

Local Development Framework

Bolton's Core Strategy

Background Document – BD10

Infrastructure including planning contributions

December 2009

Shaping the future of Bolton

CONTENTS

1	INTRODUCTION	1
2	BACKGROUND.....	3
	LINKS TO THE SUSTAINABLE COMMUNITY STRATEGY.....	3
	LINKS TO THE STRATEGIC OBJECTIVES	3
3	CONTEXT.....	5
	NATIONAL PLANNING POLICY STATEMENTS AND GUIDANCE DOCUMENTS	5
	<i>Circular 05/05: Planning Obligations</i>	<i>5</i>
	<i>PPS1 Delivering Sustainable Development</i>	<i>5</i>
	<i>PPS3 Housing</i>	<i>6</i>
	<i>PPS9 Biological and Geological Conservation.....</i>	<i>6</i>
	<i>PPS12 Local Spatial Planning</i>	<i>6</i>
	<i>PPG13 Transport.....</i>	<i>6</i>
	<i>PPG17 Planning for Open space, Sport and Recreation.....</i>	<i>6</i>
	<i>PPG25 Development and Flood Risk.....</i>	<i>7</i>
	<i>The proposed Community Infrastructure Levy</i>	<i>7</i>
	REGIONAL POLICY AND EVIDENCE	7
	<i>North West Regional Spatial Strategy.....</i>	<i>7</i>
	OTHER PLANS, STRATEGIES AND EVIDENCE	8
4	COUNCIL APPROACH.....	9
	CORE STRATEGY KEY ISSUES.....	9
	<i>Infrastructure.....</i>	<i>9</i>
	<i>Planning Obligations/S106/planning gain.....</i>	<i>10</i>
	CORE STRATEGY ISSUES AND OPTIONS	10
	<i>Thresholds</i>	<i>10</i>
	<i>Types of infrastructure</i>	<i>10</i>
	<i>Consultation - Infrastructure general.....</i>	<i>11</i>
	<i>Consultation - Thresholds</i>	<i>11</i>
	<i>Consultation - Types of Infrastructure</i>	<i>11</i>
	CORE STRATEGY PREFERRED OPTIONS	12
	<i>Preferred development management policy approach to planning contributions.....</i>	<i>12</i>
	<i>Responses to Preferred Options.....</i>	<i>13</i>
	<i>General comments on infrastructure</i>	<i>13</i>
	<i>Infrastructure plan</i>	<i>13</i>
	CORE STRATEGY PUBLICATION DOCUMENT	14
	SUSTAINABILITY APPRAISAL	14
5	CONCLUSIONS	15
	SUMMARY OF POLICY FORMULATION	15
	SOUNDNESS	15
	<i>Consistent with National Policy</i>	<i>15</i>
	<i>Justified.....</i>	<i>15</i>
	<i>Effective</i>	<i>15</i>

ANNEX A - BOLTON INFRASTRUCTURE PLAN.....	17
6 INTRODUCTION	18
<i>Development in the Core Strategy</i>	<i>18</i>
<i>Bolton Town Centre and the Horwich Loco Works.....</i>	<i>18</i>
7 PHYSICAL INFRASTRUCTURE	20
TRANSPORT.....	20
<i>Rail</i>	<i>21</i>
<i>Bus</i>	<i>21</i>
<i>Strategic Highway</i>	<i>22</i>
<i>Local Highway</i>	<i>22</i>
<i>Bolton Town Centre Car Parking</i>	<i>23</i>
<i>Cycling.....</i>	<i>23</i>
<i>Horwich Loco Works.....</i>	<i>23</i>
<i>Transport Modelling</i>	<i>24</i>
<i>Infrastructure Required</i>	<i>24</i>
FRESH WATER SUPPLY	25
<i>Existing Provision.....</i>	<i>25</i>
<i>Infrastructure Required</i>	<i>25</i>
<i>Existing Provision.....</i>	<i>26</i>
<i>Infrastructure Required</i>	<i>26</i>
GAS.....	27
<i>Existing Infrastructure</i>	<i>27</i>
<i>Infrastructure Required</i>	<i>27</i>
ELECTRICITY.....	27
<i>Existing Infrastructure</i>	<i>27</i>
<i>Infrastructure Required</i>	<i>28</i>
COMMUNICATIONS	28
<i>Existing Infrastructure</i>	<i>28</i>
<i>Infrastructure Required</i>	<i>28</i>
8 SOCIAL INFRASTRUCTURE	30
HEALTH.....	30
<i>Existing Provision.....</i>	<i>30</i>
<i>Funding / Gap</i>	<i>30</i>
EDUCATION	30
<i>Primary Education.....</i>	<i>30</i>
<i>Diagram 2: Bolton's primary schools.....</i>	<i>31</i>
<i>Secondary Education</i>	<i>31</i>
<i>Academies</i>	<i>32</i>
<i>Further Education</i>	<i>32</i>
<i>Infrastructure Required</i>	<i>33</i>
<i>Funding / Gap</i>	<i>33</i>
EMERGENCY SERVICES	33
<i>Police.....</i>	<i>33</i>
<i>Fire</i>	<i>33</i>
<i>Ambulance.....</i>	<i>34</i>
9 GREEN INFRASTRUCTURE	35
FLOOD RISK	35
RECREATION AND OPEN SPACE	35

1 Introduction

- 1.1 This Background Document is one of sixteen produced by Bolton Council to support the publication version of the Bolton Core Strategy.
- 1.2 This Background Document covers Infrastructure and the Planning Obligations policy IPC1. It also contains the Bolton Infrastructure Paper which addresses key infrastructure issues and delivery. While infrastructure is essential to delivery of all aspects of the Core Strategy a number of theme policies specifically make reference to the use of planning obligations to achieve their aims. These include:
- Health Bolton – Policy H1
 - Achieving Bolton – Policy A1
- 1.3 Planning obligations would be involved in the implementation of other theme policies and these would include:
- Prosperous Bolton – Policy P5
 - Safe Bolton – Policy S1
 - Cleaner Greener Bolton – Policy CG1
 - Strong and Confident Bolton – Policy SC1 and Policy SC2
- 1.4 Chapter five of the Core Strategy sets out policies for spatial areas of the borough including key delivery items and means of delivery. Those which refer to specific infrastructure provision are:

TC4 Trinity Gateway - multi modal interchange and new multi storey car park

TC5 Cultural Quarter - new multi storey car park

TC6 Knowledge Campus Co-location of Community College and Bolton Sixth Form College including a new multi-storey car park, new road provision, construction of a health, leisure and research facility and knowledge centre.

TC7 Merchant's Quarter – new multi storey car park, road access and new pedestrian footbridge

TC8 Church Wharf – retention or replacement multi storey car park

TC10 Merchant's Quarter – new road and Brightmet Street MS

RA1 Inner Bolton Redevelop Hayward School as an Academy and renew buildings of Bolton Muslim Girl's School. Develop new or expanded health centres at Pikes Lane, Avondale, Halliwell, Tone Moor, Greater Lever and Hulton Lane.

RA2 Farnworth – Support consolidation and opportunities for improvement and employment at the Royal Bolton Hospital, a new health centre close to Farnworth town centre and recognise the Queen Street site as the principal focus for post-16 education in the southern part of the borough.

RA3 Beightmet – Identify the former Bolton-Bury railway line as a strategic cycle route and redevelop the Withins School site for an Academy

M2 Locoworks – infrastructure requirements especially highways, transport, open space and education provision

OA1 – Horwich and Blackrod – recognise the Victoria Road Community College site as the principal focus for post-16 education in the western part of the borough.

OA3 – Westhoughton – renew buildings of Westhoughton High School and develop expanded medical and health facilities in Westhoughton.

OA4 – West Bolton – renew buildings of Ladybridge High School.

OA5 – North Bolton – renew buildings of Smithills and Sharples High Schools and develop expanded medical and health facilities at Egerton or Dunscar.

OA6 – Little Lever – renew the buildings of Little Lever High School and George Tomlinson School, Kearsley. Develop new or expanded medical and health facilities at Little Lever.

LO1 – links to other areas – improving rail links from Bolton to surrounding areas, especially Manchester City Centre and provide an off-road cycle route from Bolton town centre to Bury town centre.

1.5 Each Background Document is structured to provide information, which demonstrates the soundness of the Core Strategy as a whole:

- Conformity with national and regional guidance;
- Specific evidence on which the policy approach is based;
- How the policy approach was developed at each stage of the plan making process and a summary of representations at each of those stages;
- A statement that shows how the policies contribute to the effectiveness of the Core Strategy as a whole considering deliverability, flexibility and ability to be monitored; and
- Conclusions on soundness.

