

Planning Applications Report

Planning Committee

11 September 2014

**Bolton
Council**

Bolton Council has approved a Guide to Good Practice for Members and Officers Involved in the Planning Process. Appendix 1 of the Guide sets down guidance on what should be included in Officer Reports to Committee on planning applications. This Report is written in accordance with that guidance. Copies of the Guide to Good Practice are available at www.bolton.gov.uk

Bolton Council also has a Statement of Community Involvement. As part of this statement, neighbour notification letters will have been sent to all owners and occupiers whose premises adjoin the site of these applications. In residential areas, or in areas where there are dwellings in the vicinity of these sites, letters will also have been sent to all owners and occupiers of residential land or premises, which directly overlook a proposed development. Copies of the Statement of Community Involvement are available at www.bolton.gov.uk

The plans in the report are for location only and are not to scale. The application site will generally be in the centre of the plan edged with a bold line.

The following abbreviations are used within this report: -

UDP	The adopted Unitary Development Plan 2005
RSS	Regional Spatial Strategy for the North West of England 2008
PCPN	A Bolton Council Planning Control Policy Note
PPG	Department of Communities and Local Government Planning Policy Guidance Note
MPG	Department of Communities and Local Government Minerals Planning Guidance Note
SPG	Bolton Council Supplementary Planning Guidance
SPD	Bolton Council Supplementary Planning Document
PPS	Department of Communities and Local Government Planning Policy Statement
TPO	Tree Preservation Order
EA	Environment Agency
SBI	Site of Biological Importance
SSSI	Site of Special Scientific Interest
GMEU	The Greater Manchester Ecology Unit

The background documents for this Report are the respective planning application documents which can be found at:-

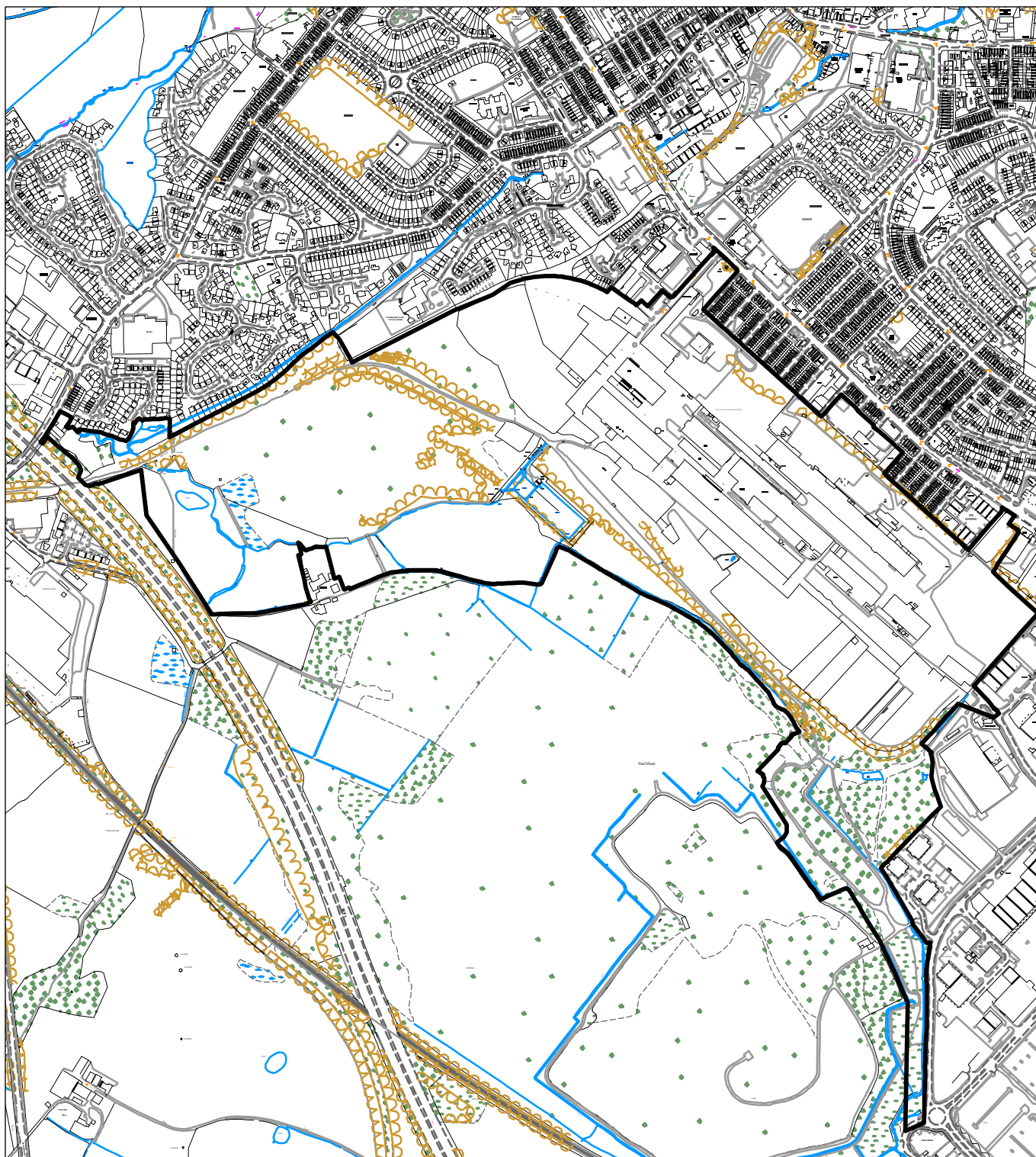
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Application No.

91352/14



Development and Regeneration Department
Planning Control Section

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**Bolton
Council**

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Date of Meeting: 11/09/2014

Application Reference: 91352/14

Type of Application: Outline Planning Permission

Registration Date: 23/01/2014

Decision Due By: 14/05/2014

Responsible Officer: Jon Berry

Location: LAND AT FORMER HORWICH LOCO WORKS, HORWICH, BOLTON

Proposal: PART A - FULL PLANNING APPLICATION FOR SITE ACCESS, DEMOLITION OF SOME AND CHANGE OF USE OF CORE HERITAGE BUILDINGS FOR A1 RETAIL AND D2 LEISURE (BOTH UP TO 2,500 SQM) PLUS A2, A3, A4, A5, B1, C1 AND D1 USES INC CAR PARKING, DIVERSIONS TO PUBLIC RIGHTS OF WAY, LAND REMODELLING / SITE REMEDIATION, TOGETHER WITH RELATED ASSOCIATED WORKS. PART B - OUTLINE APPLICATION FOR RESIDENTIAL DEVELOPMENT (C3) UP TO 1,700 DWELLINGS, A1 RETAIL (UP TO 2,500SQM), EMPLOYMENT ZONE OF B1 AND B2 USES AND UP TO 2,700SQM OF ANCILLARY D1 USES, CHILDRENS PLAY AREA, RECREATIONAL OPEN SPACE AND LANDSCAPING TOGETHER WITH ECOLOGICAL MITIGATION AREAS, ATTENUATION FEATURES AND NEW CYCLE/PEDESTRIAN CONNECTIONS, (MEANS OF ACCESS DETAILS ONLY)

Ward: Horwich and Blackrod

Applicant: Horwich Vision Ltd

Agent : HOW Planning

Officers Report

Recommendation: Delegate the decision to the Director

Background

This planning application follows extensive consultation and pre-application discussions that have been undertaken between the Council, the local community and the applicants Horwich Vision Limited over the last 7 years regarding regeneration proposals for the Former Horwich Locomotive Works site.

The Council identified the Former Horwich Locomotive Works site for possible development as it prepared the Core Strategy. It carried out consultation on the Issues and Options document in 2007 and then on the Preferred Options document in 2009 as part of developing the Local Development Framework Core Strategy. Following further consultation and examination the site was formally allocated in 2011 within the Core Strategy as a strategic development site that will be developed as a sustainable mixed use community primarily for residential and employment uses.

The adoption of the Core Strategy and the site allocation as a strategic site was in turn

followed by the adoption of the Former Horwich Locomotive Works SPD in 2012, which also involved a public consultation exercise to help formulate a robust document to help guide the redevelopment of this complex site. The key purpose of the SPD was to not only support the swift and effective decision making on application proposals for the site, but importantly ensure the delivery of a comprehensive mixed use scheme at the site and sustainable development across the site as a whole. This would ensure that the overall vision of a high quality, viable sustainable and vibrant mixed use neighbourhood and the regeneration of the site is not compromised by uncoordinated piecemeal development.

This was followed by a consultation process undertaken last year by the applicants prior to the submission of this planning application. This included discussions with the Council, presentations to Horwich Town Council, Westhoughton Town Council and Blackrod Town Council and a public exhibition in October 2013, and more recently a presentation to the local community at Horwich Royal Mechanics Institute Club in March 2014.

Proposal

The proposals are for the comprehensive redevelopment of the Former Horwich Locomotive Works site and adjacent land and seek approval for the overall masterplan for the site and broad parameters for future development of the site, along with the detailed proposals for the demolition of existing buildings and the change of use of buildings to be retained in the heritage core; site remediation and land remodelling; provision of access to the site and the diversion of public rights of way. The planning application before the Planning Committee is a 'hybrid' planning application containing proposals in full with all details being considered (Part A), and outline with only certain aspects under consideration at this time (Part B). The application is therefore in two parts.

Part A

This part seeks full planning permission and therefore no reserved matters applications will be necessary for this part, which seeks permission for the access to the site, the demolition of some of the buildings on site, and change of use of buildings to be retained for A1 local retail needs; D2 leisure; and A2, A3, A4, A5, B1, C1 and D1 uses, and the diversion of public rights of way; land remediation and remodelling.

The proposed accesses to the site would be;

- On to and from Chorley New Road at Rivington House the existing Loco Works Industrial estate access (a priority junction);
- On to and from Chorley New Road at the existing Armstrong's Environmental site access (a priority junction);
- A traffic signal control junction on to Aspinall Way to the south of Futura Park;
- A new priority junction and access on to Crown Lane to the north of the M61 bridge.
- A new bus, pedestrian and cycle link along Mansell Way into Middlebrook.

Permission is sought for the immediate demolition of 3 of the buildings within the Former

Horwich Loco Works Conservation Area that are at risk of collapse and the part demolition and alteration of buildings within the heritage core.

Permission is also sought for the change of use of buildings to be retained within the heritage core area to provide a mix of uses totalling 17,705 m² in floorspace comprising the following:

- Local needs retail (use class A1) of 2,500 m²;
- Hotel (use class C1) approximately 100 bed;
- Assembly and leisure (use class D2) of 2,500 m²;
- Financial and professional services (use class A2) of 2,500 m²;
- Food and drink related uses comprising restaurants, cafes, bars and take-away (use classes A3, A4, A5) of 2,500 m²;
- Higher education, health, community facility (use class D1) of 2,250 m²;
- Craft workshops (use class B1 or sui-generis) of 800 m²;
- A market space (sui-generis use) of 1,000 m².

Full permission is also sought for a strategy of land remediation and earth works to remodel the site which would then allow for the subsequent development to be contained within future reserved matters applications.

Part B

The second part of this application seeks outline planning permission for the residential development of up to 1,700 dwellings; A1 local needs retail development (2,500 m²) if it is not to be provided within the heritage core; employment development up to 17,520 m² comprising B1 and B2 uses and up to 2,700 m² of ancillary D1 leisure uses; recreational open space, play areas and landscaping; and ecological mitigation, attenuation features and new pedestrian and cycle connections.

These proposals are in outline only with approval being sought at this time for access only, and therefore further reserved matters applications would be necessary to deal with the matters of design and appearance, the scale, layout and landscaping of the proposed development.

The application therefore seeks approval for the comprehensive masterplan of the site which comprises the following parameters of development set out within the 'Rivington Chase' Design and Access Statement and series of parameter plans:

- Residential provision of up to 1,700 homes across 41.65 ha of land located along the north and eastern areas of the site (41 dwellings per hectare).
- A further 1.05 ha of residential land or local needs retail land located immediately to the northwest of the Heritage Core area. Permission is sought for the location of the 2,500 m² retail space either within the Heritage Core, or in this residential area immediately to the west of the Heritage core.

- The mixed use Heritage Core located towards the centre of the site of 3.36 ha in area.
- Strategic open space including ponds, watercourses, amenity open space and combined Local / Neighbourhood Area of Play (LEAP / NEAP) across 20.36 ha of land along the north and west edges of the site.
- Employment zone in the southeast corner of the site providing approximately 4.38 ha of land.
- The remainder of the site 5.77 ha to be taken up in main road corridors.

In terms of general height limits, building heights within the Heritage Core and Conservation area would be limited to 15 metres (4 storeys); residential areas to 12 metres (3 storeys) and the main employment zone up to 16 metres. A mixture of public open space, semi-natural woodland and grassland, attenuation ponds and facilities providing for equipped areas of play would be provided within an area of strategic open and landscaped space along the southwest and northwest boundary of the site.

The whole development is anticipated to be delivered in a series of 26 phases up to a maximum of 16 years from the date of approval. The exact timing, location and extent of each phase and plot to be brought forward will be determined by developer and occupier requirements and it is anticipated that a series of reserved matters applications will be submitted seeking permission for the detail of each phase or part of the development.

The application is accompanied by an Environmental Statement which has carried out a detailed assessment of the impacts of the proposals during and post construction, including the impacts on ground conditions, heritage archaeological assets, nature conservation and ecology, the waste management, drainage and hydrology implications, any socio-economic implications, and the impacts on the surrounding townscape and landscape, and the noise, air quality and lighting conditions in the surrounding environment. A Transport Assessment detailing existing traffic, proposed traffic modelling and assessing traffic and highways implications also accompanies the application. A flood risk assessment including a conceptual surface water management strategy and series of sustainable urban drainage systems also accompanies the application.

Following the consultation period an Addendum to the Environmental Statement has been provided which proposes to secure an additional 8 Ha area of off-site habitat enhancement as ecological mitigation within the area of the Red Moss SSSI adjacent to the site.

The ES Addendum also includes additional transport assessment and traffic impact modelling, and minor amendments to the proposed access arrangements at the Rivington House access and Aspinall Way accesses. The Addendum also includes a revised Framework Travel Plan which sets out a long term strategy to reduce the dependence on single occupancy car travel and to encourage the use of more sustainable transport to access the site.

The application is accompanied by a Phase 1 Preliminary Risk Assessment, Phase 2 Site

Investigation and subsequent Phase 3 Outline Remediation Strategy for the site, incorporating a set of proposed measures including the removal or treatment of contamination, carrying out of earth works and land remediation, and procedures for undertaking works on site.

The application is accompanied by a sustainability statement which sets out a number of energy reduction measures to be incorporated into the detailed reserved matters applications and that the proposals would achieve Code for Sustainable Homes Level 3 for the residential elements of the site and a rating of BREEAM 'very good' for all commercial buildings.

The applicant has offered to enter into an agreement under Section 106 of the Town and Country Planning Act 1990 in order to address the implications of the proposed development and which include the following key issues:

- Funding towards the provision of health facilities;
- Funding towards education provision;
- The provision of affordable housing and funding for heritage core works subject to a review of viability;
- Provision for open space strategy and funding towards off-site habitat mitigation;
- Highway Improvement Works in the vicinity of the site;
- A Public Transport Steering Group; and
- A Public Transport Scheme.

Site Characteristics

The application site comprises land at the Former Horwich Locomotive Works now used for various industrial, storage and business uses, and areas of woodland and grassland immediately to the south and west and north-west of the industrial estate. The site is located on the south and western edge of the settlement of Horwich, Bolton. The site sits in the lower slopes of the West Pennine Moors with Rivington Reservoir located beyond Horwich to the north and east. The M61 corridor sits to the southwest with an undulating and open landscape to the south and west. The site borders the Red Moss a Site of Special Scientific Interests and (SSSI) and Site of Biological Importance (SBI) to the south. A semi-naturalised former landfill site also sits to the south. The employment, leisure and retail complex of Middlebrook and Bolton Wanderers football stadium are located slightly further to the southeast.

The surrounding urban area of Horwich to the north and east is characterised by traditional tight terraced streets of Victorian two storey housing set in a grid form. Transition areas of inter-war and early post-war suburban housing are located to the north, and southeast, with more recent classic late 20th century suburban housing located further to the south east, and northwest.

The application site relates to an area comprising 3 distinct character areas. The

northeast section of the site to the southwest of Chorley New Road, northwest of Middlebrook, and southeast of Horwich Town Centre comprises the Former Horwich Locomotive Works. The Horwich Loco Works site was in use until 1983 for railway manufacturing and engineering purposes. Although the Foundry was in use until 2004 the scale of use and operations at the site have been in decline and a number of the original buildings have been demolished in full or part. The site has subsequently become fragmented in ownership and usage with the eastern part of the site being operated as a waste recycling and management premises, and a number of buildings and parcels of land being used for a variety of industrial and storage processes. The northern part of the site comprises all of the remaining buildings at the former Horwich Locomotive Works, which are within the designated Horwich Locomotive Works Conservation Area. An area covered by the Brindley Street Tree Preservation Order is located to the north of the application site.

The north-western part of the site is roughly rectangular in shape and comprises areas of semi-natural woodland, marsh grassland, and heathland vegetation. This area extends from the Locomotive Works site to the east, up to the M61 to the west, up to and encompassing Pearl Brook and the former railway line to the rear of suburban housing and St Catherine's School Primary located to the south of Vale Avenue, and Crown Lane in the north, and up to Gibb Farm and Red Moss to the south.

The final area comprises a narrow stretch of woodland, marsh and grass land running immediately along the south and southwest boundaries of the Horwich Locomotive Works site up to Middlebrook in the south and the northern extremities of the Red Moss SSSI and the former landfill site. Land levels fall from the raised plateau formed for the Locomotive Works down to the flatter peat area of the Red Moss and the raised mound of the former landfill site to the south and west.

Primary Legislation

Planning and Compulsory Purchase Act 2004

Town and Country Planning Act 1990 (As Amended)

Planning (Listed Buildings and Conservation Areas) Act 1990 (As Amended)

Policy

National Planning Policies

National Planning Policy Framework (NPPF)

National planning policy guidance is provided by the NPPF and is a material consideration in the determination of this planning application. It states that the purpose of the planning system is to contribute towards the achievement of sustainable development and in that context identifies three core principles to sustainable development, economic, social and environmental, all of which should be taken into account in achieving sustainable development. Of particular relevance to this

application is the presumption in favour of sustainable development, and that it states that unless material considerations indicate otherwise, development proposals that accord with the development plan should be approved without delay.

Local Planning Policies

Local Plan – Bolton’s Core Strategy Publication Document – adopted 2nd March 2011;

Strategic Objective 1 seeks to maximise access to health, sporting and recreation facilities, especially for those living in the most deprived areas, and to increase opportunities for walking and cycling.

Strategic Objective 2 seeks to increase opportunities for education and deliver improved educational facilities.

Strategic Objective 3 seeks to take advantage of opportunities presented by the M61 corridor and ensure that the opportunities benefit everyone.

Strategic Objective 6 seeks to ensure that new development is in accessible locations and makes the best of existing infrastructure.

Strategic Objective 9 seeks to reduce crime and improve road safety by ensuring that neighbourhoods are attractive and well designed.

Strategic Objective 11 seeks to conserve and enhance the best of Bolton’s heritage and landscapes and improve the quality of open spaces and the design of new buildings.

Strategic Objective 12 seeks to protect and enhance Bolton’s biodiversity.

Strategic objective 15 seeks to ensure that new housing is focused in the existing urban area and in mixed-use developments on existing older industrial sites.

Policy H1 sets out the strategy for healthcare development across Bolton and requires that developments contribute appropriately through planning contributions to meet the health needs they generate.

Policy A1 sets out the strategic objectives for education provision and requires that development contributes appropriately through planning contributions to meet educational and training needs.

Policy P1 identifies a need to deliver a sufficient supply of new employment land (between 145 – 165 ha. up to 2026) to meet requirements. The M61 corridor is identified as an area for economic growth where up to 110 ha. of the employment land should be focussed. This area includes the Horwich Locomotive works which is identified in Policy M1.

Policy P2 identifies the need to provide for additional retail development concentrated within Bolton Town Centre and additional convenience retail goods space within town, district and local centres.

Policy P3 sets out the Councils approach to sustainable waste management including

prioritising the minimisation of waste, and waste re-use and recycling.

Policy P4 sets out the need to maintain adequate land banks of minerals, identify sites for new mineral sources and to safeguard existing mineral resources and infrastructure.

Policy P5 states that developments should take into account; the need to be accessible by different modes of transport, prioritising pedestrians, cyclists and public transport users; designing development to enable public transport; freight movement for industrial and storage uses; vehicular, cycle and powered two-wheelers; the transport needs for people with disabilities; and need for major trip generating developments to be accompanied by Transport Assessments and Travel Plans.

Policy S1 promotes road safety in the design of new development.

Policy CG1 seeks to enhance biodiversity in the borough by protecting sites of urban biodiversity including trees, woodland and hedgerows from adverse development, and improving the quality and inter connectivity of wildlife corridors and habitats.

Policy CG2 seeks to ensure that proposals contribute to the delivery of environmentally sustainable development including demonstrating the sustainable management of surface water run-off from developments. On brownfield sites the rate of run-off should be 50% less than conditions before development.

Policy CG3 encourages new development to secure high quality, inclusive design which contributes to a sustainable, attractive and accessible built environment. New development should be sympathetic to the character, appearance and landscape quality of the surrounding area in terms of the height, scale and form.

Policy CG4 seeks to ensure that new development is compatible with surrounding land uses and occupiers in order to protect amenity, privacy, safety and security.

Policy IPC1 requires that developers make reasonable provision or contribution towards the cost of appropriate physical, social and green infrastructure.

Policy M1 Horwich Locomotive Works is identified as a Strategic Site that will be developed for a "sustainable mixed use community, primarily for employment and housing".

Policy M2 sets out the principles to guide development at the Horwich Locomotive Works, including the following:

- Ensure that additional traffic would not cause serious inconvenience or danger on the public highway.
- Transport links be provided to Horwich town centre and Middlebrook.
- It be well served by public transport.
- Potential for sustainable energy sources be maximised.

- Provide public open space;
- The adjoining Red Moss SSSI is protected.
- Provision of new or expanded education services.
- The historic importance of Horwich Locomotive Works is reflected.

Policy M7 confirms that the council will ensure that the scale and massing of new development along the M61 corridor respects the distinctive landscape qualities and relates sympathetically to the surrounding area.

Policy OA1 sets out the vision and strategy for Horwich and Blackrod. Including the concentration of new housing in Horwich town centre, at Horwich Locomotive Works and other areas within the urban area; allow for development on open land to the west of Horwich Locomotive Works to support regeneration of the site; to conserve and enhance the character of the existing landscape and physical environment including the conservation areas in Horwich Town Centre and Former Locomotive Works site; and that development protects views and does not harm the surrounding landscape.

Policy SC1 sets out the Councils approach to delivering housing across Bolton in seeking to provide 694 dwellings per annum, with 80% being on previously developed sites. In addition, it identifies minimum proportions of affordable housing to be provided and that a significant proportion of houses are 3 bedroomed or larger, and developments achieve a minimum density of 30 dwellings per hectare.

Policy SC2 seeks to ensure that local cultural activities and community facilities are located in the neighbourhoods that they serve.

Saved Policies of the Bolton Unitary Development Plan:

Saved UDP Policy A18 states that the Council will safeguard the Strategic Route Network and will support the development of public transport and improvements for cyclists.

Policy EM5 states that proposals to reclaim and reuse derelict land and buildings would be supported provided there would be no unacceptable impact on the historic environment, archaeological features and wildlife.

Policy N8 seeks to protect trees within conservation areas or those covered by Tree Preservation Orders.

Policy O7 requires that development proposals retain the integrity of public rights of way.

Policy R2 permits only limited development on areas of protected open land as defined on the Proposals Map

Greater Manchester Minerals Plan 2013

Policy 8 – Mineral Safeguarding Areas seeks to ensure that non mineral developments within Mineral Safeguarding Areas ensure that either minerals are extracted in advance of construction, or that the development outweighs the need for mineral extraction; or it is not environmentally acceptable or economically viable to do so; or there is no value in extraction; or that the development would not compromise its extraction in the future.

Development Plan Proposals Map

Most of the application site is identified on the Proposals Map as a strategic development site, as defined by the Core Strategy. One part of the site is shown as protected open land.

Supplementary Planning Documents

The Former Horwich Loco Works (SPD) adopted in March 2012 provides more detailed planning guidance to implement the Core Strategy policies. The vision for the site set out within the SPD is to secure the renaissance of the former Horwich Locomotive Works strategic site as a high quality, sustainable and vibrant mixed-use neighbourhood.

The key purpose of the SPD was to not only support the swift and effective decision making on application proposals for the site, but importantly ensure the delivery of a comprehensive mixed use scheme at the site and sustainable development across the site as a whole. This would ensure that the overall vision of a high quality, viable sustainable and vibrant mixed use neighbourhood and the regeneration of the site is not compromised by uncoordinated piecemeal development.

The SPD sets out the following objectives for the site:

- To deliver a high quality, sustainable and comprehensive development comprising around 1600 dwellings and between 7.5 and 15 ha of employment related uses together with open space and supporting infrastructure and services.
- To create a vibrant, prosperous, environmentally sustainable neighbourhood where people want to live and work, and which reflects the sites heritage.
- To re-connect the strategic site with Horwich Town Centre, Middlebrook and neighbouring areas and to deliver new sustainable transport routes and linkages to support connectivity with the rest of Horwich.

Sustainable Design and Construction SPD – Adopted 24th September 2007

Accessibility and Transport SPD – Adopted 21 October 2013

Affordable Housing SPD – Adopted February 2013

PCPN1 Health and Well-Being

PCPN 10 Planning Out Crime

PCPN 17 Nature Conservation

PCPN 19 Conservation Areas

PCPN 22 Public Art

PCPN 30 Education

Draft Infrastructure and Planning Contributions SPD

Analysis

Section 38 of the Planning and Compulsory Purchase Act 2004 requires applications to be determined in accordance with policies in the Development Plan unless material considerations indicate otherwise.

Applications which are not in accordance with Development Plan policies should be refused unless material considerations justify granting permission.

Similarly, proposals which accord with Development Plan policies should be approved unless there are material considerations which would justify a refusal of permission.

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires Local Planning Authorities to pay special attention to the desirability of preserving or enhancing the character or appearance of a conservation area and / or listed building and is therefore also an important consideration in the decision making process in this instance.

It is therefore necessary to decide whether this proposal is in accordance with the Development Plan, whether the development would preserve or enhance the character or appearance of the conservation area, and then also take account of other material considerations.

The report will now focus on the main considerations to be considered in the determination of this application which are:-

- The Comprehensive Masterplan and Plan-Led Approach
- Viability and Delivery
- Implications for Heritage Assets and Historic Environment

- Land Contamination Implications
- Implications for Road Network, Transport Links and Highway Safety
- Implications for Economy, Existing Industry and Employment Provision
- Provision of Education, Health and Community Facilities
- Open Space, Recreation and Sports Facilities
- Affordable Housing Provision
- Design and Impact on Townscape and Landscape
- Drainage and Flood Risk
- Impact on Nature Conservation Interests, Ecology and Biodiversity
- Impact on Protected Trees and Important Landscape Features
- Impact on Residential Amenity
- Impact on Air Quality, Noise, and Lighting
- Impact on Public Rights of Way and Footpaths
- Impact on Mineral Interests
- Planning Obligations

These will each be discussed in turn below.

The Comprehensive Masterplan and Plan-led Approach

The Former Horwich Locomotive Works is allocated (policy M1) within the Core Strategy as a site to be developed as a *"sustainable mixed use community primarily for employment and housing"*. The objectives of the Former Horwich Loco Works SPD are similarly to deliver a high quality, sustainable and comprehensive development of around 1600 dwellings and between 7.5 and 15 ha of employment related uses together with supporting infrastructure, services and open space.

The background and delivery sections of policies M1 and M2 of the Core Strategy highlight the need for a comprehensively developed mixed use site. This approach and justification is clearly set out in policy 10 of the adopted SPD which requires *"a single initial application for the entire SPD area in order to ensure its comprehensive and viable regeneration, the timely provision of infrastructure and appropriate mitigation"*.

The application in part outline part full is seeking to obtain full permission for redeveloped of the heritage core for mixed use purposes along with details of the access and general parameters in outline for the 1,700 dwellings and a total of 7.74 ha of business, retail and leisure uses including 17,520 m2 of employment space along with open space, landscaping and ecological mitigation.

