

Blackrod Neighbourhood Plan 2018-2033
Recommended modifications from Examination Report

| Current Wording | Recommended modifications |
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| Figure 1.2 Detailed Boundary Map of Blackrod | Figure 1.2 Detailed Boundary Map of Blackrod Blackrod Neighbourhood Area |
| Page 4, Para 1.6, line 2: Policies are rules that set out what development can and cannot take place. | Page 4, Para 1.6, line 2 Policies are rules that set out indicate what development can and cannot take place. |
| Para 1.7, line 3: If approved through formal examination, and by referendum, this Neighbourhood Development Plan will form part of the statutory Development Plan and must be taken into account by Bolton Council when making decisions on planning applications. | Para 1.7, line 3: If approved through formal examination, and by referendum following examination , this Neighbourhood Development Plan will form part of the statutory Development Plan and must be taken into account by Bolton Council when making decisions on planning applications. |
| Para 1.14: If agreed by a referendum of the people of Blackrod, the NDP will be part of the statutory development plan for the area. It will be used to guide development and in the determination of planning applications. Bolton Council will set out appropriate supporting information for planning applications to comply with this Plan's requirements as part of its validation process. | Para 1.14: If agreed by a referendum of the people of Blackrod, the NDP will be part of the statutory development plan for the area. It will be used to guide development and in the determination of planning applications. Bolton Council will set out appropriate supporting information for planning applications to comply with this Plan's requirements as part of its validation process. |
| Page 22, no. 6: Ensure that our village will have a sustainable and prosperous local economy and support local business. | Page 22, no. 6: Encourage that our village will have a sustainable and prosperous local economy and support local business. |
| | Delete all reference to Objective in the Policy section, including headings (Eg, "Housing Objective HO") and the bold text below headings. |
| Page 23, Para 6.3 ad Para 6.5 6.3 Each theme has an introduction setting out why policies are necessary and a summary of the relevant policies with a reference to the conformity of each policy with the National Planning Policy Framework (NPPF) and the Local Development Plan. 6.5 The 'Basic Conditions' require that the Plan conforms to the Strategic Policies of the Development Plan i.e. the Bolton Local Plan (referred to subsequently as 'the adopted Local Plan'). | 6.3 Each theme has an introduction setting out why policies are necessary and a summary of the relevant policies with a reference to the conformity of each policy with the National Planning Policy Framework (NPPF) and the Local Development Plan. 6.5 The 'Basic Conditions' require that the Plan conforms to the Strategic Policies of the Development Plan i.e. the Bolton Local Plan (referred to subsequently as 'the adopted Local Plan'). |
| Policy conforms to policies Page 33, Housing Policy H1 conforms to: NPPF paragraphs 11, 15, 16, | Page 33, Housing Policy H1 conforms to: NPPF paragraphs 11, 15, 16, 17, 18, 20, 60, 63, 65, 66, 70 and 145. Bolton Local Plan Core Strategy: CG2 (Presumption in |

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| <p>17, 18, 20, 60, 63, 65, 66, 70 and 145. Bolton Local Plan Core Strategy: CG2 (Presumption in favour of Sustainable Development), SC1 Housing, Policy OA1 Outer Areas of Horwich and Blackrod.</p> <p>Page 34, Housing Policy H2 conforms to: NPPF paragraphs 60, 61 and 63. Bolton Local Plan Core Strategy: SC1 Housing, Policy OA1 Outer Areas of Horwich and Blackrod.</p> <p>Page 35, Housing Policy H3 conforms to: NPPF paragraphs 60, 61, 63, 65 and 66. Bolton Local Plan Core Strategy: SC1 Housing, Policy OA1 Outer Areas of Horwich and Blackrod.</p> <p>Page 36, Housing Policy H4 conforms to: NPPF paragraphs 61, 62, 63, and 64. Bolton Local Plan Core Strategy: SC1 Housing, Homes for Bolton - Lettings Policy.</p> <p>Page 37, Housing Policy H5 conforms to: NPPF paragraphs 59, 61, 64 and 69. Bolton Local Plan Core Strategy: SC1 Housing, Policy OA1 Outer Areas of Horwich and Blackrod.</p> <p>Page 39, Housing Policy H6 conforms to: NPPF paragraphs 54, 55, 56 and 57. Bolton Local Plan Core Strategy: Policy IPC1- Infrastructure and Planning Contributions.</p> <p>Page 43, Design Principles Policy DES1 conforms to: NPPF paragraphs 124, 127, 129, 130 and 131. Bolton Local Plan Core Strategy: Policy CG2 Sustainable Design and Construction, S1 Safe Bolton, CG3 Built Environment and CG4 Compatible Uses.</p> <p>Page 49, Transport and Infrastructure Policy TR1 conforms to: NPPF paragraphs 91, 102, 103, 104, 105, 109, 110 and 111. Bolton Local Plan Core Strategy: Policy P5 Accessibility and Transport, Policy S1 Safe Bolton, Policy IPC1 Infrastructure and Planning Contributions.</p> <p>Page 50, Transport and Infrastructure Policy TR2 conforms to: NPPF paragraphs 102, 103, 104, 109 and 110. Bolton Local Plan Core Strategy: Policy P5 Accessibility and Transport, Policy IPC1 Infrastructure and Planning Contributions.</p> <p>Page 54, Transport and Infrastructure Policy TR3 conforms to: NPPF paragraphs 91, 102, 103, 104, 105, 109, 110 and 111. Bolton Local Plan</p> | <p>favour of Sustainable Development), SC1 Housing, Policy OA1 Outer Areas of Horwich and Blackrod.</p> <p>Page 34, Housing Policy H2 conforms to: NPPF paragraphs 60, 61 and 63. Bolton Local Plan Core Strategy: SC1 Housing, Policy OA1 Outer Areas of Horwich and Blackrod.</p> <p>Page 35, Housing Policy H3 conforms to: NPPF paragraphs 60, 61, 63, 65 and 66. Bolton Local Plan Core Strategy: SC1 Housing, Policy OA1 Outer Areas of Horwich and Blackrod.</p> <p>Page 36, Housing Policy H4 conforms to: NPPF paragraphs 61, 62, 63, and 64. Bolton Local Plan Core Strategy: SC1 Housing, Homes for Bolton - Lettings Policy.</p> <p>Page 37, Housing Policy H5 conforms to: NPPF paragraphs 59, 61, 64 and 69. Bolton Local Plan Core Strategy: SC1 Housing, Policy OA1 Outer Areas of Horwich and Blackrod.</p> <p>Page 39, Housing Policy H6 conforms to: NPPF paragraphs 54, 55, 56 and 57. Bolton Local Plan Core Strategy: Policy IPC1- Infrastructure and Planning Contributions.</p> <p>Page 43, Design Principles Policy DES1 conforms to: NPPF paragraphs 124, 127, 129, 130 and 131. Bolton Local Plan Core Strategy: Policy CG2 Sustainable Design and Construction, S1 Safe Bolton, CG3 Built Environment and CG4 Compatible Uses.</p> <p>Page 49, Transport and Infrastructure Policy TR1 conforms to: NPPF paragraphs 91, 102, 103, 104, 105, 109, 110 and 111. Bolton Local Plan Core Strategy: Policy P5 Accessibility and Transport, Policy S1 Safe Bolton, Policy IPC1 Infrastructure and Planning Contributions.</p> <p>Page 50, Transport and Infrastructure Policy TR2 conforms to: NPPF paragraphs 102, 103, 104, 109 and 110. Bolton Local Plan Core Strategy: Policy P5 Accessibility and Transport, Policy IPC1 Infrastructure and Planning Contributions.</p> <p>Page 54, Transport and Infrastructure Policy TR3 conforms to: NPPF paragraphs 91, 102, 103, 104, 105, 109, 110 and 111. Bolton Local Plan Core Strategy: Policy P5 Accessibility and Transport, Policy S1 Safe Bolton, Policy IPC1 Infrastructure and Planning Contributions.</p> <p>Page 54, Transport and Infrastructure Policy TR4 conforms to: NPPF paragraph</p> |
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| <p>Core Strategy: Policy P5 Accessibility and Transport, Policy S1 Safe Bolton, Policy IPC1 Infrastructure and Planning Contributions.</p> <p>Page 54, Transport and Infrastructure Policy TR4 conforms to: NPPF paragraph 105. Bolton Local Plan Core Strategy: Policy P5 Accessibility and Transport.</p> <p>Page 55, Transport and Infrastructure Policy TR5 conforms to: NPPF paragraphs 91, 92, 102, 105, 106, 110 and 111. Bolton Local Plan Core Strategy: Policy P5 Accessibility and Transport, Policy S1 Safe Bolton, Policy IPC1 Infrastructure and Planning Contributions.</p> <p>Page 63, Natural Environment Policy NE1 conforms to: NPPF paragraphs 96, 97, 98, 99, 100, 101, 170, 174, 175, 176 and 177. Bolton Local Plan Core Strategy: Policy CG1 Cleaner and Greener Bolton and Policy OA1 Outer Areas of Horwich and Blackrod.</p> <p>Page 66, Natural Environment Policy NE2 conforms to: NPPF paragraphs 170, 174, 175 and 177. Bolton Local Plan Core Strategy: Policy CG1 Cleaner and Greener Bolton and Policy OA1 Outer Areas of Horwich and Blackrod.</p> <p>Page 67, Natural Environment Policy NE3 conforms to: NPPF paragraphs 127 and 170, Bolton Local Plan Core Strategy: Policy CG1 Cleaner and Greener and Policy OA1 Outer Areas of Horwich and Blackrod</p> <p>Page 72, Public Realm Policy PR1 conforms to: NPPF paragraphs 91, 110 and Bolton Core Strategy Policies: Policy P5 Accessibility and Transport, Policy CG3 Built Environment and Policy OA1 Outer Areas of Horwich and Blackrod.</p> <p>Page 73, Public Realm Policy PR2 conforms to: NPPF paragraphs 127 and Bolton Core Strategy Policies: Policy CG3 Built Environment and Policy OA1 Outer Areas of Horwich and Blackrod.</p> <p>Page 81, Community Facilities & Infrastructure Policy CF1 conforms to: NPPF paragraphs 91, 92, 93, 94, 95, 96, and 97. Bolton Local Plan Core Strategy: Policy H1 Healthy Bolton, Policy A1 Achieving Bolton and Policy OA1 Outer Areas of Horwich and Blackrod.</p> <p>Page 82, Community Facilities & Infrastructure Policy CF2 conforms to:</p> | <p>105. Bolton Local Plan Core Strategy: Policy P5 Accessibility and Transport.</p> <p>Page 55, Transport and Infrastructure Policy TR5 conforms to: NPPF paragraphs 91, 92, 102, 105, 106, 110 and 111. Bolton Local Plan Core Strategy: Policy P5 Accessibility and Transport, Policy S1 Safe Bolton, Policy IPC1 Infrastructure and Planning Contributions.</p> <p>Page 63, Natural Environment Policy NE1 conforms to: NPPF paragraphs 96, 97, 98, 99, 100, 101, 170, 174, 175, 176 and 177. Bolton Local Plan Core Strategy: Policy CG1 Cleaner and Greener Bolton and Policy OA1 Outer Areas of Horwich and Blackrod.</p> <p>Page 66, Natural Environment Policy NE2 conforms to: NPPF paragraphs 170, 174, 175 and 177. Bolton Local Plan Core Strategy: Policy CG1 Cleaner and Greener Bolton and Policy OA1 Outer Areas of Horwich and Blackrod.</p> <p>Page 67, Natural Environment Policy NE3 conforms to: NPPF paragraphs 127 and 170, Bolton Local Plan Core Strategy: Policy CG1 Cleaner and Greener and Policy OA1 Outer Areas of Horwich and Blackrod</p> <p>Page 72, Public Realm Policy PR1 conforms to: NPPF paragraphs 91, 110 and Bolton Core Strategy Policies: Policy P5 Accessibility and Transport, Policy CG3 Built Environment and Policy OA1 Outer Areas of Horwich and Blackrod.</p> <p>Page 73, Public Realm Policy PR2 conforms to: NPPF paragraphs 127 and Bolton Core Strategy Policies: Policy CG3 Built Environment and Policy OA1 Outer Areas of Horwich and Blackrod.</p> <p>Page 81, Community Facilities & Infrastructure Policy CF1 conforms to: NPPF paragraphs 91, 92, 93, 94, 95, 96, and 97. Bolton Local Plan Core Strategy: Policy H1 Healthy Bolton, Policy A1 Achieving Bolton and Policy OA1 Outer Areas of Horwich and Blackrod.</p> <p>Page 82, Community Facilities & Infrastructure Policy CF2 conforms to: NPPF paragraphs 91, 92, 93, 94, 95, 96, and 97. Bolton Local Plan Core Strategy: Policy H1 Healthy Bolton, Policy A1 Achieving Bolton and Policy OA1 Outer Areas of Horwich and Blackrod.</p> <p>Page 88, Retail Policy ER1 conforms to: NPPF Paragraphs 83 and 85. Bolton Local Plan Core Strategy: Policy OA1 Outer Areas of Horwich and Blackrod.</p> <p>Page 89, Retail Policy ER2 conforms to: NPPF Paragraphs 83 and 85. Bolton Local</p> |
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NPPF paragraphs 91, 92, 93, 94, 95, 96, and 97. Bolton Local Plan Core Strategy: Policy H1 Healthy Bolton, Policy A1 Achieving Bolton and Policy OA1 Outer Areas of Horwich and Blackrod.

Page 88, Retail Policy ER1 conforms to: NPPF Paragraphs 83 and 85. Bolton Local Plan Core Strategy: Policy OA1 Outer Areas of Horwich and Blackrod.

Page 89, Retail Policy ER2 conforms to: NPPF Paragraphs 83 and 85. Bolton Local Plan Core Strategy: Policy OA1 Outer Areas of Horwich and Blackrod.

Page 90, Retail Policy ER3 conforms to: NPPF Paragraphs 83, 91, 92 and 95. Bolton Local Plan Core Strategy: Policy H1 Healthy Bolton, Policy SC2 Cultural and Community Provision, Policy OA1 Outer Areas of Horwich and Blackrod.

Page 93, Economy and Employment Policy ER5 conforms to: NPPF Paragraphs 80, 81, 82, 83, 84 and 85. Bolton Local Plan Core Strategy: Policy P1 Employment, Policy OA1 Outer Areas of Horwich and Blackrod.

Page 93, Economy and Employment Policy ER6 conforms to: NPPF Paragraphs 80, 81, 82, 83, 84 and 85. Bolton Local Plan Core Strategy: Policy P1 Employment, Policy OA1 Outer Areas of Horwich and Blackrod.

Page 95, Economy and Employment Policy ER7 conforms to: NPPF Paragraphs 80, 81, 82, 83, 84 and 85. Bolton Local Plan Core Strategy: Policy P1 Employment, Policy OA1 Outer Areas of Horwich and Blackrod.

Page 100, Built Heritage Policy BH1 conforms to: NPPF paragraphs 185, 187, 189, 190, 191, 192, 193, 194, 195, 196, 198, 199 and 202. Bolton Local Plan Core Strategy: Policy CG3 - The Built Environment and Policy OA1 Outer Areas Horwich and Blackrod.

Page 107, Built Heritage Policy BH2 conforms to: NPPF paragraphs 185, 187, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199 and 202. Bolton Local Plan Core Strategy: Policy CG3 - The Built Environment and Policy OA1 Outer Areas Horwich and Blackrod.

Page 109, Built Heritage Policy BH3 conforms to: NPPF paragraphs 185, 187, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199 and 202.

~~Plan Core Strategy: Policy OA1 Outer Areas of Horwich and Blackrod.~~

~~**Page 90, Retail Policy ER3 conforms to:** NPPF Paragraphs 83, 91, 92 and 95.~~

~~Bolton Local Plan Core Strategy: Policy H1 Healthy Bolton, Policy SC2 Cultural and Community Provision, Policy OA1 Outer Areas of Horwich and Blackrod.~~

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| Para 6.4 Each policy is numbered / referenced and is accompanied by a short explanation of the policy intent. | Para 6.4 Each policy is numbered / referenced and is accompanied by a short explanation of the policy intent. |
| Policy H1, <ol style="list-style-type: none"> 1. Development will be supported for a target of 215 new homes built within the Plan Area of Blackrod in the Plan period from January 2018 to January 2033. This includes sites allocated in the Plan, on windfall sites and on sites already granted planning permission 2. New residential development should be designed to meet local needs and all proposals should demonstrate how they provide the housing types, design and tenures that meet local housing need especially the most recent local Housing Needs Survey for Blackrod. In particular the need for housing suited to the needs of older people. | Policy H1 <ol style="list-style-type: none"> 1. The development of a minimum of 215 homes in the Neighbourhood Area over the plan period will be supported. Development will be supported for a target of 215 new homes built within the Plan Area of Blackrod in the Plan period from January 2018 to January 2033. This includes sites allocated in the Plan, on windfall sites and on sites already granted planning permission 2. New residential development should be designed to meet local needs, taking into account the most recent local housing needs survey available. and all proposals should demonstrate how they provide the housing types, design and tenures that meet local housing need especially the most recent local Housing Needs Survey for Blackrod. In particular the need for housing suited to the needs of older people. The provision of housing to meet the needs of older people will be supported. |
| Policy H1 <ol style="list-style-type: none"> 3. In particular support will be given where:- <ol style="list-style-type: none"> a. Housing developments comply with the required Housing Mix Policy H2; b. Housing developments comply with the required Design Principles Policy DES1; and c. Housing developments comply with the required Local Occupancy Policy H4 4. This Neighbourhood Plan supports the provision of Affordable Housing on qualifying sites in accordance with the provisions of the Bolton Core Strategy. 5. Residential housing development in the Green Belt will not generally be supported and only allowed under the exceptions in the NPPF. | Policy H1 <ol style="list-style-type: none"> 3. In particular support will be given where:- <ol style="list-style-type: none"> a. Housing developments comply with the required Housing Mix Policy H2; b. Housing developments comply with the required Design Principles Policy DES1; and c. Housing developments comply with the required Local Occupancy Policy H4 4. This Neighbourhood Plan supports the provision of Affordable Housing on qualifying sites in accordance with the provisions of the Bolton Core Strategy. 5. Residential housing development in the Green Belt will not generally be supported and only allowed under the exceptions in the NPPF. 6. New Housing Development proposals will only be supported where they: <ol style="list-style-type: none"> a. are located on previously developed land or brown field sites; or b. are within existing residential built up areas of Blackrod; or |

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| <p>6. New Housing Development proposals will only be supported where they:</p> <ul style="list-style-type: none"> a. are located on previously developed land or brown field sites; or b. are within existing residential built up areas of Blackrod; or c. represent a re-use of redundant or disused building(s) and lead to an enhancement to their immediate setting; and d. respond to an identified local need for housing over the plan period. | <p>c. represent a re-use of redundant or disused building(s) and lead to an enhancement to their immediate setting; and d. respond to an identified local need for housing over the plan period.</p> |
| <p>Page 25, Para 6.7 Our consultation with the Community through the HNA Household Survey indicated that there was strong concern about housing. People felt that with recent housing developments the Parish had enough housing but not necessarily of the right mix. Although people were nervous about further development, the majority consulted recognised that there was a need for housing, providing it met the needs of the Community. Key themes that emerged were:</p> <ul style="list-style-type: none"> • No further homes are needed; • There is not enough suitable housing for the ageing population; • Homes for First Time buyers; • Larger family homes; • Affordable housing and more housing for local people; and • The provision of parking and garden space is important. | <p>Page 25, Para 6.7 Our consultation with the Community through the HNA Household Survey indicated that there was strong concern about housing. People felt that with recent housing developments the Parish had enough housing but not necessarily of the right mix. Although people were nervous about further development, the majority consulted recognised that there was a need for housing, providing it met the needs of the Community. Key themes that emerged were:</p> <ul style="list-style-type: none"> • No further homes are needed; • There is not enough suitable housing for the ageing population; • Homes for First Time buyers; • Larger family homes; • Affordable housing and more housing for local people; and • The provision of parking and garden space is important. |

Paras 6.9 to 6.15

6.9 The Housing Needs Assessment for Blackrod, estimates a demand for 390 market homes over the next 5 years. During the same time period a supply of 364 market homes is likely to become available for purchase as households move. This results in a crude shortage of 26 additional homes to buy. (HNA figure 28 on page 30).

