

Wigan Council

Adopted September 2013

WIGAN LOCAL PLAN





Core Strategy

Development Plan Document



Remaining policies

March 2024

Places Directorate: Economy, Waste and Infrastructure
www.wigan.gov.uk/ldfcorestrategy

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ONE

Introduction

On adoption of the Places for Everyone Plan in March 2024, a number of policies in the Wigan Local Plan Core Strategy were replaced and no longer form part of the Development Plan for Wigan Borough. These former policies are shown ~~struck through~~ in this document. The remaining policies continue to form part of the Development Plan.

1.1 This is the adopted Wigan Local Plan Core Strategy development plan document. It is the principal Local Plan for the borough. All other Local Plans and supplementary planning documents prepared under it will need to conform to the Core Strategy.

1.2 The Local Plan Core Strategy looks forward to 2026. It leads the regeneration of our communities and addresses the social, environmental and economic challenges the borough faces. It links to and supports our transport strategy, economic framework, housing strategy and corporate strategy amongst others. It will help us deliver the infrastructure the borough needs and put into place a community infrastructure levy that will help fund it.

1.3 The Core Strategy includes a short spatial portrait of the borough (chapter 2); the key evidence that we have used (chapter 3); the key issues that we need to address (chapter 4); a spatial vision for the borough in 2026 (chapter 5); and our strategic objectives for achieving that vision (chapter 6).

1.4 There are then three chapters of policies: chapter 7 has a sustainable development policy in line with national planning policy; chapter 8 has our strategic spatial planning policies; and chapter 9 has our strategic core planning policies.

1.5 Chapter 10 then sets out the monitoring framework for how we will monitor the performance of the policies.

1.6 The Core Strategy sets the framework for an Allocations and Development Management Local Plan. The Allocations Plan will set out detailed planning policies, designate areas and allocate land for development. It is anticipated that it will adopted in 2016.

TWO

Short spatial portrait

2.1 The spatial portrait is a picture of the borough in words. It describes briefly and clearly what it is like and what its role is. Its purpose is to ensure that we recognise the borough's spatial characteristics in planning for its future development.

The location in context

2.2 Wigan Borough is located at the heart of the north-west of England, in the north-west of the Greater Manchester city region. At 200 square kilometres it is the largest of the ten districts in the city region and shares a boundary with Bolton and Salford. Outside of Greater Manchester the borough shares a boundary with Warrington (formerly in Cheshire), St Helens in Merseyside and West Lancashire and Chorley in Lancashire. This location presents many benefits with some good communication links to larger centres but there are challenges in improving connectivity and dealing with issues across sub-regional administrative boundaries.

2.3 Greater Manchester is the UK's strongest economic centre outside London and the South East and accounts for two-fifths of the North West's total economic output. The Manchester/Salford city centre area is 10 miles to the east of the borough. It is a major draw for employment, shopping and leisure and is forecast to be the major growth location for jobs in the next decade. Borough residents need to be able to compete effectively for these jobs and access them, particularly by public transport.

2.4 Liverpool is 16 miles to the west. It is another major draw for employment, shopping and leisure.

2.5 Warrington is a former new town 5 miles to the south of the borough. It is also a major location for employment. Skelmersdale is another former new town 4 miles to the west. Preston is 14 miles to the north and is the main focus for employment growth in Lancashire.

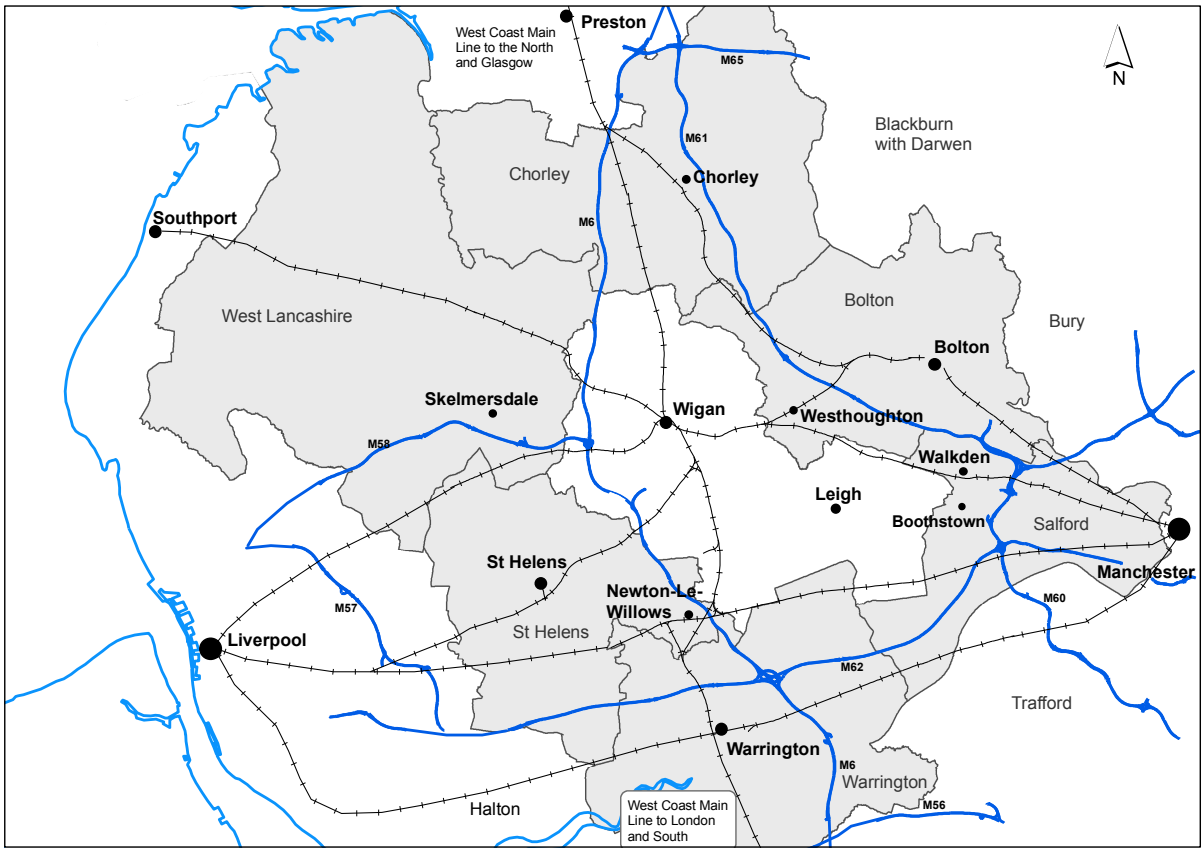


Diagram 1: Wigan Borough Location

Transport links

2.6 An extensive system of railways was developed in the 19th century and today the borough remains relatively well provided for although the quality of service is an ongoing issue. Standish, Leigh, Golborne and Ashton-in-Makerfield are the main towns without a rail station. Some abandoned routes now form off-road walking and cycling links. There are two railway stations in Wigan town centre and seven other stations in the borough, with west coast mainline services at Wigan North Western station although the borough has not capitalised fully on this strategic asset. The two main stations in Wigan town centre are separate and lie either side of a busy road, Wallgate, and there is a lack of integration not only between them but with bus services too.

2.7 There are bus stations in both Wigan and Leigh town centres with networks of services radiating out to our other town and local centres and town centres in adjacent districts. Plans are well advanced to introduce a busway from Leigh via Tyldesley to Salford and Manchester, to improve public transport access to jobs, the universities and services in the city centre.

2.8 The road network in the borough is based largely on the 19th century network with single carriageways, 30 mph speed limits and relatively few new routes or significant widening schemes. This gives rise to congestion along key routes and at key locations at peak times. It impacts adversely on the perception of the borough for economic investment and affects amenity and environmental quality. Conditions for walking and cycling on or adjacent to such routes are generally poor. A programme of improvements to the network has begun to aid traffic flows.

2.9 The borough has good external road links but, as with rail, has not capitalised fully on the opportunities presented. The main north-south M6 motorway runs through the west of the borough with six connecting junctions (although two provide access only in one direction). The main east-west M62 motorway is one junction south of the borough along the M6. The M61 provides a further connection between these two motorways, close to the borough's north-eastern boundary. The M58 motorway connects Wigan westwards to Liverpool and directly into Liverpool docks. The dual carriageway A580 East Lancashire Road between Manchester and Liverpool runs along the borough's southern boundary and is a key strategic connection for Golborne, Lowton, Leigh and Astley.

2.10 Manchester Airport is approximately 30 miles from Wigan by motorway and direct rail service. Liverpool Airport and the Port of Liverpool are both also about 30 miles away by road.

Geography and landscape

2.11 Wigan Borough is almost entirely within the ‘Lancashire Coal Measures’ landscape character area. Generally the land rises to the north and west and is cut through by a number of valleys, the largest being that of the River Douglas, which is steep in parts. In the far south flat mossland extends into Salford and Warrington.

2.12 The River Douglas drains the north-west of the borough, ultimately to the Ribble Estuary in Lancashire. The east and south are drained to Glaze Brook and Sankey Brook respectively, both ultimately to the River Mersey.

2.13 The Leeds-Liverpool Canal follows the River Douglas southwards to Wigan town centre from Chorley and then westwards to Gathurst. A branch then cuts through the centre of the borough eastwards to Leigh where it joins a branch of the Bridgewater Canal. The canal network has been part of the borough's industrial history and today the canal corridors with their associated heritage assets are a focus for regeneration particularly in the Wigan Pier and Leigh areas.

2.14 There are a number of lakes or 'flashes' close to the branch of the canal from Wigan to Leigh, notably Wigan Flashes, Abram Flashes and Pennington Flash. These have formed as a result of mining subsidence and now are key elements of the strategic green infrastructure of the borough and a focus for recreation.

2.15 Around 70% of the borough is countryside, open land or other open space and there are important areas for wildlife including the flashes and parts of the mosslands. Bittern, great crested newts, bats and water voles are among the protected species found in the borough.

2.16 The majority of our best and most versatile agricultural land is in the north west of the borough around Shevington and Standish, west of the borough, around Billinge and Orrell, south of Golborne and south east of the borough around Chat Moss.

2.17 Population and settlement pattern

2.18 At around 318,000, Wigan borough has the second largest population in Greater Manchester (after the City of Manchester). Wigan is the largest town (97,000). To its north is Standish (14,000), north east is Aspull / Haigh (6,000), east is Hindley (25,000), south-east is Platt Bridge and Abram (13,000), south is Ashton-in-Makerfield (24,000), west is Orrell and Billinge (12,000) and north-west is Shevington (10,000).

2.19 Leigh is located in the east of the borough and has the second largest population (46,000). To its north is Atherton (22,000), east is Tyldesley (14,000) and Astley (11,000) and south-west is Golborne and Lowton (25,000).

2.20 Most towns are separated by Green Belt but there are also significant areas of land safeguarded for potential future development between the urban area and the Green Belt, including to the south of Hindley, to the east of both Atherton and Standish and to the north of the East Lancashire Road.

2.21 The borough's scattered settlement pattern arises from the location of coal mines and mills that developed rapidly from the late 18th to early 19th century. Three distinct built environment character areas can be identified, as follows:

2.22 The inner urban area contains the settlements of Wigan, Ince-in-Makerfield, Hindley, Atherton, Leigh, Tyldesley, Golborne and Ashton-in-Makerfield. This is the borough's former industrial heartland characterised by large textile and spinning mills surrounded by dense red brick terraced housing and larger villas on principal thoroughfares and more affluent parts of each town. There are significant landmark buildings including town halls, the former mills, municipal buildings, churches and educational buildings.

2.23 The central 'Greenheart' area includes the settlements of Abram, Platt Bridge and Bickershaw. It was a main productive coal mining area but much land restoration has taken place. Little visible evidence remains of its mining past except, notably, at the former Bickershaw Colliery site.

2.24 The outer area includes the settlements of Orrell, Billinge, Shevington, Standish, Haigh and Aspull and areas south of the East Lancashire Road. It is characterised by its agricultural and early 19th century industrial origins but the towns and villages now act primarily as dormitory settlements. The area therefore contains agricultural buildings, farmsteads and barns and a range of distinctive community buildings such as churches, chapels and public houses. Although red brick predominates, many buildings are of stone (coal measure stone and Lancashire millstone grit) which provides for a distinctive character.

2.25 Multiple deprivation is concentrated primarily in the inner areas of the borough. In the 2007 Index of Multiple Deprivation, 29 of the borough's super output areas were in the 10% most deprived in England, with the 4 most deprived areas being in the Norley Hall/Worsley Hall/Marsh Green area of Wigan.

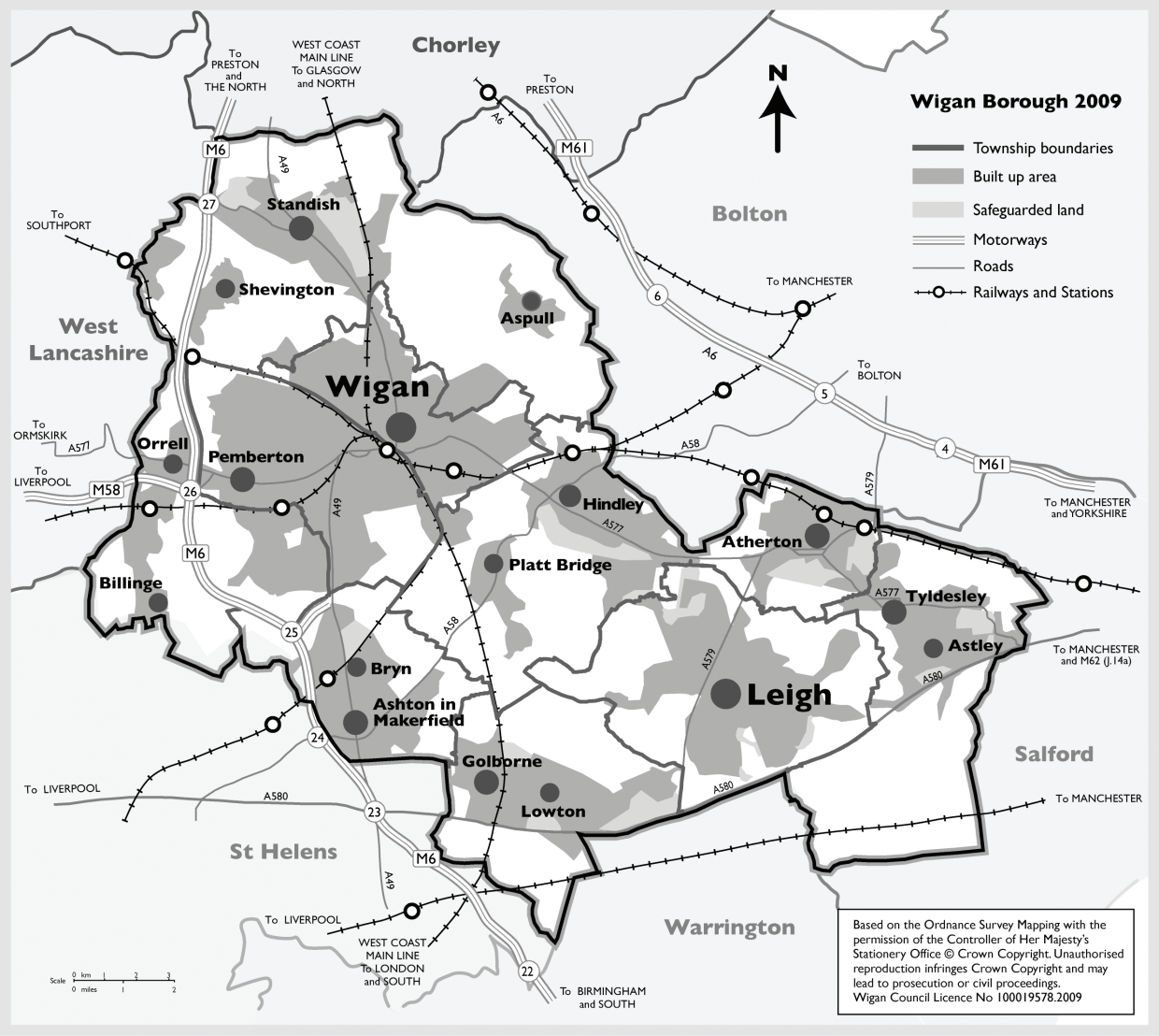


Diagram 2: Wigan Borough

Housing

2.26 There are currently around 141,500 houses and other dwellings in the borough. There is a high proportion of terraced (28%) and semi detached homes (45%) and relatively fewer larger detached homes (17%) and flats (10%). The majority of homes (58%) are medium sized properties with 5 or 6 rooms.

2.27 The average size of households is decreasing, and the average age increasing, with a consequent increased demand for housing units. While average house prices in Wigan are amongst the lowest in Greater Manchester, affordability has become a big issue across most of the borough.

2.28 Over four-fifths of dwellings in the borough are private housing. More than 90% of these are owner-occupied with the remainder being private-rented. Most of the other homes are council rented with a small proportion rented from registered social landlords such as housing associations. The areas surrounding the town of Wigan have the highest proportion of social rented housing followed by Atherton, Orrell and Winstanley have the lowest proportion in the borough.

Economy and employment

2.29 141,000 residents are in work but there are only 112,000 jobs, which results in the borough having one of the highest net commuting outflows in Greater Manchester.

2.30 The borough is relatively strong in the construction, manufacturing including food, logistics, retail and sports sectors but it has a small proportion of jobs in key 'growth' sectors such as ICT Digital, creative / digital / new media, environmental technologies and financial and professional services.

2.31 Outside of Wigan and Leigh town centres the largest concentrations of employment accommodation are at Martland Park Lamberhead and Miry Lane in Wigan, Dobson Park in Ince, Swan Lane in Hindley, Leigh Commerce Park and Parsonage in Leigh, Chaddock Lane in Astley, Stone Cross Park in Golborne and the South Lancashire Industrial Estate in Ashton.

2.32 On some of these sites and elsewhere, a large proportion of employment accommodation is in need of modernisation or is not in a good location to meet modern business need. This has been a key factor in the borough missing out on a number of investment opportunities in recent years.

2.33 A major business park is proposed at 'Cutacre' in Bolton, close to Atherton. A potential regional rail freight interchange and distribution park at Parkside near Newton-le-Willows in St Helens would also provide employment opportunities for the borough. In addition there is a lack of rail freight provision in the borough and opportunities to improve this need to be taken.

Health, recreation and education

2.34 Wigan Borough experiences high levels of health deprivation and significant health inequalities. In the 2007 Index of Multiple Deprivation, 53 (26%) of the borough's super output areas were in the 10% most deprived in England for health and disability. There are high levels of poor health in certain parts of the borough, particularly on preventable illnesses such as heart disease.

2.35 Wigan Royal Albert Edward Infirmary is one kilometre north of Wigan town centre. It is complemented by outpatient facilities close to the town centre and services at Leigh Infirmary, one kilometre north of Leigh town centre. There is also a major hospital at Wrightington in West Lancashire district, one kilometre from Shevington .

2.36 There have been recent major investments in primary healthcare with modern health centres built at locations throughout the borough.

2.37 Wigan and Leigh are the focus for sports and leisure activities in the borough. The borough has two cinemas, one located at Robin Park to the west of the town centre where there is also a 25,000 capacity stadium and sports facilities, and the other on the edge of Leigh town centre. There is a recently completed leisure centre in Wigan town centre forming part of the Wigan Life Centre. The east benefits from the new Leigh Sports Village, including a 10,000 capacity stadium and sports facilities and pool. There are small scale cultural facilities but there is no professional theatre space in the borough.

2.38 Wigan College operates from locations in Wigan town centre and at Leigh Sports Village. Two other further education colleges are located on the western boundary of the borough near Orrell. A modern replacement Abraham Guest high school has opened recently in the west of Wigan.

THREE

Key evidence

3.1 Our 'Short spatial portrait' and 'Key issues' are informed by an extensive evidence base, as noted in the 'Introduction'. Evidence is gathered from a wide range of sources including existing publications and research; our own studies; and monitoring work.

3.2 There are a number of key requirements for the borough arising from this evidence:

- Our former housing target (978 dwellings per year) was set under the Regional Spatial Strategy for the North West. However, the Government has abolished regional spatial strategies and instead we have established our own targets locally. As such, information on population, households and housing stock from a range of sources including the Government, the Office for National Statistics and the Greater Manchester Forecast Model has been considered. These suggests that, allowing for the replacement of demolished dwellings, the borough will need to provide for around 1,000 additional dwellings each year to 2026.

- Our Strategic Housing Land Availability Assessment has identified a supply of land with capacity to meet this housing requirement. As such it is reasonable to assume that we can accommodate the borough's housing needs up to 2026. While there are identified site constraints to development in some cases, these should not significantly affect the supply identified within the first five years.

- Our Greater Manchester Strategic Housing Market Assessment identified that Wigan Borough has had high levels of development but affordable housing totals remain low relative to demand. It also identified high regeneration needs in parts of the borough and rising levels of vacant homes in certain localities.

- Our Housing Needs and Demand Study identified that only 18% of new forming households can afford to buy a home and now all townships have an affordable housing deficit. The total annual level of outstanding affordable need has grown to 417 units.