It is noted that the proposals would not deliver the full amount of employment land within use classes B1 and B2 as envisaged within the Core Strategy and the adopted SPD for the site. Nevertheless, it is noted that the proposals provide a broad range of uses which would be attractive to a wide variety of businesses and employers whilst allowing the site to be developed and respond to changes to the structure of the economy and employment demand within the local area. In addition, the other commercial, leisure and retail uses being proposed would themselves generate levels of

employment, and offer the potential for a wide variety of jobs, require varied skills set and type of work patterns. The proposals in providing 1,700 new homes, 17,520 m² of employment space and 17,705 m² of mixed use retail and leisure space would therefore primarily provide housing and a variety of employment opportunities and a mix of uses in accordance with policy M1 of the Core Strategy.

In addition, it is noted that the proposals have been submitted within a single application and provide a comprehensive scheme for the site as is required by the adopted Former Horwich Loco Works SPD for the site. The proposals importantly include a side wide strategy for the removal of contamination and remediation of the site and the provision of a network highways infrastructure including series of access points across the site which could only be achieved through a single comprehensive approach to the development site. It is considered that this approach is wholly necessary for the proper planning and delivery of such a strategically important site.

In addition, bringing the proposals forward in a single comprehensive application and scheme for the site would ensure that contributions towards total costs of providing on and off site infrastructure and services, education, health and open space are fully addressed and reasonably proportioned out across the development which would otherwise be difficult in a piecemeal approach. This approach would also ensure that the necessary infrastructure and services would be provided in a co-ordinated and timely manner. It is considered that otherwise the piecemeal development of the site would not only fail to deliver the vision for a high quality sustainable new community, but also fail to fully attribute costs and infrastructure in a timely manner.

The proposals in seeking permission for a framework masterplan will guide and importantly bring rigour and co-ordination to how the future phases of development at the site are brought forward. This will be critical in integrating the various elements of the mixed use community and achieving the vision of a high quality, sustainable and mixed use community desired.

Furthermore, the proposals would deliver an allocated strategic site within the Core Strategy that would also be in accordance with the principles within the adopted SPD for the site, and therefore, the proposals represent a genuinely plan-led development in accordance with the first core principle in section 17 of the NPPF.

Whilst it is noted that part of the application site covers a piece of protected open land as designated within the Development Plan Proposals Map, it is noted that the proposals would retain this area as open green space. As such the proposal would accord with policy OA1 of the Core Strategy which seeks to ensure that open land around Horwich remains undeveloped other than to support the regeneration of the Horwich Locomotive Works site and with saved UDP Policy R2.

Having regard to the above, the general scale, proposed uses and broad principles set out within the framework masterplan are considered acceptable and the proposals represent a comprehensive masterplan and plan-led approach that would be in

accordance with policies M1 and OA1 of the Core Strategy, the adopted Former Horwich Loco Works SPD, and the policy principles within the NPPF.

In the interests of securing the comprehensive and coordinated development of the site condition nos. 4 and 7 have subsequently been recommended requiring the submission of a site wide phasing programme for delivery of the mixed use regeneration and that reserved matters applications to be brought forward in line with the framework masterplan contained within the approved parameters plans and Design and Access Statement.

Viability and Delivery

The NPPF requires that where obligations are being sought, LPA's should take into account changes in market conditions over time, and where appropriate, be sufficiently flexible to prevent planned development being stalled. The National Planning Practice Guidance (NPPG) provides further guidance on considering viability for brownfield sites, and sets out that LPA's should incentivise the use of brownfield sites through looking at different funding mechanisms, and should take a flexible approach in seeking levels of planning obligations to ensure that the combined total impact does not make a site unviable.

The planning application has been accompanied by a Financial Viability Report prepared on behalf of Horwich Vision (HV). That report indicates that in the current circumstances the proposed scheme could provide the full financial contributions necessary to deliver the necessary education and health provision but would not provide the full profit and return the applicant would expect for a private developer to bring forward such a development on the site. This is a result of the substantial costs required to remediate the land and provide a developable site, whilst also taking account of the associated costs for on and off-site infrastructure necessary for such a scheme. The Viability Report submitted by the applicants has been assessed by the District Valuer (DV) on behalf of the Council. Due to substantial differences in the approach and conclusions of the two reports, the Council has also sought and received an independent 3rd party review of development viability.

The two contrasting reports (those of Horwich Vision and the District Valuer) agree the respective levels of revenue that would be realised from the sales of the proposed dwellings, employment land and Rivington House, and the revenues expected from the Heritage Core. In terms of costs, the respective reports also agree the approximate level of costs required to retain the Heritage Core; to purchase the land; to market the development; and to obtain finance. The independent 3rd party report on development viability corroborates these levels and also considers the respective profits of 20 – 25% identified in the reports would not be beyond current market expectations for a site of such scale and complexity.

The reports submitted by Horwich Vision and the District Valuer though differ significantly with regards to the revenues achieved, with the approach taken by the District Valuer achieving higher revenues largely derived from assumed uplifts in capital values

throughout the development programme, and the potential revenue from charging ground rents. There are also differences in the level of costs in construction of the dwellings and level of abnormal costs in delivering infrastructure, and also the level of professional fees likely to be borne.

With regards to the approaches to assessing development values and revenues, the use within the respective viability appraisals of the widely used Homes and Communities Agency (HCA) Economic Viability Model is welcomed. However, as highlighted by the subsequent independent 3rd party review of development viability, the appraisal prepared on behalf of the applicants provides a more consistent and robust assessment of the value and costs of the development and which is taken at a single 'point in time' in line with the HCA viability model. Therefore, this approach and its results are considered to provide the most accurate and robust picture of development value.

With regards to the inclusion of ground rents as a source of additional income, it is noted that this would generate a significant additional capital value, but has not been included within the report submitted by Horwich Vision. Whilst this revenue would not be achieved in the short-term the 3rd party review of development viability nevertheless considers the inclusion of ground rents to be entirely reasonable in robustly assessing development value and viability.

With regards to construction costs it is noted that the independent review of development viability considers the construction costs envisaged within the report submitted by the applicants to be a more accurate reflection. In addition, it highlights that those costs considered by the District Valuer are within the lowest ranges presented by the Building Cost Information Service (BCIS), and as such it is considered that these would also fail to align with the objectives of providing a high quality built environment as is required by the policies within the adopted SPD for the site and the adopted Core Strategy.

In terms of the differences in abnormal costs and professional fees, it is noted the independent review of development viability considers that the proposed scheme may be subject to higher rates of contingency costs and professional fees as are commonly seen within the construction industry, than are considered in either of the reports submitted by Horwich Vision and the District Valuer. This therefore highlights the difficulty in accurately assessing viability at this point and that the costs envisaged in each of the reports are fair and reasonable.

Indeed, it is noted in the guidance prepared by RICS, 'Financial Viability in Planning' (2012), that the property market is volatile and that predicting and forecasting revenues is inherently difficult to accurately assess, even in the relatively short term. However, it is evident from the independent review of development viability that at this point in time there are substantial viability pressures on the proposed development. For instance, taking account of the necessary financial contributions towards education and health facilities and even within a proposed scheme which would not provide affordable housing or retain the Heritage Core buildings, a profit of only 17.85% would be achieved which is still below the minimum 20% level considered appropriate in the current market. The

particular implications on the heritage assets and provision of affordable housing will subsequently be discussed in detail below, however it is evident that even receiving a lower level of profit than required within the current market that it would not be possible to deliver affordable housing within the initial phases of the scheme.

Therefore, having regard to the viability pressures currently experienced and the conclusions of the 3rd party review of development viability, it is considered appropriate to review the viability of the proposed development upon completion of 849th dwelling. This will also allow an accurate re-appraisal of revenues and costs at this point in time and for any necessary planning obligations towards affordable housing and heritage core maintenance to be attributed where viable. Furthermore, it would also importantly provide a degree of certainty that the regeneration of the site will be delivered and in taking a flexible approach would prevent a planned development being unviable and stalled in accordance with the NPPF. In order to ensure that the value derived from ground rents is also taken into account in the overall development viability it is proposed that this be included within the review of viability to be undertaken halfway through the completion of the residential elements of the development.

With regards to the delivery of the scheme, the applicants have also submitted an indicative phasing plan for the site setting out how the whole scheme will be developed and which takes account of the current viability issues and extent of initial land remediation and infrastructure works necessary. In order to deliver the regeneration of the site and ensure it comes forward in a comprehensive manner, the proposed phasing plan indicates that the site would be developed in 26 phases which would occur over a 16 year period. Given the site constraints and amount of preparatory works necessary and the significant extent of the site, it is considered that an extended time limit of 15 years would be appropriate in this instance.

It is noted that Network Rail have raised objections concerning the deliverability of the whole scheme due to the complex land ownership of the Former Horwich Locomotive Works site. Indeed it is noted that there are a number of separate owners and persons with interest in the land. However, it is also noted that large amounts of the site are in the ownership of the applicants, Horwich Vision Limited and the Council which will assist in delivery. Nevertheless these factors have been taken into account in setting out a phased approach to delivering the scheme and the timescales discussed above. In addition, a phased approach to developing the site also allows for flexibility in delivery of the strategic site and its different elements within an uncertain economic climate and subject to the viability constraints noted above. Furthermore, as set out in the adopted SPD for site the Council's resolution in June 2010 has already established the principle of using its powers to compulsorily purchase the land under the Town and Country Planning Act (1990) if necessary.

It is also noted that in accordance with the adopted Former Horwich Loco Works SPD, the proposals have come together within a single application in part outline part full seeking to set out a comprehensive framework for how the site will be brought forward in future. This approach would help secure sufficient developer confidence and the coordinated

redevelopment of the site.

The proposals are therefore considered to accord with the adopted Former Horwich Loco Works SPD, and has already been subject to a long-term commitment and investment by the Council and the applicants to help secure its delivery through the adoption of the SPD, the provision of technical research and investigation, and local and national consultation. Whilst it is noted that the proposals are part of a long-term project, the applicants have submitted heads of terms and a draft Section 106 Agreement and have confirmed that they intend to start delivering the proposals in the near future.

It is noted that the delivery sections of policies M1 and M2 of the Core Strategy recognise the need for a *"comprehensive development approach delivered in phases with both employment and housing land being developed throughout the plan period"*. In order to ensure that the proposed redevelopment of the site is brought forward through a comprehensive approach in a series of co-ordinated phases, in a timely and sustainable manner whilst taking account of the complexities at the site, conditions have been recommended requiring the approval of a comprehensive phasing programme for the entire site (no. 4) and approval of variations to the programme and if necessary their accompaniment by an appropriate Environmental Statement addressing any significant environmental effects (no. 5).

Implications for Heritage Assets and the Historic Environment

Section 12 of the NPPF requires that when assessing the impact of proposals on heritage assets, LPA's give great weight to the heritage assets conservation and have regard to suitably detailed assessments in order to avoid or minimise conflict between the conservation of the heritage asset and any aspect of the proposal. Paragraph 131 states that in determining planning applications relating to heritage Assets, LPA's should take account of; the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness.

It is noted that policy M2(8) of the Core Strategy which sets out the principles for development of the Horwich Locomotive Works site requires that redevelopment of the site reflect the historic importance of the Horwich Loco Works.

The detailed approach to master planning and redevelopment of the site which includes the Horwich Locomotive Works Conservation Area is set out in the adopted Former Horwich Loco Works SPD for the site. This builds on previous feasibility and viability testing of the buildings within the Conservation Area and sets out the justification for and the approach to retaining where grant assistance makes it viable certain key buildings and striving to find new uses for these buildings within the Heritage Core.

Policy 2 (Heritage Policies) of the SPD sets out a number of measures that would help the

development reflect the historic and industrial heritage into the new development which would include the reuse of key buildings, designing the layout to reflect the strong linear character of the buildings and site, simple architectural design and styling of the facades and roofs, and careful design of the hard and soft landscaping to echo the linear form and historic spaces between the buildings. In addition, the incorporation of historic artefacts and structures within buildings and spaces around buildings, use of interpretation boards and heritage trails throughout the site.

Listed Buildings

With respect to nationally listed buildings it is noted that there is one Grade II listed Building within the application site itself, the Grade II listed War Memorial that sits to the south of Chorley New Road and in front of Rivington House. The War Memorial and its landscaped setting would remain largely unaltered by the proposed scheme. The proposed scheme would also retain and reuse Rivington House, and it is noted that the proposed works to the access on to Chorley New Road are restricted to slight alterations to the carriageway. Therefore, it is considered that the proposals would not detract significantly from the setting of the war memorial.

It is noted that there are also 9 other listed buildings within the surrounding area to the north and east of the site. Given the distance of the proposed scheme and scale of the buildings around this area being limited to 3 storeys in height, it is considered that the proposals would not cause any significant harm to the setting of these listed buildings.

The Former Horwich Locomotive Works Conservation Area

As noted above, the site incorporates the Former Horwich Locomotive Works Conservation Area which was designated in 2006. Since then a Conservation Area Management Plan (2007) has been published in 2007. The Conservation Area Management Plan concluded that there are 14 buildings of significance within the Conservation Area. The management plan highlighted that the character of the Locomotive Works had been adversely affected by the impact of the continued lack of maintenance and repair of buildings, the uncoordinated alterations of and loss of buildings, and the deterioration of its setting. In addition, that there was a significant funding gap (the 'conservation deficit') between refurbishing the buildings for new uses and their end value and hence securing grant funding would be vital to secure their future. Since then it is noted that the appearance and stability of the remaining buildings and the character and appearance of the Conservation Area as a whole has continued to deteriorate.

The importance of the site as noted by English Heritage, Horwich Heritage and its importance to the local community as highlighted in public responses is nevertheless noted and the need to preserve or enhance conservation areas is set out in primary legislation and in the NPPF. The proposed scheme includes the retention of 4 of the key buildings within the Conservation Area, known as the 'Heritage Core'. These include building 1 Rivington House; building 2 the Stores; building 6 Millwrights Shop and Pattern

Makers; and building 10. As discussed above, building no. 14, the War Memorial to the south of Chorley New Road would also be retained. The proposals to retain only the 'Heritage Core' buildings would fully accord with the adopted SPD for the Former Horwich Loco Works site which seeks to provide new uses for the buildings subject to grant assistance making them viable. The scope of the Heritage Core has been developed through long running pre-application discussions between the Council, English Heritage, and the applicants and has been tested through a number of technical appraisals including the Heritage Buildings Options Appraisal which concludes that few if any of the buildings within the Conservation Area have a viable future.

Despite the proposed retention of the buildings within the proposed Heritage Core, and as acknowledged in the supporting Heritage Statement it is considered that the loss of the other buildings within the Conservation Area would cause substantial harm to the significance of this designated heritage asset. As such the proposals would fail to conserve and enhance the significance of the heritage asset as is required by policy CG3(4) of the Core Strategy. As noted above, primary legislation within section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires Local Planning Authorities to pay special attention to the desirability of preserving or enhancing the character or appearance of a conservation area, and therefore this has been given considerable weight in the determination of the application.

However, in considering the proposals against the development plan as a whole and in line with Section 38 of the Planning and Compulsory Purchase Act 2004, it is necessary to consider whether the overall public benefits derived from the proposed scheme would be sufficient to outweigh the considerable weight given against granting permission.

Paragraph 133 of the NPPF also sets out a number of criteria with which to assess proposals where there is substantial harm to the significance of designated heritage assets. These include, whether it has been demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits; or whether the nature of the heritage asset prevents all reasonable uses of the site; and no viable use of the asset can be found in the medium term through appropriate marketing, and that grant funding or other charitable or public funding / ownership is not possible; and the loss is outweighed by the benefit of bringing the site back into use.

Viability, Economic and Market Considerations

The feasibility, viability and options for the retention and reuse of the buildings within the Conservation Area have been the subject of long running investigations and discussions between the Council, English Heritage and the applicants. This process concluded that there was no long term commercially viable solution to retaining the buildings within the new development of the site. This culminated in the adoption of the Former Horwich Loco Works SPD which was supported by English Heritage and sets out a comprehensive regeneration approach for the site through retaining a 'Heritage Core' of buildings. This approach to retaining a 'Heritage Core' was investigated further through the Heritage Building Options Appraisal prepared on behalf of the Council and English Heritage and

now forms the basis of the current proposals for the Horwich Loco Works Conservation Area.

It is noted that the scale, construction, and layout of the locomotive sheds restricts the number of uses that could be accommodated within them. In addition, the existing character and uses of the site for low grade industrial purposes does not provide sufficient rental returns for adequate repairs and maintenance to be made to the buildings.

The Heritage Building Options Appraisal prepared on behalf of Bolton Council and English Heritage identifies that the costs in retaining and refurbishing the 4 key buildings within the Heritage Core to an acceptable standard would leave a substantial funding gap or 'conservation deficit' of £17.8m - £18.2 million. Therefore, as noted by the adopted Former Horwich Loco Works SPD the retention of the heritage core buildings would in any case be heavily dependent on securing grant assistance or other sources of public funding.

Having regard to the wider financial viability of the scheme as a whole and as discussed above, the submitted financial viability report and independent review of development viability conclude that at this point in time the minimum profit levels considered necessary for the proposed scheme to be viable would not be achieved. There is therefore little scope at this point in time for the wider development to cross subsidise the conservation deficit.

The Availability of Grant Funding

As noted from the Conservation Area Management Plan and Heritage Building Options Appraisal there is a significant funding gap between the cost of fully repairing and refurbishing the buildings for reuse and the resultant end value of the buildings. In terms of securing grant funding, the applicants have confirmed that despite investigations over many years there is currently inadequate funding within heritage bodies and through Heritage Lottery Funding to make up the funding gap highlighted above. In addition, given the current constraints on central and local government funds there is no opportunity at this point in time for the buildings to be publicly owned and that this unlikely to change significantly in the immediate future.

The Significance of the Heritage Asset and Buildings

The Conservation Area Management Plan for the Horwich Locomotive Works site published in 2007 acknowledged that the character and setting of the conservation area had been adversely affected by the cumulative impact of uncoordinated additions, alterations and the loss of some buildings within the preceding years.

This decline in the aesthetic quality and character of the Conservation Area and setting of the buildings was identified when the buildings at the site were considered for listing in 2010 by English Heritage and the Secretary of State. In concluding that the group value

of the buildings would not merit elevating the buildings for listing as being of national importance, the report noted that the buildings themselves had been significantly compromised by the loss of the railway lines, the original plant and machinery and through a combination of piecemeal extensions, alterations and demolitions. It is also noted that since then, little repair and maintenance has been undertaken to the majority of the site other than Rivington House, and that without occupiers or viable long-term uses the buildings are unlikely to be adequately maintained and will continue to deteriorate further.

Furthermore, it was noted that in particular respect to their architectural significance English Heritage's report concluded that the Horwich Locomotive Works buildings were "*of utilitarian design and craftsmanship and possess few architectural embellishments*". With respect to their historic design it is noted that the report states that "*the Works are not innovative and display a linear layout similar to the earlier LMSR Locomotive Works at Crewe*". In terms of its historic significance the Horwich Locomotive Works is described as "*a relatively late example among a large number of railway works*". Therefore, it is not considered to be a particularly unique or early example of locomotive heritage.

With respect to the cultural significance, it is noted that the works played a very significant role in the social and economic history of Horwich and is therefore of significant cultural value to the local community. From a wider cultural significance perspective though, it is noted that no individuals of national significance were associated with the works.

The Degree of Public Benefit

Having regard to the information submitted by the applicants and consultation responses it is considered that the proposals would have a number of very significant economic, social and environmental benefits. With regards to the main economic benefits these are considered to be:

- A development scheme of a value of £262 million would provide major financial investment directly into Horwich and the local area. This would generate up to 1,450 full-time equivalent jobs on site and 320 jobs during construction and associated supply chain.
- It is envisaged that an additional £18 million per annum would be spent by the new population on local goods and services, which itself would lead to a further 200 indirect jobs.
- As a result, 1,450 fulltime equivalent jobs would be directly created, with 320 further jobs created during the remediation, demolition and construction phases and 200 more from subsequent supply chain demands. It would therefore have the potential to make substantial inroads into unemployment in the local area. Economic inactivity is 27% in Bolton, which is higher than the average for both the North West (24%) and across the national as a whole (23%).
- The development would provide a broad mix of space and type of units to allow local businesses to expand and attract new investors into the Horwich area.

The main social benefits are considered to be:

- Provide a range of new homes that would directly meet the housing need of the local Horwich area and also wider Borough of Bolton.
- The provision of a 'new community' through the provision of a mix of uses including residential, employment, leisure, local needs retail and community and health facilities.
- Provide benefits to the health and wellbeing of the local population by opening up to the public around 20 Ha of open space.

The proposals are also considered to have the following environmental benefits:

- Removal of the visual amenity, aesthetic and noise, air and odour quality issues caused by the existing Armstrong's Environmental Services operation at the site.
- Remediation and removal of harmful contaminants and chemicals within the site.

With regards to heritage implications, in comparison to the current status quo being continued, the proposals provide for a long-term development strategy for the site and seek to provide for the commercial conditions necessary to secure the retention of the core heritage buildings in the Conservation Area. Furthermore, it is noted that the proposals fully comply with the approach set out within the approved Former Horwich Loco Works SPD and the approach agreed with English Heritage and set out in the Heritage Building Options Appraisal in retaining a 'Heritage Core' of buildings, subject to an ongoing review of viability.

Overall it is noted that the proposals represent not only a very substantial direct financial investment into Horwich and the borough, but will directly provide and support a substantial number of new jobs within Bolton. They will also make a major contribution to housing and employment space provision, and the proposed commercial and leisure spaces offer very substantial long-term benefits to the local community of Horwich and Bolton. The proposals are therefore a critical part of the Council's strategy and vision for the area as a Sustainable Community in helping to narrow the gap between the most and least well off, and to ensure economic prosperity within the borough. It is noted that due to a number of issues the significance and value of the conservation area is considered to be limited. Further, that due to the problems obtaining sufficient funding there is the real danger that the existing poor state of many of the buildings would continue to decline indefinitely. In this instance the value of the overall public benefits are considered to outweigh the considerable weight given to the harm caused to the character and appearance of the Former Horwich Locomotive Works Conservation Area and the presumption against granting planning permission.

Paragraph 136 of the NPPF and the recommendations of the Conservation Officer and English Heritage, advise that both the demolition works and works to repair the buildings to be retained are undertaken concurrently and funds be made available upfront to ensure that the buildings proposed to be retained within the Conservation Area, (the 'Heritage Core') were appropriately repaired in the interests of preserving the character and appearance of the conservation area. In addition, English Heritage also highlight that it is the LPA's responsibility to appraise whether the public benefits derived from the

scheme outweigh the harm caused, and that the importance of a development of sufficient high quality to mitigate for the harm caused to the character and appearance of the conservation area and that there are mechanisms in place to achieve this.

It is noted that the proposed refurbishment of the Heritage Core buildings would be phased into years 8 and 9 of the indicative development programme. No details of the interim repair works and the timescales for their implementation up to this point in time have been submitted. However, it is noted that the separate viability reports and the independent review of development viability all agree that the costs of bringing the heritage core buildings back into use are reasonable at £26.6 m. It is noted that this represents a substantial cost to be borne by the proposed development. Furthermore, the submitted Financial Viability Report and independent review on development viability discussed above highlight that even with a scheme involving the removal of the heritage core buildings a minimum profit level of 20% on GDV would not be achieved. Given the current viability issues and limited opportunity at present to cross subsidise the re-pair of the heritage core buildings, and in the absence of grant funding or other public funds at this point in time, it is considered unreasonable to require funds to be provided up front to future proof the buildings. Given that it is proposed to convert the buildings part way through the development programme, it is proposed that the availability and amount of funds for this purpose will be reviewed at a suitable juncture in the development programme prior to this and that this be secured by way of a requirement within a Legal Agreement tied to subsequent owners and developers. Thereby ensuring that the new development would be able to proceed and repair works are undertaken when viable.

With regards to mitigating the impact on the Conservation Area from the demolition proposed, it is considered necessary to ensure that any development that is brought forward is of sufficient high quality design that also provides for a locally distinctive design approach to be taken to the layout, architectural style, materials and proportions, and that it would reflect the historic and architectural significance of the conservation area. The framework masterplan includes the linear arrangement of streets and buildings to reflect the pattern of the locomotive works buildings and railway infrastructure; the retention of the Gooch Street 'Heritage link' to reflect the historic use of this gateway for employees of the works; re-use of buildings if viable; and use of sympathetic materials and architectural treatment. As approval is only sought at this stage for the framework masterplan, it is considered that a design code would be necessary to ensure the subsequent detailed reserved matters applications are of sufficient high quality of design to reflect the character and importance of the conservation area and that the resultant mixed use development accords with policies CG3 and M2 of the Core Strategy and adopted SPD. Therefore, in line with comments from English Heritage and Horwich Heritage, a condition (no. 38) has been recommended requiring the approval of a Design Code for the Horwich Loco Works Conservation Area to guide the standards for design for future phases of the site.

As noted above and by public representations including by Horwich Heritage, given the historic and cultural importance of the Locomotive Works to the community of Horwich the proposals will need to reflect the former locomotive and industrial identity of the site,

the railway heritage of the buildings and uses as required by policy 2 within the adopted SPD, and policy M2(8) of The LDF Core Strategy. It is noted that this could take a number of different forms and be interpreted into the site via the incorporation of historic artefacts and structures into schemes of public art, on site information points / nodes, and a heritage trail. Therefore, condition no. 38 includes the requirement that the reserved matters applications supported by the design code include details of public art and interpretation of the sites heritage, in accordance with the above policies and PCPN 22: Public Art.

In order to ensure that each phase within the wider scheme is brought forward in accordance with the comprehensive site wide masterplan; achieves the high quality and sustainable vision for the new community required by the adopted SPD; and would mitigate the harm caused to the conservation area; a condition (no. 39) has been recommended requiring all such phases to be accompanied by a detailed Design Statement demonstrating how the detailed schemes and phases accord with the over-arching framework masterplan and the design objectives and principles within the 'Rivington Chase' Design and Access Statement.

Archaeologically Significant Sites and Assets

With respect to the impact of the proposals on heritage assets of archaeological interest and significance within the site, it is noted that the submitted Environmental Statement concludes that there is moderate potential for prehistoric remains in the south and west parts of the site, with low potential for archaeological remains to be discovered elsewhere at the site.

The Greater Manchester Archaeological Advisory Service (GMAAS) have advised that whilst statements with respect to heritage and archaeology have been submitted, further information and assessment is necessary to understand the archaeological significance of the locomotive works buildings themselves and any pre-existing industrial archaeology both within and beyond the Conservation Area. Therefore, the GMAAS have advised that a condition should be attached to any permission ensuring that such detailed understanding is achieved and necessary recording is undertaken prior to works commencing at the site.

Indeed given the industrial use of the site particularly within the 19th and 20th centuries it is considered there is scope for the site and upstanding buildings to be of value to industrial archaeology. It is noted that the historic value of the remaining buildings has been discussed in detail within the Heritage Statement and within previous appraisals undertaken by English Heritage during their appraisal of the national significance of the remaining buildings, but that virtually none of the original railway lines, artefacts, machinery and plant have been removed.

Therefore, whilst it is considered that the evidence is sufficient at this stage in the development programme, the Horwich Locomotive Works site, the 'Sharrocks' and 'Old Harts' buildings, gas work buildings, and limekiln have the potential to offer further value

to industrial archaeology. Given the above and the nature of the proposed demolition, land remodelling and remediation works, it is considered necessary that further archaeological investigation and recording be undertaken prior to any such works to commence development on each respective phase, other than where immediate demolition is necessary for safety reasons.

Therefore, subject to a condition requiring the submission and approval of a written scheme of investigation and implementation of a programme of archaeological works and subsequent analysis (condition no. 23), recording and publication where necessary, prior to the commencement of development on each phase, it is considered that there would be an appropriate mechanism for any archaeological important features and heritage assets to be investigated, recorded and archived, in accordance with paragraph 141 of the NPPF.

Land Contamination Implications

With respect to ground conditions, and potential hazards and pollution the NPPF requires that development should ensure that sites are suitable for their new uses and that adequate site investigation and remediation be undertaken. The NPPF also highlights that LPA's should focus on whether the development is an acceptable use of land and the impacts of the use, rather than the detailed control of contamination processes where they are subject to approval under pollution control regimes. In this regard the planning system sits alongside other regimes that deal with land contamination including, Building Regulations, Environmental Permitting Regulations, and the contaminated land regime which under part 2A of the Environmental Protection Act 1990 provides the system for identifying and remediating statutorily defined contaminated land.

Policy CG4 of the Core Strategy further requires that where proposals on land are affected by contamination that assessments of the extent of and risk from contamination issues are undertaken and permission only be granted where the land would be made suitable for the proposed uses.

In this instance, the presence of harmful contaminants on the site has been established by previous detailed site investigations and desk based analysis of the site in preparation of the SPD for the site and masterplan. It is also noted that a large number of responses received from members of the local community including previous workers at the site highlight concerns regarding the implications of the proposals for the existing land contamination, and how the contamination will either be disposed of, or the surrounding community and environment will be protected from release or exposure to contamination.