6.10 However, this estimation does not take into account the known housing developments started in 2017 that will be completed over the next few years. These housing developments total 89 new market dwellings (HNA page 48), which converts the crude shortage of 26 homes into an oversupply of 63 homes.

6.11 The perceived oversupply, together with the 82 empty homes in the Parish, reflects the mood of the residents who expressed their feelings strongly in the Household Survey about there being enough homes already in Blackrod without any further developments. (HNA page 23).

6.12 However, further detailed analysis of the overall housing figures reveals that although there may be more houses than needed overall, there are specific deficiencies in the mix of housing required to meet the needs of certain residents. These specific deficiencies over the next 5 years are:

- 76 - 4+ Bedroom houses;
- 34 - 2 Bedroom Bungalows;
- 9 - 3+ Bedroom Bungalows; and
- 4 - 3 Bedroom Flat.

6.13 The effect of the known housing developments coming to completion in 2018/19 on these deficiency figures, are:

Nett market housing requirements:

- 21 - 4+Bedroom houses;
- 34 - 1 or 2 Bedroom Bungalows;
- 9 - 3+ Bedroom Bungalows; and

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- ~~• 4 - 3 Bedroom Bungalows/Flats.~~

~~**Therefore, from the HNA model there are a total of 68 new market dwellings**~~

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| <ul style="list-style-type: none"> • 4 – 3 Bedroom Bungalows/Flats. <p>Therefore, from the HNA model there are a total of 68 new market dwellings required of the mix above. (HNA page 49). These are mainly for older residents and large families.</p> <p>6.14 The Housing Needs Assessment (HNA) model, January 2018, for Blackrod also estimates that 18 affordable dwellings per year are required, which equates to 270 dwellings over the period of the Plan (18 affordable dwellings X 15 years of the Plan) or 231 when taking into account the 39 known affordable dwellings coming to completion in the next few years. (HNA page 48).</p> <p>6.15 The Housing Needs Assessment (HNA) model is not an exact science and there is no capacity within the Parish to meet this high level of demand, nor, it would seem from the Household Survey, is there any perceived requirement by residents.</p> | <p>required of the mix above. (HNA page 49). These are mainly for older residents and large families.</p> <p>6.14 The Housing Needs Assessment (HNA) model, January 2018, for Blackrod also estimates that 18 affordable dwellings per year are required, which equates to 270 dwellings over the period of the Plan (18 affordable dwellings X 15 years of the Plan) or 231 when taking into account the 39 known affordable dwellings coming to completion in the next few years. (HNA page 48).</p> <p>6.15 The Housing Needs Assessment (HNA) model is not an exact science and there is no capacity within the Parish to meet this high level of demand, nor, it would seem from the Household Survey, is there any perceived requirement by residents.</p> |
| <p>Para 6.17 Nevertheless, it is the aim of this Plan to enable, wherever viable, the inclusion of affordable dwellings on developments in line with Bolton Council affordable housing strategy and, subject to viability it is the intention that these will be considered within the site allocations outlined in Housing Policy H5.</p> | <p>Para 6.17 Nevertheless, it is the aim of this Plan to enable, wherever viable, the inclusion of affordable dwellings on developments in line with Bolton Council affordable housing strategy and, subject to viability. it is the intention that these will be considered within the site allocations outlined in Housing Policy H5.</p> |
| <p>Para 6.18 It is also an aspiration of this Plan to identify and support the provision of an affordable housing exception site over the first five years of the Plan.</p> | <p>Para 6.18 It is also an aspiration of this Plan to identify and support the provision of an affordable housing exception site over the first five years of the Plan.</p> |

6.23 Taking into consideration the total number of current new housing developments of 89 market dwellings and 39 new affordable dwellings (HNA page 48) this leaves a total remaining 87 dwellings (215 – 89+39) required over the Plan period.

6.24 Based on this scenario this Plan proposes to allocate 68 of these 87 dwellings to market housing, with the mix as outlined above and the remaining 19 dwellings to be affordable dwellings.

6.25 There is a marked difference between the new housing figures obtained through the Housing Needs Assessment (HNA), which is a consultant led, model based, methodology, to those figures suggested by the Local Authority. The main difference between the figures is that the HNA estimations are for a 5 year period and the Local Authority figures cover the life of the Plan (15 years).

6.26 Although HNA consultancy models tend to produce higher requirement figures for new housing the important element of the analysis is that the mix of required housing can be determined more accurately. The mix of required housing can also be applied to the new Local Authority overall housing numbers above.

6.27 The new housing totals as proposed in the HNA model, if extrapolated over the period of the Plan, would suggest that a total of 357 new homes are required. This would demand a site, or accumulation of sites, over 3 times bigger than the current development on Hill Lane – it is unrealistic to plan for this level of development.

6.28 The suggested Local Authority housing totals can however, with some detailed considerations of potentially suitable sites, be accommodated together with the appropriate mix of housing as determined in the HNA.

6.29 It is the intention therefore, that the Bolton Council method of determining Housing Need based on the latest NPPF with the apportioned figures for Blackrod will also be adopted in this Plan. The detailed information on the required mix of housing will be utilised from the HNA and used as supplementary information to the Local Authority

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~~6.30 These figures will be the new priority housing requirements of the Blackrod~~

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| <p>figures providing a more informed requirement of Blackrod's new housing needs.</p> <p>6.30 These figures will be the new priority housing requirements of the Blackrod Neighbourhood Plan.</p> | <p>Neighbourhood Plan.</p> |
| <p>Para 6.31 For the first 5 years of the Plan housing developments and approved extensions will be monitored by Blackrod Town Council against these new priorities to check how the mix changes in line with the needs of the Community. Further revisions will be made accordingly to the Plan in response to any changes in the mix going forward.</p> | <p>6.31 For the first 5 years of the Plan housing developments and approved extensions will be monitored by Blackrod Town Council against these new priorities to check how the mix changes in line with the needs of the Community. Further revisions will be made accordingly to the Plan in response to any changes in the mix going forward.</p> |
| <p>Para 6.32 It should be noted that the new planned development of 1,700 dwellings, at Rivington Chase on the former Horwich Loco Works, to be built over the next few years in neighbouring Horwich, will encroach upon the boundary of Blackrod. These 29</p> <p>dwellings will almost certainly have an effect on the decisions made by Blackrod residents seeking to move and therefore on the resulting balance and mix of stock availability in Blackrod.</p> | <p>6.32 It should be noted that the new planned development of 1,700 dwellings, at Rivington Chase on the former Horwich Loco Works, to be built over the next few years in neighbouring Horwich, will encroach upon the boundary of Blackrod. These 29</p> <p>dwellings will almost certainly have an effect on the decisions made by Blackrod residents seeking to move and therefore on the resulting balance and mix of stock availability in Blackrod.</p> |
| <p>Para 6.35 Therefore, the development of self and custom build housing will be encouraged particularly in respect to windfall sites and in the provision of meeting affordable housing requirements overall.</p> | <p>6.35 Therefore, the development of self and custom build housing will be encouraged particularly in respect to windfall sites and in the provision of meeting affordable housing requirements overall. Blackrod Town Council is keen to see the development of self and custom build housing in the Neighbourhood Area.</p> |
| <p>Housing Policy H2</p> <p>1. All new developments should meet locally identified needs especially the most recent local housing needs assessment and survey for Blackrod. On developments of more than six dwellings a mix of dwelling type and size to meet the needs of the current and future households in Blackrod will be sought.</p> | <p>Housing Policy H2</p> <p>1. All new developments should meet locally identified needs especially the most recent local housing needs assessment and survey for Blackrod. On developments of more than six dwellings a mix of dwelling type and size to meet the needs of the current and future households in Blackrod will be sought.</p> <p>2. Large areas of uniform type and size of dwellings will not be acceptable.</p> |

2. Large areas of uniform type and size of dwellings will not be acceptable.

3. Proposals that demonstrably make a positive contribution to meeting the housing needs of an ageing population will be supported, including homes for down-sizing, as well as residential or nursing care. They must also conform to **Policy H3** Housing for the Ageing Population.

4. Priority for Affordable Housing support will be given to those with a local connection to Blackrod and conform to **Policy H4**.

Any Affordable Housing subsidy or grant will be locked into the dwellings to ensure the provision of Affordable Housing in perpetuity.

5. In order to meet the demand mix for larger family properties in the market housing sector, priority will be given to the development of detached properties in this category

6. Market housing proposals will be expected to provide a mix of sizes of units, where appropriate, in accordance with percentages set out in Table H2.1. The overall achievement of the mix of unit sizes will be monitored as part of an annual review by Blackrod Town Council.

~~3. Proposals that demonstrably make a positive contribution to meeting the housing needs of an ageing population will be supported, including homes for down-sizing, as well as residential or nursing care. They must also conform to **Policy H3** Housing for the Ageing Population.~~

~~4. Priority for Affordable Housing support will be given to those with a local connection to Blackrod and conform to **Policy H4**.~~

~~Any Affordable Housing subsidy or grant will be locked in to the dwellings to ensure the provision of Affordable Housing in perpetuity.~~

~~5. In order to meet the demand mix for larger family properties in the market housing sector, priority will be given to the development of detached properties in this category~~

~~6. Market housing proposals will be expected to provide a mix of sizes of units, where appropriate, in accordance with percentages set out in Table H2.1. The overall achievement of the mix of unit sizes will be monitored as part of an annual review by Blackrod Town Council.~~

Housing development should provide for a mix of housing types and sizes, taking account of local needs. Major developments of dwellings of uniform type and size will not be supported. Proposals that contribute to meeting the needs of an ageing population, including homes for down-sizing, as well as residential or nursing care, will be supported.

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| <p>Para 6.39 The Plan's target market housing mix was developed from the Blackrod Housing Needs Assessment and Household Survey 2018 and Housing Policy H2 mandates a mix of housing in new developments, which will produce a balanced provision which is appropriate to the specific demands of Blackrod.</p> | <p>6.39 The Plan's target market housing mix was developed from the Blackrod Housing Needs Assessment and Household Survey 2018 and Housing Policy H2 mandates a mix of housing in new developments, which will produce a balanced provision which is appropriate to the specific demands of Blackrod.</p> |
| <p>Policy H3</p> <ol style="list-style-type: none"> 1. New, converted and extended independent, assisted living and extra care facilities for older people will be encouraged and supported providing that the design and scale of development is in keeping with the character of the location and that the impact on the residential amenity of surrounding residential properties is acceptable. 2. Development of suitable housing for the ageing population of Blackrod is a priority over the early years of the Plan as there will be a growing need for this type of housing and the current deficiency needs to be addressed. 3. In specific cases anywhere within the Plan area where an individual dwelling is proposed to directly accommodate a person/persons over the age of 55 (or for a person who requires specialist housing by virtue of personal incapacity or impairment) these proposals will be supported where the following criteria are met: <ol style="list-style-type: none"> a. The dwelling meets the needs of an identified older person in affordable or market housing need; b. The dwelling allows the release of an additional dwelling within the Plan area into the market or for transfer to a family member; | <p>Policy H3</p> <ol style="list-style-type: none"> 1. New, converted and extended independent, assisted living and extra care facilities for older people will be encouraged and supported providing that the design and scale of development is in keeping with the character of the location and that the impact on the residential amenity of surrounding residential properties is acceptable. 2. Development of suitable housing for the ageing population of Blackrod is a priority over the early years of the Plan as there will be a growing need for this type of housing and the current deficiency needs to be addressed. 3. In specific cases anywhere within the Plan area where an individual dwelling is proposed to directly accommodate a person/persons over the age of 55 (or for a person who requires specialist housing by virtue of personal incapacity or impairment) these proposals will be supported where the following criteria are met: <ol style="list-style-type: none"> a. The dwelling meets the needs of an identified older person in affordable or market housing need; b. The dwelling allows the release of an additional dwelling within the Plan area into the market or for transfer to a family member; c. The affordable dwelling is secured for local occupancy in perpetuity by way of a |

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| <p>c. The affordable dwelling is secured for local occupancy in perpetuity by way of a section 106 agreement, conforms to Policy H4; and</p> <p>d. The dwelling accords with all other policies within the development Plan.</p> <p>4. Dwellings designed to be suitable for older residents (aged 55 and over) must demonstrate, as a minimum, that they meet the space and accessibility requirements of the Lifetime Homes Standards. These dwellings will also be suitable for younger residents and are not intended to be restricted in use.</p> | <p>section 106 agreement, conforms to Policy H4; and</p> <p>d. The dwelling accords with all other policies within the development Plan.</p> <p>4. Dwellings designed to be suitable for older residents (aged 55 and over) must demonstrate, as a minimum, that they meet the space and accessibility requirements of the Lifetime Homes Standards. These dwellings will also be suitable for younger residents and are not intended to be restricted in use.</p> <p>New, converted and extended independent, assisted living and extra care facilities for older people will be supported, subject to respecting local character and residential amenity.</p> |
| <p>Policy H4</p> <p>1. The eligibility for affordable housing will be administered by Bolton Council as the Housing Authority. The definition of local need is therefore as laid down by the Homes for Bolton Lettings Policy.</p> <p>2. The aim of this Policy is to offer the preference of letting 80% of new build properties to those in housing need with a local connection to Blackrod, unless it is demonstrated that this is not achievable and 50% of the scheme being allocated to those who are Economically Active.</p> <p>Remaining property allocations to be in accordance with the Homes for Bolton allocations scheme.</p> <p>Local Connection</p> <p>3. In this context a local connection to Blackrod means that a person has a local connection if he or she has a connection with it because:</p> <p>a. He or she is, or was in the past, normally resident there and that residence is or was of his or her choice; or</p> <p>b. He or she is employed there; or</p> <p>c. Has close family associations there; or</p> <p>d. Has other special circumstances e.g. children attending school.</p> | <p>1. The eligibility for affordable housing will be administered by Bolton Council as the Housing Authority. The definition of local need is therefore as laid down by the Homes for Bolton Lettings Policy.</p> <p>2. The aim of this Policy is to offer the preference of letting 80% of new build properties to those in housing need with a local connection to Blackrod, unless it is demonstrated that this is not achievable and 50% of the scheme being allocated to those who are Economically Active.</p> <p>Remaining property allocations to be in accordance with the Homes for Bolton allocations scheme.</p> <p>Local Connection</p> <p>3. In this context a local connection to Blackrod means that a person has a local connection if he or she has a connection with it because:</p> <p>a. He or she is, or was in the past, normally resident there and that residence is or was of his or her choice; or</p> <p>b. He or she is employed there; or</p> <p>c. Has close family associations there; or</p> <p>d. Has other special circumstances e.g. children attending school.</p> <p>Economically Active</p> |

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| <p>Economically Active</p> <p>4. In this context Economically Active is defined as in employment of a minimum of 16 hours per week, for the last 12 months.</p> | <p>4. In this context Economically Active is defined as in employment of a minimum of 16 hours per week, for the last 12 months.</p> |
| <p>Para 6.41 Blackrod is a desirable place to live and many people would like to live in the village, often because of family connections but are unable to do so. When affordable 36 homes have become available many people with family and local connections have been unable to secure a home. Policy H4, therefore, sets out the criteria for potential tenants with a local connection to have preference in the first instance.</p> | <p>Blackrod is a desirable place to live and many people would like to live in the village, often because of family connections but are unable to do so. When affordable 36 homes have become available many people with family and local connections have been unable to secure a home. Policy H4, therefore, sets out the criteria for potential tenants with a local connection to have preference in the first instance.</p> |
| <p>Policy H5</p> <p>1. Proposals for a new residential development on land behind Vicarage Road West between the Cricket Club and the Church School as shown on the Policies Map will be supported in principle, provided that the proposals conform to the Design Principles Policy DES1, Housing for an Ageing Population Policy H3 and meet the requirements as set out in the other appropriate policies of this Plan.</p> <p>2. This site allocation is for a designated development of Lifestyle Living for the Over 55's.</p> <p>3. The development shall comprise a minimum of 20 and maximum of 60 dwellings.</p> <p>Notes / Constraints: This site is allocated as a specialist housing and continuing care facility to meet the on-going and changing needs of older persons. This site is not allocated for conventional residential housing. This site is for use class C3.</p> | <p>Policy H5:</p> <p>The development of between 20 and 60 dwellings for people aged 55, on land behind Viacarge Road West between the Church School and the Cricket Club, as shown on the Policies Map, will be supported.</p> <p>1. Proposals for a new residential development on land behind Vicarage Road West between the Cricket Club and the Church School as shown on the Policies Map will be supported in principle, provided that the proposals conform to the Design Principles Policy DES1, Housing for an Ageing Population Policy H3 and meet the requirements as set out in the other appropriate policies of this Plan.</p> <p>2. This site allocation is for a designated development of Lifestyle Living for the Over 55's.</p> <p>3. The development shall comprise a minimum of 20 and maximum of 60 dwellings.</p> <p>Notes / Constraints: This site is allocated as a specialist housing and continuing</p> |

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| | care facility to meet the on-going and changing needs of older persons. This site is not allocated for conventional residential housing. This site is for use class C3. |
| <p>Para 6.43 Housing Policy H5 proposes a site on open protected grazing land as an ideal location for a number of appropriate dwelling units specifically constructed for the needs of an older population. The site is the only location for such a construction, with its proximity to the village centre and can also serve as a centre or social “hub” for the older local residents living in nearby affordable housing schemes.</p> | <p>Para 6.43 Housing Policy H5 proposes a site on open protected grazing land as an ideal location for a number of appropriate dwelling units specifically constructed for the needs of an older population. The site is the only location for such a construction, with its in close proximity to the village centre and can also serve as a centre or social “hub” for the older local residents living in nearby affordable housing schemes.</p> |
| <p>Policy H6 Developer Contributions</p> <p>1. New residential developments over the threshold of 15 dwellings, as laid down in the Bolton Core Strategy and Local Plan Policy IPC1, will normally be expected to contribute towards the mitigation of its impact on infrastructure, services and the environment and contribute towards the requirements of the Community.</p> <p>2. This may be secured as a planning obligation through Section 106 agreement, where the development would otherwise be unacceptable, or through the Community Infrastructure Levy (CIL) at such time as Bolton Council decides to adopt this Levy.</p> <p>3. The implementation of Core Strategy Policy IPC1 is supported by the adopted Supplementary Planning Document (SPD) on Infrastructure and Planning Contributions 2016, which is acknowledged in this Housing Policy.</p> | <p>Policy H6 Developer Contributions</p> <p>1. New residential developments over the threshold of 15 dwellings, as laid down in the Bolton Core Strategy and Local Plan Policy IPC1, will normally be expected to contribute towards the mitigation of its impact on infrastructure, services and the environment and contribute towards the requirements of the Community.</p> <p>2. This may be secured as a planning obligation through Section 106 agreement, where the development would otherwise be unacceptable, or through the Community Infrastructure Levy (CIL) at such time as Bolton Council decides to adopt this Levy.</p> <p>3. The implementation of Core Strategy Policy IPC1 is supported by the adopted Supplementary Planning Document (SPD) on Infrastructure and Planning Contributions 2016, which is acknowledged in this Housing Policy.</p> |