- Our Affordable Housing Viability Study considered the viability of a representative sample of housing sites across the borough and concluded that our policy should

seek to require appropriate sites to contribute a 25% affordable housing target. It was concluded, on the basis of a series of appraisals, that given reasonable conditions in the housing market, most sites would remain viable with such an affordable housing contribution.

- Our Greater Manchester Gypsy and Traveller Accommodation and Service Delivery Needs Assessment identified a shortfall in the borough of 39 Gypsy and Traveller pitches and 23 Travelling Showpeople pitches up to 2015, with further work needing to be done for the years thereafter until at least 2026.

- Our Retail and Leisure Study update in 2009 identifies capacity for additional retail floorspace in future years in the borough's larger town centres, particularly Wigan and Leigh. In Wigan there is capacity in the medium and long term for additional comparison goods floorspace. In Leigh there is capacity for additional convenience and comparison floorspace. It is recognised that it would be appropriate for Ashton town centre to improve its market share by expanding its retail offer to help 'claw back' expenditure and ensure that more residents shop locally.

- Our Greater Manchester Town Centres Study concluded that in the past 2 decades, centres such as Wigan have been falling short in their economic contribution to the region. It recommends that town centres need to develop a renewed and sustainable role that supports economic development, promotes social wellbeing and which contributes to the urgent climate change agenda.

- Our Employment Land Review anticipates that up to 170 hectares of additional employment land will be needed to meet demand levels, including replacement provision for sites that are no longer suitable for modern business use.

- Our Key Sites Viability Assessment assessed the viability of our key strategic site at Northleigh and our broad locations at South of Hindley, Landgate, East of Atherton and Garrett Hall. The assessment identifies that all of these sites, with the exception of Garrett Hall, are not viable for development as proposed within the current market, but that viability will improve with market recovery and as additional interventions are made.

- Our Greater Manchester Decentralised Energy Study has helped us identify strategic opportunities and delivery mechanisms for low-carbon technologies and has informed and justified our carbon reduction framework. We have built upon this study by carrying out further detailed assessments of the opportunities and constraints for low carbon technologies in Wigan. Our local study identifies that it is realistic to increase our generation of renewable and low carbon energy to 150 megawatts by 2026.

- Our Open Space, Sport and Recreation Strategy sets out standards for open space provision in the borough, with an action plan for 2007 to 2017. It identifies shortfalls in park provision in some areas; in children's play facilities throughout the borough; in local nature reserves in the east and centre of the borough; and in allotment provision in the west of the borough. There is also a recommended standard for all residents to live within 1,200 metres of a district park that is not being met.

- Our Strategic Flood Risk Assessment is in two parts. The Greater Manchester level 1 assessment revealed that the Poolstock, Newtown and Pier Quarter areas of Wigan, the town centre southwards in Hindley and parts of Pennington and Bedford in Leigh are the main urban areas in the borough at risk from flooding from rivers. A local level assessment provides an overview of the extent and severity of flood risk from all sources in the borough at present and in the future. It enables us to apply the sequential test and provide an assessment of the likelihood of development passing the exception test.

- Our Landscape Character Assessment identifies that the north and west of the borough is 'elevated enclosed farmland' that is sub-divided by 'steep-sided wooded valleys' and the south east of the borough is 'mossland'. In between most of the landscape is 'undulating enclosed farmland', but significantly there is an east-west belt of 'degraded and partially restored landscapes' in the centre of the borough, south of which is a belt of 'wetlands and flashes'. These landscape types in the centre of the borough form the setting for Greenheart.

- Our Biodiversity/Ecology Study identifies priority habitats in the borough including woodland, wetland, mossland, grassland and urban greenspace, all of which are considered a priority at a local, regional and national level. The study considers areas where protected and/or priority species may be present, particularly amphibians, bats and birds, and also the presence of priority habitats and species on key

development sites. It also identifies those areas that have the potential for enhancement as mitigation for other schemes.

- Our Transport modelling identifies those parts of the borough's transportation network that will incur unacceptable levels of stress if the full amount of development proposed in this Core Strategy and by adjacent districts is implemented. It shows how we can best meet our objectives for accessibility and informs our infrastructure delivery plan for transport.

FOUR

Key issues

4.1 The short spatial portrait and wider evidence base informs the key issues that we face. It is essential that we recognise these issues if we are to improve the borough as a place to live and work in the future, within the context of continuous change in the world around us.

4.2 We are not including all of the key issues in full here because they are contained in our Topic Papers. They have also closely informed our 'Spatial vision' and 'Strategic objectives'. The 'headline issues' are:

- Health is a major issue in the borough, in particular relatively low life expectancy and levels of participation in physical activities and high incidences of multiple health problems, particularly in inner areas.
- Multiple deprivation is deep and widespread. It is most concentrated in inner areas but there are also smaller ‘pockets’ of deep deprivation in other parts of the borough.
- The level of qualifications and skills amongst the adult population is significantly below national levels, particularly in inner areas.
- We are over-reliant on declining sectors of the economy such as traditional manufacturing, and under-represented in sectors that have shown growth nationally over recent decades.
- We have a high level of out-commuting to other towns and cities.
- We do not take sufficient advantage of the borough's strategic location between Manchester and Liverpool or capitalise sufficiently on our major north-south transport routes of the M6 and the West Coast main line.
- We have a complex housing market, with variations in prices and affordability across the borough. In recent years housing has become less affordable for more people in more parts of the borough. There is a low proportion of higher quality, large houses.

- Most of our town centres continue to be vulnerable from competition from larger, more attractive centres and their economy and environmental attractiveness need to be improved.
- Improvements need to be made to accessibility and the transport network including better integration of public transport.
- Congestion and slow journey times are major issues. Buses, lorries and cars have to share the same road network with its limitations and constraints and, accordingly, contribute to, and experience, the same congestion. As a result conditions for cycling and walking are also often unpleasant.
- Past mining and industrial activity has had an impact on the landscape and imposes constraints on development opportunities. Most land has been restored but extensive areas contain semi-mature landscapes and underused and neglected land, which has a significant impact on the image of the borough. Heritage assets from the industrial past pose challenges in terms of finding commercially viable uses.
- Our current patterns of energy use are not sustainable.
- We do not make the most of the significant opportunities that the countryside of the borough, and the Greenheart area in particular, offers for recreation, tourism, environmental enhancement and wildlife promotion.
- Parts of Wigan, Hindley and Leigh are the main urban areas at risk from flooding from rivers. Surface water and sewer flooding are also emerging as issues in several areas.
- Waste recycling rates have improved significantly but remain relatively low.

FIVE

Spatial vision

5.1 Our spatial vision sets out what we want the borough to be like in 2026. To achieve this we would have to address most of the key issues that we currently face. Our spatial vision is:

Spatial Vision

Our vision for 2026 is about connecting people to opportunities. This involves connecting people to jobs, to education and training, to decent and affordable housing, to leisure and recreation, to our town and local centres, to neighbouring places, to our extensive greenspaces, to better health care, to life chances, and to each other.

By 2026, the people of the borough will be better connected to opportunities and by doing so will be:

- Healthier, with increased life expectancy
- More fulfilled with better qualifications and skills to achieve their aspirations
- More prosperous with more people in work, in higher skilled and well paid jobs
- Feeling safer and less worried about crime and anti-social behaviour
- Living in decent and affordable housing that meets need
- Better able to move around and outside of the borough by private and public transport
- Making the most of the strategic assets and opportunities of the borough and less dependent upon having to travel outside of the borough.
- Responding to the challenges of climate change.

This means we want to:

- Create a thriving and prosperous borough which capitalises on its strategic location including the M6 corridor, the West Coast mainline and proximity to the Manchester and Liverpool city regions; and its assets.

- Develop a countryside park in the centre of the borough, Greenheart, through enhancing and linking existing public open spaces.
- Ensure that Wigan, Leigh and Ashton are vital and vibrant town centres.
- Improve the supply of accessible and quality job and education opportunities.
- Improve the supply of good quality housing across the borough to ensure a balanced housing market offer and choice, and improve access to affordable housing.
- Ensure new development provides a catalyst to uplift communities in the east-west core traditionally suffering from social, economic and environmental deprivation.
- Improve the ease and attractiveness of travelling within the borough and outside of it to neighbouring places.
- Improve the quality of our built and natural environment to help change the image and perception of the borough

SIX

Strategic objectives

6.1 Our strategic objectives set out how we will achieve our vision and resolve the issues that the borough faces.

Health and recreation

6.2 Our strategic objective for health and recreation in the borough is:

Objective HR 1

To improve health and life-expectancy, particularly in our most deprived neighbourhoods, by enhancing opportunities for walking and cycling as part of everyday life; providing more opportunities for people to participate in sport and physical recreation and cultural activities; and improving the environment where people live, and to improve accessibility to quality health care.

Community safety and neighbourhood quality

6.3 Our strategic objective for community safety and neighbourhood quality in the borough is:

Objective NQ 1

To reduce crime and anti-social behaviour, particularly in our most deprived neighbourhoods and town centres, through good design and connecting people to opportunities.

Community development and involvement

6.4 Our strategic objective for community development and involvement in the borough is:

> **Objective CD 1**
>
> To tackle inequality and multiple deprivation, particularly where deprivation is deepest and most widespread in the east-west core of the borough; to involve people in tackling issues that prevail in their communities; to ensure access for all; and to meet the needs of an ageing and increasingly diverse population.

Education and learning

6.5 Our strategic objective for education and learning in the borough is:

> **Objective EL 1**
>
> To improve the educational achievement of school leavers and raise the level of qualifications and skills in the adult population, particularly in our most deprived neighbourhoods, matching skills to opportunities for work and fulfilment.

Economy and employment

6.6 Our strategic objective for the economy and employment in the borough is:

> **Objective EE 1**
>
> To modernise and grow the borough's economy with more - and better skilled - jobs in growth sectors that are better paid; slow the decline in traditional employment sectors; equip and enable people to take advantage of job opportunities in surrounding areas, notably the city region centres of Manchester, Liverpool, Central Lancashire and Warrington where job growth will be highest.

Housing

6.7 Our strategic objective for the housing in the borough is:

Objective H 1

To meet the borough's need for new housing in terms of quantity, size, type, tenure (including specialist and extra care housing) and affordability; use land and buildings effectively; and enable the continued viable use of older housing that meets people's needs and regenerates communities.

Retail and centres

6.8 Our strategic objective for retail and centres in the borough is:

Objective RC 1

To ensure continued investment in our town centres, improving their attractiveness, convenience and accessibility to residents, visitors and businesses: maintaining and enhancing Wigan's role as our principal town centre; Leigh's role as the main centre in the east of the borough; Ashton-in-Makerfield's role as the main centre in the south-west of the borough; Atherton, Golborne, Hindley, Pemberton, Standish and Tyldesley as important centres within their respective townships; and our local centres for their core convenience shopping role in local communities.

Accessibility

6.9 Our strategic objective for accessibility and transport in the borough is:

Objective A 1

To increase bus use by making it a more attractive alternative for people with cars and improving it for people without cars; increase the capacity of the railways at peak times to/from Manchester and increase rail use on other services and at other times; improve connections from Leigh, Tyldesley, Astley, Golborne, Lowton and parts of Ashton, Standish and Hindley to the rail network; reduce congestion and traffic noise and pollution in town centres and where people live; and reduce dependency on the private car.

Built environment and landscapes

6.10 Our strategic objective for the built environments and landscapes of the borough is:

Objective BEL 1

To improve the borough's countryside and open land, forge a more positive local identity and sense of place and increase its value as 'green infrastructure', particularly in the Greenheart of the borough; protect the Green Belt from inappropriate development; maintain and enhance the built environment; and conserve and enhance the borough's built heritage.

Wildlife habitats and species

6.11 Our strategic objective for wildlife habitats and species in the borough is:

Objective WHS 1

To strengthen and support wildlife habitats and species by protecting and enhancing key habitats and facilitating opportunities to appreciate wildlife, notably in the Greenheart of the borough.

Energy

6.12 Our strategic objective for energy in the borough is:

Objective E 1

To strengthen our energy infrastructure and minimise emissions of greenhouse gases.

Waste

6.13 Our strategic objective for waste in the borough is:

Objective W 1

To facilitate the management of waste in line with the 'waste hierarchy', namely minimisation at source as the priority, before increasing reuse as the next priority, before recycling and recovery as the next priorities, before landfill.

Natural resources and pollution

6.14 Our strategic objective for natural resources and pollution in the borough is:

Objective NRP 1

To maintain soil quality; tackle pollution and ground stability problems from contaminated and derelict land and ensure that no new pollution arises as a result of development; ensure that development does not result in unacceptable levels of air pollution or will not have an unacceptable effect on air quality, through traffic or emissions; recognise that watercourses and their associated corridors are key assets of the borough and that water quality is maintained or improved; mitigate and adapt to all flood risks in particular at strategic sites in critical regeneration areas across the borough; protect known mineral resources from sterilising development; contribute to the requirement for minerals in line with the extent of resources and other policy considerations; and conserve the integrity of the mossland habitat in the south of the borough.

Climate change

6.15 Our strategic objective for climate change in the borough is:

Objective CC 1

To help mitigate the borough's greenhouse gas emissions and adapt to the impacts of climate change.

SEVEN

Sustainable development

~~**7.1** The National Planning Policy Framework specifies that Local Plans should be based upon and reflect the presumption in favour of sustainable development, with clear policies that will guide how the presumption should be applied locally. This policy gives expression to that presumption and sets the framework for all the other policies of the plan.~~

~~Policy SD 1~~

~~Presumption in favour of sustainable development~~

~~In considering development proposals we will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. We will work proactively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.~~

~~Planning applications that accord with the policies in this Core Strategy and subsequent plans will be approved without delay, unless material considerations indicate otherwise.~~

~~Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision we will grant permission unless material considerations indicate otherwise, taking into account whether:~~

- ~~Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or~~
- ~~Specific policies in that Framework indicate that development should be restricted.~~

~~**7.2** This policy follows the approach of the presumption in favour of sustainable development set out in the National Planning Policy Framework. Subsequent policies guide how the presumption is applied locally.~~

EIGHT

Spatial policies and key diagram

8.1 Our spatial portrait and key issues set out clearly that Wigan Borough has many strengths but also many challenges and that there are many differences between places within the borough. We need to make the most of where the borough has strengths while focusing on helping to tackle areas and issues where the borough needs to be stronger. As such our spatial strategy focuses the majority of development in the 'east-west core' of the borough.

8.2 There are 5 spatial policies which set out the overall 'direction' for the borough All other policies and proposals in the Wigan Local Plan will have to conform with the 'sustainable development', 'spatial' and 'core' policies.

Policy SP 1

Spatial strategy for Wigan Borough

Development will be directed primarily towards the east-west core of the borough, notably the towns of Wigan, Ince, Hindley, Platt Bridge, Leigh, Atherton, Tyldesley, Astley and Ashton-in-Makerfield, in order to achieve transformational regeneration and create attractive places for people to live and businesses to locate and thrive. Beyond the east-west core, development will be focused on Golborne and Lowton and Standish.

In doing so the Borough will capitalise on its strategic location between the growth areas of Manchester, Liverpool and Central Lancashire, to be more competitive economically and attract businesses, diversify our housing offer and meet housing needs, improve our transport infrastructure and enable people to take advantage of the opportunities for education, jobs and leisure in those locations.

In the west of the borough development will be focused on Wigan, including the town centre and the south of the town.

In the south-west of the borough development will be focused on Ashton-in-Makerfield, including the town centre and a broad location for new development at 'Landgate'.

In the centre of the borough development will be focused on Platt Bridge, Hindley, a key strategic site at Northleigh Park and a broad location for new development south of Hindley.

In the east of the borough development will be focused on Leigh, Atherton, Tyldesley and Astley, including their town centres, and at broad locations for new development east of Atherton and between Tyldesley, Astley and Mosley Common.

In the south of the borough a broad location for new housing development is identified at Golborne and Lowton.

In the north of the borough a broad location for new housing development is identified at Standish.

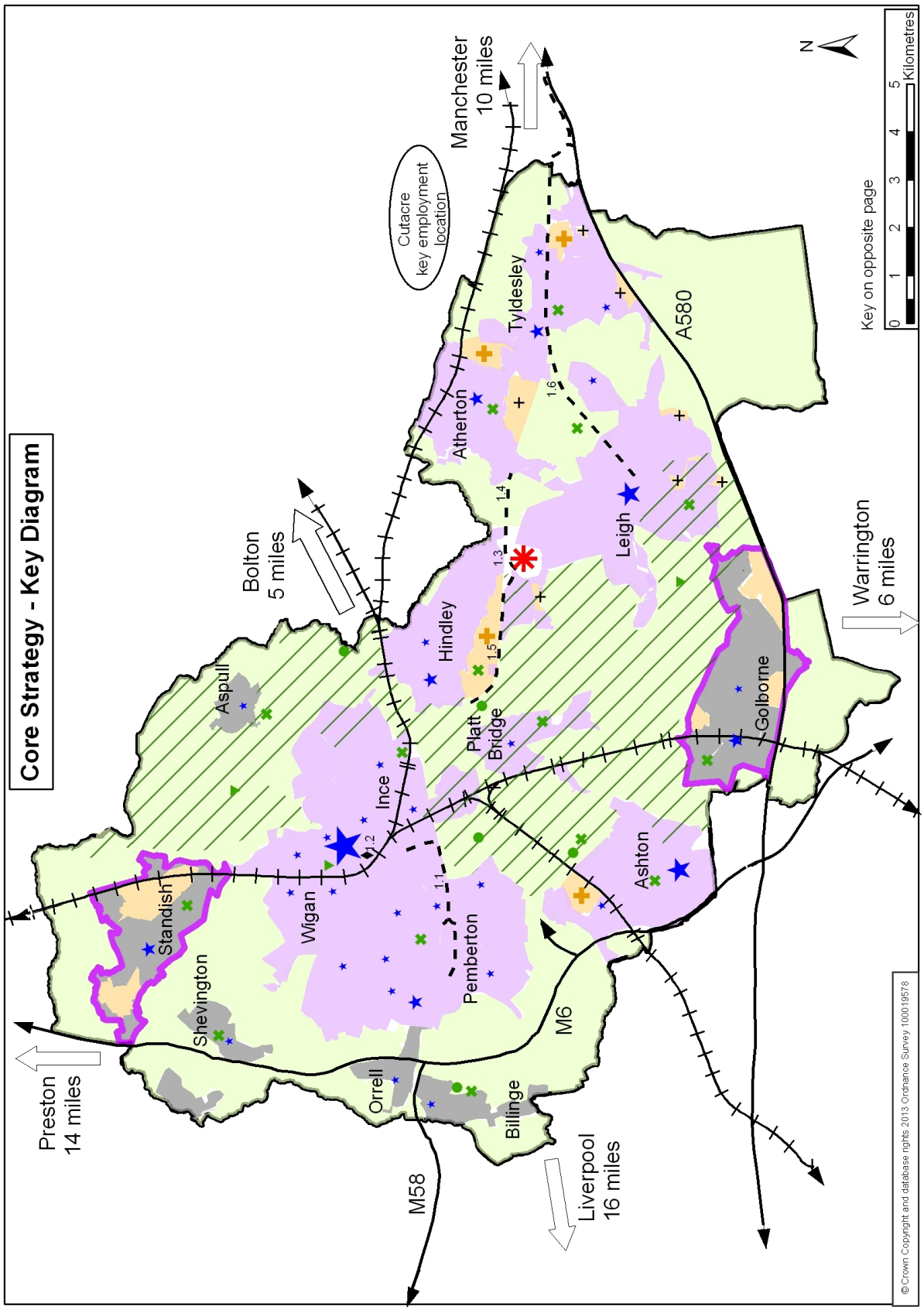
Elsewhere in the borough, in Aspull, Shevington, Orrell and Billinge, development will be limited to redevelopment opportunities, existing allocations for development and suitable infill or other small sites.

~~The full extent of the Green Belt will be maintained.~~

An area from north to south through the core of the borough – its Greenheart – will be enhanced as a high quality countryside park.

A community infrastructure levy or similar mechanism will be applied to ensure that all eligible development contributes to the delivery of the infrastructure that the whole borough needs.