The planning application has been accompanied by an Environmental Statement including Phase 1 and Phase 2 Site Investigation Reports and a Phase 3 Outline Remediation Strategy for the whole site which has been informed by these site investigations and for which this application also seeks approval. It is considered that this is wholly appropriate to the scale of the site, varied history of the site and the current stage of the development programme and the approach to deliver the site in a series of co-ordinated

phases.

It is noted from the submitted Environmental Statement and Site Investigation reports that the application site has had a long standing and well known history of heavy industrial activity over a prolonged period of time. In addition to the potential contamination derived from the operation of the locomotive works themselves, there has also been large scale waste disposal within the northwest and southwest parts of the site, along with a tipping and filling of waste material to form the extended works plateau seen today, a former landfill site, the historic operation of a small gas works, and ongoing Armstrong's waste management operation, which all represent sources of potential contamination. Site investigations have confirmed the presence of heavy metals, poly aromatic hydrocarbons, petroleum hydrocarbons, Polychlorinated Biphenyls (PCB's) and Asbestos Containing Materials (ACM's).

The site investigation reports conclude that in terms of potential risks to human health for those existing and future occupants, site employees and construction workers, there would be medium and high risk from soil based contamination and from the presence of asbestos across the site including the existing Horwich Locomotive Works estate and the sites to be developed in the southwest corner and northwest corners of the site. The report also identifies that there would be high risks to ecology throughout the site and to its immediate environment from both high levels of phytotoxic substances within the soil itself and through the long-term uptake and absorption of such substances within any edible produce. The other medium and high risks from contamination at the site relate to the implications of high levels of sulphate and aggressive ground conditions on any existing and new utilities and pipe networks across the site, and existing and proposed concrete structures and capping layers.

It is noted that both the Environment Agency have advised that due to the variety forms of contaminants, the scale and spread of such potential contaminants, the complexity of hydrological and geological factors that further intrusive site investigation would be necessary to supplement the existing investigation undertaken and in order to satisfactorily appreciate all potential risks, and ensure adequate protection measures and land remediation are undertaken.

With respect to contaminants spreading via ground water the hydrological implications are discussed in more detail below, however it is noted that the potential for such contamination will to some extent be impeded by a layer of low permeability glacier boulder clay that is located across the majority of the loco works footprint. Nevertheless, as noted from the comments of the Environment Agency and the submitted FRA and Environmental Statement, the potential contamination implications from rising groundwater and potential overland water flows would need further assessment and attenuation in a more detailed mitigation strategy to supplement the existing investigation and strategies undertaken.

In order to reduce these risks from both ground and water contamination the proposed Outline Remediation Strategy would incorporate a combination of the following mitigation

measures as appropriate to the specific contamination within each part of the site. These would be incorporated into the initial land remodelling works, where excavated land would be filled with structural soil capping systems and later followed by final soil capping layers. Other measures include, the carrying out of soil washing; cement fixation to encapsulate contaminants or impede mobility; ex-situ bioremediation to remove the contaminated soil and biologically treat it on site; in-situ treatment of organic contamination on site through decay and degradation; installation of permeable reactive barriers that would intercept and treat contaminated ground water; the use of chemically resistant pipework; and the excavation of contaminant free trenches around infrastructure.

The series of remediation measures and strategy for the entire site are considered to be appropriate at this stage given the approach to comprehensively redeveloping the site in a programme of phases. Nevertheless, as noted above due to the extent and complexity of risks from potential contamination sources further intrusive investigation would be necessary to supplement existing investigation and understanding of potential contaminants, and to inform a more detailed remediation strategy for each phase. It is also proposed to implement a series of protection measures with respect to the method of and practices employed when carrying out remediation and earth works, which include the presence of on-site contamination specialist, submission and approval of asbestos, and fibre and dust management plan. In order to ensure that these are undertaken for each phase, conditions nos. 19 and 20 respectively have been recommended.

Therefore, it is considered that the above strategy is appropriate and subject to further supplementary investigation and subsequent detailed remediation measures for each of phase of the development, that the development would result in the improvement of the overall ground quality and the risks to the surrounding environment and human health from harmful contaminants within the site would be satisfactorily reduced to allow the redevelopment of the site. In addition, that through comprehensively treating and remediating a longstanding and heavily contaminated site there would be significant benefits to the surrounding environment, including natural and semi-natural habitats and existing and future occupants. Therefore, it is considered that proposals would accord with policy CG4 of the LDF Core Strategy and the requirements of paragraph 121 of the NPPF.

Impact on Road Network and Highway Safety

Policy P5 of the Core Strategy seeks to ensure that developments are accessible by a number of modes of transport including public transport, by cyclists and pedestrians, and prioritise these modes over the motor vehicle. Site specific Policy M2 of the Core Strategy further requires that the redevelopment of the site would provide links to Horwich Town Centre and Middlebrook, be well served by public transport and provide effective walking and cycling provision, and traffic generated not cause serious danger inconvenience to highway network.

A Transport Assessment has been submitted by the applicants which includes traffic

modelling and an assessment of traffic flows that take account of existing and cumulative levels of traffic generated from the proposed scheme and by other current major development proposals including that at Middlebrook (Burnden Leisure application reference 89159/12). The Transport Assessment concludes that there would be capacity issues at the Beehive Roundabout and as a result recommends a series of improvement works to surrounding junctions in order to ensure that the surrounding highway network would accommodate the existing and proposed levels of traffic generated by the proposed development and that permitted at Middlebrook within the Burnden Leisure scheme. These include improvements to the Beehive Roundabout, De Havilland Way both northeast bound to the M61 junction and southwest bound to the A6 (Chorley Road) junction, along with the signalisation of the Aspinall Way access from Rivington Chase, and the Spirit of Sport roundabout to limit traffic at peak hours on to Burnden Way.

The applicants have also submitted a revised Travel Plan Framework within the Addendum to the Environmental Statement. The proposed framework includes a series of measures and initiatives designed to minimise levels of private car use and includes setting up a Travel Plan Steering Group and Travel Plan Coordinator. As the scheme is largely in outline it is considered that the proposed framework travel plan is appropriate at this stage but in order to ensure that a further detailed set of sustainable travel initiatives as appropriate for each building is submitted for approval and subsequently implemented, a condition (condition no.18) has been recommended requiring a Travel Plan to be approved prior to the occupation of each building to be used for commercial purposes.

It is noted that a large number of the objections raised to the proposals raised by third party's and members of the public and the comments received from Horwich Town Council highlighted the existing traffic issues and potential traffic congestions, and highway safety implications of the proposed development. There is no doubt that given the scale of the overall development that a significant number of additional vehicular trips would be generated by the proposals and that this would be on top of existing levels of traffic on the surrounding highway network which suffers short-term queuing at peak periods.

In particular concerns have been raised regarding the implications on the congestion along Chorley New Road and at the Beehive roundabout. However, it is noted that the traffic modelling and appraisal undertaken within the Transport Assessment which has been reviewed by the Highways Authority and TfGM concludes that subject to improvements to the Beehive roundabout this junction would work within capacity. The proposed highway improvement works include alterations to allow right turning traffic on Chorley New Road to use both approach lanes and provide an additional exit lane on to De Havilland Way southwest bound at the Beehive Roundabout.

It is noted that objections received also highlight that queues currently exist back along De Havilland Way from the roundabout at Junction 6 of the M61 to its junction with the A6 (Chorley Road) and that this then causes queues along the A6 particularly from the north. Indeed the submitted Transport Assessment recognises that the queue back along

De Havilland Way from Junction 6 of the M61 to the A6 junction is subject to the greatest amount of congestion during the peak hour in the morning. However, the transport assessment highlights that the queues along the A6 from Blackrod are a result of capacity restrictions at Junction 6 of the M61 junction rather than a function of the capacity of the A6 and De Havilland Way roundabout itself. Therefore, the proposals include works to widen the approach to the roundabout at junction 6 M61 to 3 lanes which alone would increase capacity on this approach by 33%, and also provide part-time signals at this northeast bound approach to the roundabout.

Furthermore, it is also noted that the traffic modelling and Transport Assessment which has independently verified by TfGM envisages that the residential traffic associated with the proposed development would prefer to use the route through Middlebrook and Burnden Way in the morning peak to get to the M61 junction, rather than via Crown Lane and the A6. As a result, the assessment envisages that the proposed development would only generate an additional 60 vehicles using the A6 / De Havilland Way roundabout approach to the M61 roundabout in the morning peak, which in comparison to the existing levels and that permitted as a result of Burnden Leisure development of 1,300 would represent a relatively minor increase.

Concerns have also been raised regarding the implications of the proposed development on the surrounding strategic highway network including traffic accessing and leaving the M61 at junction 6. However, it is noted that the Highways Agency consider that the main impact will be on the De Havilland Way element of junction 6 of the M61, which is also corroborated by the submitted Transport Assessment. As a result the Highways Agency have raised no objections to the proposals subject to conditions securing the implementation of the highway improvement works at this junction set out above.

The proposed series of highway improvements also include alterations at the A6 (Chorley Road) and De Havilland Way junction to widen and modify the road markings at the southwest bound approach and along the roundabout itself. It is also proposed to implement part time signals at the Spirit of Sport roundabout in the evening peak which would be combined with signals at the Aspinall Way access to help meter out traffic and reduce queuing along Burnden Way. These set of highway improvement works have been developed in liaison with the Highways Agency, the Highways Authority and TFGM and designed to address the additional volume of traffic generated by the proposals, whilst also taking into account cumulative impacts of other developments in the vicinity. Subject to the implementation of these measures it is considered that the proposals would not result in serious inconvenience to traffic movement or cause harm to highway safety on the surrounding network.

It is proposed that these separate elements of highway works would be undertaken at certain trigger points when the extent of development completed on site makes a specific increase in traffic flows at the key junctions around the site. It has been agreed between the Highways Authority and the applicants that appropriate trigger points for the improvements to be undertaken would be upon an increase of 3% at both the Beehive Roundabout and junction 6 of the M61, and upon a 5% increase in traffic at the junction

of the A6 (Chorley Road) and De Havilland Way and the Spirit of Sport Roundabout. As the detailed phasing of the site remains undetermined it is not possible to confirm exactly when the works will be undertaken, however using an indicative phasing programme and the agreed triggers set out above, examples of the timescales for each are set out in the table below. The Highways Authority have raised no objections to this approach which is based on the data within the submitted Transport Assessment and it is proposed that further details of the timescales for completion of these works would be secured by way of a requirement within the Section 106 Agreement and a condition on the grant of planning permission.

As noted by comments received from the Highways Authority and TfGM, linking the site with Horwich Town Centre, Middlebrook and Bolton Town Centre via extended bus services would have significant benefits for managing future vehicular traffic within the immediate highway network and providing more sustainable travel options. It is proposed that provision for assisting the instigation of this additional service would be secured by way of a clause within the Section 106 Agreement requiring the implementation of a Public Transport Steering Group and the development of a Public Transport Scheme to secure the service.

The timescales in the table below are based on a phased approach with the proposed development using the existing access at Rivington House and the proposed access at Crown Lane, and the existing uses at Horwich Loco Works and Armstrongs using their respective existing accesses on to Chorley New Road.

Type	Mitigation	Trigger	Indicative Timescales
Highway Improvements	Beehive Roundabout: Increased capacity from Chorley New Road southeast bound via use of both lanes for right turn and additional lane on roundabout and southwest bound exit from roundabout.	Equivalent of 3% increase in traffic at junction.	At completion of 200 dwellings if just residential developed; all employment space and 53 dwellings; or 50% of employment space (8,760 m ²) and 130 dwellings.
Highway Improvements	Junction 6 of the M61: Widening and change to full signalisation of northbound slip road, and part-time signalisation of the northeast bound approach to roundabout.	Equivalent of 3% increase in traffic at junction.	At completion of 350 dwellings if just residential; completion of 5,200 m ² if solely employment; or 25% (4,380 m ²) of employment space and 70 dwellings.
Highway Improvements	A6 – De Havilland Way: Widening and modification of	Equivalent of 5% increase in traffic at junction.	At completion of all employment space and 400 dwellings.

	the roundabout and approach.		
Highway Improvements	Spirit of Sport Roundabout: Introduction of part-time signals in peak hours to ensure gradual traffic movement from Rivington Chase.	Equivalent of 5% increase in traffic at junction.	At completion of 5,400m ² of employment space (including connection into Middlebrook)
Public Transport Improvements	Public Transport Steering Group	Completion of central avenue / road through site, and dwellings throughout development programme.	Within 1 month of occupation of 500th dwelling, then prior to occupation of 800th, 1,100th, 1,400th and 1,700th dwellings.
Public Transport Improvements	Public Transport Scheme	Review of Steering Group and subject to viability review.	Within 1 month of meeting of Steering Group.

It is noted that objections have been received from Network Rail who consider that the proposed access to the northwest of the site on to Station Road / Crown Lane would not provide safe and sustainable access. However, the proposed access would form part of a network of streets and would provide access through the site and would include footpath access either-side and in accordance within the guidance within Manual for Streets cyclists would be accommodated within the carriageway. Therefore, it is considered that the proposals would provide safe and sustainable access and provide links to the surrounding highway network, nearby public transport interchanges, and leisure and retail centres in Horwich and Middlebrook.

With regards to the comments from Network Rail regarding the improvements needed as a result of the uplift in passenger numbers to Blackrod and Horwich Parkway railway stations, it is noted that at present the scheme is subject to significant viability pressures and therefore no specific contributions or measures are proposed, however any necessary improvements to railway facilities derived from the proposals would along with improvements to bus services be the subject of a Public Transport Scheme secured within a Section 106 Agreement. Whilst Network Rail identify in particular a shortfall in parking facilities, it is noted that the proposals are located within walking and cycling distance to either of these stations and the proposed masterplan provides for direct pedestrian and cycle routes to these and therefore it is not considered a significant proportion of residents would drive to the stations.

With respect to the concerns raised by Hitachi Automotive Systems who occupy an adjacent site at Middlebrook that concern the impact of high levels of traffic utilising the

proposed Mansell Way access, it is noted that this is proposed to be for bus access only and provide a pedestrian and cycle route. Given the vehicular traffic would be limited to a through bus service, it is considered that there would not be a significant increase in vehicular traffic utilising this access point.

In contrast, it is also noted that concerns have been raised by the Elected Member for the Horwich North East ward regarding the proposed route on to Mansell Way being restricted to public transport and cyclists/pedestrians. However, it is noted that this has been a longstanding part of the masterplan for the site and is included within the adopted SPD for the site as a pedestrian and cycle only route. In addition, TfGM consider such an approach would provide for a high quality public transport offer that would help encourage bus operators to divert through the site and the adjacent Middlebrook development. Notwithstanding this, it is noted that the proposed scheme would provide an alternative route into Middlebrook via Aspinall Way and together with the bus route along Mansell Way it is considered that this would help to reduce the pressure along Chorley New Road to the north.

Furthermore, it is noted that the application site sits between 2 railway stations, Horwich Parkway and Blackrod which are within close proximity to the southwest and the northwest edges of the site respectively. These railway connections provide services to Bolton, the regional centre of Manchester, and also northwards to Chorley, Preston, with onward connections to other key towns and cities within the northwest. The proposals would provide clear, safe and direct pedestrian and cycle routes towards each of these public transport nodes to help maximise opportunities for use of these more sustainable mode of travel, in accordance with paragraph 32 of the NPPF.

The site is also located within close proximity to a range of retail, leisure and community services and facilities within Horwich Town Centre to the north and at Middlebrook to the southeast. With the key vehicular route of Chorley New Road running immediately to the northeast and the M61 motorway immediately to the southwest it is considered that the application site is located within a highly accessible location. It is also noted that the provision of a mix of community, leisure and retail uses and employment opportunities within the site would further limit the need for vehicular trips to be made, in accordance with paragraph 34 of the NPPF.

The Councils Highways Engineers and TfGM have also reviewed the submitted Framework Travel Plan, Transport Assessment, modelling of proposed traffic levels, and the proposed highway improvement and traffic management measures. The Highways Authority in conjunction with TfGM have raised no objections to the proposed Rivington Chase development subject to the implementation of the above series of highway improvement works and junction improvements, and mechanisms for securing a public transport service.

Having regard to the evidence submitted in support of the application, the appraisal and comments drawn from this by the Council's Highways Engineers, and subject to the above conditions securing highway improvement schemes and appropriate phasing of the

development, and financial contributions secured by way of a Section 106 Agreement towards public transport provision and highway improvements, it is considered that the proposed mixed use development of the Horwich Locomotive Works would not cause severe residual cumulative impacts on the functioning and safety of the surrounding highway network. The proposals are therefore considered to accord with policies M2, P5 of the Core Strategy, the policies within the Former Horwich Loco Works SPD, and section 4 and paragraph 32 of the NPPF.

Impact on Local Economy and Centres, Existing Industry and Employment Provision

The application site is allocated as a strategic development site within the adopted Core Strategy for the creation of a mix of employment and housing uses with a target of between 15 Ha and 20 Ha of employment land being provided. This reflects the target of identifying between 145 Ha and 165 Ha of employment land up to 2026 within policy P1 of the Core Strategy. Of which the majority, between 105 Ha and 110 Ha would be provided within the M61 corridor along which the Horwich Locomotive Works site sits.

The Former Horwich Loco Works SPD seeks to provide primarily B1 uses comprising offices, research and development within the employment areas at the site. Policy 6 of the SPD also states that storage and distribution uses (use class B8) would not be appropriate for the redeveloped site.

The proposals comprise the redevelopment of the Horwich Locomotive Works site which comprises a variety of low grade industrial uses including waste recycling and management, open storage of vehicles, plant, scaffolding, and concrete and steel fabrication. Armstrong's Environmental Services Ltd waste management business operates from a large part of the south-eastern corner of the site. In addition to the above, Rivington House is currently well occupied and incorporates a number of small office spaces and units. As a result there are therefore currently approximately 450 -500 people employed at the Horwich Loco Works site.

Whilst the proposed scheme would result in the loss of the space, including open storage, waste storage recycling, it is noted that the proposals would provide for 17,500 m² of mainly B1 space incorporating office, light industry and research and development type uses. As such the proposals would accord with policy 6 of the SPD, and the emphasis on a knowledge based production sought in the Core Strategy. The proposals would also make a substantial provision towards meeting the average targets within the Core Strategy for the development of employment land within the Borough of 8.2 ha per year.

In addition to the 4.38 Ha of employment land the proposals include the refurbishment and development of the Heritage Core comprising a total of 17,705 m² of mixed use retail, leisure, craft workshops, and community space. In accordance with the adopted SPD these commercial, employment and community uses including retail floor space would be focused within the Heritage Core. As a result, the concentration of these in this central area would provide a distinct hub and centre to the new community. Although permission is sought for flexible location of the retail floor space either in the defined

Heritage Core or immediately adjacent to it, this aspect has been limited to local needs retail provision of up to 2,500m² in floor space. It is noted that it is also proposed to provide space for use as market within a central square / car park in the heritage core. Given that this space would be for multiple uses and the proposals are only for a temporary market it is considered that this would constitute a sui-generis use and would not provide additional retail floor space (Class A1). As such the proposals would not exceed the threshold set out in the NPPF as significant enough to require an impact assessment.

It is noted that the other 'main town centre uses' being proposed have also been limited to not exceed the 2,500 m² threshold set out in the NPPF as requiring an impact assessment and the broad mix of uses within the core would support the creation of a truly sustainable mixed use community as set out in the site allocation in policy M1 of the LDF Core Strategy and the objectives within the adopted SPD for the site. In the interests of surrounding local and town centres a condition (no. 10) has also been recommended restricting the amount of floor space permitted, in particular those including within use class A1 to 2,500 m² and the proposed market space (sui-generis) to 1,000m².

With regards to the other comments of Aviva Investors regarding the cumulative impact of retail floor space taking account of the proposals by Hong Kong Racing being considered in application no. 92214/14, it is noted that each application needs to be considered on its own merits. In addition, that the applications both propose to re-use the stores building subject to viability for a flexible mix of uses and the proposals together would double count the use of this space. It is also noted that the proposals by Hong Kong Racing, have been submitted after the application currently before the Committee, and do not benefit from planning permission and propose only piecemeal development of the Horwich Loco Works site.

In total the proposed employment, retail and leisure uses would potentially generate up to 1,450 direct fulltime equivalent jobs. Furthermore, it is envisaged that the proposals would also generate a total of 320 temporary fulltime equivalent jobs as a result of the demolition, land remediation and remodelling and construction works associated with the proposed development. In addition, that once the residential element is complete the annual spend of the resultant household population would be approximately £18 million. This and the subsequent multiplier and supply chain effects would support 200 further full-time equivalent jobs.

The above increased employment opportunities together with a resultant increase in the economically active working age population of 2,470, and the supply of highly skilled labour of 560 would therefore significantly increase both labour demand and supply and together this would help provide for an economically resilient and sustainable community.

Furthermore, with respect to securing viable and comprehensive regeneration of the site, it is noted that the land taken up for these existing uses is relatively extensive in comparison to the numbers of people employed, and the characteristics of their use currently detracts from the appearance and amenity of the area and that these uses are

not readily compatible with residential uses for instance.

Notwithstanding this, it is noted that the existing uses and businesses operating from the industrial estate provide a valuable source of local employment and the majority of the industrial, manufacturing, waste recycling and storage uses at the site would make way for the proposed development and there is no guarantee that they would be redistributed within the immediate short-term and locality. Therefore, whilst the current proposed new development would potentially generate 1450 new jobs, it is noted that this would require the displacement of businesses currently providing 450-500 employees.

However, it is noted that as a result of the phased approach being taken that this would allow some businesses to remain on site for a significant period of time whilst other parts of the site were being developed. The applicants also propose to provide assistance to those existing businesses and tenants to relocate which would help manage this change during the development of the site. In addition, that in the short term demolition, engineering and construction jobs would be created throughout the development programme.

Having regard to the above, it is considered that the proposals would provide a substantial amount of employment space in an accessible location and in doing so would address the strategic needs within the Borough of delivering employment space and providing for a prosperous Bolton. It would also provide for a more efficient use of land, and would provide for wide a range and type of skilled and non-skilled employment opportunities within both the immediate construction phases and longer term following occupation of the buildings. Furthermore, the range of uses and restrictions on their respective amounts secured by way of condition would ensure that the proposals would provide for a sustainable mixed use community whilst not causing over-riding harm to the nearby town centre, in accordance with policy M1 of the LDF Core Strategy and the adopted SPD for the site. The proposed development is therefore considered to be in accordance with policies P1, M1 of the adopted Core Strategy, and the policies within the NPPF.

Provision of Education, Health and Community Facilities

It is noted that from the submitted Environmental Statement, the proposed development of 1,700 houses may provide for a population of approximately 4,400 residents. Therefore, the proposals would generate significant additional education and health needs. It is also noted that a large number of the objections received to the planning application included concerns raised regarding existing pressures on education and health facilities in the area.

With respect to education demands, Policy A1 of the Core Strategy requires that all new developments contribute appropriately through planning contributions to meet the educational and training needs generated by the development.

In accordance with policies M2 and A1 of the adopted Core Strategy the applicants have

agreed to make financial contributions towards education provision to meet the demand generated by the proposed new community. The total contribution of £9.7 million has been provided by the Council's Children's Services Department and is based on the cost of providing the equivalent of a 2 form entry primary school and yield of secondary school places that would be generated from the additional 1,700 new homes. Whilst the proposals do not include a new school on the site, it is proposed that the financial contribution to be secured by way of a Section 106 Agreement would be allocated towards either the expansion of existing schools or for the provision of a new facility off site. Therefore, subject to the signing of a legal agreement securing the necessary contributions towards education infrastructure, the proposed development is considered to accord with policies A1 and M2 of the Core Strategy.

With regards to addressing the health infrastructure needs generated by the proposals, policy H1 of the adopted Core Strategy states that new developments will be required to contribute appropriately through planning contributions towards the health needs they generate. The applicants similarly propose to make appropriate financial contributions towards health care infrastructure to serve the needs of the proposed development within a Section 106 Agreement. Therefore, the proposals are considered to accord with policy H1 of the adopted LDF Core Strategy.

With respect to the provision of cultural and community facilities, policy SC2 of the Core Strategy seeks to ensure that local cultural activities and community facilities are located in the neighbourhoods that they serve. It is noted that the proposed scheme for the reuse of the heritage core includes the provision of up to 4,950m² of space for D1 purposes to allow the provision of community based facilities at the site. In addition, the proposed scheme also allows for a broad mix of commercial facilities including a local needs retail provision, food and drink facilities and a central public square which would provide space for a market to be provided within the Heritage Core. It is also proposed to provide crèche facilities both within the employment area to the south west of the site and the mixed use heritage core.

It is considered that this would provide sufficient amount and varied use of space to form a vibrant focus for community activity within the centre of the new neighbourhood. As a result, it is considered that the proposals would in principle accord with paragraph 70 of the NPPF which states that "*decisions should; plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential developments*".

Having regard to the above and subject to securing financial contributions via a Section 106 Agreement, it is considered that the proposed scheme would comply with policies A1, H1 and SC2 of the Core Strategy, and policy 8 of the Former Horwich Loco Works SPD which seeks to secure the provision of community facility along with a school and health facilities.

Open Space, Recreation and Sports Facilities

The importance of open space and opportunities for sport and recreation is highlighted in paragraph 73 of the NPPF which states that they make an important contribution to the health and well-being of communities. The need to provide sufficient open space is also reflected within site specific policy M2 of the LDF Core Strategy which requires this to meet the appropriate Council standards.

The Open Space Assessment (June 2007) carried out in preparation of the current Core Strategy highlights that there is good coverage of parks and gardens across the Borough and that Bolton is well catered for in terms of accessible amenity open space, with only a few gaps in Blackrod and Egerton. However, the latest draft assessment of playing pitches and facilities (Playing Pitch Strategy Assessment Report) prepared in March 2014 on behalf of the Council highlighted demand for additional cricket, athletics facilities and youth football and mini pitches within the Horwich area.

It is also noted that the need for additional sport and recreation facilities is a concern that a number of surrounding residents raised during the consultation process. In addition, that Sport England have raised a non-statutory objection to the proposed development and have recommended that the proposals be amended to take account of the additional demand generated for sports facilities by the proposed 1,700 dwellings.

However, it is noted that there is no adopted and up to date strategic assessment of playing facilities in the Borough, the primary guidance for assessing the proposals is the adopted SPD for the site which states that there is no need for formal on-site sports facilities and nor does the SPD require off-site provision to be made. In addition, it is noted from evidence put forward by the applicants that the provision of on or off site sports facilities would have significant financial viability implications, for example the provision of a single football pitch would potentially result in a reduction of £1.6 million in revenue from the loss of residential land.

Whilst the proposals at this outline stage do not include the specific provision for such sports facilities, it is noted that the proposals seek permission for up to 2,500 m² of assembly and leisure space on the site which could provide an amount of indoor sport and recreation facilities such as youth and mini football pitches. Subject to consultation and detailed design mini sports pitches could also be incorporated as part of a neighbourhood equipped areas of play. Indeed, given the viability issues of the current scheme it is considered that the further loss of space on site for playing pitches would further significantly reduce the overall viability of the proposals and regeneration of the site.

The proposals do include the provision of 20 Ha of open space largely located within the western parts of the site which would provide space for more informal recreation. This area would comprise open landscaped areas, woodland areas, ponds and riparian habitats along the water courses. This area of open space would also be at the heart of a strategic network of footpath and cycle way links that would connect this to the smaller areas of local open space in the individual phases, and to the green corridor and open spaces

beyond the application site. Furthermore, it is noted that the proposals have been developed in accordance with the adopted SPD for the Horwich Loco Works site and that the Playing Pitch Strategy remains in draft and holds less weight than the above adopted SPD. In addition, it is noted that the Council's Greenspace Team have not requested additional on site sports provision. As such the proposals are considered to provide sufficient open space to meet council standards in accordance with policy M2(5) of the Core Strategy.

With regards to less formal sport and recreation provision, the proposals include the provision of a Local Equipped Area of Play (LEAP) and Neighbourhood Equipped Area of Play (NEAP) within the masterplan for the site. The exact location, size and design of these facilities will be the subject of reserved matters applications. It is noted that Natural England, Environment Agency and the Council's Greenspace Team have raised concerns regarding the formal design of the open space and its subsequent use on local biodiversity and ecological value of the Red Moss SSSI and the proposed habitat mitigation provision. Nevertheless, it is considered that the open space could be designed to ensure that their use would not compromise the biodiversity and ecological value of the landscape open space along the western boundary of the site. The detailed design of the open space and water bodies would be the subject of an Open Space and Green Infrastructure Strategy (condition no. 28) and scheme for the design of the attenuation ponds and (condition no. 31). Furthermore, the ongoing management of the area would be the subject of an Open Space Strategy secured by way of a Section 106 Agreement, and condition requiring approval of an ongoing Landscape and Ecology Management Plan (condition no. 26).

