, the supply of affordable housing and the relationship between house prices and incomes.
- 10.27 There has been a significant increase in demand for social rented housing stock, the housing register has more than trebled from 5391 in April 2000 to 18490 in April 2004 (HIP returns). There has been an 11.5% increase in homeless acceptances over the same period, which significantly affects the Council's ability to re-house families from the general housing register.
- 10.28 There has been a decreasing trend in the number of lettings available in the social rented sector, 3005 lets in 2000/01 down to 2547 in 2003/04. (HIP returns). During the same time period the authority continues to lose stock through Right to Buy sales. Between 1st April 1999 and 1st April 2004 Bolton lost a total of 1,622 units due to the Right to Buy (8% of 2004 total stock). Over the same period only 974 new units have been provided by Registered Social Landlords (RSLs), a net loss to the social housing sector of 648 units. Future affordable housing development through RSLs will be drastically reduced to virtually nil with the recent cuts in the Approved Development Programme by the Housing Corporation.
- 10.29 Using the ODPM Needs Assessment Model as set out in ODPM publication "Local Housing Needs Assessments: A Guide to Good Practise (July 2000)" there is a calculated shortfall of 2766 affordable units for Bolton.
- 10.30 The average house price in Bolton has risen from £92,807 (second quarter 2003) to £126,335 (second quarter 2004) an increase of 36% (Halifax House Price Index). Whilst the local housing market is experiencing this significant increase in house prices – Bolton continues to have a low wage economy, one of the lowest in the region. Average gross income in Bolton is £21,117 per annum (New Earnings Survey). The Council takes its lead from leading money lending institutes when providing a definition of affordability. The Halifax bank, through its income multiples model regards 23% of gross income (28% of net income) as an affordable proportion of income to spend on housing. The Council suggests that affordable housing for sale should not be more expensive than is able to be purchased with a mortgage equivalent to three times the average annual gross full time earnings. The current average property price to income ratio is: $\text{£}126,335 / 21,117 = 6$. This is therefore a recognisable barrier to accessing available affordable housing across the Borough.
- 10.31 H5. New housing developments shall be laid out at a net site density of 30 dwellings or more per hectare unless it can be clearly demonstrated that this is not achievable because of site specific constraints or the need to give priority to other planning objectives.**
- 10.32 PPG3 requires that Local Authorities should, through development plan policies: avoid housing developments which make inefficient use of land; provide for more intensive housing development, particularly around existing centres and close to public transport nodes; and apply a minimum density of 30 dwellings per hectare.
- 10.33 Good design and layout of sites will, in most cases, achieve the density requirements and create attractive, safe and sustainable residential environments.

- 10.34 Net site density is defined as including those areas which will be developed for housing, and directly associated uses, as follows:
1. access roads within the site;
 2. private garden space;
 3. car parking areas;
 4. incidental open space and landscaping; and
 5. children's play areas where these are to be provided.

The definition therefore excludes:

6. major distributor roads;
 7. primary schools;
 8. open spaces serving a wider area; and
 9. significant landscape buffer strips.
- 10.35 The Council will seek higher densities than the minimum of 30 dwellings per hectare on sites around existing centres and close to public transport nodes.
- 10.36 In some cases it may not be appropriate to require that the minimum density is applied. Planning objectives such as the retention of the character of conservation areas or the preservation of local townscape distinctiveness may need to be given priority.

Sites for Gypsies and Travelling Showpeople

- 10.37 H6. The Council will permit proposals for gypsy and travelling showpeople sites provided that:**
- (i) the proposal is located within reasonable distance of local services and facilities;**
 - (ii) it would not adversely affect the amenity of the occupiers of neighbouring properties; and**
 - (iii) it is not located in the Green Belt.**
- 10.38 Legislation defines gypsies as "persons of nomadic habit of life, whatever their race or origin, but does not include members of an organised group of travelling showmen, or persons engaged in travelling circuses, travelling together as such". Travelling showpeople are described in Circular 22/91 as "self-employed business people who travel the country holding fairs, chiefly during the summer months. Although their work is of a peripatetic nature, showpeople nevertheless require secure, permanent bases for the storage of their equipment and more particularly for residential purposes". The Criminal Justice and Public Order Act 1994 repealed the duty, under the 1968 Caravan Sites Act, for local authorities to provide sites for gypsies and it is therefore appropriate for the Council to adopt a criteria based approach to the determination of applications for new sites. The Council owns and operates a gypsy site within the Borough at Hall Lane, Farnworth, which can accommodate 26 pitches. Other privately owned sites exist within the Borough. Proposals for the development of further gypsy and travelling showpeople sites must meet the criteria in paragraph 10.36 and provide high standards of amenities for the potential occupiers.

CHAPTER 11 - COMMUNITY PROVISION

11.01 CP1. THE COUNCIL WILL PERMIT THE DEVELOPMENT OF COMMUNITY FACILITIES IN ACCESSIBLE LOCATIONS.

11.02 Community provision plays an important role in people's lives. Such provision includes schools, sixth form colleges and higher education facilities, health services, and others such as places of worship, social centres, libraries, one-stop-shops, allotments, children's day nurseries and day centres. The Council will ensure that land is reserved for school provision.

11.03 There is a distinction between certain facilities which ought to be close to the communities they serve in terms of need, and those which should be accessible to people from a wider area. Examples of the latter are Bolton Institute of Higher Education, Bolton College and Bolton Sixth Form College.

11.04 These policies aim to provide accessible facilities to local communities that will reduce the reliance on the car and encourage people to walk, cycle or use public transport. The creation of facilities within a local community can help to foster good community relations and reduce the perception of social exclusion.

11.05 CP2. The Council will permit the development of new and replacement primary schools on the following sites, as shown on the Proposals Map:

- (i) 1CP - Pearl Brook, Horwich
- (ii) 2CP – Knutshaw Bridge
- (iii) 3CP – Castle Hill, Tonge Moor
- (iv) 4CP – Wolfenden Street, Bolton
- (v) 5CP – Queen St, Farnworth

11.06 In large areas of new housing, new school provision will be required because existing schools will either be inadequate or too far away. Some existing school buildings are at the end of their useful life and may need to be replaced during the plan period. The Council's aim is to replace all pre-1912 schools. It also intends to provide outdoor recreational and play facilities for all schools, and consideration will need to be given to this when sites become available in areas where existing schools are deficient.

11.07 Sites 1CP, 3CP, 4CP and 5CP are for replacement school buildings. Site 2CP is proposed to satisfy demands arising from new housing. Site 3CP will provide for a new school, together with other community facilities, including a library. In the case of allocation 4CP appropriate provision of playing fields will be required to replace any loss which may arise as a result of redevelopment.

Provision for the expansion of education facilities

11.08 CP3. The Council will permit development for new and expanded education facilities in accessible locations well served by public transport.

11.09 Bolton Institute is seeking to achieve university status and its continued growth as a quality provider of tertiary education is of great importance to the Borough, particularly in the fields of training, research and economic development. Student numbers are planned to increase steadily during the plan period and this will give rise to the need for additional facilities. The

Council will encourage the provision of additional land and buildings to meet such requirements. New facilities must be sited close to good public transport facilities to reduce the reliance on travel by car.

- 11.10 A new site for Bolton Sixth Form College is required during the plan period. The Council will seek to ensure that such a facility will be located close to good public transport links to enable students to travel from within the Borough.

Provision of health and community facilities

- 11.11 CP4. The Council will permit the development of health services and community facilities either close to or accessible to the communities they serve.**

- 11.12 Community facilities include community centres, places of worship, premises for cultural and social activities, libraries, one-stop-shops, children's day nurseries and day centres. Health facilities include clinics, health centres, doctor's surgeries, dentists, and chiropodists.

- 11.13 During the life of the previous plan major health service facilities were consolidated at the Royal Bolton Hospital site, off Minerva Road/Plodder Lane, Farnworth. Although not specifically allocated, the Council will continue to support the location of health service facilities at the Royal Bolton Hospital. The Council will also support the creation of additional facilities within local communities around the Borough.

- 11.14 The Council considers that new community facilities and health services should be either located close to the communities they serve, or in central places, readily served by public transport. Good access to such facilities is important for people to be able use their local facilities and play an important part in their local community which helps to foster good community relations. In considering proposals for community and health facilities, the Council will consider the social needs and problems of the local area.

- 11.15 Where residential development schemes will lead to a substantial increase in the local population and the pressure on local community facilities, the Council may require developers to provide additional community facilities where there is an identified need or pressure on existing services. Specific requirements will be dealt with in planning briefs produced for individual sites.

- 11.16 Over recent years there has been pressure for particular types of facilities. An example of this is the demand from ethnic minority communities for buildings and sites for places of worship and social centres. There is also a growing demand for care facilities as a result of the increasing emphasis on Care in the Community.

- 11.17 In certain parts of the Borough the provision of community facilities is inadequate. In some instances facilities are required to meet the needs of different groups in the population, such as ethnic minorities, religious groups, elderly people, people with disabilities and single parent families. The Council will ensure that the demand for such facilities is met in appropriate locations.

- 11.18 Many community facilities and services are provided by voluntary and other organisations which may cover areas of service outside those provide by the Council, or supplement the Council's existing services. Many of these bodies are non-profit making. The Council will aim to help such organisations in providing community facilities.

CHAPTER 12 - EMPLOYMENT AND THE ECONOMY

12.01 E1. THE COUNCIL WILL PERMIT OFFICE, INDUSTRIAL AND WAREHOUSE (B1, B2, B8) DEVELOPMENT ON ALLOCATED SITES AND SUITABLE LAND WITHIN THE URBAN AREA.

12.02 This policy will help meet the aims of the Plan; providing the widest employment opportunities for all on appropriate sites within the urban area thus promoting urban regeneration, minimising the use of energy by ensuring sites are accessible by a choice of means of transport and encouraging the reuse of brownfield sites thus reducing the pressure and need to release greenfield sites.

Office, Industrial and Warehousing Allocations

12.03 E2. The Council will permit Office, Industrial and Warehouse (B1, B2, B8) development on the allocated sites as shown on the Proposals Map and the Town Centre Inset Map.

12.04 Allocations developed for B1, B2 and B8 uses under this policy will then be subject to protection under Policy E5.

12.05 This policy aims to secure the supply of an appropriate amount of land for B1, B2 and B8 uses in appropriate locations to meet the needs of investors and the economy of the Borough. There has been an annual take up of such sites of just over 7 ha. The land allocated on the plan will allow for development not only to continue at this rate but to expand and thus provides a wide choice of sites in a variety of locations. However due to particular constraints, not all sites will be immediately available thus ensuring that a phased approach to the release of land will occur. The sites listed in Appendix 5 identify the larger sites within the Borough that are allocated for B1, B2 and B8 uses (allocations and sites with planning permission are listed separately). The allocations relate to generally larger areas than individual businesses.

12.06 Regional Planning Guidance advises local planning authorities that when changes are proposed to industrial land allocations, historic commitments should be reassessed against the main aims of this plan and should satisfy PPG4. The allocation of the sites satisfies PPG4 in that it is based on a realistic assessment of needs and ensures that sufficient land of various types is capable of development and is served by adequate infrastructure.

Siting of offices and industrial development on unallocated land (A2 and B1 uses)

12.07 E3. The Council will permit new Offices and Industrial uses (A2 & B1) on land within or adjoining Town and District centres and on other land not allocated in the plan provided the proposal meets all the following criteria:

- (i) it is located within the urban area;**
- (ii) it is accessible by a choice of means of transport;**
- (iii) it is well related to a significant local workforce; and**
- (iv) the proposal would not adversely affect the amenities of any adjoining uses.**

- 12.08 The specific definition of a B1 use, as set down in the Town and Country Planning Use Classes Order, is one which can be carried out, in a residential area, without detriment to the amenities of that area by reason of an increase in noise, smell, fumes and traffic. Sites in and adjoining centres are by definition of this policy preferred in locational terms for B1 uses, adopting the principles of using the sequential approach within PPG6 when the use may attract a large number of people.
- 12.09 Criteria (i), (ii) and (iii) are based on government guidance, and in respect of the UDP, the objectives of providing a broad range of employment opportunities, highly accessible by both firms and employees and the reduction for the need to travel, particularly by car are achieved. The Council considers that these sites provide for a wide choice and therefore, help achieve the sustainable development objectives of the Plan.