1.6 In general, evidence is based on the following sources:

- Specific studies prepared to address issues to be covered in the LDF;
- Comments received from consultation responses;
- Information and guidance provided by the Sustainability Appraisal; and
- Existing national, regional and local policies and strategies such as national planning policy statements or the Sustainable Community Plan.

1.7 All documents referenced are held within the Public Examination Core Document Library.

2 Background

- 2.1 Policy IPC1 has been included within the Core Strategy to ensure that additional requirements that arise from development for infrastructure, services and facilities are met as well as addressing any impacts. Planning obligations can be used to alleviate the difficulties caused when existing infrastructure is unable to meet the additional demands places on it from new development.

The policy sets out the types of development and thresholds for seeking planning contributions and the types of requirements for which planning contributions will be sought. In doing so it makes clear that these are to remedy specific deficiencies that arise from development or where other mitigation or compensatory measures are required.

- 2.2 The strategic approach to infrastructure is set out in the Infrastructure Plan later in this document.

Links to the Sustainable Community Strategy

- 2.3 Policy IPC1 relates to a number of themes set out in Bolton: Our Vision 2007-2017. In respect of the Healthy and Achieving Bolton themes the policy ensures that new development contributes to the health and educational and training needs that they generate. The delivery of these facilities in appropriate locations will assist in narrowing the health gap by improving the health of those living in the least well off areas and will assist in improving educational attainment and improving skills. The policy also assists in meeting the prosperous theme through assisting in the creation of a transformed and vibrant town centre through using planning contributions to improve the image of the town centre via public realms improvements. The Safe Bolton theme is also supported through using contributions for access and transport related issues including public transport. A number of uses for planning contributions also contribute to the Cleaner, Greener theme supporting the improvement of open space and parks, biodiversity and mitigation of air quality impacts. The final theme of Strong and Confident is supported through the pursuit of contributions for affordable housing which meets the needs of Bolton residents on lower incomes as well as seeking contributions where relevant to support community facilities.

Links to the Strategic Objectives

- 2.4 The basis of the council's strategic approach and vision is explained in Background Document BD1. Sixteen Strategic Objectives flow from the spatial vision, and they are also explained in BD1.
- 2.5 Policy IPC1 support the delivery of the following Strategic Objectives:
- Strategic objective 1 - To maximise access to health facilities, sporting and recreation facilities, and to supplies of fresh food, especially for those living in the most deprived areas, and to increase opportunities for walking and cycling.
 - Strategic objective 2 - To provide everyone in Bolton with the chance to learn, by locating over-16 education provision in Bolton town centre and transforming Bolton's schools and colleges with new buildings and improved services.
 - Strategic objective 4 - To create a transformed and vibrant Bolton town centre.

- Strategic objective 6 - To ensure that transport infrastructure supports all the aspects of the spatial vision and that new development is in accessible locations and makes the best use of existing infrastructure.
- Strategic objective 9 - To reduce crime and the fear of crime, and improve road safety by ensuring that neighbourhoods are attractive and well designed.
- Strategic objective 10 - To minimise Bolton's contribution to climate change and mitigate and adapt to its adverse effects.
- Strategic objective 11 - To conserve and enhance the best of Bolton's built heritage and landscapes, and improve the quality of open spaces and the design of new buildings.
- Strategic objective 12 - To protect and enhance Bolton's biodiversity.
- Strategic objective 13 - To reduce the likelihood and manage the impacts of flooding in Bolton, and to minimise potential flooding to areas downstream.
- Strategic objective 14 - To provide housing that meets the needs of everybody, reflecting the needs of an ageing population and a growth in the number of households.
- Strategic objective 16- To develop mixed communities which encourage community cohesion and ensure access for all to community and cultural facilities.

2.6 The approach to infrastructure and policy IPC1 – Planning Obligations has been framed to deliver the achievement of the vision and the above Strategic Objectives.

3 Context

- 3.1 This section identifies the policy context in which the approach to infrastructure and the Planning Obligations policy have been prepared. It is not the intention to produce a detailed justification of the policy; however, the following paragraphs show how the policy accords with guidance and information.
- 3.2 The Planning Obligations policy must conform to national guidance and regional policy. Below is a list of relevant National Planning Policy Statements (PPS) or Guidance Notes (PPG), Regional Policy (RSS) and sub regional studies, local strategy & the evidence base, that underpin the policy.

National planning policy statements and guidance documents

- 3.3 The Core Strategy was prepared in the context of national policy and the following guidance is relevant to Infrastructure and Planning Obligations:

Circular 05/05: Planning Obligations

- 3.4 Policy IPC1 complies with this circular in that it sets out clearly the purposes of planning obligations and refers directly to the five policy tests that must be applied in seeking planning obligations. The policy also makes it clear that contributions are to resolve issues arising from development rather than to resolve existing deficiencies in infrastructure provision. The policy picks up the categories of types of obligations listed as examples in the circular which include affordable housing, contributions towards a new access road or provision of a bus service, perhaps co-ordinated through a Travel Plan, additional or expanded community infrastructure, for example, a new school classroom. It also sets out where planning obligations will be used to offset through substitution, replacement or regeneration the loss of, or damage to, a feature or resource present or nearby, for example, a landscape feature of biodiversity value, open space or right of way.
- 3.5 In line with the circular the policy sets out the matters to be covered by planning obligations and factors to be taken into account when considering the scale and form of contributions or level of affordable housing provision and looks to a future SPD to provide more details of the approach.

PPS1 Delivering Sustainable Development

- 3.6 The policy complies with the advice of PPS1 that “in preparing development plans, planning authorities should recognise that the impact of proposed development may adversely affect people who do not benefit directly. Local planning authorities can use planning conditions or obligations to ameliorate such impacts.”
- 3.7 The preparation of the Infrastructure Plan ensures that “infrastructure and services are provided to support new and existing economic development and housing”. Core Strategy preparation has taken into account issues such as accessibility and sustainable transport needs, the provision of essential infrastructure, including for sustainable waste management, and the need to avoid flood risk and other natural hazards in formulating the approach to future supply of sufficient land to meet the range of development needs.

PPS3 Housing

- 3.8 Core Strategy policy SC1 and Planning Obligations Policy IPC1 set out the overall target for affordable housing and the approach to seeking developer contributions to facilitate the provision of affordable housing.

PPS9 Biological and Geological Conservation

- 3.9 Policy IPC1 allows for contributions to be made to secure biodiversity. This complies with PPS9 which explicitly the use of conditions and/or planning obligations to mitigate harmful effects on SSSIs, to ensure the conservation and enhancement of the site's biodiversity or geological interest. Furthermore the circular considers that development proposals provide many opportunities for building-in beneficial biodiversity or geological features as part of good design. It advises that planning authorities should maximize such opportunities in and around developments, using planning obligations where appropriate. The circular also advises that local authorities should protect species that have been identified as requiring conservation action as species of principal importance for the conservation of biodiversity in England. Local authorities should take measures to protect the habitats of these species from further decline through policies in local development documents. Planning authorities should ensure that these species are protected from the adverse effects of development, where appropriate, by using planning conditions or obligations. A similar message about the use of conditions or planning obligations is set out in ODPM Circular 06/2005 Government Circular: Biodiversity and geological conservation – statutory obligations and their impact within the planning system

PPS12 Local Spatial Planning

- 3.10 In line with PPS12 the Infrastructure Plan sets out the range of physical, social and green infrastructure that will be needed to enable the amount and spatial distribution of development proposed for Bolton. The emphasis of the Core Strategy is on delivery, including who and when. The Cores Strategy has taken on board other strategies and investment plans of the Council and its partner organisations. The Council has also undertaken timely, effective and conclusive discussion with key infrastructure providers in preparing a core strategy as advised in PPS12.
- 3.11 The Core Strategy also sets out the specific infrastructure requirements of the Horwich Locoworks Strategic site as required under PPS12.
- 3.12 The work already carried out on infrastructure will also provide the basis for further consideration of the proposed Community Infrastructure Levy.

PPG13 Transport

- 3.13 Policy IPC1 requirements for contributions to transport are supported by PPG 13 which states that developer contributions should be encouraged to secure improved accessibility to sites by public transport, walking and cycling where such measures may 'influence travel patterns to the site'.

PPG17 Planning for Open space, Sport and Recreation

- 3.14 The continuation of seeking contributions towards open space provision and maintenance

is in accordance with PPG17. This guidance specifically allows planning obligations should be used as a means to remedy local deficiencies in the quantity or quality of open space, sports and recreational provision.