8.3 The inner area of the borough, which stretches westwards to the M6 motorway and eastwards to Tyldesley and Astley – our east-west core - is where most of our economic and social deprivation is concentrated and where our environment is most degraded. This is a result primarily of past mining and industrial activity, the decline of those activities and a shortage of investment in key infrastructure over many years. Our spatial strategy


Core Strategy - Key Diagram
Manchester 10 miles
Bolton 5 miles
Warrington 6 miles
Preston 14 miles
Liverpool 16 miles
Cutacre key employment location
Tyldesley
Atherton
Leigh
Hindley
Aspull
Ince
Platt Bridge
Golborne
Standish
Wigan
Ashton
Shevington
Pemberton
Orrell
Billinge
A580
M6
M58
1.1
1.2
1.3
1.4
1.5
1.6
N
Key on opposite page
0 1 2 3 4 5 Kilometres
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Key		Policy			Policy
	Urban area within the East West Core (80% of total housing, 98% of total employment) Urban area outside the East West Core	SP1 ~~CP5~~ CP6		Greenheart	SP5
	Sub Regional Centre Main Centre Town Centre Local Centre	SP2		Principal Park Township Park Local Nature Reserve	CP2
	Key Strategic Site	SP3		Rail Road	~~CP5~~ SP1
	Broad Locations for New Development in the East West Core	SP4: 1-4		New Transport Infrastructure Wigan Transport Hub	CP7
+	Other Safeguarded Land in the East West Core	~~CP8~~		Safeguarded Land	~~CP8~~
	Broad Locations for New Development at Standish and Golborne and Lowton	SP4: 5-6		Green Belt	~~CP8~~

is clearly directed at ensuring that 'spatial planning' helps to tackle those issues. This will be led by private sector investment in partnership with the people of the borough and other services from the council and other agencies.

8.4 Our spatial strategy also recognises that the borough is well positioned midway between the two major cities of Manchester and Liverpool and the third city-region of Central Lancashire. We need to take better advantage of this location in terms of what the borough is, as a place to live and visit and for businesses to locate and thrive. But we also recognise that the borough cannot provide the full range and extent of opportunities that those cities offer. Instead we need to make sure that people are well placed to take advantage of those opportunities.

8.5 Outside the east–west core, a limited amount of new housing is to be developed at Golborne and Lowton and Standish. This will expand the range and choice of sites available for new housing whilst bringing flexibility in the supply of land to meet the borough's housing needs.

8.6 There are a number of other policies that add weight to the contents of policy SP1, notably the other four spatial policies but also the full set of core policies. Together they make up our spatial strategy. They set out the criteria for securing the right amount of development, of the right kind, in the right places, while ensuring that other important

interests are safeguarded or improved, such as the quality of our environment. This is how we will help meet people's needs and improve the borough as a place to live in and invest in.

8.7 We will also follow up the adoption of the core strategy with more detailed local plans, to determine how much development of what kind will come forward at the 'broad locations' for new development that we have identified, and allocate other sites for development. Other local plans and supplementary planning documents will need to accord with the core strategy.

Key delivery items - policy SP1 Spatial strategy for Wigan Borough

What?	Cost and funding?	Who?	How?	When?
Regeneration of 'east-west core' of the borough	Costs to be set out in Infrastructure Delivery Plan as appropriate. Funded by private developers with council-owned land used to facilitate development, where applicable, and funding from a community infrastructure levy or equivalent as development values recover.	Landowners, private development, Wigan Council	Adoption of local plans and subsequent planning permissions	2011 to 2026

Policy SP 2

Our town and local centres

Our town centres will be enhanced as thriving, attractive and locally distinctive places, which can support a broad range of activities. Within these centres we will support proposals to improve their prosperity. New retail development and other main town centre uses will be directed to our town and local centres.

Wigan

Wigan is our principal town centre and has an important sub-regional role. It will be enhanced as the prime location for shopping, offices, education, leisure, entertainment, arts, tourism and cultural uses serving the west and centre of the borough and its wider hinterland. Our subsequent local plan will review the town centre boundary and will contain detailed policies to:

1. Respond to the shift in activity eastwards within the town centre as a result of the development of the Grand Arcade and the 'Wigan Life Centre' in order to maintain its vitality and viability and its successful function as a large ‘market town’.
2. Better integrate the town centre with surrounding areas.
3. Better integrate the provision of rail services between the two stations and with other forms of transport, notably bus services.
4. Improve the quality of the town’s streets and spaces, including the planting of street trees.
5. Make it a more attractive location for economic development.

Leigh

Leigh is a main town centre. It will be enhanced as the focus for shopping, offices, education, leisure, entertainment, arts, tourism and cultural uses serving the east of the borough. Our subsequent local plan will review the town centre boundary, notably to the south and east, and develop detailed policies to:

1. Bring about an ‘urban renaissance’ in Leigh to raise its profile and image and create a thriving and prosperous centre.
2. Improve the range of services and opportunities for people in the east of the borough.
3. Increase the number of shoppers and visitors, encourage people to stay longer and increase consumer spending in the town centre
4. Improve accessibility overall, including linkages between the town centre and surrounding areas, prioritising delivery of the 'Leigh-Salford-Manchester Busway'.

Ashton-in-Makerfield

Ashton-in-Makerfield is a main town centre. It will be enhanced as the focus for shopping, offices, leisure, entertainment, arts, tourism and cultural uses serving the south-west of the borough. The quality of the town centre environment and the connections between different parts of it will be improved. This will be helped by taking opportunities to reduce the impact of through traffic on the town centre.

Smaller town centres

Atherton, Golborne, Hindley, Pemberton, Standish and Tyldesley are smaller town centres. They will be maintained and enhanced as the focus for a range of uses serving their respective communities.

Local and neighbourhood centres

Aspull, Astley (Blackmoor), Beech Hill, Borsdane, Bryn, Hawkley, Higher Folds, Higher Ince, Lower Ince, Lowton, Marsh Green, Newtown, Norley Hall, Orrell, Orrell Post, Platt Bridge, Scholes, Shevington, Springfield (Park Road), Swinley (Mesnes Road), Swinley (Wigan Lane), Tyldesley (Sale Lane), Winstanley, Worsley Hall and Worsley Mesnes are our current local centres. We will review our local centres - including their boundaries and whether there is a need for a separate tier of smaller 'neighbourhood centres' in a subsequent local plan. They will be safeguarded by promoting and supporting schemes that retain their core ‘convenience’ focus for their local areas.

Out-of-centre development

Outside the boundaries of these centres, proposals for retail and other main 'town centre uses' will only be permitted where the requirements of national planning policy can be satisfied. Specifically, proposals will be subject to a sequential test and will be assessed with regard to their impact on town centre investment, vitality and viability.

8.8 The Wigan Borough Retail and Leisure Study of 2007, updated in 2009, provides a detailed analysis of retail and leisure provision within the borough and identifies the future capacity for additional floorspace within individual town centres up to 2027. However, partly due to changes in shopping patterns, store formats and new technology, there is a need to treat these longer term projections with caution.

8.9 Wigan town centre is by far the largest centre in the borough with over 120,000 square metres of retail floorspace and over 300,000 visitors per week. It has a role to play within the wider area including as one of the sub-regional town centres within Greater Manchester. It needs to reinforce its core functions of shopping and employment to remain competitive with similar centres in neighbouring areas. In addition, it needs to diversify and broaden its appeal to become a more attractive destination for the wider community. Areas such as the 'Northern Crescent', the 'Eastern Gateway' and parts of the Pier Quarter have potential for development and improvement that will strengthen the role of the town centre.

8.10 Within the 5 years to 2016 there is limited capacity for additional retail floorspace within Wigan town centre; although in the longer term this capacity will increase. In this context, our subsequent local plan will examine how the quality and attractiveness of the town centre retail offer can be improved.

8.11 Leigh is the second largest centre within the borough with over 55,000 square metres of retail floorspace. Our recent masterplan for Leigh town centre identified that it needs to increase its market share by clawing back spend from centres outside the borough and out-of-centre stores. There is also potential to increase the numbers of visitors, create more of a long-stay destination and to improve both the quality of the environment and the range of services and facilities available. Currently, the town centre does not fully capitalise on major facilities and nearby attractions such as Leigh Sports Village and Pennington Flash Country Park. We will identify a number of areas for

investment and improvement and set out the required actions to create a more accessible and attractive centre in our subsequent local plan. The identified short term retail capacity for Leigh town centre has been met by the recent retail and leisure development at Spinning Jenny Way. We will determine how the longer term capacity can be met in that subsequent plan.

8.12 Ashton is the third largest centre in the borough with over 21,000 square metres of retail floorspace. A significant amount of local expenditure on shopping goes out of the town to other areas. There is a need to claw back some of this to achieve more sustainable shopping patterns in the south-west of the borough. A recent town centre masterplan identified a number of sites, including the Gerard Centre / Princess Road that could accommodate development and strengthen Ashton's position as a main town centre. Further detailed work will be carried out to examine how new retail development, which will increase Ashton's market share and improve its attractiveness, can best be accommodated within the area. However, through-traffic is a major constraint and opportunities need to be taken to reduce the amount of traffic travelling through the centre and reduce the impact that the traffic doing so has on the town centre environment, especially for pedestrians.

8.13 Our other smaller town centres play a vital role in providing a range of core services that people need regularly in the heart of their communities. Many of these centres have specific issues relating to accessibility, safety, car parking, congestion and environmental quality. In the short term, there is limited capacity for new retail development in the smaller town centres, based on their current market shares. However, in the longer term, this capacity will increase.

8.14 In addition, there are a number of smaller groups of shops across the borough that offer an important local service and might appropriately be safeguarded by the development plan, either as local centres or as a separate 'tier' of neighbourhood centres. Additional capacity within these local and neighbourhood centres is minimal and the emphasis will be on safeguarding their convenience shopping role.

8.15 New retail or other town centre development should be of a scale and character appropriate to the size of the centre and its catchment and the centre's position within the retail hierarchy.

8.16 We will work with local communities and a range of development and investment partners to bring about beneficial developments, including assembling land through compulsory purchase powers if required. Where opportunities arise, we will carry out enabling works to ensure that our centres have the best chance of attracting investment.

Main town centre uses are defined as: retail development (including warehouse clubs and factory outlet centres); leisure and entertainment facilities (including cinemas, restaurants, bars and clubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

Key delivery items - policy SP2 Our town and local centres

What?	Cost and funding?	Who?	How?	When?
Wigan Allocations and Development Management Local Plan	Planning Service resources as available, development sector investment in supporting evidence as appropriate.	Wigan Council in consultation with all stakeholders	Preparation of Local Plan.	Commence in July 2013 / Adoption in 2016
Enhancing Ashton town centre	Private sector developments / developer contributions	Private sector developers and landowners/ Wigan Council	Individual development proposals / traffic management studies	2011-2026

What?	Cost and funding?	Who?	How?	When?
Maintaining and enhancing the roles of other town centres	Private development costs and developer contributions / Wigan Council	Private developers / Wigan Council	Determination of planning applications / local enhancement schemes	2011-2026
Planning applications for town centre / retail developments	Supporting evidence and fees / Development Implementation Budget	Private developers / landowners	Determination of applications in line with national and local policy	As required by developers.
Review of local and neighbourhood centres	Planning Service resources as available	Wigan Council in consultation with all stakeholders	Evidence review and preparation of Local Plan	Commencement in 2013 / Adoption in 2016
Determining planning proposals for out of town centre retail developments	Supporting evidence and fees	Private developers / landowners	Determination of applications in line with national and local policy	2011-2026

Policy SP 3

A key strategic site - Northleigh Park

Land between Leigh Road, Hindley Green, Westleigh Lane and Nel Pan Lane, Leigh, known as 'Northleigh Park' and shown on the Policies Map will be brought forward on a phased basis for a comprehensive high quality development of around:

- Approximately 1,100 homes up to 2026,
- 8 hectares of new employment provision, in addition to any redevelopment of existing uses at Leigh Road,
- 18 hectares of strategic 'green infrastructure' (open space, woodland, walking and cycling routes, flood mitigation and wildlife space),
- The provision of appropriate community facilities including a local centre.

The scheme will involve the delivery of a number of benefits to the local area including:

1. a link road from the A579 Atherleigh Way to the A578 Leigh Road
2. good accessibility for bus services and direct pedestrian and cycle links between housing and the facilities that serve them.
3. measures to ensure the protection of the functional flood plain and restriction of surface water run-off from the site into Westleigh Brook to no more than existing rates.
4. good physical links for walking, cycling and, as appropriate, horse-riding within the site and to/from surrounding residential areas, and key locations in Greenheart, and accommodating a section of the proposed National Cycle Network route 55.
5. the comprehensive remediation or mitigation of landfill, landfill gas, colliery spoil, mine shafts, coal seams and geological fault within the site.
6. the provision of an appropriate level of affordable housing.
7. high environmental standards in terms of energy efficiency, design and low carbon technologies.

Planning permission for the site has been approved in outline. The development will be delivered on a phased basis set by the conditions on the outline planning permission, related to the delivery of key infrastructure. Any subsequent reserved matters approvals will be in accordance with the outline planning permission.

8.17 This is a large site of around 70 hectares that has been despoiled by previous activities including coal mining, quarrying, tipping and sewage treatment. It has been partly reclaimed by nature and areas are used informally for dog walking and other activities, but it is of limited economic and social value relative to its potential.

8.18 The total capacity of the site for housing is around 1,800 homes. Around 1,100 homes can be expected by 2026 which will make a substantial contribution to meeting the borough's housing needs in that period. It will also achieve the value needed to help secure the improved road infrastructure that, in turn, will help unlock the potential of the wider inner area of the borough. In particular, it will help deliver a new road link from Atherleigh Way to Leigh Road, Hindley Green. This will be necessary to provide satisfactory access arrangements for the whole of the site and to secure jobs on part of the site, likely to be to the north west where there are existing businesses. It will also improve the prospects for the employment area to the west of the site and for employment development in the borough generally.

8.19 Community facilities including a local centre to serve the site and the immediately surrounding area would be an appropriate component of the development.

8.20 Around 18 hectares of the site shall be for 'strategic green infrastructure' - this is open space between development rather than within it. This will provide a high quality context for the development. It will retain and improve habitats for wildlife, including the safeguarding of protected species in line with statutory requirements, and provide good recreational opportunities for local people. There will be connections for walking and cycling into Greenheart westwards and to other recreational opportunities eastwards. The development of the site also provides the opportunity to resolve any flood risk issues, both on-site and downstream from it.

8.21 This development provides a major opportunity to uplift one of the borough's most deprived areas. The provision of community facilities and an appropriate level of affordable housing will help to raise the quality and desirability of the area and the attractiveness of the local housing market.

8.22 As the Core Strategy's only designated key strategic site, any development at Northleigh Park should be a flagship scheme. This site offers an excellent opportunity to promote high environmental standards in terms of energy efficiency, design and low-carbon technologies, and set an example for future major developments in the borough.

8.23 The site is in mixed public and private ownership. The development of this site is fundamental to the Core Strategy and the regeneration of the central part of the borough. It will be brought forward through public/private sector partnership arrangements.

Key delivery items - policy SP3 A key strategic site- Northleigh Park

What?	Cost and funding?	Who?	How?	When?
Approximately 1,100 homes, 8 hectares of new employment development and a local centre.	Costs not known. Funded by private developers and landowners.	Private developers, landowners, Wigan Council	Phase 1 - 751 homes Phase 2 - Balance of housing and 8 hectares of employment development	2013-2022 2023-2026
18 hectares of 'green infrastructure (open space, walking and cycling routes, flood mitigation and wildlife space)	Costs not known. Funded by private developers and landowners.	Private developers, landowners, Wigan Council	Phase 1 - 9 hectares of green infrastructure Phase 2 - 9 hectares of green infrastructure	2013-2022 2023-2026

What?	Cost and funding?	Who?	How?	When?
Link road from Westleigh Lane to Leigh Road	£3.8 million funded by developers and landowners.	Private developers, landowners, Wigan Council	Prior to construction of more than 400 homes	By 2018
Link road from Atherleigh Way to Westleigh Lane	£5 million funded by developers and landowners	Private developers, landowners, Wigan Council	Prior to construction of more than 751 homes	By 2022

Policy SP 4

Broad locations for new development

The following areas of safeguarded land are identified as broad locations for new development and specific sites will be allocated in a subsequent plan. Planning applications which reflect the overall scale and form of development envisaged in each broad location may be permitted in advance of sites being allocated in order to contribute to the supply of housing land in the short term. Allocations and specific proposals will need to take account of:

- the capacity of infrastructure serving the area / site
- the ability to integrate the development with the local community
- the ability to deliver the development including addressing site constraints and provision of the physical and green infrastructure needed

1. South of Hindley

Housing and employment development with approximately 1,000 dwellings up to 2026. A through-road from the A578 Leigh Road to the A58 Liverpool Road will be required and a substantial proportion of the site will be required for strategic green

infrastructure, including the retention and improvement of existing facilities, notably Leyland Park and adjacent playing pitches, and the provision of links to Greenheart. The development will need to be effectively integrated with the existing town of Hindley.

2. East of Atherton

Housing development close to the railway station and employment development as an extension of Chanters Industrial Estate with approximately 450 dwellings up to 2026. There will be a substantial area of strategic 'green infrastructure' in between the two areas of potential development.

3. Garrett Hall, Astley

Housing development with approximately 600 dwellings up to 2026. A substantial proportion of the site will be required for strategic 'green infrastructure' which will also serve to provide a buffer from the employment area to the south.

4. East of Wigan Road, Landgate, Ashton-in-Makerfield

Employment and housing development with approximately 300 dwellings up to 2026. A route for a bypass for Bryn Cross to/from Bryn Road and the South Lancashire Industrial Estate shall be allowed for and incorporated in the access for the employment development. Existing playing field provision and fishing ponds will be safeguarded and there would be opportunities to improve links for local communities into Greenheart.

5. Golborne and Lowton

Housing development with approximately 1,000 dwellings on safeguarded land up to 2026.

6. Standish

Housing development with approximately 1,000 dwellings on safeguarded land up to 2026.

8.24 These six broad locations are reserved for substantial new development as part of our overall spatial strategy for the borough. Their extent and boundaries, as well as the phasing of development within and between the sites, will be determined in a subsequent local plan, against evidence of need for such provision. In order to ensure an adequate and continuous supply of housing land throughout the plan period, it may be necessary to permit planning applications for housing development on safeguarded land in advance of an allocation through a subsequent plan, provided that the proposals reflect the overall scale and form of development envisaged at that location. The council is undertaking assessments of strategic infrastructure capacity in the two broad locations of Golborne and Lowton and Standish, and these will be taken into account in the determination of planning applications in these areas.

8.25 Together with the Northleigh Park development and large sites allocated in the 2006 development plan (that will themselves be reviewed in a subsequent local plan as appropriate), they will be the areas of the largest and most significant concentrations of housing and employment development through to 2026.

8.26 The 'South of Hindley' location is centrally located within the 'east-west core' of the borough. It is safeguarded for future development in the 2006 development plan. It is a mixed brownfield / greenfield, 'urban fringe' area and includes two areas of dereliction, sport pitches, protected wildlife sites and Leyland Park, the 'township park' for Hindley. While some of these are key assets and will need safeguarding and improving, much of the site is of limited economic and social value relative to its potential. Brought forward for development in the right way, in accordance with the policies in this core strategy, it would make a significant contribution towards the regeneration the borough in line with our spatial strategy.

8.27 The 'East of Atherton' location is within the eastern part of the 'east-west core' of the borough, close to our boundary with Bolton Borough. It was safeguarded for future development in the 2006 development plan. It is an 'urban fringe' area, despoiled by former mining activity. The northern end is close to Atherton Station on the Wigan-Manchester railway line and high frequency bus services on Bolton Road, between Leigh and Bolton. It would therefore be a convenient location for commuting by public transport. The southern end of the site abuts Chanters Industrial Estate and offers the opportunity to extend that facility. A through road between Bolton Road and Tyldesley Old Road could act as a bypass for central Atherton. A link into Shakerley would open

up that estate, which is currently a cul-de-sac and home to one of the most deprived communities in the borough. The means of achieving this without substantial through traffic in residential areas will be investigated further. Cutacre, a broad location for employment development in Bolton's core strategy, is close by to the north-east and if appropriate physical links between east Atherton and Cutacre can be secured, the two proposals could benefit from each other in a sustainable manner.

8.28 The 'Garrett Hall' site is an attractive greenfield site in the eastern part of the borough which has potential to be developed as a high quality housing scheme for which there is an identified need in the borough. The development would integrate well with surrounding residential areas whilst the provision of a strategic landscape corridor around Honksford Brook would provide attractive recreational space, provide flood mitigation and provide a buffer between the site and employment areas to the south. The development would benefit from the Leigh Guided Busway which will adjoin the site and provide for rapid public transport commuting.

8.29 The 'East of Wigan Road, Landgate, Ashton-in-Makerfield' location is within the south-western part of the 'east-west core' of the borough, close to Junction 25 of the M6 Motorway. Housing development will be directed to the northern part of the developable area, close to the existing community of Landgate. The land was safeguarded for future development in our 2006 development plan. It is land despoiled from previous mining activity. The A49 Wigan Road is a high frequency bus route between Wigan and Ashton. Congestion at the 'Bryn Cross' crossroads nearby acts as a major constraint on access to the South Lancashire Industrial Estate to the south. A bypass for Bryn Cross from Wigan Road to Bryn Road could be achieved through part of the area, connecting into the existing Bryn Road bridge over the Wigan-Liverpool railway line.

8.30 Golborne and Lowton are not within the 'east-west core'. They are identified as a broad location for new development to assist in meeting housing needs, particularly in the short term and to provide choice. The broad site options are:

- Land at Rothwell's Farm, Lowton Road, Golborne
- Land east of Stone Cross Lane, Lowton
- Land at Pocket Nook Lane, Lowton.