In order to ensure that sufficient public open space including appropriate equipped areas of play is provided within future phases and reserved matters applications, a condition (no. 28) has been recommended requiring each reserved matters application to be accompanied by an Open Space and Green Infrastructure Strategy. It is also noted that the subsequent arrangements for the ongoing management and maintenance of these areas would be the subject of the Section 106 Agreement. Therefore, having regard to the above and taking into account the significant viability issues, it is considered that subject to the requirements for the provision and maintenance of an open space and secured by way of a Section 106 Agreement and the above condition, the proposals would provide for sufficient outdoor open space and play facilities, in accordance with policy M2 of the Councils' Core Strategy and the policies within the adopted SPD for the Horwich Locomotive Works site and the policy objectives within the NPPF.

Housing Supply, Mix, and Affordable Housing Provision

As highlighted above, the proposed scheme would by providing 1,700 new homes make a very significant contribution towards the Councils Housing Supply needs and given the phasing programme would provide homes throughout the life of the plan. Indeed the Core Strategy identifies the Horwich Locomotive Works site as providing between 10% and 15% of Bolton's new housing up to 2026.

The future provision at Horwich Locomotive Works site has been taken into account in the Council's latest housing supply position. The latest revised figures on housing supply set out in the Council's recent Examination Hearings into the Housing Allocations Plan indicates a supply of 9990 homes from 2013 to 2026 and a requirement of 9871 for this same period of time. Therefore, the proposals will make a considerable contribution to enabling the Council to meet its housing supply requirements and fundamentally utilise a previously developed site whilst also helping the Council in more robustly being able to resist further housing developments on unallocated sites in the countryside and green belt.

With respect to the size and mix of housing, policy SC1 requires that approximately 50% of new dwellings be 3 bedroomed or larger, with no more than 20% (market housing) and 10% (social rented) being 1 bedroom. In particular, it is noted that securing a true mix would be critical in providing a truly sustainable community. Whilst it is proposed that there would be a range of 2 - 4 bedroom dwellings and mix of type of homes being provided at the site, as the residential elements of the proposals are in outline only no details of such have been provided within this application. The range, type, size and tenure of homes which would be secured within the subsequent reserved matters applications would need to demonstrate accordance with the above policies of the Core Strategy.

With respect to the provision of affordable housing, it is noted that policy SC1 of the Core Strategy requires that on previously developed sites 15% of housing should be affordable. Policy 5 of the adopted Former Horwich Loco Works SPD states that subject to viability testing residential proposals shall incorporate 15% affordable housing. The adopted Affordable Housing SPD also recognises that a reduced proportion may be agreed, in developments where a financial viability appraisal demonstrates that abnormal costs associated with the development make it financially unviable to make the full provision of affordable housing.

In this instance, it is noted the viability report submitted with the application concludes that the viability issues posed by the redevelopment of the site mean that the full provision of affordable housing required within policy SC1 would make the scheme financially unviable. As a result, it is proposed that no affordable housing be provided for the first 849 dwellings whereupon a revised viability appraisal would demonstrate what proportion would be viable at that stage. In order to secure an appropriate level of affordable housing provision the heads of terms to be included within a Section 106 Agreement includes a requirement that the viability and subsequent proportion of affordable housing provision be reviewed part way through the development programme.

The indicative density ranges of 30 – 80 dwellings per hectare in the Heritage Core and Chorley new Road Character Area and 15- 40 dwellings per hectare elsewhere would ensure that across the site the proposals would provide for a density in excess of 30 dwellings per hectare as set out in policy SC1 of the Core Strategy.

The provision of a further 1,700 new homes would provide a major contribution to supply

of houses within the local area, and as such assist in balancing supply with demand for houses within the Borough and subject to continued review would maximise affordable housing where financially viable. The proposals are therefore considered to accord with policies SC1 and M1 of the Core Strategy, and the adopted SPD for the site.

Design and Impact on Surrounding Landscape and Townscape Character

Section 7 of the NPPF highlights that good design is a key aspect of sustainable development. Policy CG3 of the Core Strategy is in line with this and requires that development display innovative and sustainable designs. In addition, the Core Strategy requires that development conserves and enhances local distinctiveness, and has regard to built character and landscape quality of the area, including being compatible with the scale, massing, grain, form, architecture of the surrounding area, maintaining and respecting landscape character, and conserving and enhancing the historic, cultural and architectural significance of heritage assets and their setting.

The adopted Former Horwich Loco Works SPD sets out a number of design policies and principles to be incorporated within the proposed development of the site which include the following:

- Distribution and hierarchy of streets, spaces and linkages.
- Re-use of key buildings where viable and where new uses can be found.
- Incorporation of building facades and/or architectural or historic features within new development where feasible, viable and practical.
- Interpretation of former locomotive and industrial uses through historic artefacts as public art, heritage trails, on site interpretation information, street naming.
- Heritage character area should reflect the historic layout of the 'grid' or linear character of the former loco works buildings.
- Design should minimise opportunities for crime and anti-social behaviour.
- All roads should be designed as traditional streets, with active frontages, low vehicle speeds, on street parking, and buildings either fronting onto or overlooking it.
- Tree planting within road corridors should be the norm, to provide shade, shelter and protection, to reduce the urban 'heat island' effect, for visual amenity and biodiversity reasons.
- Public spaces shall be integrated such as gateways, courtyards, residential and commercial use linkages to public open spaces, and be of high quality utilising street furniture, paving, tree planting, and lighting.
- Higher density development incorporating focus for commercial, community uses and facilities within the Heritage Core. Providing from 35 dwellings per hectare up to 80 dwellings per hectare and up to 4 storeys in height.
- Lower density ranging from 15 – 35 dwellings per hectare elsewhere in the site adjacent to open space areas and providing good permeability, safe, convenient and attractive connections.

The proposals seek to provide an overarching masterplan that will deliver the Council's

vision for the regeneration of the site as a mixed use sustainable community. It is noted that the process of developing this framework masterplan has been informed by long-running pre-application discussions and consultation with the Council, local community and that the proposed layout within the masterplan broadly follows the indicative plan set out within the adopted Former Horwich Loco Works SPD.

With regards to the implications of the proposed framework masterplan on the surrounding landscape character, it is noted that the site comprises a substantial and prominent area on the edge of Horwich and in the foothills of the West Pennine Moors. However, the application site is currently an underused resource and with the exception of the heritage value of some of the remaining locomotive works buildings, the built part of the site is of low environmental value. Beyond the built footprint of the site the site largely comprises areas of semi-natural woodland and scrubland, which then flows out into the flat open peat area of the Red Moss and a wooded mound of the former landfill site to the south. Whilst a substantial area of woodland would be lost, it is noted that this area has been previously developed and is within the allocated site for housing and employment in the Core Strategy.

Nevertheless, it is noted that the proposed masterplan would retain a substantial open area and green buffer along the M61 corridor. In addition, the Design and Access Statement sets out that the masterplan has been designed to provide the denser areas of development within the Heritage Core and Chorley New Road character area in the north-eastern part of the site. As a result the built form of more 'urban' character would be located within the area currently characterised by the large scale existing buildings on the site and in greater proximity to the existing built form of Horwich.

The areas further to the north and west of the site towards the Red Moss SSSI and strategic open space would be less dense and informal in character, typically providing dwellings of two and three storeys in height. This would allow for a greater proportion of tree planting and soft landscaping both within the public realm and private areas. The proposed framework masterplan also includes provision for dense tree planting along the network of main public routes throughout the site. Once these are mature and together with the lower and more spacious layout, it is considered that this would help blend the proposed development into the surrounding landscape by providing a subtle transition from the harsh urban landscape along Chorley New Road and the green open space to the south west of the site. Furthermore, as set out in the submitted Environmental Statement this approach would help to mitigate the impact on the surrounding landscape character from the loss of the existing woodland and scrubland in the northwest corner of the application site.

With respect to the impact of the proposals on the surrounding townscape, it is noted that the surrounding townscape and urban form comprises a variety of architectural styles and eras of development including traditional 19th century terraces, inter-war and post-war suburban dwellings, and more recent utilitarian business units, and lower density pastiche suburban housing. In addition, it is noted as the proposals other than the retained heritage core buildings would be in outline only, the detailed scale and heights,

layout, the massing, architectural styles, and the network of finer streets and open spaces will be the subject of detailed design and appraisal within reserved matters applications at a later date.

With regards to the proposed layout, the proposed masterplan provides a framework for a permeable grid of blocks with a core spine road running through the site which provides for clear and unbroken connections to the surrounding area. It is considered that the provision of 5 access and egress points that would link up with the surrounding road network beyond the site, and the internal network of pedestrian and cycle connections through the proposed area of open space, that also link to footpath and cycle routes within the surrounding residential and employment areas would in-build a resilience to the proposals. It is also noted that the distinctive grid layout seen in the terraced streets that housed the workers of the former Horwich Locomotive Works, and the Gooch Street entrance (the 'Heritage Link') have been interpreted in the proposed road layout and also in the indicative sketch plan for the Heritage Core and Chorley New Road Character Area.

In terms of land use the framework masterplan and design and access statement proposes to focus commercial, retail, leisure and community uses and facilities within the higher density mixed use Heritage Core. It is considered that its proximity to other residential areas of Horwich, the mix of uses along the key arterial route along Chorley New Road, together with larger scale buildings set within a strong grid and linear form make this a wholly appropriate design response.

With regards to the scale and height of the proposals it is noted that the Horwich Locomotive Works form a key landmark feature within the surrounding landscape and townscape. The retention of those buildings which it is feasible to retain in the Heritage Core along with new additions of up to 4 storeys in height set in a linear form would be sympathetic with the character of the Locomotive Works buildings themselves and the Conservation Area.

In order to embed a distinctive character and help develop a sense of place, the Design and Access Statement proposes that there would be 4 main character areas comprising the Heritage Core and Chorley New Road Area, Northern Development Area, Southern Employment Zone, and the Moss Outlook. The Northern Development Area and Moss Outlook areas in the north and west parts of the site would provide for larger 3-5 bedroom family homes set within informal lower densities of 15 – 40 dwellings per hectare with landscaped open frontages, would directly contrast with the higher density (30 – 80 dwellings per hectare) and more formalised grid pattern of three and four storey buildings accommodating smaller 2 – 4 bedroom houses and apartments proposed within the Heritage Core and Chorley New Road Character Area.

Having regard to the above, it is considered that the parameters set out in the design and access statement and the series of parameter plans would provide a sufficient base for achieving a high quality and resilient environment that would be compatible with the surrounding townscape and landscape, in accordance with policy CG3 of the Core Strategy and the policies within the adopted Former Horwich Loco Works SPD.

However, it is noted that the submitted masterplan remains a framework, and in order to ensure that each phase of the development is of high quality design as required by the policies within the Former Horwich Loco Works SPD, policy CG3 of the Core Strategy, and that it comes forward in line with the proposed framework masterplan and the core design principles for the whole site and the respective character areas set out in the 'Rivington Chase' Design and Access Statement, a condition (no. 39) has been recommended requiring each phase or part of the development to be accompanied by a Design Statement demonstrating how the phase accords with these documents.

The specific implications of the proposals on the character and appearance of the Horwich Locomotive Works Conservation Area have been discussed above, and it is considered that a detailed Design Code would be sufficient to achieve a high quality outcome that respects its characteristics, heritage and features, and it is noted that this approach would accord with the paragraph 59 of the NPPF. In order to secure the development of a design code for this area, a condition (no. 38) has been recommended requiring the approval of such within any reserved matters applications for the phases of development within the Horwich Loco Works Conservation Area.

With respect to ensuring that the proposals would be secured from crime, it is noted that policy S1 of the Core Strategy requires the design of new development to account of the need to reduce crime and the fear of crime. The GMP Secured by Design team have advised that consideration needs to be given to access arrangements to the site, and also in around the buildings particularly in the hours of darkness. A condition (no. 42) has therefore been recommended requiring the submission of details of the car parking and access arrangements, boundary treatments, the details of lighting schemes, and it is noted that details of the refurbishment of the buildings including new doors and windows would be secured by way of recommended condition no. 37.

Given the wider phases are in outline only with the detailed layout and design of the individual phases and parts to be developed further, a condition (no. 41) has been recommended requiring the submission of reserved matters applications to be accompanied by a Crime Impact Statement in order to ensure that the need to reduce crime and fear of crime is designed into the scheme as required by policy S1 of the LDF Core Strategy.

It is noted that policy CG2 of the Core Strategy requires that all developments be designed to mitigate adverse effects and incorporate high standards of sustainable design and construction including the provision of dwellings that achieve Level 3 of the Code for Sustainable Homes or the 'very good' BREEAM rating for commercial buildings. In addition, that the need to maximise potential for sustainable energy sources is a key principle within policy M2 and that policy CG2 of the Core Strategy identifies a target for renewable or low carbon energy sources reducing the CO₂ emissions by at least 10% be incorporated.

The application has been accompanied by a Sustainability Statement and in accordance

with the above policy the proposals would meet the above code for sustainable homes and BREEAM standards. The applicants have confirmed that at this point in time it would not be financially viable to incorporate techniques to achieve a 10% reduction in carbon emissions. In addition, that the above national targets and standards for energy efficiency required to be implemented for instance through Building Regulations will inevitably increase over the length of programme period. In order to ensure that the potential for sustainable energy sources is maximised in accordance with policies CG2 and M2 of the Core Strategy, a condition (no. 40) has been recommended requiring the submission of a detailed Sustainability and Renewable Energy Scheme for each phase.

In order to ensure that the sustainable management of waste is designed into the scheme within each phase or part matters applications to include a strategy for the management of waste. In accordance with policy CG2, the proposals would seek to reduce the surface run-off rates by 50% on currently developed parts and not exceed existing run-off rates on the wood, scrub and grassland areas of the site. These standards and the incorporation of sustainable drainage principles to manage surface water within each phase would be secured through condition nos. 34 and 35.

It is considered that the submitted 'Rivington Chase Design and Access Statement' and proposed parameter plans provide a sufficiently detailed basis for how the subsequent phases and character areas would take shape, and the core design principles and objectives that should guide the design of each character area and part of the site. Subject to the above conditions, it is considered that there would be sufficient measures in place to ensure that the future redevelopment of the site meets the high quality of design as required within policies CG2, and CG3 of the Core Strategy and the policies set out in the adopted SPD for the Horwich Locomotive Works site, and the NPPF.

Drainage and Flood Risk

The application has been accompanied by a Flood Risk Assessment, and the implications of the proposals on flood risk, hydrology and drainage within the site and surrounding area have also been assessed within the Environmental Statement. From the Strategic FRA for the borough of Bolton and the submitted site specific FRA, it is noted that the majority of the application site is located within Flood Zone 1 and therefore is in an area at lowest risk of a flooding event occurring.

There is a small area within the southeast corner of the application site that is located within Flood Zone 2 (medium probability of a flooding event). However, it is noted that this area as set out within the proposed masterplan would provide open space, and a new access road into the site from Aspinall Way. It is considered that such uses would be compatible with the flood risk in this zone, and the more vulnerable D1 uses proposed within the employment zone would be located within flood zone 1. It is also noted that the site specific FRA concludes that there would be no significant risk of flooding from heavy rainfall (pluvial) or from ground water flooding.

Through hydraulic modelling the FRA indicates that the southern employment area would

be at risk of localised flooding from the tributary of Middle Brook that would run into this area. Therefore, works would be necessary to replace or remove an existing culvert within this area to reduce the risk of flooding. The submitted FRA also indicates that proposed scheme would require further investigation of and works to Nellies Clough Brook culvert. In accordance with the recommendations of the FRA and the Environment Agency a condition (no. 33) has been recommended requiring the further investigation and if necessary implementation of a strategy in consultation with the Environment Agency to modify or divert the culvert.

From the submitted FRA it is noted that the areas downstream of Middle Brook and to the southeast of the application site are currently subject to potential flooding. In addition, that due to drainage flows within the site without any mitigation measures the proposed development of the site would have the potential to increase runoff flows and volumes into these areas downstream and increase flood risk in these areas. Therefore, in order to control the rate, volume and frequency of runoff the proposals have been designed to include a series of sustainable urban drainage systems (SuDS) which include the provision of a series of open attenuation ponds within the south and western parts of the site, a linear water feature within the centres of the site and the provision of permeable surfaces and treatment channels.

It is also noted that the site sits adjacent to the Red Moss SSSI and that the specific ecological value and the natural habitat of this site that is unique to the UK, is a direct function of the surrounding geology, and ground and surface water flows surrounding it. Therefore, any detailed drainage scheme for the site will also need to have a more detailed understanding of the drainage regime of the Red Moss, and have regard to the further site investigations and the subsequent detailed remediation strategy for the development. It would also need to incorporate measures and SuDS that would have the ability to intercept and treat ground and surface water in order to protect the adjacent Red Moss SSSI from potential ground and surface water borne pollution.

In order to ensure that the development of the whole site is brought forward in accordance with the recommendations of the submitted FRA, and the resultant surface water run-off rate accord with the targets within policy CG2 of the Core Strategy a condition (no. 34) has been recommended as such. In addition, in order to secure adequate surface water drainage measures within each phase including the use of SuDS, a condition (no. 35) has been recommended requiring the submission of a detailed foul and surface water drainage scheme prior to the commencement of each phase of the development.

It is noted that the Environment Agency and Councils Drainage Team have raised no objections to the proposed scheme with respect to flood risk, subject to conditions requiring the approval of a detailed surface water drainage scheme, that the recommendations of the submitted FRA are implemented within the proposals, and that further investigation of Nellies Clough and submission of a scheme to divert or remove the culvert.

Therefore, subject to the above conditions it is considered that the proposed mixed use residential and employment scheme would in principle not be at significant risk of flooding itself and would not increase the risk of flooding downstream at Middlebrook. Furthermore, there would be sufficient management measures in place to ensure there would be no significant harm caused to the Red Moss SSSI. Therefore, it is considered that the proposals would accord with policies CG1, CG2 and M2 of the Core Strategy, and the policies within section 10 of the NPPF.

Impact on Nature Conservation Interests, Ecology and Biodiversity

The NPPF requires that applications should conserve and enhance biodiversity, valued landscapes, minimise impacts and recognise the benefits of ecosystems. The impacts on nature conservation interests are also protected by a series of legislation including the Natural Environment and Rural Communities Act which requires Local Authorities to have regard to nature conservation and article 10 of the Habitats Directive stresses the importance of natural networks of linked corridors to allow movement of species between suitable habitats, and promote the expansion of biodiversity.

Due to the scale of the application site there are a number of habitats and notable and protected species that maybe impacted on by the proposals. The Ecological and Nature Conservation assessment submitted within the Environmental Statement identifies and appraises the implications on the local flora and fauna and habitats and wider nature conservation interests.

Designated and Non Designated Sites

With respect to the implications on any statutory and non-statutory designated sites, it is noted that the application site sits adjacent to the Red Moss a Site of Special Scientific Interest (SSSI) which is also identified as a Site of Biological Importance (SBI). The proposed scheme has been informed by the Environmental Assessment and earlier ecological reports which have identified the need to provide a green buffer between the proposed development and the Red Moss SSSI.

It is proposed to provide a semi-natural area including areas of landscaped open space, attenuation ponds along the southwest edge of the site. It is noted that concerns have been raised by the Environment Agency and Natural England regarding the implications of the indicative design of the proposed green buffer and attenuation ponds on the ecological value of the adjacent habitats. In order to secure the appropriate detailed design of this area a condition (no. 30) has been recommended requiring the submission of a detailed scheme for the proposed buffer to the Red Moss SSSI.

As identified above, due to the wider hydrology of the application site and surrounding area any detailed drainage and remediation scheme for the proposals needs to ensure that the Red Moss SSSI is protected from any contaminants such as iron stained water filtering into the surrounding habitats, and that there is no significant change to the water levels and balance at the site.

In accordance with the recommendations of the Environment Agency and the GMEU, in order to ensure that the SSSI is protected during construction through the implementation of the ecological mitigation measures proposed within the ES, a condition (no. 25) has been recommended requiring the submission and approval of an Ecological Construction Environment Management Plan. In addition, in order to ensure these areas are managed and maintained in the longer-term a condition (no. 26) has been recommended requiring an Ecological Management Plan for each phase to be approved and implemented.

Local Habitat

The site not only comprises the plateau on which the complex of buildings making up the Former Horwich Loco Works sits, but a mix of scrubland, grassland and aquatic habitats within the south and western parts of the site. The proposal would result in the loss of approximately 21 Ha of woodland and grassland which on its own would have a significant adverse impact on habitat provision and nature conservation interests within the site and wider area. However, in order to mitigate for this loss it is proposed to manage and enhance over 17 Ha of land on the application site. This would comprise mix of broadleaved woodland, willow / birch, grassland and scrub mosaic, provision of a balancing pond incorporating reed beds and islands, swamp and scrub mosaic, and the creation of a further pond surrounded by marginal vegetation. It is proposed that this would be managed and monitored over a 10 year period within an Ecology Management Plan (EcMP).

In order to provide further mitigation for the loss of the willow scrubland and following consultation responses from GMEU, LWT and Natural England, the applicants have submitted an Addendum to the Environmental Statement which proposes the provision of an off-site area of enhanced willow scrubland of 8 Ha in area to be provided within the vicinity of the site in the area around the Red Moss SSSI. It is proposed that this off-site area would be secured by way of requirements within a Section 106 Agreement which would also secure an appropriate financial contribution towards its ongoing management and maintenance for 10 years. In order to ensure the sensitive management of these areas an Ecology Management Plan (condition no. 26) will be developed in consultation with the GMEU, Natural England, and the Environment Agency.

Following the implementation of the proposed ecological mitigation, it is noted that the ES Addendum concludes that the resultant impact on woodland habitats in the medium to long term would only be negligible. Indeed, the GMEU have confirmed that they now consider the addition of the proposed 8 Ha off-site along with the further mitigation on site of 17 Ha of managed land on site and provision of bird boxes that would be secured via a legal agreement and conditions on any grant of permission would be acceptable to mitigate for the loss of wood and grass land.

It is noted that the LWT have highlighted the need to ensure that the 25 Ha of land identified for habitat enhancement and management be beneficial to and protect the Red

Moss SSSI and support priority species. However, it is noted that the measures within the ES Addendum seek to provide habitats for priority species such as willow Tit, song thrush and dunnock and ensure that management measures and strategies are in place to remove invasive species, avoid disturbance and spread of contamination and to design and manage habitats in the interests of nature conservation and protection of the Red Moss SSSI. In addition, that funding for this would be secured by way of a Legal Agreement upon the grant of permission and condition no. 26 would secure an Ecology Management Plan which would be developed in consultation with GMEU, LWT and Natural England. Therefore, subject to a conditions and commitments within the Section 106 Agreement, requiring it is considered that the proposals would provide satisfactory mitigation for the loss of the semi-natural habitat proposed for there to be no significant overall harm caused.

As noted by Natural England, the proposals for on and off site habitat creation have the potential to enhance the surrounding habitats and biodiversity as set out in the NPPF and the Wildlife and Countryside Act 1981 (As Amended) with respect to the SSSI. This could be secured through the detailed design of the green buffer, design of the water attenuation ponds, the open space strategy. A condition has therefore been recommended to secure the further detailed design of this.

Protected and Priority Species

With respect to the impact of the proposals on protected species, the submitted Environmental Statement provides an assessment of the implications on protected species and notable species within and around the application site including Badgers, Bats, Great Crested Newts, other reptiles, Water Voles, breeding birds.

With regards to the impact of the proposals on the Water Vole it is noted that evidence shows them to be present within and around the site and in particular within the water courses along the south and western boundaries of the site. Water Voles are fully protected under the terms of the Wildlife and Countryside Act 1981 (As Amended). It is noted that the proposed development may require the displacement of a small number species to adjacent areas within the green buffer and riparian habitat. The ES Addendum proposes to carry out further surveys to inform the design of any necessary mitigation. In accordance with the comments of the GMEU and Environment Agency, a condition has been recommended securing any necessary protection measures and / or mitigation measures to be implemented within the Ecological Environment Management Plan.

The surveys undertaken also found evidence that the common lizard which is protected under the Wildlife and Countryside Act 1981 (As Amended) and is a priority Species within the UK Biodiversity Action Plan were present throughout the site. Furthermore, the surveys indicate that the site supports a good population of the common lizard. The submitted ES Addendum proposes to carry out further surveys in each area of suitable reptile habitat to inform either a process of staged vegetation clearance or translocation to an adjacent area to be agreed with Natural England and Lancashire Wildlife Trust. It is noted that GMEU have confirmed the proposals within the ES Addendum would be

adequate to secure the necessary protection and / or mitigation measures for the common lizard and therefore a condition has been recommended as such.

With respect to presence of bats on the site, all UK species of bats and their roosting sites are specially protected under the terms of the Conservation of Habitats and Species Act 2010 (as amended). Whilst no roosts were identified in the surveys undertaken, given the long-term phasing programme for the site, it is proposed that roost emergence / re-entry surveys of the buildings to be demolished would be undertaken prior to demolition. It is noted that through the loss of woodland and grassland the proposals would result in the loss of feeding and foraging resources for bats. The proposed scheme would include the long-term creation of broadleaved woodland and grassland which would help to mitigate for this loss. The submitted ES Addendum includes a series of mitigation measures to be implemented throughout works on site to ensure that there are adequate safeguards in place to protect bats and their roosts, and these have been recommended as part of the Ecological Construction Environment Management Plan (eCEMP) in condition no. 25.

Whilst surveys did not indicate any active badger setts within or adjacent to the site, given their transitory behaviour and the length of the development programme proposed, it is proposed to carry out further surveys of the site prior to works commencing and if necessary carry out a number of mitigation measures. It is considered that these could be adequately secured within the Ecological Construction Environment Management Plan as set out within condition no. 25.

Surveys undertaken did also not record any Great Crested Newts, however in the instance that they are found, it is considered that a series of measures to be drawn up within the Ecology Management Plan (eCEMP) in consultation with the GMEU, Environment Agency and Natural England would be sufficient to ensure that mechanisms were in place to prevent any significant harm to these protected species.

Breeding Birds

Given the amount of clearance works necessary, the proposed scheme would have the potential for causing harm to nesting birds. All nesting birds are protected under the Wildlife and Conservation Act 1981 (As Amended). In order to ensure that there would be no significant over-riding harm caused to breeding birds, a condition has been recommended restricting any clearance works to be undertaken outside of the bird breeding season, unless a suitably qualified Ecologist has otherwise verified the absence of birds. In accordance with the comments of GMEU, condition no. 25 includes the requirement to provide bird nesting opportunities within those phases in the north of the site which would result in the loss of such habitat. In the longer term the management of a total area of 25 Ha of land within or in the immediate vicinity of the site would provide sufficient habitat replacement.

Invasive Species

From the ecology surveys submitted it is noted that Himalayan Balsam and Japanese Knotweed which are both invasive species have been found within the western part of the site. In addition, that these offer little value to biodiversity and are a potential threat to the ecological value of the adjacent Red Moss SSSI. In order to ensure that these invasive species are removed from the site a condition (no. 32) has been recommended requiring the submission and approval of a scheme comprising a methodology for the removal of these invasive species.

Having regard to the above, and subject to conditions and a legal agreement securing the provision of 17 Ha of on-site habitat creation, 8 Ha of off-site replacement habitat, the submission and approval of an open space strategy incorporating the design, layout and management of green buffers, submission and approval of a construction environment management plan, and an environmental management plan, it is considered that the proposals would preserve the nature conservation value and biodiversity within the site and surrounding area. The proposals are therefore considered to accord with policies M2 of the Core Strategy and the policies within section 11 of the NPPF.

Impact on Protected Trees and Important Landscape Features

With respect to the impact of the proposals on protected trees and important hedgerows and landscape features, it is noted that there are a number of mature and semi-mature trees particularly within the northwest corner of the site and along the boundaries the site. These include a group of trees along the northeast boundary of the site which are protected by Tree Preservation Order (Brindley Street, Horwich) 2010 W1. A further group covered by TPO no. 703 are located just beyond the north boundary of the site at the rear of properties on Evergreen Avenue and are adjacent to the belt of trees that run along the north boundary of the site. As the Horwich Loco Works Conservation Area covers a large part of the northeast section of the site all trees of a certain diameter within this area are also protected.

In order to ensure that existing trees within and bordering the site are protected during construction, a condition (no. 27) has been recommended requiring the submission of an Arboricultural Impact Assessment where necessary for that phase.