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| <p>Neighbourhood Development Area</p> <p>4. Developments within the Neighbourhood Development Area must conform to Policy IPC1 and the supporting SPD on Infrastructure and Planning Contributions 2016.</p> <p>5. In addition to those specific contributions, outlined in Policy IPC1 and further detailed in the SPD, the following mitigation of development impacts will also apply for the Neighbourhood Development Area:</p> <ul style="list-style-type: none"> a. Community tree planting; b. Public transport improvements, including items listed in points 1 to 9 of Policy TR3; c. Improvements and maintenance of the pedestrian and cycle network including items in points 1 to 2 of Policy TR1; d. Improvements to the car parking provision within the village core; and e. Improvements to the appearance and quality of access gateways to the village. | <p>Neighbourhood Development Area</p> <p>4. Developments within the Neighbourhood Development Area must conform to Policy IPC1 and the supporting SPD on Infrastructure and Planning Contributions 2016.</p> <p>5. In addition to those specific contributions, outlined in Policy IPC1 and further detailed in the SPD, the following mitigation of development impacts will also apply for the Neighbourhood Development Area:</p> <ul style="list-style-type: none"> a. Community tree planting; b. Public transport improvements, including items listed in points 1 to 9 of Policy TR3; c. Improvements and maintenance of the pedestrian and cycle network including items in points 1 to 2 of Policy TR1; d. Improvements to the car parking provision within the village core; and e. Improvements to the appearance and quality of access gateways to the village. |
| <p>Para 6.44 Significant (over 15 dwellings) developments in the Blackrod Plan area must be supported by appropriate infrastructure which is provided in a timely and coordinated way. Infrastructure has a broad definition and includes physical, social and green infrastructure.</p> | <p>Para 6.44 Significant (over 15 dwellings) developments in the Blackrod Plan area must be supported by appropriate infrastructure which is provided in a timely and coordinated way. Infrastructure has a broad definition and includes physical, social and green infrastructure.</p> |
| | <p>ADD NEW PARA AFTER 6.44</p> <p>The Town Council will seek to encourage locally effective contributions, which, within the Neighborhood Area, are recognised as including: community tree planting, public transport improvements; improvements to the pedestrian and cycle network; improvements to car parking provision within the village core; and improvements to the appearance and quality of access gateways to the village.</p> |

Policy DES1

1.All new developments, extensions and alterations to existing buildings should demonstrate good quality design and respect the character and appearance of the surrounding area. In particular, they should:

- a. Recognise and reinforce the distinct local character in relation to height, scale, spacing, layout, orientation, rural skyline, design and materials of buildings;
- b. Respect and protect designated and non-designated local heritage assets and their settings;
- c. Consider the visual impacts of proposals on key views and vistas of the local landscape and adequately mitigate adverse impacts on these views and vistas. Developments will also need to comply with **Natural Environment Policy NE3**;
- d. Incorporate landscaping to adequately mitigate the visual impact of the development and to ensure that proposals are in keeping with the existing village context. Where appropriate, landscaping schemes should seek to include native species. Where appropriate to the form of development proposed, a landscaping scheme should form a key part of new proposed development;
- e. Seek to retain mature or important trees. Developments will also need to comply with **Natural Environment Policy NE2**;
- f. Ensure new boundary treatments reflect the distinct local character in relation to materials, layout, height and design;
- g. Ensure that car parking is positioned and designed to have minimal

Policy DES1

1.All new developments, extensions and alterations to existing buildings should demonstrate good quality design and respect the character and appearance of the surrounding area. ~~In particular, they should~~ Development proposals should give consideration to the following:

- a. Recognise and reinforce the distinct local character in relation to height, scale, spacing, layout, orientation, rural skyline, design and materials of buildings;
- b. Respect ~~and protect~~ designated and non-designated local heritage assets and their settings;
- c. Consider the visual impacts of proposals on key views and vistas of the local landscape and adequately mitigate adverse impacts on these views and vistas. ~~Developments will also need to comply with Natural Environment Policy NE3~~;
- d. Incorporate landscaping to adequately mitigate the visual impact of the development and to ensure that proposals are in keeping with the existing village context. Where appropriate, landscaping schemes should seek to include native species. Where appropriate to the form of development proposed, a landscaping scheme should form a key part of new proposed development;
- e. Seek to retain mature or important trees. ~~Developments will also need to comply with Natural Environment Policy NE2~~;
- f. Ensure new boundary treatments reflect the distinct local character in relation to materials, layout, height and design;
- g. Ensure that car parking is positioned and designed to have minimal impact on the street scene;

impact on the street scene;

h. Ensure that new housing development proposals demonstrate that the design accords with National Design Standards Building for Life 12 (BFL12) or equivalent – with as many “green” lights as possible and no “red” lights;

i. Ensure all development proposals, where necessary, demonstrate how the design has been influenced by the need to plan positively to reduce crime and the fear of crime and how this will be achieved. Proposals which fail to satisfactorily create a safe and secure environment will not be supported;

j. Demonstrate how they have conformed to the “Secured by Design” standard for homes;

k. Seek and where appropriate incorporate the advice of a Police Architectural Liaison representative for all development of 10 or more dwellings;

l. Wherever possible, provide adaptable homes through the Lifetime Homes Standards in order to cater for the changing demographic;

m. Where possible make better connections to other areas of the Parish, including access to local services and public open spaces;

n. Provide car parking within the curtilage of all new developments to comply with Appendix TRA1 under Transport and Infrastructure Policy TR4. Extensions and modifications of existing dwellings that would increase the number of bedrooms shall, wherever possible, increase the car parking provision in line with this Minimum standard where the curtilage allows;

h. Consider guidance including Building for Life 12, Lifetime Home Standards, Space Standards, Secured by Design. Major developments should seek advice from a Police Architectural Liaison representative. ~~Ensure that new housing development proposals demonstrate that the design accords with National Design Standards Building for Life 12 (BFL12) or equivalent – with as many “green” lights as possible and no “red” lights;~~

~~i. Ensure all development proposals, where necessary, demonstrate how the design has been influenced by the need to plan positively to reduce crime and the fear of crime and how this will be achieved. Proposals which fail to satisfactorily create a safe and secure environment will not be supported;~~

~~j. Demonstrate how they have conformed to the “Secured by Design” standard for homes;~~

~~k. Seek and where appropriate incorporate the advice of a Police Architectural Liaison representative for all development of 10 or more dwellings;~~

~~l. Wherever possible, provide adaptable homes through the Lifetime Homes Standards in order to cater for the changing demographic;~~

m. ~~Where possible make~~ Support better connections to other areas of the Parish, including access to local services and public open spaces;

~~n. Provide car parking within the curtilage of all new developments to comply with Appendix TRA1 under Transport and Infrastructure Policy TR4. Extensions and modifications of existing dwellings that would increase the number of bedrooms shall, wherever possible, increase the car parking provision in line with this Minimum standard where the curtilage allows;~~

o. Include secure storage for cycles, mobility scooters and facilities for bin storage;

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| <p>o. Include secure storage for cycles, mobility scooters and facilities for bin storage;</p> <p>p. Wherever possible provide vehicle parking off-street (ie within the curtilage). Where it has been demonstrated by the developer that this is not feasible then all on-street parking and parking courts shall incorporate best practice landscaping areas;</p> <p>q. Incorporate vehicle charging facilities - To be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations – in line with latest design practices;</p> <p>r. Incorporate superfast (fibre optic) broadband connection - equipped with a high speed ready in-building physical infrastructure, up to the network termination points – in line with latest design practices;</p> <p>s. Incorporate solar energy capture, sympathetically built within the roof construction incorporating best current standards and should be sympathetic to the location – in line with latest design practices; and</p> <p>t. Incorporate water efficient design principles and appropriate sustainable water management, such as reuse of rainwater and grey water for non- potable uses. Subject to viability and feasibility.</p> <p>2. Design and Access statements should demonstrate how the above Design Principles are addressed in the development proposal and include perspective views from a minimum of three mutually exclusive directions.</p> <p>3. Developments that fail to demonstrate that they have met the requirements set out in 1, a, to t (as appropriate) shall not be permitted.</p> | <p>p. Wherever possible Provide vehicle parking off-street (ie within the curtilage). Where it has been demonstrated by the developer that this is not feasible then all on-street parking and parking courts shall incorporate best practice landscaping areas;</p> <p>q. Incorporate vehicle charging facilities - To be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations – in line with latest design practices;</p> <p>r. Incorporate superfast (fibre optic) broadband connection - equipped with a high speed ready in-building physical infrastructure, up to the network termination points – in line with latest design practices;</p> <p>s. Incorporate solar energy capture, sympathetically built within the roof construction. incorporating best current standards and should be sympathetic to the location — in line with latest design practices; and</p> <p>t. Incorporate water efficient design principles and appropriate sustainable water management, such as reuse of rainwater and grey water for non- potable uses. Subject to viability and feasibility.</p> <p>2. Design and Access statements should demonstrate how the above Design Principles are addressed in the development proposal and include perspective views from a minimum of three mutually exclusive directions.</p> <p>3. Developments that fail to demonstrate that they have met the requirements set out in 1, a, to t (as appropriate) shall not be permitted.</p> |
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| Para 6.58 Building for Life12 and Lifetime Home standards are the desired Quality Marks for appropriate quality construction for housing in the Parish. In addition developments must adhere to the “Secured by Design” standard to ensure residents feel safe in their homes. | Para 6.58 Building for Life12 and Lifetime Home standards provide guidance to support good design. are the desired Quality Marks for appropriate quality construction for housing in the Parish. In addition developments must adhere to the “Secured by Design” standard to ensure residents feel safe in their homes. |
| Para 6.59 Quality construction also means that developers should adopt latest technological designs in developments to make life easier and more comfortable for residents as well as improving the energy efficiency, sustainable water management and facilities for latest fibre optic communications and electric vehicle charging. | Para 6.59 Quality construction also means that developers should adopt latest consider technological designs in developments to make life easier and more comfortable for residents as well as improving the energy efficiency, sustainable water management and facilities for latest fibre optic communications and electric vehicle charging. |
| Para 6.60 These and other Design Principles are the minimum expectations of the residents of Blackrod and are mandated under Policy DES1 . | Para 6.60 These and other Design Principles are the minimum expectations of the residents of Blackrod and are mandated under Policy DES1. |
| Para 6.66 Recognising the distinct local character of an area must also include that appropriate materials are used, height, scale and rural skyline are not exceeded so that local buildings, views and vistas are not compromised. | Para 6.66 Recognising the distinct local character of an area must also include that appropriate materials are used, height, scale and rural skyline are not exceeded so that local buildings, views and vistas are not compromised. |
| Para 6.67 Housing Design Principles Policy DES1 sets out the design requirements for developments in the Parish of Blackrod. | Para 6.67 Housing Design Principles Policy DES1 sets out the design requirements for developments in the Parish of Blackrod. |

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| <p>Policy TR1: Information required to support planning applications</p> <ol style="list-style-type: none"> 1. All new development shall promote and support the provision of safe and fit for purpose pathways, pavements, public rights of way and general access routes, throughout the Village and Parish, for all pedestrians, cyclists and disabled users. 2. When submitting proposals for new development applicants are required to demonstrate: <ol style="list-style-type: none"> a. How they will provide safe walking, cycle, and mobility scooter routes, along natural desire lines, through and within the proposed development, and how these will link to existing routes to the village centre, schools, local services and facilities and to the countryside where appropriate. b. How the proposals will be served by convenient public transport services. | <p>Policy TR1: Public rights of way and access Information required to support planning applications</p> <ol style="list-style-type: none"> 1. All new development shall promote and support The provision of safe and fit for purpose pathways, pavements, public rights of way and general access routes, throughout the Village and Parish, for all pedestrians, cyclists and disabled users will be supported. 2. When submitting proposals for new development applicants are required to demonstrate: <ol style="list-style-type: none"> a. How they will provide safe walking, cycle, and mobility scooter routes, along natural desire lines, through and within the proposed development, and how these will link to existing routes to the village centre, schools, local services and facilities and to the countryside where appropriate. b. How the proposals will be served by convenient public transport services. |
| <p>Para 6.81 This objective seeks to address a number of issues raised by the Community.</p> | <p>Para 6.81 This objective This policy seeks to address a number of issues raised by the Community.</p> |
| <p>Para 6.82 By providing good quality and safe non-vehicular routes from and within any new development to the village facilities and services, together with good access to public transport and the surrounding countryside, it will help encourage people to walk or cycle to these facilities rather than be dependent on using the car.</p> | <p>Para 6.82 By providing encouraging good quality and safe non-vehicular routes from and within any new development to the village facilities and services, together with good access to public transport and the surrounding countryside, it will help encourage people to walk or cycle to these facilities rather than be dependent on using the car.</p> |
| <p>Para 6.83 Blackrod has a high proportion of the population aged 60 years or older and the overall age profile is such that this will increase further over time. It is important that this is recognised and that where these</p> | <p>Para 6.83 Blackrod has a high proportion of the population aged 60 years or older and the overall age profile is such that this will increase further over time. It is important that this is recognised and the Town Council is keen to see that non-</p> |

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| <p>non-vehicular routes provide access to these services, they should make proper provision for the less mobile.</p> | <p>vehicular routes provide access to these services and make provision for the less mobile.</p> |
| <p>Transport and Infrastructure of Public Transport Services TR2: Improve the provision of Public Transport Services</p> <p>1. The Blackrod Town Council will work with TfGM and other appropriate stakeholders to create a strategy that provides better public transport services for the residents of and visitors to Blackrod. In particular, this joint strategy shall:-</p> <ul style="list-style-type: none"> a. Seek better provision and frequency of bus services connecting Blackrod with neighbouring conurbations, hospitals, schools and other facilities and services. b. Seek increased frequency of rail services connecting with Blackrod, together with greater provision of park'n'ride facilities for residents. c. Seek the introduction of cycle route(s) and the improvement of pedestrian routes to the railway station from the village. <p>2. The strategy shall explore how the better provision can be achieved and, where appropriate, the possible contributions from development that may be needed to help facilitate/implement any proposals and create long term viability.</p> | <p>Transport and Infrastructure of Public Transport Services TR2: Improve the provision of Public Transport Services Community Project- Transport 1</p> <p>1. The Blackrod Town Council will work with TfGM and other appropriate stakeholders to create a strategy that provides better public transport services for the residents of and visitors to Blackrod. In particular, this joint strategy shall:-</p> <ul style="list-style-type: none"> a. Seek better provision and frequency of bus services connecting Blackrod with neighbouring conurbations, hospitals, schools and other facilities and services. b. Seek increased frequency of rail services connecting with Blackrod, together with greater provision of park'n'ride facilities for residents. c. Seek the introduction of cycle route(s) and the improvement of pedestrian routes to the railway station from the village. <p>2. The strategy shall explore how the better provision can be achieved and, where appropriate, the possible contributions from development that may be needed to help facilitate/implement any proposals and create long term viability.</p> <p>(REMOVE SHADING FROM BOX- AS IT IS NOT A POLICY ANYMORE)</p> |
| <p>Transport and Infrastructure Policy TR3: Getting about in Blackrod</p> <p>1. The Blackrod Town Council will work with TfGM and other appropriate stakeholders to develop a Public Realm and movement strategy to improve the overall experience of getting around and travelling through Blackrod, for both the residents and visitors by:</p> | <p>Transport and Infrastructure Policy TR3: Getting about in Blackrod Community Project- Transport 2</p> <p>1. The Blackrod Town Council will work with TfGM and other appropriate stakeholders to develop a Public Realm and movement strategy to improve the overall experience of getting around and travelling through Blackrod, for both the residents and visitors by:</p> |

- a. Seeking the introduction of traffic calming measures along the main routes through the village through a combination of bay parking; “intrusive” landscaping and traffic direction priority signing.
- b. Seeking the introduction of traffic lights/mini roundabout at the Scot Lane/Manchester Road junction, together with general re-modelling of the junction.
- c. Seeking the introduction of a 7.5t weight restriction of HGV’s (apart from access) along the main routes through the village (Scot Lane to Hill Lane and Chorley Brow).
- d. Identifying all footpaths/bridleways within the NDP area and, where appropriate, identify any footpaths/cycleways in use that are missing from the definitive listing.
- e. Undertaking an Accessibility Audit throughout the relevant areas of the village, including reviewing access to facilities, services and provision of disability parking.
- f. Developing a strategy for the improvement of existing ginnels in order to make them more welcoming and user-friendly including where necessary improving/providing:
- Lighting;
 - Surfacing/steps;
 - Landscaping; and
 - “opening up” the boundaries.
- g. Seeking the introduction of a shared use pedestrian/off-carriageway cycleway along the A6/Blackrod By-Pass.
- h. Investigating the option/feasibility of creating a Village Circular path/bridleway around the edge of the village for pedestrians/cycles and horses.
- i. Seeking to introduce vehicle charging stations in appropriate locations within the village public car parking areas.

- a. Seeking the introduction of traffic calming measures along the main routes through the village through a combination of bay parking; “intrusive” landscaping and traffic direction priority signing.
- b. Seeking the introduction of traffic lights/mini roundabout at the Scot Lane/Manchester Road junction, together with general re-modelling of the junction.
- c. Seeking the introduction of a 7.5t weight restriction of HGV’s (apart from access) along the main routes through the village (Scot Lane to Hill Lane and Chorley Brow).
- d. Identifying all footpaths/bridleways within the NDP area and, where appropriate, identify any footpaths/cycleways in use that are missing from the definitive listing.
- e. Undertaking an Accessibility Audit throughout the relevant areas of the village, including reviewing access to facilities, services and provision of disability parking.
- f. Developing a strategy for the improvement of existing ginnels in order to make them more welcoming and user-friendly including where necessary improving/providing:
- Lighting;
 - Surfacing/steps;
 - Landscaping; and
 - “opening up” the boundaries.
- g. Seeking the introduction of a shared use pedestrian/off-carriageway cycleway along the A6/Blackrod By-Pass.
- h. Investigating the option/feasibility of creating a Village Circular path/bridleway around the edge of the village for pedestrians/cycles and horses.
- i. Seeking to introduce vehicle charging stations in appropriate locations within the village public car parking areas.