8.31 Standish is not within the 'east-west core'. It is identified as a broad location for new development to assist in meeting housing needs, particularly in the short term and to provide choice. The broad site options are:

- North of Rectory Lane, Standish
- South of Rectory Lane, Standish
- Almond Brook, Standish.

8.32 The release of safeguarded land at the scale proposed in Golborne and Lowton and Standish provides the most realistic prospect of a 5 year supply of deliverable sites coming forward, whilst maintaining the focus of housing development on the east-west core of the borough over the plan period.

8.33 Air quality assessments, including in-combination assessments in relation to road traffic and diffuse air pollution will be required for those broad locations that have been identified by our Habitats Regulations Assessment, as having a potential negative impact on the Manchester Mosses Special Area of Conservation. These broad locations are East of Atherton, Garrett Hall, Astley and Golborne and Lowton.

Key delivery items - policy SP4 Broad locations for new development

What?	Cost and funding?	Who?	How?	When?
All broad locations for development: Site or sites for residential and/or employment development with associated road and strategic green infrastructure	To be set out in Infrastructure Delivery Plan - will depend on which site or parts of sites are allocated for development. All funded by developer and landowners. Council land will facilitate development at South of Hindley, East of Atherton and Landgate,	Private developers/ landowners plus Wigan Council at South of Hindley and East of Atherton.	Preparation and adoption of a subsequent local plan and subsequent planning permissions.	2011-2026

What?	Cost and funding?	Who?	How?	When?
	supplemented by community infrastructure levy.			

Policy SP 5

Greenheart

An area from north to south through the core of the borough, its 'Greenheart', will be developed as a high quality countryside park that helps boost the borough's image, supports regeneration and encourages healthier lifestyles, by:

1. Promoting and supporting the extensive wildlife habitats including wetlands, waterways and woodland.
2. Providing attractive and accessible sporting, recreational and leisure facilities to be enjoyed by residents and visitors.
3. Continuing the regeneration of derelict and despoiled land, including the site of the former Bickershaw Colliery and boosting the attractiveness of key employment sites such as Westwood, to provide sustainable economic benefits for local communities.
4. Enhancing and developing key gateway locations to Greenheart at Haigh Hall Country Park in the north, Wigan Flashes and Three Sisters at Ashton-in-Makerfield in the west, Amberswood near Hindley in the centre and Pennington Flash and the former Bickershaw Colliery at Leigh in the east to help make Greenheart an attractive and accessible visitor destination.
5. Linking local communities in the borough and beyond, to a wide network of individual sites through good quality paths and trails, signage, interpretation materials and public art, including routes for cyclists and horse-riders.

8.34 Greenheart is a key component of the spatial strategy for the borough. It covers 57 square kilometres in the heart of the borough, of which two-fifths is in public ownership. It is predominantly in Green Belt but is bordered by Wigan, Ince, Aspull, Hindley, Leigh,

Lowton, Golborne and Ashton-in-Makerfield, and includes Abram, Platt Bridge and Bickershaw. It is quite literally the green heart of the borough and abuts most of the settlements that make up the east-west core, where most of the new development is proposed. That development can both benefit from it and contribute towards its establishment and enhancement.

8.35 Much of the area has been despoiled by mining and industrial activity but since the 1970's work has been ongoing to reclaim and rejuvenate it. An extensive network of community parks, wetlands, grasslands, nationally important and sensitive habitats, recreational facilities, restored canals and public rights of way has begun to take shape which provides a valuable asset to the borough's residents, as well as drawing in visitors from a wider area. Harnessing these assets together can help to deliver Greenheart's potential as a key driver of the area's environmental, economic and social regeneration, improving the image of the borough and promoting healthier lifestyles.

Key delivery items - policy SP5 Greenheart

What?	Cost and funding?	Who?	How?	When?
Developing the Greenheart of the borough as a high quality countryside park.	Grants and funding regimes as opportunities arise; section 106 and community infrastructure levy contributions; management of Council and other partner owned assets; other partnership support; unilateral undertakings; private developers; Rights of Way maintenance budget, local transport plan and the Non Active Open Spaces budget.	Wigan Council, Wigan Leisure and Culture Trust, Forestry Commission, Natural England, Lancashire Wildlife Trust, Red Rose Forest, Groundwork Trust, Woodland Trust, community groups, developers, Heritage Lottery Fund.	In accordance with the Greenheart Vision and Action Plan as periodically reviewed and updated.	2011-2026

NINE

Core policies

9.1 There are 18 core policies covering the full range of social, economic and environmental 'topics' relevant to planning. Each has a bearing on all three matters but we start with those that are primarily social matters, move onto those that are primarily economic, and conclude with those that are primarily environmental. Each policy should not be read in isolation but together as a set of core policies. They should also be read in the context of the spatial policies which set out the overall 'direction' for the borough.

9.2 All other policies and proposals in the Wigan Local Plan will have to conform with the 'sustainable development', 'spatial' and 'core' policies.

~~Policy CP 1~~

~~Health and well-being~~

~~We will help to improve health and well-being and substantially reduce health inequalities in the borough by:~~

1. ~~Supporting the provision of new and improved accommodation for community-based healthcare where such improvements are needed and in response to development at Northleigh Park / South of Hindley, taking opportunities to co-locate with other services wherever practicable.~~
2. ~~Supporting the enhancement of acute healthcare provision in Wigan and Leigh and improved accessibility to key acute healthcare locations outside of the borough, such as at Liverpool and Manchester.~~
3. ~~Requiring a Health Impact Assessment to be submitted in support of all development proposals for which an Environmental Impact Assessment is required (or other proposals where the council considers that a Health Impact Assessment is needed) showing, as far as is reasonable, how the proposals will impact positively on health and well-being.~~
4. ~~Considering the health impacts of major developments and other relevant proposals.~~

~~**9.3** The health and well-being of people in Wigan Borough is a major issue. The figures are stark. Over one-fifth of the population is obese; over one-quarter of all adults are smokers; one-third drink alcohol at hazardous or harmful levels; breastfeeding of babies is well below the national average; rates of circulatory disease, although falling, are still high; and the number of people suffering mental health problems is increasing. All in all, over one-quarter of people live in areas that are amongst the 10% most deprived in England for health and disability, and no part of the borough is amongst the 40% least deprived. Male and female life expectancy is amongst the 20% lowest nationally. And perhaps the starkest figure of all: there is a 7 year gap in life expectancy between our most deprived and least deprived neighbourhoods.~~

~~**9.4** Tackling health deprivation head-on is therefore one of our main priorities and spatial planning needs to contribute fully. Our spatial strategy focuses on the areas of the borough with the most acute levels of health deprivation. The location and design of development can facilitate walking and cycling as part of everyday life; access to recreational facilities can also enable people to lead healthier lives; opportunities to learn and work can help make people feel better about themselves; and attractive high quality environments and the provision of a wide range of services locally can help people to feel better about where they live. As part of this the programme of providing new and improved community-based healthcare facilities needs to be completed when funding allows, notably in Scholes and Ashton and as part of the substantial new community at Northleigh Park / South of Hindley, if required.~~

~~**9.5** A health impact assessment will be required for all development proposals for which an Environmental Impact Assessment is required (or other proposals where the council considers that a Health Impact Assessment is needed), based upon prevailing good practice. It may be part of that wider assessment process or, indeed, any other assessment.~~

~~**9.6** Health impacts will also need to be considered for other major development proposals and other relevant proposals. This will include developments where there could be an opportunity to minimise a potential adverse effect on health and could for example include new hot food take-aways. This should be done in a way that is proportional to the size and type of development concerned and could be part of a Design and Access statement or other statement of planning issues.~~

9.7 We will provide guidance on this policy in the form of a supplementary planning document.

Key delivery items: Policy CP1 - Health and well-being

What?	Cost and funding?	Who?	How?	When?
New and improved community-based healthcare accommodation	Health sector funding, development sector funding	NHS Ashton, Leigh & Wigan or successor body/bodies	Construction of new health centres	2011-2026
Enhancement of acute healthcare provision in Wigan and Leigh	Health sector resources as available	Wrightington, Wigan and Leigh NHS Foundation Trust	Improvements to acute healthcare facilities in Wigan and Leigh	2011-2026
Health impact assessments / statements	Developers / applicants for planning permission	Developers / applicants for planning permission	In line with development management procedures and processes	2011-2026
Health and well-being supplementary planning document	Planning Service resources as available	Wigan Council	In line with statutory processes, our Statement of Community Involvement and in accordance with this policy	By 2015

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Policy CP 2

Open space, sport and recreation

We will protect and enhance valuable open spaces, sporting and recreational facilities so as to maximise opportunities for people to undertake a wide range of sport and recreation activities throughout the borough, by:

1. Maintaining and enhancing our 3 'principal parks' (Mesnes Park, Wigan and Haigh Hall and Pennington Flash Country Parks) and 15 'township parks' as the focus for a wide range of informal and formal play, recreation and sports activities within the borough or their township respectively.
2. Enabling better allotment provision in the borough in terms of quantity, accessibility and quality.
3. Maintaining and enhancing our Local Nature Reserves and designating new reserves, especially in the east of the borough.
4. Maintaining and enhancing our other natural and semi-natural green space and our larger areas of amenity green space (over 0.25 hectares), so that they are safe and that informal play and compatible recreational uses are encouraged and good public access is maintained where appropriate, only allowing the loss of such an area where it is of low community value and there is comparable or better alternative provision.
5. Supporting the community use of school and club-based sport and recreation facilities and ensuring that such use is incorporated in new or replacement provision when possible.
6. Maintaining and enhancing walking and cycling routes through parks and open space where they provide appropriate links within the wider network of routes.
7. Determining proposals for development that would result in the loss of open space or land or buildings in use or most recently in use for sport and recreation, in accordance with national planning policy and our local standards which will be established in a subsequent development plan document.
8. Maintaining and improving other opportunities for sport and recreation activities, notably:

1. Play space for people who live more than 500 metres from one of the principal parks or township parks.
2. Provision for football, rugby, cricket and other pitch sports, with an emphasis on improving the quality of pitches and the provision of changing facilities and increasing provision for mini and junior players relative to senior pitch provision.
3. Provision for non pitch sports (including tennis, bowls and athletics).

9.8 Less than one-third of adults in Wigan Borough are sufficiently active for it to benefit their health. Of the two-thirds who are not, a large proportion are engaged in low levels of, or no, physical activity. This rises to a full two-thirds in our most deprived areas with physical activity rates being lowest in parts of Wigan and Leigh. Amongst 18-34 year olds, one in six undertake no physical activity at all.

9.9 Participating in leisure and recreation activities is known to have positive effects on health and well-being. As such it is important for communities to have access to a range of leisure opportunities, including indoor and outdoor sports facilities, parks and open spaces that are of an appropriate standard. We know that the quality of provision needs to be improved. In a recent survey only half of the respondents were satisfied with the borough's sports facilities and leisure centres.

9.10 Wigan Borough covers a large area and investment in open space needs to be targeted to ensure meaningful improvements. As an example of this, the Wigan Leisure and Culture Trust has identified the most important parks borough-wide and in each township as priorities for investment which are listed in the table on the following page and on the key diagram. Investment is needed to regenerate some of these parks and upgrade others and management / action plans are in place for 7 of the sites managed by the Wigan Leisure and Culture Trust.

9.11 The table and key diagram also include our five Local Nature Reserves. We need to identify further reserves to meet national standards for accessibility, especially in the east of the borough.

Principal Parks, Township Parks and Local Nature Reserves in Wigan Borough

Principal Parks	Township Parks			Local Nature Reserves
Haigh Country Park, Haigh / Wigan	Alexandra Park, Newtown	Lilford Park, Leigh	The Bonk, Golborne	Wigan Flashes
Mesnes Park, Wigan	Walmesley Park, Ince	Central Park, Atherton	Ashfield Park, Standish	Borsdane Wood, Hindley
Pennington Flash Country Park, Leigh	Leyland Park, Hindley	Astley Street Park, Tyldesley	Aspull Civic Park	Greenslate Water Meadows, Orrell
	Abram Park	Jubilee Park, Ashton	Shevington Park	Low Hall Park, Platt Bridge
	Pennington Hall Park, Leigh	Three Sisters, Ashton	Orrell Water Park	Three Sisters, Ashton

9.12 Providing open space through the development of new housing will ensure that standards for types of open space can be met, either on-site or off-site in an appropriate location. Developer contributions are also a major funding source for play equipment at such sites, to ensure that communities have access to play provision. Our Supplementary Planning Document on 'Provision for open space in new housing developments' will continue to apply until updated or incorporated into wider policy guidance as appropriate.

9.13 Much of this policy will be applied through work with Wigan Leisure and Culture Trust, who are a key stakeholder for open space, sport and recreation in the borough. The trust is responsible for the maintenance of play equipment and a number of larger open spaces in the borough. Wigan and Leigh Housing manage open spaces that are in their housing estates.

9.14 It is also expected that we will utilise the value arising from new development to gain benefits for the community through, for example, the identification of new open space facilities on the larger development sites or through the development of open spaces and play facilities on new housing sites.

Key delivery items: Policy CP2 - Open space, sport and recreation

What?	Cost and funding?	Who?	How?	When?
Maintaining and enhancing township and principal parks	Wigan Leisure & Culture Trust resources as available, grant funding such as national lottery, developer contributions	Wigan Council and Wigan Leisure & Culture Trust	In line with our supplementary planning document 'Open space in new housing' and the Parks & Greenspace Strategy	2011-2026
Enabling better allotment provision	Developer contributions, on site provision on major developments and through rationalising provision	Wigan Council and Wigan Leisure & Culture Trust	In line with our Allotments Strategy	2011-2026
Designating new local nature reserves	Wigan Council and Natural England resources as available, other funding opportunities as arising	Natural England, Wigan Council, Wigan Leisure & Culture Trust, community groups	In accordance with legislation	2011-2026
Improving provision for pitch and	Wigan Council and Wigan Leisure & Culture Trust	Wigan Council, Wigan Leisure & Culture Trust,	Improvements such as drainage, changing facilities,	2011-2026

What?	Cost and funding?	Who?	How?	When?
non-pitch sports	resources as available, grant funding such as national lottery, developer contributions, on-site provision at major developments	private sports clubs	all-weather surfacing, floodlighting.	
Developing more detailed local standards	Planning Service and Leisure & Culture Trust resources as available	Wigan Council and Wigan Leisure & Culture Trust with key stakeholders including sports clubs and the wider community	Sourcing the evidence and bringing forward standards with the process of producing and adopting a subsequent local plan.	2013-2016

Policy CP 3

Community facilities

We will extend and enhance opportunities for people to participate in community activities by:

1. Enabling the provision of new and improved community facilities for the purpose of accommodating meetings, worship, indoor sports, social activities and events, performances and other community activities and services.
2. Expecting new community facilities to be accessible to the communities that they are intended to serve, preferably being in or around the town centre or local centre serving the area.

3. Requiring the provision of appropriate community facilities in or as part of new large scale housing developments.
4. Only allowing development that would result in the loss of a community facility when either:

    1. It can be demonstrated that there is no longer a need for the facility; or
    2. An alternative facility of equivalent or better standard will be provided, either on-site or elsewhere, in accordance with the provisions above.

9.15 Despite their value to our local communities, some of the borough's community buildings are in poor locations, have outdated designs and are becoming increasingly expensive to maintain. There is also a growing scarcity of resources to address these fundamental issues.

9.16 Communities need the right facilities for the purpose of group or public meetings, worship, club and indoor sport activities, socialising and public performances. If communities are really going to prosper, with a wide range of activities and other opportunities for people to come together on matters of shared interest, they need the right facilities, in the right buildings, in the right locations and must be financially sustainable.

9.17 Major new housing development schemes give the opportunity to provide such community facilities from the outset as part of the comprehensive masterplanning of such sites. A subsequent local plan will detail how such provision will be made in the planning of key sites.

9.18 We need to make the best of what we have and seek to replace what cannot be brought up to standard. The principle of shared use is now well established, as both an efficient use of resources and an effective approach in broadening community use and ownership of facilities.

9.19 A Community Buildings Strategy will be produced by our Local Strategic Partnership to help guide the restructure of our community facilities so that they are accessible and suitable for the whole community. This may also involve an annual capital investment programme, which could be part financed by infrastructure contributions from new developments.

Key delivery items: Policy CP3 - Community facilities

What?	Cost and funding?	Who?	How?	When?
New and improved community facilities	Developer contributions, grant funding	Developers, Wigan Council, Wigan Borough Partnership	In line with the Community Buildings Strategy	2011-2026
Community buildings strategy	Would depend on the detail of the proposals	Developers, applicants for planning permission	In line with development management process and procedures	2011-2026

~~Policy CP 4~~

~~Education and learning~~

~~We will help to substantially improve levels of knowledge, skills and qualifications in the borough and reduce inequalities in education and learning, by:~~

1. ~~Supporting proposals for new and improved schools and school buildings, either on their existing site or on a suitable alternative site.~~
2. ~~Supporting the provision of appropriate facilities to provide specialist and vocational training and support, particularly in areas where there are high numbers of working age adults with low skill levels.~~
3. ~~Supporting the modernisation and expansion of Further Education provision in the borough, particularly in central Wigan and central Leigh, and supporting~~

proposals to improve accessibility to existing college sites on the western fringe of the borough and to/from colleges and universities in neighbouring districts that serve the borough.

4. Facilitating the use of the built and natural environment of the borough as an education resource, including in Greenheart.
5. Supporting the enhancement of sporting and recreational facilities as part of education provision.

9.20 Skill and qualification levels in Wigan Borough are below national and regional averages. The percentage of pupils achieving 5 GCSEs A*-C is comparable to the England average; however, if achievement including Maths and English is included, Wigan is 1.1% below the average. The percentage of working age residents qualified to NVQ levels 2, 3 and 4 are also well below the England average. There are higher than average rates of 16-18 year olds not participating in education, employment or training and people of working age claiming out-of-work benefits, for which low skill levels and poor qualifications are key contributors. These issues are particularly acute in parts of north-west Wigan and Atherton, which are within the top 3% most deprived in England for education, skills and training.

9.21 A high proportion of our school buildings are out-dated in respect of providing appropriate learning environments. In terms of condition, there is approaching £64 million in repairs needed of which £20m is attributable to those of an essential nature. Although a large number of surplus places have been removed, there are some areas were pupil numbers are declining hence some surplus places remain. In other areas, birth rates have risen, causing pockets in which places are in short supply and consequently a relatively small number of overcrowded schools.

9.22 Wigan Council was within the Building Schools for the Future programme and had secured £80 million to deliver Phase 1 of 3 proposed until the Government cancelled the programme nationally in 2010. Phase 1 was to focus on transforming secondary education in the east of the borough and was expected to be completed by the end of 2013. Funding sources will be explored to enable the required transformation of secondary school provision to be brought forward at the earliest possible opportunity.

9.23 Primary Capital Programme funding and Basic Needs funding are currently in place to deliver new and improved primary school provision. The modernisation and expansion of further education provision is currently within the remit of the Skills Funding Agency. However, there is currently a major Capital Spending Review underway, which could significantly change the way education investments will be funded.

9.24 '14-19 Capital Funding' has been secured to deliver two new 14-19 Centres in the borough.

Key delivery items: Policy CP4 - Education and learning

What?	Cost and funding?	Who?	How?	When?
New and improved primary schools	Primary Capital Programme Funding, Basic Needs Funding	Wigan Council	Modernisation and replacement of primary school provision	2011-2026
New and improved secondary schools	Funding sources will be explored	Wigan Council	Modernisation and replacement of secondary school provision	2011-2026
Specialist and vocational education provision	14-19 Capital Funding	Wigan Council	Provision of 14-19 Centres in the west and east of the borough	2012-2013
Modernisation of further education provision	Skills Funding Agency	Wigan and Leigh College, Winstanley College, St John Rigby College.	Colleges submitting funding bids to the Skills Funding Agency	2011-2026

What?	Cost and funding?	Who?	How?	When?
Using the built and natural environment as an educational resource	Private developer funding, partnership funding	Private developers, education providers, Greenheart Board	Provision of interpretation materials	2011-2026
Protection and enhancement of sporting and recreational facilities	-	Wigan Council, education providers	In line with development management processes and procedures	2011-2026
Assessment of planning applications for education facilities	Supporting evidence and fees, Planning Service resources as available	Applicants / Wigan Council	In line with development management processes and procedures	2011-2026

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Policy CP 5

Economy and employment

We will help create sustainable economic growth; boost our economic performance and profile; and provide a wider range of job opportunities, by:

1. Bringing forward a range of employment sites of the right quality in terms of location, accommodation provision and supporting infrastructure, to attract, maintain and grow businesses, especially within the east-west core of the

~~borough. The range of sites will focus on providing opportunities for the following key employment sectors in particular:~~

1. ~~Manufacturing and engineering, including food and drink processing~~
2. ~~Logistics / distribution~~
3. ~~Digital information and communications technology~~
4. ~~Creative/digital/new media~~
5. ~~Financial and professional services~~
6. ~~Environmental technologies~~
7. ~~Construction sector businesses.~~

2. ~~Against the qualitative factors set out above, making provision for approximately 200 hectares (gross) of employment land between 2011 and 2026, including reviewing sites allocated previously and undeveloped.~~
3. ~~Safeguarding existing employment sites and buildings that are capable of continuing to meet the needs of employment uses and for which there is likely to be sufficient demand.~~
4. ~~Encouraging a suitable supply of small, cost-effective premises for new business start-ups, including managed 'incubator' accommodation.~~
5. ~~Ensuring that there is a phased approach, through a subsequent local plan, to the availability of employment land, with effective mechanisms in place to maintain a sufficient supply of suitable sites that are readily available and attractive to investors.~~
6. ~~Promoting and enabling Wigan, Leigh and Ashton town centres to be developed as key locations for businesses and jobs~~
7. ~~Encourage the provision of next generation broadband infrastructure to key employment locations.~~
8. ~~Enabling good public transport access to key employment locations both within and outside the borough for job opportunities, notably Manchester, Salford, Bolton, Warrington, St. Helens, Liverpool and Preston.~~
9. ~~Seeking agreement with employers and developers to enter into local labour and training agreements through planning obligations or other mechanisms where appropriate.~~

9.25 Despite its strategic location at the heart of the North West, Wigan Borough is poorly regarded as a business location primarily due to a negative image/perception of the area and poor accessibility from the strategic road network (motorways). This contributes significantly to a local economy which under performs at the national, regional and sub-regional levels.