General industrial and warehousing development on unallocated sites

- 12.10 E4. The Council will permit Industrial and Warehouse (B2 & B8) development on land not allocated in the plan provided the proposal meets all the following criteria:**

- (i) it is located within the urban area;**
- (ii) it is accessible by a choice of means of transport;**
- (iii) it is well related to a significant local workforce;**
- (iv) the proposal would not adversely affect the amenities of any adjoining uses.**

- 12.11 This policy satisfies the principles of providing opportunities and choice for employers and employees, encourages reuse of previously developed land, promotes investment within the Borough and minimises the use of energy through reducing the need to travel, particularly by car.

- 12.12 The Council considers that these sites provide for a wide choice and therefore, in the interests of achieving the sustainable development objectives of the Plan.

Protection/regeneration of existing employment areas

- 12.13 E5. The Council will permit development proposals that safeguard the existing industrial areas shown on the Proposals Map for Office, Industrial and Warehouse (B1, B2 & B8) purposes. Development proposals for alternative uses or development will be assessed against the following criteria, and provided that the benefits of the proposal outweigh any disadvantages permitted:**

- (i) the existing access to the site is proved to be unsatisfactory in terms of maintaining the industrial use of the site and improvements cannot be undertaken which would improve the situation by meeting current industrial access standards.**
- (ii) the development proposal would remove an existing land use conflict with neighbouring uses.**
- (iii) the applicant has demonstrated that the site has been unsuccessfully marketed for re-use or redevelopment for industrial/business purposes.**
- (iv) the proposal does not result in an overall shortage of B1, B2 and B8 land and premises**

- 12.14 Suitably located good quality employment land and/or premises represent the Borough's most important employment resources. It can provide readily available locations for new and expanding firms, as well as potential for those who are seeking to relocate within the Borough. The intention of this policy is to protect those existing industrial areas that are well suited to their continued use for industrial uses, both to ensure that sites are available for existing Bolton firms and for incoming companies. The policy protects general areas and not specific buildings. The areas that are of particular significance and satisfy the above general criteria are shown on the Proposals Map. Other uses may be acceptable. Any proposal would be assessed against the policy as whole, other policies of the plan, as well as the specific circumstances of each site.
- 12.15 In terms of assessing whether an overall shortage of land and premises would result from a proposal under criterion (iv) the Council currently monitors annually the supply of industrial land and its availability in both the short and longer term. Analysis of this against recent and past trends in take up rates provides the basis for consideration whether allowing a change of use from employment use would result in an overall shortage of industrial land.

Improvement of existing industrial areas and premises

- 12.16 E6. The Council will permit proposals which involve the modernisation or replacement of obsolete buildings for industrial and business uses which contribute to the improvement of industrial and business areas and premises, provided the proposal meets all of the following criteria:**

- (i) it is located within the urban area;**
- (ii) it is accessible by a choice of means of transport;**
- (iii) it is well related to a significant local workforce; and**
- (iv) the proposal would not adversely affect the amenities of any adjoining uses.**

- 12.17 Bolton has numerous industrial and business premises, which are well suited to their use. Some areas, particularly older industrial ones, have a poor environment, inadequate infrastructure and poor quality highways, and areas of vacant land and buildings. Most of these areas can be improved to make them more suitable for modern industrial enterprises and measures can be taken to lessen any adverse effects on adjoining land uses, particularly housing. Reflecting the Borough's industrial tradition, the policy seeks to retain mills in industrial use. Further advice is available in the Council's Mill Strategy. This policy assists in the implementation of the Council's challenge and industrial improvement programmes and advice within PPG4 relating to the promotion of economic growth and encouraging high quality environments. Outside the urban area policy advice is set out in the relevant policies for Green Belt and Protected Open Land.

Working from home

- 12.18 E7. In residential areas, the Council will permit development proposals for the use of a dwelling for business working from home, in whole or in part, provided that they do not adversely affect the living conditions of nearby residents - in terms of noise, smells, traffic and a loss of off-street parking.**

12.19 The Council recognise that increasingly, with the progression of technology, certain business activities can be carried out at home without detriment to the existing amenities of the surrounding area. This Policy also recognises the contribution that working from home makes to the variety and success of the overall economy of the Borough. It also meets the sustainable objectives of the plan particularly by reducing the need to travel to work. Applicants should refer to Draft Planning Control Policy Note 24 'Working from Home.'

Tourism

12.20 E8. The Council will only permit tourist attractions, accommodation or facilities which respect the scale, nature and character of the local area in which they are proposed.

12.21 Tourism has an important part to play in supporting the economy of Bolton and it provides both employment opportunities and facilities for visitors and local residents. However there may be instances where the provision of tourism facilities such as hotels and visitor attractions may compromise other objectives of the Plan, particularly when proposals are located in the Green Belt and other environmentally sensitive areas. In considering proposals the Council will wish to balance economic and other benefits against any other relevant considerations.

CHAPTER 13 - RETAIL AND LEISURE

13.01 S1. THE COUNCIL WILL PERMIT RETAIL AND LEISURE DEVELOPMENT ON ALLOCATED SITES AND ON OTHER NON ALLOCATED SITES WHICH CAN BE SHOWN TO SATISFY THE SEQUENTIAL APPROACH AND WHICH HAVE BEEN DEMONSTRATED TO ALSO MEET THE TEST OF NEED AND OTHER NATIONAL POLICY TESTS.

13.02 This policy sets out the general intention of the plan in respect of retail and leisure development. It is consistent with government advice contained in PPG6 – “Town Centres and Retail Developments”, which emphasises the philosophy of development being led by the development plan system through positive allocations which promotes sites that meet the sequential test and which can be shown to meet a need both in quantitative and qualitative terms.

13.03 It conforms with the principles of the plan by providing choice in terms of shopping facilities in particular and also other uses best located within centres; encouraging reuse of brownfield sites and thus promoting urban regeneration; maintaining and improving the town centres and minimising the need to travel, particularly by car.

13.04 A positive approach to retail development will be taken by allocating sites that would, either in whole or part, be appropriate for retail development and encompasses the principles of the sequential approach whereby first preference for retail development is for regional and local town centre sites followed by sites on the edge of these centres, district centres, local shopping centres and only then by out of centre sites which are accessible by a choice of means of transport.

Retail allocations

13.05 S2. The Council will permit retail development on the following sites, as listed below and shown on the Proposals Map and the Town Centre Inset Map:

(i)	R1	Central Street, Bolton (Town Centre)	9.25ha
(ii)	R2	Trinity Street/Crook Street (Edge of Centre)	9.00ha
(iii)	R3	Bury Road, Brightmet (Local Centre)	0.56ha
(iv)	R4	Chorley Old Road, Mornington Road (District Centre)	1.76ha
(v)	R5	Bentinck Street, Chorley Old Road (District Centre)	0.40ha
(vi)	R6	Cambrian Works, St. Helen's Road (Local Centre)	0.44ha

13.06 More detail on each of the sites is provided in Appendix 6. The policy takes a positive approach to the retail development market in allocating sites that are, in locational terms, consistent with PPG6 provide for choice whilst ensuring that the scale of development is compatible with the existing centre. Site selection and allocation reflects the sequential approach established by PPG6. A retail capacity study was carried out by CB Hillier Parker in November 2001. This was carried out to establish whether there was need for new retail development in the Borough up to 2011: and if so, how it should be accommodated taking into account the sequential approach. Its conclusions support the approach taken in the plan and specifically encourage the largest allocation in Bolton Town Centre at Central Street (R1) and accept the commitments at Trinity Street (R2) for food and non-food retail development. The allocation of R2 although an edge-of-centre site, demonstrates the Council's commitment to retail uses on the site and its intention to renew existing permissions on the site should they lapse.

- 13.07 The sites identified may be brought forward for retail in whole or as part of a development of mixed uses which could include appropriate amounts of office and leisure uses.

Retail development on unallocated sites within centres

- 13.08 S3. The Council will permit, on sites not allocated on the Plan, retail and leisure developments of appropriate scale and character within the centre(s) as defined by the hierarchy of centres listed below and shown on the Proposals Map.**

Sub Regional Town Centre

Bolton

Local Town Centres

**Farnworth
Horwich
Westhoughton
Little Lever**

District Centres

**Harwood
Broughton
Astley Bridge
Chorley Old Road**

Local shopping centres

**Bromley Cross
Deane Road
Derby Centre
Kearsley
Tonge Fold
Daubhill and St. Helens Road
Halliwell Road
Tonge Moor Road
Blackrod**

- 13.09 This hierarchy of centres complies with the advice set down in PPG6, based on their function and composition. However, this has been refined further by identifying Bolton Town Centre as a sub-regional Town Centre to reflect its sub-regional importance within Greater Manchester and its catchment area, which extends well beyond the borough. It is also considerably larger in terms of retail floorspace, number of multiple retailers and levels of footfall than the other four town centres. Bolton as the main centre within the Borough and a sub-regional centre within the Greater Manchester conurbation is the main focus of community facilities (including shops, leisure and places of work) and the transport network within the Borough. Farnworth, Westhoughton, Horwich and Little Lever are defined as local town centres, which provide a broad range of facilities and services, fulfilling a function as a focus for the more locally defined communities in the towns separated from the main urban area of Bolton and public transport services. District centres within the urban area of Bolton contain groups of shops, with at least one food supermarket and other

non food services such as banks and restaurants and the local centres found throughout the Borough comprise small groups of shops serving local needs. Further policies, which might be relevant to the centres, are set down within Chapter 10 Town Centres.

- 13.10 The establishment of this hierarchy will determine the Council's approach to development within the various centres, bearing in mind the sequential approach to preferred locations for retail development.
- 13.11 Applications in excess of 2,500 sq. metres gross floorspace, should be accompanied by a separate report and provide an assessment of the developments impact on existing centres, taking into account recently completed developments and outstanding permissions. Both quantitative and qualitative information relating to the need for the development should also be included as part of any Retail Impact Assessment, with greater weight being given to quantitative need. Smaller schemes may also be required to provide similar information if it is considered that the development would have a significant impact on the smaller district and local centres within its catchment area.
- 13.12 The Policy deals with change over the plan period in the pattern and nature of the retail market and will ensure that the Borough maintains an efficient, competitive and innovative retail sector.

Assessment of retail proposals outside defined centres

- 13.13 S4. The Council will only permit retail developments on sites outside the defined centres which meet all the following criteria:**

- (i) the applicant has demonstrated the need for the development in terms of quality and quantity; and**
- (ii) the applicant has demonstrated that the sequential approach to site selection has been adopted and that no sites exist within or on the edge of the centres identified in Policy S3, which are suitable, viable for the proposed use and are likely to become available within a reasonable period of time;**
- (iii) the proposal, either by itself or together with recently completed developments or outstanding planning permissions, will not harm the vitality and viability of any nearby town, district or local centre;**
- (iv) the proposed site is accessible by a choice of means of transport.**

- 13.14 The policy meets the plan objectives of increasing choice, concentrating developments on previously used land, maintaining the health of existing centres and minimising the need to travel, particularly by car thus reduce the use of energy resources. The particular emphasis however still promotes the development of retail uses towards existing town and district centres.

- 13.15 As with proposals to which Policy S3 applies, applications in excess of 2,500 sq. metres gross floorspace will need to be accompanied by a separate report providing an assessment of the development's impact on existing centres, taking into account recently completed developments and unimplemented planning permissions. Both quantitative and qualitative information relating to the need for the development should also be included as part of any Retail Impact Assessment with greater weight being given to quantitative need.

- 13.16 The Policy deals with change over a reasonable period of time in the pattern and nature of the retail market and will ensure that the Borough maintains an efficient, competitive and innovative retail sector.

Local shopping facilities

- 13.17 S5. The Council will permit development proposals for small-scale shopping facilities, designed to meet the needs of the immediate locality, in residential areas within the urban area and elsewhere - provided that they do not adversely affect the amenities of adjacent uses due to increased noise and traffic.**

- 13.18 Local shops meet people's day-to-day needs and thus reduce their need to travel. Such facilities also play a crucial role in local community life by providing and maintaining these shops and also ensures that those people who do not have access to a motor vehicle are not unduly penalised. The Council recognises that outside the urban area village shops can play a vital economic and social role and assist in maintaining villages as viable communities. The Council will consider favourably proposals for conversion and extension of village shops designed to improve viability.