With regards to wider implications on tree cover, it is noted that as part of the scheme a significant area of self-seeded scrubland and woodland in the south-eastern edge and north-western parts of the site would be lost for employment and residential development respectively. However, as noted above it is proposed that a comprehensive scheme of replacement habitat and new planting within open space, along woodland edges would be secured by way of a Section 106 Agreement.

It is also noted that the proposed scheme indicates the primary routes through the site would be lined with street trees which would have the potential to provide a key landscape feature within the area. It is noted that the detailed landscaping and proposed tree planting within the individual phases and the key routes and corridors will be part of the reserved matters application and in order to ensure that this is comprehensively

designed incorporating public routes and open spaces, any areas of play within each phase and mechanisms are in place for the ongoing management, a condition (no. 28) has been recommended requiring the reserved matters to be accompanied by an Open Space and Green Infrastructure Strategy. Having regard to the above, it is considered that the proposals would accord with policy CG1 of the Core Strategy.

Impact on Residential Amenity

It is noted that neighbouring residents raised concerns regarding the potential for the proposed development to result in the loss of privacy through overlooking and blocking sunlight and daylight to their properties. The residential elements of the proposal are only sought in outline with the detailed layout, scale and design of the site being considered at a later date in reserved matters applications.

With respect to the implications on those residents and occupiers of the dwellings bordering the site to the north and northwest, it is noted that the proposals within this area would solely comprise residential dwellings. At a maximum of 3 storeys (an indicative height of up to 12 metres to the ridge line), other than those single storey dwellings at Fernstone Close the proposals would not be substantially higher than the majority of dwellings to the north and northwest which are 2 storeys in height. In addition, it is noted that the framework masterplan indicates that a collection of trees that run along the north boundary of the site would be retained and provide a buffer to these existing dwellings. Therefore, it is considered that the indicative proposals would be compatible with and not in principle cause significant harm to the amenity of the occupants to the north. It is also noted that the detailed implications of the siting, height and scale will be addressed and dealt with in the subsequent reserved matters applications and if necessary replacement boundary planting would be secured at this reserved matters stage.

With respect to the implications on those residents and occupants of the properties to the southwest of Chorley New Road, it is noted that proposals indicate buildings would be up to 15 metres in height to the ridge line (4 storeys). However it is noted that the dwellings immediately to the northeast of the site are arranged at a right angle to the site with main windows facing the respective row of 2 storey terraced properties to the front and rear. In addition, that the land levels slope downwards to the southwest and the proposed masterplan indicates the retention of a green buffer along the northeast boundary of the site between the proposed development blocks and the gable end elevations and intervening access lane. Therefore, at this stage it is considered that the proposed scheme could be designed within the subsequent detailed stages to ensure that there would be no unacceptable impact on the amenity of existing neighbouring residents. In addition as noted above any necessary planting, boundary treatments, and detailed siting would be designed in and addressed in subsequent reserved matters applications.

With respect to the implications on surrounding residents during the demolition and construction works, it is likely that those within close proximity to the site will be subject

to additional noise and disturbance from the works themselves and associated plant. It is also noted that given the large scale of the site and length of time that noise and dust would be experienced for a significant period of time. In order to ensure that a condition has been recommended requiring that a Construction Environment Management Plan is submitted to and approved in writing by the LPA for each phase of the development.

With regards to future occupants of the proposed development, it is noted that there are a number of existing industrial type uses on and directly adjoining the site that would potentially remain for a significant period of time or for the long term within close proximity to residential properties. The concerns raised by the adjacent Hitachi Automotive Systems business have also been noted. Therefore, a condition (no. 44) has been recommended requiring the submission and approval of a noise impact assessment and any necessary mitigation measures for those reserved matters applications involving phases or parts of the development where residential uses would be adjacent to existing and / or proposed employment and industrial uses. In addition, where proposed residential uses would be affected by existing industrial and business operations a condition (no. 45) has been recommended requiring the submission of temporary and / or permanent residential buffer treatments where necessary to ensure that the proposed residential units would provide adequate levels of amenity and would not compromise existing businesses.

Having regard to the above, it is considered that subject to a Construction Environment Management Plan, the carrying out of the air quality mitigation measures within the Environmental Statement, and submission of noise impact assessment and implementation of any necessary mitigation measures, the proposals would not cause any significant harm to surrounding residential properties and would provide adequate quality of life for future occupants, and the existing uses would not be compromised, in accordance with policy CG4 of the Core Strategy and the policies within the NPPF.

Air Quality, Noise and Lighting Implications

It is noted that policy CG4 of the Core Strategy requires that developments should not generate unacceptable nuisance, odours, fumes, noise or light pollution, nor cause detrimental impacts upon water, ground or air quality.

The Environmental Statement submitted with the application has assessed the implications of the proposals on air quality, noise within the locality and the implications from lighting within the proposed scheme.

In terms of the impact of the proposed development on the surrounding air quality during the construction activities, it is noted that if unchecked the proposal may cause a degree of nuisance to the neighbouring properties through the potential creation of dust, and particulates from the extensive ground and infrastructure works necessary. In order to ensure that the necessary measures are implemented with respect to each phase to prevent any unacceptable harm to the amenity of neighbouring properties, a condition has been recommended requiring a Construction Environment Management Plan for each

phase to be submitted and approved in writing prior to the commencement of development, together with the implementation of the proposed mitigation measures set out in paragraph 15.153 of the Environmental Statement.

Once the development is complete and in occupation, given the nature of the proposed uses, it is considered that the principal impact on air quality will be derived from additional vehicles and road traffic associated with the development. However, given the existing uses including waste management operations on the site it is considered that there would be no significant harm to local air quality over and above the existing level.

The impact of the proposed development by way of noise has also been assessed within the Environmental Statement. As noted above, in order to prevent any unacceptable impact on neighbouring residents during the construction of the development a Construction Environment Management Plan for each phase of development will be secured by condition.

With regards to the proposed uses within the Heritage Core, a condition has been recommended requiring the approval of full details and specifications of the units and their operation prior to the buildings being occupied. Given that the proposed residential elements and employment zone is in outline there are no detailed specifications for the business and employment units, retail and commercial premises that would occupy the site. Therefore, a condition (no. 46) has been recommended requiring the reserved matters applications for each residential phase of the development where it would be located adjacent to existing and or proposed employment uses to be accompanied by a noise impact assessment and buffer treatment mitigation measures to be implemented for that phase.

With regards to the impact from lighting within the proposed scheme as noted above, because the application seeks approval for the masterplan with the exact details of each phase to be the subject of subsequent applications, there are no exact details of the proposed lighting schemes to be implemented within the proposed development. Indeed the detailed implications of lighting would be assessed during the consideration of the detailed reserved matters applications.

The potential implications from lighting within the proposed scheme as a whole have been assessed within the Environmental Statement accompanying the application. The assessment does conclude that there would be minor adverse implications from long distance views to the north and south of the site with a white glow being present. As it would be seen within the context of the existing light glow of the built up area and retain a buffer to the M61 motorway and given that the scale of buildings and highway infrastructure would not be dissimilar to existing buildings and infrastructure within the site and surrounding area, and that the majority of the site would be leftover for domestic dwellings, with a large part being given over to open space and semi-natural habitats, it is considered that the proposed development would not cause significant over-riding harm to the character of the area.

With respect to the impact on more immediate surroundings and neighbouring occupants, it is noted that the nature and extent of the proposals would reflect the character and uses of the surrounding residential streets and any lighting and highways infrastructure would not be dissimilar to the adjacent areas to the north and east. It is considered that through the detailed design and layout out of the site within subsequent reserved matters applications, that appropriate boundary planting, boundary treatments, and buffers to surrounding residential properties, limited highway infrastructure there would be no over-riding harm through light pollution and glare.

The particular implications on local wildlife and nature conservation have been discussed above, however it is noted that the strategic provision of open space along the south and western boundaries of the site provides for a buffer to the Red Moss SSSI and SBI to the southwest. However, in order to ensure that appropriate regard has been had to the implications of each relevant phase of the development on the ecological value and biodiversity of the green buffer and adjacent Red Moss SSSI, a condition (no. 47) has been recommended requiring the submission and approval of a detailed lighting scheme incorporating the recommended mitigation measures within sections 18.78 – 18.84 of the Environmental Statement as necessary for that phase.

Having regard to the above, subject to the above conditions and implementation of mitigation measures, it is considered that the proposed scheme would not cause any significant over-riding harm to the amenity and living conditions of surrounding residents and occupiers, in accordance with policy CG4 of the Core Strategy and policies within the NPPF. In addition, as noted above the proposed scheme would secure the removal of the existing waste management operations at the site which currently cause significant air and noise quality issues and the past has been subject of substantial fires.

Impact on Public Rights of Way, Footpaths and Bridle Ways

Saved policy O7 of the UDP states that development would be permitted where development would retain the integrity of public rights of way. Indeed it is noted that there are a number of footpaths running through and adjacent to the site. These include footpath Horwich nos. 101,102,103,104, 105, 106, 119, 179 and Blackrod nos. 011, 013, 015

The outline masterplan seeks to embed a permeable framework for movement incorporating a block pattern street pattern incorporating footpaths and fitting into the grain of surrounding streets and existing road network and linking with new footpaths and cycle routes running through areas of open space, and along highways. The proposed scheme includes the retention of the majority of public rights of way that run through or adjacent to the site. However, the proposed scheme would involve the diversion of a number of defined public rights of way within the southern corner of the site along the new access route on to Aspinall Way. Nevertheless, the proposed route of footpaths and combined cycle ways as shown on the Indicative Masterplan and Access and Movement Plan would retain the integrity of these routes and subject to the detailed design of the diverted route including any necessary crossings the proposals would

provide for effective pedestrian and cycle movement. A condition (no.17) has therefore been recommended requiring the submission of a detailed Public Right of Way strategy including the layout and design of temporary and permanent diversions.

The existing public rights of way to be retained and would interlink with new proposed footpath and cycle routes with only minor diversions required to fit into the proposed road framework. Therefore, it is considered that the diversions would in principle be acceptable and would help to provide for clear, safe access and movement through the site in accordance with Policy O7 of the UDP and policy M2 of the Core Strategy.

Impact on Mineral and Coal Interests

Policy P4 of the Core Strategy is in line with the NPPF in seeking to safeguard the known mineral resources. The south-western part of the application site forms part of allocated Mineral Safeguarding Areas (MSA) for Coal, Sand and Gravel and for Brick Clay within the Greater Manchester (GM) Minerals Plan. This area is located to the south of Crown Lane and east of the M61 and is currently open woodland and grassland. It is noted that only a relatively small proportion of the site is included within the MSA and that it is located within close proximity to existing residential dwellings and the M61 motorway. In any case this area would be leftover as open space and forms part of the green buffer within the proposed scheme. As a result, it is considered that the proposals would not compromise or prevent the future extraction of these minerals. The proposed scheme would therefore accord with policy P4 of the Core Strategy and policy 8 of the GM Minerals Plan.

Paragraph 121 of the NPPF requires that sites be made suitable for their new use should they have been subject to natural hazards or previous mining activities. With respect to the presence of former coal mine entries, it is noted that the Coal Authority have raised concerns regarding the potential for former coal mine entries to be present within the site. In order to ensure future development and occupants are safeguarded from the hazards caused by potential mine entries, and in accordance with the response of the Coal Authority a condition has been recommended requiring the carrying out of further site investigation and subsequent approval and implementation of any necessary remediation measures. Subject to such a condition it is considered that the proposed scheme would provide for a safe environment for future residents, users and occupants of the development in accordance with policy objectives within the Council's Core Strategy and paragraph 121 of the NPPF.

Planning Obligations

The following broad heads of terms have been included within a draft Section 106 Agreement.

- Funding towards the provision of health facilities to serve the needs of the development.
- Funding towards education provision to serve the needs of the development.

- The provision of affordable housing within the development subject to a review of viability.
- The provision of funding for the repair and maintenance of the heritage core buildings subject to a review of viability.
- Provision and implementation of an Open Space Strategy for the management and maintenance of open space.
- The provision and funding for the creation and management of an off-site area of habitat as ecological mitigation.
- The implementation of a series of Highway Improvement Works in the vicinity of the site.
- The implementation and operation of a Public Transport Steering Group.
- The funding of a Public Transport Scheme to secure the use of public bus services to serve the development subject to a review of viability.

The proposed highways works would satisfactorily mitigate the implications of the development on the surrounding highway network, and through sufficient habitat enhancement would mitigate for the ecological implications. Through the staged payment of financial contributions towards education and health provision the proposals would address the education and health needs derived from the new community. Through the imposition of a mechanism to review funding for the repair and maintenance of the heritage asset, the provision of a public transport scheme, and provision of affordable housing it is considered that the needs derived from the proposed development as set out above would be addressed and delivered where necessary and viable to do so whilst also delivering a strategically important regeneration project.

It is also noted that the scope of these are also in line with but not limited to the key delivery items for the site set out in policies M1 and M2 for the allocated site which include the delivery and management of improved highway infrastructure, public transport, open space, school provision and in accordance with the policies within the adopted Former Horwich Loco Works SPD.

Value Added to the Development

A development scheme of a value of £262 million would provide major financial investment directly into Horwich and the local area.

It is envisaged that an additional £18 million per annum would be spent by the new population on local goods and services, which itself would lead to a further 200 indirect jobs.

A total of 1,450 fulltime equivalent jobs, 320 temporary jobs during the development programme, with further multiplier effects generating 200 further jobs in the supply chain would have the potential to make substantial inroads into unemployment in the local area which at 27% is higher than the average for both the North West (24%) and across the national as a whole (23%).

A payment through the New Homes Bonus scheme of approximately £14.7m (based on an assumed housing mix) to the Local Authority from Central Government as a result of the delivery of up to 1,700 residential dwellings

Conclusion

In assessing the proposals it is noted that applications must be determined in accordance with the development plan unless material considerations indicate otherwise (Section 38 of the Planning and Compulsory Purchase Act 2004). In addition, it is noted that paragraph 14 of the NPPF sets out a presumption in favour of sustainable development and states that those development proposals that accord with the development plan should be approved without delay.

Having regard to the above discussion, it is considered that the proposed development in part outline and part full would provide for a sustainable mixed use community comprising predominantly a mix of residential accommodation and employment based uses in accordance with policy M1 of the Core Strategy. The proposed redevelopment scheme would address strategic objectives set out within the Core Strategy in not only regenerating a strategically important allocated site within the Core Strategy, but also deliver a substantial number of new homes and employment space which would make a significant contribution towards meeting the Council's housing supply and employment land supply targets. Furthermore, it would utilise a previously developed and highly accessible site close to rail and motorway infrastructure. Furthermore, the proposals also build on the adoption of the Former Horwich Loco Works SPD and in seeking permission for a framework masterplan for the site would provide for comprehensive and co-ordinated approach to delivering the mixed use regeneration of the site in full accordance with the objectives and policies of the adopted SPD for the site. The proposals also include appropriate mitigation measures and planning obligations that would satisfactorily address land contamination, highway safety, nature conservation and ecological implications and the health, education and affordable housing needs that would result from the regeneration of the site.

However, in considering the balance of material considerations it is noted that considerable weight also needs to be given to the impact of the proposals on the character or appearance of the Former Horwich Locomotive Works Conservation Area that would be caused by the removal of the buildings not included in the 'Heritage Core'.

In considering the harm caused to the significance of the designated heritage asset, it is noted that the national historic, architectural and cultural importance of the buildings beyond their value as a group is limited. Furthermore, it is noted that with the current substantial conservation deficit in bringing the buildings back into viable use, the proposals would help secure a long-term development strategy to stop the cycle of decline of the retained buildings at the site and allow for the long-term re-use of the retained core heritage buildings in the Conservation Area. Importantly, it is also noted that the proposals would be in accordance with the approach taken and previously established within the Council's adopted SPD for the site which was subject to long

running consultation with English Heritage.

With regards to considering whether the public benefits would be sufficient to outweigh any adverse impacts and the tests set out above, it is noted that the proposals would have a number of substantial economic benefits. These include a major financial investment of £262 million directly into Horwich and the local area; generation of up to 1,450 full-time equivalent jobs on site and 320 jobs during construction and associated supply chain; an additional spend of £18 million per annum on local goods and services by the new population, leading to 200 further indirect jobs; substantial inroads into unemployment in the local area through labour demand and supply; and provision of a broad mix of space and type of units to allow local businesses to expand and attract new investors into the local area.

In terms of social benefits, the proposals would provide a substantial number and range of new homes to meet the housing need in Horwich and the Borough; help provide for a 'new community' through the provision of a true mix of uses including residential, employment, leisure, retail and community facilities; and through opening up of around 20 Ha of open space provide benefits to the health and wellbeing of the local population.

Benefits would also be secured to the surrounding environment through the removal of the existing waste management and industrial uses that detract from the visual and aesthetic qualities of the surrounding area; improvements to the air quality and noise levels experienced as a result of the removal of the existing Armstrong's Environmental Services operation at the site; and the comprehensive regeneration and remediation of the land and removal of longstanding harmful contaminants within the site.

Overall it is noted that the proposals represent not only a major financial investment but also a major contribution towards the provision of housing and employment, leisure, commercial spaces and open spaces which would offer very substantial benefits to the local communities of Horwich and Bolton. Having regard to the above, it is considered that the substantial economic, environmental and social benefits derived from the proposals represent significant public benefits to the local community and wider borough of Bolton as a whole, and that cumulatively these would be sufficient and exceptional to outweigh the considerable weight given against granting permission where it would fail to preserve or enhance the Conservation Area.

In summary, the proposed scheme is considered to represent a sustainable form of development that would regenerate a previously developed site and would be within an accessible location. The proposal has followed extensive public consultation and represents a genuinely plan-led form of development. Subject to conditions and a legal agreement the proposed scheme is considered to accord with the strategic policies and objectives within the adopted development plan Core Strategy and the principles and policies set out within the adopted Former Horwich Loco Works SPD, and national policy objectives within the NPPF. The proposals would also accord with the tests set out in paragraph 14 and the core planning principles within section 17 of the NPPF. Therefore, it is recommended that the Committee agree to delegate approval of this application

subject to conditions, to the Director of Development and Regeneration upon completion of an agreement under Section 106 of the Town and Country Planning Act 1990 (As Amended).

In the event of any changes being needed to the wording of the Committee's decision (such as to delete, vary or add conditions/informatives/planning obligations or reasons for approval/refusal) prior to the decision being issued, the Director of Development and Regeneration has delegated authority to do so in consultation with the Chairman of the Committee, provided that the changes do not exceed the substantive nature of the Committee's decision.

Representation and Consultation Annex

Representations

Letters:-

A total of 760 neighbouring properties within the surrounding area were notified by letter on the 23rd January 2014.

In addition a total of 10 site notices were displayed at the following 7 different locations around the site:

- Along Moss Lane adjacent to northwest of M61 motorway;
- at proposed northwest access on to Station Road / Crown Lane;
- towards junction of Vale Avenue and Hilton Avenue;
- the Rivington House access to the site;
- the Armstrongs access to the site;
- the proposed access to Mansell Way;
- at the proposed access on to Aspinall Way.

A public notice was also displayed in the Bolton News on 30th January and 13th February 2014.

51 separate third party responses have been received to the planning application.

6 responses received stated that they neither objected to, nor supported the application.

45 of those raised objections to the proposed scheme.

The following issues and concerns were raised in these responses:

1. Highway Safety / Traffic
 - Concern regarding traffic in the area which is already congested in peak hours.
 - Existing highway safety and traffic congestion issues will increase as a result of proposals.
 - An independent traffic survey / assessment is necessary.
 - Consideration should be given to using junction 7 of the M61 to alleviate traffic congestion.
 - A large amount of traffic will use Chorley New Road which is already heavily congested at peak hours.
 - Crown Lane / Station Road is unsuited to increased levels of traffic generated by proposals and the use of the new route as a rat-run into Middlebrook or Chorley New Road.
 - Proposed Crown Lane / Station Road access is unsafe due to poor visibility from Blackrod due to bend in the road, parked cars along Crown Lane and vehicle speeds.
 - More appropriate solution to Crown Lane / Station Road access would be to limit this to a cul-de-sac or pedestrian, cycle access only.
 - Other housing sites should also be taken into account in consideration of the application.
 - Inadequate parking at present, and increased parking demand will impact on local shops and businesses.

2. Transport Links

- Enhanced transport links needed as existing train services and facilities are inadequate.
- Rail link required to development.
- Separate cycle and footpath routes are required to link the site, with Bolton Town Centre, Horwich, Westhoughton and Blackrod.
- A link road should be provided from the existing Armstrong access into Middlebrook or alternative road should be installed to alleviate existing infrastructure.
- Reinstatement of junction 7 of the M61 or new junction to serve the site is necessary.

3. Contamination

- Large quantities of asbestos and other harmful waste has been disposed of without control at the site.
- Existing land contamination including asbestos, arsenic, cyanide and other harmful chemicals and waste poses a significant risk to surrounding residents and the local community of Horwich.
- Existing investigation is inadequate given the potential health risks.
- Land contamination needs full investigation and understanding before permission is granted.
- No details of how contamination would be disposed of.
- Further consultation regarding contamination is need with the local community and ex-workers.
- It will be essential to ensure that the site will be made safe for the future given the 1,700 domestic properties and open space and recreation space being proposed.
- Have a full environmental assessment been carried out and enquiries been made regarding the nature and extent of works and waste disposal previously undertaken at the site and the impact of new disturbance would have on land contamination?
- Would adequate controls be in place to deal with potential contamination and danger to health?

3. Education Provision

- Additional education provision needed as insufficient spaces and infrastructure at present.
- Primary, secondary and special needs education provision already inadequate.

4. Health / Community Facilities

Additional health provision including dentists, doctors health centres required as already inadequate health facilities.

Proposals should include a heritage centre, childrens nurseries, to create a community hub.

5. Sport and Recreation

- Additional sport and recreation facilities are required as current sports facilities are inadequate.
- Open space should not be just an open park but provide sports facilities including multi-use sports pitches.

6. Waste Facilities

- Additional waste management and recycling facilities needed.

7. Ecology

- Development should ensure the Red Moss SSSI is protected and not harmed.
- Not necessary for trees to be lost.
- Impact on surrounding wildlife including deer.

8. Amenity

- Proposed three storey dwellings on raised land would result in the loss of sunlight and loss of privacy from overlooking.
- Increased noise pollution.

9. Detrimental Impact on Horwich

- Horwich will not cope with impact of 1700 new homes, 3000 more cars and 6800 more residents.
- Harmful change to the character of Horwich.
- Loss of open green spaces within Horwich.
- No benefits to people and the place of Horwich.
- Need to invest financial contributions into Horwich.

10. Negative Impact on Property Values

- Houses and properties will be devalued.

11. Loss of Locomotive Sheds / Impact on Conservation Area

- The loco sheds should be retained and restored.
- Loss of beautiful structure and visually important and historic feature.
- Loss of industrial heritage and legacy.

12. Impact on Local Businesses

- The development needs to support local businesses not destroy them.
- Provision should be made for allowing existing local traders to relocate.

13. Need for long-term jobs created within Horwich

- There is too much emphasis on residential provision and the application should incorporate more employment development. Would the employment space proposed be adequate for future manufacturing and high value manufacturing?

14. Impact on Rivington and Pennine Moors

- Loss of green space for outdoor recreation would have negative impact on quality of life and health of residents.
- Increased use, traffic, litter and pollution within these areas will detract from the area.

15. Amount and Type of Housing Proposed in Surrounding Area

- More information needed on the type of housing proposed.
- Need to provide housing for senior members of the community, disabled and low mobility.
- Impacts on local infrastructure need to be considered cumulatively with other housing developments of up to 600 - 700 homes in Horwich, those planned within the Core Strategy and the additional 450 homes in Adlington.

16. Design

- Greater attention needs to be given to reflecting the areas heritage into the homes.
- Need to provide something of value not a mediocre, sterile and soulless place as

delivered by such private developers

- 17. Inadequate Public Consultation / Unaware of proposed redevelopment
 - The community needs be involved throughout the planning, design and construction process.
 - Need to establish regular consultation meetings with residents.
- 18. Viability
 - Would the scheme be cost effective, viable in current economic climate and provide for sufficient protection from land contamination.
 - The scheme may become unviable resulting in waste of public money, time and effort.
- 19. Duty of Care / Responsibility
 - The Council has a duty of care and responsibility to protect surrounding community from health hazards and ensure scheme would be viable and public money is not wasted.
- 20. An important and necessary regeneration project
- 21. Removal of the existing Armstrongs waste business would be of benefit.

Representations were also received from the following adjacent land owners.

Network Rail Infrastructure Ltd:

The application does not comply with the Horwich Loco Works SPD as it includes a third access on to Crown Lane, and does not include all the land within the SPD for the site.

As the applicants own a relatively small part of the site and there are a number of third party land ownerships, and there are no arrangements in place for site assembly there is a risk to the deliverability and regeneration of the site. Land acquisition and compulsory purchase powers are a lengthy process and the applicant has therefore no ability to deliver the scheme at present.

The proposed scheme is aimed at ring fencing control of the development of the site, is therefore anti-competitive and would introduce unacceptable risks associated with the deliverability of the scheme.

The proposed access strategy at Crown Lane would be contrary to the Horwich loco Works SPD, and it has not been demonstrated that safe vehicular, pedestrian and cycle access could be provided at this point.

Concerns were raised that the scale of the proposal would generate a significant uplift in the use of the nearby train stations at Horwich Parkway and Blackrod and therefore financial contributions should be made as part of the application towards improvements to the facilities at these stations. The Travel Plan makes reference to potential improvements to public transport but this focuses on bus transport only with no mention

of improvements to the railway infrastructure other than a potential bus link to each station.

Hitachi Automotive Systems Europe Ltd

Concerns that should the new access from Mansell Way become busy this may require employees to use access on to Aspinall Way in contravention of planning consent for the site. In addition, the impact of the additional traffic at peak periods would impact on the business and also employees, container and articulated lorry traffic entering and leaving the site.

Concerns regarding the implications of locating new residential uses adjacent to the Hitachi site and that noise complaints may be generated which would compromise the operation of the existing business.

Aviva Investors

No objection to the principle of the planned regeneration of the Former Horwich Loco Works site, but concerns raised in respect of the Class A1 retail floorspace proposed. The proposals by both Horwich Vision Limited and Hong Kong Racing exceed the NPPF thresholds for which an assessment is required. Submission refers to Class A1 being for 'local needs retailing' of which there is no legal definition. The LPA cannot condition the proposal to be for local needs retailing, the quantum of retail floorspace permitted should be restricted to an appropriate level. Decisions on both proposals will be mutually independent, it is important that any planning permissions granted do not establish the principle of a cumulative sum of Class A1 floorspace coming forward which is beyond that which is consistent with the Core Strategy. Theoretically these proposals would potentially establish 8,500 m² of class A1 retail floorspace. An impact assessment as required by the NPPF would be required in this regard.

The proper planning of the Horwich Loco Works site is dependent upon comprehensive redevelopment and the LPA must ensure that the HKR proposal comes forward as part of the wider redevelopment contained within the masterplan and set out in the proposal by Horwich Vision.

Petitions:-

None received.

Town Council:-

Horwich Town Council: - Resolved to support the application in principle provided that the many issues raised at the Public Meeting of 17th March and in comments sent to the Planning Department, were satisfied. A 100% assurance on satisfactorily dealing with contamination was sought along with a traffic survey. Whilst the concept of the plan was thought to be good there are concerns over contamination, traffic, the provision of health, education and sports and recreation facilities (such as the provision for football in

Horwich)), Views had also been expressed on heritage and conservation.

Blackrod Town Council: – Raised concerns that proposed scheme retain vehicular access on to Station Road which is already congested. In addition, that a scheme needs to be implemented to address water accumulation and drainage at the site.

Westhoughton Town Council: – No objections

Elected Members:-

Cllr Silvester – The proposal for the Mansell Way access to be limited to busses, cyclists, pedestrians is unacceptable and illogical given it will be made up to full road standards to accommodate buses. It should be made available for the full use of traffic as this would alleviate the pressure along Chorley New Road and provide an alternative route for traffic. It is also unknown whether this route would be used by bus services and how many would use it.

Consultations

Advice was sought from the following consultees:

Bolton Council Drainage; Public Rights of Way Team; Greenspace Section; Economic Strategy; Strategic Development Unit; Landscape Development and Design; Trees; Education; Corporate Property Services/ Estates; Housing Strategy and Partnership Support Team.