9.26 A high concentration of jobs are low skilled and within declining sectors of the economy, notably in manufacturing and engineering. There are low levels of skilled jobs and few businesses within 'key growth' and knowledge intensive sectors such as Financial and Professional Services and ICT Digital. This contributes to a low wage economy with wages on average 8% below sub regional and regional averages and 17% below national levels. Worklessness rates are also consistently higher than average, with particularly high levels of incapacity benefit claimants and young Job Seekers Allowance claimants.

9.27 The severe economic downturn has had a significant impact in the borough with sectors which dominate the local economy being the hardest hit. Evidence suggests that the sectors identified in the policy are best placed to aid the economic recovery and that, in addition to attracting knowledge sectors, the borough should build upon its current strengths, in particular its successful manufacturing base, to create opportunities for local businesses to prosper.

9.28 Poor broadband speeds also hinder business investment in the borough. However, significant proposals are in place to develop next generation digital infrastructure across the Manchester City Region, including in Wigan. A delivery plan at the City Region level is being prepared by the Manchester Digital Development Agency and a 4 year build out programme from 2010-14 is envisaged. Its implementation will be funded through government grants.

9.29 Low levels of self-employment and enterprise initiative are also key barriers to employment. The proportion of self-employed in Wigan is 6.3%, much below surrounding commuter areas, the North West and the UK. The provision of cost-effective premises and incubator units will provide opportunities for business start ups in the borough and promote entrepreneurial activity.

9.30 If Wigan is to compete successfully at the national and regional level for investment and jobs over the next 10-20 years, new employment sites of the right quality are needed to attract, maintain and grow businesses. Approximately 200 hectares of employment

land is equivalent to 13-14 hectares per year. This figure is in excess of recent take up rates and represents significant growth in employment development within the borough. It will be made up of approximately 135 hectares on existing employment sites (taking account of losses through enabling development), approximately 57 hectares at Northleigh Park and broad locations and approximately 7 hectares within town centre locations. Most of this employment land will be provided in the 'east-west core' of the borough, as set out in the table below. Other new sites may also need to be identified in a subsequent plan in line with this core strategy.

Table 9.1: Spatial distribution of new employment development by settlement, 2011-2026 (indicative)

Settlement	%
Within the east-west core of the borough	**98**
Wigan	24
Ashton	28
Hindley	21
Leigh	8
Atherton	9
Tyldesley and Astley	8
Platt Bridge	0
Outside of the east-west core of the borough	**2**
Golborne and Lowton	1
Standish	1
Shevington	0
Aspull	0
Orrell	0

~~Employment Uses~~

~~For the purposes of this policy, employment uses include uses within Use Classes B1 business, B2 general industry and B8 storage and distribution. Outside of the Use Classes Order, employment uses that may be appropriate include a builder's merchant; builder's yard, gardening/horticultural contractors base; civil engineering depot; demolition contractor's yard; transport depot; haulage yard; coal merchant; scrap yard; waste transfer depot; waste transfer and recycling facilities; utility company depot; security business; private hire business; plant hire; skip hire; and trade counter. However, not all employment uses will be appropriate in all employment locations.~~

~~9.31~~ ~~Agreement will be sought with employers and developers, through planning obligations, to enter into local labour and training agreements, appropriate to the individual development, to ensure that the borough's residents are able to access the employment opportunities that are provided within the borough.~~

~~Key delivery items: Policy CP5 - Economy and employment~~

~~What?~~	~~Cost and funding?~~	~~Who?~~	~~How?~~	~~When?~~
~~Allocate sufficient land of the right quality to meet employment land needs~~	~~Planning Service resources as available, with development sector investment in supporting evidence as appropriate~~	~~Wigan Council with key stakeholder involvement including landowners, developers and businesses~~	~~Producing and adopting local plans~~	~~2013-2016 in the first instance~~
~~Reviewing and safeguarding existing employment~~	~~Planning Service resources as available, with development~~	~~Wigan Council with key stakeholder involvement~~	~~Producing and adopting local plans~~	~~2013-2016~~

What?	Cost and funding?	Who?	How?	When?
allocations (Primary Employment Areas)	sector investment in supporting evidence as appropriate	including landowners, developers and businesses		
Assessing planning applications for employment development	Supporting evidence and fees / Planning Service resources as available	Applicants / Wigan Council	In line with development management processes and procedures	2011-2026
Encouraging a suitable supply of small, cost-effective premises for business start-ups	Development sector investment, potential grant support	Landowners, developers, Wigan Council	Annual monitoring, allocating suitable land, assessing planning applications, seeking funding opportunities	2011-2026
Ensuring a sufficient supply of suitable employment sites that are readily available	Landowners, potential grant support	Landowners, developers, Wigan Council, infrastructure companies	Annual monitoring, working with key stakeholders	2011-2026
Promoting Wigan, Leigh and Ashton town centres as	Planning Service and Economic Development	Wigan Council, New Economy (AGMA)	Local Plans covering Wigan Town Centre	2013-2016, through to 2026

What?	Cost and funding?	Who?	How?	When?
key locations for businesses and jobs	resources as available		and Leigh Town Centre, Ashton town centre masterplan, economic development activities	
Encouraging the provision of next generation broadband infrastructure to key employment locations	Local Enterprise Partnership, North West Evergreen Fund (EU JESSICA programme)	Manchester Digital Development Agency in partnership with New Economy (AGMA)	Implementation of the delivery plan (Greater Manchester level)	2010-2026
Enable good public transport access to key employment locations both within and outside the borough	Development sector funding, public sector revenue funding	Developers, Transport for Greater Manchester, Wigan Council, bus and rail operators	Infrastructure improvements, service improvements, Travel Plans	2011-2026
Secure local labour contracts and training opportunities	Development sector finance, potential grant support	Developers and end-user businesses with public sector assistance	Planning obligations or other mechanisms as appropriate	2011-2026

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Policy CP 6

Housing

We will help ensure that there is sufficient housing in the borough to meet people's needs and support a good quality of life by:

1. ~~Making provision for an average of at least 1,000 net additional dwellings per year between 2011 and 2026.~~

2. Focusing at least 80% of new housing in the east-west core of the borough.

3. Encouraging new housing on previously-developed, brownfield land (including the re-use of existing buildings).

4. Reducing the proportion of empty homes and promoting the re-use of vacant buildings for residential use where appropriate.

5. Maintaining a five-year supply of deliverable housing land.

6. Ensuring that provision is made for an appropriate mix of house types, sizes, tenures and affordability, specialist, extra-care housing and 'lifetime homes'.

7. Seeking the provision of 25% affordable housing on all sites consisting of 10 dwellings or more where this is viable. Where this is demonstrated not to be viable, a reduced level of affordable housing provision will be negotiated. The approach towards the provision of affordable housing will take into account up to date information on housing needs in the borough.

   The provision should be of an agreed mix of styles and types; be consistent in terms of design, standards and quality to other housing on the site and be subject to occupancy controls to ensure that it remains affordable for subsequent occupiers.

8. Providing a new site or sites for gypsies and travellers and travelling showpeople to meet any shortfall in pitches and plots, taking into account:

1. The impact of the development (including any business activities likely to be carried out on site) on the appearance of the area, on residential amenity and on privacy for nearby properties.
2. The proximity and ease of access to shops, schools, medical facilities and other amenities.
3. The ability to provide safe and convenient vehicular and pedestrian access.
4. The availability of adequate infrastructure such as water, energy and drainage.
5. The provision of adequate levels of space, privacy and residential amenity for occupiers.

~~**9.32** There are around 318,000 people living in the borough, in around 136,000 households. This is forecast to increase to over 334,000 people in 153,000 households by 2026, as a result of people living longer, increasing birth rates and migration into the borough from other areas. A continuing reduction in average household size is also forecast. All of the evidence and forecasts demonstrate that an average of at least 1,000 additional new properties need to be provided per year to cater for need.~~

9.33 Over 80% of dwellings in the borough are private, of which more than 90% are owner-occupied, the remainder being private-rented. Most of the balance is council housing with a small proportion under registered social landlords.

9.34 In 2005 nearly all homes met the fitness standard for repair and modern facilities and over nine-in-ten were energy efficient in terms of insulation and heating. Four-fifths of council homes and nearly three-quarters of private sector homes met the government's Decent Homes Standard. Further improvements have been made since that time.

9.35 The number of long term vacant houses increased by a quarter between 2007 and 2008, largely as a result of the collapse in the housing market. Overall, vacancy rates in the social housing stock have decreased while private sector vacancy has increased.

9.36 In order to provide for forecast need, and excluding the replacement of dwellings demolished each year (typically around 50), an average of at least 1,000 additional new homes are required annually to 2026. Sites will be allocated in a subsequent plan. At least 80% of this development can be accommodated in the east-west core of the borough, as indicated in Table 9.2, helping to achieve regeneration in those towns.

Table 9.2: Spatial distribution of potential housing supply by settlement, 2011-2026 (indicative)

Settlement	Estimated number of dwellings	% of total provision
Within the east-west core of the borough		
Wigan	4,836	26
Hindley	1,704	9
Platt Bridge	759	4
Leigh	4,410	24
Atherton	1,625	9
Ashton-in-Makerfield	476	3
Tyldesley and Astley	1,261	7
Sub total	15,071	82
Outside of the east-west core of the borough		
Golborne and Lowton	1,384	8
Standish	1,352	7
Aspull	79	0
Shevington	129	1
Orrell and Billinge	350	2

~~Settlement~~	~~Estimated number of dwellings~~	~~% of total provision~~
~~Sub total~~	~~3,294~~	~~18~~
~~Total~~	~~18,365~~	~~100~~

~~**9.37** As set out in Table 9.3, the potential housing supply to 2026 is made up of existing permissions, a key strategic site and six broad locations for new development, other sites identified through the Strategic Housing Land Availability Assessment and an allowance for windfall developments.~~

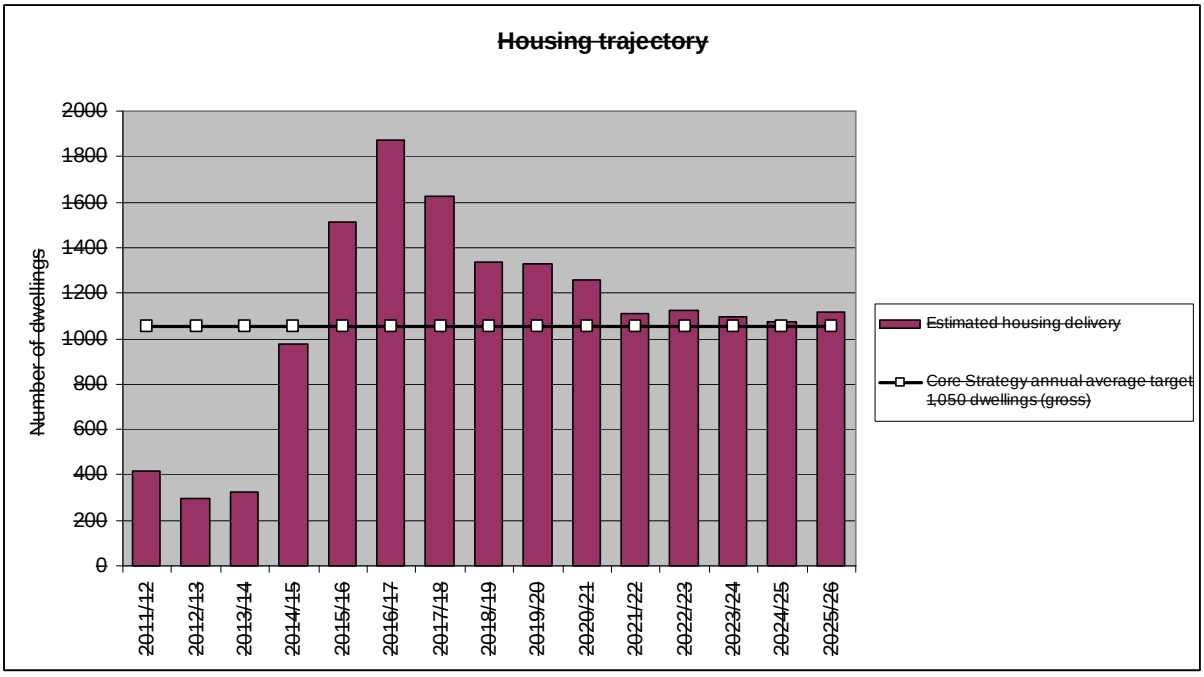
9.38 Affordability has emerged as an issue in the borough in recent years, with an annual affordable housing shortfall of 277 units, as of 2011. This indicates a need for over 4,000 affordable units over 15 years. 50% should be for social or affordable rent and 50% as intermediate housing for sale. A proportion of new housing on sites should be affordable housing subject to viability – our evidence shows that the proportion should be 25%. The requirement for on-site provision or equivalent financial contribution will be waived, reduced or deferred only when and to the extent that an independent viability appraisal demonstrates that such provision would make the development unviable. The specification for the viability appraisal will need to be agreed with the council. Our supplementary planning document on affordable housing clarifies the precise application of the policy.

9.39 Our requirement for a mix in the type, size and affordability of dwellings in all development schemes will help to achieve a better balance in the type of housing stock, and reflects the differing needs of the borough's residents, including specialist, extra-care housing and sites for gypsies and travellers and for travelling showpeople.

~~**9.40** The housing trajectory in table 9.3 and the subsequent chart shows the expected rate of delivery for the plan period from the various potential sources of housing land. It illustrates that a five year supply of deliverable sites can be maintained and that there is sufficient flexibility in the overall potential supply of land to ensure that housing requirements up to 2026 can be met.~~

Table 9.3: Housing trajectory (2011-2026)

Source of supply	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	TOTAL
Net completions	419															419
Remaining capacity on sites with permission		296	323	474	408	457	391	262	211	137	112	80	25	6		3182
Northleigh Strategic Site				50	75	100	100	100	100	100	100	100	100	100	100	1125
Broad locations for new development																
South of Hindley					50	75	75	100	100	100	100	100	100	100	100	1000
East of Atherton									50	50	50	75	75	75	75	450
Landgate					25	50	50	50	50	50	25					300
Garrett Hall				25	50	75	75	75	75	75	75	75				600
Golborne and Lowton				50	150	150	150	150	150	150	50					1000
Standish				50	150	150	150	150	150	150	50					1000
Residual amount required from other SHLAA sites				324	560	769	590	400	400	400	500	650	750	750	800	6893
Windfall allowance					45	46	45	46	45	46	45	46	45	46	45	500
TOTAL	419	296	323	973	1513	1872	1626	1333	1331	1258	1107	1126	1095	1077	1120	16469



Key delivery items: Policy CP6 - Housing

What?	Cost and funding?	Who?	How?	When?
Allocating sufficient land to meet housing land requirements, focusing at least 80% in the 'east-west core' of the borough, encouraging development on previously-developed brownfield land, and ensuring a phased approach to the availability of housing land	Planning Service resources as available, development sector investment in supporting evidence as appropriate	Wigan Council with key stakeholder involvement including landowners, developers and businesses; applicants for planning permission	Producing and adopting subsequent local plans and in line with development management processes and procedures	2013-2016 in the first instance; 2011-2026 for planning application assessments
Reducing the proportion of empty homes & promoting the re-use of vacant buildings	Housing Strategy resources as available, including grant funding	Wigan Council, voluntary sector, development sector, grant funding (potentially the Homes & Communities Agency)	In line with the Housing Strategy	2011-2026
Maintaining a 5 year supply of deliverable housing land	Planning Service resources as available	Wigan Council, with key stakeholder	Updating our Strategic Housing Land Availability	Annual assessment, initially informing

What?	Cost and funding?	Who?	How?	When?
		involvement, including developers and landowners	Assessment which will inform subsequent local plans, and in line with development management processes and procedures	local plan production 2013-2016; 2011-2026 for planning application assessments
Ensuring that there is an appropriate mix of house types, sizes, tenures and affordability, specialist, and extra-care housing	Planning Services resources as available and development sector investment in supporting evidence and planning fees as appropriate	Wigan Council and applicants for planning permission	Producing and adopting subsequent local plans, reviewing the Affordable Housing Supplementary Planning Document; masterplanning; and in line with development management processes and procedures	2013-2016 in the first instance; 2011-2026 for planning application assessments
Providing affordable housing according to need	Cross subsidy from the development value of housing developments;	Developers in negotiation with Wigan Council, Homes and Communities	In accordance with our Affordable Housing Supplementary Planning	2011-2026

What?	Cost and funding?	Who?	How?	When?
	also public sector investment, land and assets	Agency and Registered Social Landlords	Document, and the requirements of planning permissions through s106 agreements	
Providing for Gypsies and Travellers and Travelling Showpeople	Planning Services resources as available for site allocation(s); private sector for site provision	Wigan Council and developers, gypsies and travellers groups and travelling showpeople groups	Provision of plots and pitches including the allocation of sites in local plans	2013-2016 in the first instance; 2011-2026 for planning application assessments

Policy CP 7

Accessibility

We will improve accessibility to key destinations for people and goods and connect people to opportunities both within and outside the borough by:

1. Promoting and seeking the delivery of the following major transport infrastructure interventions:

    1. The A49 Diversion
    2. Wigan Transport Hub
    3. Westleigh Lane to A578 Leigh Road
    4. A579 Atherleigh Way to Westleigh Lane

5. A578 Leigh Road to A58 Liverpool Road
6. Leigh – Salford - Manchester busway

2. Promoting accessibility improvements across the borough especially within our town centres and to/from key cross boundary locations such as Manchester, Bolton, St Helens, Warrington, Liverpool and Preston, particularly by public transport.
3. Seeking to maximise use of the existing bus and rail network and improve opportunities for bus travel and interchange, particularly in our town centres and at rail stations.
4. Enabling opportunities for the development of rail freight in the borough particularly that which maximises the potential of the West Coast mainline.
5. Maximising the capacity, efficiency and safety of the road network, reducing, as far as is practicable, the adverse impact of transport on our communities, town centres and the wider environment.
6. Developing and enhancing our on and off-road networks for walking and cycling, to connect local residents to employment and community facilities as well as for leisure purposes.
7. Ensuring the provision of appropriate, well designed, convenient, safe and secure parking for cycles, motorcycles, cars, coaches and vans / lorries, including as part of new development.
8. Enabling 'equality of access' to our transport networks and facilities for disabled people and other vulnerable groups.
9. Promoting the use of travel plans and requiring them to be produced and implemented for appropriate development.
10. Supporting the appropriate provision of infrastructure for the charging of electric vehicles.
11. Achieving these improvements through developing and implementing a Transport Strategy for the borough.

9.41 Despite relatively low average household incomes, car ownership and use are high in the borough. On average people travel further to work and use public transport less than in other Greater Manchester districts. The ability to interchange between rail and bus is constrained by poor infrastructure, provision of information and service patterns.

This leaves parts of the borough, most notably Leigh and Ashton-in-Makerfield, without good public transport connections to the Manchester regional centre. Cross boundary travel by public transport is poorly co-ordinated and usage is low, even to key destinations such as Warrington and Liverpool. Overcrowding on trains, especially on the Atherton line at peak times, acts as a further disincentive to use.

9.42 Levels of walking and cycling are also low due to many factors. However, poor environmental conditions and safety issues arising from high traffic levels and congestion act as additional deterrents.

9.43 The borough's transport system is poorly integrated. This gives rise to congestion along key routes and at key locations at peak times.

9.44 The lack of an efficient road network severely constrains our ability to attract new investment, especially in the 'east-west core' away from the motorways and the A580 East Lancashire Road. It also prevents buses from operating effectively between key destinations.

9.45 Making best use of existing road capacity and delivering key strategic improvements at Northleigh Park and in other broad locations throughout the borough will help to make it a more attractive place in which to live, visit and do business. Improving bus and rail links, developing new links and services and improving public transport interchange will contribute too.