(REMOVE SHADING FROM BOX- AS IT IS NOT A POLICY ANYMORE)

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| <p>Transport and Infrastructure Policy TR5: Car parking in Blackrod-Improvements</p> <p>1. The Blackrod Town Council will work with appropriate stakeholders to develop a public car parking strategy for the Village, including:</p> <p>a. Identify all existing public car parking areas within the village and wherever possible ensure their protection and improvement where required, including signing, surfacing, lighting and best-practice landscaping.</p> <p>b. Investigate and promote the adaptation of wide pavement areas (particularly along the main route through the village) to provide on-street bay parking for residents, incorporating best-practice landscaped areas to soften the street scene, wherever possible.</p> <p>c. At the New Street retail block (105-123 New Street) seek the relocation of the footway to immediately in front of the shops and re-model the area to provide 60° parking bays, together with best-practice landscaping and high quality bicycle rack(s), in order to remove the conflict between pedestrian and vehicle movement.</p> <p>d. At the Blackhorse Street retail block (6 – 28 Blackhorse Street) seek the re-modelling of the service road and outer footpath area to provide 60° parking bays, together with best-practice landscaping and high quality bicycle rack(s).</p> | <p>Transport and Infrastructure Policy TR5: Car parking in Blackrod-Improvements Community Project- Transport 3</p> <p>1. The Blackrod Town Council will work with appropriate stakeholders to develop a public car parking strategy for the Village, including:</p> <p>a. Identify all existing public car parking areas within the village and wherever possible ensure their protection and improvement where required, including signing, surfacing, lighting and best-practice landscaping.</p> <p>b. Investigate and promote the adaptation of wide pavement areas (particularly along the main route through the village) to provide on-street bay parking for residents, incorporating best-practice landscaped areas to soften the street scene, wherever possible.</p> <p>c. At the New Street retail block (105-123 New Street) seek the relocation of the footway to immediately in front of the shops and re-model the area to provide 60° parking bays, together with best-practice landscaping and high quality bicycle rack(s), in order to remove the conflict between pedestrian and vehicle movement.</p> <p>d. At the Blackhorse Street retail block (6 – 28 Blackhorse Street) seek the re-modelling of the service road and outer footpath area to provide 60° parking bays, together with best-practice landscaping and high-quality bicycle rack(s).</p> <p>(REMOVE SHADING FROM BOX- AS IT IS NOT A POLICY ANYMORE)</p> |
| <p>Page 49 Heading: Transport and Infrastructure Objective TRO2</p> | <p>Page 49 Heading: Transport and Infrastructure Objective TRO2 Community Project- Transport</p> |

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| <p>Para 6.85 This objective recognises the importance of good public transport provision for the benefit of the residents of Blackrod and visitors and enables less dependency on the use of the car. This takes into account that:</p> <ul style="list-style-type: none"> ▣ The vast majority of the working population of the village are employed outside of the village and therefore commute to Manchester, Preston and further afield, as well as the local surrounding employment areas; ▣ The residents of Blackrod need to be able to readily access such facilities lying outside of the village as hospitals and major retail and entertainment centres; ▣ An aging population means that those residents are less likely to drive or own a car; and ▣ Major developments within the surrounding area are likely to put increased pressure on an already overloaded road network, particularly at peak times. | <p>Para 6.85 This objective recognises the importance of good public transport provision for the benefit of the residents of Blackrod and visitors and enables less dependency on the use of the car. This takes into account that:</p> <ul style="list-style-type: none"> ▣ The vast majority of the working population of the village are employed outside of the village and therefore commute to Manchester, Preston and further afield, as well as the local surrounding employment areas; ▣ The residents of Blackrod need to be able to readily access such facilities lying outside of the village as hospitals and major retail and entertainment centres; ▣ An aging population means that those residents are less likely to drive or own a car; and ▣ Major developments within the surrounding area are likely to put increased pressure on an already overloaded road network, particularly at peak times. <p>The community has identified a number of transport issues that cannot be tackled through land use planning policies, but which the Town Council would like to address as Community Projects. Whilst Community Projects have no land use planning policy status, they recognise important community aspirations and identify future tasks for the Town Council.</p> |
| <p>Para 6.88 Transport Policy TR2 outlines the mechanism by which a comprehensive public transport strategy will be developed for Blackrod in order to ensure the residents and visitors are properly served by a high quality, fit for purpose, public transport provision that meets their needs both now and in the future.</p> | <p>Para 6.88 Transport Policy TR2 outlines the mechanism by which a comprehensive public transport strategy will be developed for Blackrod in order to ensure the residents and visitors are properly served by a high quality, fit for purpose, public transport provision that meets their needs both now and in the future.</p> <p>The Community Project below outlines how the Town Council intends to create a comprehensive transport strategy for Blackrod in order to ensure the residents and visitors are properly served by a high quality, fit for purpose, public transport provision that meets their needs both now and in the future.</p> |
| <p>Para 6.89 In order to ensure that getting around Blackrod is a better experience for all concerned this objective seeks to address a number of issues, including:</p> | <p>Para 6.89 In order to ensure thatThe Town Council will seek to ensure that getting around Blackrod is a better experience for all concerned this objective seeks to address a number of issues, including:</p> <ul style="list-style-type: none"> • Investigating traffic calming and other measures to minimise the impact of |

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| | <p>the speed and volume of traffic, including HGVs, along the main routes through the village;</p> <ul style="list-style-type: none"> • Making it easier for pedestrians, the mobility impaired and cyclists to move around the village through the provision of appropriate and high quality facilities; • Ensuring that the existing public car parks within the Village are safeguarded and improved wherever possible as well as addressing the issue of on-street parking; and • Seeking to minimise the conflict between pedestrians and parked cars. |
| Para 6.90 Transport Policy TR3 identifies the mechanism by which a Public Realm and movement strategy will be developed to address the impact of high volume traffic through the village, including HGVs, as well as making Blackrod more pedestrian and cycle friendly by introducing better facilities and connectivity for the non-vehicle user (including the mobility impaired). The strategy will seek to ensure that the car parking requirements meet the present and future needs of both the general public and the householders along the main routes, whilst providing the opportunity for improving the overall street scene through the introduction of public landscaping works such as street trees. | Para 6.90 Transport Policy TR3 identifies The Community Project below seeks to identify the mechanism by which a Public Realm and movement strategy will be developed to address the impact of high volume traffic through the village, including HGVs, as well as making Blackrod more pedestrian and cycle friendly by introducing better facilities and connectivity for the non-vehicle user (including the mobility impaired). The strategy will seek to ensure that the car parking requirements meet the present and future needs of both the general public and the householders along the main routes, whilst providing the opportunity for improving the overall street scene through the introduction of public landscaping works such as street trees. |
| Para 6.92 Working with others, Transport Policy TR 5 sets down a strategy for addressing public car parking issues in the village including the identification and enhancement of the existing public car parking areas, together with proposals for re-modelling the car parking at the two retail areas in the village in order to make better use of the facility and to remove conflict with pedestrians. | Para 6.92 Working with others, Transport Policy TR 5 The Community Project below sets down a strategy for addressing public car parking issues in the village including the identification and enhancement of the existing public car parking areas, together with proposals for re-modelling the car parking at the two retail areas in the village in order to make better use of the facility and to remove conflict with pedestrians. |
| Para 6.93 Wherever possible, the proposals will include the opportunity for enhancing the overall street scene through the provision of high quality landscaping and public realm works. | Para 6.93 – Wherever possible, the proposals will include the opportunity for enhancing the overall street scene through the provision of high quality landscaping and public realm works. |
| Policy TR4 | Policy TR4 |
| 1. There is a presumption that development will not be permitted which | 1. There is a presumption that development will not be permitted which would |

would result in the loss of off-road public car parking unless it can be demonstrated that there is no longer a demand for this public car parking, or that equal public car parking facilities will be provided in the immediate vicinity.

2. All new development must provide for off-road parking in accordance with the Parking Standards included at Appendix TRA1.

result in the loss of off-road public car parking unless it can be demonstrated that there is no longer a demand for this public car parking, or that equal public car parking facilities will be provided in the immediate vicinity.

~~2. All new development must provide for off-road parking in accordance with the Parking Standards included at Appendix TRA1.~~



DELETE FIGURE

DELETE APPENDIX TRA1

Para 6.91 Feedback from the Community has raised a number of issues around parking including the overall lack of adequate parking and parked

Para 6.91 Feedback from the Community has raised a number of issues around parking including the overall lack of adequate parking and parked cars obstructing

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| <p>cars obstructing pavements. There are a number of areas in the village, particularly along the main route, where many of the dwellings consist of terraced properties and household parking is therefore limited. Transport and Infrastructure Policy TR4 sets down the minimum standard for the provision of off-road parking for all new development. In addition, it seeks to protect existing public car parking areas from future development as far as possible.</p> | <p>pavements. There are a number of areas in the village, particularly along the main route, where many of the dwellings consist of terraced properties and household parking is therefore limited. Transport and Infrastructure Policy TR4 sets down the minimum standard for the provision of off-road parking for all new development. In addition, it seeks to protect existing public car parking areas from future development as far as possible.</p> |
| <p>(TITLE) Natural Environment Policy NE1: Green Infrastructure</p> | <p>(TITLE) Natural Environment Policy NE1: Green Infrastructure Local Green Space and Green Infrastructure</p> |
| | <p>New Heading and opening paragraph: Local Green Space The sites listed below and shown in the following plans are designated as Local Green Space, to be protected in a manner that is consistent with Green Belt policy:</p> <ul style="list-style-type: none"> - Nightingale Road- Land on both sides at junction with Chorley Road - Coniston Road- Land opposite number 29 - Chorley Road- Land at junction with A6 - Ridgeway- Land at junction with New Street - Whitehall Lane- Land opposite numbers 23b to 41 - Greenbarn Way- Land opposite number 2 to 6 - Greenbarn Way- Land between Number 8 to 18 - Greenbarn Way- Land between Number 47 and 57 - Vicarage Road- Land at Greenbarn Junction and next to Old Vicarage - Vicarage Road- Land at junction of Vicarage Road and Manchester near Pool Green. - Vicarage Road Playing Field- Land associated with the Community Centre - Vicarage Road West Playing Field- Land between Half Acre and the Cricket Club. - Cranleigh Close- Land adjoining Cranleigh Close and Manchester Road - Blackrod Cemetery |

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| | <ul style="list-style-type: none"> - Wighams Terrace- Land fronting the terrace up to Manchester Road - Manchester Road- Land at junction with A6 By-Pass - Scot Lane- Land at the Manchester Road Play Area |
| | Provide set of plans to follow Policy NE1, showing the precise and the clearly identifiable boundaries of each Local Green Space |
| <p>Policy NE1 1-A high quality green infrastructure network will be achieved by:</p> <p>Protecting Local Open Spaces</p> <p>a. Existing Open Spaces, sport and recreation land and buildings will be preserved and maintained as such. This applies to all areas of Open Space not necessarily shown on the Policies map. Development of these sites and buildings will not be supported unless under the conditions set out in paragraph 97 of the NPPF. In such circumstances suitable compensation for loss of Open Space and associated facilities will be made, either through re-provision or commuted sum.</p> <p>Enhancing existing provision</p> <p>b. Development proposals will be expected to contribute towards the enhancement and provision of new green infrastructure spaces and linkages. In particular, support will be given to proposals that further enhance:</p> <p>i. The quality, accessibility and usage of public open spaces and areas of sport provision;</p> <p>ii. Existing public rights of way within the Parish, seek opportunities to create new public rights of way to create linkages into the wider countryside locally; and</p> <p>iii. The preservation of local habitats.</p> <p>c. Green infrastructure and development proposals that seek to improve</p> | <p>Policy NE1 1-A high quality green infrastructure network will be achieved by:</p> <p>Protecting Local Open Spaces</p> <p>a. Existing Open Spaces, sport and recreation land and buildings will be preserved and maintained as such. This applies to all areas of Open Space not necessarily shown on the Policies map. Development of these sites and buildings will not be supported unless under the conditions set out in paragraph 97 of the NPPF. In such circumstances suitable compensation for loss of Open Space and associated facilities will be made, either through re-provision or commuted sum.</p> <p>Enhancing existing provision Green Infrastructure</p> <p>b. Improvements to the quality and accessibility of public open spaces and areas of sports provision will be supported.</p> <p>b. Development proposals will be expected to contribute towards the enhancement and provision of new green infrastructure spaces and linkages. In particular, support will be given to proposals that further enhance:</p> <p>i. The quality, accessibility and usage of public open spaces and areas of sport provision;</p> <p>ii. Existing public rights of way within the Parish, seek opportunities to create new public rights of way to create linkages into the wider countryside locally; and</p> <p>iii. The preservation of local habitats.</p> <p>c. Green infrastructure and development proposals that seek to improve the connectivity between existing wildlife areas and green spaces will be supported in</p> |

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| <p>the connectivity between existing wildlife areas and green spaces will be supported in order to enhance the green infrastructure of the Parish. Where possible, new routes should:</p> <ul style="list-style-type: none"> i. Be traffic free and/ or pedestrian and cycle friendly; ii. Be safe and inspire confidence in visitors; iii. Offer ‘easy access’ i.e. be reasonably easy to use for users with a wide range of mobility levels, including pushchairs, walking aids and mobility scooters; iv. Have the potential for future upgrading to use by cyclists (where not already possible); v. Have designated, safe crossing points over motorised routes and suitable street furniture; vi. Provide connections between where people live and where they want to travel (for recreational or employment purposes); vii. Be clearly signed and easy to follow; viii. Be easy to maintain; ix. Provide enhanced user enjoyment through the provision of information boards and benches in attractive locations; x. Where appropriate provide safe access for horses, particularly links to existing bridleways; xi. Cause no damage to archaeological sites and their setting; xii. Provide safe passing places on those paths with shared vehicular use including appropriate management of vegetation to the sides; and xiii. Respect, protect and enhance local biodiversity. <p>d. The needs of all age and special needs groups, including those with mobility issues and dementia should be considered in the design of new or enhancements to existing green infrastructure.</p> <p>Providing new accessible green infrastructure</p> <p>e. All major residential development should incorporate new, or enhance existing, green infrastructure of an appropriate size, type and</p> | <p>order to enhance the green infrastructure of the Parish. Improvements to the connectivity between existing wildlife areas that enhance the green infrastructure of the Neighbourhood Area will be supported.</p> <p>The creation of new and the improvement of existing public rights of way, will be supported. Where new rights of way are being created, consideration should be given to the potential for routes to:</p> <ul style="list-style-type: none"> i. Be traffic free and/ or pedestrian and cycle friendly; ii. Be safe and inspire confidence in visitors; iii. Offer ‘easy access’ i.e. be reasonably easy to use for users with a wide range of mobility levels, including pushchairs, walking aids and mobility scooters; iv. Have the potential for future upgrading to use by cyclists (where not already possible); v. Have designated, safe crossing points over motorised routes and suitable street furniture; vi. Provide connections between where people live and where they want to travel (for recreational or employment purposes); vii. Be clearly signed and easy to follow; viii. Be easy to maintain; ix. Provide enhanced user enjoyment through the provision of information boards and benches in attractive locations; x. Where appropriate provide safe access for horses, particularly links to existing bridleways; xi. Cause no damage to archaeological sites and their setting; xii. Provide safe passing places on those paths with shared vehicular use including appropriate management of vegetation to the sides; and xiii. Respect, protect and enhance local biodiversity. <p>d. The needs of all age and special needs groups, including those with mobility issues and dementia should be considered in the design of new or enhancements to existing green infrastructure.</p> <p>Providing new accessible green infrastructure</p> |
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| <p>standard agreed by Bolton Council and informed by an up to date need assessment. Where on-site provision is not possible, financial contributions will be sought to make appropriate provision for open space and green infrastructure.</p> <p>Designating Local Green Space</p> <p>f. The open spaces detailed designations are shown in Appendix 1 and shown generally on the Policies Map and are in accordance with the NPPF paragraphs 99-101 and will be preserved and enhanced for their local significance and community value. Development on such land will only be permitted in very special circumstances where it can be clearly demonstrated that the development will not conflict with the purpose of the designation.</p> <p>g. Open Spaces and Green Spaces in New Developments are to be managed and maintained in accordance with existing Local Authority maintenance and management plans or as agreed with Bolton Council.</p> <p>h. Where appropriate future management responsibilities will be agreed through S106 agreement.</p> | <p>e. All major residential development should incorporate new, or enhance existing, green infrastructure of an appropriate size, type and standard agreed by Bolton Council and informed by an up to date need assessment. Where on-site provision is not possible, financial contributions will be sought to make appropriate provision for open space and green infrastructure.</p> <p>Designating Local Green Space</p> <p>f. The open spaces detailed designations are shown in Appendix 1 and shown generally on the Policies Map and are in accordance with the NPPF paragraphs 99-101 and will be preserved and enhanced for their local significance and community value. Development on such land will only be permitted in very special circumstances where it can be clearly demonstrated that the development will not conflict with the purpose of the designation.</p> <p>g. Open Spaces and Green Spaces in New Developments are to be managed and maintained in accordance with existing Local Authority maintenance and management plans or as agreed with Bolton Council.</p> <p>h. Where appropriate future management responsibilities will be agreed through S106 agreement.</p> |
| <p>Policy 6.99 Designating Local Green Space is a way to provide special protection against development for green areas of particular importance to local communities. The NPPF paragraphs 99 to 101, provides advice in respect of local green spaces which are identified as green areas of particular importance to local communities. The general location of the identified Local Green Spaces is shown on the Policies Map, with detailed designations shown as Policy Map insets in the supplementary document titled Blackrod Designations of Local Green Spaces, which provides a justification for a number of sites to be designated as Local</p> | <p>Policy 6.99 Designating Local Green Space is a way to provide special protection against development for green areas of particular importance to local communities. The NPPF paragraphs 99 to 101, provides advice in respect of local green spaces which are identified as green areas of particular importance to local communities. The general location of the identified Local Green Spaces is shown on the Policies Map, with detailed designations shown as Policy Map insets in the supplementary document titled Blackrod Designations of Local Green Spaces, which provides a justification for a number of sites to be designated as Local Green Space sites under Policy NE1.</p> |