PPG25 Development and Flood Risk

- 3.15 The use of developer contributions towards provision of flood risk management, including defence and mitigation works is explicitly supported by PPG25. Policy IPC1 therefore makes reference to such a requirement. The guidance makes it clear that provision will generally be funded by the developer, and is only acceptable provided it is consistent with the relevant flood-risk management policies, passes the Sequential and Exception Tests and does not have a significant adverse impact on flood flows or storage. Policies CG1 and CG2 are of relevance to flooding matters.

The proposed Community Infrastructure Levy

- 3.16 The Government is currently reviewing the legislation and procedures relating to planning obligations and there may be some significant changes to the system as a result of the Planning Act. Part 11 of this Act which received Royal Assent on 26 November 2008 contains provisions enabling Regulations to be made to establish a Community Infrastructure Levy (CIL) in England and Wales.
- 3.17 Local authorities in England and Wales will be empowered, but not required, to charge a CIL on most types of new development in their area. The Levy will be based on simple formulae which relate the size of the charge to the size and character of the development paying it. The proceeds of CIL will be spent on local and sub-regional infrastructure to support the development of the area.
- 3.18 Government Consultation closed on 23 October 2009 on detailed proposals and draft regulations for the introduction of the Community Infrastructure Levy: Consultation.
- 3.19 If Bolton were to introduce CIL to fund local infrastructure, the remit of Section 106 agreements would be limited to three purposes. These would be to cover certain non-financial, technical or operation matters, site specific negotiated matters to deal with impacts without which planning permission should not be granted and affordable housing provision on site to achieve genuinely mixed communities. CIL would cover infrastructure including roads and other transport facilities, flood defences, schools and other educational facilities, medical facilities, sporting and recreational facilities, open spaces, and affordable housing.
- 3.20 Any changes that result from future legislative changes will need to be taken into account.

Regional policy and evidence

North West Regional Spatial Strategy

- 3.21 The Regional Spatial Strategy (RSS) sets out the regional development policy. Policy IPC1 and the overall approach to infrastructure have had regard to the following policies:
- 3.22 Policy L5 - Affordable Housing by setting out a range of delivery mechanisms to secure the provision of affordable housing.

- 3.23 Policy IM 1 – Implementation ensuring that new development is in locations accessible by public transport and measures to support walking and cycling are included from the design stage. Planning obligations should be used to ensure these measures are delivered.
- 3.24 Policy DP 1 - Spatial Principles the Core Strategy approach to infrastructure and planning obligations specifically makes the best use of existing resources and infrastructure and aims to manage travel demand, reduced the needs to travel and increase accessibility.
- 3.25 Policy DP 4 - Make the Best Use of Existing Resources and Infrastructure the overall Core Strategy approach is focusing new development within the urban area broadly where existing infrastructure is in place. The Infrastructure plan has examined provision. Phasing of development is suggested at Horwich Locoworks.
- 3.26 Policy DP 7 - Promote Environmental Quality planning contributions are being sought under IPC1 to mitigate the impacts on air quality and the Core Strategy's overall approach is to move towards more sustainable modes of transport with development located where it is well served by public transport.
- 3.27 Policy L4 - Regional Housing Provision the approach to the distribution of housing takes into account the need for infrastructure. Transport modelling work carried out on behalf of AMGA and referred to in the Infrastructure Paper considers the impacts on transport of demands from new development including housing.

Other plans, strategies and evidence

- 3.28 Policy IPC1 has been developed in consideration of the following evidence:
- Strategic Flood Risk Assessment
 - AGMA Transport modelling work
 - Highways Agency modelling work
 - Modelling and infrastructure work for strategic sites at Cutacre and Horwich Locoworks
- 3.29 The Bolton Infrastructure plan sets out the delivery and infrastructure requirements of the Core Strategy.

4 Council Approach

- 4.1 This section charts the policy and strategy formulation process through the stages in order to demonstrate how the current proposals have been developed.

Core Strategy Key Issues

- 4.2 Background document BD1 describes the Key Issues Report process.
- 4.3 No approach was suggested specifically to the use of planning obligations within the Key Issues document nor specific mention made to infrastructure. However to address a number of these issues raised at this stage infrastructure would be required and resources secured. For example, these would include:
- G3 Improving accessibility,
 - S1 Improving health,
 - S2 Improving educational achievement,
 - S3 Providing good quality affordable housing to meet the need of local communities,
 - S4 Providing facilities for recreation and sport,
 - EC5 Ensuring that new development has good transport access,
 - EN1 Protecting and promoting Bolton's biodiversity and
 - EN4 minimising the risk of flooding.
- 4.4 The abandoned Housing Development Plan Document Issues Paper raised several issues. These were:
- Issue 5 - What policies should there be to meet the affordable housing aspirations of the Council and its partners?
- Issue 6 - What policies should there be to ensure that the right level of infrastructure is provided for new housing developments?
- 4.5 Key issues consultation responses (including those of relevance from the abandoned Housing Development Plan Document)

Infrastructure

- 4.6 At this stage a number of comments were made about the key importance of infrastructure and the need to ensure the co-ordination of infrastructure with new development to avoid exacerbating existing problems which were seen to include air quality, congestion and utility infrastructure capacity. A more specific comment was made about the need for the evidence base to include a continuing analysis of strategies and plans of key service and infrastructure providers. Deficiencies of provision in some areas were also referred to. Specific issues were raised about managing capacity on the motorway network, the important functions of green infrastructure, the need for an integrated approach to the Croal Irwell Valley in respect of flood management and the need for Bolton needs to work alongside other adjoining authorities, organisations and

agencies to ensure the deliverability of appropriate road, rail and other suitable forms of transport.

Planning Obligations/S106/planning gain

- 4.7 At this stage there was a mixed response on the issues of whether the threshold for affordable housing should be reduced, some stressing that these should be realistic so as not to affect viability of marginal sites. Responses suggested the inclusion of cycle provision and a wide range of public transport provision in the range of contributions to be sought.

Core Strategy Issues and Options

- 4.8 Background document BD1 describes the Issues and Options report process.
- 4.9 At the Issues and Options Stage the topic of Infrastructure provision was primarily tackled through consideration of options for planning contributions. This looked at two types of options:
- Whether the thresholds should be changes to bring contributions into effect on more or fewer sites or
 - Whether more types of infrastructure should be brought into the policy.

Thresholds

- 4.10 Three options were put forward on thresholds. The thresholds were expressed in two different ways; for those relevant to housing they are expressed as a number of dwellings; for those relevant to other uses, they were expressed as a site size.

Option PC1 A Lowering the threshold to 15 dwellings for housing developments for all types of contributions and 0.4 hectares for other developments, where relevant. This would be consistent with the approach taken on affordable housing in Planning Policy Statement 3 and would ensure that more developments would be subject to planning contributions than is currently the case, thereby assisting the in the need to build more affordable housing identified in the Housing Needs Survey.

Option PC1 B Raising the threshold to 50 dwellings for housing developments for all types of contributions and 2 hectares for other developments, where relevant. In the case of affordable housing this option cannot be pursued because it would be contrary to Planning Policy Statement 3, which sets the threshold at no more than 15.

Option PC1 C Lower the threshold to 1 dwelling for housing developments for all types of contributions and 0.1 hectares for other developments, where relevant. In the case of affordable housing it would not be realistic to set the threshold at 1 dwelling, but a lower threshold than the national figure of 15 could be set, especially in areas of the Borough where the need for affordable housing is at its greatest.

Types of infrastructure

- 4.11 Two options were considered in respect the types of infrastructure.

Option PC2 A

Bolton's Core Strategy Background Document BD10

The range of infrastructure covered by planning contributions should remain the same as currently the case.

- Affordable housing
- Open space
- Off-site access and transport of all types including public transport, cycling and walking
- Health and well-being
- Education
- Public art

Option PC2 B

The range of infrastructure covered by planning contributions should be broadened to include other items, for example an employment related fund, and supporting high quality public realm improvements in Bolton Town Centre.

Consultation - Infrastructure general

- 4.12 A number of general responses were received which raised issues connected with public transport, roads and congestion. Other issues raised were commonly around education and healthcare provision e.g. doctors, dentists, especially in the Westhoughton area. The importance of the Manchester, Bolton and Bury canal was also referred to.

Consultation - Thresholds

- 4.13 In respect of thresholds there was a mixed response as to whether these should be raised or lowered. Developers tended to prefer a higher threshold than other consultees emphasising viability considerations and some wished to see contributions determined on a site by site basis. Some questions were raised as to the need to fix uniform thresholds for all contributions.