- 13.19 The Council will consider the conversion and extension of village shops that will improve the viability of local centres. For the purpose of this policy the Council consider a store of approximately 100 sq. metres or less as small scale and serving local needs.

Retail Warehouse Parks

- 13.20 S6. The Council will not permit development proposals for changes to the nature and pattern of the existing/permitted Retail Warehouse Parks, listed below and shown on the Proposals Map, where they would adversely affect the vitality and viability of the centres defined in Policy S3. Proposals will be assessed against the criteria in Policy S4:**

Middlebrook Retail Park, Horwich.

Manchester Road, Bolton.

Bolton Gate Retail Park, Bolton.

Trinity Street/Crook Street, Bolton.

Trinity Retail Park.

- 13.21 Changes in the types of goods sold and the possible subdivision of larger units into a number of smaller units could result in developments changing their very nature and trading in direct competition with existing centres in a manner that could result in the vitality and viability of those centres being undermined. This policy satisfies the main objectives of the shopping policies of the plan and is implemented via the development control process.

- 13.22 Retail Warehouse Parks accommodate, in the main, large showroom spaces that cannot easily be located or accommodated within the town centres and bearing this in mind the Council have imposed conditions or entered into planning agreements with developers to prevent such developments from being either subdivided into a large number of smaller units and/or comparison goods being sold that can be readily be accommodated in the centres and directly competing with the Borough's traditional town centre retailing.

- 13.23 Any planning applications to amend such conditions and/or planning agreements on these retail parks will be dealt with as fresh applications and should be accompanied by the relevant information required by Policy S4.

Hot Food Take Aways and Restaurants

- 13.24 S7. The Council will permit development proposals for hot food take-aways and restaurants that do not adversely affect the living conditions of nearby residents or the operation of neighbouring uses. Proposals will be assessed against the following considerations:**

- (i) highway safety, including parking;**
- (ii) noise and disturbance; and**
- (iii) smells/odours**

- 13.25 Restaurants and hot food take-aways are an essential feature of most town centres and are increasingly common in local shopping parades in residential areas. Proposals for new developments and changes of use of this kind can be the cause of concerns from neighbouring uses by virtue of highway safety, parking, noise and disturbance, and smells/odours. The policy will ensure that such uses are suitably located so as to not adversely affect the living conditions or the operations of neighbouring uses. Conditions may be imposed to control matters such as the hours of operation, the timing of deliveries, the provision of extraction and filtration systems and noise control measures to protect residential amenity.

- 13.26 The plan also proposes to promote an increase in town and district centre living and the amenity of these residents also needs to be protected. Applications will be determined upon the criteria based in the policy, plus appropriate material considerations relating to the development.

- 13.27 Applicants should refer to Planning Control Policy Note 9 'Location of Restaurants, Cafes and Hot Food Takeaways in Urban Areas' when making an application.

Leisure

- 13.28 S8. The Council will permit major leisure and cultural facilities within Bolton Town Centre or the Local Town Centres defined in Policy S3.**

Where an applicant can demonstrate that no suitable site is available within Bolton Town Centre or a Local Town Centre, appropriate proposals may be permitted on sites adjacent to these Town Centres, provided that they are easily accessible by public transport and in the case of Bolton Town Centre, it is within 500 metres of Bolton Interchange or Bolton Bus Station. If there are no suitable sites available either within or adjacent to the Town Centre, appropriate proposals may then be permitted elsewhere within the urban area.

On all sites outside Bolton Town Centre or a local town centre, the following criteria must be satisfied:

- (i) the applicant must demonstrate that the impact likely to result from the development, including the impact of other recent and proposed leisure developments, would not undermine the**

- vitality or viability of any nearby town or district centre, including those outside the Borough;**
- (ii) the site is well served by public transport and is readily accessible by foot and cycle; and**
 - (iii) the applicant has demonstrated that there is a need for the development.**
 - (iv) the applicant has demonstrated that the sequential approach to site selection has been adopted and that no sites exist within or adjacent to the centres identified in Policy S3.**

For the purposes of this policy major leisure and cultural uses are defined to include cinemas, theatres, concert halls, bingo halls and casinos, dance halls and nightclubs, and indoor recreation facilities (such as swimming pools, sports centres, fitness centres, skating rinks and bowling alleys) of more than 1000 sq metres gross floorspace.

- 13.29 This policy puts into effect the main elements of PPG6 as it relates to leisure uses. Essentially, those uses which are likely to generate the most trips should be either in Bolton Town Centre or one of the local town centres. The definition of leisure and cultural facilities is based on Use Class D2 – Assembly and Leisure, but extended to include theatres, but limited to exclude indoor recreation facilities of under 1000 sq metres and to further exclude outdoor recreation facilities. Smaller scale built leisure facilities such as pubs and small gymnasias are excluded from the policy on the grounds that they are not major generators of trips and should be located close to where people live and are best located in local centres. District and Local Centres have been excluded from the hierarchy because many of the leisure facilities defined would not be appropriate.

CHAPTER 14 - TOWN CENTRES

14.01 TC1. THE COUNCIL WILL PERMIT DEVELOPMENT PROPOSALS THAT SUSTAIN AND ENHANCE THE VITALITY AND VIABILITY OF THE CENTRES DEFINED IN POLICY S3.

14.02 Planning for town centres is a key element of Government guidance as established in PPG6, the principles of which are to maintain and improve the vitality and viability of centres, which require a diversity of uses and the consideration of their attractions, accessibility and amenity. While the Council recognises and supports the shopping function of its town centres, it acknowledges that the diversity of uses in town centres, and their accessibility to people living and working in the area, make an important contribution to their vitality and viability. The plan therefore supports diversification and this may include different but complementary uses, during the day and in the evening, which can reinforce each other, and make town centres more attractive to local residents, shoppers and visitors. The Council has prepared a Town Centre Strategy for Bolton Town Centre along with various action plans including a Town Centre Land Use Plan. Policy Statements and Management Plans for the other defined town and district centres within the Borough are important to ensure that the health of these centres is maintained and enhanced. Such Policy Statements and Plans have been approved or are under preparation for all the other Town and District Centres as defined by Policy S3.

Town Centre Living

14.03 TC2. The Council will permit proposals, within the defined Bolton Town Centre, the Local Town and District Centres, which promote town centre living including new build and conversions, including changes to upper floors for residential use subject to the details of any proposals providing for separate and independent access points which enable the alternative use of these upper floor uses to be brought forward.

14.04 The Council aims to raise the resident population of the Town and District Centres in line with the Councils 'Strategy for Town Centre Living.' It is widely recognised that housing is a key element in urban regeneration, and the strategy aims to ensure that a mix of social and private housing provision contributes to the vitality and viability of the town centre and minimises the waste of usable accommodation. Increasingly the town centre population will contribute to the evening economy and provide additional levels of self-policing, security and safety This can however only be achieved if development proposals take proper and full account of the need to ensure that in layout and design terms upper floors are capable of being separately accessed and where adequate design measures are implemented to protect the amenities of possible residents.

Bolton Town Centre

14.05 TC3. The Council will permit proposals to introduce a greater mix of restaurants, bars, leisure facilities, entertainment venues, public art and festivals within the Evening Economy area, defined for such purposes on the Town Centre Inset Map.

14.06 The area is shown on the Proposals Map which reflects the 'Town Centre Land Use Plan.' The Council, in partnership with the leisure industry, have

developed a clear strategy and policies for uses that support the evening economy of Bolton Town Centre.

14.07 TC4. The Council will reserve the defined Core Shopping Area within Bolton Town Centre at pedestrian access level, as shown on the Town Centre Inset Map, primarily for shopping uses under Class A1 of the Town and Country Planning (Use Classes Order) 1987. The Council will permit the change of use from retailing to non-shop uses at pedestrian access level on defined primary shopping frontages within the Core Shopping Area and at upper floor levels only where the resulting non-retailing uses would not exceed 25% of that frontage. Where this figure would be exceeded, the Council will not permit the change of use unless it is satisfied that the proposal would not adversely affect the vitality and viability of Bolton Town Centre.

14.08 The Council recognises that service uses and other uses within the Town Centre are not out of place in prime shopping streets and indeed they are an essential element in meeting the objectives of the plan to providing a mixture and range of facilities accessible to all. The Council will however limit their number in order that they will not damage the character of the shopping streets. Outside primary frontages the Council considers a greater mix of retail and service uses to be appropriate. The 25% threshold relates to the length of frontage and not the proportion of floorspace or number of premises. Primary frontages consist of groups of properties whose frontage is unbroken by gaps such as roads or side streets. The Council considers the 25% frontage limit to be an appropriate threshold which allows flexibility for the introduction of non A1 uses into primary shopping frontages while ensuring that sufficient A1 uses remain to maintain the character of Bolton's prime shopping streets. Above this level there is the possibility that the over-proliferation of non-retail uses may cause harm, including the introduction of dead or blank frontages and result in a reduction in activity and pedestrian footfall, to the detriment of the Town Centre. Where the 25% level would be exceeded the Council will therefore consider the impact of the change of use on the vitality and viability of Bolton town Centre.

14.09 TC5. The Council has allocated the following areas, shown on the Town Centre Inset Map, for redevelopment and/or reuse of existing buildings for mixed uses:

(i)	MU1	St Georges Street	5.4ha
(ii)	MU2	Church Wharf	3.0 ha
(iii)	MU3	Mawdsley Street	2.4ha

14.10 Mixed-use developments ensure a diversity of use in the Town Centre. A mixture of businesses, dwellings and offices increase activity and stimulate shopping, restaurants, cafes and other business developments to serve them. This links strongly to the identified Evening Economy Zone which, it is envisaged, will interrelate with any mixed use redevelopment proposals for the sites allocated. The increase in activity can also contribute to an increase in perceived personal safety and it may encourage owners to keep their property in good repair. This in turn adds to vitality and viability of the Town Centre.

14.11 The Council will prepare planning briefs to clarify the mix of uses preferred and to bring forward mixed use developments on appropriate sites. A mixture of business, residential, offices, cultural, leisure and retail uses would be appropriate as part of the overall development of these sites and in all cases redevelopments will also need to ensure that adequate car parking is provided.

14.12 TC6. The Council will permit the expansion, conversion or redevelopment of the sites and premises for the uses identified below, as shown on the Town Centre Inset Map:

- (i) 42E Shiffnall Street 4.2 ha (Primarily Use Classes B1, B2, B8)**
- (ii) 43E Wood Street 2.2 ha (Primarily Use Classes A2 & B1)**

On these sites, the Council will not permit redevelopment or the use of vacant business, general industrial, storage or distribution sites or premises for non-employment purposes. Exceptions to this may be made where:

- (i) the proposed use would cause no traffic, amenity or conservation problems; and**
- (ii) the applicant has made every reasonable attempt to secure business re-use and the application is supported by a statement of the efforts which have been made.**

14.13 Bolton Town Centre has established commercial areas which the Council see as a valuable asset and which add to its overall vitality and viability. It is the preferred location for business development with prime communication links and a high standard of environment. The continuation of such uses and their development in the Town Centre will be encouraged and promoted.

14.14 Shiffnall Street and Wood Street present opportunities due to specific site development potential and location. Shiffnall Street offers an opportunity for redevelopment and re-use, and also benefits from close proximity to Higher Education and Town Centre uses and accessibility by all modes of transport. Pre-dominant uses within this area are B1, B2 and B8. The majority of Wood Street is subject to conservation area status and a number of the buildings are listed. Any development must be sympathetic to this. The area is primarily an existing quality office location. Redevelopment or re-use for the range of uses listed in the policy in these two areas will contribute to the overall vitality and viability of Bolton Town Centre.

14.15 TC7. The Council will protect the following sites, as shown on the Town Centre Inset Map, for multi-storey car parking:

- (i) MCP1 Folds Road 0.6ha**
- (ii) MCP2 Brightmet Street 0.7ha (part)**
- (iii) MCP3 The Beehive 0.6ha (part)**

Exceptions to this policy may be permitted where:

- (i) alternative provision to an equivalent or better standard is made as part of the proposal in an appropriate location; or**
- (ii) it can be proven that there is no need for the facility in relation to present or future needs.**

14.16 The Council's approved car parking policy aims to reduce the amount of surface level car parking and encourage the development of multi-storey car parks to accommodate those spaces lost. The Town Centre Transport Strategy will provide further detail when prepared. The development of MCP3 will have to be considered in conjunction with and as part of the major redevelopment of the Central Street allocation as listed under Policy S2.