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| Green Space sites under Policy NE1. | |
| <p>Policy NE2:</p> <p>1. Development that damages or results in the loss of trees or hedgerows of public amenity value will not be supported. Development proposals must be designed to retain trees, or hedgerows, of good arboricultural heritage, biodiversity and amenity value.</p> <p>2. Proposals should be accompanied by a survey, or Arboricultural Impact Assessment to BS5837 (2012) Trees in relation to design, demolition and construction or the latest equivalent, that establishes the health and longevity of any affected trees or hedgerows. In addition, a management plan should be supplied to demonstrate how they will be protected and maintained in accordance with good practice, and/or Hedgerow Regulation 1997, or the latest equivalent.</p> <p>3. All new developments should incorporate the planting of native trees and hedges in their plans.</p> <p>4. Major developments (over 10 dwellings) will need to demonstrate they have been landscape led in order to avoid retrofitting of poor quality or token landscaping.</p> <p>5. Where no mature trees exist, developers of sites greater than 10 dwellings will be expected to create a plan to incorporate a number of (ultimately) large trees on common Open Space within the development area. Developers must also demonstrate how they have implemented such plans.</p> <p>6. New tree or hedgerow planting on public open space should be subject to an arboriculture management plan to ensure successful</p> | <p>Policy NE2:</p> <p>1. Development that damages or results in the loss of trees or hedgerows of public amenity value will not be supported. Development proposals must be designed to retain trees, or hedgerows, of good arboricultural heritage, biodiversity and amenity value. Local ecological habitats should be preserved and development should minimise impacts on and provide net gains for, biodiversity. Development should not result in the overall loss of trees or hedgerows. Development proposals should retain trees and hedgerows of good arboricultural value, or which have a positive impact on local character. Where an Arboricultural impacts assessment to BS5837 (2012) Trees (or equivalent) demonstrates that loss of trees or hedgerows is unavoidable, development should seek to mitigate any loss through appropriate replacement.</p> <p>The planting of native trees and hedgerow will be supported. Major residential development proposal should demonstrate how their approach to landscaping respects local character.</p> <p>2. Proposals should be accompanied by a survey, or Arboricultural Impact Assessment to BS5837 (2012) Trees in relation to design, demolition and construction or the latest equivalent, that establishes the health and longevity of any affected trees or hedgerows. In addition, a management plan should be supplied to demonstrate how they will be protected and maintained in accordance with good practice, and/or Hedgerow Regulation 1997, or the latest equivalent.</p> <p>3. All new developments should incorporate the planting of native trees and hedges in their plans.</p> |

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| | <p>4. Major developments (over 10 dwellings) will need to demonstrate they have been landscape led in order to avoid retrofitting of poor quality or token landscaping.</p> <p>5. Where no mature trees exist, developers of sites greater than 10 dwellings will be expected to create a plan to incorporate a number of (ultimately) large trees on common Open Space within the development area. Developers must also demonstrate how they have implemented such plans.</p> <p>6. New tree or hedgerow planting on public open space should be subject to an arboriculture management plan to ensure successful</p> |
| <p>Para 6.102 Trees and hedgerows are important to the biodiversity of the area. They control atmospheric pollution, improve water management and local micro climate, enhancing the character and amenity of the area.</p> <p>There is a lack of street trees within the area especially along the main route through the village. As well as the advantages outlined above, street trees also improve the aesthetic environment of the street scene and benefit the emotional and psychological health of local people. Street tree provision is included in Transport and Infrastructure Policy TR3.</p> | <p>Para 6.102 Trees and hedgerows are important to the biodiversity of the area. They control atmospheric pollution, improve water management and local micro climate, enhancing the character and amenity of the area.</p> <p>There is a lack of street trees within the area especially along the main route through the village. As well as the advantages outlined above, street trees also improve the aesthetic environment of the street scene and benefit the emotional and psychological health of local people. Street tree provision is included in Transport and Infrastructure Policy TR3.</p> |

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| <p>Policy NE3:</p> <p>1. All proposals for development that impact local vistas and views as set out in supporting document entitled ‘Blackrod vistas and views’ and shown generally on the Policies Map, must demonstrate that the local vistas and views will be preserved including distinct buildings, heritage assets, areas of landscape and the juxtaposition of village edges and the open countryside.</p> <p>2. Development which has an adverse impact on locally important vistas and views will not be permitted.</p> | <p>Policy NE3:</p> <p>1. All proposals for development that impact local vistas and views as set out in supporting document entitled ‘Blackrod vistas and views’ and shown generally on the Policies Map, must demonstrate that the local vistas and views will be preserved including distinct buildings, heritage assets, areas of landscape and the juxtaposition of village edges and the open countryside.</p> <p>2. Development which has an adverse impact on locally important vistas and views will not be permitted.</p> <p>Development should take into account and respect important local views and vistas, as indicated on the Policies Map and detailed in the supporting document ‘Blackrod vistas and views’.</p> |
| <p>Para 6.105 The general location of the vistas and views is shown on the Policies Map, with detailed designations shown as Policy Map insets in the supplementary document titled Blackrod Vistas and Views, which provides a justification for a number of locations to be protected under Policy NE3.</p> | <p>Para 6.105 The general location of the vistas and views is shown on the Policies Map, with detailed designations shown as Policy Map insets in the supplementary document titled Blackrod Vistas and Views. which provides a justification for a number of locations to be protected under Policy NE3.</p> |
| <p>Para 6.107 Figure 6.3 is the Flood Risk Map of Blackrod. This shows that the main potential cause of any flood risk is along the River Douglas, which forms part of the boundary of Blackrod. Although there is very little residential development close to or besides, the River Douglas, any proposed development will be decided through the determination of planning applications which must be accompanied with a full flood risk assessment.</p> | <p>Para 6.107 Figure 6.3 is the Flood Risk Map of Blackrod. This shows that the This is shown for information and indicates that the main potential cause of any flood risk is along the River Douglas, which forms part of the boundary of Blackrod. Although there is very little residential development close to or besides, the River Douglas, any proposed development will be decided through the determination of planning applications which must be accompanied with a full flood risk assessment.</p> |

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| <p>PR1</p> <p>1. All new development shall promote and support the provision of safe and fit for purpose pathways, pavements, public rights of way and general access routes, throughout the village and parish, for all pedestrians, cyclists and disabled users.</p> <p>2. Development which impacts on existing public footpaths and rights of way will not be allowed unless:</p> <p>a. Suitable similar alternative provision is made as part of the development or via;</p> <p>b. The costs of any alternative off site provision, signage and reasonable future maintenance being met by the developer; and</p> <p>c. Future management arrangements are agreed with Bolton Council and the Town Council</p> <p>3. All major development shall make provision (on-site and off-site via S106 or S278 agreements) to extend or connect to existing routes for walkers and cyclists including, where possible, routes linking into the countryside as well as into the village and to accommodate people of all ages and abilities including with pushchairs and wheelchairs. This provision is sought in instances where it is required to make the development acceptable in planning terms and is related in scale and kind to the development.</p> <p>4. New developments, refurbishment or significant alterations to existing street scene & layouts should conform to the Manual for Streets 1 & 2 standard as appropriate.</p> | <p>PR1</p> <p>1. All new development shall promote and support the provision of safe and fit for purpose pathways, pavements, public rights of way and general access routes, throughout the village and parish, for all pedestrians, cyclists and disabled users.</p> <p>2. Development which impacts on existing public footpaths and rights of way will not be allowed unless:</p> <p>a. Suitable similar alternative provision is made as part of the development or via;</p> <p>b. The costs of any alternative off site provision, signage and reasonable future maintenance being met by the developer; and</p> <p>c. Future management arrangements are agreed with Bolton Council and the Town Council</p> <p>3. All major development shall make provision (on-site and off-site via S106 or S278 agreements) to extend or connect to existing routes for walkers and cyclists including, where possible, routes linking into the countryside as well as into the village and to accommodate people of all ages and abilities including with pushchairs and wheelchairs. This provision is sought in instances where it is required to make the development acceptable in planning terms and is related in scale and kind to the development.</p> <p>4. New developments, refurbishment or significant alterations to existing street scene & layouts should conform to the Manual for Streets 1 & 2 standard as appropriate.</p> |
| <p>Paras 6.110 The people of Blackrod have expressed the importance of having safe walking and cycling access routes throughout the Parish and how they should be maintained and enhanced. Both activities are popular with local residents and contribute to health and fitness.</p> | <p>Paras 6.110 The people of Blackrod have expressed the importance of having safe walking and cycling access routes throughout the Parish and how they should be maintained and enhanced. Both activities are popular with local residents and contribute to health and fitness.</p> |

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| <p>Para 6.111 With the increasing number of older people and wheelchair users in the village over the period of the Plan, it is vital that all of the key access routes and rights of way around the village core and out across the Parish are of acceptable quality, safe and fit for purpose.</p> | <p>Para 6.111 With the increasing number of older people and wheelchair users in the village over the period of the Plan, it is vital that all of the key access routes and rights of way around the village core and out across the Parish are of acceptable quality, safe and fit for purpose.</p> |
| <p>Policy PR2</p> <p>1. Blackrod Town Council will work with residents and partners to create distinct, high quality landmark Gateways at the following key entrances to the village (as shown on the Policies Map):</p> <ul style="list-style-type: none"> a. The Junction where Manchester Road meets the A6; and b. The Junction where Chorley Road meets the A6. <p>2. Development at the key entrances to the village should:</p> <ul style="list-style-type: none"> a. Be of a high design quality reflecting their role in defining the character of the village; b. Include appropriate landscaping, signage and public realm reflecting their gateway locations; and c. Where appropriate contribute to the construction and maintenance of adjoining village gateway features. | <p>Policy PR2</p> <p>1. Blackrod Town Council will work with residents and partners to create distinct, high quality landmark Gateways at the following key entrances to the village (as shown on the Policies Map):</p> <ul style="list-style-type: none"> a. The Junction where Manchester Road meets the A6; and b. The Junction where Chorley Road meets the A6. <p>2. Development at the key entrances to the village should:</p> <ul style="list-style-type: none"> a. Be of a high design quality reflecting their role in defining the character of the village; b. Include appropriate landscaping, signage and public realm reflecting their gateway locations; and c. Where appropriate contribute to the construction and maintenance of adjoining village gateway features. <p>Development at the gateways to the village, identifies on the Policies Map, should be of a high quality, in keeping with the importance of the gateways reflecting and helping to define the character of the village, taking into account the importance of tress and landscaping, the public realms and signage.</p> |

Policy CF1

1. Blackrod Town Council will support proposals for the development of new community facilities and infrastructure, or improvements to existing community facilities and infrastructure providing:
 - a. They are compatible with existing neighbourhood uses;
 - b. They fit in with the street scene;
 - c. Adequate parking is provided;
 - d. They are of a scale appropriate to the needs of Blackrod and are conveniently accessible to the local residents wishing to walk or cycle; and
 - e. They do not have any adverse impact on the resident's amenities.
2. Blackrod Town Council will work with Bolton Council to ensure that all appropriate available monies, including Section 106 and any Community Infrastructure Levy (CIL), are ring-fenced for Blackrod, through a clear and transparent process, so that community facilities and infrastructure can be improved in line with future developments.
3. All major, (10 units or more), residential planning applications on sites where essential community infrastructure requirements are not included in an up to date Bolton Local Plan Infrastructure Delivery Plan, shall be accompanied by adequate supporting information, prepared in consultation with Blackrod Town Council and relevant providers. This will need to include an assessment of the capacity of existing community infrastructure to accommodate the new residential population and the need for improvements on site or off site.
4. Subject to viability considerations, developer contributions will be required to make appropriate provision towards Community Infrastructure as identified by the Bolton Local Plan Infrastructure Delivery Plan / CIL Regulation 123 List, or identified as part of the

Policy CF1

- The development of new and/ or improvements to existing, community facilities and other physical, social and green infrastructure will be supported subject to such development being accessible and demonstrating respect for local character, residential amenity and highway safety.
- Major residential development proposals should demonstrate how they will make reasonable provisions or contributions towards the cost of appropriate physical, social and/ or green infrastructure (such as education, health and community facilities) to mitigate the impacts of development and ensure that development is acceptable in planning terms.
- ~~1. Blackrod Town Council will support proposals for the development of new community facilities and infrastructure, or improvements to existing community facilities and infrastructure providing:~~
 - ~~a. They are compatible with existing neighbourhood uses;~~
 - ~~b. They fit in with the street scene;~~
 - ~~c. Adequate parking is provided;~~
 - ~~d. They are of a scale appropriate to the needs of Blackrod and are conveniently accessible to the local residents wishing to walk or cycle; and~~
 - ~~e. They do not have any adverse impact on the resident's amenities.~~
 - ~~2. Blackrod Town Council will work with Bolton Council to ensure that all appropriate available monies, including Section 106 and any Community Infrastructure Levy (CIL), are ring-fenced for Blackrod, through a clear and transparent process, so that community facilities and infrastructure can be improved in line with future developments.~~
 - ~~3. All major, (10 units or more), residential planning applications on sites where essential community infrastructure requirements are not included in an up to date Bolton Local Plan Infrastructure Delivery Plan, shall be accompanied by adequate supporting information, prepared in consultation with Blackrod Town Council and relevant providers. This will need to include an assessment of the~~

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| <p>consideration of the planning application through the requirements of CF1.3. Where appropriate, developers will be allowed to make appropriate direct on site</p> | <p>capacity of existing community infrastructure to accommodate the new residential population and the need for improvements on-site or off-site.</p> <p>4. Subject to viability considerations, developer contributions will be required to make appropriate provision towards Community Infrastructure as identified by the Bolton Local Plan Infrastructure Delivery Plan / CIL Regulation 123 List, or identified as part of the consideration of the planning application through the requirements of CF1.3. Where appropriate, developers will be allowed to make appropriate direct on site.</p> |
| <p>Para 6.128 To address the key issues arising from the consultations, a number of objectives have been identified. There are two policies, CF1 and CF2 which guide development to achieve these objectives.</p> <p>Policy CF1 identifies essential community infrastructure, applications of developer contributions and provision of new, or improved, community facilities. CF1 may result in developer contributions either through planning obligation, Section 106, or Community Infrastructure Levy (CIL) if adopted by the local authority. CIL is currently in draft format at the Local Authority but may be initiated within the period of this Plan.</p> <p>Policy CF2, protects, retains and enhances community facilities so that none are lost as a result of other forms of development.</p> | <p>Para 6.128 To address the key issues arising from the consultations, a number of objectives have been identified. There are two policies, CF1 and CF2 which guide development to achieve these objectives.</p> <p>Policy CF1 identifies essential community infrastructure, applications of developer contributions and provision of new, or improved, community facilities. CF1 may result in developer contributions either through planning obligation, Section 106, or Community Infrastructure Levy (CIL) if adopted by the local authority. CIL is currently in draft format at the Local Authority but may be initiated within the period of this Plan.</p> <p>Policy CF2 seeks to protect, retain and enhance community facilities so that none are lost as a result of other forms of development.</p> |
| <p>Para 6.129 The remaining objectives CFO5, CFO6, and CFO7 do not have specific policies within the Neighbourhood Plan. Whilst they are not development planning issues per se, they were areas for which the community expressed strong feelings, and as such warrant inclusion. They are to be addressed by Blackrod Town Council working with Bolton Council and other agencies.</p> | <p>Para 6.129 The remaining objectives CFO5, CFO6, and CFO7 do not have specific policies within the Neighbourhood Plan. Whilst they are not development planning issues per se, they were areas for which the community expressed strong feelings, and as such warrant inclusion. They are to be addressed by Blackrod Town Council working with Bolton Council and other agencies.</p> |

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| <p>Para 6.132 Community feedback highlighted concerns that additional new homes built in Blackrod would put undue pressure on existing healthcare services and facilities for older people. The Blackrod Neighbourhood Development Plan has recognised this concern and provided an allocation for the provision of supported/ independent lifestyle living accommodation in a purpose-built development. Refer to Housing Policy H5 on page 37.</p> | <p>Para 6.132 Community feedback highlighted concerns that additional new homes built in Blackrod would put undue pressure on existing healthcare services and facilities for older people. The Blackrod Neighbourhood Development Plan has recognised this concern and provided an allocation for the provision of supported/ independent lifestyle living accommodation in a purpose-built development. Refer to Housing Policy H5 on page 37.</p> |
| <p>Policy CF2</p> <ol style="list-style-type: none"> 1. Blackrod Town Council will support proposals for the development of new community facilities and infrastructure, or improvements to existing community facilities and infrastructure providing: <ol style="list-style-type: none"> a. They are compatible with existing neighbourhood uses; b. They fit in with the street scene; c. Adequate parking is provided; d. They are of a scale appropriate to the needs of Blackrod and are conveniently accessible to the local residents wishing to walk or cycle; and e. They do not have any adverse impact on the resident's amenities. 2. Blackrod Town Council will work with Bolton Council to ensure that all appropriate available monies, including Section 106 and any Community Infrastructure Levy (CIL), are ring-fenced for Blackrod, through a clear and transparent process, so that community facilities and infrastructure can be improved in line with future developments. 3. All major, (10 units or more), residential planning applications on sites where essential community infrastructure requirements are not included in an up to date Bolton Local Plan Infrastructure Delivery Plan, shall be accompanied by adequate supporting information, prepared in consultation with Blackrod Town Council and relevant providers. This will | <p>Policy CF2</p> <ol style="list-style-type: none"> 1. Blackrod Town Council will support proposals for the development of new community facilities and infrastructure, or improvements to existing community facilities and infrastructure providing: <ol style="list-style-type: none"> a. They are compatible with existing neighbourhood uses; b. They fit in with the street scene; c. Adequate parking is provided; d. They are of a scale appropriate to the needs of Blackrod and are conveniently accessible to the local residents wishing to walk or cycle; and e. They do not have any adverse impact on the resident's amenities. 2. Blackrod Town Council will work with Bolton Council to ensure that all appropriate available monies, including Section 106 and any Community Infrastructure Levy (CIL), are ring-fenced for Blackrod, through a clear and transparent process, so that community facilities and infrastructure can be improved in line with future developments. 3. All major, (10 units or more), residential planning applications on sites where essential community infrastructure requirements are not included in an up to date Bolton Local Plan Infrastructure Delivery Plan, shall be accompanied by adequate supporting information, prepared in consultation with Blackrod Town Council and relevant providers. This will need to include an assessment of the capacity of existing community infrastructure to accommodate the new |

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| <p>need to include an assessment of the capacity of existing community infrastructure to accommodate the new residential population and the need for improvements on site or off site.</p> <p>4. Subject to viability considerations, developer contributions will be required to make appropriate provision towards Community Infrastructure as identified by the Bolton Local Plan Infrastructure Delivery Plan / CIL Regulation 123 List, or identified as part of the consideration of the planning application through the requirements of CF1.3. Where appropriate, developers will be allowed to make appropriate direct on site.</p> | <p>residential population and the need for improvements on site or off site.</p> <p>4. Subject to viability considerations, developer contributions will be required to make appropriate provision towards Community Infrastructure as identified by the Bolton Local Plan Infrastructure Delivery Plan / CIL Regulation 123 List, or identified as part of the consideration of the planning application through the requirements of CF1.3. Where appropriate, developers will be allowed to make appropriate direct on site.</p> |
| | <p>New Para below 6.136:</p> <p>Blackrod Town Council will seek to work with the local community to identify important community facilities and nominate them, where appropriate, for registration as Assets of Community Value.</p> |
| <p>Policy ER1:</p> <p>1. There is a presumption against the loss of existing retail floor space for Use Classes A1-A5 within the village and proposals that would result in a nett loss of these uses will not generally be permitted unless it can be demonstrated, to the satisfaction of the Local Planning Authority, that no alternative user can be found.</p> <p>2. It will be necessary to provide evidence that the site has been adequately and actively marketed at a realistic market price for at least 12 months (at least 24 months in the case of Convenience Stores, Public Houses and Restaurants) and that there is no prospect of a sale or letting being achieved.</p> | <p>Policy ER1:</p> <p>1. There is a presumption against the loss of existing retail floor space for Use Classes A1-A5 within the village and proposals that would result in a nett loss of these uses will not generally be permitted unless it can be demonstrated, to the satisfaction of the Local Planning Authority, that no alternative user can be found.</p> <p>2. It will be necessary to provide evidence that the site has been adequately and actively marketed at a realistic market price for at least 12 months (at least 24 months in the case of Convenience Stores, Public Houses and Restaurants) and that there is no prospect of a sale or letting being achieved.</p> <p>Where planning permission is required, the loss of shops, cafes, takeaways and services (A1-A5 uses) in the village, will not be supported unless it can be demonstrated that there is no prospect of a sale or letting for the existing use, following active marketing at a realistic market price for at least twelve months.</p> |