Consultation - Types of Infrastructure

- 4.14 There was a mixed response on whether the range of types of infrastructure should be broadened or remain the same. In general terms the development industry suggested that the range should stay the same and accord with national policy tests in Circular 05/05. The inclusion of an employment related fund was expressly mentioned as being unsound and not consistent with guidance.
- 4.15 Others encouraged the widening of infrastructure to include, for example, nature conservation and biodiversity issues, cross boundary green infrastructure, the Manchester, Bolton and Bury Canal, contributions towards public transport services and infrastructure and flood defences.

Core Strategy Preferred Options

- 4.16 Background document BD1 describes the Preferred Options report process.
- 4.17 At this stage the options document contained a revised approach to planning contributions together with a separate infrastructure plan which started to address whether existing and proposed infrastructure and utilities were capable of accommodating the levels of development growth in locations proposed. It addressed key areas including transport, health, education, energy, water and flood risk.
- 4.18 A number of the policies at this stage explicitly mention securing contributions from development to meet needs that would arise; these include policies 1, 2 and 9. Strategic objective 6 explicitly sets out to ensure that transport infrastructure supports the spatial vision and that new development makes best use of existing infrastructure. Chapter 6 the areas of Bolton started to set out implications of the preferred option for new infrastructure provision.

Preferred development management policy approach to planning contributions

- 4.19 At the preferred options stage the policy on planning contributions proposed a threshold of 15 dwellings in assessing whether planning obligations will be required from proposed housing developments. For all other forms of development a size threshold of 0.4 hectares will be applied to sites.
- 4.20 New residential development contributions will be sought for:
- Affordable housing
 - Open space provision and maintenance
 - Off-site access and transport of all types including public transport, cycling and walking
 - Health and well-being
 - Education
 - Community facilities
 - Employment fund to compensate for the loss of employment
- 4.21 For all types of development, including housing, contributions will be sought for additional types of infrastructure necessary to remedy deficiencies that arise from development or any other mitigation or compensatory measures required, including where relevant:
- Public art for all development above the threshold
 - Biodiversity where a development would have an adverse effect on a feature of biodiversity interest
 - Green infrastructure where a development would have an adverse effect on existing green infrastructure; this would be in addition to the requirement on residential development for open space
 - Flood protection and mitigation measures including those to address the adverse effects of surface water run-off, where a flood risk assessment shows it to be necessary.

- Mitigation or compensate against air quality impacts in Air Quality Management Areas
- Contributions to the public realm improvements within Bolton town centre
- The pursuit of any other material policy considerations or site specific matters, for example contributions towards the wider plans to restore the Manchester, Bolton and Bury canal.

4.22 Within Bolton town centre it is anticipated that the Council will primarily seek contributions to secure high quality improvements to the public realm.

Responses to Preferred Options

- 4.23 The types of issues and concerns raised at the preferred options stage were similar to those at issues and options stage. There were mixed responses on changes to thresholds, viability being a key concern to some as was the increase in range of potential planning obligations. One response suggested that the cumulative impact of small developments beneath the proposed thresholds should not be neglected. In particular the Council was encouraged to examine sites on a case by case basis and where reliance upon proximity to a railway station is cited in the planning statement or transport assessment, contributions should be pooled to off-set the impact that an increase in passenger numbers will have on rail infrastructure and station facilities.
- 4.24 Other responses supported planning contributions towards social and physical infrastructure, including green infrastructure, biodiversity, provision for walking and cycling, contributions towards the restoration of the Manchester, Bolton and Bury Canal.
- 4.25 There were specific objections to the proposed employment fund levy and for improvements to the public realm in Bolton Town Centre and concerns that contributions to cultural facilities were not included. Some responses also urged the Council to pursue the Community Infrastructure Levy.

General comments on infrastructure

- 4.26 Comments were made at the preferred options stage expressing concern that there was a lack of an evidence base to show how developments will be catered for in terms of transport infrastructure and also lack of specific modelling or appraisal of the transport implications of the major employment sites. It was suggested that specific areas suffering from congestion, should be highlighted in the list of issues in paragraph 2.32, as it may affect the preferred locations for development or the Infrastructure Plan.
- 4.27 Concerns were also expressed about transport infrastructure improvements that are tied to the approval of the TIF package. Given that there is still the opportunity for these proposals to evolve, it was seen as important that implementation plans should include the potential to investigate alternative funding streams and the phasing of development to take account of any resulting delays in the realisation of associated infrastructure.

Infrastructure plan

- 4.28 A number of comments were made in respect of developer contributions at Horwich Locoworks and more generally stressing that development requirements should be

applied flexibly, having regard to individual circumstances relating to development proposals to ensure that a viable and deliverable development.

- 4.29 A request was also made that in that while green infrastructure is mentioned in earlier parts of the document, this chapter also needs to include a section setting out the importance of and need for green infrastructure.
- 4.30 It was seen as essential that the Infrastructure Plan lists all the transport improvements proposed elsewhere in the document and identifies funding sources and responsibility for delivery. These would be needed to justify developer contributions.
- 4.31 In view of the fact that some of the necessary detail may not yet be available (e.g. a transport plan for Cutacre, uncertainty over the availability of TIF funding), it was cited as preferable to produce the Infrastructure Plan as a separate document, which could more easily be updated.
- 4.32 At the preferred options stage United Utilities provided clarification of facilities and its investment programme for inclusion.

Core Strategy Publication Document

- 4.33 The Core Strategy Publication Document (CSP) policy IPC1 reaffirms the approach of the Preferred Spatial Option to lowering thresholds for seeking planning contributions and widening the range of types of infrastructure.
- 4.34 Paragraphs 6.1-6.14 of the CSP describe the policy approach

Sustainability Appraisal

- 4.35 The Preferred Options specified a lower threshold for seeking planning contributions and for a wider range of infrastructure than is currently sought. Broadly speaking, lowering the threshold should result in more planning contributions being obtained by the Council. This will result in more facilities for the community, ranging from affordable housing provision, education, health and wellbeing, off-site access and public transport provision to biodiversity and green infrastructure. It is assumed that more facilities may help to improve the health of the borough and provide more opportunities for local people which can facilitate independent living, improve well-being and quality of life.
- 4.36 The sustainability appraisal does express caution, which was raised by representatives of the development industry, that viability issues may compromise aspirations for economic and housing delivery.
- 4.37 The inclusion of public realm improvements within Bolton town centre, in the list of planning contributions will help to build a vibrant town centre and raise the profile of Bolton. Additionally, it is anticipated that lowering the thresholds will cause more development to be captured and will therefore lead to more contributions being acquired. The range and thresholds of planning contributions will not have a major impact on local distinctiveness. However, public realm improvements may help to improve Bolton's built heritage.

5 Conclusions

Summary of policy formulation

- 5.1 The content of the policy wording contained with the Publication Document has evolved from that included in the Preferred Options report and Issues and Options report. It has taken onboard consultation responses and national planning policy and now sets out clearly the expectations on developers to provide planning contributions and for what purposes.
- 5.2 The Bolton Infrastructure Paper has been developed in the light of comments and inputs from infrastructure providers. It provides a strategic overview of infrastructure necessary to deliver the Core Strategy and sets out details of future requirements and how these will be funded and delivered.

Soundness

- 5.3 The council considers the planning contributions policy IPC1 and its contribution to the overall Core Strategy sound because it is:

Consistent with National Policy

- 5.4 This Background Document shows that the policy and overall approach to infrastructure are in accordance with national policy.

Justified

- **Founded on robust and credible evidence base**

- 5.5 This Background Document shows that the policy is based on a robust and credible evidence base, and the results of public consultations. Representations have been accounted for and incorporated in to the policy.

- **The most appropriate strategy when considered against the reasonable alternatives**

- 5.6 This Background Document shows that the Council has chosen a policy that best reflects the available evidence. It also shows that the Council has developed this policy through a process of public consultation and then adjusting the policy to reflect consultation responses.

Effective

- **Deliverable**

- 5.7 The Planning Obligations policy will be delivered by Bolton Council through the planning control process.

- **Flexible**

- 5.8 The Planning Obligations policy is flexible as the Council consider the requirements for planning obligations together with an assessment of scheme viability.

- **Capable of being monitored**

- 5.9 Planning obligations cover a wider variety of issues within the planning process, and there are a range of areas that could potentially be monitored. In this instance, the roles of planning obligations in achieving targets set out in policies H1, A1, P5, S1, CG1, SC1 and SC2 may be used so there is no specific indicator for this policy.

Measuring Delivering – Planning Obligations (IPC1)
Strategic Objectives met SO1, SO2, SO4, SO6, SO9, SO10-14, SO16
Indicators (and targets)
Appropriate Core Strategy policy targets and indicators, specifically policies H1, A1, P5, S1, CG1, SC1 and SC2.
Flexibility and phasing
The Council will apply this policy flexibly by considering the requirements for planning obligations together with an assessment of scheme viability.