9.46 The six major transport infrastructure interventions represent key transport projects which the Council considers as being vital to help address some of these deficiencies and to assist in delivering the level and pattern of growth set out in this Core Strategy. The projects range from public transport projects to road schemes which will also involve benefits for walking, cycling and the provision of bus services.

9.47 The Council has produced a Transport Strategy for Wigan to 2026 which sets out the borough's transport issues in much more detail and highlights how they will be addressed. The Transport Strategy sits very much alongside the Core Strategy and the two documents are complementary.

9.48 The health of our residents is also affected by transport choices and living in close proximity to vehicle emissions and poor environmental quality caused by traffic. Provision of charging points for electric vehicles in new and existing developments will help encourage the use of more environmentally friendly vehicles locally in line with recent Government thinking. Encouraging people to walk and cycle more and improving air quality close to homes will help towards improving overall health and well-being.

9.49 Improvements will be secured working with our key partners, notably Transport for Greater Manchester and the Integrated Transport Authority, the Highways Agency, Network Rail, train and bus operators along with private developers who are interested in developing sites.

9.50 The existing 'Travel Plans' and 'Access for All' Supplementary Planning Documents will be revised to supplement this core policy.

Key delivery items: Policy CP7 - Accessibility

What?	Cost and funding?	Who?	How?	When?
A49 Diversion	£22 million	Wigan Council will act as the lead partner but delivery will require major public sector support and private sector involvement	The scheme has planning permission and a start has been made. Will be completed through a partnership to also deliver the Westwood Park development	Post 2016

What?	Cost and funding?	Who?	How?	When?
Wigan Transport Hub	£35 million	Transport for Greater Manchester (TfGM), rail operators	In line with Greater Manchester Transport Fund delivery programme	Post 2016
A578 Leigh Road to A58 Liverpool Road	£9 million funded by developers and landowners	Private developers, landowners, Wigan Council	In accordance with planning permission for South of Hindley	2026 in line with rate of housing development
Leigh-Salford-Manchester Busway	£68 million GM Transport Fund	TfGM	In line with Greater Manchester Transport Fund delivery programme	2015
Maximising use of the existing rail network	Local Transport Plan, operators, developer contributions	TfGM, Network Rail, Train operators, Wigan Council	In line with rail franchising agreement, rail timetable amendments	Annual review with half yearly amendments
Bus services improvements	Local Transport Plan, operators, developer contributions	TfGM, Bus operators, Wigan Council	In line with bus network strategy development	2011-2026

What?	Cost and funding?	Who?	How?	When?
Maximising the capacity, efficiency and safety of the existing road network	Annual maintenance budget, developer contributions	Wigan Council, private developers	Annual rolling programme or in line with development proposals	2011-2026
On and off-road network for walking and cycling	Local Transport Plan, developer contributions	Wigan Council	Annual rolling programme or in line with development proposals	2011-2026
Assessment of planning applications where parking is proposed and/or is required, where a Travel Plan is submitted / required	Supporting evidence and fees, Planning Service resources as available	Applicants / Wigan Council	In line with development management processes and procedures, including our supplementary planning document on travel plans as relevant	2011-2026
Review of our Travel Plans and Access for All supplementary planning documents	Planning Service resources as available	Wigan Council with key stakeholder and community involvement	In line with statutory processes, our Statement of Community Involvement and in accordance with this policy	2011-2026

What?	Cost and funding?	Who?	How?	When?
Producing a Transport Strategy for Wigan to 2026	Planning Service resources as available	Wigan Council with key stakeholder and community involvement	Wigan Council will take the lead and produce a plan by the end of 2011 following consultation. The strategy will contain an Action Plan which will be updated at regular intervals	2011

The delivery of major transport infrastructure interventions 3 and 4 is set out in the key delivery items table for policy SP3: A key strategic site - Northleigh Park.

~~Policy CP 8~~

~~**Green Belt and safeguarded land**~~

~~There will be no alterations to the boundaries of the Green Belt.~~

~~Development within the Green Belt will only be allowed in accordance with national planning policy. Limited infilling or redevelopment will continue to be allowed at previously-developed, brownfield sites in the Green Belt, in accordance with national planning policy.~~

~~Infilling development will continue to be allowed within the settlement boundaries of Haigh and Bickershaw in the Green Belt, in accordance with national planning policy.~~

~~Outside of the broad locations for new development, the function, status and detailed boundaries of safeguarded land will be reviewed in a subsequent plan. Where appropriate, sites will be allocated for development on safeguarded land within the east-west core. Following this review, remaining safeguarded land both within and outside of the east-west core will be kept free of permanent development in order to maintain its availability for development in the longer term.~~

~~9.51~~ ~~Over half of the borough, amounting to more than 100 square kilometres, is Green Belt and will remain Green Belt at least through to 2026. It is part of the Greater Manchester Green Belt but adjoins the Merseyside (St Helens), Cheshire (Warrington) and Lancashire Green Belts. It serves the accepted purposes of restricting the growth of urban areas, preventing neighbouring towns from merging, protecting the countryside from encroachment and promoting urban regeneration by recycling derelict and other urban land and is the subject of national planning policy.~~

~~9.52~~ ~~Safeguarded Land helps to protect the Green Belt by providing a reserve of land to meet development needs in the longer term without having to encroach on Green Belt. It is land that sits between a settlement edge and the Green Belt that could be identified in a development plan to meet future development needs if required, a mechanism provided for in national planning policy. This is in order that the Green Belt boundaries do not need to be altered every time a development plan is reviewed and therefore enables Green Belt boundaries to endure into the future. Within the east-west core, four areas of safeguarded land - South of Hindley, East of Atherton, Garrett Hall at Astley and Landgate at Ashton-in-Makerfield - are 'broad locations for new development' under policy SP4, and will be allocated for development in a subsequent local plan.~~

~~9.53~~ ~~Much of the other safeguarded land in the east-west core of the borough will be needed to accommodate development needs through to 2026 and will also be allocated.~~

~~9.54~~ ~~There are also broad locations involving safeguarded land at Golborne and Lowton and Standish, outside the east-west core, within which land will be allocated in a subsequent plan. It may be necessary to permit planning applications for housing on safeguarded land sites in advance of their allocation, in order to ensure an adequate and continuous supply of housing land throughout the plan period.~~

9.55 Safeguarded land at Golborne and Lowton and Standish that is not allocated, or identified as having planning permission will remain as safeguarded land in a subsequent plan which will also review the function, status and detailed boundaries of all remaining safeguarded land.

Key delivery items: Policy CP8 – Green Belt and safeguarded land

What?	Cost and funding?	Who?	How?	When?
Maintaining the Green Belt and identifying and designating safeguarded land for development.	Within available Planning Service resources, with development sector investment in supporting evidence as appropriate	Wigan Council with key stakeholder and community involvement including landowners, developers and businesses	Preparation and adoption of subsequent plans.	2013-2016 in the first instance

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Policy CP 9

Strategic landscape and green infrastructure

We will improve the natural environments and open spaces within and between our towns and other settlements - our strategic landscape and green infrastructure - for the benefit of people and wildlife, and help make the borough a better place to live and visit and for businesses to locate and thrive, by:

1. Strengthening the landscape character of the borough through the appropriate location and treatment of development and the ongoing restoration of despoiled landscapes and natural and semi-natural features, particularly in Greenheart,

other locations close to the edge of our towns and other settlements, and in the mosslands.

2. Managing our green infrastructure as one extensive high quality and multi-functional network and safeguarding it from development that would compromise its integrity, by:

    1. Safeguarding and, where possible and practicable, managing land sensitively and positively to support a diverse range of wildlife, again notably in Greenheart and the mosslands.
    2. Enhancing and extending networks and other access opportunities for walkers, cyclists, horse-riders and other outdoor recreational pursuits in ways that are compatible with food production, wildlife and carbon storage, particularly in Greenheart but also at other countryside and greenway locations.
    3. Identifying appropriate green areas to store flood waters away from homes, businesses and community buildings.
    4. Incorporating measures that will help to reduce the extent of climate change and/or adapt to a changing climate.
    5. Requiring key strategic landscaping on all new major development proposals and incorporating new green infrastructure in larger areas of new development, to help secure regeneration and/or economic development.
    6. Greening the urban environment by developing and improving networks of smaller scale, urban green infrastructure including parks, gardens, allotments, trees and green roofs.
    7. Protecting trees and woodlands of value to amenity.

9.56 Wigan Borough covers around 200 square kilometres, of which nearly two-thirds is countryside or open land. The landscape rises gently from the mosslands in the south to an extension of the West Pennine Moors at Aspull and Haigh in the north. An important landscape character area at the heart of the borough contains an extensive 11 kilometre corridor of important wetland habitats that is an essential part of the borough's green infrastructure.

9.57 Green infrastructure is our natural outdoor environment and includes our countryside, parks, woodlands, wetlands, canals and rivers, allotments and community gardens, privately owned gardens and trees. Most of these are covered by other core policies but the purpose of identifying them collectively as green infrastructure is to capture the multiple benefits that can be achieved.

9.58 The benefits can be wide-ranging environmentally, socially and economically. Green Infrastructure can help reduce the adverse impacts of extreme weather conditions / climate change, such as flooding and hot weather, including through carbon storage whereby soil resources and vegetation take up large amounts of carbon from the atmosphere and lock it away for long periods of time. It can create better opportunities for recreation and leisure to promote healthier lifestyles, for walking and cycling, and for wildlife. It can improve our home environment. It can create new opportunities for business, including food production and tourism. And it can help improve the borough's image and the perception people have of it, which should be good for business.

9.59 Our core green infrastructure is Greenheart (see policy SP5) and the mosslands. They are identified as two of four core areas for green infrastructure in Greater Manchester.

9.60 The mosslands cover an area of 66 square kilometres extending from Wigan into Salford and Warrington districts. Much of the remnant mossland in Wigan centres on the Astley and Bedford Mosses, of which over 90 hectares is a European designated Special Area of Conservation.

9.61 Elsewhere, our priorities include Sandyforth Community Woodland and those remainder sections of the river valleys, canal corridors and the public rights of way network and other multi-purpose off-road greenways that extend to the borough boundary and beyond to neighbouring areas.

9.62 We will publish a local green infrastructure plan to identify the need for and function of green infrastructure throughout the borough and determine opportunities for enhancement and creation in accordance with this core policy. It will incorporate the action planning for Greenheart and the mosslands and focus on requirements for environmental improvement schemes, development proposals, the Northleigh Park key strategic site and our broad locations for new development.

Key delivery items: Policy CP9 – Strategic landscape and green infrastructure

What?	Cost and funding?	Who?	How?	When?
Strengthening landscape character	Incremental, through development and through land management programmes	Wigan Council, developers, landowners, Natural England, voluntary sector	In accordance with our Landscape Character Assessment; site specific landscape capacity and sensitivity appraisals, land reclamation schemes	2011-2026
Developing and managing Green Infrastructure	Opportunity grants and funding regimes, Section 106 open space contributions, unilateral undertakings and partnership support	Wigan Council, Wigan Leisure and Culture Trust, Forestry Commission, Natural England, Lancashire Wildlife Trust, Red Rose Forest, Groundwork Trust, Woodland Trust, community groups, private sector, developers	In accordance with our Green Infrastructure Plan to be prepared in line with the Greater Manchester Green Infrastructure Strategy and Action Plans, and other strategies such as our Allotment Strategy and Trees & Woodlands Strategy	2011-2026
Identifying green areas to store flood water	Wigan Council, Environment Agency	Wigan Council, Environment Agency, other partners including United Utilities and British Waterways	In accordance with legislation, surface water management plan, flood risk assessments and	2011-2026

~~What?~~	~~Cost and funding?~~	~~Who?~~	~~How?~~	~~When?~~
			~~Green Infrastructure Plan~~	

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Policy CP 10

Design

We will improve the built environment of the borough and help make it a better place to live, visit and for businesses to locate and thrive by ensuring that, as appropriate, new development:

1. Respects and acknowledges the character and identity of the borough and its locality, in terms of the materials, siting, size, scale and details used.
2. Is integrated effectively with its surroundings and helps to create attractive places.
3. Meets established standards for design.
4. Includes measures to minimise the impact of and adapt to climate change and conserve natural resources and meets established national standards for sustainability and national carbon reduction targets.
5. Is accessible for all in terms of movements to, through and within it, providing recognisable routes, junctions and focal points and a clear definition between public and private space.
6. Incorporates high quality landscaping.
7. Is designed and uses materials that facilitate easy maintenance.
8. Is designed to reduce the risk of crime and anti-social behaviour.
9. Can be well serviced, including making provision for waste storage and collection.
10. Incorporates, or makes provision for, public art.

9.63 The borough has three main built environment character areas. The dormitory towns and villages in the outer area are characterised by their agricultural origins and their distinctive stone vernacular architecture. The major urban inner areas are characterised by their Victorian industrial heritage, mainly red brick with terracotta detailing. The remaining built environment in the inner area is characterised by more recent semi-detached and short terrace development along main roads and in former mining communities.

9.64 It is an important starting point for good design to have an understanding of a locality and that development preserves and enhances the key characteristics of a place.

9.65 In the past, access and site layouts were primarily designed and engineered around motorised transport, with the loss of distinctive patterns of settlements and the creation of car based developments. To help create healthy communities, it is important that developments not only provide people with the choice of travel but create environments that people recognise and will want to walk and cycle in.

9.66 Good design is also essential to the maintenance, improvement and creation of places that look good, work well and last for future generations; where people want to live, work and spend their time and where businesses want to invest and create jobs. It can also help tackle climate change and conserve natural resources – see policy CP13.

Key delivery items: Policy CP10 – Design

What?	Cost and funding?	Who?	How?	When?
Reinforcing or enhancing the sense of place; creating adaptable built environments; performing well against established	Supporting evidence and planning application fees / Planning Services resources as available; or	Applicants, Wigan Council, English Heritage, Government design body, Greater Manchester	In line with development management processes and procedures, supported by preparation and adoption of Design and Sustainability	2011-2026; Supplementary Planning Document preparation by 2014

What?	Cost and funding?	Who?	How?	When?
national standards; creating accessible built environments; incorporating high quality landscaping; reducing the risk of crime	project funding such as through the Local Transport Plan	Police Architectural Liaison Unit, other stakeholders	Supplementary Planning Document; / in accordance with other guidance including the Street Scene Strategy	
Design Guide supplementary planning document	Planning Services resources as available	Wigan Council with key stakeholder and community involvement	In line with statutory processes, our Statement of Community Involvement and in accordance with this policy	2011-2013

Policy CP 11

Historic environment

We will conserve and enhance our historic environment, thereby helping to make the borough a better place to live, visit and work in, by:

1. Conserving and enhancing where appropriate our heritage assets and their settings, including scheduled monuments, listed buildings, conservation areas, historic parks and gardens, locally listed buildings and structures, key historic landscape characteristics and other important features, in accordance with legislation and national planning policy as appropriate.

2. Encouraging the sympathetic and appropriate re-use of existing buildings and structures, especially those which make a positive contribution to the special character of their locality and are identified as 'at risk'.
3. Promoting the value of our historic environment through signing, interpretation, public art and other measures as appropriate.

9.67 There are over 600 listed buildings and structures, one historic park - Mesnes Park in Wigan and 12 scheduled ancient monuments. These national designations represent a very small proportion of the overall stock of buildings, structures and parks in the borough. Of the listed buildings, nearly one-in-thirteen are 'at risk' according to a survey by English Heritage.

9.68 Despite the relatively small number of national designations, parts of the borough are of significant value locally not least as a legacy of our industrial and mining past. A good example is the former mining village at Howe Bridge, Atherton. As such we have designated 23 Conservation Areas and 18 local historic parks, gardens and cemeteries.

9.69 There is clear evidence that the retention and enhancement of the best of our historic built environment is important to ‘quality of life’ and helps make places that people want to live, work and otherwise spend their time in and in which businesses want to invest. It is, therefore, important to manage the process of change within our historic environment and to promote the benefits of the repair, renovation, extension and alteration of our historic assets.

9.70 Clearly we need to act on 'buildings at risk' and our Conservation Areas ‘at risk’ and work towards preventing the condition of other such buildings and areas declining to such a level where the historic value is lost.

9.71 Historic parks, gardens and cemeteries are important both in historical and townscape terms but are also significant areas for recreation and wildlife.

9.72 Our work on identifying buildings and structures of local or regional architectural or historic importance is important in conserving the integrity of our historic environment.

9.73 An historic landscape character assessment of the borough was undertaken in 2011 by the Greater Manchester Archaeological Unit.

Key delivery items: Policy CP11 – Historic environment

What?	Cost and funding?	Who?	How?	When?
Conserving and enhancing our heritage assets	Supporting evidence and fees / Planning Service resources as available, availability of grant funding	Wigan Council, applicants, English Heritage	Surveys, Conservation Area Appraisals, preparing and implementing supplementary guidance, dealing with applications, in line with statutory processes and development management processes and procedures.	2011-2026
Encouraging the sympathetic and appropriate re-use of existing buildings, including buildings 'at risk'	Supporting evidence and fees / Planning Service resources as available, availability of grant funding	Wigan Council, English Heritage	In line with statutory processes and development management processes and procedures	2011-2026
Promoting the value of our historic environment	Planning Service resources as available, availability of grant funding	Wigan Council, English Heritage	In line with statutory processes, and through Supplementary Planning Documents as appropriate.	2011-2026

What?	Cost and funding?	Who?	How?	When?
Preparing an Historic Environment Supplementary Planning Document	Planning Service resources as available	Wigan Council with key stakeholder and community involvement	In line with statutory processes and our Statement of Community Involvement	By 2015

~~Policy CP 12~~

~~Wildlife habitats and species~~

~~We will help wildlife to prosper and safeguard important geological features by:~~

1. ~~Protecting our Special Area of Conservation at Manchester Mosses (and other internationally designated sites outside of the borough) and European protected species in accordance with legislation.~~
2. ~~Protecting and enhancing our Sites of Special Scientific Interest and Species of Principal Importance in England in accordance with legislation and national planning policy as applicable.~~
3. ~~Protecting our Sites of Biological Importance and regionally important geological sites from development that would adversely affect the integrity of a site, unless there is an overriding public interest, and encouraging active management to maintain and enhance sites.~~
4. ~~Protecting, maintaining and promoting the active management of our Local Nature Reserves.~~
5. ~~Protecting and enhancing regional and local priority habitats and species and other features of value to wildlife ensuring, as far as practicable, that habitats are part of linked networks and not fragmented.~~
6. ~~Requiring reasonable provision to be made for wildlife habitats and features beneficial to geological conservation as part of new development.~~

7. Taking account of the impact of climate change in the enhancement of existing and the creation of new wildlife habitats.
8. Enabling more people to appreciate, enjoy and learn about wildlife and geo-diversity in the borough, particularly within Greenheart.

9.74 Wigan Borough is noted for its significant wildlife habitats. We have one internationally important wildlife site at Manchester Mosses, four nationally important sites and 89 regionally or locally important sites. These cover over 1,500 hectares or around 7.5% of the borough. Notably, the borough contains significant areas of standing water, almost three-quarters of which is designated for its nature conservation value. However, only one-third of our 1,100 ponds are within designated sites.

9.75 The condition of designated sites is variable. Our Sites of Special Scientific Interest range from 31.1% to 100% in favourable or recovering condition, against a national target of 95%. Notable presences of priority species regularly recorded across the borough include great crested newts and water vole. The borough also has a nationally significant population of willow tit and 2% of the national population of the internationally rare bittern.

9.76 Wildlife habitats and species are at the core of our priorities for Greenheart. Careful design of development around the 'park' will help integrate the built and natural environments more effectively, with a proper allocation and management of space for wildlife.

9.77 Existing key wildlife corridors support functional networks for wildlife habitats and species. We will review the boundaries of our wildlife corridors in a subsequent plan.

9.78 In recognition of the special value of the Manchester Mosses Special Area of Conservation, the need for air quality assessments including in-combination assessments in relation to road traffic and diffuse air pollution, will be reviewed for all development in the south-eastern part of the borough. Any proposals which are identified as having the potential to impact negatively on the Special Area of Conservation as identified in our Habitats Regulation Assessment, will require a full assessment and any negative impact will need to be mitigated effectively.