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| <p>Para 6.155 This objective addresses a common concern raised by the Community that over the years there has been a general loss of retail facilities and support services throughout the village. Although there remains a good core of shops, it is essential that as far as possible the existing facilities should be retained and, based on demand, be encouraged to develop further to meet the needs of the growing Community. In particular, there is an understanding that Blackrod has an aging population and that the ability to meet the needs of this sector of the community “on the doorstep” was very important.</p> | <p>Para 6.155 This objective addresses a Policy ER1 seeks to address a common concern raised by the Community that over the years there has been a general loss of retail facilities and support services throughout the village. Although there remains a good core of shops, it is essential that as far as possible the existing considered essential that, as far as possible, existing facilities should be retained and, based on demand, be encouraged to develop further to meet the needs of the growing Community. In particular, there is an understanding that Blackrod has an aging population and that the ability to meet the needs of this sector of the community “on the doorstep” was very important.</p> |
| <p>Policy ER2</p> <p>1. Proposals for additional retail floor space for uses within Use Classes A1-A5 throughout the village core, as shown on the Policies Map, will be supported providing it is of a scale that complements local provision and is compatible with meeting the daily retail needs of the local Community.</p> <p>2. The proposals shall:</p> <ul style="list-style-type: none"> a. Be appropriate with and positively contribute to the street scene; b. Be supported by adequate parking; c. Not have an adverse impact upon the amenity of nearby residents; and d. Not conflict with other Development Plan Policies. | <p>Policy ER2</p> <p>1. Proposals for additional retail floor space for uses within Use Classes A1-A5 throughout the village core, as shown on the Policies Map, will be supported providing it is of a scale that complements local provision and is compatible with meeting the daily retail needs of the local Community.</p> <p>2. The proposals shall:</p> <ul style="list-style-type: none"> a. Be appropriate with and positively contribute to the street scene; b. Be supported by adequate parking; c. Not have an adverse impact upon the amenity of nearby residents; and d. Not conflict with other Development Plan Policies. <p>Within the village core, as shown on the Policies Map, development within Use Classes A1-A5 will be supported, subject to it respecting local character, residential amenity and highway safety.</p> |
| <p>Para 6.157 With a planned growth in the number of dwellings in the village it is the view that there should be scope for additional retail facilities and, provided the proposed development is appropriate to its surroundings and includes suitable parking, this should be encouraged. Retail Policy ER2 addresses this.</p> | <p>Para 6.157 With a planned growth in the number of dwellings in the village it is the view of the Town Council that there should be scope for additional retail facilities and, provided the proposed development is appropriate to its surroundings and includes suitable parking, this should be encouraged. Retail Policy ER2 seeks to addresses this.</p> |

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| <p>Policy ER4</p> <p>1. The Blackrod Town Council will work with appropriate stakeholders to encourage the provision of a Farmers' and/or Craft Markets/Shops in Blackrod.</p> <p>2. These proposals shall:</p> <ul style="list-style-type: none"> a. Be appropriate with and positively contribute to, the street scene (in the case of non pop-up facilities); b. Be supported by adequate parking; c. Not have an adverse impact on the amenity of nearby residents; and d. Not conflict with other development plan policies. | <p>Policy ER4</p> <p>1. The Blackrod Town Council will work with appropriate stakeholders to encourage the provision of a Farmers' and/or Craft Markets/Shops in Blackrod.</p> <p>2. These proposals shall:</p> <ul style="list-style-type: none"> a. Be appropriate with and positively contribute to, the street scene (in the case of non pop-up facilities); b. Be supported by adequate parking; c. Not have an adverse impact on the amenity of nearby residents; and d. Not conflict with other development plan policies. |
| <p>Para 6.158 In order to support the vibrancy of the village Retail Policy ER4 sets out the mechanism by which the provision of a regular Farmers' Market and/or Craft Fair will be actively encouraged in the village.</p> | <p>Para 6.158 In order to support the vibrancy of the village Retail Policy ER4 sets out the mechanism by which the provision of a regular Farmers' Market and/or Craft Fair will be actively encouraged in the village.</p> <p>With the aim of supporting the vibrancy of the Village, the Town Council will seek to work with appropriate stakeholders to encourage the provision of a Farmers' and or Craft Markets/ Shops in Blackrod. In doing this, the Town Council will seek to ensure that such markets and/or shops have sufficient parking and respect the amenity of residents.</p> |
| <p>Policy ER3</p> <p>1. Proposals that provide for new or expanded facilities in Use Class D1 (Non-residential institutions e.g. Clinics; Health Centres; Day Nurseries and other public buildings) within the vicinity of the village core will be strongly supported.</p> <p>2. The proposals shall:</p> <ul style="list-style-type: none"> a. Be appropriate with and positively contribute to the street scene; b. Be supported by adequate parking; | <p>Policy ER3</p> <p>1. Proposals that provide for new or expanded facilities in Use Class D1 (Non-residential institutions e.g. Clinics; Health Centres; Day Nurseries and other public buildings) within the vicinity of the village core will be strongly supported.</p> <p>2. The proposals shall:</p> <ul style="list-style-type: none"> a. Be appropriate with and positively contribute to the street scene; b. Be supported by adequate parking; c. Not have an adverse impact on the amenity of the residents; and |

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| <p>c. Not have an adverse impact on the amenity of the residents; and d. Not conflict with other development plan policies.</p> <p>3. Proposals that would result in a nett loss of Class D1 uses will not generally be permitted unless it can be demonstrated, to the satisfaction of the Local Planning Authority, that no alternative user can be found.</p> <p>4. It will be necessary to provide evidence that the site has been adequately and actively marketed at a realistic market price for at least 12 months and that there is no prospect of a sale or letting being achieved.</p> | <p>d. Not conflict with other development plan policies.</p> <p>3. Proposals that would result in a nett loss of Class D1 uses will not generally be permitted unless it can be demonstrated, to the satisfaction of the Local Planning Authority, that no alternative user can be found.</p> <p>4. It will be necessary to provide evidence that the site has been adequately and actively marketed at a realistic market price for at least 12 months and that there is no prospect of a sale or letting being achieved.</p> <p>Proposals that provide for new or expanded facilities in use Class D1 (eg, clinics, health centres, creches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls paces of worships, church halls) within or easily accessible to the village core, will be supported, subject to respecting local character, residential amenity and highway safety.</p> <p>The loss of Class D1 uses will not be supported unless it can be demonstrated that there is no prospect of a sale or letting for the existing use, following active marketing at a realistic market price for at least twelve months.</p> |
| <p>Policy ER5</p> <p>1. Proposals that increase or help to retain employment on existing employment sites, as identified on the Policies Map together with other sub-areas of employment within the Plan area, will be supported in principle (subject to meeting other development plan policy requirements), including in particular, proposals for the provision of small units to support affordable workshop/office space suitable for start-up businesses.</p> | <p>Policy ER5</p> <p>1. Proposals that increase or help to retain employment on existing employment sites, as identified on the Policies Map together with other sub-areas of employment within the Plan area, will be supported in principle (subject to meeting other development plan policy requirements), including in particular, proposals for the provision of small units to support affordable workshop/office space suitable for start-up businesses.</p> <p>Development that helps to sustain or intensify employment generating uses on established employment sites will be supported.</p> |

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| <p>Para 6.168 This objective sets out to ensure that the existing employment sites are retained and, where appropriate, seeks to encourage new businesses, especially start-up businesses.</p> | <p>Para 6.168 This objective sets out Blackrod Town Council aims to ensure that the existing employment sites are retained and, where appropriate, seeks to encourage new businesses, especially start-up businesses.</p> |
| <p>Policy ER6</p> <p>1. Proposals that result in the nett loss of employment sites, as identified on the Policies Map together with other sub-areas of employment within the Plan area, whether through change of use or redevelopment will not generally be permitted unless it can be demonstrated, to the satisfaction of the Local Planning Authority, that the premises are no longer suitable for business use and no other suitable business user can be found.</p> <p>2. It will be necessary to provide evidence that the site has been adequately and actively marketed, at a realistic market price, for at least 12 months and that there is no prospect of a new business occupier being found.</p> | <p>Policy ER6</p> <p>1. Proposals that result in the nett loss of employment sites, as identified on the Policies Map together with other sub-areas of employment within the Plan area, whether through change of use or redevelopment will not generally be permitted unless it can be demonstrated, to the satisfaction of the Local Planning Authority, that the premises are no longer suitable for business use and no other suitable business user can be found.</p> <p>2. It will be necessary to provide evidence that the site has been adequately and actively marketed, at a realistic market price, for at least 12 months and that there is no prospect of a new business occupier being found.</p> <p>Development proposals that would result in the loss of an employment site will not be supported unless it can be demonstrated that the site is no longer suited to employment use and that employment use is no longer viable, further to actively marketing the land for employment use at a market value for a period of at least twelve months.</p> |
| <p>Policy ER7</p> <p>1. The Blackrod Town Council will work with the landowners, and other stakeholders to support a programme of improvements to, and/or redevelopment of, Blackrod Industrial Estate with the objective to make it more suitable for a modern industrial enterprise, including:</p> <ul style="list-style-type: none"> a. Modernisation and/or replacement of obsolete buildings; b. Improvement of road and pedestrian access; c. Provision of adequate parking; d. Provision of improved signage and landscaping; and | <p>Policy ER7</p> <p>1. The Blackrod Town Council will work with the landowners, and other stakeholders to support a programme of improvements to, and/or redevelopment of, Blackrod Industrial Estate with the objective to make it more suitable for a modern industrial enterprise, including:</p> <ul style="list-style-type: none"> a. Modernisation and/or replacement of obsolete buildings; b. Improvement of road and pedestrian access; c. Provision of adequate parking; d. Provision of improved signage and landscaping; and |

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| e. Improved broadband connectivity. | e. Improved broadband connectivity. |
| Para 6.175 Economy and Employment Policy ER7 addresses this. | Para 6.175 Economy and Employment Policy ER7 addresses this. With the aim of supporting the improvement of Blackrod Industrial Estate, the Town Council will seek to work with the landowners and other stakeholders to support a programme of improvements aimed at modernising the Estate. |
| Policy BH1 1. All planning proposals having a potential impact on a designated Heritage Asset must be accompanied by a Heritage Assets Assessment (which clearly indicates that, as a minimum, the Historic Environment Record (HER) has been consulted). 2. Proposals, including change of use, which enable the appropriate and sensitive repair and re-use of listed buildings, will be supported. 3. All proposals must, at least, preserve the important physical appearance, scale and settings of listed buildings and monuments. 4. There will be a presumption against developments that have an adverse impact on the whole or material part of the significance of designated heritage assets or their setting within Blackrod, unless they can demonstrate that: a. The conservation of the asset and its setting is not compromised, and, where possible, is enhanced, in terms of the quality of design, layout and | Policy BH1 1. All planning proposals having a potential impact on a designated Heritage Asset must be accompanied by a Heritage Assets Assessment (which clearly indicates that, as a minimum, the Historic Environment Record (HER) has been consulted). 2. Proposals, including change of use, which enable the appropriate and sensitive repair and re-use of listed buildings, will be supported. 3. All proposals must, at least, preserve the important physical appearance, scale and settings of listed buildings and monuments. 4. There will be a presumption against developments that have an adverse impact on the whole or material part of the significance of designated heritage assets or their setting within Blackrod, unless they can demonstrate that: a. The conservation of the asset and its setting is not compromised, and, where possible, is enhanced, in terms of the quality of design, layout and materials (scale, form, bulk, height, character and features); b. The developments do not lead to an inappropriate alteration or extension to a |

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| <p>materials (scale, form, bulk, height, character and features);</p> <p>b. The developments do not lead to an inappropriate alteration or extension to a designated heritage asset; and</p> <p>c. They do not undermine the wider setting of a designated heritage asset, nor impact on views of the heritage of the asset.</p> <p>5. Development that involves the loss of the whole or a material part of the significance of a designated Heritage Asset will only be granted in the most exceptional circumstances and the proposal must demonstrate that:</p> <p>a. All reasonable efforts have been made to either, sustain the existing use, find a viable alternative use, or mitigate the extent of the harm to the asset; and</p> <p>b. The benefits of permitting the development outweigh the scale of any harm or loss.</p> <p>6. Where, in only the most exceptional circumstances, planning permission is granted for any development that will result in the loss of the whole or a material part of the significance of a designated asset, planning conditions or a legal agreement will be used to:</p> <p>a. Provide for the recording of the significance of the Heritage Asset and the subsequent deposit of the evidence with the Historic Environment Record and of any archives with a local museum/library; and</p> <p>b. Provide the community with an assurance that the development will not proceed before the loss has been recorded.</p> | <p>designated heritage asset; and</p> <p>c. They do not undermine the wider setting of a designated heritage asset, nor impact on views of the heritage of the asset.</p> <p>5. Development that involves the loss of the whole or a material part of the significance of a designated Heritage Asset will only be granted in the most exceptional circumstances and the proposal must demonstrate that:</p> <p>a. All reasonable efforts have been made to either, sustain the existing use, find a viable alternative use, or mitigate the extent of the harm to the asset; and</p> <p>b. The benefits of permitting the development outweigh the scale of any harm or loss.</p> <p>6. Where, in only the most exceptional circumstances, planning permission is granted for any development that will result in the loss of the whole or a material part of the significance of a designated asset, planning conditions or a legal agreement will be used to:</p> <p>a. Provide for the recording of the significance of the Heritage Asset and the subsequent deposit of the evidence with the Historic Environment Record and of any archives with a local museum/library; and</p> <p>b. Provide the community with an assurance that the development will not proceed before the loss has been recorded.</p> <p>All heritage assets and their settings must be conserved according to their significance. Development proposals affecting designation heritage assets and/or their settings must be accompanied by a heritage assessment that describes the significance of any heritage assets affected, including any contribution made by their setting. The assessment should demonstrate that the Historic Environment Record has been consulted.</p> |
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| <p>Para 6.181 These buildings and structures are added to the National Heritage List for England which affords a degree of control and protection over what may happen to them.</p> | <p>Para 6.181 These buildings and structures are added to the National Heritage List for England which affords a degree of control and protection over what may happen to them.</p> <p>Designated heritage assets are protected by statute. Policy BH1 reflects this and sets out their requirement for development impacting on a designated asset or its setting to recognise and demonstrate understanding of the asset affected.</p> |
| <p>Para 6.182 Built Heritage Policy BH1 outlines the protections and requirements to further preserve the historic and architectural designated assets of Blackrod.</p> | <p>Para 6.182 Built Heritage Policy BH1 outlines the protections and requirements to further preserve the historic and architectural designated assets of Blackrod.</p> |
| <p>Policy BH2</p> <ol style="list-style-type: none"> 1. All planning proposals having a potential impact on a non-designated Heritage Asset must be accompanied by a Heritage Assets Assessment (which clearly indicates that, as a minimum, the Historic Environment Record (HER) has been consulted). 2. The identified non-designated Heritage Assets in Blackrod should be preserved or enhanced as part of any development proposals on, or adjacent to, their locations. 3. The list will be reviewed and any further non-designated assets that are identified will be added when the Neighbourhood Plan is reviewed. 4. A balanced judgement will be made between the benefits of developments and any adverse impacts on the whole or material part of the significance of non-designated heritage assets within Blackrod. It would be expected that it could be demonstrated that: <ol style="list-style-type: none"> a. The conservation of the asset and its setting is not compromised, and, | <p>Policy BH2</p> <ol style="list-style-type: none"> 1. All planning proposals having a potential impact on a non-designated Heritage Asset must be accompanied by a Heritage Assets Assessment (which clearly indicates that, as a minimum, the Historic Environment Record (HER) has been consulted). 2. The identified non-designated Heritage Assets in Blackrod should be preserved or enhanced as part of any development proposals on, or adjacent to, their locations. 3. The list will be reviewed and any further non-designated assets that are identified will be added when the Neighbourhood Plan is reviewed. 4. A balanced judgement will be made between the benefits of developments and any adverse impacts on the whole or material part of the significance of non-designated heritage assets within Blackrod. It would be expected that it could be demonstrated that: <ol style="list-style-type: none"> a. The conservation of the asset and its setting is not compromised, and, where |

where possible, is enhanced, in terms of the quality of design, layout and materials (scale, form, bulk, height, character and features);
b. The developments do not lead to an inappropriate alteration or extension to a non-designated heritage asset ; and
c. They do not undermine the wider setting of a non-designated heritage asset, nor impact on views of the heritage of the asset.

5. Where development involves the loss of the whole or a material part of the significance of non-designated heritage asset the proposal must demonstrate that:

- a. All reasonable efforts have been made to either, sustain the existing use, find a viable alternative use, or mitigate the extent of the harm to the asset; and
- b. The benefits of permitting the development outweigh the scale of any harm or loss.

6. Where planning permission is granted for development that will result in the loss of the whole or a material part of the significance of a non-designated asset, planning conditions or a legal agreement will be used to:

- a. Provide for the recording of the significance of the heritage asset and the subsequent deposit of the evidence with the Historic Environment Record and of any archives with a local museum/library; and
- b. Provide the Community with an assurance that the development will not proceed before the loss has been recorded.