Ramblers Association (Bolton Group)

The Open Spaces Society

Greater Manchester Archaeological Advisory Service: Awaiting

Design for Security GM Police

Environment Agency

Highways Agency

Bolton Primary Care Trust

Transport for Greater Manchester

Conservation Consultant

English Heritage

Horwich Heritage

Ancient Monuments Society

Victorian Society

Bolton District Civic Trust

Society for the Protection of Ancient Buildings

The Georgian Group

Council for British Archaeology

Natural England

Greater Manchester Ecology Unit

Lancashire Wildlife Trust

United Utilities

The Coal Authority
Greater Manchester Minerals and Waste Unit
Sport England

Responses received are as follows:

Greenspace: - Concerns regarding hydrology of the site and protection of the Red Moss SSSI. Other discharges and outputs into Nellies Clough also need to be considered. Concern that the proposed buffer between the site, Red Moss SSSI would not provide adequate ecological mitigation for the loss of woodland, as it would form a formal recreational park. Conditions must reflect need for habitat mitigation to be in advance of habitat loss. Firm proposals for proposed habitat creation and management should be provided, including how and where will provide and manage any mitigation.

Drainage Team: – The volumes and rates of discharge into and works to surrounding watercourses would need agreement with the Environment Agency. The development should include sustainable urban drainage systems (SUDS). Highways not to be adopted will need to be fitted with surface water drainage measures to be agreed with the LPA, including a scheme for its implementation and funded programme for future management and maintenance of the network. Post-development surface water run-off should be limited to 50% in accordance with policy GC2 of the LDF Core Strategy.

Public Right of Way: - The line of public rights of way Horwich 101/102/103/104/105/106/119/179 & Blackrod 011/013/15/ lead through the application site and will be affected by this development.

The creation of additional routes is welcomed however it is very important that all existing PRowS are identified and considered at an early stage in the development process.

Legal orders will be required to make any changes to the current legal lines of affected PRowS before commencement of this development and if not dealt with correctly pose a real risk of receiving objections which could result in a public enquiry. The identification of a PRow at a late stage can cause significant delays and may even halt a development.

The applicant must also be made aware that they must not obstruct or divert any PRow until an order has been made and advertised. Any obstruction or interference with a PRow may make it impossible for an order to be made. The illustrative access and movement plan does not show the current legal lines of any PRowS proposed to be extinguished or diverted. A plan must be submitted showing the legal lines of all proposed PRowS to be extinguished or diverted along with the legal lines of all unaffected PRowS, newly created PRow routes, cycle routes and permissive routes to enable more detailed comments to be made.

Peak and Northern Footpath Society; - If permission is to be granted please include condition to state that there would be no obstruction to any public right of way. If a temporary or permanent diversion is unavoidable, no development should take place until

the diversion order has been confirmed and diversion route is made available for public use.

Greater Manchester Archaeological Advisory Service: The comments highlight a number of weaknesses within the submitted Desk Based Assessment and Heritage Statement. Recommend that if the application is to be approved a condition should be attached requiring that a programme of archaeological work be undertaken commencing before any demolition or redevelopment commences, including the soft-strip.

The programme of archaeological work would include production of a more detailed desk-based study that includes the production of a site gazetteer, map and assessment of identified sites. It would also include an archaeological building assessment of the upstanding buildings and structures within the Former Horwich Locomotive Works. The latter would assist with identifying the appropriate level of building survey to record the historic fabric of the buildings to be demolished or altered. It would also assist with identifying where further archaeological investigation of the locomotive works buildings might be justified. There should also be a phase of archaeological evaluation. For the various sites identified in the gazetteer that are thought to merit further investigation a programme of targeted evaluation trenching would be appropriate. For evaluating the prehistoric potential of Red Moss and its fringing areas a programme of evaluation might include a phase of geophysical survey followed by an appropriate sampling scheme for evaluation trenching. The results of any evaluation would then inform the need or otherwise for further open-area excavation. A contingency would be built-in to provide for palaeoenvironmental sampling, assessment and analysis should the opportunity arise. This work would then be written-up, the report and the project records being lodged with an appropriate archive.

Design for Security GM Police: - The full application would present the following security issues:

- Access in to the development, particularly during the night when the buildings are closed.
- Access within the development, i.e. to the rear of buildings.
- Parking, A1 and D2 uses can generate high numbers of car journeys (particularly gyms, cinemas and similar uses) there doesn't appear to be a high number of parking spaces and this could cause conflict with local residents if parking spills out in to local streets.
- Physical security, if the buildings are refurbished we would recommend that new doors, windows, shutters and glazing are to Secured by Design standards.

Environment Agency:

Flood Risk Comments

The FRA advocates that a large proportion of the run-off from the site will be accommodated in surface water attenuation facilities together with additional on-plot features. We have no objections to the proposed plot discharge figures outlined in appendix H of the FRA but future detail submissions will need to show how attenuation

will be provided for the phased nature of the site. There is likely to be a need to construct the main large attenuation features at the initial stages of the site development and section 5.1 states that this will be done with the other infrastructure (roads).

Detailed proposals submitted for reserved matters must include an investigation into the line, depth, size, and condition of the Nellies Clough Brook culvert and any required diversions, replacement or opening up of the culvert (preferred). Proposed layouts must ensure that buildings are not sited over or immediately adjacent to the culvert.

No objections subject to conditions requiring, details of Nellies Clough Brook Culvert; the development be carried out in accordance with measures set out in FRA; approval of drainage strategy; assessment of feasibility of diverting Nellies Clough Brook Culvert.

Ecological Comments

The proposed development will only be acceptable if a planning condition is included requiring a scheme to be agreed to protect an minimum 5 metre wide undeveloped buffer zone around the Moss Brook and Middle Brook water bodies.

The proposed development will only be acceptable if a planning condition is included requiring a scheme to be agreed to protect an ecological/greenspace buffer around Red Moss SSSI/SBI and Middle Brook /Pearl Brook stream corridors based on open space plan Drwg. 1010-308L.

There will be permanent loss of some existing semi natural habitats and potential priority/protected species associated with these. It will therefore be essential that there be a clear ecological mitigation and enhancement plan detailing each specific phase of required habitat creation and mitigation works, with specified timings and techniques to appropriately compensate for loss of these well established habitats, whilst ensuring protection and retention of existing ecologically sensitive habitats and species within and adjoining the development site.

Recommend that any environmental management plan aim to retain the existing mosaic of habitat types found in ecological assessment (Tyler Grange, 2013). There is a concern based on current proposals that certain open and priority habitats will be permanently lost without any identified 'like for like' mitigation, and potential impacts on protected or BAP species habitat, and with new habitat creation largely orientated around new woodland or amenity grassland, meaning that the overall development principles to 'retain and enhance the ecological value of habitats' would likely not be achieved.

It is recommended to achieve a continuous, uninterrupted green space buffer, and retain this rare priority habitat type on site, that the isolated residential block adjoining retained reservoir be moved north to link within the main residential area. This retention (and potential expansion) of such heathland habitat then provides scope to provide an element of common lizard habitat mitigation which is to be lost on the west element of the site, and adhere to own ecological assessment recommendations in providing 'appropriate

mitigation would need to be implemented to protect species from loss or injury, and maintain sufficient habitat to maintain the current population’.

The proposed development will only be acceptable if a planning condition is included requiring a scheme to be agreed to ensure that the retained or new SUDs, attenuation ponds within the site are designed, located, constructed and managed in such a way as to positively contribute to the nature conservation value of adjoining Red Moss SSSI/SBI and linking riparian wildlife corridors of the site.

The North West river basin management plan requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery of water bodies. This condition is required to protect adjoining SSSI and linking wetlands.

The proposed development will only be acceptable if a planning condition is included requiring a method statement to be agreed to put appropriate control measures in place regarding the invasive species Japanese knotweed, Himalayan balsam present. Concerns raised that no green buffer has been provided for one of the two ditch systems that feed the Middle Brook catchment as the existing ditch systems have been identified as supporting protected water vole (Tyler Grange July 2013) and would seek that both ditch systems be protected, and ecological quality, connectivity be enhanced and habitat linkages be maintained into the wider area.

Land Contamination and Groundwater Comments

The proposed scheme would only be acceptable if a detailed site investigation, and scheme of agreed remediation measures are implemented; and scheme for drainage of foul and surface water is approved and implemented. In general no objections to the development, however as described in the reports the contamination associated with the historical uses and deposits upon the areas for development pose specific and individual problems.

The specific proposals for the remediation of the various Zones on the site has been given in the Phase 3 Outline Remediation Strategy (dated Dec 2013 Ref AS/ROC/p3OL 2959E). As the waste tip from the works has expanded over a potential mine shaft or water well there is potential for leachate from the waste to be impacting upon the groundwater. Given this relationship and close proximity of the landfill to the SSSI of the Red Moss Peat Area the EA concur that it is necessary to undertake further intrusive investigation and chemical analysis to define the water table within the BREL landfill, and to define any polluting potential that these wastes may have.

Although the tipping face of the site over-looking the Moss is stable whilst undeveloped, there may be a need to stabilise this face of the site, and should this be undertaken leachate management may need to be considered. In some wetter periods the ground water rises, into the more permeable peat areas, and so become a part of the surface water regime of drains in the moss area. The overland flow can transfer contaminants directly to the SSI, and the impact of rising groundwater levels and any associated

contamination requires further detailed investigation.

The overall earth works strategy can be incorporated into the CLAIRE Definition of Waste, Code of Practise, however it is not considered appropriate that this should leave any surplus arising's between the various stages of the development. Each Zone should comply with the CLAIRE code of practise, as required at the end of each development. The remediation of each zone should be achieved before the construction development begins.

The random transfer of excess materials on to the landfill on the basis that it is an area which will not be otherwise impacted should not be taken for granted. The waste materials should be assessed, and used in a specifically designed capping exercise, that will prevent infiltration to the landfill, and so leachate generation. The use of any in-situ treatment techniques in respect of the development of this area of land should be formulated and the potential for mobile plant permits needs to be considered.

The current resolution of 1 hole per 4,600 m² is insufficient, and the distribution of the holes is poor due to the existing buildings and footprints on the site. Further investigation is necessary. Asbestos quantification is critical in relation to Human Health, especially given the potential for movement of dusty waste from one part of the site to the other. Consideration of establishing the area and structure of the area around the coal mine shaft beneath the BREL tip is important especially in relation to the potential for groundwater contamination.

It is apparent that there are significant areas of the site that are still being subjected to potentially contaminative uses.

Risks posed to controlled waters are apparent, and could possibly impact upon surface waters and the SSI especially once materials are moved, and the capping bases taken out. More detailed investigation of the pathways for surface water migration need to be established, especially if this is to provide an increased flow of groundwater towards the BREL landfill, and so the SSSI.

Consideration to the construction of housing on an old landfill site is of concern as Human Health issues may exist in this area. The impact of the contaminants generated by the old BREL landfill are not fully established, and the proposals for the capping of this site might negate the use of piled foundation for the proposed houses in that area and an alternative will need to be considered.

Natural England: - The documents submitted do not provide sufficient information regarding the proposed drainage for the development site at the demolition and land remodelling/remediation stage. As the proposal site is hydrologically linked to the SSSI, consideration of impacts on the SSSI need to be undertaken at each phase of the development.

No information has been submitted that demonstrates how run-off from the demolition and land remodelling/remediation stage will be managed with regards to the SSSI.

Natural England would expect details of SSSI protection works to be submitted and agreed before commencement of any work on site. Site protection works are required along the base of the old tip that the Loco Works sites on. Further, that the proposed silt fences would not be adequate to trap all silt laden runoff. A bunded ditch should be opened up along the base of the old tip to prevent water flow from tip entering the SSSI.

Natural England consider that the drainage for the proposal can be designed to avoid impacts on Red Moss SSSI; as the exact details of the drainage will not be defined until the reserved matters stage, work on site should not commence until a detailed drainage strategy has been submitted and agreed with the Local Planning Authority.

Concerns regarding the proximity of the proposed attenuation lake to the edge of the peat mass and the SSSI. Further site investigation and information is necessary to refine the ground and groundwater model in this area and to inform the detail drainage strategy for the area.

Concerns regarding the design of the proposed attenuation lake. There are already localised problems of damage to the SSSI from Canada Geese. The creation of a large water body, in a park setting that is likely to encourage feeding may provide the conditions for the Canada Goose population to grow and pose a threat to the SSSI. Advise that the design of the attenuation lake be more along the lines of a flood storage basin with significant areas of terrestrial wetland habitat such as fen, with ditches and small pools adding greater habitat diversity; a more open wetland buffer between the SSSI and the SuDS will link habitats and help restrict access onto the SSSI.

The proposal includes a green buffer between the development site and Red Moss SSSI; and no work on site should commence until detailed plans of the green buffer and the ecological management plan have been submitted and agreed with the Local Planning Authority.

The level of buffering required will be dependent on the nature of the adjacent development, drainage etc. and how this interacts with the local ground water; details should be provided that show how the green buffer will protect the SSSI and enhance the biodiversity of the proposal site. There is an opportunity for the green buffer to enhance and complement the habitats on and adjacent to the SSSI.

This application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nest boxes. The authority should consider securing measures to enhance the biodiversity of the site from the applicant, if it is minded to grant permission for this application.

Comments on ES Addendum: The proposals for offsite management of 8ha of scrub and woodland located within and adjacent to Red Moss SSSI. Detail of management will need to be agreed with consultees, and should enhance the ongoing work taken on the moss and habitats adjacent to the SSSI. Detailed comments on the amendments to the ponds

to be divided by islands and reed beds will be provided once detailed plans are submitted.

Greater Manchester Ecology Unit: - The developer's consultant ecologist has provided detailed ecological information which has identified significant ecological constraints associated with the site the most important being:

- proximity to Red Moss SSSI
- presence of two species protected under schedule 5 of the Wildlife & Countryside Act 1981, as amended (common lizard and water vole)
- proposed loss of around 21 ha of semi-natural habitats, primarily willow scrub, which would represent the largest loss of woodland habitat in Greater Manchester in recent times
- associated breeding birds
- There are also extensive areas of Japanese knotweed and Himalayan balsam.

The development without mitigation would result in a loss of biodiversity significant at both district and County level and would be contrary to §109 of the NPPF, potentially in breach of section 41 of the Natural Environment and Rural Communities Act 2006 and in breach of the Wildlife & Countryside Act 1981 as amended.

Land has however been set aside specifically for ecological mitigation and much of the recreational provision will include semi-natural elements. The developer is aware of its legal obligation with regards to protected species and the SSSI. The ecology unit is however of the opinion that mitigation on the area of land set aside would not be sufficient to result in no net loss and that off-site compensation would be required.

With regard Red Moss the ecology unit is of the opinion that measures can be put in place via condition to safeguard the integrity of the SSSI. With regards to protected species, the ecology unit believes that negative impacts on water vole can be avoided, but is of the opinion that more information is required to ensure no negative impact occurs to common lizard.

Comments on ES Addendum:

Consider the proposals within the Environmental Statement Addendum to be acceptable, and provides commitments to carry out all works to address all previously raised concerns. Consider the proposed off-site habitat creation to be acceptable showing an option A or B for the proposed area of mitigation within the vicinity of the site and that this would be secured by a Section 106 Agreement. Given outline scheme and timescales consider it acceptable to condition further information, and mitigation for all remaining outstanding issues including water voles, common lizard and mitigation for loss of semi-natural habitats.

Lancashire Wildlife Trust: - The Trust would recommend that the application be refused. Whilst we accept that areas of marsh and scrub will be created and managed as part of the development, we feel there is insufficient buffer land being made available to compensate for the large loss of the semi-natural habitat. The Trust feels that the

adverse impact of the development has not been fully recognised and that the habitats to be lost have a greater biodiversity value than indicated. To deliver the required biodiversity gains we feel that more land needs to be incorporated within the ecological buffer zone and/or greater provision for off-site compensation identified.

Comments on ES Addendum:

The additional land as part of the mitigation proposal is welcomed, but the management of the land must be in line with supporting and creating habitat beneficial to and aiding in the protection of the SSSI mossland. The wet woodland habitat should be managed with a central aim of supporting habitat for Willow Tit and other priority species.

United Utilities: - No objection to the proposal provided that the following conditions are attached to any approval: -

No surface water from this development is discharged either directly or indirectly to the combined sewer network. This site must be drained on a separate system, with only foul drainage connected into the foul sewer. Surface water should discharge to the a Sustainable Drainage System as stated on the planning application to meet the requirements of the National Planning Policy Framework (PPS 1 (22) and PPS 25 (F8)) and part H3 of the Building Regulations. A number of public sewers cross this site and we will not permit building over them. We will require an access strip width of 10 metres, 5 metres either side of the centre line of the sewer.

The Coal Authority: - The Coal Authority originally raised objections because it considered the presence of mine entry had not been adequately incorporated into the masterplan. Following the submission of additional information the Coal Authority withdraws their objection subject to the imposition of conditions requiring further site investigation works; and scheme of mitigation / remediation works be submitted in support of reserved matters applications and that any necessary remedial works to the areas of shallow mine working shall be undertaken prior to the commencement of development.

Greater Manchester Minerals and Waste Unit: - The application site is partially within three Mineral Safeguarding Areas (MSA's); one for coal, one for brick clay and one for sand and gravel. Policy 8 of the GM Minerals Plan encourages prior extraction of viable mineral reserves when development is proposed in mineral safeguarding areas. In this instance the applicant argues that the need for development outweighs the need for mineral extraction, and it is noted that the area of the site covered by MSA's would be retained as open space and will not prevent future extraction at the site.

English Heritage: - Fully support the regeneration of the site. The ability to sustain heritage assets is often dependent on the potential to secure long term uses that are consistent with their significance. Due to the exceptional scale, and wider context of the site we have accepted the principle of retaining the heritage core. However, the information provided with the application in respect to the new development within the conservation area is insufficient to assess whether the new development would preserve or enhance the character and appearance of the conservation area. We cannot support

the application in its current form and have therefore recommended that the application is amended to provide a much greater commitment in relation to the form of the replacement development to ensure that the potential impact can be more fully understood and to allow the Local Planning Authority to manage the detailed design process at the reserved matters stage. It is also essential to safeguard the future of the buildings to be retained in the heritage core and it is therefore recommended that approval of an application should be conditional on the stabilisation and repair of the heritage core buildings being completed prior to the commencement of demolition in the remainder of the conservation area.

Further Comments:

Concerns still raised regarding level of design information submitted. In terms of the heritage core, the key issue is to ensure that the repairs to the four remaining buildings are implemented in a timely fashion. The worst case scenario is for the demolition of the other buildings to proceed immediately with the development being stalled potentially resulting in the loss of the conservation area. Emphasise the need for the heritage core repairs to take place at the earliest opportunity, for example through a condition of agreement requiring them to be undertaken in parallel with demolitions. Agree with the masterplan approach given the scale of the development and lengthy delivery period. The provision of sub-area design statements may be unduly complex. However, the approach to design related parameters remains limited and it is for the LPA to determine if the public benefits derived from the scheme justify the proposals.

Conservation and Heritage Officer: - Extensive pre-application research and analysis means the significance of the heritage asset and site is now understood and recognised, and the options appraisal has established the maximum extent of potential demolition of heritage assets within the conservation area. In these circumstances, the key from a conservation planning perspective is now to ensure that a robust mitigation strategy is in place to justify the potential loss of the designated and undesignated heritage assets and that an appropriate level of public benefits are delivered – this should be linked to a commitment for the remaining elements of the conservation area to be suitably safeguarded to enable future re-use (i.e. through repairs to the external envelope of the remaining buildings) and a mechanism being put in place to ensure the design of new development within the former conservation area boundary is of a suitably high quality, reflecting the historic importance of the former Loco Works as set out in the SPD.

Whilst there presently appears to be no commitment to such a mitigation strategy from the applicant as part of the application, planning conditions may provide a means by which the LPA can ensure these matters are addressed as the scheme progresses. These could include the following:

- a phasing plan to be prepared and agreed in order to link demolition of heritage assets to agreement of (i) an initial package of repairs to the retained buildings, (ii) preparation of design codes within the former CA boundary (to an agreed brief), and (iii) a programme of building / archaeological recording and interpretation
- demolition tied to a contract being in place for the construction of the replacement

buildings and/or infrastructure – this would avoid the site being wholly vacant / derelict over an extended period

- preparation of a conservation management plan to inform short and long term repair regimes to retained buildings.

Victorian Society: - Comments received reflect the issues raised by the Conservation Officer and English heritage above.

Horwich Heritage: - The amount of housing is an increase on the SPD and as the application is in outline how is it possible to be clear on exact housing numbers. The retention of the heritage core is supported and a condition is necessary to require stabilisation and repair at an early stage prior to demolition. Concern that insufficient thought has been given to the design of the proposed housing. A condition requiring a design code is necessary for the whole site in order to provide areas of distinctive character. Specific elements need to be introduced into the design code to reflect and remind of the sites heritage. The new community of circa 5,000 people will need its own facilities, including primary school, health centre, local centre, playing fields integrated into the site. The provision of these should also take account of need generated by other housing developments. Concerns about the impact of traffic on the already overloaded peak time road network. The assessment needs to take a cumulative account of new housing schemes in the pipeline. Improvements should be made to local bus services and rail services. The proposal needs to ensure that there is no risk to existing or new residents from contamination and that appropriate measures are undertaken before development takes place.

Suggest that the proposals include a heritage trail, that the scheme include a 'village centre' containing shops and other community facilities, school provision, the detailed design briefs for each housing area be produced, and the developers restore the buildings in return for permission for demolition.

Highways Agency: - No objections subject to the following conditions:

- No development until full design and construction details of improvements to De Havilland Way eastbound approach to M61 at junction 6.
- No development shall commence until full design and construction details of part signalisation of junction 6 of M61.
- No development shall be brought into use until conditions 1 and 2 have been implemented.
- No development shall be occupied until a detailed Travel Plan has been submitted and approved in writing by the LPA in consultation with the SOS for Transport.

Transport for Greater Manchester and Highway Management / Principle Engineer (Network planning, safety management):

The applicant proposes five access points to the local highway network to serve the new development which will help to disperse the traffic over a wider network. The proposed

junctions have been modelled and operate within capacity.

The master plan demonstrates an internal highway network that is consistent with the Supplementary Planning Document for the Loco Works and is in accordance with the guidance set out in Manual for Streets. In principle the Council supports this approach with the recommendation of a 20mph speed limit in residential areas. Further detail of the internal design will come forward as part of future planning applications.

TfGM have reviewed the Transport Assessment and agree that it is rigorous and the outputs in terms of forecast flow changes seem robust. The applicant and TfGM agree that the existing queuing on Burden Way and De Havilland Way has been difficult to replicate in the modelling packages. Analysis of the junctions has demonstrated where mitigation measures are required. Mitigation measures proposed have been agreed in principle with TfGM.

Clearly there are some congested parts of the local highway network and the applicant should look to utilise the benefits of Travel Planning through the framework Travel Plan to accommodate journeys associated with the proposed development. Emphasis should be placed on working patterns and the benefits of public transport movement through the site.

Highways support the proposal subject to conditions.

Sport England: Sport England considers that the proposal conflicts with our planning policy objective which seeks to ensure that developments address the additional demand for sports facilities which they create. This being the case, Sport England wishes to raise an objection to the proposed development. We would recommend that the scheme be amended to address the demand for formal sports facilities created by the development (taking account of the playing pitch and indoor sports facilities strategies).

Planning History

The Horwich Loco Works site has been subject to applications relating to various commercial and industrial developments at the site, but which are of no recent relevance to the current comprehensive redevelopment of the site. However, the following recent application is of relevance:

89722/13 – New combined vehicular, pedestrian and cycle access and connection to Station Road – Refused June 2013 – Appeal Withdrawn.

92214/14 - Part A: Full planning application for site access, demolition of some buildings and change of use of one building to a flexible mix of commercial and community uses (a1/d2/a2/a3/a4/a5 and d1 uses including car parking), 28 apartments, and associated works. Part B: Outline application for residential development (c3) for up to 130 dwellings, recreational open space and landscaping and new pedestrian and cycle routes. – This separate planning application for part of the Former Horwich Loco Works site, and

including part of the site being considered in the application before the committee has been submitted in June 2014 and is currently under consideration.

Recommendation: Delegate the decision to the Director

Recommended Conditions and/or Reasons

1. The development hereby permitted shall be commenced before the expiration of 3 years from the date of the approval of the last of the Reserved Matters.

Reason: In order to permit sufficient time to implement this large, complex and multi phased development and comply with Section 91 of the Town and Country Planning Act 1990.

2. No phase of development or any part thereof (as defined in condition 4 herein) shall commence (other than works of site clearance, ecological mitigation, demolition, ground works or works relating to the drainage and services and also excluding that part of the approved development within **Part A** set out within the description of development above) until there has been submitted to and approved by the Local Planning Authority in writing details of each of the following reserved matters in respect of that phase:-

i) The layout of the site including the way in which buildings, routes and open spaces are provided and the relationship of these to buildings and spaces outside the development.

ii) The scale of each building proposed in relation to its surroundings.

iii) The appearance of the development including the aspects of a building or place that determine the visual impression it makes.

iv) The landscaping of the site, including treatment of private and public space to enhance or protect the sites amenity through hard and soft measures. The development of each phase and each part thereof shall be carried out in accordance with each approval of reserved matters unless otherwise agreed in writing by the Local Planning Authority.

Reason: To comply with Article 4(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2010.

3. Applications for the approval of the 'Reserved Matters' must be made not later than the expiration of 15 years beginning with the date of this permission.

Reason: Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990.

4. No development, with the exception of the construction of the Aspinall Way access road (as shown on approved drawing no. CBO-0015-026-Rev B – Aspinall Way Access), and the demolition of those buildings identified for immediate demolition on approved drawing no. 1010-321 (Buildings Proposed for Immediate Demolition), shall commence until there has been submitted to and approved in writing by the Local Planning Authority a Site Wide Phasing Programme (the Site Wide Phasing Programme) so as to ensure that the site is redeveloped in a comprehensive and co-ordinated manner. The Phasing Programme shall provide details of the phasing of the development including the extent and composition of the phases; details of and a timetable for the provision of the open space, public realm, surface water drainage, off site highways mitigation requirements and other associated infrastructure to be delivered on a phased basis, and the overall likely programme for the development. The development shall only be carried out in accordance with the approved Site Wide Phasing Programme.

Reason: To ensure that the regeneration of this major site and associated infrastructure is delivered in a comprehensive and co-ordinated manner in accordance with the requirements of the former Horwich Loco Works Supplementary Planning Document, Policy 10 (Comprehensive Development).

5. The Site Wide Phasing Programme approved pursuant to condition 4, may be amended from time to time with the written approval of the Local Planning Authority. If the Local Planning Authority considers that such an amended Programme will result in a change to or extension of the development such that the development as changed or extended may have significant adverse effects on the environment for the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (the Regulations), then the amended Programme shall be accompanied by an appropriate Environmental Statement and the application for the amended Programme shall be determined in accordance with the requirements of the Regulations.

Reason: To ensure that the Site Wide Phasing Programme can be amended if necessary in the interests of ensuring the comprehensive and co-ordinated redevelopment of the site in accordance with the former Horwich Loco Works

6. No phase of development hereby approved, with the exception of the construction of the Aspinall Way access road (as shown on approved drawing no. CBO-0015-026-Rev B – Aspinall Way Access), and the demolition of those buildings identified for immediate demolition on approved drawing no. 1010-321 (Buildings Proposed for Immediate Demolition), shall be commenced unless and until all interests in the land comprised in that phase of development or the relevant part thereof are subject to and bound by the terms of a section 106 agreement or undertaking substantially in the form of the agreement Appended at Annex 1 to this planning permission.

Reason: To ensure all landowners within the application site are legally bound to the provisions of the Section 106 Agreement, and in order to fully mitigate the impacts of the development and to ensure all landowners/developers contribute fairly and equitably towards necessary site wide development costs and infrastructure requirements, in accordance with Policy IPC1 of Bolton Council's Adopted LDF Core Strategy, the former Horwich Loco Works SPD and the policies within the NPPF.

7. **Part A** of the development as described in this planning permission:

The development hereby permitted shall not be carried out otherwise than in full accordance with the following approved plans and specification:

- 1010-300B – Location Plan;
- CBO-0015-025 – Armstrongs Access;
- CBO-0015-011-B – Crown Lane Proposed Access Arrangement;
- CBO-0015-022-A – Mansell Way Access;
- CBO-0015-026-Rev B – Aspinall Way Access; and
- CBO-0015-001 Rev B – Proposed Rivington House Access Plan.
- 1010-312J – Demolition & Retention Plan
- 1010 321 - Buildings Proposed for Immediate Demolition

Part B of the development as described in this planning permission:

The submission of reserved matters in respect of layout, scale, appearance and landscaping and implementation of development shall be carried out in

substantial accordance with the following approved plans and specifications:

- 1010-302X – Land Use Plan;
- 1010-303Q – Illustrative Access & Movement Plan;
- 1010-308L – Open Space & Landscape;
- 1010-311L – Building Heights Plan;
- 1010-312J – Demolition and Retention Plan;
- 1010-314E – Illustrative Masterplan;
- 1010-315E – Site Sections;
- 1010-321 – Buildings Proposed for Immediate Demolition;
- ' Rivington Chase' Design and Access Statement, Cass Associates On Behalf of Horwich Vision Ltd, December 2013;
- Environmental Impact Assessment, Volumes 1-3, HOW Planning, December 2013;
- Environmental Impact Assessment Addendum, HOW Planning, June 2014.
- Off-site Ecological Management Areas' (Ref: 1010-152);
- Phase III Outline Remediation Strategy, RoC Consulting (HOW Planning Environmental Impact Assessment Volume 3E, Appendix 12.4) and the Site Investigation Reports contained at Volumes 3B, 3C and 3D;
- Energy & Sustainability Statement (by Clancy Consulting, December 2013).