~~Key delivery items: Policy CP12 – Wildlife habitats and species~~

~~What?~~	~~Cost and funding?~~	~~Who?~~	~~How?~~	~~When?~~
~~Protecting designated wildlife sites; protecting and enhancing priority habitats; ensuring that habitats are part of linked networks; providing for wildlife habitats and species as part of new development; taking account of climate change~~	~~Supporting evidence and planning application fees, planning service and Natural England resources as available~~	~~Developers, landowners, Wigan Council, Natural England, Environment Agency, partner bodies such as Red Rose Forest, Groundwork and Lancashire Wildlife Trust~~	~~In accordance with legislation and national planning policy and in line with development management processes and procedures. Amendment to wildlife corridors as part of a subsequent local plan~~	~~2011-2026~~ -
~~Enabling more people to appreciate, enjoy and learn about wildlife and geo-diversity in the borough~~	~~Planning service resources as available, grant funding~~ -	~~As above, plus Greater Manchester Geological Unit~~	~~Greenheart Access Strategy; management plans for key sites; local geo-diversity action plan including audit~~	~~2011-2026~~ -
~~Preparing a Supplementary Planning Document on Development and Habitats and reviewing the existing Supplementary~~	~~Planning service resources as available~~	~~Wigan Council with key stakeholder and community involvement~~	~~In line with statutory processes and our Statement of Community Involvement~~	~~By 2015~~

~~What?~~	~~Cost and funding?~~	~~Who?~~	~~How?~~	~~When?~~
~~Planning Document on Development and Protected Species~~				

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~~Policy CP 13~~

~~Low-carbon development~~

~~We will reduce the emissions of carbon dioxide arising from new development and help reduce the impacts of climate change on our environment, economy and quality of life by:~~

1. ~~Encouraging all development, where relevant, to conform to the energy hierarchy by:~~

    1. ~~minimising the demand for energy, before~~
    2. ~~maximising the efficiency of energy use, before~~
    3. ~~implementing low-carbon dioxide and renewable energy technologies.~~

2. ~~Encouraging those proposing residential development of 10 units or more and/or non-residential development of more than 700 square metres to produce and submit a carbon reduction strategy setting out how the development will incorporate or make provision for, subject to viability, decentralised, renewable or low carbon energy sources to reduce the carbon dioxide emissions of energy use by at least 15%.~~
3. ~~Encouraging new development to be designed, orientated and constructed so that it can maximise energy efficiency, reduce reliance on fossil fuel energy and take advantage of opportunities for renewable or low carbon dioxide technologies.~~
4. ~~Encouraging reasonable improvements to be made to the energy performance of the existing building when an extension or other change to a building is proposed.~~

~~**9.79** Our built environment accounts for over 60% of our total carbon emissions. We can assist the retro-fitting of existing properties to reduce carbon emissions, through heat insulation and low carbon energy generation. But it is essential that new housing and other developments are designed and fitted out in a way that will deliver low and 'zero carbon' developments to meet our carbon emissions targets.~~

~~**9.80** Building regulations are set to require nearly all development to be 'zero-carbon' before 2026. The primary purpose of this policy is to get developers prepared to achieve 'zero-carbon' development by the time it becomes mandatory, and to account for 'unregulated emissions', which are emissions as a result of using electrical appliances.~~

~~**9.81** Unregulated emissions are not subject to regulation until it is brought under the zero carbon definition in 2016 and 2019 and so, in the context of the Greater Manchester's stated objective to differentiate itself as a Low Carbon Economic Area, the 15% improvement over part L serves as a means of providing interim reductions and enabling zero carbon development in-line with national targets.~~

~~**9.82** A collaborative approach to evidence gathering and policy development has been taken across the ten Greater Manchester districts (AGMA). A joint energy study for AGMA provides robust evidence in support of the carbon reduction target, based upon identified opportunities and financial modelling.~~

~~**9.83** The first step in achieving carbon reductions is to conform to the energy hierarchy. Those proposing developments above the published thresholds will also be encouraged to prepare a carbon reduction statement outlining how the appropriate efficiency measures and low-carbon technologies have been considered and the appropriate target achieved.~~

~~**9.84** In some situations on-site measures may not meet the carbon reduction target. Greater carbon mitigation may be achieved through contributing to or developing an 'off-site' solution. The developer has the option of mitigating carbon through a range of off-site 'allowable solutions', such as investments in low and zero carbon community heat infrastructure or an off-site wind turbine. New development should be encouraged to consider the viability of making use of low carbon and renewable energy infrastructure already in operation or granted planning permission.~~

~~**9.85** As it is a key national aim to reduce carbon emissions, all viability issues should be clearly expressed in a viability statement. For instance, where there are suitable conditions to support the development of district heat networks, developers will be encouraged to explore the feasibility and viability of such opportunities. To minimise costs, this could be a joint assessment of viability taking into account affordability issues. Innovative funding and investment solutions should be encouraged to be explored as capital costs should not prejudice good longer-term solutions.~~

~~**9.86** If an off-site solution is decided upon, or specific opportunities are identified, a higher carbon reduction target may be negotiated subject to prevailing evidence of opportunities and viability.~~

~~**9.87** As over 90% of the borough's homes in 2026 are already built, consideration of the existing building stock is very important. It will contribute the greatest amount to our carbon emissions over the plan period and beyond. New development can act as a catalyst to the development of low carbon energy networks that can link to existing buildings and help to achieve wider carbon reductions, in line with policy CP13. Extensions and alterations also offer an opportunity to make carbon reductions and applicants will be encouraged to reflect this in their proposals. Measures could include upgrading the insulation of the existing building to match the requirements for the extension, upgrading to a more efficient boiler, or using new roof space for solar collection linked to existing heating systems.~~

~~**9.88** As low carbon technologies become more widespread, they will be more accessible to homeowners and businesses wishing to tackle their carbon emissions. New development should therefore be designed in a way that does not compromise the ability to achieve further carbon reductions in the future. For example, overshadowing roof space would affect future potential for solar panels, and a lack of space for storage and delivery of fuel would make it difficult to switch to biomass at a later date.~~

~~**9.89** All development must be accompanied by information outlining how the energy hierarchy has been taken into consideration, and how the development has been designed to support the shift to a low carbon economy. We will explore producing a supplementary planning document or other guidance on the contents of this policy.~~

Key delivery items: Policy CP13 – Low-carbon development

What?	Cost and funding?	Who?	How?	When?
Reducing the emissions of carbon dioxide during the lifetime of new development and help reduce the impacts of climate change	Supporting evidence and planning application fees / Planning Service resources as available	Developers, Wigan Council, in partnership with AGMA, as appropriate.	In line with development management processes and procedures, including establishing a carbon management fund if required in line with statutory procedures.	2011-2026
Preparation of an Energy or Sustainability Supplementary Planning Document or more informal guidance	Planning Service resources as available	Wigan Council with key stakeholder and community involvement	In line with statutory processes and, our Statement of Community Involvement.	2014-15

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Policy CP 14

Waste

We will ensure greater efficiency in the use of resources by:

1. ~~Requiring proposals for the development of waste management facilities to demonstrate that they will enable the waste that they will handle to be dealt with as far up the waste hierarchy as practicable, namely:~~

    1. ~~preparing for re-use, before~~
    2. ~~recycling, before~~
    3. ~~other recovery, before~~
    4. ~~disposal, as a last resort.~~

2. ~~Working with other authorities through the Greater Manchester Joint Waste Development Plan Document to identify and safeguard sites for waste management processes, and the collection, batching and loading of waste as necessary, in appropriate locations, including meeting the requirements of the borough's Municipal Solid Waste Management Strategy and ensuring waste is able to be transported by rail or canal as far as is practicable.~~
3. ~~Encouraging provision for recycling, including innovative community recycling schemes, within appropriate large residential developments.~~
4. ~~Requiring the preparation of site waste management plans for major developments and waste management plans for other developments as appropriate.~~

~~9.90~~ ~~In 2009/10, one-third of the borough's municipal (household) waste was recycled or composted, with two-thirds sent to landfill. The targets are for 67% by 2015 and 75% by 2020, of which two-thirds should be through recycling and composting.~~

~~9.91~~ ~~However, municipal waste is only part of the waste stream. Commercial waste accounts for 33% of waste requiring treatment in Greater Manchester; construction, demolition and excavation waste 21%; municipal (household) waste 24%; industrial waste 17%; and agricultural and other waste 5%. Once challenging targets for recycling and recovery have been met, capacity will still be required for some 7.8 million tonnes of residual waste disposal between 2012 and 2027, which will be around 9% of the total waste produced.~~

9.92 Meeting these challenging targets will require a range of new waste management facilities for recycling, composting, treatment and recovery. Landfill capacity will also be required for final waste residues following 'treatment' and 'recovery'. Therefore, sites and areas are needed for a range of waste management facilities.

9.93 The ten councils in Greater Manchester have prepared a Joint Waste Plan. It sets out a waste planning strategy to 2027, which enables the adequate provision of waste management facilities in appropriate locations for all categories of waste. It is an integral part of our Local Plan.

9.94 Site waste management plans will help with addressing how the construction of a site will minimise the production of waste and set out how materials can be reused, recycled and recovered on site. This may include the retention and re-use of soils within a development. Encouraging recycling provision within appropriate housing schemes will help with achieving our waste reduction and management objectives. On appropriate larger commercial developments we will require the production of waste management plans setting out how waste can be minimised. We expect to produce more detailed guidance in the form a Supplementary Planning Document on these issues.

Key delivery items: Policy CP14 – Waste

What?	Cost and funding?	Who?	How?	When?
Requiring proposals for waste management facilities to demonstrate that they will enable waste to be dealt with as far up the waste hierarchy as practicable	Supporting evidence and planning application fees, planning service resources as available	Developers, Wigan Council	In line with development management processes and procedures	2011-2026

What?	Cost and funding?	Who?	How?	When?
Working with other authorities in Greater Manchester to identify and safeguard appropriate sites for waste management processes etc	Total cost of £1,846,514 of which Wigan Council's contribution is £224,211 spread over 5 financial years.	10 Greater Manchester councils, Greater Manchester Minerals & Waste Planning Unit	In line with statutory processes and our Statement of Community Involvement	Adopted in 2012
Requiring the use of site waste management plans	Planning service resources as available	Wigan Council, developers	In line with development management processes and procedures	2011-2026

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Policy CP 15

Minerals

We will help meet our future need for minerals whilst minimising the adverse impacts on our environment, economy and quality of life by:

1. Making an appropriate contribution to Greater Manchester's apportionment of aggregates and the maintenance of its landbank.
2. Promoting and, where possible, requiring efficiency in the use of minerals in development, including by encouraging the reuse of materials and the use of recycled and secondary materials as alternatives to primary aggregates.
3. Working with other district councils through the Greater Manchester Joint Minerals Development Plan Document to define minerals safeguarding areas as well as identifying sites, preferred areas and/or areas of search for future mineral working

and identifying and safeguarding sites for storage, processing and transfer of minerals in appropriate locations.

4. Facilitating the movement of minerals by rail or canal where feasible or practicable.
5. Ensuring effective restoration and aftercare of extraction sites where necessary.
6. Not allowing further peat extraction on our remaining areas of remnant mossland and giving due consideration to its role in mitigating climate change and as a wildlife habitat in considering any proposals for additional peat extraction elsewhere.
7. Giving due consideration to lowland bog as a valuable habitat and carbon sink and only permitting peat extraction where areas of degraded lowland bog arising from previous peat-working require restoration.

9.95 Greater Manchester authorities are required to contribute towards the sub-regional apportionment of aggregates (0.43 million tonnes of land won sand and gravel per year and 1.32 million tonnes of crushed rock per year). In addition there is some working or potential working of coal and coal bed methane in parts of Greater Manchester. Managing the supply of such minerals effectively and sustainably through the planning system is essential to ensure primary resources are available for future generations.

9.96 The ten Greater Manchester councils worked together to prepare a Joint Minerals Development Plan Document (Minerals Plan). The Minerals Plan provides a sound, sub-regional, planning policy framework that provides a clear guide to minerals operators and the public about the locations where mineral extraction may take place; the safeguarding of sensitive environmental features and of mineral resources with potential for future extraction; and all aspects of environmental and resource protection. The plan forms an integral part of our Local Plan.

9.97 Although there has been a long history of peat extraction for horticultural purposes in parts of the borough, particularly in the Chat Moss area, it is increasingly being recognised that these areas not only contain unique wildlife habitats but also perform a key role in mitigating climate change by acting as a major carbon store. This recognition has coincided with diminishing demand for such peat as it is largely replaced by peat substitute materials.

~~Key delivery items: Policy CP15 – Minerals~~

~~What?~~	~~Cost and funding?~~	~~Who?~~	~~How?~~	~~When?~~
~~Planning applications for the extraction of minerals~~	~~Supporting evidence and fees, planning service resources as available~~	~~Applicants, Wigan Council~~	~~In line with development management processes and procedures, including our planning policy framework~~	~~2011-2026~~

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Policy CP 16

Flooding

We will help reduce the risk of flooding from all sources, notably in our flood zones 3 and 2, our critical drainage areas, and other areas vulnerable to surface water flooding, including locations downstream by ensuring that development:

1. Follows a sequential approach in accordance with national planning policy.
2. Is supported by a detailed Flood Risk Assessment where appropriate.
3. Incorporates appropriate mitigation and/or management measures to achieve, where possible, a reduction in flood risk overall.

Development on greenfield sites should not increase the rate of surface water run-off. On previously-developed land, a reduction of at least 30% will be sought, rising to a minimum of 50% in critical drainage areas.

9.98 Incidences of flooding have increased nationally as a result of a combination of factors including development in flood plains, the use of impermeable surfacing, obsolete infrastructure and incidences of high rainfall, which are forecast to increase in number and intensity as a result of climate change.

9.99 There are risks from several types of flooding, including rivers and streams, canals, reservoirs, surface water, drains and sewers and combinations of these.

9.100 Flood zones are classified into zones 1 to 3. Flood zone 3a is land with a high probability of flooding. Flood zone 3b is the functional flood plain. Flood zone 2 is land with medium probability of flooding. Flood zones are identified by the Environment Agency and can be viewed on their website. Our own Strategic Flood Risk Assessment has supplemented this information and this information is on our website. This information is used to locate development away from areas at high risk of flooding and to inform where mitigation or management measures will be needed.

9.101 Logically, our high and medium probability flood zones are the lower lying areas around our rivers and other water courses, including the River Douglas in the centre of Wigan, the 'Heybrook corridor' from Ince to Leigh, Pennington Brook in Leigh and Millingford Brook in Ashton-in-Makerfield. They are similar to the national flood zones.

9.102 Critical drainage areas include our high and medium probability flood zones but also other locations that are particularly sensitive to an increase in the rate and/or volume of surface water run-off from new development. The risk of flooding from surface water is wide-spread across the borough and this can be attributed to the borough's impermeable clay soils. Further work will be done to confirm the extent of our critical drainage areas and the results will need to be taken into account in allocating land and in determining planning applications. The constraints on surface water run-off identified are informed by our Strategic Flood Risk Assessment.

9.103 We will also produce a flood mitigation strategy in line with national guidelines, including advice on how development could proceed in flood risk areas and be compliant with the requirements of national planning policy. Surface water run-off can be reduced by using permeable surfacing and implementing sustainable drainage systems. Wherever practicable, developers will be encouraged to use low carbon, soft engineering sustainable drainage systems, such as ponds, swales, wetlands and retention basins.

Key delivery items: Policy CP16 – Flooding

What?	Cost and funding?	Who?	How?	When?
Reducing flood risk from all sources	Within available resources	Wigan Council, AGMA, Environment Agency, United Utilities, British waterways, landowners and developers.	Preparation and implementation of a Joint Surface Water Management Plan, a Preliminary Flood Risk Assessment and a Mitigation Strategy and in accordance with development management processes and procedures	2011-12; 2011-2026
Ensuring development follows a sequential approach, is supported by a detailed Flood Risk Assessment and incorporates appropriate mitigation measures	Supporting evidence and planning application fees,planning service resources as available	Applicants, Wigan Council	In line with development management processes and procedures	2011-2026
Preliminary Flood Risk Assessment	National Government	AGMA on behalf of 10 Councils in	To be confirmed	June 2011

What?	Cost and funding?	Who?	How?	When?
		Greater Manchester		
Wigan Mitigation Strategy	Environmental Services resources as available	Wigan Council	In line with the National Planning Policy Framework	Ongoing

Policy CP 17

Environmental protection

We will help maintain, enhance and protect our environment for the benefit of people and wildlife, and make the borough a better place for people to live and businesses to locate and thrive, by:

1. Protecting our 'best and most versatile' agricultural land from irreversible loss in accordance with national planning policy and where appropriate seeking to retain and re-use soils on major development sites.
2. Actively seeking the reclamation and re-use of derelict and other previously-developed sites to bring land back into positive use.
3. Tackling land contamination and land stability issues, primarily on sites affected by past industrial uses and coal mining activities, by promoting the appropriate re-use of sites, supporting the identification of contamination and stability issues and requiring appropriate remediation.
4. Managing air quality, particularly in our Air Quality Management Areas, including by minimising the air pollution (and carbon dioxide emissions) likely to arise from new development.
5. Ensuring that new development does not give rise to the pollution of any watercourse, groundwater or mossland or result in the transfer of contaminated run-off to surface water sewers.

6. Supporting strategies, projects and plans to improve water quality within the Rivers Douglas and Mersey and their tributaries.
7. Ensuring that new development is planned and designed so that it does not have an unacceptable adverse impact on amenity and quality of life and/or that it will not itself be impacted upon in such a way by existing uses or activities in the area.

9.104 We have a fixed amount of land and we need to use it effectively. Over one-third of the borough is agricultural land, of which around one tenth is grades 1-3a 'best and most versatile' land, largely located in the 'outer areas' of the borough. Only a very small amount is the best quality, grade 1, agricultural land and this is constrained by its position alongside the Manchester Mosses Special Area of Conservation. The management and protection of the Special Area of Conservation takes priority over agricultural needs, unless it can be demonstrated that such a need outweighs the protection given to the Special Area of Conservation.

9.105 Otherwise, soil is an essential but vulnerable resource. It can take many years to renew and can easily be damaged or contaminated as a result of erosion, loss of nutrients or damaging or polluting activities, including insensitive development and land management techniques. Good soil needs to be safeguarded and where possible used to improve poorer quality soils for existing, proposed or potential food production, including in allotments and gardens.

9.106 Bringing derelict land and other previously-developed land back into use is a key way of reducing the demand for building on 'greenfield' land, but such sites are usually more difficult and expensive to develop. Less than 2% of the borough remains as derelict land, down substantially on 15 years ago. But Wigan's long history of industry and mining has also left a legacy of contaminated land, with over 5,000 potential sites across the borough, some of which would be regarded as 'greenfield' sites. If dormant, contamination can be left but if 'disturbed', such as through development, it can be damaging and/or dangerous to the natural environment and/or human health, either quickly or in the longer-term, and needs to be cleaned-up.

9.107 The decline in industrial activity and the use of solid fuels has improved air quality considerably. However this has been countered in some respects by the increase in pollution from road traffic. Around 10% of borough residents live close to our main roads, where air quality is at its worse. Less polluting vehicles can and, in part, already have made a difference but much more could be done. For example, an electric car will have no exhaust emissions. However, its overall emissions impact will depend on how that electricity is generated. Our policies seek to reduce the need to travel and encourage walking, cycling and using lower emission public transport, which will benefit air quality.

9.108 Only 60% of our rivers by length are classified as ‘good’ or ‘fair’ for 'biological quality'. There is a requirement under the Water Framework Directive to improve water quality to ‘good ecological status’ for all waters by 2015. Water pollution has been identified as one of the key issues affecting priority wildlife species in the borough and incidents of heavy rain already cause pollution problems, due to the overloading of sewers. This is likely to become more frequent as a result of climate change.

9.109 The decline in industry has also reduced sources of noise pollution, which has been countered in many respects by noise from road traffic. The adverse impacts of noise are becoming more widely recognised and low noise road surfacing, acoustic fencing and insulation to properties against external noise are becoming more commonplace.

9.110 Light spillage can have a major impact on people's quality of life and on wildlife and we have already lost much of the night sky due to light. These aspects need to be more widely recognised.

9.111 All of these aspects and others can impact unacceptably on amenity. Such an impact can be in either direction - new development/uses impacting on existing development/uses or existing development/uses, impacting on new development/uses. These are standard planning considerations.

Key delivery items: Policy CP17 – Environmental protection

What?	Cost and funding?	Who?	How?	When?
Protecting the best and most versatile agricultural land	Planning service resources as available	The applicants, Wigan Council	Through the allocation of sites with a local plan and through development management processes and procedures	As required by developers
Bringing derelict and other previously-developed land back into positive use	Planning service resources as available, Evergreen (EU JESSICA programme), other grant funding, private sector	Landowners, developers, Wigan Council	Allocating land in subsequent local plans and through redevelopment and countryside management opportunities	2011-2026
Tackling land contamination	Environmental Protection revenue budget, developers, development contributions	Developers, Wigan Council	In line with legislation and development management processes and procedures	2011-2026
Managing air quality	Environmental Protection and Planning	Developers, Wigan Council	In line with legislation and development	2011-2026

What?	Cost and funding?	Who?	How?	When?
	Service resources as available, developers, development contributions, Local Transport Plan		management processes and procedures; Revision of the Air Quality supplementary planning document	
Maintaining and Improving Water Quality	Applicants, developers, Wigan Council	Applicants, developers, Wigan Council	Supporting and contributing to plans, strategies and projects including the North West River Basin Management Plans and the assessment of effects of development on water courses and water bodies in line with the action plans	2011-2026
Safeguarding amenity / and quality of life	Supporting evidence and planning application fees, planning	Applicants, Wigan Council	In line with legislation and development management	2011-2026

What?	Cost and funding?	Who?	How?	When?
	service resources as available		processes and procedures	

Policy CP 18

Developer contributions

We will ensure that there is capacity for new development and help make the borough an attractive place for people to live and businesses to locate and thrive, by:

1. Ensuring that development funds, or contributes to the funding of, necessary off-site works or programmes in accordance with the provisions of legislation, national planning policy and other local planning policies and provided that it is viable.
2. Ensuring that a levy is placed on development to fund, or contribute to the funding of, improving our infrastructure in accordance with the provisions of legislation, national planning policy, other local planning policies and our infrastructure delivery plan and provided that it is viable.