Annex A - Bolton Infrastructure Plan

6 Introduction

- 6.1 PPS12 Local Development Frameworks (2008) advises that a Core Strategy should include a delivery strategy. This should demonstrate that the key partners required to deliver the strategy have been involved in its preparation and the means by which development and the necessary infrastructure will be delivered. This should be set out “as far as practicable” and should demonstrate a “realistic prospect” of delivery. PPS12 recognises that budgeting may not be known but advises that undue reliance should not be placed on critical infrastructure where funding is unclear. Contingency planning may be necessary.
- 6.2 This paper is intended to provide a strategic overview sufficient for the core strategy. It sets out what will be delivered, where and when and how it will be delivered, by whom, and contingencies where there are significant risks.
- 6.3 Bolton Council is one of the Planning Advisory Service pilot authorities implementing the Steps approach to Infrastructure Delivery Planning. The Council will work with the Planning Advisory Services appointed consultants over the next year to develop the Steps approach in Bolton. To date Bolton Council officers from the Development and Regeneration and Chief Executive Departments have attended the initiation meeting and have established a baseline position of the Authorities current infrastructure delivery planning.

Development in the Core Strategy

- 6.4 This background paper assesses the deliverability and infrastructure implications of housing; retail; and office / industrial / warehouse requirements in the Core Strategy and strategic locations of Bolton town centre and the Loco Works.
- 6.5 The scale and location of development envisaged by the Core Strategy up to 2026 is set out as follows: -
- Employment land in policy P1
 - Retail development in policy P2
 - Housing land in policy SC1

Bolton Town Centre and the Horwich Loco Works

- 6.6 Bolton town centre is the principal driver for the borough's economy. Core Strategy policies TC1 – TC10 set out the quantity of location and development in the town centre. Horwich Loco Works will be a mixed use employment and housing development as set out in policies M1–M2.

Physical	Social	Green or Constraints
Transport Water Supply Waste Water Gas Electricity Communications	Health Education Emergency Services	Open Spaces Flood Risk

Table 1: Infrastructure Covered

7 Physical Infrastructure

- 7.1 The following section contributes to answering how development will be delivered and by whom. Infrastructure providers have been consulted on and input into the development of this infrastructure plan. Infrastructure covered is identified in Table 5. This infrastructure plan is a living document and will be updated as further master-planning work is complete on the Horwich Loco Works and Town Centre proposals.

Transport

- 7.2 The borough of Bolton has good transport links with adjoining areas and the rest of the country. The M61 motorway provides a link with the M6 motorway to the north and the M60 motorway to the south of Bolton. The local road network is characterised by radial routes running from the hinterland to Bolton town centre. Bolton is well served by the heavy rail network, with links to Manchester to the south, and Blackburn, Preston and Wigan to the north/west. Bolton rail station is the busiest in Greater Manchester outside of Manchester City Centre. The borough has a comprehensive bus network, focused on the radial routes and 6 Local Link Services covering areas un-served by the traditional bus network. A strategic cycle route network has been part-implemented in the borough that forms Sustrans Regional Route 80 and a spur of National Route 55.

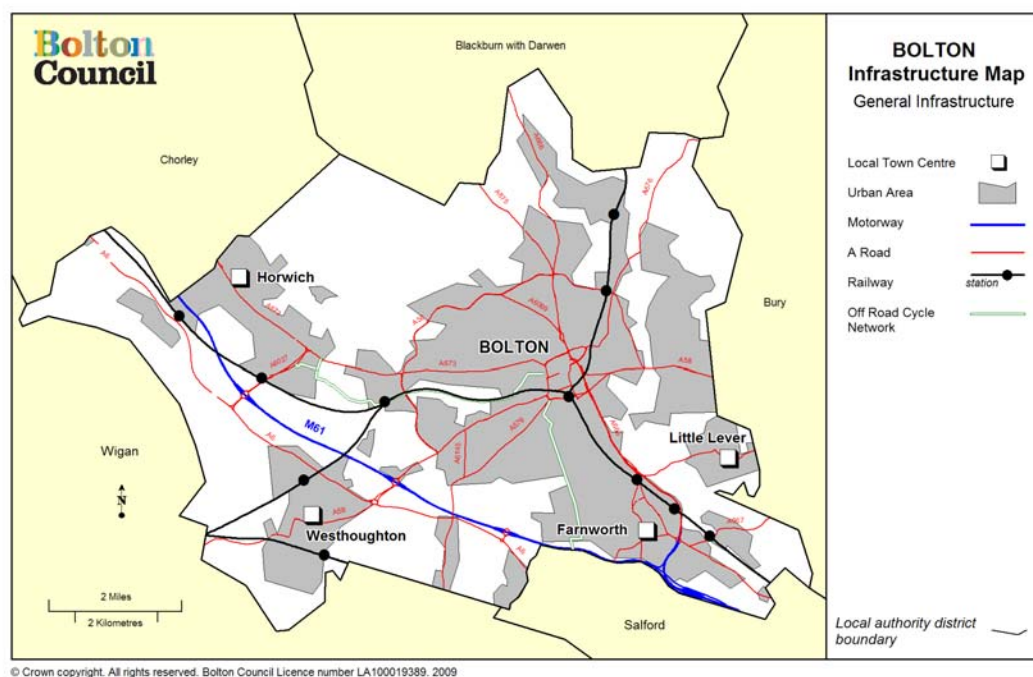


Diagram 1: Bolton's Transport Network

- 7.3 Bolton is more self-contained, in terms of employment and commuting patterns, than other districts in Greater Manchester. The 2001 census showed that 67.5% of working residents

work in the borough. However long-term trends show that the level of both out-commuting and in-commuting are increasing. This is resulting in an increasing inter-dependency with other adjoining districts and Manchester.

Rail

- 7.4 Bolton is well placed on the heavy rail network with direct links to Buxton and Manchester Airport via Manchester City Centre; Southport via Wigan; Edinburgh, Glasgow, Windermere and Blackpool via Preston; and Clitheroe via Blackburn. Within the borough of Bolton there are 11 stations. Bolton Interchange is located to the south of Bolton town centre and has the highest passenger numbers of all stations in Greater Manchester outside the Regional Centre. Horwich Parkway is the second busiest station in Bolton and acts as a strategic rail park and ride for the Regional Centre. Other rail stations in Bolton are Bromley Cross, Hall'ith Wood, Moses Gate, Farnworth, Kearsley, Lostock, Blackrod, Westhoughton and Daisy Hill. The Council has invested in new Rail Park and Ride facilities through its Transport Infrastructure Funding and through the Greater Manchester Passenger Transport Executive Capital Programme at Horwich Parkway, Lostock, Blackrod, Westhoughton, Daisy Hill, Hall 'ith'Wood, Bromley Cross and Kearsley. A further extension to the Horwich Park and Ride has been included as part of a wider Greater Manchester Park and Ride Strategy supported by Regional Funding Allocation.
- 7.5 Bolton Rail Station is a key gateway into Bolton town centre and is scheduled for refurbishment, starting in April 2010. Improvements at Bolton Interchange include refurbishing the existing ticketing office, refurbished the platforms and platform buildings, and relocating train stopping positions. Bolton Council is working in partnership with Network Rail, Northern and Integrated Transport Authority (ITA). The scheme will cost £4million and will be funded from the National Station Improvement Programme and Transport Infrastructure Funding.
- 7.6 Bolton stations are currently served by Northern Rail and First Transpennine Express. The number of rail passenger journeys has doubled in the last decade, in line with national trends and has clearly outperformed the stretched Greater Manchester Local Transport Plan 2 target. Increased demand has resulted in peak time capacity problems on the Bolton line. Greater Manchester Passenger Transport Authority is currently in discussions with the Department for Transport over the distribution of new rail rolling stock to tackle overcrowding on the Greater Manchester rail network. The announcement of electrification on the Manchester to Liverpool line via Chat Moss will result in revised assumptions for the distribution on new rail rolling stock, and GMPTE and Bolton Council await the publication of the Department for Transport Rail Rolling Stock Strategy before the end of the current calendar year. Moses Gate, Farnworth and Kearsley stations show only 35 to 38 passengers per station boarding and alighting trains between 07:30 and 09:30 (AM Peak), this is largely due to the low frequency of trains stopping at these stations and capacity on trains that do stop. There is currently no capacity in the network to introduce additional stopping trains at these stations. Network Rail is currently undertaking a study into rail capacity through the Manchester Hub to increase capacity.