~~possible, is enhanced, in terms of the quality of design, layout and materials (scale, form, bulk, height, character and features);
b. The developments do not lead to an inappropriate alteration or extension to a non-designated heritage asset ; and
c. They do not undermine the wider setting of a non-designated heritage asset, nor impact on views of the heritage of the asset.~~

~~5. Where development involves the loss of the whole or a material part of the significance of non-designated heritage asset the proposal must demonstrate that:~~

- ~~a. All reasonable efforts have been made to either, sustain the existing use, find a viable alternative use, or mitigate the extent of the harm to the asset; and~~
- ~~b. The benefits of permitting the development outweigh the scale of any harm or loss.~~

~~6. Where planning permission is granted for development that will result in the loss of the whole or a material part of the significance of a non-designated asset, planning conditions or a legal agreement will be used to:~~

- ~~a. Provide for the recording of the significance of the heritage asset and the subsequent deposit of the evidence with the Historic Environment Record and of any archives with a local museum/library; and~~
- ~~b. Provide the Community with an assurance that the development will not proceed before the loss has been recorded.~~

The enhancement of non-designated heritage assets identified on the Neighbourhood Area's Local List will be supported. Development proposals affecting a non-designated heritage asset should demonstrate how they will conserve that asset in accordance with its significance.

| | |
|---|---|
| <p>Para 6.186 Table 6.2 Is the Local List of the buildings important to the heritage of Blackrod that should be protected. This Local List of non-designated heritage assets will be protected under Built Heritage Policy BH2. Blackrod's Local List is set out in the accompanying document titled Blackrod Local List of Buildings and Structures, which outlines the selection, justification, criteria, photograph, and inset location maps of each building/structure on the Local List.</p> | <p>Para 6.186 Table 6.2 Is the Local List of the buildings important to the heritage of Blackrod that should be protected. This Local List of non-designated heritage assets is the focus of will be protected under Built Heritage Policy BH2. Blackrod's Local List is set out in the accompanying document titled Blackrod Local List of Buildings and Structures, which outlines the selection, justification, criteria, photograph, and inset location maps of each building/structure on the Local List.</p> |
| <p>Policy BH3</p> <ol style="list-style-type: none"> 1. All planning proposals having a potential impact on an Area of Special Character shall be accompanied by a specific assessment of that impact. 2. The following areas in Blackrod have special character which is important to protect, See the Policies Map :- <ol style="list-style-type: none"> a. Pool Green cottages and the Old Vicarage; b. Bobbin Hall and adjoining cottages; c. Arley Hall, Coach House, Folly, Abbey Farm, Abbey House and Canal Bridge 64; d. Blackrod Cemetery, Chapel and War Memorial; e. Stone cottages 135-139 Manchester Road; f. Stone cottages 25-27-29 Whitehall Lane; and g. The Folds (off Whitehall Lane). 3. The list will be reviewed and any further areas of special character that are identified will be added when the Neighbourhood Plan is reviewed. 4. In order to maintain the important contribution which these areas make to the character, townscape or heritage of Blackrod, any development must maintain the overall character of these areas and not have a detrimental impact. | <p>Policy BH3</p> <ol style="list-style-type: none"> 1. All planning proposals having a potential impact on an Area of Special Character shall be accompanied by a specific assessment of that impact. 2. The following areas in Blackrod have special character which is important to protect, See the Policies Map :- <ol style="list-style-type: none"> a. Pool Green cottages and the Old Vicarage; b. Bobbin Hall and adjoining cottages; c. Arley Hall, Coach House, Folly, Abbey Farm, Abbey House and Canal Bridge 64; d. Blackrod Cemetery, Chapel and War Memorial; e. Stone cottages 135-139 Manchester Road; f. Stone cottages 25-27-29 Whitehall Lane; and g. The Folds (off Whitehall Lane). 3. The list will be reviewed and any further areas of special character that are identified will be added when the Neighbourhood Plan is reviewed. 4. In order to maintain the important contribution which these areas make to the character, townscape or heritage of Blackrod, any development must maintain the overall character of these areas and not have a detrimental impact. 5. Within these areas, the following will apply:- <ol style="list-style-type: none"> a. Any development must retain or enhance the landscape setting of the site within its surroundings; |

| | |
|--|--|
| <p>5. Within these areas, the following will apply:</p> <ul style="list-style-type: none"> a. Any development must retain or enhance the landscape setting of the site within its surroundings; b. Extensions will only be permitted if they are in keeping with the scale and character of the property and its surroundings (layout and materials, scale, form, bulk, height, character and features); and c. Proposals, including change of use, which enable the appropriate and sensitive repair and re-use of buildings, will be supported. | <p>b. Extensions will only be permitted if they are in keeping with the scale and character of the property and its surroundings (layout and materials, scale, form, bulk, height, character and features); and</p> <p>c. Proposals, including change of use, which enable the appropriate and sensitive repair and re-use of buildings, will be supported.</p> <p>The following areas in Blackrod have been identified in recognition of their special character:</p> <ul style="list-style-type: none"> a. Pool Green cottages and Old Vicarage; b. Bobbin Hall and adjoining cottages; c. Arley Hall, Coach House, Folly, Abbey Farm, Abbey House and Canal Bridge 64; d. Blackrod Cemetery, Chapel and War Memorial; e. Stone cottages 135-139 Manchester Road; f. Stone cottages 25-27-29 Whitehall Lane; and; g. The Folds (off Whitehall Lane). <p>Development proposals should demonstrate how they respect these areas of special character.</p> |
| <p>Para 8.1 Housing Policy H6 sets out how development will normally be expected to contribute towards the mitigation of its impact on infrastructure, services and the environment and contribute towards the requirements of the community.</p> <p>Para 8.2 The majority of the policies will be implemented through the planning process, by the determination of normal planning applications in relation to this Neighbourhood Plan.</p> | <p>Para 8.1 Housing Policy H6 sets out how development will normally be expected to contribute towards the mitigation of its impact on infrastructure, services and the environment and contribute towards the requirements of the community.</p> <p>Para 8.2 The majority of the policies will be implemented through the planning process, by the determination of normal planning applications in relation to this Neighbourhood Plan.</p> <p>The made Policies of the Neighbourhood Plan form part of the development plan for the Neighbourhood Area. As such, the Policies serve to control development and together with the rest of the development plan, form the basis upon which the local planning authority, Bolton Council, will determine planning applications within Blackrod.</p> |

Para 8.3 Monitoring and reviewing new development against the NDP's objectives and against the policies which implement them will ensure the success of the NDP. Bolton Council is responsible for determining planning applications in the Neighbourhood Development Area and for monitoring delivery of the development plan's policies. The Town Council will also monitor development and carry out an annual review.

Para 8.3 Monitoring and reviewing new development against the NDP's objectives and against the policies which implement them will ensure the success of the NDP. ~~Bolton Council is responsible for determining planning applications in the Neighbourhood Development Area and for monitoring delivery of the development plan's policies.~~ The Town Council will ~~also~~ monitor development across the Neighbourhood Area and carry out an annual review.

Recommendations to delete the following tables:

| OBJECTIVE | SUPPORTING POLICY |
|--|---|
| HO1 Ensure the future housing development needs of the wider community are met by promoting the findings from the latest Housing Needs Assessment and ensuring the right housing mix is implemented. | H1 New Housing Development H2 Housing Mix H3 Housing for the Ageing Population H4 Local Occupancy H5 Site allocations |
| HO2 Ensure growth in housing comes with compatible levels of improvement in local infrastructure, rights of way, community services & facilities. | H6 The use of section 106 Agreements & Developer Contributions |
| HO3 Ensure new housing and existing neighbourhood developments are configured with quality construction, accessibility and safety in mind. | DES1 Design Principles |
| HO4 Ensure new housing developments and re-development of existing housing are of designs and materials compatible with the existing street scene, townscape and character of the village and its surrounds. | DES1 Design Principles |

| OBJECTIVE | SUPPORTING POLICY |
|---|--|
| TRO1 Ensure that applicants from the outset consider the provision of good non-vehicular connectivity with the village centre, services and facilities – particularly for the less mobile | TR1 Information required to support planning applications. |
| TRO2 Ensure that the village has good and easy to use public transport links with the neighbouring conurbations, facilities and services | TR2 Improve the provision of Public Transport Services. |
| TRO3 Improve the overall experience for residents and visitors in getting around the village – including car parking facilities | TR3 Getting about in Blackrod. TR4 Car parking in Blackrod – General. TR5 Car parking in Blackrod – Improvements |

| OBJECTIVE | SUPPORTING POLICY |
|--|---|
| NEO1 Preserve the Open Spaces, expand and protect the Green Spaces for the benefit, use and enjoyment of all ages. | NE1 Green Infrastructure. |
| NEO2 Improve and maintain the character and quality of the urban/rural landscape and townscape environment. | NE2 Trees and Hedgerows. NE3 Vistas and Views. |

| OBJECTIVE | SUPPORTING POLICY |
|---|---|
| PRO1 Ensure pathways, pavements and public rights of way are safe and fit for purpose for all pedestrians and disabled users. | PR1 Safe and fit for purpose rights of way. |
| PRO2 Improve and maintain the character and quality of the urban/rural landscape and townscape environment. | PR2 Gateways. |

| OBJECTIVE | SUPPORTING POLICY |
|--|---|
| CF01 To ensure that essential Community Facilities and infrastructure can meet the needs of current and future developments in Blackrod. | CF1 Community Facilities Infrastructure. |
| CF02 To ensure there are sufficient primary school places in Blackrod for all children living in Blackrod. | |
| CF03 To ensure that the GP surgery and other essential health and care facilities are located in Blackrod with sufficient capacity to serve the needs of Blackrod's residents. | |
| CF04 To protect, retain and enhance Community Facilities in Blackrod. | |
| | CF2 Retention and Improvement of Community Facilities. |
| CF05 To provide recycling facilities in Blackrod. | Blackrod Town Council will work with Bolton Council to address this. |
| CF06 To ensure public access to toilet facilities in Blackrod. | Blackrod Town Council will work with a range of other agencies to address this. |
| CF07 To provide an appropriate level of policing for Blackrod. | Blackrod Town Council will work with a range of other agencies to address this. |

| OBJECTIVE | SUPPORTING POLICY |
|--|--|
| ERO1 Ensure the retention and extension of essential retail facilities in order to maintain a vibrant village. | ER1 Retain existing “core” retail facilities. |
| | ER2 Encourage more local retail space that meets the needs of the Village. |
| | ER4 Support the provision of a Farmers’ and/or Craft Market. |
| ERO2 Ensure the continued provision of well-being support facilities in the village | ER3 Encourage the retention/expansion of well-being support services. |

Table H2.1

| Dwelling Type | % of Total | % of the total of this type of dwelling that should be suitable for older residents. |
|---------------------------|------------|--|
| One/Two Bed | 50% | 90% |
| Three Bed (detached only) | 20% | - |
| Four+ Bed (detached only) | 30% | - |

Table 8.1: Policy Delivery (entire table)

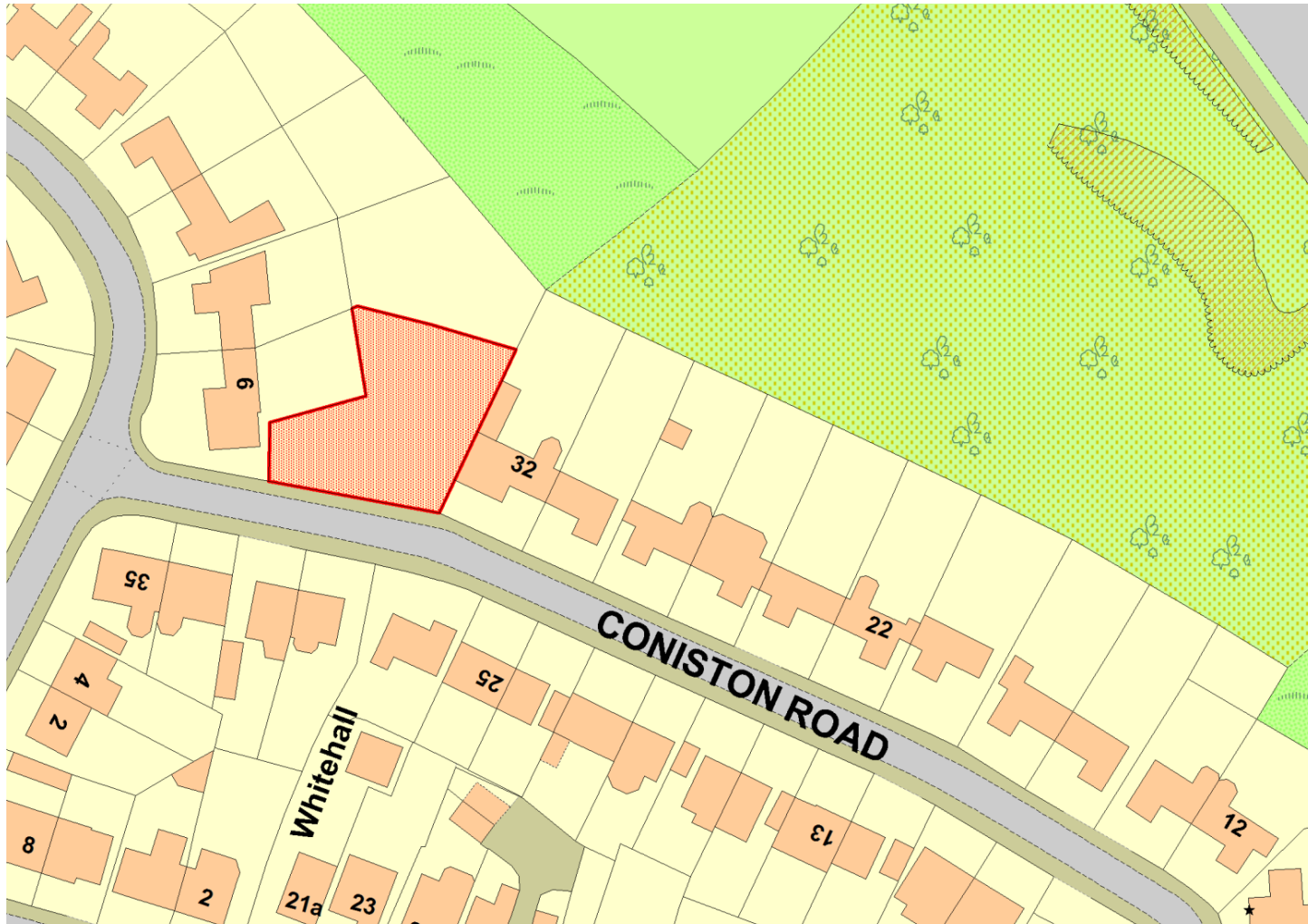
| Neighbourhood Development Plan Policy | Main Delivery Mechanism |
|---|---|
| H1: New Housing Development | Through the determination of planning applications. |
| H2: Housing Mix | Through the determination of planning applications. |
| H3: Housing for the Ageing Population | Through the determination of planning applications. |
| H4: Local Occupancy | Through the determination of planning applications. |
| H5: Housing Development Site Allocation | Through the determination of planning applications. |
| H6: Use of 106 Agreements and Developer Contributions | Through the determination of planning applications. |
| DES1: Design Principles | Through the determination of planning applications. |
| TR1: Transport and Infrastructure – Information required to support planning applications | Through the determination of planning applications. |
| TR2: Improve the provision of Public Transport Services | Through the determination of planning applications. |

The following are the Protected Open Space sites, which are included within the Neighbourhood Plan as mentioned in the modification notes above.

LGS Site Ref 1: Nightingale Road –Land on both sides at junction with Chorley Road



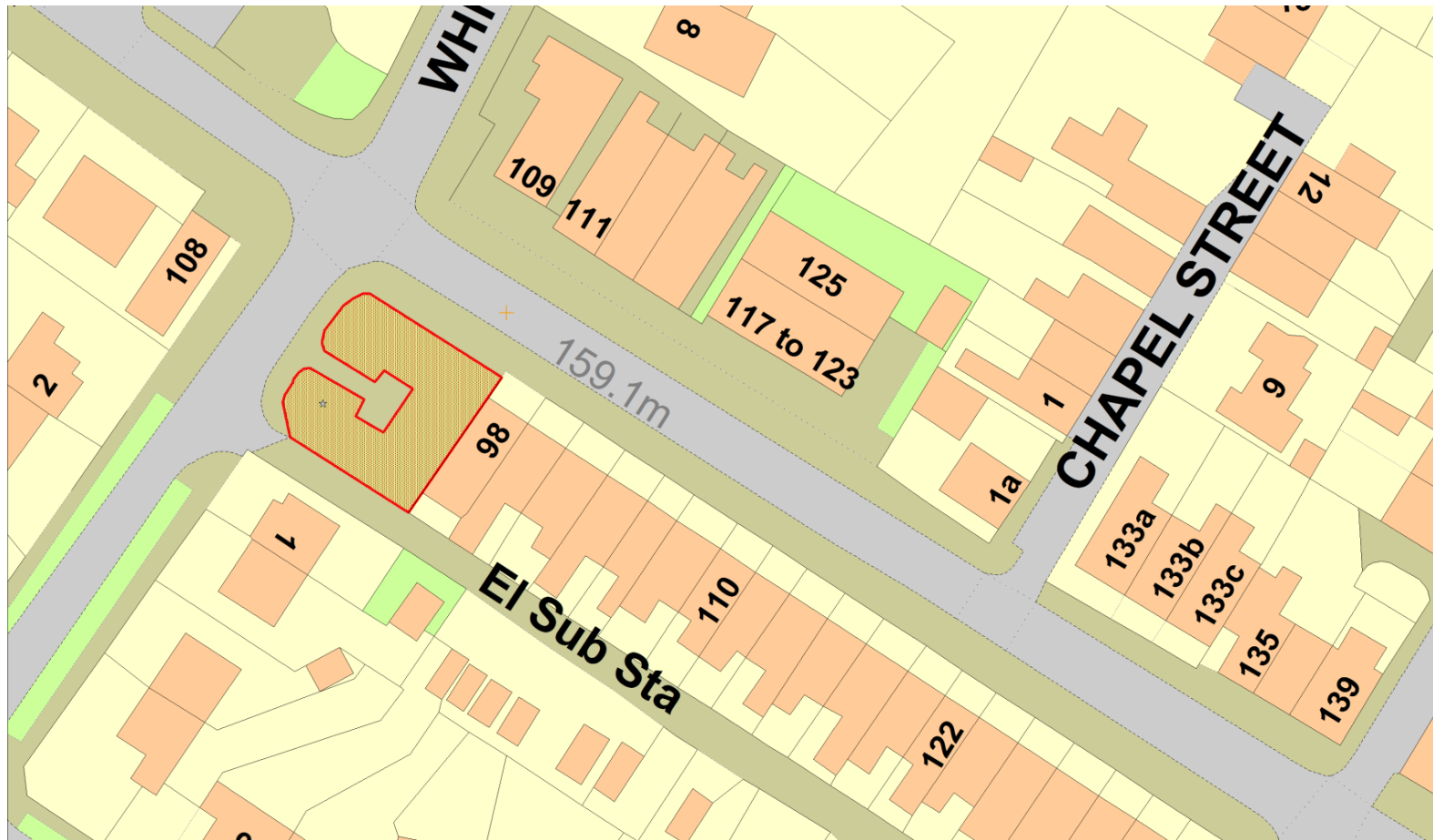
LGS Site Ref 2: Coniston Road-Land opposite number 29