9.112 The principle of securing contributions from developers to fund or assist in funding off-site works and infrastructure of benefit to the whole community is well-established in the planning system.

9.113 Planning obligations are the current mechanism used to secure additional infrastructure or improved community services and facilities, the need for which arises from new development. They are intended to make acceptable development which would otherwise be unacceptable in planning terms.

9.114 Provisions for a community infrastructure levy have been made nationally and are likely to be advanced as a local levy or tariff. We will establish a levy or tariff locally once confidence has returned to the development industry. It would apply to most

development and would be used to deliver infrastructure in line with our infrastructure delivery plan. The plan will show how the proposals in the core strategy will be delivered. At such a time, planning obligations would be used for affordable housing and remaining matters only.

9.115 Financial contributions through planning obligations and the community infrastructure levy will be closely monitored to ensure that they will not threaten the viability of development and thereafter that a full audit trail of expenditure is maintained.

Key delivery items: Policy CP18 – Developer contributions

What?	Cost and funding?	Who?	How?	When?
Community infrastructure including transport, utilities and waste, health, education, sports facilities, community safety, culture, leisure, green infrastructure, renewable energy, affordable housing, training and mitigation or compensation for harmful air quality impacts	To be established in our infrastructure delivery plan and related charging schedule	Developers	In line with statutory processes and procedures	When market conditions allow

TEN

Monitoring

10.1 Monitoring is a key component of the Local Plan. We need to monitor the performance of our policies regularly to assess whether they are achieving our strategic objectives and remain relevant, or whether they need to be reviewed or removed. Monitoring provides the objective basis necessary for such reviews. This section presents the monitoring framework for each of the core and spatial policies included in the Core Strategy. For each of the performance indicators, a measurable indicator and a target is identified, together with a source if it is not, or not just, Wigan Council. We will report on our monitoring of the Core Strategy and wider Local Plan annually and make the report available on our website. Organisations written as initials in the table are written in full at the end of this chapter. Only sources other than Wigan Council are identified in the sources column.

Measurable indicators	Targets	Baseline at 2011 unless otherwise stated	Sources
Policy SP1 - Spatial strategy for Wigan Borough			
The performance of this policy is monitored through the other spatial and core policies. The main policies that influence policy SP1 are: • SP3: A key strategic site – Northleigh Park • SP4: Broad locations for new development • ~~CP5: Economy and employment~~ • CP6: Housing • ~~CP8: Green Belt and safeguarded land~~			

Measurable indicators	Targets	Baseline at 2011 unless otherwise stated	Sources
Policy SP2 - Our town and local centres			
Vitality and viability of our town centres measured through established indicators including vacancy levels, diversity of uses, number of units, rental levels and yields, specifically concerning the delivery of the priorities set out in the policy	Reduce the % of vacant floorspace (ground floor, upper floors) Maintain the % of retail floorspace in Principal Shopping Areas Increase the range of other town centre uses, increase the % of office floorspace (A2, B1) and increase the number of residential units Maintain Zone A rental levels (limited availability) Maintain footfall at key locations	From the 2011 Town Centre Survey for each of the town centres Rental levels to be confirmed Footfall data to be confirmed	With the Valuation Office
Health of our local centres, specifically retaining their core 'convenience' focus	Maintaining or improving the balance of uses	From the 2011 Local Centre	

Measurable indicators	Targets	Baseline at 2011 unless otherwise stated	Sources
	within each local centre, including maintaining or increasing convenience shopping floorspace	Survey for each of the 25 local centres	
% of additional floorspace for main town centre uses in centres	100% unless sequential and impact tests satisfied	NA	
The amount of class B1 office floorspace in Wigan, Leigh and Ashton town centres	To increase overall, by 2016, 2021, 2026	Wigan 9,359 sq m Leigh 1,338 sq m Ashton 0 sq m	

Measurable indicators	Targets	Baseline at 2011 unless otherwise stated	Sources
Policy SP3 - A key strategic site – Northleigh Park			
Provision of residential development	125 dwellings by April 2016; 725 dwellings by April 2022; approximately 1100 dwellings by April 2026	NA	
Provision of employment development	8 hectares in the period 2018-2026	NA	
Provision of strategic green infrastructure	9 hectares by 2022, 18 hectares by 2026.	NA	
Link road from Westleigh Lane to Leigh Road	By 2018		
Link road from A579 Atherleigh Way to Westleigh Road	By 2022		

Measurable indicators	Targets	Baseline at 2011 unless otherwise stated	Sources
Policy SP4 - Broad locations for new development			
Allocation of land within each broad location			
South of Hindley	50 dwellings by 2016; 500 dwellings by 2021; 1,000 dwellings by 2026	NA	
	12.4 hectares of employment development by 2026		
East of Atherton	100 dwellings by 2021; 450 dwellings by 2026		
	15 hectares of employment development by 2026		
Garrett Hall, Astley	75 dwellings by 2016; 450 dwellings by 2021; 600 dwellings by 2026		
East of Wigan Road, Landgate, Ashton-in-Makerfield	25 dwellings by 2016; 275 dwellings by 2021; 300 dwellings by 2026		

Measurable indicators	Targets	Baseline at 2011 unless otherwise stated	Sources
	22 hectares of employment development by 2026		
Golborne and Lowton	200 dwellings by 2016; 950 dwellings by 2021; 1,000 dwellings by 2026		
Standish	200 dwellings by 2016; 950 dwellings by 2021; 1,000 dwellings by 2026		

Measurable indicators	Targets	Baseline at 2011 unless otherwise stated	Sources
Policy SP5 - Greenheart			
Visitor numbers at key Greenheart locations	Increase by 2016	Baseline to be established in 2013	With WLCT
Develop a visitor centre at Wigan Flashes	By 2021	Planning application submitted (2012)	With Lancashire Wildlife Trust
Cyclepaths created / improved linking in to Greenheart	10 kms by 2021 15 kms by 2026	0 kms, funding opportunities identified	With DfT, Canals & Rivers Trust, neighbouring councils
Achieve Local Nature Reserve status at Pennington Flash	By 2016	No progress	With WLCT
Restoration of colliery spoil tip at Bickershaw North	By 2026	Funding secured, landscape masterplan prepared	With the Greenheart Board
Further indicators will be identified through the Greenheart Action Plan and monitored through our annual monitoring report			

Measurable indicators	Targets	Baseline at 2011 unless otherwise stated	Sources
~~Policy CP1 - Health and well-being~~			
~~The health of the population and inequalities, including:~~			
~~Life expectancy~~	~~To increase overall by 2016, 2021, 2026~~	~~Male 75.6 years (2008/10)~~ ~~Female 80.7 years (2008/10)~~	~~With the health sector~~
~~Levels of childhood obesity~~	~~To decrease overall by 2016, 2021, 2026~~	~~19.3%~~	
~~Incidents of cardiovascular disease~~		~~86.7 per 100,000 deaths under 75 (2008/10)~~	
~~% of population with limiting long-term illness~~		~~To be confirmed~~	
~~% of relevant planning applications accompanied by a satisfactory health impact assessment~~	~~95%~~		

Measurable indicators	Targets	Baseline at 2011 unless otherwise stated	Sources
Policy CP2 - Open space, sport and recreation			
Enhancement of principal and township parks	To maintain or increase the number of parks with Green Flags awarded	3 parks with Green Flag status	With WLCT
Number and availability of allotments	9.4 per 1,000 households	4.3 per 1,000 households	With WLCT
Number of new Local Nature Reserves	To increase to 1 hectare per 1,000 population (305 hectares required)	269 hectares	Lancashire Wildlife Trust
Participation in sport and active recreation	To increase overall, by 2016, 2021, 2026	To be confirmed	With WLCT
Amount of sport, recreation and informal open space lost to other uses (where non-policy compliant)	No net loss		
Developing more detailed local standards	By 2016	No relevant baseline	With WLCT

Measurable indicators	Targets	Baseline at 2011 unless otherwise stated	Sources
Policy CP3 - Community facilities			
New and improved community facilities	To increase overall, by 2016, 2021, 2026	To be confirmed	With WLCT and community groups
Loss of community facilities	No net loss unless replaced or demonstrably not needed	To be confirmed in subsequent local plan	
Overall crime statistics	To decrease overall	18,301 incidents recorded	
~~**Policy CP4 - Education and learning**~~			
~~The level of knowledge, skills and qualifications of residents taking into account:~~			
~~Achievement of 5 or more A*-C grades at GCSE or equivalent (including English and Maths)~~	~~To better or equal national or regional average. Year on year improvements.~~	~~Wigan 64.0%~~ ~~England 58.6%~~ ~~(2012)~~	~~With local colleges~~
~~Working age people qualified to level 2 or higher~~		~~Wigan 69.3%~~ ~~NW 68.3%~~ ~~GB 69.7%~~	~~Nomis~~

Measurable indicators	Targets	Baseline at 2011 unless otherwise stated	Sources
~~Working age people qualified to level 4 or higher~~		~~Wigan 25.7%~~ ~~NW 28.9%~~ ~~GB 32.9%~~	~~Nomis~~
~~New and improved schools and school buildings~~	~~To improve overall by 2016, 2021, 2026~~	~~2~~	
~~Provision of 2 new 14-19 centres~~	~~By 2016, one in the west and one in the east of the borough~~		
~~Enhanced sporting and recreational facilities as part of education provision~~	~~To improve overall by 2016, 2021, 2026~~	~~To be confirmed~~	
~~Number of student applicants being admitted to first primary school of choice~~	~~Improve on baseline~~	~~92.6%~~ ~~(2010)~~	
~~Number of student applicants being admitted to first secondary school of choice~~	~~Improve on baseline~~	~~96.3%~~ ~~(2010)~~	

Measurable indicators	Targets	Baseline at 2011 unless otherwise stated	Sources
~~Policy CP5 - Economy and employment~~			
~~Unemployment~~	~~To better or equal national or regional average~~	~~Great Britain 7.6%~~ ~~North West 7.8%~~ ~~Wigan 8%~~	~~Nomis~~
~~Bringing forward a range of employment sites of the right quality~~	~~50 hectares of employment development by 2016, 125 hectares of employment development by 2021, 200 hectares of employment development by 2026~~	NA	~~With GMLEP~~
~~Amount of employment land lost to non-employment uses (where non-policy compliant)~~	~~No net loss~~		
~~Total jobs and total employment, each by key employment sector~~	~~Targets, baseline information and sources for this indicator are set out in a separate table at the end of this Section.~~		
~~The performance of qualitative factors for employment land will be monitored through other spatial policies, most notably policy SP3 and policy SP4.~~			

Measurable indicators	Targets	Baseline at 2011 unless otherwise stated	Sources
Policy CP6 - Housing			
~~5 year housing supply~~	~~Maintain a 5 year supply of deliverable housing sites initial target 6,300 dwellings 2013-2018, post 2018 5,512 dwellings~~		
Additional new homes built (gross)	3,524 new homes by 2016, 10,944 by 2021 and 16,469 by 2026	419 (2011/12)	
% of new homes within the east-west core	80% of new housing, by 2026	NA	
Level of empty homes	To reduce annually	2,344 long term empty homes (2012)	
Affordable homes delivered (gross)	An annual average of 277 affordable homes per year	73 (2011/12)	
Net additional pitches for gypsies, travellers and travelling showpeople	To meet shortfall identified, to be determined in a subsequent local plan	34	

Measurable indicators	Targets	Baseline at 2011 unless otherwise stated	Sources
Policy CP7 - Accessibility			
Delivery of major transport interventions:			
A49 Diversion	Post 2016	On target	
Wigan transport hub	Post 2016	On target	
A578 Leigh Road to A58 Liverpool Road	Post 2016	Developer led – no progress at present	
Leigh-Salford-Manchester busway	Operational by 2016	On target	
NB. The schemes between Leigh Road and Atherleigh Way are monitored under policy SP3			
Net changes to travel times on designated routes	To reduce, by 2016, 2021, 2026	To be confirmed	HFAS (AGMA)
Bus and rail service use	To increase, by 2016, 2021, 2026	To be confirmed	TfGM, bus and rail operators
% of new homes within 30 minutes public transport time of key services	99%	To be confirmed	HFAS (AGMA)

Measurable indicators	Targets	Baseline at 2011 unless otherwise stated	Sources
~~**Policy CP8 - Green Belt and safeguarded land**~~			
~~Amount of Green Belt land lost to development~~	~~Nil~~	~~NA~~	
~~**Policy CP9 - Strategic landscape and green infrastructure**~~			
~~The performance of this policy will be monitored through other spatial and core policies, most notably Greenheart (SP5), open space, sport and recreation (CP2), wildlife habitats and species (CP12) and flooding (CP16)~~			
Policy CP10 - Design			
% of applications approved in line with policy requirements	100%	To be established	
Number of units built to a 'very good' standard against the Building for Life Assessment	To increase annually	85 units	
Policy CP11 - Historic environment			
% of applications approved contrary to policy	0%	NA	
Demolition or significant detrimental change to heritage assets or their settings	Nil	2	
Number of buildings and conservation areas on the Heritage at Risk Register	To reduce number from baseline	45 LB's, 2 CA's	English Heritage

Measurable indicators	Targets	Baseline at 2011 unless otherwise stated	Sources
~~Policy CP12 - Wildlife habitats and species~~			
~~The proportion of Sites of Biological Importance where positive conservation management has been or is being implemented~~	~~To maintain or increase annually~~	~~27%~~	~~With stated partners~~
~~The percentage area of Sites of Special Scientific interest in favourable condition~~	~~95% of each site in favourable or improving condition~~	~~Bryn Marsh and Ince Moss 100% favourable, Abram Flashes 31.1% favourable, Highfield Moss 80.16% favourable, Astley and Bedford Moss 1.41% favourable, 77.89% unfavourable (recovering)~~	~~Natural England~~
~~Change in area of designated sites~~	~~To maintain or increase annually~~	~~1,584.5 hectares~~	

Measurable indicators	Targets	Baseline at 2011 unless otherwise stated	Sources
~~Policy CP13 - Low carbon development~~			
~~% of new developments achieving our carbon reduction targets~~	~~To increase annually~~	~~Not yet available~~	
~~BREEAM levels achieved for relevant developments~~	~~To increase annually~~	~~Not yet available~~	
~~% of planning applications accompanied by an energy statement~~	~~100% of relevant applications~~	~~Not yet available~~	
~~Policy CP14 - Waste~~			
~~The performance of this policy will be monitored through the Greater Manchester Joint Waste Development Plan Document~~			
~~Policy CP15 - Minerals~~			
~~The performance of this policy will be monitored through the Greater Manchester Joint Minerals Development Plan Document~~			
Policy CP16 - Flooding			
Number of planning permissions granted contrary to Environment Agency advice	Nil		Environment Agency
Number of sustainable drainage schemes	Increase from baseline	NA	

Measurable indicators	Targets	Baseline at 2011 unless otherwise stated	Sources
Policy CP17 Environmental protection			
Number of planning permissions granted that would result in irreversible loss of Grade 1, 2 or 3a agricultural land	Nil	NA	
Hectares of derelict land reclaimed	To reduce amount of derelict land remaining over time	383 hectares remaining (2009)	
Percentage of contaminated land remediated through development	An increase in % of land cleaned up each year	10.7%	
Number of days when air pollution exceeds national 24 hour standard for dust/ particles (PM10)	No more than 35 days	0 days	
Annual average background nitrogen dioxide concentration (ug/m3)	Not to exceed 40 ug/m3	22 ug/m3	
Average of annual mean levels for selected nitrogen dioxide road side diffusion tube sites (ug/m3)	Reduction over time	39 ug/m3	
Number of tonnes of NOx emitted annually from road transport	1,141 tonnes by 2011	1,289 tonnes	
Number of tonnes of CO2 as C emitted annually from traffic on local roads	Reduction over time	105,292 tonnes	ENIGMA modelling

Measurable indicators	Targets	Baseline at 2011 unless otherwise stated	Sources
Policy CP18 - Developer contributions			
Total value of developer contributions secured by type (and broken down by area)	To be established in Community Infrastructure Levy Charging Schedule	Baseline not yet set	

Measurable indicators	Targets	Baseline at 2011 unless otherwise stated			Sources
Policy CP5 - Economy and Employment					
Total jobs and total employment, each by key employment sector	Increase in total jobs and jobs in each sector from baseline		Wigan	GM	
		Manufacturing and engineering (including food and drink processing)	*	*	With AGMA (GMFM)
		Logistics / distribution	*	*	
		Digital information and communications technology	*	*	
		Creative/digital/new media	*	*	
		Financial and professional services	*	*	
		Environmental technologies	*	*	
		Construction sector business	*	*	
*Data will be provided when it becomes available in the format required.					

- AGMA - Association of Greater Manchester Authorities
- GMGU - Greater Manchester Geological Unit
- GMLEP - Greater Manchester Local Enterprise Partnership
- TfGM - Transport for Greater Manchester
- GMTU - Greater Manchester Transport Unit
- WLCT - Wigan Leisure and Culture Trust
- GMFM - Greater Manchester Forecasting Model
- HFAS - Highways Forecasting and Analytical Services

A

Replacement of saved Unitary Development Plan policies

A.1 All of the policies in the Replacement Wigan Unitary Development Plan except 3 have been saved until they are replaced by policies of the Local Development Framework. The exceptions are policies EM1F, R1 and R1A that are no longer in force.

A.2 The table below sets out the Unitary Development Plan policies that will be replaced by policies in the Core Strategy. The saved policies that are not included in the table will remain in force until they are replaced by policies in other local plans.

Policy no.	Policy title	Replacement policy or policies
GB1	Green Belt	CP8
GB3	Agricultural Land Protection	CP17
EM1	Land and Buildings for Employment Uses	CP5
EM2	Tourism	CP5, CP2, SP2, SP5
EV1	Environmental Protection and Enhancement	SP5, CP9, CP17
EV2	Nature Conservation	CP12
EV3	Design	CP10
EV4	Conservation	CP11
A1	Accessibility	CP7
S1	Hierarchy and Role of Centres	SP2
C1	Community Facilities, Open Space, Sport and Recreation	CP2, CP3
MW1	Mineral Working	CP15

Policy no.	Policy title	Replacement policy or policies
WM1	Waste Management	CP14
GB1D	Development in Green Belt Settlements (Haigh and Bickershaw)	CP8
GB1E	Major Existing Developed Sites in the Green Belt	CP8
EM1D	Offices	SP2, CP5
EM2A	Tourism Development	SP2, SP5, CP2, CP5, CP7, CP10, CP17
R1B	New Housing Sites	CP6
R1C	Care Homes and Homes for the Elderly	CP6
R1D	The Design of New Residential Development and House Extensions	CP10, CP13, CP17
R1F	Sites for Gypsies and for Showmen's Permanent Quarters	CP6
R1G	Conversion to Dwellings	CP10, CP17
R1H	Affordable Housing	CP6
EV2A	Special Areas of Conservation	CP12
EV2B	Sites of Special Scientific Interest, Sites of Biological Importance and Local Nature Reserves	CP12
EV2D	Species Protection	CP12
EV2E	Trees, Woodlands and Hedgerows	SP5, CP12
EV3A	Design of New Development	CP10

Policy no.	Policy title	Replacement policy or policies
EV3B	Advertisements	CP10
EV3C	Design of Frontages to Shops and Commercial Premises	CP10
EV3D	Landscaping of Development	CP10
EV3G	Telecommunications Development	CP10
EV3H	Public Art	CP10
EV4B	Listed Buildings	CP11
EV4C	Buildings and Structures of Local Architectural or Historic Interest	CP11
EV4E	Archaeology, Ancient Monuments and Development	CP11
A1A	Transport Assessments	CP7
A1B	Travel Plans	CP7
A1C	Access for All	CP7
A1D	Walking	CP7
A1E	Cycling	CP7
A1F	Bus Provision – New Development	CP7
A1L	Taxis – New Development	CP7
A1R	Highway Access- New Development	CP7, CP10
A1T	Park and Ride	CP7
A1U	Improving Access to Support a Sustainable Pattern of Settlement	CP7

Policy no.	Policy title	Replacement policy or policies
S1F	Retail and Leisure Development Outside Town Centres and Local Centres	SP2
C1A	Community Facilities	CP3
C1G	Regional Park	SP5
C1H	Public Rights of Way	SP5, CP7, CP9
G1A	Impact of Development on Amenity	CP17
G1B	Planning Obligations	CP18
G1C	Development and Flood Risk	CP16
G1D	Renewable Energy	CP13

WIGAN LOCAL PLAN



Wigan Council