Reason: For the avoidance of doubt and in the interests of proper planning.

8. The development hereby permitted shall not comprise more than 1,700 dwellings falling within Class C3 of the Town and Country Planning Use Classes Order 1987 (as amended).

Reason: For the avoidance of doubt and to ensure sustainable development in accordance with Policy nos. M1, M2, CG3, CG4 and SC1 of Bolton Council's Adopted LDF Core Strategy and the NPPF.

9. The development hereby permitted within the Employment Zone (shown shaded purple on approved drawing no. 1010-302-X, Land Use Plan) shall not

comprise more than 17,520sqm of employment floorspace, which shall be limited to uses falling within Classes B1, B2 and D1 of the Town and Country Planning Use Classes Order 1987 (as amended) of which no more than 2,700 sqm shall be for use within Use Class D1.

Reason: For the avoidance of doubt and to ensure sustainable development in accordance with Policy nos. M1, M2, CG3, CG4 and SC1 of Bolton Council's Adopted LDF Core Strategy and the NPPF.

10. The development hereby permitted within the Mixed Use Heritage Core Buildings (shown shaded blue on approved drawing no. 1010-302-X, Land Use Plan) shall not comprise more than 17,705 sqm of floorspace in total. This shall comprise no more than 2,500sqm of floorspace limited to uses falling within use class A1 of the Town and Country Planning Use Classes Order 1987 (as amended); no more than 2,500 sqm of floorspace for uses within Use Class D2 (Assembly and Leisure); no more than 2,500 sqm of floorspace for uses within Use Class A2 (Financial and Professional); no more than 2,500 sqm of floorspace within Use Classes A3, A4 and A5; no more than 2,250 sqm of floorspace for uses within Use Class D1 (higher education/health/community facility); ; no more than 1,000 sqm of floorspace to be used as a market space (sui-generis); no more than 800 sqm of floorspace for craft and workshop uses within Use Class B1 or a sui-generis use); and the hotel (Use Class C1) hereby permitted shall be limited to no more than 3,655 sqm of floorspace and 100 bedrooms.

Reason: For the avoidance of doubt, and to ensure sustainable development and that there would be no unacceptable impact on highway safety, and the vitality and viability of surrounding Town, District and Local Centres and ensure compliance with national and local planning policy specific to main town centre uses. In accordance with Policy nos. P2M1, M2, CG3, CG4 and SC1 of Bolton Council's Adopted LDF Core Strategy and the NPPF.

11. No development within each phase, with the exception of the construction of the Aspinall Way access road (as shown on approved drawing no. CBO-0015-026-Rev B – Aspinall Way Access), and the demolition of those buildings identified for immediate demolition on approved drawing no. 1010-321 (Buildings Proposed for Immediate Demolition) shall commence until, the following details for that phase have been submitted to and approved by the Local Planning Authority:

- plans showing the boundaries of that phase and any necessary temporary boundary treatments;
- infrastructure requirements including permanent and temporary access and egress, and parking arrangements;
- Any interim hard and soft landscaping and planting relating to that phase.

The development shall thereafter be carried out in accordance with the approved details and be completed prior to the development within the respective phase being brought into use.

Reason: In the interests of highways safety, residential amenity, public access in accordance with policies S1, P3 and CG4 of Bolton Council's LDF Adopted Core Strategy, saved policy O7 of the Unitary Development Plan.

12. No development within each phase with the exception of the construction of the Aspinall Way access road (as shown on approved drawing no. CBO-0015-026-Rev B – Aspinall Way Access), and the demolition of those buildings identified for immediate demolition on approved drawing no. 1010-321 (Buildings Proposed for Immediate Demolition) shall commence until, such time as a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority for that phase. The Construction Environmental Management Plan shall include and specify provision to be made for the following;
 - a. Overall strategy for managing environmental impact which arise during construction;
 - b. Measures to control the emission of dust and dirt during construction;
 - c. Control of noise emanating from the site during the construction period;
 - d. Hours of construction work for the development;
 - e. Location, scale and appearance of contractor's compounds, materials storage and other storage arrangements for cranes and plant, equipment and related temporary infrastructure;
 - f. Designation, layout and design of construction access and egress points;
 - g. Internal site circulation routes;
 - h. Directional signage (on and off site);
 - i. provision for emergency vehicles;

- j. Provision for all site operatives, visitors and construction vehicles loading and unloading plant and materials;
- k. Provision for all site operatives, visitors and construction vehicles for parking and turning within the site during the construction period;
- l. Details of measures to prevent mud and other materials migrating onto the highway from construction vehicles;
- m. Routing agreement for construction traffic;
- n. Enclosure of phase or development parcel and the erection and maintenance of security hoarding; and
- o. Scheme for waste minimisation and recycling/disposing of waste resulting from demolition and construction works.

The approved Construction Environmental Management Plan shall be adhered to throughout the construction period for the relevant phase or sub phase and the approved measures shall be retained for the duration of the works.

Reason: In the interests of residential amenity, highways safety, visual amenity and waste minimisation in accordance with policies S1, P3, CG4 of Bolton Council's LDF Adopted Core Strategy and the NPPF.

13. Prior to the commencement of development of the Aspinall Way Access excluding enabling groundworks (as shown on drawing no. CBO-0015-026 RevB) details of the access including construction level drawings showing the levels, drainage strategy, lighting and materials (as necessary) of the access road shall be submitted to and approved in writing by the Local Planning Authority. The means of vehicular access to the site shall be completed in accordance with the approved plans.

Reason: In order to provide safe, secure access to the development in the interests of public safety, and ensure continued function of the surrounding highway network, in accordance with policies P5, S1, and M2 of the Adopted Bolton Council LDF Core Strategy and the NPPF.

14. Prior to the commencement of development of each of the following vehicular accesses hereby approved full details of that access including construction level drawings showing the levels, drainage strategy, lighting and materials (as necessary) of the access road shall be submitted to and approved in writing by

the Local Planning Authority. The vehicular accesses shall be completed in accordance with the approved plans for each access as set out below unless any minor variation is agreed with the Council and the timescales set out in the Site Wide Phasing Programme:

- i) Crown Lane access and new junction as shown on approved drawing no. CBO-0015-011 Rev B;
- ii) Mansell Way access and new junction including the making up of the existing road to adoptable standards, as shown on drawing no. CBO-0015-022 Rev A;
- iii) Rivington House junction with Chorley New Road as indicated on drawing no. CBO-0015-001 Rev B;
- Armstrongs junction with Chorley New Road as indicated on CBO drawing CBO-0015-025.

Reason: In order to provide safe, secure access to the development in the interests of public safety, and ensure continued function of the surrounding highway network, in accordance with policies P5, S1, and M2 of the Adopted Bolton Council LDF Core Strategy and the NPPF.

15. The following off site Highways Works shall be completed in accordance with the Site Wide Phasing Programme as approved pursuant to condition no. 4 of this permission and the following details and timescale triggers:
- Highways works at the Beehive Roundabout as shown on CBO Transport drawing no. AD.002. The trigger for completion of the works shall be upon an increase in traffic associated with the proposed development on the Chorley New Road southeast bound approach to the Beehive roundabout of 3% (taking account of traffic generation from the proposed development and existing traffic associated with the application site).
 - Highways works at Junction 6 of the M61 roundabout as shown on drawing no. VN20110-109 (Vectos, November 2012). The trigger for completion of the works shall be upon an increase in traffic associated with the development on the roundabout circulatory carriageway at the De Havilland Way northeast bound section of the junction of 3% (taking account of traffic generation from the proposed development and existing traffic associated with the application site).
 - Highways works at the A6 Chorley Road / De Havilland Way junction as shown on CBO Transport drawing AF.003. The trigger for completion of the works shall be upon an increase in traffic associated with the development on the De Havilland Way Southwest bound approach to the junction of 5%, (taking account of traffic generation from the proposed development and existing traffic associated with the application site).
 - Highways works at the Spirit of Sport Roundabout as indicated on CBO

Transport Technical Note: Operation of Traffic Signals on Spirit of Sport Roundabout. The trigger for completion of the works shall be upon an increase in traffic associated with the development on the Burnden Way approach to the roundabout of 5%. (taking account of traffic generation from the proposed development and existing traffic associated with the application site).

Reason: In order to provide safe and secure access to the development in the interests of public safety, and ensure continued function of the surrounding highway network, in accordance with policies P5, S1, and M2 of the Adopted Bolton Council LDF Core Strategy, and the NPPF.

16. No development other than in accordance with the timescales established in the Site Wide Phasing Programme and with the exception of the construction of the Aspinall Way access road (as shown on approved drawing no. CBO-0015-026-Rev B – Aspinall Way Access), and the demolition of those buildings identified for immediate demolition on approved drawing no. 1010-321 (Buildings Proposed for Immediate Demolition), shall commence until, a scheme setting out, a) the detailed design and construction of each set of off site highways works (where necessary); b) the timescales for their completion pursuant to condition nos. 4 and 15 of this permission; and c) timescales for obtaining the necessary highways order(s) under the Highways Act 1980 (As Amended); for each of the off site highways works required pursuant to condition no. 15 (i to iv), has been submitted to and approved in writing by the Local Planning Authority, in consultation with the Highways Authority and, where necessary, the Highways Agency.

The design and construction details for each of the off site highways works shall include the following, where necessary:

- Details showing how the scheme interfaces with the existing highway alignment;
- details of the carriageway markings and lane destinations;
- details of signing and lighting; confirmation of full compliance with current Departmental Standards (DMRB) and Policies (or approved relaxations/departures from standards);
- an independent Stage One and Two Road Safety Audit (Stage Two Road Safety Audit taking account of any Stage One Road Safety Audit recommendations) carried out in accordance with current Departmental Standards (DMRB) and Advice Notes.

The development and off site highways works shall thereafter be carried out in full accordance with the approved scheme and timescales.

Reason: In order to provide safe and secure access to the development in the interests of public safety, and ensure continued function of the surrounding highway network, in accordance with policies P5, S1, and M2 of the Adopted Bolton Council LDF Core Strategy and the NPPF.

17. No development shall be undertaken to construct the hereby approved Aspinall Way access road as shown on drawing no. CBO-0015-026 Rev B, until, a strategy for the temporary and/or permanent diversion of the public rights of way affected by this part of the development has been submitted to and approved in writing by the Local Planning Authority. The Strategy shall include plans showing the existing and proposed diverted/amended routes of the public rights of way as necessary; details of the design and materials and details of any temporary or permanent road crossings where necessary. The Aspinall Way access road shall not be brought into use until the strategy has been carried out in accordance with the approved details.

Reason: In the interests of highway safety and public access in accordance with policies S1, P3 and CG4 of Bolton Council's LDF Adopted Core Strategy, saved policy O7 of the Unitary Development Plan.

18. No building constructed for employment use (use classes B1 and B2), retail use (Class A1) and commercial building within the Mixed Use Heritage Core identified on approved drawing no. 1010-302X (Land Use), shall be occupied until a detailed Travel Plan for that building has been submitted to and approved in writing by the Local Planning Authority (and if relevant in consultation with the Highways Authority). The Travel Plan shall accord with the approved Revised Travel Plan Framework (prepared by CBO Transport dated 23.05.14, ref: CBO-0015-108). The Travel Plan shall include details of the measures to be implemented; timescales for their implementation; arrangements and timescales for ongoing monitoring and review; and details of the Travel Plan Coordinator and Travel Plan Working Group, including their roles and responsibilities. The development shall thereafter be carried out in accordance with the approved Travel Plans.

Reason: In order to encourage and promote sustainable travel and to ensure that the commercial development would not compromise the surrounding highway network, and maintain the safety of traffic on the road, in accordance with policies P5 and M2 of the adopted Bolton Council LDF Core Strategy, the Former Horwich Loco Works SPD, and section 4 of the NPPF.

19. Notwithstanding the approved phase 1 preliminary risk assessment, phase 2 site investigation and phase 3 outline remediation strategy (Environmental Impact Assessment (HOW Planning, December 2013), Volumes 3B-3E as prepared by RoC Consulting), no development within each phase of the development shall take place until a scheme that includes the following components to deal with the risks associated with contamination of that phase, has been submitted to and approved in writing, by the Local Planning Authority:

- A preliminary risk assessment which has identified:
all previous uses; potential contaminants associated with those uses; a conceptual model of the site indicating sources, pathways and receptors; potentially unacceptable risks arising from contamination at the site.
- A site investigation scheme, based on (i) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- The results of the site investigation and detailed risk assessment referred to in (ii) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (iii) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

The scheme shall thereafter be implemented in accordance with the approved details and the development in each phase shall not be brought into use until a report confirming the remediation measures required for that phase and pursuant to this condition have been completed in accordance with the approved remediation strategy, has been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of public safety and in order to ensure that the proposed development is safe, and to prevent the pollution of controlled waters from contamination in accordance with Policy S1, CG4 of the adopted Bolton Council LDF Core Strategy and the NPPF.

20. Pursuant to Condition 19 the carrying out of remediation/earthworks shall be undertaken in accordance with the following principles:

- At all times during the land remediation works at the site a specialist

consultant shall be on site to oversee all material movements.

- There must be maintained on site a sufficient water supply to ensure dowsing down of materials prior to moving. Should there be insufficient water on site to douse down the materials no movement of materials shall occur until the problem is rectified. The handling and reuse of contaminated material shall be carried out under the CLaure Definition of Waste: Development Industry Code of Practice (version 2) for handling and reusing contaminated material. and should be detailed in the Materials Management Plan (MMP).
- An approved Materials Management Plan (MMP), Asbestos Management Plan and a Fibre & Dust Management Plan shall be submitted for each phase of the development. The Fibre and Dust Management Plan must incorporate the 'General Mitigation Measures' detailed in Volume 2, Chapter 15 (Air Quality) para 15.153 of the Environmental Impact Assessment dated December 2013.
- A Risk Communication Strategy shall be developed and it shall be the responsibility of the developer to provide community liaison on a regular basis.

Reason: In the interests of public safety and to ensure the development is safe for use in accordance with Policy S1, CG4 of the adopted Bolton Council LDF Core Strategy and the NPPF.

21. No development within any phase which is identified as being the subject of historic mining activity shall commence until, a scheme of remedial works to treat any shallow mine workings and / or mine entry and the timescales for their implementation and completion, shall be submitted to and approved in writing by the Local Planning Authority. The development in each phase shall thereafter be carried out in accordance with the approved remediation scheme, and development shall not be brought into use until a report confirming the works have been completed in accordance with the approved scheme has been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of public safety and in order to ensure that the proposed development is safe and stable, in accordance with the NPPF and policy S1 of the adopted LDF Core Strategy document.

22. No development within each phase of the development hereby approved, with the exception of the construction of the Aspinall Way access road (as shown on approved drawing no. CBO-0015-026-Rev B – Aspinall Way Access), and the demolition of those buildings identified for immediate demolition on

approved drawing no. 1010-321 (Buildings Proposed for Immediate Demolition), shall commence until, the following details for that phase have been submitted to and approved in writing by the Local Planning Authority;

- scaled plans showing existing land levels and finished land and floor levels as proposed; and
- section drawings through the site showing finished land and floor levels as existing and proposed.

The development shall thereafter be carried out in accordance with the approved details.

Reason: In order to in the interests of the character and appearance of the surrounding landscape and townscape, and the amenity of the surrounding residents and occupiers, and functioning of the drainage scheme. In accordance with policies CG1, CG3 and CG4 of the adopted LDF Core Strategy document and the NPPF.

23. No development (including demolition and soft-strip) within each phase of the development hereby approved, with the exception of the demolition of those buildings identified for immediate demolition on approved drawing no. 1010-321 (Buildings Proposed for Immediate Demolition) shall commence until, the applicant or their agents or their successors in title have secured the implementation and submission of a report on a programme of archaeological works for that phase if necessary, with the exception of those details which may be provided separately for the development of the Aspinall Way Access (as shown on approved drawing no. CBO-0015-026 RevB). The programme of archaeological works shall be undertaken in accordance with a Written Scheme of Investigation (WSI) which has been submitted to and approved in writing by the Local Planning Authority. The WSI shall cover the following:

1. A phased programme and methodology of site investigation and recording to include:

- archaeological building survey
- (where merited) evaluation by geophysical survey
- (where merited) evaluation by evaluation trenching
- (where merited) open area excavation
- (where merited) environmental sampling/ assessment/ analysis

2. A programme for post investigation assessment to include:
 - analysis of the site investigation records and finds
 - production of a final report on the significance of the heritage assets represented
3. Provision for publication and dissemination of the analysis and report on the site investigation.
4. Provision for archive deposition of the report, finds and records of the site investigation.
5. Nomination of a competent person or persons/ organisation to undertake the works set out within the approved WSI.

Reason: In order to record and advance understanding of the significance of any heritage assets at the site and to make a record and publicly accessible archive in accordance with policy CG3 of Bolton Council's LDF Adopted Core Strategy and NPPF Policy 12.

24. No site clearance within any phase shall occur between the 31st March and 31st August in any one year unless a suitably experienced ecologist has verified the absence of occupied bird nests.

Reason: To protect nesting birds and in the interests of the conservation of nature and biodiversity at the site and surrounding area, in accordance with policies and the NPPF.

25. No development in any phase of the development hereby approved shall commence until an Ecological Construction Environment Management Plan (eCEMP) for that phase has been submitted to and approved in writing by the Local Planning Authority with the exception of those details which may be provided separately for the development of the Aspinall Way Access (as shown on drawing no. CBO-0015-026 RevB) and the Mansell Way Access (as shown on drawing no. CBO-0015-022-A). The eCEMP should include all the necessary protection and / or mitigation measures as set out in the Environmental Statement Addendum (HOW Planning, June 2014) paragraphs 6.10 to 6.23 of the ES Addendum for that phase, updated Phase 2 Habitat Surveys if necessary for that phase, and details of bird boxes and / or bird

nesting opportunities to be provided within that phase as necessary. The development shall thereafter be carried out in accordance with the approved eCEMP for that respective phase.

Reason: To ensure necessary ecological mitigation measures and management regimes are implemented in accordance with the Environmental Statement and the overarching principles of the National Planning Policy Framework.

26. No development in any phase with the exception of the demolition of those buildings identified for immediate demolition on approved drawing no. 1010-321 (Buildings Proposed for Immediate Demolition) shall take place until, an Ecology Management Plan (EcMP) for that phase has been submitted to and approved in writing by the Local Planning Authority, with the additional exception of those details which may be provided if required for the development of the Aspinall Way Access (as shown on drawing no. CBO-0015-026 RevB) and the Mansell Way Access (as shown on drawing no. CBO-0015-022-A). The EcMP shall include long-term design objectives, management responsibilities and maintenance schedules, timescales for its implementation, for all landscaped and ecological areas including the land between the development and Red Moss SSSI (where appropriate to the relevant phase) and excluding privately owned domestic gardens. The EcMP shall be developed in consultation with the Greater Manchester Ecology Unit, Natural England and the Environment Agency, in accordance with the approved Open Space Parameter Plan (Ref 1010-3308 I), the mitigation measures set out in paragraph 6.24 to 6.47 of the Environmental Statement Addendum (HOW Planning, June 2014) for that phase, and the EcMP for adjoining phases that have been implemented.

The scheme shall include the following elements:

- detail extent and type of new planting including planting schedule largely based on native species.
- details of retained or enhanced semi-natural habitat.
- detailed phasing of any necessary habitat or species mitigation.
- details of any new mitigation habitat created on site.
- details of treatment of site boundaries and/or buffers around water bodies.
- details of maintenance regimes and management and monitoring responsibilities over the long term including adequate financial provision will be produced within a detailed management plan by a named management body.

- the named management body shall be approved in writing by the Local Planning Authority and be subject to a five year review.

The development shall thereafter be carried out in accordance with the approved EcMP for that respective phase.

Reason: To ensure the protection of wildlife and supporting habitat and secure opportunities for the enhancement of the nature conservation value of the site in accordance with policy CG1 of the Bolton Council LDF Core Strategy and the NPPF.

27. Reserved matters applications for any phase of development shall where necessary, provide details of a full Arboricultural Implications Assessment (AIA), Tree Loss and Tree Protection Plan and a corresponding Arboricultural Method Statement (AMS), in accordance with BS 5837:2012 'Trees in Relation to Design, Demolition and Construction with the exception of those details which may be provided separately for the development of the Aspinall Way Access (as shown on drawing no. CBO-0015-026 RevB). Recommendations for that phase, shall be submitted to and approved in writing by the Local Planning Authority. Any approved mitigation or protection measures for trees and shrubs to be retained shall be put into place prior to and remain in place during any construction work for any phase.

Where works are proposed to trees included within a Tree Preservation Order, details of the size, species and location of any replacement tree(s) shall be included within the Arboricultural Method Statement (AMS) which shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works for that phase. Any replacement trees shall be planted within 3 months from the date the tree subject of this consent is felled or, if this period does not fall within a planting season, by 31 January next.

Reason: In order to protect and preserve existing trees within and around the site which are of amenity and landscape value, in accordance with policy CG1 of the adopted Bolton Council LDF Core Strategy, and the NPPF.

28. No development within each phase of the residential development hereby approved (excluding site access, ecological mitigation, site clearance, demolition or drainage works) shall take place until, an Open Space and Green Infrastructure Strategy covering all types of formal and informal open space, including Local Equipped Areas of Play (LEAP), Neighbourhood Equipped Areas of Play (NEAP), street and highway landscaping and planting for that phase, has been submitted to and approved in writing by the Local

Planning Authority. The strategy shall include design and specifications, timescales for completion; mechanisms for the on-going management and maintenance for all types of open space and Green Infrastructure resources. The development shall not be implemented other than in accordance with the approved strategy for that phase.

Reason: In the interest of residential amenity and visual amenity in accordance with policies M2, CG2, CG3 of the adopted Bolton Council LDF Core Strategy and policies within Section 12 of the NPPF.

29. No development, apart from the Aspinall Way Access (as shown on drawing no. CBO-0015-026 RevB) shall take place in any phase of the development where that phase would adjoin the Middle Brook Tributary until, details for the provision and management of a 5 metre wide buffer zone alongside the Middle Brook watercourse for that phase have been submitted to and approved in writing by the Local Planning Authority, with the exception of those details which may be provided separately for the development of the Aspinall Way Access where it crosses the Tributary (as shown on drawing no. CBO-0015-026 RevB). Thereafter, the development shall be carried out in accordance with the approved details and any subsequent minor amendments shall be agreed in writing with the Local Planning Authority. The buffer zone shall be free from built development including lighting, domestic gardens and formal landscaping. The details shall include:

- plans showing the detailed extent and layout of the buffer zone, outlined in masterplan (Drwg. 1010-314E) ;
- be of no less than 5m from bank top of existing waterbodies feeding from the tributary;
- details clearly demonstrating all land remodelling and remediation works within and adjoining riparian buffer zone;
- details how the buffer zone will be protected during development construction;
- details of any new watercourse crossing design;
- details of any required watercourse diversion, if sought;
- details of any proposed new footpaths, fencing, lighting along riparian corridors etc.

Reason: In order to prevent development encroaching

on watercourses/wetlands and harming their ecological value in accordance with policy CG1 of the Bolton Council LDF Core Strategy and the NPPF.

30. No development within any phase of the development which adjoins the boundaries of the designated Red Moss Site of Special Scientific Interest (SSSI) or Site of Biological Interest (SBI) shall take place until, a detailed scheme for the provision and management of an ecological/greenspace buffer zone for that phase has been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the Local Planning Authority. The buffer zone scheme shall be free from built development including lighting, domestic gardens and formal landscaping; and could form a vital part of green infrastructure provision. The schemes shall include:

- detailed plans showing the extent and layout of the buffer zone including a number of cross sections through the ecological buffer to adjoining new development.
- details demonstrating all land remodelling or remediation works within or adjoining buffer zone.
- details of retained or enhanced semi-natural or BAP habitats in buffer zone.
- details of any surface water diversions, if sought.
- details demonstrating how the buffer zone will be protected during development
- details of any proposed footpaths, fencing, lighting etc.

Reason: In order to prevent development encroaching on watercourses/wetlands and harming their ecological value in accordance with policy CG1 of the Bolton Council LDF Core Strategy and section 11 of the NPPF.

31. No development within any phase shall take place until, details of the proposed surface water attenuation ponds to be constructed in that phase where necessary have been submitted to and approved in writing by the Local Planning Authority, with the exception of those surface water drainage details which may be provided separately pursuant to condition 13 for the development of the Aspinall Way Access (as shown on drawing no.

CBO-0015-026 RevB).

The scheme shall be in accordance with the outline surface water drainage strategy set out in the approved Flood Risk Assessment (FRA) Rev 3.0 prepared by EPG (Environmental Impact Assessment, Volume 3A, Appendix 13.1, HOW Planning, December 2013) and shall include the following features:

- Ensure pond design positively contributes and integrates with adjoining lowland mossland SSSI
- protects hydrological regime of adjoining SSSI
- designs are based on creating appropriate new wetland BAP habitat.
- details of buffers between new ponds and existing waterbodies or proposed development.
- Timescales for completion.

The development shall thereafter be carried out in accordance with the approved details and timescales for that phase.

Reason: To ensure that the proposed new attenuation ponds are developed in a way that contributes to the nature conservation value of the site in accordance with policy CG1 of the Bolton Council LDF Core Strategy and the NPPF.

32.

No development within each phase of the development shall commence until, a detailed method statement for the survey and where necessary, removal of, or the long-term management / control of Japanese knotweed and Himalayan balsam within that phase has been submitted to and approved in writing by the Local Planning Authority. The method statement shall include proposed measures that will be used to prevent the spread of Japanese knotweed and/or Himalayan balsam during any operations e.g. mowing, strimming, soil movement or land remodelling. It shall also contain measures to ensure that any soils brought to the site are free of the seeds / root / stem of any invasive plant covered under the Wildlife and Countryside Act 1981, as amended. Development in each phase shall thereafter be carried out in accordance with the approved method statement.

Reason: To prevent the spread of Japanese knotweed, Himalayan balsam which is an invasive species in accordance with policy CG1 of the

33. Prior to the commencement of development within each residential phase of the development hereby approved which encompasses the Nellies Clough Brook culvert, a scheme for works to and / or modification of the Nellies Clough Brook culvert within that phase must be submitted to and approved in writing by the Local Planning Authority in consultation with the Environment Agency. This shall include details of the line, depth, size and condition of the culvert, details of any required remedial works to replace, divert or open up the culvert, and timescales for its implementation.

The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme.

Reason: To reduce the risk of flooding by ensuring the satisfactory storage of/disposal of surface water from the site and to ensure ease of access to the watercourse, in accordance with policy CG1 of the Bolton Council LDF Core Strategy and the NPPF.

34. The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) Rev 3.0, prepared by EPG (Environmental Impact Assessment, Volume 3A, Appendix 13.1, HOW Planning, December 2013) and the following measures detailed within the FRA:

- Limiting the surface water run-off generated by the 1 in 100 year plus climate change critical storm so that it will not exceed the run-off from the undeveloped greenfield portion of the site, and provide a 50% reduction in flows generated by the impermeable portion of the site.
- Provide sufficient treatment to surface water before it is discharged to existing water courses or sewers so that the water is of an acceptable quality.
- For any phase of development, carrying out a full and detailed assessment of the open channel watercourses, culverted watercourses, sewers and drains relevant to that phase where necessary and provision of details regarding the opening up of any culverts. The details must be provided to the Local Planning Authority at the

reserved matters stage for each phase of development.

The mitigation measures shall be fully implemented prior to occupation of development within each phase and subsequently in accordance with the timing / phasing arrangements embodied within the FRA.

Reason: To ensure that the existing drainage situation is fully understood and to prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site and reduce the risk of flooding from blockages to the existing culvert(s) and to add ecological value to the watercourse. In accordance with policy CG1 of the Bolton Council LDF Core Strategy and the NPPF.