LGS Site Ref 3: Chorley Road-Land at junction with A6



LGS Site Ref 4: Ridgeway-Land at junction with New Street



LGS Site Ref 5: Whitehall Lane-Land opposite numbers 23b to 41



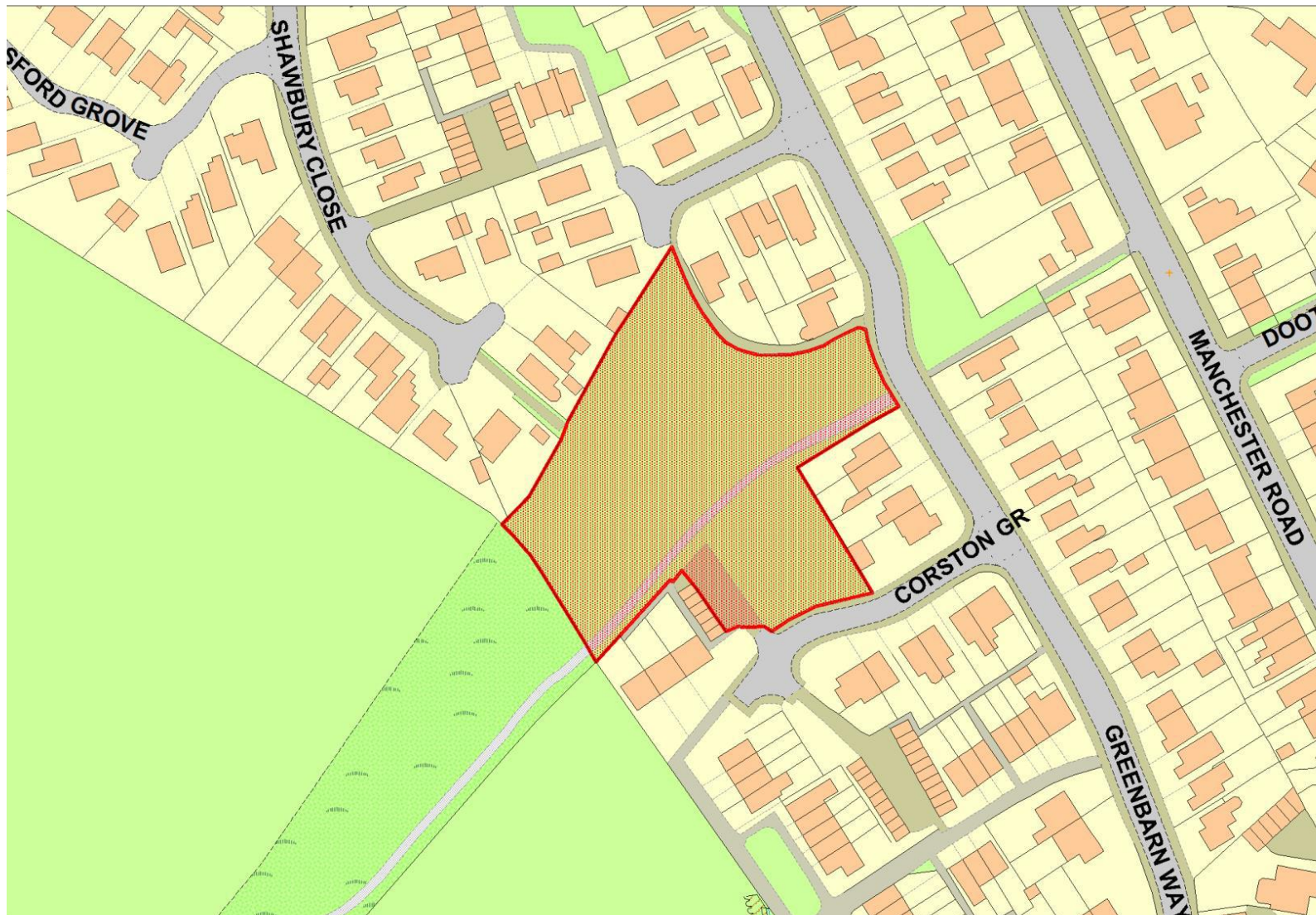
LGS Site Ref 6: GreenbarnWay-Land opposite number 2 to 6



LGS Site Ref 7: Greenbarn Way-Land in front of Number 8 to 18



LGS Site Ref 8: GreenbarnWay-Land between number 47-57

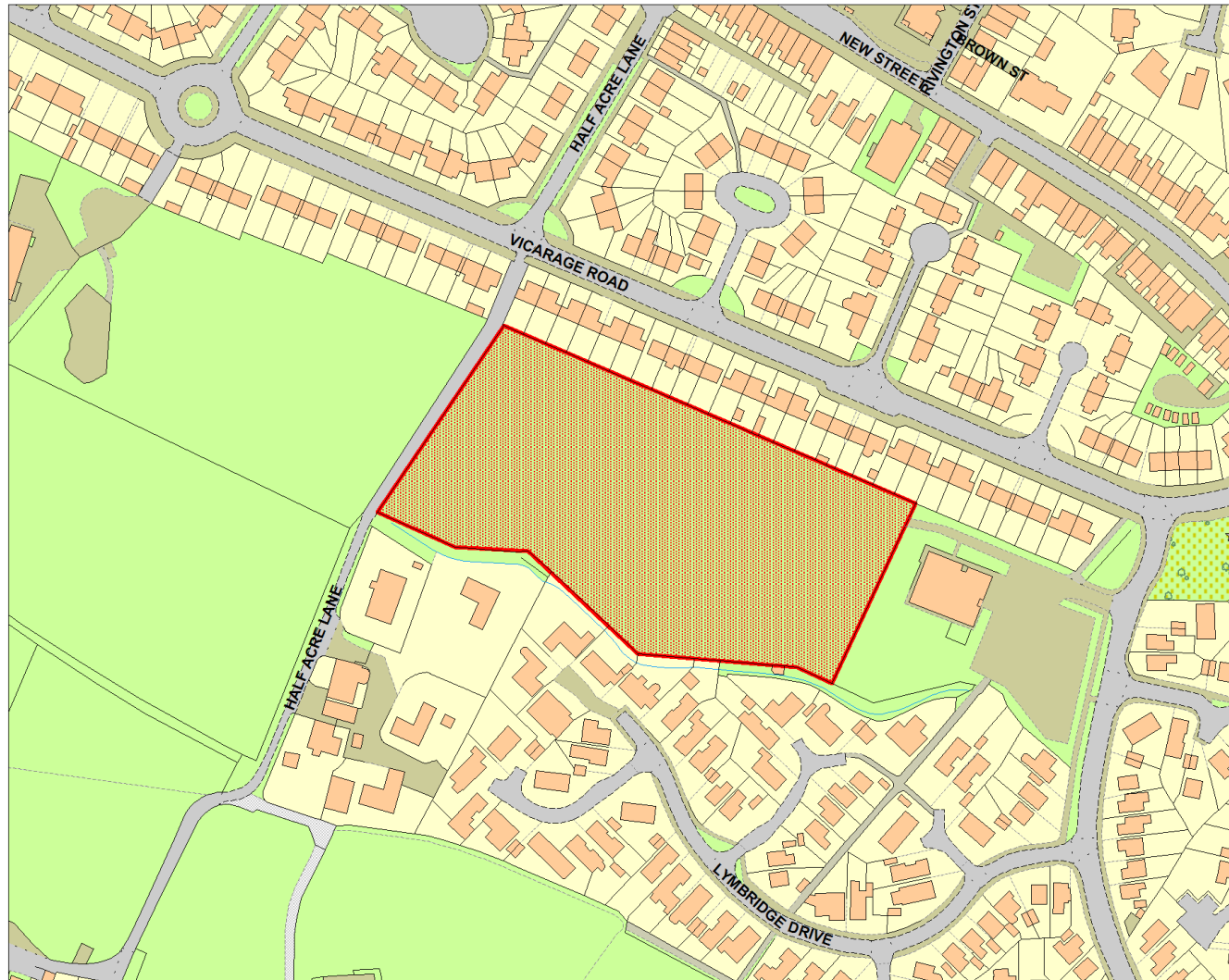


The map shows a residential area with a large plot of land outlined in red and labeled 149.0m. The plot is situated near a road and a green space. The map includes various house numbers (e.g., 181, 204, 260, 271) and street names (Green, VAUZEHOUSE CL, MANCHESTER). The plot is situated near a road and a green space.

LGS Site Ref 10: Vicarage Road –Vicarage Road-Land at junction of Vicarage Road and Manchester Road near Pool Green



LGS Site Ref 11: Vicarage Road Playing Field—Land associated with the Community Centre



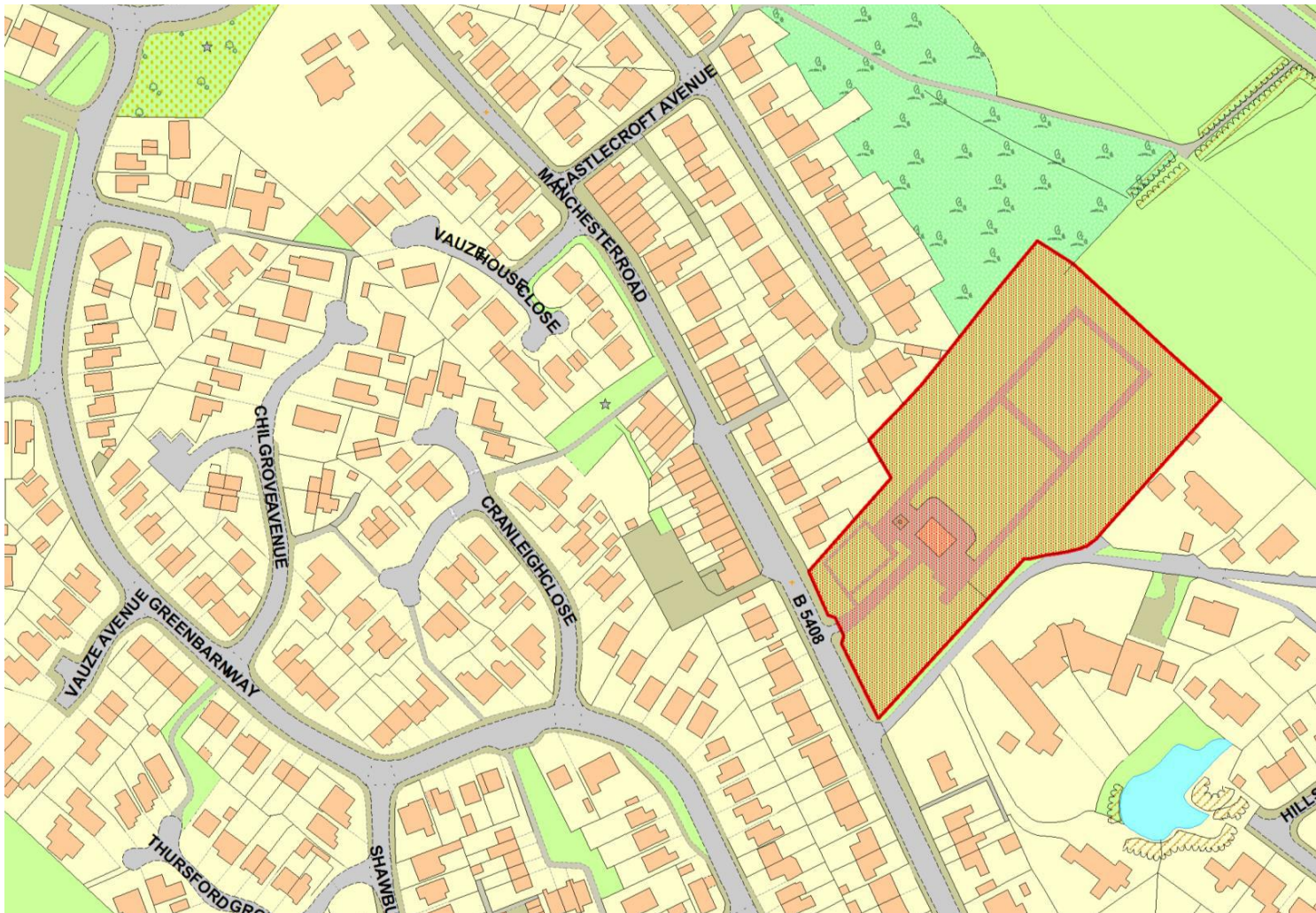
LGS Site Ref 12: Vicarage Road Playing Field—Land between Half Acre and the Cricket Club



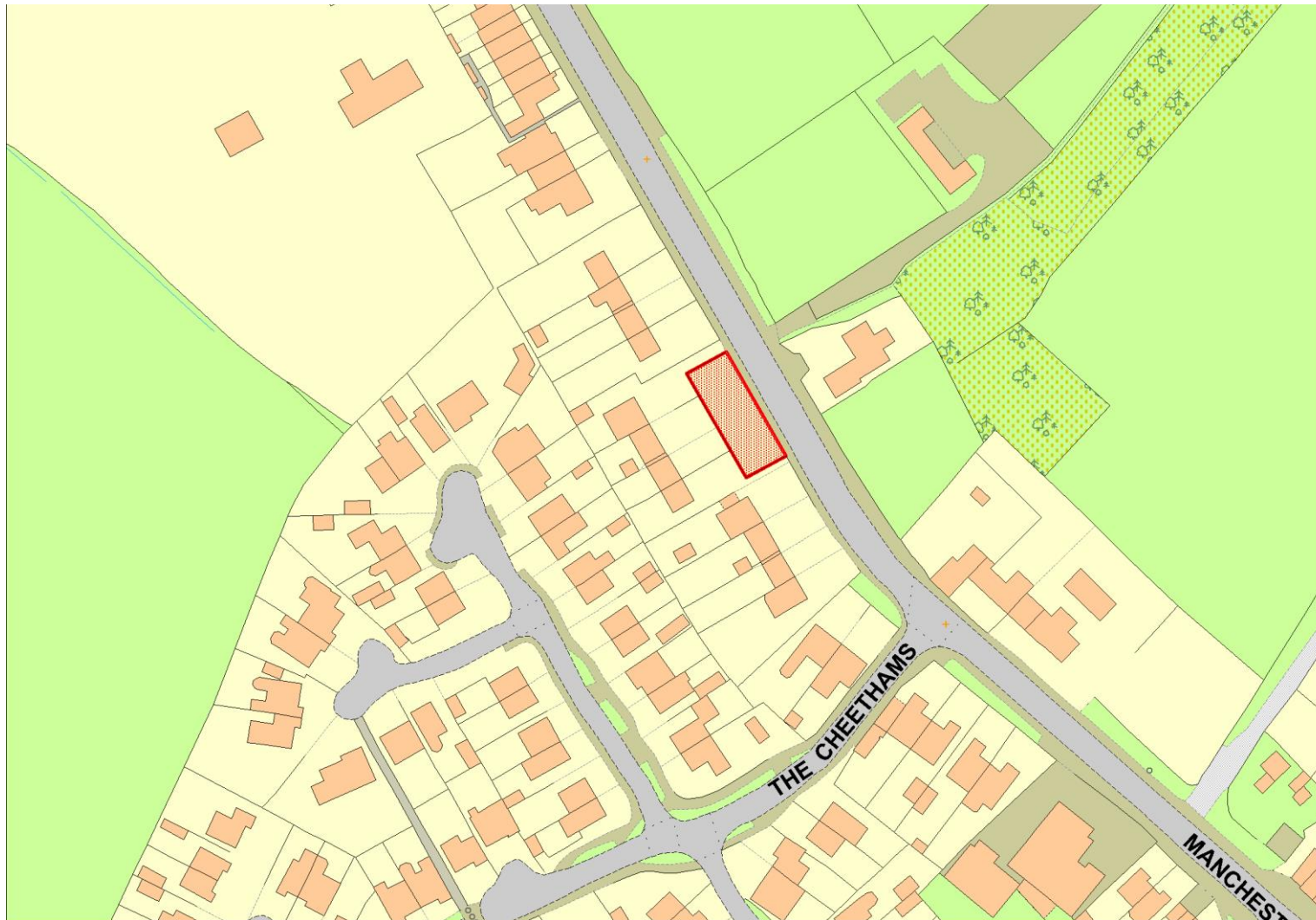
LGS Site Ref 13: Cranleigh Close-Land adjoining Cranleigh Close and Manchester Road



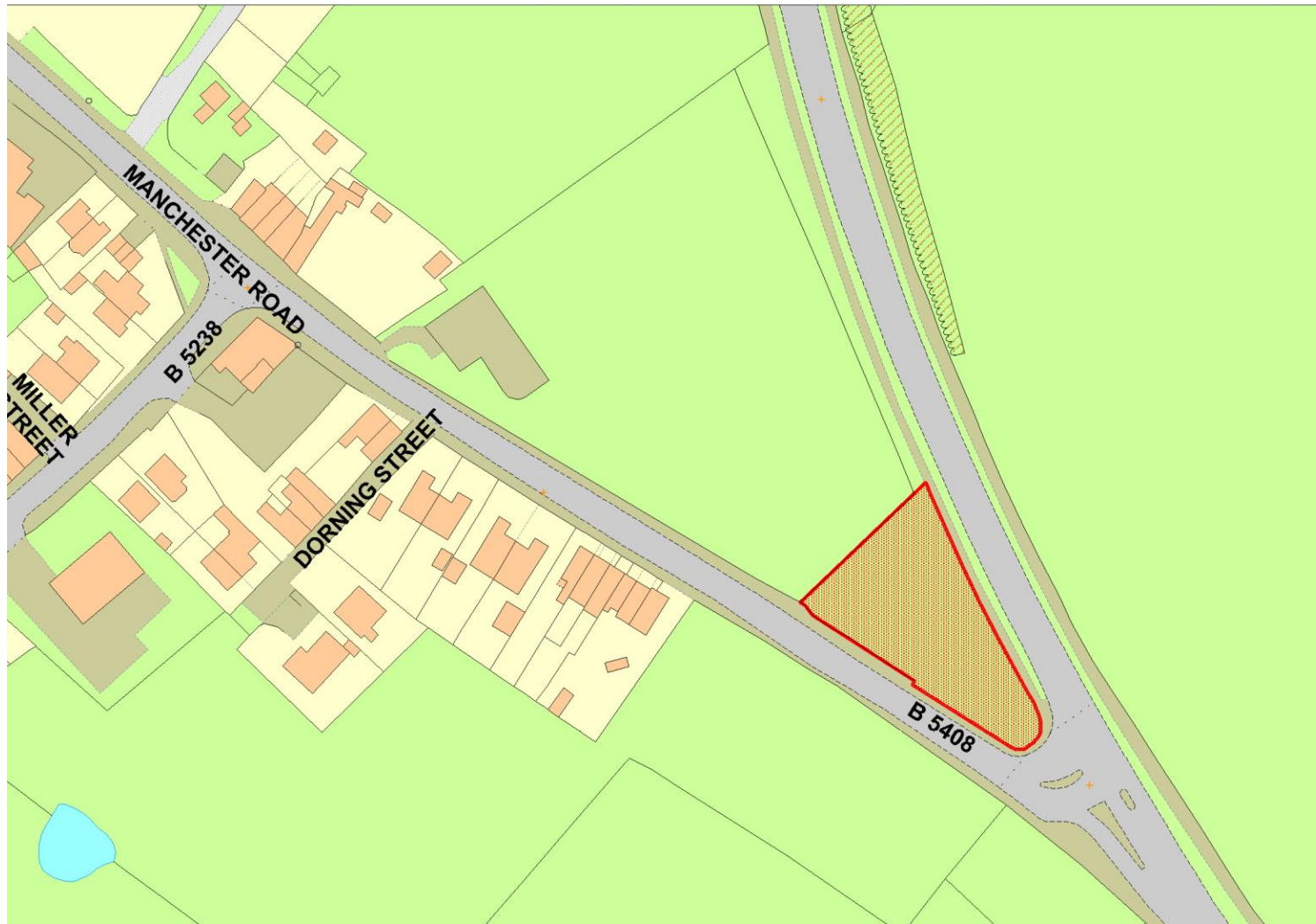
LGS Site Ref 14: Blackrod Cemetery



LGS Site Ref 15: Wighams Terrace-Land fronting the terrace up to Manchester Road



LGS Site Ref 16: Manchester Road-Land at junction with A6 By-Pass



LGS Site Ref 17: Scot Lane-Land at the Manchester Road Play Area