14.17 TC8. The Council will protect the following site, as shown on the Town Centre Inset Map, for development as a strategic town centre development opportunity.

(i) Bollings Yard 2.3 ha (part)

14.18 This site offers a significant opportunity for a major development on a key town centre site, which should be addressed in a comprehensive manner, consistent with future improvements to passenger facilities and access to Bolton Station. As a site within the centre, close to a choice of public transport the possible mix of uses this site may accommodate would all add to the variety and vitality of the centre and could include offices, hotel/leisure, residential and retail of appropriate scale with car parking taking account of the change in levels on the site. Its location adjacent to the main railway station and the importance of this approach into the Town and the Listed Technical College building, dictate that development must be of a high standard in terms of design.

14.19 TC9. The Council will not permit development which would result in the loss of, or detriment to, formal open spaces and the visual links between them within Bolton Town Centre, as shown on the Town Centre Inset Map.

14.20 In order to provide attractive entrance points that are welcoming to people who wish to work, live, shop or play in the Town Centre, the Council will produce detailed briefs to guide the enhancement of open space sites. The use of open spaces can be greatly increased by better management and maintenance and by strengthening and enhancing linkages between spaces. The Council is currently preparing a document called 'Cafe Society' which will encourage, in appropriate cases, the setting out of chairs and tables adjacent to restaurants in pedestrianised areas. The Council is also preparing a code of practice for 'Tackling the Eyesores' in Bolton Town Centre.

14.21 TC10. The Council will not permit the development of new car parking within the inner road box of Bolton Town Centre other than that which is identified for car park development shown on the Town Centre Inset Map and listed under Policy TC7. (For the purpose of this Policy the inner road box is defined by Deansgate, Knowsley Street, St. George's Street, Bridge Street, Bradshawgate, Great Moor Street and Blackhorse Street.)

14.22 The Council, due to its desire to reduce the amount of extraneous traffic in the town centre, will not grant planning permission for new car parks inside the town centre inner road box, even where such use is temporary pending future redevelopment of the site.

CHAPTER 15 - MINERALS

15.01 M1. THE COUNCIL WILL PERMIT DEVELOPMENT PROPOSALS FOR THE EXTRACTION OF MINERALS, SUBJECT TO THE MINERALS POLICIES AND OTHER POLICIES OF THE PLAN.

15.02 Minerals are important natural resources and extraction provides essential raw materials for the power, construction and manufacturing industries. There are geological reserves of coal and of gritstone, sand, gravel, clay and peat in the Borough.

15.03 Minerals can however only be worked where they occur and the location, scale and duration of workings mean that they can have significant impacts on the environment. The Council wishes to ensure that, in line with Regional Guidance, where minerals are extracted this is carried out in an environmentally acceptable way and that sites are effectively restored. This accords in particular with plan objectives of protecting and enhancing the natural environment while recognising potential employment opportunities.

Minerals Areas of Search

15.04 M2. Areas of Search have been defined on the Proposals Map. These relate to sand, gravel, sandstone/gritstone and opencast coal. It is expected that any requirement for the particular minerals would be met primarily from within the Areas of Search identified in the plan, rather than outside them. Planning applications will be judged on their specific circumstances, having regard to other policies of the plan. Proposals for mineral extraction outside Areas of Search should be supported by reasons why any requirement could not be met from within the Areas of Search.

15.05 National planning guidance indicates that Mineral Planning Authorities should indicate areas of possible future mineral extraction. This plan carries forward the approach of the Adopted Plan and identifies Areas of Search.

15.06 These Areas of Search, which are shown on the Proposals Map, have been carried forward, with one slight modification, from the Adopted Plan. They were originally defined using a sieve map technique, which overlaid a range of planning constraints on the mineral resources in the Borough and then adjusted these further to exclude areas where mineral working was thought to be unlikely on either planning or other geological/technical grounds. Some changes in constraints have taken place since then and will continue to take place during the Plan period. Any changes in these will need to be taken into account at the time of a planning application in an Area of Search.

15.07 The Council will also consider proposals for mineral extraction against the detailed criteria of policy M3 and other policies of the plan. Those of particular relevance deal with the protection and enhancement of the natural, built and historic environment and amenity. These are dealt with in chapters 3 to 7 of the Plan: Countryside and Rural Economy, Green Belt, Nature Conservation, Environmental Management and Design and the Built Environment.

Determining planning applications

15.08 M3. The Council will permit development proposals for mineral exploration and working provided that:

- (i) the access to the site, taking into account the traffic generated by the proposal, will not adversely affect the safety of highway users in its vicinity – including pedestrians, and the traffic generated by the proposal will not adversely affect the safety of highway users – including pedestrians – on links between the site and the strategic route network;
- (ii) where an Environmental Statement is required the applicant has demonstrated need for the mineral, taking into account its quality, the proposed market and the availability of secondary and recycled materials;
- (iii) reserves of the mineral in terms of both quality and quantity have been proved;
- (iv) in the case of drift mining and deep mining, a scheme of working is agreed with the Council intended to minimise subsidence and the risk of damage to buildings, structures and land;
- (v) it will not prevent the working of other mineral deposits of significant value;
- (vi) notwithstanding that a proposal is in every other way acceptable, it does not adversely affect a particular locality as a result of the increase in the extent of active workings;
- (vii) notwithstanding that a proposal is in every other way acceptable, it does not result in the sterilisation of significant quantities of minerals within the site or in adjacent areas, by reason of working methods;
- (viii) in determining development proposals for opencast coal, sandstone and gritstone workings - including associated operations - the Council will assess whether an adequate buffer zone can be established between the mineral development and neighbouring, incompatible non-mineral development or land uses;
- (ix) existing transport routes are retained and protected;
- (x) they include a scheme of working including the removal and storage of topsoil and subsoil, landscaping, restoration and aftercare, providing where appropriate for progressive working and progressive restoration;
- (xi) they make provision for the processing and disposal of the mineral;
- (xii) they make provision for the disposal of mineral waste;
- (xiii) they make provision for screening and landscaping while work is in progress;
- (xiv) where applicable, extraction is required to prevent the sterilisation of minerals under other forms of built development;
- (xv) evidence regarding the availability of suitable filling materials for restoration and the earliest implementation of restoration from on-site or imported material;
- (xvi) where applicable, proposals assist in reclaiming derelict and degraded land without compromising planning constraints and residential amenity;
- (xvii) in the case of coal extraction, whether open cast or deep-mine and colliery spoil disposal, the sequential tests outlined in paragraph 8 of MPG3 (1999) are met.

- 15.09 The Council will consider proposals for mineral operations against other policies of the plan in addition to the criteria of M2. Those of particular relevance deal with the protection and enhancement of the natural, built and historic environment and amenity. These are dealt with in chapters 3 to 7: Countryside and the Rural Economy, Green Belt, Nature Conservation, Environmental Management and Design and the Built Environment.
- 15.10 The Council will take into account relevant policies of the UDP when considering restoration and proposed afteruses. In some cases restoration for nature conservation may be appropriate which will help to contribute to the biodiversity of the Borough.
- 15.11 Criterion (ii) deals with need. It is national planning policy that applicants do not usually have to prove the need for a proposed development or discuss the merits of alternative sites except where an environmental statement is required, although need may be a consideration where material planning objections are not outweighed by other planning benefits. However, it is almost invariably the case that mineral extraction will give rise to some environmental harm, and in practice the issues of need and alternative sources are usually relevant material planning considerations in the determination of such applications. Therefore when an environmental assessment is required it will usually be appropriate for the statement to include an appraisal of the main alternatives.
- 15.12 As stated in criterion (vi) even where such matters as access and restoration proposals are adequately dealt with, a concentration of active sites in a restricted locality may not be acceptable. Conversely, as stated in (vii) a proposal which is so small or inadequate in its scheme of working that it leaves large quantities of minerals unworked or sterilises adjoining deposits, will not be approved.
- 15.13 Criterion (viii) requires the provision of an adequate buffer zone between mineral workings and other development such as housing. Bolton's UDP (1995) and practice in recent years throughout Greater Manchester have applied a 200-metre stand-off. However, rather than imposing this arbitrarily, the Council will seek a distance that is effective, but reasonable taking into account the nature of the mineral extraction activity (including its duration), the location, the topography, the nature of any nearby sensitive development such as housing, the characteristics of the environmental effects likely to arise and the mitigation measures that are possible. The criterion refers to opencast coal, sandstone and gritstone as these have been the principal minerals worked in the Borough in recent years, and the quarrying of sandstone and gritstone still takes place.
- 15.14 Criteria (ix) to (xiii) ensure that all proposals for mineral working must show that the sites can be screened, worked and restored, that the processing and transportation of the mineral will not give rise to planning problems in themselves and that there are means of disposing of waste generated from the mineral workings. Criterion (xiv) aims to prevent the loss of valuable minerals through sterilisation by other built development. The Council wish to ensure in considering proposals that material is available to ensure restoration of land to productive use within a reasonable timescale, criterion (xv). Criterion (xvii) refers to MPG3 on coal mining and colliery spoil disposal. This introduces a presumption against these activities unless certain tests are met.
- 15.15 The intentions of this policy accord with the objectives for sustainable development for mineral planning set out in revised MPG1.

Conditions to be applied/Legal Agreements

15.16 M4. The Council will impose the following controls on proposals, which it considers acceptable in principle to:

- (i) limit the period of operations;**
- (ii) control levels of noise and vibration;**
- (iii) control the hours of working and maintenance;**
- (iv) ensure satisfactory access to the site;**
- (v) prevent or control the production and disposal of polluted water and dust;**
- (vi) reduce the impact of blasting;**
- (vii) ensure the satisfactory disposal of waste materials arising from mineral working;**
- (viii) limit the visual impact of the development;**
- (ix) ensure the stability of the surrounding land;**
- (x) ensure that the site is satisfactorily restored through the imposition of conditions, including where appropriate, those necessary for soil stripping, storage and replacement so that an optimum restoration can be achieved;**
- (xi) protect water resources and public service infrastructure;**
- (xii) ensure that restoration to agriculture, forestry or amenity uses including nature conservation meets certain standards and impose appropriate aftercare conditions covering a maximum five year aftercare period, unless extended by mutual consent, having regard to current Government guidance.**
- (xiii) ensure that where public rights of way are affected, they are only temporarily diverted and fully restored following the completion of operations.**

15.17 No matter how well located such development may be, there is always a need to ensure that precise standards of working and restoration are adhered to. In addition to the requirements of M3, the Council will consider imposing further conditions or legal agreements where other policies of the plan are of relevance.

Aggregate Mineral Workings

15.18 M5. The Council will permit development proposals for new aggregate mineral workings, or extensions to existing workings, subject to an overall assessment of:

- (i) any identified requirement for the proposal to make a contribution towards the maintenance of Greater Manchester's share of the regional production of aggregates; and**
- (ii) any identified requirement for the proposal to make a contribution towards the maintenance of a supply of reserves with planning permission within Greater Manchester.**

15.19 The adequate and steady supply of aggregates is necessary for the maintenance of economic growth. However this has to be balanced against the environmental implications of mining aggregates and the availability of secondary and recycled aggregates. Once sufficient sites have planning permission to meet the need for a particular mineral, additional permissions merely serve to increase blight and use up reserves prematurely. The over provision of primary aggregates might also prove a disincentive to industry to

consider the use of secondary or recycled aggregates. Mineral extraction requires high capital investment and long lead in times. Land banks are necessary to enable the aggregates supply industry to respond speedily to fluctuations in demand and so maintain supply.