Bus

- 7.7 The borough has a comprehensive bus network in operation with accessibility mapping suggesting that over 90% of the population is within 800m of a high frequency bus route during week day periods. Most high frequency routes are focused on the main radial

corridors into Bolton town centre. The main bus operators in Bolton are First Bus and Stagecoach. In addition six local link services are operating in Bolton. Key issues with the current bus network are largely around interchange and linking deprived areas of the borough to employment and leisure opportunities in the west of the borough.

- 7.8 In Bolton, both the A579 St Helens Road and the A58 Bury Road are Quality Bus Corridors, benefiting from bus priority measures and improved bus stop waiting environments. In addition, the Council in partnership with the Greater Manchester Passenger Transport Executive have implemented bus lanes in Bolton town centre and along the A676 Deane Road. The Council through its Transport Infrastructure Fund has also upgrade high frequency bus stops to Quality Bus Corridor standards across the borough.
- 7.9 The Bolton Town Centre Public Transport Study identified the need to relocate the existing Moore Lane Bus Station to the railway triangle site north of the existing Rail Station to improve interchange in Bolton town centre. The scheme has been promoted in the Greater Manchester Local Transport Plan 2006/07 to 2010/11 and has been accepted in the Regional Funding Allocation for 2012/13 to 2014/15. In the recent Greater Manchester Transport Fund Prioritisation Exercise, the Trinity Interchange Scheme has been removed from the Regional Funding Allocation and included in the GM Transport Fund. Consultants are currently working on the phasing of schemes in the GM Transport Fund and will report in the near future.
- 7.10 To support the regeneration proposals in Bolton town centre, the Council has developed a sub document, the Bolton Town Centre Transport Strategy which aims to provide an efficient, sustainable transport system that offers a realistic choice of transport modes to and within Bolton town centre and thus enhance the vitality and viability of the town centre. The Bolton Town Centre Transport Strategy runs concurrently with the second Local Transport Plan and has already seen the implementation of key transport proposals such as phases of the town centre bus gyratory to support the Trinity Interchange scheme.

Strategic Highway

- 7.11 The Highways Agency capacity studies on its own network suggest that the majority of the motorway network in Bolton does not suffer from peak time congestion, only the section close to the M60 is at capacity in morning peak period. AGMA Transport Modelling work projects that the strategic highway network is forecast to become closer to capacity over the period of 2011 to 2026, in particular on the M60 and journey times on the M61 between junctions 6 and 3 are forecast to increase. Improvements works on the M60 still need to be modelled and this may result in less of an impact of LDF Core Strategy proposals.

Local Highway

- 7.12 Congestion mapping suggest that parts of the local highway network are at capacity in peak commuting times that would restrain potential growth opportunities without investment in new capacity. AGMA Transport Modelling work projects that a number of roads and junctions are forecast to come closer to capacity, particularly in the west of the borough and on the A58 between Bolton and Bury. The Council will target capacity on the network through the Highways Capital Programme and developer contributions. The agreement at the AGMA level to top slice Local Transport Plan Integrated Transport Block

funding to initiate a GM Transport Fund to deliver major schemes will result in a potential reduction in Bolton's allocation of 22% to 26% in 2010/11. In addition, the Department for Transport is recommending that Local Highway Authorities programme for a 20% to 40% reduction in funding for Local Transport Plan 3. Further guidance on funding will be available of the 2010 National Spending Review.

- 7.13 A fundamental part of the Bolton Town Centre Transport Strategy is to provide a new line road in the south sector. This will reduce congestion in the town centre enabling the implementation of the bus gyratory system and also enable the closure of College Way to bring forward the Health, Leisure and Research Facility in the Bolton Innovation Zone. The scheme will cost £4million and be funded by the Council.

Bolton Town Centre Car Parking

- 7.14 As part of the Bolton Town Centre Transport Strategy the Council is proposing a parking philosophy that removes surface level parking in the core area of the town centre and replaces this with purpose built multi-storey car parks on the edge of the town centre close to the outer highway box. This will free up wasted land for development and reduce the need to drive into the heart of the town centre as parking will be accessed off the outer highway box. In order for this to be achieved Bolton Council has entered into a framework agreement with NCP to design, build and operate 3 multi-storey car parks that could increase to 6 over time. This enables the Council to fulfil its parking aspirations as part of the Town Centre Transport Strategy whilst also retaining arms length control over pricing.

Cycling

- 7.15 The Council has made significant progress in delivering its off-road cycle route network as set out in the Council's Bolton Cycling Strategy. One of the key achievements for Bolton has been the completion of the Middlebrook Valley Trail, a flagship off-road cycle route that is around 6km long and runs from the bottom of Gilnow Lane to the west of Bolton town centre to the Middlebrook retail and employment park. The Middlebrook Valley Trail will form part of Sustrans Regional Cycle Network Route 80. The Council has also delivered sections of the Royal Bolton Hospital off-road cycle route from the south of Bolton town centre to the boundary with Salford where it goes on to link with the Salford Loop Line (Sustrans National Cycle Network Route 55).
- 7.16 To complete the Regional Cycle Route 80 in Bolton, the Council would like to deliver an off-road route from Bolton town centre to Bury town centre, following the disused rail line and incorporating the Burnden and Darcy Lever Viaducts. This has been supported by Sustrans who have agreed to take on the liability of the two viaducts. Unfortunately a recent Connect 2 Bid for the Bolton to Bury Route was unsuccessful and this part of the off-road network remains unfunded.

Horwich Loco Works

- 7.17 The Loco Works is in a location that requires additional investment in public transport to ensure that jobs are accessible to a wide range of prospective employees, especially those from deprived areas in Bolton, Salford and Wigan, and that the number of car trips generated by new housing is minimised. Its development also requires new highway infrastructure to access the site from the south-east. From early master-planning the provision of a new highway link via the Middlebrook development is a key piece of

infrastructure as part of the site access strategy. Additional access points and capacity improvements on the local highway network are required to bring the site forward. In line with the AGMA modelling work, integrated public transport, cycling and walking facilities need to be given priority in the current master-planning work. Progress is currently underway on the Horwich Loco Works proposal which will progress and confirm the detailed infrastructure requirements for the site.

Transport Modelling

- 7.18 Modelling work is currently being undertaken at the Greater Manchester level to assess the transport impact of the proposals in all Greater Manchester Authorities Core Strategies. Bolton has received a draft report on the initial runs of the Strategic Planning and Transport Models and is working with the Highways Agency to identify solutions from the issues raised. One of the key outputs of the model recognises the need to focus on smarter choice measures, but also to improve on those implemented to date and seek good practice examples.

Infrastructure Required

Infrastructure Required	Lead Authority	Partners	Date/Phase	Funding Sources	Cost	Gap
Bolton Interchange (refurbishment)	Network Rail	Northern Rail GMPTE Bolton Council	2010/11	NSIP ITA Capital Programme	£4m	-
Trinity Interchange	GMPTE	Bolton Council	2013/14 – 2015/16	GM Transport Fund	£48m	-
Bolton Town Centre Public Transport Strategy Improvements	Bolton Council	GMPTE	2009/10 – 2012/13	LTP Capital Funding Transport Infrastructure Fund (tif)	£57m	
Bolton Town Centre Southern Link Road	Bolton Council		2010/11	LTP Capital Programme	£4m	-
Bolton Town Centre Multi-Storey Car Park Partnership	Bolton Council	NCP	2009/10 – 2012/13	LTP Private Finance	£18m	-
Loco Works – Shuttle Bus linking Horwich Parkway and Horwich town centre via the Loco Works	GMPTE	Bolton Council	2013 -	Developer	£0.5m	-

Infrastructure Required	Lead Authority	Partners	Date/Phase	Funding Sources	Cost	Gap
Loco Works – New highway link	Bolton Council		2013 -	Developer	£3m	-
Loco Works – Offsite highway improvements	Highways Agency	Bolton Council	2013 -	Developer	To be determined	-

Table 2: Transport Infrastructure

Fresh Water Supply

Existing Provision

- 7.19 The Reservoirs at Entwistle and Wayoh supply Bolton with the majority of its drinking water. The Thirlmere Aqueducts both run through Bolton with the Thirlmere Aqueduct connecting to the Manchester ring main. United Utilities are also proposing a new East West pipeline to link the Welsh supply zone of Merseyside to the Lake District supplies of Greater Manchester which will run through the south east of the borough. United Utilities also have 31 service reservoirs located across the borough of Bolton.
- 7.20 United Utilities are investing £15.4 million in the Bolton area on increasing water quality standards. This includes improvement works to the water treatment works at Wayoh, and the reservoir at Top of the Cow that supplies around 21,000 homes in Bolton. United Utilities are also spending £48 million on maintaining the water supply to customers in Bolton. Some of the water pipes date back to Victorian times and this work is all part of a modernisation programme. The refurbishment and cleaning of the pipes will help reduce the risk of low water pressure and discoloured water to homes and business premises.