35. No development within any phase with the exception of the construction of the Aspinall Way access road (as shown on approved drawing no. CBO-0015-026-Rev B – Aspinall Way Access), and the demolition of those building identified for immediate demolition on approved drawing no. 1010-321 (Buildings Proposed for Immediate Demolition), shall take place until, a surface and foul water drainage scheme for that phase has been submitted to and approved in writing by the Local Planning Authority. The surface and foul water drainage strategy shall be based on sustainable drainage principles and recommendations within the approved Flood Risk Assessment (FRA) Rev 3.0, prepared by EPG (Environmental Impact Assessment, Volume 3A, Appendix 13.1, HOW Planning, December 2013), and should include the following:

1. an assessment of the hydrological and hydrogeological context of the development.
1. Calculations for surface water discharge.
1. Details of the sustainable urban drainage systems (SUDS) to be installed in each phase.
 - Details of any foul water connections to public sewer.
 - A strategy of measures for preventing surface runoff and/or ground contaminants through the infiltration of surface water escaping into watercourses, water bodies, ground water in and around the site.
 - Details of the systems to be installed in areas not be adopted by the Council including a scheme for their implementation and programme for their management and funding for future maintenance.

- Details of how the scheme shall be maintained and managed after completion.

The development in that respective phase shall not be brought into use until the scheme has been completed in accordance with the approved details.

Reason: To prevent the increased risk of flooding, both on and off site and that there is no mobilisation of contaminants into to ground or surface waters, in accordance with policy CG1, CG4 of the Bolton Council LDF Core Strategy and the NPPF.

36. For all phases of development no surface water is to be discharged to the combined sewer network. The development hereby permitted shall be drained on a separate system, with only foul drainage connected into the combined sewer network. For each phase of development, where necessary, details for any sewer easements adjoining proposed buildings shall be provided for approval by the Local Planning Authority prior to the commencement of that phase. Surface water should discharge to the Surface Water Drainage System approved pursuant to condition no. 35 with the exception of those details which may be provided separately pursuant to condition 13 for the development of the Aspinall Way Access (as shown on drawing no. CBO-0015-026 RevB).

Reason: To ensure adequate surface water drainage and prevent the increased risk of flooding, both on and off site in accordance with policy CG1, CG4 of the Bolton Council LDF Core Strategy and the NPPF.

37. No works (including selective demolition) to convert any of the retained buildings within the Heritage Core for the uses hereby approved (as shown on approved plan no. 1010-302X Land Use Plan), with the exception of the demolition of those buildings identified for immediate demolition on approved drawing no. 1010-321 (Buildings Proposed for Immediate Demolition) , shall commence until; full details of the internal and external alterations, comprising scaled existing and proposed plan and elevation drawings; and scaled plans showing proposed soft and hard landscaping, have been submitted and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: In order to secure an acceptable level of design and preserve and

enhance the character and appearance of the Conservation Area, in accordance with policies M2, CG2, CG3 of the adopted Bolton Council LDF Core Strategy and policies within Section 12 of the NPPF.

38. Reserved matters applications for any phase of development located within the 'Conservation Area boundary', shall be accompanied by a Design Code which shall be submitted to and approved in writing with the Local Planning Authority. The Design Code shall be prepared in accordance with the design principles established within the approved 'Rivington Chase' Design & Access Statement (Prepared by Cass Associates, December 2013) and the design policies and principles within part 4 of the adopted 'The Former Horwich Loco Works SPD'. The Design Code shall address the following matters:

- Architectural and sustainable construction principles
- Sub-character areas
- Lifetime homes standards
- Street types and street materials and planting
- Pedestrian and cycle links to adjoining land
- Building Density
- Block types, sizes and principles
- Public open spaces
- Building uses
- Building heights and scales
- Building materials
- Public art and interpretation of industrial and locomotive heritage

Reason: In order to secure an acceptable level of design and preserve and enhance the character and appearance of the Conservation Area, in accordance with policies M2, CG2, CG3 of the adopted Bolton Council LDF Core Strategy and policies within Section 12 of the NPPF.

39. The submission of reserved matters relating to each phase of the development hereby approved shall include a Design Statement

demonstrating how that phase complies with the approved 'Rivington Chase' Design and Access Statement (Cass Associates, December 2013). The Design Statement shall include details of the design process undertaken; justification for the design approach and architectural styles adopted; the core design principles guiding development of that phase and how the phase relates to the design objectives and principles, the respective Character Areas, and the overall framework masterplan within the approved 'Rivington Chase' Design and Access Statement.

Reason: In order to secure high quality design for the phase and THE site as a whole, and preserve and enhance the character and appearance of the surrounding area, in accordance with policies M2, CG2, CG3 of the adopted Bolton Council LDF Core Strategy, the adopted Former Horwich Loco Works SPD, and policies within Section 12 of the NPPF.

40. The submission of reserved matters relating to each phase of the development hereby approved, shall be accompanied by a Sustainability Statement for that phase which shall be prepared in accordance with the Energy & Sustainability Statement (by Clancy Consulting, dated December 2013) approved as part of this planning application. The Sustainability Statement shall set out measures that would ensure that the development and buildings achieve Level 3 of the Code for Sustainable Homes or the "very good" BREEAM rating (or equivalent of any subsequent adopted national sustainable construction standard). It shall also include a sustainable waste management plan for that phase setting out the internal and /or external recycling facilities and measures to be implemented. Each phase of the development shall thereafter be carried out in accordance with the approved Sustainability Statement and associated measures.

Reason: In order to provide for a sustainable development and community, in accordance with policies M2, CG2, CG3 of the adopted Bolton Council LDF Core Strategy, and The Former Horwich Loco Works SPD, and policies within Sections 7 and 10 of the NPPF.

41. The submission of reserved matters relating to each phase of the development hereby approved, shall be accompanied by a 'Crime Impact Statement' (CIS) for that phase which shall examine all aspects of site security including where necessary, car parking, pedestrian footways, entrances, internal layout and external security measures and which shall be capable of meeting 'Secured by Design' requirements. Development of that phase shall be carried out in accordance with the approved CIS and any approved site security measures

shall be retained thereafter.

Reason: In order to ensure that the development is appropriately secured from crime in the interests of providing a safe, secure and accessible community in accordance with policies S1 and CG3 of the adopted Bolton Council LDF Core Strategy and Section 7 of the NPPF.

42. Prior to the first occupation of any building within the Heritage Core other than Rivington House (as defined by 'Parameters Plan: Land Use' reference 1010-302 X) for the uses hereby approved, details of the following operational procedures for that building (where applicable) shall be submitted to and approved in writing by the Local Planning Authority:

- Hours of operation and deliveries;
- Measures for odour, fume and noise control and attenuation;
- Servicing and delivery arrangements;
- Car parking and access arrangements; and
- Illumination and lighting.

Reason: In the interests of public amenity and safety and in order to ensure that the proposed development is safe and sustainable, in accordance with the NPPF and policy S1 of the adopted LDF Core Strategy document.

43. The phased air quality mitigation measures detailed in Chapter 15 para 15.153 of the Environmental Impact Assessment Rivington Chase (How Planning, December 2013) shall be implemented during all phases of the development in accordance with the prescribed timescales.

Reason: To protect amenity of nearby residents in accordance with the policy S1 of the adopted Bolton Council LDF Core Strategy document and the NPPF.

44. The submission of reserved matters relating to any residential phase of the development which would adjoin existing or proposed commercial or industrial uses or activities including B1c and B2 uses shall include a Noise Impact Assessment for that phase for consideration by the Local Planning Authority.

The development within that phase shall not be brought into use until any recommended noise attenuation measures to be incorporated into the development have been completed in accordance with the approved details.

Reason: In order to protect the amenities of nearby residents and residents of the proposed residential accommodation in accordance with the policy S1 of the adopted Bolton Council LDF Core Strategy document and the NPPF.

45. At the reserved matters stage, for any phase of residential development which would adjoin an existing industrial use or other activity which may adversely affect residential amenity, details for any temporary or permanent buffer treatments shall be provided to the Council for approval. The extent of the buffer and type of treatment shall be informed by the consideration of noise, air quality and visual amenity factors, supported by technical assessment reports where necessary. The development shall thereafter be carried out in accordance with the approved buffer treatment details.

Reason: to ensure that a suitable level of residential amenity can be achieved whilst taking account of the phased redevelopment of the site and the possible co-existence of residential and industrial uses in accordance with the policy S1 of the adopted Bolton Council LDF Core Strategy document and the NPPF.

46. The submission of reserved matters relating to any phase of the development which will contain a direct interface with the Red Moss Buffer SSI or SBI shall include for approval by the Local Planning Authority, a full lighting scheme for that phase. The scheme shall detail the locations, heights and lux levels of all lighting, including flood lighting, and any other relevant information together with a detailed mitigation scheme in respect of the effects of light pollution, light trespass, and timescales for implementation. The development and mitigation measures shall be implemented in accordance with the approved details and timescales for that phase.

Reason: In the interests of the amenities of nearby occupants and impact on bats in accordance with the policy CG1, S1 of the adopted Bolton Council LDF Core Strategy document and the NPPF.

1. Planning permission has been granted subject to the conditions listed above because the balance of the benefits accrued by the development outweigh all

other material considerations, having had regard to the adopted Unitary Development Plan policies and Supplementary Planning Guidance detailed above.

2. The attention of the applicant and any subsequent developer is drawn to the comments of United Utilities Plc, In particular with respect to; any necessary agreements under Sections 41, 42 & 43 of the Water Industry Act 1991; the easements in the southwest part of the site; the need for an access strip of 5 metres either side of the water main running through the site; and the following 3 easements in the south west corner of the proposed development site, Z2318 protecting a sewer with an easement width of 6m; P535 protecting a sewer with an easement width of 6m; and W57 which protects the Rivington Aqueduct and has an easement width of 2 yards.
3. This permission/approval shall be read in conjunction with the Agreement entered into under the provisions of Section 106 of the Town and Country Planning Act 1990 and Section 33 of the Local Government Miscellaneous Provisions Act 1982.
4. The development hereby permitted is affected by public rights of way which must remain available to the public and must not be closed, diverted, disturbed or altered in any way until the appropriate statutory procedures have been completed. For more details, including likely costs and timescales, the Applicant is advised to contact immediately Asset Management, Highways and Engineering Delivery Services (01204 336600).
5. The applicant's attention is drawn to the provisions of the Wildlife and Countryside Act 1981 and related European legislation and is advised that it is a criminal offence to knowingly remove or destroy the habitats of protected species which may be found on the site. The Applicant is advised that the granting of this planning permission does not authorise the loss or destruction of a protected species or its habitat and any works affecting such a species or habitat are likely to require a licence with DEFRA (0117 372 8291 www.defra.gov.uk) or Natural England depending on the protected species involved. Should such a habitat be discovered during the construction works the applicant is advised to contact Natural England, Pier House, Wallgate, Wigan, WN3 4AL (Tel: 01942 820 342 Email: northwest@naturalengland.org.uk Web: www.naturalengland.org.uk)

Applicants are also advised it is a criminal offence to disturb any wild bird listed in schedule 1 of the Wildlife and Countryside Act while it is (a) nest building, (b) at a nest containing eggs or young, or (c) there is a dependent young bird at the nest. The typical nesting period for British birds is mid February to mid July though this can begin earlier and run later. Typical affected habitats include scrub grassland and any sites containing trees but applicants are advised that birds may nest in any location that suits them.

6. The proposed development lies within a coal mining area, which could be subject to hazards resulting from past coal mining. Such hazards may currently exist, be caused as a result of the proposed development, or occur at some time in the future. Applicants must take account of these hazards, plus those beyond the application site, which could affect stability, health and safety or cause adverse environmental impacts during the carrying out of their proposal and seek specialist advice where required. Developers must also consider the potential of mine gases

and gas prevention measures must be adopted during construction where there is such a risk. Developers must seek written permission from the Coal Authority before undertaking any intrusive activities that intersect, disturb or enter any coal seams, coal mine workings or coal mine shafts and adits. Failure to obtain Coal Authority permission for such activities is trespass, with the potential for court action. Property specific summary information on any past, current and proposed surface and underground coal mining activity and any other ground stability information must be obtained from the Coal Authority in order to make an assessment of the risk. This information can be obtained from the Coal Authority's Property Search Service on 0845 762 6848 or at www.groundstability.com.

7. The operations hereby permitted may require a Waste Disposal Licence. The operator/developer should contact The Environment Agency, "Mirwell", Carrington Lane, Sale, Cheshire, M33 5WL.
8. Before the development is commenced a Legal Agreement must be entered into with the Highway Authority for the design and construction of highway improvement works. For more details, the applicant is advised to contact Highways Design, Highways and Engineering Development Services (01204 336677).
9. Before the development is commenced, agreement must be reached with the Highway Authority regarding structures which either support the public highway or uphold property above the highway level. For details contact Structures, Highways and Engineering Delivery Services (01204 336600).
10. Before any highway/structural work may be commenced, application must be made to execute works on the highway. For details contact Asset Management, Highways and Engineering Delivery Services (01204 336600).
11. The development hereby permitted will require changes/additions to Traffic Regulation Orders on highways on or adjacent to the site. This will require the appropriate statutory procedures to be completed. For more details including likely costs and timescales, the Applicant is advised to contact Traffic Management, Highways and Engineering Development Services (01204 336677).
12. Before any prospective adoptable highway works are commenced, the Applicant is advised to arrange for Clerk of Works' supervision/inspection by contacting Drainage and Special Projects, Highways and Engineering Development Services (01204 336677).
13. The Local Planning Authority will expect that the details submitted pursuant to condition(s) ** will allow adoption of the works by the Highway Authority.
14. Before the development is commenced, agreement must be reached with the Highways Authority regarding the design of street lighting and/or the resiting of street lighting columns/illuminated road signs. For details contact Lighting, Signs and Lines, Highways and Engineering Delivery Services (01204 336600).
15. Contaminated soil that is, or must be disposed of, is waste. Therefore, its handling, transport, treatment and disposal is subject to waste management legislation, which includes:
Duty of Care Regulations 1991; Hazardous Waste (England and Wales) Regulations 2005; Environmental Permitting (England and Wales) Regulations

2010; The Waste (England and Wales) Regulations 2011.

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.



purpose

1000

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planning
landscape
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people @ A1 1.35E00

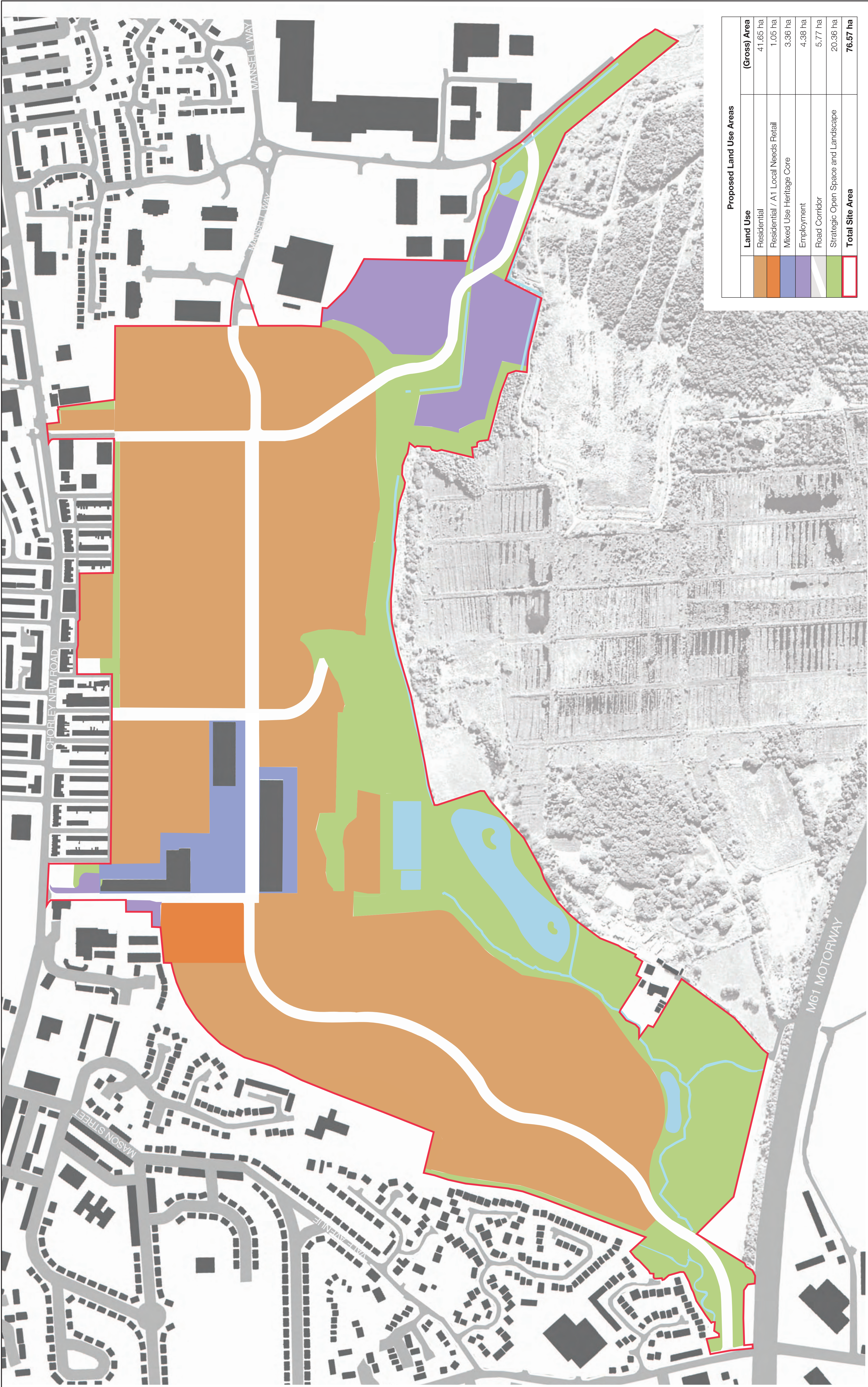
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date	30/09/2013
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1010-314



W




Original paper size (A1) 841 x 594 mm








Proposed Land Use Areas		
Land Use		(Gross) Area
Residential		41.65 ha
Residential / A1 Local Needs Retail		1.05 ha
Mixed Use Heritage Core		3.36 ha
Employment		4.38 ha
Road Corridor		5.77 ha
Strategic Open Space and Landscape		20.36 ha
Total Site Area		76.57 ha

WHERE AREAS OF NEW DEVELOPMENT ARE DESIGNATED ADJACENT TO EXISTING RESIDENTIAL PROPERTIES, A BUFFER OF AT LEAST 10 METRES WILL BE PROVIDED WITHIN THE AREA DESIGNATED FOR DEVELOPMENT. THIS BUFFER WAY INCLUDE GARDENS, MEANS OF ACCESS AND/OR LANDSCAPE WHICH WILL BE DETERMINED AT DETAILED DESIGN STAGE

-  PLANNING APPLICATION BOUNDARY
-  ILLUSTRATIVE ACCESS ROADS WITHIN LAND USE ZONES

-  RETAINED HERITAGE CORE BUILDINGS (CHANGE OF USE)
-  RESIDENTIAL
-  EXISTING WATERCOURSES

-  EMPLOYMENT
-  MIXED USE HERITAGE CORE
-  STRATEGIC OPEN SPACE AND LANDSCAPE
-  EXISTING & PROPOSED WATERBODIES



architecture
planning
landscape
ecology

client
HORWICH VISION

project
RIVINGTON CHASE

purpose

PLANNING

drawing title
PARAMETERS PLAN:
LAND USE

scale @ A1 1:2500

date 10/07/2013

dm CLO chkd SR

1010-302

X

1010-302

X



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Client

Howich Vision

Project

Howich Loco Works

Drawing Title

Beehive Roundabout, Potential Improvement Scheme

Drawn

LB

Checked

PC

Approved

PC

Scale / Size

1:1000 @ A3

Date

28 November 2013

Status

Information

Dwg No

Rev

Figure AD.002



Existing Burnden Way traffic signals are currently operated manually on matchdays. These traffic signals would be upgraded to operate automatically in response to traffic queues on Burnden Way and would therefore be in use more regularly

BURNDEN WAY

PH

Hotel

2

DE HAVILAND WAY

THE PARKLANDS

El Sub Sta

El Sub Sta

Rev.	Date	Revision Details	Drawn	Check	App.
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Client

Horwich Vision

Project

Horwich Loco Works

Drawing Title

De Havilland Way / Burnden Way Roundabout

Drawn

LB

Checked

PC

Approved

PC

Scale / Size

1:1000 @ A3

Date

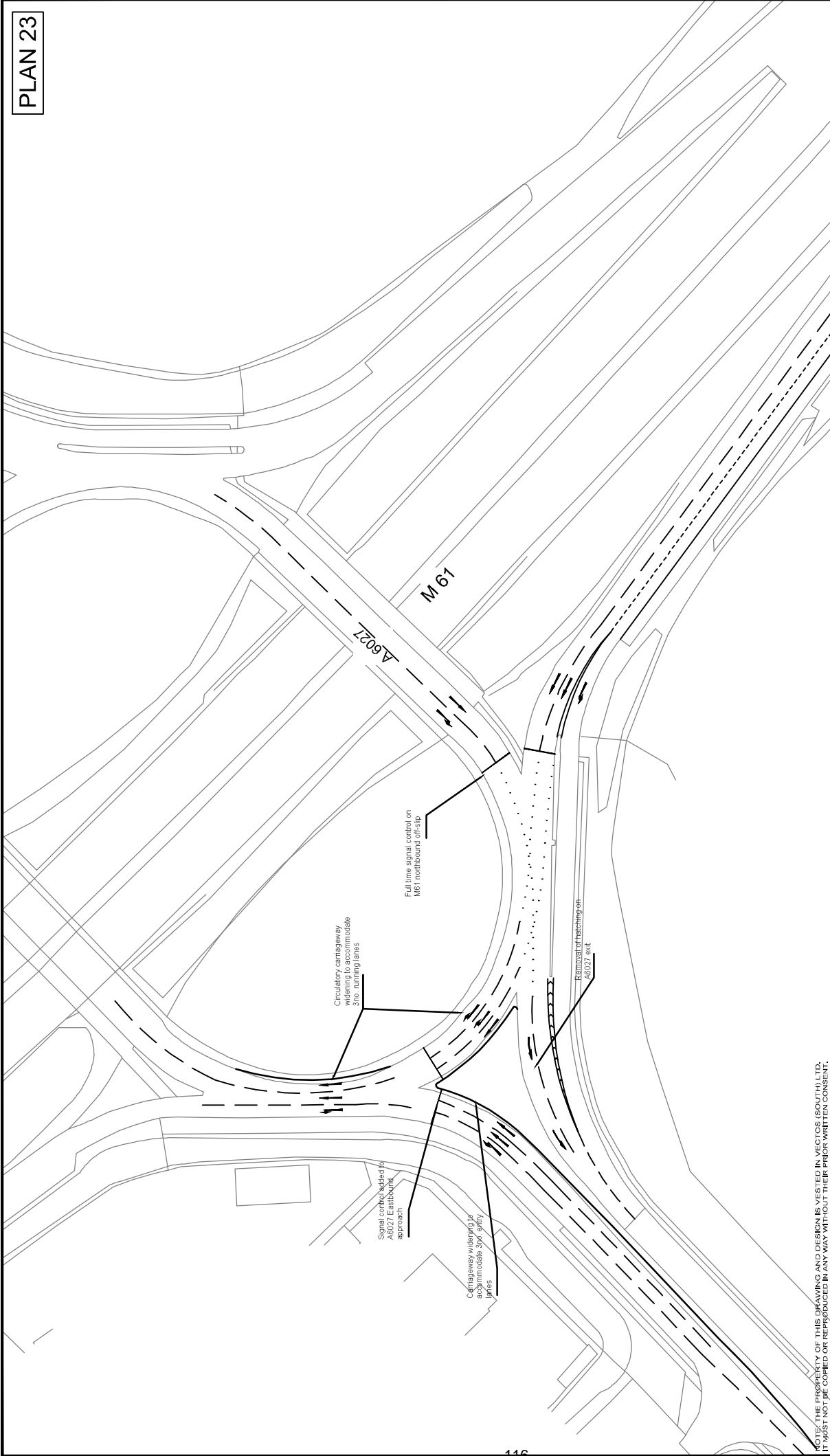
30 November 2013

Status

Dwg No


Information

Figure AC.001



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REV	DETAILS	DRAWN	CHECKED	DATE	Notes:				
1.					1. This is not a construction drawing and is intended for illustrative purposes only. 2. White lining is indicative only.				
2.									
PROJECT					Middlebrook Masterplan				
CLIENT					Burnden Leisure				
DRAWING NUMBER					VN20110-109				
REVISION					-				



vectos
transport planning specialists

Oxford Place, 61 Oxford Street, Manchester, M1 6EQ
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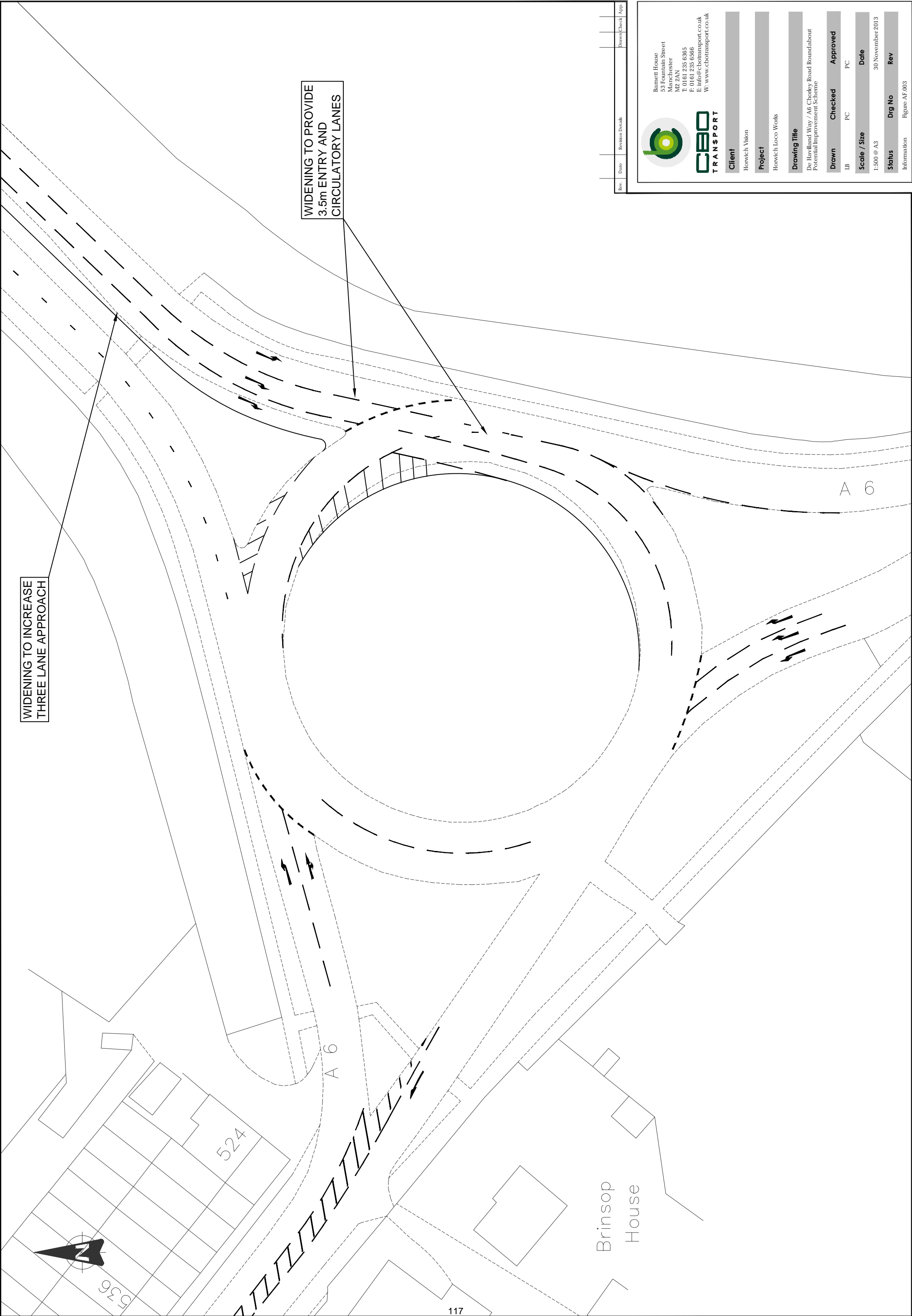
Potential part-signalisation scheme at M61 Junction 6

1:1000 at A3

Nov 12

ML

GM



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Client

Howich Vision

Project

Howich Loco Works

Drawing Title

De Havilland Way / A8 Chorley Road Roundabout
Potential Improvement Scheme

Drawn

LB

Checked

PC

Approved

PC

Scale / Size

1:500 @ A3

Date

30 November 2013

Status

Information

Drg No

Figure AF 003

Rev

Rev