- 15.20 In the case of aggregates the North West Regional Aggregates Working Party provides technical advice regarding the apportionment of aggregate requirements. The contribution that a proposal can make towards this requirement is a relevant factor to be considered in assessing it. Reflecting MPG6, and pending its review, the Council will work together with other minerals planning authorities to make provision for the agreed regional apportionment of land-won aggregates requirement to 2006, together with its sub-regional apportionment, and beyond to 2011.
- 15.21 MPG6 sets out specific advice on the supply of aggregates in England and the Regions. This guidance has recently been revised and looks to the North West Region meeting a demand for 55 million tonnes of land won sand and gravel, 167 million tonnes of crushed rock, with an additional 155 million tonnes from other sources including imports, marine-dredged sources and secondary/recycled materials sources between 2001 and 2016.
- 15.22 The sub-regional apportionment of these figures is undertaken by the North West Regional Assembly (NWRA) in consultation with the North West Regional Aggregates Working Party (NWRAP) which splits the production requirement into Cheshire, Lancashire and conurbation (Greater Manchester, Merseyside, Halton and Warrington) contributions. The revised figures were approved by the NWRA in November 2003 and require Greater Manchester, Merseyside, Halton and Warrington to provide 4.1 million tonnes of sand and gravel and 26.4 million tonnes of crushed rock up to 2016.
- 15.23 Current advice regarding aggregates provision is contained in MPG6. This states that minerals planning authorities should aim to maintain a landbank sufficient for at least 7 years extraction of sand and gravel, and that for crushed rock a longer period may be appropriate. Given the size of the administrative area, the limited number of planning applications received and the limited presence of workable reserves it is not considered practicable to adopt an individual landbank approach. It is considered that the application of a landbank policy is best dealt with on a sub-regional basis as part of a joint approach. Bolton recognises that it has an important role to play in maintaining, as far as possible, its contribution to the supply of minerals in the conurbation and region as a whole, in line with MPG6.
- 15.24 The NWRAP undertakes annual surveys of permitted reserves and landbanks. The latest published survey looks at permitted reserves and landbanks at the end of 2001. Landbanks are either calculated based on the agreed sub-regional apportionment (Method A) or the average annual sales over the last 3 years (Method B). The figures for Greater Manchester, Merseyside, Halton and Warrington are combined for reasons of confidentiality. The current permitted reserves at December 2001 for Greater Manchester, Merseyside, Halton and Warrington amount to 6.7 million tonnes for sand and gravel and 30.2 million tonnes for crushed rock. Revised landbank figures for the period to 2011, based on the 2001 figures are 12.3 years for sand and gravel and 11.6 years for crushed rock under Method A. Using Method B the landbank amounts to 15.8 years for sand and gravel and 10.1 years for crushed rock.

CHAPTER 16 - WASTE

16.01 W1. The Council will permit development proposals for waste management facilities that result in reductions in waste arisings that need to be disposed, as well as the re-use and recycling of waste. Proposals will be assessed against the following principles:

- (i) the Best Practicable Environmental Option for each waste stream;**
- (ii) regional self sufficiency;**
- (iii) the proximity principle; and**
- (iv) the waste hierarchy.**

16.02 This policy sets out the broad policy framework for the other waste management policies of the Plan, which will guide the provision of waste management facilities in the Borough. It is consistent with government guidance in PPG10 and Waste Strategy 2000. Future waste management decisions are to be based on the objective of Best Practicable Environmental Option (BPEO) for each waste stream. The Royal Commission on Environmental Pollution defines this procedure as one which, "...establishes, for a given set of objectives, the option that provides the most benefits or least damage to the environment, as a whole, at acceptable cost, in the long term as well as in the short term." The assessment of BPEO requires consideration of regional self-sufficiency, the proximity principle and the waste hierarchy. The Council will consider national policy that waste should be disposed of (or otherwise managed) in line with the proximity principle, i.e. close to the point at which it is generated and in the context of regional self-sufficiency, which requires most waste to be treated or disposed of within the region in which it is produced. This is to minimise the movement of waste. The waste hierarchy provides a guide to waste management options. In descending order of desirability, this hierarchy consists of: reduction in the amount of waste produced, re-use, recovery of waste (including recycling, composting and energy production) and finally the least attractive option of disposal by incineration without energy recovery or by landfill. The Council will take into account this hierarchy and its priorities in considering proposals.

16.03 This policy supports the underlying objective of the plan to reduce the amount of waste produced and encourages the re-use and recovery of that waste that is produced.

16.04 A number of targets exist to deliver more sustainable waste management practices. The Government's Waste Strategy 2000 includes the aim of recovering value from 45% of municipal waste by 2010, at least 30% through recycling and composting; and to recover value from 67% of municipal waste by 2015, at least half by recycling and composting. The EC Landfill Directive Article 5 sets targets for the reduction in the amount of biodegradable municipal solid waste going to landfill. The Directive aims to reduce the quantity of this source of waste going to landfill to 35% of the 1995 tonnage by 2020. RPG (March 2003) seeks to ensure that these targets are met across the North West. It acknowledges that change is required as the region currently relies too heavily on final disposal waste management practices and recycling levels, for the Region as a whole, are well below Government targets.

16.05 Bolton Council also seeks to achieve a number of local targets. The Bolton Plan aims to reduce the Council's production of waste by 10% from 1998/99 levels by 2005. The Borough's Recycling Plan forms part of a Greater

Manchester joint recycling plan, which has been produced by the districts of Greater Manchester and GMWDA and GMWL and incorporates the existing Greater Manchester Waste Strategy. This has set targets for the County for recycling of 30% of household waste and the recovery of 40% of municipal waste by 2006. The Council aims to maximise its own recycling activities and to meet its contribution to achieving recycling and waste management targets as set by the Greater Manchester Integrated Waste Management Strategy. Bolton expects to achieve a 10% recycling rate by 2003/4 rising to 18% by 2005/6. In addition it aims to obtain a 55% recovery rate of municipal waste by 2001, rising to 65% by 2005. It will achieve this through working in partnership with the Disposal Authority and its contractor, other districts, the private sector, voluntary groups and other agencies as appropriate. Methods such as kerbside collection, home composting, the collection of green waste at civic amenity sites, metal recovery from the Raikes Lane plant, and the generation of energy from waste are currently used. The Council has offered some areas of Bolton a green waste collection service using green wheelie bins. Some 25,000 bins have been made available with a take-up rate of approximately 50%. The green waste collected is then composted, currently in Bury, to recover value. The Council will consider the role of emerging technologies, including those that recover energy, in dealing with the future management of waste.

- 16.06 The Council is keen to promote minimisation, re-use and recycling of waste as this both reduces the use of raw materials and reduces the need for waste disposal as landfill. The Council will encourage facilities to be provided which reduce waste arisings and enable recycling or recovery of waste related to new housing, industrial and commercial developments. New facilities for public recycling should be located in areas to maximise accessibility and use, in line with the sequential approach. However where new facilities are proposed consideration must be given to any adverse effects on amenities, the environment and the transport system. They should be in line with the principles of sustainable waste management set out above and in line with the criteria set out in W2.

Determination of planning applications

- 16.07 W2. The Council will permit development proposals for new, or extended, waste management facilities - provided that they reflect the principles set out in Policy W1. Proposals will also be subject to an overall assessment of the following:**
- (i) the availability of rail or water access;**
 - (ii) whether the access to the site, taking into account the traffic generated by the proposal, would adversely affect the safety of highway users in its vicinity - including pedestrians;**
 - (iii) whether the traffic generated by the proposal would adversely affect the safety of highway users - including pedestrians - on links between the site and the strategic route network;**
 - (iv) whether the proposal would protect and retain existing transport routes;**
 - (v) whether the proposal would adversely affect the amenities of the occupiers of properties;**
 - (vi) whether provision is made for screening and landscaping while work is in progress;**

- (vii) whether provision is made for a scheme of working, landscaping, restoration and aftercare, including progressive working and restoration; and**
- (viii) whether provision is made for leachate and landfill gas control, and dispersal, during and after tipping on the site.**

- 16.08 The management of waste re-use, recycling and disposal in urban areas such as Bolton can result in conflicts with the environment and amenity of residents. However there is always a need to dispose of waste. This policy seeks to balance the requirements for waste management against the need to protect the environment. In assessing proposals the Council will require applicants to demonstrate that the proposal is in line with the principles set out in Policy W1. One of the major environmental impacts of waste development is the generation of traffic, and the use of railways or waterways, rather than roads as a means of moving waste will be supported. It is also important that the traffic implications arising from new or extended waste management facilities are fully considered.
- 16.09 The Council will consider proposals for waste disposal and management facilities against other policies of the plan in addition to the criteria of W1 and W2. Those of particular relevance deal with the protection and enhancement of the natural, built and historic environment and amenity. These are dealt with in chapters 3 to 7: Countryside and the Rural Economy, Green Belt, Nature Conservation, Environmental Management and Design and the Built Environment.
- 16.10 The Council will take into account relevant policies of the UDP when considering restoration and proposed afteruses. In some cases restoration for nature conservation may be appropriate which will help to contribute to the biodiversity of the Borough.
- 16.11 There are no proposed waste disposal allocations in the plan. At the current time, pending the anticipated partial review of RPG during 2004 which will include waste management issues, there is no detailed guidance for the ten Greater Manchester Districts on the likely range, scale and type of waste management facilities that will be needed to deal with the increase in waste arisings. This Plan therefore adopts a criteria based approach rather than allocating sites. This provides the flexibility to accommodate new waste management techniques and changing working practices that may arise, while protecting the community and the environment.
- 16.12 In terms of existing waste management facilities Raikes Lane Thermal Recovery Facility provides up to 10MW of electricity from burning Bolton's waste (enough for 7,000 homes) and at the same time significantly reduces the need for scarce landfill space as the volume of the waste is reduced to 30% in the form of ash. Potential may exist to reduce this further through recycling the ash. One of the Borough's three Household Waste Recycling Centres is also located at Raikes Lane. The other two are at Blackhorse Street, Blackrod and Union Road. There are also twenty three Bring Sites located in supermarket car parks and other convenient locations to allow recycling as part of shopping trips. It is not currently possible to predict how overall provision may change during the life of the Plan.

Conditions to be applied/Legal Agreements

16.13 W3. The Council will impose the following controls on proposals which it considers acceptable in principle to:

- (i) limit the period of operations;**
- (ii) control levels of noise;**
- (iii) control the hours of working and maintenance;**
- (iv) ensure satisfactory access to the site;**
- (v) limit the visual impact of the development;**
- (vi) limit the impact of polluted water and windblown materials;**
- (vii) ensure the stability of surrounding land;**
- (viii) ensure that the site is satisfactorily restored through the imposition of appropriate conditions so that an optimum restoration can be achieved;**
- (ix) ensure that provision for the safe control, monitoring and disposal of any leachate and landfill gas is made and where economically viable, land fill gas is used as an energy source;**
- (x) protect groundwater, water supply and other public service infrastructure;**
- (xi) ensure that where public rights of way are affected, they are only temporarily diverted and fully restored following the completion of operations.**

16.14 No matter how well located such development may be, there is always a need to ensure that precise standards of working and restoration are adhered to. In addition to the requirements of W3, the Council will consider imposing further conditions or legal agreements where other policies of the plan are of relevance.

CHAPTER 17 - MONITORING AND REVIEW

- 17.01 Monitoring of the plan is an essential part of the development plan process. It enables the Council to test the effectiveness of its plan policies over time and in the light of changing circumstances and is fundamental to keeping the plan up to date and as relevant as possible. As stated in Chapter 1, the Plan's overarching purpose is to achieve sustainable development through its 4 themes via implementation of the 23 objectives against which progress towards sustainability and urban renaissance can be assessed.
- 17.02 The Council will produce an annual monitoring report using a suite of appropriate indicators to measure the progress of achieving the underlying themes and objectives of the plan. This will include a detailed analysis of housing and industrial land supply.
- 17.03 Monitoring involves the regular collection and analysis of local, regional and national data and much of this is already available such as the production of housing and employment land availability information and other socio-economic data. The Council will also collect other, nationally derived statistics, such as national economic trends and households projections that have planning policy implications at the local level.
- 17.04 The content of the monitoring report will also inform the decision as to when the plan requires reviewing and which specific issues or policies are involved. The decision whether to replace in full or alter parts of the current plan will depend on local circumstances and any changes to the plan would require further statutory public consultation. The timing of review may also be affected by other changes including the alteration and review of national policy guidance. However government advice is that plans should be reviewed in full at least every five years and that partial reviews may be appropriate on a more frequent basis.

18.01 APPENDIX 1 - PLANNING CONTROL POLICY NOTES

No.	TITLE
1	UDP Parking Standards
2	Space About Dwellings
3	House Extensions
4	Shopfronts
6	The Display of Signs and Advertisements
7	Trees: Protection and Planting in New Developments
8	The Provision of Children's Play within New Residential Developments
9	Location of Restaurants, Cafés, Public Houses and Hot Food Takeaways in Urban Areas
10	Planning Out Crime
11	Conversion of Dwellings into Self Contained Flats and Bedsits
12	Residential and Nursing Homes for the Elderly
15	The Conversion of Traditional Buildings in the Green Belt
16	Floodlighting
17	Nature Conservation
18	Provision for Cyclists
19	Conservation Areas
20	Listed Buildings
21	Highways Considerations
22	Public Art
23	The Protection of Urban Open Space
25	Telecommunications
27	Housing Developments
28	Equestrian Developments

19.01 APPENDIX 2 - SITES OF BIOLOGICAL IMPORTANCE

The Sites of Biological Importance listed below will be subject to change during the Plan period. The latest information is available from the Policy & Transport Planning Section of the Environment Department.