Infrastructure Required

- 7.21 In terms of fresh water supply, United Utilities does not envisage the supply of fresh water as a constraint to the proposals in the Bolton Core Strategy.

Infrastructure Required	Lead Authority	Partners	Date/Phase	Funding Sources	Cost	Gap
Improvement works to water quality standards at Wayoh Water Treatment Works and Top of the Cow Reservoir	United Utilities		2010	United Utilities	£15.4m	-
Modernisation of water pipes to Bolton customers	United Utilities		2010	United Utilities	£48m	-
Water main to serve Loco Works	United Utilities		2013 -	Developer	To be determined	-

Table 3: Fresh Water Infrastructure

Waste Water

Existing Provision

- 7.22 Bolton wastewater treatment works at Ringley Fold is currently operating at capacity, serving a population of 380,000. This includes an 'equivalent' element for industrial load to the works. United Utilities are investing £52 million to meet new higher standards for the quality of the discharge from the Wastewater Treatment Works to river and to reduce combined sewer storms discharges to improve river water quality. This includes wastewater sites at Belmont and Horwich, with significantly investing at Ringley Fold to help the separation of surface water from foul water thereby increasing capacity.
- 7.23 United Utilities complimented Bolton Council on its planning consultation practices and on this basis is happy to suggest that sewer capacity is not a particular issue in Bolton. However, parts of Bolton town centre have localised sewer capacity issues. The removal of surface water from foul water is a key issue for United Utilities and the requirement for new and existing development to implement Sustainable Drainage Systems (SUDS) is imperative to increase capacity and meet future growth aspirations. United Utilities emphasis the importance of new developments surface water discharges are directed to watercourses rather than public combined sewers. Core Strategy Policy CG2 requires new developments to demonstrate the sustainable management of surface water run-off. United Utilities are investing £1.74 million on preventing sewer overflows into local rivers and streams and £1.47 million on reducing the risk of sewer flooding to customer properties in Bolton.

Infrastructure Required

- 7.24 United Utilities have identified that the existing capacity of Horwich Waste Water Works may need increasing to support the Loco Works Development aspirations. Detailed master-planning work is currently underway on the Horwich Loco Works proposal which will progress the detailed infrastructure requirements for the site.

Infrastructure Required	Lead Authority	Partners	Date/Phase	Funding Sources	Cost	Gap
Improvements and additional capacity at Ringley Fold and waste water treatment works at Horwich	United Utilities	-	- 2010	United Utilities	£52m	-
Loco Works – Reinforce existing sewer capacity, and possible capacity improvements at Horwich Waste Water Treatment Works	United Utilities	-	2013-	Developer	To be determined	

Table 4: Waste Water Infrastructure

Gas

Existing Infrastructure

- 7.25 National Grid Gas plc owns and operates the local gas distribution network in the Northwest. Any changes to the local network will arise from the mains replacement programme as well as requests for customer connections and/or significant changes in demand requiring reinforcements to the local network as required.
- 7.26 The following National Grid gas transmission assets are located within Bolton's administrative area:
- Pipeline 2682 Feeder 21 Mawdesley - Warrington

Infrastructure Required

- 7.27 There are no identified constraints to capacity, and developments will require their own connections.

Infrastructure Required	Lead Authority	Partners	Date/Phase	Funding Sources	Cost	Gap
Loco Works – gas connection	National Grid		2013-	Developer	To be determined	

Table 5: Gas infrastructure

Electricity

Existing Infrastructure

- 7.28 National Grid's high voltage electricity transmission assets within Bolton's administrative area that form an essential part of the electricity transmission network in England and Wales, include the following:
- ZQ line – 400kV route goes from Daines substation to Tottington Tee to Kearsley substation.
 - VJ line – 275,000-volt route from Whitegate substation in Oldham to Kearsley substation.
 - Kearsley Substation – 275kV
- 7.29 Electricity North West owns and operates the local electricity distribution network in the Northwest. Through discussions with Electricity North West there are no known Borough-wide issues with power supply, although there may be more localised and site or area specific issues not yet identified. The Council will work with United Utilities to identify any issues or problems at the more site-specific scale through the Site Allocations DPD process. United Utilities latest electricity study suggests that there will be sufficient capacity beyond 2015.

Infrastructure Required

- 7.30 Discussions are on-going with Electricity North West in relation to electricity supply to the Horwich Loco Works proposal. Information from Electricity North West currently suggests that there are 4 existing substations on the site, although no details of sizes are provided at present. An existing utility route is indicated to the site via Victoria Mill but further details would be required to determine the full extent of the existing services. Detailed master-planning work is currently underway on the Horwich Loco Works proposal which will progress the detailed infrastructure requirements for the site, but it is likely that a new primary sub-station will be required.
- 7.31 Electricity North West has identified the need for additional electricity supply in relation to the Church Wharf development in the north east sector of Bolton town centre. Electricity North West has recommended the provision of a primary or secondary substation to serve the site.

Infrastructure Required	Lead Authority	Partners	Date/Phase	Funding Sources	Cost	Gap
Loco Works – Electricity Supply	Electricity North West	-	2013 -	Developer	To be determined	-
Bolton Town Centre – Church Wharf – Primary / Secondary Sub Station	Electricity North West	-	2016 - 2021	Developer	To be determined	-

Table 6: Electricity Infrastructure**Communications****Existing Infrastructure**

- 7.32 British Telecom (BT) reports that in their opinion adequate infrastructure capacity is available in Bolton at present. In terms of future capacity, the licence under which BT operates requires them to provide network capacity upon request only.
- 7.33 BT has provided existing service details for the Horwich Loco Works site. Their services appear to be fed via the north west entrance to the site. The plans do not indicate services to other sites passing through this site and therefore diversions would not be required. Detailed master-planning work is currently underway on the Horwich Loco Works proposal which will progress the detailed infrastructure requirements for the site.

Infrastructure Required

- 7.34 It is the Council's aspiration to operate a wireless hub in the Merchants Quarter development in Bolton town centre. Infrastructure requirements need to be explored.

Infrastructure Required	Lead Authority	Partners	Date/ Phase	Funding Sources	Cost	Gap
Loco Works – Communications	BT		2013 -	Developer		-
Bolton Town Centre – Wireless Communications Technology – Merchant's Quarter	BT		2009 - 2018	Developer		-

Table 7: Communications infrastructure

8 Social Infrastructure

Health

Existing Provision

- 8.1 The Bolton PCT is aiming to provide modern and effective health service that is close to home and offer equitable and timely access. The Bolton PCT through the Local Improvement Finance Trust (LIFT) programme has delivered 3 new large, modern primary care centres and expanded 4 existing centres, with an additional primary care centre still to be relocated in Westhoughton. Each centre has accommodate an extended range of primary care services, enabling closer working of professional teams and offering more responsive and coordinated care to patients.
- 8.2 The Bolton PCT has also delivered three health satellite centres. The satellites provide services that specifically address the health and social care needs of the local population. GP practices have been encouraged to move from unsuitable premises into either a primary care centre or a satellite centre.

Funding / Gap

- 8.3 The Bolton PCT are reviewing future infrastructure programmes in light of the current national funding issues. The Bolton PCT expects to have a clearer picture later this year.
- 8.4 The Bolton PCT programme for primary care centres is to address the needs of the current population, and not of new development. The Bolton PCT funded programme will not take account of additional health care demand from new development. In such circumstance the Bolton PCT will expect developer contributions.

Education

Primary Education

- 8.5 In November 2008 the council was successful in its bid for £80m of funding from the programme to transform primary schools across the town. Over the next fifteen years, half of Bolton's primary schools will be rebuilt or refurbished, offering buildings that are fit to deliver a modern curriculum. Work is currently ongoing to prioritise those schools most in need of the investment to take place during the next academic year (September 2009 to August 2010).
- 8.6 Discussions with the Council's Children's Services Department has identified that there is potential for new or expanding existing primary schools to accommodate a growing population in Bolton. There are no plans to close or merge existing primary schools in the borough.