SITE NAME	GRADE	SITE REF	GRID REF
Alkali Tip in Irwell Gorge	B	B57	SD755065
Arley Woods (East)	A	B3	SD591110
Bank Top	A	B42	SD725124
Bank Wood & Marsh	B	B32	SD691087
Borsdane Wood (East)	A	B4	SD628063
Bradford Reservoir	C	B41	SD722076
Bradshaw Brook	B	B47	SD736119
Bradshaw Wood & Reservoirs	A	B49	SD734132
Brown Stones Quarry	C	B31	SD681125
Bull Hill	A	B44	SD738071
Carr Brook Mire	B	B27	SD684042
Castle Croft	B	B48	SD737111
Cheetham Close	B	B73	SD715157
Clifton Moss (North)	B	B59	SD762036
Cow Lee Brook	C	B16	SD658068
Cox Green Quarry	A	B40	SD718145
Crown Clough	C	B71	SD632116
Cunningham Brook	C	B8	SD643049
Darcy Lever Marsh	B	B55	SD744084
Darcy Lever Sand Pit	A	B53	SD743078
Doffcocker Lodge	B	B30	SD685103
Dunscar Reservoirs & Longworth Lane Pasture	B	B37	SD709137
Eatock Lodge	B	B68	SD649046
Firwood Fold	B	B46	SD732112
Gale Clough & Shooterslee Wood	A	B38	SD705138
Gorse Wood	A	B29	SD683062
Hall Lee Bank Park	B	B17	SD662055
Hart Common	C	B5	SD636054
High Rid Reservoir	C	B20	SD667103
High Shores Clough	A	B26	SD679123
Hilton Branch Line	C	B6	SD631075
Horrocks Fold Quarry	B	B36	SD700133
Horwich Moor	B	B69	SD665117
Hulton Park	B	B23	SD679054
Jumbles Reservoir	B	B50	SD735142
Jumbles Wood	B	B51	SD739151
Junction 6 - M61	C	B10	SD639087
Knoll Wood (South)	B	B12	SD643127
Leeds/Liverpool Canal - Addlington to Wigan (North)	C	B1	SD599123-SD589105
Leverhulme Park	B	B45	SD735085
Little Cannel Pit	C	B67	SD626082
Longworth Clough	A	B39	SD705146
Lostock Crocus Sites	C	B25	SD673082
Lostock Golf Course	B	B19	SD667088
Lostock Hall Mire	B	B15	SD657088
Manchester Bolton & Bury Canal (West)	A	B54	SD744071-SD761056
Middle Brook Sidings & Marsh	C	B14	SD658085
Mill Dam Wood	B	B28	SD684046

Moses Gate	A	B52	SD742065
New Park Wood	B	B22	SD678046
Nob End	A	B56	SD749063
Old Lord's Quarries	C	B70	SD642126
Pond at Four Gates	C	B9	SD642077
Ponds near Lomax Brow	A	B34	SD700044
Raikes Clough	C	B58	SD752128
Railway Cutting at Chew Moor	C	B18	SD666076
Ravens Wood	B	B66	SD682091
Red Moss	A	B7	SD635100
Red Rock Railway Cutting (North)	C	B2	SD593108
Reservoir and Canal Banks (West)	C	B62	SD764068
Ringley Woods (West)	A	B63	SD773047
Road Cutting on A6027	C	B11	SD649093
Rumworth Lodge	A	B24	SD677078
Smithill's Hall	B	B35	SD701120
Smiths Road Reservoirs	C	B43	SD734073
Temple Road Lodge	B	B65	SD705113
Unity Brook (West)	B	B60	SD765042
Victoria Lake	C	B33	SD692112
Walmsey Chapel Marsh	C	B72	SD711155
Wilders Wood & Higher Common	B	B13	SD648128
Winter Hill & Smithills Moor	A	B21	SD666138
Woodland near Ringley Bridge	B	B61	SD761058

20.01 APPENDIX 3 - CONSERVATION AREAS & SCHEDULED ANCIENT MONUMENTS

Conservation Areas

TITLE	DESIGNATION
Bank Top	1970
Barrow Bridge	1970
Birley Street	1970
Bradshaw Chapel, Bolton	1976
Chorley New Road	1974
Churchgate	1970
Deane Village	1970
Deansgate	1987
Dunscar Fold	1983
Eagley Bank	1970
Egerton	1981
Firwood Fold	1969
Greenside, Farnworth	1974
Hill Top	1970
Horwich Town Centre	1987
Mawdsley Street/Nelson Square	1970
Queens Park	1997
Riding Gate	1974
Ringley Fold	1989
Saint Paul's Halliwell	1987
Silverwell Street/Wood Street	1970
St. Georges	1970
Town Hall	1987
Wallsuches	1975
Westhoughton Town Centre	1980

Scheduled Ancient Monuments

Moated Site at Arley Hall
 Ringley Old Bridge
 Round Cairn 280 metres west of Old Harpers Farm

21.01 APPENDIX 4 – LARGE HOUSING SITES WITH PLANNING PERMISSION AT THE 1ST APRIL 2002.

REF	SITE NAME	WARD	SITE AREA	OUTSTANDING CAPACITY
1H	Horrocks Hill Farm	Astley Bridge	0.54	4
2H	Sweetloves Reservoir	Astley Bridge	8.79	10
3H	Land between Broad oth Lane and Belmont Road	Astley Bridge	1.93	33
4H	Bolton Sports Village	Blackrod	6.00	174
5H	Pincroft Lane	Blackrod	1.32	19
6H	Land off Regent Drive	Blackrod	0.60	9
7H	Land at Crown Lane/Star Lane	Blackrod	8.36	66
8H	Land at Crown Lane	Blackrod	2.47	74
9H	Brook Saw Mills	Bradshaw	0.50	46
10H	Former Blair Hospital	Bromley Cross	2.00	86
11H	Eagley Mills and school	Bromley Cross	5.80	101
12H	Shorefield House, Dunscar	Bromley Cross	0.43	5
13H	Bradshawgate/Silverwell Lane	Burnden	0.40	85
14H	Viking Street	Burnden	2.10	63
15H	Ivanhoe Street	Burnden	0.70	20
16H	Chalfont Street/Thorn St	Central	1.10	16
17H	Bark Street	Central	0.82	37
18H	Heaton Grange	Deane-cum-Heaton	0.80	11
19H	Lostock Junction Lane	Deane-cum-Heaton	0.61	2
20H	New Overdale Youth Centre	Deane-cum-Heaton	0.85	8
21H	18 Dalegarth Avenue	Deane-cum-Heaton	0.81	7
22H	338/340 Chorley New Road	Deane-cum-Heaton	0.42	4
23H	Site of the Shrubbery and Beechwood, Old Hall Clough	Deane-cum-Heaton	0.46	5
24H	Highfield, Victoria Road	Deane-cum-Heaton	0.46	11
25H	Newlands, Overdale Drive	Deane-cum-Heaton	0.70	49
26H	334 Chorley New Road	Deane-cum-Heaton	0.40	6
27H	Ellesmere Road	Derby	0.70	5
28H	St Thomas's Church	Farnworth	0.40	16
29H	St James School	Farnworth	1.87	47
30H	Land at George Street	Farnworth	0.45	14
31H	Low Wood, High Bank Lane	Horwich	0.80	4
32H	Wallsuches Bleachworks	Horwich	3.39	141
33H	Sunninghill Park	Hulton Park	8.17	13
34H	Land off Chew Moor Lane	Hulton Park	2.58	9
35H	Chew Moor Mill	Hulton Park	0.51	18
36H	Land at Cherwell Road	Hulton Park	3.03	91
37H	Hope Mill, Young Street	Kearsley	0.40	10
38H	Stoneclough Mill	Kearsley	3.88	116
39H	Croft Side/Raikes Road	Little Lever	4.80	177
40H	Pleasant View	Little Lever	1.65	8
41H	Foundry Street/ Market Street	Little Lever	0.50	12
42H	Thomasson Memorial School	Smithills	0.54	48
43H	Scowcroft Street	Tonge	2.42	46
44H	Land off Ainsworth Lane	Tonge	2.65	62
45H	Edges Farm	Westhoughton	7.33	6
46H	Edges Farm	Westhoughton	1.00	21
47H	Vale Mill	Westhoughton	0.42	7
48H	Land off Tithe Barn Street	Westhoughton	0.85	13

21.02 The following table lists sites 0.40 hectares or more in size with planning permission for housing at 1st April 2002 that have been identified in the Plan. At the same base date and in addition to these large sites there are a number of small sites of less than 0.4 hectares in size with planning permission. These have an outstanding capacity of 639 units.

ASTLEY BRIDGE		
1H	Horrocks Hill Farm	Full planning permission
2H	Sweetloves Reservoir	Full planning permission
3H	Land between Broad oth Lane and Belmont Road	Full planning permission
BLACKROD		
4H	Bolton Sports Village	Full planning permission
5H	Pincroft Lane	Full planning permission. Surface water run-off should be attenuated to existing levels. The site is adjacent to the River Douglas, Environment Agency byelaws apply and buildings within 8 metres of the steep bank top are unlikely to be permitted.
6H	Land off Regent Drive	Full planning permission
7H	Land at Crown Lane/Star Lane	Full planning permission
8H	Land at Crown Lane	Outline planning permission
BRADSHAW		
9H	Brook Saw Mills	Outline planning permission. Bradshaw Brook is at this point designated 'main river' and the consent of the Environment Agency will be required for any works in the channel or within 8 metres from the bank top of the watercourse.
BROMLEY CROSS		
10H	Former Blair Hospital	Outline planning permission
11H	Eagley Mills and school	Full planning permission
12H	Shorefield House, Dunscar	Full planning permission
BURNDEN		
13H	Bradshawgate/Silverwell Lane	Outline planning permission
14H	Viking Street	Full planning permission
15H	Ivanhoe Street	Full planning permission
CENTRAL		
16H	Chalfont Street/Thorn Street	Full planning permission
17H	Bark Street	Full planning permission
DEANE-CUM-HEATON		
18H	Heaton Grange	Full planning permission
19H	Lostock Junction Lane	Full planning permission
20H	New Overdale Youth Centre	Full planning permission
21H	18 Dalegarth Avenue	Outline planning permission
22H	338/340 Chorley New Road	Full planning permission

23H	Site of the Shrubbery and Beechwood, Old Hall Clough	Full planning permission
24H	Highfield, Victoria Road	Full planning permission
25H	Newlands, Overdale Drive	Full planning permission
26H	334 Chorley New Road	Full planning permission
DERBY		
27H	Ellesmere Road	Full planning permission
FARNWORTH		
28H	St Thomas's Church	Full planning permission
29H	St James School	Outline planning permission. The site lies within the catchment of Singing Clough Brook that has flooding problems in the lower reaches. Accordingly if surface water run-off from the site is to be directed to the watercourse, the Environment Agency would recommend that the discharge rate is attenuated to greenfield site conditions.
30H	Land at George Street	Outline planning permission
HORWICH		
31H	Low Wood, High Bank Lane	Outline planning permission
32H	Wallsuches Bleachworks	Full planning permission
HULTON PARK		
33H	Sunninghill Park	Full planning permission
34H	Land off Chew Moor Lane	Full planning permission
35H	Chew Moor Mill	Full planning permission
36H	Land at Cherwell Road	Outline planning permission
KEARSLEY		
37H	Hope Mill, Young Street	Full planning permission
38H	Stoneclough Mill	Outline planning permission
LITTLE LEVER		
39H	Croft Side/Raikes Road	Outline planning permission. Future applications should recognise the prominent position of the site at the edge of the Green Belt and Croal Irwell Valley. The rights of way at the eastern and southern boundaries, the adjacent Site of Biological Importance and the proximity of a designated Landscape Character Area will need to be taken into account in the layout, design and landscaping of the site.
40H	Pleasant View	Full planning permission
41H	Foundry Street/Market Street	Full planning permission
SMITHILLS		
42H	Thomasson Memorial School	Full planning permission
TONGE		