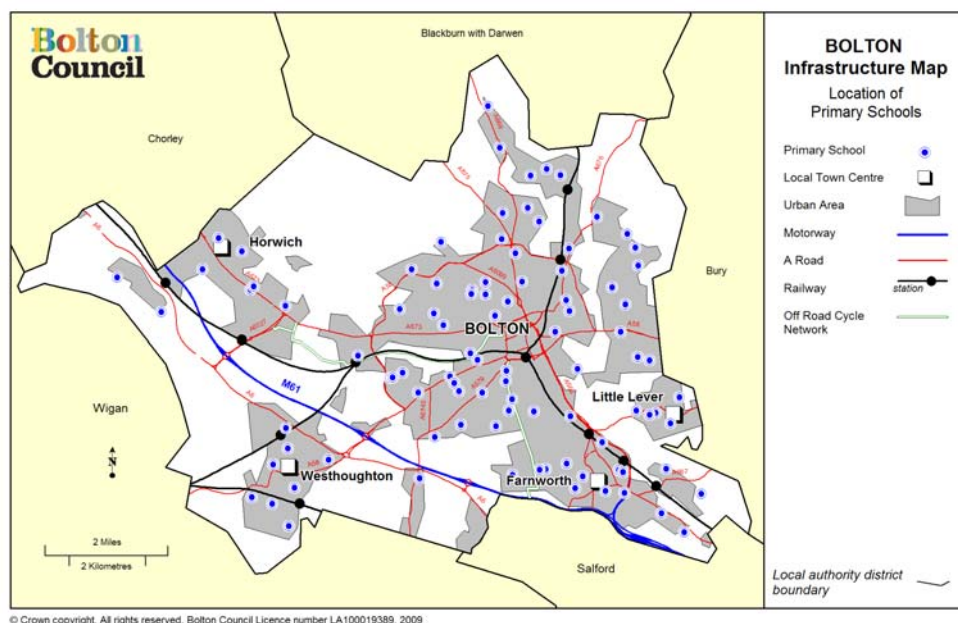


Diagram 2: Bolton's primary schools

Secondary Education

- 8.7 Building Schools for the Future (BSF) is a Government initiative which was announced in 2003, to improve secondary schools to deliver new ways of teaching. The national programme is being delivered in waves, Bolton has been provisional accepted as part of the 2011 to 2014 wave. Central Government is expected to give the go-ahead in late summer. Most of the phase one schools identified for the BSF programme are in the inner urban areas and will therefore help with Council's aim of 'narrowing the gap'.
- 8.8 Bolton Council is working with Blackburn with Darwin Council to deliver BSF through a Local Education Partnership (LEP). As the programme is about redeveloping existing schools there are not any major infrastructure requirements.

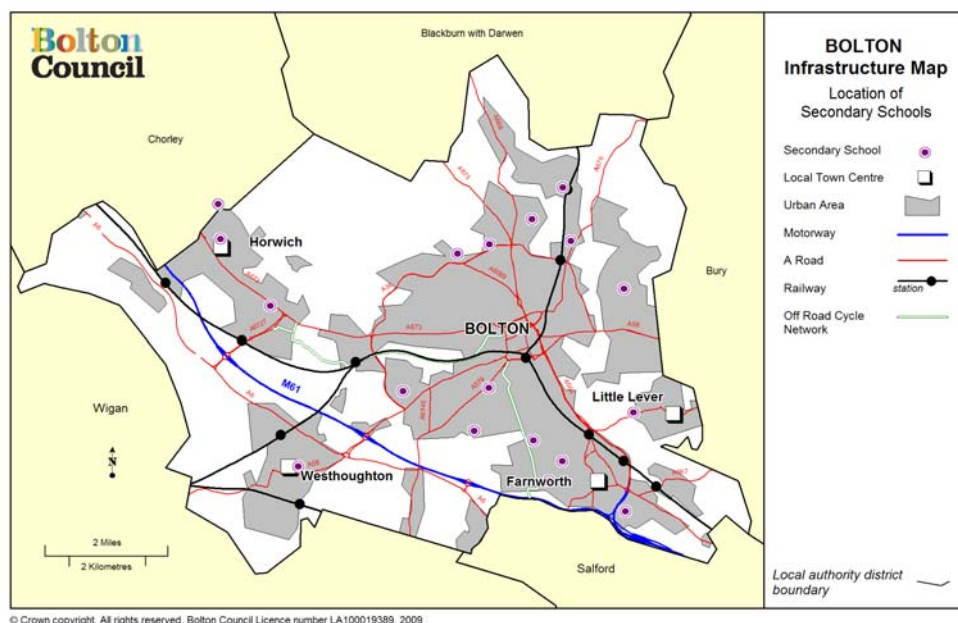


Diagram 3: Bolton's secondary schools

Academies

- 8.9 An academy is a new kind of school that is independent of the council and is set up under an agreement between the government and an academy sponsor. In order to raise standards in poorer inner city areas the Government initiated its academies programme. This enables secondary schools to become independent, enabling them to set their own curriculum and salaries etc. In order to become an Academy, the school needs a sponsor – such as ESSA sponsors the Bolton Academy. The academy programme will secure £20million from the Government to refurbish or build a new school which can be accessed at any time.
- 8.10 As mentioned above, Haywood School has reopened as the ESSA Bolton Academy. Withins School and Top o'th' Brow Primary School reopened in September 2009 as the Bolton St. Catherine's Academy. George Tomlinson School, Kearsley, is to become Bolton's third academy and will replace the existing school on the same site. All academy proposals currently are for the redevelopment of existing sites.

Further Education

- 8.11 Significant investment is currently being made in further education in Bolton with the Bolton Community College and the Bolton Sixth Form College both being located on the Deane Road site opposite the existing University of Bolton. To accompany this development and replace the parking lost through this development, a new, six-storey, 815 space multi-storey car park is being built to the rear of the new campus. Also a new

‘Health, Leisure and Research Centre’ is being developed next to the University of Bolton within the Bolton Innovation Zone.

Infrastructure Required

- 8.12 Additional educational capacity is required at several inner Bolton sites, particularly in those areas with large Black and Minority Ethnic Communities, reflecting the increased birth rates in these areas. No particular infrastructure has been identified at this stage.

Funding / Gap

- 8.13 The capital programme for schools is to address the needs of the current population, and not needs resulting from new development. Additional funding would be needed to accommodate demand from new development through planning contributions.

Emergency Services

Police

- 8.14 The police service in Bolton has recently undergone a reorganisation with the relocation of the Divisional Head Quarters from Le Mans Crescent to Scholey Street. In addition to the Divisional Head Quarters, Bolton has 4 Sub Divisional Head Quarters at:
- Astley Bridge Sub Divisional Head Quarters, Crompton Way
 - Farnworth Sub Divisional Head Quarters, Church Street
 - Middlebrook, Burden Way, Horwich
 - Westhoughton Police Post, Pavilion Square
- 8.15 The Council has consulted the police service on its Core Strategy. The police service suggested that development is not related to police demand and infrastructure and that crime levels dictate police deployment.

Fire

- 8.16 Bolton has 4 fire stations located across the borough, which are:
- Bolton Central, Moor Lane
 - Bolton North, Crompton Way
 - Farnworth, Albert Road
 - Horwich, Chorley New Road
- 8.17 The Council has consulted the fire service on its Core Strategy. The Bolton Fire Service suggested that the same level of service will be offered regardless of the expected growth over the next fifteen years in line with the Bolton Vision. Additional discussions will be undertaken with the local Station Commander about growth aspirations in Bolton.

Ambulance

- 8.18 Bolton has 3 ambulance stations located across the borough, which are:
- Bolton South Ambulance Station, Redgate Way, Farnworth
 - Bolton North Ambulance Station, 1 Shorewood, Bolton
 - Blackrod Ambulance Station, Scot Lane End, Blackrod
- 8.19 The Council has consulted the ambulance service on its Core Strategy. The Bolton Ambulance service does not believe that the proposals in the Core Strategy will result in additional infrastructure requirements for their service.

9 Green Infrastructure

Flood Risk

- 9.1 The strategic flood risk assessments show where areas of higher flood risk arise, and where development is proposed in these areas, make recommendations about what mitigation is required. The Environment Agency is responsible for flood defence work. Core strategy policies aim to minimise the run-off from new developments. Where development takes place in areas of higher flood risk, notably in parts of Bolton town centre, then developers will need to fund the required flood risk infrastructure.

Recreation and Open Space

- 9.2 The Council is responsible for the network of parks, other greenspaces, allotments and outdoor sports facilities across the Borough. The Open Space, Sport and Recreation Study assesses the quality and quantity of these open spaces. It identifies where there are surpluses and deficiencies in specific types of open space. Bolton Council do not have funding to provide new areas of open space and so developers will need to pay planning contributions to fund additional open space needed because of new development.

Infrastructure Required	Lead Authority	Partners	Date/Phase	Funding Sources	Cost	Gap
Providing new open space required as the result of the requirements of new development	Bolton Council	Land owners and developers	On-going	Planning contributions		

Table 8: Open space requirements