43H	Scowcroft Street	Full planning permission
44H	Land off Ainsworth Lane	Full planning permission
WESTHOUGHTON		
45H	Edges Farm	Full planning permission
46H	Edges Farm	Full planning permission
47H	Vale Mill	Full planning permission
48H	Land off Tithe Barn Street	Full planning permission

22.01 APPENDIX 5 – INDUSTRIAL SITES**ALLOCATIONS**

REF	SITE NAME	AREA (ha)
4E	Great Bank Road	5.53
8E	Horwich Loco Works	16.30
9E	Lynstock Way	2.44
12E	Cranfield Road	0.82
16E	Watersmeeting Road (b)	2.96
18E	Crompton Way	2.69
24E	Mill St	0.53
25E	Mill St/Mule St	0.74
26E	Bury New Road	0.75
29E	Campbell Street	0.64
30E	Gower Street	0.44
31E	Gower Street	0.57
35E	Mabel's Brow	0.73
41E	British Aerospace	10.54
42E	Shiffnall Street	4.80
43E	Wood Street	2.20

22.02 SITES WITH PLANNING PERMISSION

REF	SITE NAME	AREA (ha)
1E	Barrs Fold Close, Wingates	0.48
2E	Great Bank Road	1.49
3E	Great Bank Road	2.04
5E	Land off James Street, Westhoughton	8.21
6E	Wimberry Hill Rd/Great Bank Rd	3.98
7E	Long Lane	0.39
10E	Mansell Way/Cranfield Road	5.18
11E	Middlebrook	8.11
13E	Station Road	3.82
14E	Vale Industrial Estate	2.65
17E	Watersmeeting Road (c)	0.73
19E	St Peter's Business Park A	2.64
20E	East of Calvin Street B	1.32
21E	East of Calvin Street A	0.55
22E	Watermead	5.13
23E	Britannia Way	1.22
27E	Burnden Park	3.01
28E	Nelson Street	0.79
32E	Stone Hill Road	1.98
33E	Express Industrial Estate	0.19
34E	Express Industrial Estate	0.77
36E	Bolton Road, Kearsley	8.66
37E	Europa B	0.75
38E	Salford Road	20.74
39E	Seddons Holdings, Plodder Lane	1.71
40E	Sunnyside Mills	0.45

22.03 SITE DETAILS

1E, Barrs Fold Close, Wingates (0.48ha.) Planning permission granted for industrial unit site is residual part of Wingates still to be completed.

2E, Great Bank Road, Wingates (1.49ha.) Planning permission granted for industrial unit, site is residual part of Wingates still to be completed.

3E, Great Bank Road, Wingates (2.04 ha.) Outline permission granted for the erection of B1, B2 and B8 uses. The development of this site would open opportunities for the development of the land to the south identified as site 5E.

4E, Great Bank Road, Wingates (5.53ha.) Site is readily available for development within use classes B1, B2 and B8.

5E, Land off James Street, Westhoughton, (12.138.21ha.) This large area of land extends the previous allocation for industrial purposes to the railway line at the south which effectively concludes the potential for such development of the Wingates Estate. Such development should involve a reassessment of access arrangements for the whole estate and proposals should ensure that development will not adversely affect the surrounding local highway network by virtue of the additional traffic creating unacceptable levels of congestion. Schemes should provide for substantial landscaping to the western and southern boundaries to enable a green link to be provided from the open land to the west to the built up area of Westhoughton.

6E, Wimberry Hill Rd/Great Bank Rd, Wingates (3.98ha.) Prominent site entrance to the estate development nearest to Chorley Road should be of a high standard of design and reflect the adjacent land use pattern by ensuring that the residential amenity of adjacent dwellings is not unduly affected by reason of, in particular noise and over dominance.

7E, Long Lane, Wingates (0.39ha) Planning permission granted for industrial unit, site is residual part of Wingates still to be completed.

8E, Horwich Loco Works, Horwich (16.30ha.) Open areas to the north-west, south and south-east of the original Loco Works complex are suitable for new B1, B2 and B8 uses which should assess access and in particular consider the potential for links with the Middlebrook development to the south-east in order to ensure that any development will not adversely affect the surrounding highway network. Planning permissions exist for open storage on the northern and southern extremes of the site. Schemes should ensure that a strategic landscape buffer to the open land to the south is provided, in order to screen it from the wider open land and provide a buffer to the SSSI. Further information which may be required in considering development proposals could relate to issues of flood risk, landfill gas and wildlife and conservation.

9E, Lynstock Way, Lostock (2.44ha.) Access is from Lynstock Way and development should include carefully designed landscaping to protect the adjacent wetland to the east and to also screen the development from the wider open land. Further information which may be required in considering development proposals, could relate to issues of flood risk, landfill gas and wildlife and conservation.

10E, Mansell Way/Cranfield Road, Lostock (5.18ha.) Planning permission granted for B1 uses on this site which is accessed directly from the new roundabout on Mansell Way. This is prominent site with excellent transport links to the Borough's highway network, the national motorway system and is

well located in relation to the new railway station and mixed use development at Middlebrook.

11E, Middlebrook, Horwich (8.11ha.) Residual part of the larger Middlebrook site suitable for extension of the recently completed B1 uses on adjacent sites to the south. Further information which may be required in considering development proposals, could relate to issues of flood risk, landfill gas and wildlife and conservation.

12E, Cranfield Road, Lostock (0.82ha.) Suitable for B1 use to compliment the development of site 10E. Further information which may be required in considering development proposals, could relate to issues of flood risk, landfill gas and wildlife and conservation.

13E, Station Road, Blackrod (3.82ha.) Industrial or warehouse development is appropriate for this site. Planning Permission has been granted for the development as a waste transfer station. Further information which may be required in considering development proposals could relate to issues of flood risk, landfill gas and wildlife and conservation.

14E, Vale Industrial Estate, Horwich (2.65ha.) Industrial development of this site has been approved in part for waste transfer depot and in part for industrial units with access off Crown Lane/Station Road. Further information which may be required in considering development proposals could relate to issues of flood risk, landfill gas and wildlife and conservation.

16E, Waters Meeting Road (b) (2.96ha.) B1, B2 and B8 development of this site as part of the regeneration of the industrial areas of the Tonge Valley are considered appropriate. The ecological interest of the river and any lodges on the site should be addressed in any applications

17E, Waters Meeting Road (c) (0.73ha.) B1 business uses for this site are considered appropriate to consolidate the business uses at this important entrance to the valley. Further information which may be required in considering development proposals, could relate to issues of flood risk, landfill gas and wildlife and conservation.

18E, Crompton Way (2.69ha.) B1, B2 and B8 development of this site as part of the regeneration of the industrial areas of the Tonge Valley are considered appropriate for this site. Further information which may be required in considering development proposals, could relate to issues of flood risk, landfill gas and wildlife and conservation.

19E, St Peter's Business Park A (2.64ha.) B1 uses are considered appropriate. Alternatively other business/commercial uses within Use Classes B2 and B8 may be considered acceptable which could take advantage of the prominent location close to a major radial route into Bolton. Planning permission has been granted for industrial/business uses on the site.

20E, East of Calvin Street B (1.32ha.) Cleared site which has planning permission for B1, B2 and B8 uses.

21E, East of Calvin Street A (0.55ha.) Cleared site which has planning permission for B1, B2 and B8 uses.

22E, Watermead (1.515.13ha.) The site is currently occupied by old buildings and it would be suitable for redevelopment for B1, B2 and B8 uses subject to the existing poor access being improved. The eastern boundary of the site should be suitably landscaped to recognise and improve the river valley

environment. Further information which may be required in considering development proposals, could relate to issues of flood risk, landfill gas and wildlife and conservation.

23E, Britannia Way (1.22ha.) Suitable for B1, B2 and B8 uses. The site has planning permission for industrial development.

24E, Mill St, (0.53ha.) Suitable for industrial/ commercial development which could reflect the existing uses within this area.

25E, Mill St/Mule St (0.74ha.) Suitable for industrial/ commercial development which reflects the existing land uses within this area.

26E, Bury New Road (0.75ha.) Suitable for industrial/ commercial development which reflects the existing land uses within this area. The site frontage to Bury New Road should provide for substantial landscaping to protect to amenity of the residential property facing the site.

27E, Burnden Park (3.01ha.) The site has the benefit of planning permission for B1, B2 and B8 uses.

28E, Nelson Street (0.79ha.) Permission has been granted for redevelopment of this site for industrial use and partly for a PDSA Veterinary Practise. The former use of the site as a tannery will have contamination implications for any final development of the site.

29E, Campbell Street (0.64ha.) Suitable for industrial/ commercial development which reflects the existing land uses within this area.

30E, Gower Street (0.44ha.) Suitable for industrial/ commercial development which reflects the existing land uses within this area.

31E, Gower Street (0.57ha.) Suitable for industrial/ commercial development which reflects the existing land uses within this area.

32E, Stone Hill Road (1.98ha.) Suitable for B1, B2 and B8 uses, permission granted for cash and carry warehouse. Further information which may be required in considering development proposals, could relate to issues of flood risk, landfill gas and wildlife and conservation.

33E, Express Industrial Estate (0.19ha.) Industrial development is appropriate and involves the remaining residual land within the estate. Further information which may be required in considering development proposals, could relate to issues of flood risk, landfill gas and wildlife and conservation.

34E, Express Industrial Estate (0.77ha.) Industrial development is appropriate and involves the remaining residual land within the estate. Further information which may be required in considering development proposals, could relate to issues of flood risk, landfill gas and wildlife and conservation.

35E, Mabel's Brow, Kearsley (0.73ha) Industrial uses are appropriate for this site reflecting the adjacent development. Further information, which may be required in considering development proposals, could relate to issues of flood risk, landfill gas and wildlife and conservation.

36E, Bolton Road, Kearsley (8.66ha.) Permission exists for mixed industrial development of this site. Previous tipping of the site will impact on the nature and timing of any development. Further information which may be required in

considering development proposals, could relate to issues of flood risk, landfill gas and wildlife and conservation.

37E, Europa B (0.75ha.) Industrial development is appropriate and involves the remaining residual land within the estate.

38E, Salford Road (20.74ha.) The development of this site for industrial purposes will depend on the reworking of the site for open cast coal extraction and the subsequent reclamation of the land. The site has planning permission except for a small area of approximately 1.7ha. fronting Salford Road. Access details should enable land to the east to be developed as part of a wider site extending into Salford. Schemes should include mitigation proposals for the SBI.

39E, Seddons Holdings, Plodder Lane (1.71ha.) Remaining portion of land within an existing established industrial area. The scheme should reflect it's Green Belt position; with the northern and eastern boundaries suitably landscaped to minimise the visual impact of any development.

40E, Sunnyside Mills (0.45ha.) Subsidiary land adjacent to and within an existing mill complex suitable for industrial use.

41E, British Aerospace, Lostock (10.54ha.) A major industrial development opportunity which would allow for redevelopment of the former Aerospace site as a business park which provides a quality scheme in terms of design, scale, massing and structured landscaping of the northern and eastern boundaries. Further information which may be required in considering development proposals could relate to issues of flood risk, landfill gas and wildlife and conservation.

42E, Shiffnall Street (4.80ha.) This area currently consists of a mixture of industrial and warehousing uses with many of the buildings, and in particular the road network, being inappropriate in terms of providing a modern industrial environment. Redevelopment and/or reuse of buildings should aim to improve this situation.

43E, Wood Street (2.20ha.) This area is currently a mixed business area and any development or redevelopment within this area must reflect the existing urban form and, in particular, the conservation area which extends into the area. B1 uses are the most appropriate for the site.

APPENDIX 6 – PROPOSED RETAIL ALLOCATIONS

23.01 Central Street, Bolton

This site is at the northern end of the Bolton Town Centre and is bounded by Knowsley Street/Deansgate/Bark Street and Marsden Road. It is within the Town Centre boundary and immediately adjoins the existing shopping core. It consists of frontage developments to Deansgate and Knowsley Street and a mixture of underused premises and surface level car parks. Within redevelopment proposals the Plan's policies relating to access into the site and car parking should be fully addressed along with the changes in levels created by the River Croal, which splits the site. In addition, development proposals should also take full account of the listed buildings within or adjacent to the site including St. Helena Mill and the Victoria Hall Bolton Methodist Mission fronting Knowsley Street. The latter offers significant redevelopment opportunities to improve and develop this part of the site for cultural uses adding to the vitality of the Town Centre. The site is adjacent to the River Croal, which is a designated main river and the consent of the Agency will be required for any works in the channel or within 8 metres from the bank top of the watercourse. Any development proposals must ensure access to the channel is maintained which is already difficult due to the proximity of existing buildings.

23.02 Trinity Street/Crook Street

This allocated site has planning permission for retail development. The allocation demonstrates the Council's commitment to retail uses on the site and intention to renew existing permissions on the site should they lapse, however, the size and location of the allocation offer opportunities for a more comprehensive mixed development including B1 office use, A3 food, leisure and residential. The existing Bolton Bus Garage and industrial buildings which are outdated and of limited demand in terms of modern operations, predominantly occupy this site. The site fronts onto Crook Street and Trinity Street which form the southern boundary of the Town Centre. It is however directly opposite the southern most shopping facilities of the main core shopping area and is ideally located for public transport connection with the main railway station and bus interchange immediately to the north of the site. Part of this site already benefits from planning permission for food retailing and the west part of the site benefits from planning permission for non-food retail with limiting conditions on the sub-division and types of goods for sale. This western part of the site is subject to Policy S6 and any redevelopment of the site for predominantly retail use would be acceptable, subject to Policy S6 which establishes that the Council will not permit changes to the nature and pattern of existing/permitted retail parks subject to various considerations. The redevelopment of the site will also provide an opportunity for the occupiers to relocate into more appropriate facilities within the Borough.

23.03 Bury Road, Brightmet, Bolton

This site falls within the existing local centre adjacent to the Safeway superstore. It would provide an opportunity for retail development in a location that would encourage investment in this part of the Borough thus ensuring that development could result in the provision of a broad range of shopping facilities.

23.04 Chorley Old Road/Mornington Road

This site is within the existing district centre and adjacent to the Morrisons' store. It is currently in a mix of retail uses with the upper parts of the mill buildings either vacant or underused. It would provide an opportunity to rationalise retail uses in an appropriate location either by expanding into upper floors or by the redevelopment of the site with the most appropriate form likely to be non-food retail.

23.05 Bentinck Street, Chorley Old Road

Adjacent to the Chorley Old Road/Mornington Road this site offers similar opportunities for the rationalisation of existing retail activities.

23.06 Cambrian Works, St. Helen's Road

Adjacent to the local shopping area this site forms part of an existing mill complex in mixed business use. Its main road frontage offers an opportunity to provide retail facilities for local small scale shopping

APPENDIX 7 – CAR PARKING STANDARDS

Bolton Parking Standards					
Type of development	Maximum standard for car parking provision (excluding disabled parking)	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking	Comments
A1 - Shops					
Food retail <900 sqm	1 per 25 sqm	Up to 200 Bays - 3 bays or 6% of total capacity, which ever is greater.	1 per 200 sqm – minimum of 2	Individual consideration	Car Parking - Smaller developments assumed to be more local in nature and accessible by other modes, thus reducing the level of parking requirements.
Food retail >900 sqm	1 per 16 sqm	Over 200 Bays - 4 bays plus 4% of total capacity	1 per 200 sqm	1 per 600 sqm, minimum of 2 spaces	
A1 - Shops					
Non-food retail <900 sqm	1 per 30 sqm	Up to 200 Bays - 3 bays or 6% of total capacity, which ever is greater .	1 per 200 sqm – minimum of 2	Individual consideration	Car Parking - Smaller developments assumed to be more local in nature and accessible by other modes, thus reducing the level of parking requirements.
Non-food retail >900 sqm	1 per 22 sqm	Over 200 Bays - 4 bays plus 4% of total capacity	1 per 200 sqm	1 per 900 sqm, minimum of 2 spaces	

Type of development	Maximum standard for car parking provision (excluding disabled parking)	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking	Comments
A2 Financial & professional services	1 per 35 sqm	Up to 200 Bays - 3 bays or 6% of total capacity, which ever is greater . Over 200 Bays - 4 bays plus 4% of total capacity	1 per 400 sqm, minimum of 2 spaces	Individual consideration	No specific Car Parking standard required by PPG13 or RPG. Proposed standard same as B1 stand-alone office.
A3 - Food & drink Restaurants Fast Food – Drive Through	1 per 7 sqm Public Floor Area 1 per 8.5 sqm Gross Floor Area	Up to 200 Bays - 3 bays or 6% of total capacity, which ever is greater . Over 200 Bays - 4 bays plus 4% of total capacity	1 per 140 sqm public floor area – minimum of 2 spaces	1 per 280 sqm public floor area- minimum of 2 spaces	

Type of development	Maximum standard for car parking provision (excluding disabled parking)	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking	Comments
B1 - Business Stand alone offices Business Parks	1 per 35 sqm 1 per 40 sqm	Up to 200 Bays - Individual bays for each disabled employee plus 2 bays or 5% of total capacity, whichever is greater. Over 200 Bays - 6 bays plus 2% of total capacity	1 per 400 sqm – minimum of 2 spaces	1 per 1,400 sqm – minimum of 2 spaces	
B2. General industry	1 per 60 sqm	Up to 200 Bays - Individual bays for each disabled employee plus 2 bays or 5% of total capacity, whichever is greater. Over 200 Bays - 6 bays plus 2% of total capacity	1 per 700 sqm – minimum of 2 spaces	1 per 2,800 sqm – minimum of 2 spaces	

Type of development	Maximum standard for car parking provision (excluding disabled parking)	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking	Comments
B8. Storage or distribution	1 per 100 sqm	Up to 200 Bays - Individual bays for each disabled employee plus 2 bays or 5% of total capacity, whichever is greater. Over 200 Bays - 6 bays plus 2% of total capacity	1 per 850 sqm – minimum of 2 spaces	1 per 4,000 sqm – minimum of 2 spaces	Car Parking - Standard requires half the level of provision allowed for by RPG on the basis that this is closer to the minimum standards currently operated by most GM authorities.

Type of development	Maximum standard for car parking provision (excluding disabled parking)	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking	Comments
C1. Hotels	1 per bedroom including staff – leisure and conference facilities should be considered separately if appropriate	Up to 200 Bays - 3 bays or 6% of the total capacity, which ever is the greater. Over 200 Bays - 4 bays plus 4% of total capacity.	1 per 10 bedrooms, minimum 2 spaces	1 per 40 bedrooms – minimum of 2 spaces	
C2 - Residential Institutions Hospitals Care / nursing homes	To be determined through a Transport Assessment 1 per 4 beds	To be determined through a Transport Assessment Up to 200 Bays - 3 bays or 6% of the total capacity, which ever is the greater. Over 200 Bays - 4 bays plus 4% of total capacity.	To be determined through a Transport Assessment 1 per 40 beds, minimum of 2 spaces	To be determined through a Transport Assessment 1 per 160 beds – minimum of 2 spaces	Car Parking - The standard for Care/nursing homes is essentially designed to cater for staff and visitors.

Type of development	Maximum standard for car parking provision (excluding disabled parking)	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking	Comments
<p>C3 - Dwelling Houses</p> <p>Flats/apartments</p> <p>Sheltered housing</p>		<p>Where parking is located centrally for flat and apartment developments, at least 5% of the car parking spaces should be disabled persons parking standard compliant.</p> <p>10% of sheltered housing parking should be disabled persons parking standard compliant.</p>	<p>Flats and apartments – 1 secure locker per 5 dwellings – minimum of 2 spaces.</p> <p>No Standard</p>	<p>Individual consideration</p> <p>No standard</p>	<p>Car Parking – It is not considered appropriate to include maximum parking standards for residential development at the Greater Manchester level. Greater Manchester Local Authorities should, however, define areas for which maximum parking standards for residential development are appropriate to result in an average of 1.5 off-street spaces per dwelling, inclusive of garage spaces, throughout the development plan area and over the lifetime of the development plan.</p> <p>Disabled Parking - Standard should be at least 5% of the car parking spaces where parking courts are proposed. In sheltered housing schemes, it is assumed that a higher proportion of occupants are likely to be disabled, requiring at least 10% of car parking provision to be disabled compliant.</p>

Type of development	Maximum standard for car parking provision (excluding disabled parking)	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking	Comments
D1- Non-residential institutions Medical or health facility Crèche, day nursery or day centre Schools Higher or further education	1 per 2 full time equivalent staff + 3 per consulting room 1 per full time equivalent staff 1.5 spaces per classroom 1 per 2 full time equivalent staff	Up to 200 Bays - 3 bays or 6% of the total capacity, which ever is the greater. Over 200 Bays - 4 bays plus 4% of total capacity.	1 per 10 full time equivalent staff, minimum of 2 spaces 1 per 10 full time equivalent staff, minimum of 2 spaces for pupils 1 per 10 full time equivalent staff + 1 per 10 pupils 1 per 20 full time equivalent staff + 20 per 10 students	1 per 40 full time equivalent staff, minimum of 2 spaces No standard 1 per 40 full time equivalent staff – minimum of 2 spaces 1 per 80 full time equivalent staff + 1 per 600 students	<p>Car Parking - The provision of adequate drop off facilities for parents would also need to be considered as an operational requirement of any development.</p> <p>Car Parking - Standard equates to 1 per full time member of staff with limited provision for visitors Car Parking – Applications supported by Travel Plans. Separate consideration would be required for any parking related to residential facilities.</p>

Type of development	Maximum standard for car parking provision (excluding disabled parking)	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking	Comments
<p>D1- Non-residential institutions</p> <p>Art gallery, museum, exhibition hall or library</p> <p>Public hall or place of worship</p>	<p>1 per 30 sqm public floor area</p> <p>1 per 5 sqm public floor area</p>	<p>Up to 200 Bays - 3 bays or 6% of the total capacity, which ever is the greater.</p> <p>Over 200 Bays - 4 bays plus 4% of total capacity.</p>	<p>1 per 300 sqm public floor area – minimum of 2 spaces.</p> <p>1 per 50 sqm public floor area – minimum of 2 spaces</p>	<p>1 per 1200 sqm public floor area – minimum of 2 spaces</p> <p>1 per 200 sqm public floor area – minimum of 2 spaces</p>	<p>Car Parking - Standard applied by other surrounding urban authorities.</p> <p>Car Parking - Standard applied by other surrounding urban authorities.</p>
<p>D2 - Assembly & Leisure</p> <p>Cinema, bingo hall or casino, concert hall</p> <p>Indoor sports or recreation</p> <p>Outdoor sports and recreation</p>	<p>1 per 8 seats</p> <p>1 per 25 sqm</p> <p>Individual consideration.</p>	<p>Up to 200 Bays - 3 bays or 6% of total capacity, which ever is greater</p> <p>Over 200 Bays - 4 bays plus 4% of total capacity</p> <p>Individual consideration</p>	<p>1 per 80 seats – minimum of 2 spaces</p> <p>1 per 250 sqm – minimum of 4 spaces</p> <p>Individual consideration.</p>	<p>1 per 320 seats – minimum of 2 spaces</p> <p>1 per 1,000 sqm – minimum of 2 spaces</p> <p>Individual consideration</p>	<p>Determined on individual merits and location.</p>

Type of development	Maximum standard for car parking provision (excluding disabled parking)	Minimum standard for car parking provision for disabled people	Minimum standard for cycle parking provision	Minimum standard for motorcycle parking	Comments
<p>Miscellaneous</p> <p>Stadia / spectator seating</p>	<p>1 space per 18 seats</p> <p>1 coach parking space per 1000 seats (minimum standard)</p>	<p>Up to 200 Bays - 3 bays or 6% of total capacity, which ever is greater</p> <p>Over 200 Bays - 4 bays plus 4% of total capacity</p>	<p>1 per 150 seats – minimum of 2 spaces</p>	<p>1 per 600 seats – minimum of 2 spaces</p>	<p>There is a need to mitigate impact of stadia traffic on on-street parking in the vicinity of the stadium.</p>
<p>Miscellaneous</p> <p>Railway/Bus stations, and tram stops</p>	<p>Individual consideration.</p>	<p>Individual consideration.</p>	<p>Minimum of 10 per station</p> <p>Individual consideration for tram stops</p>	<p>Individual consideration.</p>	<p>Individual consideration should be given to Car Parking to facilitate Park & Ride provision where appropriate.</p>